

Public Document Pack



PLANNING COMMITTEE

Tuesday, 2nd June, 2020 at 7.30 pm

Contact: Jane Creer / Metin Halil
Committee Administrator
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Ext: 1211 / 1296

PLEASE NOTE : VIRTUAL MEETING

Please click [Here](#) to view the meeting or copy and paste the below link into your web browser:

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

https://teams.microsoft.com/l/meetup-join/19%3ameeting_ZGYwOWUxZTAAtNmU3Ny00NDIiLTImMzctODZIOGI0NGRjMjRk%40tHread.v2/0?context=%7b%22Tid%22%3a%22cc18b91d-1bb2-4d9b-ac76-7a4447488d49%22%2c%22Oid%22%3a%22de181320-9e9a-429c-a8db-b37ae5b5ded1%22%2c%22IsBroadcastMeeting%22%3atrue%7d

MEMBERS

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

N.B. Involved parties may request to make a deputation to the Committee by contacting Democracy@enfield.gov.uk before 12:00 noon on 01/06/2020.

AGENDA – PART 1

1. WELCOME AND APOLOGIES FOR ABSENCE
2. DECLARATION OF INTEREST
3. REPORT OF THE HEAD OF PLANNING (REPORT NO.261) (Pages 1 - 2)
To receive the covering report of the Head of Planning.
4. 19/00278/FUL - 329 HERTFORD ROAD, LONDON, N9 7ET (Pages 3 - 42)

RECOMMENDATION: That subject to the completion of a Section106 Agreement

to secure the obligations as set out in the report, the Head of Development Management / the Planning Decisions Manager be authorised to Grant planning permission subject to conditions.

WARD: Jubilee

5. 19/02749/FUL - MERIDIAN WORKS, UNITS 4, 5, 6, 9 AND 9A AND ADJACENT LAND AT ORBITAL BUSINESS PARK, 5 ARGON ROAD, EDMONTON, N18 3BW (Pages 43 - 92)

RECOMMENDATION: That, subject to referral of the application to the Greater London Authority, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to conditions

WARD: Upper Edmonton

MUNICIPAL YEAR 2019/2020 - REPORT NO 261

COMMITTEE:
 PLANNING COMMITTEE
 02.06.2020

AGENDA - PART 1	ITEM 3
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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

3.1 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.

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LONDON BOROUGH OF ENFIELD**PLANNING COMMITTEE****Date:** 02 June 2020**Report of:**

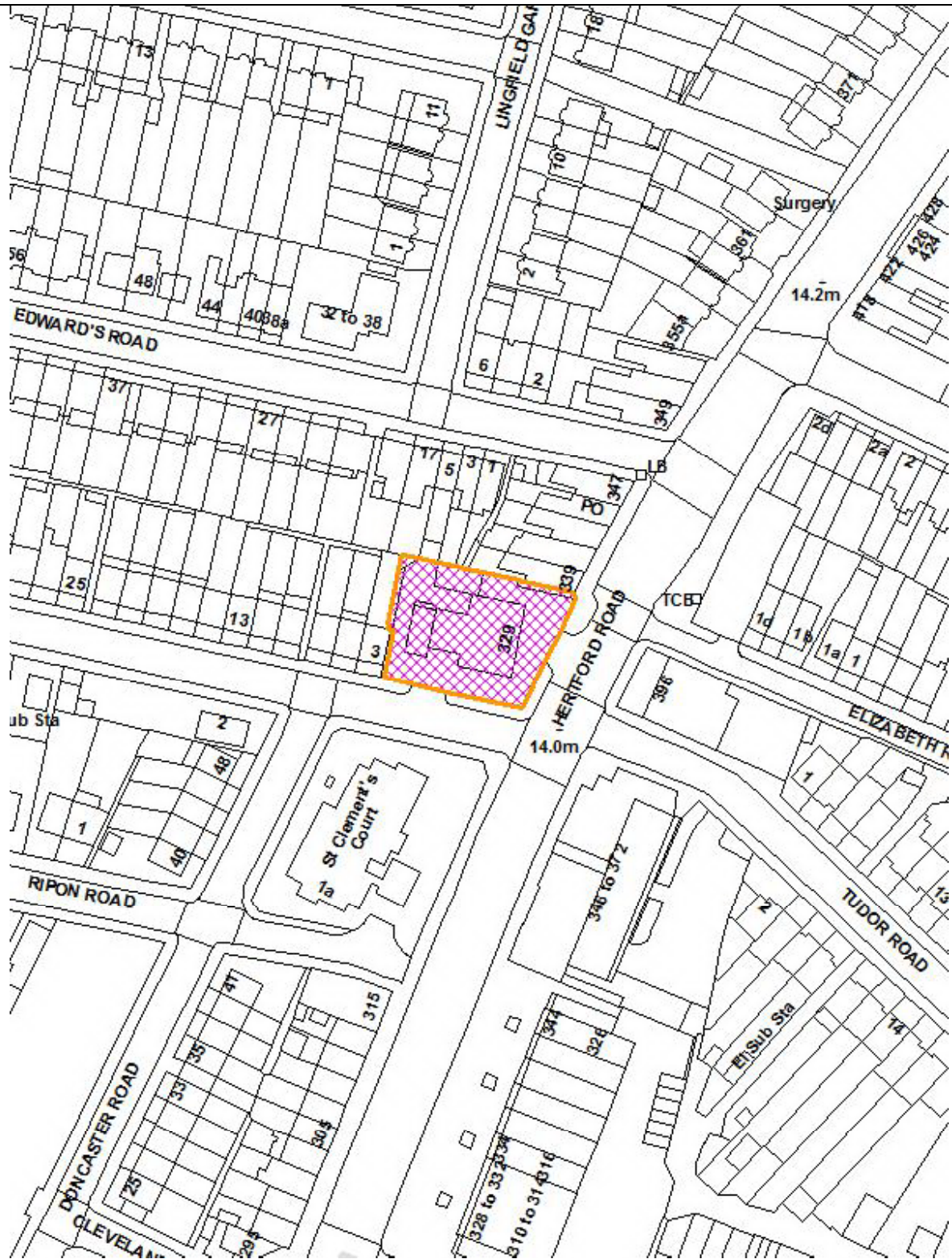
Head of Planning

Contact Officer:Alex Johnson
Claire Williams
Andy Higham**Ward:**

Jubilee

Application Number: 19/00278/FUL**Category:** Major**LOCATION:** 329 Hertford Road, London, N9 7ET**PROPOSAL:** Redevelopment of site and erection of part 1 - 4 storey block of 16 self contained units comprising (9 x 1 bed units, 3 x 2 bed units, 2 x 3bed units and 2 x 4 bed units) with private and communal terraces together with A1 use commercial unit on the ground floor and associated parking.**Applicant Name & Address:**Mr M Kirupanathan
KT Investments Ltd
329, Hertford Road
London
N9 7ET**Agent Name & Address:**Mr John Thompson
W Griffiths
Falcon Chambers
Thomas Street
Llanelli
SA153JB**RECOMMENDATION:** That subject to the completion of a S106 Agreement to secure the obligations as set out in the report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

Ref: 19/00278/FUL LOCATION: 329 Hertford Road, London, N9 7ET,



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Scale 1:1250

North



1.0 Note for Members

- 1.1 The application is reported to Planning Committee in accordance with the approved scheme of delegation as the proposal constitutes a “major” development. This application was heard by members at the Planning Committee on 26 November 2019 in which the scheme was deferred as members requested a daylight assessment and engagement with the Council’s Design Review Panel.

2.0 Recommendation

- 2.1 That subject to the completion of a S106 Agreement to secure the obligations as set out in the report, the Head of Development Management / the Planning Decisions Manager be authorised to GRANT planning permission subject to conditions:

1. Time Limited Permission
2. Development to be carried out in accordance with approved plans and documents.
3. Demolition and Construction Management Plan
4. Contamination Assessment
5. Materials including details of doors and windows, balconies, privacy Screens, balconies and windows reveals.
6. Landscaping
7. SuDS Strategy
8. SuDS Verification Report
9. Energy Statement
10. Energy Performance Certificate
Energy Performance Certificate accompanied by a Built Energy Performance Assessment shall be submitted.
11. Potable Water
12. Acoustic Report
13. Construction Emissions
14. Full Details of Electric Car Charging Points
15. Subdivision
Commercial Unit shall not be subdivided
16. Commercial Unit – A1 Only
17. Commercial Unit – Hours of Use

18. Bat Survey
19. Biodiversity Enhancements
Details of bird and/or bat nesting boxes/bricks.
20. Waste and Recycling Strategy
21. No additional windows
22. External lighting
23. Green roofs
24. Site waste management plan
25. Rainwater recycling system
26. Enclosure
27. Details of surfacing materials
28. Details of the communal space layout and management

3. Executive Summary

- 3.1 The report seeks approval to a scheme involving the demolition of the existing petrol station and the re-development of the application site to deliver a mixed use development comprising of a ground floor commercial A1 unit, with part of the ground floor and first to fourth storey comprising of 16 residential units and associated underground car parking and cycle parking.
- 3.2 The reasons for recommending approval are:
 - i) The proposed development would be consistent with the objectives of national, regional and local planning policy in terms of supporting and securing sustainable growth and delivery of new housing stock within the borough;
 - ii) The development would provide a policy compliant offer of affordable housing in line with development plan objectives
 - iii) The development of the site would retain jobs on site within the borough in relation to the proposed ground floor A1 commercial unit;
 - iv) The development would improve the local environment
 - v) The existing site which is little architectural merit would be greatly improved and provide a visual upgrade to the immediate street scene and wider surrounding area;
 - vi) In comparison to the existing petrol station the new building would be significantly more sustainable and energy efficient;
 - vii) The development would create 13 on-site car parking spaces (including x2 disability spaces and x2 electric charging points) which would reduce impact upon on-street parking. 30 on-site cycle spaces

would also be created which would encourage sustainable methods of transport. As such the development is acceptable in terms of parking, traffic generation and servicing.

- viii) Following the Design Review Panel, the scheme has been amended to a more simplified design with the incorporation of varied materials.

4. Site and Surroundings

- 4.1 The site, measuring 0.0892ha, comprises an existing petrol station, associated car maintenance facilities and a shop unit associated with the station. The existing site is considered to be of little to no architectural merit.
- 4.2 The application site is a corner plot located on the junction of Hertford Road and Bridlington Road. Hertford Road comprises a number of small shops and other commercial units, the site is designated by the local plan policies map as being located within the designated Hertford Road local centre. Properties to the immediate east on Bridlington Road are residential in nature.
- 4.3 At present cars and vehicles using the petrol station facility enter and exit the site from access points on Bridlington Road and Hertford Road respectively.
- 4.4 The site has no designations within the Local Plan however the area of public green space to the rear is designated as Local Open Space.
- 4.5 The immediate surrounding area is largely characterised by residential and commercial uses with properties in a variety of different architectural styles.
- 4.6 The site does not contain any listed buildings and does not lie within a Conservation Area. The site falls within Flood Zone 1.

5. Proposal

- 5.1 The proposal is for the demolition of the existing buildings and the erection of a replacement part single, part 4 storey building comprising of a ground floor commercial unit and 16 residential units. Furthermore, the proposal would involve associated soft landscaping, provision of x30 cycle parking spaces and underground car parking: this would provide a total of 13 car parking spaces, 2 of which would be designated blue badge spaces and a further 2 with the provision for electrical vehicle charging.
- 5.2 The petrol station would cease to operate as a result of the proposed development though it is noted that a commercial unit proposed to be A1 use, would be provided at ground level which would retain a commercial presence on site. Furthermore, the commercial unit would retain employment opportunities and also provide a use commensurate with the local centre.
- 5.3 Following comments made by the Planning Committee and the Council's Place and Design Quality Panel on 13 February 2020, the development has been revised with the following amendments:
- The roof level has been simplified and reduced in bulk
 - Alterations to the material palette to provide more visual interest

- The elevation along Bridlington Road has been pulled back and simplified
- Improvements have been made to the lobby and entrance
- Slight revisions to the unit mix to accommodate the proposed changes stated above.

Original Proposed South and East Street Scene Elevations



1 South street scene



Revised Proposed South and East Street Scene Elevations



1 South street scene



6. Relevant Planning History

- 6.1 18/03932/PREAPP - Redevelopment of site and erection of 22 residential units and 1 commercial unit (FOLLOW UP TO 18/00120/PREAPP)..

The pre-application response is summarised as follows:

- The proposal was considered acceptable in principle;
- Some modifications to the design are encouraged to ensure some level of visual interest is achieved;
- Revisions to initial housing mix are required
- Architectural detail / interest needed for side elevations
- Simplified approach needed for eastern elevation and a more tidier approach with less clutter
- Revisions needed to residential unit layouts to promote dual aspect units and to clarify that each unit can accommodate standard furniture layouts.

6.2 18/00120/PREAPP - Redevelopment of site and erection of 22 residential units and 1 commercial unit- Response Issued

6.3 TP/04/2197 - Redevelopment of site by the erection of a 3-storey block of 12 flats (comprising 6 x 1-bed, 6 x 2-bed) and two retail units (Class A1) with associated basement car parking and vehicular access via Bridlington Road – Granted with Conditions

7. Summary of Key Reasons for Recommendation

- i) The principle of a mixed use commercial and residential development is supported at this location.
- ii) The development would contribute to and retain employment opportunities on site through the provision of the ground floor A1 unit.
- iii) The development provides an increase to housing stock in the borough for which there is an identified need.
- iv) The proposal delivers a policy compliant offer of affordable housing for which there is an identified need.
- v) The proposal offers a policy compliant standard and mix of residential units
- iii) The development is acceptable for this location in terms of its appearance, size, siting, scale and design and is an improvement to the existing building;
- iv) The development provides x13 car parking spaces and 30 cycle parking spaces (the existing site provides neither);
- v) The development does not have an unacceptable impact on neighbouring residential amenity
- viii) The sustainability credentials of the building will be improved by use of energy efficiency measures when compared to the existing petrol station.

8. Consultation

Public:

8.1 Consultation letters were sent to 306 neighbouring properties and a press advert was placed in the local newspaper. Site notices were also placed near the application site for a 21 day period. Following revisions to parking and servicing arrangements and a reduction in the number of residential units, neighbours were re-consulted for a further 14 day period. One comment of

objection was received in the first round of consultation raising the following points.

- Impacts upon parking
- Lack of landscaping
- Visual impact
- Increase in pollution
- Impact on neighbouring amenity

8.2 *Officer response:*

Following initial concerns regarding parking and servicing arrangements the scheme has been revised to provide underground parking and servicing arrangements on Bridlington Road. The Council's Transportation team have raised no objection to the proposal subject to conditions and financial contributions through a s106 agreement. The site will provide 13 formal parking spaces compared to the zero as is the current situation. Parking matters are discussed further within the main body of the report. It is acknowledged that the proposed development would have a greater footprint when compared to the existing petrol station though it is considered that as outlined in the report that the proposal is a substantially more positive building when compared with the existing.

8.3 Following engagement with the Council's Design Review Panel and submission of a daylight assessment, local residents were re-consulted. One further objection was received raising the following points:

- There is insufficient information to support the proposal
- There will be a 'double jeopardy' if development goes ahead with Covid-19 pandemic
- Concern in relation to noise, pollution and construction impacts

8.4 *Officer response:*

Sufficient documents in line with the validation checklist were provided for the application to be registered and assessed. Subsequent information provided has been sufficient for the scheme to be assessed against adopted planning policies. The government provides constant updates on working during COVID-19 that would have to be adhered to in the event of any approval. Construction impacts would be controlled through a condition requiring submission and approval of a demolition and construction management plan. Appropriate conditions are suggested as set out in section 2 of the report that cover noise, pollution and construction impacts. Furthermore, the Environmental Health Officer raised no objection to the scheme.

Place and Design Quality Panel

8.5 The scheme was also presented to the Council's Place and Design Quality Panel on 13 February 2020. In summary the panel advised of the following:

- The use of one brick type appears overwhelming and has overbearing colours for the palette of materials

- The top floor flat should be simplified to reduce the overall busy effect and also be possibly further set further back and expressed in a more simple manner to reduce the bulk of the proposal
- A more simplified approach is needed given the prominent corner location
- Recommended that the residential units above ground floor be pushed back to allow retail unit at ground floor be in line with neighbouring parade on Hertford Road.
- The entrance to the residential units should be celebrated and made more of a design feature.

External Consultees:

- 8.6 London Fire Brigade: No objection.
- 8.7 Thames Water: No objection.
- 8.8 Metropolitan Police – Designing out Crime: No objection – condition suggested.

Internal Consultees:

- 8.9 Transportation: No objection subject to the completion of a s106 agreement securing financial contributions for Cycle Enfield and for provision of a servicing bay on Bridlington Road.
- 8.10 Sustainable Drainage Systems (SuDS): SuDS strategy required and should be secured via condition
- 8.11 Environmental Health: No objections subject to conditions for noise insulation, a contamination assessment and construction emissions.
- 8.12 Urban Design: No objections subject to conditions for materials including brickwork, doors and windows, window reveals, balconies and balcony screens.

Following revisions to the scheme after the November 2019 committee Urban Design were re-consulted and have commented as follows:

- The design team have responded to the panels comments and simplified the top floor leading to a calmer overall appearance.
- The material pallet now shows a more varied and interesting colour scheme which, through bricks which vary in colour and tone, will lead to a less homogenous mass.
- The ground floor entrance to the flat access stairs and lifts is improved with a lobby and shorter approach.
- The elevation along Bridlington Road has been simplified and the building line pulled back to fit in with the terrace context.

9. Relevant Policies

9.1 London Plan (2016)

- 2.15 Town Centres
- 3.1 Ensuring equal life chances for all
- 3.3 Increasing Housing Supply
- 3.5 Quality and Design of Housing Developments
- 3.8 Housing Choice
- 3.9 Mixed and Balanced Communities
- 3.10 Definition of Affordable Housing
- 3.11 Affordable Housing Targets
- 3.12 Negotiating Affordable Housing on Individual Private Residential and Mixed Use Schemes
- 3.13 Affordable Housing Thresholds
- 4.1 Developing London's economy
- 4.7 Retail and Town Centre Development
- 4.8 Supporting a successful and diverse retail sector and related facilities and services
- 5.1 Climate change mitigation
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.8 Innovative energy technologies
- 5.9 Overheating and cooling
- 5.10 Urban greening
- 5.11 Green roofs and development site environs
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water Quality and Wastewater Infrastructure
- 5.15 Water Use and Supplies
- 5.17 Waste Capacity
- 5.21 Contaminated Land
- 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
- 6.13 Parking
- 7.1 Lifetime neighbourhoods
- 7.2 An inclusive development
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.13 Safety, Security and Resilience to Emergency
- 7.14 Improving air quality
- 7.15 Reducing and managing noise, improving and enhancing the acoustic environment and promoting appropriate soundscapes
- 7.19 Biodiversity and Access to Nature
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

9.2 The London Plan – Draft

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. 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. The current 2016 (The London Plan consolidated with alterations since 2011) is still the adopted Development Plan, but the Draft London Plan is a material consideration in planning decisions. The significance given to it is a matter for the decision makers, but it gains more weight as it moves through the process.

Policies of particular relevance are Policy H1 (Increasing Housing Supply), Policy H2 (Small Sites), Policy H5 (Delivering Affordable Housing), Policy D2 (Delivering Good Design) and Policy SD6 (Town Centres)

9.3 Core Strategy (2010)

CP2	Housing Supply and Locations for New Homes
CP3	Affordable Housing
CP4	Housing Quality
CP5	Housing Types
CP9	Supporting community cohesion
CP17	Town Centres
CP18	Delivering Shopping Provision Across Enfield
CP20	Sustainable Energy Use and Energy Infrastructure
CP21	Delivering Sustainable Water Supply, Drainage And Sewerage Infrastructure
CP22	Delivering Sustainable Waste Management
CP24	The Road Network
CP25	Pedestrians And Cyclists
CP28	Managing Flood Risk Through Development
CP30	Maintaining and improving the quality of the built and open environment
CP32	Pollution
CP36	Biodiversity

9.4 Development Management Document (2014)

DMD1	Affordable Housing on Sites Capable of Providing 10 units or more
DMD3	Providing a Mix of Different Sized Homes
DMD6	Residential Character
DMD8	General Standards for New Residential Development
DMD9	Amenity Space
DMD10	Distancing
DMD25	Locations for New Retail, Leisure and Office Development
DMD28	Large Local Centres, Small Local Centres and Local Parades
DMD 37	Achieving high quality and design-led development
DMD 38	Design process
DMD 39	The design of business premises
DMD 45	Parking standards and layout
DMD 46	Vehicle crossovers and dropped kerbs
DMD 47	Access, new roads and servicing

DMD 48	Transport assessments
DMD49	Sustainable Design and Construction Statements
DMD 50	Environmental assessment methods
DMD 51	Energy efficiency standards
DMD 53	Low and zero carbon technology
DMD 55	Use of roof space/ vertical surfaces
DMD 56	Heating and cooling
DMD 57	Responsible sourcing of materials, waste minimisation and green procurement
DMD 58	Water efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD 65	Air quality
DMD 66	Land contamination and instability
DMD 68	Noise
DMD70	Water Quality
DMD81	Landscaping

9.5 Other Material Considerations

- National Planning Policy Framework (NPPF) 2019 (revised)
- Planning Practice Guidance (PPG)
- Enfield Characterisation Study
- Manual for Streets
- Mayors Transport Strategy (May 2010)
- Revised Technical Standards for Footway Crossovers (April 2013)
- Refuse and Recycle Storage Guide Enfield (ENV 08/162)
- London Plan Housing SPG
- London Plan Affordable Housing and Viability SPG
- London Plan Town Centres SPG
- London Plan The Control of Dust and Emissions During Construction and Demolition SPG
- London Plan Sustainable Design and Construction SPG
- Enfield S106 SPD

10. Assessment

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

1. Principle;
2. Affordable Housing;
3. Quality of Accommodation
4. Design
5. Impact upon Neighbouring Amenity
6. Transport
7. Refuse, Waste and Recycling;
8. SuDS;
9. Sustainability;
10. Biodiversity;
11. Crime and Safety
12. Planning Obligations; and
13. Community Infrastructure Levy.

Principle of Development

- 10.2 The existing petrol station is considered to be of little to no architectural merit and given that the application site is not designated as a heritage asset the loss of the existing building on site is not objected to. As such the principle of demolition is considered acceptable.
- 10.3 While there would be the loss of the shop unit associated with the petrol station, the development proposes a ground floor commercial A1 use unit with a floorspace of 260m², resulting in a gain of 213m² of commercial retail floorspace which would make a positive contribution to the vitality and viability of the local centre through the delivery of additional commercial floorspace in line with London Plan policy 2.15 and Development Management Document policy DM28.
- 10.4 The new development will allow for the provision of a new and better designed development that makes more efficient use of land as per paragraph 117 of the NPPF.
- 10.5 In terms of land use, London Plan Policy 3.3 recognises the pressing need for new homes in London and to provide a real choice of affordable housing for Londoners. At a local level policy CP2 of the Core Strategy outlines the need to deliver additional housing stock for Enfield residents to meet housing demand.
- 10.6 The proposal would be wholly consistent with the aforementioned policies. Furthermore, the comprehensive redevelopment of the site would raise the visual quality of the area and provide a strong corner plot development that can positively contribute to local place-making.
- 10.7 It is clear therefore that in principle, the redevelopment of the site is compatible with national, regional and local planning policy. As such, given the significant improvements that would occur as a result of the development together with there being no loss of employment, the application is supported in principle, subject to further assessment of any design, affordable housing, quality of accommodation, amenity and/or transport impacts.

