

**LONDON BOROUGH OF ENFIELD**

<b>PLANNING COMMITTEE</b>	<b>Date:</b> 1 September 2020			
<b>Report of:</b> Head of Planning	<b>Contact Officer:</b> Andy Higham Claire Williams Allison Russell 0208 132 0890	<b>Ward:</b> Southgate		
<b>Application Number:</b> 20/01200/FUL		<b>Category:</b> Minor Dwellings.		
<b>LOCATION:</b> Garages Adjacent To Grovebury Court, Chase Road, London, N14 4JR				
<b>PROPOSAL:</b> Redevelopment of garages to create 4no. x 3-storey dwelling houses with associated parking, refuse storage and landscaping.				
<b>Applicant Name &amp; Address:</b> Mr. Alex Long Grovebury Investments Ltd PO Box 363 Hertford SG13 9HG	<b>Agent Name &amp; Address:</b> Mr Christian Anders Trevor Brown Architects Suite 409, Ashley House 235-239 High Road London N22 8HF United Kingdom			
<b>RECOMMENDATION:</b> That planning permission be GRANTED subject to conditions.				

Ref: 20/01200/FUL LOCATION: Garages Adjacent To Grovebury Court, Chase Road, London, N14 4JR



**1. Note for Members:**

- 1.1 Although a planning application for this type of development would normally be determined by officers under delegated authority, the application is been reported to the Planning Committee for determination at the request of Councillor Stephanos Ioannou.

**2.0 Recommendation**

- 2.1 That planning permission be GRANTED subject to conditions:

1. Time Limited Permission
2. Drawing Numbers

Development to be carried out in accordance with approved plans.
3. Further bat survey – ecology survey
4. Materials
5. Revised drawings to show external additions such as rainwater goods/flues/PV panels
6. Details of privacy screen to the side of the balconies at second floor level
7. Means of Enclosure
8. Landscaping
9. Details of surfacing materials
10. Ecological Enhancements
11. Sustainable Urban Drainage (SuDS) Strategy
12. Sustainable Urban Drainage (SuDS) Verification Report
13. Details of drainage to prevent water flowing onto the public highway
14. Energy Statement
15. Energy Performance Certificate
16. Finished Floor Levels
17. Removal of permitted development rights: Class A (rear and side extensions); Class D (Porches) and Class E (outbuildings)
18. No additional windows
19. Cycle Parking

20. Electric charging points
  21. Contaminated land.
  22. Piling
  23. M4(2) evidence of compliance
  24. Construction management plan
- 2.2 It is also requested that authority to finalise the wording of conditions under the above headings, is given to the Head of Development Management to ensure they reflect any issues raised by Planning Committee and / or any reported updates to the meeting.

### **3. Executive Summary**

- 3.1 Full planning permission is being sought for a new residential development comprising of four family dwelling houses. The scheme is as a result of advice and suggestions provided during the formal pre-application process.
- 3.2 During the course of the application, formal written representations were received. As part of our own assessment and having regard to the representations, further information was sought which now satisfy the development plan policies.
- 3.3 The reasons for recommending approval are:
  - i) The proposed redevelopment of the garages would enhance the appearance of the site;
  - ii) Architecturally, the proposal is considered to be of a high quality and appropriate for its context;
  - iii) Offers wheelchair accessible/flexible accommodation;
  - iv) Surrounding residents would not suffer an unreasonable loss of amenity as a consequence of the proposed development;
  - v) Four dwelling houses would contribute towards much desired and needed family housing within the borough.
  - vi) Road safety and car parking issues have been vigorously examined and the proposal is now policy compliant;
  - vii) Presents an opportunity to enhance biodiversity on the site;
  - viii) Incorporates key sustainability initiatives in ecology, waste management, water, health and wellbeing, materials, pollution and surface water management in the design of the proposed development.

#### **4. Site and Surroundings**

- 4.1 The application site is a rectangular area of land of approximately 590 sqm located at the western end of Grovebury Court, Southgate. The site contains a series of twenty single storey garages.
- 4.2 To the north of the site are two storey semi-detached dwellings, to the east is a two-storey stepped terrace of flatted dwellings, to the west a terrace of two storey dwellings, and to the south lies a three-storey block of flatted dwellings and single storey garages.
- 4.3 According to the applicant, three of the garages are leased to residents of Grovebury Court with the remainder leased to vehicle owners elsewhere in the borough.
- 4.4 Access to the site is via Chase Road to the east, which serves Grovebury Court. There is no access from the western side of Grovebury Court. All traffic must enter and exit the site via the junction of Grovebury Court and Chase Road.
- 4.5 There are no trees on the site covered by a Tree Preservation Order. There is however a mature tree on the northern boundary of the site, which softens and adds interest to the area.
- 4.5 No part of the application is listed or located within a conservation area and the site is located within Flood Risk Zone 1: that is at low risk of flooding.

#### **5. Proposal**

- 5.1 The proposal involves the demolition of 20 garages to facilitate development of the site for 4no x three storey family sized dwellings comprising four double bedrooms across the first and second floors.
- 5.2 More specifically, the proposed redevelopment would include the following:
  - A building measuring: 8.8 metres in height; 19.8 metres wide and 11 metres deep with rear garden depth of 8 metres.
  - Family sized four double bedroom units
  - Landscaped private garden areas to front and rear
  - Recessed balconies on the upper floors
  - Secure cycle and waste storage within the curtilage of the site
  - Barrier free access with wheelchair suitable shower room at ground floor
  - Five vehicle parking spaces would be provided. Four for each dwelling plus an additional disabled bay.

## **6. Relevant Planning History**

6.1 There is no relevant planning history.

## **7. Consultation**

### Public Response:

7.1 Consultation letters were sent to 45 neighbouring properties. Nine representations have been received (two from the same household) and these are summarised below. Officer response follows in para 7.2 and further discussion is within the analysis section of the report:

- Disruption to everyday lives and work.
- Impact on daylight & Right to Light.
- Lack of parking, loss of turning circle, loss of space for existing residents and increase in traffic.
- Excessive scale and out of character with local area and road.
- Change of view and sense of enclosure.
- Too close to existing properties.
- Loss of privacy.
- Substantial depreciation on the value of our property.
- Consultation period should be extended due to pandemic.

7.2 Officer response to neighbour comments as follows:

- There is often an element of disruption during any construction works. Good site management should reduce any unreasonable nuisance and there is other legislation to protect those working and residing next to construction sites. Disruption is not a valid reason to refuse and an appropriate condition would be attached for a construction management plan to be submitted and approved by the Local Planning Authority.
- A daylight and sunlight report which follows the recognised British Research Establishment (BRE) standards has been submitted. In summary, the 12 properties were identified as being sensitive receptors and analysis undertaken on these properties (3, 5a, 7, 7a Charter Way; Flats 19, 20, 21, 22 and 23 Grovebury Court; 15 and 16 Imber Court). Analysis covered windows and some garden areas. It was concluded that any loss of sunlight to windows and any

loss of daylight to properties would be within acceptable limits as prescribed by BRE. Right to light is a legal matter and not a material planning consideration.

- Road safety, car and cycle parking are material planning considerations which require to be carefully considered as part of all new development. Requirements for current car parking and cycle parking have been met. Engineers are satisfied that if the agent has demonstrated road safety concerns have been addressed.
- Visuals provided by the agents which show the proposed development in the context of Grovebury Court, demonstrate that regard has been given to surrounding heights and the variety of styles. In an area such as this, designers are presented with the issue of which style to reference. Part of the charm of this area is the variety and how it somehow presents itself in a simple well integrated fashion. What is being proposed relates to its surroundings with the flat roofed three storey flats to the south and the verticality of terraces next door with their front garden spaces. With the variety of styles, it has in its own presented something of a challenge, however, the contemporary architectural approach with its nod to its neighbours is considered to make a positive contribution to Grovebury Court. Conversely, the single storey, tired garages lack any vibrancy with their solid brick walls forming an edge to the street.
- London is ever evolving and is very much a global city at the forefront of change. London's appeal continues to grow and as part of that movement, Enfield has its part to play. Demand to live in the area is great, which is viewed by many as a testament to the quality of life that the borough offers. Demand necessitates development and as a consequence places change. Put into context, this is a residential street with homes for all sizes of households, therefore it has to be anticipated that changes will come. From the age and styles of architecture in the street and environs, change is no stranger. New housing on the garage site brings change to the streetscene and outlook of some residents, however, this is not deemed to be harmful to residents.
- Too close: Again, there is so much variety in the area that some spacing between properties is not uniform. When viewed on the proposed block plan it is clear to see the variations in layouts, and the distance between buildings. That said, when viewing the proposed block plan in the context of the street, certain attributes of Grovebury Court can be seen such as the regularity of the straight road with setback buildings affording some amenity as well as defensible space. This characteristic feature has been designed into the proposal, allowing a sense of openness. Policy DMD 10 relates to rear window to window distances and sets out distances that should be sought. DMD 10 explicitly states that the desired distances should

be sought unless it can be demonstrated that there would be no loss of light. In this case, the closest property to the rear, which has been extended would be 16 metres below the 25 metres sought by DMD 10. As well as the trees on the mutual boundary offering screening, Charter Way is elevated, and the daylight/sunlight report reveals that any loss of light is within accepted industry standards.

