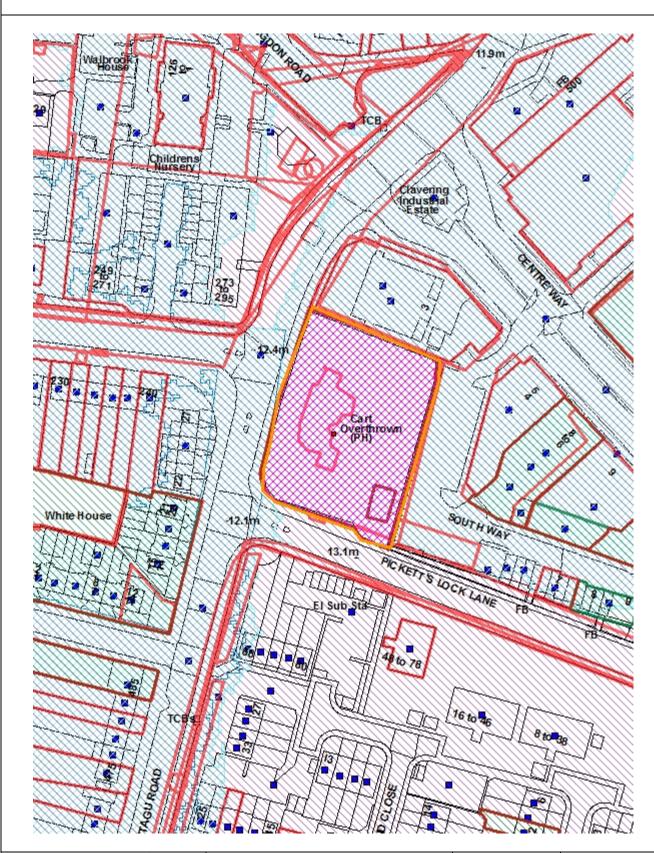
LONDON BOROUGH OF ENFIELD Date: 25th May 2021 PLANNING COMMITTEE Report of Head Contact Officer: Ward: Lower Edmonton of Planning Andy Higham Claire Williams Ref: 19/00043/FUL Category: Major dwellings LOCATION: 434 Montagu Road, London, N9 0ER PROPOSAL: Redevelopment of site involving demolition of the existing building and erection of part-5, part-8 storey block of 61 self-contained flats comprising (10 x 1 bed, 18 x 2 bed, 26 x 3 bed and 7 x 4 bed) involving balconies together with 1 x ground floor commercial unit (A4 use), ground floor parking, new access, landscaping and associated works Applicant Name & Address: Agent Name & Address: Mr Ucar Ms Eda Ucur Peter Pendleton and Associates Upper floors, 97 Lower Marsh, London, SE1 7AB RECOMMENDATION: That subject to the completion of a S106 Agreement to secure the obligations set out in this report, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to conditions.

Ref: 19/00043/FUL LOCATION: 434 Montagu Road, London, N9 0ER,





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Scale 1:1250

North

1.0 Note for Members

1.1 The application is categorised as a 'major' proposal, involving more than 10 residential units and in accordance with the scheme of delegation, is reported to Planning committee for determination.

2.0 Recommendation

2.1 That conditional planning permission is GRANTED subject to the completion of a S106 planning

agreement. Conditions

- 1. Standard 3 year time limit
- 2. In accordance with approved plans.
- 3. Construction Management Plan.
- 4. Non road mobile machinery
- 5. Details of Levels
- 6. Contaminated land survey and remediation scheme
- 7. Updated Flood Risk Assessment including flood evacuation plan
- 8. Details of a sustainable urban drainage strategy.
- 9. SuDS verification report.
- 10. Details of surfacing materials.
- 11. Detailed of external materials samples on site.
- 12. Site waste management plan.
- 13. Details of boundary treatments.
- 14. Details of a soft landscaping plan.
- 15. Details of ecological enhancements.
- 16. Details of the green roof.
- 17. Details of external lighting.
- 18. Details of the construction of access junctions and highway alterations.
- 19. Energy statement 40% carbon dioxide emission improvements
- 20. Submission of energy performance certificate

- 21. Submission of BREEAM accreditation (Excellent) design and post occupancy stage
- 22. Cycle storage
- 23. Details of electric vehicular charging points (EVCPs) including siting shall be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future).
- 24. Details of refuse storage facilities including facilities for the recycling of waste to be provided within the development.
- 25. Delivery and servicing plan.
- 26. Details of an additional disabled bay for the commercial unit.
- 27. The A4 unit or commercial unit hereby approved shall not be occupied until details of the proposed extractor flues serving the unit in question (if required) and passing up through the building have been submitted to and approved in writing by the local planning authority.
- 28. No pipes or vents (including gas mains and boiler flues) shall be constructed on the external elevations unless they have first been submitted to the Local Planning Authority and approved in writing.
- 29. The pub unit hereby approved shall not be occupied until details of the acoustic performance of any plant and extracts and an appropriate scheme of noise mitigation has been submitted to and agreed in writing by the Local Planning. These details should include a specification of flue extractors proposed including details of the odour emissions and sound emissions from the extractor.
- 30. Not less than 10% of residential units shall be constructed to wheelchair accessible requirements (Building Regulations M4(3)) and the remainder shall meet easily accessible/adaptable standards (Building Regulations M4(2)).
- 31. Opening hours of commercial unit Mondays to Saturdays 8:00 to 23:00 and Sundays and public holidays 9:00 to 22:00.
- 2.2 That delegated authority be granted to the Head of Development Management/Planning Decisions Manager to finalise the wording of the s106 obligations and the conditions.

3.0 Executive Summary

3.1 The report seeks approval for the Redevelopment of site involving demolition of the existing building and erection of part-5, part-8 storey block of 61 self-contained flats comprising (10 x 1 bed, 18 x 2 bed, 26 x 3 bed and 7 x 4 bed) involving balconies together with 1 x ground floor commercial unit (A4 use), ground floor parking, new access, landscaping and associated works.

3.2 The development would safeguard a continued drinking establishment (A4 use), contribute to the much-needed housing stock in the Borough and deliver affordable housing. The proposed building would make a positive contribution to the character and appearance of the area—and would not result in any undue harm to neighbouring residential amenity or highway impact. The development would be in general compliance with Council policy and there are no material considerations of sufficient weight that would suggest that the application should be refused.

4.0 Site and Surroundings

- 4.1 The application site measures 3,000sqm and is situated on the corner of the eastern side of Montagu Road and the north of Picketts Lock Lane. The application site comprises a detached three-storey building which has a vacant pub at ground floor level (historically known as 'The Cart' that has been closed since December 2016) and residential accommodation above. The property is surrounded by large areas of hardstanding.
- 4.2 Montagu Road comprises predominately residential sites which vary in style, design and nature. Two-storey terrace and four storey block of flats are located to the south and west of the site. Multi-storey residential blocks are also visible from the application site. To the north and east of the site is the Claverings Industrial Estate, a locally significant industrial site which is identified within the Edmonton Leeside Area Action Plan as a location for a major upgrade and redevelopment. The buildings to the North and East of the site comprise industrial uses and whilst building heights range, they are predominately single storey. The surrounding industrial properties hold limited architectural merit.
- 4.3 The site is not located in a Conservation Area, and does not relate to a Listed Building. The site is located in flood zones 1 and 2 and Montagu Road is a classified road.
- 4.4 The site has a public transport accessibility (PTAL) rating of 2. There are bus routes situated on Bounces Road and Picketts Lock Lane which are both within short walking distances from the application site. Meridian Water is the nearest train station and is a 30 minute walk from the site.

5. Proposal

- 5.1. The application originally sought planning permission for the proposed demolition of existing building; redevelopment of the remainder of the site to provide a six storey building to provide a mixed-use development comprising of 400m2 is A4 (replacement Drinking Establishment Pub) and 750m2 is A1 (Shop); 55 residential dwellings, 61 parking spaces, 146 of secure cycle spaces, refuse storage and ancillary landscaping. However the scheme has been amended and planning permission is now sought for the redevelopment of the site and erection of part-5, part-8 storey block of 61 self-contained flats comprising (10 x 1 bed, 18 x 2 bed, 26 x 3 bed and 7 x 4 bed) involving balconies together with 1 x ground floor commercial unit (A4 use), ground floor parking, new access, landscaping and associated works.
- 5.2 The building would comprise of flat roofs that would accommodate biodiverse deep seeded roofs with photovoltaic solar panels.

- 5.3 On the ground floor level the scheme would provide 37 car parking spaces including three wheelchair parking spaces. A total of 16 cycle parking spaces for the public and 116 cycle spaces for the residential units are proposed.
- 5.4 A replacement A4 use (drinking establishment) would be provided at the ground floor level accommodating an internal floor space of 492 square metres.
- 5.5 Each of the residential units would be provided with their own private amenity space. A shared communal space measuring 384sqm is proposed at first floor level and a 121sqm shared communal space at the sixth floor level.
- 5.6 The revised proposal includes 21 affordable housing units which equates to an overall affordable housing percentage of 34%.
- 5.7 Changes made to the scheme originally submitted include the following:
 - Removal of basement car parking
 - Realignment of proposed blocks
 - Additional storeys to buildings
 - Increased private amenity spaces
 - Relocation of bin storage
 - Removal of the A1 unit
 - Increase in the number of residential units by 6 and an increase in the affordable housing offer.

6. Relevant Planning History

6.1. There is no relevant planning history.

7. Consultations

7.1 Statutory and non-statutory consultees

Internal

7.2. Traffic and Transportation There

is no objection in principle.

Initially there were a number of concerns with the original basement parking, in terms of an overprovision of car parking spaces and concerns about access and servicing. However, following discussions with the applicant, revised schemes showing the removal of the basement parking and a revised layout with parking at ground floor level have been received and are considered acceptable in principle.

Transportation comments that while having regard to the London Plan maximum standards, the parking provision is acceptable, the low PTAL has to be recognised and over the lifetime of the development car ownership may fluctuate. This could lead to an increase in on street parking close to the site, increasing demand to saturation levels. To mitigate against this and to

promote Enfield's healthy streets initiatives and to promote walking and cycling and reduce car ownership, a suitable Section 106 contribution will be required. T&T would request a minimum of 1xspace is made available for disabled users. An alternative layout could show the disabled bay outside of the gated section by moving the gates or moving a bay.