Design and Appearance

- 10.8 In terms of design, Core Strategy Policy 30 requires all developments to be high quality and design led, having special regard to their context.
- 10.9 Meanwhile Policy DMD 37 seeks to achieve high quality design and requires development to be suitable designed for its intended function that is appropriate to its context and surroundings. The policy also notes that development should capitalise on opportunities to improve an area and sets out urban design objectives relating to character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability, and diversity.
- 10.10 London Plan Policy 7.4 has regard to local character and states in its overall strategic aim that 'development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings'. Policy 7.5 of the London Plan outlines a similar aim and seeks for proposals in public places to be 'Secure...easy to understand

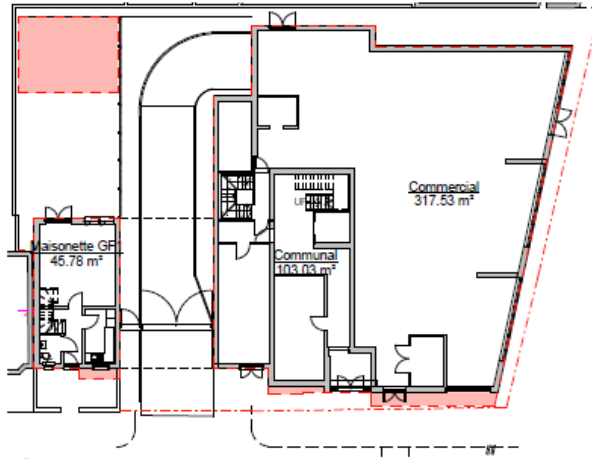
and maintain, relate to local context, and incorporate the highest quality design'. Policy 7.6 of the London Plan sets out regional requirements in regards to architecture and states that development should 'incorporate the highest quality materials and design appropriate to its context'. The policy goes on to state that buildings and structures should 'comprise details and materials that complement...the local architectural character.'

Legibility / Character

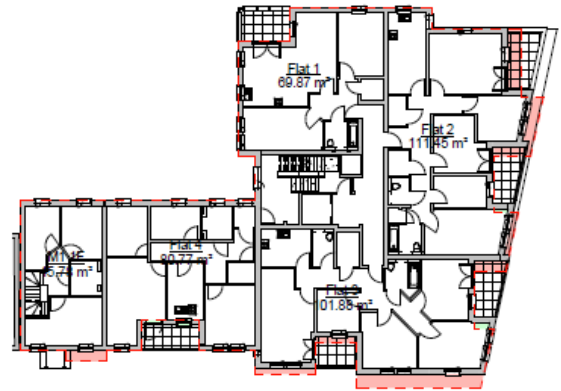
- 10.11 The existing site is a petrol station with an associated shop and facilities for car maintenance, which is the historic use of the application site. The existing site and structures on site are considered not to be of any architectural merit, furthermore the site is not designated within a conservation area nor as a local or statutory listed building. As such the loss of the existing building on site is not objected to in this instance.

- 10.12 The properties along Bridlington Road to the immediate east are two storey terraced dwellings. Hertford Road, which runs north and south of the application site comprises predominantly commercial units in the locality. It is noted that to the immediate south is a four storey residential block of flats. Officers therefore maintain that the proposed re-development of the site must be of a consistent scale, bulk and massing that would be in keeping with and sympathetic to the surrounding locality. Officers consider that the re-development of the application site has the potential to positively contribute to place-making in the locality. The images below highlight in red the areas of the scheme that have been amended.

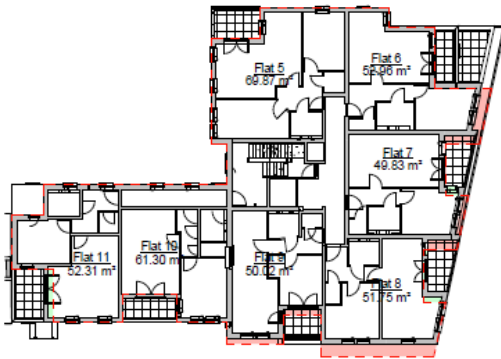




1 1-Ground



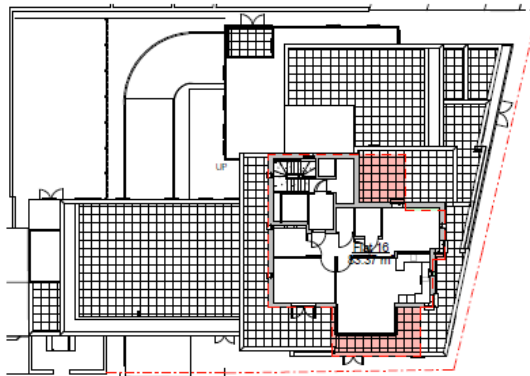
2 2-First



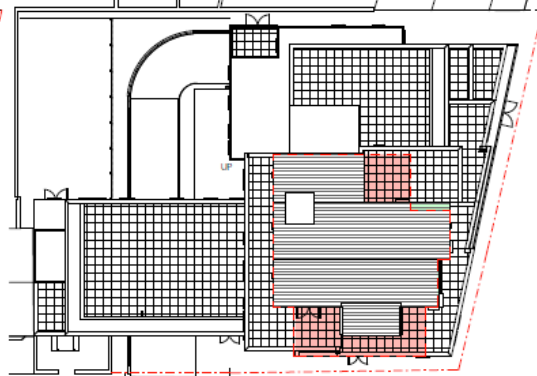
1 3-Second



2 4-Third



1 5-Fourth



2 6-Roof

Height, Bulk and Massing

- 10.13 The proposed development is a part single, part four storey development. The proposed building rises in height from the edges to increase to a four storey building in the corner of Hertford Road and Bridlington Road. The building has varying projections from the first to fourth storey which allow for visual interest and variation when viewed from the street scene,
- 10.14 The proposed building reduces its perceived bulk when viewed from the public realm through the introduction of shoulder / inset elements integrated into the design of the proposal which as well as offer visual interest also reduce the visual perception of bulk to be lessened. The proposed roof level also proposes a recess with sloping elements that add an interesting contrast to the square nature of the main building and help to break up the square nature of the building. It is considered the revisions made to the roof level appear more cleaner and simplified and are welcomed from a design perspective. It is considered that the staggered and stepped nature of the building allows for a suitable transition from the existing built form and building heights on Hertford Road and Bridlington Road. Revisions made to the scheme following deferral of the original proposal by Planning Committee are considered to result in a more simplified approach on Bridlington Road with the building line set back: this results in a form of development more sympathetic to its surroundings. It is also welcomed to see the substantial revisions have been made to the roof level unit which has a more clean, calmer and tidy appearance whilst also appearing less dominant.

Appearance

- 10.15 The proposed building would be a predominantly brick built development. Following deferral of the application in November 2019, the applicant and their team have worked proactively with officers to provide a more detailed and interesting materials palette. For reference a visual palette is shown below.



10.16 Further details on the materials can be secured through a condition to ensure that the proposed brickwork is of suitable quality and provide sufficient variation in tone and texture. The more varied material palette now proposed is a welcome improvement when compared with the proposal was last presented to Planning Committee. The support of the urban design team must also be acknowledged.

10.17 The development will also be installing new windows and balconies that are considered to be of an acceptable appearance in relation to the host building and the surrounding locality. To ensure that the proposed balconies and windows are of an acceptable design, it is necessary to impose a condition requiring submission of specifications of balconies, windows and window reveals to ensure a satisfactory standard of external appearance is delivered. A condition is suggested to ensure that details of all of the external materials are submitted to and approved in writing by the Council.

Summary of Design and Appearance

10.18 The revisions made to the proposed development since it was last presented to Planning Committee in November 2019 are welcomed. The proposed re-development of the site is considered to result in a more architecturally positive building when compared with the existing petrol station on site.

- 10.19 In light of this context, it is considered that the proposed building and works to the immediate surrounding area result in a much improved and better quality building and overall, the proposal is considered acceptable in terms of design and appearance.

Impact on Neighbouring Amenity

- 10.20 London Plan Policy 7.6 states that buildings should not cause unacceptable harm to residential amenity, including in terms of privacy and overshadowing. Policies DMD 6 and 8 ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment and the principles contained in this policy have been applied in this case given the relationship to residential properties. Furthermore, Policy CP30 of the Local Plan seeks to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity.
- 10.21 The site is located in an area comprising residential and commercial properties. Officers consider a mixed use development comprising a ground floor commercial unit and x16 residential units would be commensurate within the locality given the location of the application site within a designated local centre.

Overlooking / Privacy

- 10.22 The proposed building will be of a considerably greater massing and bulk than the existing petrol station and there is a need to carefully consider the impacts of the increased built form and nature of the development upon neighbouring properties, particularly those on Bridlington Road.
- 10.23 To the immediate west is the property 3 Bridlington Road, which forms a terrace with Nos 5 and 7 Bridlington Road. It is considered it is these properties which potentially, would be most affected. It is felt that the development has been carefully designed to be stepped in building height to mitigate harm upon adjoining neighbours. It is also noted that the property 3 Bridlington Road does not comprise of any flank windows.
- 10.24 The proposed development does include any flank windows at ground, first or second floor level and as such these properties on Bridlington Road would not be subject to privacy or overlooking. It is noted that one flank window located on the western elevation is proposed at third and fourth level and this would face Bridlington Road, however given the building height in relation to the adjoining properties and the distancing of these windows in excess of 15m from these dwellings, it is considered these windows would not cause any harm to properties on Bridlington Road. It is noted that at third floor level the windows serve a landing, furthermore the windows from this elevation are screened by the landscaping in the communal garden area. At fourth floor level the flank window serves a stairwell, this window is set in excess of 17m from 3 Bridlington Road and as such is not considered to unacceptably impact this neighbour.
- 10.25 The properties opposite on Hertford Road are buffered by the road to prevent any harmful privacy or overlooking impacts. The block of flats to the

immediate south are considered to be buffered by the road on Bridlington Road. Therefore, the scheme would not result in any impact on the residential amenity of the occupiers of these units.

- 10.26 With regard to the effect upon properties on King Edward Road, it is noted that the proposed balconies looking onto this road are shown as being provided with 1.7m high privacy screens to offset any harmful impacts. It is noted that these properties are located in excess of 28m away from the proposed rear elevations of both the host building and adjoining neighbours. As such this separation distance is considered to prevent any harmful impacts upon properties on King Edward Road.

Noise

- 10.27 It is acknowledged that the new commercial unit could have noise impacts associated with it although the mixed composition of Hertford Road is an important consideration as is the fact there is an existing shop associated with the petrol station. Furthermore, there would not be vehicular noise of cars entering and existing when compared to the petrol station use. It is proposed that the commercial unit will be conditioned to restrict opening hours and for the use to be only for A1 and as a result, this would safeguard neighbouring amenity.
- 10.28 In relation to the proposed 16 residential units, it is acknowledged that there would be an increase in activity from these over the existing site but due regard has been given to the fact that the site is located in a designated local centre which is a noise rich environment. Furthermore, noise associated with the residential development would be commensurate with the use and also of Bridlington Road which is a residential street. No objections in relation to noise has been raised by the Environmental Health officer.
- 10.29 It is acknowledged that there would potentially be noise impacts upon properties in the locality during demolition and construction phases of the development, however these would be temporary in nature. To prevent any harmful noise and pollution impacts a condition requiring the submission and approval of a demolition and construction management plan to prevent any harmful impacts during these phases of the development would be imposed.

Daylight/Sunlight Impacts

- 10.30 The submitted drawings in the accompanying Design and Access Statement considers daylight and sunlight impacts associated with the proposed development and provides daylight lines to properties on King Edward Road. Following the deferral of the application in November 2019 the applicant provided a Daylight and Sunlight Assessment in support of their application.
- 10.31 The assessment considers the principles outlined within BRE guidance 'Site layout planning for daylight and sunlight: a guide to good practice'. The assessment considers the Vertical Sky Component, Annual Probable Sunlight Hours and Winter Probable Sunlight Hours.
- 10.32 Vertical sky component (VSC) is a 'spot' measure of the skylight reaching the midpoint of a window from an overcast sky. It represents the amount of visible sky that can be seen from that reference point, from over and around an obstruction in front of the window. That area of visible sky is expressed as a

percentage of an unobstructed hemisphere of sky, and, therefore, represents the amount of daylight available for that particular window. Annual probable sunlight hours (APSH) is a measure of sunlight that a given window may expect over a year period.

- 10.33 A total of 45 windows within 13 properties were assessed in the assessment. Four windows within 2 properties were found not to comply with the three above tests. Two of the windows were located at 339 Hertford immediately adjacent to the site, one of which faces north, both of which are already severely compromised by extract ducts rising from the A5 take-away unit below, neither windows serve habitable rooms, the side window is to an entrance hall and the rear window to a bathroom. Other windows on this property are not affected by the proposal.
- 10.44 The other two upper floor windows are located at 3 Bridlington Road. It is acknowledged that there would be a loss of sunlight to these windows, however the windows face 23 degrees of due north and as such already do not receive the required APSH.
- 10.45 It is considered that the gradual increase in building height along Bridlington Road would not result in any harmful daylight/sunlight impacts upon properties on this road. The four storey block of flats to the immediate south on the other side of Hertford Road are buffered from the road by daylight/sunlight impacts. The properties north on Hertford Road are not considered to be unacceptably impacted given the stepped nature and gradual increase in height to the corner junction of Hertford Road and Bridlington Road. On balance Officers consider that the submitted daylight and sunlight assessment clearly demonstrates that there would be no unacceptable harm upon neighbouring amenity in relation to daylight and sunlight impacts. Furthermore, the reductions to the overall bulk and massing are considered to reduce the impacts of the development on surrounding properties.

Summary

- 10.46 It is noted that the proposal would result in a considerable increase in built form when compared to the existing petrol station however, it is maintained that the proposed building has been carefully designed to offset unacceptable amenity impacts.
- 10.47 Notwithstanding the above a condition is recommended requiring full details in the way of sound insulation to protect residential properties from noise associated with the ground floor shop unit.
- 10.48 In light of the above the proposal is considered acceptable in terms of residential amenity impact subject to conditions as stated. The submitted Daylight and Sunlight Assessment is welcomed by officers and clearly demonstrates compliance against BRE and development plan policy guidance.

Quality of Accommodation

- 10.49 The London plan outlines the importance of delivering high standards of internal accommodation that meet the needs of occupants within Policy 3.5 and that these must be of the highest standard both internally and externally.

At a national level the DCLG space standards outlines minimum internal floorspace standards that all new residential dwellings must accord with. The Core Strategy states within policy CP4 states that *'High quality design and sustainability will be required for all new homes. New housing developments should take account of the design and construction policies and sustainable design and construction guidance set out in the London Plan'*. The supporting London Plan Housing SPG provides detailed guidance on furniture arrangements, internal daylight/sunlight and circulation, amongst other considerations. The table below makes an assessment of each of the proposed residential units.

Unit	Floorspace Required	Floorspace Proposed	Complies?
1 3b5p duplex	93sqm	93sqm	Yes
2 2b4p	70sqm	70sqm	Yes
3 4b7p	108sqm	111sqm	Yes
4 4b6p	99sqm	102sqm	Yes
5 3b4p	74sqm	81sqm	Yes
6 2b4p	70sqm	70sqm	Yes
7 1b2p	50sqm	53sqm	Yes
8 1b2p	50sqm	50sqm	Yes
9 1b2p	50sqm	52sqm	Yes
10 1b2p	50sqm	50sqm	Yes
11 1b2p	50sqm	50sqm	Yes
12 1b2p	50sqm	52sqm	Yes
13 1b2p	50sqm	50sqm	Yes
14 1b2p	50sqm	52sqm	Yes
15 1b2p	50sqm	50sqm	Yes
16 2b4p	70sqm	83sqm	Yes

10.50 As shown in the table above it is noted that each of the units accord with the minimum floorspace standards. Furthermore, it is noted that each of the units would offer a good functional, internal layout with all units being dual aspect that can accommodate practical furniture layouts in line with standard 25 of the London Plan Housing SPG.

Unit	Proposed Amenity Space (sqm)	Amenity Space Required (sqm)	Complies?
1 3b5p duplex	56	8	Yes
2 2b4p	7	7	Yes
3 4b7p	13.9	10	Yes
4 4b6p	11.4	9	Yes
5 3b4p	5.8	7	Yes
6 2b4p	7	7	Yes
7 1b2p	5.8	5	Yes
8 1b2p	6.5	5	Yes
9 1b2p	6.4	5	Yes
10 1b2p	5	5	Yes
11 1b2p	6.5	5	Yes
12 1b2p	7.3	5	Yes
13 1b2p	14.7	5	Yes
14 1b2p	6.9	5	Yes
15 1b2p	5	5	Yes
16 2b4p	96	9	Yes

- 10.51 In relation to private amenity space standards, officers have carefully considered the requirements of Policy DMD9 and standards 26 and 27 of the London Plan Housing SPG. Each of the units would be provided with acceptable provisions of amenity space in accordance with policy requirements, furthermore the development provides two communal amenity areas that have a footprint of 91.5sqm and 58.6sqm. Officers note that the residential units offer an acceptable standard of accommodation that would adequately meet the needs of future occupants in relation to ventilation, circulation and internal daylight/sunlight.
- 10.52 The proposed plans also demonstrate that the units can accommodate practical furniture and storage layouts. Officers have liaised with the agent acting on behalf of the applicant to secure a revision to flat 7 to allow for the insertion of an extra window which is to be high level, obscure glazed and

non-opening above 1.7m which will provide a more positive standard of accommodation for occupants of this unit which is considered a positive measure.

- 10.53 For the reasons stated above the proposed units are considered to offer an acceptable standard of accommodation that accords with the relevant development plan policy guidance.

Unit Mix

- 10.54 In relation to delivering a balanced mix of housing, Policy 3.8 of the London Plan seeks to provide a balanced mix of housing types that meet the needs of Londoners today. Policy DMD3 of the Development Management Document re-iterates a similar objective and seeks for Enfield to have a mix of homes that meet needs of the Strategic Housing Market Assessment 2015 which seeks for a balance between smaller unit types and family sized dwellings.

- 10.55 It is noted that the scheme when previously considered by the Planning Committee proposed a mix of 8 x 1 bed units, 3 x 2 bed units, 3 x 3bed units and x2 4 bed units to accommodate the aforementioned design revisions. The proposed mix now comprises of the following dwelling types

- 9 x 1 bed units
- 3 x 2 bed units
- 2 x 3 bed units
- 2 x 4 bed units

- 10.56 Whilst it is noted that there is a reasonably high provision of x1 bedroom units it is noted that 44% of units would be family sized, for which the two bedroom 4 person units are considered family units (in line with the draft London Plan). Given the location of the application site within a designated local centre, it is considered that on balance the proposed housing mix is acceptable.

Affordable Housing

- 10.57 Having regard to policies DMD1 and CP3 of the Core Strategy as the site is proposing 10 or more units (16 residential units in this instance) it should be complying with borough wide target of achieving 40% affordable housing and a mix of tenures to reflect a borough wide target of 70% social rent and affordable rent and 30% Intermediate.

- 10.58 The scheme proposes to deliver 50% of the residential units as affordable, resulting in 8 units being designated on site as affordable housing. The affordable housing offer complies with local planning policy as well as emerging London plan policy guidance within Policy H5. The proposed breakdown of affordable tenure is shown below

- x 8 market sale units
- x5 affordable rent units – comprising of x1 2-bedroom unit, x2 3 bedroom units and x2 4 bedroom units
- x3 shared ownership units – comprising of x2 1-bedroom units and x1 2 bedroom unit

- 10.59 It is noted that six of the affordable units are family sized units which is also considered a positive element of the proposal in line with Policies DMD1 and

CP3. The policy compliant offer of affordable housing is considered to be a positive element of the scheme that weighs significantly in favour of the proposal. This is recommended to be secured through a s106 agreement.

Transportation Impacts

- 10.60 DMD 45 relates to car parking, cycle provision and parking design. DMD 47 states that new development proposals will need to demonstrate that enough space for servicing, circulation and access to, from and through the site is provided. All developments must be fully accessible to pedestrians and cyclists and assist with general permeability within an area and the current factory does not provide this. London Plan policy 6.13, DMD policy 45 (Parking Standards and Layout) and 47 (Access, New Roads and Servicing) states that operational parking for maintenance, servicing and deliveries is required to enable a development to function.
- 10.61 The Public Transport Accessibility Level (PTAL) of the site is 3 which indicates that there is moderate access to frequent public transport services. Hertford Road is designated as a classified road.

Car Parking

- 10.62 The proposal has been revised since its initial submission to provide underground car parking that will be accessed off Bridlington Road. The provision of car parking spaces is for the residential units and makes a provision of 13 spaces, 2 of which are to be designated as blue badge spaces and 2 are to have provision for car charging. This provision is considered acceptable in line with London plan parking standards subject to full details of electric car charging points prior to first occupation of the development. The London Plan requires within Policy 6.13 for 1 in 5 spaces provide active or passive electrical charging to encourage use of electrical vehicles. Officers maintain that the proposal has the capability to deliver a policy compliant level of electrical car charging through a condition.
- 10.63 It is noted that the proposed A1 unit will not have any parking and it remains likely that the unit will generate a parking demand. However it is noted that some parking could potentially be provided on the other side of the Cycle Enfield route. This could help mitigate against the lack of parking for the retail unit and has been agreed with the agent acting on behalf of the applicant to provide this through a s106 financial contribution of £15,621. This approach has been deemed acceptable by the Council's Transportation officer.

Cycle Parking

- 10.64 In terms of cycle parking, the visitor cycle parking is to be located in a dedicated area on Bridlington Road with provision for x30 spaces which accords with London plan standards for the residential units. However, whilst the cycle parking location and quantum is considered acceptable, it is recommended that further details on cycle parking, specifically secureness and where visitor and long stay cycle parking will be located within the allocated cycle parking area, is required via condition.
- 10.65 It is noted that no cycle parking is proposed for the retail unit, though it is noted that the agreed contribution of £15,621 to cycle Enfield is on balance considered to offset this.

Servicing

- 10.66 The residential units are proposed to be serviced from Bridlington Road. Officers note that it would be difficult to service from Hertford Road as the Cycle Enfield cycle lanes are not constructed, meaning that there would be no room to put in a loading bay. Any loading bay to the side would impact on parking provision and further reduce available spaces.
- 10.67 The scheme has been revised in negotiation to provide servicing along Bridlington Road. There is restricted parking and as a result this may need to be upgraded to a loading bay and a contribution of £5000 has been secured as an upgrade to a service bay through a s106 agreement. This is considered acceptable.

Summary

- 10.68 The above assessment demonstrates that the proposal would not result in an unacceptable impact in terms of traffic and transportation matters, and furthermore is not expected to result in any significant additional impact over and above the existing use as a petrol station. As such, subject to conditions requiring full details of cycle parking, electrical charging points and a s106 agreement for a loading bay on Bridlington Road and towards Cycle Enfield the proposal is considered acceptable in this regard.

Refuse, Waste and Recycling

- 10.69 Policy 5.17 of the London Plan requires suitable waste and recycling storage facilities in all new developments whilst Core Policy 22 supports the provision of a sufficient, well-located waste management facility and requires all new developments to provide on-site waste treatment, storage and collection throughout the lifetime of the development.
- 10.70 Meanwhile Policy DMD 57 notes that all new developments should make provision for waste storage, sorting and recycling, and adequate access for waste collection.
- 10.71 With regards to the new development and its waste management arrangements will be undertaken in the form of collection from the proposed servicing bay along Bridlington Road which will be secured through a s106 agreement. Whilst this is broadly acceptable, officers consider it necessary to impose a condition requiring the submission and approval of a site waste management plan to ensure that the development can deliver policy compliant waste and recycling storage arrangements for both the commercial and residential elements of the development.
- 10.72 Given the above the application is considered acceptable in terms of refuse, waste and recycling.

Sustainable Drainage / Flood Risk

- 10.73 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 ("Managing flood risk through development") confirms the Council's

approach to flood risk, inclusive of the requirement for SuDS in all developments. Policy DMD59 (“Avoiding and reducing flood risk”) confirms 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.

- 10.74 DMD61 (“Managing surface water”) requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.
- 10.75 The proposal has been accompanied with a drainage strategy prepared by Bauder Ltd. The report outlines detailed specifications of the proposed blue roof. Whilst this is considered a positive element of the scheme it is acknowledged that Policy DMD61 requires major developments to provide more than one SuDS measure. It is noted that soft landscaping is proposed in the communal garden areas. Officers on balance consider that the scheme has the potential to deliver a policy compliant drainage system that accords with the development plan and that full details can be provided through a condition. As such the proposal is considered acceptable in this regard.

