

# Public Document Pack



## PLANNING COMMITTEE

Tuesday, 3rd November, 2020 at 7.30 pm

Contact: Jane Creer / Metin Halil  
Committee Administrator  
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## **PLEASE NOTE : VIRTUAL MEETING**

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Council website: [www.enfield.gov.uk](http://www.enfield.gov.uk)

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

<https://bit.ly/3mtixDI>

## MEMBERS

Councillors : Maria Alexandrou, Kate Anolue, Mahym Bedekova (Vice-Chair), Sinan Boztas (Chair), Elif Erbil, Ahmet Hasan, Michael Rye OBE, Jim Steven, Hass Yusuf, Susan Erbil, Doug Taylor and Daniel Anderson

**N.B. Involved parties may request to make a deputation to the Committee by contacting [Democracy@enfield.gov.uk](mailto:Democracy@enfield.gov.uk) before 10am on the meeting date latest.**

## AGENDA – PART 1

1. WELCOME AND APOLOGIES FOR ABSENCE
2. DECLARATION OF INTEREST
3. REPORT OF THE HEAD OF PLANNING (Pages 1 - 2)

To receive the covering report of the Head of Planning.

4. 19/01988/FUL - ST MONICAS HALL, 521 GREEN LANES, LONDON, N13 4DH (Pages 3 - 40)

RECOMMENDATION: That subject to the recommendations as set out in the report, the Head of Development Management / the Planning Decisions Manager subject to the completion of a section 106 legal agreement be authorised to Grant planning permission subject to conditions.

WARD: Winchmore Hill

**5. 20/01526/FUL - 241 GREEN STREET, ENFIELD, EN3 7SJ (Pages 41 - 98)**

RECOMMENDATION: Notwithstanding any direction from the Mayor of London to the contrary, that planning permission be Granted, subject to conditions and a S106 legal agreement.

WARD: Enfield Highway

**6. 20/01923/OUT - FORMER CHASE FARM HOSPITAL, THE RIDGEWAY, ENFIELD, EN2 8JL (Pages 99 - 214)**

RECOMMENDATION: That, subject to referral to the Great London Authority, and the completion of a S106 Agreement, the Head of Development Management/Planning Decisions Manager be authorised to Grant planning permission subject to conditions.

WARD: Highlands

**7. 20/01997/FUL - FORMER CHASE FARM HOSPITAL, THE RIDGEWAY, ENFIELD, EN2 8JL (Pages 215 - 258)**

RECOMMENDATION: That planning permission be Granted subject to S106 and conditions

WARD: Highlands

**8. FUTURE MEETING DATES**

The next meeting of the Planning Committee will be 24 November 2020.



**MUNICIPAL YEAR 2020/21**

**COMMITTEE:**  
 PLANNING COMMITTEE  
 03.11.2020

**REPORT OF:**  
 Head of Planning

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

AGENDA - PART 1	ITEM 3
SUBJECT -  MISCELLANEOUS MATTERS	

### 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.

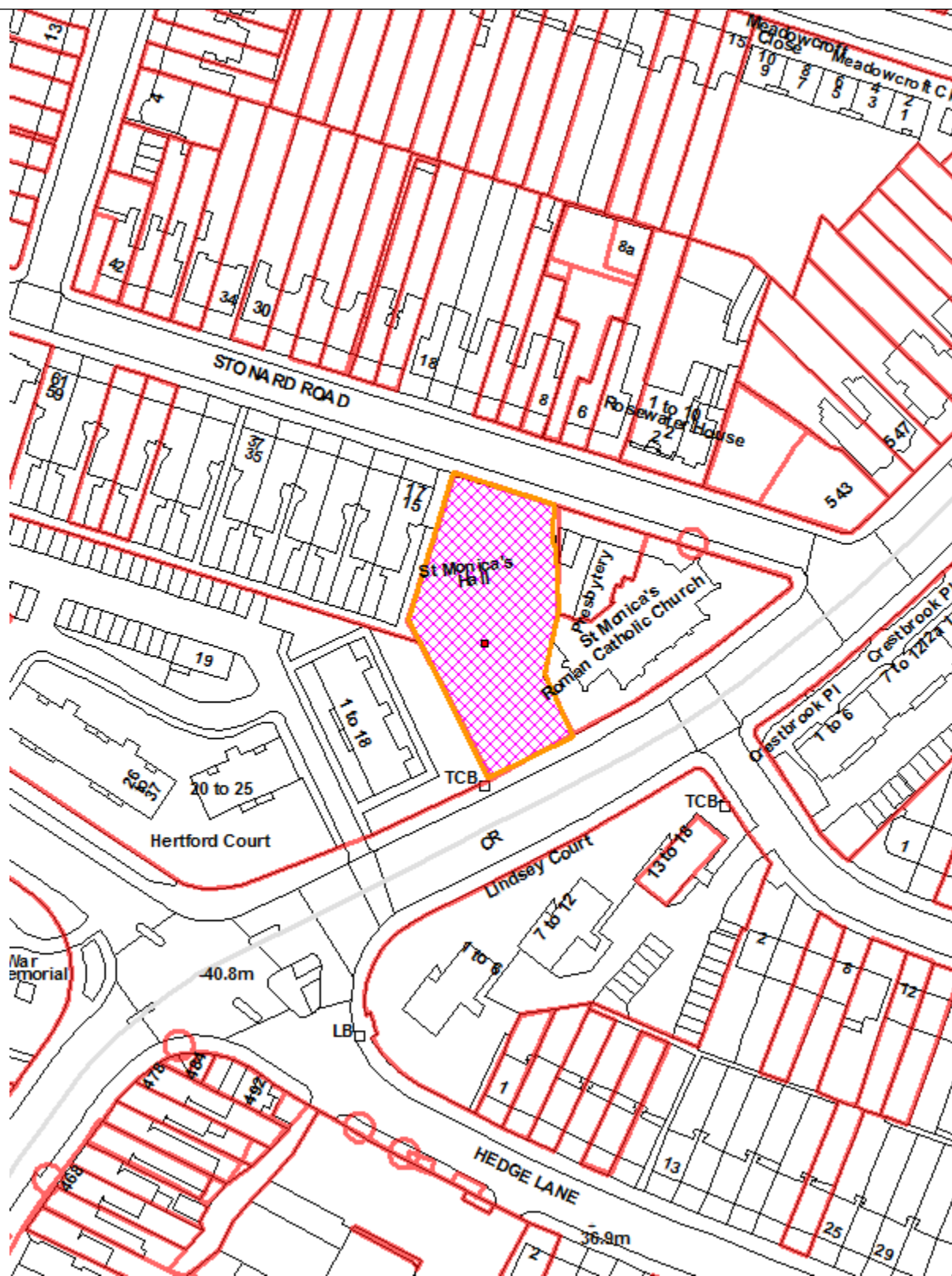
#### Background Papers

- (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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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date:</b> 3 November 2020
<b>Report of:</b> Head of Planning	<b>Contact Officers:</b> Andy Higham Claire Williams Carolyn Southall	<b>Ward:</b> Winchmore Hill
<b>Application Number:</b> 19/01988/FUL		<b>Category:</b> Minor Dwellings
<b>LOCATION:</b> St Monicas Hall, 521 Green Lanes, London, N13 4DH		
<b>PROPOSAL:</b> Redevelopment of site involving demolition of existing building and ancillary structures and erection of part 2, part 3 storey building with basement level to provide new church hall with parish community facilities and 6 x 2 bed self contained flats with associated landscaping.		
<b>Applicant Name &amp; Address:</b> Fr. Mehall Lowry Diocese Palmers Green Presbytery 1 Stonnard Road Southgate N13 4DJ		<b>Agent Name &amp; Address:</b> Mr Colin Smart Kyle Smart Associates The Barn Butchers Wick Sewell Nr. Dunstable LU6 1RP
<b>RECOMMENDATION:</b> That subject to the recommendations as set out in the report, the Head of Development Management / the Planning Decisions Manager subject to the completion of a section 106 legal agreement be authorised to <b>GRANT</b> planning permission subject to conditions.		

Ref: 19/01988/FUL LOCATION: St Monicas Hall, 521 Green Lanes, London, N13 4DH



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Scale 1:1250

North



**1. Note for Members**

- 1.1 Although a planning application of this nature can be determined under delegated authority, due to the issues raised and the level of public interest, it has been decided the application should be reported to Planning Committee for determination.

**2. Recommendation**

- 2.1 That the Head of Development Management / the Planning Decisions Manager subject to the completion of a S106 legal agreement 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. Prior to Commencement of Works - Details/Specifications of Rooftop Equipment
4. Prior to First Use – Submission and Approval of an Acoustic Assessment
5. Hours of Opening
6. Prior to above ground works – Details of External Materials
7. Prior to first use – Details of Servicing and Waste Management
8. Prior to first use – Details of Cycle Parking
9. Hours for Deliveries and Servicing
10. Extract duct/rooftop plant and extraction
11. Details of parking provision (vehicle and cycle), gate positioning, refuse and recycling
12. Landscaping details
13. Tree protection of retained and adjacent trees
14. No use of roof as a terrace
15. No additional windows
16. Heritage - Careful accounting, removal and protection of original building features
17. Bat Survey
20. BREEAM accreditation – Excellent
21. Accessible housing – compliance with Part M4 (2) Building Regulations

22. Car parking management plan
23. Construction management plan
24. Biodiversity enhancements
25. SuDS Strategy
26. SuDS Verification Report
27. Energy Statement
28. EPC
29. Potable Water
30. Details of surfacing materials
31. PD restriction – Community facility and residential only
32. Demolition Statement

### **3. Executive Summary**

- 3.1 The report seeks approval for the redevelopment of site involving demolition of existing building and ancillary structures and erection of part 2, part 3 storey building with basement level to provide new church hall with parish community facilities and 6 x 2 bed self contained flats with associated parking, landscaping, refuse and cycle storage. The proposal seeks to provide a new Hall on the site adjacent to St. Monica's Roman Catholic Church. It is also the Parish's intention to use the apartments to house retired members of the clergy or local key workers at a peppercorn rent.
- 3.2 The proposal would result in the loss of a non designated heritage asset which is included on the local list of heritage assets but the harm is considered to be offset by benefits associated with the proposed development
- 3.3 The development would provide a replacement, bespoke, modern community facility for the local community and contribute to the much-needed housing stock in the Borough. The proposed building would be of architectural merit and make a positive contribution to the character and appearance of the area and would not result in any undue harm to neighbouring residential amenity.
- 3.4 The proposals are therefore considered acceptable.

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

- 4.1 The site comprises Saint Monica's Hall, located adjacent to Saint Monica's Church to the north of Green Lanes in Palmers Green.
- 4.2 Constructed in 1931, the building was designed for wide community use and featured a sprung dance floor, stage and bar. By 1936 the Hall was leased to the John Clements repertory theatre company and renamed the Intimate Theatre. The building was designated as an Asset of Community Value in 2018 . Its main entrance is from Green Lanes via the shared carpark with the Church; it can also be accessed by pedestrians from Stonard Road.
- 4.3 The site is bordered to the north and south by Stonard Road and Green Lanes. To the east it shares an open border with Saint Monica's RC Church, and the western boundary is shared between the garden wall of no. 15 Stonard Road, and end of terrace Edwardian house and the communal gardens of Hertford Court to the south west.
- 4.3 The building has been designated as:-
  - An Asset of Community Value,
  - A non designated heritage asset which is building included on Enfield's Local Heritage List.
  - A building included on the Theatre's Trust Theatres at Risk.
- 4.4 The building is not located in a Conservation Area, nor it a Listed building.

#### *Background*

- 4.5 St Monica's church hall was built in 1930-31 at a cost of between £20,000 and £25,000, replacing the original tin tabernacle church on the site which had been erected in 1912. This had become the church hall when the current Church of St Monica was built, to the designs of Edward Goldie, in 1914. The church hall was designed by the architect Charles E Hanscomb and cost around £25,000. It was opened by Cardinal Bourne in December 1931. The hall was designed for wide community use and featured a sprung dance floor, projection room, stage, billiard room, committee rooms and a smaller hall and a bar.
- 4.6 At the end of 1935 the hall was leased to the John Clements repertory theatre company and renamed the Intimate Theatre. In August 1936 a number of internal alterations were made which included installing fixed tip-up theatre seating in the gallery and the stalls and possibly the installation of the proscenium arch. The repertory theatre flourished during the late 1930s and during the Second World War when it largely remained in operation. In August 1941 the lease was taken over by Frederick Marlow's GM Productions and it continued in use as a professional repertory theatre.
- 4.7 On 2 December 1946, a production at the theatre of 'George and Margaret', a comedy by Gerald Savory, was the first complete play broadcast live on television by the BBC, and a world first.
- 4.8 Over the following two decades theatre attendances declined, largely due to competition from television, and by 1964 the Intimate Theatre was the only professional repertory theatre in London. Despite being taken on by a number of different production companies, and having local council support, in March 1970 the building reverted to its original role as a parish hall. However, it did continue in use as a theatre by local amateur drama groups with some

professional productions such as the annual pantomime. At the end of 1987 the building was closed as a theatre (although occasional amateur productions are still performed) and the fixed seating in the stalls was removed.

## **5. Proposal**

5.1 The proposal seeks permission for the demolition of the existing building and the construction of a new building to accommodate a new church hall and six, two bed, 3 person apartments of approximately 62m<sup>2</sup>.

5.2 The proposed development consists of a parish centre with flexible spaces and dedicated kitchen facilities across two storeys, rising to three storeys fronting Stonard Road where the six flats are accommodated. The building has a predominately brick façade with decorative brick profiles to emphasise the window openings and the circulation space. The primary access to the parish building is via Green Lanes with the flats accessed via a communal lobby via Stonard Road; upper flats accessed from a central stair core. More specifically the proposal includes the following:

- 240m<sup>2</sup> large hall with a capacity of up to 220 people
- 85.8m<sup>2</sup> foyer/gathering space
- Meeting room for up to 17 people
- Four meeting rooms, a tea room and informal gathering space on the first floor
- Twelve off-street parking spaces, two to the front of the flats in Stonard Road, the remainder, including two spaces reserved for disabled users, to the front of the community building accessed via Green Lanes
- Outdoor kids play area
- Cycle parking for 16 bikes
- Associated refuse and recycling storage

## **6. Relevant Planning History**

6.1 TP/91/1061: Redevelopment of site by demolition of existing building and erection of single storey community centre. (outline) Granted

6.2 TP/87/2047: Change of use of premises from theatre to parish community centre incorporating smaller theatre and facilities for arts crafts discussion groups and social centre activities. Granted

6.3 TP/68/0215: Erection of a garage. Granted

6.4 SOUTHGATE\_1901: New safety curtains. Approved



## 7. Summary of Key Reasons for Recommendation

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 providing an appropriate use in this location.
- ii) The loss of the non designated heritage asset would be offset by the delivery of a modern , modern facility for the local community.
- iii) The development would provide six, two bedroom, self-contained flats, which adds to the housing stock in the Borough. This actively contributes towards both Borough specific and London-wide strategic housing targets.
- iv) The proposed building would be of architectural merit and make a positive contribution to the character and appearance of the area
- v) The proposal would not result in conditions prejudicial to the free flow and safety of traffic on the adjoining highway.

## 8. Consultation

### Public:

8.1 Consultation letters were sent to 101 neighbouring properties. A total of 50 letters and a petition comprising 4,513 signatures objecting to the development were received. A second petition, with 1,500 signatures and 24 letters were also submitted in support of the application.

8.2 The comments raised by objectors in summary are as follows: -

- Importance of heritage value
- Loss of professional and local theatre performances
- Loss of income from shows including for charities
- Should not be demolished but rather improvements and renovations made to the building to serve both the parish, the community and still operate as a theatre.
- Insufficient parking spaces. Strain on community facilities,
- Inappropriate design in terms of scale and use of materials
- Out of keeping with character of the area
- Increase in traffic.
- Does not respect the character and appearance of the existing building
- There will be no public access to the new building as the building is intended for the use of the church and congregation only

8.3 Those in support of the in summary stated the new hall will provide many positive benefits such as:

- Improved facilities i.e. kitchen and toilets, meeting rooms, dedicated offices for parish members;
- Accessible - Step free access and lift;
- Flexible spaces within the building
- With the improved facilities at the Dugdale Centre and local Millfield Theatre, there are alternatives in place.
- Good design

- Meeting community housing needs
- Building with a lower carbon footprint
- Potential areas of antisocial behaviour, such as alleyways and unilluminated spaces have been designed out
- The new hall will greatly increase the amount of usable floor area and sub dividable spaces to create a parish centre that is more efficient and accessible.
- The present building is not fit for purpose either as a church hall or a theatre.
- Provide a new modern, energy efficient and sustainable building for parishioners and the wider community.

External Consultees:

- 8.4 The Theatres Trust: Raises concerns about the loss of the hall as a theatre – comments addressed in the analysis section of the report
- 8.5 The Greater London Authority: Raises concerns about the loss of the community hall / theatre – comments addressed in the analysis section of the report.

Internal Consultees:

- 8.6 Transportation: no objection in principle - comments in the report.
- 8.7 SuDS: no objection in principle - comments in the report
- 8.8 Environmental Health: no objection ??

**9. Relevant Policies**

9.1 London Plan (2016)

- Policy 3.3 Increasing Housing Supply
- Policy 3.4 Optimising Housing Potential
- Policy 3.16 Protection and Enhancement of Social Infrastructure
- Policy 3.5 Quality and Design of Housing Developments
- Policy 4.6 Support for and Enhancement of Arts, Culture, Sport and Entertainment
- Policy 5.13 Sustainable Drainage
- Policy 5.18 Construction, excavation and demolition waste
- Policy 6.9 Cycling
- Policy 6.10 Walking
- Policy 6.13 Parking
- Policy 7.1 Lifetime Neighbourhoods
- Policy 7.2 An Inclusive Environment
- Policy 7.3 Designing out Crime
- Policy 7.4 Local character
- Policy 7.5 Public Realm
- Policy 7.6 Architecture
- Policy 7.8 Heritage Assets and Archaeology
- Policy 7.21 Trees and Woodlands

9.2 London Plan (Intend to Publish)

Following an Examination in Public into the submission version of the Plan and modifications, in December 2019 the Mayor published his Intend to Publish London Plan. On 13 March 2020, the Secretary of State issued Directions to change a number of proposed policies.

In line with paragraph 48 of the NPPF, the weight attached to this Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF.

Whilst the published London Plan (2016) remains part of Enfield's Development Plan, given the advanced stage that the Intend to Publish version has reached, significant weight can be attached to it in the determination of planning applications (although there is greater uncertainty about those draft policies that are subject to the Secretary of State's Direction). The following policies are considered particularly relevant:

- Policy D1 – London's Form, Character and Capacity for Growth
- Policy D3 - Optimising site capacity through design-led approach
- Policy D4 – Delivering Good Design
- Policy D5 – Inclusive Design
- Policy D6 - Housing Quality Standards
- Policy D7 - Accessible Housing
- Policy D8 – Public Realm
- Policy D12 – Fire Safety
- Policy D14 – Noise
- Policy HC1 – Heritage Conservation and Growth
- Policy HC5 - Supporting London's culture and creative industries
- Policy GG1 - Building Strong and Inclusive Communities
- Policy GG2 - Making the Best Use of Land
- Policy GG4 - Delivering the Homes Londoners Need
- Policy G7 - Trees and Woodlands
- Policy S11 – Improving Air Quality
- Policy S113 - Sustainable Drainage
- Policy T1 – Strategic Approach to Transport
- Policy T4 – Assessing and Mitigating Transport Impacts
- Policy T5 – Cycling
- Policy T6 – Car Parking
- Policy T7 – Deliveries, Servicing and Construction

### 9.3 Core Strategy (2010)

- Policy CP2 - Housing Supply and locations for new homes
- Policy CP4 - Housing Quality
- Policy CP5 - Housing Types
- Policy CP6 - Housing Need
- Policy CP11 - Recreation, Leisure, Culture and the Arts
- Policy CP22 – Delivering Sustainable Waste Management
- Policy CP24 – The Road Network
- Policy CP25 – Pedestrians and Cyclists
- Policy CP30 - Maintaining and Improving the Quality of the Built and Open Environment
- Policy CP31 – Built and Landscape Heritage
- Policy CP32 – Pollution

9.4 Development Management Document (2014)

Policy DMD6	- Residential Character
Policy DMD8	- General Standards for New Residential Development
Policy DMD9	- Amenity Space
Policy DMD10	- Distancing
Policy DMD37	- Achieving High Quality and Design-Led Development
Policy DMD38	- Design Process
Policy DMD44	- Conserving and Enhancing Heritage Assets
Policy DMD45	- Parking Standards and Layout
Policy DMD49	- Sustainable Design and Construction Statements
Policy DMD55	- Use of Roof Space/Vertical Surfaces
Policy DMD58	- Water Efficiency
Policy DMD 61	- Managing Surface Water
Policy DMD65	- Air Quality
Policy DMD68	- Noise
Policy DMD80	- Trees on Development Sites
Policy DMD81	- Landscaping

9.5 Other Material Considerations

- National Planning Policy Framework
- National Planning Practice Guidance (NPPG)
- Enfield Heritage Strategy
- National Design Guide
- Nationally Described Space Standards
- Enfield Characterisation Study
- Refuse and Recycle Storage Guide Enfield (ENV 08/162)
- GLA Cultural Infrastructure Plan A Call to Action (March 2019)
- GLA Housing SPG (2016)
- GLA The Control of Dust and Emissions during Construction and Demolition SPG (2014)
- GLA Sustainable Design and Construction SPG (2014)
- GLA Shaping Neighbourhoods: Character and Context SPG (2014)
- Mayor's Transport Strategy (2018)

**10. Assessment**

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

1. Principle including Heritage Considerations
2. Housing Need
3. Design
4. Residential Quality and Amenity
5. Neighbouring Amenity
6. Transport
7. Refuse, Waste and Recycling
8. Sustainable Drainage

11. Principle of Development – Demolition of Non-Designated Heritage Asset

11.1 The Planning and Compulsory Purchase Act 2004 (Sec 38(6) )and the Town and Country Planning Act 1990 (sec 70(2)) seek to establish that planning

decisions are taken in accordance with the Development Plan unless material considerations indicate otherwise.

11.2 Running alongside this is the presumption in favour of sustainable development that is at the heart of the NPPD (paragraph 11). The NPPF (paragraph 118) also advocates the promotion and support the development of under-utilised land and buildings, particularly where this would help to meet identified needs for housing; where land supply is constrained; and where it is considered sites could be used more effectively.

11.3 Para 190 of the NPPF states that local planning authorities should]

*“identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset’s conservation and any aspect of the proposal.”*

11.4 Further, the NPPF advises that in determining applications, local planning authorities should take account of:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness.

11.5 Para 197 of the NPPF states:

*“The effect of an application on the significance of a non designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.”*

11.6 Given that a non-designated heritage asset does not itself have statutory protection, the test in paragraph 197 is different from that in paras 193-196, which concern designated heritage assets. Paragraph 197 calls for the consideration of the application as a whole, which in this case includes not merely the proposed demolition of the existing building but also the construction of the new building. It requires a balanced judgement to be made by the decision maker, as set by Nathalie Lieven QC in the *Dorothy Bohm v SSCLG* ([2017] EWHC 3217 (Admin)) high court judgement. Unlike paragraphs 193-196, paragraph 197 does not seek to prescribe how that balance should be undertaken, or what weight should be given to any particular matter.

11.7 To inform this planning assessment, the applicant has submitted a Heritage Statement which sets out the rationale for the approach to the approved development. In particular, it contains an analysis of different options for

refurbishment / redevelopment to support the approach advocated in this proposal and looks at the benefits of the proposed facility.

- 11.8 London Plan policy 7.8 (“Heritage Assets and Archaeology”) and Policy HC1 of the London Plan (Intend to Publish) (Heritage Conservation and Growth) advises what boroughs should do at a strategic level to identify, preserve, and enhance London’s heritage assets. Policy CP31 (“Built and Landscape Heritage”) of the Core Strategy sets out a requirement that development should conserve and enhance designated and non-designated heritage assets while Policy DMD44 (“Conserving and Enhancing Heritage Assets”) states that development which fails to conserve and enhance the special interest, significance or setting of a heritage asset will be refused.
- 11.8 The National Planning Policy Framework (NPPF 2019) states that the effect of an application on the significance of a non-designated heritage asset should be considered in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 11.9 The scheme proposes the redevelopment of the site, including the demolition of the existing St. Monica’s Hall.
- 11.10 The Council’s specialist Conservation Officer advises that the existing building is a rare survivor of a repertory theatre building of the inter-war period, in addition to be one of the last remaining local theatres in London. The theatre is a well-known landmark on Green Lanes and it makes an important contribution to the local street scene and can be clearly viewed on the approach from both directions. Internally, a virtually unaltered plan survives with many intact original features and fittings, including a formal stage with ornamental proscenium arch featuring sunburst and flanked by plaster. The safety curtain (circa 1935) bears the masks of Comedy and Tragedy and figures from classical drama. There are limited flying facilities, original gas lit exit signs, dressing rooms, and rehearsal spaces. In the auditorium, the fixed seating in the stalls and orchestra pit were removed in 1989 and replaced with movable seating.
- 11.11 The local list entry states:

*“The Intimate Theatre is home of John Clements Theatre company, and the site of the first play ever to have been broadcast live on television. By the end of the 60s it had become the last repertory theatre surviving in London. The theatre still plays host to a range of dramatic and operatic societies, and local events. Many famous people appeared on stage here, including Richard Attenborough (who made his stage debut), Irene Handl, Anna Wing, Nicholas Parsons, Roger Moore, Arthur Lowe, Bill Owen, John Inman, Dad’s Army writer Jimmy Perry and his wife Gilda, Tony Blackburn, Stephen Berkoff, Davy Graham, David Bowie, The Wurzels, Joe Brown, George Melly, Tommy Trinder, Hinge and Bracket, and, in panto Bill Pertwee, Ruth Madoc, and John Noakes. Stevie Smith attended regularly. John Clements was knighted for his contribution to film and stage – Bristol University holds an archive in his memory. One of the last local theatres left in London. Two storey frontage red brick with stone quoins and window surrounds.”*

- 11.12 With reference to national planning advice and policies contained in the development plan, regard must be given to the significance of the building is important the significance of the heritage asset is considered. The Historic Assessment states that

*St. Monica's Hall is not an overly elaborate or high quality example of its type. The intrinsic design value of the building is limited as it is considered to be a modest and functional building that broadly reflects that of the neighbouring presbytery, but is less refined. The overall composition of the building is poor with a lack of detailing and awkward juxtaposition of flat roofed wings with the pitched roof and gable ends of the main hall. The north elevation of the building, with blank frontages to Stonard Road and garage and refuse storage, is considered to detract from the appearance of the existing streetscape.*

*The building includes some notable internal fixtures and fittings such as a proscenium arch, gallery seating and gas lights installed when the building was in use as a theatre. These have survived since the building reverted back to its main original use as a parish community centre and are rudimentary features of some architectural value that reflect the historic use of the building as a theatre.*

*The historic use of the building as the Intimate Theatre contributes to the 'collective memory' of the Site and the historic use of the building as a professional and amateur theatre has communal and symbolic significance for the people who relate to that use and draw part of their identity from it. Although the building was not originally used as a theatre, has not been used as a professional theatre since 1969, has not hosted a professional pantomime since 1988 and the use of St. Monica's Hall for local theatre productions has been a relatively small proportion of the overall recent use of the building, the memory of the use of the building as a theatre still resonates with those that know of it and contributes to the communal value of the building.*

*The historic use of the building as the Intimate Theatre is of local historical value and this is reflected in the building being included on the latest version (May 2018) of the Council's Local Heritage List.*

*St. Monica's Hall was constructed for, and has always been in the ownership of, the church and the use of the building as a parish community centre is a key and ongoing facet of its local interest and communal value.*

- 11.13 A further consideration is a request to Historic England in 2019 to add the Intimate Theatre / St Monica's Hall to the statutory list of designated heritage assets. After review, Historic England did not accept this request and commented that:

*" There is clearly some historical interest to the building. As the venue for the first live television broadcast of a complete play in 1946 it is certainly of note. However, this has to be seen in the context of the development of television and cannot be regarded as having the same special interest as the first BBC television broadcast from Alexandra Palace in 1936. Similarly, although the Intimate Theatre can boast an impressive list of actors who have appeared on its stage (including a number of notable debuts including Sir Richard*

*Attenborough and a mime performance by David Bowie), such is true of the vast majority of theatres and the Selection Guide specifically recognises that this constitutes lesser interest. As one of the last commercial repertory theatres in London the Intimate Theatre has clear local interest but is of limited significance in the history of theatre since repertory companies still exist today, albeit of much less importance that they were in their heyday between the 1930s and 1950s.*