- Residential amenity is central to considerations when dealing with new developments in the borough. So much so that this scheme has evolved to a 50% reduction in units following pre-application discussions. Subsequently, a redesign to protect the amenity of surrounding residents followed. This site is bounded on three sides by residential properties with Grovebury Court opposite. On both the east and west elevations (side elevations) only one window 'opening' is proposed. It is proposed that both these windows, which serve a small terrace are off a bedroom, would be finished in obscure glazing to prevent overlooking.
- Property values are not a material planning consideration.
- Covid19 has clearly impacted on the recognised 'normal' ways of working but Government advise to local planning authorities has been to continue with the assessment and processing of planning application especially those which have a benefit to the local economy which it is contended, would include those proposing new homes. There has been no relaxation in performance expectations by the Government during this period. There while we were unable to defer the consultation period, late representations have always been accepted and this has not altered during the pandemic.

Internal Consultees:

- 7.4 Traffic and Transportation: No objection, subject to conditions.
- 7.5 Drainage: No objection, subject to conditions.
- 7.6 Urban Design: No objection.

**8. Relevant Policies**

- 8.1 Draft New London Plan
- 8.2 A new draft London Plan was published 29 November 2017 for consultation purposes with consultation ending 2 March 2018. The current 2016 consolidated London Plan is still the adopted Development Plan for Greater London, but the Draft New London Plan is now a material consideration in planning decisions. The significance given to it is a matter for the decision makers, but it gains more weight as it moves through the process. It was anticipated that the adoption/publication of the final London Plan would have been in March 2020, and as such its weight, as a material consideration, is increasing.

In the circumstances, it is only those policies of the Intention to Publish version of the London Plan, that remain unchallenged to which weight can be attributed.

Policy GG1 – Building Strong and Inclusive Communities  
Policy GG2 – Making the Best Use of Land  
Policy GG3 – Creating a Healthy City  
Policy D1 – London’s Form, Character and Capacity for Growth  
Policy D4 – Delivering Good Design  
Policy D5 – Inclusive Design  
Policy D12 – Fire Safety  
Policy D14 – Noise  
Policy G6 – Biodiversity and Access to Nature  
Policy SI1 – Improving Air Quality  
Policy SI2 – Minimising Greenhouse Emissions  
Policy SI4 – Managing Heat Risk  
Policy SI12 – Flood Risk Management  
Policy SI13 – Sustainable Drainage  
Policy T4 – Assessing and Mitigating Transport Impacts  
Policy T5 – Cycling  
Policy T6 – Car Parking  
Policy T7 – Deliveries, Servicing and Construction  
Policy DF1 – Delivery of the Plan and Planning Obligations

### 8.3 London Plan (2016)

Policy 3.3 - Increasing housing supply  
Policy 3.4 - Optimising housing potential  
Policy 3.5 - Quality and design of housing developments  
Policy 3.8 - Housing choice  
Policy 3.9 - Mixed and balanced communities  
Policy 3.10 - Definition of affordable housing  
Policy 5.1 - Climate change mitigation  
Policy 5.2 - Minimising carbon dioxide emissions  
Policy 5.3 - Sustainable design and construction  
Policy 5.14 - Water quality and wastewater infrastructure  
Policy 6.3 - Assessing the effects of development on transport capacity  
Policy 6.9 - Cycling  
Policy 6.12 - Road network capacity  
Policy 6.13 – Parking  
Policy 7.1 – Lifetime neighbourhoods  
Policy 7.4 - Local Character  
Policy 7.5 – Public Realm  
Policy 7.6 – Architecture  
Policy 7.15 – Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes  
Policy 7.19 – Biodiversity and access to nature

### 8.4 Core Strategy

CP2 - Housing supply and locations for new homes

CP3 - Affordable housing  
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  
CP26 - Public transport  
CP28 - Managing flood risk through development  
CP30 - Maintaining and improving the quality of the built and open environment  
CP32 - Pollution  
CP36 - Biodiversity

#### 8.5 Development Management Document

DMD6 – Residential Character  
DMD8 – General Standards for New Residential Development  
DMD9 – Amenity Space  
DMD10 – Distancing  
DMD 37 -Achieving high quality and design-led development  
DMD38 – Design Process  
DMD45 – Parking Standards and Layout  
DMD49 – Sustainable Design and Construction Statements  
DMD50 – Environmental Assessment Methods  
DMD51 – Energy Efficiency Standards  
DMD53 – Low and Zero Carbon Technology  
DMD54 – Allowable Solutions  
DMD55 – Use of Roof Space/Vertical Surfaces  
DMD56 – Heating and Cooling  
DMD58 – Water Efficiency  
DMD59 – Avoiding and Reducing Flood Risk  
DMD60 – Assessing Flood Risk  
DMD61 – Managing Surface Water  
DMD62 – Flood Control and Mitigation Measures  
DMD66 – Land Contamination and Instability  
DMD79 – Ecological Enhancements  
DMD81 – Landscaping

#### 8.6 Other Material Considerations

- National Planning Policy Framework (NPPF) 2019
- National Planning Practice Guidelines (NPPG)
- Strategic Housing Market Assessment (2015)
- Enfield Characterisation Study 2011
- Technical Housing Standards
- Nationally Described Space Standards
- London Housing SPG
- Strategic Housing Market Assessment (SHMA) (2015)
- Enfield's Characterisation Study
- Intend to Publish London Plan 2019

## **9. Assessment**

9.1 The main issues arising from this proposal for Members to consider are:

1. Principle of Development
2. Design and Appearance.
3. Residential Amenity.
4. Quality of accommodation.
5. Transportation.
6. Sustainable Development
7. Ecology.

### Principle of Development

9.2 Under consideration is a proposal to redevelop a garage lock up area of 20 single storey garages to create four townhouses with associated car parking and gardens within a residential area of Southgate.

9.3 The proposal would be compatible with Policies 3.3 and 7.5 of the London Plan and CP2 of the Core Strategy, as it provides an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets. The proposal is also consistent with the emerging policy objective of making better use of existing brownfield site in urban areas while also optimising their development to contribute towards delivering homes to meet housing need.

9.4 Furthermore, the existing garages have not aged particularly well and hold no significant architectural merit or add value to the street scene. Therefore, it is considered the use of this site for residential purposes given the existing residential character, is acceptable in principle subject to the attainment of a well-designed scheme which meets all other material planning considerations would be considered favourably. The material planning considerations have been assessed in detail below.

### Design and Appearance

9.5 In terms of design, Core Strategy Policy 30 requires all developments to be high quality and design led, having special regard to their context. Whilst Core Strategy Policy 9 requires proposals to promote attractive, safe, accessible, inclusive and sustainable neighbourhoods as well as connecting and supporting communities and reinforcing local distinctiveness.

9.6 Meanwhile Policy DMD 37 seeks to achieve high quality design and requires development to be suitable designed for its intended function that is appropriate to its context and surroundings. The policy also notes that development should capitalise on opportunities to improve an area and sets out urban design objectives relating to character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability, and diversity.

9.7 It would be fair to say that the existing garages are of little architectural merit and as stated above, the solid brick gables facing the flatted block lack any

vibrancy. The space, by virtue of the use and lack of activity, does not therefore, make a positive contribution to the locality.

- 9.8 To improve the quality of the streetscape, it is proposed that the garages are to be demolished and a new residential development to occupy the site.
- 9.9 The proposal is a contemporary terrace of 4 no. x three storey family sized 4-bedroom units with front and rear garden space.
- 9.10 Taking some of its cues from the flatted block directly opposite the site, the form of the proposed building has a flat roof and three storeys. The vertical and horizontal works well on both Grovebury Court and the proposed building due to the local topography.
- 9.11 Not only does the proposed building take cues from the flatted block it also references the terrace style and the overall height of the neighbouring terrace of flats. It is noted that the existing terrace is two storeys with a pitched roof, however the combination of features of the buildings already forming the street scene would allow this building to integrate comfortably.
- 9.12 To optimise the south facing frontage, the articulation of the south facing elevation is defined by the requirement to provide natural daylighting and create a sophisticated composition. The façade composition would create a coordinated arrangement across all floors using a grid in which windows, recessed panels and recessed balconies are located. Ground floor sliding doors align with windows and panels on the floor above.
- 9.13 To reduce the scale of the development and separate the upper level's grid from the ground floor's larger opening, stone cladding creates a horizontal feature with vertical returns framing the ends of the building.
- 9.14 Cycle and waste storage would be housed externally, forward of the eastern terrace property. It is proposed that cycle and refuse storage would be clad in brick to complement the proposed terrace and to avoid introducing an unduly discordant feature
- 9.15 The following palette of materials are proposed and full details, including surfaces, can be secured by condition:
  - Walls: stone cladding and bricks (colours to be confirmed)
  - Roof: Waterproof membrane
  - Aluminium window and door frames and balcony metal railings: dark grey.

#### *Scale*

- 9.16 As described above, the proposed building draws on elements of the surrounding buildings with the three storey design of the flatted block and the overall height of the existing terrace to the east of the site. It is also worth noting that the site is located at the end of a quiet cul-de-sac. Whilst the proposed building is considered to be architecturally worthy of a more prominent position, the location would ease integration into the street scene.

- 9.17 To the west of the site is Imber Close, which is characterised by 1930s semi-detached properties set in large garden plots. A wall separates the site from Imber Close and behind the wall is a private access road running along the side of the closest property to the site, which has its back turned on the site. There is a sufficient set back between the dwelling in Imber Close, together with the proposed height for scale not to be an issue.

