

Public Document Pack



PLANNING COMMITTEE

Tuesday, 21st April, 2020 at 7.30 pm

MEETING VIA MICROSOFT TEAMS
(Please contact Andy Higham
andy.higham@enfield.gov.uk for joining
instructions)

Contact: Jane Creer / Metin Halil
Committee Administrator
Direct : 020-8132-1211 / 1296
Tel: 020-8379-1000

Ext: 1211 / 1296

E-mail: jane.creer@enfield.gov.uk
metin.halil@enfield.gov.uk
Council website: www.enfield.gov.uk

MEMBERS

Councillors : Mahmut Aksanoglu (Chair), Sinan Boztas (Vice-Chair),
Mahym Bedekova, Chris Bond, Elif Erbil, Ahmet Hasan, Tim Leaver, Hass Yusuf,
Michael Rye OBE, Jim Steven and Maria Alexandrou

Involved parties may request to make a deputation to the Committee by
contacting **Andy Higham** andy.higham@enfield.gov.uk before 12:00 noon on
20/04/20

AGENDA – PART 1

1. **WELCOME AND APOLOGIES FOR ABSENCE**
2. **DECLARATION OF INTEREST**
3. **MINUTES OF THE PLANNING COMMITTEE HELD ON TUESDAY 24 MARCH 2020** (Pages 1 - 14)

To receive the minutes of the Planning Committee meeting held on Tuesday 24 March 2020.

4. **REPORT OF THE HEAD OF PLANNING (REPORT NO.248)** (Pages 15 - 16)

To receive the covering report of the Head of Planning.

5. **19/03624/VAR - ALMA ESTATE, EN3** (Pages 17 - 80)

RECOMMENDATION: That subject to referral of the application to the Greater London Authority and the completion of a Deed of Variation to the Section 106 Agreement, the Head of Development Management / Planning Decisions Manager

be authorised to Grant planning permission subject to conditions
WARD: Ponders End

6. 19/03834/RM - ALMA ESTATE, EN3 (Pages 81 - 134)

RECOMMENDATION: That subject to the completion of a Deed of Variation to the S106 to secure the matters covered in this report, the Head of Development Management/ the Planning Decisions Manager be authorised to Grant planning permission subject to conditions.

WARD: Ponders End

7. 20/00111/RE4 - IKEA WEST CAR PARK, 6 GLOVER DRIVE, LONDON, N18 3HF (Pages 135 - 148)

RECOMMENDATION: That subject to the Environment Agency withdrawing their objection to the scheme, Members give delegated authority to finalise the number and wording of conditions in light of any conditions suggested by the Environment Agency, and the Head of Development Management/Planning Decisions Manager in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, be authorised to GRANT planning permission subject to condition

WARD: Upper Edmonton

PLANNING COMMITTEE - 24.3.2020

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 24 MARCH 2020****COUNCILLORS**

- PRESENT** Mahmut Aksanoglu, Sinan Boztas, Elif Erbil, Ahmet Hasan and Michael Rye OBE
- ABSENT** Mahym Bedekova, Chris Bond, Tim Leaver, Hass Yusuf, Jim Steven and Maria Alexandrou
- OFFICERS:** Andy Higham (Head of Development Management), Sharon Davidson (Planning Decisions Manager), Claire Williams (Planning Decisions Manager) and Dominic Millen (Group Leader Transportation) Jane Creer (Secretary) and Metin Halil (Secretary)
- Also Attending:** Remote Attendance by telephone – Ian Russell (Principal Engineer) and Ben Burgerman (Senior Regeneration Lawyer)

521**WELCOME AND APOLOGIES FOR ABSENCE****NOTED**

1. Councillor Aksanoglu, Chair, welcomed all attendees.
2. Apologies for absence were received from Councillors Bond, Bedekova, Leaver, Yusuf, Stevens and Alexandrou.
3. Apologies for absence were also received from Dennis Stacey (Chair – Conservation Advisory Group).
4. Officers' Ian Russell (Principal Engineer) and Ben Burgerman (Senior Regeneration Lawyer) dialled into the meeting to participate.
5. Councillor Rye's comments that the meeting should not go ahead due to the very nature of these major applications, a small number of people that have attended the meeting who are members of the planning committee and the objections received from members of the public makes it unacceptable to proceed on this basis. The Government have put forward legislation to allow us to do these things remotely soon and it would be far better to defer the meeting today so there can be full attendance of members and full participation. So proper justice can be given to very significant applications.
6. The Chair clarified that guidance had been received from Government and we must emphasise this. We have made a decision, we have taken into consideration every effort we need to take tonight, i.e. social distancing policy put forward by government, so everything we need to protect officers and members of the committee has been done.
7. An audio recording of the meeting would be available.

PLANNING COMMITTEE - 24.3.2020

8. Due to Covid-19 restrictions no members of the public were permitted to attend the meeting.

522

DECLARATION OF INTEREST

There were no declarations of interest.

523

MINUTES OF THE PLANNING COMMITTEE HELD ON TUESDAY 25 FEBRUARY 2020

NOTED

The minutes of the Planning Committee meeting held on Tuesday 25 February 2020 were agreed.

524

REPORT OF THE HEAD OF PLANNING (REPORT NO.247)

RECEIVED the report of the Head of Planning.

525

ORDER OF THE AGENDA

AGREED to vary the order of the agenda. The minutes follow the order of the meeting.

526

19/02717/RE3 - MERIDIAN WATER - ORBITAL BUSINESS PARK, ADJOINING LAND AT LEESIDE ROAD, SOUTH OF ARGON ROAD, AND LAND AT FORMER STONEHILL INDUSTRIAL ESTATE, ANTHONY WAY AND ADJOINING LAND, LAND EAST OF HARBET ROAD AND ADJOINING GLOVER DRIVE, LONDON N18

NOTED

1. The introduction by Sharon Davidson, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
2. There are three applications on the agenda this evening and all are interrelated.
Firstly, by way of context it is important to set out what the development plan says about the role of and expectations for Meridian Water.
3. Meridian Water lies within the boundary of the Edmonton Leaside Area Action Plan (ELAAP) and is a priority area for regeneration, jobs and housing. It is a long-established opportunity area through Enfield's Core Strategy, the London Plan and the Upper Lee Valley Opportunity Area Framework. The Core Strategy and ELAAP identify the site as being able to accommodate around 5000 homes and 1500 new jobs.

PLANNING COMMITTEE - 24.3.2020

So far planning permission has been granted for 725 homes on the Phase 1 site. The Phase 2 application before you, proposes up to a further 2300 and therefore well within the capacity identified through the plan process for this site.

4. It is recognised in the ELAAP that additional growth in housing, jobs and supporting services at Meridian Water will lead to higher densities and building heights. To achieve this change, the transport infrastructure of the area must be transformed with a focus on improved public transport accessibility and connectivity. The plan identifies the need for:
 - i) relocation of the station;
 - ii) a more frequent and comprehensive bus service
 - iii) a network of walking and cycling routes that enable better connectivity across MW;
 - iv) a transformed road network that includes a new route over the River Lee Navigation.
5. The ELAAP identifies a Central Spine Corridor within which a new east-west spine road will sit.
6. ELAAP recognises that at MW there are currently very limited areas of open space with poor public access to recreational spaces and waterways. The Plan therefore recognises that development here must deliver a network of open spaces that can provide visual and leisure amenity. Whilst it is clear that new housing and employment development must be supported by appropriate open space and play space, it is recognised that MW is constrained in terms of accommodating open and green spaces within the development boundary and meeting the housing and job targets, due to the limited availability of land. The development therefore needs to make provision in proportion to the quantum of development proposed and also look to improvements to the accessibility and quality of existing open space. An indicative green network is provided in the ELAAP and this included at p 54 of your report pack.
 MW is crossed by two brooks, one canalised river and an overflow channel. Fluvial flood risk is therefore a key consideration to the development of the site – parts of the site are located in Flood Zone 2 and 3. In conjunction with the green infrastructure, waterways must be managed to ensure MW resilience to climate change, bringing benefits to immediate communities and the wider region. The plan requires that all developments must be safe from flooding and must not increase the flood risk elsewhere. Adequate flood risk mitigation measures must be in place for any development prior to the loss of any existing flood storage associated with the development. This may include the early provision of strategic area-wide flood compensation where appropriate, or compensation may be provided on a phased basis, providing no net reduction in flood volumes occurs during or after development.
7. The Strategic Infrastructure Works application proposes in summary:
 - The construction of a new east-west spine road – the Central Spine Road. This sits within the Central Spine Corridor that is identified with ELAAP. It will deliver significant improvements to

PLANNING COMMITTEE - 24.3.2020

east-west connectivity across the site for buses, pedestrians and cyclists. The spine road will provide direct and visual connectivity to the new Meridian Water Station which is now operational and also through the centre of the site to the new Edmonton Marshes park included with this application;

- The construction of a new north south connection through the Phase 2 site connecting from Leaside Road through to the Central Spine Road – Leaside Link Road. This will provide improved north-south connectivity for vehicles, pedestrians and cyclists, accommodating facilities for buses to enter/exit the site using Leaside Road.
 - The proposed new roads generate the need for the construction of 4 new bridges– B1 River Lee Navigation Bridge, B2 Pymmes Brook Bridge, B4 Salmons Brook Bridge and B5 Pymmes Brook Bridge South. The bridges have been designed in consultation with key statutory undertakers, the Environment Agency and Canals and Rivers Trust to ensure their requirements are met. The bridge across the River Lee Navigation (B1) also includes provision for cycle and pedestrian access down from bridge level to the towpath and down to the new riverside walk and riverside square that will be created through the Phase 2 application, Pymmes Brook Bridge South which connects to the Leaside Link Road makes provision for pedestrian connectivity beneath to facilitate access from Tottenham Marshes into Brooks Park and vice versa. The bridges therefore support improved access to existing and new open space provided through this application.
8. The new roads deliver the infrastructure on which to run/extend new and existing bus routes. Transport for London have identified that contributions will need to be secured to deliver both bus re-routing along the new infrastructure, and additional capacity. It has also been clarified, as set out in the update report circulated on Friday, that the bus re-routing contribution may be required in advance of any residential units being provided on site. A mechanism for securing this prior to the application being referred back to the Mayor and the issue of any planning permission has been agreed with them.
- The creation of a new park – known as Brooks Park linked to the naturalisation of part of the Pymmes Brook channel – central to the site. This park is approximately 2ha in extent and would sit at the heart of the Phase 2 development. The park will contribute to the flood alleviation strategy and the naturalisation of this channel would deliver significant ecological benefits.
 - The creation of a new park – known as Edmonton Marshes, approximately 6.4ha in extent following the re-levelling and remediation to form part of the strategic flood alleviation strategy. The land on which this park would be accommodated is designated as Green Belt. Policy supports the use of such

PLANNING COMMITTEE - 24.3.2020

land for open recreational uses and the proposals would also bring benefits in terms of the ecological and visual quality of the site.

9. For clarity, it is the SIW application that proposes the creation of the new parks and not the Phase 2 application, but Brooks part lies within the red line site for that application. This is because it is the intention to deliver these parks at the outset, linked to the flood alleviation strategy and possibly before there is a significant amount of new housing on the site. However, the parks are needed to support the new housing and provide recreational opportunities for future residents. They are not double counted but the applications are intrinsically linked, and the Phase 2 application will include obligations within the S106 agreement to ensure that the infrastructure proposed within this application is delivered up front.
10. Both parks are designed to support the flood alleviation strategy and it is recognised that they will flood during extreme events. The parks and the landscaping have been designed with this in mind. It is accepted that in such events the parks would not be available for use as 'open space' where residents can walk, play, exercise etc. However, this is normal practice when seeking to balance a number of competing demands including an expectation to deliver new homes and jobs whilst building a safe and sustainable community – the least vulnerable parts of a site are capable of dealing with extreme flood events. The approach proposed is supported.
11. One of the issues raised as an objection to these applications relates to the failure of the development to provide open space at a standard of 2.37 hectares per 1000 people.
The figure of 2.37 ha per 1000 population for public parks is a local standard arrived at through the 2010 Open Space Assessment and 2011 update which informed the Core Strategy and DMD respectively. These studies were undertaken in line with PPG17 and Assessing Needs and Opportunities, the Companion Guide to PPG17, which encouraged local authorities to establish local standards.
This guidance has subsequently been superseded by NPPF 2019. Para 96.
12. These studies concluded Enfield has a relatively high quantity of public park provision for an outer London Borough, with some 2.42 ha of public parks per 1,000 / population, (this based on 2026 population projections). However, as we know the distribution of public park provision and accessibility to green spaces varies significantly, with areas in the eastern corridor showing deficiency.
13. The local standard of 2.37ha per 1000 population is a borough-wide standard (as set out in para 10.1.4) and is not a policy requirement of DMD72 to be applied to each development proposal. However, where development is within areas of deficiency schemes should be contributing to increased and enhanced provision.
The provision for both new and enhanced open spaces should be considered in the context of the borough's rising population, growth and land use challenges. The emerging policy approach will be looking at a

PLANNING COMMITTEE - 24.3.2020

combination of improving quantity, quality and improved accessibility of both green and blue infrastructure.

The application also includes:

- Access works – third party access works to provide new and altered accessed to the IKEA store, north-south link between Argon Road and Glover Drive, the creation of a link between the Central Spine Road and Anthony Way and other improvements to maintain access, along with other ancillary works to Glover Drive, Leaside Road and Meridian Way.
14. These are the works necessary to ensure that existing occupiers on adjacent land can continue to operate once the Central Spine Road is in place. The CSR will sever the existing access to the Arriva Bus Depot for example, which is served from Towpath Road. The new access arrangements proposed within this application deliver an alternative access and a condition is recommended to ensure these new arrangements are in place prior to the existing point of access being altered to ensure there is no interruption to their operation.
 15. The provision of the Central Spine Road results in the existing IKEA northern car park being separated from the store entrance by the new road, it also prevents access to the car parking spaces under the building. IKEA therefore raised at pre-application stage concerns about this and the implications for the operation of their store.
 16. Following discussions with the applicant team, the planning application included the provision of alternative points of access to land in IKEA's control to the south and west of their store to facilitate replacement car parking provision on this land. A separate planning application has been submitted that provides for the laying out of this land for parking purposes and the engineering works necessary to make it fit for purpose. That planning application is currently under consideration as the Environment Agency have sought further explanation and justification from the applicant that the risk of contamination posed to controlled waters in this area has been considered, assessed, and adequately mitigated. Further information has been submitted by the applicant, which they are in the process of reviewing. If sufficient they would expect to raise no objection but will likely request a series of conditions to ensure that the development takes appropriate measures to protect controlled waters.
 17. With respect to this planning application, a condition is recommended that would essentially prevent the access to the existing northern car park being altered until such time as the new points of access to the IKEA land, as included within this application, are available. These points of access are on land within IKEA's control and therefore, whilst there is the fallback position of a CPO process, the applicant team would be continuing to work with IKEA to ensure any commercial terms were agreed to enable these access points to be delivered. Those discussions are likely to extend to commercial discussions around the replacement car parking provision. However, they are commercial discussions are not part of the planning considerations. The planning

PLANNING COMMITTEE - 24.3.2020

application demonstrates that there is an acceptable way to deliver access to land capable of accommodating replacement car parking.

18. Finally, the application includes:

Earth works – remediation utilities and other ancillary works – earthworks, retaining structures and remediation within the Phase 2 site, installation of main utility network and ancillary works including the demolition of existing building and structures.

Excavation will occur primarily in three areas of the site, within Brooks Park for naturalisation, within Edmonton Marshes for flood alleviation and shallow excavations within Stonehill Business Park for the flood relief channel. Excavated material will be segregated, treated (where possible and required) and stockpiled on site before being placed within the west of the Orbital Business Park and IKEA clear to raise levels ready for plot developers to implement the development proposed within the Phase 2 application. The site will be remediated and condition 27 requires the remediation strategy for each phase of the delivery to be agreed prior to works commencing on that phase. This is a condition required by the EA

19. The SIW includes the provision of utility corridors within the road infrastructure proposed to accommodate all normal utilities and to allow for the provision of the decentralised energy network to which the Phase 2 development would be connected.

20. Additional Matters to report. Members were reminded that written depositions had been submitted and circulated from 2 residents, IKEA and Thames Water for this application. The applicant has provided a consolidated response to concerns related to all applications which I will read at the end:

- Amendment to condition 7 to ensure Saturday working hours are 0800 to 1300 in accordance with normal practice.

- Amendment to condition 12 – Archaeology in accordance with Fridays update note plus the additional conditions GLAAS have requested.
- Amendment to condition 18 - details of the treatment, including landscaping, street furniture and surface treatments of the southern pedestrian and cycle route and associated landscape tie in to the IKEA forecourt
- Amendment to condition 22 and an additional SUDS condition as referenced in Fridays update report
- Amendment to condition 25 as required by the EA and referenced on Fridays update report.
- Additional condition bus re-routing as per the update note in Friday's update report.

21. Members were advised that this application contains a significant amount of detail and officers have been working with the applicant to address a number of minor non-material issues relating to detailed elements of the construction. The drawings to reflect the minor changes agreed are still in preparation but will be available before the application is referred to the Mayor. All the final drawing numbers

PLANNING COMMITTEE - 24.3.2020

- would be entered into the table in condition 1 before a decision is issued.
22. Deputations were circulated ahead of the meeting to Members of the Committee and tabled.
 23. A response from Peter George (Programme Director – Meridian water) was reported.
 24. Members' debate and questions responded to by officers.
 20. Councillor Rye raised several points including the remediation and extent of contamination of the site, future remediation and protection of workers, building on a flood plain and the strategy for flood risk mitigation, contaminants on the site, River Lea bio-diversity, temporary access to the site, nesting birds on the site, the objection by Ikea, number of trees on the site and tree planting numbers, lighting illuminations, the 3-form entry school, Edmonton bus garage access issues, the Thames Water objection, any objections from the canal & Rivers Trust, CPO regarding Thames Water land and if there was enough open space. Councillor Boztas enquired about the number of residential units and if there was enough open space.
 21. The support of the Committee for the officers' recommendation: 4 votes for and 1 abstention.

AGREED that subject to referral of the application to the Greater London Authority and the update of the drawing schedule to reflect minor amendments agreed, the Head of Development Management/Planning Decisions Manager in accordance with Regulation 4 of the Town & Country Planning General Regulations 1992 be authorised to Grant planning permission subject to conditions, additional conditions and amendments to existing conditions.

527

20/00112/RE4 - LAND OPPOSITE 1A AND 1B TOWPATH ROAD, LONDON, N18 3QX

NOTED

1. The introduction by Sharon Davidson, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
2. There are three applications on the agenda this evening and all are interrelated.
Firstly, by way of context it is important to set out what the development plan says about the role of and expectations for Meridian Water.
3. Meridian Water lies within the boundary of the Edmonton Leaside Area Action Plan (ELAAP) and is a priority area for regeneration, jobs and housing. It is a long-established opportunity area through Enfield's Core Strategy, the London Plan and the Upper Lee Valley Opportunity Area Framework. The Core Strategy and ELAAP identify the site as being able to accommodate around 5000 homes and 1500 new jobs. So far, planning permission has been granted for 725 homes on the Phase 1 site. The Phase 2 application before you, proposes up to a

PLANNING COMMITTEE - 24.3.2020

further 2300 and therefore well within the capacity identified through the plan process for this site.

4. It is recognised in the ELAAP that additional growth in housing, jobs and supporting services at Meridian Water will lead to higher densities and building heights. To achieve this change, the transport infrastructure of the area must be transformed with a focus on improved public transport accessibility and connectivity.

The plan identifies the need for:

- relocation of the station;
- a more frequent and comprehensive bus service
- a network of walking and cycling routes that enable better connectivity across MW;
- a transformed road network that includes a new route over the River Lee Navigation.

5. The ELAAP identifies a Central Spine Corridor within which a new east-west spine road will sit.
6. ELAAP recognises that at MW there are currently very limited areas of open space with poor public access to recreational spaces and waterways. The Plan therefore recognises that development here must deliver a network of open spaces that can provide visual and leisure amenity. Whilst it is clear that a new housing and employment development must be supported by appropriate open space and play space, it is recognised that MW is constrained in terms of accommodating open and green spaces within the development boundary and meeting the housing and job targets, due to the limited availability of land. The development therefore needs to make provision in proportion to the quantum of development proposed and also look to improvements to the accessibility and quality of existing open space. An indicative green network is provided in the ELAAP and this included at p 54 of your report pack.
7. MW is crossed by two brooks, one canalised river and an overflow channel. Fluvial flood risk is therefore a key consideration to the development of the site – parts of the site are located in Flood Zone 2 and 3. In conjunction with the green infrastructure, waterways must be managed to ensure MW resilience to climate change, bringing benefits to immediate communities and the wider region. The plan requires that all developments must be safe from flooding and must not increase the flood risk elsewhere. Adequate flood risk mitigation measures must be in place for any development prior to the loss of any existing flood storage associated with the development. This may include the early provision of strategic area-wide flood compensation where appropriate, or compensation may be provided on a phased basis, providing no net reduction in flood volumes occurs during or after development.
8. Moving on [to this application], this is for the installation of a low-level flood restraint barrier adjacent to towpath road. This work is linked to the flood alleviation work contained in the SIW application.
9. The refined flood modelling work demonstrated that flood water displacement and compensation measures proposed would result in a small increase in the flood level south of the proposed spine road. This results in slightly increased depths on towpath road (maximum 21mm).

PLANNING COMMITTEE - 24.3.2020

In order to mitigate this, this application proposes a flood barrier extending approximately 170m south of the central spine road.

10. The flood mitigation strategy proposed within the SIW and including this additional measure are supported by the Environment Agency who are satisfied that the development will not lead to an increase in flood risk and that adequate flood storage compensation can be provided.
11. Members' debate and questions responded to by officers.
12. During the discussion, Councillor Rye raised concern regarding the impact elsewhere due to the consequence of works and re-assurance as regards the flood barrier not being substantial and was responded to by officers.
13. The unanimous support of the Committee for the officers' recommendation.

AGREED that in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be Granted subject to conditions.

528

19/02718/RE3 - MERIDIAN WATER ORBITAL BUSINESS PARK (AND ADJOINING LAND INCLUDING LAND SOUTH OF ARGON ROAD AND LAND KNOWN AS IKEA CLEAR AND GAS HOLDER LEESIDE ROAD) 5 ARGON ROAD, LONDON, N18 3BZ

NOTED

1. The introduction by Sharon Davidson, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
2. There are three applications on the agenda this evening and all are interrelated.
Firstly, by way of context it is important to set out what the development plan says about the role of and expectations for Meridian Water.
3. Meridian Water lies within the boundary of the Edmonton Leaside Area Action Plan (ELAAP) and is a priority area for regeneration, jobs and housing. It is a long-established opportunity area through Enfield's Core Strategy, the London Plan and the Upper Lee Valley Opportunity Area Framework. The Core Strategy and ELAAP identify the site as being able to accommodate around 5000 homes and 1500 new jobs. So far planning permission has been granted for 725 homes on the Phase 1 site. The Phase 2 application proposes up to a further 2300 and therefore well within the capacity identified through the plan process for this site.
4. It is recognised in the ELAAP that additional growth in housing, jobs and supporting services at Meridian Water will lead to higher densities and building heights. To achieve this change, the transport infrastructure of the area must be transformed with a focus on

PLANNING COMMITTEE - 24.3.2020

improved public transport accessibility and connectivity. The plan identifies the need for:

- relocation of the station;
 - a more frequent and comprehensive bus service;
 - a network of walking and cycling routes that enable better connectivity across MW;
 - a transformed road network that includes a new route over the River Lee Navigation.
5. The ELAAP identifies a Central Spine Corridor within which a new east-west spine road will sit.
6. ELAAP recognises that at MW there are currently very limited areas of open space with poor public access to recreational spaces and waterways. The Plan therefore recognises that development here must deliver a network of open spaces that can provide visual and leisure amenity. Whilst it is clear that new housing and employment development must be supported by appropriate open space and play space, it is recognised that MW is constrained in terms of accommodating open and green spaces within the development boundary and meeting the housing and job targets, due to the limited availability of land. The development therefore needs to make provision in proportion to the quantum of development proposed and also look to improvements to the accessibility and quality of existing open space. An indicative green network is provided in the ELAAP and this included at p 54 of your report pack.

MW is crossed by two brooks, one canalised river and an overflow channel. Fluvial flood risk is therefore a key consideration to the development of the site – parts of the site are located in Flood Zone 2 and 3. In conjunction with the green infrastructure, waterways must be managed to ensure MW resilience to climate change, bringing benefits to immediate communities and the wider region. The plan requires that all developments must be safe from flooding and must not increase the flood risk elsewhere. Adequate flood risk mitigation measures must be in place for any development prior to the loss of any existing flood storage associated with the development. This may include the early provision of strategic area-wide flood compensation where appropriate, or compensation may be provided on a phased basis, providing no net reduction in flood volumes occurs during or after development.

7. The Phase 2 application. This is an outline application with all matters reserved. The application however seeks to establish the parameters within which future reserved matters submission would need to fit. These parameters include the maximum quantum of development that is proposed:
- up to 2300 residential units
 - up to 18,000 sq.m of purpose-built student accommodation or large -scale purpose built living accommodation
 - up to 16,000sq.m hotel
 - up to 26,500sq.m of commercial floor space
 - up to 2000 sq.m of retail floor space
 - up to 5500 sq.m of social infrastructure floor space

PLANNING COMMITTEE - 24.3.2020

- and a new up to 3 form entry primary school
8. The parameter plans which are for approval demonstrate how this might be accommodated on the site by establishing the extent of building plots, the points of access and siting/layout of internal access roads and public realm, levels to roads and public realm, maximum heights of buildings, the distribution of uses around the site and the location of protected frontages where there is a need for activation.
 9. The parameter plans show the maximum extent of the scale of the development and an illustrative scheme has been submitted to demonstrate one form in which the development may be implemented to comply with these parameters. This however only illustrative and is not for approval.
 10. The parameter plans provide for buildings heights varying from 2 storeys (the small pavilion buildings identified in the new 'squares/public realm' and up to 22 storeys for the plot north of the confluence of the Pymmes and Salmons Brooks. There are 2x 18 storey building north of Riverside Square and south of the Central Spine Road and a 16-storey building at the southern end of the site. Beyond that buildings range between 5 and 12 storeys across the site.
 11. The application is supported by a design code. This will inform the future reserved matters applications and will establish design parameters for the site. The Design Code breaks the site down into a number of character areas – for example Bridge Street (the CSR), the riverside, the community streets etc. The code then seeks to establish approaches to design in these character areas that will help create their identity. A design code seeks to deal with matters such as the material palette for the character areas, the approach to balconies, how frontages can be broken up, how cycle and bin stores are to be dealt with etc. Officers have spent a considerable amount of time working with the applicant to produce a code which is clear, legible and robust. Discussions are still on-going to refine the detailed wording within the code and therefore we are seeking delegated authority to allow us to continue these discussions and agree the final design code before any decision is issued.
 12. This application seeks to provide 43% affordable housing by habitable room. This is in accordance with local policy which presently seeks 40% provision. It is recognised that the draft London Plan policy seeks 50% provision on industrial land but the GLA themselves have reviewed the viability report submitted with this application and have that this is not deliverable at the present time and have accepted that the level of affordable housing proposed is the maximum that can currently be supported. Nevertheless, and in the context of the timescale for this development the S106 will include review mechanisms to provide the opportunity to update the viability position as development progresses with a view to securing additional affordable housing.
 13. In terms of tenure mix, the Core Strategy requires a split of 70% social rent and 30% intermediate. The draft London Plan seeks to secure a minimum of 30% low cost rent homes as either London Affordable Rent or Social Rent, a minimum of 30% intermediate products, which meet

PLANNING COMMITTEE - 24.3.2020

the definition of genuinely affordable housing including London Living Rent and London Shared Ownership, with the remaining 30% to be determined by the borough as low cost rented homes or intermediate products.

14. The applicant is proposing 70% in the form of low cost rented housing and 30% as Discounted Market Rent/Intermediate Housing. Notwithstanding the objector's position on the affordability of the housing products proposed, the proposals meets the requirements of planning policy.
15. One objector has raised questions regarding the loss of existing businesses on the site and what this means for jobs.

It should be noted that this site has been identified for regeneration to provide up to 5000 new homes and 1500 jobs since the adoption of the Core Strategy in 2010. Therefore, businesses within MW have been aware of the likelihood of development for some time. Indeed, the Council has now acquired the industrial land within the application site and the existing businesses have occupied in the knowledge of short leases that facilitate regeneration going forward. It is estimated that there are 205 full time equivalent jobs on the site at present. The Phase 2 application makes provision for 26,500sq.m of new workspace which will provide the opportunity for new job creation. Excluding construction, it is estimated that this quantum of floorspace would generate approximately 1000 jobs.

16. Sports provision is another issue raised by an objector. Sport England have indeed raised an objection to the development as set out on p.97 of the report. As already stated, the development is only capable of making provision for a certain quantum of open space if the site as a whole is going to be able to deliver the homes and jobs needed. There is only a finite amount of land. However, within the space available the SIW application does provide an opportunity for a sports pitch on Edmonton Marshes, there would be a MUGA associated with the school and sports clubs could come forward to take up some of the social infrastructure space. In addition, a contribution of £150k will be made to enhance existing local facilities.
17. Additional items to report -
Members were again reminded that written deputations had been submitted and these had been circulated and the applicant's response has been read out in full. Recommendation clarification as per the note circulated Monday.
18. In conclusion, regional and local policy is supportive of the delivery of a new community at MW. This application will bring forward much needed new housing, central to the Council's aspirations for the delivery of around 5000 new homes in the wider area. The application, whilst in outline form has demonstrated the ambition to provide high-quality development, supported by workspace, retail and community facilities and is supported by officers.
19. Members' debate and questions responded to by officers.
20. Councillor Rye raised several points responded to by officers:

PLANNING COMMITTEE - 24.3.2020

- That the decision should not be delegated to officers but agreed by the committee.
 - Why there was student accommodation included in the application. To perhaps reduce this and increase affordable housing.
 - Tall buildings issue and concern.
 - The Police objection to increased crime opportunities within the development.
 - Sewage problems linked to foul water network.
 - The significant objection relating to Sport England.
 - The requirement for a good mixed development.
21. The support of the Committee for the officers' recommendation: 4 votes for and 1 vote against.

AGREED the new Recommendation as follows:

- That Members give delegated authority to Head of Development Management / Planning Decisions Manager to finalise the conditions, the Design Code and the s106 agreement heads of terms.
- That the application be referred to the Greater London Authority ("GLA") and that authority be given for the Council to enter into a section 106 legal agreement with any subsequent/non-Council landowner.
- The Head of Development Management / Planning Decisions Manager be given delegated authority to grant conditional planning permission subject to:
 - i) the inclusion of any changes requested by the GLA in their Stage 2 referral and/or government body.
 - ii) prior to the decision being issued consultation with the Chair, Vice Chair and Opposition lead on the materiality of any changes arising from the adoption of the Draft London Plan or any other development plan document or any new / altered other material planning consideration.

529
AUDIO RECORDING

MUNICIPAL YEAR 2019/2020 - REPORT NO 248

COMMITTEE:
 PLANNING COMMITTEE
 21.04.2020

AGENDA - PART 1	ITEM 4
-----------------	--------

SUBJECT -

MISCELLANEOUS MATTERS

REPORT OF:
 Head of Planning

Contact Officer:
 Planning Decisions Manager
 David Gittens Tel: 020 8379 8074
 Claire Williams Tel: 020 8379 4372

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 261 applications were determined between 14/03/2020 and 08/04/2020, of which 201 were granted and 60 refused.

4.1.2 A Schedule of Decisions is available in the Members' Library.

Background Papers

To be found on files indicated in Schedule.

4.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS DEC

On the Schedules attached to this report I set out my recommendations in respect of planning applications and applications to display advertisements. I also set out in respect of each application a summary of any representations received and any later observations will be reported verbally at your meeting.

Background Papers

- (1) Section 70 of the Town and Country Planning Act 1990 states that the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 54A of that Act, as inserted by the Planning and Compensation Act 1991, states that where in making any determination under the Planning Acts, regard is to be had to the development, the determination shall be made in accordance with the plan unless the material considerations indicate otherwise. The development plan for the London Borough of Enfield is the London Plan (March 2015), the Core Strategy (2010) and the Development Management Document (2014) together with other supplementary documents identified in the individual reports.
- (2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

This page is intentionally left blank

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 21st April 2020

Report of
Head Of Planning

Contact Officer:

Andy Higham
Sharon Davidson
Nicolla Capelli
Tel: 0208 379 3841

Ward: Ponders
End

Application Number: 19/03624/VAR

Category: Major

LOCATION: Alma Estate, EN3

PROPOSAL: Submission of planning application under Section 73 to amend conditions 2 (approved drawings), 3 (phasing plan), 7 (residential units), 8 (non-residential floorspace) and 52 (car parking provision) of outline planning permission 15/02039/OUT as amended by 17/04670/VAR to facilitate minor changes to residential unit numbers from 993 to 1,086, building heights, development zones, non-residential floorspace, landscape and play provision and parking provision in relation to for Phase 2A and Phase 4 of the Alma Estate, Enfield, EN3.

Applicant Name & Address:

Mr Alex Cook,
Countryside Properties (UK) LTD.
C/O Agent

Agent Name & Address:

Mr Greg Blaquiere,
Terence O'Rourke,
7 Heddon Street,
London,
BH7 7DU

RECOMMENDATION:

That subject to referral of the application to the Greater London Authority and the completion of a Deed of Variation to the Section 106 Agreement, the Head of Development Management / Planning Decisions Manager be authorised to GRANT planning permission subject to conditions

Ref: 19/03624/VAR

LOCATION: Alma Estate, EN3



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:5000

North



1 Note for Members

- 1.1 This planning application is categorised as a 'major' planning application and in accordance with the scheme of delegation is reported to Planning Committee for determination.

2 Recommendation

That subject to referral of the application to the Greater London Authority and the completion of a Deed of Variation to the S106 to secure the matters covered in this report, the Head of Development Management/ the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

All conditions attached to the original planning permission 15/02039/OUT as amended by 17/04670/VAR remain with amendments as follows:

Revised Condition 2

The development hereby permitted shall be carried out in accordance with the approved plans including plans(s) that may have been revised or may be amended necessary to support the reserved matters application(s) required by the various conditions of this permission, as set out in the attached schedule which forms part of this notice (ref. 01 560_OUT_PL(00)001, 02 560_OUT_PL(00)002 Rev A, 03 560_OUT_PL(00)003 Rev C, 04 560_OUT_PL(00)101 Rev C, 05 560_OUT_PL(00)102 Rev D, 06 560_OUT_PL(00)103 Rev C, 07 560_OUT_PL(00)104 Rev F, 08 560_OUT_PL(00)105 Rev C, 1405_OUT_PL000 Rev C, 1405_OUT_PL019 Rev C).

Reason: For the avoidance of doubt and in the interests of proper planning

Revised Condition 3

Unless otherwise agreed in writing or agreed through a Reserved Matters application submitted pursuant to condition 5 to the Local Planning Authority, the development permitted by this outline planning permission shall take place in accordance with the revised Phasing Plan (ref.05 560_OUT_PL(00)102 Rev D) submitted with the application.

Reason: For the avoidance of doubt and in the interests of proper planning

Revised Condition 7

The maximum number of residential units on the site shall be restricted to 1086 units.

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above quantum of development.

Revised Condition 8

The non-residential element of the development hereby permitted under this permission shall be provided in accordance with the following schedule unless otherwise agreed in writing through a reserved matters application submitted pursuant to condition 4 (all Gross Internal Area (GIA)):

- Retail (Use Class A1/A2 - 758 sqm)
- Restaurant/café (Use Class A3 - 150 sqm)

- Gym (Use Class D2 - 439 sqm);
- Community centre (Use Class D1 - 421 sqm);
- Youth centre (D1 – 1340 sqm);
- Medical centre (Use Class D1 minimum of 532sqm to maximum of 833sqm)
- 60 sqm of flexible Use Class A2/B1/D1/D2 floorspace for relocated community / commercial uses;

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above quantum of development.

Revised Condition 52

Car parking provision within the development shall comply the following minimum ratios unless otherwise agreed through the approval of details or reserved matter submitted pursuant to conditions of this permission:

Residential (net of visitors and car club) – 0.4 spaces per residential unit, apart from Phase 1A, Car club – minimum of 7 dedicated spaces; disabled parking spaces shall be provided at a ratio of 10% of total parking provision.

3 Executive Summary

- 3.1 This application is a Section 73 planning application to vary a number of planning conditions to allow amendments to the original outline planning consent for the Alma Regeneration Project granted in June 2017.
- 3.2 This original permission was varied by a previous Section 73 application submitted following detailed work in preparing the Reserved Matter applications for Phase 2A, 2Ai and 2Aii. This Section 73 application was granted in August 2018.
- 3.3 The June 2017 and August 2018 permissions are material considerations in considering this Section 73 application. Although this application must be considered on its merits, consideration of the current application is restricted to the conditions subject to which planning permission should be granted.
- 3.4 This further proposed variation of some planning conditions has resulted from detailed work to bring forward the Reserved Matter planning applications for Phase 2A and Phase 4, also before the committee tonight. This detailed work has included increasing the overall number of housing units by 93 (from 993 to 1,086).
- 3.5 The original outline consent secured a minimum of 40% affordable housing provision across the development. This was assessed as 399 units of the overall total of 993. Phase 1A delivered 132 affordable units or 57% of that phase. If this S.73 variation is approved, the combined total for Phase 1A, Phase 2A, 2Ai and 2Aii and Phase 4 (those phases completed or with Reserved Matter approval) will be 325 affordable units or 47% affordable housing. The level of affordable housing has been subject to a Viability Review to determine the proportion of affordable housing to be provided in this Phase.
- 3.6 The proposed changes are focused on minor changes to the building heights with amendments proposed to the footprint of (particularly) Phase 4. There are minor

changes to retail floorspace and development zones and the parking ratio has been reduced from 0.6 to 0.4 spaces per unit.

- 3.7 The proposed amendments are considered to be within the scope of a Section 73 variation as they are considered minor and do not materially change the conclusions of the previous grant of permission.
- 3.8 The proposed changes have been fully discussed with officers throughout the pre-application process and are supported.
- 3.9 The Mayor of London considered the application on 30 March 2020 and considered that - although the principle of development is supported – the application does not fully comply with the London Plan and Intend to Publish London Plan in respect of a number of matters of detail. The Mayor has required an update on the tenant relocation strategy, the financial viability appraisal and further detail in relation to the energy strategy and transport assessment. These issues are discussed in the body of this report and all these issues are considered to be capable of resolution following the submission of further information. If members resolve to grant this application, the Mayor must be consulted again under Article 5 of the Order and allowed fourteen days to decide whether to allow the draft decision to proceed unchanged or whether to direct the Council under Article 6 to refuse the application. This re-consultation will take place following agreement of a draft S106 agreement.