Sustainability

- 10.76 The NPPF confirms that the purpose of the planning system is to contribute to the achievement of sustainable development, and policies relevant to sustainability are set out throughout the NPPF. Further planning policies relevant to sustainability are set out in chapter 5 of the London Plan, which states that development proposals should make the fullest contribution to minimising carbon dioxide (CO₂) emissions in accordance with the following energy hierarchy:
- Be Lean: use less energy;
 - Be Clean: supply energy efficiency; and
 - Be Green: use renewable energy.
- 10.77 DMD Policy 49 requires the highest sustainable design and construction standards, having regard to technical feasibility and economic viability. These policies require new developments to address the causes and impacts of climate change by minimising energy use, supplying energy efficiently and using energy generated from renewable sources (Core Strategy Policy 20 and DMD51), seeking zero carbon developments (DMD50), using decentralised networks where feasible (DMD52), and providing on-site renewable energy generation to make-up any shortfall where feasible (DMD53).
- 10.78 The proposal has been accompanied by an environmental statement and a sustainability appraisal prepared by Falcon Energy. The report summarises that the development will meet part L of the Building Regulations and deliver a 35% improvement in terms of energy efficiency. The assessment appraises various options and concludes that a solar PV panel is the most suitable option for the development for which full details are recommended to be secured through a condition as well as for an energy performance certificate to demonstrate energy sustainability.

Biodiversity

- 10.79 Through Policy 36 of the Core Strategy the Council commits to 'protect, enhance, restore or add to biodiversity interests within the Borough'. This is reaffirmed in the DMD policies 78 to 81.
- 10.80 The National Planning Policy Framework (NPPF) recognises that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible, contributing to the Government's commitment to halt the overall decline in biodiversity, including the establishing of coherent ecological networks that are more resilient to current and future pressures. Paragraph 175 of the NPPF also states that opportunities to incorporate biodiversity in and around developments should therefore be encouraged.
- 10.81 The application site is situated in a highly urbanised environment. The site is an existing Texaco petrol station. As a result, the site has little biodiversity or ecological value at present.
- 10.82 It is considered there would be a biodiversity enhancement as part of an overall landscaping scheme which is to be conditioned. The proposal allows for landscaping works on site primarily in the communal garden areas. Subject to a condition requiring biodiversity enhancements on site the proposal is considered acceptable.

Secure by Design

- 10.83 Following consultation with the Metropolitan Police Service (MPS) Designing out Crime team, the project has the potential to meet the criteria for Secured by Design Accreditation. The MPS have recommended a condition that the development shall achieve a certificate of compliance with the secured by design credentials. Officers note that the scheme may not be able to comply with all criteria for Secured by Design and as such other conditions will be attached requiring details of external lighting and enclosure to prevent any increase in crime and anti-social behaviour in the locality.
- 10.84 There are no grounds to refuse planning permission and sufficient measures are available to ensure development provides a safe residential and public environment.

11. Planning Obligations

- 11.1 The necessary Heads of Terms are:
- Affordable Housing
 - Contribution for Cycle Bay - £5000
 - Cycle Enfield Contribution - £15,621

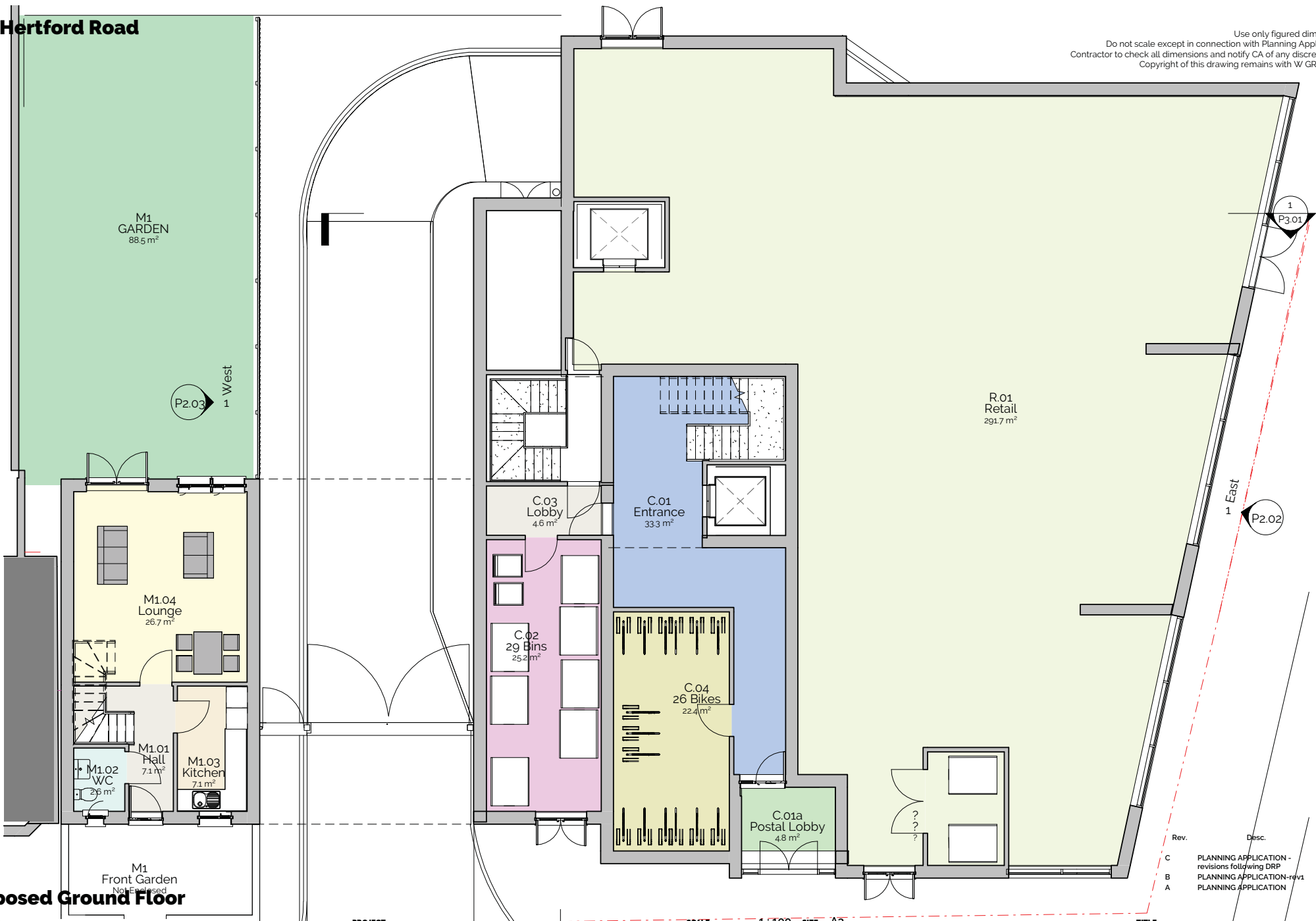
12. CIL

- 12.1 CIL would be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and Enfield's adopted Community Infrastructure Levy Charging Schedule 2016. The payments would be chargeable on implementation of the development. The CIL figures will be provided in advance of the planning committee meeting.

13. Conclusion

- 13.1 The proposed redevelopment of the application site is welcomed in principle, and the application has been considered with regard to the National Planning Policy Framework (NPPF) and its presumption in favour of sustainable development.
- 13.2 The proposed redevelopment is considered to make efficient use of a small site and make a contribution to overall housing stock in Enfield including its affordable housing stock. The development would also provide ongoing employment through retaining a commercial unit on site.
- 13.3 The proposal is considered acceptable in terms of land use, when considered against the surrounding context and local centre location. The proposal is also considered acceptable in terms of design, neighbour amenity impact, transport impact, proposed sustainability and energy reduction measures. This is subject to conditions and to an appropriate Section 106 (s106) agreement, the draft Heads of Terms of which have been agreed with the applicant. Officers consider that the revisions made together with the submission of a Daylight and Sunlight Assessment demonstrate the acceptability of the proposal in terms of design and impact upon neighbouring amenity.
- 13.4 This report shows that the benefits of the proposed development have been given due consideration and are sufficient enough to outweigh any perceived harm. In this respect the benefits are summarised again as follows:
- The land use is already established with the existing use and the proposal is considered in keeping in the locality;
 - The development contributes to and retain employment opportunities through retention of a commercial unit on site.
 - The development is a marked improvement in terms of design and architectural quality when compared to the existing petrol station
 - The development provides 13 formal car parking spaces and 30 cycle parking spaces and makes a positive contribution to the Cycle Enfield network through a s106 agreement; and also makes suitable servicing arrangements
 - The development is acceptable in terms of impact on neighbouring occupiers and the new building
 - The proposal offers a policy compliant standard of units and also offers 50% of the units to be affordable through a s106 agreement
 - The sustainability credentials of the building will be improved by use of measures such as solar panels and compliance with part L of the Building Regulations which is a marked improvement when compared to the existing petrol station.
- 13.5 Having regard also to the mitigation secured by the recommended conditions and Section 106 Agreement, it is considered the proposed development is acceptable when assessed against the suite of relevant planning policies and that planning permission should be granted subject to conditions and a s106 agreement.

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Proposed Ground Floor

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PROJECT
Redevelopment of 329 Hertford Rd Ng
7ET

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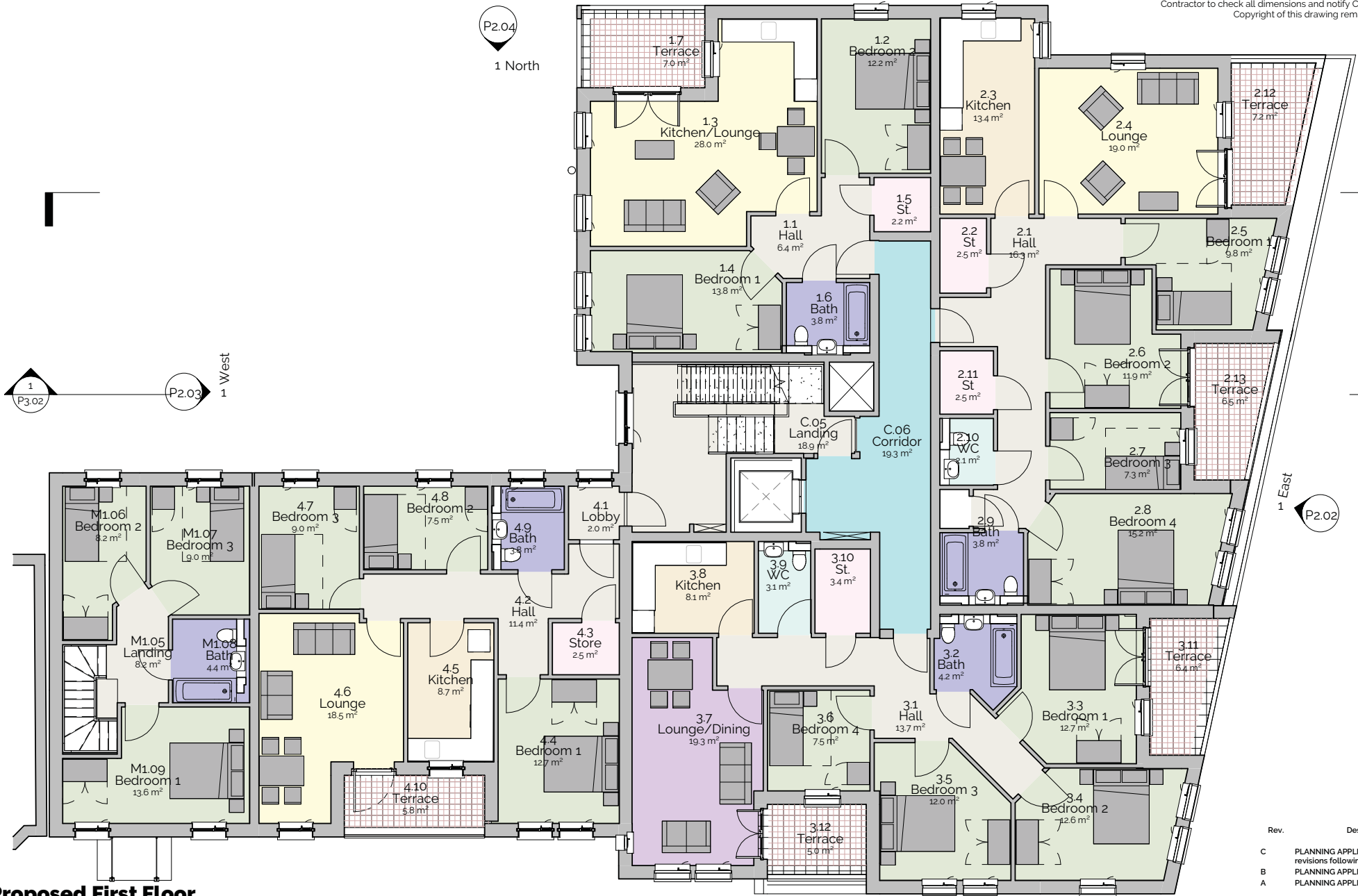
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TITLE
Proposed Ground Floor

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

1640	P1.01	C
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Proposed First Floor

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

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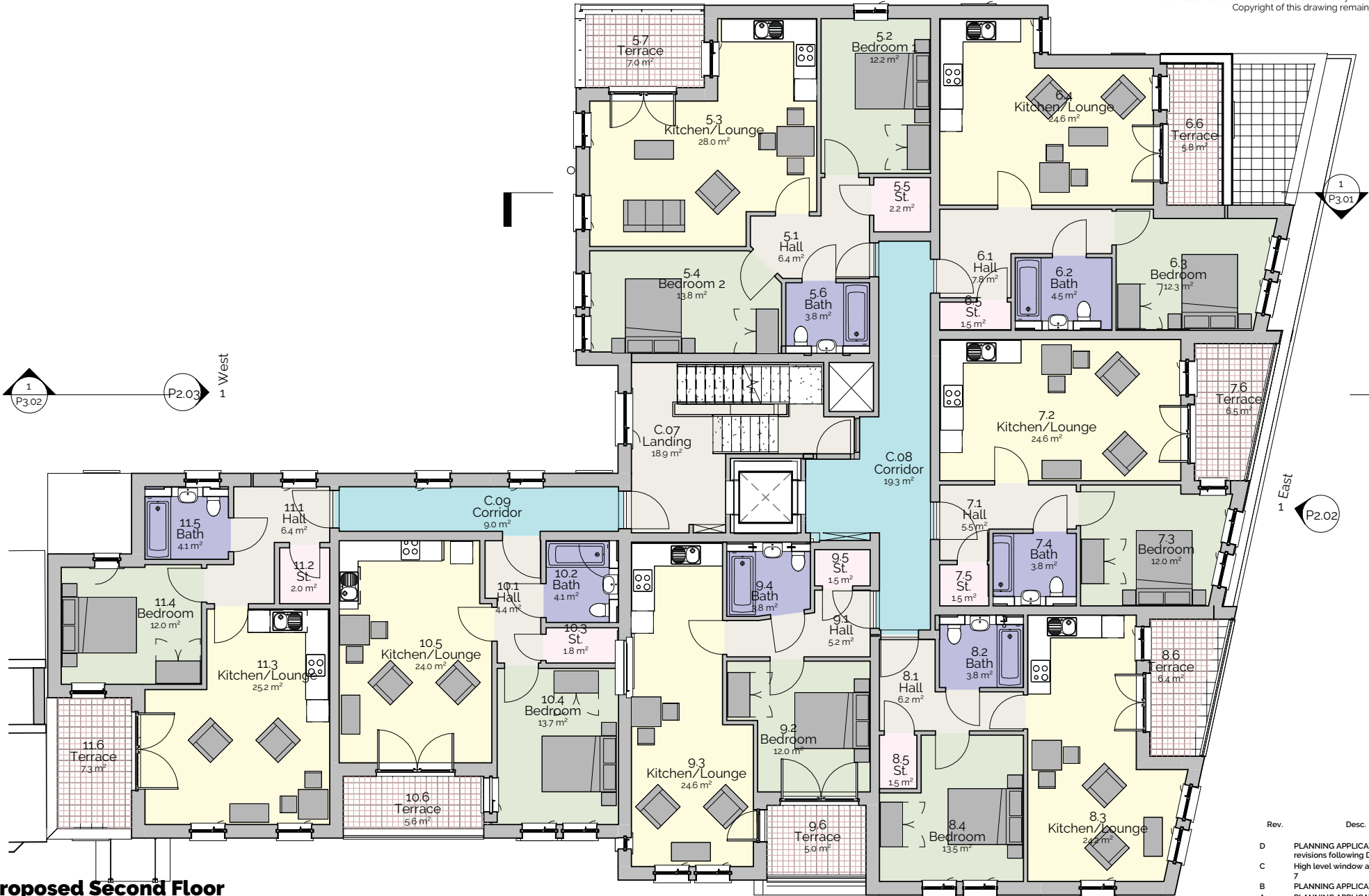
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TITLE
Proposed First Floor

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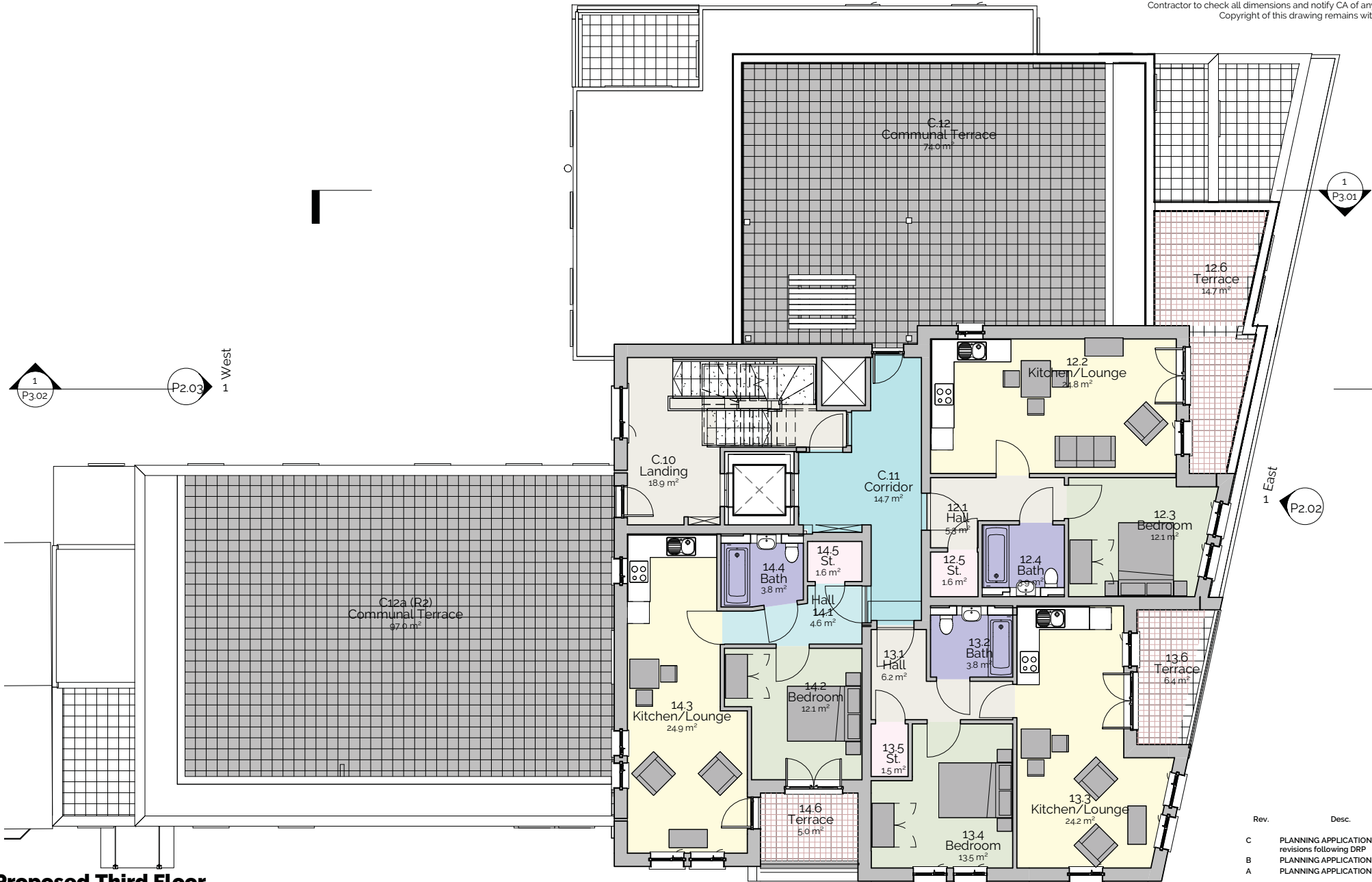


Proposed Second Floor

Rev.	Desc.	Date
D	PLANNING APPLICATION - revisions following DRP	19/03/20
C	High level window added to Flat 7	18/11/19
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