#### *Landscaping*

- 9.18 Having regard to the planted front gardens in the street, the proposal follows the setting. The removal of the existing hard standing and garage structures would be replaced with 35% soft landscaping, which would make a positive contribution to the protection, enhancement, creation, and management of biodiversity.
- 9.19 The proposed natural landscaped feature at the front of the proposal softens its impact and harmonises the development with the local setting. Full details of hard and soft landscaping can be conditioned.

#### *Summary of Design and Appearance*

- 9.20 The proposal would redevelop a tired and bleak garage site into an attractive residential development with landscaping to complement the development and residential street in which it would be located. The proposed redevelopment of the site would sit comfortably within its context improve the overall appearance of the site and wider area.
- 9.21 Given the above the proposal is in accordance with the development plan therefore considered acceptable in terms of design and appearance.

#### Residential Amenity

- 9.22 Policies DMD6 and DMD8 of the Development Management Document aim to ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment. In addition, Policies 7.4 of the London Plan and CP30 of the Local Plan seek to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity.
- 9.23 Furthermore, Policy DMD10 requires that new development should maintain adequate distances between the neighbouring properties maintain a sense of privacy, avoid overshadowing, and ensure adequate amounts of sunlight are available for new and existing developments. The proposed development would need to ensure that these requirements are met.
- 9.24 The proposed building would be set approximately 4 metres gable to gable with the terrace to the east; a minimum of 16 metres between the rear and properties to the north on Charter Way, some of which have large mature trees in the garden and 16 metres at an oblique angle with the closest property on Imber Close. Window to window distances between the proposal and the flatted block to the south are a minimum of approximately 23 metres,

which is greater than the existing window to window distances with the terraced flats.

- 9.25 Policy DMD 10 seeks to protect overlooking and acknowledges that there can be mitigating circumstances to allow development which does not meet minimum standards. In this case, there are relationships which would not accord with the policy but it is considered that there are mature trees screening properties and building orientated at various angles which acceptably and adequately mitigate against any harm to the amenities of the neighbouring properties sufficient to warrant refusal of the planning application especially when weighed against the benefits of optimising new homes
- 9.26 In more detail, protection of residential amenity is a key consideration and the scheme has been designed with minimising the overall impact on residents. To that end, the compact recessed balconies have been carefully located on the south elevation to reduce impact on the neighbouring residents' amenities. The scales of the enclosed balconies mean that it would not possible to cause anti-social behaviour. It is recommended that a condition be attached to ensure the side glazing is obscure and fixed. The sitting of the proposed development means that the balconies would not face the existing block opposite.
- 9.27 A full width, 2-metre deep patioed area is proposed at the rear. The patio area would be lower than the ground levels of the properties to the east and properties to the north. Grounds levels would rise to the north with the proposed patio approximately 1.6 metres lower than the rear gardens of Charter Way. Access to the patio would be from the rear living rooms. Steps would then lead up to generous elevated garden areas, which would be almost 900mm lower than the rear of Charter Way. Details of boundary treatments which would offer privacy for each of the proposed townhouses has not been confirmed however this can be conditioned if approved.
- 9.28 Following concerns at pre-application stage, windows have now been removed from the side elevations and an obscured screen can be installed on the east and west facing balconies on the second floor.
- 9.29 A Daylight and Sunlight Assessment for the proposed development was prepared and it was concluded that "*The development proposals have been appraised in line with the guidelines set out in the BRE document. When assessed against the criteria for establishing whether the proposed development will have a significant impact, it has been possible to conclude that the development will not result in a notable reduction in the amount of either daylight or sunlight enjoyed by the neighbouring buildings.*"
- 9.30 As noted above, overshadowing tests were undertaken on the neighbouring garden areas. It is acknowledged there would be a reduction in the light received to the garden areas ("sun on the ground" test) of 19 and 20 Grovebury Court but they would still receive 43% for 2 hours or more on 21st

March and over 50% on 21<sup>st</sup> June when the garden is most likely to be in use. Consequently, it can be concluded that the proposed development will not cause an unacceptable reduction in direct sunlight to the neighbouring amenity areas.

- 9.31 All other sensitive properties have been assessed and any loss of light would be within limits and unlikely to be noticed by residents.
- 9.32 Sense of enclosure was also cited as a reason for objection. In order to accommodate car parking and create a front garden area, the proposed development could not follow the front building lines of the existing terrace of flats to the east of the site. The front building line would be recessed with approximately 4.5m of the proposed gable exposed to the rear gardens of the neighbouring terrace. It should be noted that the floor level of terrace to the east would be approximately 1.3 metres higher than that of the proposed terrace, therefore the differences in level would mitigate the impact. Furthermore, the west facing gable, as viewed from the neighbouring garden, would not have any windows overlooking the garden of the terrace to the east. The proposed development would not be directly on the mutual boundary and would have less of an impact when compared to the arrangement at the opposite end of the terrace where Flats 1 to 14 Grovebury Court return onto Chase Road.

#### *Summary of Residential Amenity*

- 9.33 Concerns that were raised, for a more intense flatted scheme, during pre-application have been accepted by the developer and this revised scheme has been designed to minimise the impacts on adjoining residents. Via the use of conditions, there is the option to restrict permitted development rights to allow the Council to carefully appraise any future development in respect of neighbouring amenity. Currently there are generous permitted allowing householders, subject to consultation, to extend up to 6 metres deep at the rear. Outbuildings are also popular with 50% of rear garden ground open for development. Front porches could also significantly alter the appearance of the proposed building. It is recommended that these elements are controlled via condition in the interests of design and amenity. Conditions can also be attached to prevent additional windows being installed. The proposal would bring about change to the area, however, the proposal is not considered to bring about unacceptable changes to the residential amenity of neighbouring occupants.

#### Quality of Accommodation

- 9.34 Not only is important that adjoining residents enjoy a high level of amenity in their homes and gardens, equally important is the standard of internal and external living spaces for future occupants of new residential developments.

#### *Internal Space*

- 9.35 Policy 3.5 of the London Plan, as detailed in Table 3.3 refers to the Technical Housing Standards-nationally described space standards (2015) which

stipulates the minimum space standards for new development. This table has been provided below.

**Table 1 - Minimum gross internal floor areas and storage (m<sup>2</sup>)**

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) *			1.0
	2p	50	58		1.5
2b	3p	61	70		
	4p	70	79		2.0
3b	4p	74	84	90	
	5p	86	93	99	2.5
	6p	95	102	108	
4b	5p	90	97	103	
	6p	99	106	112	3.0
	7p	108	115	121	
	8p	117	124	130	
5b	6p	103	110	116	3.5
	7p	112	119	125	
	8p	121	128	134	
6b	7p	116	123	129	
	8p	125	132	138	4.0

- 9.36 The proposed dwellings will be expected to meet and where possible exceed these minimum standards and those contained within the Interim London Housing Guide. The proposals will also be expected to meet the design criteria in the London Housing SPG.

Unit	Floorspace required	Floorspace proposed	Complies?
1 (4 Bedroom, 6 Person)	112	118	Yes
2 (4 Bedroom, 6 Person)	112	119.5	Yes
3 (4 Bedroom, 6 Person)	112	119.5	Yes
4 (4 Bedroom, 6 Person)	112	118	Yes

- 9.37 Each of the proposed townhouses would accommodate four double bedrooms. The Government's Technical housing standards – nationally described space standards seek a minimum of 11.5 sqm for a double/twin bedroom. Proposed are bedrooms with a minimum of 14.2 sqm with some at 17.2sqm. Some rooms would also benefit from a small balcony area that is not included in the floor areas quoted.

#### *External Space*

- 9.38 Policy DMD 9 states that all new development must provide good quality private amenity space that is not significantly overlooked by surrounding development. Private amenity space that is accessible for wheelchair users is also required. Minimum standards are set in the policy and for each of the four townhouses, the policy seeks a minimum area of amenity space of 35 sqm.
- 9.39 A relatively compact landscaped area of 11.42sqm to the front is proposed for each town house, balconies of 2.7 sqm and an area of 39.8sqm to the rear, which includes the level access patio area.
- 9.40 The front and rear gardens would be of high quality to enhance the local environment and biodiversity. Soft landscaping will significantly reduce water run-off compared to the existing site which is completely covered with non-permeable hard standing. The rear patio will be hard standing due to its shady location which would prevent soft landscaping establishing

*Summary of Quality of Accommodation*

- 9.41 As outlined above, the proposal exceeds the minimum standards for internal and external living space thus offering high quality living space for future occupants.

Accessibility

- 9.42 The national technical standards are material in the assessment of the subject application. Building Regulations optional standard M4(2) is the equivalent of the former Lifetime Homes Standard and given the status of the Local Plan and in particular Policy 7.2 of the London Plan, Policies DMD5 and DMD8 of the DMD and Policy CP4 of the Core Strategy the LPA would hold that this optional standard is applicable to all residential development within the Borough.
- 9.43 The London Plan and Enfield Local Plan require all future development to meet the highest standards of accessibility and inclusion. The scheme has been designed with level front door access, level access to the patio to the rear, sufficient space for wheelchair users including a ground floor shower room and disabled parking space.
- 9.44 A condition would be attached to any permission to ensure the scheme complies with the optional national technical standard M4(2).

Transportation.

- 9.45 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. In particular it offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion. The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development will not give rise to the creation conflicts between vehicular traffic and pedestrians.