4 Site and Surroundings

- 4.1 The original outline planning consent site (15/02039/OUT) comprises an area of 7.9 ha including the whole of the existing Alma housing estate as well as a number of smaller housing blocks and the existing Ponders End Youth Centre and Welcome Point community centre (now demolished).
- 4.2 Works have commenced on Phase 1 and Phase 2 (part) of the Regeneration Project. The phases currently on site include the replacement Community Centre, Youth Centre and Decentralised Energy Centre as well as both private and affordable residential units.
- 4.3 The application site is bounded to the east by the West Anglia Mainline, with Ponders End Station located to the south east of the site. The Lee Valley lies to the immediate east of the site, and covers a large area managed by the Lee Valley Regional Park Authority. South Street runs east to west through the application site and connects Ponders End Station to the south east of the application site with Ponders End High Street, which is located approximately 500m to the west (when measured from the corner of Scotland Green Road and South Street). The Oasis Hadley Academy is located on the south of South Street and does not fall within the application site. Woodall Road connects to South Street. Alma Road runs north-south through the site, and the Lee Valley Road dissects the application site. Scotland Green Road forms the western boundary of the application site.
- 4.4 The Environment Agency Flood Zone map shows the site lies wholly within Flood Zone 1 'Low Probability' with the River Lee Navigation as the nearest main river, which lies approximately 200m to the east of the site. The King George V and William Girling Reservoirs lie further to the east and south-east of the Ponders End Flour Mill which forms part of the Chingford Sites of Special Scientific Interest (SSSI). The Lee Valley Special Protection Area and Ramsar site, and the Epping Forest Special Area of Conservation, designated as internationally important for nature conservation, are located within approximately 5km of the application site.
- 4.5 Ponders End High Street and Nags Head Road (which links into Lee Valley Road) are part of the Strategic Road Network (SRN). Ponders End High Street is subject to a major improvement scheme resulting in a changed street environment. The scheme is considered as committed and is currently scheduled for completion before the estate regeneration would be complete.
- 4.6 The nearest section of the Transport for London Road (TfL) Network is the A10 Great Cambridge Road located at least 1.4km to the west of the site. Ponders End Station provides access to Central London at London Liverpool Street and services north to Hertford East or Broxbourne.
- 4.7 There are three bus routes serving the site – 191, 313 and 491; route 191 operates through the site with existing stops on Alma Road and South Street. The site's existing Public Transport Accessibility Level (PTAL) rating is 2 (on a scale of 1 to 6 where 6 is excellent and 1 is very poor), and the level of public transport is therefore classified as poor. It is noted that Ponders End Station is indicated on the proposed regional route of Crossrail 2 that could operate from 2030.

- 4.8 The site lies outside of the Lea Valley Archaeological Priority Area. However, the Greater London Archaeological Advisory Service (GLASS) have advised that a recent study by the Museum of London Archaeology (MOLA) indicates that this is an area that could have been settled during the Bronze Age/Iron Age and later an area of seasonal grazing during the Roman period.
- 4.9 Planning permission was granted in June 2013 (ref. P13-00698LBE) for the construction of 38 affordable dwellings on the site to the west of the Oasis Academy. This development is now occupied and is known as DuJardin Mews.
- 4.10 The regeneration of the Alma Estate is identified as a key part of the wider regeneration of the Ponders End area and is one of the larger regeneration schemes in the Borough. The site is identified as a development site within the Ponders End Regeneration/Place Shaping Priority Area and lies within the wider North East Enfield Strategic Growth Area. The site also occupies a key position in the wider growth area that includes the London-Stansted-Cambridge growth corridor and the Upper Lea Valley Opportunity Area. The redevelopment proposals will contribute to meeting strategic policy aspirations for sustainable growth in the area.

5 Proposal

- 5.1 Outline permission was granted in June 2017 for the Alma Estate regeneration Master Plan (15/02039/OUT) and was amended by a S73 permission 17/04670/VAR dated 17 August 2018. Full planning permission was granted for Phase 1A of the Alma Estate (15/02040/FUL) in March 2017 and Reserved Matter Approval for Phases 2A, 2Ai and 2Aii on 17 August 2018. The principle of development has been established by the outline planning permission (as varied) which has set the parameters of the development principally in the form of a series of parameter plans.
- 5.2 Permission is sought through this Section 73 application to vary Condition 2 (approved plans), Condition 3 (phasing plan) Condition 7 (residential units), Condition 8 (non-residential floorspace) and Condition 52 (car parking provision) of outline planning permission 15/02039/OUT as amended by 17/04670/VAR to facilitate minor changes to residential unit numbers from 993 to 1,086, building heights, development zones and non-residential land uses, landscaping and play provision and parking provision in relation to Phase 2A and Phase 4 of the Alma Estate.
- 5.3 Whilst the 2017 outline planning permission and the 2018 S73 variation remain extant and implementable, even if this Section 73 application is granted, the present application must be considered on its merits. The terms of the 2017 permission and the 2018 variation are material considerations in considering this Section 73 application. The LPA's consideration of the current application is restricted to the conditions subject to which planning permission should be granted and it must do so having regard to (a) the environmental information provided in the Environmental Statement Addendum provided as part of the EIA process relating to this application and (b) the statutory development plan which has changed to a limited extent since the 2017 permission and the 2018 variation as well as any other material considerations raised by the proposed amendments.
- 5.4 The form of development and uses approved remain broadly consistent with that permitted at outline stage. The changes are summarised below:
- Indicative Masterplan is updated to reflect proposed changes to the previously approved parameter plans.

- Number of residential units is increased from 993 to 1,086 through amendment to Condition 7.
- Development Zones Parameter Plan is amended to include a 1m deviation/buffer zone to each block for flexibility in the siting of individual blocks at the reserved matter stage.
- Development Phases Parameter Plan is to remain as approved by 17/04670/VAR to allow Phase 2A to be split into 2A (central blocks) and 2Ai (south eastern block) and Phase 2A is extended west to include full road width (adjacent to Phase 2B).
- Building Heights Parameter Plan is amended for Block 2A by increasing height to 4 storeys (from 3 storeys) on the elevation facing Phase 2B and 5 storeys on Alma Road facing Phase 1A (from 4 storeys). The corners of the South Street elevations are raised to 7 storeys (from 6 storeys). Phase 4 now has a reconfigured layout with an alteration to building heights to 5 storeys with recessed 6 storey (from 4 storeys) on the junction of Alma Road and Scotland Green Road. This decreases to 4 storeys with a recessed 5th storey on Alma Road frontage (from 4 and 3 storeys). Building heights at rear and adjacent to existing dwellings on Scotland Green Road are retained at 3 storeys.
- Non-Residential land use parameter plan. The location and amount of non-residential land use is aligned with the detailed proposal resulting from the Reserved Matter Application for Phase 2A. The retail use in Phase 2A is increased by 42m².
- Vehicle Access Parameter Plan is updated to reflect block layout changes. In Phase 4 the secondary vehicle route is realigned.
- Illustrative Landscape General Arrangement is updated to reflect detailed landscape proposed for Phase 2A and Phase 4.
- Landscape Parameter Plan is updated to include changes to the location of play space in 2A and 4 to reflect the detailed proposals.

5.5 These minor material amendments if approved will require changes to vary Condition 2 (approved plans), Condition 3 (phasing plan) Condition 7 (residential unit numbers), Condition 8 (non-residential floorspace) and Condition 52 (parking provision) of outline planning permission 15/02039/OUT. As a Section 73 application is effectively a new planning application a full decision notice will be issued with Conditions 2, 3, 7, 8, and 52 updated in accordance with this report.

5.6 An Environmental Statement Addendum has been submitted which considers the proposed changes in the context of the wider scheme and assesses whether any of the proposed amendments may result in a change to the conclusions reached in the Environmental Statement submitted as part of the consented outline scheme

6 Relevant Planning Decisions

6.1 15/02039/OUT – Outline planning permission granted for the phased regeneration of the Alma Estate comprising the demolition of Cormorant House, Curlew House, Kestrel House, Merlin House, Silver Birch Court, 1-34 Fairfield Close, 15-107 (odd) 63 (flats 1-9) Alma Road, 7-89 (odd) Napier Road, 5, 7, 9, 21-43 (odd), 45 Scotland Green Road, 98-142 (even), 171a South Street, Ponders End Youth Centre and Welcome Point Community Centre (including 746 residential units, 866sqm of retail shops and other uses with the South Street local parade, 1540sqm of community facilities, and associated works) and the erection of a maximum of 993 residential units, a maximum of 636sqm of flexible retail(A1/A2) floorspace, 150sqm of restaurant/café (A3) floorspace, 2,591sqm of community(D1)/leisure (D2) floorspace (to include 1540sqm for provision of a community centre and youth centre, 80 sqm of

flexible A2/B1/D1/D2 floorspace, 439sqm for a gym and a minimum of 532sqm to a maximum of 833sqm for a medical centre), retention of existing Multi-Use-Games-Area (MUGA), site wide energy centre, relocation and provision of telecommunications equipment, resited and open space and play facilities, landscaping, new access arrangements and highway works, public realm, car parking and associated works (all matters reserved). (An Environmental Statement, including a non-technical summary, also accompanied the planning application). The planning permission was issued in June 2017 following completion of the S106 Legal Agreement.

- 6.2 15/02040/FUL - Full planning application for Phase 1a of the Alma Estate master plan comprising the demolition of buildings on those locations specified in the site address (including 163 residential units and associated works) and the construction of 228 residential units in two (four to sixteen storey) buildings, 150sqm of restaurant/cafe (A3) floorspace at ground floor, 439sqm of gym (D2) floorspace at ground and first floor, new and improved open space and play facilities, cycle and refuse storage, car parking, new access arrangements and highway works, relocation and reprovision of telecommunications equipment, landscape and ancillary works. (An Environmental Statement, including a non-technical summary, also accompanies the planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended by the 2015 Regulations)). This permission was issued in March 2016 following completion of the S106 Agreement and works are now underway on site.
- 6.3 17/04670/VAR - Section 73 planning application to develop land without complying with the conditions attached to Planning Permission Ref 15/02039/OUT granted on 20 June 2017 as described below:
Outline planning application for the phased regeneration of the Alma Estate comprising the demolition of Cormorant House, Curlew House, Kestrel House, Merlin House, Silver Birch Court, 1-34 Fairfield Close, 15-107 (odd) 63 (flats 1-9) Alma Road, 7-89 (odd) Napier Road, 5, 7, 9, 21-43 (odd), 45 Scotland Green Road, 98-142 (even), 171a South Street, Ponders End Youth Centre and Welcome Point Community Centre (including 746 residential units, 866sqm of retail shops and other uses with the South Street local parade, 1540sqm of community facilities, and associated works) and the erection of a maximum of 993 residential units, a maximum of 716 sqm of flexible retail (A1/A2) floorspace, 150sqm of restaurant/café (A3) floorspace, 2892-3193sqm of community (D1)/leisure (D2) floorspace (to include 1761 sqm for provision of a community centre and youth centre, 160 sqm of flexible A2/B1/D1/D2 floorspace, 439sqm for a gym and minimum of 532sqm to a maximum of 833sqm for a medical centre), retention of existing Multi-Use-Games Area (MUGA), site wide energy centre, relocation and provision of telecommunications equipment, resited open space and play facilities, landscaping, new access arrangements and highway works, public realm, car parking and associated works (all matters reserved). (An Environmental Statement, including a non-technical summary, also accompanies the planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended by the 2015 Regulations)). 17 August 2018.
- 6.4 17/04748/RM - Submission of reserved matters pursuant to condition 5 of outline planning permission ref: 15/02039/OUT and as amended by 17/04670/VAR in respect of layout, scale, appearance, access, landscaping in relation to Phases 2A, 2Ai and 2Aii of Alma Estate (Merlin House, Cormorant House, Silver Birch Court, Welcome Point and Ponders End Youth Centre) for the construction of five buildings

varying between 2 and 8 storeys in height, comprising 340 residential units, Class A1/A2/B1/D1/D2 uses including provision of community centre, youth centre , medical centre, retail units, community offices and provision of energy centre, public open space, private and semi-private amenity space, refuse/recycling and bicycle storage, on and off street car parking together with discharge of conditions in respect of Phases 2A, 2Ai and 2Aii only for tree protection (9), acoustic assessment (27- part discharge), ecology and biodiversity strategy (31) green roofs (36), living walls (37), green procurement plan (43), SWMP (44), air quality (45), parking (52- part discharge in respect of Phase 2Ai and 2Aii only), loading/unloading (54), traffic calming (59), cycle parking (60) pursuant to outline permission ref:15/02039/OUT and as amended by 17/04670/VAR. 17 August 2018

- 6.5 19/04047/NMA – A non-material amendment was granted to remove the number of units from the description of development. This was considered to be non-material as Condition 7 already restricted overall residential unit numbers. 13 December 2019.

7 Consultations

7.1 Pre-Application Consultation

Pre-Application Consultation with local Residents

- 7.1.1 Three workshops were held with local residents in September and October 2019. In addition, meetings with councillors and community groups also took place. All events were held at Alma Primary School. The workshops covered a regeneration project update, proposed new homes and public and green spaces and the public realm in general. Between 19 and 30 local residents attended each meeting. Overall residents were well informed about the regeneration scheme and offered constructive comments. Comments are summarised in the Reserved Matter application for Phase 2A and Phase 4 also before the committee.

Pre-Application Consultation with Local Authority/Design Panel

- 7.1.2 Pre-application workshops were held with the local planning authority from May to October 2019, during which a number of changes were made to the initial proposals to make them acceptable to officers. These changes included the re-routing of the cycle route from the South Street frontage to the west side of Alma Road, changes to the height of buildings on the South Street frontage to produce a more modulated appearance and changes to the layout of Phase 4 to increase privacy for both new and existing residents and to produce a safer and more usable central play and community space.
- 7.1.3 In addition, the proposals were considered by the Enfield Design Panel on 20 August 2019. The Design Panel agreed that the proposals for Phase 2A and Phase 4 were an improvement over the proposals presented at the original outline stage. The Panel was supportive of the massing, materiality and scale of the proposals but was concerned about the quality of public realm, play space and landscaping. They considered that the failure to create a cohesive public space extending across the road to the station forecourt and the space in front of the Oasis Academy was a missed opportunity. The applicant has made some detailed changes to the open space layout of Phase 4 and has agreed to a S106 contribution of up to £174,000

towards improvements to the surface treatment and other improvements to the area outside the Oasis Academy and Youth Centre

7.2 Statutory and non-statutory consultees (Post Application)

Greater London Authority

7.2.1 The GLA were consulted on this application on 13 December 2019 and the period for consultation ended on 24 January 2020.

7.2.2 The Mayor of London considered the application on 30 March 2020 and considered that the application does not comply with the London Plan and Intend to Publish London Plan with regard to a number of detailed areas of planning policy. These issues are set out below and all these issues are considered to be capable of resolution following the submission of further information. If members resolve to grant this application, the Mayor must be consulted again under Article 5 of the Order and allowed fourteen days to decide whether to allow the draft decision to proceed unchanged or whether to direct the Council under Article 6 to refuse the application. This re-consultation will take place following agreement on a draft S106 agreement.

Issues Raised in the GLA Stage 1 Report to the Mayor of London

Financial Viability Appraisal

7.2.3 Although the amendments are supported as they ensure the earlier delivery of affordable housing The Mayor has asked for a financial viability appraisal to be submitted.

Officers Comment - This is also a requirement of the Council and the S106 agreement requires that a phase by phase viability appraisal should be submitted to confirm that the development is providing the maximum viable proportion of affordable housing. This phase viability appraisal must also be independently assessed.

The independent assessors report has now been received and it concludes that Phase 2A and Phase 4 are likely to generate a surplus. However, it is accepted that there is uncertainty in the current climate that could see this surplus eradicated and recommends that that this surplus is retained as a financial buffer to support continued deliver of the scheme with the cumulative effect to be assessed at the next review.

This report will be provided to the Mayor.

Full Breakdown of affordable tenures by floorspace

7.2.4 The original outline application would have provided 27,720 m2 of affordable housing (14,981 m2 social rent and 12,739 m2 intermediate). This Section 73 amendment will provide 30,679 m2 of affordable housing (16,699 social rent and 13,980 intermediate)

Tenant Relocation Issues

- 7.2.5 The Mayor has asked for a range of information to be supplied including background information. This information includes and updates on the number of tenants wishing to return to the estate, detail on the relocation of those tenants who have moved from the Alma Estate, detail on consultation in relation to specific requirements such as unit sizes, rental levels for returning tenants and home loss and disturbance payment. The applicant has been asked to confirm whether leasehold/freehold properties on the estate have been acquired and what advice has been offered to leaseholders/freeholders.

Officer Comment : Alma residents had a choice to either permanently decant off the estate to another affordable home, or in the case of Phase 1A any tenants opting to wait for a new-build home moved temporarily via a double decant to void units within the red-line of the estate. Tenants who moved off the estate, did so primarily through Home Connections, Choice Based Lettings website in line with the Council's Housing Allocation scheme.

There are currently (74) existing secure tenants waiting to be housed in Phase 2A and 4 and as such there are sufficient homes being built to meet the demand and housing need. Therefore, in total 171 tenants overall have opted to stay on the estate for a new-build home, meaning that the revised total of 218 Council owned homes more than meets the demand.

'Right to Return' was not an entitlement at the outset of the scheme. However, where a surplus is generated through completion of Phases 2A and 4 and the increased numbers delivered by the proposed development, these homes will be offered to former tenants who opted to move off the estate during the decant programme. Consultation will be undertaken with former tenants to establish interest. The Council is also pursuing an acquisitions programme on estate renewal sites and were the Council to acquire additional units on the development and make these available as affordable units, they would be offered to previous residents who are still Enfield Council tenants for first refusal.

Tenants who opted to decant off the estate over the last 8 years have done so in a number of ways including bidding on Home Connections to other affordable homes in the borough of Enfield, private renting, sheltered accommodation, Grant To Vacate.

Every existing household was consulted and assessed to establish; household composition, housing need entitlement, health and well-being assessments and OT requirements. These assessments determined bed size entitlement and suitable property types if opting to move off the estate. In cases where tenants chose to remain for a new build home, these were allocated in line with a Local Lettings Plan that was approved following statutory consultation in 2014 and approved by the Housing Director and cabinet members. All new-build homes have been set at Council social rented levels and adapted following OT assessments and in line with medical recommendations.

Statutory home loss (amount set at the time of tenancy start date and reviewed per annum), and a disturbance allowance have been issued to all tenants who have moved both off the estate and to a new home. In instances where a double decant has been facilitated, they will be entitled to an additional Statutory home loss and disturbance payment

Of the original 190 leaseholders and freeholders across the estate , 70 were resident leaseholders/freeholders and 120 were non-resident (investor) landlords. We have

now acquired 178 properties across the estate either by agreement or by title of transfer using compulsory purchase order powers. We have 7 resident leaseholders and 5 non-resident (investor) landlords remaining.

All resident owners have been allocated a dedicated officer from the Acquisitions Team who have provided bespoke support according to the needs of each client. The Council produced a guide for resident leaseholders entitled 'A guide to buying back your home and your housing options' which explained the whole process, the legal compensation and disturbance entitlements as well as options for future housing. The Council has also produced a 'Moving Home Guide' offering more practical advice on what should be considered when moving home. Each client has had the opportunity to meet with their caseworker face to face and has been able to contact them by phone and email as and when needed. Officers have assisted with finding suitable properties to purchase. The Council provided a shared equity offer at Dujardin Mews, which 18 resident leaseholders took up.

The rent levels set for phase 1 (rates significantly less than London Affordable Rent at £92.06 for a 1 bedroom flat and up to £128.54 for a 4-bedroom maisonette) were agreed in line with 1999 valuations. Residents were made aware that there would be an increase in the rents via the local lettings plan. The rents for future phases will increase based on the usual CPI increases as set part of the rent setting process.

The 217 shared ownership units will be owned by Newlon Housing Trust.

Energy Strategy

- 7.2.6 The GLA specialist officers have made some detailed observations with regard to the Energy Strategy.

Officer Response – These observations are based on the most recent GLA Energy Assessment guidance (dated in October 2018) which was published later than the date of the approval of the original outline planning consent (June 2017) The Energy Strategy has been agreed for the original application and design decisions have been made according to the consented scheme. Equipment has already been installed on site including the new Energy Centre which is due to be handed over in June 2020 . Any amendments to the scheme to accommodate changes suggested by GLA officers would have major implications in terms of cost, timescales and design (architecture, structure, services) as well as planning.

Transport

- 7.2.7 The GLA have requested a revised transport assessment which has been supplied as part of the Reserved Matter application accompanying this application. TFL have provided detailed comments as outlined below.

Transport for London

- 7.2.8 TFL have no major objections to the application and have submitted comments for this application and for the Reserved Matter Application jointly. Comments include:
- Enfield should seek a contribution from the developer towards cycling improvements on the A110 Nags Head Road/Lea Valley Road.
 - TFL supports the reduced parking ratio
 - Object to the perpendicular parking spaces to the west of 2A.
 - At least 5%of the long stay cycle parking should be at ground level .

- Supports monitoring funding for the various Healthy Streets measures included in the Transport Assessment. (Revised monitoring obligations are to be included in the Deed of Variation to the S106)
- Supports the traffic calming measures proposed.

Officer comments: These comments are discussed fully in the Reserved Matter report also before this committee. In all cases – with the exception of the removal of perpendicular parking for Phase 2A – amendments have been made and S106 contributions have been confirmed in accordance with these comments.

Sport England

- 7.2.9 No detailed comments provided on this application. Sport England objected to the original outline application as no formal sports provision was proposed as part of the application. The S106 Agreement for the original outline application overcame this objection by agreeing that a financial contribution be paid for the improvement of sports facilities on a Phase by Phase basis to be based on the Viability Assessment and not to exceed £278,000 across the whole development. The Viability Assessment for Phase 1 concluded that payment of a sports contribution was not viable. For the S.73 variation approved in August 2018 it was also concluded that payment of a sports contribution was not viable at this stage. Based on the number of units in Phase 1A, Phase 2A, 2Ai, 2Aii and Phase 4, the amount of Sport England contribution due at this stage has been assessed at £191,000. The independent financial appraisal for this phase has concluded that the Sport England contribution is viable for Phase 2A and Phase 4. This finding has been disputed by the applicant and - based on the current economic situation - officers agree that this contribution should be held over to a later phase subject to viability. It should be noted that the applicant has agreed to fund a number of other public realm and play improvements to the area outside the Youth Centre and Oasis Academy and in Ponders End Park.

Natural England

- 7.2.5 No comment

Environment Agency

- 7.2.6 No objection to this application as long as the conditions placed on the original application are re-imposed on this variation.

Officer response: These original conditions will form part of the new decision notice.

Fire Brigade

- 7.2.7 The Fire Brigade are satisfied with the proposals subject to compliance with part B5 of the Building Regulations. Sprinklers are strongly recommended, although they cannot be required.

Officer response: The applicant has produced a fire statement which assesses the application against the New London Plan Policy D12 and provides detail in respect of key requirements such as access for fire appliances. The Fire Strategy for the proposal is discussed in detail in the Reserved Matter application also before the committee.

Metropolitan Police

- 7.2.8 Crime Prevention Officers have been working closely with the applicant and have no objection to the housing layouts or the public areas. They will continue to work with the developer to achieve Secured by Design accreditation.

Cadent Gas/National Grid

- 7.2.9 Operational gas apparatus is located within the site boundary. An informative should be placed on any permission requiring the applicant to contact Cadent to discuss any necessary diversions or access requirements for construction traffic.

Officer response: The applicant will be advised of this when the decision notice is issued

Traffic and Transportation:

- 7.2.10 As the Draft London Plan is close to being adopted this application has been assessed against the new standards as set out in Draft EIP London Plan (July 2019). The application is analysed in full in the Reserved Matter Application before the committee. The application fully complies with London Plan car and cycle parking standards and is considered acceptable subject to planning conditions and S106 contributions.

Environmental Health

- 7.2.11 No objections to the scheme as the change in phasing and building heights will not have any negative environmental impact.

Waste Management

- 7.2.12 Everything has been taken into consideration regarding waste management for this particular construction site.

7.3 Public Response

- 7.3.1 937 surrounding properties were consulted and 13 site notices were posted. Two objections have been received from members of the public.

- 7.3.2 A resident of a property in Alma Road has objected to the increased height of the Phase 4 apartment block from 4 to 6 storeys (6 storey recessed) on the grounds of loss of light to the property and the change in scale from the two storey dwellings opposite.

Officers Response – the applicant has submitted information in relation to the impact of the proposed apartment block and although there will be an increase in overshadowing to a small number of existing properties in Alma Road and Scotland Green Road at certain times of the day and year, this impact is limited to a maximum of 1 to 2 hours per day and the overall impact is considered acceptable. This issue is examined in detail later in this report.

- 7.3.3 A local resident has expressed concerns about the loss of pubs in Ponders End and in particular the now demolished “Falcon” at the corner of South Street and Falcon Road.

Officers Response – The former site of The Falcon does not fall within the boundary of this planning application. The Alma outline application does include a number of community facilities including a replacement for the Welcome Community Centre and the Youth Centre.

8 Relevant Policy

8.1 The London Plan 2016

8.1.1 The London Plan is the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London for the next 20-25 years. The follow policies are considered relevant to the consideration of this application:

Policy 2.6 – Outer London: vision and strategy
Policy 2.7 – Outer London: economy
Policy 2.8 – Outer London: transport
Policy 2.14 – Areas for regeneration
Policy 3.1 – Ensuring equal life chances for all
Policy 3.2 – Improving health and addressing health inequalities
Policy 3.3 – Increasing housing supply
Policy 3.4 – Optimising housing potential
Policy 3.5 – Quality and design of housing developments
Policy 3.6 – Children and young people’s play and informal recreation facilities
Policy 3.7 – Large residential developments
Policy 3.8 – Housing choice
Policy 3.9 – Mixed and balanced communities
Policy 3.10 – Definition of Affordable Housing
Policy 3.11 – Affordable housing targets
Policy 3.12 – Negotiating affordable housing on individual private residential and mixed-use schemes
Policy 3.13 – Affordable Housing thresholds.
Policy 3.14 – Existing housing
Policy 3.15 – Co-ordination of housing development and investment.
Policy 3.16 – Protection and enhancement of social infrastructure
Policy 3.17 – Health and social care facilities
Policy 3.18 – Education facilities
Policy 3.19 – Sports facilities
Policy 4.1 – Developing London’s economy
Policy 4.12 – Improving opportunities for all
Policy 5.1 – Climate change mitigation
Policy 5.2 – Minimising carbon dioxide emissions
Policy 5.3 – Sustainable design and construction
Policy 5.5 – Decentralised energy networks
Policy 5.6 – Decentralised energy in development proposals
Policy 5.7 – Renewable energy
Policy 5.9 – Overheating and cooling
Policy 5.10 – Urban greening
Policy 5.11 – Green roofs and development site environs
Policy 5.12 – Flood risk management
Policy 5.13 – Sustainable drainage
Policy 5.15 – Water use and supplies
Policy 5.18 – Construction, excavation and demolition waste
Policy 5.21 – Contaminated land

Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.12 – Road network capacity
Policy 6.13 – Parking
Policy 7.1 – Lifetime neighbourhoods
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.4 – Local character
Policy 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.7 – Location and design of tall and large buildings
Policy 7.14 – Improving air quality
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.18 – Protecting local open space and addressing local deficiency
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 – Trees and woodlands

8.2 The London Plan – Intent to Publish Version - December 2019

- 8.2.1 The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. Directions relevant to this application include optimising density so that development is brought forward to maximise site capacity to compliment the surrounding area and to ensure that high density developments will be directed to the most appropriate sites such as in and around train stations and directing the Mayor to ensure that there is an appropriate dwelling mix across London given the significant reduction in the overall housing requirement in the draft London Plan
- 8.2.2 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.
- 8.2.3 Although there are a number of proposed changes from the London Plan 2016 of relevance to this application, none of these proposed changes would result in a different conclusion in relation to this application. Of relevance are:
- GG6 – Increasing efficiency and resilience – supports the move towards a low carbon circular economy contributing towards London becoming a zero-carbon city by 2050. Buildings and infrastructure should be designed to adapt to a changing climate, make efficient use of water and reduce impacts from natural hazards like flooding and heatwaves
 - D3 - Optimising site capacity through the design-led approach – reinforces the responsibility for new development to make the most efficient use of land and to optimise site capacity through a design led approach based on an evaluation of the site's attributes and surrounding context. Buildings should be of high design quality and appropriately frame the public realm. The policy specifies a number of measures of density and height and scale that should be required for major developments. (The density matrix has been removed).
 - D4 – Delivering good design- introduces requirements for design scrutiny including the use of design review.

- D6 Housing quality and standards – introduces a stronger policy on housing standards including minimum space standards and qualitative standards. Private outside space standards are also included. Single aspect units are discouraged and developments should be designed to maximise tenure integration.
- D 8 – Public Realm – development proposals should encourage and explore opportunities to create new public realm where appropriate. The quality of public realm has a significant influence on quality of life and should be seen as a series on connected routes and spaces.
- D 12 – Fire Safety. All development proposals must achieve the highest standards of fire safety and must ensure that they identify suitable positioned unobstructed outside space for fire appliances to be positioned on and incorporate appropriate fire alarm systems and passive and active fire safety measures and are constructed in an appropriate way so as to minimise the risk of fire spread. Part B requires that all major development proposals should be submitted with a Fire Statement produced by a third party suitably qualified assessor.
- H1 – Increasing Housing Supply – sets new ambitious targets for housing completions. Enfield's ten-year housing target for net housing completions (2019/20 -2028/29) will now be 12,460 (previous target 7,976 for the period 2015-2025).
- H4 – Delivering Affordable Housing – the strategic target is for 50% of all new homes across London to be genuinely affordable. The Mayor expects that residential proposals on public land should deliver at least 50% affordable housing.
- H6 – Affordable Housing Tenure – the following split should be applied to residential development 1) a minimum of 30% low cost renter homes as either London Affordable Rent or Social Rent allocated according to need and for Londoners on low incomes. 2) a minimum of 30% intermediated products which meet the definition of genuinely affordable housing including London Living Rent and London Shared ownership 3) the remaining 40% to be determined by the borough as low cost rented homes or intermediate products.
- H8 – Loss of existing housing and estate redevelopment – loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. This policy also encourages the replacement of an equivalent amount of affordable housing floorspace. Viability Testing required.
- H10 Housing size mix – requires schemes to consist of a range of units sizes and proposes a number of criteria to arrive at locally appropriate housing size mixes.
- S4 – Play and Informal Recreation – stresses the importance of safe and stimulating play as essential for children and young people's mental and physical health and requires that at least 10 m² of accessible play provision be provided in residential developments. SPD will provide additional detail on the application of this benchmark. Off-site provision secured by an appropriate financial contribution may be acceptable, particularly for older children.

- G4 – Open Space – promotes the creation of new areas of publicly accessible open space especially in areas with the potential for substantial change. Ensure that open space, particularly green space, included as part of development remains publicly accessible. Development proposals should not result in the loss of protected open space and where possible create areas of publicly accessible open space particularly in areas of deficiency.
- SI 3 – Energy Infrastructure – Heat networks are still considered to be an effective and low-carbon means of supplying heat in London but existing networks will need to establish decarbonisation plans.
- SI 13 – Sustainable drainage – development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should be a preference for green over grey features in line with the drainage hierarchy.
- T1 – Strategic approach to transport – development proposals should facilitate the delivery of the Mayor’s strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.
- T2 – Healthy Streets – development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance.
- T5 – Cycling – development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This includes support for London wide cycle routes and minimum standards for cycle parking.
- T6 – Car Parking – car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car free developments should be the starting point for all development proposals in places well connected to public transport with developments elsewhere designed to provide the minimum necessary parking. Maximum car parking standards set out in Policy T6.1 (Residential) and T6.5 (Non-residential) should be applied. Sufficient electric car charging points should be provided in new developments.

8.3 Local Plan – Core Strategy

Core Policy 1: Strategic growth areas

Core policy 2: Housing supply and locations for new homes

Core policy 3: Affordable housing

Core Policy 4: Housing quality

Core Policy 5: Housing types

Core Policy 6: Housing need

Core Policy 8: Education

Core Policy 9: Supporting Community Cohesion

Core Policy 20: Sustainable Energy use and energy infrastructure

Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure

Core Policy 24: The road network

Core Policy 25: Pedestrians and cyclists

Core Policy 26: Public transport

Core Policy 28: Managing flood risk through development

Core Policy 29: Flood management infrastructure

Core Policy 30: Maintaining and improving the quality of the built and open environment

Core Policy 31: Built and landscape heritage

Core Policy 32: Pollution

Core Policy 34: Parks, playing fields and other open spaces

Core Policy 36: Biodiversity

Core Policy 40: North East Enfield

Biodiversity Action Plan

S106 SPD

8.4 Development Management Document

DMD1: Affordable Housing on Sites Capable of Providing 10 units or more

DMD3: Providing a Mix of Different Sized Homes

DMD4: Loss of existing residential units

DMD6: Residential Character

DMD8: General Standards for New Residential Development

DMD9: Amenity Space

DMD10: Distancing

DMD15: Specialist Housing Need

DMD 16: Provision of new community facilities

DMD 17: Protection of community facilities

DMD 18: Early Years Provision

DMD 37: Achieving High Quality and Design-Led Development

DMD 38: Design Process

DMD 42: Design of civic/public buildings and institutions

DMD 43: Tall Buildings

DMD45: Parking Standards and Layout

DMD47: New Road, Access and Servicing

DMD48: Transport Assessments

DMD49: Sustainable Design and Construction Statements

DMD50: Environmental Assessments Method

DMD51: Energy Efficiency Standards

DMD 52: Decentralized energy networks

DMD53: Low and Zero Carbon Technology

DMD55: Use of Roofspace/ Vertical Surfaces

DMD57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement

DMD58: Water Efficiency

DMD59: Avoiding and Reducing Flood Risk

DMD 60: Assessing Flood Risk

DMD 61: Managing surface water

DMD 62: Flood control and mitigation measures

DMD 63: Protection and improvement of watercourses and flood defences

DMD64: Pollution Control and Assessment

DMD65: Air Quality

DMD 66: Land contamination and instability

DMD68: Noise

DMD69: Light Pollution

DMD 70: Water Quality

DMD 71: Protection and enhancement of open space

DMD 72: Open Space Provision

DMD 73: Child Play Space

DMD 76: Wildlife corridors

DMD 77: Green chains
DMD 78: Nature conservation
DMD79: Ecological Enhancements
DMD80: Trees on development sites
DMD81: Landscaping

8.5 North East Enfield Area Action Plan

8.5.1 The NEEAAP was adopted on 8 June 2016. The following policies are of relevance:

- 4.2 Improving the quality of the pedestrian and cycling environment
- 4.4 West Anglia mainline enhancement project
- 5.1 Affordable housing
- 5.2 Mix of housing types
- 5.3 Improving the public realm
- 7.1 Providing community facilities
- 8.2 Providing new open space
- 11.1 South Street Area
- 11.2 Alma Estate regeneration
- 11.3 Ponders End station

8.6 National Planning Policy Framework (19 February 2019)

8.6.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable development. For decision taking this means:

- approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, 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; or specific policies in the Framework indicate development should be restricted.

The NPPF recognizes that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision making.

8.6.2 Paragraph 124 of the NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

8.7 National Planning Practice Guidance (October 2019)

8.7.1 This sets out the government's planning policies and how these are expected to be applied.

8.8 Other Material Considerations

Decentralised Energy Network Technical Specification SPD (2015)

S106 SPD (2016)

Enfield Characterisation Study

Enfield Climate Change Declaration

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

GLA: Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)

GLA: London Sustainable Design and Construction SPG (2014)

GLA: Shaping Neighbourhoods: Character and Context SPG (2014)

GLA: The Control of Dust and Emissions during Construction and Demolition SPG (2014)

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

GLA: Housing SPG (2016)

GLA: Homes for Londoners: Affordable Housing and Viability SPG (2017)

9 **Analysis**

9.1 The main issues to consider are as follows:

- Principle of Alma Estate Redevelopment
- Scope of the proposed variations to Conditions 2,3, 7, 8 and 52.
- Building Height Reconfiguration and daylight and sunlight implications.
- Changes to residential unit numbers and housing mix
- Changes to Development Zones
- Changes to non- residential floorspace
- Changes to Development Phases
- Changes to vehicle access and parking ratio
- Changes to Indicative masterplan and landscaping plans
- Open Space/Play Space/Amenity Space
- Climate Change and Sustainability

Principle of Alma Estate Redevelopment

9.2 Outline permission was granted on 20 June 2017 (15/02039/OUT) for the Alma Estate Regeneration Master Plan. The decision followed extensive pre- application discussion with London Borough of Enfield, consultations with local residents, the Mayor of London and taking into consideration the relevant national, strategic and local planning policies contained within the Development Plan and the information provided in the Environmental Statement. A Section 73 variation was approved in August 2018 to facilitate minor material amendments to the original outline permission in relation to the detailed design on Phases 2A, 2Ai and 2Aii (17/04670/VAR). Reserved Matters approval was also granted on the same date for detailed proposals for Phases 2A, 2Ai and 2Aii (17/04748/RM) which comprised 340 homes, GP surgery, retail units, youth and community centre and energy centre. Construction has commenced on Phases 2Ai and 2Aii.

9.3 London Plan Policy 2.14 Areas for Regeneration encourages boroughs to identify areas for regeneration and to set out integrated spatial policies that bring together

regeneration, development and transport proposals. The Enfield Core Strategy Policies 1 and 40 North East Enfield Action Plan identifies the Alma Estate within the North East Enfield strategic growth area and Ponders End Place Shaping Priority Area (Ponders End Regeneration Area) which are considered to be key areas for future growth in the Borough.

- 9.4 The Alma Estate is identified as a key development site in the Ponders End Regeneration Area (Policy 11.2 Alma Estate Regeneration of the NEEAAP). In accordance with these policies the regeneration of the estate will deliver growth as well as supporting existing communities and delivering sustainable development.
- 9.5 The Alma Estate regeneration project is a complex scheme comprising the delivery of 993 homes (to be increased to 1,086 through this application), retail and community uses. Due to the scale and complexity of the proposals it was always envisaged that there would need to be some changes over the course of the delivery of the scheme to take into account the evolution of the scheme and work at the detailed Reserved Matter stage. This is not uncommon for a development of this scale and complexity.
- 9.6 As amended, the development continues to comply with the relevant considerations under the National Planning Policy Framework (NPPF) the London Plan 2016 and London Plan Intend to Publish Version December 2019 and the Local Plan – Core Strategy (2010) Development Management Document (2014) and North East Enfield Area Action Plan (2016).
- 9.7 The amendments proposed do not materially change the conclusions of the previous grant of planning permission being limited specifically to minor alterations to residential unit numbers, building heights, non- residential floorspace provision, development zones and phasing and changes to the car parking ratio.
- 9.8 The changes to building heights will facilitate a small increase in residential unit numbers in the context of the overall consent. The number of units will increase from 993 to 1,086.
- 9.9 This increase in residential unit numbers (93 or 9% in unit numbers or 3,073 to 3,291 or 7% in habitable rooms) is not significant in the context of the overall development. The proposed amendments will deliver an increased number of homes across all tenures and will enable the originally agreed number of affordable homes to be delivered earlier than anticipated. (Final affordable housing unit numbers will be determined after Phase by Phase viability appraisals). Detailed analysis of the housing offer is contained later in this report.
- 9.10 The indicative accommodation schedule demonstrate that the proposals have been designed to offer a range of housing sizes that will meet an identified need and attempt to maximise the provision of family units in line with CS Policy 5 and London Plan Policy 3.9. Policy standards contained within the London Plan, the Mayor's Housing SPG and Enfield's Development Management DPD, particularly DMD Policy 8 General Standards for new residential development seek to ensure residential developments are of the highest quality. In accordance with these policies the proposed housing typologies would meet or exceed the minimum space standards identified within Table 3.3 of the London Plan.
- 9.11 Policy 11.2 Alma Estate Regeneration of the NEEAAP sets out key principles for the regeneration of the Alma Estate and these have informed the approved Master Plan. These include integrating the site within the wider area, creating positive street frontages along key routes, creating north-south links and extending Napier Road to

connect through to Scotland Green Road. The Master Plan seeks to improve the character, legibility, permeability and accessibility of the estate and these principles continue in this proposed variation.