7.3. SuDS Officer

No objection in principle is raised but there is insufficient drainage information submitted at this stage. A more detailed SuDS strategy is required to demonstrate that the development will achieve greenfield runoff rates for a 1 in 1 and 1 in 100 year events while also confirming what other measures will be utilised on site. Further details on the flood compensation report is also required.

7.4. Environmental Health

No objections, subject to conditions relating to as there is unlikely to be a negative environmental impact. However, conditions are recommended with respect to construction dust, contamination and non-road mobile machinery.

External

7.5. Designing out Crime Officer

No objection raised. Conditions requested requiring the developer to submit further details demonstrating how the building will be designed to achieve Secured by Design accreditation alternatively for the scheme to achieve Crime Prevention Standards.

7.6 Environment Agency

No objections.

7.7 Campaign for Real Ale

Raised an objection to the original scheme due to the loss of the pub.

7.8 Public

Neighbours

- 7.9 In the original round of consultation letters were sent to 388 adjoining and nearby residents. In response to this a number of representations predominately against the proposed development were received. Following the submission of revised plans in March 2021, a further 14-day consultation was carried out.
- 7.10 To date, at the point this report was finalised, the breakdown of representations received on the latest round was 1 in objection and 2 in support. The tables below summarise the main grounds raised both for and against the proposals, and the frequency of each area of support and

objection (note these summary comments relate to both the original scheme submitted and the revised scheme).

7.11 Support

Reason for support
High quality design
Will benefit the local community
This will help meet a need for new homes

7.12 Objection

Reasons for objection		
Insufficient car parking (for residential and		
commercial uses)		
Increase in traffic and pollution		
Loss of privacy		
Will result in increased road congestion		
Noise nuisance		
Inadequate servicing provision		
Adverse design		
Overly dominant impact on streetscene		

- 7.13 A number of site notices directly outside and in the vicinity of the site were displayed and the proposed development advertised in the local newspaper.
- 8. Relevant Planning Policies
- 8.1 <u>London Plan 2021</u>
 - GG1 Building strong and inclusive communities
 - GG2 Making the best use of land
 - GG3 Creating a healthy city
 - GG4 Delivering the homes Londoners need
 - GG5 Growing a good economy
 - GG6 Increasing efficiency and resilience
 - D1 London's form, character and capacity for growth
 - D2 Infrastructure requirements for sustainable densities
 - D3 Optimising site capacity through the design-led approach
 - D4 Delivering good design
 - D5 Inclusive design
 - D6 Housing quality and standards
 - D7 Accessible housing
 - D8 Public realm
 - D11 Safety, security and resilience to emergency
 - D12 Fire safety
 - D14 Noise
 - HC6 Supporting the night-time economy
 - HC7 Protecting public
 - G5 houses Urban greening
 - G6 Biodiversity and access to
 - G7 nature Trees and woodlands
 - SI 1 Improving air quality

	SI 3 SI 4 SI 5 SI 8 SI 12 SI 13 T1 T2 T3 T4 T5 T6 T6.1 T6.5 T7 T9 DF1	Minimising greenhouse gas emissions Energy infrastructure Managing heat risk Water infrastructure Waste capacity and net waste self-sufficiency Flood risk management Sustainable drainage Strategic approach to transport Healthy Streets Transport capacity, connectivity and safeguarding Assessing and mitigating transport impacts Cycling Car parking Residential parking Non-residential disabled persons parking Deliveries, servicing and construction Funding transport infrastructure through planning Delivery of the Plan and Planning Obligations Monitoring		
8.2	Core S	rategy (2010)		
	CP2 CP3 CP4 CP5 CP9 CP11 CP20 CP21 CP24 CP26 CP25 CP28 CP30 CP31 CP32 CP46	Housing Supply and Locations for New Homes Affordable Housing Housing Quality Housing Types Supporting community cohesion Recreation, leisure, culture and arts Sustainable energy use and energy infrastructure Delivering sustainable water supply, drainage and sewerage infrastructure The road network Public transport Pedestrians and cyclists Managing flood risk Maintaining and improving the quality of the built and open environment Built and Landscape Heritage Pollution Infrastructure Contribution		
8.3	Development Management Document (2014)			
	DMD1	Affordable Housing on Sites Capable of Providing 10 units or more		
	DMD3 DMD6 DMD8 DMD9 DMD10 DMD16 DMD17 DMD27 DMD30 DMD32	Provision of New Community Facilities Protection of Community Facilities Palmers Green District Centre Floorspace above Commercial Premises		

DMD34 Evening Economy

DMD37 Achieving High Quality and Design-Led

DMD44 Development Conserving and Enhancing Heritage

DMD45 Assets Parking Standards and Layout DMD47 New Roads, Access and Servicing

DMD48 Transport Assessments

DMD49 Sustainable Design and Construction Statements

DMD50 Environmental Assessment Methods

DMD51 Energy Efficiency Standards
DMD53 Low and Zero Carbon Technology

DMD55 Use of Roof Space
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
DMD64 Pollution Control and Assessment

DMD65 Air Quality

DMD66 Land Contamination

DMD68 Noise

DMD69 Light Pollution DMD70 Water Quality

DMD73 Children's Play Space
DMD79 Ecological Enhancements
DMD80 Trees on Development Sites

DMD81 Landscaping

8.4 Edmonton Leeside Area Action Plan (2021)

Policy EL21: Improving the Quality of the Pedestrian and

Cycling Environment

Policy EL26: The Meridian Water Heat Network

8.5 Enfield Draft New Local Plan

- 8.5.1 Work on a New Enfield Local Plan has commenced so the Council can proactively plan for appropriate sustainable growth, in line with the Mayor of London's "good growth" agenda, up to 2041. The Enfield New Local Plan will establish the planning framework that can take the Council beyond projected levels of growth alongside key infrastructure investment.
- 8.5.2 The Council consulted on Enfield Towards a New Local Plan 2036 "Issues and Options" (Regulation 18) (December 2018) in 2018/19. This document represented a direction of travel and the draft policies within it will be shaped through feedback from key stakeholders. Nevertheless, it is worth noting the growth strategy identifies New Southgate and Upper Lea Valley Opportunity Area as a potential option for a key location for growth. The draft Local Plan states that the Council will work with the Mayor to bring forward the OAPF.
- 8.5.3 The Council is in the process of preparing a draft Local Plan (Regulation 18) for consultation in summer 2021. This will include site allocations and a number of place based policies, with a particular focus on growth areas such as Meridian Water. It is anticipated that following this consultation a final draft plan (Regulation 19) will be published in 2022, with submission to the

Secretary of State for examination in public anticipated during 2023 and adoption in 2023/24.

8.5.4 As the emerging Local Plan progresses through the plan-making process the draft policies within it will gain increasing weight but at this stage it has relatively little weight in the decision-making process.

8.6 Other relevant policy and guidance

National Planning Policy Framework (NPPF) 2019

National Planning Practice Guidance (NPPG) 2019

Enfield Climate Action Plan (2020)

Enfield Intermediate Housing Policy (2020)

Enfield Decentralised Energy Network Technical Specification SPD (2015)

TfL London Cycle Design Standards (2014)

GLA: Shaping Neighbourhoods: Play and Informal Recreation SPG

(2012) GLA: Shaping Neighbourhoods: Character and Context SPG

(2014) GLA: London Sustainable Design and Construction SPG (2014)

GLA: Accessible London: Achieving an Inclusive Environment SPG (2014)

GLA: Housing SPG (2016)

GLA: Affordable Housing & Viability SPG (2017)

Healthy Streets for London (2017)

Manual for Streets 1 & 2, Inclusive Mobility (2005)

National Design Guide (2019)

8.7 Other Material Considerations

Housing Delivery Test and Presumption in Favour of Sustainable Development

- 8.7.1 The National Planning Policy Framework sets out at Para 11 a presumption in favour of sustainable development. For decision taking this means:
 - "(c) approving development proposals that accord with an up-to date development plan without delay; or
 - (d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (7), granting permission unless:
 - (i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (6); or
 - (ii) any adverse impacts of so doing would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.
- 8.7.2 Footnote (7) referenced here advises "This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a 5 year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous 3 years."
- 8.7.3 The Council's recent housing delivery has been below our increasing housing targets. This has translated into the Council being required to prepare a

Housing Action Plan in 2019 and more recently being placed in the "presumption in favour of sustainable development category" by the Government through its Housing Delivery Test.

- 8.7.4 The Housing Delivery Test (HDT) is an annual measurement of housing delivery introduced by the government through the National Planning Policy Framework (NPPF). It measures the performance of local authorities by comparing the completion of net additional homes in the previous three years to the housing targets adopted by local authorities for that period.
- 8.7.5 Local authorities that fail to meet 95% of their housing targets need to prepare a Housing Action Plan to assess the causes of under delivery and identify actions to increase delivery in future years. Local authorities failing to meet 85% of their housing targets are required to add 20% to their five-year supply of deliverable housing sites targets by moving forward that 20% from later stages of the Local Plan period. Local authorities failing to meet 75% of their housing targets in the preceding 3 years are placed in a category of "presumption in favour of sustainable development.
- 8.7.6 In 2018, Enfield met 85% of its housing targets delivering 2,003 homes against a target of 2,355 homes over the preceding three years (2015/16, 2016/17, 2017/18). In 2019 we met 77% of the 2,394 homes target for the three-year period delivering 1,839 homes. In 2020 Enfield delivered 56% of the 2,328 homes target and we now fall into the "presumption in favour of sustainable development" category.
- This is referred to as the "tilted balance" and the National Planning Policy 8.7.7 Framework (NPPF) states that for decision-taking this means granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole – which also includes the Development Plan. Under the NPPF paragraph 11(d) the most important development plan policies for the application are deemed to be 'out of date'. However, the fact that a policy is considered out of date does not mean it can be disregarded, but it means that less weight can be applied to it, and applications for new homes should be considered with more weight (tilted) by planning committee. The level of weight given is a matter of planning judgement and the statutory test continues to apply, that the decision should be, as section 38(6) of the Planning and Compulsory Purchase Act 2004 requires, in accordance with the development plan unless material considerations indicate otherwise.
- 9. Analysis
- 9.1. This report sets out an analysis of the issues that arise from the proposals in the light of adopted strategic and local planning policies. The main issues are considered as follows:
 - Principle of mixed-used development
 - Housing provision, including affordable and tenure mix
 - Design Impact on character of area
 - Siting, layout and massing
 - Quality of proposed accommodation
 - Impact on neighbouring amenity
 - Parking, access and servicing