*Overall, this is an interesting building with a varied history and has a great deal of local affection. However, although it survives well, architecturally it lacks the degree of special interest that would be expected from a cultural or entertainment building of this relatively late date. Externally it is competent but lacks a cohesive character, and internally, despite the survival of a number of interesting features, it is not innovative in terms of theatre development and lacks a clearly defined sense of space resulting from its multi-purpose origins. Historically, the building has a number of claims to interest but these are either local in nature or not of such interest that they override the lack of architectural special interest.*

*After examining all the available records and other relevant information and having carefully considered the architectural and historic interest of this case, the criteria for listing are not fulfilled. St Monica's Church Hall is, however, of clear local interest as a long standing theatrical venue with close ties to the local community and a proud theatrical history as well as for its community history as the hall for the local Catholic church.*

*They conclude that St Monica's Church, Hall, also previously known as the Intimate Theatre, 521 Green Lanes, Palmers Green, built as a church hall in 1930-31 to designs by Charles E Hanscomb, is not recommended for listing for the following principal reasons:*

*Degree of architectural interest:*

- \* a competent but undistinguished inter-war building by a local architect. Externally it lacks architectural cohesion and quality of detailing. Internally, although surviving well and with some interesting features, it is not noteworthy as a performance space;*
- \* it has no claims to innovation in terms of planning or theatrical development.*

*Degree of historical interest:*

- \* although it has an interesting history, this is not considered to provide special interest in a national context or to compensate for the overall lack of architectural interest.*

- 11.14 Whilst the objectives of Core Policy 31 and DMD Policy 44 are acknowledged, weight is given to the fact that no national significance was identified and thus, the effect of the loss at a local level must be considered. The main heritage policy considerations for this Site are the effect of the proposals on the locally listed St. Monica's Hall. Local listing provides no additional planning controls and the site could be cleared under permitted development rights, but it is a material consideration when determining the outcome of a planning application. With regard to the loss of the locally listed building, which is a material consideration, paragraph 197 of the NPPF calls for the consideration of the application as a whole. In this case it includes not



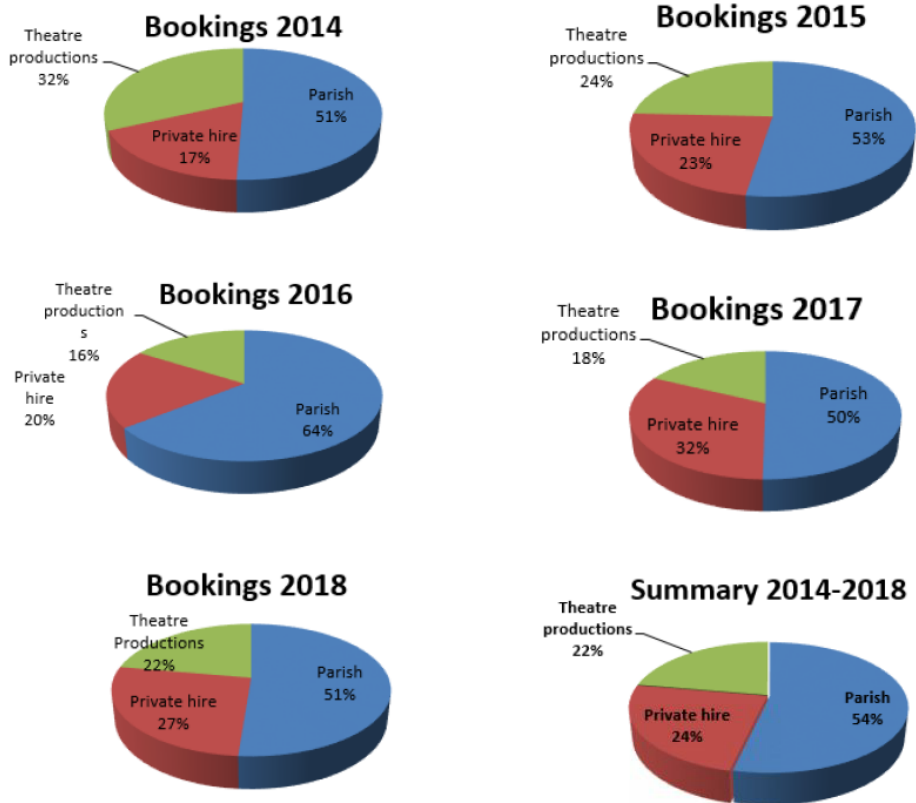
merely the proposed demolition of the existing building but also the construction of the Proposed Development. Locally listed buildings do not attract the great weight attributed to impacts on designated heritage assets (e.g. listed buildings).

- 11.15 A further consideration is the fact that building is on the Theatres Trust "Theatres at risk register. The Theatres Trust is a statutory consultee and a national advisory public body for theatres and were established through the Theatres Trust Act 1976 'to promote the better protection of theatres' and provide statutory planning advice on theatre buildings and theatre use in England through The Town and Country Planning (Development Management Procedure) (England) Order 2015, requiring the Trust to be consulted by local authorities on planning applications which include 'development involving any land on which there is a theatre
- 11.16 The Theatres Trust appreciates that although not directly a church use the site's theatre function is valued by local people as demonstrated by its designation as an Asset of Community Value and is a means of bringing the community, backed up by the 4,500 signature petition and 50 individual responses objecting to its loss, and additional revenue into the building. The Trust therefore advises that the current development proposals should represent an opportunity to make better use of the existing facility accepts that if demolition is accepted, adequate re-provision should be secured.
- 11.15 In assessing the significance of a heritage asset, consideration must be based around an understanding of an asset's evidential, historical, aesthetic or communal value. A substantial majority of buildings have little or no heritage significance, however, and thus do not constitute heritage assets. Only a minority have enough heritage interest for their significance to be a material consideration in the planning process. 1.16 Buildings, features and structures which do warrant consideration as non-designated heritage assets are a material consideration in the planning process. Para 197 of the NPPF states: "The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset".
- 11.16` In light of the comments of Historic England, and the advice in Para 197 of the NPPF it is noted the applicant has also submitted information in respect of the current use of the building, its ability to meet modern standards especially around accessibility and whether other alternative options could enable the building to be retained.
- 11.17 As already identified, the primary purpose of the development is to provide a more modern and accessible community facility. The existing hall is identified as having a number of existing limitations including:

- The “small hall” is accessed from a precarious uncovered external staircase, perilous in winter and potentially a health hazard
- There is no wheelchair access to the small hall nor to the first floor at all
- The gallery alternative means of escape is via an external staircase
- The dressing room areas are accessed and linked via add on plastic walled corridors and have means of escape in event of fire through windows
- The toilets are insufficient for the number of people who potentially use the facilities
- The kitchen does not serve the main hall
- There are no meeting rooms nor teaching rooms – only the main hall and the small hall at first floor level – the main hall is too large for small group meetings / teaching
- The building is dominated by a stage redundant for most of the year and used less and less by amateur dramatics
- Wheelchairs have no level alternative means of escape
- The solid walls and the roofs lose heat and insulation values are below standard and causing great loss of energy
- The emergency lights are gas fired and a fire and H&S risk requiring management attendance when occupied

11.18 In light of these factors although the hall has seen a variety of parish and community uses, as well as small theatre production, varying from Youth Clubs, quizzes, talent shows etc. as well as for parish functions and funeral receptions, the Applicant advises that despite a wide parish and community involvement, use of the halls are declining, and this is not sustainable for the future of the parish and community. It is contended that this is due to the condition of the facility, the facilities are not being flexible enough for current demand, and that better facilities are available elsewhere.

11.19 In support of this, the Applicant has provided information relating to the use. For the period from the year 2014 to 2018 when records have been kept, Parish use has remained constant at 51% of the time, private hire has fluctuated between 17%, 20%, 23%, 27% and 32% of the time, and the use by theatre groups has reduced from 32% of the annual use, to 16%, 18% and 22% of the time. Once booked, hall users do not return, citing the poor facilities, especially the toilets. The image below visualises the above information.



Existing usage – pie chart taken from parish records of hall use for years 2014 to 2018

these show that the Parish are the main users of the hall, with community use second and theatre use the minority use.

St. Monica’s Hall, Palmers Green

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11.20 Whilst this shows the building was used for theatre productions over a continued period of time, theatre productions continuously achieved the least bookings whilst Parish bookings maintained more than 50% of the use, across the same time period, reflecting the Parish’s constant need for a community facility.

11.21 The Applicant has also sought to demonstrate through the Design and Access Statement a number of alternative design options including options associated with the retention and refurbishment of the existing building. None of these options deliver the standard of facility or quality of spaces that deliver the best outcome in terms of delivering a future sustainable community use

Loss of Community Facility

11.22 The NPPF (para. 92) notes that planning decisions should not result in the unnecessary loss of valued facilities and services that provide social, recreational and cultural facilities and services. Published London Plan Policy 3.16 and Intend to Publish London Plan Policies SD6 and S1 resist the loss of social infrastructure, without re-provision, and require suitable additional infrastructure to support growth.

- 11.23 Core Policy 9 supports community cohesion by, amongst other things, securing social facilities in locations that best serve the community. Core Policy 11 seeks to protect existing leisure/cultural facilities unless it can be demonstrated that they are no longer required or will be provided elsewhere. DMD Policy 17 resists the loss of existing community facilities unless a suitable replacement is provided, or evidence can demonstrate a lack of need.
- 11.24 The proposed scheme would result in a 240sqm hall capable of accommodating a seated audience of 220 people opposed to 413 available seats in the current setup. However, the applicant maintains that this isn't an efficient use of its space.
- 11.25 There are other known theatres in the borough that the applicant advises could take up the shortfall should the development go ahead these specifically include Millfield Theatre, in Edmonton, The Dugdale in Enfield Town and the Chickenshed Theatre in Cockfosters. It is considered the availability of these facilities means that the loss of the theatre space would not be to the detriment of users wishing to use theatre space.
- 11.26 In this regard, the Dugdale Theatre is in use for stage performances for 147 days a year (40%) with an audience capacity between 95 and 139. The Millfield theatre is in use for stage performances for 160 days a year (44%) with an audience capacity of 362. In addition, the Chickenshed Theatre (which is privately run in Southgate) has an audience capacity of 300 in their main auditorium.
- 11.27 The Intimate Theatre has an Audience Capacity of up to 406 but for most productions this is reduced to 350 as the stage is extended. It is currently really only used for an annual pantomime. Performances by the St Monica's Players are already being staged at the Millfield Theatre, which indicates that the Millfield Theatre has already absorbed demand from the Intimate Theatre. This indicates that there is sufficient capacity in our existing theatres to cover demand for shows of the size and type that would be staged at the Intimate Theatre.
- 11.28 Reference has been made to the designation of the premises as an Asset of Community value. However, this was made on the basis of its use as a community centre not because it had been used as a Theatre in the past.

### Conclusion

- 11.29 Monica's Hall is not an overly elaborate or high quality example of its type. The intrinsic design value of the building is limited as it is considered to be a modest and functional building that broadly reflects that of the neighbouring presbytery, but is less refined. The overall composition of the building is poor with a lack of detailing and awkward juxtaposition of flat roofed wings with the pitched roof and gable ends of the main hall. The north elevation of the building, with blank frontages to Stonard Road and garage and refuse storage, is considered to detract from the appearance of the existing streetscape.

- 11.30 The building includes some notable internal fixtures and fittings such as a proscenium arch, gallery seating and gas lights installed when the building was in use as a theatre. These have survived since the building reverted back to its main original use as a parish community centre and are rudimentary features of some architectural value that reflect the historic use of the building as a theatre but these are not considered to .
- 11.31 Nonetheless the loss of the existing locally listed building would result in some harm. That harm is considered to relate to the loss of notable internal features of the building that reflect the historic use of the building as a theatre, the communal value associated with the historic theatre use and the original and existing use of the building as a parish community centre.
- 11.32 St. Monica's Hall was constructed for, and has always been in the ownership of, the church and the use of the building as a parish community centre is a key and ongoing facet of its local interest and communal value. Draft Policy HE3 (Locally listed and undesignated heritage assets and cultural practices) highlights that where the significance of a local heritage asset is linked to its use or original purpose, development proposals should take this into consideration. The Proposed Development would re-provide the original and existing use of St. Monica's Hall in a modern new parish community centre with better accessibility for parishioners, sufficient space for religious instruction and flexible modern floorspace that can be used by other community groups. In addition, the proposals would provide new homes in the borough and optimise the development potential of this accessible brownfield site
- 11.33 On balance, and considering the proposal as a whole in accordance with national planning advice, it is considered the loss of the existing building would be offset by the public benefits associated with the provision of a modern community facility available to the local community.

#### Design Considerations

- 11.34 In terms of design, the draft London Plan builds on the importance of good design across all areas of development. Core Strategy Policy 30 requires all developments to be high quality and design led, having special regard to their context, whilst Core Strategy Policy 9 requires proposals to promote a attractive, safe, accessible, inclusive and sustainable neighbourhoods as well as connecting and supporting communities and reinforcing local distinctiveness.
- 11.35 Policy DMD37 seeks to achieve high quality design and requires development to be suitably designed for its intended function that is appropriate to its context and surroundings.
- 11.36 A part of the early process to resolve the lack of space issues at St. Monica's Hall, several alternative options were investigated. They were considered as part of a SWOT analysis to clarify the way ahead for the Parish, resulting in three options. Following careful consideration, a hybrid of options resulted in the current proposal. The design was scaled back to provide a single hall which can be easily divided and a few alternative meeting rooms at ground and first floors.

- 11.37 In order to make it financially viable, the decision was made to include residential accommodation to the development which would provide a source of rental income for the Parish. Whilst this would jar with previous advice that the flats would be let for a peppercorn rent for retired Priests or key workers, as the total number of flats is less than that required by Core Policy 3 Affordable Housing, i.e. less than 10 units, it would be difficult to secure these units as 'affordable' as part of a Section 106 Agreement. The sentiment is respected though.
- 11.38 Assuming the principle of development is supported, the replacement building is of a contemporary nature, with a flat roof, curved walls and flat facades. Light brickwork in place of the traditional red brick building, stone mullioned windows, with stone corner details and horizontal banding under a part flat, part pitched roof is chosen to harmonise with the horizontal bands of church stone rather than copy the red brickwork of the presbytery. The applicant identifies this as a 21st Century building rather than a pastiche of what went before.
- 11.39 The scheme proposes a Hall building facing Green Lanes and a flatted development facing Stonard Road. The hall building follows the siting of the existing St. Monica's Hall with a setback to allow for car parking. The current stepped access is replaced by level access allowing free flow to the building by all members of the community.
- 11.40 Adjacent buildings in Stonard Road are two storey, purpose built, Edwardian maisonettes in the form of a long terrace. The scale of the proposed building is considerably reduced when compared with the existing Hall, in keeping with the context of Stonard Road; the building sits on the same line as the adjacent terrace, whilst slightly deeper into the site than the Church allowing the eye to follow the straight line of the Stonard Road without any jarring elements. Articulation is added to the flat fronted building through the introduction of a projecting two-storey entrance portal creating a double-height atrium. Opposing brick detail rises up to the lintel of the ground floor window, and across the entrance portal. Contrasting dark bricks form a feathered frame around the upper floor windows creating interest. The introduction of a dwarf wall with piers and railings sits on the boundary between the public highway and the amenity space/soft landscaping for use by occupants of the flats, provides separation and an element of privacy.
- 11.41 From the Stonard Road elevation, the building wraps around the contours of the site retaining a physical separation from the Church to the east and the boundary wall of the maisonettes at 15/17 Stonard Road to the west, culminating in a two-storey element. This culminates to either side, stepping down from the three storey flatted element to the two storey hall.
- 11.42 The majority of the proposed building footprint is taken up by the parish centre with its main entrance located to the south of the car park. The two-storey, flat roofed building follows the same design principle as the flatted element, however at two storeys high, this part of the building is submissive, sitting below the eaves height of the existing building and below the ridge of the Church. The unimposing entrance incorporates floor to ceiling glazed doors and windows enclosed by a further projecting portal and incorporates the same horizontal brick detail rising from the ground floor as seen in the flatted development. A stained-glass panel adds interest and guides the

visitor towards the entrance, but improvements could be made to present a clear and visionary entry point.

- 11.43 A contemporary approach to the elevation is welcomed, rather than relying on a 'safer' pastiche, and whilst this is acceptable, improvements to the proposed scheme would make it capable of delivering a high-quality building in line with DMD37 for the scheme as a whole.
- 11.44 In terms of the scheme as a whole, a more meaningful differentiation in terms of elevation would present the building as two separate entities, however, this is not the approach the architect has taken. Architecture is subjective – the NPPF recognises that personal preferences shouldn't influence design, and an open and innovative approach is welcomed - what's one person's enjoyment can often be another person's displeasure.

#### Relationship to Neighbouring Property

- 11.45 The application site is nestled within an existing residential enclave where further residential accommodation is acceptable in principle. This proposal would provide six self-contained units within the newly formed three storey building.
- 11.46 London Plan Policy 7.6 states that buildings should not cause unacceptable harm to residential amenity, including in terms of privacy and overshadowing. 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. The Intend to Publish London Plan outlines in Policies D1 and D3 of the importance of ensuring buildings are well designed to ensure against prejudicing neighbouring amenity.
- 11.47 Whilst there would be additional noise and general movement generated by additional occupants, be it retired Priests or not, normal day to day activities associated with an additional six households living at the premises or utilising the open space to the front of the residential block is unlikely to result in unacceptable additional levels of noise and disturbance.
- 11.48 It is anticipated that there could be concern over increased overlooking from the west facing kitchen windows of the flats and the first floor facing windows to the main hall. The kitchen windows provide secondary light to the open plan kitchen/lounge and could be conditioned to be finished in obscure glass, allowing light into the space whilst protecting neighbours amenity. This could be secured by a suitable condition. The clerestory window to the main hall is located at second floor level thereby preventing overlooking. The enclosure to the flat roof is to ensure safe access for maintenance purposes and is not a terrace. Again, this could be conditioned to prevent access from residents and visitors, consequently neighbour's amenity would be preserved with regard to privacy and would comply with Council Policy DMD 8 and DMD 10.

#### Accessibility

- 11.49 The national technical standards are material in the assessment of the subject application. Building Regulations optional standard M4(2) is the equivalent of the former Lifetime Homes Standard and given the status of the Local Plan and in particular Policy 7.2 of the London Plan, Policies DMD5 and DMD8 of the DMD and Policy CP4 of the Core Strategy the LPA would hold

that this optional standard is applicable to all residential development within the Borough.

- 11.50 The London Plan and Enfield Local Plan require all future development to meet the highest standards of accessibility and inclusion. The scheme has been designed with level front door access, level access to the patio to the rear, sufficient space for wheelchair users including a ground floor shower room and disabled parking space.
- 11.51 A condition would be attached to any permission to ensure the scheme complies with the optional national technical standard M4(2).

#### Quality of Accommodation

- 11.52 Policy 3.5 of the London Plan, as detailed in Table 3.3 refers to the Technical Housing Standards-nationally described space standards (2015) which stipulates the minimum space standards for new development. The proposed dwellings will be expected to meet and where possible exceed these minimum standards and those contained within the Interim London Housing Guide. The proposals will also be expected to meet the design criteria in the London Housing SPG.
- 11.53 The proposed residential units would meet the minimum space standards and are of regular size, providing good quality habital space and layout. The amenity space for the apartments is located within the landscaped garden adjacent to the entranceway and is also considered to be acceptable given the nature of the intended use

#### Transportation Impacts

- 11.54 The NPPF recognises that sustainable transport has an important role to play in facilitating sustainable development but also contributing to wider health objectives. In particular it offers encouragement to developments which support reductions in greenhouse gas emissions and those which reduce congestion.
- 11.55 The NPPF also outlines that developments which generate significant vehicle movements should be located where the need to travel will be minimised and the use of sustainable transport options can be maximised. It is also expected that new development will not give rise to the creation conflicts between vehicular traffic and pedestrians.
- 11.56 London Plan Policy 6.3 and Policies T1 - T6 of the Intend to Publish London Plan seek to should ensure that impacts on transport capacity and the transport network, at both a corridor and local level, are fully assessed. Development should not adversely affect safety on the transport network. This is also echoed by DMD 45 which indicates proposals will not be supported where they would have an unacceptable adverse impact on the capacity or environment of the highway network. The London plan and Intend to Publish Draft London plan seeks to ensure a balance is struck to prevent excessive car parking provision that can undermine cycling, walking and public transport use and through the use of well considered travel plans aim to reduce reliance on private means of transport



- 11.57 Policies DMD 8, 45, 46 and 47 are concerned with all relevant aspects of transportation for this proposed redevelopment.

#### *Car Parking*

- 11.58 In accordance with the London Plan standards the maximum car parking to be provide on site should equate to 1 space per flat and 1 space per 300sqm of church hall floor space. The proposed development would provide 12 car parking spaces which equates to 1 space per flat and 1 space per 300sqm of church hall floor space. Although this is slightly higher than the London Plan standards, on balance it is considered acceptable, given the site is located in PTAL 2, which represents a low PTAL and Green Lanes has parking restrictions. A S106 legal agreement will be secured to exclude residents from obtaining parking permits given the low PTAL. Furthermore, appropriate conditions will be secured to encourage the use of more sustainable transport measures in the form of cycling.

#### *Cycle Parking*

- 11.59 Cycle parking is shown on the plans to be sited across the site. However, a condition will be secured to ensure that cycle parking is provided in accordance with London Plan standards. Separate long stay, fully enclosed and secure cycle parking would be required for both the residential units and the staff at the parish hall. There must be a minimum of 2 spaces per 2-bed flat in a secure and fully enclosed cycle parking shed / locker close to the residential entrance, and for the staff parking, there should be a minimum of 1 space per 8 members of staff in another locker or shed, close to the entrance to the church hall. Short stay cycle parking for the parish hall can be provided as Sheffield stands, and this must be provided at a minimum ratio of 1 space per 100sqm gross floor area.

#### *Access*

- 11.60 Policy DMD47 states that new development will only be permitted if the access and road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic.
- 11.61 Vehicular access to the site from both Green Lanes and Stonard Road will be obtained through existing accesses. Although the plans currently show gated access to the Green Lanes car park, it is considered appropriate for revised details of this arrangement to come forward through a condition to ensure that there is no impact on the free flow of traffic or the safety of highway users. Further details of the parking layout and pedestrian access to the site will also be required to ensure there is clear and safe access for both pedestrians, cyclists and vehicles.

#### *Servicing*

- 11.62 Development proposals should facilitate safe, clean, and efficient deliveries and servicing. Full details have not been provided on the proposed siting of the refuse facilities for the new residential units and community hall and therefore conditions would be required to ensure these are accessible and there is sufficient space.

### Sustainable Development

- 11.63 All new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. All development will be required to include measures capable of mitigating and adapting to climate change to meet future needs having while regard to technical feasibility and economic viability.
- 11.64 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement in accordance with Policies DMD49 and 51 is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.
- 11.65 It is noted that PV panels are shown on part of the flat roof of the new building. Water saving measures will be incorporated within the building. Large areas of glazing and rooflights have been incorporated into the building to provide greater levels of natural light.
- 11.66 Several conditions relating to climate change and sustainable design and construction have been suggested to address relevant policies within section 8 – Tackling Climate Change of the DMD.

### Biodiversity

- 11.67 Developments resulting in the creation of 100m<sup>2</sup> of floorspace or one net dwelling or more should provide on-site ecological enhancements having regard to feasibility and viability.
- 11.68 A Preliminary Ecological Appraisal was undertaken and its findings forming part of the submission. The recommendations from the appraisal are set out below:
- A single emergence survey for bats is recommended for St Monica's Hall. This survey can be undertaken between May-August;
  - Any vegetation clearance or building demolition should be completed outside the bird-nesting season (March to August inclusive) or preceded by a check for nests. If nests are found they should be left undisturbed until the young have fledged;
  - Any lighting for the site should be designed sensitively in relation to bats to avoid light spill onto the adjacent church;
  - Recommendations for some enhancement work are included within the report in chapter 6; and
  - Should potential development not commence within 1 year of this report a resurvey is recommended due to the potential for the bat interest of the site to change.
- 11.69 If approved, conditions/informatives must be attached to ensure additional species surveys are undertaken to ensure there is no harm to protected species and details of ecological enhancements such as bat/bird boxes and appropriate landscaping are planted.

### Trees & Landscaping

- 11.70 Policy DMD81 sets out that developments must provide high quality landscaping that enhances the local environment and should add to the local character, benefit biodiversity, help mitigate the impacts of climate change and reduce water run off. In addition, Policy DMD80 provides guidance on trees in development proposals and states the following:

*All development including subsidiary or enabling works that involve the loss of or harm to trees covered by Tree Preservation Orders, or trees of significant amenity or biodiversity value, will be refused. Where there are exceptional circumstances to support the removal of such trees, adequate replacement must be provided.*

*All development and demolition must comply with established good practice, guidelines and legislation for the retention and protection of trees. Proposals must:*

- a. *Retain and protect trees of amenity and biodiversity value on the site and in adjacent sites that may be affected by the proposals;*
  - b. *Ensure that the future long term health and amenity value of the trees is not harmed;*
  - c. *Provide adequate separation between the built form and the trees including having regard to shading caused by trees and buildings*
- 11.71 The proposed development will require the removal of three individual trees, one group of trees and a hedgerow. One of the individual trees identified for removal was considered to be unsuitable for long-term retention during the Arboricultural Survey of the site. The removal of this tree would be required irrespective of the proposed development due to its poor condition. A further individual tree shown to be removed has been assessed as having a moderate retention value. This tree has more potential to make a longer-term contribution to the landscape character of the site. However, as it of a relatively immature status, it is considered that any losses to visual amenity can be sufficiently compensated for in the short-term through replacement tree planting.
- 11.72 The remaining tree, group and hedgerow being removed are all specimens considered to be of a low retention value in the Arboricultural Survey. It is not considered that the removal of these trees should be considered a constraint to the proposed development of the site as they are not in such a condition that they are likely to make a lasting contribution to the landscape character of the site.
- 11.73 Several conditions would be attached to any grant of planning permission to ensure that the trees to be retained are adequately protected and the local environment is enhanced through appropriate landscaping.

#### Flooding and Drainage

- 11.74 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.

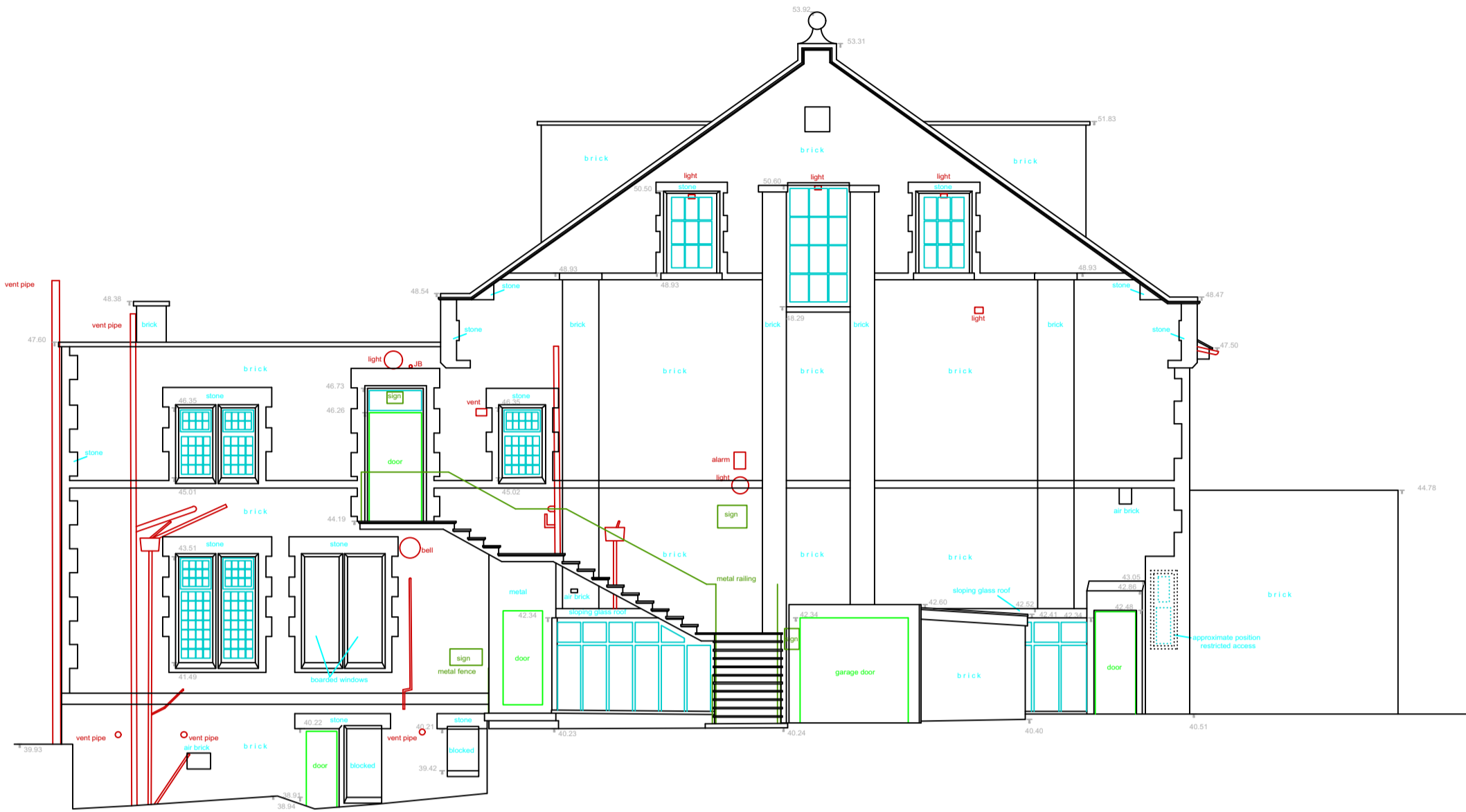
- 11.75 The site is located within flood zone 1 and therefore the site is not at risk of direct flooding from rivers or sea. It is proposed to use permeable paving for the proposed car parking bays.
- 11.76 Further SuDS measures and details will be secured through a condition and a further condition for a requirement of a verification report once SuDS measures have been implemented to ensure that the proposed measures manage surface water as close to its source as possible and follows the drainage hierarchy in line with the London Plan.