- 9.12 The Transport Assessment (TA) submitted with the original outline application confirmed that the vehicle traffic generated by the 247 additional dwellings can be accommodated within the existing highway network. Traffic increases will be negligible in line with DMD Policy 47 and sustainable modes of transport will be promoted in line with London Plan Policy 2.8. A framework travel plan has been prepared in accordance with DMD Policy 48 to address the long-term sustainability of transport choices. As a consequence of the uplift in residential unit numbers and the detailed design of Phase 2A and Phase 4 the parking ratio will be amended from 0.6 to 0.4. Justification has been provided through an updated transport strategy including improved cycling provision, increasing car club numbers and other mitigation measures.
- 9.13 TfL have not raised any significant objection to this application and their detailed comments have been responded to in the Reserved Matter application also before this committee.
- 9.14 As amended by these minor amendments to the original outline consent the Alma Estate Master Plan will continue to deliver the comprehensive regeneration of the Alma Estate. The outdated tower blocks and existing housing stock will be replaced with high quality new homes, shops and community facilities set within an improved environmental setting. The comprehensive landscape strategy allied with new building layouts and improved connectivity with the wider area will provide high quality open space and public realm that will be easily accessible and provide a safe environment.
- 9.15 No new issues have been raised by the minor amendments proposed in this Section 73 application that would prevent the re-issue of the outline consent with the proposed changes to Conditions 2, 3, 7, 8 and 52.

Scope of the proposed variations to Conditions 2, 3, 7,8 and 52

- 9.16 The proposed changes to the conditions are focussed on minor alterations to building heights, with additional minor changes proposed to footprint, distribution and amounts of floorspace of permitted uses within Phase 2A and 4. These proposed changes do not materially change the conclusions of the ES submitted and approved at outline (as evidenced by the ES Addendum) and do not change the main planning considerations in relation to the Alma Estate Master Plan outline application.
- 9.17 The proposed variations are considered to be within the scope of a Section 73 application as the proposed changes are considered minor and not significant in terms of the number, magnitude or scale of changes taking in to account:
- The overall extent of the original outline Master Plan and outline planning consent
 - The context of the development and the fact that it forms part of a major regeneration project
 - The existing buildings extend to 23 storeys and the outline Master Plan permits a range of 2-8 storey on Phase 2A which the proposed changes do not exceed. In relation to Phase 4 the original parameter plans proposed a maximum height of 4 storeys which is exceeded in this proposal with a maximum height of 6 storeys now proposed on the Alma Road frontage.

- The proposed changes do not result in any materially detrimental impact visually or an unacceptable impact terms of residential amenity.
- Whilst the proposed changes will result in some different views it is considered that there are not significant environmental impacts resulting from these proposed changes
- No major changes are sought to the approved land uses with the increase in unit numbers of 93 or 9% considered acceptable and not significant in relation to the overall outline application unit numbers.
- The increase in non- residential floorspace of 41m2 will provide additional retail floorspace to meet the day to day needs of local residents. The viability of Ponder End High Street will not be compromised by this small increase.
- The amendments are not contrary to any relevant development plan policy.

9.18 Detail on the proposed changes are set out below.

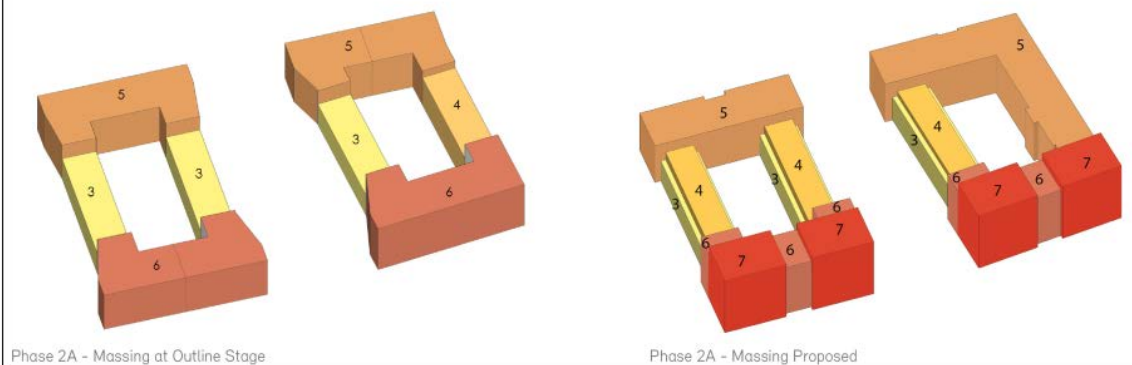
Building Height Reconfiguration and Daylight and Sunlight Implications

9.19 The approved outline description does not specify storey heights for individual blocks with building heights controlled by the building heights parameter plan. For Phase 2A the approved parameter plan identifies a building height between 2-8 storeys and for Phase 4 a building height of between 3-4 storeys. The height changes contained in this variation are design led seeking to improve the design and to facilitate a minor increase in residential units.

Phase 2A



Birds' eye view of Phase 2A showing revised massing and height



Phase 2A - Massing at Outline Stage

Phase 2A - Massing Proposed

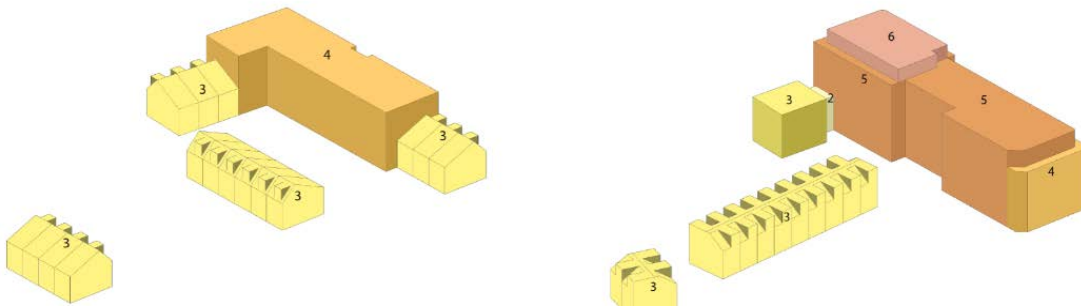
- 9.20 The basic development form of Phase 2A has not changed consisting of two perimeter blocks each containing a courtyard garden with a new public park with play facilities located between the two blocks.
- 9.21 The proposed blocks that line both sides of the park were changed to 4 storey double maisonettes in the 2017 variation from the 3 storey houses proposed in the original outline master plan. This change remains with the currently revised scheme.
- 9.22 Additional building height is introduced along South St, Alma Road and the new street that will run along the western edge of the western perimeter block adjoining the proposed Phase 2B. On South Street the maximum height has increased to 7 storeys at the street corners of each block (from 6 storeys) with a 6-storey block in the middle in order to avoid overshadowing of the courtyard garden. On Alma Road the 4-storey double maisonette block has been replaced by a 5-storey apartment block mirroring the building type in Phase 1A on the other side of Alma Road. On the western edge the 3 storey houses have been replaced by a 4-storey double maisonette block.
- 9.23 The revised building footprints have been slightly increased in order to accommodate more 3-bedroom units as required by LBE current Housing Needs survey. The buildings have been moved slightly westwards by 0.4m to keep a 21m distance from Phase 1A units and to allow the implementation of a new cycle route along Alma Road. Overall 39 additional homes are proposed in Phase 2A in the revised scheme compared to the original Outline Masterplan and 36 additional homes compared to the 2017 Reserved Matter application scheme.

Phase 4

- 9.24 The original master plan proposed 40 private sale homes in a 3 and 4 storey development. The revised scheme has increased the number of new homes to 81, of which 84% will be shared ownership and 16% social rented. The site layout has been revised to produce a better spatial relationship between vehicle access, amenity space and the neighbouring buildings. To accommodate these changes, the proposed maximum building height has been increased from 4 to 6 (6th floor recessed) on Alma Road with the green buffer retained to allow for the replacement of street trees.



Birds' eye view of Phase 4 massing model



- 9.25 The environmental implications of the proposed amendments have been assessed in the submitted ES Addendum. Although the variations to the scheme propose minor changes to the townscape it is considered that these would overall have a positive impact on the appearance of the development.

Daylight and Sunlight

- 9.26 With regard to daylight and sunlight impacts, the previously undertaken analysis both as part of the May 2015 and the October 2017 ES Addendum demonstrated that the proposed development would not materially affect the daylight and sunlight received by the surrounding properties. The ES Addendum accompanying this application investigates the impact of the proposed variation to Phase 2A and Phase 4 in terms of the open courtyard areas, any potential overshadowing of the Phase 1A buildings on Alma Road and on existing dwellings in Alma Road and Scotland Green Road from the proposed Phase 4.
- 9.27 BRE guide "Site Layout Planning for Daylight and Sunlight" includes a criterion with a specific target in relation to the overshadowing of open spaces. This states that to appear adequately sunlit through the year, no more than two fifths and preferably no more than a quarter of any garden or amenity area should be prevented by buildings from receiving any sun at all on 21 March. With regard to the assessment of the open courtyards in Phase 2A, it has been demonstrated that they will receive between 40.2%-43.4% (exceeding the two fifths required by the BRE guidance) for the peak hour on 21 March. (It should be noted that the previously approved scheme delivered a range of 45.1% to 47.5%). During the summer solstice (21 June) when people are more likely to be outside enjoying the sun, both courtyards achieve high levels of

sunlight up to 70-73%. Therefore – although the courtyards will receive marginally less sunlight than in the previously approved scheme – it is considered that the proposed phase 2A development will create reasonably sunlit amenity spaces and courtyards which will meet the BRE recommendations for sunlight levels despite the proposed additional floor of residential accommodation.

- 9.28 The results of the assessment in regard to the impact on Phase 1A buildings reveal that the proposed changes to Phase 2A will result in similar overshadowing patterns to Phase 1A as the previous consented scheme. Overall there will not be a material reduction in daylight amenity to Phase 1A should the additional massing to Phase 2A be implemented. The overall daylight amenity within Phase 1A will remain very good with 93% (this figure was 95% for the previous S73 variation) of main habitable rooms achieving the BRE Average Daylight Factor target value for their room use.
- 9.29 The results of the assessment of Phase 4 in relation to Scotland Green Road and Alma Road reveal that the proposed buildings in Phase 4 will contribute to an minor increase of overshadowing to a small number of existing dwellings on the north side of Alma Road and north side of Scotland Green Road. Analysis of the existing properties on the north side of Scotland Green Road demonstrates that two ground floor windows of the end of terrace property will experience a small loss of daylight for a maximum of two hours a day during the eight-hour daytime period examined. Some properties on the east side of Alma Road (approximately five properties at 17.00 on 21 March and 17.00 on 23 September and two different properties at 17.00 on 21 June) will experience moderate shadow to ground and first floor levels for a maximum of two hours a day during the eight-hour daytime period examined. It should also be noted that the existing building leads to more overshadowing of a different group of terraced houses on Alma Road. In relation to existing dwellings it is concluded that the impact is limited and acceptable as it occurs for a maximum of two hours a day for some parts of the year during the examined eight-hour time period.
- 9.30 Information submitted as part of the Reserved Matter application has confirmed that despite the building height reconfiguration the proposed apartment blocks and house blocks would achieve BRE requirements with regard to daylight and sunlight reception. This aspect is considered in detail in the Reserved Matter report also before the committee.
- 9.31 The building height reconfiguration has been fully considered throughout the pre-application process and is considered acceptable in terms of amenity impacts and is welcomed in terms of urban design.

Changes to Residential Floorspace and Housing Mix

- 9.32 If this S73 variation is approved, the number of units overall across the development will increase by 93 or 9% from 993 to 1,086. This increase in housing numbers has resulted from a re-assessment of the potential of Phase 2A and Phase 4 in the context of the decant and phasing strategy and the desire to provide more affordable tenure units at an earlier stage of the development. The proposed amendments will deliver an increased number of homes across all tenures.
- 9.33 The outline consent secured a minimum of 40% affordable housing provision across the whole development. This was assessed as 399 units of the overall total of 993. Phase 1A delivered 132 affordable units or 57% of that phase. If this S.73 variation is approved the combined total for Phase 1A, Phase 2A, 2Ai and 2Aii and Phase 4 (those

phases completed or with Reserved Matter approval) will be 325 affordable units or 47% affordable housing at this stage of the development.

9.34 Full details of the proposed housing mix in terms of both tenure and bedroom size are contained in the Reserved Matter application also before this committee.

9.35 These changes are not considered material in the context of the outline consent as the uplift in residential unit numbers represents an increase of 9% over the 993 units originally approved. For habitable rooms the increase is from 3,073 to 3,291 a 7% increase.

9.36 The level of affordable housing that the development can deliver is also subject to a Viability Review to determine the proportion of affordable housing to be provided in this Phase as part of the assessment for this application and of the Reserved Matter Application. The proportion of affordable housing proposed has been reviewed through an independent assessment commissioned by the local planning authority. The independent assessment concludes that that Phase 2A and Phase 4 are likely to generate a surplus of approximately £1.3 million. However it is accepted that there is uncertainty in the current climate that could see this surplus eradicated and recommends that that this surplus is retained as a financial buffer to support continued deliver of the scheme with the cumulative effect to be assessed at the next review

Changes to Development Zones

9.37 The proposed alteration to the development zone parameter plan has introduced a 1m deviation zone to all blocks to allow flexibility at the reserved matter stage and the layout of Phase 4 has also been updated to reflect the changes arising through the Reserved Matter application. No other changes to the approved zones are proposed.

9.38 The 1m deviation zone will introduce a limited degree of flexibility at detailed design stage (e.g. to accommodate utilities) and will potentially reduce the need for submission of Section 73 applications for later phases. This is considered a minor material change due to the limited size of the proposed deviation. Sufficient space will still be required between blocks to ensure separation and to provide open space and this will be assessed at the Reserved Matter stage.

Changes to Non-Residential Floorspace

9.39 The proposed increase in A1/A2 retail floorspace of 41m² to 758m². This small increase is not considered significant and will have minimal impact on the overall Master Plan. This increase will not compromise the viability of Ponders End High Street.

Changes to Development Phases

9.40 Phasing is to remain as approved by the previous S73 variation with the layouts updated to reflect the proposed changes to Phase 2A and Phase 4. These are considered to be minor amendments which have arisen through the detailed design.

Changes to Vehicle Access and Parking Ratio

- 9.41 It is proposed to update the Vehicle Access parameter plan to make it consistent with the block layout changes made to the Development Zone plan. The general movement and routes through the site will not change. Layout changes have been made to accord with the building footprint for Phase 4 and includes the re-alignment of the secondary vehicle route. This change is considered necessary to comply with the changes made at the detailed design stage.
- 9.42 As a consequence of the minor uplift in residential units and other design changes the parking ratio will reduce from 0.6 to 0.4 across the development. Condition 52 currently sets a 0.6 parking ratio and therefore it is proposed to amend this condition. Justification for this change is provided through an updated transport strategy including increasing car club spaces from 5 to 7 and the provision of a dedicated cycle route. This cycle route will form part of the Enfield Town to Ponders End route that will be the alternative route to the A110 Southbury Road route from Enfield Town to Edmonton which was part of the Cycle Enfield Mini Holland bid. As agreed with the previous variation, the consultation on implementation of a Controlled Parking Zone has been brought forward to prior to the occupation of Phase 2A, 2Ai and 2Aii. The detail transport and parking proposals are assessed in the Reserved Matter application before the committee tonight but – subject to planning conditions and obligations - the revised proposals are considered acceptable.

Changes to Indicative Master Plan and landscaping plans

- 9.43 The indicative Master Plan, landscaping general arrangement plan and landscape parameter plan are updated to align with the amendments described above to ensure consistency between plans. The type, location and general function of land uses and landscaping has not changed. The updates reflect detailed landscape and play space proposals for Phase 2A and Phase 4.

Open Space/Play Space/Amenity Space

- 9.44 The original outline application assessed the existing quantum of open space (public open spaces, communal gardens, public play and doorstep play) as 15,191 m². The original outline application in 2015 was accompanied by an Open Spaces and Play Strategy which developed the principles of 'Living Streets', 'Greening Alma' and 'Healthy and Active Community' and proposed defined functions for each public space and play provision that corresponded to the then applicable standards. The outline application resulted in a reduction in the total amount of public space to 14,806 m² but this reduction in quantity was considered acceptable as the quality of public spaces and play provision was much improved.
- 9.45 The increased number of residential units (93) proposed in this variation to the outline permission will introduce a greater number of residents to the area and the strategy for open space and play space has been reviewed. The revised open space and play analysis submitted proposes a total of 16,510 m² of open space and play space. This increase is accounted for by a change in the internal courtyards of the Phase 2A blocks from private gardens to communal gardens and changes to the building layout of Phase 4 which has generated a much greater amount of usable public space. If the play space calculator in operation at the time of the original application is applied to these figures Phase 2A exceeds the play standards by 114m² and Phase 4 shows a small deficit of 9 m² with the overall Master Plan area showing a surplus of 261 m². The detail of the play and open space provision for Phase 2A and Phase 4 are assessed in the Reserved Matter application also before the committee tonight.

- 9.46 It should be noted that since the original application was submitted the GLA has introduced a new 2019 Play Calculator and both Phase 2A and Phase 4 (and the overall Master Plan) area fail to meet these new standards. Phase 2A has a deficit of 181 m² and Phase 4 has a deficit of 100 m² with the overall Master Plan area showing a deficit of 1,175 m².
- 9.47 The LBE Park and Open Spaces Strategy (2010-2020) identified public parks as a key area of deficiency in Ponders End. The ward has 1.92Ha of public park access per 1000 population which is below LBE recommended quantity standard of 2.43 Ha per 1,000 population. Although the submitted landscape, open space and play space strategy is supported officers are concerned that public realm improvements should be adequate to support the increase in population that will result from the Alma Regeneration scheme.
- 9.48 As mitigation for the increase in population, S106 obligations are proposed and have been agreed by the applicant towards improvements to the wider public realm and in particular the area adjacent to the new Youth Centre and the Oasis Academy in order to create a cohesive network of public spaces along both sides of South Street and towards Station Square. In addition, a contribution will be made towards improvements in Ponders End Park to reflect increased use from new Alma residents.

Climate Change and Sustainability

- 9.49 The proposals include a range of design measures to reduce energy and resource demand including the provision of a site-specific energy centre and heat network and roof mounted PVs. Opportunities for green roofs have been maximised and green infrastructure in general will be improved. This Section 73 variation proposes a reduction in car parking ratio from 0.6 to 0.4 and includes improvements to cycling infrastructure. These measures will contribute towards reduction in carbon emissions and improvements to air quality. These issues are considered more fully in the Reserved Matter application also before the committee tonight.

Environmental Statement

- 9.50 The original outline planning application was subject to an Environmental Statement and therefore changes to the permission through this application necessitate an addendum to the Environmental Statement to establish if the changes proposed would have any additional or different impacts that need to be considered and/or mitigated.
- 9.51 The Environmental Statement Addendum has concluded that there have been no material changes to the baseline or to policy since the original assessments were conducted within the May 2015 ES and the October 2017 ES Addendum and therefore previous assessments are not materially altered. With the exception of the minor effects on daylight discussed earlier in this report to a small number of houses in Alma Road and Scotland Green Road, the proposed variations do not introduce any new or different significant effects. Six new committed schemes have been identified since the original ES was produced but it is not considered to result in new or different significant effects.
- 9.52 The Environmental Statement Addendum concludes that effects to the environment from the proposed variations are generally consistent with those identified in the 2015 ES and October 2017 Addendum. However, mitigation against potential traffic generation in terms of increased car club and cycling provision and improvements to

the design of the scheme in terms of pedestrian environment (particularly in the South Street area) have been added.

S106 Deed of Variation

- 9.53 A S106 Agreement formed part of the original grant of Outline Permission for the Alma Estate Regeneration – 15/02039/OUT dated 20 June 2017 and a Deed of Variation to the S106 was agreed as part of the S.73 Variation approved in 16 August 2019 (17/04670/VAR).
- 9.54 A Deed of Variation will be required to accompany this Section 73 Permission and to enable any approval for the Phase 2A and Phase 4 Reserved Matters to be released. Discussions with the applicant are ongoing and Heads of Terms have been agreed as set out below. All those additions to the original S106 approved as part of the Deed of Modification to the 16 August 2018 S73 Variation will be carried forward into the new Deed of Variation.

Obligations agreed as part of the S106 dated 20 June 2017 and the Deed of Variation dated 16 August 2018

- Affordable housing (399 units – 200 social rent, 126 intermediate and 73 flexible affordable housing units where the tenure and rent levels are yet to be agreed).
- Viability reassessment – phase by phase and with a requirement for a final viability assessment.
- Business and employment initiatives
- Education contributions in accordance with S106 SPD
- Youth and community centre – a strategy to ensure the on-going provision of community and youth facilities during the construction of the development and details of the specification for the youth and community centre.
- Connection to the Decentralised Energy Network
- Car Club – provision of car club spaces and a car club management plan.
- Controlled Parking Zone – parking surveys across each phase and following completion of the development, to establish the need for a CPZ. Funding of a CPZ up to a £60,000. It was agreed to bring forward the CPZ as part of the Deed of Variation agreed in August 2018.
- Parking management strategy/delivery and servicing plan
- Travel Plans
- Review of travel plans, parking management strategy and servicing plan
- Highway works
- Signage contribution – vehicle speed activated signage on South Street and Alma Road
- Public Open Space and Public Realm – management strategy
- Sport England Contribution - £278,000 subject to viability
- Healthcare – not to commence development on any subsequent phase until the medical centre in Phase 2 has been constructed to shell and core
- Housing Mix
- Cycling Improvements
- Wayfinding signage – 2 wayfinding signs with directions to Lee Valley Regional Park
- Legal mechanism to tie the Falcon Road Spur application (17/04816/FUL) to the S73 Application (17/04670/VAR)

Obligations under discussion as part of the current S.73 Variation

- An adjustment to affordable housing numbers to reflect the increase in total unit numbers from 993 to 1,086. Should this variation be approved the breakdown of the 1,086 units will comprise 218 social rent, 217 intermediate tenures and 651 private units. This results in 435 (40%) affordable units and 651 (60%) of private units
- Various Highway matters including the confirmation of the bringing forward of the proposed CPZ and detailed issues agreed in relation to the discharge of conditions
- Contribution of £50,000 toward the delivery of improved cycling and walking provision on Nags Head Road and improved links from the Alma Estate to Nags Head Road
- Contribution of £39,000 to deliver a future dedicated cycle path on the western side of Alma Road
- Car club capacity to be increased from 5 to 7 spaces
- Public Realm improvements including high quality landscaping and improved public space. This includes a contribution of £174,000 towards the provision of paving and other improvements to the area in front of the Oasis Academy and Youth Centre.
- Travel Plan provision will be updated to reflect the new approach to larger developments to have a Framework Travel Plan with Phase Travel Plans to follow with appropriately updated monitoring contribution.
- A contribution of £50,000 towards improvements in Ponders End Park to reflect the increase in population and increased usage of the park.

9.55 Members are advised that under the terms of the S106, the proportion of affordable housing is controlled by a Phase by Phase viability review. This is assessed in the Reserved Matter application before this Committee.

Community Infrastructure Levy

9.56 CIL will be payable on this development to fund infrastructure necessary to enable development. Both Enfield CIL and the Mayor of London CIL will be payable and this is assessed as part of the Reserved Matter Application also before the Committee.

10 Conclusion

10.1 The principle of the redevelopment of the Alma Estate is well established through the range of Development Plan documents including the London Plan and the Council's Core Strategy and was confirmed by the grant of outline planning consent in June 2017 (15/02039/OUT) and as varied by the Section 73 approved on 16 August 2019 (17/04670/VAR).

10.2 This proposed variation takes into account the requirements of government policy and guidance and the relevant policies contained within the Development Plan and is considered to be in general accordance with them. There are no adverse impacts resulting from the proposed scheme that would significantly outweigh the benefits.

10.3 Permission is sought through this Section 73 application to vary Condition 2 (approved plans), Condition 3 (phasing plan) Condition 7 (residential units), Condition 8 (non-residential floorspace) and Condition 52 (car parking provision) of outline permission 15/02039/OUT. The changes are focussed on minor changes to unit numbers (9% of

the overall development) from 192 to 228 units in Phase 2A and an increase from 40 to 81 units in Phase 4, building heights have been increased in part of Phase 2A and Phase 4 with the retail element included in Phase 2A increased from 716m² to 758 m². Amendments are proposed to the footprint and layout (particularly to Phase 4) with the vehicle access to Phase 4 amended to align with the new building layout. The car parking ratio has been amended from 0.6 to 0.4.

- 10.4 The proposed variations are considered to be within the scope of a Section 73 as the changes are considered minor material and are not significant in terms of the number, magnitude or scale of changes. The minor amendments proposed by this variation do not materially change the conclusions of the previous grant of planning permission being limited to minor alterations to unit numbers building heights, non-residential floorspace provision, development zones and phasing.
- 10.5 These amendments have been fully discussed with officers throughout the pre-application process and are supported. It is considered that the amendments proposed as a result of detailed work on the associated Reserved Matter application – including consultation with local residents and stakeholders – improve on the original outline consent.
- 10.6 A Deed of Variation to the existing S106 will be necessary and discussions are ongoing with the applicant about the changes to be made.
- 10.7 As a Section 73 application is effectively a new planning permission the original Decision Notice for the outline planning consent (15/02039/OUT) will be revised and reissued. The conditions attached will remain as for the outline consent with amendments to Conditions 2, 3 7, 8 and 52 to reflect the changes proposed under this application. The revised wording of these specific conditions is set out above.

GENERAL NOTES:
This drawing is © 2017 PTE architects.
Use figured dimensions only. **DO NOT SCALE.**

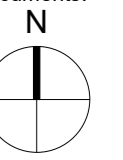
All dimensions are in millimetres unless noted otherwise.

This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.
If in doubt, ask.

SETTING OUT NOTES:
All setting out to be confirmed on site prior to construction - any discrepancy must be immediately reported to the Architect.

All setting out to face of structure or to grid. All partitions set out to studwork or structure.

For setting out and specification of M&E services refer to M&E Consultants documents.
For setting out and specification of structure refer to Structural Engineer's documents.



NUMBER OF STOREYS

- 1 Storey
- 2 Storey
- 3 Storey
- 4 Storey
- 5 Storey
- 6 Storey
- 7 Storey
- 8 Storey
- 10 Storey
- 13 Storey
- 16 Storey
- INDICATIVE BUILDING LINE
- # STOREY HEIGHT
- INDICATIVE FLUE POSITION (normal 3m from roof level)

Maximum Storey Height Residential only

Storey Height	Maximum Height(m)
2 Storey	7.6m
3 Storey	10.9m
4 Storey	14.2m
5 Storey	16.5m
6 Storey	19m
7 Storey	22m
10 Storey	31m

Maximum Storey Height Residential and Non-Residential

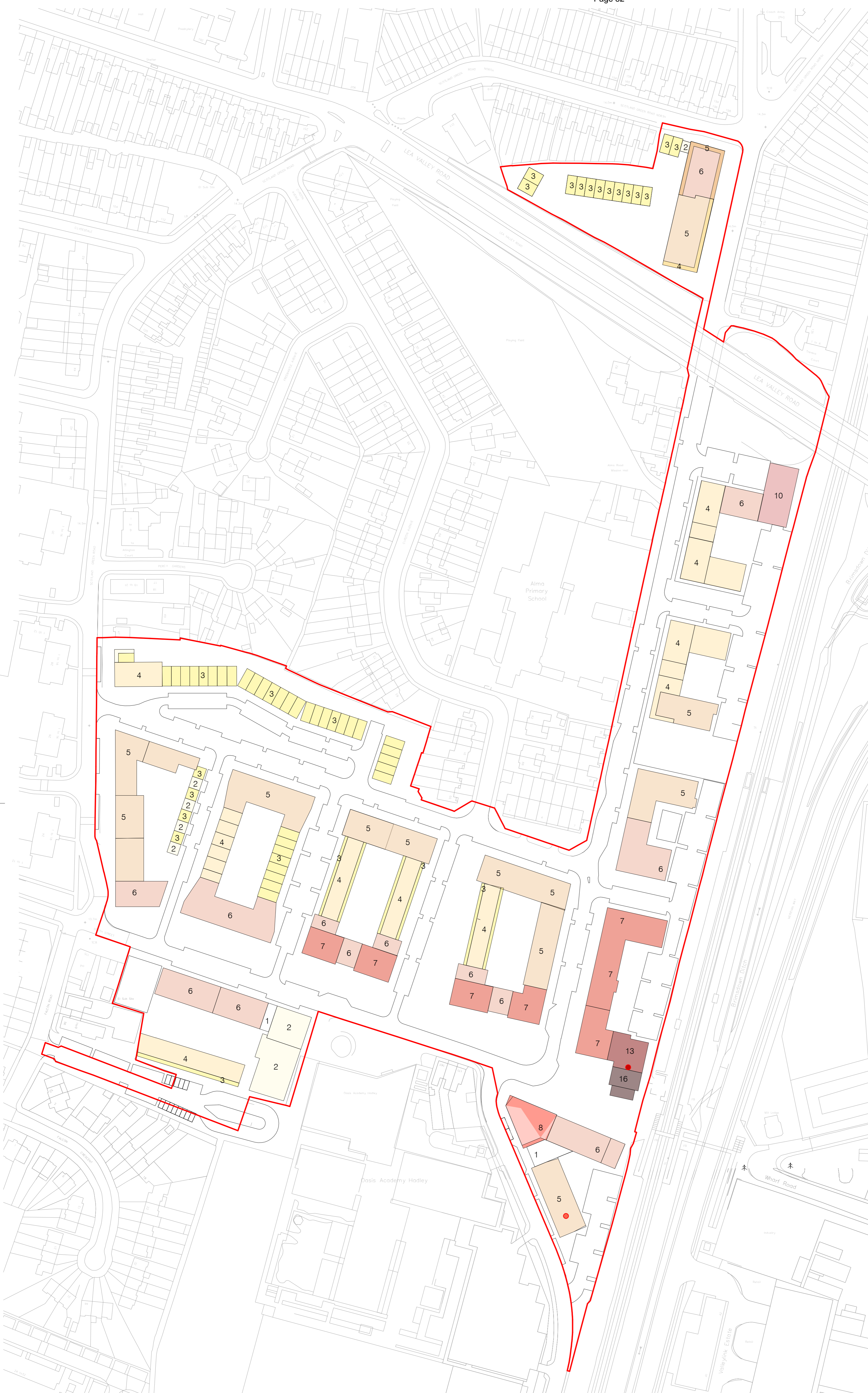
Storey Height	Maximum Height(m)
1 Storey	6m
2 Storey	9m
3 Storey	12m
4 Storey	15m
5 Storey	19m
6 Storey	22m
7 Storey	25m
8 Storey	28m
10 Storey	31m
13 Storey	43.5m
16 Storey	54m

Assumptions for storey heights

- Residential - 3m floor to floor.
- Block 36 only 3.3m floor to floor.
- Retail - 4.5m floor to floor.
- Medical centre - 4.5m floor to floor.
- Energy centre - 6m floor to floor.
- Youth centre - 4.5m floor to floor plus allowance for 2.5m build-up to Youth Centre hall.

Allowance for roof build-up and parapet minimum 1m to be added.

Reprovision of telecoms to be provided on Landmark building.



Ordnance Survey (c) Crown Copyright 2014. All rights reserved. Licence number 100022432

rev.	date	description	drawn	checked
C	10.09.19	Amendments to Phase 2A and 4 layouts	DS	HYT
B	24.10.17	Section 73 Submission	DD	LF
A	17.07.15	Name changed to Non-Residential Development Use and Building line in Phase 3A adjacent to 47 Scotland Green Road reduced to allow 30 degree sight line	JV	LB
-	May 2019	INITIAL PLANNING ISSUE	JV	LB

OUTLINE PLANNING

Diespiker Wharf
38 Graham Street
London N1 8JX
020 7336 7777
forename.surname@ptea.co.uk
@ptearchitects
www.pollardthomasedwards.co.uk

**Pollard
Thomas
Edwards**

project	job number	drawn	scale	date created
Alma Estate Regeneration	18-112 DD	1:1000@A1	Sep 17	
drawing title	drawing number	revision		
Building Heights	560_OUT_PL(00)103	C		

GENERAL NOTES:
 This drawing is © 2017 PTE architects.
 Use figured dimensions only. **DO NOT SCALE.**
 All dimensions are in millimetres unless noted otherwise.
 This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.
 If in doubt, ask.

SETTING OUT NOTES:
 All setting out to be confirmed on site prior to construction - any discrepancy must be immediately reported to the Architect.
 All partitions set out to studwork or structure.
 For setting out and specification of M&E services refer to M&E Consultants documents.
 For setting out and specification of structure refer to Structural Engineer's documents.



C	20.10.19	Amendments to Phase 2A and 4 beyond	HTT	HTT
B	28.05.17	Section 73 Submission	DD	LF
A	17.07.15	Home changed to Non-Residential Development Use and Building Line in Phase 2A adjacent to 47 of Central Green Road reduced to allow 70 degree sight line	JV	LS
-	May 2015	INITIAL PLANNING ISSUE	JV	LS

DATE: 20.10.19
 DRAWING NO: 560_OUT_PL(00)003
 PROJECT: Alma Estate Regeneration

OUTLINE PLANNING

Pollard Thomas Edwards
 38 Graham Street
 London N1 8JX
 020 7338 7177
 forename.surname@pte.co.uk
 @ptearchitects
 www.pollardthomasedwards.co.uk



project	job number	drawn	scale	date created
Alma Estate Regeneration	18-112 AHM 1 : 1000@A1			May'15
drawing title	drawing number	revision		
Indicative Masterplan	560_OUT_PL(00)003	C		



P:\LONDON\PROJECTS\2019\1917_ALMA OPTIMISATION\01 CAD\02 SHEET LAYOUT\1405_OUT_PL000.DWG

EXTERIOR ARCHITECTURE

LONDON: Studio 1S, Hewlett House, Havelock Terrace, London, SW8 4AS
 MANCHESTER: Studio 537, The Royal Exchange, St Ann Square, Manchester, M2 7DH
 E-Mail: office@exteriorarchitecture.com
 Web: www.exteriorarchitecture.com

Client
COUNTRYSIDE

No dimensions are to be scaled from this drawing.
 All dimensions are to be checked on site.
 Area measurements for indicative purposes only.
 This drawing is the property of Exterior Architecture Ltd.
 No part of the drawing may be reproduced in any manner
 without permission from Exterior Architecture Ltd.

Rev	Description	Date
---	---	---
---	---	---
---	---	---
---	---	---
---	---	---
C	Updated Planning Revision	15.10.19
B	Updated Planning Revision	03.09.19
A	CG's to Phase 2 Blocks	17.07.15
Rev	Description	Date

Project title
ALMA OPTIMISATION

Drawing title
ILLUSTRATIVE LANDSCAPE GENERAL ARRANGEMENT PLAN

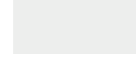


















Issued By London
 Scale 1:1,000 @ A1
 Status PLANNING
 Date 06.05.2015

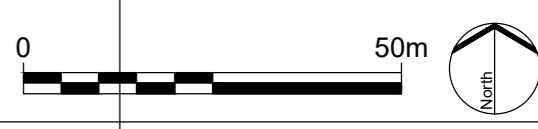
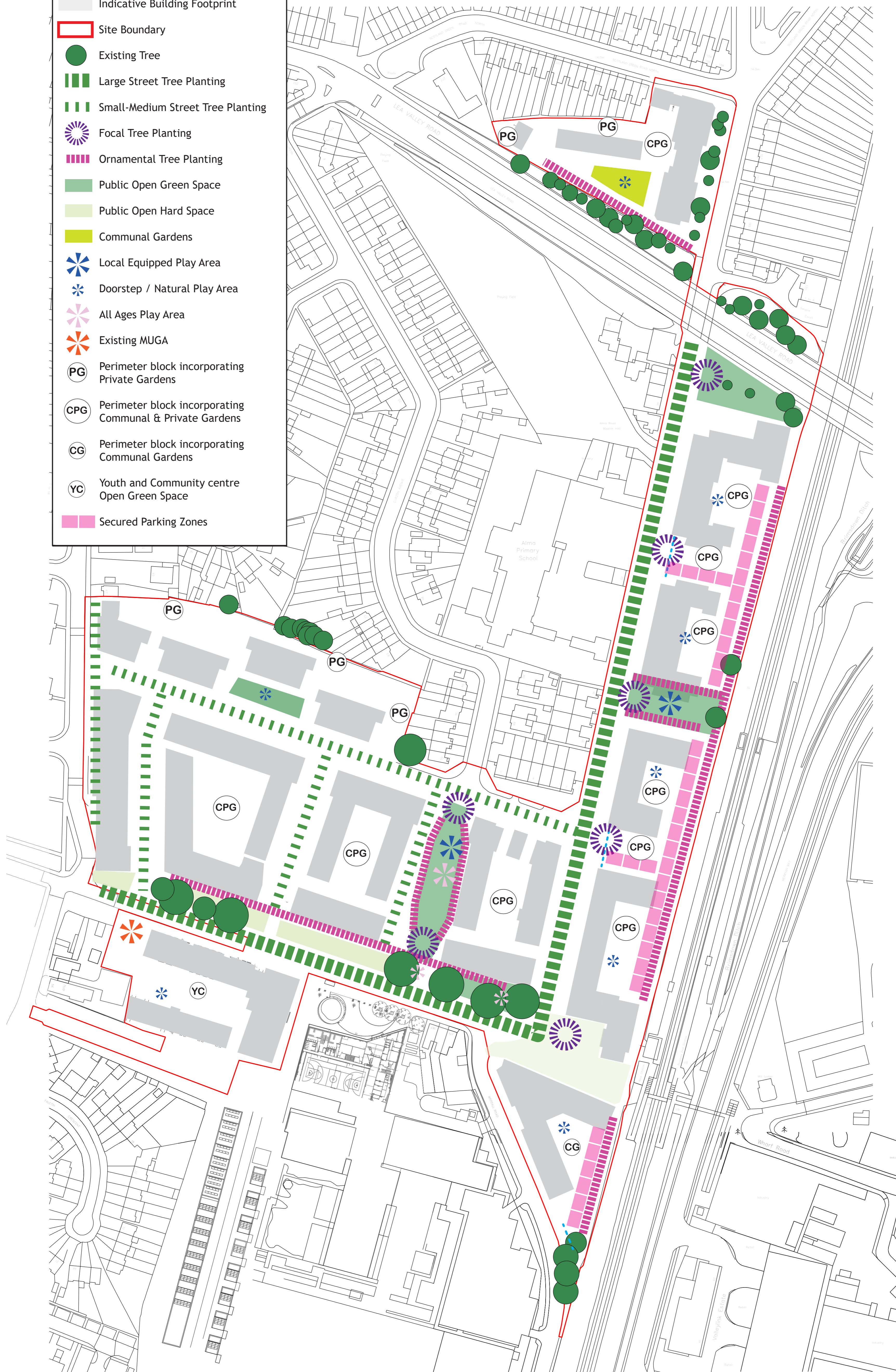
Drawing number
1405_OUT_PL000

T: 020 7978 2101
 Drawn EXA
 Checked EXA
 Approved EXA

Revision
C

KEY

-  Indicative Building Footprint
-  Site Boundary
-  Existing Tree
-  Large Street Tree Planting
-  Small-Medium Street Tree Planting
-  Focal Tree Planting
-  Ornamental Tree Planting
-  Public Open Green Space
-  Public Open Hard Space
-  Communal Gardens
-  Local Equipped Play Area
-  Doorstep / Natural Play Area
-  All Ages Play Area
-  Existing MUGA
-  PG Perimeter block incorporating Private Gardens
-  CPG Perimeter block incorporating Communal & Private Gardens
-  CG Perimeter block incorporating Communal Gardens
-  YC Youth and Community centre Open Green Space
-  Secured Parking Zones



EXTERIOR ARCHITECTURE

LONDON: Studio 1S, Hewlett House, Havelock Terrace, London, SW8 4AS
 MANCHESTER: Studio 537, The Royal Exchange, St Anns Square, Manchester, M2 7DH

E-Mail: office@exteriorarchitecture.com
 Web: www.exteriorarchitecture.com

Client
COUNTRYSIDE

No dimensions are to be scaled from this drawing. All dimensions are to be checked on site. Area measurements for indicative purposes only.