- Sustainability credentials
- Landscaping, biodiversity and trees
- Environmental considerations

Principle of Development

- 9.2. The NPPF sets out 'core planning principles', including that planning should "encourage the effective use of land by reusing land that has been developed previously, provided that it is not of high environmental value". These principles also include to "proactively drive and support sustainable economic development to deliver homes ..." The NPPF goes on to state that development proposals that accord with the development plan should be approved without delay.
- 9.3 It is acknowledged the property in its current form is in a poor state and holds no architectural merit. Given the large floorspace of the site, officers consider the current building onsite fails to utilise the potential of the site and therefore the demolition of this property to provide a contemporary building with A4 floorspace and residential homes is supported.
- 9.4. The existing site was primarily used as a pub (Use Class A4), these community uses are valued assets to the local community. Policy DMD 17 seeks to protect community facilities within the borough. The initial plans proposed involved the loss of the pub use, however following negotiations with the applicant, this use will be retained. The applicant has also provided documentation which confirms a suitable operator has been found for the site. In consideration of the above, the retention of the A4 use is welcomed and supported.
- 9.5. Policy GG1 of the current London Plan recognises the need for more homes in London to promote opportunity and choice in ways that meet their needs at a price that is affordable. Policy GG4 of the London Plan also encourages the Council to provide a range of housing choices in order to take account of the various groups. Housing should be provided across a range of different sizes and types taking account of the requirements of different user groups. Policy GG1 also supports the provision of mixed and balanced communities by tenure and seeks that the maximum reasonable amount of affordable housing be sought when negotiating on schemes.
- 9.6. Significant weight must be attributed to the presumption in favour of approving sustainable residential development and the planning merits of providing new homes (including 41% offer of affordable homes) and replacement A4 floorspace. However, these planning merits must be balanced against all other relevant planning considerations which seek to ensure that appropriate regard is given to design, social infrastructure provision, impact on the character of the areas, neighbour amenity and residential amenity, traffic generation and highway safety and acceptability with regards to sustainability and flooding.

Design

9.7 The London Plan builds on the importance of good design across all areas of development. Policy DMD37 of the DMD encourages achieving a high quality and design led development that should be suitable for its function and appropriate in its context with appropriate regard to its surroundings. London

Plan policies D4 specifies the need to respect the character of the surrounding area but also make a positive contribution to the places identity. This policy is re-iterated by CP30 of the Core Strategy which requires new development to be of a high-quality design and in keeping with the surrounding area, as well as the fundamental aims of the NPPF.

- 9.8 London Plan Policy D9 states that boroughs should determine if there are locations where tall buildings may be appropriate and proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings.
- 9.9 Local Plan Policy DMD 43 is a criteria-based policy for considering tall buildings, which justifying text (para. 6.4.1) defines as those "that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for the referral of planning applications to the Mayor."
- 9.10 Given the low-rise nature of the immediately surrounding area and the definition in the Local Plan, the proposed buildings would be considered 'tall' given the surrounding context.
- 9.11 The existing building has no architectural merit and does not contribute positively to the character of the area. The proposal has been subject to extensive pre-application and post-application discussions with officers and consultees. Since submission of the planning application, the proposals have been amended in order to maximise the proportion of on site affordable housing, and the level of public benefit that can be achieved. This has resulted in the introduction of additional units and an increase to the scale, of the scheme, as well as making changes to the design, elevations, fenestration and landscaping. The Council's Urban Design Officer has had much input to the proposed design changes throughout.
- 9.12 A contemporary detached building is proposed which will be part-5, part-8 stories. The proposed building would be set considerably set back from the street to the front elevation (Montagu Road) to enable soft landscaping to be introduced and help soften the appearance of the site. The set back from the front boundary of the site would ensure a degree of subservience is achieved and mitigate the height of the proposed building when viewed from the street.
- 9.13 The proposed building would have a rectangular form and divided into blocks. The upper floors of the building (from seventh floor) would be recessed from the building lines of the blocks proposed, which would further mitigate the bulk of the development.
- 9.14 The proposed building would be finished in the following materials. Full details of the external materials to be used would be secured through a condition.
 - Buff coloured brick and grey mortar,
 - Black metal balustrading to tower balconies with inset mesh panels.
 - Glass balustrading
 - Dark grey aluminium windows and doors
 - 9.15 In consideration of the finishes proposed, the development would have a contemporary appearance which would considerably enhance the visual

amenity of the site. It is also considered that the scale and massing of the building is appropriate for this urban setting and having regard to the surrounding context of the site. Officers are mindful of the high density that is and the fact that it is a large building. However, taking into account the revised design and the benefits of additional housing and quality of the housing above that which could be achieved by the implementation of this scheme the quantum of development is considered acceptable.

9.16 In conclusion for all the reasons outlined as above the design, scale, appearance and impact on the character of the area associated with this proposed development is considered acceptable. It would integrate acceptably into the surroundings having regard to policies DMD6, 8, 37 and, CP30 of the Core Strategy and London Plan policies D1 and D4 of the London Plan.

Fire safety

9.17 London Plan Policy D12 requires development proposals to achieve the highest standards of fire safety, embedding these at the earliest possible stage: "In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety..." Policy D5 requires proposals to ensure safe and dignified emergency evacuation for all building users. The London Fire Brigade were consulted on the application who confirmed that the fire safety approach for the scheme is satisfactory and the dry risers proposed on each floor of the building will be discussed further during the building consultation. Access for the any fire brigade would be where the proposed loading bay would be sited which is a distance of less than 45m and the positioning of a water hydrant would be near to the loading bay.

Secured by Design

9.18 Local Plan DMD Policy 37 require all developments to demonstrate and apply the principles and practices of the Secured by Design Scheme. The Metropolitan Police's Designing Out Crime Officer (DOCO) has reviewed the scheme and provided that a suite of further detail is required to ensure the safety of residents, visitors and other users of the space. It is recommended that a planning condition be attached to ensure Secured by Design certification for the development or alternatively for the scheme to achieve Crime Prevention Standards.

Affordable Housing and Housing Mix

- 9.19 The National Planning Policy Framework requires local planning authorities to deliver a wide choice of high quality homes and to plan for a mix of housing in terms of size, type, tenure and range based on local demand.
- 9.20 The need for affordable housing remains high in the borough, which is evidenced in the draft Enfield Strategic Housing Market Assessment (SHMA) (2015). London Plan Policy, seek to increase the supply of housing in London by setting borough housing targets.
- 9.21 London Plan Policy GG4 states that Londoners should have a genuine choice of homes that they can afford, and which meet their requirements for different sizes and types of dwellings in the highest quality environments. New

developments are required to offer a range of housing choices in terms of the mix of housing sizes and types. The London Plan sets a clear priority to create communities that are mixed and balanced by way of tenure, fostering social diversity, responsibility and identity. Policy DMD1 confirms that development should provide the maximum amount of affordable housing, having regard to the borough-wide affordable housing target of 40%; and with a target tenure mix of 70% social / affordable rent and 30% intermediate.

- 9.22 The proposal (as revised) would create 61 self-contained flats comprising (10 x 1 bed, 18 x 2 bed, 26 x 3 bed and 7 x 4 bed). Of the 61 units proposed, 21 would be affordable, which equates to 3% onsite affordable housing provision. The applicant has confirmed that the affordable housing provision would be policy compliant however discussions are ongoing and Members will be updated on the tenure mix in advance of the planning committee meeting.
- 9.23 London Plan Policy H6 identifies criteria whereby applications can follow the 'fast track route' set out in the Mayor's Affordable Housing and Viability SPG, critically, it means that these applications need not be accompanied by a financial viability assessment.
- 9.24 London Plan Policy H10 seeks to ensure schemes deliver a range of unit sizes having regard to robust local evidence, the requirement to deliver mixed and balanced neighbourhoods, to deliver a range of unit types at different price points, the mix of uses within the scheme, the range of tenures, the nature and location of the site with a higher proportion of one and two bed units generally more appropriate in locations which are closer to a town centre or station with public transport access and connectivity, the aim to optimise the housing potential of sites, the ability of new development to reduce pressure on conversion of existing stock, the need for family housing and the role one and two bed units can play in freeing up existing family housing.
- 9.25 Local Plan Policy DMD3 states that a mix of different sized homes should be provided in line with the targets in Core Policy 5, as follows:
 - \bullet Market housing 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45%, 3 bed houses, (5-6 persons), 20% 4+ bed houses (6+ persons); and
 - Social rented housing 20% 1 bed and 2 bed units (1-3 persons), 20% 2 bed units (4 persons) 30% 3 bed units (5-6 persons), 30% 4+ bed units (6+ persons).
- 9.26 Core Policy 5 calls for housing that should prioritise family units. The proposal would provide 54% 3 and 4 bed family units which is considered acceptable.
- 9.27 The proposed scheme would deliver 61 new residential units, which would contribute positively to the Council's housing targets and in this context is strongly supported.
- 9.28 This proposed mix of unit types and sizes complies with planning policy and will increase housing supply and improve housing choice in this part of London, giving greater housing choice in line with London Plan Policies, and crucially support a scheme that can viably provide for the maximum reasonable proportion of affordable housing.

Quality of Residential Accommodation

- 9.29 All residential units meet or exceed the minimum space standards as set out in the London Plan, and the more recent nationally described space standards. This complies with London Plan policy, national space standards, and Enfield planning policies.
- 9.30 All of the units are of regular size, providing good quality living space and layout and would have sufficient levels of outlook and light within habitable rooms.

Residential Amenity Space

- 9.31 Policy DMD9 is of most relevance to amenity space, stating that all new development must provide good quality private amenity space that is not significantly overlooked by surrounding development, and that meets or exceeds the standards listed in the policy. In addition to the internal space proposed there is also a sufficient level of on site amenity space.
- 9.32 Overall, it is considered the private amenity proposed is acceptable. Each of the proposed flats would be served by its own self-contained amenity areas either via a terrace/balcony which complies with DMD9 and regional standards set out in the London Plan and London Housing SPG. Furthermore, the residential units onsite would have access to communal amenity space to the rear of the site.