1640	P1.03	D
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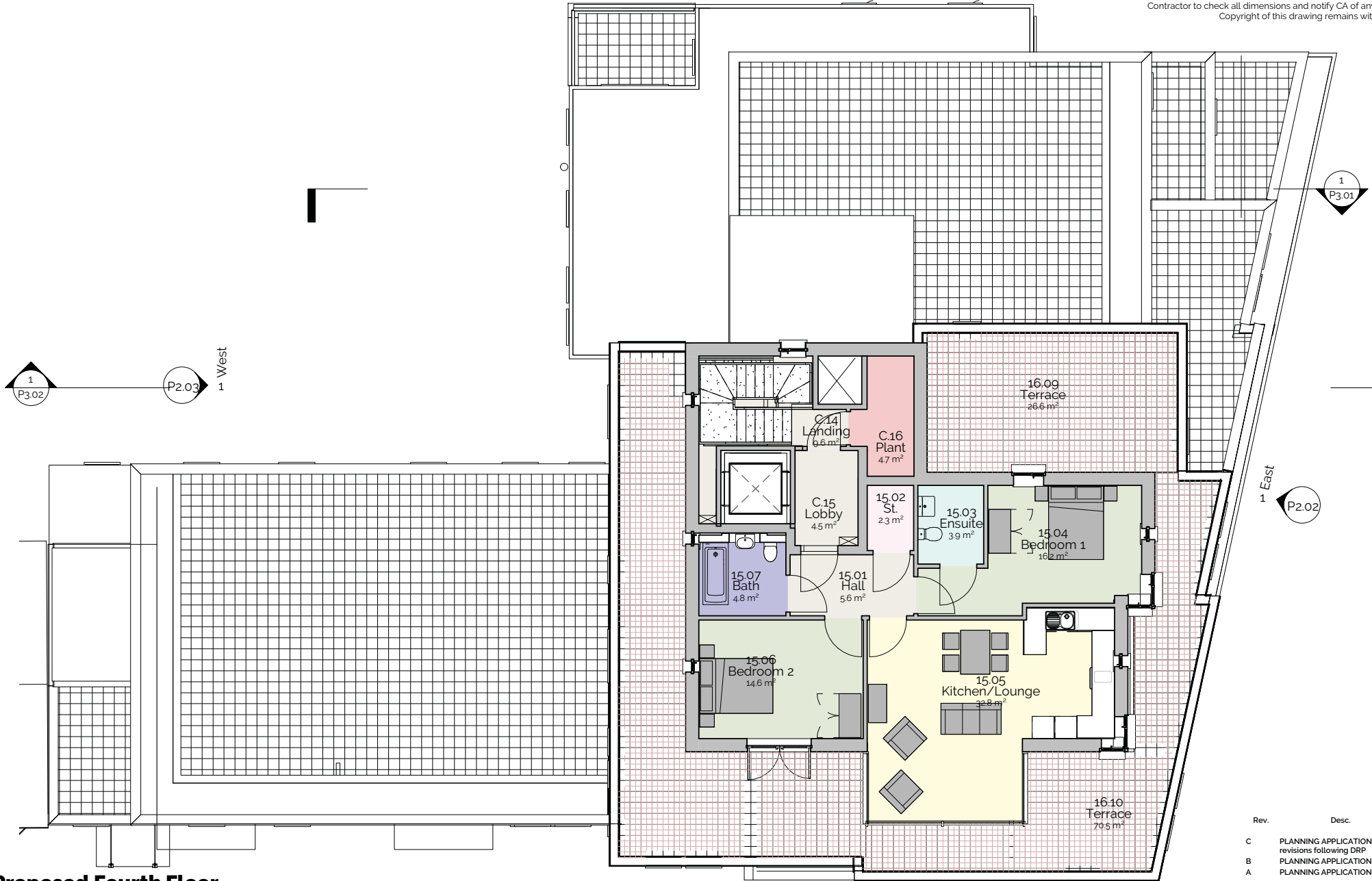


Proposed Third Floor

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

1640	P1.04	C
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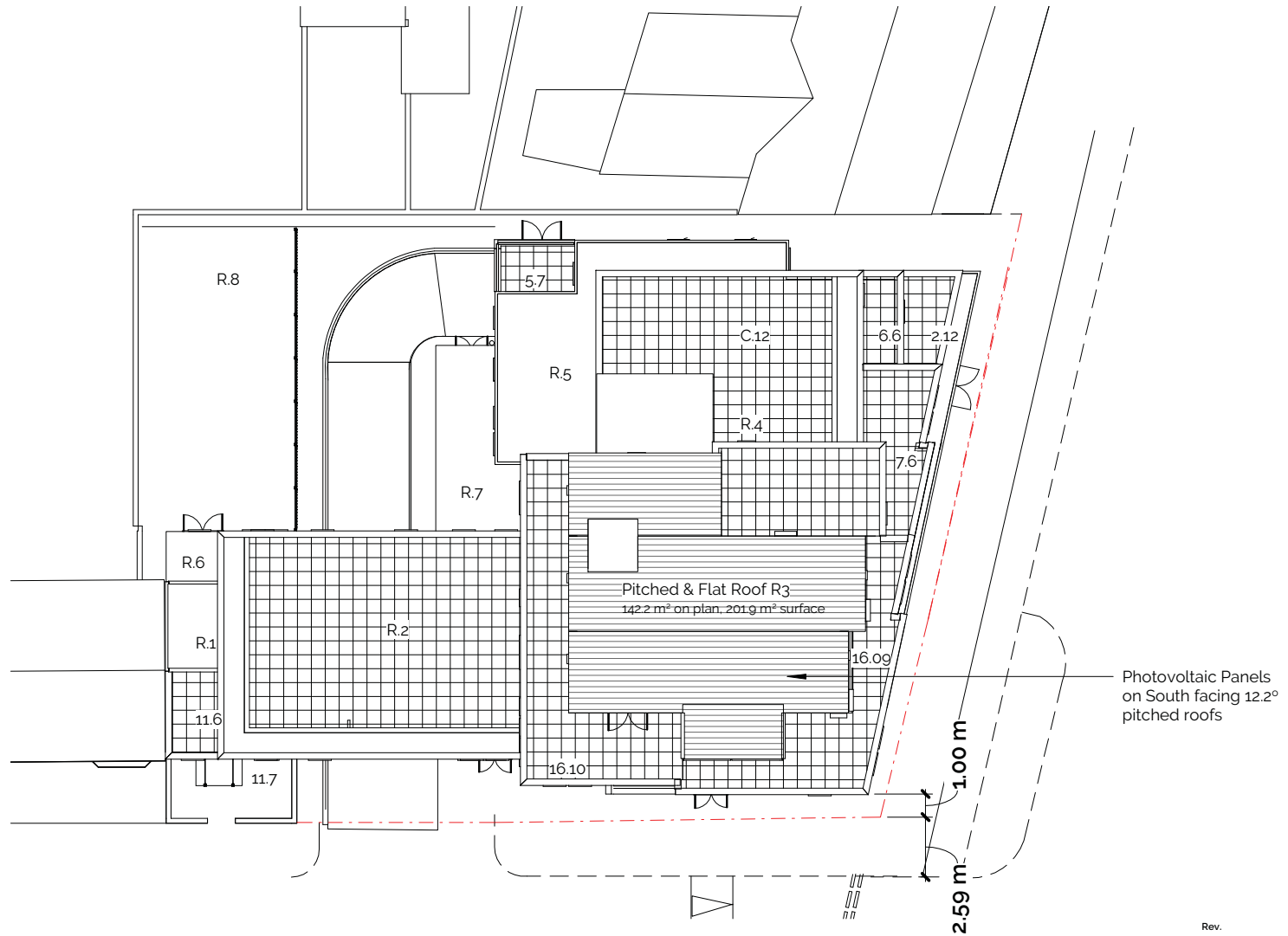


Proposed Fourth Floor

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

1640	P1.05	C
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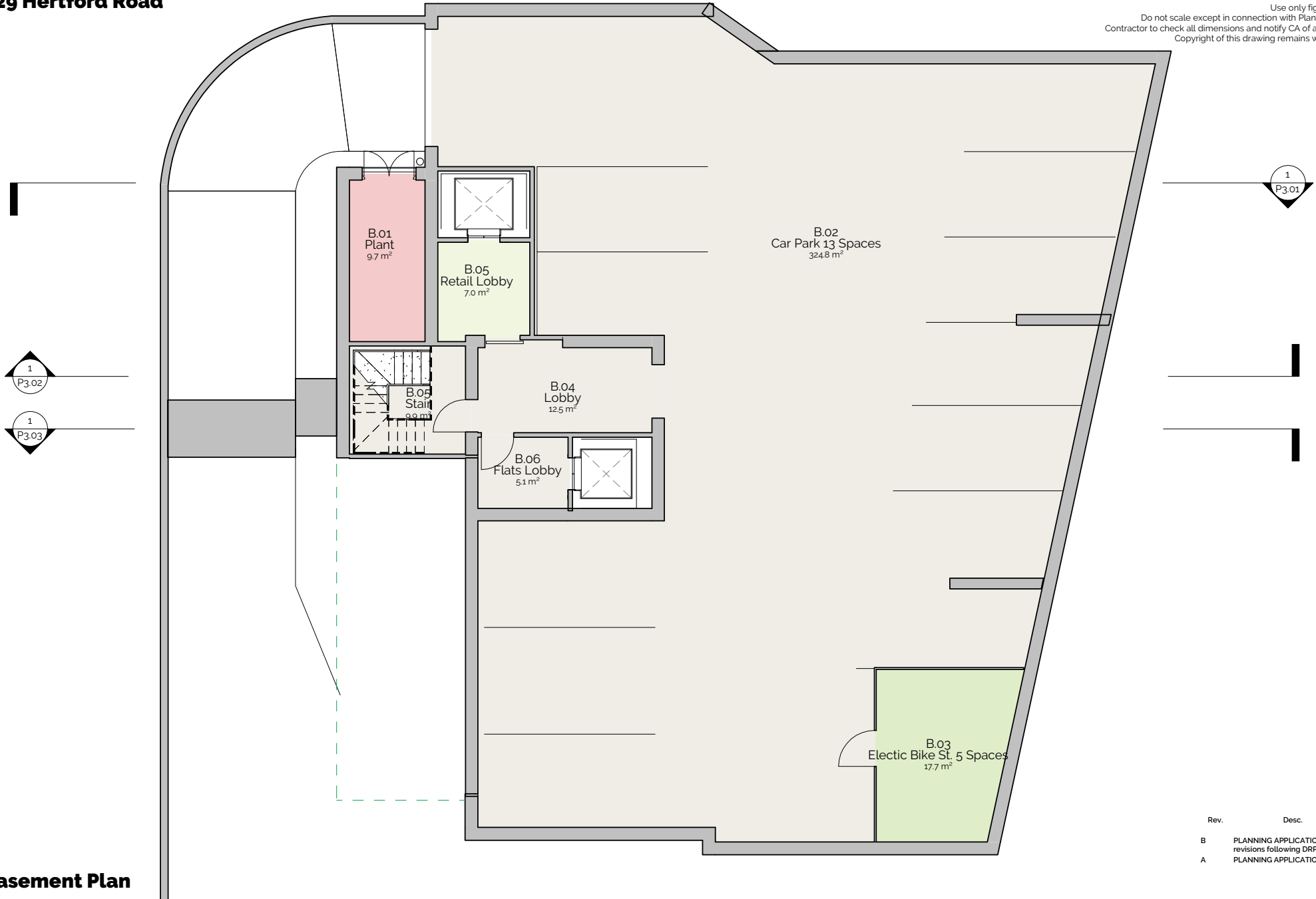


Roof Plan

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

1640	P1.06	C
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Basement Plan

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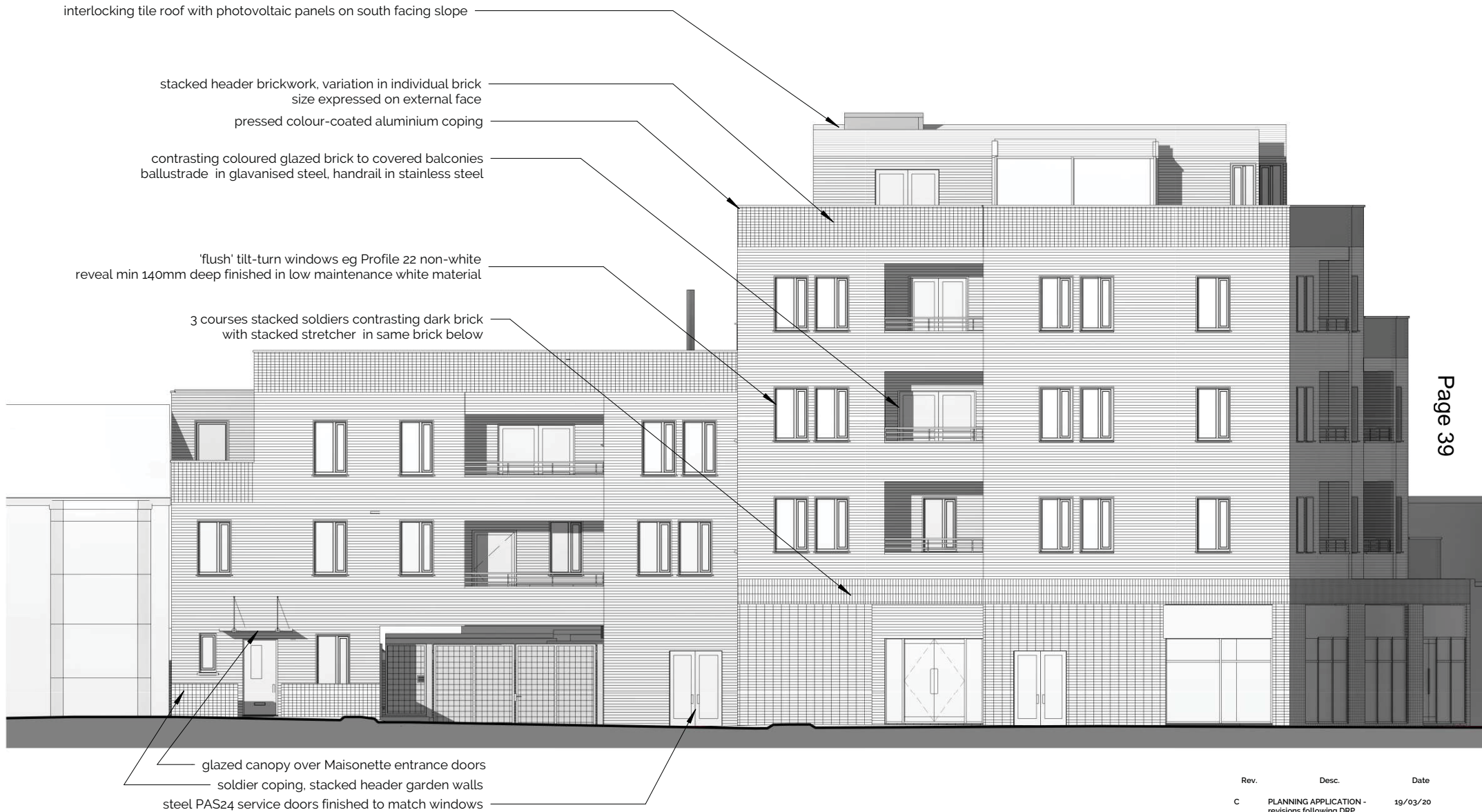
PROJECT
Redevelopment of 329 Hertford Rd Ng
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SCALE 1 : 100 **SIZE** A3
DRAWN jrt **DATE** 07/16/19
CHECKED - **DATE**

TITLE
Basement Plan

Rev.	Desc.	Date
B	PLANNING APPLICATION - revisions following DRP	19/03/20
A	PLANNING APPLICATION-rev1	12/07/19

1640	P1.07	B
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South Elevation

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

1640	P2.01	C
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Shopfront & signage design by others - requires further Planning Application(s)

Rev.	Desc.	Date
D	PLANNING APPLICATION - revisions following DRP	19/03/20
C	PLANNING APPLICATION-rev1	12/07/19
B	Planning - view amended	19/2/19
A	PLANNING APPLICATION	9/1/19

East Elevation

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PROJECT
Redevelopment of 329 Hertford Rd Ng
7ET

SCALE 1 : 100 **SIZE** A3
DRAWN jrt **DATE** 19/03/18
CHECKED - **DATE**

TITLE
East Elevation

1640	P2.02	D
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West Elevation

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

1640	P2.03	C
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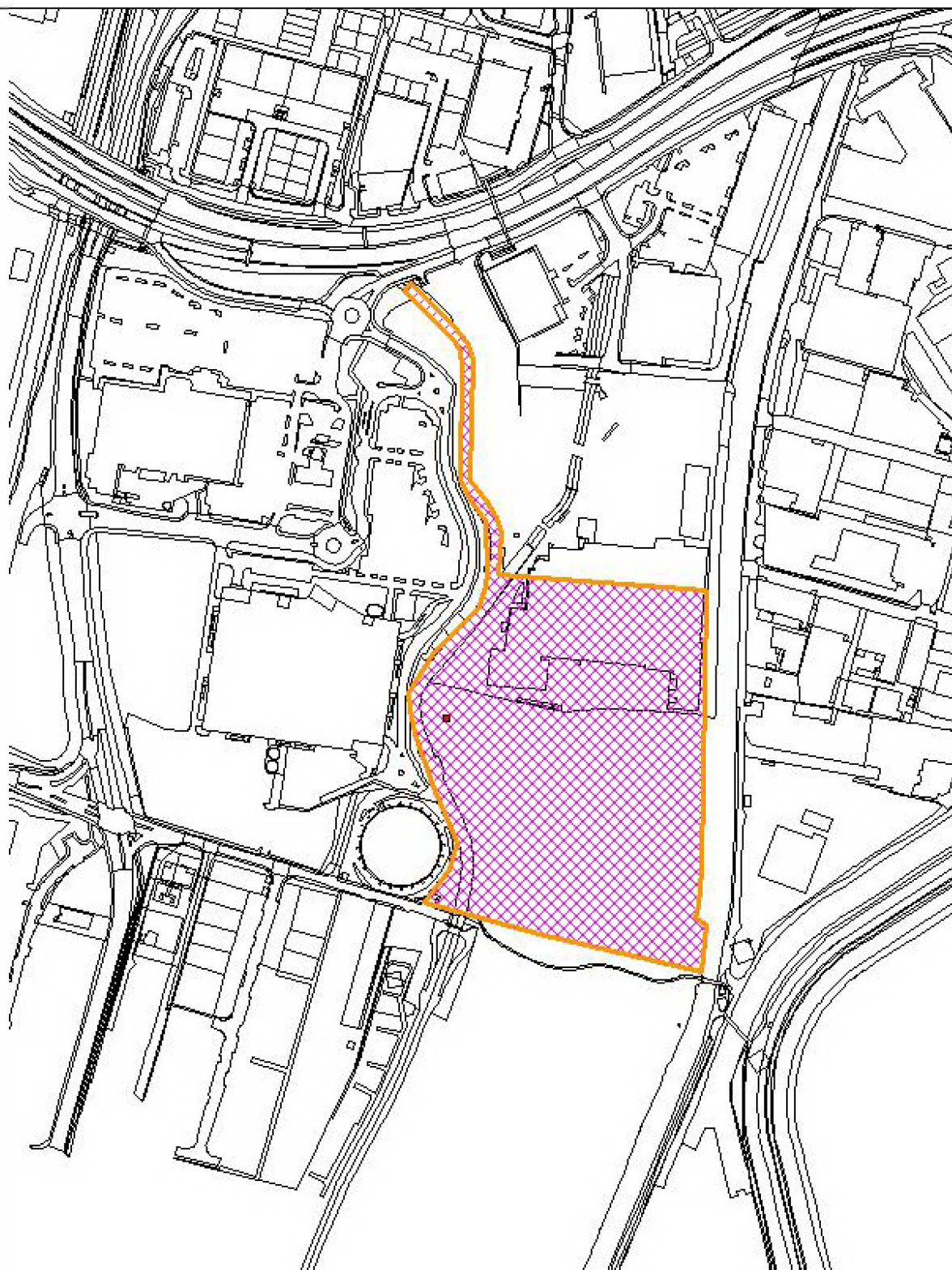
North Elevation

Rev.	Desc.	Date
C	PLANNING APPLICATION - revisions following DRP	19/03/20
B	PLANNING APPLICATION-rev1	12/07/19
A	PLANNING APPLICATION	9/1/19

1640	P2.04	C
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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date: 2 June 2020
Report of Head of Planning	Contact Officer: Joe Aggar Sharon Davidson	Ward: Upper Edmonton
Ref: 19/02749/FUL		Category: Major
LOCATION: Meridian Works, Units 4, 5, 6, 9 And 9A and adjacent land at Orbital Business Park, 5 Argon Road, Edmonton, N18 3BW		
PROPOSAL: Change of use of buildings (units 4, 5, 6, 9 and 9a) and adjacent land to an events and entertainment space including use as a filming studio ('The Drumsheds') for a temporary period of five years and associated installation of hoarding, gates, lighting and two container offices.		
Applicant Name & Address: Broadwick Ventures Limited		Agent Name & Address: Knights plc The Brampton Newcastle-under-Lyme
RECOMMENDATION: That, subject to referral of the application to the Greater London Authority, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to conditions		

Ref: 19/02749/FUL LOCATION: Meridian Water, Meridian Works, Units 4, 5, 6, 9 And 9A And Adjacent Land At Orbital Business Park , 5 Argon Road, Edmonton



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Scale 1:5000

North



1.0 Note for Members

- 1.1 The application has been brought to the Planning Committee because the proposal is for a major development in the Meridian Water regeneration area and the site is in Council ownership.

2.0 Recommendation

- 2.1 That, subject to referral of the application to the Greater London Authority the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to conditions:

Time Limited Permission – 5 years

1. This permission is for a limited period, expiring 5 years after the date of permission, when the use hereby permitted shall be discontinued. The structures and works carried out under this permission shall be removed and the land to be returned to its previous state.

Reason: In granting this permission the local planning authority has had regard to the special circumstances of the case and wishes to have the opportunity of exercising control over any subsequent use and in order to ensure comprehensive redevelopment of the Strategic Site.

Drawing Numbers

2. The development hereby permitted shall be carried out in accordance with the approved plans:

Site Location Plan - BRO3194/2/001
Site Location Plan - BRO3194/2/002
Planning, Design and Access Statement, Knights Plc, August 2019, ref: BRO3194/2/PDAS
Boundary Site Plan
002 Rev A (Base Infrastructure)
BRO3194/2-001
BRO3194/2-002
BRO3194/2-003
Sheet Title: Small Stage inc. Sheds
Site Plan No.1 – Existing Site Plan
Site Plan No.2 _ Indoor Club & Live Shows
Site Plan No.3 – Indoor Club & live shows
Site Plan No.4 – Single Stage Outdoor only
Site Plan No.5 – Large Gig including Drumsheds
Site Plan No.6 – Small Gig including Drumsheds
Site Plan No.7 – Field Day
002 Rev A (Lighting Exclusion Zone – full site)
002 Rev A (Lighting Exclusion Zone – warehouse only)
Noise Management Plan dated 05/03/2019

Drumsheds – Traffic and Transport Management Assessment – Version 5

Traffic and Transport Management Plan Event Category: A

Traffic and Transport Management Plan Event Category: B

Traffic and Transport Management Plan Event Category: C

Traffic and Transport Management Plan Event Category: D

Traffic and Transport Management Plan Field Day Festival

Keltic Traffic Management

Level 2: Flood Risk Assessment, prepared for: Broadwick Venture Limited.

Emergency Flood Response, prepared for: Broadwick Venture Limited.

SLR letter ref: 425.09534.00001 dated 16 April 2020.

Site Waste Management Plan Version 1

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

Category E Events (30,000-person capacity)

3. No more than 3 Category E events (maximum 30,000-person capacity event) shall be held in any one calendar year.

Reason: to ensure no undue impacts on transport and road network and neighbouring amenity.

Hours of use

4. Any events held on a Sunday shall not operate outside the hours of 0800 (8am) to 2200 (10pm).

Events held Monday, Tuesday, Wednesday, Thursday, Friday and Saturday shall not operate outside the hours of 0800 (8am) and 0300 (3am).

Reason: To ensure no adverse impact on the transport network and neighbouring amenity.

Outdoor use of the field

5. No outdoor performances or events are permitted after 2230 (10.30pm) on any day.

Reason: To safeguard the amenities of nearby residents

Temporary equipment for an event

6. All equipment and paraphernalia installed on site associated with an event (Category A, B, C, D or E) shall be removed from the land no later than three weeks after an event has finished.

Reason: To ensure the activity does not have any adverse impacts the visual amenity of the area.

Contamination

7. 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 a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to and does not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site.

Infiltration

8. No drainage systems, diversion, or concentrations of surface water drainage followed by infiltration to the ground other than by virtue of the agreed capping surface contours is permitted other than with the written consent of the Local Planning Authority. Any proposals for surface water infiltration systems using structures such as soakaways, perforated pipes, French-drains, or infiltrations areas must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants.

Breaking ground policy

9. Unless otherwise agreed in writing with the Local Planning Authority, the use of supports, including marquee pegs, using penetrative methods shall not be carried out other than strictly in accordance with the approved Breaking Ground Policy/Procedure (Appendix J of the Planning, Design and Access Statement, Knights Plc, August 2019, ref: BRO3194/2/PDAS).

Reason: To prevent the risk of mobilising contamination and creating preferential pathways.

Piling and penetrative methods

10. Piling, deep foundations and other intrusive groundworks using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that any proposed piling, deep foundations and other intrusive groundworks does not harm groundwater resources.

Boreholes

11. Within one month of obtaining planning permission a scheme for managing any existing boreholes on the site installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall detail how the existing boreholes, that need to be retained for monitoring purposes, will be secured and protected during occupation of the site.

Reason: To ensure that existing boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies.

Japanese Knotweed

12. Within 3 months of the permission a Japanese Knotweed eradication strategy shall be submitted to and approved in writing by the Local Planning Authority.

The strategy shall include details of and timescales for knotweed eradication, and, if the knotweed has not been eradicated at the time of commencement of works, details of the measures to be put in place to ensure that works do not cause its spread. The eradication strategy shall be carried out in accordance with the approved details unless the local planning authority gives written approval for any variations.

Reason: Japanese knotweed, is an invasive weed that can have a significant adverse effect on biodiversity.

Biodiversity enhancements

13. Within 3 months of the permission, details of biodiversity enhancements, to include bird and bat boxes, tiles or bricks on and around the new buildings and native and wildlife friendly landscaping, shall be submitted to and approved in writing by the council. The biodiversity enhancements shall thereafter be installed as approved.

Reason: To incorporate biodiversity in and around developments.

Light Spill

14. There shall be no light spill from external artificial lighting into the watercourse or adjacent river corridor habitat. To achieve this, the specifications, location and direction of external artificial lights should be such that the lighting levels within 8 metres of the top of bank of the watercourse do not exceed a value of 1 lux.

Reason: To minimise light spill from the new development into the watercourse or adjacent river corridor habitat.