This drawing is the property of Exterior Architecture Ltd. No part of the drawing may be reproduced in any manner without permission from Exterior Architecture Ltd.

Rev	Description	Date
D	Planning Comments Updates	28.02.2020
C	Updated Planning Revision	15.10.19
B	Updated Planning Revision	14.10.17
A	Secured Parking + CG's + YC	17.07.15

Project title
ALMA OPTIMISATION

Drawing title
LANDSCAPE PARAMETER PLAN

Issued By	London	T: 020 7978 2101
Scale	1:1,000 @ A1	Drawn EXA
Status	PLANNING	Checked EXA
Date	06.06.2015	Approved EXA
Drawing number	1405_OUT_PL019	Revision
		D

P:\LONDON PROJECTS\2019\1917_ALMA OPTIMISATION\01 CAD\02 SHEET LAYOUT\1405_OUT_PL019.DWG

GENERAL NOTES:
This drawing is © 2017 PTE architects.
Use figured dimensions only. **DO NOT SCALE.**

All dimensions are in millimetres unless noted otherwise.

This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.

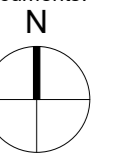
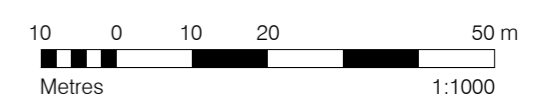
If in doubt, ask.

SETTING OUT NOTES:
All setting out to be confirmed on site prior to construction - any discrepancy must be immediately reported to the Architect.

All partitions set out to studwork or structure.

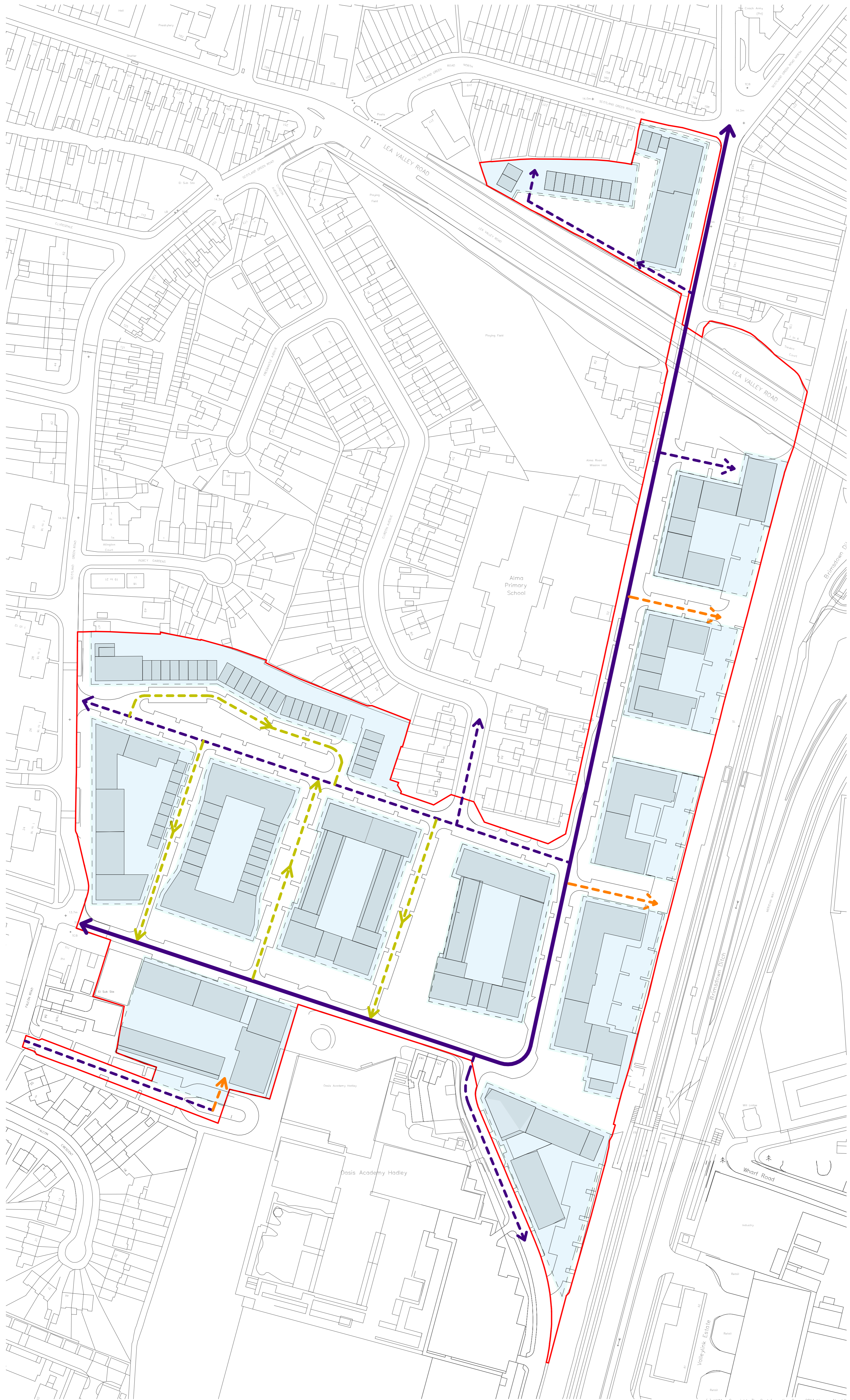
For setting out and specification of M&E services refer to M&E Consultants documents.

For setting out and specification of structure refer to Structural Engineer's documents.



VEHICLE ROUTES

- PRIMARY VEHICLE ROUTE
- SECONDARY VEHICLE ROUTE
- ONE WAY ROUTE
- PRIVATE ACCESS ROUTE



C	10.09.19	Amendments to Phase 2A and 4 layouts	DS	HYT
B	24.10.17	Section 73 Submission	DD	LF
A	15.07.15	Development Zones extended to ensure a 2m defensible space. Building line in Phase 3A adjacent to 47 Scotland Green Road reduced to allow 30degree sight line	JV	LB
-	May 2019	INITIAL PLANNING ISSUE	JV	LB

rev. date description drawn audited

PLANNING

Diespeker Wharf
38 Graham Street
London N1 8JX
020 7336 7777
forename.surname@ptea.co.uk
@ptearchitects
www.pollardthomasedwards.co.uk

**Pollard
Thomas
Edwards**

project	job number	drawn	scale	date created
Alma Estate Regeneration	18-112 DD	1	1:1000@A1	Oct '17
drawing title	drawing number	revision		
Vehicle Access	560_OUT_PL(00)105	C		

(c) UKMap Copyright. The GeoInformation Group 2014 Licence No. LA

PLANNING GRANTED



Mrs Rosie Baker
Terence O' Rourke
Linen Hall
162 - 168 Regent Street
London
Greater London
W1B 5TE
United Kingdom

Please reply to: Ms Sharon Davidson
Email: Development.control@enfield.gov.uk
My ref: 15/02039/OUT
Date: 20 June 2017

Dear Sir/Madam

In accordance with the provisions of the Town and Country Planning Act, 1990 and the Orders made thereunder, and with regard to your application at:

LOCATION: Alma Estate EN3
REFERENCE: 15/02039/OUT
PROPOSAL: Outline planning application for the phased regeneration of the Alma Estate comprising the demolition of Cormorant House, Curlew House, Kestrel House, Merlin House, Silver Birch Court, 1-34 Fairfield Close, 15-107 (odd) 63 (flats 1-9) Alma Road, 7-89 (odd) Napier Road, 5, 7, 9, 21-43 (odd), 45 Scotland Green Road, 98-142 (even), 171a South Street, Ponders End Youth Centre and Welcome Point Community Centre (including 746 residential units, 866sqm of retail shops and other uses with the South Street local parade, 1540sqm of community facilities, and associated works) and the erection of a maximum of 993 residential units, a maximum of 636sqm of flexible retail (A1/A2) floorspace, 150sqm of restaurant/café (A3) floorspace, 2,591sqm of community (D1)/leisure (D2) floorspace (to include 1540sqm for provision of a community centre and youth centre, 80 sqm of flexible A2/B1/D1/D2 floorspace, 439sqm for a gym and minimum of 532sqm to a maximum of 833sqm for a medical centre), retention of existing Multi-Use-Games-Area (MUGA), site wide energy centre, relocation and provision of telecommunications equipment, resited open space and play facilities, landscaping, new access arrangements and highway works, public realm, car parking and associated works (all matters reserved). (An Environmental Statement, including a non-technical summary, also accompanies the planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended by the 2015 Regulations)).

ENFIELD COUNCIL, as the Local Planning Authority, give you notice that the application, as described above, is **GRANTED** subject to the following conditions:-

Ian Davis
Director - Environment
Enfield Council
Civic Centre, Silver Street
Enfield EN1 3XY

Phone: 020 8379 1000
Website: www.enfield.gov.uk



1 No development shall take place on any phase of the development (save for operations consisting of site clearance (excluding demolition of buildings), archaeological investigations, investigations for assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure and the temporary display of site notices or advertisements) unless and until all parties with a legal interest in the land comprising the relevant phase of the development have entered into a planning obligation pursuant to Section 106 of the Town and Country Planning Act 1990 (as amended) in order to ensure that the planning obligations set out in the overarching agreement made under section 106 of the Town & Country Planning Act 1990 and other powers dated 20th June 2017 subject to which this planning permission has been granted (or any variation thereto) bind the legal interests in that phase of the development site.

Reason: at the time of this permission being granted the applicant did not have sufficient interest in the development site such that the planning obligations in the overarching section 106 agreement would be enforceable against persons deriving title from them. Development must not commence on any phase of the development site until the legal interests in that phase are bound under a section 106 planning obligation.

2 The development hereby permitted shall be carried out in accordance with the approved plans including plans(s) that may have been revised or may be amended necessary to support the reserved matters application(s) required by the various conditions of this permission, as set out in the attached schedule which forms part of this notice (ref. 01 560_OUT_PL(00)001, 02 560_OUT_PL(00)002 Rev A, 03 560_OUT_PL(00)003 Rev A, 04 560_OUT_PL(00)101 Rev A, 05 560_OUT_PL(00)102 Rev B, 06 560_OUT_PL(00)103 Rev A, 07 560_OUT_PL(00)104 Rev B, 08 560_OUT_PL(00)105 Rev A, 1405_OUT_PL000 Rev A, 1405_OUT_PL019 Rev A).

Reason: For the avoidance of doubt and in the interests of proper planning.

3 Unless otherwise agreed in writing or agreed through a reserved matters application submitted pursuant to condition 5 to the Local Planning Authority, the development permitted by this outline planning permission shall take place in accordance with the revised Phasing Plan (ref.05 560_OUT_PL(00)102 Rev B) submitted with the application.

Reason: For the avoidance of doubt and in the interests of proper planning.

4 The development shall be begun not later than three years from the date of this permission or two years from the final approval of the last Reserved Matters application, whichever is the later. The final reserved matters application shall be submitted no later than ten years from the date of this permission.

Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

5 Approval of the details shown below (the Reserved Matters) for each phase of development shall be obtained from the Local Planning Authority in writing before any development in that phase is commenced:

- a) layout
- b) scale
- c) appearance
- d) access
- e) landscaping
- f) updated phasing plan (if relevant)

Should Phase 1A development not be carried out in accordance with full planning permission ref: 15/02040/FUL then a reserved matters application in accordance with sub-points A - E shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development on that phase.

Reason: In order to comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

6 The details of applications for the approval of any Reserved Matters should be consistent with the revised Design Code and parameter plans (as set out in Condition 2) submitted as part of the outline planning application, and the residential development shall comply with the minimum requirements of the nationally described space standards (or any amended version thereof) unless otherwise agreed in writing with the Local planning Authority.

Reason: For the avoidance of doubt and in the interests of proper planning, and to ensure a high quality form of development.

7 The maximum number of residential units on the site shall be restricted to 993 units.

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above quantum of development

8 The non-residential element of the development hereby permitted under this permission shall be provided in accordance with the following schedule unless otherwise agreed in writing through a reserved matters application submitted pursuant to condition 4 (all Gross Internal Area (GIA)):

- o Retail (Use Class A1/A2 - 636 sqm)
- o Restaurant/café (Use Class A3 - 150 sqm)
- o Gym (Use Class D2 - 439 sqm);
- o Community centre (Use Class D1 - 330 sqm);

- o Youth centre (D1 - 1210 sqm);
- o Medical centre (Use Class D1 minimum of 532sqm to maximum of 833sqm)
- o 80 sqm of flexible Use Class A2/B1/D1/D2 floorspace for relocated community / commercial uses;

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above quantum of development.

9 Prior to the commencement of development of each phase of the development, the following details shall be submitted to, and approved in writing by, the Local Planning Authority:

- a) a plan to a scale and level of accuracy appropriate to the proposal that shows the position of every tree on site with a stem diameter over the bark measured at 1.5 metres above ground level of at least 75 millimetres. In addition any tree on neighbouring or nearby ground to the site that is likely to have an effect upon or be affected by the proposal (e.g. by shade, overhang from the boundary, intrusion of the Root Protection Area (BS 5837, Trees in relation to design, demolition and construction - Recommendations) or general landscape factors) must be shown.
- b) the details of each tree as required in accordance with BS 5837 in a separate schedule.
- c) a schedule of tree works for all the trees in paragraphs (a) and (b) above, specifying those to be removed, pruning and other remedial or preventative work.
- d) the details of any proposed alterations to the existing ground levels or the position of any proposed excavations either adjacent to (within 5 metres) or within of the Root Protection Area (BS 5837) of any retained* tree, including those on neighbouring ground.
- e) the details of all the appropriate tree protection measures for every retained tree before and for the entire duration of the course of the development.

In this condition a "retained tree" means an existing tree which is to be retained in accordance with the plan referred to at paragraph (A) above.

Reason: To screen, preserve and enhance the development and ensure adequate landscape treatment in the interest of amenity and to ensure successful establishment of new planting.

10 Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

11 Prior to the commencement of development on each phase of the development (other than demolition of the existing buildings) as identified by condition 3 samples of the materials to be used in the construction of the external surfaces noted below shall be submitted to, and approved in writing by, the Local Planning Authority:

- a) facing materials
- b) balcony treatment
- c) window details
- d) the ground surfacing
- e) the boundary treatment
- f) external rainwater goods

The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason: To ensure a satisfactory external appearance.

12 No development shall take place on each phase of the development as identified by condition 3 until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure that levels have regard to the level of surrounding development, gradients and surface water drainage.

13 Before any superstructure work is commenced on each phase of the development as identified by condition 3, details of any external lighting proposed shall be submitted to and approved in writing by the Local Planning Authority. Lighting to all access roads, footpaths and footways should be to minimum standard S2 of BS 5489. The approved external lighting shall be provided before that phase of the development is occupied.

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

14 Before any superstructure work is commenced on each phase of the development as identified by condition 3, details of any associated communal telecommunications infrastructure and plant shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details approved and maintained as such thereafter.

Reason: To ensure satisfactory appearance and facilitate equitable access to telecommunications services.

15 Any extraction plant, air conditioning units and any other plant or equipment that is required on the exterior of the buildings shall be installed in accordance with details that shall first have been submitted to, and agreed in writing by, the Local Planning Authority. The details shall include: proposals for communal provision of television receiving equipment, wherever possible; siting;

appearance; any arrangements for minimising the visual impact; and any arrangements for mitigating potential noise and vibration.

Reason: To ensure that any plant or equipment that is required on the exterior of the buildings preserves the highest standards of architecture and materials in accordance with Policies 7.6 and 7.7 of the London Plan (2015)

16 Notwithstanding the provisions of Part 16 (Communications) to Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, or any order revoking and replacing that Order with or without modification, no development that would otherwise be permitted by that part of the Order (or the equivalent provisions of any replacement Order) shall be carried out without planning permission having first been obtained by the Local Planning Authority.

Reason: To ensure that the development preserves the highest standards of architecture and materials in accordance with Policies 7.6 and 7.7 of the London Plan (2015)

17 Unless otherwise agreed in writing through a reserved matters application submitted pursuant to condition 5 to the Local Planning Authority, 90% of residential units shall meet Building Regulation requirement M4(2) accessible and adaptable dwellings and the remaining 10% of units meet Building Regulation requirement M4(3) wheelchair user dwellings.

Reason: To ensure the development adequately engages with the principles of inclusive access.

18 No development shall take place on each phase of the development (other than the demolition of the existing buildings) as identified by condition 3 until a scheme that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the Local Planning Authority:

1) A preliminary risk assessment which has identified:

- all previous uses,
- potential contaminants associated with those uses,
- a conceptual model of the site indicating sources, pathways and receptors,
- potentially unacceptable risks arising from contamination at the site.

2) A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

3) The results of the site investigation and detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

4) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer -term monitoring of pollutant linkages, maintenance and arrangements for contingency action. Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To protect the water environment, including groundwater.

19 No occupation of a building in each phase of the development as identified by condition 3 shall take place until a verification report demonstrating completion of works relevant to that building as set out in the approved remediation strategy and the effectiveness of the remediation has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include any plan (a "long-term monitoring and maintenance plan") for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To protect the water environment, including groundwater.

20 No development shall take place on each phase of the development as identified by condition 3 until a long-term monitoring and maintenance plan in respect of contamination including a timetable of monitoring and submission of reports to the Local Planning Authority has been submitted to and approved in writing by the Local Planning Authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring specified in the plan a final report demonstrating that all long-term remediation works have been carried out and confirming that remedial targets have been achieved shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To protect the water environment, including groundwater, from pollution and/or further deterioration. The desk study indicates the presence of polluting substances from the previous uses. The site is located within SPZ for public water supplies.

21 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted a remediation strategy to the Local Planning Authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reason: To protect the water environment, including groundwater.

22 No works shall take place on each phase of the development as identified by condition 3 (other than demolition of the existing buildings) until details of piling or any other foundation designs using penetrative methods have been submitted to and approved in writing by the Local Planning Authority,

demonstrating that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

Reason: To protect the water environment, including groundwater

23 Prior to the commencement of development on each phase of the development as identified by condition 3, an Air Quality Dust Management Plan, based upon the air quality dust risk assessment submitted in the environmental statement and written in accordance with the Mayor of London's Supplementary Planning Guidance 'The Control of Dust and Emissions During Construction & Demolition' detailing how dust and emissions will be managed during demolition and construction work shall be submitted to and approved in writing by the Local Planning Authority. Once approved in writing the Air Quality Dust Management Plan shall be fully implemented for the duration of any demolition and construction works.

Reason: To ensure that the development does not adversely affect air quality.

24 No demolition, construction or maintenance activities audible at the site boundary of any residential dwelling shall be undertaken outside the hours of 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 Saturday or at any time on Sundays and bank or public holidays without the written approval of the Local Planning Authority, unless the works have been approved in advance under section 61 of the Control of Pollution Act 1974.

Reason: To ensure that the demolition of the existing buildings and the construction and maintenance of the development does not prejudice the amenities of occupiers of nearby premises due to noise pollution.

25 No deliveries of construction and demolition materials shall be taken at or despatched from the site outside the following times 08:00 - 18:00 Monday to Friday, 08:00 - 13:00 Saturdays and at no other time except with the prior written approval of the Local Planning Authority.

Reason: To ensure that the deliveries of construction and demolition materials does not prejudice the amenities of occupiers of nearby premises due to noise pollution.

26 Before any superstructure work is commenced on each phase of the development as identified by condition 3, an acoustic report shall be submitted to and approved in writing by the Local Planning Authority. The report must set out the sound level generated from kitchen extraction systems and any air conditioning or other ventilation systems and state the noise control measures to be employed to ensure the noise from any of the systems does not exceed a level of 10dB(A) below background noise level measured as L A90 15 minutes during operational hours, at the façade of the nearest residential property.

Reason: To ensure the use of the premises does not prejudice the amenities of occupiers of nearby premises due to noise pollution.

27 The development shall be constructed so as to provide sufficient air-borne and structure-borne sound insulation against externally generated noise and vibration. This sound insulation shall ensure that the level of noise generated from external sources shall be no higher than 35 dB(A) from 7am - 11pm in living rooms, bedrooms and dining rooms and 30 dB(A) in bedrooms from 11pm - 7am measured as a LAeq,T. The LAF Max shall not exceed 75dBA 11pm - 7am more than 15 times. A scheme for mitigation measures shall be submitted to and approved in writing by the Local Planning Authority prior to the commencement of development on each phase of the development as identified by condition 2. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied/the use commences.

Reason: To ensure that the occupiers of the buildings are protected from external noise pollution.

28 A scheme to address impact noise from the use of free weights and weight machines and exercise classes at the gym as well as music shall be submitted to and approved in writing by the Local Planning Authority, prior to the first occupation of the gym. The development shall be completed in accordance with the approved details prior to occupation.

Reason: To ensure that the occupiers of the buildings are protected from external noise pollution.

29 Prior to the commencement of development on each phase of the development as identified by condition 3, an acoustic assessment written in line with the latest version of BS5228: Part 1 Code of practice for noise and vibration control on construction and open sites shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall focus on the nearest noise affected residential premises and propose mitigation where required to ensure the LAeq 10-Hour does not exceed 75dBA.

Reason: To ensure the use of the premises does not prejudice the amenities of occupiers of nearby premises due to noise pollution.

30 A) No development other than demolition to existing ground level shall take place on any phase as identified by condition 3 until the applicant (or their heirs and successors in title) has secured the implementation of a programme of archaeological evaluation in accordance with a written scheme for that phase which has been submitted by the applicant and approved by the Local Planning Authority in writing and a report on that evaluation has been submitted to the Local Planning Authority.
B) If heritage assets of archaeological interest are identified by the evaluation under Part A, then before development of that phase commences, other than demolition to existing ground level, the applicant (or their heirs and successors in title) shall secured the implementation of a programme of archaeological investigation in accordance with a Written Scheme of Investigation which has been submitted by the applicant and approved by the Local Planning Authority in writing.
C) No development other than demolition down to existing ground level shall take place for that phase other than that in accordance with the Written Scheme of Investigation approved under Part (B).

D) The development of that phase shall not be occupied until the site investigation and post investigation assessment has been completed in accordance with the programme set out in the Written Scheme of Investigation approved under Part (B), and the provision for analysis, publication and dissemination of the results and archive deposition has been secured as appropriate.

Reason: Heritage assets of archaeological interest may survive on the site. The planning authority wishes to secure the provision of appropriate archaeological investigation, including the publication of results, in accordance with Section 12 of the NPPF.

Informative: Although a single archaeological condition is being applied to the whole site, development will take place in a phased approach. Written schemes of investigation for each phase will need to be prepared and implemented by a suitably qualified archaeological practice in accordance with Historic England Greater London Archaeology guidelines and approved by the local authority as appropriate.

31 Applications for approval of Reserved Matters submitted pursuant to this permission relating to layout, scale, appearance and landscaping of the development shall be accompanied by a detailed Ecology and Biodiversity Strategy in accordance with the proposals identified at paragraph 17.6.9 of chapter 17 'Natural Heritage' of the approved Environmental statement. The Ecology and Biodiversity Strategy shall explain:

- a) the incorporation of bird boxes, bat roosts and other wildlife features if appropriate on buildings;
- b) the creation of wildlife habitats within the public realm, integrated into the detailed SUDS designs (i.e. standing and running water, grassland, log piles, green/brown roofs); and
- c) the management arrangements for these features for the first five years.

Reason: To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

32 All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Reason: To ensure that wildlife is not adversely impacted by the proposed development in accordance with national wildlife legislation and in line with CP36 of the Core Strategy. Nesting birds are protected under the Wildlife and Countryside Act, 1981 (as amended).

33 Prior to the commencement of each phase of the development (other than demolition of the existing buildings) as identified by condition 3, details of the internal consumption of potable water shall be submitted in writing to the Local Planning Authority. The submitted details will demonstrate

reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 90 litres / person / day for residential and 12.5% reduction for non-residential. A feasibility report should be submitted to demonstrate that 90 litres / person / day for residential and 12.5% reduction for non-residential is not achievable for that phase of the development if that is the case, setting out what level of reduction is achievable. The submitted details / feasibility report for each phase shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and evidence of this shall be provided through the form of self-certification within 3 months of the first occupation; the water efficient fittings, appliances and recycling systems shall be maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, Policy DMD58 of the Development Management Document, Policy 5.15 of the London Plan.

34 Before any superstructure work is commenced on each phase of the development as identified by condition 3, details of a rainwater recycling system shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the emerging Core Strategy and Policy 5.15 of the London Plan

35 Before any superstructure work is commenced on each phase of the development as identified by condition 3, details of a phase wide drainage plan based on sustainable drainage principles and an assessment of the hydrological and hydro geological context of the development shall be submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the National Planning Practice Guidance. The drainage strategy will:

- a) Limit the surface water run-off generated by the development to Greenfield rates during all storm events up to and including the 1 in 100 chance in any year event, taking the effects of climate change into account.
- b) Maximise the use of Sustainable Drainage Systems (SuDS) including green/brown roofs.
- c) Establish design code parameters for above ground surface water management across the development site

The measures shall be fully installed/operational prior to occupation and subsequently in accordance with the timing / phasing arrangements embodied within the scheme, or within any other period as may subsequently be agreed, in writing, by the Local Planning Authority and a continuing

management and maintenance plan put in place to ensure its continued function thereafter over the lifetime of the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, DMD59-63, Policies 5.12 & 5.13 of the London Plan and the NPPF.

36 Before any superstructure work is commenced on each phase of the development as identified by condition 3, details of the biodiversity (green/brown) roof(s) for that phase shall be submitted and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:

- a) Biodiversity based with extensive substrate base (depth 80-150mm);
- b) Planted/seeded with an agreed mix of species within the first planting season following practical completion of the building works.

The biodiversity (green/brown) roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape. Details shall include full ongoing management plan and maintenance strategy/schedule for the green/brown roof to be approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 5.11 & 7.19 of the London Plan.

37 Before any superstructure work is commenced on each phase of the development as identified by condition 3, a detailed feasibility study for the installation of living walls shall be submitted and approved in writing by the Local Planning Authority. The study shall include a full account of a range of living wall products and types, feasibility tested against the following criteria:

- a) An examination of all building typologies and uses within the stated phases;
- b) Orientation, shading and layout opportunities / constraints including site layout plan identifying individual units for installation;
- c) Contribution to SUDS Strategy;
- d) Thermal and cooling benefits;
- e) Planting schedule to maximise the ecological benefits of the installation commensurate with the opportunities / constraints of the site.

Should, following consideration of the feasibility study, living walls be deemed as feasible by the Local Planning Authority, all living wall installations in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of the development hereby approved. The details submitted shall set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an approved alternative and to the satisfaction of the Local Planning Authority.

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 5.11 & 7.19 of the London Plan.

38 The development shall provide for no less than a 36% reduction on the total CO2 emissions arising from the operation of a development and its services over Part L of Building Regulations 2013 when connected to the Lee Valley Heat Network (LVHN). The development shall be carried out strictly in accordance with the energy statement so approved and maintained as such thereafter. Within 1 month following practical completion of works to each residential phase of the development, a final Energy Performance Certificate and Building Regulations compliance report shall be submitted to an approved in writing by the Local Planning Authority.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan and the NPPF.

39 Before any superstructure work is commenced on each phase of the development as identified by condition 3, details of the renewable energy technologies for that phase shall be submitted and approved in writing by the Local Planning Authority. The details shall include:

- a) The resulting scheme, together with any flue/stack details, machinery/apparatus location, specification and operational details;
- b) A management plan and maintenance strategy/schedule for the operation of the technologies;
- c) (if applicable) A servicing plan including times, location, frequency, method (and any other details the Local Planning Authority deems necessary); and,
- d) (if applicable) A noise assessment regarding the operation of the technology.

Should, following further assessment, the approved renewable energy option be found to be no-longer suitable:

- e) A revised scheme of renewable energy provision, which shall provide for no less than 20% onsite CO2 reduction, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site, the details shall also include a response to

sub-points a) to d) above. The final agreed scheme shall be installed and operation prior to the first occupation of the Phase 1 of the development, unless otherwise agreed in writing by the Local Planning Authority.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets by renewable energy are met in accordance with Policy CP20 of the Core Strategy, DMD51-54 of the Development management Document, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

40 Before any superstructure work is commenced on each phase of the development as identified by condition 3, an undertaking to certify the scheme in accordance with one of the following methods for the assessment of the sustainability credentials of the residential development (or an alternative recognised method) shall be submitted to and approved in writing by the Local Planning Authority. Recognised methods include:

- a) Home Quality Mark;
- b) BREEAM;
- c) Buildings for Life;
- d) HQE;
- e) Passivhaus; or
- f) LEED

The details shall include feasibility testing (where applicable), a sustainable design and construction statement outlining how the preferred assessment tool was selected and how the method accords with requirements of the Local Plan and shall target a stated rating across the development equivalent to those required by DMD50.

Reason: In the interest of providing high quality sustainable homes and secure compliance with the Spatial Vision of the Core Strategy, Policy DMD50 of the Development Management Document and the NEEAAP.

41 Prior to the occupation of development within each phase of the development as identified by condition 3, accredited certification under the agreed sustainability assessment method and rating target set by condition 39 above shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of providing high quality sustainable homes and secure compliance with the Spatial Vision of the Core Strategy, Policy DMD50 of the Development Management Document and the NEEAAP

42 Evidence confirming that the non-residential part of the development achieves a BREEAM New Construction 2014 rating (or subsequent equivalent quality assured scheme) of no less than 'Very Good' (with details of where the development could achieve Excellent subject to further feasibility testing) shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

- g) a design stage assessment, conducted by an accredited Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage within 3 months of commencement of superstructure works on site during each of relevant the phases identified pursuant to condition 3; and,
- h) a post construction assessment, conducted by an accredited Assessor and supported by relevant BRE accreditation certificate, shall be submitted within 6 months of first occupation of the non-residential uses of Phase 1

The development shall be carried out strictly in accordance with the details so approved, shall be maintained as such thereafter and no change there from shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council, Policy DMD50 of the Development Management Document, and Policies 3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan as well as the NPPF.

43 Before any superstructure work is commenced on each phase of the development as identified by condition 3, a Green Procurement Plan shall be submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including by use of low impact, locally and/or sustainably sourced, reused and recycled materials through compliance with the requirements of MAT1, MAT2 and MAT3 of the Code for Sustainable Homes and/or relevant BREEAM standard. The Plan must also include strategies to secure local procurement and employment opportunities. Wherever possible, this should include targets and a process for the implementation of this plan through the development process. The development shall be constructed and procurement plan implemented strictly in accordance with the Green Procurement Plan so approved.

Reason: To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction in accordance with Policy CP22 and CP23 of the Core Strategy and Policy 5.3 of the London Plan.

44 Prior to the commencement of development on each phase of the development as identified by condition 3 a Site Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

- a. Target benchmarks for resource efficiency set in accordance with best practice
- b. Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste
- c. Procedures for minimising hazardous waste
- d. Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works)
- e. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups

In addition no less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill.

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy, Policy DMD57 of the Development Management Document, and strategic targets set by Policies 5.17, 5.18, 5.19, 5.20 of the London Plan and the draft North London Waste Plan.

45 No development of Phase 2A of the planning permission as set out on revised Phasing Plan ref: 05 560_OUT_PL(00)102 Rev B as identified by condition 3 (or as otherwise agreed) shall take place until the applicant has undertaken an air quality impact assessment of the effects of the Combined Heat and Power plant in the Energy Centre on the local air quality levels; the assessment shall be submitted to the Local Planning Authority for approval. Should the assessment show that the plant will have a negative impact upon air quality, mitigation measures shall be implemented. All mitigation measures shall be submitted to the Local Planning Authority for approval as part of the air quality impact assessment; once approved all mitigation measures shall be fully implemented.

Reason: To ensure that the development does not adversely affect air quality

46 Notwithstanding Classes A (including installation / replacement of guttering to a new design or in different materials, the rendering or cladding of a façade), B, C, D, E, F, G and H of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 or any amending Order, no alterations to the building, buildings or extensions to buildings shall be erected or enacted at the proposed single dwelling houses or within their curtilage without the permission in writing of the Local Planning Authority. In the case of the flats no microwave antennas shall be installed without the permission in writing of the Local Planning Authority.

Reason: In order to protect the character and appearance of the subject properties and surrounding area, to protect the amenities of the adjoining properties and to ensure adequate amenity space is provided.

47 Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, no change of use of the

approved Use Class A1 / A2 / A3 premises to Use Class B1, C3 or D1 of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) shall take place unless otherwise agreed in writing with the Local Planning Authority.

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above uses.

47 The approved Use Class A1 / A2 / A3 premises shall not be open to the public except between the hours of 08.00 to 23.00 Monday to Saturday and between 10.00 and 17.00 hours on Sundays and Bank Holidays. The approved Use Class A1 / A2 / A3 premises shall not be open at any other time except with the prior agreement in writing of the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring residential occupiers

49 The permitted Community Centre, Medical Centre and Youth Centre shall be used as such and for no other purpose, including any other purpose in Class D1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (or in any provision equivalent to that Class in any Statutory Instrument revoking and re-enacting that order with or without modification).

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above uses.

50 Before any superstructure work is commenced on each phase of the development as identified by condition 3, details of siting, type and design of plugs, the energy sources and the strategy/management plan of supplying and maintaining the electric vehicle charging points to 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) shall be provided to the Local Planning Authority for approval in writing. All electric vehicle charging points shall be installed in accordance with the approved details prior to occupation of any of the units and permanently maintained and retained. Each phase of development shall be accompanied by a plan that identifies those spaces to be fitted with active electric vehicle charging facilities and that shows the infrastructure to be provided to increase provision as set out above. All active electric vehicle charging facilities to be provided within each phase of development shall be provided prior to the occupation of development within the respective phase.

Reason: To ensure that the development complies with the sustainable development policy requirements of the London Plan.

51 No development shall take place on each phase of the development as identified by condition 3 until a Construction Traffic Management Plan for that phase has been submitted to and approved in writing by the Local Planning Authority. The Plan should include:

a) condition survey of public carriageways and footways in vicinity of the site

- b) routing of demolition and construction vehicles;
- c) access arrangements to the site;
- d) wheel cleaning methodology and facilities
- e) the estimated number and type of vehicles per day/week;
- f) details of any vehicle holding area;
- g) details of the vehicle call up procedure;
- h) details of any changes to on-street waiting and loading restrictions that will be required;
- i) details of measures to protect pedestrians and other highway users from construction activities on the highway;
- j) Coordination with other development projects in the vicinity;
- k) Details of measures and training to reduce the danger posed to cyclists by HGVs, including membership of the Freight Operators Recognition Scheme or an approved equivalent;
- l) Work programme and/or timescale for each phase of the demolition, excavation and construction works; and
- m) Where works cannot be contained wholly within the site a plan should be submitted showing the site layout on the highway including extent of hoarding, pedestrian routes and remaining road width for vehicle movements.

The development shall be carried out in accordance with the approved Construction Traffic Management Plans.

Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability.

52 Car parking provision within the development shall comply with the following minimum ratios unless otherwise agreed through the approval of details or reserved matters submitted pursuant to conditions of this permission:

Residential (net of visitors and car club) - 0.6 spaces per residential unit, apart from Phase 1A;

Car club - minimum of five dedicated spaces;

Disabled Parking - disabled parking spaces shall be provided at a ratio of 10% of total parking provision.

A schedule of the car parking provision to be made for each phase as set out in condition 2 shall be provided as part of the reserved matters submission for that phase demonstrating how the above ratios are to be complied with.

Reason: To ensure that an appropriate level of car parking is provided to support the development and to safeguard the safety and free flow of traffic on the adjacent highways.

53 Before any superstructure work is commenced on each phase of the development as identified by condition 3 detailed drawings for each phase of the development showing the details of the siting, levels and construction of any access roads, junctions, parking, turning and servicing areas, street lighting and any other highway alterations associated with the development within that phase,

including the submission of Phase 1 and 2 Road Safety Audits, shall be submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details before development within that phase is occupied.

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

54 Before any superstructure work is commenced on each phase of the development as identified by condition 3 details showing facilities for the loading, unloading and turning of vehicles clear of the highway within that phase shall be submitted to and approved in writing by the Local Planning Authority. Facilities shall be provided in accordance with the approved details prior to the occupation of the development within the relevant phase and shall be maintained for this purpose.

Reason: In the interests of amenity and highway safety.

55 Before any superstructure work is commenced on each phase of the development as identified by condition 3 as appropriate details of the redundant points of access and reinstatement of footways or verges to make good the footway within that phase shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented and permanently retained prior to the occupation of the development within the relevant phase and shall be maintained for this purpose.

Reason: In the interests of amenity and highway safety.

56 Before any superstructure work is commenced on each phase of the development as identified by condition 3 details of the siting and design of refuse and recycling facilities in accordance with the London Borough of Enfield - Waste and Recycling Planning Storage Guidance ENV 08/162 to support the level of development proposed within that phase shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets.

57 Prior to the occupation of development within each phase as identified by condition 3 a Delivery and Servicing Plan for that phase as appropriate shall be submitted to and approved by the Local Planning Authority. The Plan should include:

1. Management of servicing and deliveries to each phase;
2. Vehicle types, expected frequencies, loading / unloading locations, adequacy for each phase;
3. Reconcile peak network periods with typical delivery times;
4. Management measures - booking systems, coordination at point of order, work with suppliers etc.;

5. Use classes utilising and benefitting from the plan;
6. Links to the Travel Plans and Car Park Management Plans;
7. Access routes;
8. Review processes, opportunities for improvement;

The development shall then be carried out in accordance with the approved Full Delivery and Service Plan.

Reason: In order to ensure that deliveries and servicing of the site is managed effectively so as to minimise impact upon the road network and to safeguard the amenities of the occupiers of residential properties and in the interests of road safety.

58 Prior to the occupation of development within each phase of the development as identified by condition 3 a car parking management plan for that phase shall be submitted to and approved by the Local Planning Authority. The Plan should include:

- a) Car park plan with clearly marked out bays;
- b) Contact details (telephone/ email ,name) of a person/company responsible for managing the car park;
- c) Proposed parking controls to keep clear the turning areas for delivery/service vehicles;
- d) Management of the risk of overspill parking;
- e) Visitors parking;
- f) enforcement regime proposed;
- g) details of frequency and strategy of reviewing by an individual/organisation (including contact details);
- h) Maintenance regime for apparatus/furniture -lighting etc.;
- i) Details of parking charges/fees;
- j) Number of 'accessible'/disabled bays, disabled bays distribution and monitoring of take up and how it connects with the Travel Plans;
- k) Proposed type car parking spaces allocation across site (first come first served basis, etc);

Parking spaces shall thereafter be allocated and managed in accordance with the approved plan.