Accessibility

- 9.33 London Plan Policy D7 Requires at least 10% of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings', and ii) all other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings.' Local Plan DMD Policy 8 has similar policy objectives.
- 9.34 The London Plan and Enfield Local Plan require all future development to meet the highest standards of accessibility and inclusion. A condition would be attached to any permission to ensure the scheme complies with the Building Regulation requirements.

Relationship to Neighbouring Residential Properties

- 9.35 New development should not impact on the residential amenity of neighbouring residential properties. Policies D1 and D3 of the London Plan set out the importance of ensuring buildings are well designed to ensure against prejudicing neighbouring amenity. Policy CP30 of the Core Strategy seeks to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity.
- 9.36 The Mayor's Housing SPG (2016) Standard 28 reinforces the need for privacy, providing that planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18-21m between facing homes (between habitable room and habitable room as opposed to between balconies or terraces or between habitable

- rooms and balconies/terraces). These can still be useful yardsticks for visual privacy but cautions against adhering rigidly to minimum distance requirements.
- 9.37 To maintain a sense of privacy, avoid overshadowing and ensure adequate amounts of sunlight are available for new and existing developments, Policy DMD10 requires new development to maintain certain distances between buildings, unless it can be demonstrated that the proposed development would not result in housing with inadequate daylight/ sunlight or privacy for the proposed or surrounding development.
- 9.38 The proposed development would be isolated within its own curtilage, with the nearest property an industrial unit to the North of the site (part of the Claverings Industrial Estate). The nearest residential properties are situated on the opposite side of Pickets Lock Lane (approximately 43 metres between the rear elevations of the house and the side boundary of the site) and the western side of Montagu Road (22 metres between the front elevations of the houses and the front boundary of the site) respectively.
- 9.39 Whilst it is acknowledged the proposed development would be of a large scale, given the spatial relationship of the development to its surroundings and the distance from neighbouring properties, it is considered the proposed development would not significantly harm residential amenity. A daylight and sunlight report in accordance with BRE guidelines accompanies the application which demonstrates no harmful impacts on residential amenity.
- 9.40 In summary, it is considered that the proposed development would not adversely affect the amenity of nearby residential occupiers, through reduced daylight and sunlight conditions, overlooking and loss of privacy, having regard to relevant London Plan policies, Enfield policies, BRE guidelines and the NPPF and the presumption in favour of approving sustainable development..

Traffic and Transportation

9.41 The site has a PTAL of 2, which indicates poor access to public transport services. Nonetheless there are bus stops within walking distance from the site. The subject site is on a classified road and the existing pub car park has capacity for vehicles onsite.

Car Parking

- 9.42 The London Plan 2021, Core Strategy and DMD encourage and advocate sustainable modes of travel and require that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided for example. Policy DMD45 requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments.
- 9.43 The parking standards within the new London Plan states that 3 bed units should provide up to 1.5 parking spaces and 1 2 bed units should provide less than 1 parking space per unit.

- 9.44 The new scheme has a revised mix of units and based on the London Plan has a maximum parking provision requirement of 54xspaces. A total of 37xspaces is being provided and it is noted that the revised unit mix still includes 10x1-bed and 7x4-bed, but now instead of 44x2-bed units they are split between 18x2-bed, 26x3-bed and 7x4bed. The Traffic and Transportation department have reviewed the proposal along with information provided within the Transport Assessment which included information to support the car provision proposed along with the London Plan maximum standards, and have concluded that the parking provision is considered acceptable. However to help mitigate against any increase in on street car parking close to the site and to promote Enfield's healthy streets initiatives to promote walking and cycling and reduce car ownership, a Section 106 contribution will be required, further details of the contribution are set out in the Section 106 contribution section..
- 9.45 No parking spaces are proposed for the commercial unit. T&T have requested a minimum of one parking spaces is made available for disabled users, this requirement will be conditioned.

Cycle Parking

9.46 Cycle parking is shown on the plans to be sited within the building and to the front of the site. However, a condition will be secured to ensure that cycle parking is provided in accordance with London Plan standards.

Access

- 9.47 Policy DMD47 states that 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.
- 9.48 Vehicular access to the site would be from an existing access from Montagu Road. The proposal has been designed to ensure there is clear and safe access for both pedestrians, cyclists and vehicles.

Servicing

- 9.49 Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Full details have not been provided on the proposed siting of the refuse facilities for the new residential units and community hall and therefore conditions would be required to ensure these are accessible and there is sufficient space.
- 9.50 Servicing and deliveries to the pub and the commercial unit are expected to take place from the new service loading bay on Montagu Road. T&T have requested that the loading bay is designated public highway to replace the lost highway. This would be subject to legal agreements and the LPA would only accept the dedicated highway land if maintenance conditions are met. Further details concerning the loading bay will need be discussed with Highways, and as this involves works to the highway will also require a section 278 agreement.

- 9.51 The nature and location of the proposal means the development does require the provision of a Construction Traffic Management Plan to minimise its impacts on the local road network. This will be secured by condition.
- 9.52 Refuse storage is shown within the building however full details of the storage will be secured through a condition.

S106

- 9.53 In order to mitigate the impacts of the development, in addition to the aforementioned s278 highway works, Traffic and Transportation have sought s106 contributions comprising of, Cycle Enfield and sustainable transport.
- 9.54 In summary, the development is considered likely to have a negligible impact on vehicular traffic flows in the local area, subject to conditions and planning obligations. The transport impacts of the proposal are acceptable and in this respect the scheme complies with the relevant London Plan and Enfield policies and the guidance within the NPPF.

Energy and Sustainability

- 9.56 The NPPF (Para. 153) requires new developments to comply with local requirements for decentralised energy supply and minimise energy consumption by taking account of landform, layout, building orientation, massing and landscaping.
- 9.57 London Plan Policy 5.2 sets out the Mayor of London's energy hierarchy: Use Less Energy (Be Lean); Supply Energy Efficiently (Be Clean); and Use Renewable Energy (Be Green) and Policy 5.6 sets a target to generate 25% of heat and power by local decentralised energy systems and establishes a hierarchy of connecting to an existing heating and cooling network.
- 9.58 Policy SI2 of the London Plan adds Be Seen to the Mayor's energy hierarchy. It sets a target for all development to achieve net zero carbon, by reducing CO2 emissions by a minimum of 35% on-site, of which at least 10% should be achieved through energy efficiency measures for residential development (or 15% for commercial development) and calls on boroughs to establish an offset fund (with justifying text referring to a £95/tonne cost of carbon). Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top).
- 9.59 Local Plan Policy DMD Policy 51 calls for energy efficient buildings as the first step in applying the energy hierarchy, DPD Policy 52 requires connection to a decentralised energy network where possible, DMD Policy 53 requires the use of zero carbon green technologies and DMD Policy 54 requires financial contributions to off-set carbon where specific targets are
- 9.60 All new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. 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 London Plan states that development proposals should make the fullest contribution to minimising carbon dioxide (CO2) emissions in accordance with the following energy hierarchy:
 - Be Lean: use less energy;
 - Be Clean: supply energy efficiency; and
 - Be Green: use renewable energy.
 - And also: Be Seen.
- 9.62 A detailed Energy Statement supports the application, this seeks to demonstrate how the proposed scheme complies with the above aspects of both the London Plan and the Development Plan. The proposed energy strategy seeks to reduce energy demand, and CO2 emissions.
- 9.63 It is noted that PV panels are shown on part of the flat roof of the new building and the energy statement refers to the use of a ground source heat pump to serve a communal heating system for the dwellings.
- 9.64 The building achieves a 10.9% reduction in CO2 emissions without any renewable technologies implemented. This is due to passive measures such as the high thermal-efficiency of the building fabric, along with 100% low energy lighting specified throughout. The energy statement sets out that with the addition of a ground-source heat pump system to serve a communal heating system for the dwellings, along with a 0.5 kWp PV array to serve each residential unit (27.5kWp total) and an 8kWp array to serve the commercial areas (35.5kWp site total), the CO2 emissions would be reduced by a further 29.1%. This results in total site CO2 emissions of 78.2 tonnes CO2/annum for the site, and a total 40.0% reduction in CO2 emissions compared to Building Regulations Part L.
- 9.65 The energy strategy is targeting carbon dioxide emissions through energy efficiency measures and improvements to the building fabric. Further detail should however be provided and this shall be secured through condition to demonstrate the location and specification of the Low and Zero Carbon Technologies selected as feasible for this site, and how this will provide for no less than a 40% improvement in total CO2 emissions arising from the operation of a development and its services over Part L of Building Regulations 2013.
- 9.66 The site is within an area that could connect to a Decentralised Energy
 Network in the future and this connection would need to be secured through a
 s106 legal agreement. The carbon neutral shortfall will be addressed via
 Carbon Offset Contributions Payments, secured by legal agreement.
- 9.67 Several conditions relating to climate change and sustainable design and construction have been suggested to address relevant policies within section 8 Tackling Climate Change of the DMD.

Waste Management

9.68 The NPPF refers to the importance of waste management and resource efficiency as an environmental objective. London Plan Policy SI7 encourages waste minimisation and waste prevention through the reuse of materials and

- using fewer resources. The policy also requires referable schemes to promote circular economy outcomes and aim to achieve net zero-waste.
- 9.69 Local Plan Core Policy 22 encourages the inclusion of re-used and recycled materials and encourage on-site re-use and recycling of construction, demolition and excavation waste while Local Plan Policy DMD 57 sets out detailed criteria and standards. The Council has also prepared Waste and Recycling Storage Planning Guidance. Appropriate conditions will be attached to any permission.