## **12** CiL

- 12.1 There will be a net increase in floor space and therefore the scheme will be liable to the Enfield and Mayoral CiL. Members will be updated on the CiL figures in advance of the planning committee.

## **13. Conclusion**

- 13.1 Overall, it is considered that the proposed development as a whole would be beneficial and enable the provision of a well-designed modern community centre that would provide high quality modern flexible floorspace for parishioners and community groups.
- 13.2 The loss of the existing building causes harm but would be mitigated by the re-provision and improvement of existing parish community floorspace and the opportunities to record the existing building and demarcate its historic use as the Intimate Theatre.
- 13.3 In addition, the proposals will deliver new homes in a sustainable location on brownfield site, which is a significant benefit.
- 13.4 With reference to planning balance of the issues, it is considered the proposed development is acceptable



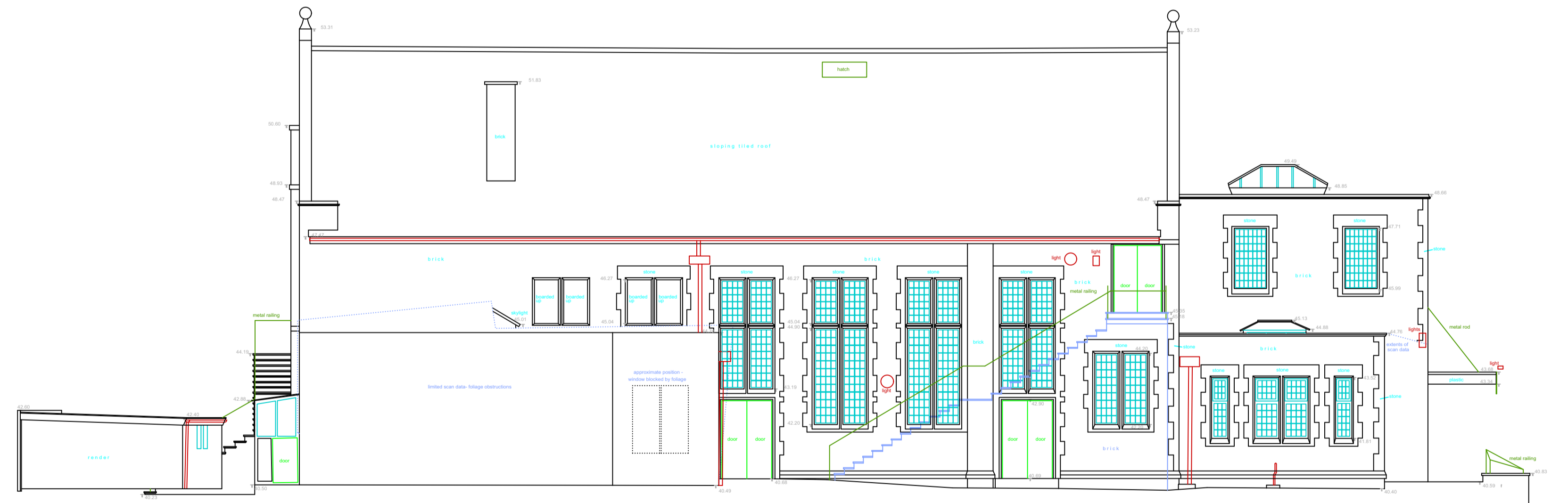
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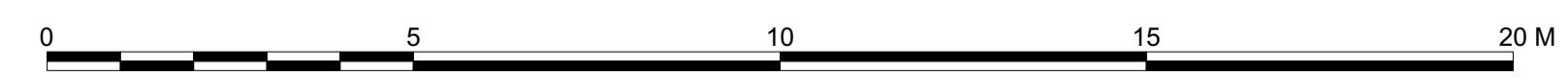
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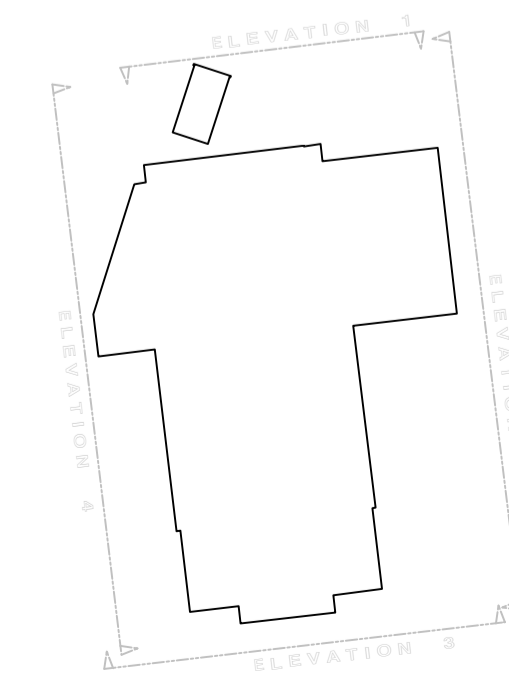
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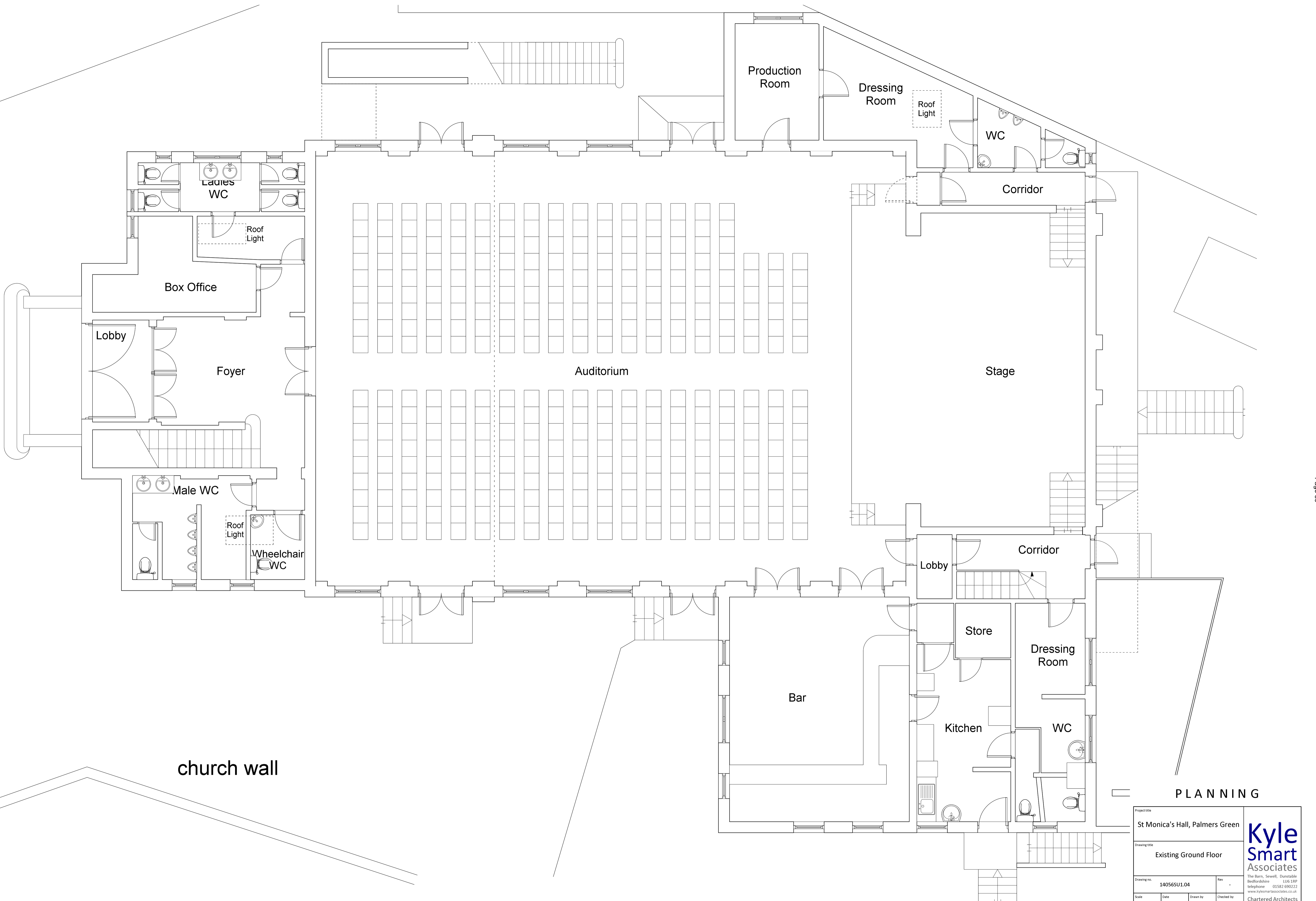


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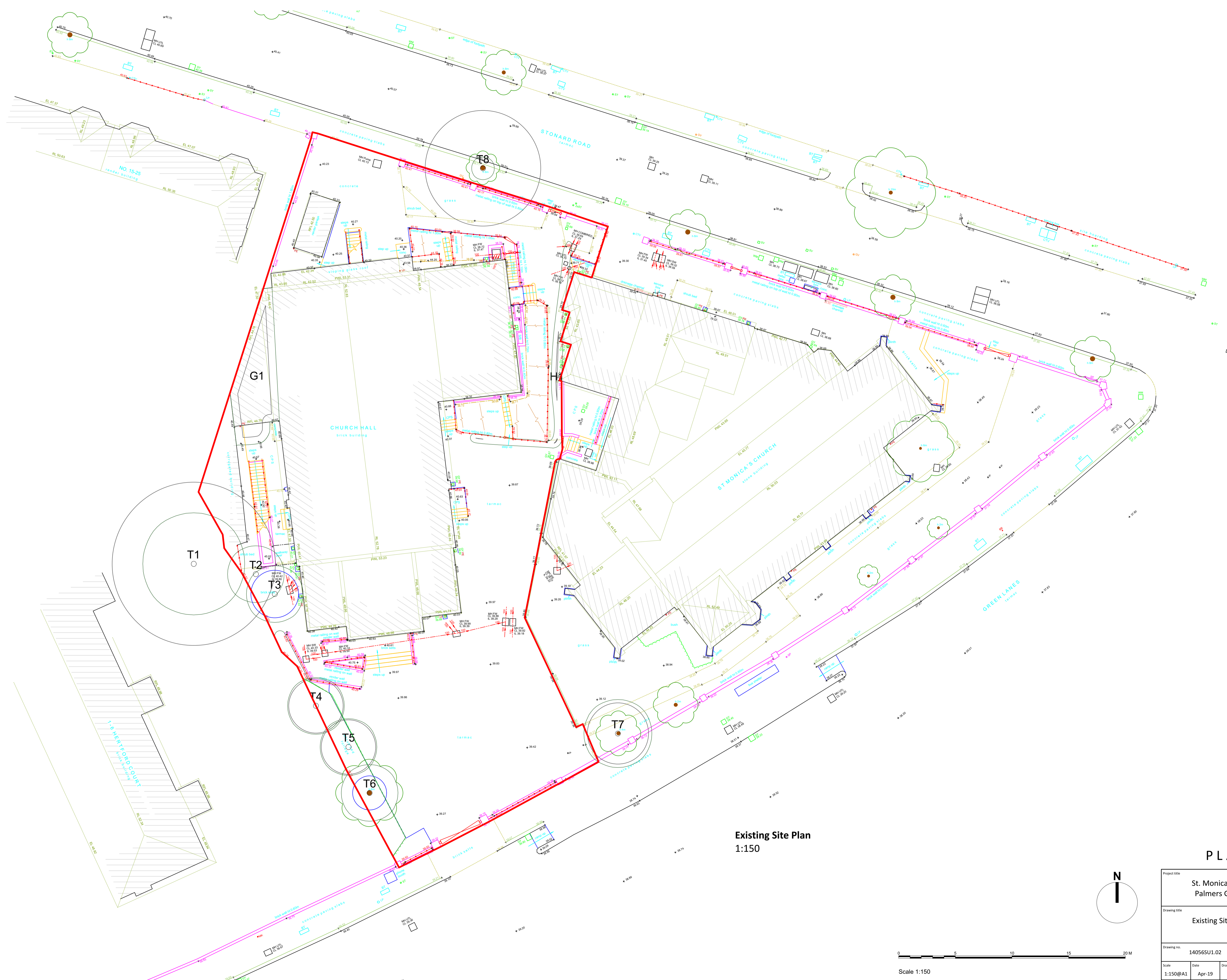
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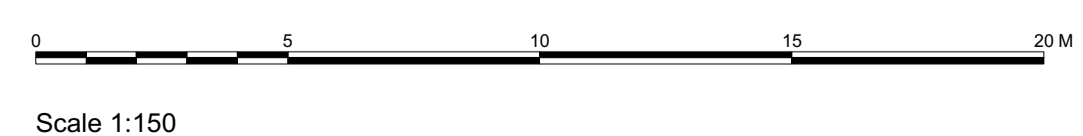
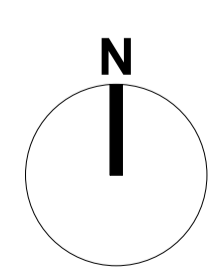
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Project title				 <small>The Barn, Sewell, Dunstable  Bedfordshire LU5 2JP  telephone 01582 690222  www.kylesmartassociates.co.uk  Chartered Architects</small>
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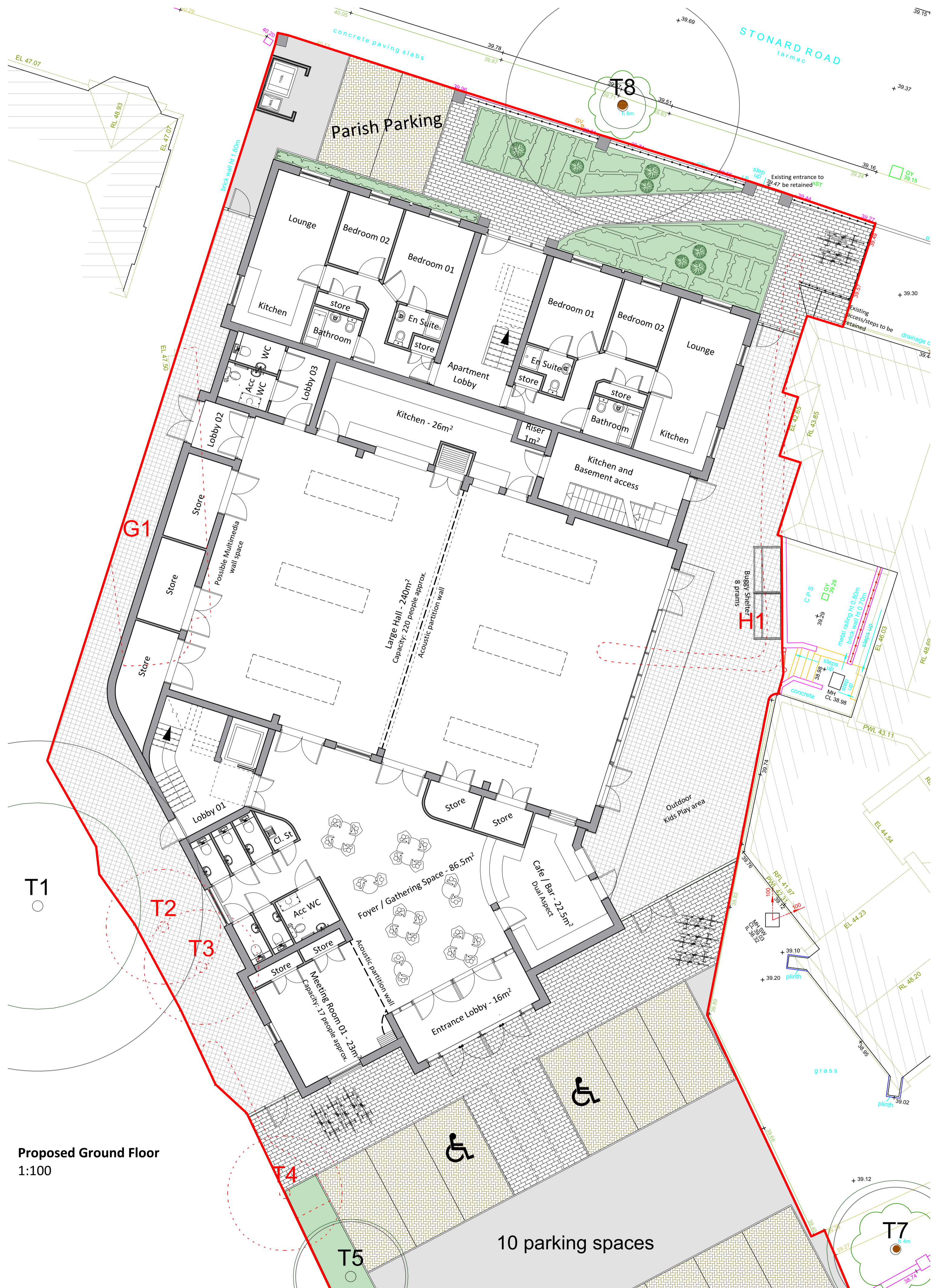
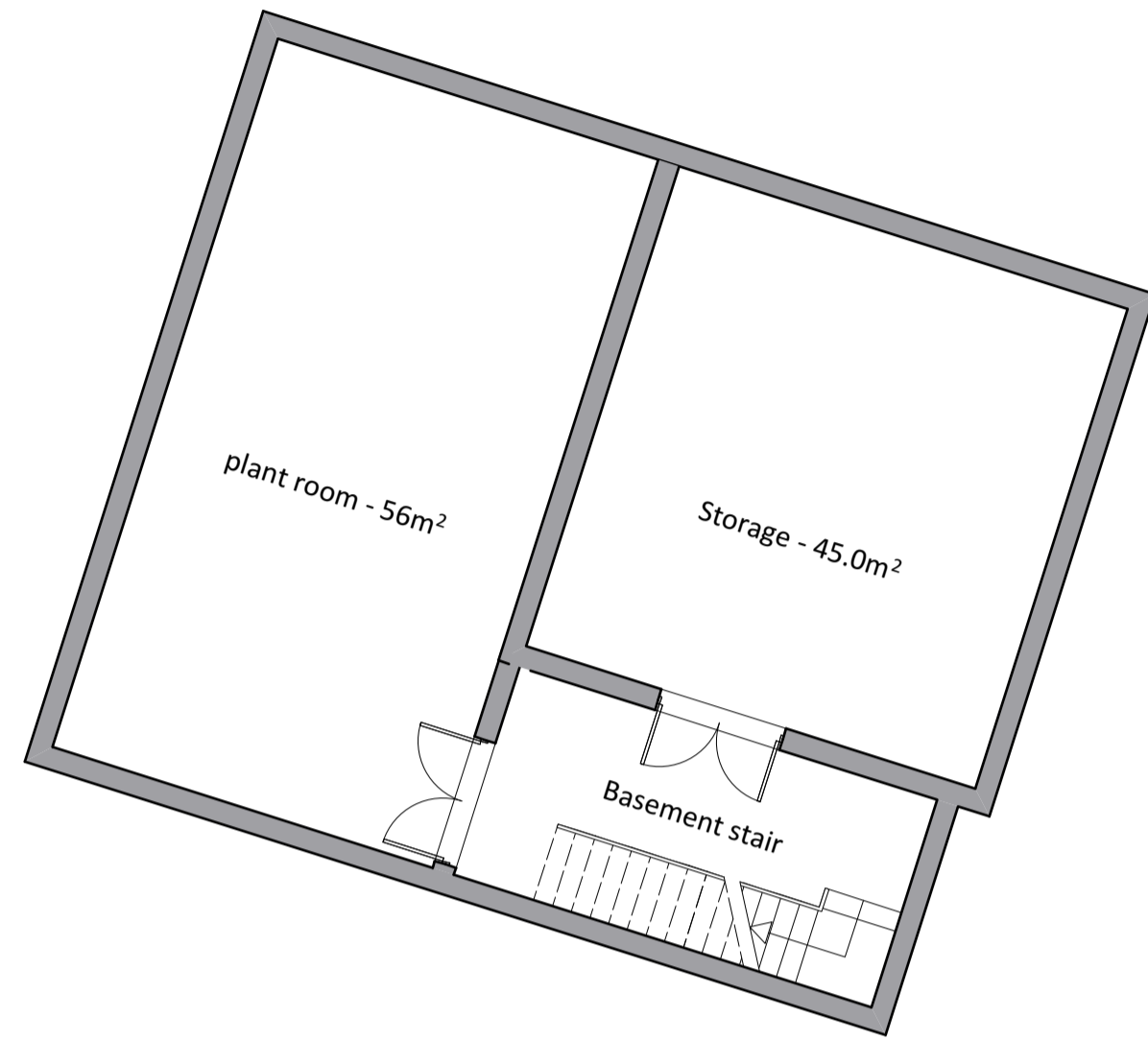


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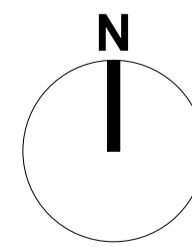
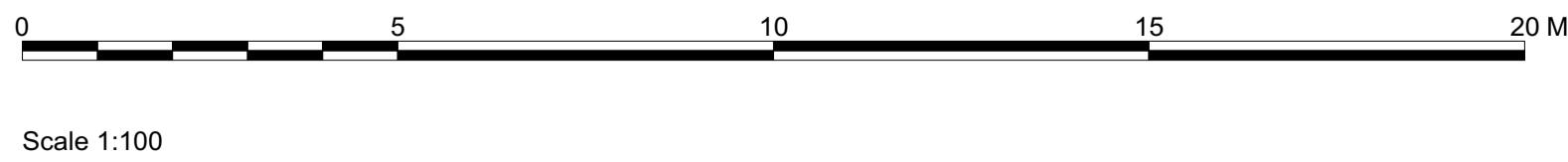
Project title		St. Monica's Hall Palms Green		<p>The Barn, Sewell, Dunstable Bedfordshire LU5 2BP telephone 01582 690222 www.kylesmartassociates.co.uk Chartered Architects</p>
Drawing title		Existing Site Plan		
Drawing no.		14056SU.1.02		
Scale	Date	Drawn by	Checked by	
1:150@A1	Apr-19	SG	CS	



Proposed Basement Level  
1:100



Proposed Ground Floor  
1:100



- B 06/06/2019 Ground Floor correctly labelled
- A 15/05/2019 Landscape amended and basement shown

**PLANNING**

Project title		St. Monica's Hall Palmers Green	
Drawing title		Proposed Plans 1 Basement and Ground Floor	
Drawing no.	14056wd2.11	Rev	B
Scale	1:100@A1	Date	Apr-19
Drawn by	SG	Checked by	CS

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Chartered Architects

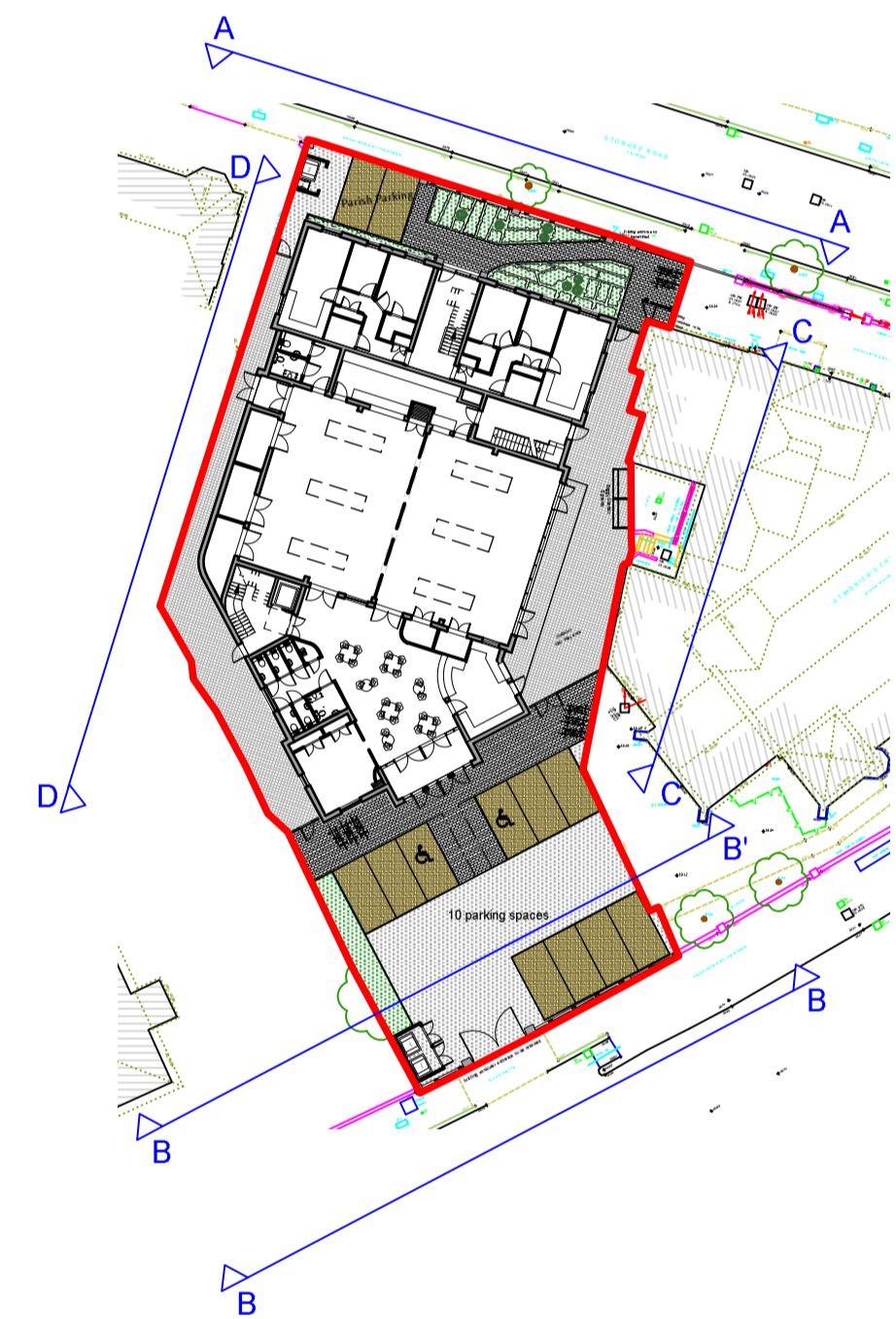




Proposed Elevation AA - Stonard Street View  
1:100



Proposed Elevation AA - Enlarged  
1:50

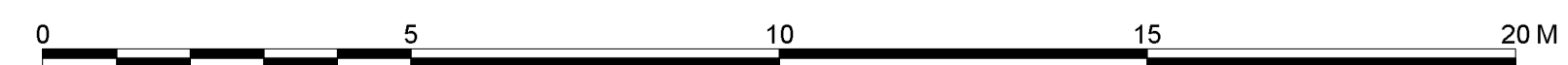


Elevation Legend  
1:500

A 15/05/2019 railings and minor additions of detail

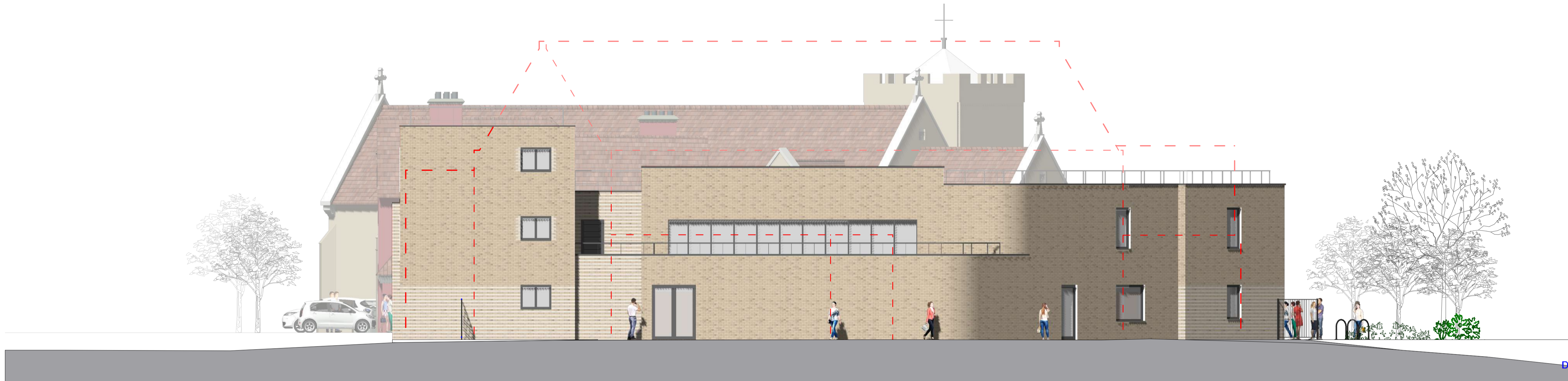
**PLANNING**

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Drawing title		Proposed Elevation AA Stonard Road		
Drawing no.	14056wd2.101	Rev	A	The Barrs, Sewell, Dunstable Bedfordshire LU6 3JP telephone 01582 690222 www.kylesmartassociates.co.uk Chartered Architects
Scale	As Shown	Date	Apr-19	
Drawn by	SG	Checked by	CS	