Reason: To ensure an appropriate level of car parking is provided for the relevant units and that this is allocated to be convenient and accessible for future residents and users.

59 Before any superstructure work is commenced on each phase of the development as identified by condition 3 details shall be provided of the traffic calming measures across the site to be provided within that phase designed to limit vehicle speeds to 10mph (excluding Alma Road, Napier Road and South Street). The traffic calming measures shall be provided in accordance with the approved details prior to occupation of the relevant phase of development.

Reason: To minimise vehicle speeds through the site in the interest of safety and amenity of future residents.

60 Development shall not commence on any individual phase of development until such time until details of the siting, type, number, lighting design of secure/covered cycle parking spaces and access locks to the cycle stores have been submitted to and approved in writing by the Local Planning Authority. As a minimum, cycle parking provision should meet the London Plan 2013 standards, with increased provision subject to car parking demand review within car park management plan (condition 58) . The approved details shall thereafter be installed and permanently retained for cycle parking. Cycle parking facilities shall be provided in accordance with the approved details prior to the occupation of the development within the relevant phase.

Reason: To ensure the appropriate level of cycle parking spaces is provided for the relevant units and that this is safe, secure, convenient and accessible for future residents and users

Dated: 20 June 2017

Under the provisions of S106 of the Town and Country Planning Act 1990, this decision is subject to the terms of a LEGAL AGREEMENT DATED 20 June 2017

Authorised on behalf of:

Mr A Higham
Head of Development Management
Development Management,
London Borough Enfield,
PO Box 53, Civic Centre,
Silver Street, Enfield,
Middlesex, EN1 3XE

If you have any questions about this decision, please contact the planning officer
sharon.davidson@enfield.gov.uk.

List of plans and documents referred to in this Notice:

Title	Number	Version
Drawing	COVER DRAWINGS	
Drawing	OUTLINE	
Drawing	1405_OUT_PL000	

Drawing	1405_OUT_PL019	
Drawing	1405_OUT_PL020	
Drawing	560_OUT_PL(00)001	A
Drawing	560_OUT_PL(00)002	A
Drawing	560_OUT_PL(00)003	A
Drawing	560_OUT_PL(00)101	B
Drawing	560_OUT_PL(00)102	A
Drawing	560_OUT_PL(00)103	B
Drawing	560_OUT_PL(00)104	A
Drawing	560_OUT_PL(00)105	
Drawing	560_OUT_PL(00)200	
Drawing	560_OUT_PL(00)201	
Drawing	560_OUT_PL(00)202	
Drawing	560_OUT_PL(00)203	
Drawing	560_OUT_PL(00)204	
Drawing	560_OUT_PL(00)205	
Drawing	560_OUT_PL(00)206	
Drawing	560_OUT_PL(00)207	
Drawing	TCP_OUT_PL01	
Drawing	TCP_OUT_PL02	
Drawing	TCP_OUT_PL03	
Drawing	TCP_OUT_PL04	
Drawing	TCP_OUT_PL05	
Drawing	TCP_OUT_PL06	
Drawing	1405_OUT_PL020	
Drawing	ARCHITECT DRAWINGS	
Supporting Information	SCHEDULE	
Supporting Information	LANDSCAPE DRAWINGS	Pollard Thomas Edwards
Supporting Information	SCHEDULE	Pollard Thomas Edwards
Supporting Information	DAS PARTS 1TO13	Pollard Thomas Edwards
Supporting Information	LETTER 200715 PTE	Peter Brett
	LETTER 070815 PTE	
	LETTER 110815 PTE	
	NOTES 170815 PBA	

Additional Information

Notes

1. In accordance with the Town and Country (Fees for Applications and Deemed Applications) (Amendment) (England) Regulations 2008, any conditions attached to this permission that

require discharge by the Local Planning Authority will be **subject to a fee**. A schedule of fees charged is available on the Planning page of the Council's website at:

http://www.enfield.gov.uk/downloads/download/459/planning_fees_and_charges

2. Your attention is particularly drawn to the rights of applicant's aggrieved by this decision, which are set out below.
3. This decision does not purport to convey any approval or consent which may be required under any bye-laws or under any enactment other than the Town and Country Planning Act 1990.
4. This decision does not convey any approval or consent under the **Building Regulations** which may be required before starting the development hereby granted permission. Advice on whether an application under the Building Regulations is required is available from the Council's Building Control Service on our website at www.enfield.gov.uk or by emailing Building Control at building.control@enfield.gov.uk.

Rights of Applicants Aggrieved by Decision of Local Planning Authority

1. If the applicant is aggrieved by the decision of the Local Planning Authority to refuse permission or approval for the proposed development, or to grant permission or approval subject to conditions, he may appeal to the Secretary of State for the Environment in accordance with Section 78(1) of the Town and Country Planning Act, 1990, within six months from the date of this notice. (Appeals must be made on a form which is obtainable from the Planning Inspectorate, 3/14 Eagle Wing, Temple Quay House, 2 The Square, Temple Quay, Bristol BS1 6PN or online, using the Appeals area of the Planning Portal (www.planningportal.gov.uk/pcs). Your appeal may be published on the Council and the Planning Inspectorate websites. Please only provide information, including personal information belonging to you that you are happy to be made available to others in this way. If you supply personal information belonging to a third party please ensure you have their permission to do so. The Planning Inspectorate's leaflet "Your Guide to Appeals Online" is available from the Planning Portal at www.planningportal.gov.uk/pcs. The Secretary of State has power to allow a longer period for the giving of a notice of appeal but he will not normally be prepared to exercise this power unless there are special circumstances which excuse the delay in giving notice of appeal. The Secretary of State is not required to entertain an appeal if it appears to him that permission for the proposed development could not have been granted by the Local Planning Authority, or could not have been so granted by the Local Planning Authority, or could not have been so granted otherwise than subject to the conditions imposed by them, having regard to the statutory requirements, to the provision of the development order, and to any directions given under the order. **Note that a copy of the appeal also needs to be sent to the Local Planning Authority at development.control@enfield.gov.uk.**

2. If an enforcement notice has been served for the same or very similar development within the previous 2 years, the time limit is:
 - 28 days** from the date of the LPA decision if the enforcement notice was served before the decision was made yet not longer than 2 years before the application was made.
 - 28 days** from the date the enforcement notice was served if served on or after the date the decision was made (unless this extends the appeal period beyond 6 months).
3. If permission to develop land is refused or granted subject to conditions, whether by the Local Planning Authority or by the Secretary of State for the Environment and the owner of the land claims that the land has become incapable of reasonably beneficial use in its existing state and cannot be rendered capable of reasonable beneficial use by the carrying out of any development which has been or would be permitted, he may serve on the Common Council, or on the Council of the County Borough, London Borough or County District in which the land is situated, as the case may be, a purchaser notice requiring that Council to purchase his interest in the land in accordance with the provisions of part VI of the Town and Country Planning Act, 1990.
4. In certain circumstances, a claim may be made against the Local Planning Authority for compensation, where permission is refused or granted subject to conditions by the Secretary of State on appeal or on a reference of the application to him. The circumstances in which such compensation is payable are set out in Section 114 of the Town and Country Planning Act 1990.

LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date: 21 st April 2020
Report of Head Of Planning	Contact Officer: Andy Higham Sharon Davidson Nicolla Capelli Tel: 0208 379 3841	Ward: Ponders End
Application Number: 19/03834/RM		Category: Major
LOCATION: Alma Estate, EN3		
<p>PROPOSAL: Submission of reserved matters pursuant to condition 5 of outline planning permission ref: 15/02039/OUT and as amended by 17/04670/VAR and proposed variation 19/03624/VAR in respect of layout, scale, appearance, access, landscaping in relation to Phases 2A and 4 of Alma Estate for the construction of three apartment buildings and thirteen houses varying between 3 and 7 storeys in height, comprising 309 residential units, Class A1 retail uses and provision of public open space, private and semi-private amenity space, refuse/recycling and bicycle storage, on and off street car parking together with conditions for tree protection (9), ecology and biodiversity strategy (31) green roofs (36), living walls (37), energy strategy (38), green procurement plan (43), SWMP (44), parking (52), loading/unloading (54), delivery and servicing (57), traffic calming (59), cycle parking (60).</p>		
Applicant Name & Address: Mr Alex Cook, Countryside Properties (UK) LTD. C/O Agent		Agent Name & Address: Mr Greg Blaquiere, Terence O'Rourke, 7 Heddon Street, London, BH7 7DU
<p>RECOMMENDATION: That subject to the completion of a Deed of Variation to the S106 to secure the matters covered in this report, the Head of Development Management/ the Planning Decisions Manager be authorised to GRANT planning permission subject to conditions.</p>		

Ref: 19/03834/RM LOCATION : Alma Estate, EN3



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:5000

North



1 Note for Members

- 1.1 This planning application is categorised as a 'major' planning application and in accordance with the scheme of delegation is reported to Planning Committee for determination.

2 Recommendation

That subject to the completion of a Deed of Variation to the S106 to secure the matters covered in this report, the Head of Development Management/ the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

1. The development hereby permitted shall be carried out in accordance with the approved plans including plans that may have been revised or may have been amended, as set out in the attached schedule which forms part of this notice.

Reason: For the avoidance of doubt and in the interests of proper planning.

2. The maximum number of residential units in Phase 2A shall be 228 and in Phase 4 shall be 81.

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above quantum of development.

3. The development in each sub Phase (2A and 4) shall not commence until a Sustainable Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority for each individual sub-phase. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and should be in line with Enfield's DMD Policy SuDS Requirements:

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

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy, DMD Policy 61, and Policies 5.12 & 5.13 of the London Plan and the NPPF and to maximise opportunities for sustainable

development, improve water quality, biodiversity, local amenity and recreation value.

3 Executive Summary

- 3.1 This Reserved Matter application for Phase 2A and Phase 4 of the Alma Estate will replace Merlin House, Cormorant House and Fairfield Close with 309 new homes in an improved environmental setting. New public realm and public open spaces will be created that will be easily accessible, legible and safe.
- 3.2 Phase 2A and Phase 4 will increase the range of housing types and bring forward the delivery of affordable homes with 56% of the 309 units within these phases being affordable homes (104 social rent and 68 inter mediate tenure). Phase 4 in particular provides a focus on family homes for the social rent tenure with access to both private and public amenity space and play space. These changes will ensure that the development contributes to meeting housing needs, meets rehousing requirements and is economically viable and deliverable.
- 3.3 As set out in the Section 73 Variation also before the committee the proposed parking ratio will fall from 0.6 to 0.4 for the Master Plan area as a whole but sustainable travel modes will be promoted through increased provision of car club spaces and cycling improvements including the provision of a safeguarded route for a new cycle lane on the west side of Alma Road.
- 3.4 Overall the proposals are considered to be compliant with both the strategic and local planning policy frameworks and are supported by officers.
- 3.5. The Mayor of London considered the S73 application (also on this agenda) on 30 March 2020 and considered that - although the principle of development is supported – that application does not comply with the London Plan and Intend to Publish London Plan in respect of a number of details. The Mayor has required an update on the tenant relocation strategy, a financial viability appraisal and further detail in relation to the energy strategy and transport assessment. These issues are discussed in the body of that report and all these issues are considered to be capable of resolution following the submission of further information. The S73 application must be referred back to the Mayor and he be allowed fourteen days to decide whether to allow the draft decision to proceed unchanged or whether to direct the Council under Article 6 to refuse the application. This re-consultation with the Mayor will take place following agreement of a draft S106 agreement. The decision notice for this application cannot be issued before the decision on the S73 application has been issued.



4 Site and Surroundings

- 4.1 The application site is bounded to the east by the West Anglia Mainline, with Ponders End Station located to the south east of the site. The Lee Valley lies to the immediate east of the site, and covers a large area managed by the Lee Valley Regional Park Authority. South Street runs east to west through the application site and connects Ponders End Station to the south east of the application site with Ponders End High Street, which is located approximately 500m to the west (when measured from the corner of Scotland Green Road and South Street). The Oasis Hadley Academy is located on the south of South Street and does not fall within the application site. Woodall Road connects to South Street. Alma Road runs north-south through the site, and the Lee Valley Road dissects the application site. Scotland Green Road forms the western boundary of the application site.
- 4.2 The regeneration of the Alma Estate is identified as a key part of the wider regeneration of the Ponders End area and is one of the largest regeneration schemes in the Borough. The site is identified as a development site within the Ponders End Regeneration/Place Shaping Priority Area and lies within the wider North East Enfield Strategic Growth Area. The site also occupies a key position in the wider growth area that includes the London-Stansted-Cambridge growth corridor and the Upper Lea Valley Opportunity Area. The redevelopment proposals will contribute to meeting strategic policy aspirations for sustainable growth in the area.
- 4.3 A full description of the site and surroundings is included in the Section 73 planning application reference 19/03624/VAR, also on this agenda.

5 Proposal

- 5.1 This Reserved Matter application brings forward a mixed use residential development for Phases 2A and 4 in accordance with the approved outline Master Plan and as amended by the Section 73 variation contained in application 17/04670/VAR (approved August 2018) and further varied by the Section 73 variation contained in application 19/03624/VAR also before the Committee.
- 5.2 Phase 2A area is bounded by Napier Road to the north, future Phase 2B to the west, Alma Road to the east and South Street to the south. Phase 4 is situated in the northern part of the Master Plan area bounded by Lea Valley Road to the south, Scotland Green Road to the north and west and Alma Road to the east.

The site is occupied by the following existing buildings:

- Merlin House (130 units)
 - Cormorant House (130) units
 - 1-34 Fairfield Close
- 5.3 This phase comprises the demolition of existing structures and replacement with five buildings ranging between 3 and 7 storeys height to provide 309 homes, private, semi private and public amenity space and associated car and cycle parking.

Phase 2A

- 5.4 Consists of two perimeter blocks adjoining the central play area (Community Park) to the west. Each perimeter block has a central communal garden providing play space. There are 228 homes in Phase 2A (137 for private sale and 91 for social rent) with 758 m² of A1 retail floorspace with associated cycle parking and refuse storage. This phase improves permeability between Napier Road and South Street and creates a continuous active frontage along South Street including both retail units and landscaped public realm. The principal open space for the development is contained in this phase and is sited between the two perimeter blocks. A new cycle route on the west side of Alma Road is to be safeguarded to form part of the new cycle route between Enfield Town and Ponders End Station.

Phase 4

- 5.5 Consists of 81 residential units comprising 9 three bedroom and 4 four-bedroom three storey houses for social rent and 68 flats in a 4/5/6/ storey apartment building on the west side of Alma Road and the south side of Scotland Green Road for shared ownership. The design of this phase provides 13 family houses, provides a communal amenity space at the centre of the site that is easily accessible to all residents and provides a green buffer zone along Alma Road. Vehicle access is relocated from Scotland Green Road to reduce the internal and external vehicle impact.
- 5.6 In respect of Phase 2A a similar design was subject to a previous reserved matter approval (17/04748/RM) in August 2018. The proposals remain largely as approved with the addition of increased storey heights on some elevations resulting in an increase in units from 192 to 228. Phase 4 has been brought forward in the construction programme and enables the number of new homes – and in particular affordable homes - to be achieved earlier than anticipated.

6 Relevant Planning Decisions

- 6.1 15/02039/OUT – Outline planning permission for the phased regeneration of the Alma Estate comprising the demolition of Cormorant House, Curlew House, Kestrel House, Merlin House, Silver Birch Court, 1-34 Fairfield Close, 15-107 (odd) 63 (flats 1-9) Alma Road, 7-89 (odd) Napier Road, 5, 7, 9, 21-43 (odd), 45 Scotland Green Road, 98-142 (even), 171a South Street, Ponders End Youth Centre and Welcome Point Community Centre (including 746 residential units, 866sqm of retail shops and other uses with the South Street local parade, 1540sqm of community facilities, and associated works) and the erection of a maximum of 993 residential units, a maximum of 636sqm of flexible retail (A1/A2) floorspace, 150sqm of restaurant/café (A3) floorspace, 2,591sqm of community (D1)/leisure (D2) floorspace (to include 1540sqm for provision of a community centre and youth centre, 80 sqm of flexible A2/B1/D1/D2 floorspace, 439sqm for a gym and a minimum of 532sqm to a maximum of 833sqm for a medical centre), retention of existing Multi-Use-Games-Area (MUGA), site wide energy centre, relocation and provision of telecommunications equipment, resited and open space and play facilities, landscaping, new access arrangements and highway works, public realm, car parking and associated works (all matters reserved). (An Environmental Statement, including a non-technical summary, also accompanied the

planning application) The planning permission was issued in June 2017 following completion of the S106 Legal Agreement

- 6.2 15/02040/FUL - Full planning application for Phase 1a of the Alma Estate master plan comprising the demolition of buildings on those locations specified in the site address (including 163 residential units and associated works) and the construction of 228 residential units in two (four to sixteen storey) buildings, 150sqm of restaurant/cafe (A3) floorspace at ground floor, 439sqm of gym (D2) floorspace at ground and first floor, new and improved open space and play facilities, cycle and refuse storage, car parking, new access arrangements and highway works, relocation and re-provision of telecommunications equipment, landscape and ancillary works. (An Environmental Statement, including a non-technical summary, also accompanies the planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended by the 2015 Regulations)). This permission was issued in March 2016 following completion of the S106 Agreement and works are now underway on site.
- 6.3 17/04670/VAR - Section 73 planning application to develop land without complying with the conditions attached to Planning Permission Ref 15/02039/OUT granted on 20 June 2017 as described below:
Outline planning application for the phased regeneration of the Alma Estate comprising the demolition of Cormorant House, Curlew House, Kestrel House, Merlin House, Silver Birch Court, 1-34 Fairfield Close, 15-107 (odd) 63 (flats 1-9) Alma Road, 7-89 (odd) Napier Road, 5, 7, 9, 21-43 (odd), 45 Scotland Green Road, 98-142 (even), 171a South Street, Ponders End Youth Centre and Welcome Point Community Centre (including 746 residential units, 866sqm of retail shops and other uses with the South Street local parade, 1540sqm of community facilities, and associated works) and the erection of a maximum of 993 residential units, a maximum of 716 sqm of flexible retail (A1/A2) floorspace, 150sqm of restaurant/café (A3) floorspace, 2892-3193sqm of community (D1)/leisure (D2) floorspace (to include 1761 sqm for provision of a community centre and youth centre, 160 sqm of flexible A2/B1/D1/D2 floorspace, 439sqm for a gym and minimum of 532sqm to a maximum of 833sqm for a medical centre), retention of existing Multi-Use-Games Area (MUGA), site wide energy centre, relocation and provision of telecommunications equipment, resited open space and play facilities, landscaping, new access arrangements and highway works, public realm, car parking and associated works (all matters reserved). (An Environmental Statement, including a non-technical summary, also accompanies the planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended by the 2015 Regulations)). 17 August 2018.
- 6.4 17/04748/RM - Submission of reserved matters pursuant to condition 5 of outline planning permission ref: 15/02039/OUT and as amended by 17/04670/VAR in respect of layout, scale, appearance, access, landscaping in relation to Phases 2A, 2Ai and 2Aii of Alma Estate (Merlin House, Cormorant House, Silver Birch Court, Welcome Point and Ponders End Youth Centre) for the construction of five buildings varying between 2 and 8 storeys in height, comprising 340 residential units, Class A1/A2/B1/D1/D2 uses including provision of community centre, youth centre, medical centre, retail units, community offices and provision of energy centre, public open space,

private and semi-private amenity space, refuse/recycling and bicycle storage, on and off street car parking together with discharge of conditions in respect of Phases 2A, 2Ai and 2Aii only for tree protection (9), acoustic assessment (27- part discharge), ecology and biodiversity strategy (31) green roofs (36), living walls (37), green procurement plan (43), SWMP (44), air quality (45), parking (52- part discharge in respect of Phase 2Ai and 2Aii only), loading/unloading (54), traffic calming (59), cycle parking (60) pursuant to outline permission ref:15/02039/OUT and as amended by 17/04670/VAR. 17 August 2018

- 6.5 19/04047/NMA – A non-material amendment was granted to remove the number of units from the description of development. This was considered to be non-material as Condition 7 already restricted overall residential unit numbers. 13 December 2019.

7 Consultations

7.1 Pre-Application Consultation

Pre-Application Consultation with local Residents

- 7.1.1 Three workshops were held with local residents in September and October 2019. In addition, meetings with councillors and community groups also took place. All events were held at Alma Primary School. The workshops covered a regeneration project update, proposed new homes and public and green spaces and the public realm in general. Between 19 and 30 local residents attended each meeting. The applicants Statement of Community Involvement states that overall residents were well informed about the regeneration scheme and offered constructive comments.

Comments on Phase 2A included:

- Residents liked the privacy and safety of the courtyard play spaces
- No concerns were raised about changes to height
- Information was requested about parking (62 spaces) and the type of shops proposed (not known at this stage)

Comments on Phase 4 included:

- Residents supported the early delivery of affordable housing and the provision of family homes
- Some residents felt that Phase 4 felt more connected to the site than the existing layout.
- More information about parking allocation was requested. (to be subject to a parking management plan)

General Comments included

- Detailed comments on housing layouts and green spaces and play spaces including questions about maintenance.
- Questions about the allocation of new homes.
- Replacement trees along Alma Road to be as large as possible to reduce noise, increase privacy and maintain leafy character.

- 7.1.2 The design team have attempted to respond appropriately to local residents' feedback in the submitted designs.

Pre-Application Consultation with Local Authority

- 7.1.3 Pre-application workshops were held with the local planning authority from May to October 2019, during which a number of changes were made to the initial proposals to make them acceptable to officers. These changes included the re-routing of the cycle route from the South Street frontage to the west side of Alma Road, changes to the height of buildings on the South Street frontage to produce a more modulated appearance and changes to the layout of Phase 4 to increase privacy for both new and existing residents and to produce a safer and more usable central play and community space.

Enfield Design Review Panel

- 7.1.4 In addition, the proposal was considered by the Enfield Design Panel on 20 August 2019. The Design Panel agreed that the proposals for Phase 2A and Phase 4 were an improvement over the proposals presented at the original outline stage. The Panel was supportive of the massing, materiality and scale of the proposals but was concerned about the quality of public realm, play space and landscaping. They considered that the failure to create a cohesive public space extending across the road to the station forecourt and the space in front of the Oasis Academy was a missed opportunity. The applicant has since made some detailed changes to the open space layout of Phase 4 and has agreed to a S106 contribution of up to £174,000 towards improvements to the surface treatment of the area outside the Oasis Academy and Youth Centre.

7.2 Statutory and Non- Statutory Consultees (Post Application)

Greater London Authority

- 7.2.1 The GLA were consulted on this application together with the Section 73 application also before the Committee tonight on 13 December 2019 and the period for consultation ended on 24 January 2020. The Mayor of London considered the S73 application on 30 March 2020 but the GLA has advised that they do not need to comment on this application. The response to the S73 application is set out in that report.

Network Rail

- 7.2.2 No Comment

Transport for London

- 7.2.3 TFL have no major objections to the application and have submitted comments for this application and for the Reserved Matter Application jointly. Comments include:
- Enfield should seek a contribution from the developer towards cycling improvements on the A110 Nags Head Road/Lea Valley Road.
 - TFL supports the reduced parking ratio
 - Object to the perpendicular parking spaces to the west of 2A.
 - At least 5% of the long stay cycle parking should be at ground level

- Supports monitoring funding for the various Healthy Streets measures included in the Transport Assessment. (Revised monitoring obligations are to be included in the Deed of Variation to the S106.
- Supports the traffic calming measures proposed.

These comments are responded to in the body of the report. In all cases – with the exception of the removal of perpendicular parking for Phase 2A – amendments have been made and S106 contributions have been confirmed in accordance with these comments

Sport England

- 7.2.4 No detailed comments provided on this application. Sport England objected to the original outline application as no formal sports provision was proposed as part of the application. The S106 Agreement for the original outline application overcame this objection by agreeing that a financial contribution be paid for the improvement of sports facilities in Enfield on a Phase by Phase basis to be based on the Viability Assessment and not to exceed £278,000 across the whole development. The Viability Assessment for Phase 1 concluded that payment of a sports contribution was not viable. For the S.73 variation approved in August 2018 a contribution was also considered unviable. Based on the number of units in Phase 1A, Phase 2A, 2Ai, 2Aii and Phase 4, the amount of Sport England contribution due at this stage has been assessed at £191,000. The independent financial appraisal for this phase has concluded that the Sport England contribution is viable for Phase 2A and Phase 4. This finding has been disputed by the applicant and - based on the current economic situation - officers agree that this contribution should be held over to a later phase subject to viability. It should be noted that the applicant has agreed to fund a number of other public realm and play improvements to the area outside the Youth Centre and Oasis Academy and in Ponders End Park.

Metropolitan Police

- 7.2.5 Crime Prevention Officers have been working closely with the applicant and have no objection to the housing layouts or the public areas. Will continue to work with the developer to achieve Secured by Design accreditation

Natural England

- 7.2.6 No comment

Cadent Gas/National Grid

- 7.2.7 Operational gas apparatus is located within the site boundary. An informative should be placed on any permission requiring the applicant to contact Cadent to discuss any necessary diversions or access requirements for construction traffic.

Officer Response: The applicant will be advised at the point the decision notice is issued.

Environment Agency

- 7.2.8 No objection to the reserved matter application provided it does not impact the developer's ability to fulfil the requirements of the conditions placed on the outline application.

Officers Response – the same conditions will be placed on the S73 Variation also before committee (19/03624/VAR) as were placed on the original outline application and the applicant will be expected to comply in full with the requirements of the conditions.

Fire Brigade

- 7.2.9 The Fire Brigade are satisfied with the proposals subject to compliance with part B5 of the Building Regulations. Sprinklers are strongly recommended, although they cannot be required.

Officer response: The applicant has produced a fire statement which assesses the application against the New London Plan Policy D12 and provides detail in respect of key requirements such as access for fire appliances. Details of the provision of sprinklers and other fire safety measures are included later in this report.

Traffic and Transportation

- 7.2.10 This application has been assessed against the new standards as set out in Draft EIP London Plan (July 2019). The application is analysed in full in the body of this report. The application complies with London Plan car and cycle parking standards and is considered acceptable subject to planning conditions and S106 contributions

Environmental Protection

- 7.2.11 No comments.

Waste and Recycling

- 7.2.12 No comments on waste provisions made.

7.3 Public

- 7.3.1 Consultation letters were issued to 937 surrounding properties. In addition 13 site notices were posted around the estate. Two objections have been received from members of the public.

- 7.3.2 A resident of a property in Alma Road has objected to the increased height of the Phase 4 apartment block from 4 to 6 storeys (6 storey recessed) on the grounds of loss of light to the property and the change in scale from the two storey dwellings opposite.

Officers Response – the applicant has submitted information in relation to the impact of the proposed apartment block and although there will be an increase in overshadowing to a small number of existing properties in Alma Road and Scotland Green Road at certain times of the day and year, this

impact is limited to a maximum of 1 to 2 hours per day and the overall impact is considered acceptable. This issue is examined in detail in the Section 73 application also before the committee.

- 7.3.3 A local resident has expressed concerns about the loss of pubs in Ponders End and in particular the now demolished “Falcon” at the corner of South Street and Falcon Road.

Officers Response – The former site of The Falcon does not fall within the boundary of this planning application. The Alma outline application does include a number of community facilities including a replacement for the Welcome Community Centre and the Youth Centre.

8 Relevant Policy

8.1 The London Plan 2016

- 8.1.1 The London Plan is the overall strategic plan for London setting out and integrated economic, environmental, transport and social framework for the development of London for the next 20-25 years. The following policies of the London Plan are considered material to this application:

Policy 2.6 – Outer London: vision and strategy
Policy 2.7 – Outer London: economy
Policy 2.8 – Outer London: transport
Policy 2.14 – Areas for regeneration
Policy 3.1 – Ensuring equal life chances for all
Policy 3.2 – Improving health and addressing health inequalities
Policy 3.3 – Increasing housing supply
Policy 3.4 – Optimising housing potential
Policy 3.5 – Quality and design of housing developments
Policy 3.6 – Children and young people’s play and informal recreation facilities
Policy 3.7 – Large residential developments
Policy 3.8 – Housing choice
Policy 3.9 – Mixed and balanced communities
Policy 3.10 – Definition of Affordable Housing
Policy 3.11 – Affordable housing targets
Policy 3.12 – Negotiating affordable housing on individual private residential and mixed-use schemes
Policy 3.13 – Affordable Housing thresholds.
Policy 3.14 – Existing housing
Policy 3.15 – Co-ordination of housing development and investment.
Policy 3.16 – Protection and enhancement of social infrastructure
Policy 3.17 – Health and social care facilities
Policy 3.18 – Education facilities
Policy 3.19 – Sports facilities
Policy 4.1 – Developing London’s economy
Policy 4.12 – Improving opportunities for all
Policy 5.1 – Climate change mitigation
Policy 5.2 – Minimising carbon dioxide emissions
Policy 5.3 – Sustainable design and construction
Policy 5.5 – Decentralised energy networks
Policy 5.6 – Decentralised energy in development proposals
Policy 5.7 – Renewable energy

Policy 5.9 – Overheating and cooling
Policy 5.10 – Urban greening
Policy 5.11 – Green roofs and development site environs
Policy 5.12 – Flood risk management
Policy 5.13 – Sustainable drainage
Policy 5.15 – Water use and supplies
Policy 5.18 – Construction, excavation and demolition waste
Policy 5.21 – Contaminated land
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.12 – Road network capacity
Policy 6.13 – Parking
Policy 7.1 – Lifetime neighbourhoods
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.4 – Local character
Policy 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.7 – Location and design of tall and large buildings
Policy 7.14 – Improving air quality
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.18 – Protecting local open space and addressing local deficiency
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 – Trees and woodlands

8.2 The London Plan – Intend to Publish Version - December 2019

- 8.2.1 The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. Directions relevant to this application include optimising density so that development is brought forward to maximise site capacity to compliment the surrounding area and to ensure that high density developments will be directed to the most appropriate sites such as in and around train stations and directing the Mayor to ensure that there is an appropriate dwelling mix across London given the significant reduction in the overall housing requirement in the draft London Plan
- 8.2.2 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.
- 8.2.3 Although there are a number of proposed changes from the London Plan 2016 of relevance to this application, none of these proposed changes would result in a different conclusion in relation to this application. Of relevance are:
- GG6 – Increasing efficiency and resilience – supports the move towards a low carbon circular economy contributing towards London becoming a zero-carbon city by 2050. Buildings and infrastructure should be designed to adapt to a changing climate, make efficient use of water and reduce impacts from natural hazards like flooding and heatwaves

- D3 – Optimising site capacity through the design-led approach – reinforces the responsibility for new development to make the most efficient use of land and to optimise site capacity through a design led approach based on an evaluation of the site's attributes and surrounding context. Buildings should be of high design quality and appropriately frame the public realm. The policy specifies a number of measures of density and height and scale that should be required for major developments. (The density matrix has been removed).
- D4 – Delivering good design- introduces requirements for design scrutiny including the use of design review.
- D6 Housing quality and standards – introduces a stronger policy on housing standards including minimum space standards and qualitative standards. Private outside space standards are also included. Single aspect units are discouraged and developments should be designed to maximise tenure integration.
- D 8 – Public Realm – development proposals should encourage and explore opportunities to create new public realm where appropriate. The quality of public realm has a significant influence on quality of life and should be seen as a series on connected routes and spaces.
- D 12 – Fire Safety. All development proposals must achieve the highest standards of fire safety and must ensure that they identify suitable positioned unobstructed outside space for fire appliances to be positioned on and incorporate appropriate fire alarm systems and passive and active fire safety measures and are constructed in an appropriate way so as to minimise the risk of fire spread. Part B requires that all major development proposals should be submitted with a Fire Statement produced by a third party suitably qualified assessor.
- H1 – Increasing Housing Supply – sets new ambitious targets for housing completions. Enfield's ten-year housing target for net housing completions (2019/20 -2028/29) will now be 12,460 (previous target 7,976 for the period 2015-2025).
- H4 – Delivering Affordable Housing – the strategic target is for 50% of all new homes across London to be genuinely affordable. The Mayor expects that residential proposals on public land should deliver at least 50% affordable housing.
- H6 – Affordable Housing Tenure – the following split should be applied to residential development 1) a minimum of 30% low cost renter homes as either London Affordable Rent or Social Rent allocated according to need and for Londoners on low incomes. 2) a minimum of 30% intermediated products which meet the definition of genuinely affordable housing including London Living Rent and London Shared ownership 3) the remaining 40% to be determined by the borough as low cost rented homes or intermediate products.
- H8 – Loss of existing housing and estate redevelopment – loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. This policy also

encourages the replacement of an equivalent amount of affordable housing floorspace. Viability Testing required.

- Policy H10 Housing size mix – requires schemes to consist of a range of units sizes and proposes a number of criteria to arrive at locally appropriate housing size mixes.
- S4 – Play and Informal Recreation – stresses the importance of safe and stimulating play as essential for children and young people’s mental and physical health and requires that at least 10 m² of accessible play provision be provided in residential developments. SPD will provide additional detail on the application of this benchmark. Off-site provision secured by an appropriate financial contribution may be acceptable, particularly for older children.
- G4 – Open Space – promotes the creation of new areas of publicly accessible open space especially in areas with the potential for substantial change. Ensure that open space, particularly green space, included as part of development remains publicly accessible. Development proposals should not result in the loss of protected open space and where possible create areas of publicly accessible open space particularly in areas of deficiency.
- SI 3 – Energy Infrastructure – Heat networks are still considered to be an effective and low-carbon means of supplying heat in London but existing networks will need to establish decarbonisation plans.
- SI 13 – Sustainable drainage – development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should be a preference for green over grey features in line with the drainage hierarchy.
- T1 – Strategic approach to transport – development proposals should facilitate the delivery of the Mayor’s strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.
- T2 – Healthy Streets – development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance.
- T5 – Cycling – development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This includes support for London wide cycle routes and minimum standards for cycle parking.
- T6 – Car Parking – car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car free developments should be the starting point for all development proposals in places well connected to public transport with developments elsewhere designed to provide the minimum necessary parking. Maximum car parking standards set out in Policy T6.1 (Residential) and T6.5 (Non-residential) should be applied. Sufficient electric car charging points should be provided in new developments.

8.3 Local Plan – Core Strategy

Core Policy 1: Strategic growth areas
Core policy 2: Housing supply and locations for new homes
Core policy 3: Affordable housing
Core Policy 4: Housing quality
Core Policy 5: Housing types
Core Policy 6: Housing need
Core Policy 8: Education
Core Policy 9: Supporting Community Cohesion
Core Policy 20: Sustainable Energy use and energy infrastructure
Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 24: The road network
Core Policy 25: Pedestrians and cyclists
Core Policy 26: Public transport
Core Policy 28: Managing flood risk through development
Core Policy 29: Flood management infrastructure
Core Policy 30: Maintaining and improving the quality of the built and open environment
Core Policy 31: Built and landscape heritage
Core Policy 32: Pollution
Core Policy 34: Parks, playing fields and other open spaces
Core Policy 36: Biodiversity
Core Policy 40: North East Enfield

8.4 Development Management Document

DMD1: Affordable Housing on Sites Capable of Providing 10 units or more
DMD3: Providing a Mix of Different Sized Homes
DMD4: Loss of existing residential units
DMD6: Residential Character
DMD8: General Standards for New Residential Development
DMD9: Amenity Space
DMD10: Distancing
DMD15: Specialist Housing Need
DMD 16: Provision of new community facilities
DMD 17: Protection of community facilities
DMD 18: Early Years Provision
DMD 37: Achieving High Quality and Design-Led Development
DMD 38: Design Process
DMD 42: Design of civic/public buildings and institutions
DMD 43: Tall Buildings
DMD45: Parking Standards and Layout
DMD47: New Road, Access and Servicing
DMD48: Transport Assessments
DMD49: Sustainable Design and Construction Statements
DMD50: Environmental Assessments Method
DMD51: Energy Efficiency Standards
DMD 52: Decentralized energy networks
DMD53: Low and Zero Carbon Technology
DMD55: Use of Roofspace/ Vertical Surfaces
DMD57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD58: Water Efficiency

DMD59: Avoiding and Reducing Flood Risk
DMD 60: Assessing Flood Risk
DMD 61: Managing surface water
DMD 62: Flood control and mitigation measures
DMD 63: Protection and improvement of watercourses and flood defences
DMD64: Pollution Control and Assessment
DMD65: Air Quality
DMD 66: Land contamination and instability
DMD68: Noise
DMD69: Light Pollution
DMD 70: Water Quality
DMD 71: Protection and enhancement of open space
DMD 72: Open Space Provision
DMD 73: Child Play Space
DMD 76: Wildlife corridors
DMD 77: Green chains
DMD 78: Nature conservation
DMD79: Ecological Enhancements
DMD80: Trees on development sites
DMD81: Landscaping

8.5 North East Enfield Area Action Plan (NEEAAP)

8.5.1 The NEEAAP was adopted on 8 June 2016. The following policies are of relevance:

- 4.2 Improving the quality of the pedestrian and cycling environment
- 4.4 West Anglia mainline enhancement project
- 5.1 Affordable housing
- 5.2 Mix of housing types
- 5.3 Improving the public realm
- 7.1 Providing community facilities
- 8.2 Providing new open space
- 11.1 South Street Area
- 11.2 Alma Estate regeneration
- 11.3 Ponders End station

8.6 National Planning Policy Framework (19 February 2019)

8.6.1 The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other developments can be produced. The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable development. For decision taking this means:

- approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, 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; or specific policies in the Framework indicate development should be restricted.

8.6.2 The NPPF recognizes that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision making.

8.6.3 Paragraph 124 of the NPPF states that the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

8.7 National Planning Practice Guidance (October 2019)

8.7.1 This sets out the government's planning policies and how these are expected to be applied

8.8 Other Material Considerations

Biodiversity Action Plan

Decentralised Energy Network Technical Specification SPD (2015)

S106 SPD (2016)

Enfield Characterisation Study

Enfield Climate Change Declaration

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

GLA: Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)

GLA: London Sustainable Design and Construction SPG (2014)

GLA: Shaping Neighbourhoods: Character and Context SPG (2014)

GLA: The Control of Dust and Emissions during Construction and Demolition SPG (2014)

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

GLA: Housing SPG (2016)

GLA: Homes for Londoners: Affordable Housing and Viability SPG (2017)

9 **Analysis**

9.1 The principle of development has been established by the outline planning permission granted on 20 June 2017 (15/02039/OUT) for the Alma Estate Regeneration Master Plan. This decision followed extensive pre-application discussion with London Borough of Enfield, consultations with local residents, the Mayor of London and taking into consideration the relevant national, strategic and local planning policies contained within the Development Plan and the information provided in the Environmental Statement. A Section 73 variation was approved in August 2018 to facilitate minor material amendments to the original outline permission in relation to the detailed design on Phases 2A, 2Ai and 2Aii (17/04670/VAR). Reserved Matters approval was also granted on the same date for detailed proposals for Phases 2A, 2Ai and 2Aii (17/04748/RM) which comprised 340 homes, GP surgery, retail units, youth and community centre and energy centre. Construction has commenced on Phases 2Ai and 2Aii.