Waste Management

15. Within 3 months of the permission and before any event is held a Water and Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The Water and Waste Management Plan shall include a strategy for litter and plastic waste minimisation and shall detail how litter and waste will be cleared from the site and the adjoining watercourses during and after each event and include timescales within which the post-event clean-up will take place.

Reason: To minimise pollution from litter and to ensure the activity does not have any adverse impacts on the water quality of the Lee Navigation.

Upward Lighting

16. No upward lighting shall be used at the application site without prior agreement in writing of the Local Planning Authority.

Reason: to ensure no harm to habitats or ensure no harm to the character of the area.

Noise

17. Music noise levels from any event, measured 1 metre from the facade of any residential property, shall not exceed the sound pressure levels:
- Outdoor Events up to 23:00 – 75db LAeq,15 min/ 90 db LCeq,15
 - Indoor events up to 23:00 - Entertainment Noise Level (EN) Leq, 5 minute shall not increase the residual noise by more than +3dB (effective EN-WEN=0dB)
 - All events 23:00 to 03:00 - Entertainment Noise Level (EN) Leq, 5 minute shall not increase the residual noise by more than +1dB (effective EN-WEN=-5dB)

Reason: To safeguard the amenities of neighbouring residents and uses against noise and disturbance

Electric Charging Vehicles

18. Within 3 months of the grant of permission and before any event is held typical details, including siting and design of plugs, of electric vehicular 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 charging points shall be installed in accordance with the approved details prior to first occupation of the relevant phase of the development approved and permanently maintained and retained.

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

Service and Delivery Plan

19. Within 3 months of the date of permission and before any event is held a Service and Delivery Plan be submitted to the Local Planning Authority to be approved in writing.

Reason: to ensure no adverse transport impacts.

Ingress/Egress

20. Within 3 months of the date of permission and before any event is held evidence shall be submitted to demonstrate that suitable access to the site has been agreed with any third party landowners and such access arrangements provide for the protection and mitigation of any ecological assets.

Reason: To ensure suitable access to the site is provided.

21. *Event Management Plan*

Prior to the first Event, an updated Event Management Plan shall be submitted for Category Events A, B, C and E, to be approved in writing by the Local Planning Authority. This Event Management Plan should define what events are covered by the plan, and contain detail on the measures proposed by the Event Operator that apply in all cases and other measures that may vary for event type in accord with the following principles:

1. Provide Safe access to and from venue for all people
2. Event based cycle provision that supports cycling
3. Taxi provision pick-up/ drop off that is managed safely
4. Event timings based on actual availability of rail and London Underground services
5. When rail at Meridian Water is not sufficient, shuttle buses should be provided
6. Minimise impact on existing bus users

The Event Management Plan should include a communication strategy that covers event participants, local community, local authorities, transport providers and other stakeholders.

Reason: to reduce the impact on the surrounding transport network and local community, and to encourage walking, cycling, public transport and minimise private vehicle traffic.

Parking Surveys

22. Prior to Category E events details of the methodology for undertaking the parking surveys before and during the event and the extent of survey area shall be submitted to and approved in writing by the Local Planning Authority. The surveys shall be undertaken in accordance with the approved details and the results provided to the Local Planning Authority on completion.

Reason: To monitor the impacts of the use on local roads and on street parking.

Cycle Parking

23. Prior to the first event details of appropriate and secure cycle parking facilities shall be provided in a location and at a level agreed in writing with the Local Planning Authority. The facilities shall be provided in accordance with the approved details and maintained for the duration of the event.

Reason: To ensure appropriate facilities are provided and to ensure access is available for all modes.

3.0 Executive Summary

- 3.1 The application seeks temporary permission for the use of land and buildings for 5 years as a multi-event space including, live shows, concerts, festivals, street food, sporting, filming and brand and corporate events (sui generis). The proposed meanwhile use is to allow for buildings and land to be used until planned, future residential led development comes forward.
- 3.2 Events are proposed to be held in the former industrial buildings and adjoining land (directly to the south,). The site is non-designated employment land and the previous industrial uses have ceased. The land to the south of the buildings has recently been capped following the grant of planning permission reference 18/04914/RE4, to contain contaminants.
- 3.3 The site falls within the Meridian Water regeneration area, earmarked for redevelopment in Enfield's Local Plan; the Upper Lee Valley Opportunity Area Planning Framework; the Meridian Water Masterplan; and the Edmonton Leaside Area Action Plan. Members have recently resolved to grant outline planning permission (19/02718/RE3) for up to 2300 residential units on land that includes this site.
- 3.4 The reasons for recommending approval of this application are:
 - i) The proposed temporary use as a multi event space would not prejudice the existing uses in the vicinity of the site or the future use of the site for residential-led, mixed use purposes in line with the Enfield Core Strategy (2010) and Edmonton Leaside Area Action Plan (2020).

- ii) Proposed temporary structures and ancillary equipment including hoarding, containers and festoon lighting and other associated equipment used in association with events is not considered to harm the character and appearance of the surrounding townscape, considering the context and existing industrial vernacular.
- iii) The proposals for a meanwhile use would stimulate vibrancy and vitality by creating social and economic value from the vacant properties and land. The proposed meanwhile use would also help prevent blight in the local vicinity. The premises will provide new and interesting cultural (or similar) events and spaces, which can attract longer-term business investment with the potential to generate a short-term source of revenue for the local economy.
- iv) The measures to be put in place, and subject to condition, to manage the flow of people and traffic to and from events would ensure the proposal would be acceptable in terms of highway and pedestrian safety and traffic generation, notably in conjunction with other regulatory controls, including Licensing and Traffic Management Orders.
- v) The development would not result in demonstrable harm to the residential amenity of surrounding residents in terms of noise, loss of privacy or disturbance due to the movement of people, subject to the appropriate conditions.
- vi) The proposal is not considered to have an adverse impact on the ecology of the surrounding area, including Pymmes Brook or Lee Valley Regional Park subject to the appropriate conditions, nor would the development bring about an unacceptable flood risk to prospective users.

3.5 Members are also advised that the site is subject to premises licenses under the Licensing Act 2003.

4.0 Site and Surroundings

- 4.1 The site is in the south of the Borough, adjacent to the Borough boundary with the London Borough of Haringey (LBH). The application site lies within the Orbital Business Park. More widely, the area is dominated by industrial and retail uses.
- 4.2 To the north of site is big box retail within Ravenside Retail Park. Further north, beyond the A406 North Circular, is largely characterised by light industrial and storage uses. To the east, within the wider Stonehill Industrial Estate, are several industrial uses and the Edmonton Bus Garage, beyond which is Green Belt land and Banbury Reservoir. To the south, Mowlem Trading Estate is a Strategic Industrial location within Haringey, comprising a mix of light industrial uses, and Tottenham Marshes, a large expanse of publicly accessible grassland.
- 4.3 Argon Road runs parallel to the A406 (in part) and is located within the application site. The site is also bounded by the River Lee Navigation (and tow path) to the east, and Pymmes Brook to the west. Tesco Extra (with associated petrol filling station) and Ikea retail store and associated car parking also dominate the area to the west.

Further west beyond Meridian Way is the site of the first phase of the Meridian Water redevelopment and Meridian Water Railway station.

- 4.4 The application site includes units 4, 5, 6, 9 and 9a of the Business Park. These comprise purpose-built industrial buildings totalling approximately 8000sqm. Units 4, 5 and 6 comprise three rectangular buildings with a combined floor area of approximately 6,500sqm. Units 9 and 9a have a total floor area of approximately 1,500sqm. The adjoining warehouse buildings are currently occupied and in use, again for uses falling within B2 and B8 (Cos Freight, Unique Marble DCI & E Food), conducive to the industrial nature of the business park.
- 4.5 The site also includes the vacant land to the south of the buildings, known as 'IKEA Clear', which has an area of approximately 4.3 hectares. Works have been carried out to cap the site with a maximum of 400mm of material. A perimeter track and stage area have also been created, linked to the Field Day event held on the site in the summer of 2019.
- 4.6 Whilst the site is located within the Orbital Business Park, it does not fall within the Strategic Industrial Land designation but does comprise non-designated industrial land. The site itself lies predominately in Flood Zone 2, with the land to the north eastern corner of the site within Flood Zone 3. The site also falls within the Lea Valley West Bank Archaeological Priority Area. It is located next to the River Lea, which is a priority habitat, and at this location is part of the Lea Valley Site of Metropolitan Importance for Nature Conservation (SMINC).



Aerial: Capping works

5.0 Proposal

- 5.1 Full planning permission is sought for the temporary change of use of units 4, 5, 6, 9 and 9a and adjacent land, to an events and entertainment space (sui generis) for

a temporary period of five years. Four evening music events have been held within the Drumsheds to date.

- 5.2 Proposed activities include plays, filming, live shows, concerts, street food, music and sporting events, brand and corporate events. The applicant has forecast 54 events within the first year, 78 within the second year and 85 within the third year. Of the 85 events in the third year, approximately 82 events would be held at 10,000 capacity. Three events are proposed with a capacity of 30,000. The proposed opening hours for events are proposed to range from 0800 to 0300.
- 5.3 The planning application relates to events both within the 'Drumsheds' (the former industrial units) and open land to the south. The proposal seeks an internal capacity (within the Drumsheds) of:
 - Category A - 9,999 Capacity events finishing at 23.00 (club and live shows or similar).
 - Category B - 9,999 Capacity events finishing at 03.00 (club and live shows or similar).
 - Category C - 7,000 Capacity events finishing at 23.00 (brand/corporate events, club and live shows or similar);
 - Category D - 2,000 Capacity events finishing at 23.00 (filming, brand/corporate events, club and live shows or similar);
- 5.4 In the event both the Drumsheds and 'open field area' are used, the proposal seeks a combined capacity of:
 - Category E - the maximum capacity is proposed to accommodate 30,000 people (festival).
- 5.5 Structures and ancillary equipment have been erected to facilitate the use of the site as a multi-event space. These include containers (in use as offices), hoarding, gates and festoon lighting.
- 5.6 In addition, various temporary structures would be required in association with an event. These may include external stages, tents, portable toilets, fencing and lighting. Any structures for an event would be temporary and related to the nature of the event held. Any such structures would be removed from the site within a specified timeframe of an event finishing.
- 5.7 The principal point for vehicular access for events is from Argon Way to the north (Access B). Pedestrian and cycling entry and exit point (Access A) for attendees is along Leaside Road.



Figure 1. Pedestrian (Access A - Leaside Road) and Vehicular Access points (Access B - Argon Road).

6.0 Relevant Planning History

- 6.1 19/00632/FUL - Use of buildings and adjacent land to host the Field Day 2019 music festival on 7th-9th June 2019 for up to 25,000 visitors. Festival opening times 7th/8th June 12pm-3am, 8th/9th June 12pm-3am with no outdoor performances after 10.30pm on both days. Associated works to the adjacent land (Amended Description). Granted 24.05.2019
- 6.2 18/04914/RE4 – Capping of the site with a maximum of 400mm material across the existing ground levels of the site. Granted 20/03/19.
- 6.3 19/01067/CND – Details submitted pursuant to 18/04914/RE4 for the monitoring and maintenance plan (5) in relation to the capping of the site with a maximum of 400mm material across the existing ground levels of the site. Granted 28/03/19.
- 6.4 19/01068/CND – Details submitted pursuant to 18/04914/RE4 for the Sustainable Drainage Strategy (7) in relation to the capping of the site with a maximum of 400mm material across the existing ground levels of the site. Granted 03/04/19.

Wider Meridian Water Site

- 6.5 16/01197/RE3 – Development of Phase 1 of Meridian Water comprising up to 725 residential units, new station building, platforms and associated interchange and drop-off facilities including a pedestrian link across the railway, a maximum of 950 sqm retail (A1/A2/A3), floorspace, a maximum of 600 sqm of community (D1) floorspace, a maximum of 750 sqm of leisure (D2) floorspace, associated site infrastructure works including ground and remediation works, roads, cycle-ways and footpaths, utility works above and below ground, surface water drainage works,

energy centre and associated plant, public open space and childrens play areas, and various temporary meantime uses without structures (landscaping and open space). OUTLINE APPLICATION - ACCESS ONLY. 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). – Granted 10/07/2017 – works have commenced on implementing the station which is expected to be complete in Summer 2019.

- 6.6 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, currently under consideration.
- 6.7 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) currently under consideration.

7.0 Consultation

7.1 External Consultees

Greater London Authority

- 7.1.1 The site is identified for redevelopment and the temporary use of the current vacant spaces within the site are acceptable. The land is considered suitable for large scale events given the distance to noise and light sensitive receptors. They support the use of vacant properties and land for meanwhile uses for cultural and creative activities during the day and at night-time to stimulate vibrancy and viability. The proposed temporary uses are considered acceptable subject to appropriate event day management and mitigation which should be secured by condition.

Officer Response: Officers have considered the responses, specially from Transport for London and recommend an Event Management condition to ensure no adverse impact on local highway network and transport hubs (see below).

Transport for London

- 7.1.2 The Revised Travel Assessment is in accordance with TfL guidance and takes account for all event categories. Temporary highway works are to be outlined within event management plans for each event. Protocol for taxi pick up and drop off should be included within event specific management plans and follow Taxi Management Protocol. The applicant has outlined a commitment to using a shuttle bus service depending on the availability of rail services and has confirmed that TfL spatial Planning will be consulted on these arrangements as part of the relevant event specific management plan. TfL accept that agreement for additional train services from Meridian Water will be agreed for each event as appropriate as part of Event Management Plan.

A condition ensuring Sunday events finish no later than 10pm should be secured by condition given limited availability of bus services. In accordance with draft London Plan, a Delivery and Servicing Plan (DSP) should be secured prior to the commencement of the meanwhile use on site.

The applicant has confirmed that vehicular access to the Northumberland Park Depot and Victoria Line Control Centre will be maintained at all times on event days which is welcomed.

Officer Response: Conditions are recommended in line with TfL suggested wording, to secure Event Management Plan for each event category, a Service and Delivery Plan, Cycle Parking and charging points for electric vehicles.

Environment Agency

- 7.1.3 No objection subject to suggested conditions. Conditions recommended relate to the identification of contaminated land, infiltration, breaking ground, piling and penetrative methods, and boreholes.

Officer Response: Conditions are recommended in line with EA suggested wording.

Canal and River Trust

- 7.1.4 The Trust operates permanent moorings at Stonebridge (1km south of the site, within Haringey). Consideration should be given to the impacts of noise on these boaters. Use of lighting can be secured through an appropriately worded condition. Site Waste Management Plan required by condition to ensure no litter.

Officer response: A revised Noise Assessment has been submitted. This demonstrates no undue harm to neighbouring residential occupiers including those who moor at Stonebridge in terms of noise (from events in the field). Conditions have been attached to ensure no harm to the river bank through light spill and a Site Waste Management Plan is required to ensure the site remains clear of litter.

Natural England

- 7.1.5 No comments received.

London Borough of Haringey

- 7.1.6 The proposal should only be permitted if adequate mitigation is in place in respect of a clash with a Tottenham Hotspur FC Major Event and mitigation is provided to protect the ecology of the Marshes and ensure public safety.

Officer response: A condition of the existing license requires notification of an event to Tottenham Hotspur in conjunction with the Met Police, British Transport, local train operators, Transport for London and licensing Authorities of Enfield, Waltham Forest and Haringey for any events over 5000 people. Large capacity events can only take place, following consultation, of the Designated Officer of local Metropolitan Police Service is satisfied the objectives of the license are fulfilled. A condition is recommended requiring details of ingress/egress to ensure no harm to the marshes.

- 7.1.7 London Brough of Waltham Forest: no comments received.

- 7.1.8 London Fire Brigade: no comments received.

- 7.1.8 Metropolitan Police: no comments received.

- 7.1.9 Lee Valley Regional Park Authority: no comments received.

Internal Consultees

- 7.2 SUDS Officer

Based on the submitted Emergency Flood Response Plan the proposal is considered acceptable. The implementation of the Flood Evacuation plan is recommended to be included within a condition.

Officer response: The Emergency Flood Response Plan forms part of the approved documents and therefore a separate condition is not considered necessary.

- 7.2.1 Traffic and Transport Officer

Based on a revised Travel Assessment for a range of events from 2,000 to 30,000, the proposals are acceptable in transport terms subject to conditions. A condition is required to require the applicant to undertake parking surveys in relation to Category E events.

Officer response: Conditions have been attached as per the Transport Officers recommendation to ensure no undue impact on the highway network and safety.

7.2.2 Environmental Health Officer

No objection to the application for planning permission as there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality, noise or contaminated land.

Based on the Revised Acoustic Report, there is unlikely to be a negative environmental impact. The noise management plan within the Noise Assessment demonstrates noise from events at the Drumsheds is unlikely to be an issue at the nearest residential properties. There were no issues related to noise from the Drumsheds events in 2019. From the acoustic surveys and tests undertaken, noise should not cause harm to residents. Noise levels are also controlled via the License which exists for the site.

Officer response: Conditions have been attached as per the Environmental Health Officers recommendation to ensure no undue harm to residential occupiers.

7.2.3 Ecological Consultant

Subject to conditions the proposal is considered acceptable. The conditions relate to waste management of the site and adjoining river, prevention of the spread of Japanese Knotweed, addition of bat and bird boxes and restricted lighting to the river and river bank.

Officer response: Conditions have been attached as per the Biodiversity Officers recommendation to ensure no undue harm to the ecology or biodiversity to the site or the surrounding area.

7.3 Public:

7.3.1 Consultation letters were sent to 51 adjoining and nearby occupiers, including Tottenham Hotspur Football Club. Five site notices were posted on Meridian Way, Glover Drive, Argon Road and Riverside Park. A press notice was published. No responses were received from the public.

8.0 **Relevant Planning Policies**

8.1 London Plan (2016)

Policy 2.14 - Areas for regeneration
Policy 2.16 - Strategic outer London development centres
Policy 4.1 – Developing London’s economy
Policy 5.3 – Sustainable design and construction
Policy 5.12 - Flood Risk Management
Policy 5.21 - Contaminated Land
Policy 6.3 - Assessing Effects of Development on Transport Capacity
Policy 6.13 – Parking
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 - Trees and Woodland

8.2 Core Strategy (2010)

Core Policy 24 - The Road Network
Core Policy 27 – Freight
Core Policy 28 - Managing Flood Risk through Development
Core Policy 29 - Flood management infrastructure
Core Policy 31 - Built and landscape heritage
Core Policy 32 - Pollution
Core Policy 36 - Biodiversity
Core Policy 37 - Central Leaside
Core Policy 38 - Meridian Water

8.3 Development Management Document (2014)

DMD22 – Loss of Employment outside Designated Areas
DMD34 – Evening Economy
DMD47 - Access, New Roads and Servicing
DMD48 – Transport Assessments
DMD57 - Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD59 - Avoiding and Reducing Flood Risk
DMD61 - Managing Surface Water
DMD62 – Flood Control and Mitigation Measures
DMD63 - Protection and improvement of watercourses and flood defences
DMD64 - Pollution control and assessment
DMD66 - Land contamination and instability
DMD68 – Noise
DMD69 – Light Pollution
DMD75 – Waterways
DMD78 - Nature conservation
DMD79 - Ecological Enhancements
DMD80 - Trees on development sites
DMD81 – Landscaping

Edmonton Leaside Area Action Plan

- 8.5.1 The Edmonton Leaside Area Action Plan (ELAAP), was formerly adopted in January 2020. The Policies of relevance are:
Policy EL2: Economy and Employment in Meridian Water
Policy EL7: Rail and Bus Improvements
Policy EL8: Managing Flood Risk in Meridian Water

8.5 Draft New London Plan (2019)

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

. 8.5.2 Draft policies of relevance are:

- Policy E4 Land for industry, logistics and services to support London's economic function.
- Policy E7 Intensification, co-location and substitution of land for industry, logistics and services to support London's economic function
- Policy D1 London's form and characteristics
- Policy HC5 Supporting London's culture and creative industries
- Policy T3 Transport Capacity, connectivity and safeguarding
- Policy T4 Assessing and mitigating transport impacts
- Policy T5 Cycling
- Policy T6 Car Parking
- Policy G1 Green infrastructure

8.6 Other Policy

National Planning Policy Framework 2018 (NPPF)
National Planning Practice Guidance 2016 (NPPG)
Upper Lee Valley Opportunity Area Planning Framework (July 2013)
Meridian Water Master Plan (July 2013)

9.0 Analysis

9.1 This report sets out an analysis of the issues that arise from the proposals in the light of adopted strategic and local planning policies. The main issues are considered as follows:

- Planning Background (and Licensing)
- Principle of development and land use
- Character and Appearance
- Impact on adjoining occupiers and neighbouring residents including noise
- Traffic, transport and access
- Biodiversity and nature conservation
- Contamination
- Flood risk
- Other Matters

Planning Background

9.2 The historic use of the land was for industrial purposes, as a chemicals site linked to gas manufacture. The site has been vacant for a considerable time. Works have been carried out to the cap the land to south, to enable the area to be used for meanwhile use (Field Day Festival, 2019). Planning approval for this work was consented under (18/04914/RE4) and has been undertaken. The vacant land has

been capped to enable safe use by attendees. The proposal also incorporated a perimeter track and stage area to the north west corner of the site.

- 9.3 The festival, known as Field Day (with a capacity of 22,661), was held on the site on the 7 June 2019 – 9 June 2019 (as granted under 19/00632/FUL). The festival operated both within the buildings and outside on the adjacent land to the south.
- 9.4 Minor works were proposed to the site to facilitate this event. These included the installation of natural turf over the capping layer and an area of the site, in the north east corner of the site adjoining the River Lee which lies in Flood Zone 3 (not previously subject to capping), was covered in a membrane. This was to prevent risk to human health, with a temporary deck above to enable access over part of the land. This was required for access between the buildings and the field.

Events permissible under General Permitted Development Order

- 9.5 Planning legislation (The Town and Country (General Permitted Development) (England) Order (2015)) allows for the temporary use of land for any purpose for not more than 28 days in total in any calendar year (with the exception of markets and motor racing). It also allows for the provision on the land of any moveable structures to be used in conjunction with this permitted use.
- 9.6 This piece of legislation is generally used by event organisers for fairs, festivals and other temporary events, allowing for the siting of moveable structures in connection with the use (e.g. portable toilets, tents, information booths).
- 9.7 The use of land alone for such an event would not normally require planning permission. However, as this application involves the use of the buildings and land, the aforementioned rights do not apply and planning permission is required.
- 9.8 Since the submission of the application, events (with a capacity of 7,000 people) have been held within the former industrial buildings (known as the Drumsheds) on Sunday 3rd November 2019, Saturday 30th November 2019, Saturday 14th December 2019 and Friday 7 February 2020.

Licensing

- 9.9 The site is currently subject to three Premises Licence under the Licensing Act 2003. These licenses are issued to Broadwick Venue Limited (the applicant). The licenses are:
- Premises License Numbers LN/201900086 & LN/201900088 for 22,661 persons from 7 June 2019 – 9 June 2019 and 10 July 2020- 11 July 2020. The license has two reference numbers as one relates to the warehouse and the other the open land.

Condition 6 states, No field Day Festival or other licensable activities may take place under this license in 2020 or beyond, unless the Metropolitan Police, Tottenham Hotspur Football Club and London Borough of Haringey,

all give written permission for the festival or other licensable activities to take place.

- Premises License Number LN/201900943 & LN/201900944 for 9,999 excluding staff until 2024.
- Premises License Number LN/201900307 for 7000 persons until 01/01/2024.