- 9.46 London Plan Policy 6.3 and Policies T1 - T6 of the Intend to Publish London Plan seek to ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. This is also echoed by DMD 45 which indicates proposals will not be supported where they would have an unacceptable adverse impact on the capacity or environment of the highway network. The London plan and Intend to Publish Draft London plan seeks to ensure a balance is struck to prevent excessive car parking provision that can undermine cycling, walking and public transport use and through the use of well considered travel plans aim to reduce reliance on private means of transport
- 9.47 Policies DMD 8, 45, 46 and 47 are concerned with all relevant aspects of transportation for this proposed redevelopment.

#### *Vehicle Parking Provision*

- 9.48 As discussed, the site is currently occupied by 20 garages. According to the applicant, these garages are not affiliated to Grovebury Court and most of them are leased to vehicle owners outside of Grovebury Court. It is not known how many have current leases. Transportation have raised no objection to the loss of these garages. Transportation are satisfied that the provision of 5no.spaces, including 1no.disabled bay is acceptable at this site. This is an acceptable provision and in line with London Plan standards.
- 9.49 The proposed layout makes use of a turning space behind the bays, so cars will be able to exit and access the site in a forward gear. All the spaces would be required to incorporate electric charging points
- 9.50 Large vehicles, including refuse vehicles, will be able to turn and exit Grovebury Court. A swept path analysis was submitted and agreed by Transportation engineers.

#### *Vehicular and Pedestrian Access*

- 9.51 Access would be along an access road from Chase Road. In this respect the access will not change. The direct access to the parking spaces would be via, in effect, 5no. x crossovers in a line.
- 9.52 Transportation agreed to the above approach as there is a 0.60m gap between the bays, which was requested at pre-app stages. The reason for the gap was to allow some softening of the street scene, for example landscaping between the parked cars.
- 9.53 Pedestrians would access along existing footway on Grovebury Court directly to a new footway in front of the properties

#### *Servicing*

- 9.54 Transportation have negotiated to ensure that the proposal can be properly serviced and the development itself would not impede the ability of large vehicles, such as refuse lorries to service Grovebury Court. It has been concluded that the proposal would not impact on current arrangements.

### *Cycle Parking*

- 9.55 Cycle parking provision should be 2 x spaces per unit = 8no x spaces. Eight spaces are shown in a secure bike storage area, which is acceptable.
- conditioned.

### *Summary of Transportation.*

- 9.56 For reasons discussed above, the proposal is considered acceptable on transportation grounds.

### Flooding and Drainage

- 9.57 Being located within Flood Zone 1 there is a less than 1 in 1,000 annual probability of river or sea flooding i.e. very little risk.

### *SuDS*

- 9.58 Accompanying the submission was a preliminary SuDS strategy that proposes a blue/green roof system and permeable paving to manage all rainfall events. The blue/green roof system would discharge attenuated runoff to the permeable paving for further attenuation. Outflows from the permeable paving would ultimately be discharged into the existing drains on-site. The Surface Water Drainage Strategy Layout was reviewed and accepted by Drainage Engineers, subject to standard conditions such as full details of a SuDS Strategy, future maintenance plans and a Verification Report to confirm that the development is completed in accordance with details agreed at this stage.

### Environmental Considerations

#### *Sustainable Development*

- 9.59 All new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability.
- 9.60 All development will be required to include measures capable of mitigating and adapting to climate change to meet future needs having while regard to technical feasibility and economic viability.
- 9.61 Accompanying the application is an Energy strategy which adheres to the principles of the energy hierarchy by proposing "Lean and Green" measures in order to reduce the overall energy consumption and use onsite renewable energy to reduce carbon emissions from the development.
- 9.62 Measures proposed to reduce carbon emissions include:

- High levels of insulation;
- Improved air tightness;
- High performance glazing;

- 100% Low energy lighting;
  - Natural Lighting; and
  - Energy Efficient White Goods
  - 7kW Photovoltaic Panels installed on the roof of the building combined with gas boiler (Vaillant ecoFit sustain 835 VUW 356/6-3)
  - Under floor heating.
- 9.63 The development has been designed to exceed Part L1A building regulations requirements. In line with the London Plan three-step energy hierarchy and Enfield Council policies, regulated CO<sub>2</sub> emissions from the development would be reduced by 38% once energy efficiency measures and clean measures are taken into account.
- 9.64 In order to reduce water consumption the proposed development will include efficient fixtures with low flow rates. Total internal water consumption will not exceed 105 litres/person/day.

#### *Ecology*

- 9.65 Developments resulting in the creation of 100m<sup>2</sup> of floorspace or one net dwelling or more should provide on-site ecological enhancements having regard to feasibility and viability.
- 9.66 A Preliminary Ecological Appraisal was undertaken and its findings forming part of the submission.
- 9.67 The preliminary ecological appraisal concluded that:
- The site (habitat) is suitable for roosting bats is present and further survey will be required to establish their presence/likely absence.
  - The habitat is suitable for breeding birds is present and measures must be taken to avoid killing birds or destroying their nests; and
  - A range of measures should be undertaken to satisfy the requirement for ecological enhancement included in planning policy.
- 9.68 In light of the findings and recommendations within the appraisal, if approved conditions/informatives must be attached to ensure additional species surveys are undertaken to ensure there is no harm to protected species and details of ecological enhancements such as bat/bird boxes and sensitive landscaping such as berrying flowers are planted.

#### *Contaminated Land*

- 9.69 All development on land which is or may be affected by contamination and/or instability must be accompanied by assessments to ensure that any risks are identified.
- 9.70 Contaminated land reports have been submitted and stated that no site investigation is required, which Environmental Health have accepted subject to a condition requiring the cessation of works and notification to the Council should any previously unidentified contamination be found.

### *Summary of Sustainable Development*

- 9..71 It is evident from the quantity and quality of the supporting documentation that the developer has taken the concerns relating to climate change seriously and is keen to develop in sustainable manner that respects, protects and enhances the ecology in the borough.

## **10. Planning Obligations**

- 10.1 No S106 agreement is considered necessary in this instance.

## **11. CIL**

- 11.1 The development shall pay the following CIL contributions upon commencement of development. The size of the proposed development would be liable to a Community Infrastructure Levy contribution as the size exceeds 100 sqm. The calculation is based on a new residential floor area of 569sqm.

### Mayoral CIL

- 11.2 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 the Outer London weight of £60 together with a monthly indexation figure. It is noted as of the 1st of April 2019 Mayoral CIL has increased to £60/m<sup>2</sup>. The sum required for this proposal would be £34,140.00 based on the BCIS/Index linked formula.

### Local CIL

- 11.3 On April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water. The sum required for this proposal would be £68,280.00.

## **12. Conclusion**

- 12.1 The proposed redevelopment of the garage site for a new residential development has been considered with regard to national and local planning policy.
- 12.2 The proposed redevelopment of the site would greatly enhance the appearance of the site, whilst complementing the surrounding area. The replacement of ageing garages that add no value to the street scene with a well-designed, carbon reducing and ecology enhancing development of four much needed family sized houses is entirely consistent with a number of Council corporate priorities and the prevailing Development Plan policies in the London Plans and Core Strategy.
- 12.3 The proposal is considered acceptable in terms of land use, which is already established and is also considered acceptable in terms of design.
- 12.4 This report shows that the benefits of the proposed development have been given due consideration.

- 12.5 It is considered the proposed development is acceptable when assessed against the suite of relevant planning policies and that planning permission should be granted.

KEY:  
 Site

01 Proposed Site Plan

-	15.06.20	Issued for Planning	CA/TB
Rev	Issued	Status & Description	Drawn / Checked