- 9.2 This Reserved Matter application is concerned with matters of detail (relating to matters of access, appearance, landscaping, layout and scale and with the discharge of relevant conditions). The established parameters and principles set out in the outline permission (as amended) take precedence on strategic matters such as quantum and mix or affordable housing and the level of open space provision
- 9.3 This Reserved Matter application brings forward a mixed-use residential development for Phases 2A and 4 in accordance with the approved outline Master Plan and as amended by the Section 73 variation contained in application 17/04670/VAR (approved August 2018) and further varied by the Section 73 variation contained in application 19/03624/VAR also before the Committee.
- 9.4 The main issues to consider are as follows:
- Housing Provision
 - Density
 - Affordable Housing
 - Housing Mix
 - Residential Design Standards
 - Design i) Phase 2A, ii) Phase 4
 - Daylight and Sunlight
 - Fire Safety
 - Open Space, Landscape and Trees
 - Transport and Parking
 - Sustainability and Climate Change
 - Biodiversity
 - Noise
 - Waste and Recycling
 - Archaeology and Heritage
 - Flood Risk and drainage
 - Lighting

Housing Provision

- 9.5 London Plan Policy 3.3 Increasing Housing Supply recognises the pressing need for more homes in London and identifies the contributions that renewal of existing residential area can make to realising capacity. Table 3.1 of the London Plan sets out the minimum borough annual average housing target which for Enfield is to deliver a minimum of 7,976 homes between 2015-2025 or 798 homes annually. The Intend to Publish London Plan (Policy H1) sets an increased target for net housing completions of 12,460 between 2019/20-2028/29. The delivery of additional new homes on this site will make a significant contribution towards meeting this wider strategic requirement.
- 9.6 Enfield's Core Strategy states that housing growth will be concentrated in parts of the borough where it can be most readily accommodated and where it can most effectively support the regeneration and revitalisation of Enfield's communities. CS Policy 2 identifies that there is scope to deliver 1000 new homes across North East Enfield between 2010-2025 with the main opportunities being in Ponders End. CS Policy 40 identifies the Alma Estate as a key opportunity for the increased provision of new homes. The proposals

for this site are in full accordance with the Core Strategy in terms of the delivery of new housing.

- 9.7 The NEEAAP is compliant with and builds on CS Policies 40 and 41. Table 5.1 of the NEEAAP sets out the housing delivery sites identified by the Council and this includes the Alma Estate which is identified as one of the key sites.
- 9.8 These Phase 2A and Phase 4 proposals will provide 309 out of the total 1086 units proposed and result in a net increase in housing of 93 (over the number proposed in the original outline application for these two sub-phases) which will make a significant contribution to meeting policy objectives for housing delivery in the Borough through the intensification of land use.

Density

- 9.9 London Plan Policy 3.4 Optimising Housing Potential requires development to optimise the delivery of housing taking into account local context and character, public transport capacity and design principles. The site has a PTAL of 2 and previous consultation with the GLA has confirmed that the site be classified as urban. London Plan Table 3.2 suggests a residential density of 200-450 habitable rooms per hectare (hr/ha) would be suitable for this site.
- 9.10 The density varies across the respective phases. For Phase 2A the density will be 403 hr/ha and for Phase 4 the density will be 418/hr/ha. This variation reflects the provision of communal space particularly in Phase 2A where the central Community Park is included in the calculations for Phase 2A. These densities fall within the London Plan ranges. It should be noted that the London Plan - Intend to Publish version no longer contains a density matrix.
- 9.11 In accordance with Enfield DMD Policy 6 Residential Character, the overall density of Phase 2A and Phase 4 site are considered acceptable given the sites sustainable location and the design that responds to and enhances the character of the area.

Affordable Housing

- 9.12 Enfield Core Strategy Policy 3 Affordable Housing seeks to achieve a borough wide target of 40% affordable housing units in new developments. London Plan Policy 3.12 Negotiating Affordable Housing states the maximum reasonable amount of affordable housing should be sought taking account of a range of factors including development viability. London Plan Policy 3.14 and Enfield Core Strategy Policy 4 resist the loss of housing, including affordable housing without its planned replacement at existing or higher density. London Plan Policy 2.14 Areas for Regeneration acknowledges the issues involved in estate regeneration but states that loss of housing, including affordable housing, should be resisted unless it is replaced by better quality accommodation providing at least equivalent floorspace.
- 9.13 The overall level of affordable housing on the Alma Estate secured through the original approved outline application was 399 dwellings out of a total of 993 which equates to a policy compliant percentage of 40%. (200 social rent units, 126 intermediate tenures, 73 flexible affordable housing units and 594 units for private sale). Affordable housing provision was to be re-assessed at each phase through Phased Viability Assessments.

- 9.14 Phase 1A delivered a total of 132 affordable units out of a total of 228 which equates to 57%. As part of the previously approved Reserved Matter application (17/04748/RM) for Phase 2A, 2Ai and 2Aii a total of 99 affordable units (44 social rent and 55 intermediate) out of 340 units equating to 26% was assessed as the maximum viable for that phase which included a large amount of community floorspace.
- 9.15 The revised Phase 2A and Phase 4 proposed as part of this Reserved Matter Application will bring forward 309 units of which 172 or 56% (104 social rent and 68 intermediate tenure) will be affordable. This will result in a cumulative provision of 45% affordable housing at this stage (Phase 1A, 2Ai, 2Aii and revised 2A and 4). The tenure mix proposed by revised Phase 2A and Phase 4 will also result in the bringing forward more affordable housing units at an earlier stage than was predicted by the original outline consent. There will be an increase of 106 affordable units across Phase 2A and Phase 4 from that predicted at the outline stage (60 social rent units and 46 intermediate tenures).
- 9.16 Enfield CS Policy 5 (Housing Types) states that the Council will aim for a boroughwide affordable tenure split of 70% social rented and 30% intermediate. The split agreed at outline state was broadly 50% for each affordable tenure (200 social rent units and 199 intermediate/flexible units). This deviation from policy reflects the local circumstances of the Alma Estate, the decant requirements and the need to address the tenure balance by providing private housing units. The affordable tenure split proposed for Phase 2A and Phase 4 is 60% social rent to 40% shared ownership and reflects the position agreed at the outline stage and the re-housing requirements of existing Alma residents. This is also consistent with the recommended split outlined in London Plan Policy 3.11 and also accords with the recommended split contained within the London Plan Intention to Publish (Policy H6) which requires a minimum of 30% low cost rent, at least 30% intermediate products with the remaining 40% to be determined by the LPA. It is considered that the proposed split is acceptable as it reflects local circumstances and the position agreed at the original outline stage.
- 9.17 The S106 Agreement that forms part of the outline planning permission requires a Phase by Phase Viability Reassessment to be submitted to confirm that the maximum reasonable amount of affordable housing is being provided. The applicant has submitted a Phase Viability Reassessment which has been independently assessed on behalf of the local planning authority.
- 9.18. The independent assessors report has now been received and it concludes that Phase 2A and Phase 4 are likely to generate a surplus of approximately £1.3 million. However, it is accepted that there is uncertainty in the current climate that could see this surplus eradicated and recommends that that this surplus is retained as a financial buffer to support continued deliver of the scheme with the cumulative effect to be assessed at the next review
- 9.19 The independent assessors report had regard to the Original Viability Assessment dated May 2015 (also independently assessed) which outlined that the whole development was proceeding on a sitewide deficit. The current independent assessment seeks to assess the cost and value evidence which has been provided in relation to Phase 1A and cross reference this with the proposed valuation of the remaining phases to ensure that any improvements

to scheme viability are being captured in the latest forecasts. The impact of the S73 amendments have also been assessed to ascertain whether the level of deficit reported is accurate, or whether there is potential for a greater contribution towards affordable housing. The impact of these amendments on the site wide viability demonstrates that at the current day assumptions, the scheme would be on track to deliver a total surplus. An appraisal of up to Phase 2A & 4 only provides a surplus of approximately £1.3 million. However, it is accepted that there is uncertainty in the current climate which could see the current surplus easily being eradicated. Reliance on historic values also has limitations as was seen on Phases 2Ai and 2Aii which have had a cumulative reduction to the Phase 1A surplus of due to the high proportion of affordable housing and community facilities which are to be handed back at a fixed nil value, which has caused these individual phases to be loss making. The assessment recommends that the apparent current surplus potentially arising from Phase 2A and 4 is retained as a financial buffer to help support continued delivery of the scheme rather than increasing the on-site affordable provision at this stage. The cumulative effect will be assessed at the next review. The applicant does not agree with the conclusions of the independent review and does not agree that there is a surplus attached to this phase. However, this position does not change the considerations in respect of this application as, notwithstanding this disagreement, officers have not sought to secure additional affordable housing linked to this phase due to the current uncertainties and the viability position will need to again be reviewed for the next phase.

Housing Mix

- 9.20 A schedule of accommodation showing unit number by tenure and housing mix (bedroom size) is provided below. This shows the position agreed at outline compared with the mix proposed as part of this Reserved Matter Application.

Phase 2A - Outline mix

Unit Type	Social Rent	Intermediate	Market	Totals
One Bedroom	14 (7.4%)	10 (5.3%)	35 (18.5%)	59 (31.2%)
Two Bedroom	16 (8.5%)	12 (6.4%)	53 (28.0%)	81 (42.9%)
Three Bedroom	11 (5.8%)	0 (0%)	29 (15.3%)	40 (21.2%)
Four Bedroom	3 (1.6%)	0 (0%)	6 (3.2%)	9 (4.8%)
TOTAL UNITS	44 (23.3%)	22 (11.6%)	123 (65.1%)	189 (100%)

Phase 2A – Proposed mix

Unit Type	Social Rent	Intermediate	Market	Totals
One Bedroom	24 (10.5%)	0	37 (16.2%)	61 (26.8%)
Two Bedroom	36 (15.8%)	0	68 (29.8%)	104 (45.6%)

Three Bedroom	24 (10.5%)	0	32 (14%)	56 (24.6%)
Four Bedroom	7 (3.1%)	0	0	7 (3.1%)
TOTAL UNITS	91 (40%)	0	137 (60%)	228 (100%)

Phase 4 – Outline Mix

Unit Type	Social Rent	Intermediate	Market	Totals
One Bedroom	0	0	3	3 (7.5%)
Two Bedroom	0	0	14	14 (35%)
Three Bedroom	0	0	19	19 (47.5%)
Four Bedroom	0	0	4	4 (10%)
TOTAL UNITS	0 (0%)	0 (0%)	40 (100%)	40 (100%)

Phase 4 – Proposed Mix

Unit Type	Social Rent	Intermediate	Market	Totals
One Bedroom	0	39	0	39 (48.1%)
Two Bedroom	0	29	0	29 (35.8%)
Three Bedroom	9	0	0	9 (11.1%)
Four Bedroom	4	0	0	4 (5%)
TOTAL UNITS	13 (16%)	68 (84%)	0	81 (100%)

Total (combined phases 2A and Phase 4) – Outline mix

Unit Type	Social Rent	Intermediate	Market	Totals
One Bedroom	14	10	38	62 (27%)
Two Bedroom	16	12	67	95 (41.4%)
Three Bedroom	11	0	48	59 (25.8%)
Four Bedroom	3	0	10	13 (5.5%)
TOTAL UNITS	44 (19.2%)	22 (10.3%)	163 (70.7%)	229 (100%)

Total (combined phases 2A and Phase 4) – Proposed mix

Unit Type	Social Rent	Intermediate	Market	Totals
One Bedroom	24	39	37	100 (32.4%)
Two Bedroom	36	29	68	133 (43%)
Three Bedroom	33	0	32	65 (21%)
Four Bedroom	11	0	0	11 (3.6%)
TOTAL UNITS	104 (33.6%)	68 (22%)	137 (44%)	309 (100%)

- 9.21 For Phase 2A - which is considered to be suitable for family units given its courtyard form and the proximity to the main open space – the number of three- and four-bedroom units has increased by 14 from the outline stage. The number of units overall has increased by 39 from the outline stage (189 to 228 total) with an increase of 47 social rented units.
- 9.22 Phase 4 has an increased total number of units (41) from the outline stage. All the units are now for either social rent (13) or shared ownership (68) with no units for private sale. At outline stage this Phase 4 was an all private sale phase (40). There are now more one-bedroom units and a reduction in three-bedroom units to reflect changes to the design and the introduction of shared ownership tenure.
- 9.23 The combined Phase 2A and Phase 4 as proposed has increased the overall number of units for these two phases by 80 (together with the 13 additional units previously approved under S73 Variation 17/04670/VAR for Phase 2Ai the overall total has increased from 993 to 1806 – a total increase of 93). For these two phases, the combined total of affordable units has increase by 106 units to 56%. For the proposed Phase 2A and Phase 4 there is an increase in one- and two-bedroom units from 68% to 75% and a decrease in three- and four-bedroom units from 31% to 24% from that proposed at the outline stage.
- 9.24 The proposals have been designed to offer a range of housing sizes that will meet identified housing need and it is considered that the number of family units has been maximised. The dwelling mix proposed reflects site specific tenure requirements (notably the shared ownership units in Phase 4) and has addressed decant requirements for existing residents of the Alma Estate.
- 9.25 Officers consider that the range and disposition of unit sizes across this Phase is appropriate

Residential Design Standards

- 9.26 London Plan Policy 3.5 Quality of Design and Housing Development sets out criteria for achieving good quality residential development. Minimum space standards are identified in Table 3.3 of the London Plan and detailed design guidance and principles are set out in the Mayor's Housing SPG (2016). Enfield's Development Management Document Policy 8 General Standards for new residential development seeks to ensure that residential developments are of the highest quality and relate well to their setting.

- 9.27 All housing units will meet or exceed the minimum internal space standards identified in the London Plan and respond to the design principles set out in the Mayor's Housing SPG (2016). All residential units will have access to private balconies or terraces which meet or exceed the Mayor's housing space standards contained in the Housing SPG (2016).
- 9.28 The number of single aspect units has been minimised but 51 apartments (of 228) for Phase 2A and 25 apartments (of 68) for Phase 4 are single aspect. 95% of the single aspect units are 1 bedroom flats with the remaining 5% being 2 bedroom. No single aspect units are north facing or are larger than 2 bedrooms in accordance with the London Mayor's Housing SPG.

Daylight and Sunlight

- 9.29 Proposed Housing Units - A daylight and sunlight assessment report has been submitted with the application and has confirmed that although the majority of units achieve the recommended standards a small number of units do not meet the BRE recommendations. (It should be noted that the BRE recommendations are provided for guidance only).

Phase 2A and Phase 4

- 96% of rooms achieve BRE Average Daylighting Factor recommendations
 - 82% of the rooms pass BRE Vertical Sky Components guidance. The rooms which fail this test are typically located on the lower floors of the perimeter blocks of Phase 2A, facing the internal courtyard and with deep balconies above or in the eastern perimeter block on the lower floors facing Phase 1A. Those rooms that fail this test in Phase 4 are typically on the lower floors on the apartment block with deep balconies above.
 - 99% of the surfaces receive adequate annual and winter sunlight
- 9.30 The information submitted highlights the units which do not meet BRE guidelines and notes the extent of the deficiency. A number of the Phase 2A apartments and Phase 4 apartments would experience less than the Vertical Sky Component recommendations but the living rooms would all have above the BRE recommendations for Average Daylight Factor and annual/winter probable sunlit hours. Officers consider that future occupiers will be provided with high standards of accommodation and the shortfalls of sunlight and daylight identified for some units are not significant and consistent with the expectations for an urban area.
- 9.31 Overshadowing of Courtyards in Phase 2A - This issue has been outlined in full in the Section 73 application also on this agenda and concludes that the amenity spaces and courtyards will meet BRE recommendations and will provide reasonable sunlit amenity spaces.
- 9.32 Impact on Phase 1A – information submitted confirms that the proposed changes to the height of Phase 2A will result in similar overshadowing patterns to Phase 1A as the previous consented scheme. The overall daylight amenity within Phase 1A will remain very good with 93% (this figure was 95% of the previous S73 variation) of main habitable rooms achieving the BRE target of their room use.

- 9.33 Impact of Phase 4 on existing properties in Alma Road and Scotland Green Road – This issue is examined in full in the Section 73 application before the committee and concludes that a small number of properties will experience moderate shadow to some ground and first floor level windows for a maximum of two hours a day for some part of the year during the eight hour period examined.

Retail

- 9.34 London Plan Policy 4.8 Supporting a Successful and Diverse Retail Sector supports the provision of convenience retailing in neighbourhood and local centres. Policy 11.2 of the NEEAAP sets out key principles for the Alma Estate including the need to locate retail and leisure uses on the South St frontage.
- 9.35 The proposed amendments to Phase 2A will result in a small increase in retail floorspace from 717m² to 758m². The retail floorspace to be provided on the South Street frontage will provide opportunities for existing businesses to remain in the area and will contribute to the creation of a sustainable neighbourhood by serving the day to day needs of residents. It is considered that the retail provision will be complementary to the existing main food shopping convenience provision in Ponders End Town Centre and will not undermine the role of the existing town centre.

Design

- 9.36 Good design is fundamental to all the objectives of the London Plan (Policy 7.1) and the London Plan Intend to Publish version (Policy D3 and D4). London Plan Policy 7.1 sets out overarching principles for development in London. Other design policies include requirements to optimise the potential of sites, quality in new housing provision, tall buildings, views and the public realm. New development is also required to have regard to its context and make a positive contribution to local character. Further guidance is given in the Enfield Core Strategy including CS Policy 30 Maintaining and Improving the quality of the built environment.
- 9.37 Policy 11.2 of the NEEAAP set out key principles for the site and the wider regeneration of the Alma Estate. These have guided the proposals contained in this Reserved Matter application and include the following:
- Transform the Estate into a legible neighbourhood with streets and outdoor spaces at different scales and with a sense of place
 - Redistribute the existing density with a massing strategy that spreads homes from the existing tower blocks across the site into lower scale buildings
 - Connect streets together into a conventional pattern of development with clearly defined fronts and backs and defined routes for pedestrians and vehicles
 - Re-invent South Street as a focal point for the local community with retail, community facilities and transport infrastructure
 - Create a sustainable community with a mix of building types and with homes provided in different tenures and sizes
 - Strengthen key connections to surrounding areas

- 9.38 This Reserved Matters application is broadly in accordance with the urban design principles established as part of the outline Master Plan and the requirements of the Development Plan as set out above.
- 9.39 It should be noted that the targets set by Enfield DMD Policy 10 for distancing between buildings will not be met across the site due to the challenges in providing the numbers of homes required. This difficulty was recognised at outline stage and the approved strategy proposed a 20m-22m separation distance generally. Information submitted as part of this Reserved Matter application demonstrates that separation distances of at least 20m will be achieved between blocks with two exceptions.
- 9.40 Phase 2 A - There has been a minor reduction in separation distances from the previously approved Reserved Matter application within the western courtyard block between the two north/south blocks that face each other across the courtyard. The distance achieved is 19.8m and this is considered a minimal and acceptable change. The distance between the eastern perimeter block and the buildings of Phase 1A has been increased to 21.2 m to accommodate the proposed new cycle lane on the west side of Alma Road.
- 9.41 Phase 4 – A separation distance of 17.8m is achieved between the proposed apartment block and existing houses to the north of Scotland Green Road. However, this distance is consistent with the originally approved parameter plan and reflects the urban design imperative of aligning with existing properties on the south side of Scotland Green Road. A separation distance of 24.7m is achieved between the proposed apartment block and the existing houses on the east side of Alma Road.
- 9.42 Officers are satisfied that maximum possible separation distances have been achieved consistent with delivering an increased number of homes and that resulting living standards are acceptable. (See section on daylight and sunlight above).

Design - Phase 2A

- 9.43 This Phase contains:
- 228 residential units with an emphasis on maximising family homes (63 units are three bedrooms and above)
 - Two perimeter blocks of between 4 and 7 storeys in height
 - Courtyard gardens with shared amenity space for residents of Phase 2A
 - A central green amenity space for all residents
 - New retail space along South Street
- 9.44 The 2017 Section 73 application included 192 units within this phase, increased from 189 in the outline application. The current revised scheme has increased the number further to 228. There is also a minor increase of 41m³ in retail floorspace to South Street.
- 9.45 Shared ownership has been removed from this Phase and the number of social rented units has increased from 44 to 91 (40%). Social rented units will be located in the eastern perimeter block.

- 9.46 The basic development form of Phase 2A has not changed from the previously approved Reserved Matter application. It is made up of two perimeter blocks surrounding the central play park which also serves as the north-south link between Curzon Avenue and South Street. The revised scheme for Phase 2A maintains the principals set out in the previously approved Reserved Matter application in terms of building footprint, commercial frontage along South Street, public realm strategy and external wall materials.
- 9.47 In order to accommodate the additional homes, additional floor area is required which has resulted in an increase in the maximum height from 6 to 7 storeys for the corner elements of each courtyard block on the South Street elevation. On the Alma Road frontage a four-storey block of maisonettes has been replaced by a five-storey apartment block. The remaining north south elevations have been increased from three to four storeys and the houses on these frontages have been replaced by four storey maisonettes.
- 9.48 South Street Elevations – The design approach is a contemporary interpretation of the traditional London mansion block. The retail space is provided in a series of framed shop-front bays containing entrance doors and a zone for signage. Brickwork surrounds and brick columns give the building a strong visual base. Each of the residential floors above is separated by a band of brick and a reconstituted stone coping that matches the retail framing. Windows on the side street are predominantly full length. The main façade is split into three segments by changing the depth of the brick face and the insertion of semi-projecting balconies. This breaks up the length of the façade and reinforces the image of two separate buildings of seven storeys linked in the middle by a six-storey element. It is considered that the increase in height is acceptably managed and creates a more interesting form.
- 9.49 Napier Road Elevation – These mid-rise five storey buildings are also designed to be a contemporary interpretation of a London mansion block. Napier Road is to be a purely residential street with a low scale to reflect the context of the low-rise houses to the north. The ground floor is a mixture of wheelchair homes (which have their own front doors and boundary walls and planting) and main entrances which will provide active frontages and natural surveillance. The façade is articulated with bays and corner and central recessed balconies which break up the elevation into smaller elements. The entrance gates allow views through to the central green spaces when walking down Napier Road. Privacy for the ground floor flats is achieved by front gardens of at least 1.5m depth. No changes to height or design from the previously approved Reserved Matter application are proposed.
- 9.50 North South Street Elevation – These streets are lower in scale and provide family homes as maisonettes. The maisonettes are four storeys high with their top storey set back. A dark brick contrasts with the buff brick of the flats on Napier Road and South Street. The first and second floor windows are linked by a soldier course of brick to give the sense of verticality and each maisonette is divided vertically by a recessed rainwater down pipe. Front doors have recessed entrances and integrated bin stores in private front gardens. Main residential entrances for the homes on South Street are located on the corners. These entrances have views through to the communal courtyards. Non-residential plant and bin/bike stores are carefully integrated into the façade with matching door types and materials.

- 9.51 Alma Road Elevation – This elevation reflects the already constructed buildings on the other side of Alma Road. In order to optimise privacy for residents on both sides of the road the number of projecting balconies has been reduced on the proposed eastern elevation. Access to the main residential cores offer views of the internal courtyard to help animate the ground floor façade. Privacy for ground floor residents is protected by front garden/courtyards of a minimum of 1.5m. All of the ground floor units to this elevation are dual aspect with additional outside amenity areas facing the courtyard gardens.
- 9.52 Residential Courtyard – These spaces are designed to cater to a range of users. Areas are provided for socialising and children’s play as well as for quiet enjoyment of green space. Growing areas will be provided for residents. Strategic planting provides relief to areas of hard standing and provides screening and privacy to private ground floor patios.
- 9.53 Daylight and sunlight studies have confirmed that the central courtyards will meet the BRE recommendations by 50% or more receiving a minimum of 2 hours sunlight on March 21st.
- 9.54 Minor variations to phasing, building heights, uses, landscaping and footprint approved at outline stage are proposed in this Reserved Matter application. These variations are discussed in detail and recommended for approval in another report before the Committee 19/03624/VAR

Design - Phase 4

- 9.55 This Phase contains:
- 81 new affordable homes
 - 13 three- and four-bedroom houses for social rent
 - 69 one- and two-bedroom apartments for shared ownership
 - A central amenity and parking courtyard
 - A landscaped open space buffer is retained along Alma Road.
- 9.56 The site of Phase 4 is an irregular shape of approximately 0.56 ha. It is bound by an elevated embankment (up to six metres above site level) of the A110 Lea Valley Road to the south, Alma Road to the east and Scotland Green Road to the north. The majority of the northern boundary is formed by the rear garden fences of the existing terraced houses.
- 9.57 The site is currently occupied by 38 homes in the form of two storey houses and four storey maisonettes with car parking within the site. Existing vehicle access is from Scotland Green Road.
- 9.58 The original outline application proposed 40 new homes on the site consisting of a 4-storey apartment block on Alma Road and three storey houses flanking the apartment block and in a courtyard behind the apartment block.
- 9.59 In this proposed revision maximum building height has increased for the apartment block from 4 storeys to 5 storeys plus a 6-storey recessed top floor at the corner of Alma Road and Scotland Green Road. A pair of 3 storey houses on Scotland Green Road will bridge the scale between the existing 2 storey houses and the proposed 6 storey apartment block. The proposed

apartment block has been sited to retain a green buffer for new tree planting. The proposed family houses have been re-arranged to create a back garden to back garden layout to the existing houses fronting Scotland Green Road maximising the distance between new and existing houses. The proposed communal garden has been centralised to be overlooked and shared by both the houses and apartments. Potential vehicle movements within the site have been minimised with this revised layout improving the quality of the communal amenity space.

- 9.60 The proposed apartment block on Alma Road is set back to re-create a green buffer in which new trees will be planted. Natural surveillance will be provided by the front doors of ground floor flats. The new terrace of houses will be arranged back to back with the existing houses. The communal amenity and play space will be positioned at the centre of the development, overlooked by the surrounding houses and flats. Parking is provided 17 cars (including two wheelchair accessible spaces) within the site.
- 9.61 The proposed layout aims to maximise active street frontage and communal amenity space as well as protecting privacy and reducing the impact of vehicle movement on the existing neighbourhood. Vehicle access is relocated to Alma Road to reduce the impact of internal vehicle movements and to allow the new houses to have their gardens back to back with the existing terraced houses.
- 9.62 The layout maintains the location of the existing sub station and provides convenient access for maintenance vehicles. A communal refuse store is located adjacent to the substation.
- 9.63 Apartment Block – Alma Road - the elevation treatment for the apartment block is inspired by the Art Deco architecture of the 1930s. The proposed apartment block varies in height between 4 and 6 storeys with the upper floor recessed. The use of contrasting red and white/cream bricks differentiate between the two layers of the façade. Corners of the building are chamfered and animated by entrance doors and recessed balconies. White/cream masonry bandings and pairing of windows reinforce the elevational proportions and patterned brickwork and balcony railings provide interest. Detail of the bricks and windows and balconies will be subject to a planning condition.
- 9.64 Apartment Block/Terraced Houses – Scotland Green Road – the elevation treatment of the apartment block as it turns the corner into Scotland Green Road reflects the same principles established for the Alma Road frontage and will mark the gateway into the Alma Regeneration area. The same design principles influence the façade of the two 3 storey houses which transition between the new apartment block and the existing two storey houses.
- 9.65 Terraced houses – The proposed terrace of three storey, three-bedroom family houses are located within a residential courtyard accessible via a private road. The houses are south-facing with gardens on the north side that back onto the existing terraced houses. Each house has a roof terrace the majority of which are south facing with views toward the elevated Lea Valley Road. The northern elevation contains a shallow pitched mansard. The east elevation gives the end terrace house an outlook over the communal amenity space. A pair of 4-bedroom houses 'bookend' the terrace with an outlook over the communal amenity space and entrance way.

Inclusive Access

- 9.66 Accessible London SPG (GLA 2014) sets out inclusive and accessible design principles. These proposals have incorporated these principles to achieve high standards of accessibility and inclusion. In accordance with Condition 17 of the outline consent, 90% of the new homes have been designed to Part M Category 2 and 10% of the new homes are designed to Part M Category 3.
- 9.67 23 wheelchair adaptable homes are located in Phase 2A and are provided as a mixture of ground floor flats and flats on upper floors served by two lifts. They are spread across the tenures with 11 private wheelchair homes and 12 social rent wheelchair homes. These wheelchair homes are a mix of bedroom sizes. 14 wheelchair parking spaces are provided close to the new wheelchair homes.
- 9.68 8 wheelchair adaptable homes to Part M Category 3 are located in Phase 4. These are units are one- and two-bedroom units located in the shared ownership apartment block as ground floor flats. Two wheelchair parking spaces are provided in the courtyard parking area.

Fire Safety

- 9.69 Fire strategies have been submitted for Phase 2A and Phase 4 and these provide detail of the internal access strategy. Whilst none of the blocks in Phase 2A and Phase 4 are above 30m and therefore are not required to provide sprinklers in line with current building regulations, three blocks in Phase 2A are above 18m and therefore, in line with Countryside's own requirements, will include provision of a sprinkler system. For those blocks above 18m where affordable housing units are to be provided sprinkler provision will be confirmed at the detailed design phase in consultation with the Council but all blocks over 18m have been designed to accommodate the addition of a sprinkler system.
- 9.70 In relation to Phase 2A there are external dry risers on each core which can be accessed within 18m of the fire engine. Where flats and commercial units are accessed directly from the street with a front door, all parts can be reached within a 45 metre hose length of the fire engine. In relation to Phase 4, the fire engine will enter the development via the new road and there is a sufficient turning circle. Each of the flat blocks has a dry riser within a 45 metre hose length from the fire engine.

Open Space, Landscape and Play

- 9.71 London Plan Policies 7.3, 7.5, 7.18 and 2.18, London Plan Intend to Publish Policy S4 and G4, Core Strategy Policy 34 and DMD policy 71 support the creation of new open space a high-quality public realm to ensure satisfactory levels of provision and address areas of deficiency. These policies state that loss of local open space should be resisted unless equivalent or better provision is made. In addition in 2019 the GLA introduced an updated play calculator against which applications should be assessed.
- 9.72 The original outline application assessed the existing quantum of open space (public open spaces, communal gardens, public play and doorstep play) as 15,191 m2. The original outline application in 2015 was accompanied by an

Open Spaces and Play Strategy which developed the principles of 'Living Streets', 'Greening Alma' and 'Healthy and Active Community' and proposed defined functions for each public space and play provision that corresponded to the then applicable standards. The outline application resulted in a reduction in the total amount of public space to 14,806 m² but this reduction in quantity was considered acceptable as the quality of public spaces and play provision was much improved.

- 9.73 The increased number of residential units (93) proposed in this revised Reserved Matter application and the S73 variation to the outline permission also before the Committee tonight, will introduce a greater number of residents to the area and the strategy for open space and play space has been reviewed. The revised open space and play analysis submitted proposes a total of 16510 m² of open space and play space. This increase is accounted for by a change in the internal courtyards of the Phase 2A blocks from private gardens to communal gardens and changes to the building layout of Phase 4 which has generated a greater amount of usable public space. If the play space calculator in operation at the time of the original application is applied to these figures Phase 2A exceeds the play standards by 114m² and Phase 4 shows a small deficit of 9 m² with the overall Master Plan area showing a surplus of 261 m². The detail of the play and open space provision for Phase 2A and Phase 4 are assessed in the S73 application also before the committee tonight.
- 9.74 It should be noted that since the original application was submitted the GLA has introduced a new 2019 Play Calculator and both Phase 2A and Phase 4 (and the overall Master Plan) area fail to meet these new standards. Phase 2A has a deficit of 181 m² and Phase 4 has a deficit of 100 m² with the overall Master Plan area showing a deficit of 1,175 m².
- 9.75 The LBE Park and Open Spaces Strategy (2010-2020) identified public parks as a key area of deficiency in Ponders End . The ward has 1.92Ha of public park access per 1000 population which is below LBE recommended quantity standard of 2.43 Ha/per 1,000 population. Although the submitted landscape, open space and play space strategy is supported officers are concerned that public realm improvements should be adequate to support the increase in population that will result from the Alma Regeneration scheme.
- 9.76 As mitigation for the increase in population, S106 obligations are proposed and have been agreed by the applicant, for improvements to the wider public realm and in particular the area adjacent to the new Youth Centre and the Oasis Academy in order to create a cohesive network of public spaces along both sides of South Street and towards Station Square. In addition, a contribution will be made towards improvements in Ponders End Park to reflect increased use from new Alma residents
- 9.77 Phase 2A provides for a variety of public, private and semi- private spaces. A key principle is to create a visual gateway through the estate from Station Square and along the enhanced South Street frontage. This Phase also includes a central space (Community Park) which has been designed to provide secure play space for a range of age groups and residents communal gardens in the courtyards of the perimeter blocks.

- 9.78 South Street (Phase 2A) – the area in front of Phase 2A and the new retail units will become a series of social, play, fitness and ecological pods that activate this area of South Street and produce significant social interaction. The aim is to connect spaces within the public realm. Some existing trees will be retained and new trees and rain gardens will be provided. The creation of a continuous landscaped public realm between Station Square and the new housing is supported but it is disappointing that the opportunity has not so far been taken to extend this landscape treatment to the south side of South Street to the area in front of the Oasis Academy and the new Youth Centre. Planning conditions will control the detail of the landscaping proposed including the proposed raised tables and a planning obligation is sought and has been agreed to improve the surface treatment and other environmental improvement to the area outside the Oasis Academy and the new Youth Centre.
- 9.79 Community Park (Phase 2A) – this large open space will cater for all ages and will form the social heart of this part of the regeneration project. A range of play facilities are provided as well as quieter areas and seating to allow enjoyment of this central public space.
- 9.80 Courtyard gardens (Phase 2A) – these spaces provide for a range of activities including play and self grow beds for resident's horticulture. Planting will provide privacy to ground floor patios.
- 9.81 Phase 4 – The central play area and communal amenity space provides a positive pedestrian environment and creates a variety of spaces for socialising, learning, rest and play. Although this area is physically separate from the majority of the Alma Estate, similar forms and materials will be used to create a connection with the wider development. The play area will utilise a naturalistic range of equipment including low level timber play elements within the main lawn area. The communal residents garden will create social spaces and ecological features as well as utilising planting to provide privacy to private patios and terraces. The detail of the surface treatment and the landscaping proposed will be controlled by planning condition.

Trees

- 9.82 An Arboricultural Impact Assessment has been submitted as part of this application and highlights that although some trees will need to be removed this will be mitigated by the proposed replacement planting throughout the site. New tree planting will improve the streetscape along South Street as well as forming part of the landscape buffer to the proposed apartment block on Alma Road (Phase 4).
- 9.83 The information submitted demonstrates that for Phase 2A, 26 existing trees will be removed, 5 existing trees will be retained and 121 new trees will be planted resulting in a net gain of 95 trees. Two potential new trees proposed in the previous Reserved Matter application cannot now be accommodated as a result of the new cycle route on the west side of Alma road. This is regrettable but unavoidable if cycle provision is to be made. The retained trees remain as approved under the previous Reserved Matter application.
- 9.84 For Phase 4 - 41 trees will be removed, 16 trees will be retained and 48 new trees will be planted resulting in a net gain of 7 trees. This is an improvement over the outline application where there was a net loss of 20 trees. The

quality of trees to be lost include 9 in Category B2, 1 in Category B3 , 30 in Category C2 and 1 in Category U.

- 9.85 The information submitted is sufficient to discharge Condition 9 – Tree Protection.

Transport and Parking

- 9.86 This application has been assessed against the new standards as set out in the Intend to Publish London Plan. It is noted that the site is within the Upper Lee Valley Opportunity Area.
- 9.87 The original outline application (15/02039/OUT) included a Transport Assessment (TA) and draft Framework Travel Plan in accordance with London Plan Policy 6.3. The TA considered the accessibility of the site for trips made by all modes, assessed the net effect of the development, provided details of servicing and refuse collection and assessed the possibilities for improving public transport facilities. It concluded that the masterplan proposals will improve the highway infrastructure, improve road safety and encourage sustainable travel habits.
- 9.88 This application is supported by a Transport Statement which concludes that the Phase 2A and Phase 4 proposals will result in increased pedestrian and cycle connectivity with more crossing points and through routes. Traffic management measures have been introduced including reducing the width of Alma Road to 6.2m and tightening the turning radii onto side streets for South Street. Seven car club spaces are proposed for the development overall with one car club space proposed for Phase 1A. Provision for a safeguarded route for a cycle lane (for implementation by Cycle Enfield) is proposed along the western side of Alma Road. Officers consider that these proposals will improve road safety, significantly improve cycle infrastructure and encourage sustainable travel habits.
- 9.89 Access – Vehicular access to Phase 2A is largely unchanged from the previous Reserved Matter application with internal link roads, which are traffic calmed and operate as one way, between the blocks providing access from Alma Road, Napier Road and South Street.
- 9.90 It is proposed that Napier Road is access controlled via a bollard which prevents vehicles but allows cyclist and pedestrian access. This should reduce traffic volumes which will encourage cycling and walking along a new link from Ponders End High Street to Ponders End station. Additional works will be required to deliver this link (circa £50,000) but they are not within the scope of this application.
- 9.91 As well as Napier Road, the link will utilise Alma Road to provide a safe and convenient connection to the station via a pedestrian and cycling crossing close to South Street. Given that this is part of a wider route, with delivery linked to later phases of the development, it has been agreed that for Phase 2A the developer will provide an extended footway with a safeguarded area for a future cycle route and a contribution of £39,000 will be secured to cover future provision of a dedicated cycle lane.
- 9.92 Vehicular access to Phase 4 is via an access from Alma Road which allows vehicles to operate two way and avoids queuing vehicles on the public

highway. There is a separate and safe access for pedestrians. These arrangements are acceptable.

- 9.93 It is noted that there has been some discussion about the possible gating of Phase 4; there is no transport reason to do this and gating is more likely to lead to queueing on and reversing onto the public highway.
- 9.94 In terms of access to the wider active travel and public transport networks, as for the entire northern part of the Alma Estate, the links to and from Phase 4 are poor quality. The need to address this has been highlighted by Transport for London and is supported by T&T. Therefore, a contribution of £50,000 is being sought to deliver part of the wider package of works in the area.
- 9.95 Active Travel Zone Assessment – In line with TfL guidance the applicant has undertaken an Active Travel Zone assessment. This highlights the need for local public realm improvements as well as better links to active travel and public transport provision (particularly for Phase 4). Therefore, mitigation measures have been proposed which address some of these, bearing in mind that any request must be proportionate to the change in quantum of development and its associated impacts.
- 9.96 Traffic Calming – It is proposed that Alma Road is reduced to a width of 6.2 m to make drivers more aware of their speed. The existing mini roundabout on Alma Road will also be retained. To reduce speeds along South Street it is proposed that turning radii onto side streets are tightened. Raised table entry treatments will be provided to roads within the development. Vehicle Speed Activated Signs will be located at each end of Alma Road and South Street to improve speed conditions. The information submitted is sufficient to discharge Condition 59 – Traffic Calming.
- 9.97 Cycling – As outlined above, a safeguarded route for a segregated cycle lane has been provided down the west side of Alma Road. This is part of a wider cycle route to link Enfield Town and Ponders End Station. A temporary surface will be provided to safeguard the route until its future implementation with a sum of £39,000 to be secured through the Section 106 agreement as a contribution to its future delivery.
- 9.98 Cycle Parking - 570 residential secure long stay cycle parking spaces are proposed, along with 12 short stay visitor spaces. In addition, 3 long stay and 13 short stay are being provided for the retail space. This meets the required minimum standards so is acceptable. However, as has been discussed with the applicant, some of the provision (ideally at least 5%) should be suitable for larger cycles. Revised plans have been submitted removing some double stacking cycle stands and replacing them with Sheffield stands. Provision of Sheffield stands is now 5% and Condition 60 (Cycle Parking) can be discharged.
- 9.99 Parking - A parking strategy for Phase 2A and Phase 4 has been developed in accordance with current national, regional and local policy guidance, the current parking situation and the approved outline parking provision. In accordance with DMD Policy 45 an appropriate balance has been struck between providing new development and preventing excessive car parking that might undermine the use of more sustainable means of transport. The proposed parking approach also reflects Intend to Publish London Plan Policy T6 which states that parking should be restricted in line with levels of existing

and further public transport accessibility and connectivity. The parking strategy has assessed likely demand covering both on and off-street parking and is supported by parking surveys and analysis.