Biodiversity, Trees and Landscaping

- 9.70 The application is supported by an Ecology Report, Tree Constraints Appraisal and landscape plans.
- 9.71 London Plan Policy GG2, G6 and G14 require development to protect and enhance designated nature conservation sites and local spaces, secure net biodiversity gains where possible and incorporate urban greening. Developments resulting in the creation of 100m2 of floorspace or one net dwelling or more should provide on-site ecological enhancements having regard to feasibility and viability. Policy DMD79 seeks the provision of on-site ecological enhancements.
- 9.72 The submitted Ecology Report indicated that the existing site is of limited value ecologically given that the majority of it is currently covered by either buildings or hardstanding. The existing buildings were also assessed for the presence of bats and it was concluded that there is limited potential to support roosting bats and no evidence of such roosting taking place. The report included a number of recommendations for further work such as scheduling vegetation and building clearance works between the months of September and February inclusive to avoid impacts on breeding birds.
- 9.73 If approved, conditions/informatives must be attached to ensure details of ecological enhancements such as bat/bird boxes and appropriate landscaping are planted and the recommendations set out in the ecology report are followed.
- 9.74 London Plan Policy 5.10 promotes urban greening and multifunctional green infrastructure to help reduce effects of climate change and Policy 7.21 seeks to protect important trees and secure additional planting. London Plan Policy G5 supports urban greening and introduces the concept of an Urban Greening Factor and Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement.DMD81 sets out that developments must provide high quality landscaping that enhances the local environment and should add to the local character, benefit biodiversity, help mitigate the impacts of climate change and reduce water run-off.
- 9.75 A tree survey was submitted with the application and provides details of the four existing trees on the site which include a Flowering Cherry, two Ash and a small Elder tree. The existing trees are not protected by virtue of being located in a conservation area or a tree preservation order. The survey sets out that the cherry tree which provides some spring colours through its flowering, is weakened by extensive trunk decay which will only progress. The remaining trees are or poor to low quality and do not make a significant

impact upon amenity. The proposed development would include the removal of all four of these trees. However, there is space to the west and south for new tree planting and landscaping. The report sets out that suitable tree species, such as London Plane (which can be pruned), Maple and Alder could be planted at a size to provide immediate visual impact. Trees planted less than 20cm girth for example will appear insignificant in the landscape.

- 9.76 Although all the trees at the site will be removed as part of the development, subject to replacement tree planting of a size to contribute to amenity from the planting stage, the impact of the scheme upon the treed landscape will be low.
- 9.77 The proposed development will include areas of landscaping to the front of the site and communal amenity spaces within the building. The proposal also includes the provision of a green roof to some areas of the building.
- 9.78 Several conditions would be attached to any grant of planning permission to ensure that the local environment is enhanced through appropriate landscaping including tree replacement and details of the green roof are provided.
- 9.79 In summary, the ecological and landscaping elements of the proposal are acceptable subject to conditions. The new landscaping proposals represent a betterment as the existing site is lacking in any landscaping. In this respect the scheme complies with the relevant London Plan and Enfield policies and the guidance within the NPPF.

Contaminated Land

9.78 Environmental Health officers have advised that a pre-commencement condition for further investigation and remediation measures is required to safeguard the amenity of future users.

Air Quality

- 9.79 The proposal would introduce additional residential units to an area already acceptable for residential accommodation. In this respect the proposal is considered acceptable. Local policies CP32 and DMD64 seek to resist developments that would adversely impact on air quality, unless suitable mitigation measures can be achieved.
- 9.80 Environmental Health does not raise any concerns that the proposal would have a negative impact on existing air quality subject to a condition being attached requiring, construction dust and non-road mobile machinery.

Sustainable Drainage / Flooding

9.81 London Plan Policy SI16 requires the consideration of the effects of development on sustainable drainage. Policy DMD59 states that new development must avoid and reduce the risk of flooding, and not increase the risk elsewhere. DMD policy 61 states that all developments must maximise the use of and, where possible, retrofit Sustainable Drainage Systems

(SuDS). Any proposed SuDS measures should be appropriate for the site conditions, seek to achieve greenfield run off rates as well as maximise the use of SuDS.

- 9.82 The site is located in flood zone 2. A Flood Risk Assessment (FRA) was submitted with the application. The EA were consulted and raised no objections. The SuDS Officer was consulted and requested further information on the FRA including. Further information on the flood compensation report/model is required and confirmation that the SuDS strategy match the compensation report, it is considered appropriate to secure this information though the attachment of a condition.
- 9.83 With regards to sustainable urban drainage (SuDS) officers have advised that additional information would be required. This would need to include a detailed SuDS plan, with details including how run-off will be managed, how this will be connected to the sewerage network, and what would happen in the case of a flood exceedance event (though unlikely). It would also need to be demonstrated that the development can achieve greenfield runoff rates for a 1 in 1 and 1 in 100 year event. Proposed SuDS features should where appropriate follow the SuDS management train, set out in the London Plan. A further condition for a requirement of a verification report once SuDS measures have been implemented to ensure that the proposed measures manage surface water as close to its source as possible and follows the drainage hierarchy in line with the London Plan.

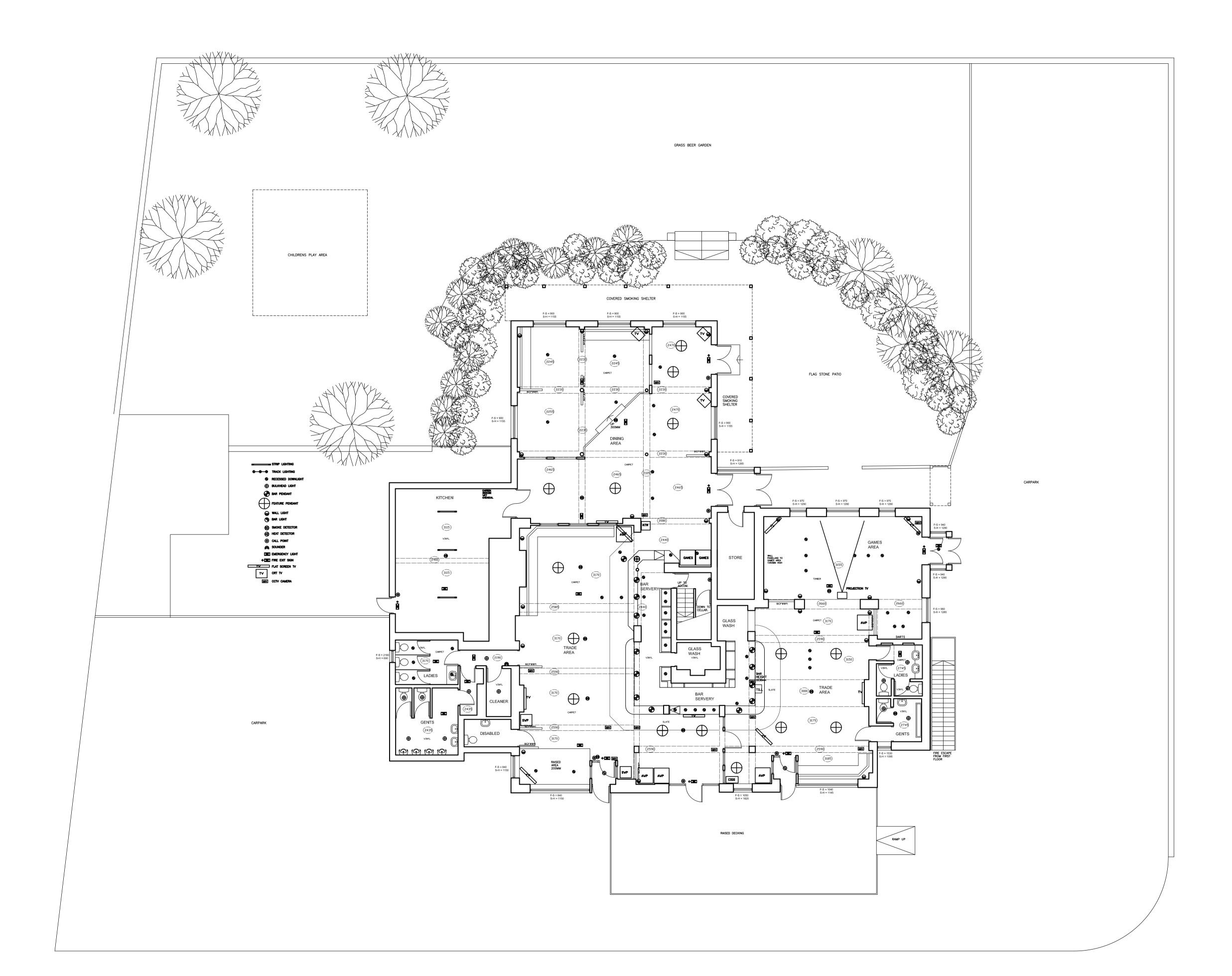
S106 Contributions

- 9.84 Regulation 122(2)(a) of the 2010 CIL Regulations requires that any planning obligations must be necessary to make the development acceptable in planning terms; directly related to the development; and fairly and reasonably related in scale and kind to the development. Having regard to this, and the content above Having regard to the content above, it is recommended that should planning permission be granted, the following obligations / contributions should be secured through a s106 legal agreement:
 - Affordable Housing provision of a minimum of 21 units as Affordable Housing dwellings;
 - A late stage viability review;
 - Local Employment and Skills Strategy strategy to be submitted for approval prior to commencement of development;
 - Highways contributions £32,364 toward sustainable transport measures and Cycle Enfield;
 - Public footway access amendments applicant to maintain and provide public access – S73 works
 - Implementation of the loading bay would be at a cost of approximately £15,000 and would be completed through a S73.
 - Connection to a DEN
 - Education Contribution
 - Carbon neutral offset
 - Monitoring fee for the financial contributions.

Community Infrastructure Levy (CIL)

9.85 As of the April 2010, new legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of

- qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development.
- 9.86 The new GIA proposed as part of the development would be liable to a Community Infrastructure Levy contribution for both Mayoral CIL (£60 per sqm) and Enfield CIL (£140 per sqm for residential and £60 per sqm for A1-A5 uses).
- 9.87 Members will be updated on the CIL figures at the planning committee meeting.
- 10.0 Conclusion
- 10.1 The proposed development would deliver the following wider planning benefits:
 - The delivery of both affordable (34%) and private housing in a sustainable location, and at a dense level of development which makes effective and efficient use of land, optimises the housing potential, helping to meet the Borough's housing needs;
 - A high quality residential environment for all future occupiers. All of the new dwellings have been designed to meet the Mayor's London Housing Design Guide in terms of accessibility, size and layout, and achieve Lifetime Homes Standards;
 - Retention and enhancement of A4 use
 - Public realm improvements along Montagu Road;
 - High standards of urban design and architecture;
 - Sustainable design which will result in low levels of carbon emissions;
 - A CIL contribution towards local infrastructure, as well as s106 contributions to mitigate the impacts
- 10.2 It is considered that the scheme would make a positive contribution to housing delivery and the local environment. In addition, it is also felt that the scheme would deliver substantial public benefit deliver in terms of safeguarding continued A4 use on site, and the delivery of affordable housing. The development would be in general compliance with Council policy and there are no material considerations of sufficient weight that would suggest that the application should be refused. Officers are therefore recommending approval of the scheme in accordance with the presumption in favour of sustainable development as set out by the National Planning Policy Framework (NPPF).