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Job  
**Grovebury Court**

Address  
**Grovebury Court N14 4JR**

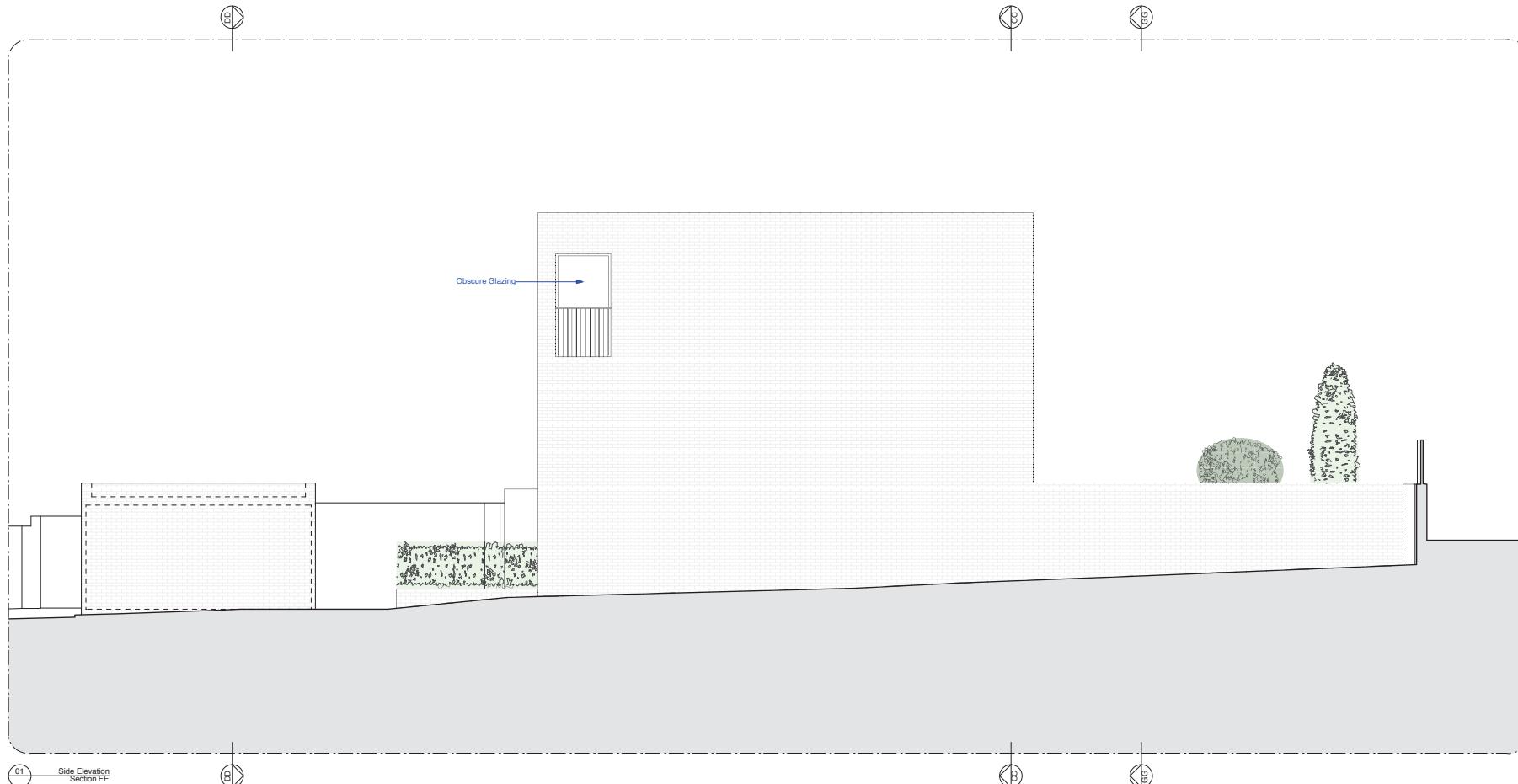
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**Planning**

Drawing title  
**Proposed Site Plan**

Scale  
**1:500@A3**

Drawing number  
**135\_1350 -**

Revision



A	15.06.20	Issued for Planning	-
-	09.04.20	Issued for Planning	-
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**Job**  
**Grovebury Court**

**Address**  
**Grovebury Court N14 4JR**

**Status**  
**Planning**

**Drawing title**  
**Proposed Side Elevation**

**Scale**  
**1:100@A3**

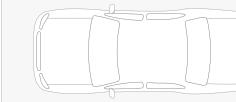
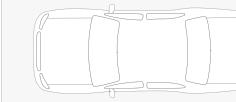
**Drawing number**  
**135\_1201 A**

**Revision**



KEY:

- Proposed Structure
- Proposed Furniture



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Job **Grovebury Court**

Address **Grovebury Court N14 4JR**

Status **Planning**

Drawing title **Proposed First Floor Plans Houses 1-4**

Scale **1:100 @ A3**

Drawing number **135\_1002 -**



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-	09.04.20	Issued for Planning	-

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Job **Grovebury Court**

Address **Grovebury Court N14 4JR**

Status

**Planning**

Drawing title **Proposed Front Elevation**

Scale **1:100@A3**

Drawing number **135\_1200**

Revision

**A**

SCALE BAR  
0 1 2 5m



KEY:

- Proposed Structure
- Proposed Furniture

Houses 1 & 4

4 bedroom, 6 persons  
Total NIA (Net Internal Area) = 118 sq m  
Ground Floor Area = 40.4 sq m  
First Floor Area = 38.8 sq m  
Second Floor Area = 38.8 sq m

Houses 2 & 3

4 bedroom, 6 persons  
Total NIA (Net Internal Area) = 119.5 sq m  
Ground Floor Area = 41 sq m  
First Floor Area = 39.5 sq m  
Second Floor Area = 39 sq m

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	- 09.04.20	Issued for Planning	SS / TB
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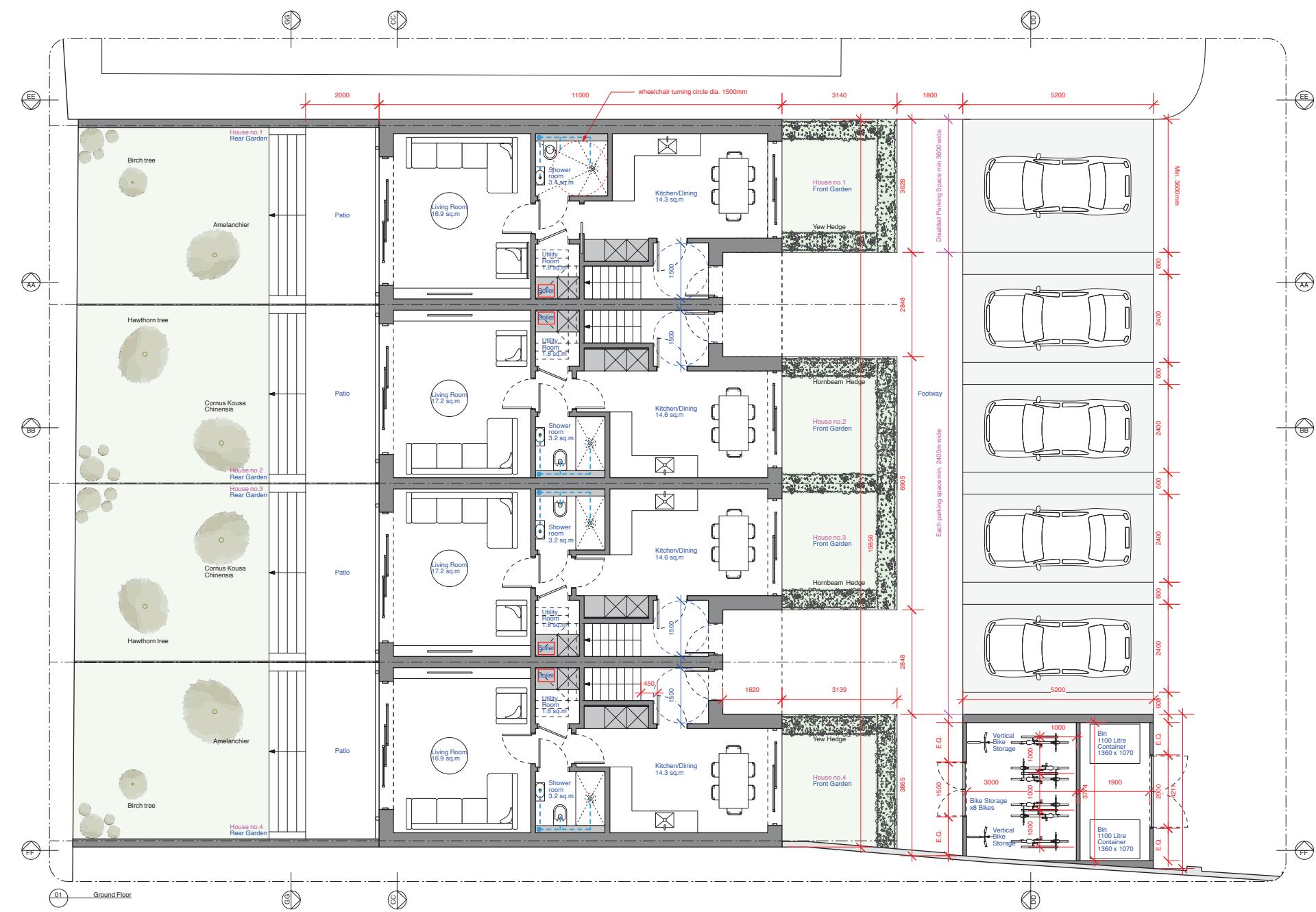
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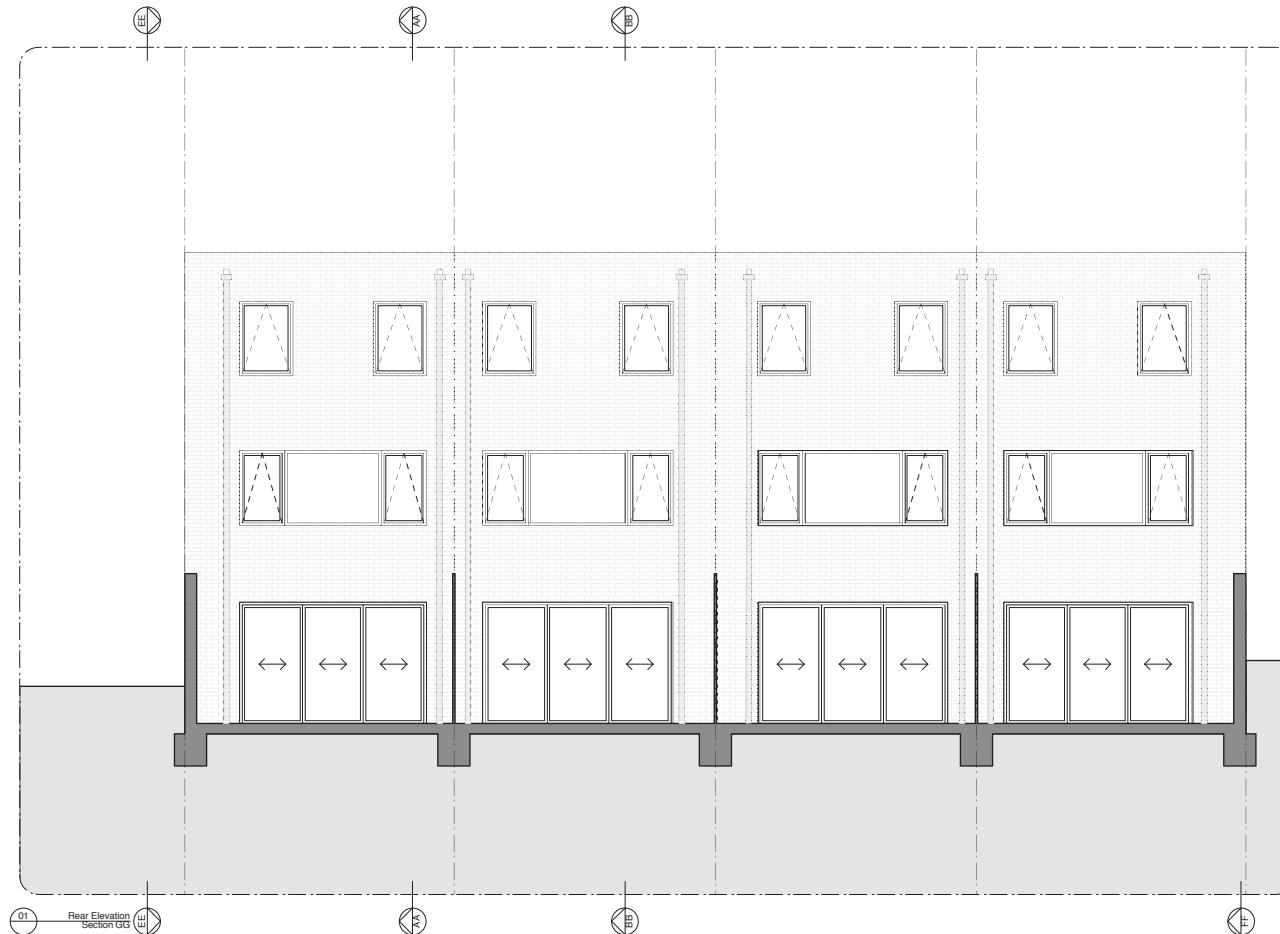
Drawing title **Proposed Ground Floor Plans  
Houses 1-4**