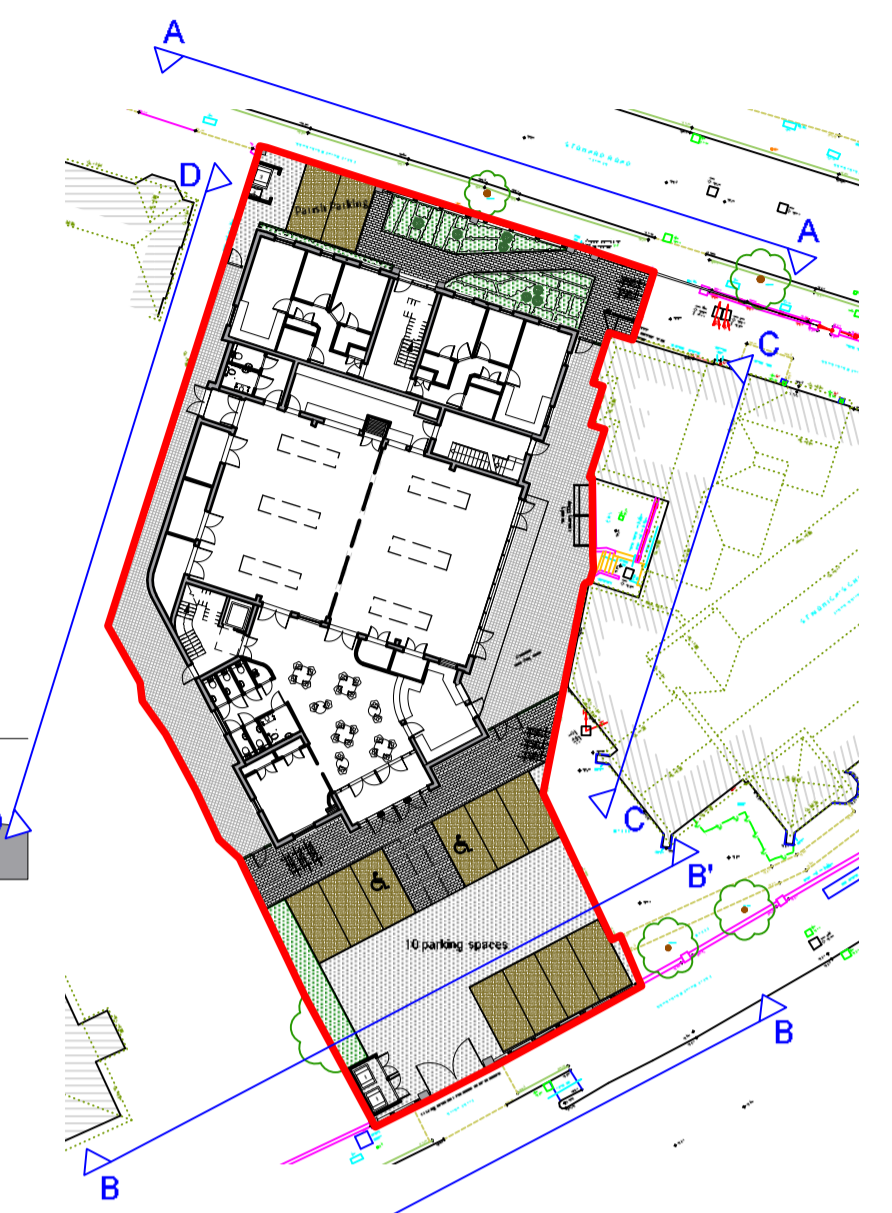


Scale 1:100





Proposed Elevation DD  
1:100




Elevation Legend  
1:500



Proposed Elevation DD  
1:50

A 15/05/2019 minor detail additions

**PLANNING**

Project title		St. Monica's Hall Palmers Green		 The Barn, Sewell, Dunstable Bedfordshire LU6 1JP telephone 01582 690222 www.kylesmartassociates.co.uk Chartered Architects
Drawing title		Proposed Elevations DD		
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Scale	As Shown	Date	Apr-19	Drawn by SG
		Checked by	CS	



Scale 1:100

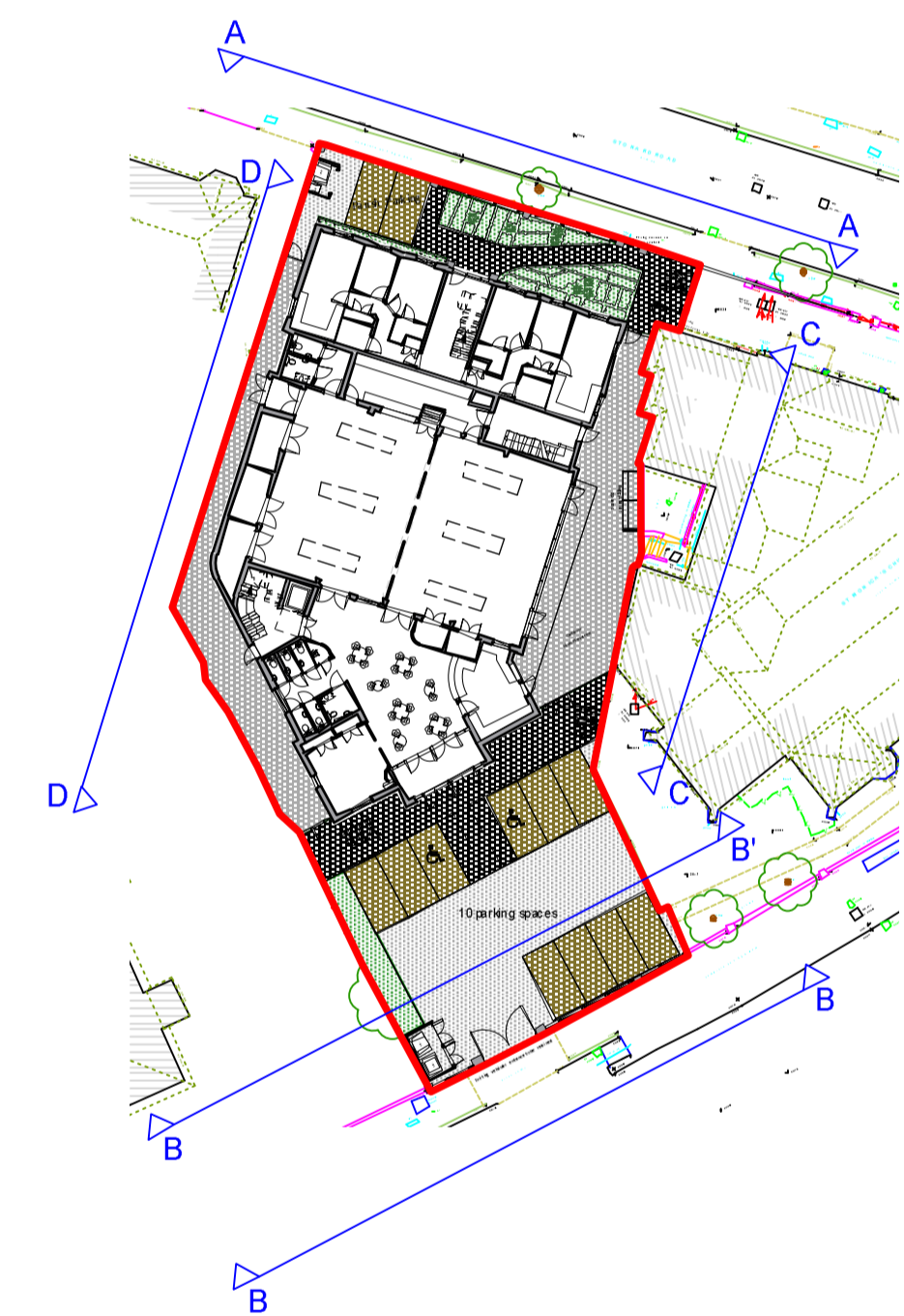




Proposed Elevation BB - Green Lanes View  
1:100



Proposed Elevation BB' - Green Lanes View  
1:50

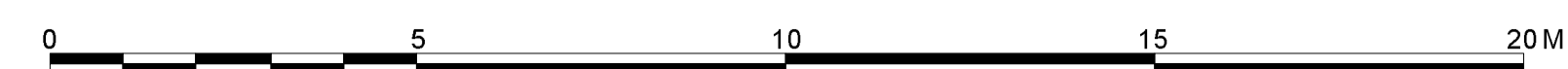


Elevation Legend  
1:500

A 15/05/2019 railings added and minor changes

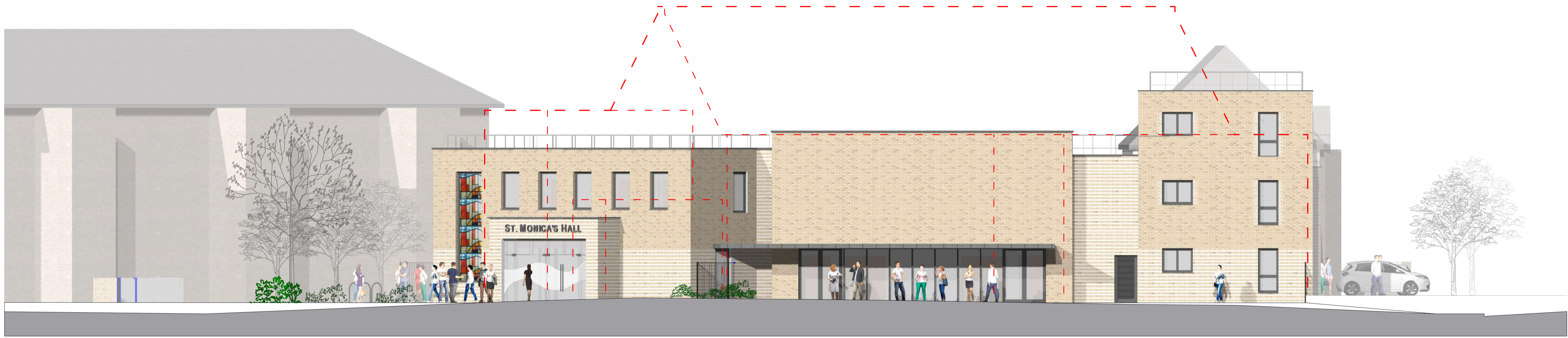
**PLANNING**

Project title		St. Monica's Hall Palmers Green		 The Barn, Sewell, Dunstable Bedfordshire LU5 3AP Telephone 01582 690222 www.kylesmartassociates.co.uk Chartered Architects	
Drawing title		Proposed Elevation BB Green Lanes			
Drawing no.	14056wd2.102	Rev	A		
Date	Apr-19	Drawn by	SG		Checked by

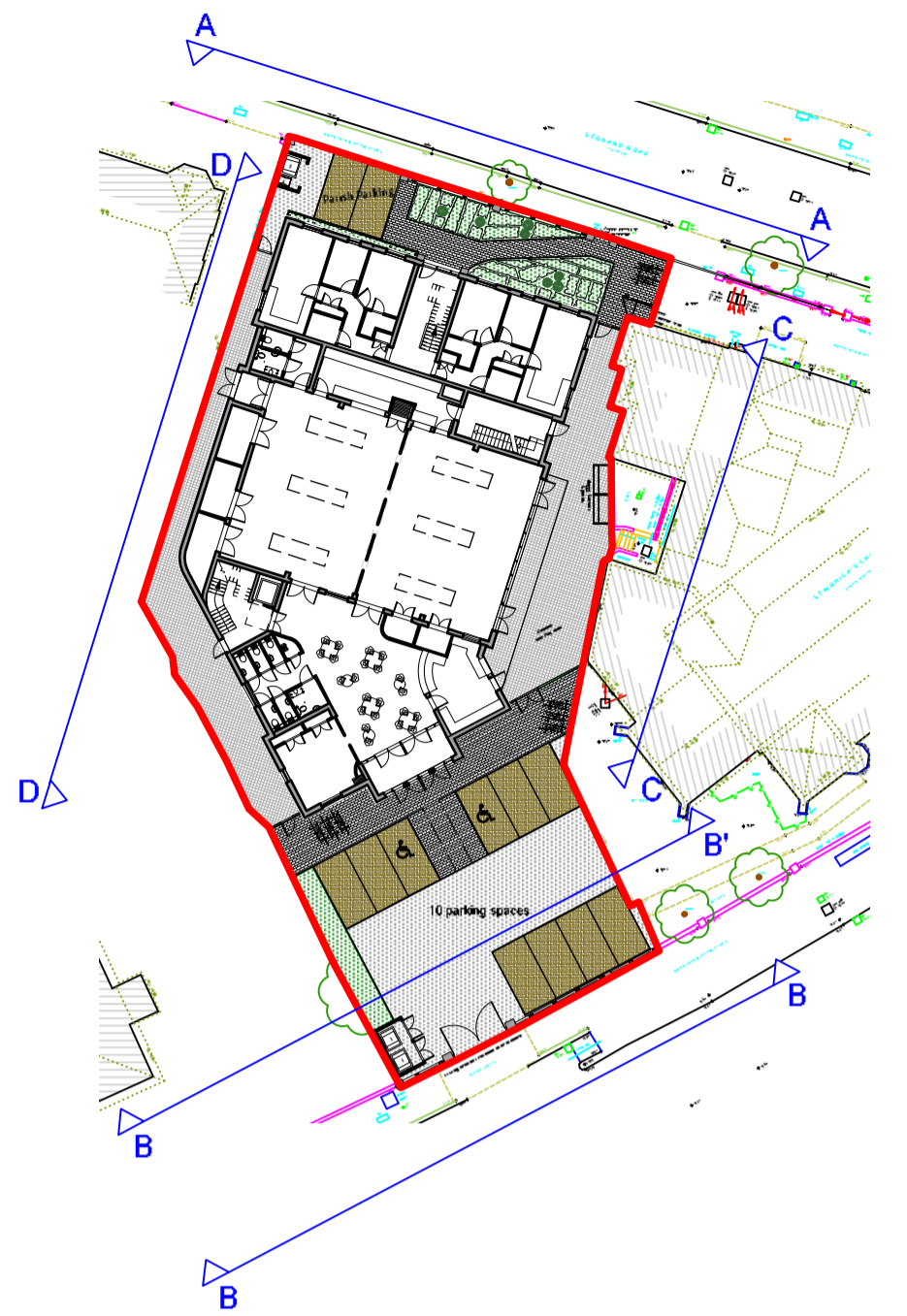


Scale 1:100





Proposed Elevation CC  
1:100



Elevation Legend  
1:500

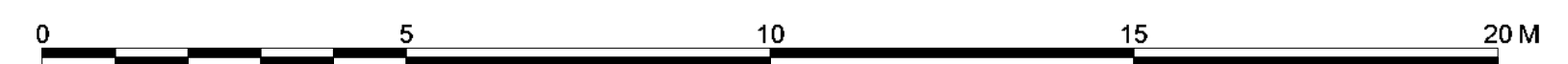


Proposed Elevation CC  
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A 15/05/2019 minor detail additions

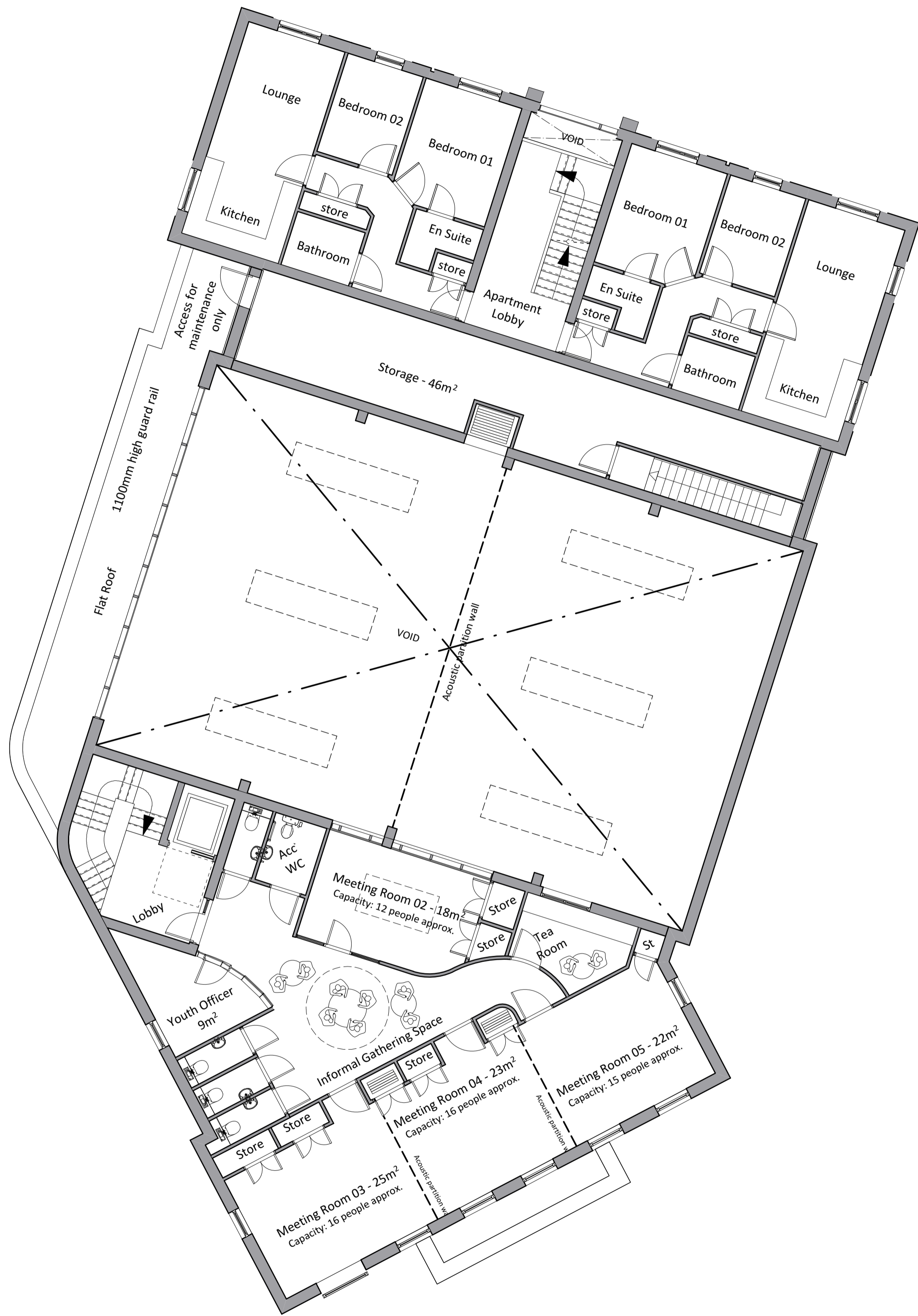
**PLANNING**

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Drawn by	SG	Checked by	CS	

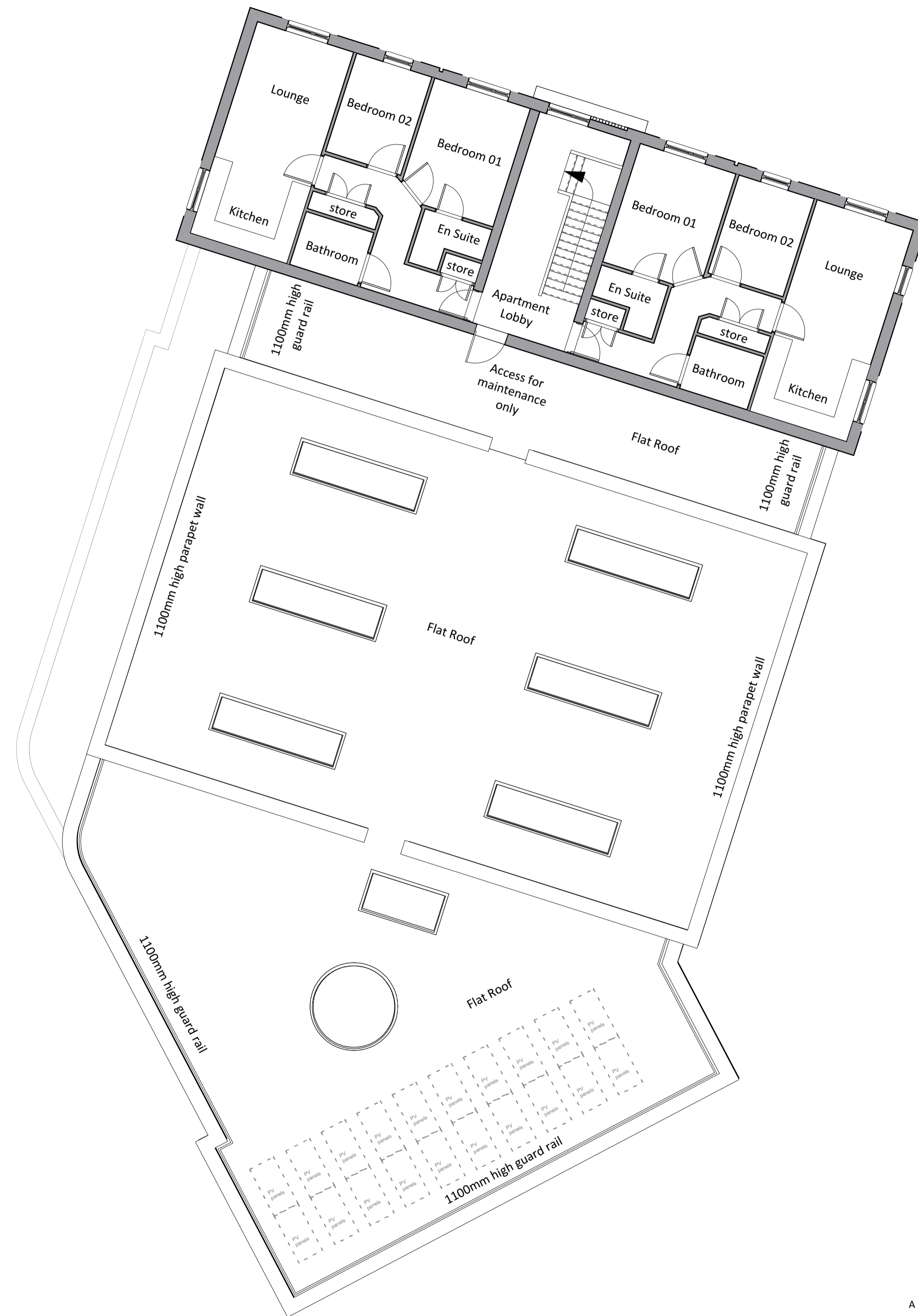


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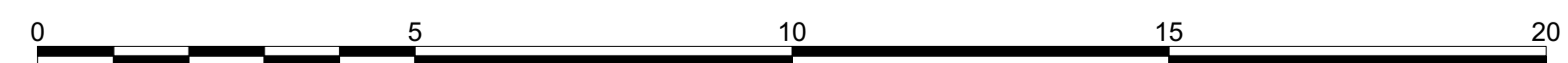




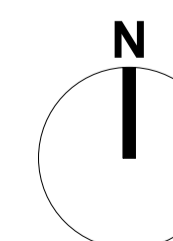
**Proposed First Floor**  
1:100



**Proposed Second Floor**  
1:100



Scale 1:100



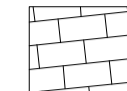
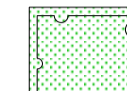

A 15/05/2019 minor internal amendments

**PLANNING**

Project title		St. Monica's Hall Palmers Green		
Drawing title		Proposed Plans 2 First and Second Floor		
Drawing no.	14056wd2.12	Rev	A	The Barn, Sewell, Dunstable Bedfordshire LU5 2BP telephone 01582 690222 www.kylesmartassociates.co.uk Chartered Architects
Scale	1:100@A1	Date	Apr-19	
Drawn by	SG	Checked by	CS	



# Landscape Materials Legend


-  Tarmac
-  Permeable Block Paving - Brindle
-  Marshal Fairstone Sawn Versuro Autumn Bronze Multi 560x275x22mm
-  Marshal Perfecta Paving Slabs Natural 600x600x35mm
-  Proposed low maintenance planting
-  Existing trees retained Category B
-  Existing trees retained Category C
-  Existing trees removed Category U
-  Application site boundary.



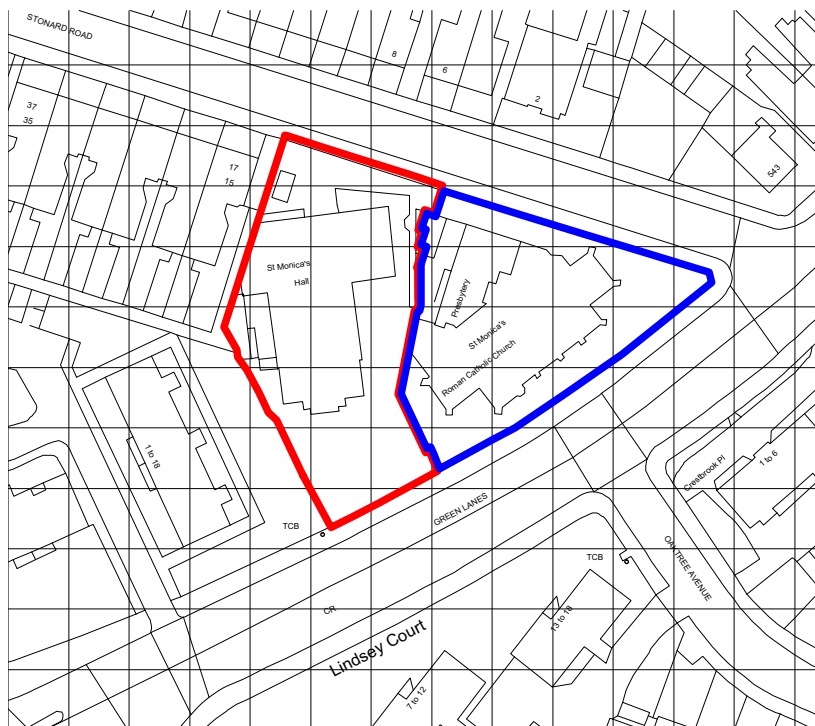
**Proposed Site Plan**  
1:150

A 15/05/2019 Landscaping amended

## PLANNING

Project title		St. Monica's Hall Palmers Green		 Kyle Smart Associates The Barn, Sewell, Dunstable Bedfordshire LU5 2JP telephone 01582 690222 www.kylesmartassociates.co.uk Chartered Architects			
Drawing title		Proposed Site Plan					
Drawing no.	14056wd2.10	Rev	A				
Scale	1:150@A1	Date	Apr-19	Drawn by	SG	Checked by	CS





**Site Location Plan**

1:1250

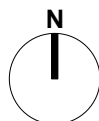


Outline of Proposed Development Site



Land Owned by the Applicant close to or adjoining application site.