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STRIP LIGHTING

◆ ◆ ◆ TRACK LIGHTING

RECESSED DOWNLIGHT

→ BULKHEAD LIGHT

BAR PENDANT

FEATURE PENDANT

WALL LIGHT

BAR LIGHT

SD SMOKE DETECTOR

HD HEAT DETECTOR

CALL POINT SOUNDER

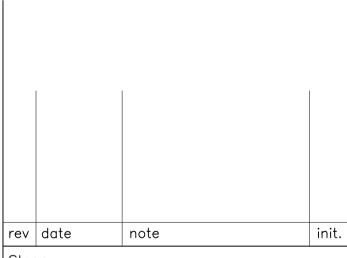
EMERGENCY LIGHT

← FIRE EXIT SIGN

TV FLAT SCREEN TV

TV CRT TV

CCTV CAMERA



GREENE KING

Project:

THE CART OVERTHROWN **EDMONTON** LONDON N9

EXISTING SITE

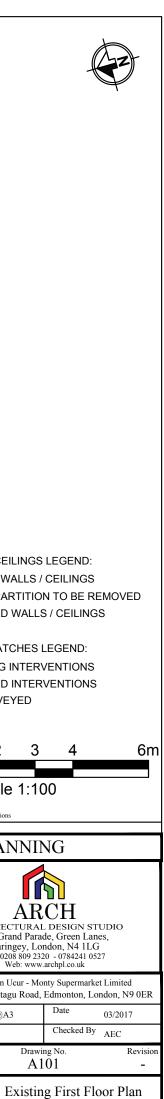
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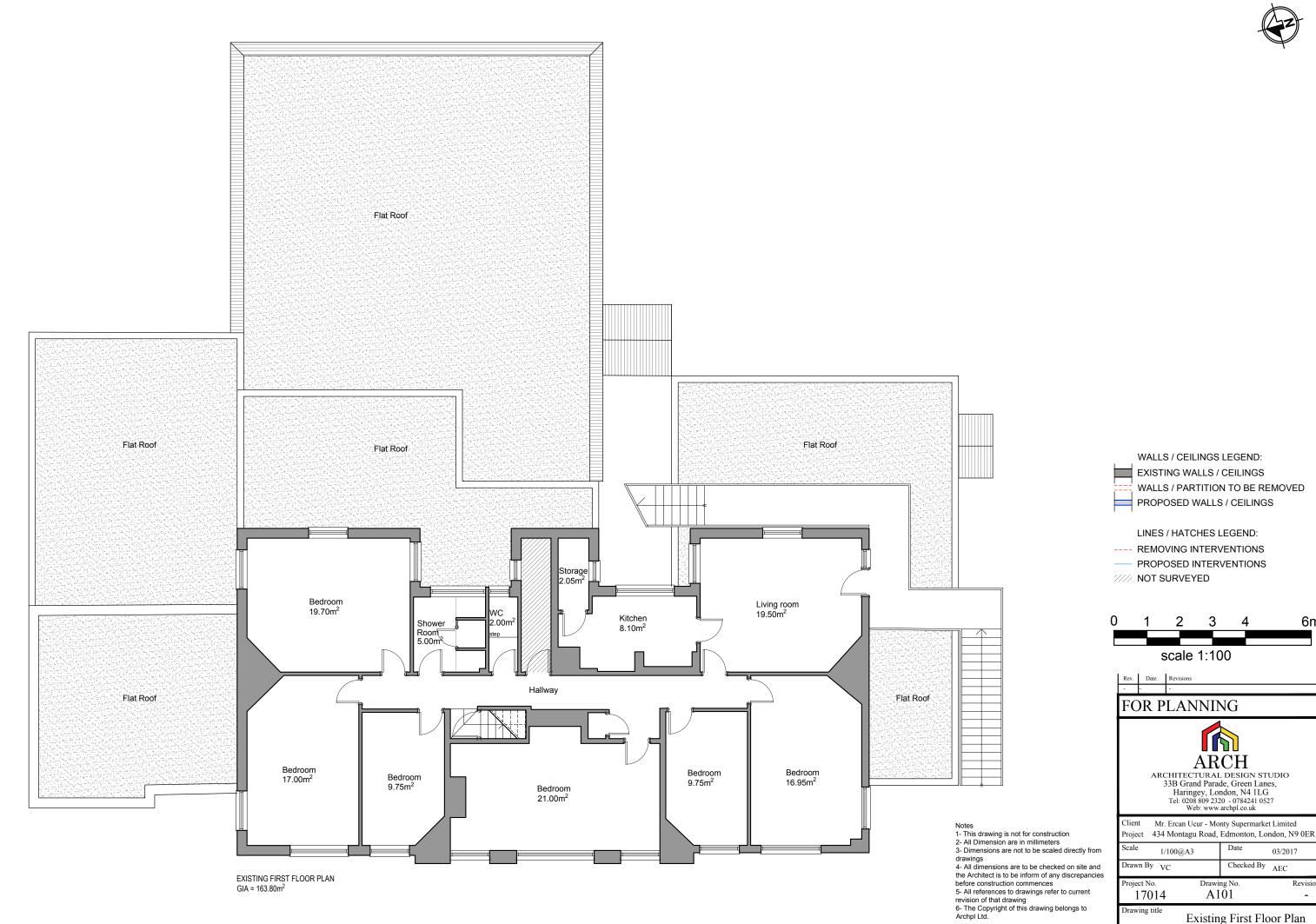
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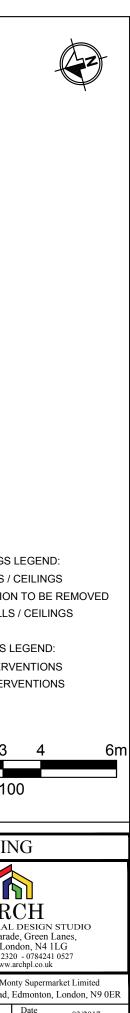
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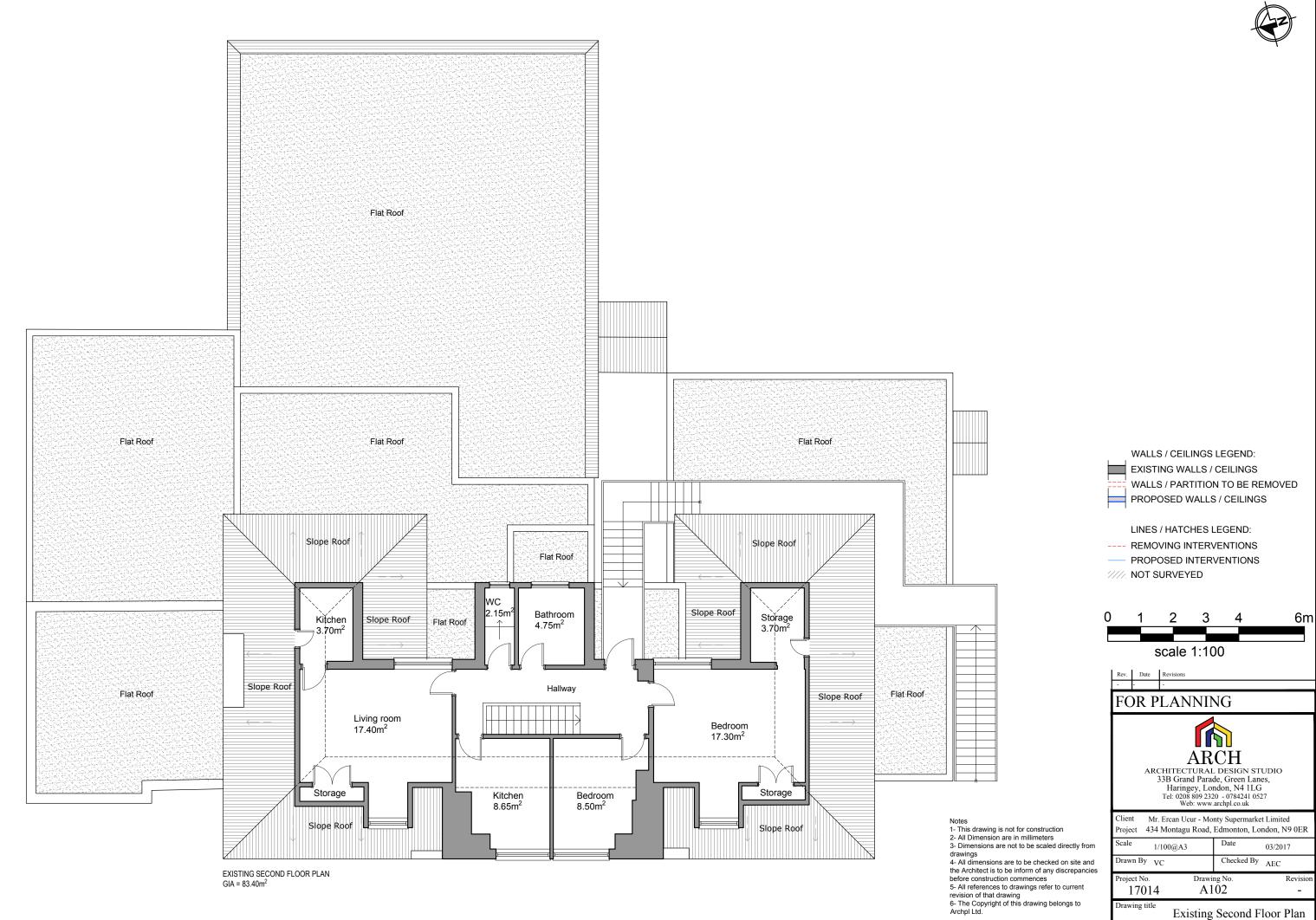
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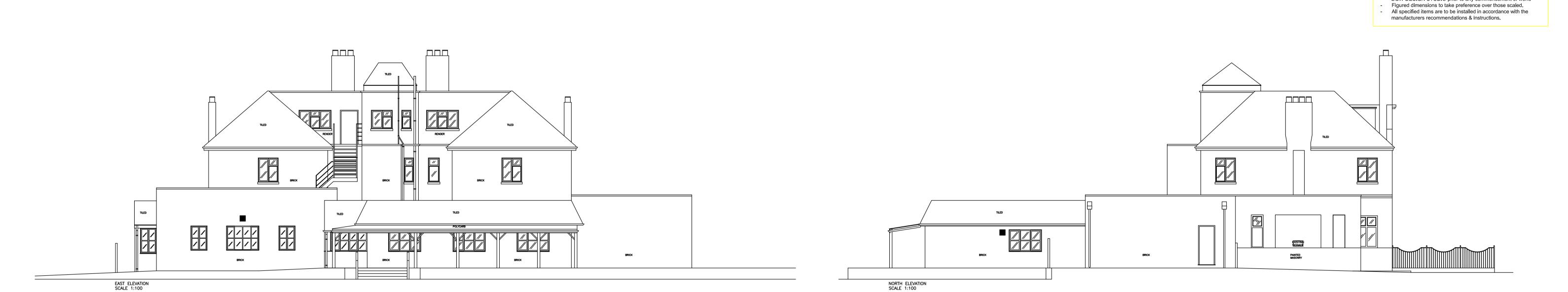
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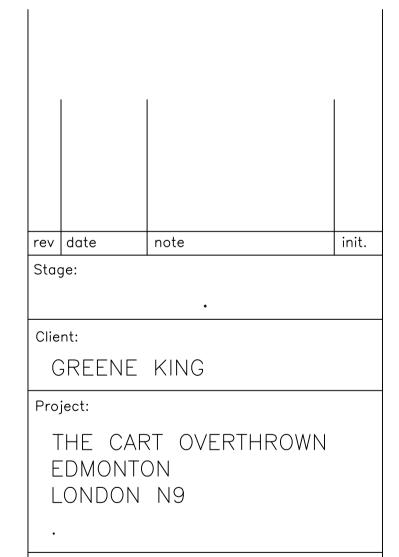