Scale **1:100 @ A3**

Drawing number **135\_1001 A**

Revision





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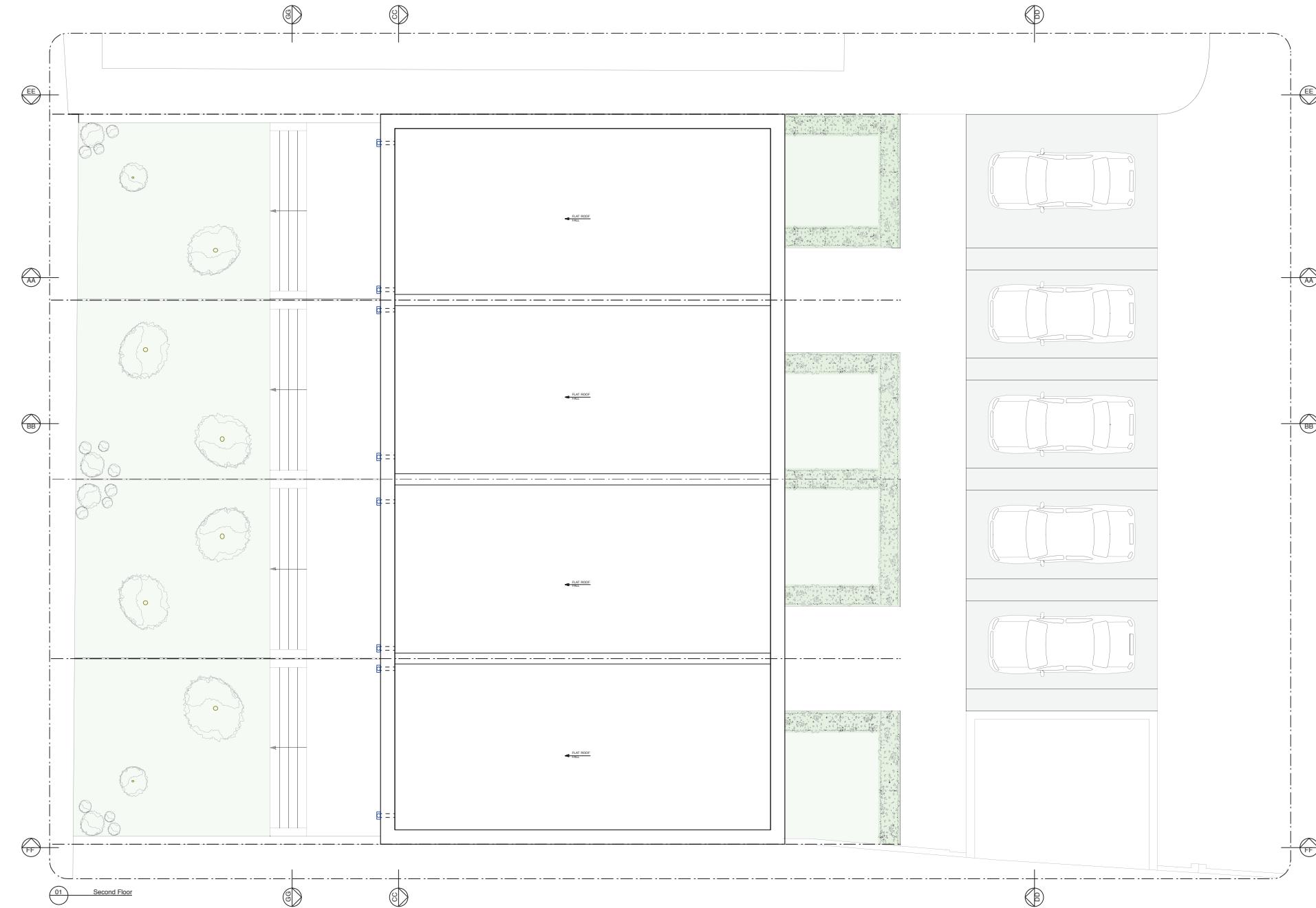
**Planning**

Drawing title **Proposed Rear Elevation**

Scale **1:100 @ A3**

Drawing number **135\_1203**

Revision **A**



tba

**Job  
Grovebury Court**

Address \_\_\_\_\_

## Grovebury

## **Planning**

## **Proposed R**

Scale  
1:100 @ A3

Drawing number                          Revision

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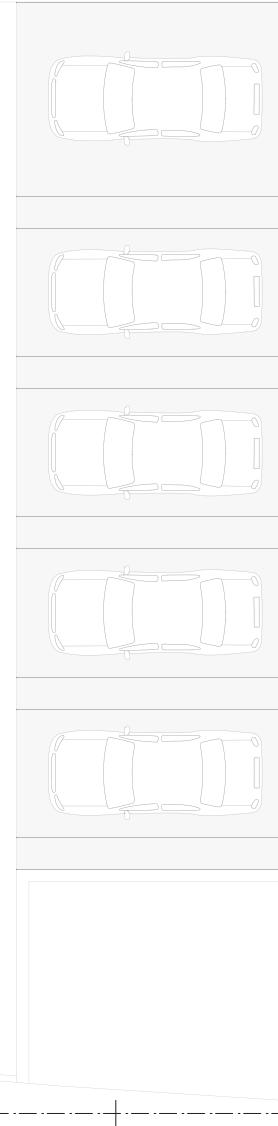
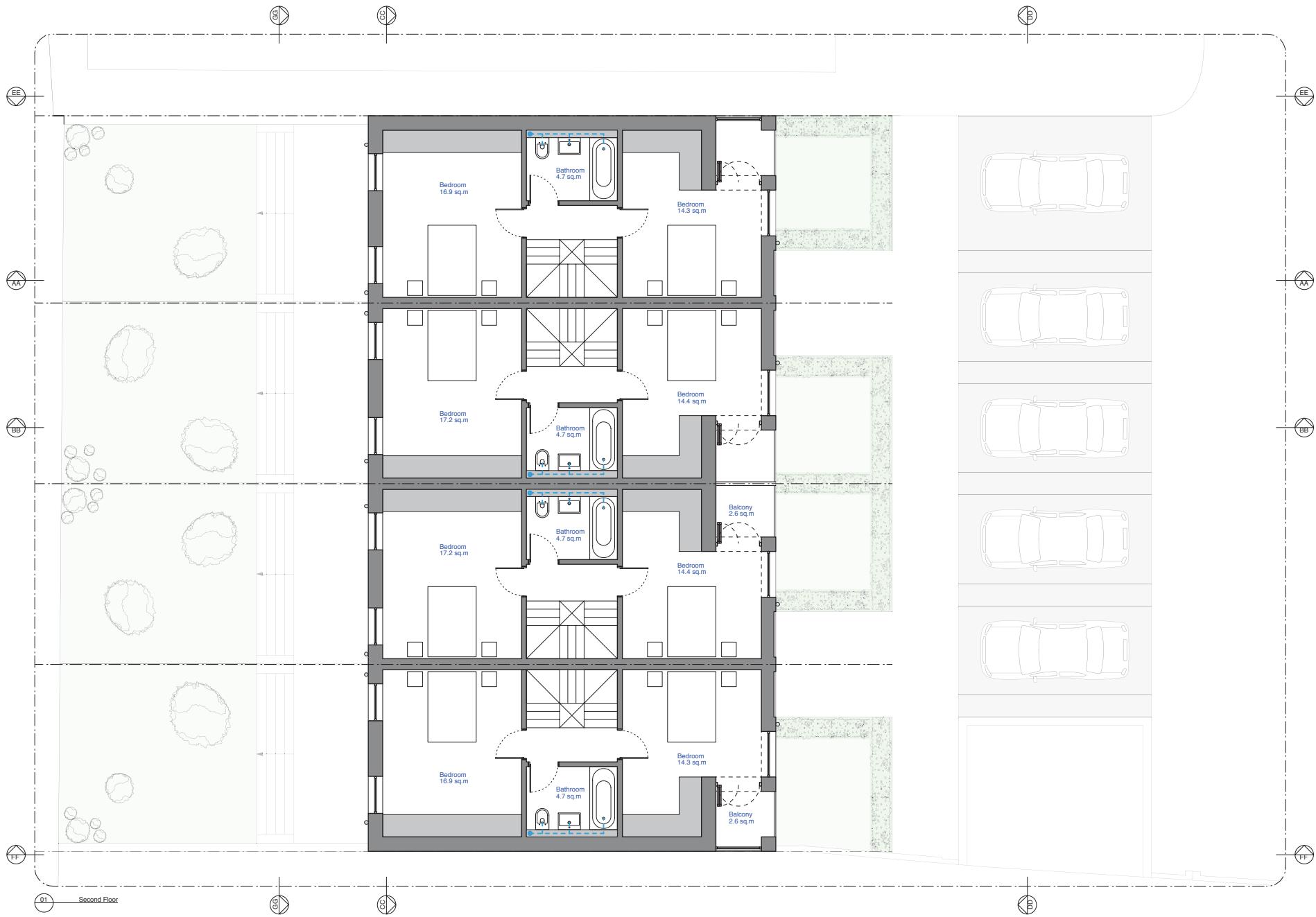
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KEY:

- Proposed Structure
- Proposed Furniture



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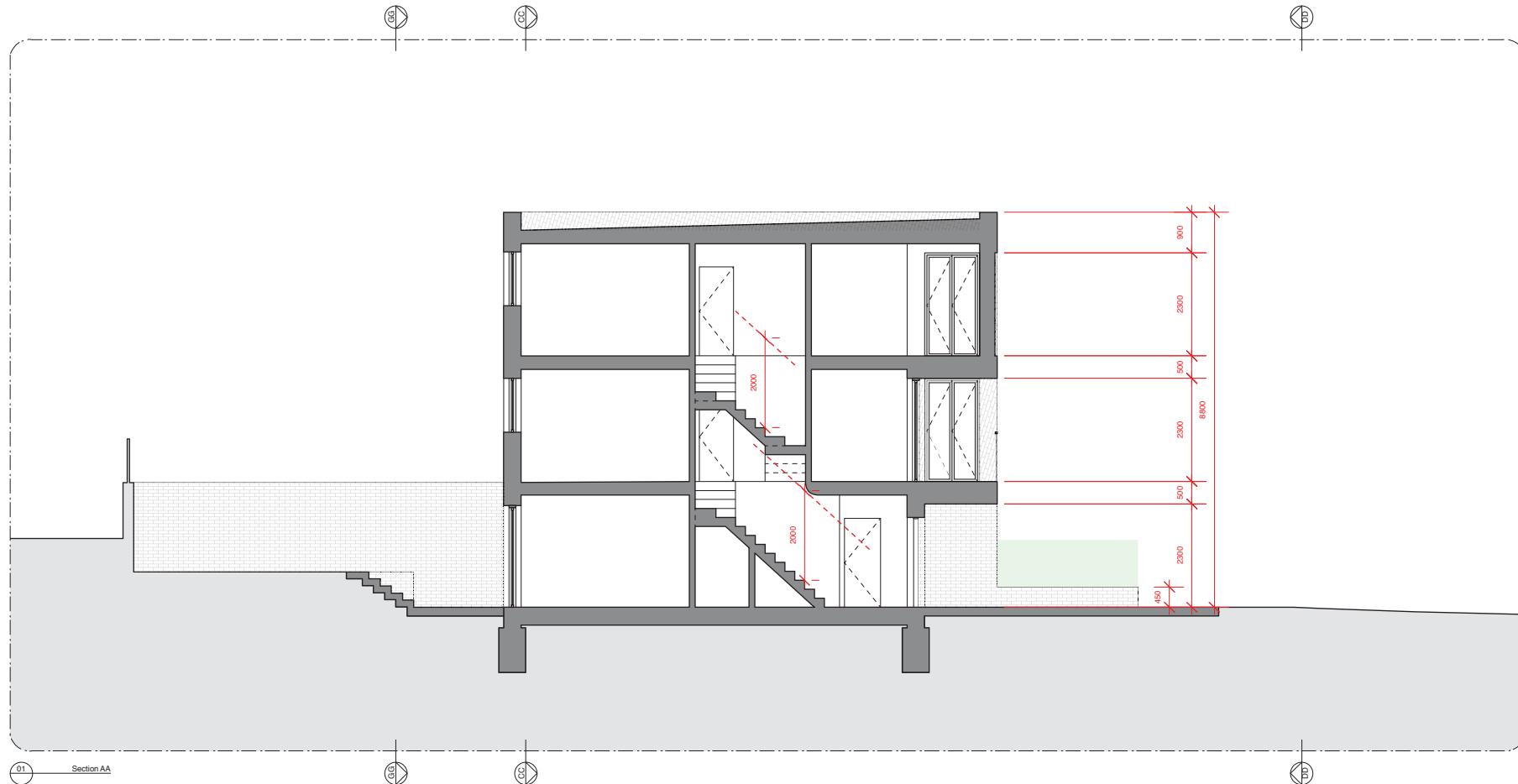
Address  
**Grovebury Court N14 4JR**

Status  
**Planning**

Drawing title  
**Proposed Second Floor Plans  
Houses 1-4**

Scale  
**1:100 @ A3**

Drawing number  
**135\_1003 -**



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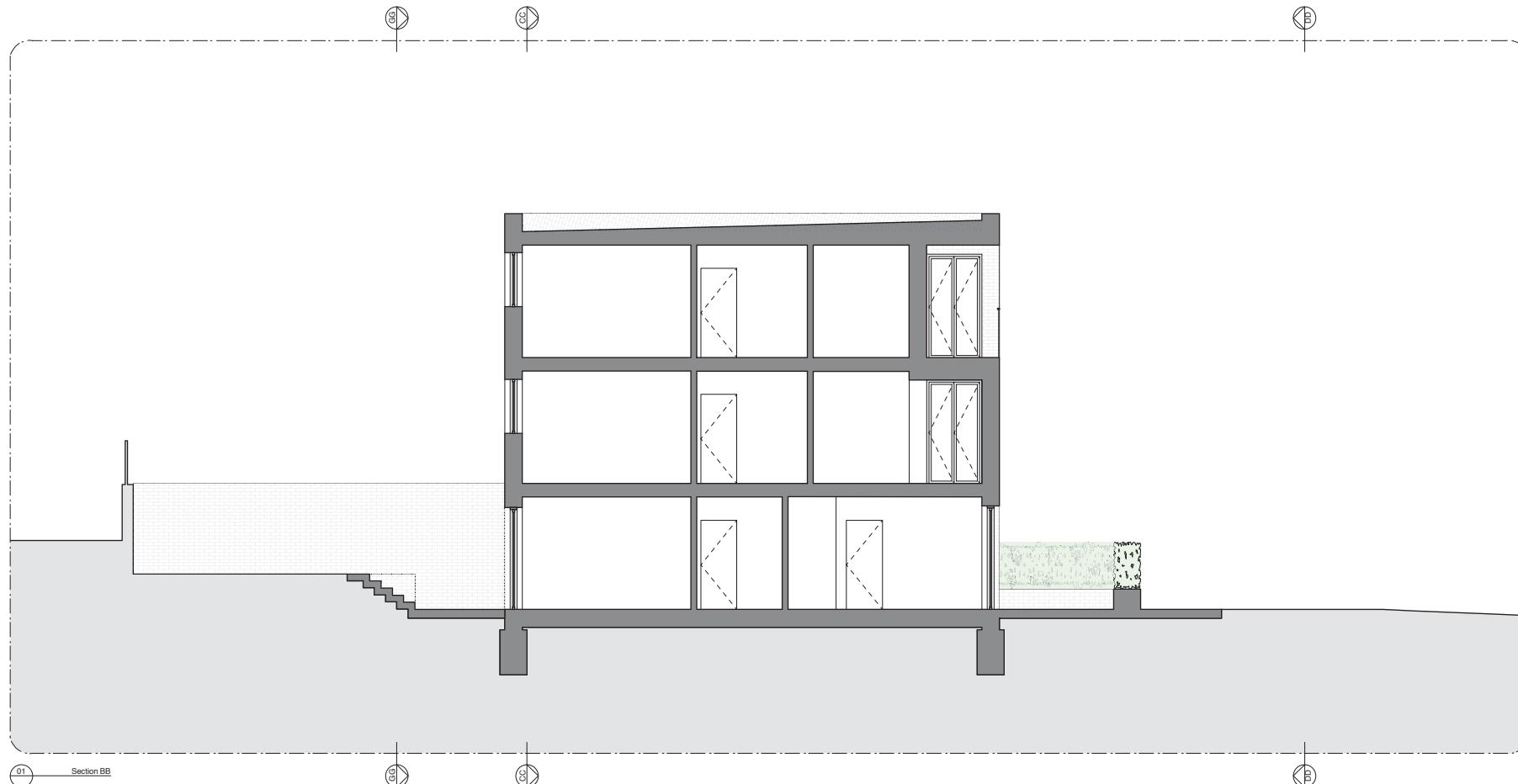
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Status **Planning**