- 9.10 The considerations under the Licencing Act are distinct from those under the Planning Act and promote four objectives related to public safety matters: prevention of crime and disorder, prevention of public nuisance, public safety, protection of children from harm.
- 9.11 An existing license for the site (LN/201900307) allows a capacity up to 7,000. Condition 2 of this license requires operational plans to be maintained, updated and reviewed for each event category. This includes traffic management plans, security operating plan, noise management plans, evacuation plan, crowd management plans for each event category. This license also has a condition (no. 38) that states no licensable activities shall take place if, an officer of the Metropolitan Police has concerns over a simultaneous event with Tottenham Hotspur, in consultation with TfL, local train operators and British Transport Police.
- 9.12 A License was issued on 9 March 2019 for 9,999 capacity excluding staff (LN/201900943 & LN/201900944). Condition 2 requires the premises license holder to maintain, update and review operational plans bespoke to each event category. These include Venue Operational Plan, Traffic Management Plans, Security Operating Plan and a plan showing temporary, non-fixed structures. Condition 29 of the License limits the number of events, per Category each year. In addition, Condition 38 a. of the License states, if an event exceeds 5,000 capacity are more ('large scale event'), the Licence Holder is required to notify the Local Metropolitan Police and both Licensing Authorities of Enfield, Haringey and Waltham Forest 6 to 12 weeks before the event is due to take place. A large-scale event may only take place subject to notification to the Metropolitan Police Service and Local Authority Licensing Teams. Condition 38.b (iii) states, a Large-Capacity event may only take place if the Designated Officer of the Metropolitan Police Service confirms in writing they are satisfied, following consultation, the license objectives (including the promotion of public safety on public transport in the locality) will be promoted.
- 9.13 Whereby events are planned at the application site (Drumsheds) and Tottenham Hotspur Stadium on the same day (simultaneous events), Condition 38 b. of the license (LN/201900943 & LN/201900944) stipulates, the Premise License Holder must notify Transport for London, local train operators, British Transport Police and Tottenham Hotspur Football Club as well as the Licensing Authorities of Haringey and Enfield. Where there are simultaneous events, an event may only take place if the Designated Officer (of the local Metropolitan Police Service) has confirmed in writing an event may take place.

- 9.14 The planning system and licensing regime are two separate regimes which involve consideration of different (albeit related) matters. The two regimes need to be properly separated to avoid duplication and inefficiency. They are two separate statutory systems with their own statutory rules, policies and guidance, looking at different aspects of similar proposals, where the Council is the decision-maker in both cases.
- 9.15 Planning deals with the use and development of land and the consequences of any proposed use or development on matters such as, neighbouring amenity, visual appearance, character of the locality, outlook and privacy, road safety, noise, disturbance or other harmful effects. Licensing must carry out its functions with a view to promoting the four licensing objectives as set out above.
- 9.16 Whilst it is proper to consider the effects of the use of the land for temporary events, the planning system should not seek to duplicate matters that are already controlled through other legislation. Through discussion with Transport for London and in agreement with the applicant, a condition is recommended which sets out an overarching Event Management Framework for each category of event in relation to safe access, cycle provision, taxi provision, event timings based on availability of rail and Underground services, provision of shuttle buses and mitigation on bus routes. This is considered necessary to ensure no undue impacts on the highway network and transport hubs. Public safety and people management during events is a matter for the licensing regime.
- 9.16 The NPPF at paragraph 42 recognises that “other consenting bodies” have a part to play in the control and regulation of development requiring planning permission. Planning conditions “should be kept to a minimum” (paragraph 55). Other legislation, through Premises Licensing, Safety at Sports Grounds Act, Traffic Management Orders and other processes such as Safety Advisory Groups, will support the control of the operation of events and planning permission should not duplicate these controls. Moreover, in the event planning permission is granted and other regulatory controls are not fulfilled, an event cannot take place. The applicant will be reminded of the need to obtain or comply with further relevant consents.
- 9.19 Therefore it is considered appropriate to rely on other regulatory regimes, notably Licensing, in collaboration with other authorities including the Metropolitan police, Transport for London, train operators and any other major stakeholder to support and assess the suitability of event management arrangements for individual events which is a requirement of the current licenses.

Principle and Land Use

Meridian Water Master Plan

- 9.20 Meridian Water is a major regeneration area within the Upper Lee Valley Opportunity Area as identified in the London Plan, Enfield Core Strategy and Edmonton Leaside Area Action Plan. The area (including the application site) is expected to undergo transformational change to deliver up to 5000 new homes,

3,000 jobs as well as a mix of other uses and infrastructure (CP 37 and 38 of the Enfield Core Strategy).

- 9.21 Phase 1 (725 homes) has been granted planning approval (16/01197/RE3). Members have resolved to grant planning permission for the outline 'Phase 2' application and strategic infrastructure works as set out in the para 6.7 and 6.8 (above). The Meridian Water regeneration area is therefore undergoing appreciable change, now, and into the future.
- 9.22 This change is readily apparent based on the extant permissions and those proposed for the area. The proposed temporary use for 5 years, given its transitional nature, is not considered to prejudice the longer-term aspirations for the regeneration of the site or wider area. Regeneration will take the form of incremental improvements over several years. Therefore, the proposal would be in accordance with Local Plan policies CP37 and CP38 of the Enfield Core Strategy and The Edmonton Leaside Area Action Plan (2020).

Loss of Non-designated Industrial Land

- 9.23 The site is classified as non-designated employment land, surrounded by a mix of industrial uses falling within B1c, B2 and B8 uses. It is found within an established industrial estate and area of brownfield land.
- 9.24 Local Policy (DMD22) and London Plan Policy (4.4) seeks to safeguard the stock of industrial land. These policies resist the loss or reduction of undesignated employment land unless it can be demonstrated that the site is no longer suitable and viable for continued employment use. Proposals which meet these exceptions will only be acceptable, if they do not compromise the operating conditions for other employment uses of neighbouring employment sites.
- 9.25 Given the sites designation as part of a wider regeneration area, the buildings within the application site have been vacant for a considerable time. Remedial works have already purposed the land for temporary meanwhile events so the site can be put to some beneficial use, pending wholesale redevelopment in line with the Development Plan ambitions for Meridian Water and the schemes which Members have resolved to approve.
- 9.26 Given the above factors, it is considered unlikely industrial uses akin to those formerly on site are likely to re-emerge. and the site therefore lends itself to a temporary use until permanent redevelopment takes place.
- 9.27 The adjoining warehouse buildings on Orbital Business Park are in use. These are largely used for storage, freight goods and warehouse goods. There is also a construction training facility within Unit 2 and there are offices and a public access gym in Units 7 and 7a. The commercial activities of the existing uses are considered compatible with those commercial events proposed as part of the application. The proposed temporary change of use to units 4, 5, 6, 9 and 9a would not, in policy terms lead to a conflict in land use. Matters in relation to servicing, highway matters and neighbouring amenity are discussed in further detail below.

Meanwhile Uses

- 9.28 The application proposes day and evening events within the 'Drumsheds' (former industrial units) and adjoining land to the south. The majority of events are planned to be held within the warehouse buildings (The Drumsheds), with a minority of events combining the use of the warehouses and the open field. Events could include, plays, filming, live shows, music and sporting events and brand and corporate events and therefore can be considered cultural activities, with reference to the London Plan.
- 9.29 London Plan Policy 2.7 supports leisure, arts and cultural contribution that similar facilities can make, including through the promotion of the night time economy. Policy 4.6 seeks to support arts, culture and entertainment enterprises and the cultural social and economic benefits these bring, especially in outer London, where they can contribute to regeneration whilst minimising the impact on other land uses.
- 9.30 Policy HC5 of the Draft New London Plan encourages Boroughs to support opportunities to use vacant buildings and land for temporary 'meanwhile uses' or 'pop-ups,' especially for alternative cultural day and night-time uses. Policy recognises cultural events are not always dependent on using a dedicated cultural venue and can make use of a range of vacant building and other outdoor spaces.
- 9.31 The Draft New London Plan recognises that often regeneration will take the form of incremental improvements over several years, as is the case with Meridian Water. ELAAP (2020) states the use of temporary buildings and spaces for cultural and creative uses can stimulate vibrancy and accelerate regeneration efforts. Meanwhile uses can also help prevent blight.
- 9.32 Policy recognises temporary uses can offer a source of revenue for the local economy. The proposed temporary use would bring a degree of employment, to the vacant site with staffing, including security personnel, stewards, bar staff and event management freelancers. It is acknowledged staffing levels and job types would vary depending on the nature of the event, however it is recognised the use of the site for temporary events would deliver jobs and economic benefit from a vacant site. This would represent an improvement above the existing situation and a benefit of the scheme in its assessment overall. In addition, a multi event space can provide new and interesting shops, cultural and other events and spaces, which can attract longer-term business investment.
- 9.33 In summary, the development would deliver benefits in terms of new employment opportunities and would enliven the area, providing activities and a multi-use events space. The proposal is therefore broadly considered consistent with the strategic parts of the development plan and the emerging plan. The proposal would be in accordance with London Plan Policy 2.7 and Policy 4.6 The Edmonton Leaside Area Action Plan (2020), the Meridian Water Master Plan (2013), the Draft New London Plan, Policy HC5 and the NPPF.

Character and appearance

- 9.34 The National Planning Policy Framework attaches great importance to the design of the built environment, Local Policy DMD37 seeks to ensure development is of a high-quality design, and Policy DMD38 has regards to the design of business premises.
- 9.35 Meridian Water comprises a large area of underused and brownfield regeneration land, with large areas of derelict land alongside industrial accommodation of varying age and quality. The site was previously used as a gasworks. The buildings on site are substantial in footprint and height and sit within an area which has a strong industrial character.
- 9.36 The proposals seek to re-use these existing buildings with minor physical alterations and ancillary equipment to facilitate the site for events. These include:
- Timber hoarding and gates in the external areas to the north of units 4, 5 and 6 and south/south west of units 4, 5 and 9 (total length of hoarding/gates approx. 200m);
 - Two temporary container offices (created by modification of metal storage containers). One container is positioned at the visitor entrance at the south west corner of the site (for staff use in connection with managing attendees entering and leaving the site when events take place). The second container is proposed to be situated immediately to the north of unit 4 (for use by staff/events management/performers during events, that is inaccessible by members of the public/attendees).
 - Installation of festoon lighting along the full length (approx. 300m) of the pedestrian access route from the south west visitor entrance to the site (where the southern temporary container office is proposed) to the warehouses.
- 9.37 Further temporary structures would be erected in association with an event. These would comprise stages, toilets, marquees stalls and tents. A plan has been submitted that identifies the zone within which such buildings can be erected. Such structures would be required for a temporary period and a condition is recommended for these to be removed within a specified timeframe, post event.
- 9.38 In the context of the site, the proposed development is considered to have limited impact on the physical appearance of the site and would not be harmful to the character of the area. As such, the proposal would comply with Policy & 7.4 of the London Plan, CS30 of the Core Strategy and DMD23 of the Development Management Policies.

Impact on Neighbouring Occupiers

- 9.39 London Plan policy 7.6 (part B) states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings. Policy 7.15 (part B) states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals; separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout in preference to sole reliance on sound insulation.

- 9.40 The nearest residential units are located approximately 500m to the west of the site on Kimberley Road. Ikea, Tesco, Meridian Way and the railway line are situated between the application site and the nearest residential units. To the south east of the site across Banbury Reservoir lie residential properties in the London Borough of Waltham Forest and to the south industrial premises within the London Borough of Haringey. The Rivers and Canals Trust highlighted there is a permanent mooring approximately 1km away at Stonebridge (in Haringey).



Figure 2. Adjoining uses

- 9.41 The application site is surrounded by existing commercial/industrial uses and close to major road and rail routes with residential properties beyond. The acoustic environment is therefore dominated by transportation noise from road vehicles and passenger trains, as well as local traffic and commercial premises related noise which limits the impact of noise from events to sensitive receptors.

Noise

- 9.42 The main potential impacts on residents, from the use of the buildings and land for events are likely to be from noise outbreak (from events held outside) and general disruption from the number of people using local roads and public transport to attend the event.
- 9.43 The applicant has submitted a revised Acoustic Report. It is anticipated there may be 217 events (over the initial first three-years of the five-year period). The majority of events are proposed to be held within the Drumsheds with a small number of events (6) to be held within the Drumsheds and the open field. Of the planned events, approximately 16 are to take place after 23:00.
- 9.44 The Acoustic Report demonstrates that noise generated from events at the Drumsheds does not negatively impact upon the nearest residents. The noise is below that generated by traffic on the local road network at the residential properties; in Section 9 of the applicants Acoustic Report there are monitoring results, which, demonstrate that noise from the Drumsheds was inaudible at residential properties during the day and at night. Based on the information provided, there would be no adverse noise impacts from internal events within the Drumsheds.

- 9.45 With regard to external events, in residential gardens to Kimberley Road, the noise during the daytime period is likely to be audible, but not at a level that would cause a loss of amenity. At further distances this would be inaudible against traffic noise. The Environmental Health Officer has confirmed, in houses, the music noise is unlikely to be audible. In addition, the Environmental Health Officer has confirmed, the event in the summer of 2019 for Field Day generated very few complaints and there were no nuisance issues. The Acoustic Report shows after 23:00 the allowable sound level is significantly reduced, and noise will be suitably controlled.
- 9.46 Planning Policy does not seek to protect industrial warehouse uses from adverse noise impacts in the same way as residential use. As such the proposed use would not conflict with planning policy and would not prejudice the adjoining commercial uses.
- 9.47 The Environmental Health Officer has assessed the revised Acoustic Report and is satisfied that the details provided demonstrate there would be no significant harm to residential amenity. Furthermore, a condition is recommended to ensure noise is kept within acceptable levels and terminal hour has been set for the use of the field and the Drumsheds to ensure no undue impact on residential amenity. With these controls and measures in place, the proposal is not considered to have a significant adverse impact on neighbouring residents in terms of noise and as such the proposal is acceptable in this regard.

Material Intensification

- 9.48 Patrons have the ability to cause some disruption given the intensification of activity on the site at certain periods, notably, moving from and to local transport hubs and local roads to access the site.
- 9.49 However, this area is predominantly commercial and has a low population density. The site therefore lends itself to a multiuse events space, as supported by the Greater London Authority.

Pedestrians

- 9.50 Impact will be limited to the duration of events (which for large events would be limited throughout the year). As shown by the planned routes to site from the main stations, the ingress and egress routes are not set along residential streets and run along main thoroughfares (A roads). Therefore, the pedestrian routes are not considered to unduly impact the residential streets to the west.



Figure 3. Pedestrian Travel routes from Underground and Overground stations

- 9.51 The Travel Assessment also sets out mitigation measures to control impacts from crowds entering and leaving the site with the main pedestrian access point to Leaside Road (to the south of the site), a cul-de-sac which is not used for significant commercial traffic. In addition, the TA outlines event management measures to limit intensification from ingress and egress to the site by routing to avoid ingress/egress past residential areas where practicable, marshalling of audiences to ensure quick ingress and egress, marshals to ensure appropriate good behaviour. The TA demonstrates suitable pedestrian access can be provided that would not cause nuisance or disturbance to residential properties. The details of site access for each Category of event would be secured by condition through an Event Management Plan. Overall therefore, the pedestrian activity is not considered to cause harm to neighbouring residential occupiers, nor existing commercial premises.

Vehicular Movements

- 9.52 The Travel Assessment projects a low proportion of staff using cars, with 30 parking spaces on site. In addition, the application site has three possible servicing areas.
- 9.53 There is the potential issue of overspill parking from events taking place which could have an impact on the local highway network and the adjoining businesses. To mitigate this, during an event, Argon Road would be limited to taxis, staff, disabled attendees and service and delivery only, with no visitor parking available. For public-facing events, a vehicle checkpoint at the entrance to Orbital Business Park (Access B) is to operate, with only the tenants and permitted event traffic allowed on site. This is to prevent members of the public from entering Argon Road and attempting to park within Orbital Business Park. For vehicles which pass the entry point, there are double yellow lines on Argon Road which prevents obstructive parking.
- 9.54 The commercial units adjacent to the application site have their own servicing areas. Traffic flow to an event would be limited to staff, taxis and servicing vehicles only and a degree of vehicular movements would be anticipated for a commercial

activity of this nature. Moreover, the mode share shows the majority of people will arrive via train and walk to the venue and therefore use Access Point A, mitigating the potential for congestion within Orbital Business Park.

- 9.55 Overall, taking into account the restricted access for vehicles to Argon Road to enter into Orbital Business Park and existing traffic restrictions to Argon Road, with commercial premises maintaining direct access to their premises, the existing businesses should not be materially impacted. None of the adjoining occupiers have raised an objection in this regard. It is considered therefore there will be no undue impact to the operation of adjoining businesses.
- 9.56 In summary, whilst there would be some daytime noise from the use of the field, these events would be limited to three per year (by condition) and the noise levels would not be significantly harmful to residents during the day and would be curtailed at night. The event management plans for the various category of events would control ingress/egress routes, diverted along main thoroughfares and away from residential areas. As set out in the Travel Assessment, these routes would be marshalled to assist with pedestrian flow and crowd control. In addition, controls through the licensing process would ensure these routes were suitably secure and managed from a public safety perspective. As such the proposal would accord with the policies in the development plan that seek to protect amenity and to prevent noise nuisance.
- 9.57 Overall, the use of the land for a multi event space is not considered to have a significant adverse impact on the living conditions of nearby residents in terms of noise, disturbance or material intensification. The proposal would therefore be in accordance with 7.6 and 7.15 of the London Plan and the NPPF.

Traffic, Transport and Access

- 9.58 The applicant has submitted a Transport Assessment which sets out the general approach to dealing with the safe ingress and egress of support staff and equipment, as well as the actual event attendees. These are then tailored to five different event capacities up to and including 30,000 people and relate to the following scenarios:
- Category A - 9,999 Capacity events finishing at 23.00
 - Category B - 9,999 Capacity events finishing at 03.00
 - Category C - 7,000 Capacity events finishing at 23.00
 - Category D - 2,000 Capacity events finishing at 23.00
 - Category E - 30,000 Capacity Events finishing at 03.00
- 9.59 The site is served by rail and Underground stations at Meridian Water Station, 0.4 miles from the venue, Northumberland Park Station, 0.7 miles from the venue and Tottenham Hale Station, 1.5 miles from the venue. There are also bus stops in the vicinity of the site providing links to surrounding areas and alternative rail and Underground stations.
- 9.60 The site has vehicular access via Argon Road. This section of Argon Road is publicly assessable but does not comprise public highway. Double yellow lines are also present which restrict on street parking and prevent waiting at any time.

- 9.61 Field Day (a festival) was held in the summer of 2019 over a three-day period. Four events have been held since the submission of the application which have comprised music concerts, with attendance ranging from 5,570 to 6,442 people.

Transport Assessment

- 9.62 The updated information submitted within the Transport Assessment (TA) is in accordance with TfL guidance and considers all event categories, notably the largest event (Category E). The appendices to the TA document provide template plans for the various event categories, which demonstrate a framework for the level of provision for each type of event and have informed the assessment of the application. The mode share projections are included within the TA. These include taxi, cycles, walk, bus, train and private vehicles. It is forecast that the majority of visitors will utilise public transport for the main part of their journey. Based on events which have already taken place, the TA demonstrates that there is sufficient capacity for this.
- 9.63 Specifically, the TA mode share shows the majority of people will arrive via train and walk to the venue. The Active Travel Zone (ATZ) shows the key pedestrian access routes to and from the site from the main rail and underground stations. The TA outlines for Category A, B, C and D events, attendees will be encouraged to use Greater Anglia services from Tottenham Hale to Meridian Water, reducing the number of people needing to enter Tottenham Hale station. This also reduces the distance from the venue for attendees and assists with provisions required to facilitate a safe walking route.
- 9.64 The TA indicates routes to the venue from Meridian Water station is via the signal-controlled crossing of Meridian Way and Glover Drive, the footway of Meridian Way and Leaside Road. In order to facilitate increased footfall during category A, B, C and E events (7,000 plus attendees), traffic management provisions will:
- facilitate a safe crossing point and allow increased time for pedestrians to cross the highway.
 - allow increased footway space on Meridian Way.
 - allow increased space for dispersal on Leaside Road during the egress phase of events.
- 9.64 For the largest event (Category E) the mode share shows this likely to place a strain on existing infrastructure, in particular Tottenham Hale Underground Station. The main concern is egress from the site. It is predicted 60% of attendees would leave the site and travel to Tottenham Hale Station by 22.30 (the license limits operations within the field until 22.30). 7000 patrons are permitted to remain within the Drumsheds.
- 9.66 The TA outlines it is an approximate 30minute walk to Tottenham Hale station. To prevent overcrowding on the event egress routes and at the station, attendees leaving the event site are proposed to be managed at the exit gates from the event site. Provisions will be put in place to facilitate a safe walking route to and from

Tottenham Hale. Watermead Way is proposed to be closed to cater for pedestrians. Various 'pulse points' will be in operation to prevent overcrowding on the egress routes towards key transport hubs, notably Tottenham Hale. Details of the pulse points for crowds leaving the event site are to be detailed in Appendix O of the Travel Assessment. Queuing systems will be in place to control access to the station.

- 9.67 The TA demonstrates suitable access and methods to control access to and from the site. An Event Management Plan is recommended to secure access for each category of event. Part 1 of the recommended condition requires details of suitable access to and from the site for each category of event. Through the Event Management arrangements to be secured and the requirement for event licensing, any impacts should be mitigated. As such Transport for London and the Local Highway Authority are generally satisfied with the information provided.
- 9.68 In terms of the highway network, the TA outlines temporary traffic management arrangements that would be required depending on the event category. The details of these will be dealt with through the licencing process in agreement with the Council's Highway Services Team. Whilst it is noted that for the largest events there will be highway network impacts, overall the approaches set out in the TA and the use of the licensing process mean that these should be effectively managed. In addition, the largest scale events are recommended to be limited to three per year.

Access to the site

- 9.69 The applicant has set out their general provision for access to the site within the Travel Assessment which is supported by Appendices based on each category of event. In all scenarios, pedestrian access is from the south west, via the bridge over Pymmes brook that connects to Leaside Road. This separates the vehicular and pedestrian access points which prevents conflict and therefore mitigates against highway safety in this respect. For categories A, B, C and D, Meridian Water Station is to be actively encouraged as the main public transport access point, given its walking distance to the site. During events, an access only road closure and traffic marshals are proposed at Leaside Rd (for all categories other than capacity of 2,000 people) to facilitate pedestrian access.
- 9.70 Vehicular access is proposed via Argon Road/Orbital Business Park to the North of the site. Vehicular access to the site is for staff, event production related traffic, taxi pick-ups and drop offs and disabled attendees only. Two emergency access routes will be in operation for the venue at Point A and B. Emergency vehicles will be able to enter the site from access B.
- 9.71 The proposed vehicular access point is acceptable because it utilises the existing accesses which are sized for the type of vehicles servicing the site. The specifics of any temporary highway network changes to facilitate access would be outlined in Event Management Plans for each Category of event (secured by condition). These are a requirement of the Licensing Authority in conjunction with the Local

Highways Authority. In addition, the applicant has agreed to consult TfL on any proposed updates to the traffic management arrangements.

- 9.72 Overall, the principles of access to the site are considered acceptable and to be secured via condition. In addition, there will be the ongoing involvement of the Licensing Authority, in conjunction with the Local Highways Authority, to determine appropriate access arrangements for specific large scale event and ensure public safety.
- 9.73 Haringey have objected to the use of Tottenham Marshes as a through route to the application site. For Category E events, the applicant has indicated ingress (only) to a festival via the marshes. The applicants Active Travel Zones indicates that from Tottenham Hale Station, Watermead Road would form the principle route. An ingress/egress plan is recommended to be secured via condition to ensure no harm to the habitat or safety within Tottenham Marshes. Overall the access arrangements to the site for both vehicular and pedestrians, subject to condition, is considered suitable and as such the proposal is considered acceptable in this regard.