**PLANNING**



0 10 20 30 40 50 M  
Scale 1:1250

Project title			
St. Monica's Hall Palmers Green			
Drawing title			
Site Location Plan			
Drawing no.			Rev
14056SU1.01			
Scale	Date	Drawn by	Checked by
1:1250@A4	Apr-19	SG	CS

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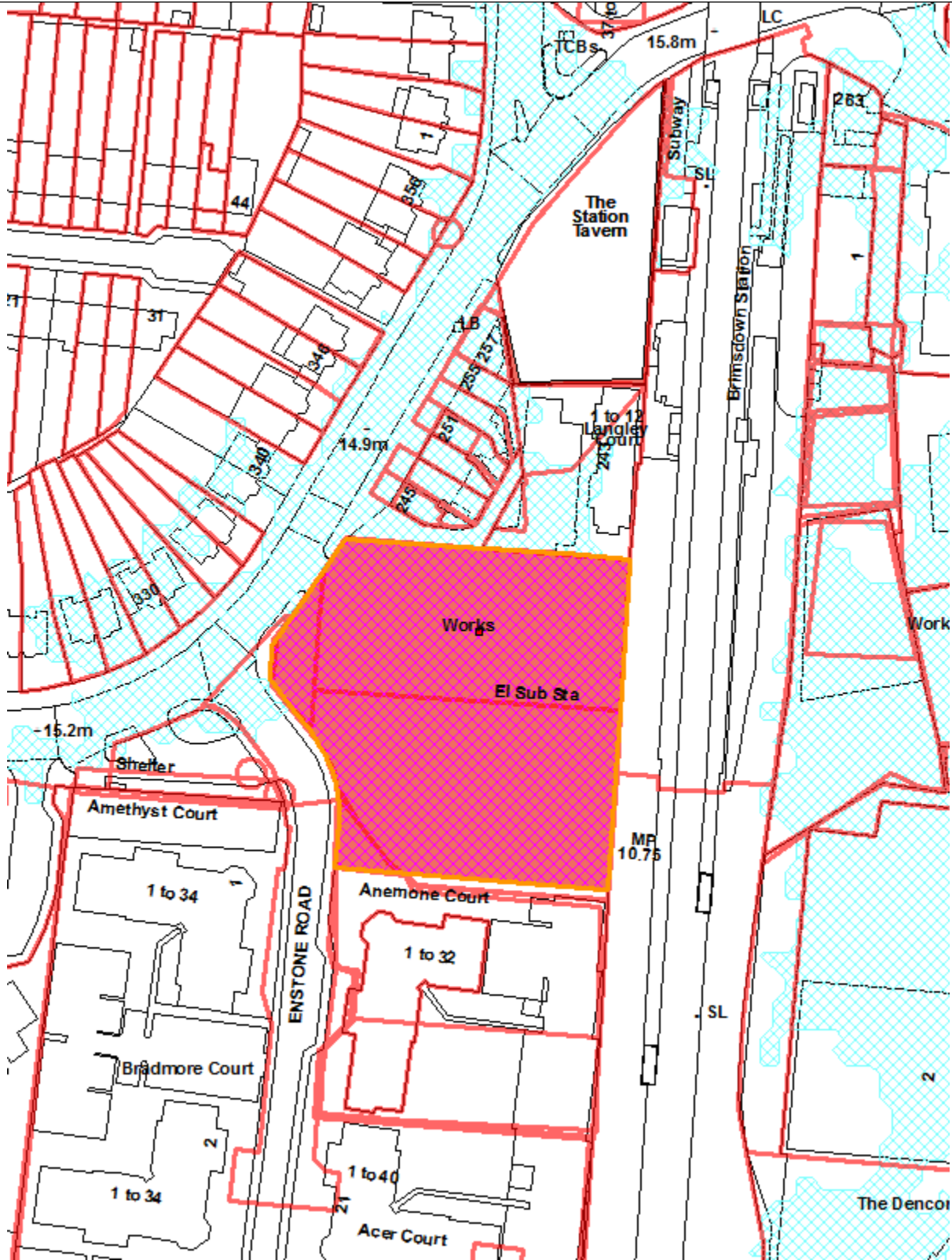
Chartered Architects

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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date :</b> 3 November 2020
<b>Report of:</b> Head of Planning	<b>Contact Officer:</b> Andy Higham: 020 8132 0711 David Gittens: 020 8132 0870	<b>Ward:</b> Enfield Highway
<b>Application No:</b> 20/01526/FUL		<b>Category:</b> Full Application – Major
<b>LOCATION:</b> 241 Green Street, Enfield, EN3 7SJ		
<b>PROPOSAL:</b> Redevelopment of site involving demolition of the existing buildings and erection of a mixed-use development ranging from 2 storeys to 16 storeys comprising 148 residential units in three blocks, together with commercial floorspace (classes A1, A2, A3, B1, D1 and D2) at part ground / first floor levels together with substation, car parking, cycle parking, amenity areas, landscaping and associated works.		
<b>Applicant Name &amp; Address:</b> Stonegate Homes Ltd c/o Agent		<b>Agent Name &amp; Address:</b> Gill Eaton, Icen Projects Da Vinci House 44 Saffron Hill London EC1N 8FH
<b>RECOMMENDATION:</b>  Notwithstanding any direction from the Mayor of London to the contrary, that planning permission be GRANTED, subject to conditions and a S106 legal agreement		

Ref: 20/01526/FUL LOCATION: 241 Green Street, Enfield, EN3 7SJ,



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Scale 1:1250



**1. Note for Members**

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

**2. Recommendation / Conditions**

- 2.1 That the Planning Committee is requested to grant planning permission for:

Redevelopment of site of 241 Green Street involving demolition of the existing buildings and erection of a mixed-use development ranging from 2 storeys to 16 storeys comprising 148 residential units in three blocks, together with commercial floorspace (classes A1, A2, A3, B1, D1 and D2) at part ground / first floor levels together with substation, car parking, cycle parking, amenity areas, landscaping and associated works, subject to:

- A Referral of the scheme to the Mayor for London (Stage 2);
- B The satisfactory completion of a S106 planning obligations agreement to secure the matters covered in this report; and,
- C The recommended conditions set out below

- 2.2 That delegated authority be granted to the Head of Development Management finalise the wording of the s106 obligations and the conditions as set out below:

**Conditions**

Development to be begun within 3 years

Development to be in accordance with approved plans

Details of external materials – sample brick panels on site

Details of II roofs and accessible decks.

SURFACING MATERIALS

CONTAMINATION – REMEDIATION STRATEGY

Noise attenuation between all commercial units and residential above

Noise attenuation and ventilation – details of window specifications and mechanical ventilation arrangements.

Opening hours of commercial units– Blocks A, B & C - 07.00 to 21.00 (Monday to Saturday) and 08.00 to 21.00 (Sundays and Public Holidays)

Fixed mechanical plant and any associated screening – LBE standard condition

Ventilation/extraction details – commercial units – Blocks A, B & C.

BREEAM accreditation (Excellent)for non-residential space in Blocks A, B & C.

Accessible housing – (%age) of dwellings to be built as ‘wheelchair user’ (M4(3)), with all others being ‘accessible & adaptable’ (M4(2))

Submission of Fire Strategy

Details of landscaping, public realm, play space and equipment, private amenity space

Details of biodiversity enhancement measures (including bat boxes, bird boxes & ‘insect hotels’), boundary treatments & wind mitigation measures

Provision of cycle parking spaces as set out in approved plans

Provision of car parking spaces as set out in Transport Assessment/approved plans

Car Parking Management Plan

Delivery & Servicing Plan

Secured by Design

Elevation details 1:20

Signage strategy for commercial units

SuDS details  
No plumbing or pipes  
Construction Environmental Management Plan (PRECOMMENCEMENT)  
Non-Road Mobile Machinery (PRE-COMMENCEMENT)  
Acoustic report  
Construction Logistics Plan (including delivery times)  
(PRECOMMENCEMENT)  
Site Waste Management Plan (PRE-COMMENCEMENT)  
Thames Water  
IMPACT PILING RESTRICTION  
THAMES WATER – NETWORK PRESSURE  
CLEARANCE OUTSIDE OF BIRD NESTING SEASON  
DEVELOPMENT TO ACCORD WITH BAT SURVEY RECOMMENDATIONS  
DETAILS OF ECOLOGICAL ENHANCEMENTS  
TREE/ LANDSCAPING CONDITION/S  
SUBMISSION OF ENERGY PERFORMANCE CERTIFICATE  
SUBMISSION OF BREEAM RATING VERIFICATION  
EXTERNAL LIGHTING PLAN  
FIRE STRATEGY – IN CONSULTATION WITH FIRE COMMISSIONER

### **3. Executive Summary**

- 3.1 This application follows a previous application by the same applicant for the redevelopment of this site to provide 175 residential units and 556 square metres of commercial floor space.
- 3.2 Following significant concerns that were expressed by the Council with regard to the design and composition of the scheme, including the loss of employment floorspace, it was withdrawn by the applicants in September 2019. following concerns expressed by the planning officers at Enfield which primarily related to the design and massing of the scheme, its layout and the creation of a poor residential environment.
- 3.3 The applicants have subsequently appointed a new design team who have taken a different approach to the redevelopment of the scheme, which, as a result has increased significantly the employment floor space and has made it taller, but in the process has reduced the bulk of the scheme and allowing more light into the site. The scheme now rises from between 2 to 16 storeys in height.
- 3.4 The scheme has been subject of extensive pre-application discussion and design review, throughout which, overall, the design team has responded positively and the scheme is now considered to constitute a high quality form of architecture in itself that will be regenerative and transformational in its impact on the locality in its own right.
- 3.5 The scheme now seeks to provide 148 residential units (of which 50% by residential unit and habitable room, would be affordable) and 1,144.5.
- 3.6 The scheme therefore demonstrates the qualities of good growth and, together with the aspirations for Crossrail 2, has the potential to act as a catalyst for wider regeneration of the Brimsdown Station area, in accordance with the aims and objectives of the North East Enfield Action Plan.
- 3.7 Accordingly, in view of the above, officers support the scheme.

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

- 4.1 The subject site is located within the Enfield Highway Ward located approximately 2 miles east of Enfield Town Centre. It is an irregularly shaped site that measures approximately 4600 square metres, located on the eastern side of the junction of Green Street and Enstone Road, just south of Brimsdown Railway Station. Brimsdown Station offers access to rail services on the West Anglia main line. The site is bounded to the east by railway tracks, beyond which lies a large swathe of land designated as Strategic Industrial Land.
- 4.2 To the north east the site is bound by a 3 storey residential block (that also backs onto the railway) and to the immediate north a 2 storey block that fronts Green Street, comprising of commercial uses at ground floor with a mixture of other uses above.
- 4.3 To the immediate west of the site lies the Green Street bus stand which is the terminus for buses serving the 191 and 307 bus routes. Beyond Green Street bus stand, and across Green Street to the north west, lies a traditional pattern of 1930's, 2 storey predominately semi detached houses set behind reasonably generous front gardens.
- 4.4 To the south and south west of the site lies a series of homogenous 3 and 4 storey flatted blocks of late 20<sup>th</sup> Century construction with off street parking set to the sides and/or rear. These blocks are characterised by their generous setbacks from the back edge of pavement in a manner commensurate with the front garden depths of the 1930's houses nearby.
- 4.5 The railway acts as an significant dividing line between the residential developments on its western side and the industrial land to the east, Indeed the application site is the last site in the near vicinity on the western side of the railway in large scale employment use.
- 4.6 The southern part of the site is located in Flood Zone 1 (land assessed as having the least annual probability of flooding) whilst the northern part of the site is located within Flood Zone 2. Aside from this the site has no other specific designation within the Enfield Development Management Document 2014 although there railway is a designated wildlife corridor.
- 4.7 There are no statutorily or non-statutorily listed buildings on or near the site and the site does not lies within or in close proximity to a conservation area.
- 4.8 The site is accessed via metal gates onto Green Street and Enstone Road and presently contains two large warehouse-type buildings with 3,318 square metres of floor space with associated surface car parking. The site was most recently occupied by a company named Ripmax. The Council is advised that Ripmax vacated the site as the accommodation no longer suited their business requirements; it failed meet the required floor to ceiling levels and was too large for their ongoing operation.

## **5. Proposal**

- 5.1 The current iteration of the proposals submitted for consideration involves the demolition of all buildings on the site to provide a mixed use scheme with 148flats, divided into three blocks comprising principally commercial floorspace at ground and first floor levels (Blocks A, B and C), together with ground and first floor level car parking and publicly and privately accessible landscaped areas.

- 5.2 Block A would be located on the site frontage to Green Street forming a continuation of the commercial façade to the immediate north, at the western edge of the site. This would take the form of a part 4 part 5 storey building incorporating commercial floorspace at ground floor levels and containing 19 flats (6 x 1 bed, 10 x 2 bed and 3 x 3 bed).
- 5.3 Block B would be located at the north east corner of the site backing onto Brimsdown Station, and would be a part 8, part 16 storey building. Block B would contain 73 flats (26 x 1 bed, 35 x 2 bed and 12 x 3 bed).
- 5.4 Block C would also back onto the railway and would rise to a part 10, and part 12 storeys. There would be a two storey projection to the front of Block C, fronting Enstone Road that would incorporate commercial floorspace. Blocks B and C would also be connected to each other by a 2 storey podium that would principally contain car parking at ground and first floor levels accessed by a road along the southern boundary of the site. Block C would contain 56 flats (22 x 1 bed, 26 x 2 bed and 8 x 3 bed).
- 5.5 The three buildings would be arranged around a courtyard to the centre of the site, with both soft and hard landscaping elements incorporating extensive planting and permeable paving.
- 5.6 The current scheme constitutes a revision to the originally submitted proposals following concerns expressed by officers that the development proposal was too large in scale. In response to officer's requests, a single storey was removed from Block A (down from 6 storeys to 5 storeys) and two storeys were removed from Block C (down from 14 storeys to 12 storeys). This revision also saw the unit numbers reduce from 154 flats down to 148 flats and the commercial floorspace reduce to 1144.5 square metres.

## 6.0 Planning History

- 6.1 The most significant planning history associated with this case relates to a previous scheme from the same applicant, that proposed a significantly different design approach, that sought to provide some 175 flats on the site.
- 6.2 This application was withdrawn by the applicant in September 2019.

Decision date	REF	PROPOSAL	Decision
12/09/2019	18/04935/FUL	Redevelopment of site involving demolition of existing buildings and erection of 175 self-contained units (comprising 53 x 1 bed, 104 x 2 bed and 18 x 3 bed) with flexible mixed use on the ground floor (A 1, A2, A3, B1 D1) within 2 blocks comprising (Block A, B and D up to 10 storey's and Block C up to 7 storey's) together with undercroft parking and associated landscaping and parking.	Application Withdrawn
26/01/1979	TP/78/1435	CAR PARK	Granted With Conditions
26/10/1978	TP/78/1280	LIFT HOUSING	Granted With Conditions
03/12/1971	TP/71/1247	USE AS WAREHOUSE	Granted With Conditions

14/11/1966	ENFIELD_II/718	FACTORY	Approved
13/01/1964	ENFIELD_II/662	SINGLE STOREY FACTORY	Granted With Conditions

## 7. Consultation

### Statutory and Non-Statutory Consultees

#### *Internal*

#### 7.1 Housing and Regeneration

- This scheme of 148 residential has an affordable housing component which is 50% by habitable room and 48% by unit numbers. This matches the Enfield Plan affordable housing maximum target and meets the London plan affordable housing requirements for development on industrial land.
- The Affordable housing tenure mix is 70% London Affordable Rent (LAR) and 30% Intermediate Market Rent (IMR) which exceeds the Enfield Plan requirement for LAR and meets the London Plan requirement. The affordable housing offer is strongly supported by the housing department
- The greater number of larger family units in the affordable mix is strongly supported, as this meets the need of those on the Enfield Housing Register to the largest degree.
- The Housing department would prefer a larger component of three bedroom plus units but recognises the design and viability constraints that set the parameters for taller flatted housing developments.
- The unit sizes for the affordable units are within London Housing Design Guide requirements and often exceed these requirements.
- The Housing Department would prefer that the affordable units in Block B are allocated between LAR and IMR with each being on separate floors.
- The Housing department believe that the location of these affordable units close to an area with a high number of existing employment opportunities may enhance the ability of social tenants to access paid employment which will make their tenancies more sustainable.

#### 7.2 Traffic and Transportation:

No objections subject to conditions and S106 to secure highways impact mitigation measures.

#### 7.3 Environmental Health Officer: No objections to the application as there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality. Request conditions to:

- secure details of acoustic properties of proposed plant for approval to ensure noise from future items of plant;
- secure the implementation of the contamination remediation strategy written by WOE Consulting; and,
- secure low emissions standards for construction machinery.

#### 7.4 SUDs Officer:

Position will be updated.

#### *External*

#### 7.5 Greater London Authority

- Strongly support the principle of this residential led mixed use non-designated industrial site, the proposed height and the 50% of affordable housing by habitable room that it would deliver, subject to:

- Securing the affordable housing, the wheelchair units, highways impact mitigation measures and contribution to the Council's carbon offset fund by s106 legal agreement;
- Ensuring that the residential use does not fetter the future vitality of the adjacent Strategic Industrial Land;
- Request further information in respect of urban greening and flood risk:

7.6 Transport for London

To comply with the Intend to Publish London Plan, condition or s106 obligations are required in order to secure highways impact mitigation measures,

7.7 Environment Agency

Raise no objection. Recognise Flood Zone 2 designation but recommend applicant refer to Flood Risk Standing Advice.

Recommend procedures to avoid contamination of groundwater.

7.8 Thames Water:

Raise no objection to the development with regard to foul water and surface water. Request conditions to:

- Secure a Source Protection Strategy from the developer in order to safeguard groundwater quality;
- Ensure that no construction/piling takes place within close proximity to nearby strategic water main or other underground water assets.
- Secure water supply upgrades to serve the development

7.9 Designing Out Crime Officer:

Requests a condition that the development secures a Certificate of Compliance to the relevant Secure by Design Guide(s) or achieves Crime Prevention Standards in conjunction with the Metropolitan Police.

Public

7.10 Consultation letters dated 29 June 2020 were sent to 621 neighbouring and nearby occupiers (expiring 23.July.2020). Site notices were displayed in the local area from 21 July 2020 (expiring 11 August 2020) and a public notice was displayed in the local press (Enfield Independent) from 08 July 2020 (expiring on 22 July 2020).

7.11 In total 6 responses were received from local residents at the time of writing this report from addresses in Brimsdown Avenue (1 letter), Green Street (2 letters), Goldsdown Road (1 letter), Osborne Road (1 letter), Westfield Close (1 letter) all raising objections to the proposal.

7.12 In summary, the following objections have been raised:

- Affect local ecology
- Close to adjoining properties
- Conflict with local plan
- General dislike of proposal
- Inadequate access
- Increase danger of flooding
- Information missing from plans
- Loss of light
- Loss of privacy
- More open space needed on development
- Noise nuisance
- Not enough info given on application



- Over development
- Potentially contaminated land
- Brimsdown almost grinds to a halt most days due to too many people within the area. The Doctors surgeries are full and practically impossible to get an appointment as are the dentists.
- There is not enough parking provided with significantly fewer parking spaces provided than housing.
- The commercial units and the flats in this development will increase the traffic and noise pollution on the surrounding residential roads which do not have permit parking, therefore there will be a risk in the increase of cars that will be parked and will restrict residents from finding a parking space on their road.
- Ideally you wish people to use public transport but in reality most homes have at least one car as well as using some public transport meaning these cars will spill out onto already overcrowded on surrounding residential roads that do not have permit parking.
- 148 residential units is a huge number which will create more traffic on the Green Street, sometimes we have to wait 10-20 min just to leave my driveway because the road is blocked by cars waiting to cross the train line at Brimsdown Train Station to Mollison Avenue.
- What will happen to the small bus station on Green Street? Many commuters and residents use that bus stop for their daily travel yet there is no mention of how that is going to be impacted.
- There is a school on Green Street that will also be affected by the increase of cars passing on the road and this can be dangerous during start and end of school time.
- Increasing the population in Brimsdown must be supported by significant improvement to local transport links. The train service at Brimsdown is shockingly poor, with packed trains, trains frequently cancelled and often already there is not enough space on a train to get on with an hour wait for the next train. Housing developments such as this one must be supported by significant infrastructure developments at Brimsdown.
- The sky line will be affected by the height of this development. Around Brimsdown Station there isn't any higher building than 3 levels so we object to this high development that will totally change the character of the area.
- High buildings like this should be surrounded by much bigger open green landscape.
- Our children have asthma and we are already in a polluted street, the development would only bring more pollution.
- The building is very tall, so we would lose privacy regarding our local garden.
- The timing is ridiculous, as many people cannot go online or to local library to comment or research on the development.
- This development is far too high especially for the local area as there is nothing approaching this height nearby, even the flats at the end of alma road quite some way away and the only thing any were in this area of Enfield like it have been reduced in height for the sake of quality of life.
- Public transport is already dangerously overcrowded especially at peak times trains at Brimsdown Station are packed and buses stopping outside the development are standing room only. Even if more buses are laid on, that would result in more pollution on a residential street.
- Deliveries and other day to day activities will bring more congestion and pollution to this area as well, not to mention the noise and air

pollution a construction project of this size will bring as it is being developed.

- There is concern at the potential land and water pollution from digging over a former industrial plot that could be released into local ground water and poison our land.
- Local shops are already overcrowded and will be even more so.

## **8. Relevant Planning Policies**

### **8.1 National and Regional Policies**

National Planning Policy Framework (NPPF) 2019  
National Planning Practice Guidance (NPPG)

### **8.2 London Plan (2016)**

The London Plan 2016 is the Mayor of London's spatial strategy for London. The following policies are relevant to this case:

Policy 2.6: Outer London: vision and strategy  
Policy 2.7: Outer London: economy  
Policy 2.8: Outer London: transport  
Policy 2.14: Areas for regeneration  
Policy 3.1: Ensuring equal life chances for all  
Policy 3.2: Improving health and addressing health inequalities  
Policy 3.3: Increasing housing supply  
Policy 3.4: Optimising housing potential  
Policy 3.5: Quality and design of housing developments  
Policy 3.6: Children and young people's play and informal recreation facilities  
Policy 3.7: Large residential developments  
Policy 3.8: Housing choice  
Policy 3.9: Mixed and balanced communities  
Policy 3.10: Definition of Affordable Housing  
Policy 3.11: Affordable housing targets  
Policy 3.13: Affordable Housing thresholds.  
Policy 3.14: Existing housing  
Policy 3.15: Co-ordination of housing development and investment.  
Policy 3.16: Protection and enhancement of social infrastructure  
Policy 3.17: Health and social care facilities  
Policy 4.1: Developing London's economy  
Policy 4.4: Managing Industrial Land and Premises  
Policy 5.1: Climate change mitigation  
Policy 5.2: Minimising carbon dioxide emissions  
Policy 5.3: Sustainable design and construction  
Policy 5.7: Renewable energy  
Policy 5.10: Urban greening  
Policy 5.11: Green roofs and development site environs  
Policy 5.12: Flood risk management  
Policy 5.13: Sustainable drainage  
Policy 5.15: Water use and supplies  
Policy 5.18: Construction, excavation and demolition waste  
Policy 5.21: Contaminated land  
Policy 6.9: Cycling  
Policy 6.10: Walking  
Policy 6.12: Road network capacity  
Policy 6.13: Parking  
Policy 7.1: Lifetime neighbourhoods  
Policy 7.2: An inclusive environment

- Policy 7.3: Designing out crime
- Policy 7.4: Local character
- Policy 7.5: Public realm
- Policy 7.6: Architecture
- Policy 7.7: Location and design of tall and large buildings
- Policy 7.14: Improving air quality
- Policy 7.15: Reducing noise and enhancing soundscapes
- Policy 7.18: Protecting local open space and addressing local deficiency
- Policy 7.19: Biodiversity and access to nature

The London Plan – Intend to Publish (December 2019)

- 8.3 The Examination in Public of the draft London Plan took place in the Spring of 2019. The Panel of Inspectors' report and recommendations to the Mayor was issued in October 2019. The Mayor subsequently issued his Intend to Publish London Plan in December 2019.
- 8.4 In March 2020, the Secretary of State issued Directions to change a number of policies. Whilst the London Plan 2016 is still the adopted Development Plan for Enfield, the advanced stage that the Intend to Publish version has reached means that it is a material consideration in the determination of planning applications and will continue to gain more weight through the final stages of the examination process. The relevant, unchallenged policies of the Intend to Publish London Plan are as follows:

- GG1 Building Strong and Inclusive Communities
- GG2 Making the Best Use of Land
- GG3 Creating a Healthy City
- D2 Infrastructure Requirements for Sustainable Densities
- D3 Optimising Site Capacity Through Design Led Approach
- D4 Delivering good Design
- D5 Inclusive Design
- D6 Housing Quality and Standards
- D7 Accessible Housing
- D8 Public realm
- D9 Tall buildings
- D11 Safety, security and resilience to emergency
- D12 Fire Safety
- D14 Noise
- S1 Delivering London's Social Infrastructure
- S3 Education and childcare Facilities
- S4 Play and informal recreation
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees and woodlands
- GG1 Building Strong and Inclusive Communities
- GG2 Making the Best Use of Land
- GG3 Creating a Healthy City
- GG4 Delivering the Homes Londoners Need
- H4 Delivering affordable housing
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions
- SI3 Energy Infrastructure
- SI5 Water Infrastructure
- SI7 Reducing Waste
- SI12 Flood Risk Management
- SI13 Sustainable Drainage
- T1 Strategic approach to transport

- T2 Healthy Streets
- T4 Assessing and Mitigating transport Impacts
- T5 Cycling
- T6 Car Parking
- T7 Deliveries, servicing and construction
- T9 Funding Transport Infrastructure through planning
- DF1 Delivery of the plan and planning obligations

#### 8.5 Enfield Core Strategy (2010)

- CP1 Strategic growth areas
- CP2 Housing supply and locations for new homes
- CP3 Affordable housing
- CP4 Housing quality
- CP5 Housing types
- CP6 Housing need
- CP8 Education
- CP9 Supporting Community Cohesion
- CP20 Sustainable Energy use and energy infrastructure
- CP21 Delivering sustainable water supply, drainage, sewerage infrastructure
- CP24 The road network
- CP25 Pedestrians and cyclists
- CP26 Public transport
- CP28 Managing flood risk through development
- CP29 Flood management infrastructure
- CP30 Maintaining and improving the quality of the built and open environment
- CP31 Built and landscape heritage
- CP32 Pollution
- CP34 Parks, playing fields and other open spaces
- CP36 Biodiversity

#### 8.6 Enfield Development Management Document (2014)

- DMD1: Affordable Housing on Sites Capable 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
- DMD 37: Achieving High Quality and Design-Led Development
- DMD 38: Design Process
- DMD 43: Tall Buildings
- DMD45: Parking Standards and Layout
- DMD47: New Road, Access and Servicing
- DMD48: Transport Assessments
- DMD49: Sustainable Design and Construction Statements
- DMD50: Environmental Assessments Method
- DMD51: Energy Efficiency Standards
- DMD53: Low and Zero Carbon Technology
- DMD55: Use of Roofspace/ Vertical Surfaces
- DMD57: Responsibly Sourcing Materials, Waste Minimisation, Green Procurement
- DMD58: Water Efficiency
- DMD59: Avoiding and Reducing Flood Risk
- DMD 60: Assessing Flood Risk
- DMD 61: Managing surface water
- DMD 62: Flood control and mitigation measures
- DMD 63: Protection and improvement of watercourses and flood defences

DMD64: Pollution Control and Assessment  
DMD65: Air Quality  
DMD 66: Land contamination and instability  
DMD68: Noise  
DMD69: Light Pollution  
DMD 70: Water Quality  
DMD 71: Protection and enhancement of open space  
DMD 72: Open Space Provision  
DMD 73: Child Play Space  
DMD 76: Wildlife corridors  
DMD 77: Green chains  
DMD 78: Nature conservation  
DMD79: Ecological Enhancements  
DMD80: Trees on development sites  
DMD81: Landscaping

## **9. Analysis**

- 9.1 This application is considered in the context of national, London wide and local planning policies referred to in the preceding section of the report, and in relation to the representations received as a result of the consultation process. This section of the report provides an analysis of the specific aspects of the proposed development and the principal issues that need to be considered in the determination of the planning application. The principal issues that are addressed in relation to this scheme are:-

- Land use – Principle of proposed uses
- Housing Need/Affordability
- Tall Buildings
- Design
- Amenity Impacts
- Transport
- Landscaping

Land use

- 9.2 The application site constitutes a non designated employment site located within the Upper Lea valley Opportunity Area. An area defined by the London Plan 2016 as being capable of supporting over 20,000 new homes and an indicative employment capacity of 15,000 new jobs. The Mayor's Intend to Publish London Plan identifies the Opportunity Area as being capable of providing a minimum of 21,000 new homes and 13,000 new jobs. London Plan Policy 2.13 seeks developments in opportunity areas to optimise development outputs and densities, provide necessary social and other infrastructure to sustain growth.
- 9.3 London Plan Policy 3.3 stresses the need to realise brownfield housing capacity whilst the Intend to Publish London Plan Policy H1 calls for housing intensification on appropriate low density sites in commercial use.
- 9.4 London Plan Policy 4.4 requires boroughs to adopt a rigorous approach to industrial land management to ensure sufficient industrial land is available to meet current and future demand. Policy 4.4 also advocates the release of surplus industrial land so that it can contribute to strategic and local planning objectives, especially to provide more housing. This is further reflected in Policies E4 and E7 of the Mayor's Intend to Publish London Plan which seeks

a plan-led approach to the release of industrial land. Policy E7.C resists the loss of non-designated industrial sites, unless:

- (1) it has been demonstrated that there is no reasonable prospect of the site being used for the industrial and related purposes;
- (2) the site has been allocated in an adopted Local Development Plan Document for residential or mixed-use development; or
- (3) industrial, storage or distribution floorspace is provided as part of mixed-use intensification.