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Doncaster
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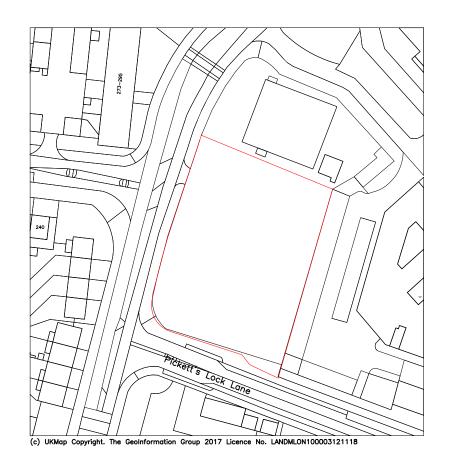
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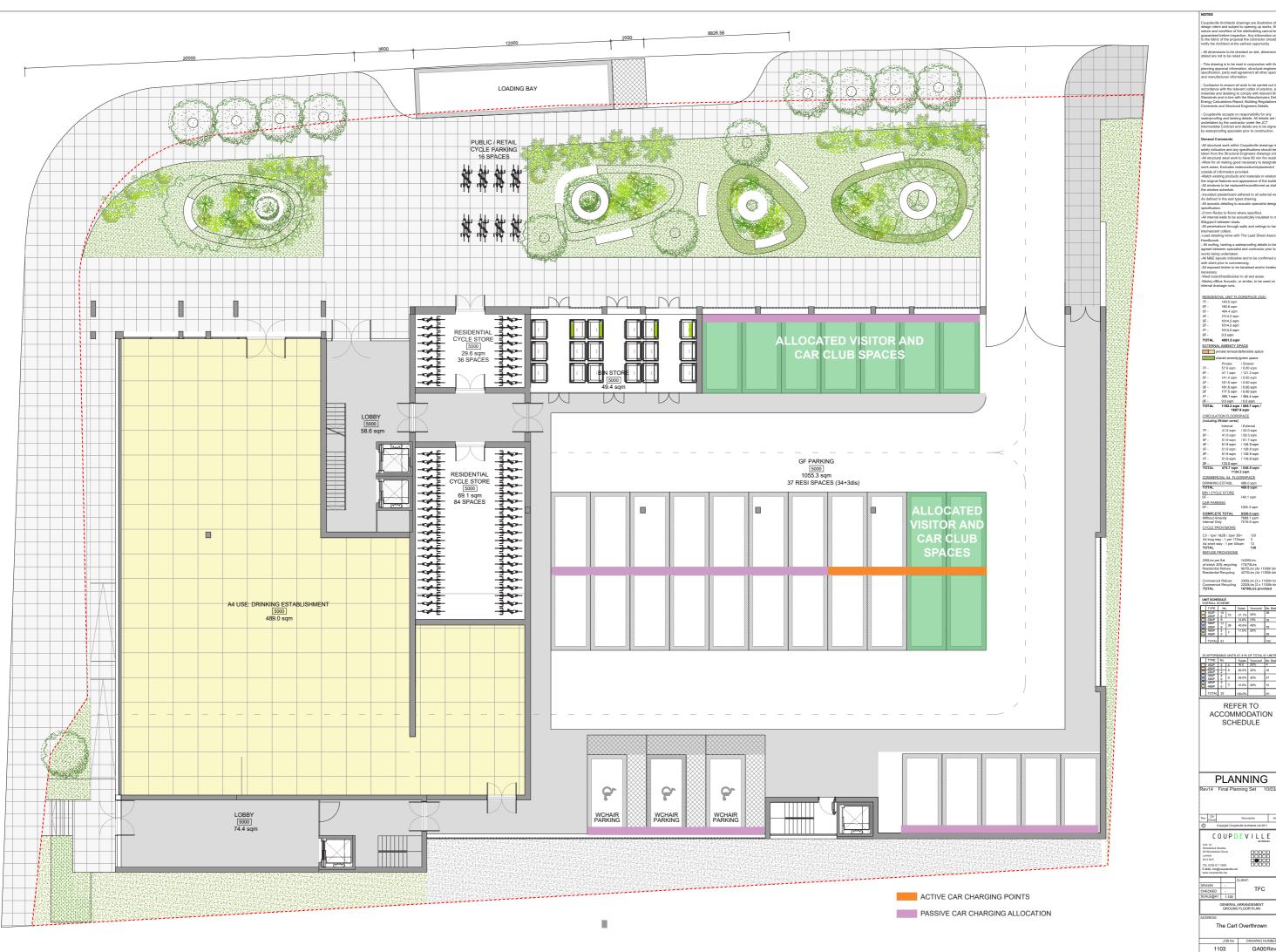
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SITE PLAN EXISTING

ADDRESS:

The Cart Overthrown

JOB No	DRAWING NUMBER
1103	S01
A3 Sheet	



JOB No DRAWING NUMBER 1103 GA00Rev14



JOB No DRAWING NUMBER



JOB No DRAWING NUMBER 1103 GA02 Rev14



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BESIDENTIAL LINIT FLOORSPACE (GIA)