Cycle and Car Parking

- 9.74 London Plan Policy 6.13 seeks to promote new development and prevent excessive parking. DMD policy 45 (Parking Standards and Layout) and 47 (Access, New Roads and Servicing) states that operational parking for maintenance, servicing and deliveries is required to enable a development to function. All developments must be fully accessible to pedestrians and cyclists.
- 9.75 The applicant has proposed cycle parking provision will be made available on site for every event. It is proposed to provide 50 cycle spaces for both staff and event attendees. This could accommodate only 0.5% of attendees at a 10,000-capacity event. This would not encourage active travel and not accord with draft New London Plan policy T5.
- 9.76 In comparison the Field Day festival provided enough cycle spaces for up to a 4% mode share (1,000 spaces). The equivalent for a 10,000-capacity event would equate to 400 cycle spaces.
- 9.77 The capacity of the cycle parking area will be based on the mode share assessment for each event type and scale, with surveys of usage to take place during initial events at the venue. Cycle use will be encouraged for events at the venue. It is acknowledged that cycle parking facilities built on the event site will be of a temporary nature and that their position and size will likely vary on an event by event basis. However, to ensure a minimum number of cycle parking and to encourage active travel, it is recommended a condition is attached, through the Event Management Plan to provide event based cycling provision, given the low number currently proposed.
- 9.77 There are service yards to the front and rear of the Drumsheds. 30 car parking spaces are proposed for staff and disabled attendees only, which is considered

reasonable and could be accommodated on site. There is no visitor/attendee parking proposed on site. Beyond the site parking is restricted within Orbital Business Park. In relation to the large-scale Field Day event, the Highways Officer required parking surveys to be undertaken during the event. These showed that there was no detrimental impact on residential areas to the west of the site. However, it is proposed that similar surveys should be undertaken as a condition of future Category E events to provide effective monitoring and, if required, information to inform the provision of mitigation.

- 9.78 In line with draft London Plan policy T6, where car parking is provided, provision should be made for infrastructure for electric vehicles. This is recommended to be secured by condition.
- 9.79 Subject to conditions, the development is considered acceptable and to comply with the aims of Policies 6.9, 6.12 and 6.13 of the London Plan Policies DMD 45, DMD 47 and DMD 48 of the Development Management Policies and Policies T5, T6 and T7 of the Draft New London Plan.

Adjoining uses and Edmonton Bus Garage

- 9.8-0 During an event, Argon Road is to be limited to taxis, staff, disabled attendees and service and delivery only, with no visitor parking available. For public-facing events, a vehicle checkpoint at the entrance to Orbital Business Park (Access B) is to operate, with only the above tenants and permitted event traffic allowed on site. This is to prevent members of the public from parking within Orbital Business Park.
- 9.81 For vehicles which pass the entry point, there are double yellow lines on Argon Road which restrict parking. Furthermore, the commercial units adjacent to the application site have their own service areas. Given restriction in access, parking and ability to adequity service, it is not considered proposed vehicular traffic generated as a result of an event, would prejudice the ongoing operation and servicing of those adjoining businesses.
- 9.82 Edmonton bus garage is located approximately 400 metres east of the site. TfL have stated the safe operation of the garage must be maintained, (as per draft London Plan policy T3B1 and E) without obstructions by parked cars or people travelling to and from the venue. Transport for London has pointed out parking should be restricted along Towpath Road using access only closure points and signage. Warning of the bus garage operation should also be installed along the pedestrian footway east of Leaside Road. As part of the TA Road closure signs are to be placed to discourage access and parking that might restrict access to bus depots accessed via Marsh Lane and Hawley Rd / Towpath Rd.
- 9.83 The applicant has confirmed within the Travel Assessment that access only road closures to be in place to safeguard access and that vehicular access to the Northumberland Park Depot and Victoria Line Control Centre will be maintained at all times on event days which is welcomed. The Travel Assessment also states

during events prohibitions of waiting and loading and localised event day parking restrictions will be in place. As such it is considered there would be no adverse impact on the operation of the bus depot.

Taxi pick-up and drop off

- 9.84 For category A, B, C and E events, a suitable pick up and drop off point would be required given the number of attendees and predicted modes of travel. The mode share has been provided, which TfL accept. The details of the suitable pick up and drop off have been indicated within the Travel Assessment. These are primarily located in the Ikea overflow car park. Directional signs will be in force to influence vehicle routing to the site and direct drop offs and pick-ups to the designated pick up and drop off area. Through a condition for an Event Management Framework, details of taxi pick up and drop off for each Category of event are to be provided.
- 9.85 Whilst the application is reliant on third party land, the applicant has confirmed that alterations to the location and layout of taxi drop-off/ pick-up will also be provided to Enfield Licensing Authority and TfL Taxi and Private Hire (TPH) for approval in relation to the event management required through the licensing process. Taxi marshals are also to be deployed to ensure safe operation access. Although the specific event management is to be controlled via the licensing regime, it is recommended taxi provision is secured via an Event Management Plan framework to ensure safe provision for all taxi users in conjunction with each category of events.

Network Impact: Rail and London Underground Demand

- 9.86 The methodology used to produce mode share projections and trip generation numbers for all categories of events has been provided. These have been accepted by TfL. Victoria Line services reduce in frequency and stop running earlier on a Sunday so an event finishing time of no later than 10pm on Sunday is recommended to be secured by condition. This is to ensure there are no practical concerns for egressing an event given the last southbound Victoria Line train leaves Tottenham Hale at 23.33.
- 9.87 For events over 5,000 (large capacity events) the existing license requires the applicant to contact the Met Police and Licensing Authorities. As part of this process communication would be made with TfL and Greater Anglia to, if necessary, provide extra staff to manage crowds safely within the station. In the event rail services are disrupted the applicant has outlined a commitment to using a shuttle bus service depending on the availability of rail services. The arrangements for these, in conjunction with details of events and availability of rail and Underground services are to be secured through an Event Management Plan based on each Category of event.

Bus Network Impact

- 9.88 Given the existing bus provision within the area, notably at night, concerns were raised by TfL that existing services may not be able to cope with increased demand. Analysis of the origin of event attendees suggests that demand for buses will not be significant. However, as a form of mitigation, within the Travel Assessment the applicant has confirmed the use of buses will not be promoted and mitigation on bus services are to be set out in an Event Management Plan.

Build-up /break down of events, production vehicles, deliveries and traders

- 9.89 There will be vehicle access to the site to facilitate the set up and dismantling of an event. Access to the site for deliveries and servicing related vehicles is via access B, Argon Rd, then through Orbital Business Park. Plans indicate there is sufficient turning space on site for HGVs. The applicant has stated that a booking system will be put in place and deliveries avoided during peak period, with any abnormal loads to be co-ordinated with relevant stake holders including TfL and Enfield Highways Authority. It is considered necessary to secure these provisions via the submission of details within a Service and Delivery Plan. It is also considered necessary to attach a condition to ensure removal of structures once an event has finished.

Large-Capacity Event and Simultaneous events

- 9.90 Concern has been raised by the London Borough of Haringey regarding simultaneous events occurring at Tottenham Hotspur Stadium and the Drumsheds. There are existing licensing controls where by the applicant is required to notify Transport for London, local train operators, British Transport Police and Tottenham Football Club. An event can only proceed on the basis those consultees are satisfied the objectives of the license will be satisfied. Given the existing levels on control and review mechanisms it is considered that there are appropriate controls in place to prevent overcrowding, public nuisance or adverse traffic impacts to the road or rail or underground network.
- 9.91 Appendix 5 of the Transport Assessment specifically covers Category E events. The assessment has taken account of the Field Day Festival. Category E events would also be subject to a full Safety Advisory Group process. It is important to note an event, Field Day, was held in the summer of 2019 and therefore demonstrates the site can stage such an event without undue impact on the transport infrastructure.
- 9.92 Overall, the proposal is not considered to cause harm to the transport network and would comply with the aims Draft London Plan Policies T4, T5, and T7, Policies 6.9, 6.12, 6.13 of the London Plan (2017) DMD 45, DMD 47, DMD 48 of the Development Management Policies (2014) and the NPPF.

Biodiversity and Nature Conservation

- 9.93 The site is in close proximity to the Pymmes Brook and the River Lee Navigation which are important ecological corridors and are "Priority Habitats" as defined in the NPPF. The Lee Navigation is part of the Lea Valley Site of Metropolitan

Importance for Nature Conservation (SMINC). Policy DMD78 states that development that has a direct or indirect negative impact upon important ecological assets will only be permitted where the harm cannot reasonably be avoided, and it has been demonstrated that appropriate mitigation can address the harm caused.

- 9.94 The applicant has submitted an ecological assessment with the current application [Adonis Ecology Ltd. - Preliminary Ecological Appraisal and Ecological Management Plan for the "Drumsheds" Site. This identifies the site itself of low ecological value. In addition, bird survey visits were undertaken in April and May 2019 concluded that no black redstarts were breeding on the site, but that a low number of birds were nesting in and on the buildings as well as in vegetation surrounding the field. The temporary noise is unlikely to cause birds to abandon any nest given the regular noise in the area and in the warehouses until recently. In addition, no roosting bats were detected.
- 9.95 The site is located directly adjacent to the River Lea. In order to ensure that the proposal does not have any adverse impacts on the ecological value or character of the SMINC or of the ecological corridor of Pymmes Brook lighting levels will need to be carefully controlled. The applicant has confirmed a non-lighting zone adjacent to the river to avoid light spillage onto these sensitive areas and a condition has been imposed stating the direction and lux levels to prevent any harm.
- 9.96 In order to reduce the risks waste and litter pollution to the watercourse a condition is recommended to require a waste minimisation strategy be provided and adhered to.
- 9.97 Overall, with the conditions recommended the development should not have an undue impact on local ecology.

Contamination

- 9.98 The NPPF (2019) states planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination and responsibility for safe development rests with the developer and/or landowner
- 9.99 Paragraph 180 states that these policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions, and the natural environment. Core Strategy Policy 32 seeks to ensure water quality is not compromised and Policy DMD70 seeks to ensure new development does not affect water quality.
- 9.100 The previous use of the site, as a chemicals site linked to gas manufacture, presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is within Source Protection Zone 2, and directly located above a Secondary Aquifer (Kempton Park Gravels).

- 9.101 Given the site has a complex industrial history and is subject to contamination which may pose a potential risk to human health the field to the south of the buildings has been capped (19/01992/CND) to facilitate its use for the Field Day event in summer 2019. This capping was the subject of planning permission reference 18/04914/RE4. The capping installed remains acceptable for the use of the site for events as proposed under this application. It remains the position that this is an interim solution linked to a meanwhile use of the site and further remediation of the site would need to be addressed linked to the longer-term redevelopment proposals for the site.
- 9.102 The application has been amended to include the installation of two temporary container offices (converted metal containers), hoarding fence and gates. The production/security office sits directly on the concrete in the courtyard, and the box office sits on small concrete blocks in each corner for levelling, therefore no foundations or drainage were installed. The drawings show the installation of the fence and gates required holes to be dug for the foundations. The applicant has confirmed small holes were dug in which to locate the fence-posts for the hoarding line. The material removed from beneath the layer of concrete floor was mixed hard-core and sand. The EA has reviewed the applicant's response and confirmed they are satisfied this would not cause risk to controlled waters via increased infiltration or increased rate into the current drainage system. Overall, subject to conditions recommended, the Environment Agency raise no objection to the use of the site for the intended purpose.
- 9.103 The Council's Environmental Health Officer has confirmed that the approved capping scheme is sufficient to protect human health and ensure no source pathway receptor linkages.
- 9.104 With the attachment of the suggested conditions, the proposal would be in accordance with policy.

Flood Risk and SuDS

- 9.105 Policy DMD59 states that new development must avoid and reduce the risk of flooding, and not increase the risk elsewhere. Policy DMD61 states that a Drainage Strategy will be required for all development to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan.
- 9.106 The application site falls within Flood Zones 2 and 3 and is therefore considered to have a high to medium probability of flooding. The site is also at risk of surface water flooding.
- 9.107 The site currently consists of made ground. However, as previously outlined, the land has been capped to ensure existing contaminants do not pose a risk to human health. The approved capping material is free draining with infiltration characteristics similar to or more permeable than the former made ground on the site. These details were considered as part of capping application where it was demonstrated that surface water run-off would continue to infiltrate into the ground with no uplift in the rates of storm water runoff. The supporting information also

stated that even during the most severe event modelled, the proportion of the capped area that could be inundated is very small and maximum flood depths would be shallow.

- 9.108 Natural turf has been added to the capping material to make the use of the site more amenable to visitors. This will not impact on the drainage properties discussed above and will not increase surface flooding at the site.
- 9.109 An Emergency Flood Response Plan has been submitted in support of the application. This is deemed acceptable as it provides adequate, safe evacuation route that can be implemented during a flood event .
- 9.110 Overall therefore the proposal is considered in accordance with Development Management Policies DMD 60 and DMD 62 of the Development Management Policies.

Community Infrastructure Levy

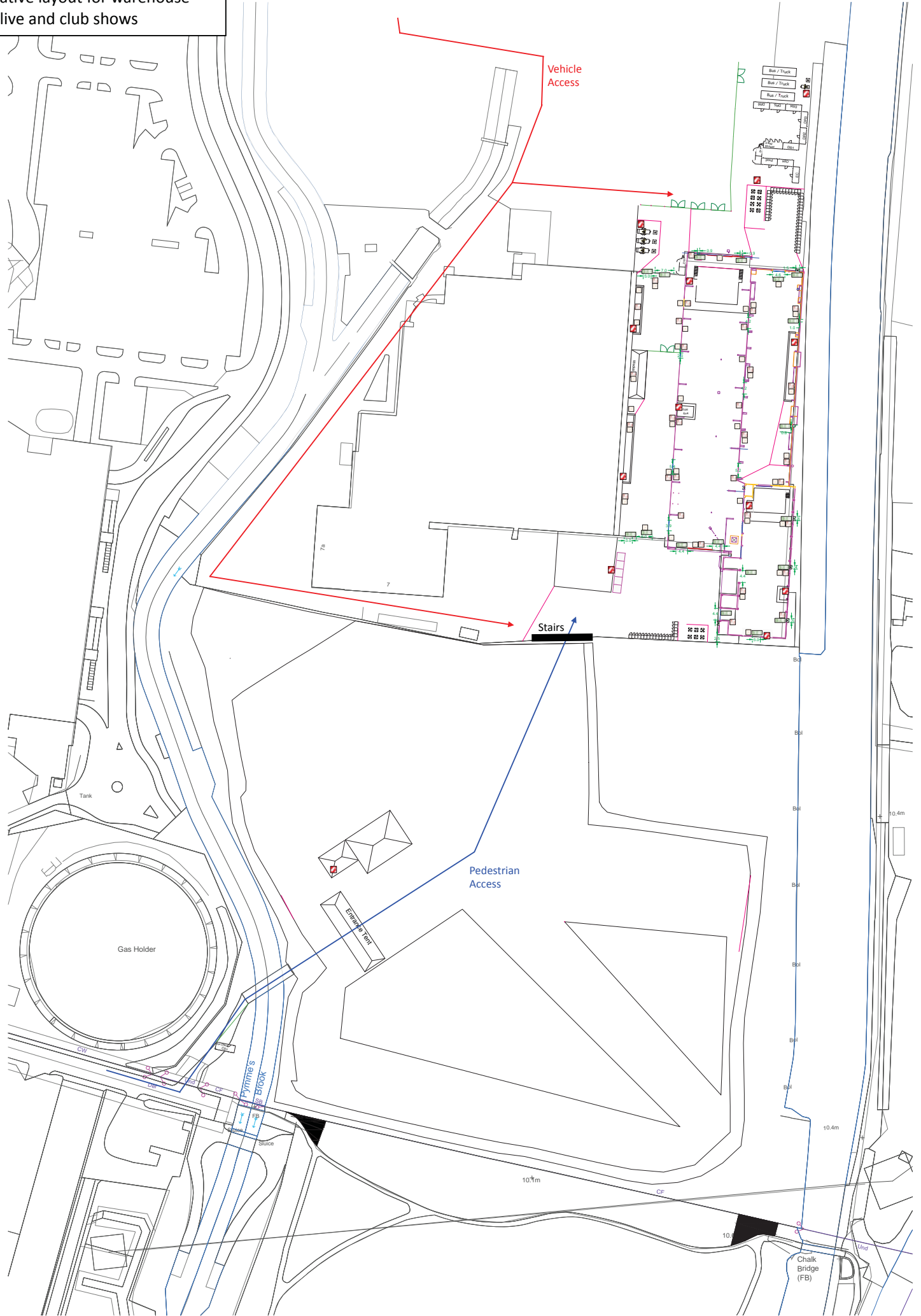
- 9.111 Reference to paragraph 9(1) of The Community Infrastructure Levy Regulations 2010 (as amended) confirms that "chargeable development is the development for which planning permission is granted". However, reference to paragraph 5(2) of the CIL Regulations 2010 (as amended) confirms that the meaning of planning permission does not include planning permission granted for a limited period. Furthermore, reference to Schedule 1, paragraph 10 of the CIL Regulations confirms that 'building' does not include a building for which planning permission was granted for a limited period.

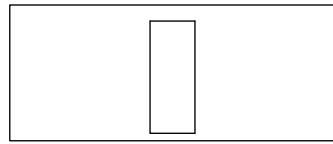
10.0 Conclusion

- 10.1. The starting point in the assessment of planning applications is to assess them against all relevant development plan policies and other material considerations, then to determine them in accordance with the plan as a whole unless material considerations indicate otherwise.
- 10.2 The benefits of the proposed development must be noted. These include the use of vacant buildings and land for flexible meanwhile uses that include cultural day and night time uses. This can stimulate vibrancy and vitality by creating social economic value from vacant properties and prevent blight. The short-term benefits include new cultural and other events and spaces and revenue for the local economy. The use of the site for the purposes proposed will not undermine the longer-term regeneration proposals for the area and in the meantime will provide a beneficial and employment generating use of the site.
- 10.3 The benefits must, be weighed against the potential impacts of the proposed development. It is recognised that the use could have some short-term disruptive impacts on the local area in terms of noise, material intensification and impacts on the transport network. These are to be managed and mitigated through the use of planning conditions. In addition, the licensing process, which deals with issues largely related to public safety and people management before/during and immediately after events is considered to serve to ensure events are held that do

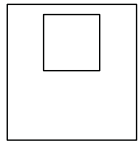
not have a significant impact. It is also important to note the site has been granted planning permission for large scale events in the recent past which demonstrated its capacity for such events. Accordingly, it is considered that the use of the site for the purposes proposed can be supported, given the appropriate mitigation measures outlined.

Indicative layout for warehouse-only live and club shows

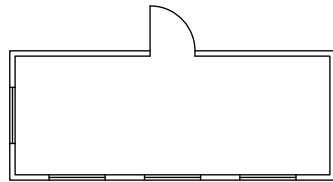




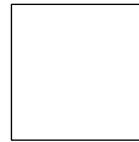
Front Elevation



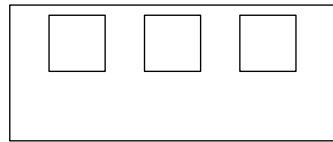
Side Elevation



Floor Plan

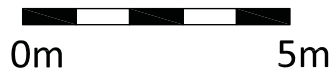


Side Elevation

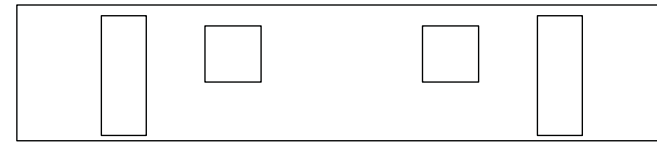


Rear Elevation

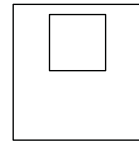
Container Office 1 (north of unit 4)



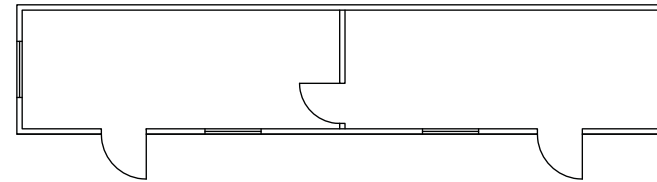
o



Front Elevation



Side Elevation



Side Elevation



Rear Elevation

Container Office 2 (south west pedestrian entrance)

Drawing Title:
Proposed Office Cabins

Printed to Scale at A3

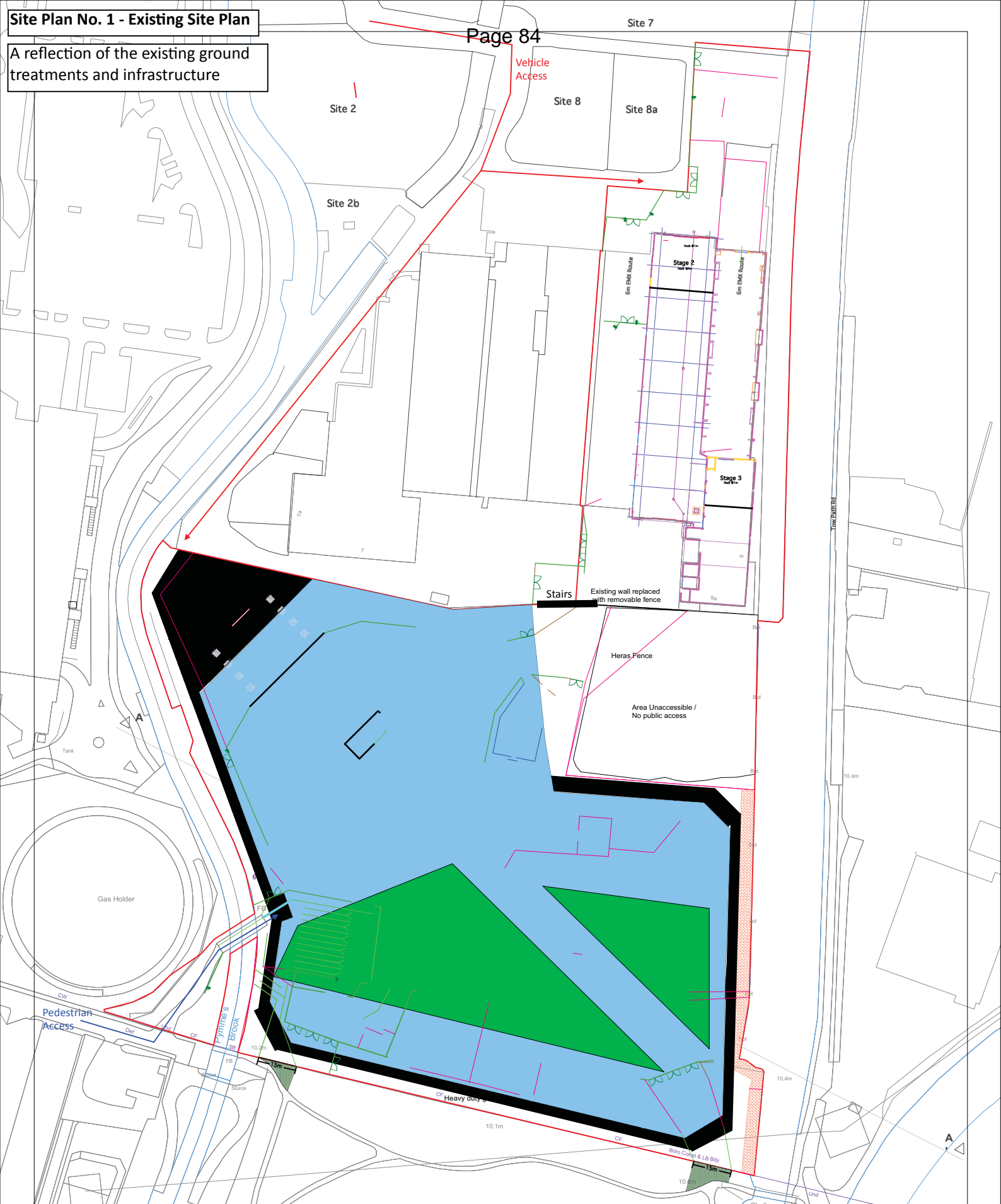
Planning Application Dwn AK Scale 1:100 Ckd CC Date 24/01/2020

Project:
Proposed Entertainment Space,
Meridian Works, Enfield
Client:
Broadwick Venues Limited

Dwg No. BRO3194/2-003 Rev.