9.5 There is no site allocation relating to this site, and it is not proposed to replace like for like industrial floorspace as part of the proposed development. The total existing floor area is 3318 square metres in B8 use and the development proposes to re-provide flexible commercial floorspace of 1144.5sqm (A1, A2, A3, B1, D1, D2). This will lead to a net loss of employment generating floorspace.

9.6 To respond to this aspect of employment policy the applicant commissioned an Industrial Market Summary Report by Lambert Smith Hampton which concluded amongst other things, that:

- The property was owner occupied by Ripmax Ltd since 1972 and had become unviable for long term use to the business given their requirement for significantly more warehouse/storage room and less office space;
- The low eaves and mezzanine heights also made the space not well suited to their long-term use and that significant capital expenditure would be required to bring it up to the required standard;
- The long-term prospects of the site are limited by a number of physical constraints, reducing its suitability as an employment site. It is outside the Brimsdown Industrial Estate (the SIL) and the railway forms a clear boundary between the two;
- The access of the site from the major road network is constrained and difficult, particularly for larger vehicles. (From the East, the height is restricted on Green Street as it crosses the railway. From the North, weight restrictions apply, from the South and East HGVs would need to negotiate the congested roads and residential areas.)
- HGV access is restricted by large amounts of on street parking; by the level crossing on Green Street and by the nearby Brimsdown Primary School;
- Interest from B8 occupiers is therefore restricted; the site is also less attractive to B2 operators given the surrounding residential properties and mainly residential character of the area (which would also lead to concerns that there would be restrictions on hours of operation and such like, further deterring modern occupiers);
- The review demonstrates that there is a significant supply to serve existing and future industrial requirements in the Enfield area and that the availability of Grade A space further lessens demand for second hand units with physical constraints such as this site.

9.7 It can also be reasonably argued that a mixed use residential/industrial scheme on the site could render many of the existing constraints upon future industrial occupiers.

9.8 Whilst the application offers no detail on the number of jobs proposed or the number of jobs which could previously have been accommodated on site, or the employment density that could be achieved on site, it is known that B8 (warehouse/storage) uses are notoriously low density employment activities.

9.9 With the presence of large amounts of designated Strategic Industrial Land in close proximity, it would be reasonable to assume that there would be far

more specialist attractive sites available for industrial/warehouse uses to locate than the application site, within premises that were not so constrained.

- 9.10 When viewed in the context of the reuse of a brownfield site and the level of intensity proposed for the redeveloped site which would still retain some modern flexible commercial floorspace, the loss of this non-designated industrial site can be reasonably considered in these circumstances.
- 9.11 Once the loss is considered acceptable, in accordance with policy DMD22, mitigation/compensation for the loss of employment floorspace should be provided in accordance with the Council's S106 SPD.

### **Housing Need and Affordability**

- 9.12 The need for affordable housing remains high in the borough, which is evidenced in the draft Enfield Strategic Housing Market Assessment (SHMA) (2015).
- 9.13 London Plan Policy 3.3 and Policy H1 of the Mayor's Intend to Publish London Plan, seek to increase the supply of housing in London by setting borough housing targets. Table 3.1 in the London Plan puts the minimum annual monitoring target for the London Borough of Enfield at 798 additional homes per year between 2015 and 2025. Under Policy H1 of the Mayor's Intend to Publish London Plan, an increased target of 12,460 is set for the period 2019/20 to 2028/29.
- 9.14 London Plan 2016 Policy 3.12 states that Boroughs should seek the 'maximum reasonable amount' of affordable housing having regard to affordable housing targets, and the need to encourage rather than restrain residential development.
- 9.15 The Intend to Publish London Plan Policy H5 and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing for former industrial sites. The Intend to Publish London Plan Policy H6 identifies criteria whereby applications can follow the 'fast track route' set out in the Mayor's Affordable Housing and Viability SPG, critically, it means that these applications need not be accompanied by a financial viability assessment.
- 9.16 Enfield Core Strategy Policy CP 3 and Enfield Development Management Document Policy DMD1 require 40% of units as affordable housing on all sites capable of accommodating 10 or more dwellings, and a housing tenure mix of 70% Social Rented and 30% Intermediate provision.
- 9.17 The proposed scheme would deliver 148 new residential units, which would contribute positively to the Council's housing targets and in this context is strongly supported.

<b>Housing Mix</b>	
<b>Unit size</b>	<b>No of units (%)</b>
1Bed 2Person	54 units (36.5%)
2Bed 3Person	11 units (7.5%)
2Bed 4Person	60 units (40.5%)
3Bed 5Person	23 units (15.5%)
<b>Total</b>	<b>148units (100%)</b>

- 9.18 Whilst the dwelling size mix deviates from the borough-wide targets it is not necessarily expected that all housing schemes would meet the full range of housing requirements in their mix as site specific characteristics may reasonably demand or warrant such a deviation.
- 9.19 Policy DMD3 recognises there may be instances where it is not feasible or desirable to achieve the targets, such as where there is an unsuitable external environment for children and where there are more limited opportunities for amenity space, in combination with a site context which would lend itself to a higher density development, where the delivery of family housing may be more limited.
- 9.20 The split between affordable housing and market housing would be split 73:75 in units, although this would be 50:50 in habitable rooms. Within the 73 affordable units, the mix would be as follows:

<b>Affordable Mix</b>			
<b>Unit size</b>	<b>Intermediate Mkt Rnt</b>	<b>Affordable Rent</b>	<b>Overall</b>
• 1Bed 2Person –	15 units (55.6%)	11 units (29.3%)	26 units (35.5%)
• 2Bed 3Person –	04 units (14.8%)	01 units (02.2%)	05 units (07%)
• 2Bed 4Person –	08 units (29.6%)	22 units (47.8%)	30 units (41%)
• 3Bed 5Person –		12 units (26.1%)	12 units (16.5%)
<b>Totals</b>	<b>27 units (100%)</b>	<b>46 units (100%)</b>	<b>73 units (100%)</b>

- 9.21 The greater number of larger family units being apportioned within the affordable mix is strongly supported, as this meets the need of those on the Enfield Housing Register to the largest degree.
- 9.22 The Housing department would prefer a larger component of three bedroom plus units but recognises the design and viability constraints that set the parameters for taller flatted housing developments.
- 9.23 The unit sizes for the affordable units are within London Housing Design Guide requirements and often exceed these requirements.
- 9.24 The Housing Department would prefer that the affordable units in Block B are allocated between London Affordable Rent and Intermediate Market Rent with each being on separate floors.
- 9.25 The Housing department believe that the location of these affordable units close to an area with a high number of existing employment opportunities may enhance the ability of social tenants to access paid employment which will make their tenancies more sustainable.
- 9.26 It is recognised the redevelopment of the site can help delivery and contribute to the Council's substantial housing delivery targets and the affordable housing proportion and dwelling size mix are considered to be acceptable.

#### Tall Buildings

- 9.27 London Plan 2016 Policy 7.7 states that tall buildings should generally be limited to sites such as areas of intensification or town centres that have good access to public transport; should only be considered in areas whose character would not be affected adversely by the scale, mass or bulk of a tall or large building; should individually or as a group, improve the legibility of an area, by emphasising a point of civic or visual significance where appropriate, and



enhance the skyline and image of London; should contribute to improving the permeability of the site and wider area, where possible; and should make a significant contribution to local regeneration.

- 9.28 The Intend to Publish London Plan Policy D9 states that boroughs should determine if there are locations where tall buildings may be appropriate and proposals should take account of, and avoid harm to, the significance of London's heritage assets and their settings.
- 9.29 Local Plan Policy DMD 43 is a criteria-based policy for considering tall buildings, which justifying text (para. 6.4.1) defines as those "that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for the referral of planning applications to the Mayor."
- 9.30 Given the low-rise nature of the immediately surrounding area and the definition in the Local Plan, at 12 and 16 storeys, the two proposed buildings that would back onto the railway can be considered as 'tall'.
- 9.31 The acceptability of tall buildings is considered against the relevant policy objectives:
- Location;
  - Transport network capacity;
  - Spatial hierarchy and wayfinding;
  - Views;
  - Heritage assets;
  - Architectural quality and design;
  - Amenity space and publicly accessible areas.
  - Micro climate;
  - Safety, servicing and management;
  - Economic benefits; and
  - Cumulative impacts.
- 9.32 Location. The strategic requirement of Intend to Publish London Plan Policy D9 Part B is for a plan-led approach to be taken for the development of tall buildings by boroughs and makes clear that tall buildings should only be developed in locations that are identified in development plans. Local Plan Core Policy 30 and DMD Policy 43 makes clear that tall buildings are permissible in appropriate locations.
- 9.33 Whilst the site is not explicitly identified in the Local Plan as a location that is appropriate for tall buildings, however, this does not necessarily make the location inappropriate. The site is free from immediate constraints as set out under 1a and 1b of DMD43, and is therefore not an 'inappropriate location', as defined by DMD Policy.
- 9.34 Transport network capacity. The ability of the public transport network to accommodate high-density development is also key to the acceptance of taller buildings. Whilst this site presently has a low PTAL score it does lie adjacent to a site that TfL has reminded the Council if safeguarded as a future work site for the Crossrail 2 project.
- 9.35 It is considered that infrastructure investment of this order at Brimsdown Station would significantly enhance the area's capability for accommodating a cluster of tall buildings.
- 9.36 Spatial Hierarchy. The site meets or partially meets one of the criteria from Policy DMD 43 Part 3 as it is located within the regeneration area of North East Enfield, one of four areas where the spatial strategy in the Council's Core

Strategy seeks to focus growth and regeneration, and is in an Area for Regeneration as defined in the Council's Core Strategy and DMD, the London Plan 2016 Policy 2.14 and the Intend to Publish London Plan Policy SD10.

- 9.37 Part 3 of Policy DMD 43 states that in the majority of cases sites meeting more than one of the criteria can be considered an appropriate location. Part 4 of DMD 43 then goes on to list 8 essential criteria that tall buildings must meet. Development must:
- a. Provide a landmark signifying a civic function or location/area of importance and interest and/or add to the legibility of the area;
  - b. Provide adequate amenity space for all residential units;
  - c. Not have a negative impact on existing important and highly visible structures (including other tall buildings);
  - d. Take account of the cumulative impact of tall buildings (including consideration of extant permissions);
  - e. Exhibit high standards of sustainable design and construction and architectural quality, the latter to include consideration of scale, form, massing, proportion and silhouette, facing materials, night-time appearance and relationship to other structures with particular attention to the design of the base and top of the building;
  - f. Contribute to the physical and visual permeability of the site and wider area, aiding legibility and movement;
  - g. Contribute positively to the public realm through the relationship to the surrounding environment and, where appropriate, through the provision of high quality public space;
  - h. Not harm the amenity of properties in the vicinity through shadowing and overlooking
- 9.38 It is considered that the proposed tall buildings would meet all of these criteria.
- 9.39 Views and Heritage Assets. The site appears to be within a 'sensitive location', as defined by DMD Policy 43 Part 2, as it lies just within the northern extent of View 9 (approach to Enfield Town). However, this does not mean necessarily that the proposed buildings are inappropriate; rather that careful consideration of possible harm to these views is required.
- 9.40 There are no significant heritage assets in close proximity to the site. However, the Council's Conservation and Heritage Officer is concerned that tall buildings in this location may have the potential to impact on long range views and the setting of heritage assets in the wider area.
- 9.41 The submitted Townscape and Visual Impact assessment is helpful and clearly shows an impact on the setting of Durants Park, in addition to Brimsdown Railway Station and the former Station Tavern, Green Street. This has been given preliminary consideration by the Council's Conservation and Heritage Officer as amounting to less than substantial harm, albeit to non-designated heritage assets. An update should be available for Members at or before the committee meeting.
- 9.42 Related to this, Chapter 8 of the submitted Townscape, Heritage and Visual Impact Assessment (TVIA) assesses the effect of the proposed scheme on the setting of local Heritage Assets and from a number of verified views that have been agreed with officers.
- 9.43 The TVIA concludes that the proposed scheme, as a whole, works well as a pair of towers with a distinct architectural style, character and identity. In no

case does the document find the impact of the proposed buildings harmful. This position is agreed by officers.

#### Architectural Quality and Design

- 9.44 In relation to the design, mass, height and density, the proposal has been completely redesigned from the previously withdrawn scheme. The proposals put forward a new approach which has been led by the daylight and sunlight considerations and to make more intensive use of a previously-used site adjacent to Brimsdown train station.
- 9.45 It is recognised that the quality redevelopment of this site has the potential to not only improve the built environment of Brimsdown, but also has the potential to be a catalyst for the wider regeneration of many of the low density, urban previously-developed sites in the area.
- 9.46 However, regardless of the potential to be considered as a component piece of a number of nearby redevelopment sites, first and foremost, any proposal for the redevelopment of this site must work appropriately in its existing surrounding context.
- 9.47 The scheme is based around three buildings ranging from 2 to 16 storeys with these three buildings set around a central public space / amenity space.
- 9.48 Policy 7.7 of the London Plan 2016 and Intend to Publish London Plan Policy D9 and Enfield Policy DMD43 require the location and design of tall and large buildings to be particularly carefully considered.
- 9.49 The submitted Design and Access Statement sets out design and layout objectives, which can be summarised as follows:
- Car-free courtyard – for residents and community with residential entrances facing the courtyard and flexible commercial units located at the site entrances;
  - Connecting public space – Courtyard opens up towards the bus terminus with the potential for further pedestrian route northwards toward the train station;
  - Ensuring daylight and outlook – minimising negative impacts to the buildings on neighbouring sites;
  - Maximising the sunlight penetration into the courtyard;
  - Equal massing – designing the two towers with similar angular footprints to give them a distinctive shape;
  - Active frontage-Making entrances visible by locating them on the corners of buildings
  - Connecting roof terraces- Communal amenity space is located above the podium and is accessible to every tenure via a linking corridor.
  - Aspect – all 3 blocks have been designed to maximise aspects from all apartments and to allow for cross ventilation. All internal communal circulation spaces are naturally lit.
- 9.50 The scheme has been designed with a part 4 part 5 storey frontage building that addresses the street scene to Green Street, and together with the two storey podium of Block C, introduces the overall design language with the two taller buildings set back against the railway.
- 9.51 This simple hierarchy means that the towers would not appear oppressive in the street scene as the eye would be drawn to the frontage building first.

## Layout

- 9.52 Effort has been made to look beyond the red line of the site and investigate what new connections could be made to the station and bus stop, as identified by the Enfield Design Panel of December 2019. The desire line along the route from the station to the site has improved with the introduction of an entrance for the commercial space.
- 9.53 The Design Panel was concerned that the ground floor layout did not maximise the amenity of the courtyard; because of the inactive frontage of the car park grill and podium block that backed onto the playground. This has been improved by moving the play space away from the podium wall and creating a landscaped area that improves its appearance.
- 9.54 The proposed development has an efficient core to unit ratio and proposed shared corridors provide light and ventilation. Both these approaches are strongly supported. The layout of apartments has worked hard to minimise the number of single aspect units from previous iterations, which is supported.
- 9.55 The potential of future car park adaptation into a commercial unit is demonstrated in the DAS and is supported. It shows the potential and is a positive approach to considering how internal car parking can be adapted once car dependency has reduced.

## Scale (Height and Massing)

- 9.56 The Enfield Design Panel identified the opportunities for development of Brimsdown, referencing the potential offered by Crossrail 2 and the indicative masterplan. However, they stated that it must also be acceptable in its current context.
- 9.57 The Panel encouraged the relocation of the taller building to the northern side of the site which has been proposed in this application.
- 9.58 The height and massing of Block A fronting Green Street has been reduced during the life of this application by a storey and is now considerably improved in the way that it addresses Green Street. Now a 5 storey building overall, it presents with a 4 storey shoulder to Green Street as it faces the 2 storey houses opposite and now incorporates a single storey (as opposed to two storey) plinth of commercial floorspace.
- 9.59 The reduced height of Block A sits comfortably within the existing context and acts as the lower level foreground to the towers formed by Blocks B and C that will elevate from behind. The scale of Block A augurs well for the possible future context, as the redevelopment of this site as, should proposals come forward for nearby sites in the future, these would be likely to build on what becomes established on this site.
- 9.60 The transition from the two-storey element in the West of Building C to the 5 storey Building A now provides a more fluid transition in the approach along Green Street, travelling East.
- 9.61 The reduction in height by 2 storeys of Building C presents a greater transition in height between the two towers, a noticeable stagger and a change from the heavier building form originally submitted. This impacts positively on how the development is experienced from all angles.

## Density

- 9.62 Policy 3.4 of the London Plan 2016 requires development to 'optimise' housing output taking account of public transport accessibility, local context and character and design principles. The policy applies the sustainable residential quality density matrix which cross references existing development intensity against public transport accessibility to find an appropriate background density.
- 9.63 Despite its location adjacent to Brimsdown Station, the site is located on a PTAL "peninsula" with a public transport accessibility level score of 2, (where a score of 1 is poor and 6 is excellent), that is largely surrounded by significantly lower PTAL scores of 1b, 1a, and even zero. The character of the neighbourhood has an urban context. The London Plan matrix suggests that for an urban environment with a PTAL score of 2 to 3, a density of 200-450 habitable rooms per hectare (hr/ha) is appropriate.
- 9.64 This proposal for 148 residential units would produce some 271 habitable rooms on a site that measures 4600 square metres would produce a residential density of approximately 590 hr/ha. Whilst this figure would exceed the upper end of the density range and would suggest that from a numerical perspective, the proposal would represent an overdevelopment of the site, it has to be seen in the context of the design led approach to density that is presented by Policy D3 of the Intend to Publish London Plan that optimises the capacity of sites, without use of a density matrix as a guide.
- 9.65 This goes in hand with Enfield Core Policies 4 and 30 which stress the need for high-quality housing and the need to maintain and improve the quality of the built and open environment. Development Management Document Policy DMD 37 calls for a design-led approach to 'capitalising' on opportunities in accordance with urban design objectives relating to character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability and diversity.
- 9.66 The design-led approach requires consideration of design options to determine the most appropriate form of development that responds at a site's context and existing and planned supporting infrastructure capacity. In this context, the potential confirmation of Crossrail 2 could add to the local transport infrastructure and significantly improve rail services to Brimsdown Station in the process which would make density of the scale proposed easier to countenance should this development proposal proceed to construction.
- 9.67 In addition as a consequence of its careful design, the scheme demonstrates none of the typical symptoms of over development such as overshadowing, overlooking, unneighbourly intervisibility, loss of privacy, north facing single aspect units, cramped internal arrangements etc. Despite its very tall height, physically, the resultant scheme would relate wholly appropriately with the surrounding built context, even though its upper parts would be highly visible in long range views.

### Landscaping

- 9.68 There is significant level of urban greening proposed by the development, including green roofs, soft and hard landscaping incorporating permeable paving including areas for childrens play.
- 9.69 In line with London Plan Policy 5.10 and the Mayor's Intend to Publish London Plan Policy G1 and G5. Features such as street trees, green roofs, green walls, rain gardens, wildflower meadows, woodland and hedgerows should all be considered for inclusion within schemes. Whilst the whole range may not be suitable in this instance, a number of these features could reasonably be additionally incorporated.
- 9.70 The applicant has calculated the urban greening factor of the scheme, as set out in Policy G5 of the Mayor's Intend to Publish London Plan, and aim to achieve the specified target of 3.8 which sits somewhere between the expected 3 for a commercial scheme and 4 for a residential scheme.

### Highways

- 9.71 When the originally application was submitted there were originally concerns with the lower level of parking provided and the likely impact on the existing on street provision. Whilst the location nearby to the station was noted, it was not considered that the site is in a location to sustain a provision of 0.39 spaces, particularly given the mix of units including a high number of 2xbed and 3xbed units. The traffic generated by the commercial units was also of concern and was not fully addressed in the submission.
- 9.72 The current application revised the parking provision to 0.49 which is more acceptable than the previous proposals. However, how the parking would be allocated is still a concern, and the fact the site is not within a Controlled Parking Zone (CPZ) means that on street parking pressures may still increase as a result of the scheme.
- 9.73 This potential problem can be addressed through a Section 106 package of mitigation works. On a pro rata basis this is likely cost around £150,000 for a package of measures (car club, cycle infrastructure, travel plan, pedestrian infrastructure, parking surveys etc.) but further discussions were be required to clarify detail as the proposed development, particularly the commercial units, were considered likely to generate a significant volume of traffic which could potentially have a negative impact on the existing highway conditions, having regard to London Plan Policy 6.13 and DMD Policies 45 & 47.
- 9.74 Whilst additional information and observation has overcome this concern, the proposed development, by reason the site not being located within a Controlled Parking Zone, and due to the low parking provision in relation to the mix of units, is likely to have a significant detrimental impact on the parking pressures within the locality of the site, having regard to London Plan 6.13 and DMD Policy 45.
- 9.75 Confirmation from developer that CPZ funding will form part of S106 has overcome these concerns.

### Section 106 (S106) Obligations

- 9.76 The following matters will need to be secured by s106 legal agreement:

Affordable Housing	Amount, tenure and mix to be secured
Green Street / Enstone Road enhancement / Transport related works	Secure enhancement to the public realm along the Green Street and Enstone Road frontage including new parking provision and access driveway crossing and related highway works to be discussed with officers.
Car Club membership	Secure a commitment to offer for a period of three years, a three year membership to the local car club scheme per residential unit, subject to a car club being operational in the local area.
Car Club space	Provision of a car club space to Green Street / Enstone Road
Travel Plan	Travel Plan implementation on occupation of dwellings and business centre
Carbon offset contribution	Secure carbon offset contribution
Education	Financial contribution towards local education facilities
Management company	Secure the appointment of Managing Agents to operate a management company
Local Employment	Measures to maximise opportunities for local business and for residents to gain employment at the site.
Local Health Services	Financial contribution towards local health facilities : £68,100 ( <i>to be updated</i> )
Monitoring fee	Payment of the Council's costs associated with monitoring of the S106 agreement (TBC)
Council's legal costs	Payment of the Council's legal costs associated with the preparation and completion of the S106 agreement

### **Community Infrastructure Levy (CIL)**

9.77 As of April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development.

## **10. Conclusion**

10.1 Planning decisions on applications are made by assessing how proposals accord with the development plan and material considerations.

- 10.2 The proposed residential led mixed use redevelopment of the site is acceptable in policy terms.
- 10.3 The proposed tall buildings are acceptable in policy terms and in how they relate to their surrounding context.
- 10.4 The proposal would represent a challenging, innovative piece of architecture that would be transformational in this locality and have the potential to have a long lasting regenerative impact.
- 10.5 Having regard to the above assessment it is recommended that planning permission be granted subject to conditions and a S106 Agreement.