FF - 146.5 spm

6F - 150.8 spm

6F - 150.8 spm

6F - 101.42 spm

3F - 101.42 spm

1F - 101.43 spm

1F - 100.43 spm

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1

OF - CAR PARKING 1055.3 sqm

0F - 1055.3 sqm

COMPLETE TOTAL 9356.0 sqm

Without Amenity 7668.1 sqm

Internal Only 7019.6 sqm

CYCLE PROVISIONS

REFER TO ACCOMMODATION SCHEDULE

PLANNING

COUPDEVILLE

TFC GENERAL ARRANGEMENT THIRD FLOOR PLAN

JOB No DRAWING NUMBER



CAR PARKING

nc . 1055.3 sqm 0F - 1055.3 sqm

COMPLETE TOTAL 9356.0 sqm

Without Amenity 7668.1 sqm

Internal Only 7019.6 sqm

CYCLE PROVISIONS

REFER TO ACCOMMODATION SCHEDULE

PLANNING

COUPDEVILLE

TFC

GENERAL ARRANGEMENT FOURTH FLOOR PLAN

JOB No DRAWING NUMBER 1103 GA04 Rev14



CAR PARKING 0F - 1055.3 sqm

0F - 1055.3 sqm

COMPLETE TOTAL 9356.0 sqm

Without Amenity 7688.1 sqm

Internal Only 7019.6 sqm

CYCLE PROVISIONS

REFER TO ACCOMMODATION SCHEDULE

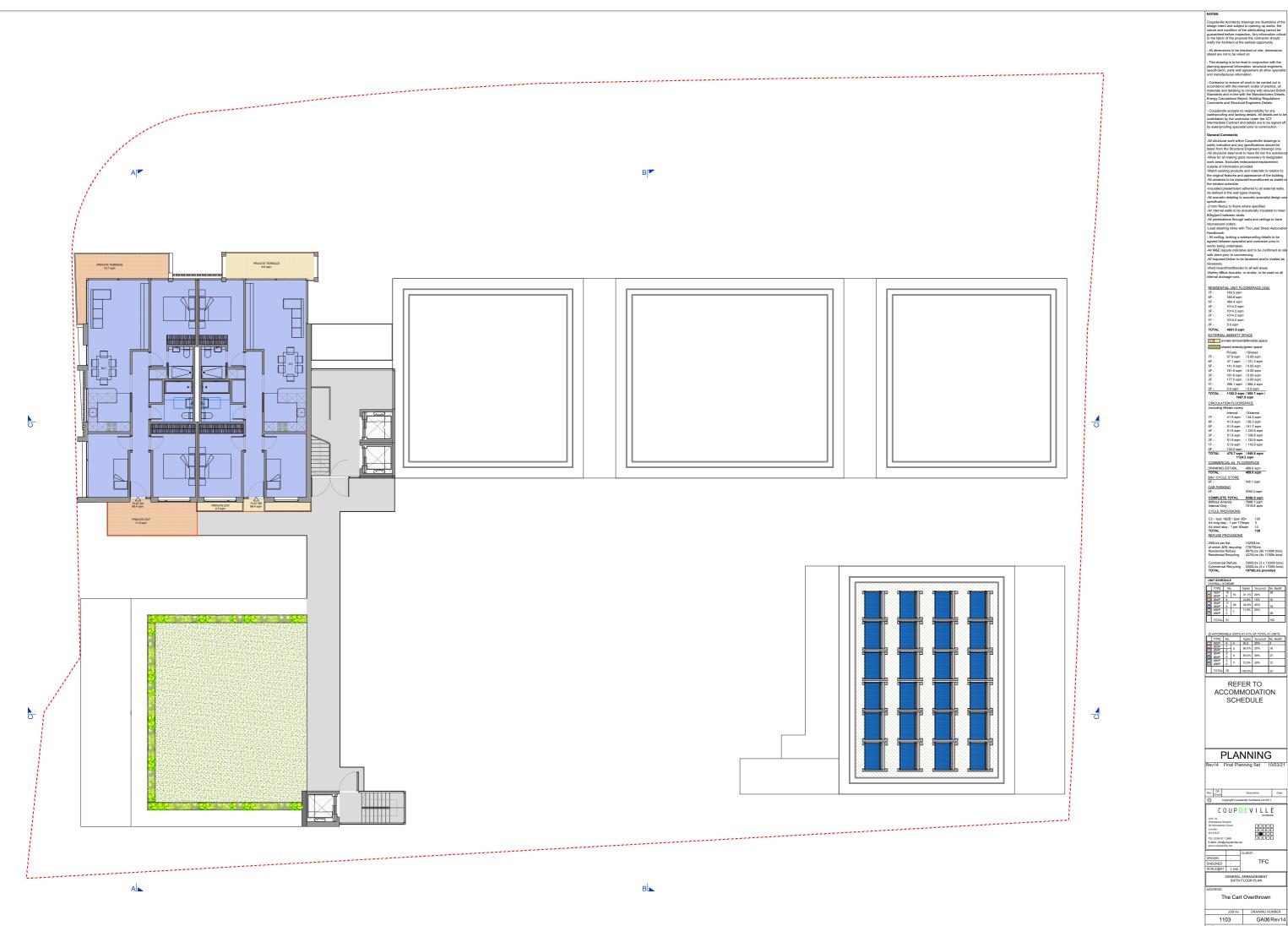
PLANNING

COUPDEVILLE

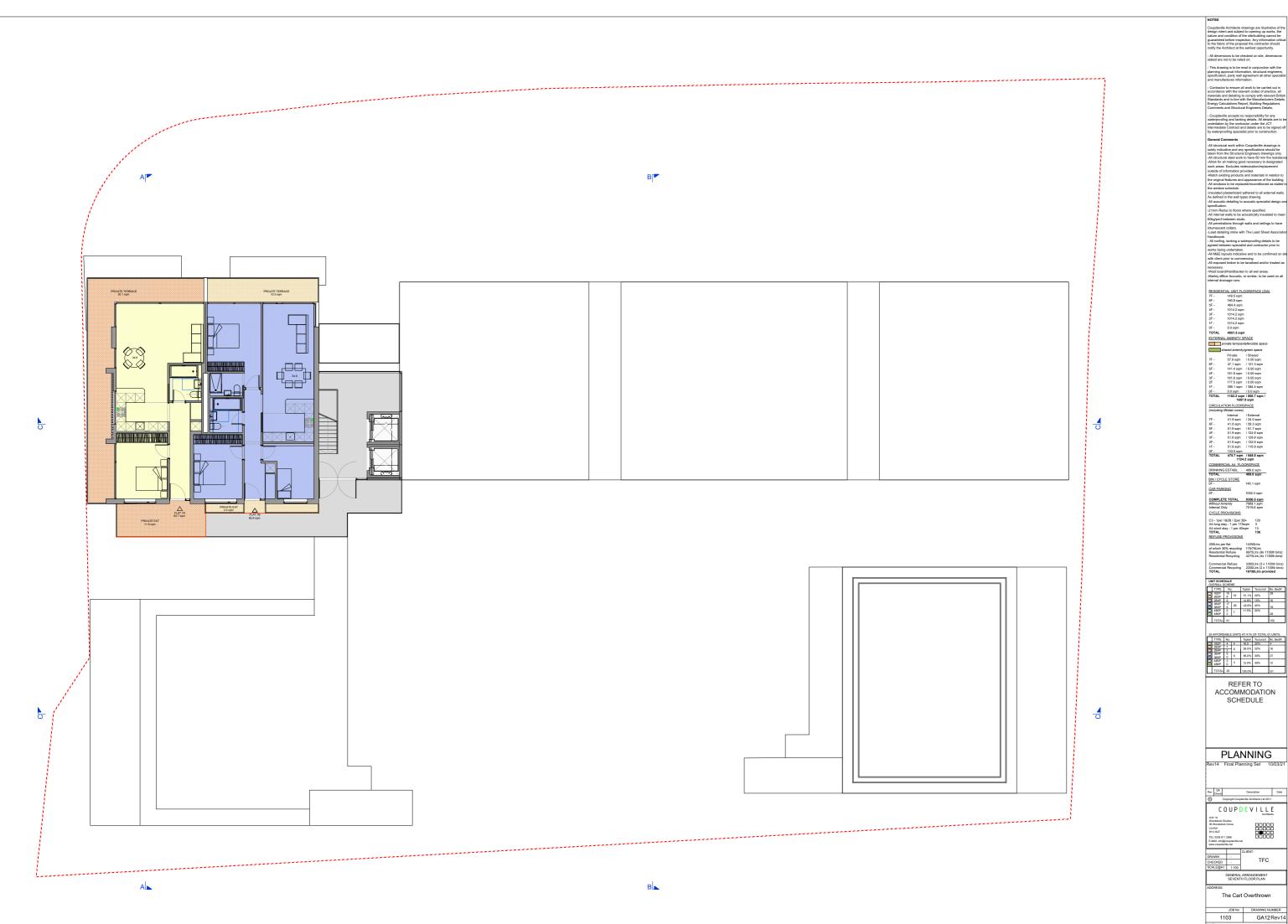
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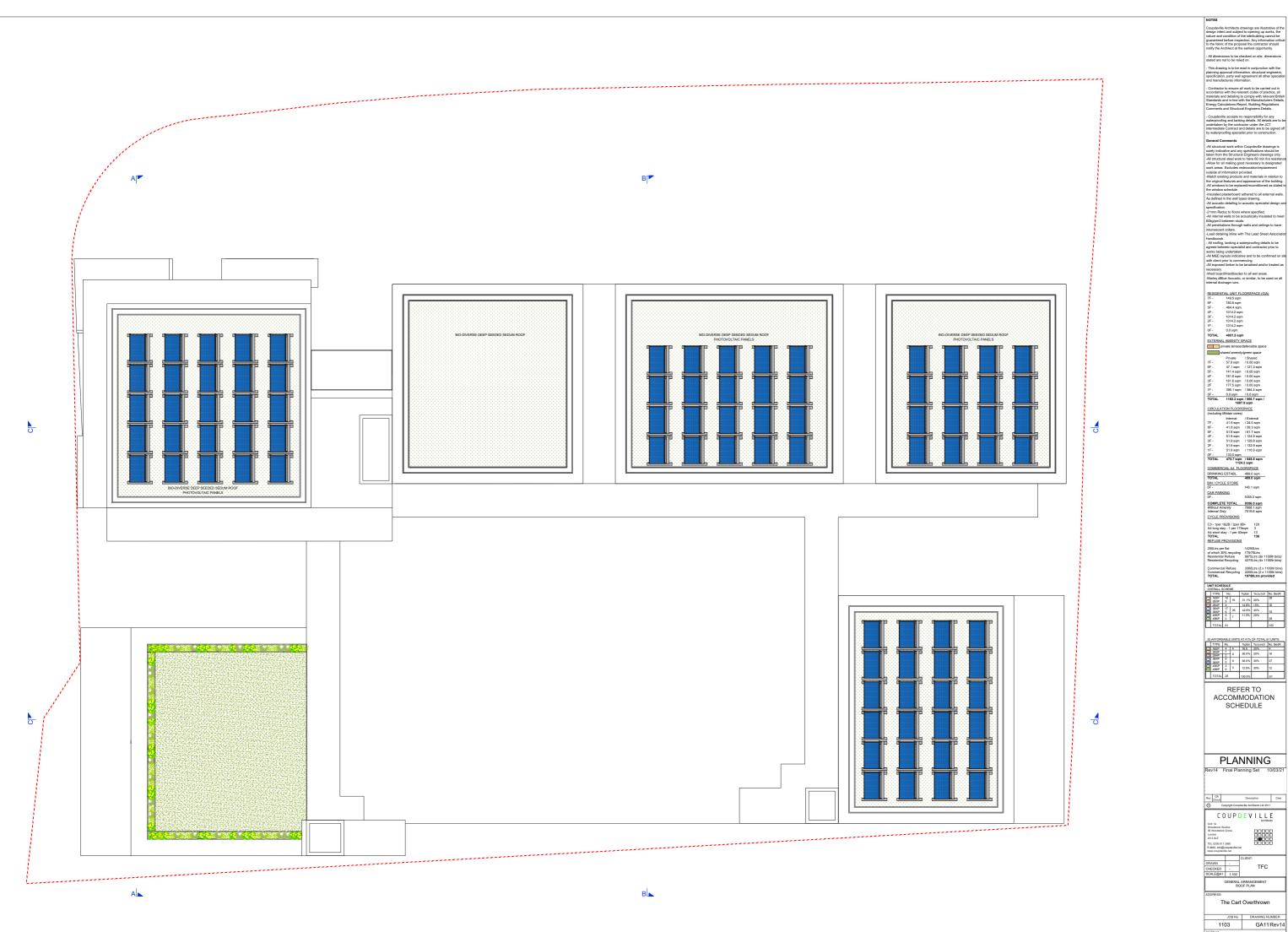
GENERAL ARRANGEMENT FIFTH FLOOR PLAN

JOB No DRAWING NUMBER 1103 GA05Rev14



JOB No DRAWING NUMBER









FRONT (WEST) ELEVATION

CAR PARKING 0F - 1055.3 sqm

0F - 1055.3 sqm

COMPLETE TOTAL 9356.0 sqm

Without Amenity 7668.1 sqm

Internal Only 7019.6 sqm

CYCLE PROVISIONS

Commercial Refuse 3300Ltrs (3 x 1100ltr bins Commercial Recycling 2200Ltrs (2 x 1100ltr bins TOTAL 19750Ltrs provided

TOTAL 25 100.0%

REFER TO ACCOMMODATION SCHEDULE

PLANNING

COUPDEVILLE

TFC GENERAL ARRANGEMENT SITE ELEVATIONS

JOB No DRAWING NUMBER 1103 GA07 Rev14