A reflection of the existing ground treatments and infrastructure

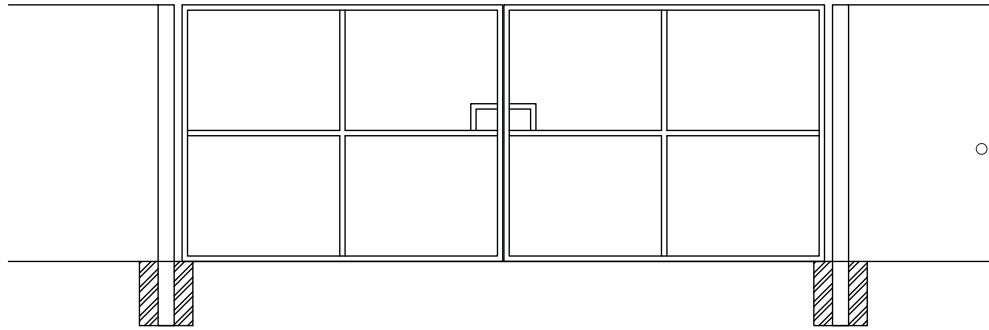


Issue Number	Project ID
v2.8	FD19
Issue Date	Drawn By
12/04/19	Tom Wilkinson
Scale	Project Manager
1:1300 @ A3	James Dutton
Sheet Title	
Field Day - Full Site	

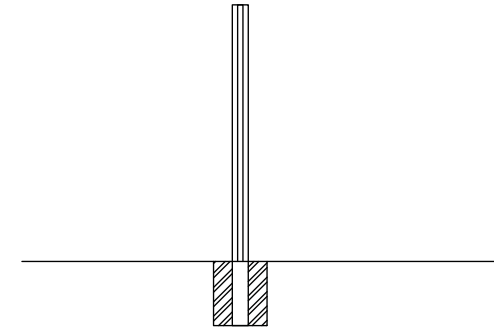
No.	Date	Revision Notes

<p>Key:</p> <ul style="list-style-type: none"> — FENCE - HERAS — FENCE - MET BARRIER — FENCE - STAGE BARRIER — FENCE - PEDESTRIAN BARRIER — FENCE - SMART HOARD — FENCE - HI-HOARD ■ TRAKWAY ■ TRACKMATT 	<ul style="list-style-type: none"> ▨ AREA - OUT OF BOUNDS ■ SURFACE - Grass ■ SURFACE - Gravel ■ SURFACE - Road
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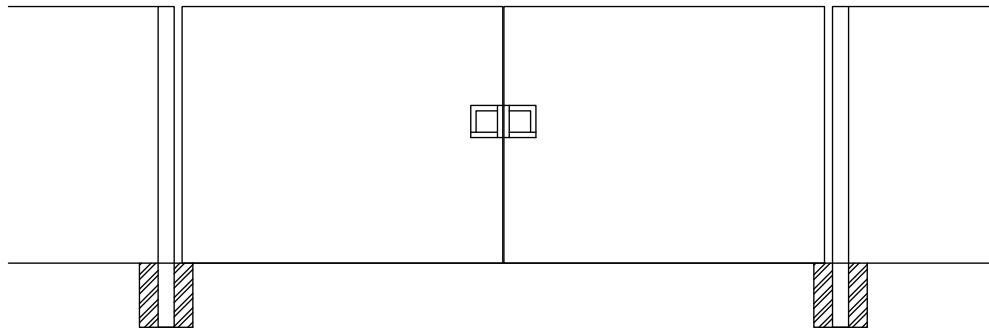
Client	Field Day 2019
Site Address	The Drum Shed Orbital Business Park Argon Rd London N18 3BW



Proposed Hoarding - Typical Rear Elevation



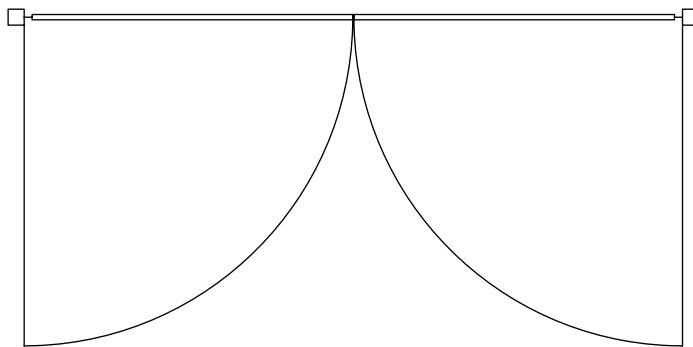
Proposed Hoarding Gate Post Side Profile



Proposed Hoarding Gate - Typical Front Elevation

Proposed Materials / Finish

50mm x 50mm box section black steel frame gate hung on 150mm x 150mm steel posts
Gates faced at the front with Wisaspruce sheeting painted with primer undercoat and black gloss top coat.

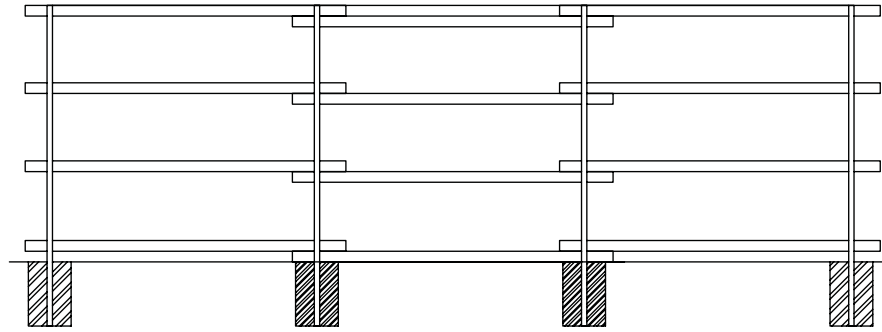


Proposed Hoarding Gates - Typical Plan View

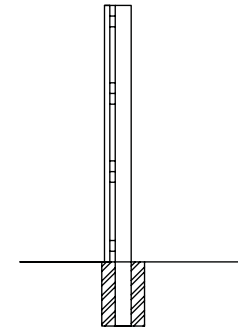


Drawing Title: Hoarding Gate Plan				Project: Proposed Entertainment Space, Meridian Works, Enfield			
Printed to Scale at A3				Client: Broadwick Venues Limited			
Planning Application	Dwn AK	Scale 1:50	Ckd CC	Date 24/01/2020	Dwg No. BRO3194/2-001	Rev.	





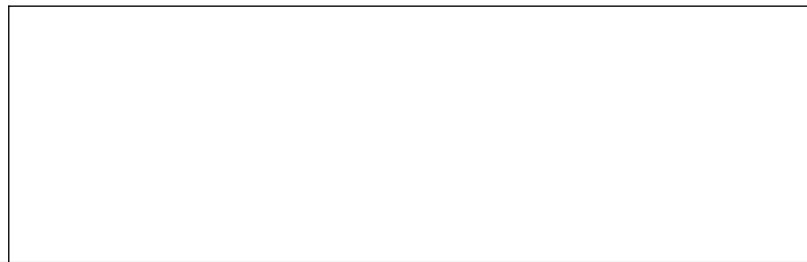
Proposed Hoarding - Typical Rear Elevation



Proposed Hoarding
Side Profile

Proposed Materials / Finish

Front - Wisu-Spruce sheeting painted with undercoat and black gloss top coat
Rear - 50mm x 150mm x 3m posts set 600mm into the ground
Rear - 50mm x 100mm back support rails



Proposed Hoarding - Typical Front Elevation



Proposed Hoarding - Typical Plan View

Drawing Title: Hoarding Fence Plan				Project: Proposed Entertainment Space, Meridian Works, Enfield	
Printed to Scale at A3				Client: Broadwick Venues Limited	
Dwn	Scale	Ckd	Date	Dwg No.	Rev.
Planning Application	AK	1:50	CC	24/01/2020	BRO3194/2-002

TITLE
The Drumsheds
(Lighting Exclusion
Zones Full Site)
Base Infrastructure

DESIGNED BY
Will Holdaway, James Dutton

DRAWN BY
Will Holdaway

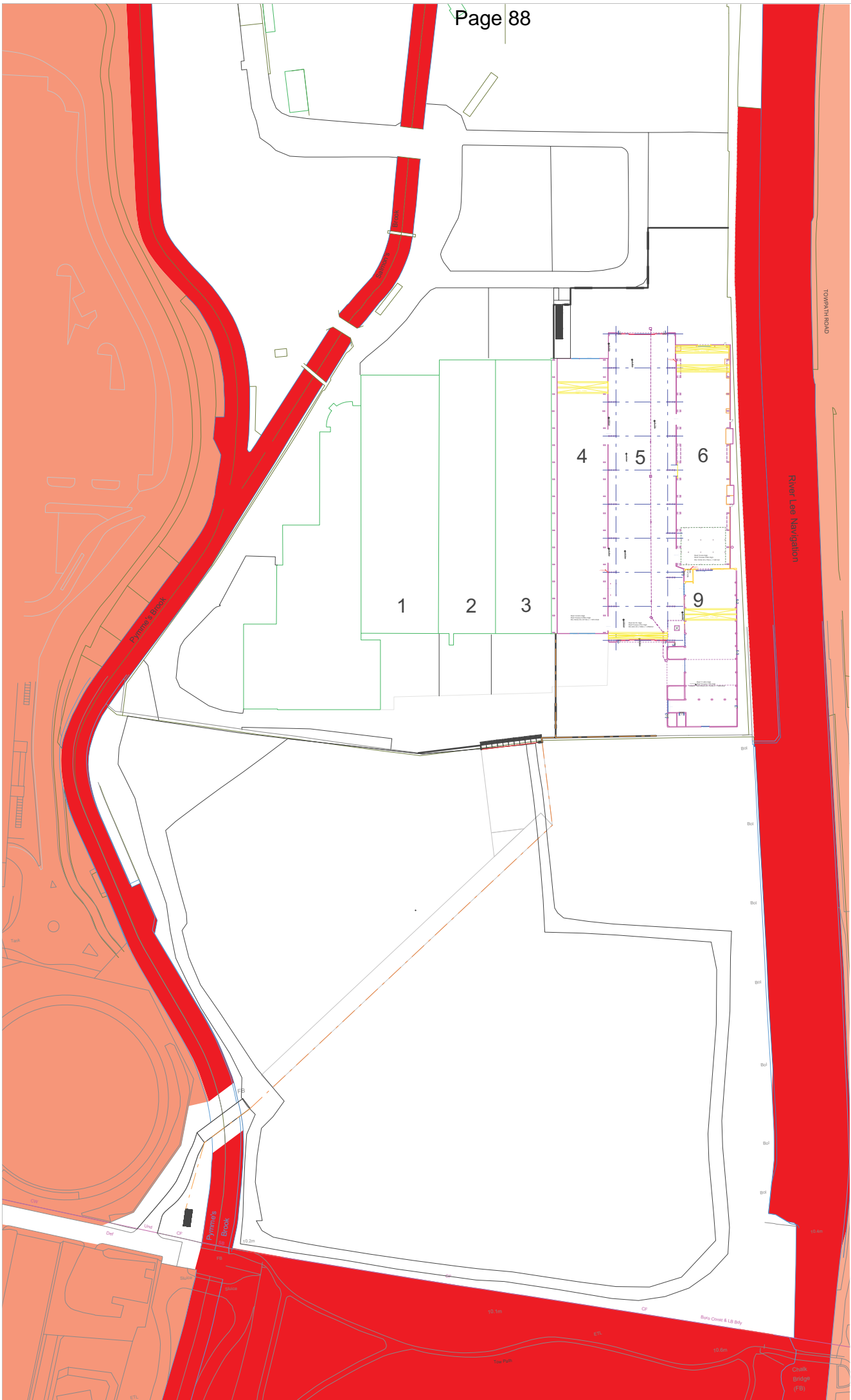
CHECKED BY
James Dutton

APPROVED BY
Broadwick Venues

OTHER APPROVALS

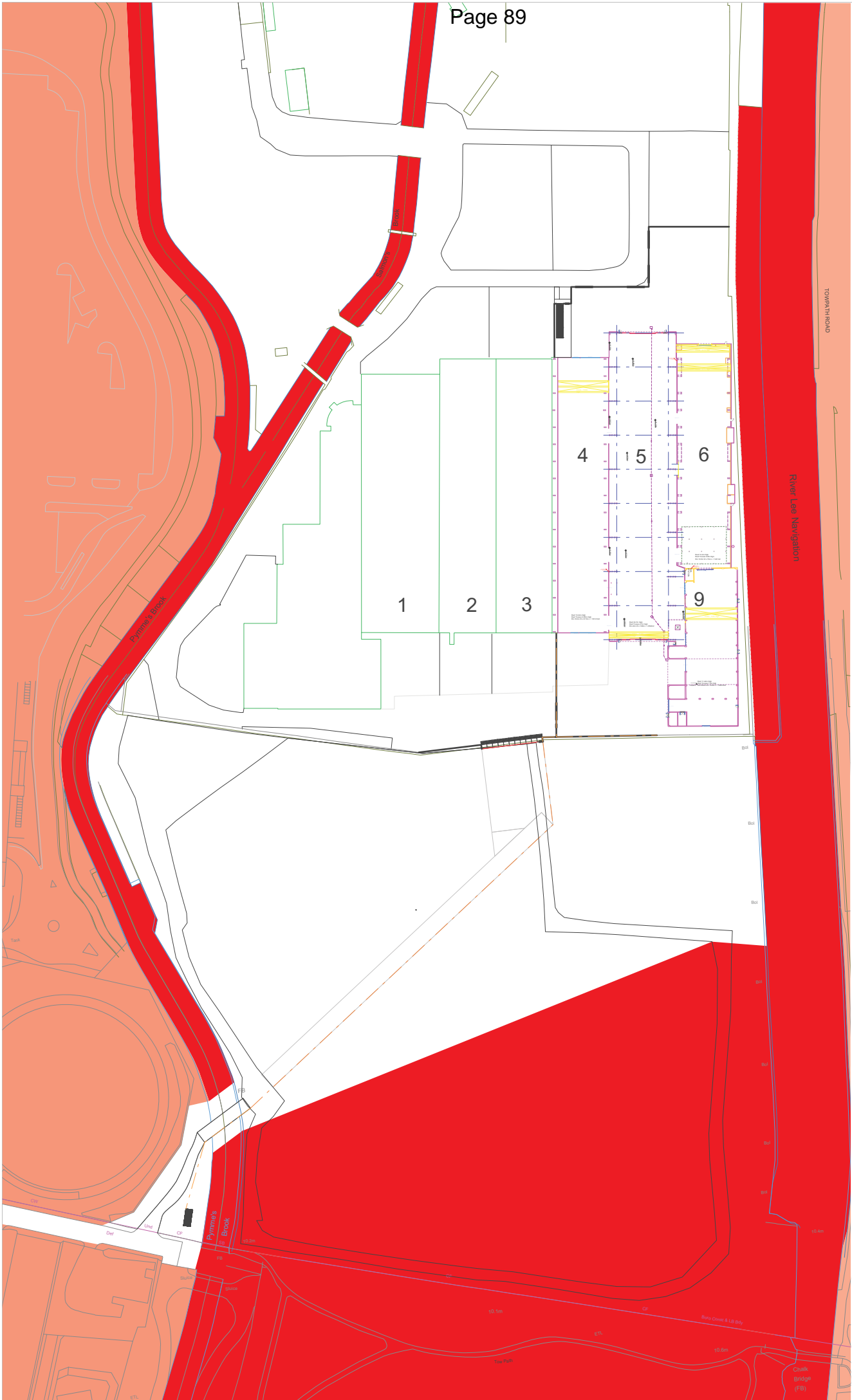
CAD FILE NAME
Show Infrastructure v31.vwx

REV



SIZE	CAGE CODE	DRAWING NUMBER	REV
A3		002	A

TITLE
The Drumsheds (Lighting Exclusion Zones Warehouse Only)
DESIGNED BY Will Holdoway, James Dutton
DRAWN BY Will Holdoway
CHECKED BY James Dutton
APPROVED BY Broadwick Venues
OTHER APPROVALS
CAD FILE NAME Show Infrastructure v31.vwx
REV

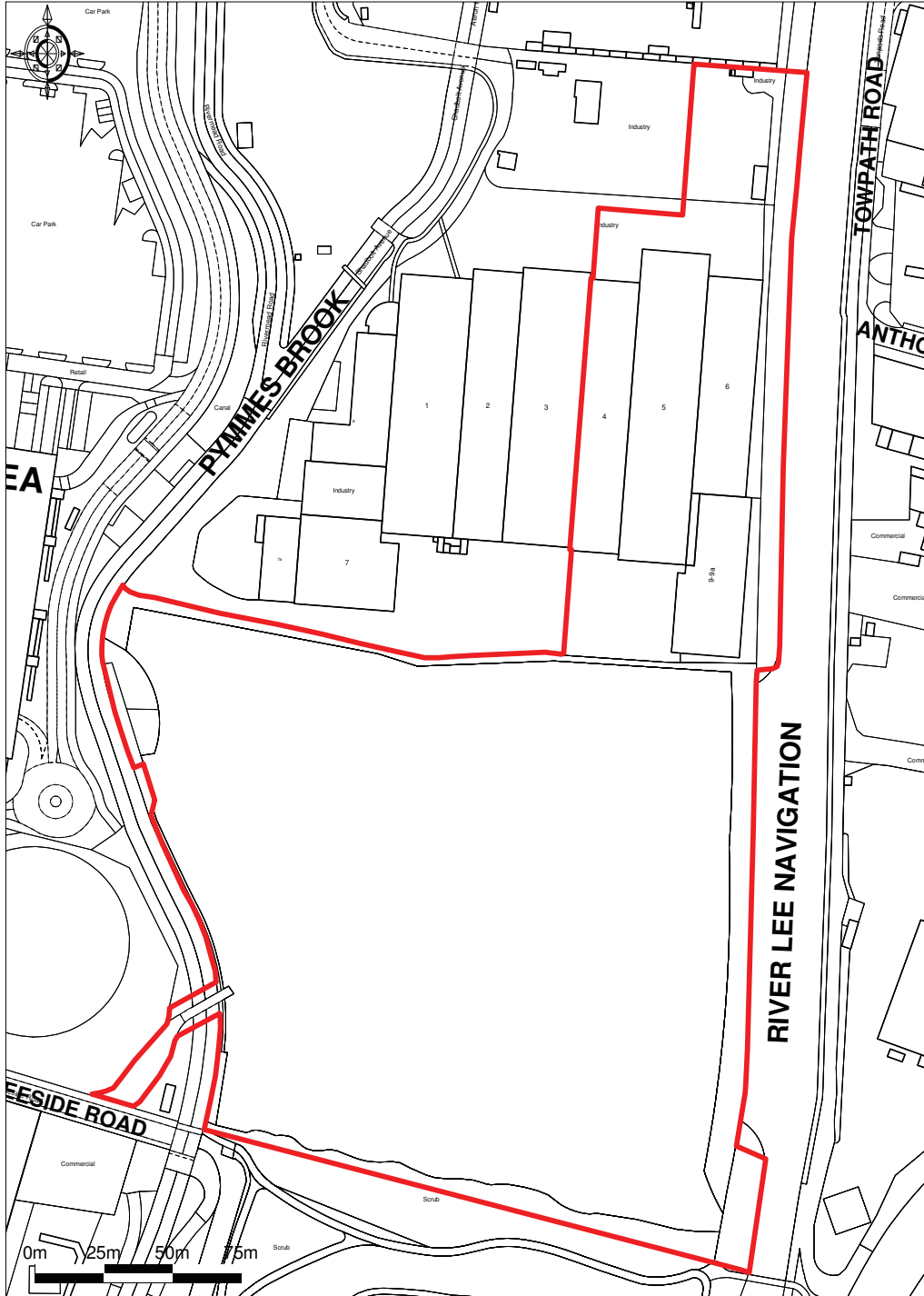


SIZE A3	CAGE CODE	DRAWING NUMBER 002	REV A
SCALE	EST WOT	SHEET 5 OF 5	

ROUTES TO AND FROM THE SITE FROM MERIDIAN WATER AND TOTTENHAM HALE



DRAWING NO. BRO3194/2/001 LOCATION PLAN



DESIGNED BY
Will Holdway, James Dutton

DRAWN BY
Will Holdway

CHECKED BY
James Dutton

APPROVED BY
Broadwick Venues

OTHER APPROVALS

CAD FILE NAME
Drumsheds Full Plan v34.wvx

KEY
Temporary Container Office

Festoon 296m

Hoarding 202m
(2.4m high)

Hoarding Gates (2.4m high)

Palisade (2.2m high)

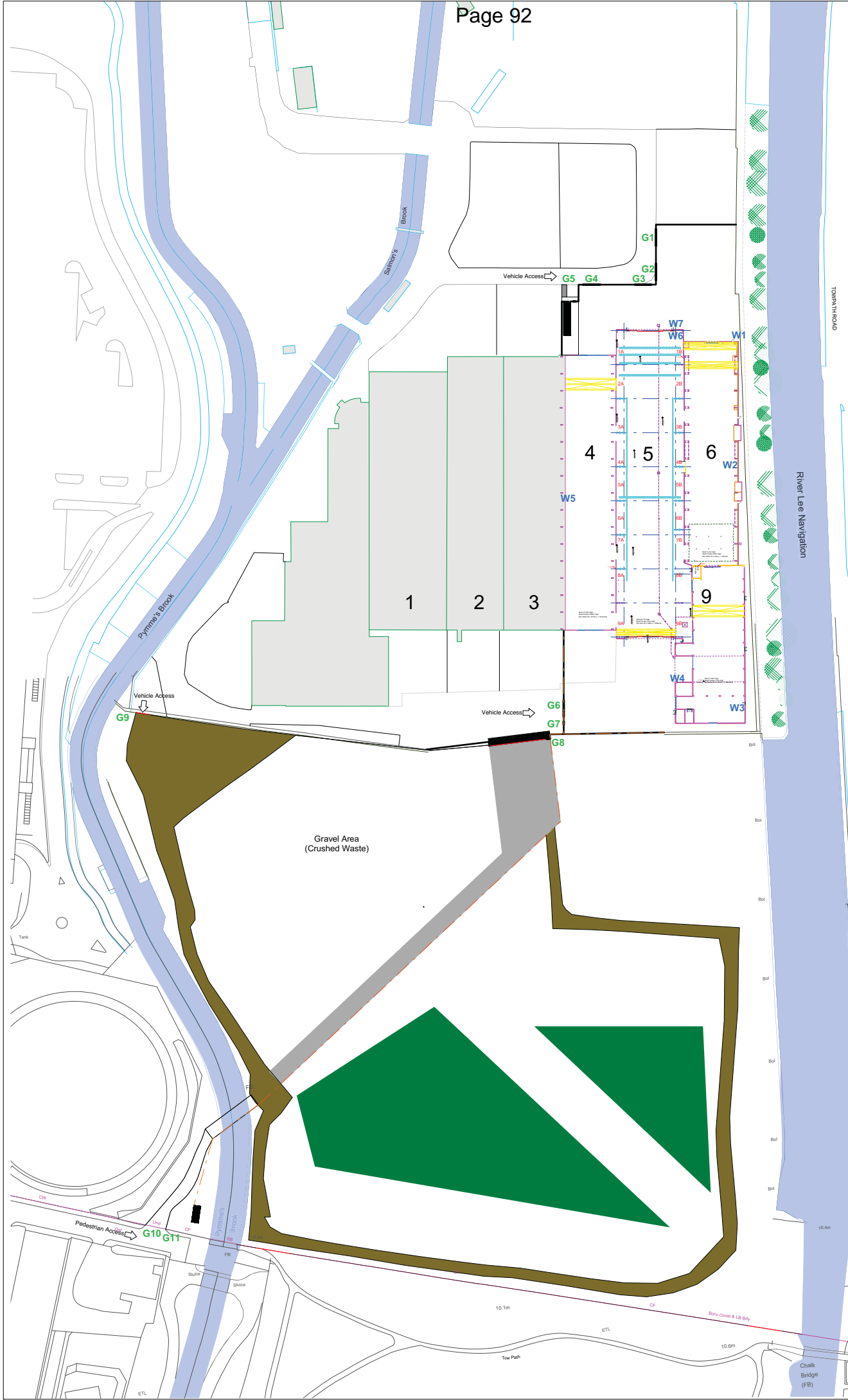
Palisade Gates (2.2m high)

Concrete Fence (2.8m high)

Grass

Tar and Chip Pathway

Perimeter Track Road



SIZE A3	CAGE CODE 002	DRAWING NUMBER A	REV 2 of 5
SCALE		SHEET	