- 9.100 Condition 52 of the outline consent 15/02039/OUT requires a parking ratio of 0.6 spaces per residential unit. As a consequence of the proposed uplift in numbers of 93 units and other design changes (including the need to safeguard the route of a segregated cycle route on Alma Road) an amended parking ratio of 0.4 spaces per residential unit is sought as set out below.

Phase	Assessed Parking Spaces			Parking Spaces with Safeguarded Cycle Route		
	Units	Spaces	Ratio	Units	Spaces	Ratio
Phase 2A	228	69	0.3	228	62	0.27
Phase 4	81	17	0.21	81	17	0.21
Total	309	86	0.28	309	79	0.26

- 9.101 This compares to a ratio of 0.56 per unit across phases 2A and 4 under the existing consents. When looking at the development overall, these changes will see car parking provision per unit to fall from the consented level of 0.6 to 0.4
- 9.102 The amended level of car parking provision is policy compliant with the Intend to Publish London Plan which sets in Table T.1 a maximum ratio of 0.5 per unit in locations within Opportunity Areas in outer London.
- 9.103 However, this reduced car parking ratio does represent a significant change so a range of mitigation measures have been proposed and should be secured as set out below. These include the provision of a vehicle parking management plan which sets how spaces will be allocated, ideally on the basis of relative need with overall provision reducing over time. The applicant will also need to provide disabled parking bays (3% active and 7% passive provision) and electric vehicle charging will be provided (20% active with remainder passive) as well as the mechanisms for triggering the change from passive to active provision.
- 9.104 TFL officers have objected to the perpendicular parking proposed on the western boundary of Phase 2A and would prefer to see it replaced with parallel parking. Although officers are sympathetic to the views of TFL, in this particular case it is considered that the removal of perpendicular parking would result in an unacceptable further reduction in the parking ratio. It is estimated that the change to parallel parking would result in the loss of approximately 10 car parking spaces.
- 9.105 Officers consider that the parking provision made for Phases 2A and Phase 4 is in principal acceptable subject to mitigation measures being agreed. The applicant has applied to amend the parking ratio to 0.4 and discharge Condition 52 – Parking. Sufficient information has been submitted to permit the amendment and discharge of this condition.

9.106 Trip Generation - To ensure consistency of approach, the applicant has undertaken a forecast of trips rates using the same comparator sites as for the consented outline application.

These have then been applied using two scenarios:

- A 'worst case' unmitigated assessment which reflects the car driver mode share recorded in the local area in the 2011 Census
- A mitigated assessment with an adjusted mode share reflecting the reduced car parking provision.

9.107 The summary below focuses on total trips (combined to and from development) in the AM peak hour (08:00 to 09:00 is usually the busiest time on the transport network) and the split between private vehicles (including taxis) and active and public transport:

<i>Mode</i>	<i>AM Peak Extant</i>	<i>AM Peak Worse Case</i>	<i>Change v Extant</i>	<i>AM Peak Mitigated</i>	<i>Change v Extant</i>
<i>Active and Public Transport</i>	86	89	+3%	150	+74%
<i>Private Vehicle</i>	53	95	+79%	34	-36%

9.108 This indicates that there will be a significant increase in overall trips and that, without suitable mitigation to encourage mode shift to active modes (cycling and walking) and public transport, this would have an impact on the local highway network. To ensure that this does not happen, a range of mitigation measures have been proposed and / or should be secured as set out below.

9.109 Highway Stopping Up, Adoption and Works - Some public highway will need to be stopped up to facilitate the development and the applicant has committed to cover the cost of this.

9.110 It has been agreed that the Council will adopt as highway maintainable at public expense the public areas bordering the site, subject to the applicant entering into a S38 agreement which includes provision for the payment of ongoing contributions towards maintenance costs for non-standard features.

9.111 There will also be works on the public highway which will require a S278 agreement.

9.112 Delivery and Servicing - The proposals for delivery and servicing are broadly acceptable although it is noted that some of the stores are located more than 10 metres (the maximum specified in Council guidance) from the collection point. If the distance between a refuse store and the refuse truck exceeds the LBE Guidance, bins will be taken to a suitable location by the Estate Management Company (if applicable) on collection day. Condition 57 (Delivery and Servicing) can be discharged as can Condition 54 (Loading and Unloading).

9.113 Construction Logistics Plan (CLP) - The outline CLP is noted with details to be agreed with the Council prior to commencement. One area that will need

to be addressed is contractor parking which has been an issue with those phases of development already being delivered.

Mitigation Measures:

1. Access to active and public transport on Nags Head Road – A contribution of £50,000 has been agreed towards the delivery of a wider package of works which will improve the links from the Alma Estate area to Nags Head Road as well as the cycling and walking provision on Nags Head Road.
2. Car club provision – To provide additional capacity there will be an uplift in car club provision from 5 to 7 vehicles. This will allow more people who do not have access to a private vehicle to rent a car for occasional trips. It is noted that currently, 33% of the new residents in Phase 1A have signed up to the car club in the area so there is evidence that this approach can address some demand arising from the reduced car parking provision.
3. Controlled parking zone – The existing contributions should be confirmed although the change in phasing will need to be reflected in the amended S106 agreement. These contributions will allow design, consultation and delivery of parking controls in the area around the site which will mitigate against overspill parking on existing roads.
4. Cycling and walking links – As well as committed highway works, a £39,000 contribution is being sought to deliver a future dedicated cycle path on the western site of Alma Road in the vicinity of the site.
5. Public realm improvements – The applicant has committed to delivering high quality landscaping within the site as well as much improved public space (including areas for play and rest) along the southern boundary. A planning obligation has been agreed to improve the surface treatment and other environmental improvement to the area outside the Oasis Academy and the new Youth Centre.
6. Traffic calming and highway safety – The applicant has committed to deliver a range of measures to reduce vehicle speeds, provide improved pedestrian and cycling crossing facilities, and deter larger vehicles leaving Woodall Road from using Alma Road.
7. Travel Plan – The applicant has set out the overarching objectives and targets of a Travel Plan; the details will need to be agreed with the Council prior to occupation. The S106 should also be updated to reflect the new approach to larger developments which is to have a Framework Travel with Phased Travel Plans to follow. The monitoring contributions are: Framework - Flat contribution of £2,000 + annual contribution of £500 for the life of the travel plan, Phase - £4,024.80.

Climate Change and Sustainability

- 9.114 Chapter 5 of the London Plan and Chapter 9 of the London Plan Intend to Publish Version, Core Strategy Policy 20 and Chapter 10 of Enfield's DMD set out the policies and principles for achieving sustainable development. The proposals for Phase 2A and Phase 4 have been carefully considered to make the maximum contribution to the mitigation of, and adaptation to, climate change whilst minimising carbon dioxide emissions. A Sustainability Statement Addendum has been submitted with the application which summarises the sustainability measures included.

- 9.115 Climate change and energy – the proposals include design measures to reduce energy and resource demand including passive design measures such as low air leakage and low thermal bridging. A site-specific energy centre and heat network will be built and will form part of the future Lea Valley Heat network. All residential units will be connected to the energy centre for both heating and hot water. Site wide Co2 emissions will be above the required target of 36% contained in Condition 38 (Energy Strategy) and the information submitted is sufficient to discharge this condition in respect of these two Phases. In addition, the Section 73 variation proposes a reduction in car parking ratio from 0.6 to 0.4 and includes improvements to cycling infrastructure. These measures will contribute towards reduction in carbon emissions and improvements to air quality.
- 9.116 Sustainable Use of Materials – as outlined in the Green Procurement Plan there is a commitment to minimising waste during construction and the use of renewable and recycled materials will be promoted. To demonstrate that the procurement plan has been implemented for the Alma Estate detailed records will be compiled. Before ordering any materials or procuring any services it will be necessary to review the material or supplier/manufacture against the procurement plan. This will include maintaining a document trail for all the relevant materials. The information submitted is sufficient to discharge Condition 43 – Green Procurement Plan

Biodiversity

- 9.117 The proposals seek to maintain and provide new opportunities for wildlife within the site in accordance with national and local planning policy and guidance. A Biodiversity Management Plan for Phase 2A and Phase 4 has been submitted with this application.
- 9.118 The Master Plan seeks to maximise the extent of biodiversity delivered through the introduction of green linkages, high quality public open space and green roofs. In addition, significant additional tree planting of native species is proposed. New biodiversity opportunities will be created through the provision of rain gardens, biodiverse roofs and the provision of boxes suitable for bird and bat species. These have been targeted at species included within the London Biodiversity Strategy (e.g. the black redstart) and a nesting opportunity for peregrine falcon has also been incorporated as a nesting pair has previously been recorded within the Alma Regeneration Area. Officers consider that the Ecology and Biodiversity Strategy sets out adequate measures to increase and enhance the nature conservation and biodiversity interest of the site. Sufficient information has been submitted to discharge Condition 31 – Ecology and Biodiversity Strategy.
- 9.119 Green Roofs – A total area of 3,540m² of biodiverse roof will be incorporated into the Phase 2A and Phase 4 areas. The roofs will be installed by a specialist contractor and will provide an appropriate growing medium and be planted with a mix containing grasses, wildflowers and sedum. The biodiverse roofs will provide habitat for invertebrates and potentially support foraging birds and bats. The location, specification and maintenance strategy is specified in the application documents and the information supplied is sufficient to discharge Condition 36 – Green Roofs.
- 9.120 Living Walls - The Design and Access Statement includes an assessment of the potential for living walls. It concludes that on the basis of design and

layout, installation of a living wall is not feasible in Phase 2A and Phase 4. One potential location was identified on a north facing courtyard of Phase 2A but this was discounted as not viable as north facing walls do not support a good environment for plant growth as there is a lack of sunlight causing constant replacement of plants. It is considered that a living wall would not be viable in this location and the need to replace plants would place additional cost onto residents of the Alma Estate. Sufficient information has been submitted to discharge Conditions 37 – Living Walls.

Noise

- 9.121 An acoustic report accompanies this application and provides a glazing and ventilation strategy which is acoustically capable of achieving the internal noise criteria set out in Condition 27 of the outline permission. To meet the recommended standards facades facing South Street, Alma Road and Lea Valley Road will require acoustically enhanced glazing and ventilators to mitigate noise from road traffic. Glazing requirements are specified. This condition will be discharged prior to the commencement of development.

Waste and Recycling

- 9.122 Relevant policy requirements are set out in London Plan Policy 5.18, the Mayor's Sustainable Design and Construction SPG and DMD Policy 57. The Green Procurement Plan sets out that recycling and waste storage areas are to be incorporated within each unit – residential and non-residential – with communal storage space provided across the site.
- 9.123 Construction site waste will be managed, monitored and controlled via the use of a Site Waste Management Plan (SWMP). This SWMP is in accordance with Policy 5.18 of the London Plan which outlines procedures for the minimisation of construction waste consistent with the principles of the waste hierarchy – reduce, reuse, recycle, recover. It identifies potential opportunities to reduce waste sent to landfill from the site and provides details on recycling. The Site Waste Management Plan submitted is sufficient to discharge Condition 44 – SWMP.

Archaeology and Heritage

- 9.124 An assessment of potential effects to heritage assets was provided at outline stage and concluded that appropriate mitigation will ensure the proposals will not result in any harm to the heritage of the area. The Section 73 application (also before this Committee) includes an assessment of changes to the building heights and other minor amendments in the form of an Environmental Statement Addendum and concludes that the changes do not result in any new or different likely significant effects and do not change the conclusions of the 2015 Environmental Statement.

Flood Risk and drainage

- 9.125 Phase 2A and Phase 4 falls within Flood Zone 1 and are not therefore considered to be at significant risk of flooding. London Plan Policy 5.13 Sustainable Urban Drainage requires that SUDS be used to ensure surface water runoff is not increased due to the development. All surface water will be dealt with at source, using a combination of passive landscaping measures to enhance attenuation and infiltration characteristics. The use of

green and brown roofs has been reviewed and will provide an aid to attenuated water flows.

- 9.126 Condition 35 of the outline consent requires a site wide drainage plan based on SUDS principles to be produced before superstructure works commence in each Phase. Initial discussions have been held with specialist officers but further detailed work needs to take place to inform the proposals and a separate detailed SUDs strategy will be submitted for each Phase. A condition will be placed on this Reserved Matter application requiring this.

Lighting

- 9.127 An indicative lighting strategy has been prepared and is submitted as part of the Design and Access Statement. This sets out the key principles to be adopted informed by site context. These principles include the provision of safe well-lit thoroughfares for pedestrians and the use of different lighting patterns in private and public areas. Details of external lighting will be secured by condition.

Statement of Compliance with Environmental Statement

- 9.128 The original outline planning application was subject to an Environmental Statement and therefore changes to the permission through Section 73 application being considered by the committee necessitate an addendum to the Environmental Statement to establish if the changes proposed would have any additional or different impacts that need to be considered and/or mitigated.
- 9.129 The Environmental Statement Addendum concluded that there have been no material changes to the baseline or to policy since the original assessments were conducted within the May 2015 ES and the October 2017 ES Addendum and therefore previous assessments are not materially altered. With the exception of the minor adverse effects on daylight discussed earlier in this report to a small number of houses in Alma Road and Scotland Green Road, the proposed variations do not introduce any new or different significant effects. Six new committed schemes have been identified since the original ES was produced but it is not considered to result in new or different significant effects.
- 9.130 The Environmental Statement Addendum concludes that effects to the environment from the proposed variations are generally consistent with those identified in the 2015 ES and October 2017 Addendum. However, mitigation against potential traffic generation in terms of increased car club and cycling provision and improvements to the design of the scheme in terms of pedestrian environment (particularly in the South Street area) have been added.
- 9.131 A Statement of Compliance has been submitted with this Reserved Matter application which reviews the significance of effects within both the 2015 ES and ES Addendums of 2017 and 2019 against the details of the Reserved Matters application to identify whether they provide a sound basis to understand the likely significant effects of the proposed development. The Statement of Compliance concludes that the proposals are entirely within the parameters of the October 2019 ES Addendum and no further ES or ES

Addendum is required to understand the likely significant effects of the Reserved Matter proposals.

Discharge of Conditions

9.132 This application proposes the discharge of the following planning conditions that formed part of the original outline (15/2039/OUT) and have been re-imposed in the Section 73 variation also before this committee (19/03624/VAR):

- tree protection (9)
- ecology and biodiversity strategy (31)
- green roofs (36),
- living walls (37),
- energy strategy (38),
- green procurement plan (43),
- SWMP (44),
- Parking (52),
- loading/unloading (54),
- delivery and servicing (57)
- traffic calming (59),
- cycle parking (60).

9.133 The issues around the discharge of each of these conditions have been discussed in the appropriate section of this report and officers have concluded that sufficient information has been submitted to approve the discharge of these conditions.

S106 Deed of Variation

9.134 A S106 Agreement formed part of the original grant of Outline Permission for the Alma Estate Regeneration – 15/02039/OUT dated 20 June 2017. A Deed of Variation was agreed for the grant of permission for the previous Section 73 Variation (17/04670/VAR) in August 2018.

9.135 The original S106 and the Deed of Variation already secure:

- Affordable housing (399 units – 200 social rent, 126 intermediate and 73 flexible affordable housing units where the tenure and rent levels are yet to be agreed).
- Viability reassessment – phase by phase and with a requirement for a final viability assessment.
- Business and employment initiatives
- Education contributions in accordance with S106 SPD
- Youth and community centre – a strategy to ensure the on-going provision of community and youth facilities during the construction of the development and details of the specification for the youth and community centre.
- Connection to the Decentralised Energy Network
- Car Club – provision of car club spaces and a car club management plan.
- Controlled Parking Zone – parking surveys across each phase and following completion of the development, to establish the need for a

CPZ. Funding of a CPZ up to a £60,000. It was agreed to bring forward the CPZ as part of the Deed of Variation agreed in August 2018.

- Parking management strategy/delivery and servicing plan
- Travel Plans
- Review of travel plans, parking management strategy and servicing plan
- Highway works
- Signage contribution – vehicle speed activated signage on South Street and Alma Road
- Public Open Space and Public Realm – management strategy
- Sport England Contribution - £278,000 subject to viability
- Healthcare – not to commence development on any subsequent phase until the medical centre in Phase 2 has been constructed to shell and core
- Housing Mix
- Cycling Improvements
- Wayfinding signage – 2 wayfinding signs with directions to Lee Valley Regional Park
- Legal mechanism to tie the Falcon Road Spur application (17/04816/FUL) to the S73 Application (17/04670/VAR)

9.136 A further Deed of Variation (DOV) to the S106 will be required to accompany, the Section 73 Permission (19/03624/VAR) also before the Committee. Discussions with the applicant are ongoing and the finer detail of the changes are not yet fully agreed. However, changes can be expected to secure:

- An adjustment to affordable housing numbers to reflect the increase in total unit numbers from 993 to 1,086
- Various Highway matters including the confirmation of the bringing forward of the proposed CPZ and detailed issues agreed in relation to the discharge of conditions
- Contribution of £50,000 toward the delivery of improved cycling and walking provision on Nags Head Road and improved links from the Alma Estate to Nags Head Road
- Contribution of £39,000 to deliver a future dedicated cycle path on the western side of Alma Road
- Car club capacity to be increased from 5 to 7 spaces
- Public Realm improvements. A contribution of up to £174,000 towards the provision of paving and other improvements to the area in front of the Oasis Academy and Youth Centre has been agreed.
- Improvements to Ponders End Park. An obligation of up to £50,000 is sought towards improvements to Ponders End Park to mitigate the increase in population and increased usage of the park.
- Travel Plan provision will be updated to reflect the new approach to larger developments to have a Framework Travel Plan with Phase Travel Plans to follow with appropriately updated monitoring contribution.
- A contribution of £50,000 towards improvements in Ponders End Park

- 9.137 Once the DOV is completed the S73 permission can be issued and this in turn will allow the Reserved Matters consent to be issued.

Community Infrastructure Levy

- 9.138 CIL will be payable on this development to fund infrastructure necessary to enable development. Both Enfield CIL and the Mayor of London CIL will be payable. Formal determination of the CIL liability will be made by Enfield Council when a Liability Notice is issued should this application be approved.

10 Conclusion

- 10.1 This Reserved Matter application for Phase 2A and Phase 4 of the Alma Estate will replace Merlin House, Cormorant House and Fairfield Close with 309 new homes in an improved environmental setting. New public realm and public open spaces will be created that will be easily accessible, legible and safe. The proposals will integrate the site back into the wider area, improving connections and creating a network of public spaces, particularly in the South Street area.
- 10.2 In developing these proposals, the applicant has fully engaged with council officers through the pre-application process and there has been engagement with local residents and community groups through meetings and public exhibitions.
- 10.3 Phase 2A and Phase 4 will increase the range of housing types and bring forward the delivery of affordable homes with 56% of the 309 units within these phases being affordable homes (104 social rent and 68 inter mediate tenure). Phase 4 in particular provides a focus on family homes for the social rent tenure with access to both private and public amenity space and play space. These changes will ensure that the development contributes to meeting housing needs, meets rehousing requirements and is economically viable and deliverable.
- 10.4 The proposed parking ratio will fall from 0.6 to 0.4 for the Master Plan area as a whole but sustainable travel modes will be promoted through increased provision of car club spaces and the provision of a safeguarded route for a new cycle lane on the west side of Alma Road.
- 10.5 Overall the proposals are considered to be compliant with both the strategic and local planning policy frameworks and are supported by officers.
- 10.6 The detailed wording of all the required conditions has not yet been fixed although the issues to be addressed by condition have been highlighted throughout this report and are summarised below. In this regard, Members are being asked in considering the officer recommendation to grant planning permission and to also grant delegated authority to officers to agree the final wording for these conditions.
- 10.7 A Deed of Variation to the existing Section 106 will be necessary and discussions are ongoing with the applicant about the detailed content of this Deed of Variation.

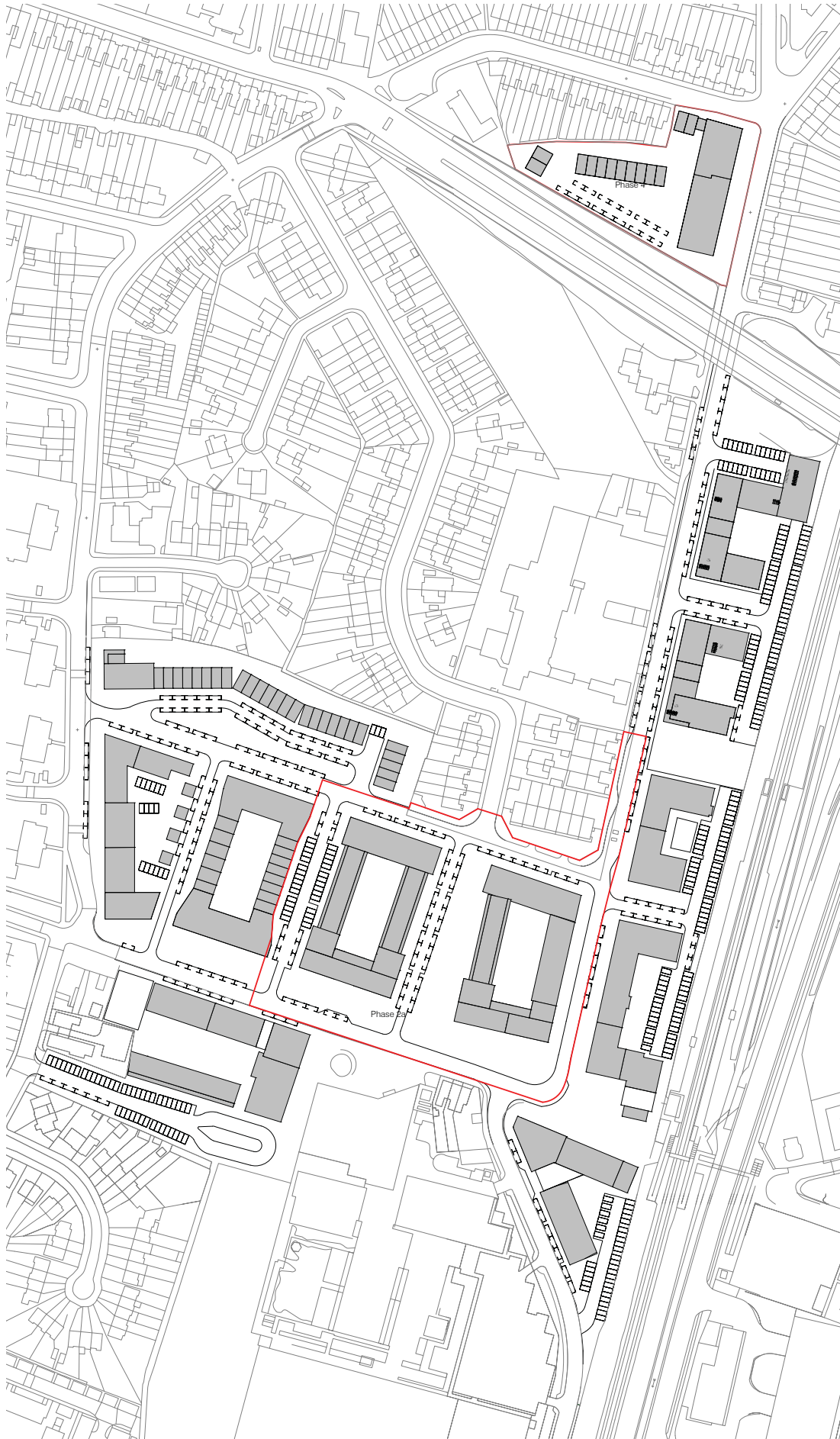
GENERAL NOTES:
 This drawing is © 2017 PTE architects.
 Use figured dimensions only. **DO NOT SCALE.**
 All dimensions are in millimetres unless noted otherwise.
 This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.
 If in doubt, ask.

SETTING OUT NOTES:
 All setting out to be confirmed on site prior to construction - any discrepancy must be immediately reported to the Architect.
 All partitions set out to studwork or structure.
 For setting out and specification of M&E services refer to M&E Consultants documents.
 For setting out and specification of structure refer to Structural Engineer's documents.



KEY

— Phase Boundary Line



01.11.19 Issued for Planning LL HYT
 PLANNING

Diespeker Wharf
 38 Graham Street
 London N1 8JX
 020 7338 7177
 forename.surname@plea.co.uk
 @pleearchitects
 www.pollardthomasedwards.co.uk



project	job number	sheet	scale	date created
Alma Estate Regeneration	18-112 LL	As		Oct '19
drawing title	drawing number	indicated@A1		
Alma Phase 2a + 4 Proposed Site Plan	112_PL_002			-

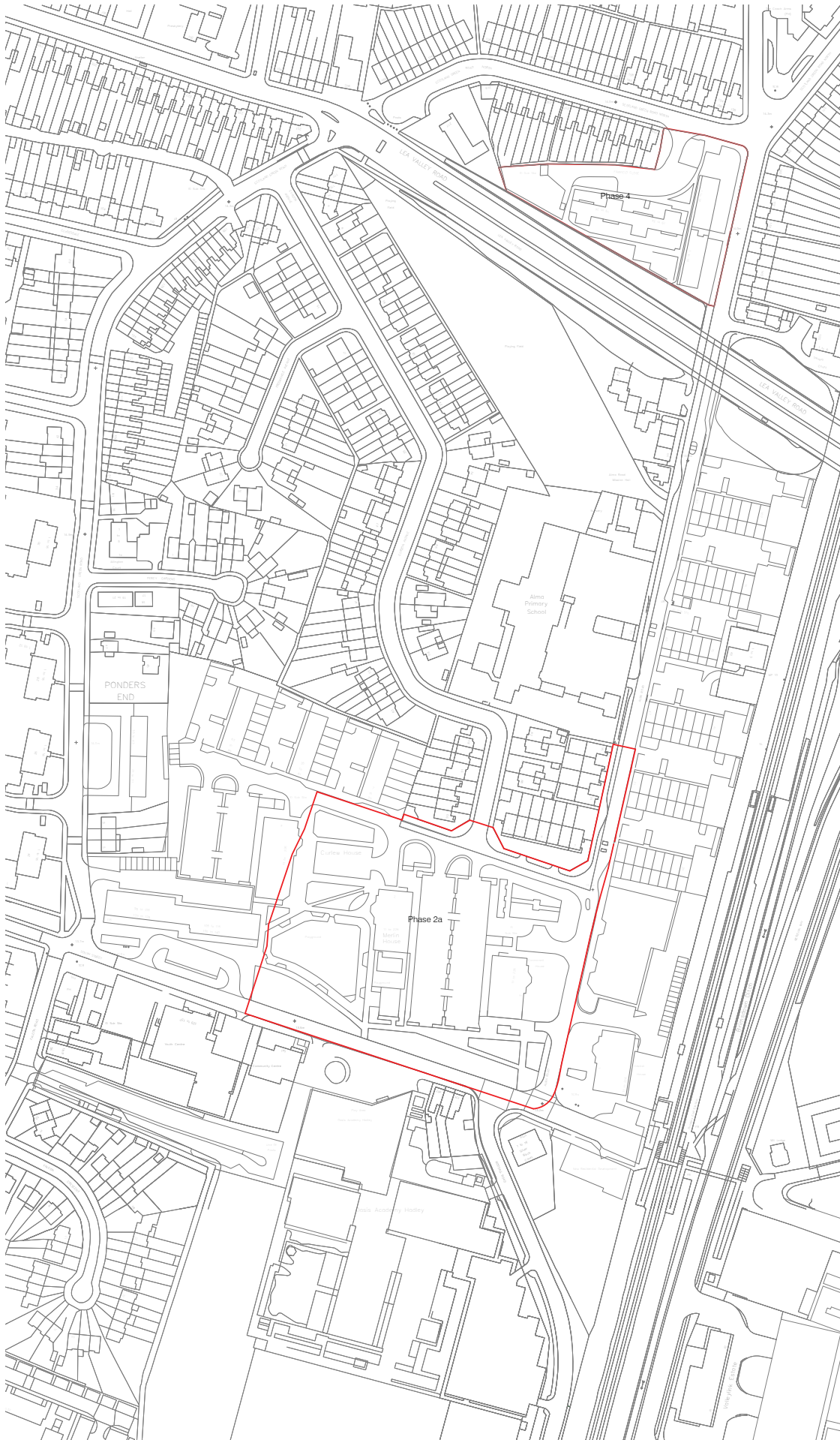
GENERAL NOTES:
 This drawing is © 2017 PTE architects.
 Use figured dimensions only. **DO NOT SCALE.**
 All dimensions are in millimetres unless noted otherwise.
 This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.
 If in doubt, ask.

SETTING OUT NOTES:
 All setting out to be confirmed on site prior to construction - any discrepancy must be immediately reported to the Architect.
 All partitions set out to studwork or structure.
 For setting out and specification of M&E services refer to M&E Consultants documents.
 For setting out and specification of structure refer to Structural Engineer's documents.



KEY

— Phase Boundary Line



01.11.19 Issued for Planning LL HYT
 PLANNING

Despcker Wharf
 38 Graham Street
 London N1 8JX
 020 7338 7177
 forename.surname@ptea.co.uk
 @ptearchitects
 www.pollardthomasedwards.co.uk

**Pollard
 Thomas
 Edwards**

project	job number	sheet	scale	date created
Alma Estate Regeneration	18-112 LL	As		Oct '19
drawing title	drawing number	indicated@A1		
Alma Phase 2a + 4 Existing Context	112_PL_001			-

GENERAL NOTES:
 This drawing is © 2017 PTE architects.
 Use figured dimensions only. **DO NOT SCALE.**

All dimensions are in millimetres unless noted otherwise.

This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.

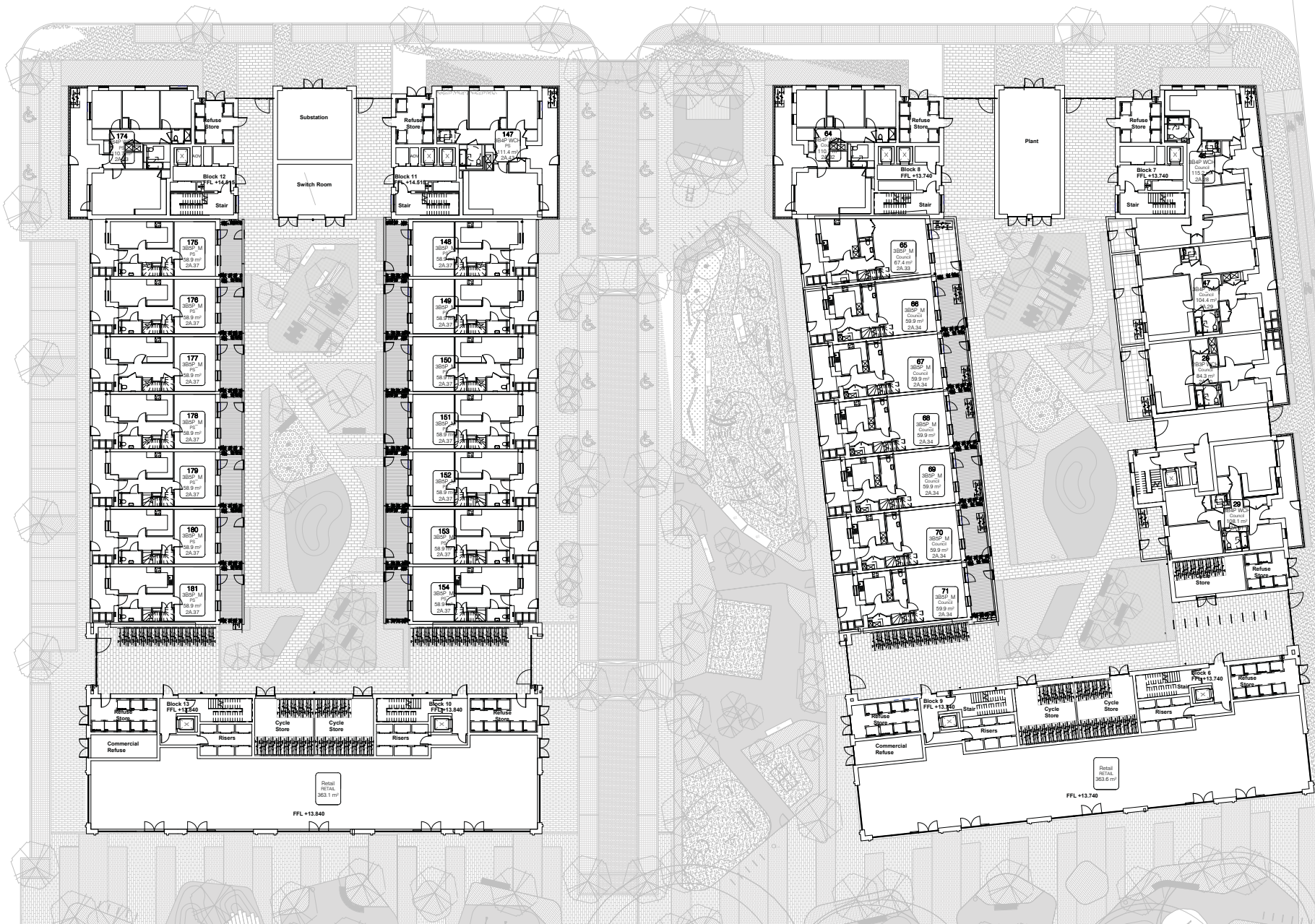
If in doubt, ask.

SETTING OUT NOTES:
 All setting out to be confirmed on site prior to construction - any discrepancy must be immediately reported to the Architect.

All setting out to face of structure or to grid. All partitions set out to studwork or structure.

For setting out and specification of M&E services refer to M&E Consultants documents.

For setting out and specification of structure refer to Structural Engineer's documents.



Page 129

30/10/19	PLANNING ISSUE	DS	HYT
18-112 DS	1: 200@A1	18-112 DS	1: 400@A3
18-112 DS	1: 400@A3	OCT '19	

Dispecker Wharf
 38 Graham Street
 London N1 8JX
 020 7336 7777
 forename.surname@ptea.co.uk
 @ptearchitects
 www.pollardthomasedwards.co.uk

**Pollard
 Thomas
 Edwards**

Project	Job Number	Drawn	Scale	Date Created
Alma Estate Regeneration Phase 2 Reserved Matters	18-112 DS	1: 200@A1	1: 400@A3	OCT '19
Phase 2A Ground Floor Plan	112_PL_100			

No dimensions are to be scaled from this drawing.
 All dimensions are to be checked on site.
 Area measurements for indicative purposes only.
 This drawing is the property of Exterior Architecture Ltd.
 No part of the drawing may be reproduced in any manner
 without permission from Exterior Architecture Ltd.

Client
COUNTRYSIDE



- LEGEND**
- SITE BOUNDARY
- SURFACES**
- SURFACE TYPE 01 - 300X300X300MM BLOCK PAVING
 COLOUR: LIGHT GREY GRANITE
 MARSHALLE SOCIAL TEXTURED
 REFER TO EXA_1917_P4_001
 - SURFACE TYPE 02 - 450X450X20MM PATIO FLAG PAVING
 COLOUR: BUFF
 MARSHALLE
 REFER TO EXA_1917_P4_001
 - SURFACE TYPE 03 - 200X100X50MM PERMEABLE BLOCK PAVING TO PARKING BAYS
 COLOUR: RED BROWN GREEN MAX
 MARSHALLE SOCIAL PROCA
 REFER TO EXA_1917_P4_002
 - SURFACE TYPE 04 - 200X100X50MM PERMEABLE BLOCK PAVING TO PARKING BAYS
 COLOUR: HARVEST BUFF
 MARSHALLE SOCIAL PROCA
 REFER TO EXA_1917_P4_002
 - SURFACE TYPE 05 - RESIN BOUND GRAVEL TO COMBING GARDENS
 COLOUR: HARVEST BUFF
 REFER TO EXA_1917_P4_003
 - SURFACE TYPE 06 - RUBBER MULCH SAFETY SURFACE
 COLOUR: RED BROWN GREEN MAX
 REFER TO EXA_1917_P4_003
 - SURFACE TYPE 07 - RUBBER MULCH SAFETY SURFACE
 COLOUR: GREEN AND BROWN MAX
 REFER TO EXA_1917_P4_003
 - ADAPTABLE PAVING
 REFER TO MARSHALLE SOCIAL STREETSCAPE POLICY AND GUIDANCE - VOLUME 2
- SOFT LANDSCAPE**
- EXISTING TREE PLANTING RETAINED
 - PROPOSED TREE PLANTING
 - PROPOSED AMENITY PLANTING
 - PROPOSED LAWN
- FURNITURE**
- TIMBER BENCH
 2000X800X450MM
 STREETLIFE 6 SERIES
 - SELF GROW BEDS
 2000 X 1200 X 80MM
 WATERFALL - FSC MEROYWOOD
 - CONCRETE SLEEPERS
 TRANSFORMER
 - CYCLE STAND
 200X800MM
 - STAINLESS STEEL SHEPHERD STAND
- PLAY EQUIPMENT**
- SAFETY DISC
 BY TIMBER PLAY
 SIZE: 800mm
 - TABLE NEST SPECIAL
 BY TIMBER PLAY
 SIZE: 1150x4000mm
 - LOG WALK
 LOG WALK MADE BY TIMBER STEPPING STONES IN
 HANGING SIZE
 - SULTIC BOULDER
 BY GIB STONE LTD
 SIZE ABOUT 300x200x80mm
 - SLIMMING STRUCTURE 18
 BY TIMBER PLAY
 SIZE: 1150x2000mm

----	----	----
----	----	----
----	----	----
----	----	----
----	----	----
----	----	----
----	----	----
----	----	----
A	Planning Comments Updates	28.02.2020
Rev	Description	Date

EXTERIOR ARCHITECTURE
 LONDON: Studio 1S, Hewlett House, Havelock Terrace, London, SW8 4AS
 MANCHESTER: Studio 537, The Royal Exchange, St Ann's Square, Manchester, M2 7DH
 E-Mail: office@exteriorarchitecture.com
 Web: www.exteriorarchitecture.com

Project title
ALMA OPTIMISATION

Drawing title
PHASE 4 GENERAL ARRANGEMENT PLAN

Issued By London T: 020 7978 2101
 Scale 1:200 @ A1 Drawn EXA
 Status PLANNING Checked EXA
 Date 22.10.2019 Approved EXA

Drawing number ExA_1917_P4_101 Revision A

GENERAL NOTES:
 This drawing is © 2017 PTE architects.
 Use figured dimensions only. **DO NOT SCALE**

All dimensions are in millimetres unless noted otherwise.

This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.