Drawing title **Proposed Section AA**

Scale **1:100@A3**

Drawing number **135\_1100 -** Revision



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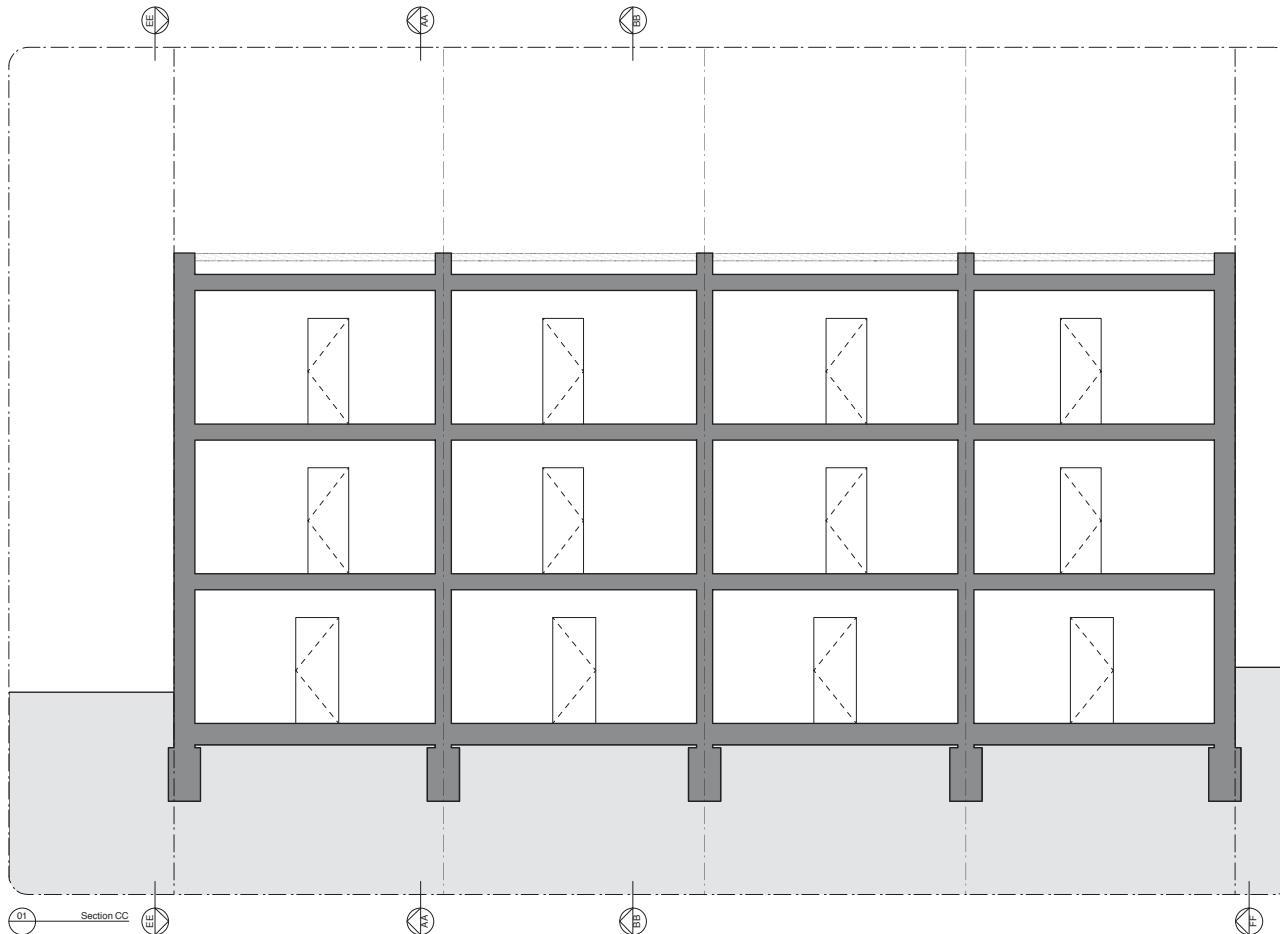
Address **Grovebury Court N14 4JR**

Status **Planning**

Drawing title **Proposed Section BB**

Scale **1:100@A3**

Drawing number **135\_1101 -** Revision



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Address **Grovebury Court N14 4JR**

Status

**Planning**

Drawing title **Proposed Section CC**

Scale **1:100@A3**

Drawing number **135\_1102 -**

Revision

01

Section CC

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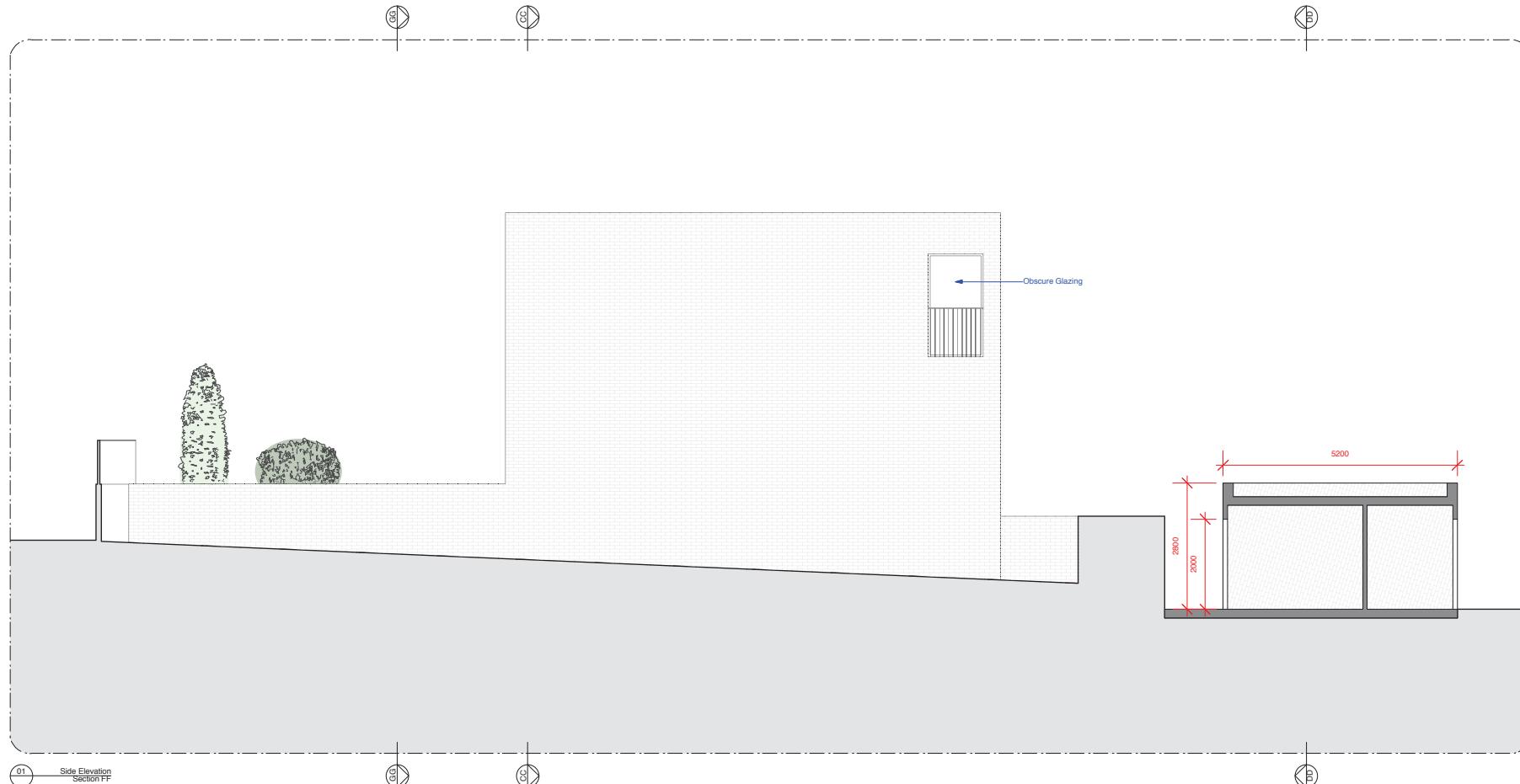
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Job  
**Grovebury Court**  
Address  
**Grovebury Court N14 4JR**  
Status  
**Planning**  
Drawing title  
**Proposed Front Elevation Street View**

Scale  
**1:200@A3**  
Drawing number  
**135\_1300 -**



A	15.06.20	Issued for Planning	-
-	09.04.20	Issued for Planning	-

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Job **Grovebury Court**

Address **Grovebury Court N14 4JR**

Status **Planning**

Drawing title **Proposed West Elevation**

Scale **1:100 @ A3**

Drawing number **135\_1202**

Revision

**A**



Grovebury Court | Front Elevation



Grovebury Court | View Towards Development From Chase Road



Grovebury Court | View Towards Development From Grovebury Court