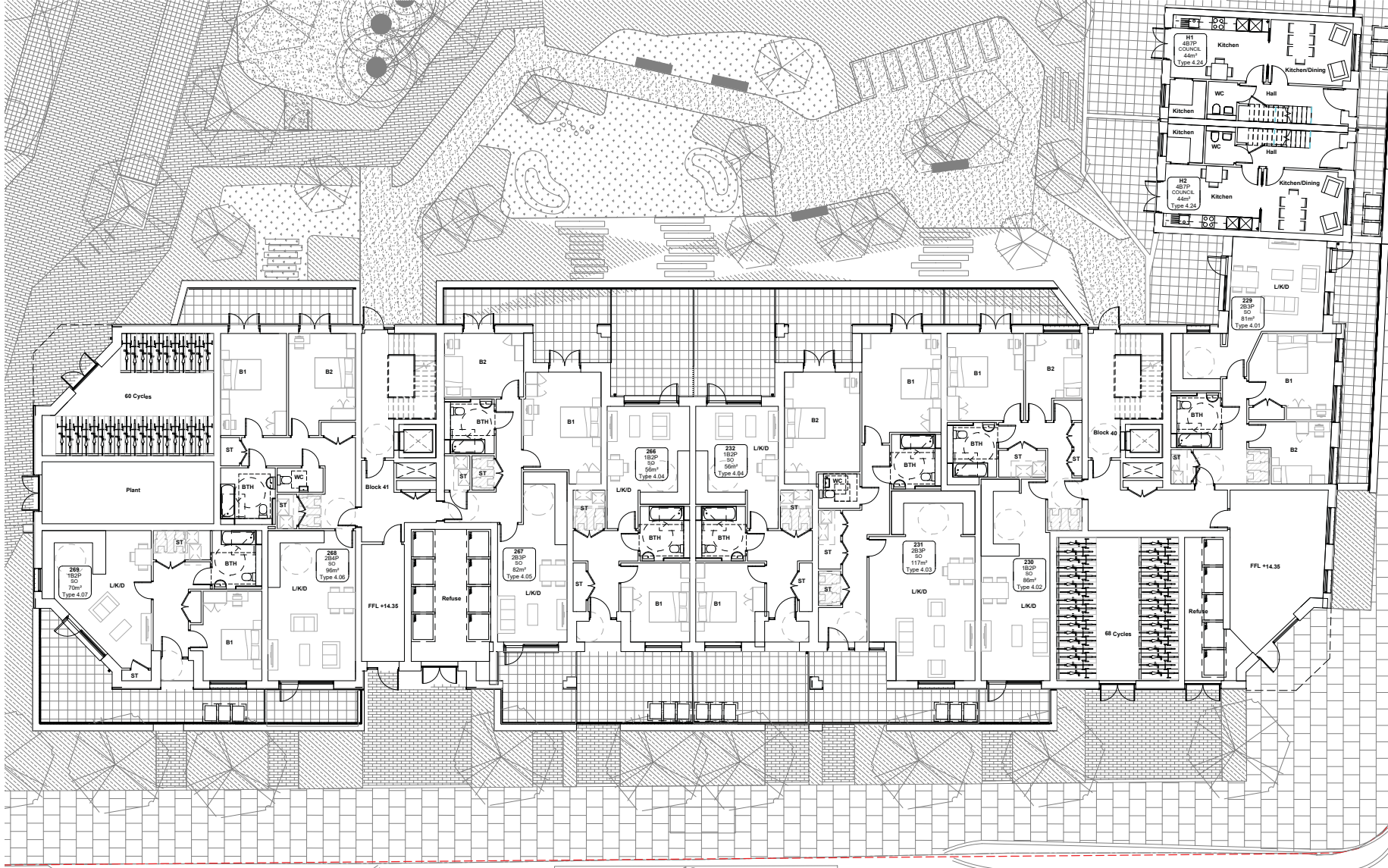
If in doubt, ask.

SETTING OUT NOTES:
 All setting out to be confirmed on site prior to construction - any discrepancy must be immediately reported to the Architect.

All setting out to face of structure or to grid. All partitions set out to studwork or structure.

For setting out and specification of M&E services refer to M&E Consultants documents.

For setting out and specification of structure refer to Structural Engineer's documents.



BUS STOP

NO.	DATE	DESCRIPTION	BY	CHECKED
1	30.10.19	PLANNING ISSUE	AVI	HYT

PLANNING

Dispecker Wharf
 38 Graham Street
 London N1 6JX
 020 7336 7777
 forename.surname@ptea.co.uk
 @ptearchitects
 www.potardhomasedwards.co.uk

**Pollard
 Thomas
 Edwards**

PROJECT	DRAWING NO.	DATE	SCALE	DATE
Alma Estate Regeneration Phase 4 - Reserved Matters Block 40 & 41 - Ground Floor Plan	18-112 LL 1:200@A3	18-112 LL	T: 1:100@A1 L: 1:200@A3	Oct '19

112_PL_161

GENERAL NOTES:
 This drawing is © 2017 PTE architects.
 Use figured dimensions only. **DO NOT SCALE**
 All dimensions are in millimetres unless noted otherwise.
 This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.
 If in doubt, ask.

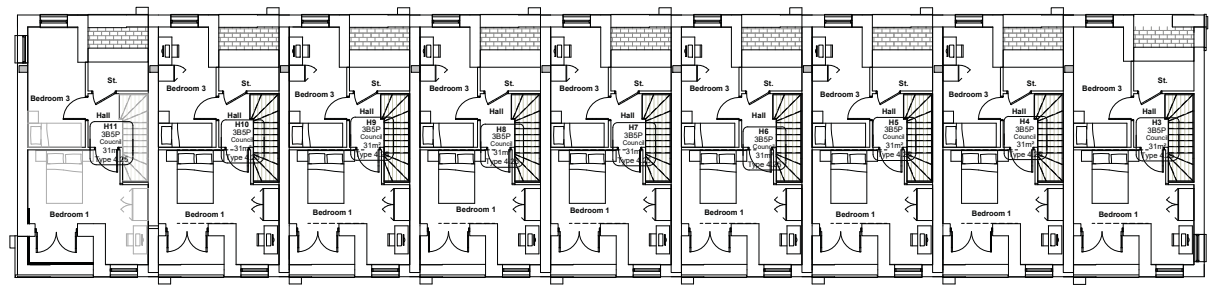
SETTING OUT NOTES:
 All setting out to be confirmed on site prior to construction - any discrepancy must be immediately reported to the Architect.
 All partitions set out to face of structure or to grid.
 All partitions set out to studwork or structure.
 For setting out and specification of M&E services refer to M&E Consultants documents.
 For setting out and specification of structure refer to Structural Engineer's documents.



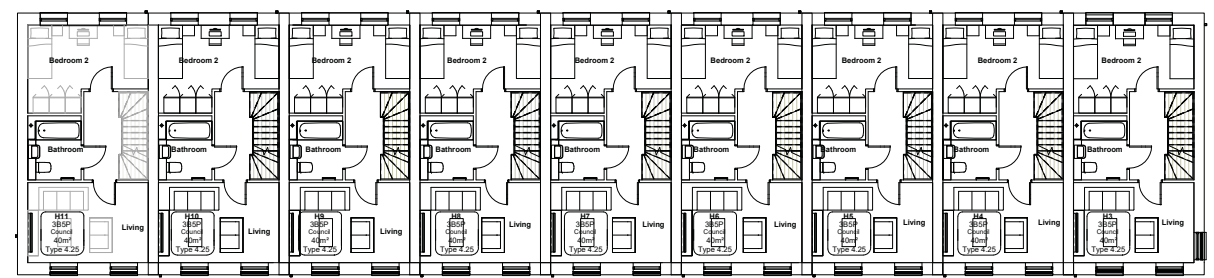
35.10.19	PLANNING ISSUE	A11	H11
Issue	Description	Sheet	Number
PLANNING			
Designer: Wharf 38 Graham Street London N1 6JX 020 7338 7777 forename.surname@pte.co.uk @ptearchitects www.potardthomasedwards.co.uk			
Project	Job Number	Drawn	T: 200@A1
Alma Estate Regeneration	18-112	AH	1:400@A3
Phase 4 - Reserved Matters	Issue	1:400@A3	Oct '19
Drawing Number	Revision	Location	Subsidiary
Ground Floor Plan	112_PL_110		

GENERAL NOTES:
 This drawing is © 2017 PTE architects.
 Use figured dimensions only. **DO NOT SCALE**
 All dimensions are in millimetres unless noted otherwise.
 This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants.
 If in doubt, ask.

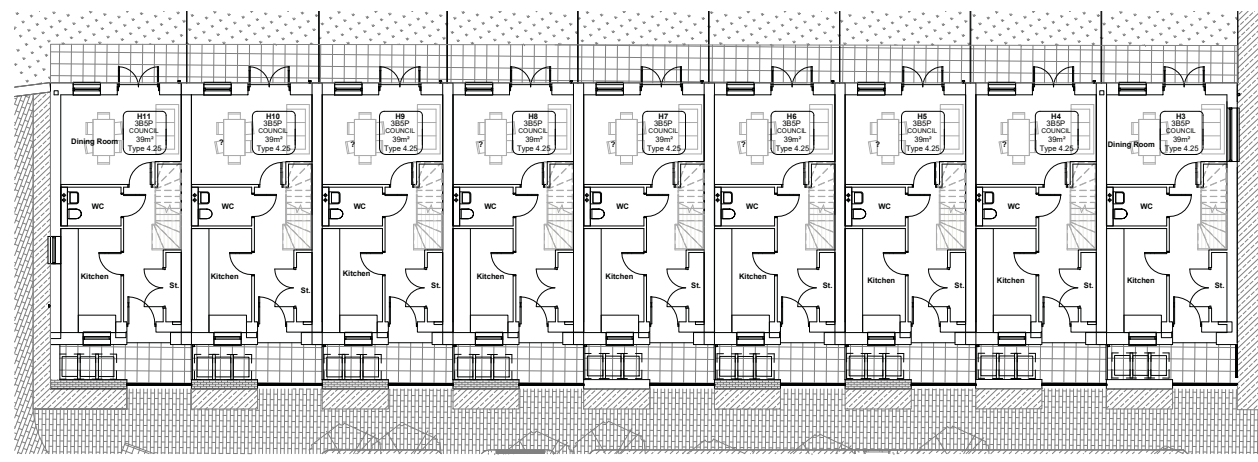
SETTING OUT NOTES:
 All setting out to be confirmed on site prior to construction - any discrepancy must be immediately reported to the Architect.
 All setting out to face of structure or to grid. All partitions set out to studwork or structure.
 For setting out and specification of M&E services refer to M&E Consultants documents.
 For setting out and specification of structure refer to Structural Engineer's documents.



3 | 1-100 Level 2 - TERRACE HOUSES - PLANNING
 Scale: 1: 100



2 | 1-100 Level 1 - TERRACE HOUSES - PLANNING
 Scale: 1: 100

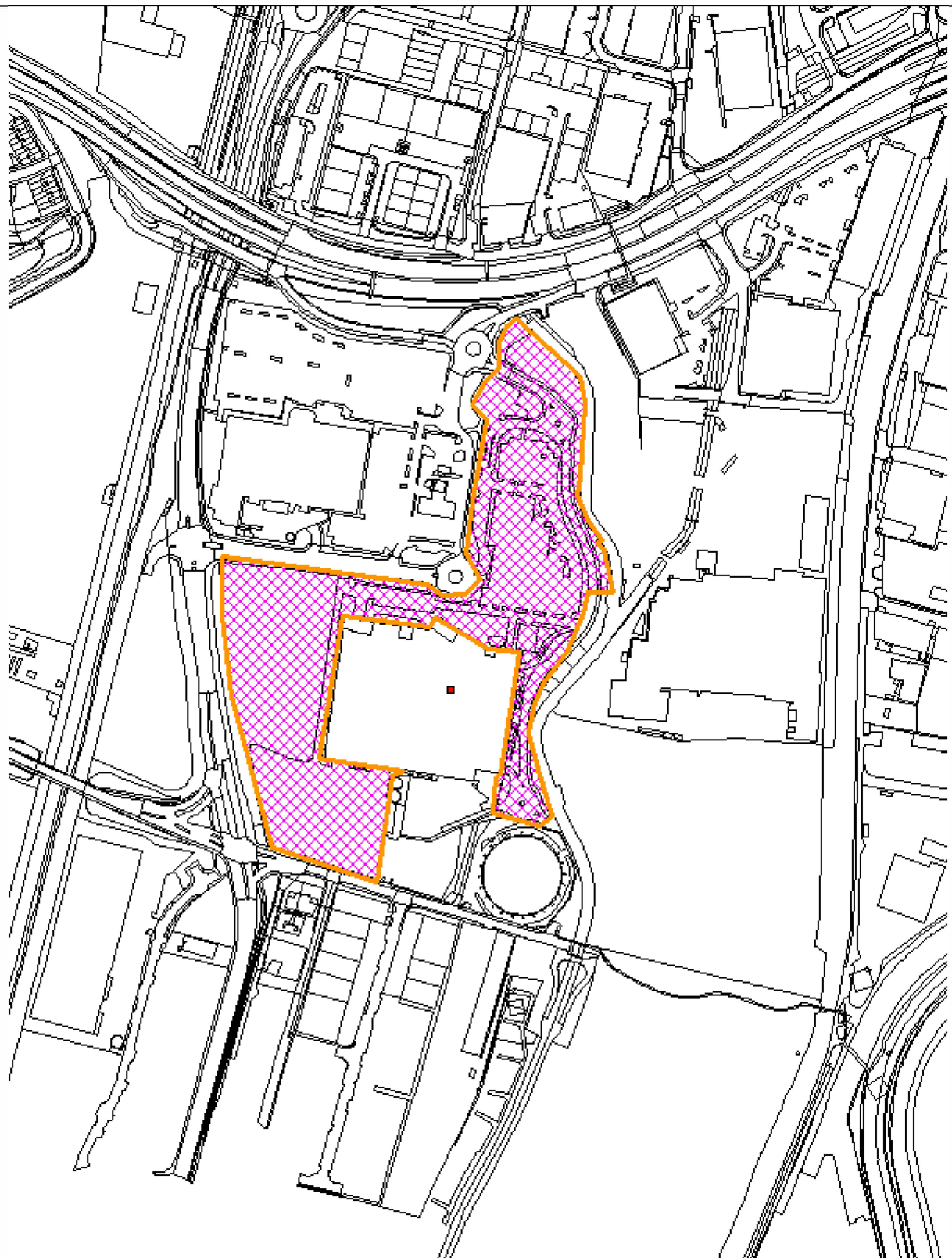


1 | 1-100 Level 0 - TERRACE HOUSES - PLANNING
 Scale: 1: 100

35.10.19	PLANNING ISSUE	A11	HYT
Issue No.	Description	Sheet	Sub-sheet
PLANNING			
Designer: Wharf 38 Graham Street London N1 6JX 020 7338 7777 forename.surname@ptea.co.uk @ptearchitects www.potterthomasedwards.co.uk			
Project	Job Number	Drawn	Date Issued
Alma Estate Regeneration Phase 4 - Reserved Matters	18-112 AH	T: 100@A1 1:200@A3	Oct '19
Drawing Title	Drawing Number	Revision	Subsidiary
Terrace House Floor Plans	112_PL_167		

LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date: 21 April 2020
Report of: Head of Planning	Contact Officer: Andy Higham Sharon Davidson Claire Williams	Ward: Upper Edmonton
Application Number: 20/00111/RE4		Category: Major
LOCATION: IKEA West Car Park 6 Glover Drive London N18 3HF		
PROPOSAL: Relocation of 393 parking spaces from the existing northern car park and store front to the existing hard standing areas to the west and south of the store together with hard and soft landscaping and associated works.		
Applicant Name & Address: Mr Peter George London Borough of Enfield Civic Centre Silver Street Enfield EN1 3XA		Agent Name & Address: Mr Nick Finney 13 Fitzroy Street London W1T 4BQ
RECOMMENDATION: That subject to the Environment Agency withdrawing their objection to the scheme, Members give delegated authority to finalise the number and wording of conditions in light of any conditions suggested by the Environment Agency, and the Head of Development Management/Planning Decisions Manager in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, be authorised to GRANT planning permission subject to conditions.		
Note for Members: The application has been brought to the Planning Committee because the applicant is the Council and the scheme is a major development.		

Ref: 20/00111/RE4 LOCATION: IKEA West Car Park, 6 Glover Drive, London, N18 3HF



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:5000

North



1. Recommendation

1.1 That subject to the Environment Agency withdrawing their objection to the scheme, Members give delegated authority to finalise the number and wording of conditions in light of any conditions suggested by the Environment Agency, and the Head of Development Management/Planning Decisions Manager in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, be authorised to GRANT planning permission subject to conditions.

1. Time Limited Permission
2. Approved Plans
3. Details of surfacing materials.
4. Details of enclosure.
5. Details of external lighting.
6. Details of soft landscaping.
7. Drainage Strategy
8. Drainage Verification Report
9. Details of trolley enclosures
10. Existing northern car park to be closed before use of the new relocated car park included in this application.
11. Details of electric charging points
12. Contamination - Preliminary Risk Assessment and subsequent site investigation scheme, results and verification plan.
13. Details of the entry and exit restrictions of vehicles to ensure that vehicles that exceed height and width restrictions do not impact on highway safety and the free flow of traffic.
14. No more than 393 parking spaces to be provided.

2. Executive Summary

2.1 The report seeks approval, subject to the withdrawal of the Environment Agency's objection, to a scheme involving the relocation of 393 parking spaces from the existing IKEA northern car park and store front to the existing

hard standing areas to the west and south of the store together with hard and soft landscaping and associated works.

2.2 The reasons for recommending approval are:

- i) The proposed relocation of the car park will enable the Meridian Water Strategic Infrastructure Works to proceed and therefore support the major regeneration proposals in the area.
- ii) There will be a net reduction in car parking spaces by a total of 19 car parking spaces
- iii) The proposal will continue to meet the operational needs of IKEA and will not impact on the vitality and viability of the store.

3. Site and Surroundings

3.1 The application site is located to the east of Meridian Way, off Glover Drive and comprises hardstanding that accommodates car parking spaces for IKEA.

3.2 To the north west is a Tesco Supermarket, car parking and petrol filling station. To the south is Leaside Road and the Mowlem Trading Estate comprising a mix of light industrial uses that falls within the London Borough of Haringey (LBH) and is allocated as Strategic Industrial Land. To the west is the new Meridian Water station and phase 1 of Meridian Water and to the east of the site is phase 2 of Meridian Water.

4. Proposal

4.1 The application is for the relocation of 393 parking spaces from the existing IKEA northern car park and store front to the existing hard standing areas to the west and south of the store, together with hard and soft landscaping and associated works.

4.2 The application has been submitted in response to concerns raised by IKEA to the strategic infrastructure works (application ref. no. 19/02717/RE4) and Meridian Water phase 2 (19/02718/RE4) considered by Planning Committee on 25th March 2020 regarding the impact that these developments would have on the operation of the store. It is recognised that there would be an impact on the store's operation from the severance from the main store of the existing northern car park by the proposed new central spine road.

4.3 The existing northern IKEA car park is proposed to be closed and parking spaces removed from the front of the store. New parking spaces would be sited to the south and west of the existing Ikea store. Details of the existing and proposed parking spaces is set out in the table below. There will be a reduction in spaces from 412 to 393. The remainder of the car parking spaces in the undercroft under the store will remain.

Northern Car Park (to be closed)		New West Car Park		Difference
Parking Bays	354	Parking Bays	389	+35
Front of Store (to be closed)				
Disabled Bays	11	Disabled Bays	0	-11
Van Bays	4	Van Bays	4	0
Front of Store Loading Bays	35			-35
West of Store Bays	8			-8
TOTAL TO CLOSE	412	TOTAL NEW SPACES	393	-19
Existing retained parking	6	Existing retained parking	6	
Existing retained disabled bays	4	Existing retained disabled bays	4	
TOTAL EXISTING SPACES	422	Total West Car Park	403	

Table 1: Number of existing and proposed car parking spaces

- 4.4 New hard standing, lighting columns and landscaping/verge are proposed with the full details to be secured through conditions.

5. Relevant Planning History

- 5.1 19/02717/RE3 - Full application for the redevelopment of the site to provide infrastructure works for the delivery of a mixed-use development comprising construction of an east-west link road between Glover Drive and Harbet Road (the Central Spine); alteration of access road between Argon Road and Glover Drive, construction of a link road between Leaside Road and the Central Spine, pedestrian and cycleway improvements to Glover Drive and Leaside Road, the construction of 4 no. bridges across the Pymmes and Salmon Brooks and River Lee Navigation; alteration to the Pymmes Brook channel, associated landscaping and formation of new public open space. Enabling works, comprising earthworks; remediation; flood conveyance channel, flood alleviation, outfall and new public open space works; utilities infrastructure; demolition of existing buildings, formation of new access's and associated works. – Pending consideration. Application taken to March 2020 planning committee – Members agreed with the Officer's recommendation.
- 5.2 19/02718/RE3 - Development of Phase 2 of Meridian Water comprising up to 2,300 residential units (Class C3), Purpose Built Student Accommodation and/or Large-Scale Purpose-Built Shared Living (Up to 18,000 sq m - Sui Generis); a hotel (Up to 16,000 sq m - Class C1), commercial development (Up to 26,500 sq m - Class B1a,b,c); retail (Up to 2,000 sq m - Class A1 and/or A2 and/or A3 and/or A4), social infrastructure (Up to 5,500 sq m - Class D1 and/or D2), a primary school up to three forms of entry, hard and soft landscaping, new public open spaces including equipped areas for play, sustainable drainage systems, car parking provision, and formation of new pedestrian and vehicular access (Outline- all matters reserved). – Pending consideration. Application taken to March 2020 planning committee – Members agreed with the Officer's recommendation.
- 5.3 TP/99/0866 - Construction of two-storey non-food retail unit with ancillary uses, car parking, access works and landscaping together with employment development (B1, B2 and B8), all linked by a new spine road. – Granted by Secretary of State on 26/11/2003 and implemented.

6 Consultation

6.1 Public :

- 6.1.1 Consultation letters were sent to 41 neighbouring properties, a press notice was published, and site notices posted. No responses were received.

6.2 External Consultees

Greater London Authority

- 6.2.1 No objection as it does not raise strategic planning issues.

Environment Agency

- 6.2.2 Objection because the information submitted does not presently demonstrate that the risk of pollution to controlled waters are acceptable or can be appropriately managed. The EA have stated that further explanation and justification to demonstrate that the risk of contamination posed to controlled waters in this area has been considered, assessed and adequately mitigated would be required.

Officer response: The applicant has submitted further information – a baseline land contamination report that covers the entirety of Meridian Water including the application site, an updated planning statement and a SuDS strategy which is being reviewed by the EA. The EA have advised that if this information is sufficient they would expect to raise no objection but will likely request a series of conditions to ensure that the development takes appropriate measures to protect controlled waters. Members are therefore being asked to give Officers delegated authority to issue the decision only once the EA have withdrawn their objection.

6.3 Internal Consultees

Traffic & Transportation

- 6.3.1 No objection. Further clarification requested and received.

SuDS Officer

- 6.3.2 No objection. SuDS Strategy required.

Environmental Health Officer

- 6.3.3 No objection.

7 Relevant Policies

7.1 London Plan (2016)

- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking

6.11	Smoothing traffic flow and tackling congestion
6.12	Road network capacity
7.2	An inclusive development
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture

7.2 Intend to Publish London Plan

The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. Directions relevant to this application include optimising density so that development is brought forward to maximise site capacity to compliment the surrounding area and to ensure that high density developments will be directed to the most appropriate sites such as in and around train stations and directing the Mayor to ensure that there is an appropriate dwelling mix across London given the significant reduction in the overall housing requirement in the draft London Plan

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.

GG6 – Increasing efficiency and resilience – supports the move towards a low carbon circular economy contributing towards London becoming a zero-carbon city by 2050. Buildings and infrastructure should be designed to adapt to a changing climate, make efficient use of water and reduce impacts from natural hazards like flooding and heatwaves

SD1 Opportunity Areas
D4 Delivering good design
D5 Inclusive design
D8 Public Realm
D11 Safety, security and resilience to emergency
G5 Urban Greening
G6 Biodiversity and access to nature
G7 Trees and woodlands
SI1 Improving air quality
SI12 Flood risk management
SI13 Sustainable drainage
T1 Strategic approach to transport
T2 Healthy Streets
T3 Transport capacity, connectivity and safeguarding
T4 Assessing and mitigating transport impacts
T5 Cycling
T6 Car Parking

7.3 Core Strategy

SO2	Environmental sustainability
SO6	Maximising economic potential
SO7	Employment and skills
SO10	Built environment
CP24	The road network
CP25	Pedestrians and cyclists
CP26	Public transport
CP30	Maintaining and improving the quality of the built and open environment

7.4 Development Management Document

DMD 37	Achieving high quality and design-led development
DMD 45	Parking standards and layout
DMD 46	Vehicle crossovers and dropped kerbs
DMD 47	Access, new roads and servicing
DMD 48	Transport assessments
DMD 64	Pollution control and assessment
DMD 65	Air quality
DMD 66	Land contamination and instability

7.5 Other Material Considerations

National Planning Policy Framework (NPPF) 2019 (revised)
 National Planning Practice Guidelines (NPPG)
 Edmonton Leaside Area Action Plan (ELAAP) (2020)
 Enfield Climate Change Declaration
 Biodiversity Action Plan

8 Assessment

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

1. Principle;
2. Design;
3. Highway Impact;
4. Flood Risk and SuDS;
5. Pollution

Principle of Development

8.2 The Meridian Water Strategic Infrastructure Works (SIW) proposes the formation of a new Central Spine Road as an eastward extension to Glover Drive that passes through part of the existing northern IKEA car park. The proposed works under this application will enable any disruption to the IKEA parking and store access to be minimised during the proposed SIW. The proposed relocation of the car park will enable the Meridian Water Strategic Infrastructure Works to proceed and therefore support the major regeneration proposals in the wider Meridian Water area.

8.3 The Greater London Authority were consulted and raised no objection to the scheme as the proposed development does not raise strategic planning

issues. However, it was noted by the GLA that the phasing of the closure of the existing car park and the opening of the replacement has not been detailed in the application and the proposed level of electric vehicle charging points has not been specified. Conditions are suggested to cover these points.

- 8.4 Under planning permission ref. no. TP/99/0866 for the erection of the store a condition (No.16) was attached which is set out below. As the proposal would not result in more than 975 parking spaces across the site, the scheme would not be in conflict with this requirement. However, a condition is recommended to limit the number of car parking spaces within the application boundary to 393 as proposed.

That no more than 975 parking spaces shall be provided within the development for the use of the retail premises

Design and Appearance

- 8.5 In terms of design, Core Strategy Policy 30 and Policy DMD37 of the DMD requires all developments to be high quality and design led, having special regard to their context. These areas are already hard surfaced, but in a poor state of repair. This proposal would improve it overall condition and appearance and a landscaping condition is suggested to help soften the extent of hardstanding across the site and improve the general appearance of the site.

Highways Impact

- 8.6 The proposal is the re-location of car parking spaces and in fact would result in a net reduction of car parking spaces. The actual parking provision is being reduced from 412 to 393 spaces, and this remains above the maximum set out in the Draft London Plan which is 373. The applicant has made the case for this being simple re-provision which the Traffic and Transportation department have stated is reasonable. It is noted that any further reduction in parking spaces would not be supported by IKEA and the change is only required in order for the SIW to be delivered and not to impact on the operations of IKEA.
- 8.7 Conditions relating to access restrictions and electric vehicle charging points will also be required. Overall the scheme would not result in any undue harm to highway safety or the highway network.

Flood Risk & SuDS

- 8.8 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Policy CP28 sets out the Council's approach to flood risk, inclusive of the requirement for SuDS in all developments. Policy DMD59 states that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties.

- 8.9 A preliminary drainage strategy which includes an illustrative rain garden/swale proposal which will drain to the existing Thames Water sewer in Leaside Road and onward to the Pymmes Brook has been submitted to the LPA. The strategy is being reviewed by the SuDS Officer. Members will be updated on the position before or in advance of the planning committee meeting, however a detailed drainage strategy will be required which will be secured through a condition.

Pollution

- 8.10 Policy DMD64 sets out that planning permission will only be permitted if pollution and the risk of pollution is prevented, or minimised and mitigated during all phases of development. Policy CP32 and London Plan Policy 5.21 seeks to address the risks arising from the reuse of brownfield sites to ensure its use does not result in significant harm to human health or the environment.
- 8.11 The supporting planning statement sets out that the sites former use was Gothic Works with the related risk of contamination. As works to the site mainly consist of levelling to adjust the existing hard standing for future car parking use, intrusive works to the site are proposed to be minimal. However, there will be some points of ground disturbance, principally that required to form SuDS rainwater storage. It is proposed that these features are constructed with an impermeable liner base to prevent any inappropriate infiltration that could mobilise contaminants and cause a risk to groundwater. Ground Investigation of the site is proposed, and planning conditions are anticipated which require the submission of a Preliminary Risk Assessment and subsequent site investigation scheme, results and verification plan.
- 8.12 The Environmental Health Officer was consulted on the proposed development and raised no objection as there is unlikely to be a negative environmental impact particularly in relation to air quality, noise or contaminated land.
- 8.13 The Environment Agency have currently raised an objection as they require further information in relation to the risk of contamination posed to controlled waters in the area. The applicant has submitted additional information which is with the Environment Agency for review. The EA have stated that they are likely to request a series of conditions to ensure that the development takes appropriate measures to protect controlled waters. Members are being asked to give Officers delegated authority to issue the decision once the EA have withdrawn their objection and to finalise the number and wording of conditions in light of any conditions suggested by the Environment Agency.

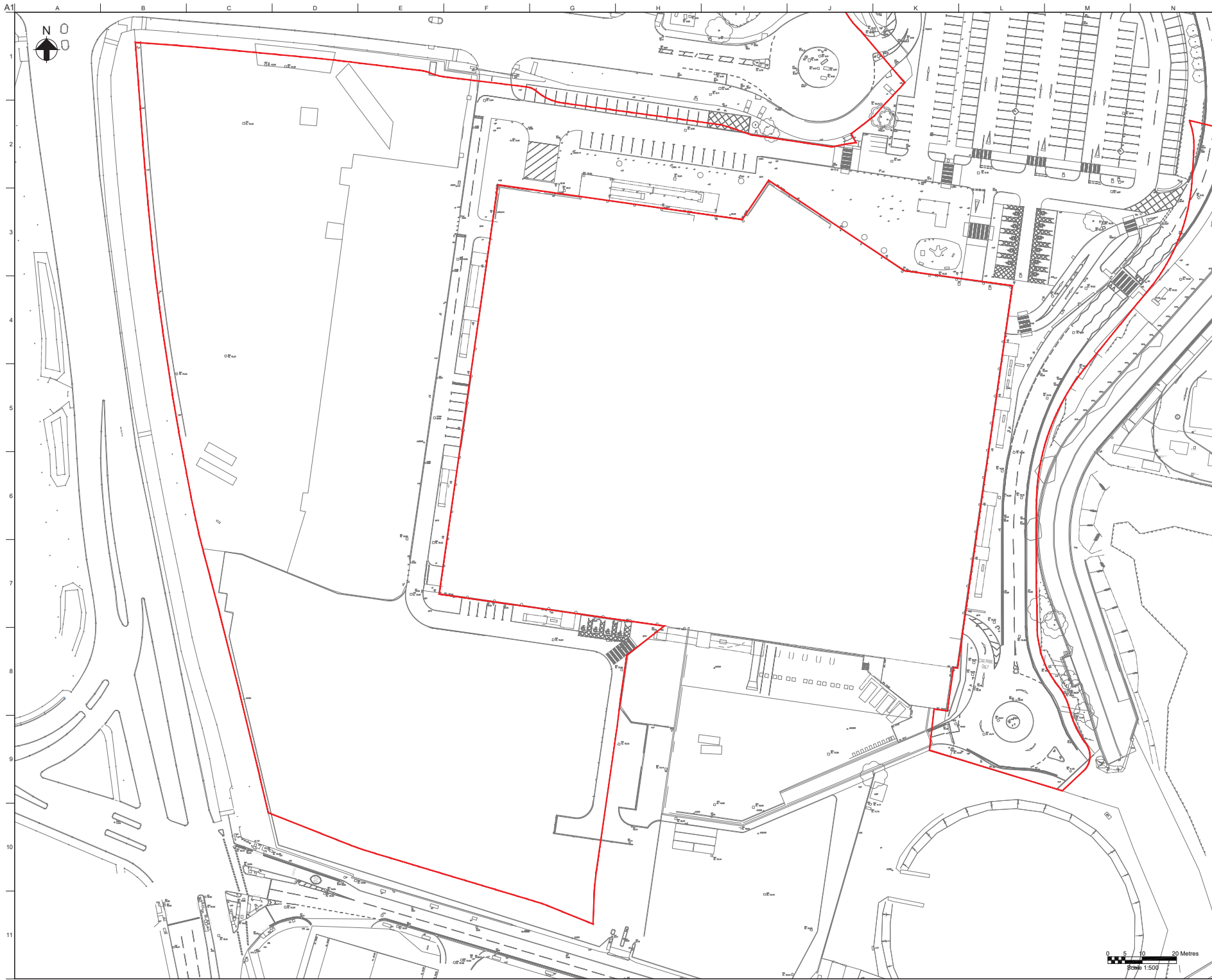
9 CIL

- 9.1 The development would not be CIL liable.

10. Conclusion

- 10.1 The proposed scheme will enable the Meridian Water Strategic Infrastructure Works to proceed and therefore support the major regeneration proposals in the Meridian Water area whilst also ensuring that there would be no impact on the operational needs of the existing IKEA store.

- 10.2 Subject to the Environment Agency withdrawing their objection and the attachment of any relevant Environment Agency conditions and the conditions listed in section 1 of this report, it is considered the proposed development is acceptable when assessed against the suite of relevant planning policies and that planning permission should be granted.



Legend:
 Red line boundary

C	10/01/19	RJM	NF	NF
B	20/12/19	RJM	NF	NF
A	19/11/19	RJM	NF	NF

Rev	Date	By	Check	Appd
-----	------	----	-------	------

ARUP

13 Fitzroy Street
 London W1T 4BG
 Tel: +44(0)20 7586 1531 Fax: +44(0)20 7580 3824
 www.arup.com

Client
 London Borough of Enfield

Project Title
 IKEA Meridian Water
 Car Park Relocation

Drawing Title
 Existing Arrangement

Scale of A1 1:500

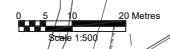
Role

Subsidiary - For Planning -

Arup Job No
 260637-20

Rev
 C

Name
 260637-T-SK-01





Legend:
 Red line boundary

B	10/01/19	RJM	NF	NF
A	18/10/19	RJM	NF	NF

Rev	Date	By	Chkd	Appd
-----	------	----	------	------

ARUP

13 Fitzroy Street
 London W1T 4BG
 Tel: +44(0)20 7586 1531 Fax: +44(0)20 7586 3824
 www.arup.com

Client
 London Borough of Enfield

Project Title
 IKEA Meridian Water
 Car Park Relocation

Drawing Title
 Red Line Plan

Scale of A1 1:1250

Role

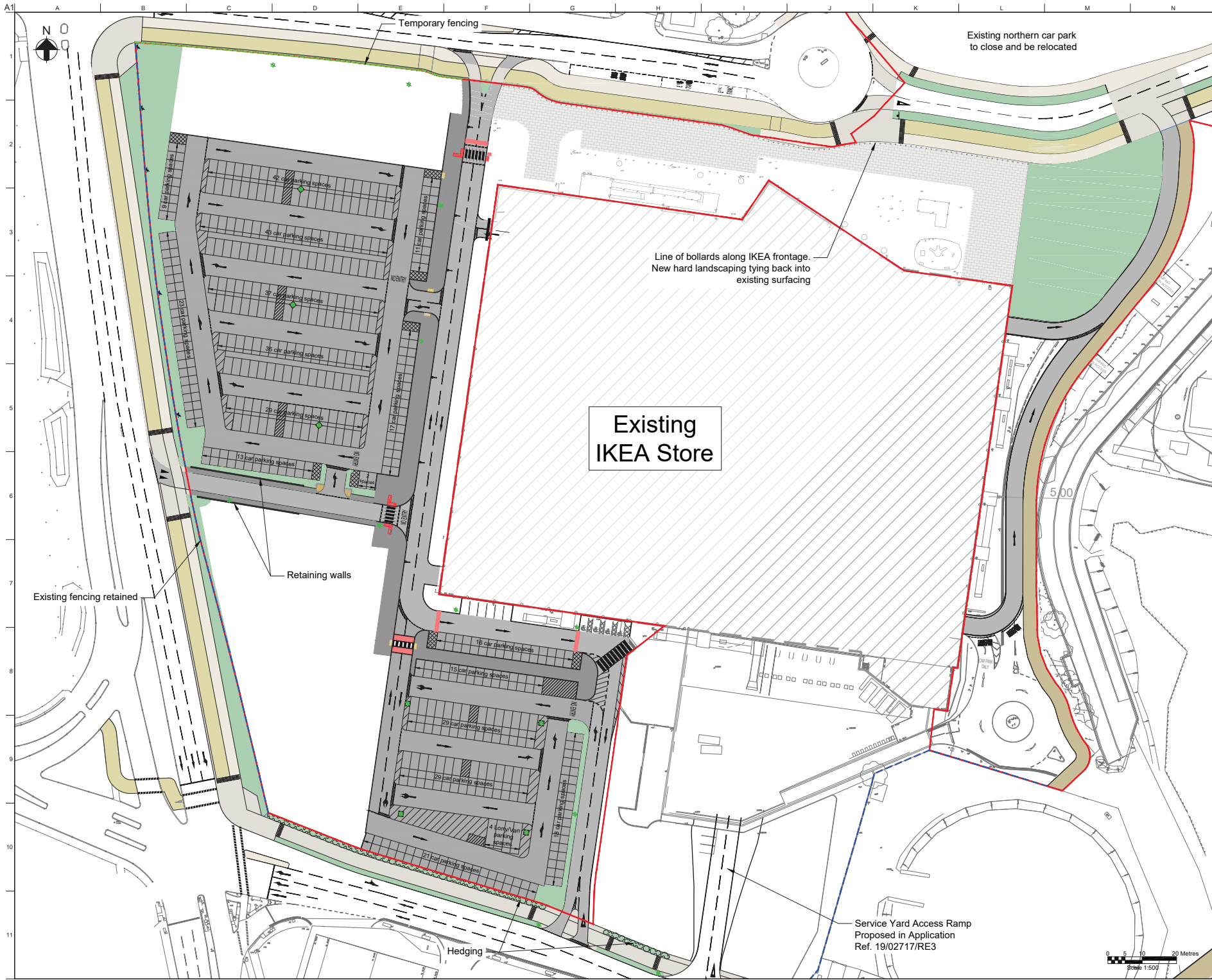
Subsidiary - For Planning -

Asup Job No
260637-20

Rev
B

Name
260637-T-SK-04





- Legend:**
- External Shared Path
 - External Cycleway
 - External Footpath
 - Internal Carriageway
 - Internal Footway
 - Proposed Landscaping / Verge
 - Proposed hard landscaping
 - Existing Ikea fence to be retained
 - New temporary fence to be installed
 - Hedge line
 - Red line boundary
 - Existing lighting columns to be retained
 - Proposed lighting columns (Indicative)

Notes:

Parking layout design by Peil Frischmann to IKEA specifications

For details of undercroft parking see ARUP Drawing 260637-T-03

Height of retaining wall varies. Height of parapet and railings to be consistent with DMRB

C	10/01/19	RJM	NF	NF
B	07/01/19	RJM	NF	NF
A	19/11/19	RJM	NF	NF

Rev	Date	By	Chkd	Appr

ARUP

13 Fitzroy Street
 London W1T 4BQ
 Tel: +44(0)20 7586 1531 Fax: +44(0)20 7586 3924
 www.arup.com

Client
 London Borough of Enfield

Project Title
 IKEA Meridian Water
 Car Park Relocation

Drawing Title
 Proposed Car Park
 (External)

Scale of A1	1:500
Role	
Subsidiary	- For Planning -
App. Job No.	260637-20
Rev	C
Name	260637-T-SK-02