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**KEY**  
 PLANNING APPLICATION BOUNDARY

B: 02-10-2020 Flex. commercial unit changed to single storey.  
 A: 10-09-2020 Cycle stores amended, Sheffield stands shown  
 Revisions:

**PLANNING**

Client:

**STONEGATE**  
HOMES

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BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
PROPOSED GROUND FLOOR PLAN		
Reference:	Dwg. No.:	Rev.:
GSB	100	B





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**KEY**  
 PLANNING APPLICATION BOUNDARY

A: 02-10-2020 Block A 1st floor changed to residential. Flexible commercial Unit C size amended.  
 Revisions:

**PLANNING**

Client:

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Drawing title:		
PROPOSED 1ST FLOOR PLAN		
Reference:	Dwg. No.:	Rev.:
GSB	101	A





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**KEY**  
 PLANNING APPLICATION BOUNDARY

- KEY - FLAT TYPE**
- 1B2P FLAT
  - 2B3P FLAT
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  - 3B5P FLAT

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Drawing title:		
PROPOSED 2ND FLOOR PLAN		
Reference:	Dwg. No.:	Rev.:
GSB	102	-





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**KEY**

— PLANNING APPLICATION BOUNDARY

**KEY - FLAT TYPE**

- 1B2P FLAT
- 2B3P FLAT
- 2B4P FLAT
- 3B5P FLAT

A: 02-10-2020 4th floor revised. Refer to drawing GSB 104.  
Revisions:

**PLANNING**

Client:

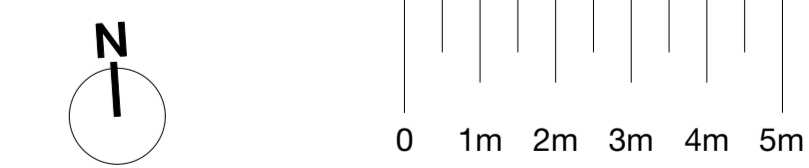


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Drawing title:  
**PROPOSED  
3RD FLOOR PLAN**

Reference:	Dwg. No.:	Rev.:
GSB	103	A





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**KEY**  
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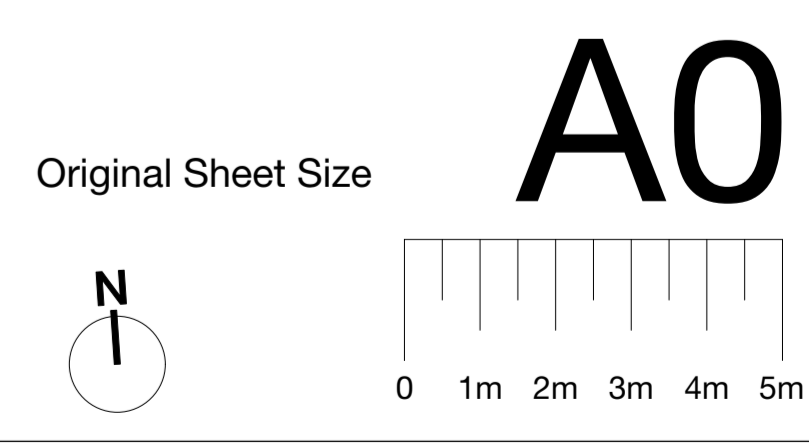
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- 1B2P FLAT
- 2B3P FLAT
- 2B4P FLAT
- 3B5P FLAT

A 02-10-2020 Block A 5th floor dropped to 4th floor.  
 Revisions:



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PROPOSED 4TH FLOOR PLAN		
Reference:	Dwg. No.:	Rev.:
GSB	104	A





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**KEY**

— PLANNING APPLICATION BOUNDARY

**KEY - FLAT TYPE**

- 1B2P FLAT
- 2B3P FLAT
- 2B4P FLAT
- 3B5P FLAT

A: 02-10-2020 Block A roof dropped to 5th floor.  
Revisions:

**PLANNING**

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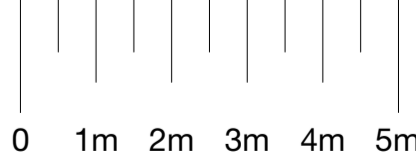
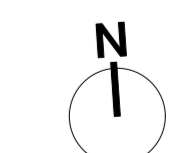
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**PROPOSED  
5TH FLOOR PLAN**

Reference:	Dwg. No.:	Rev.:
GSB	105	-





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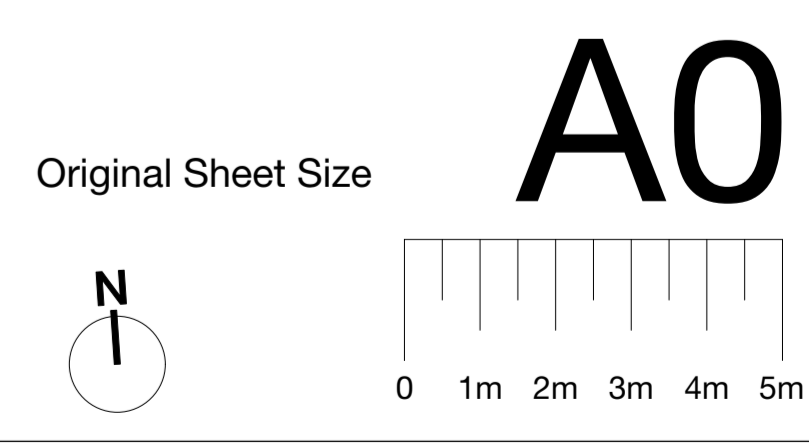
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A: 02-10-2020 Flat types amended in Block B.  
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PROPOSED 6TH - 7TH FLOOR PLAN		
Reference:	Dwg. No.:	Rev.:
GSB	106	A





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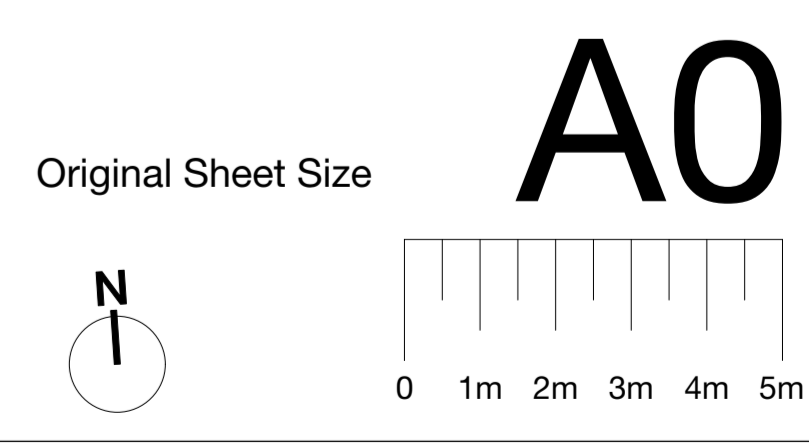
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PROPOSED 8TH FLOOR PLAN		
Reference:	Dwg. No.:	Rev.:
GSB	108	-





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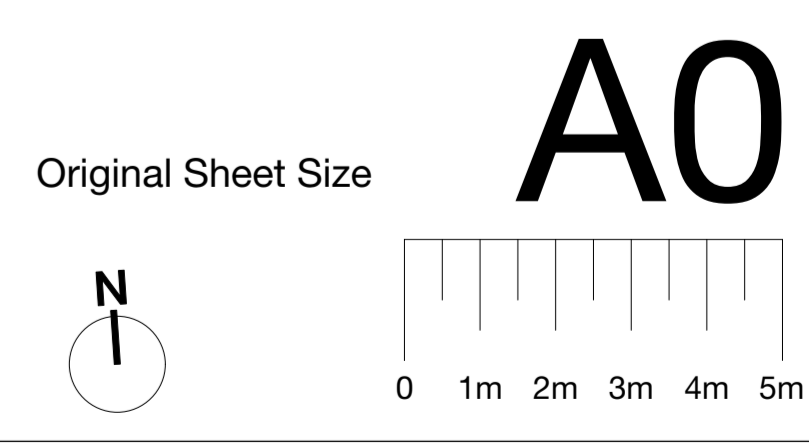
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- 2B4P FLAT
- 3B5P FLAT

A 02-10-2020 10th floor revised. Refer to drawing GSB 110.  
 Revisions:



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PROPOSED 9TH FLOOR PLAN		
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GSB	109	A





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**KEY**  
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**KEY - FLAT TYPE**

- 1B2P FLAT
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A 02-10-2020 Block C 10th floor revised.  
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GSB	110	A





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**KEY - FLAT TYPE**

- 1B2P FLAT
- 2B3P FLAT
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A 02-10-2020 Block B & C 11th floor revised.  
 Revisions:

**PLANNING**

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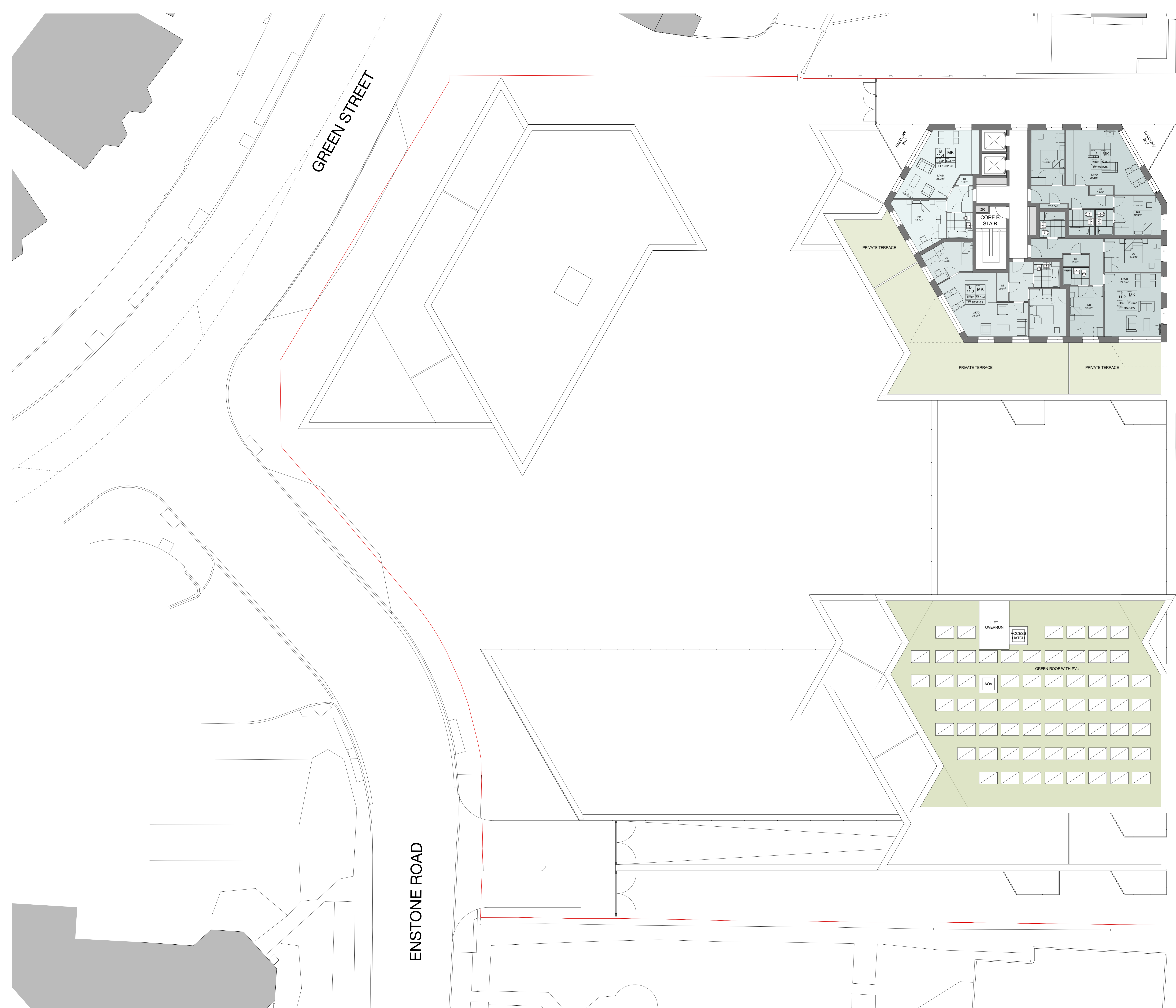
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Reference:	Dwg. No.:	Rev.:
GSB	111	A





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**KEY**  
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**KEY - FLAT TYPE**

- 1B2P FLAT
- 2B3P FLAT
- 2B4P FLAT
- 3B5P FLAT

A: 02-10-2020 Block B floor revised, Block C roof dropped to 12th floor. Refer to GSB 113 for 13th floor.  
 Revisions:

**PLANNING**

Client:

**STONEGATE**  
HOMES

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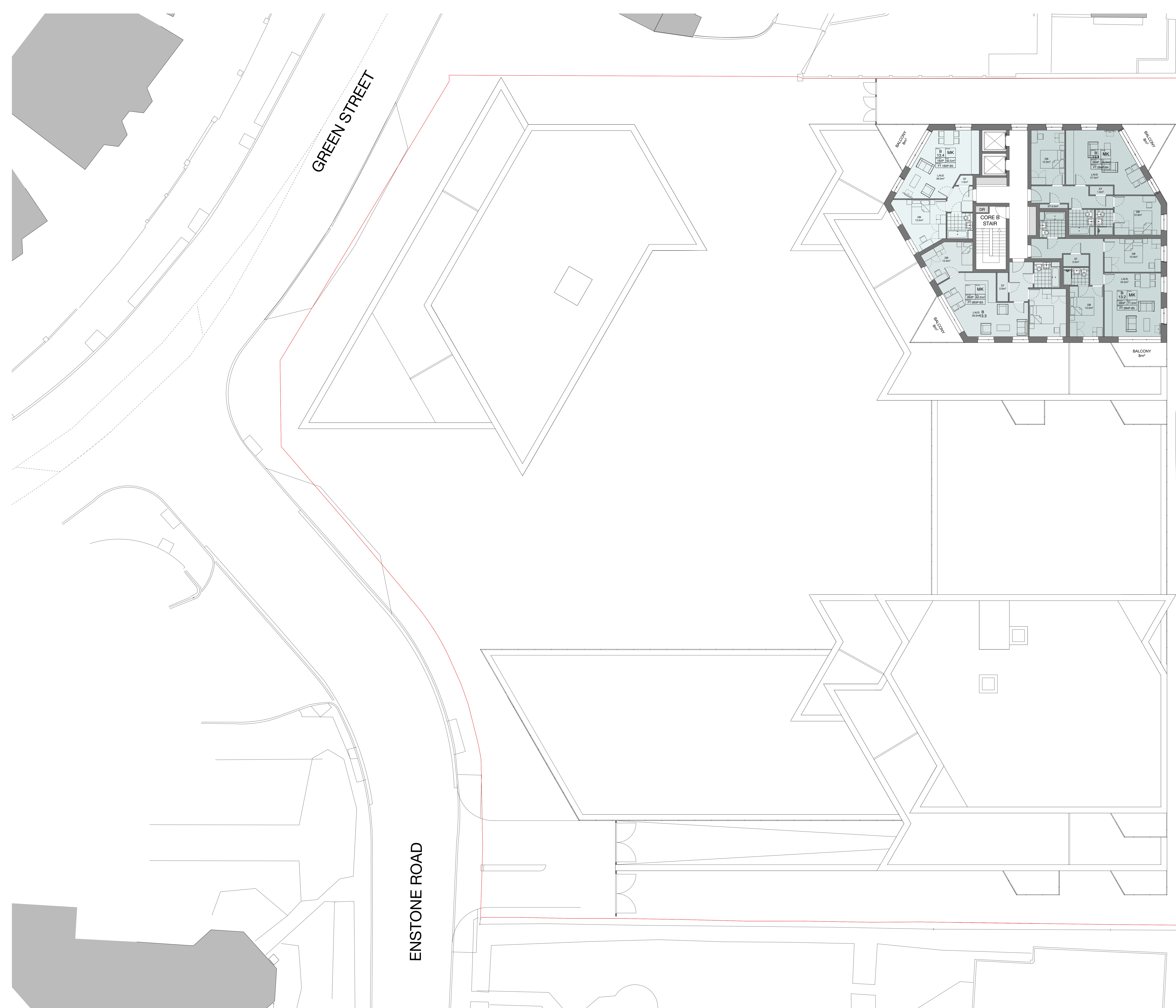
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Project:		
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Drawing title:		
PROPOSED 12TH FLOOR PLAN		
Reference:	Dwg. No.:	Rev.:
GSB	112	A





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**KEY - FLAT TYPE**

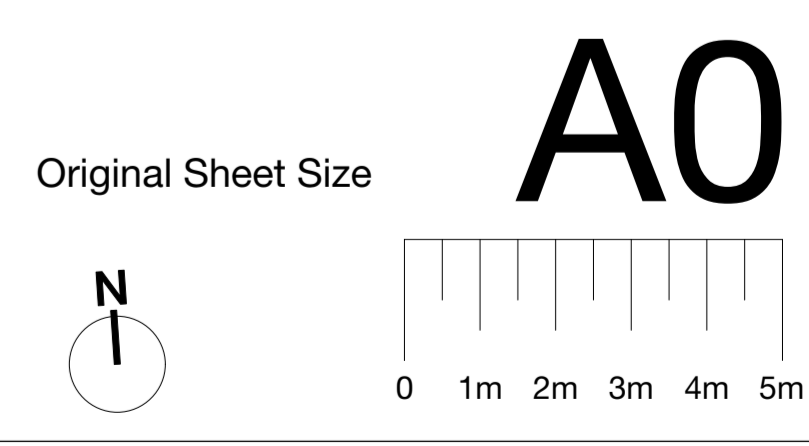
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A: 02-10-2020 Block B floor revised, Block C roof dropped to 12th floor. Refer to GSB 113 for 13th floor.  
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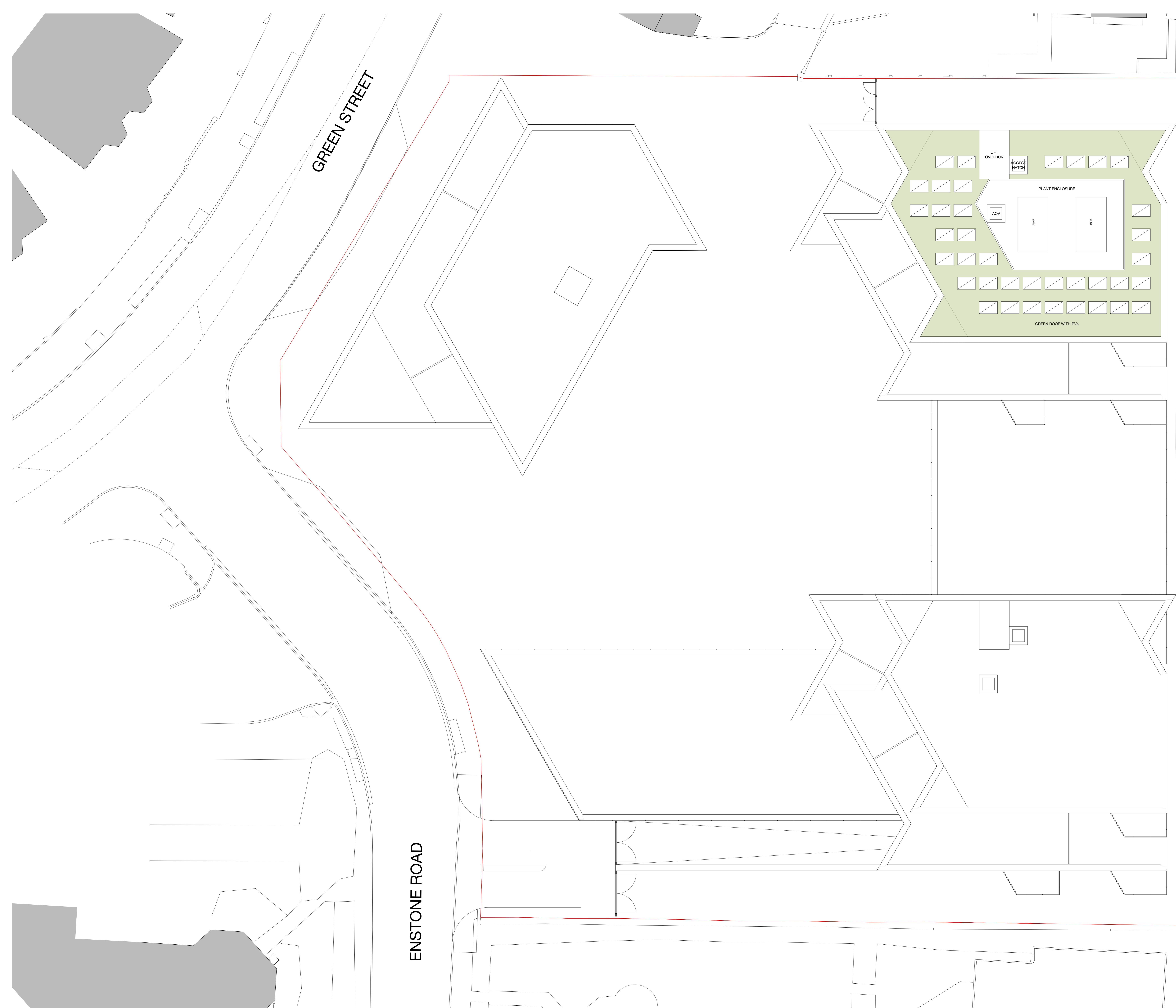
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**241 GREEN STREET**

Drawing title:  
**PROPOSED**  
**13TH - 15TH FLOOR PLAN**

Reference:	Dwg. No.:	Rev.:
<b>GSB</b>	<b>113</b>	<b>A</b>





- Notes:**
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**KEY**

— PLANNING APPLICATION BOUNDARY

Revisions:

**PLANNING**



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Original Sheet Size **A0**

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Date:	Scale:	Drawn by:
Oct-20	1:100 @ A0	BM

Project:  
**BRIMSDOWN, EN3 7SJ**  
**241 GREEN STREET**

Drawing title:  
**PROPOSED**  
**ROOF PLAN**

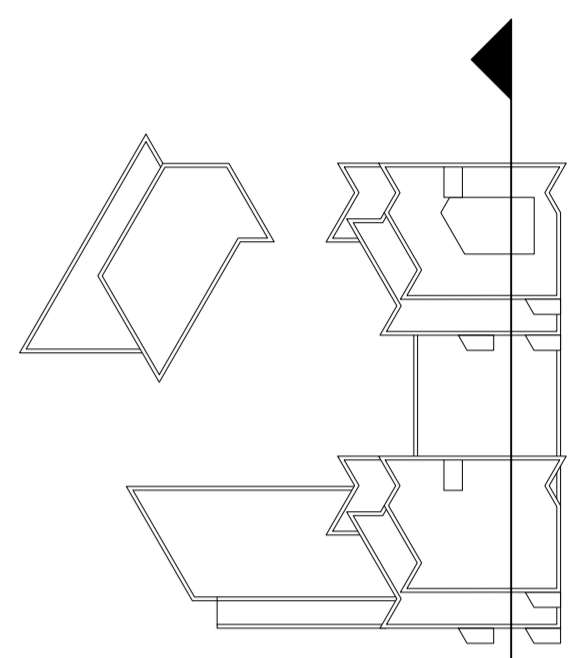
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<b>GSB</b>	<b>116</b>	-



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- A2** STRETCHER BOND - BT 2
- B1** ALTERNATING RECESSED STRETCHER BOND - BT 1
- C1** BT 1 - SOLDIER COURSE / STACK BOND (RECESSED ABOVE WINDOWS)
- C2** BT 2 - SOLDIER COURSE / STACK BOND (RECESSED ABOVE WINDOWS)
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- G** DARK BRONZE PPC ALUMINIUM CURTAIN WALL (RAL COLOUR TBC AT DETAIL STAGE)
- H** DARK BRONZE PPC ALUMINIUM LOUVERED PANEL (RAL COLOUR TBC AT DETAIL STAGE)
- J** DARK BRONZE PPC ALUMINIUM PERFORATED PANEL (RAL COLOUR TBC AT DETAIL STAGE)
- K** LOUVERED PLANT ENCLOSURE
- L1** DARK BRONZE STEEL BALUSTRADE ON MATCHING PPC FASCIA PANEL & STEELWORK
- L2** DARK BRONZE PPC STEEL JULIET BALUSTRADE
- M** PPC ALUMINIUM COPING (RAL COLOUR TBC AT DETAIL STAGE)
- N** ROLLER SHUTTER TO CAR PARK (RAL COLOUR TBC AT DETAIL STAGE)
- O** CLIMBING PLANTS

A: 16-10-2020 Building heights & material key revised.  
Revisions:

**PLANNING**



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Project:		
BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
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Reference:	Dwg. No.:	Rev.:
GSB	201	A



ANEMONE COURT

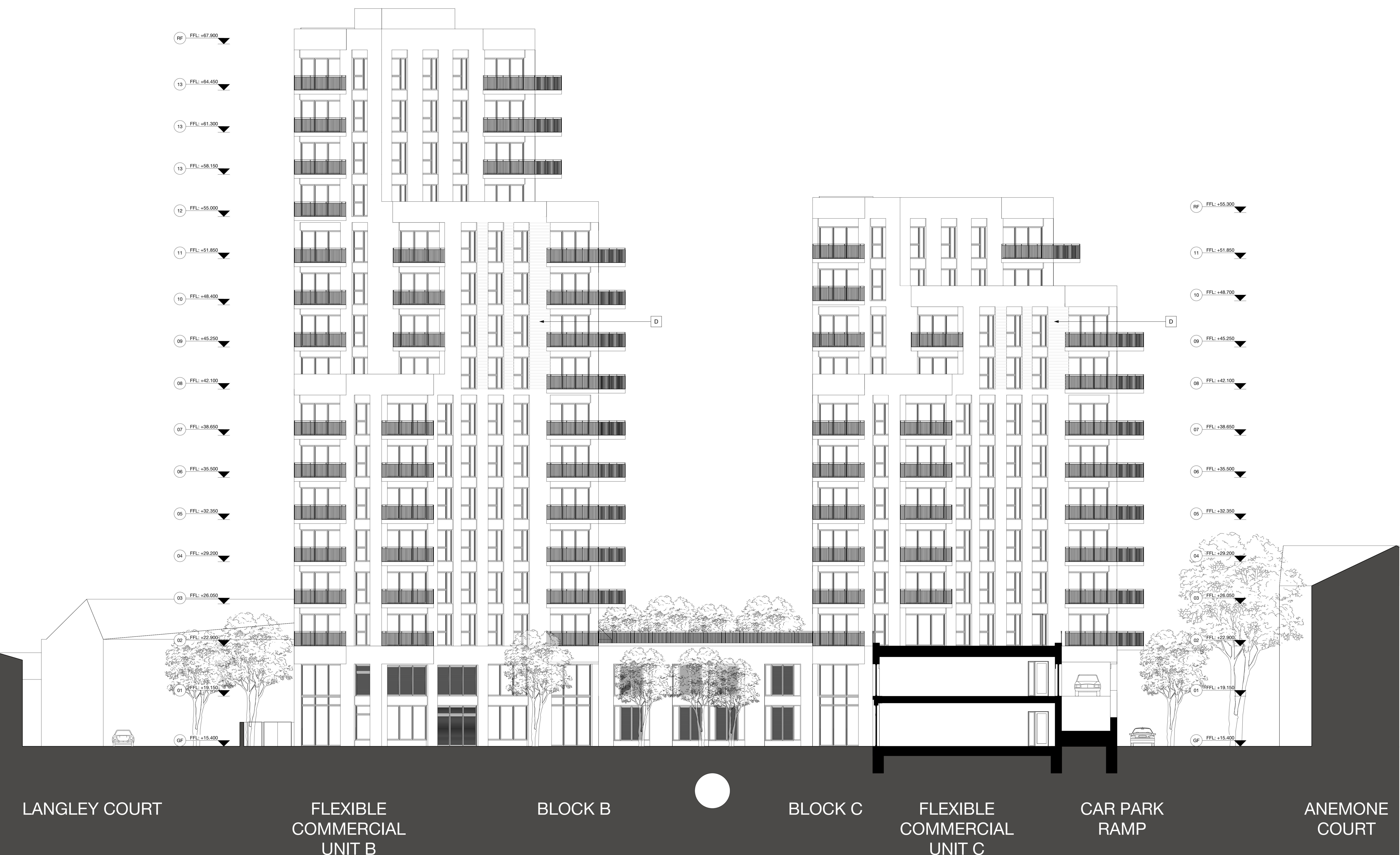
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CAR PARK

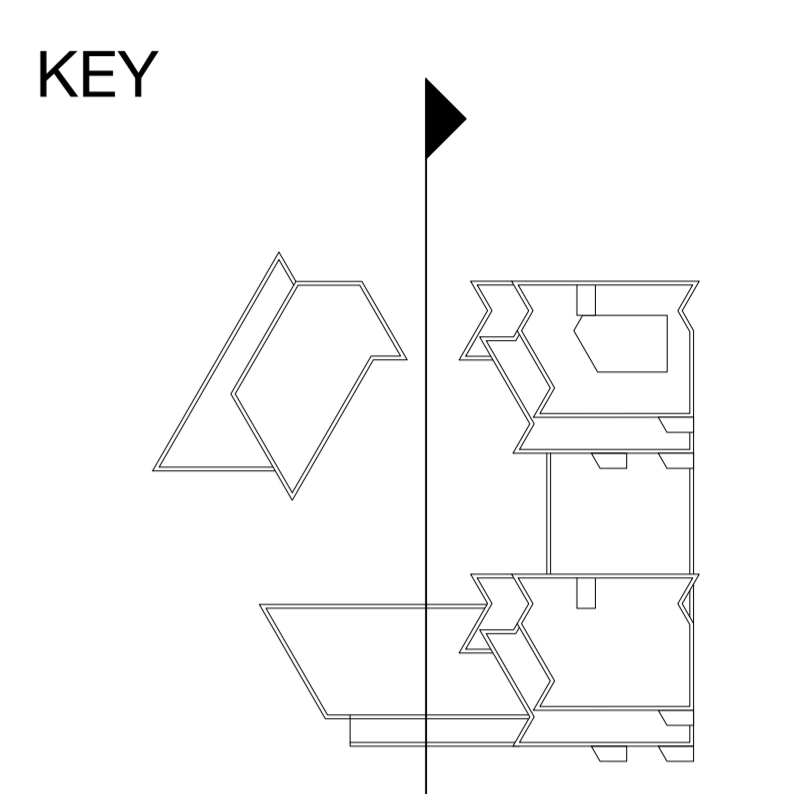
BLOCK C

LANGLEY COURT





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  - L1:** DARK BRONZE STEEL BALUSTRADE ON MATCHING PPC FASCIA PANEL & STEELWORK
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  - M:** PPC ALUMINIUM COPING (RAL COLOUR TBC AT DETAIL STAGE)
  - N:** ROLLER SHUTTER TO CAR PARK (RAL COLOUR TBC AT DETAIL STAGE)
  - O:** CLIMBING PLANTS
- A: 16-10-2020 Building heights & material key revised.  
Revisions:

**PLANNING**

Client:

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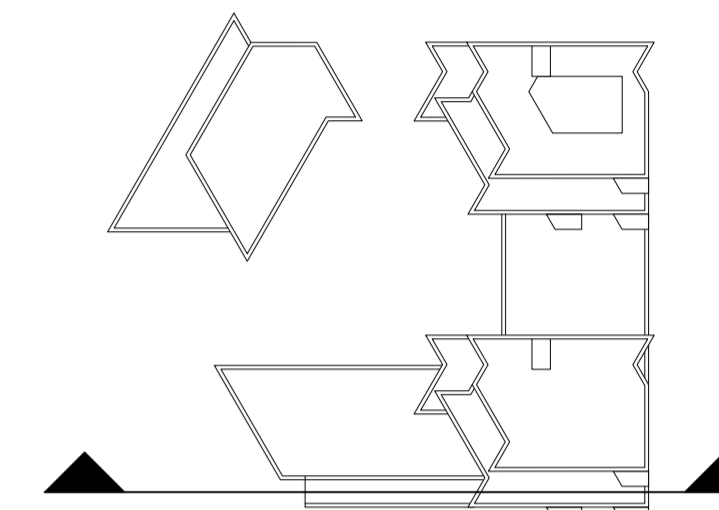
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Reference:	Dwg. No.:	Rev.:
GSB	202	A



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- N** ROLLER SHUTTER TO CAR PARK (RAL COLOUR TBC AT DETAIL STAGE)
- O** CLIMBING PLANTS

A: 16-10-2020 Building heights & material key revised.  
Revisions:

**PLANNING**



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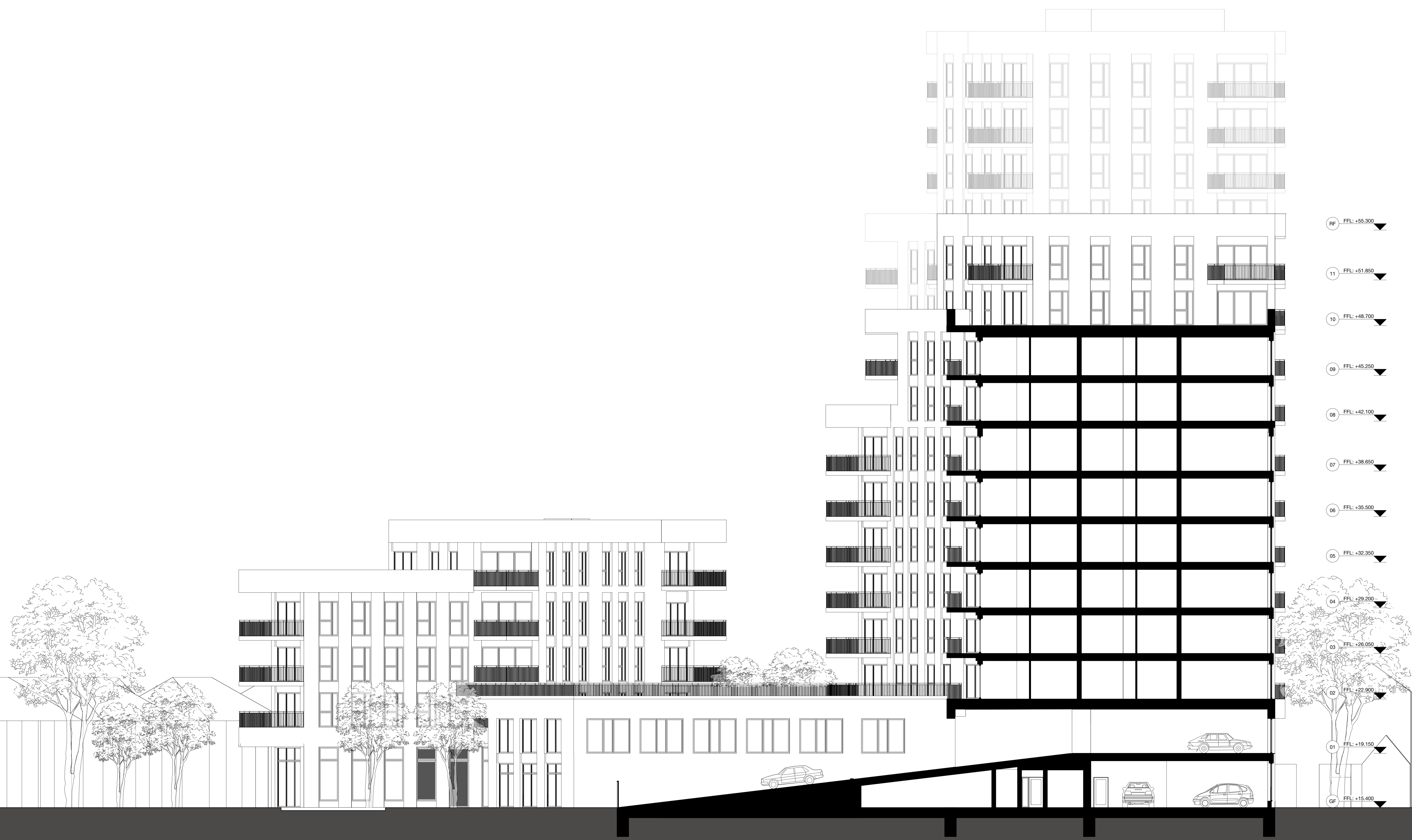
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BRIMSDOWN, EN3 7SJ  
241 GREEN STREET

Drawing title:  
PROPOSED  
SECTION C

Reference:	Dwg. No.:	Rev.:
GSB	203	A



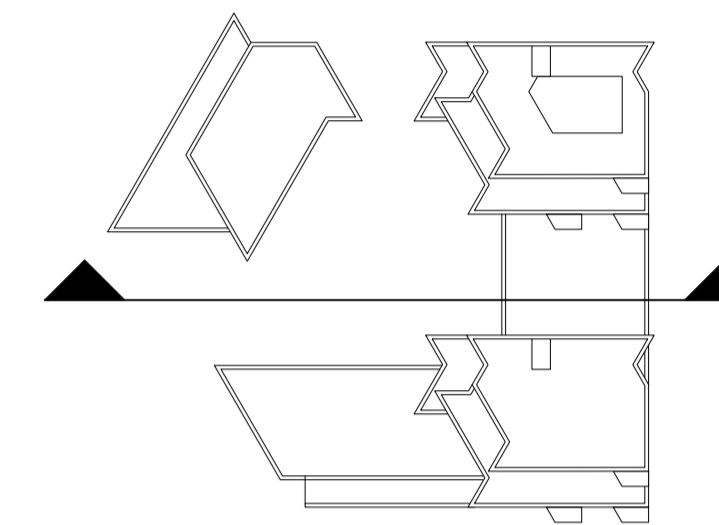
BUS STOP      ENSTONE ROAD    BLOCK A      FLEXIBLE COMMERCIAL UNIT C      CAR PARK RAMP      BLOCK C



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Revisions:

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Project:		
BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
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Reference:	Dwg. No:	Rev.
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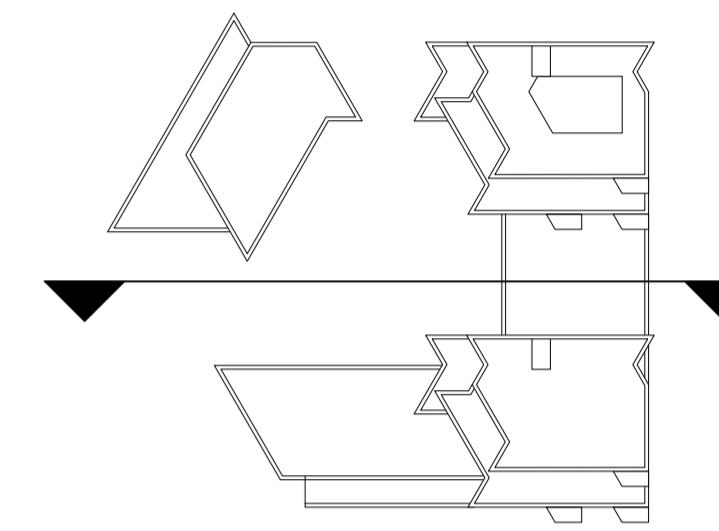
BUS STOP      ENSTONE ROAD      BLOCK A      COURTYARD      BLOCK C      CAR PARK



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- O** CLIMBING PLANTS

A: 16-10-2020 Building heights & material key revised.  
Revisions:

**PLANNING**

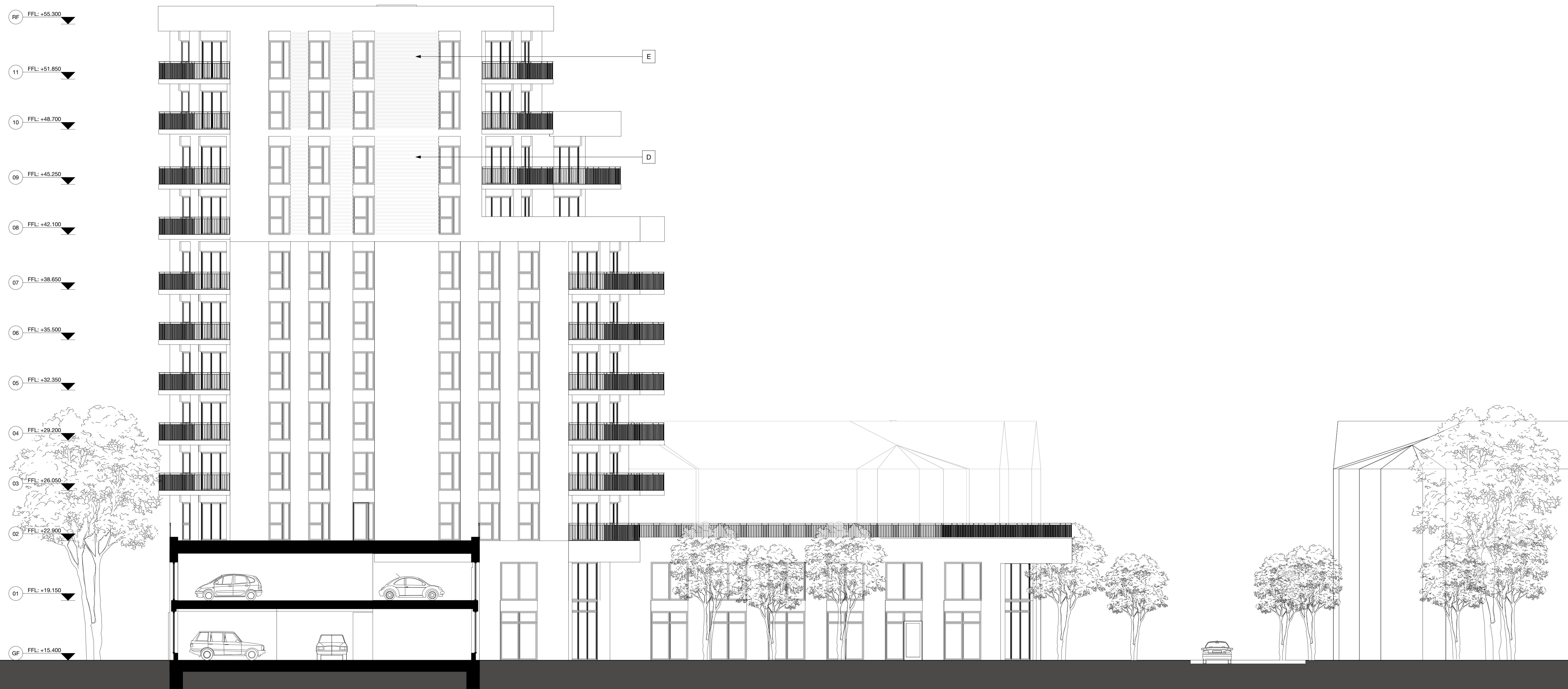


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Reference:	Dwg. No.:	Rev.:
GSB	205	A



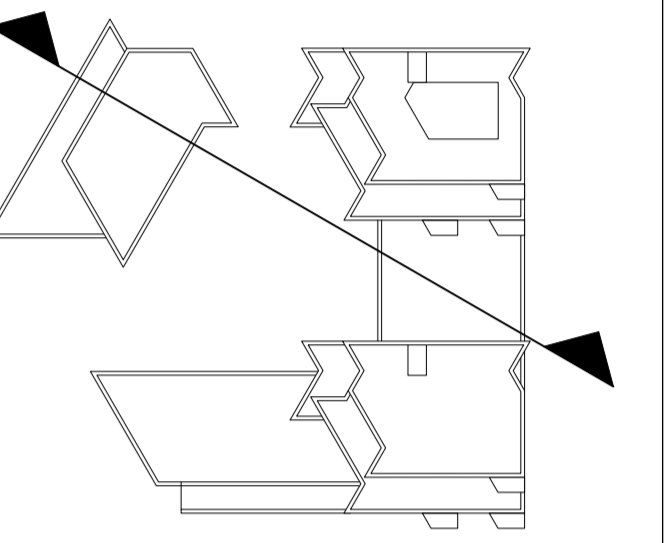
RAILWAY                      CAR PARK                      BLOCK C                      FLEXIBLE COMMERCIAL UNIT C                      ENSTONE ROAD



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A: 16-10-2020 Building heights & material key revised.  
Revisions:

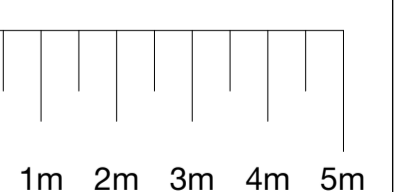
**PLANNING**



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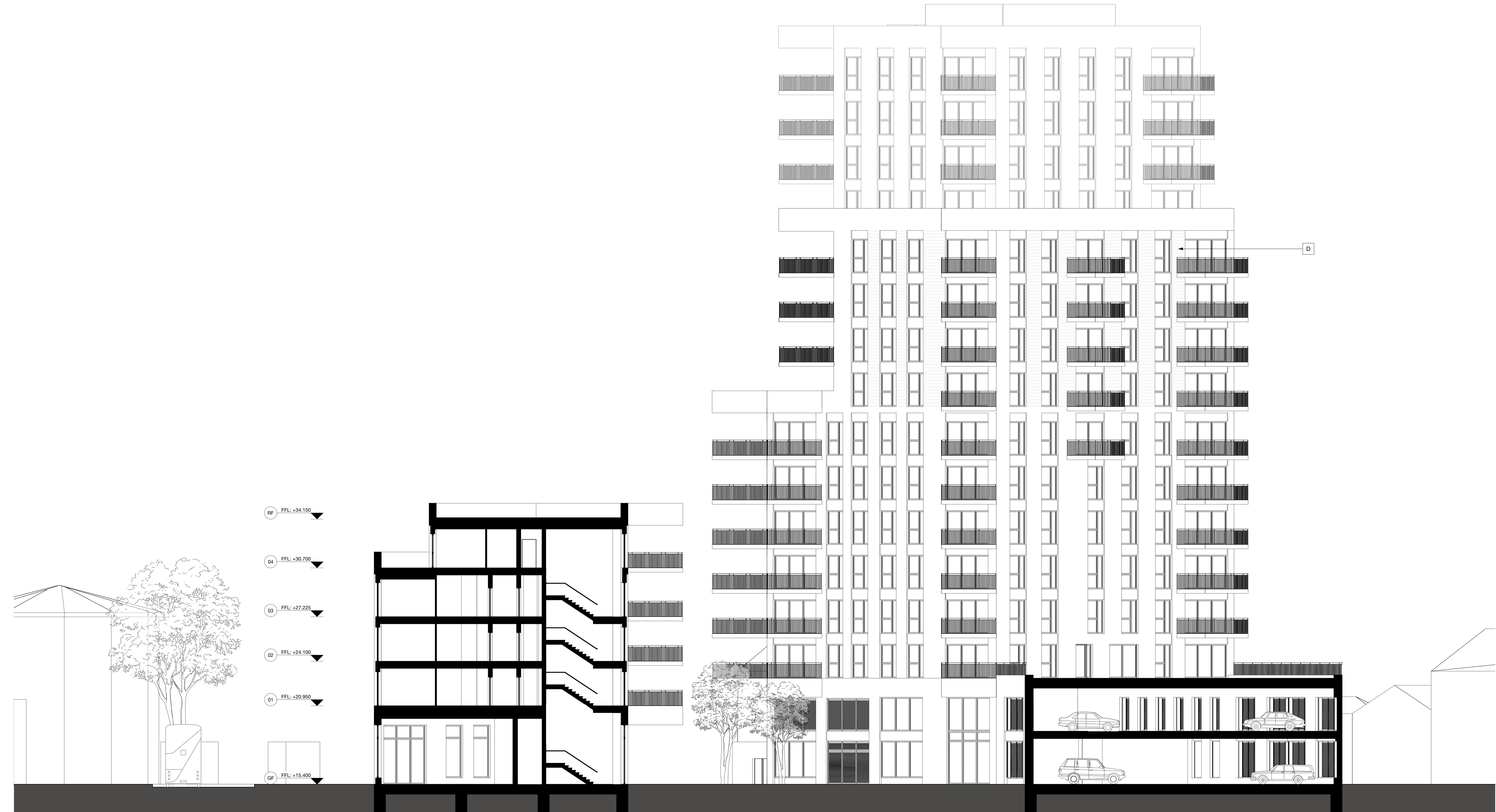


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241 GREEN STREET

Drawing title:  
**PROPOSED SECTION F**

Reference: GSB Dwg. No: 206 Rev: A



GREEN STREET

BLOCK A

COURTYARD

BLOCK B

CAR PARK



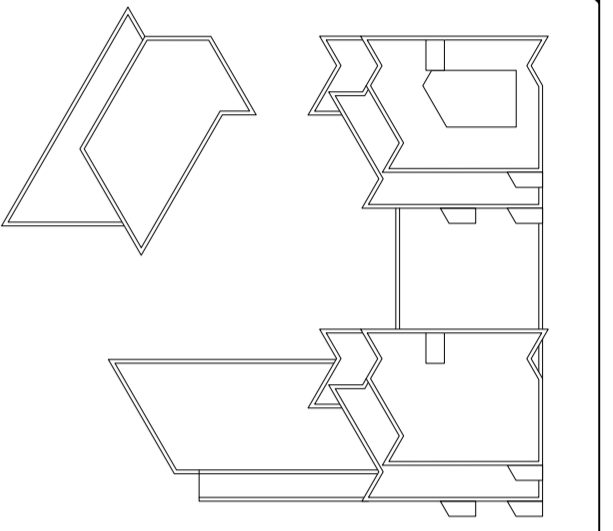




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- O:** CLIMBING PLANTS

A 16-10-2020 Heights and brick detailing amended  
Revisions:

**PLANNING**



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Oct-20	1:100 @ A0	BM
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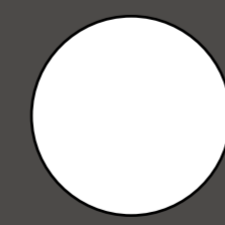
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BLOCK C

CAR PARK

BLOCK B

LANGLEY COURT

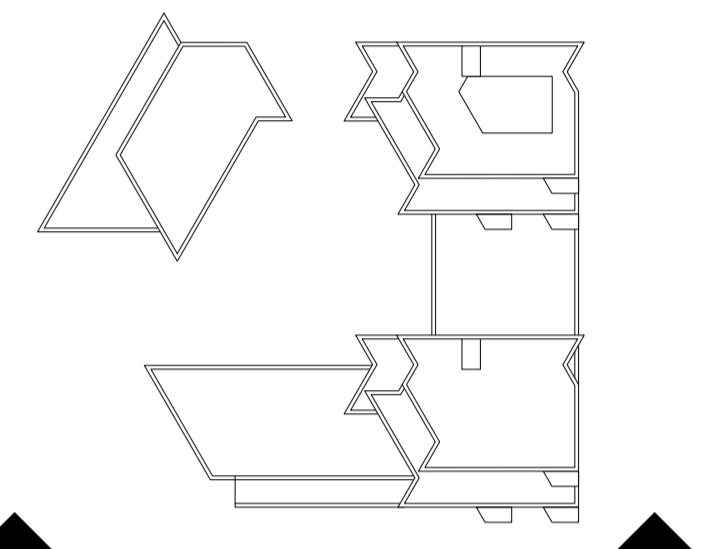




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- O** CLIMBING PLANTS

A: 16-10-2020 Building heights & material key revised.  
Revisions:

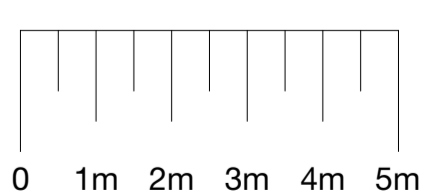
**PLANNING**



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Original Sheet Size **A0**



Date: Oct-20 Scale: 1:100 @ A0 Drawn by: BM

Project: BRIMSDOWN, EN3 7SJ  
241 GREEN STREET

Drawing title: PROPOSED SOUTH ELEVATION

Reference: GSB Dwg. No: 253 Rev: A



ENSTONE ROAD

BLOCK A

FLEXIBLE COMMERCIAL UNIT C

CAR PARK RAMP

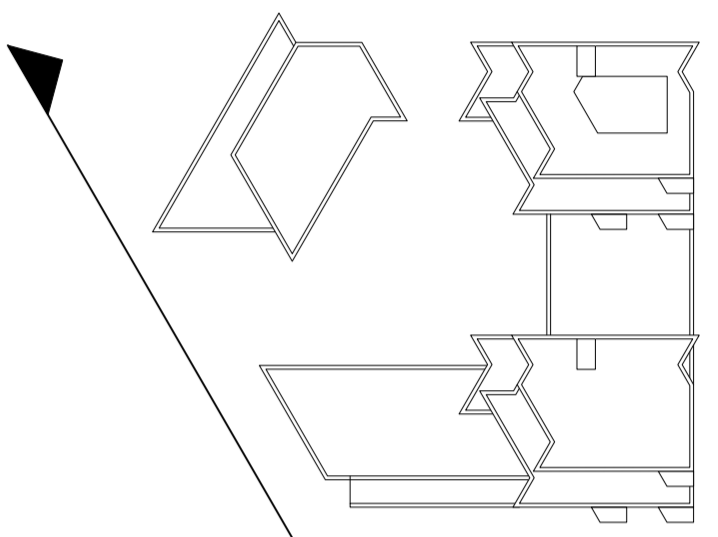
BLOCK C



**Notes:**

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  - O** CLIMBING PLANTS

A: 16-10-2020 Building heights & material key revised.  
 Revisions:

**PLANNING**

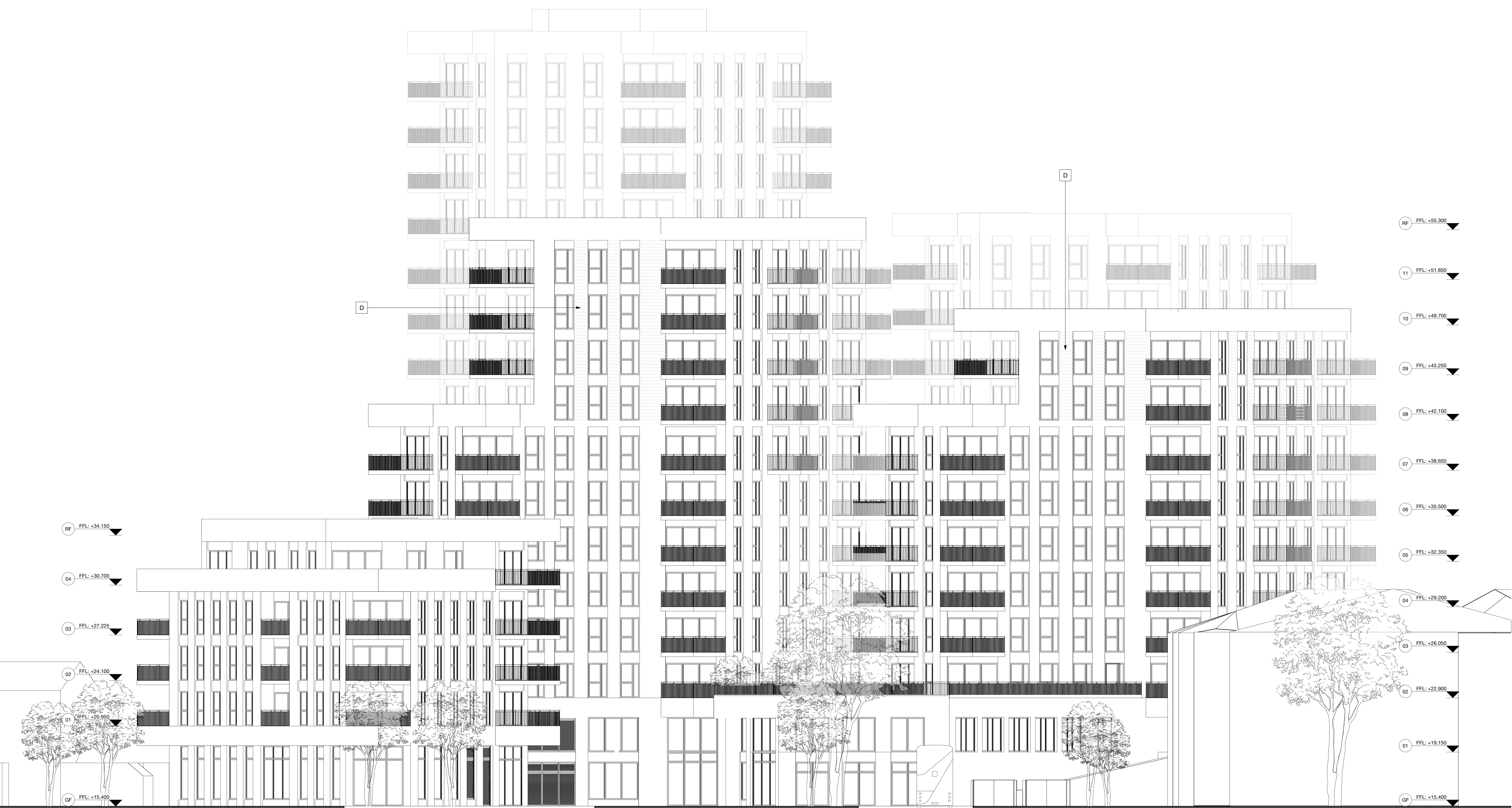


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Date:	Scale:	Drawn by:
Oct-20	1:100 @ A0	BM
Project:		
BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
PROPOSED SOUTHWEST ELEVATION		
Reference:	Dep. No.:	Rev.:
GSB	254	A



GREEN STREET

BLOCK A

BLOCK B

BLOCK C

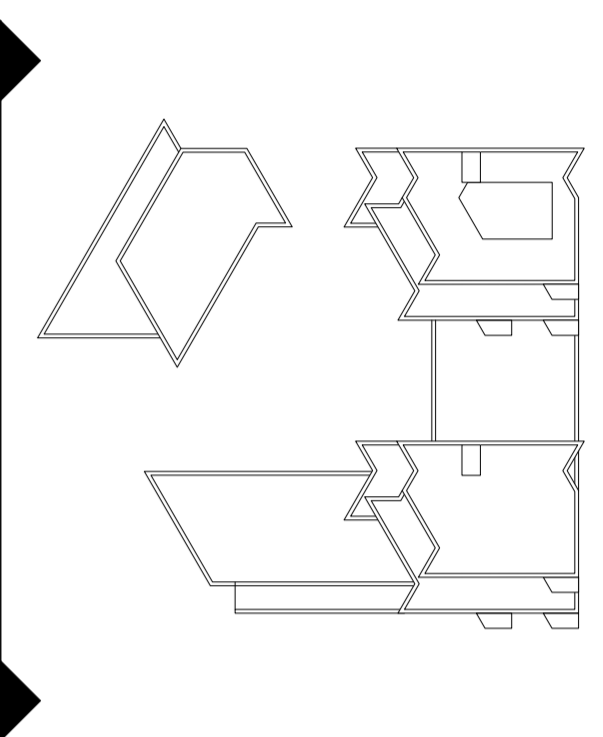
BUS STOP



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A 16-10-2020 Building heights & material key revised.  
Revisions:

**PLANNING**

Client:



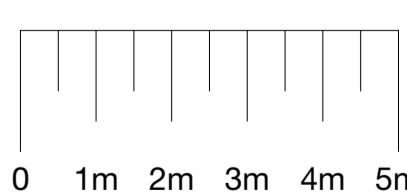
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**A0**



Date:	Scale:	Drawn by:
Oct-20	1:100 @ A0	BM

Project:  
BRIMSDOWN, EN3 7SJ  
241 GREEN STREET

Drawing title:  
PROPOSED  
WEST ELEVATION

Reference:	Dwg. No.:	Rev.:
GSB	255	A



FLEXIBLE  
COMMERCIAL  
UNIT A

BLOCK A

BLOCK C

FLEXIBLE  
COMMERCIAL  
UNIT C

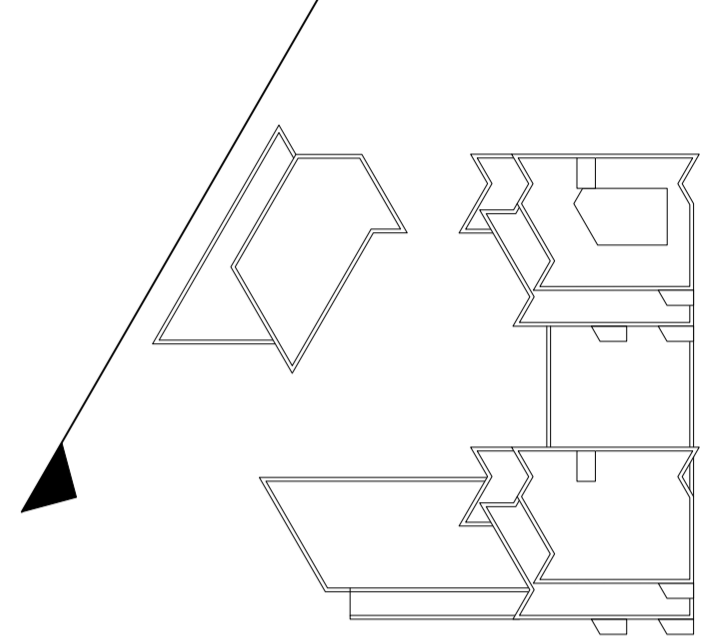
CAR PARK  
RAMP



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Date:	Scale:	Drawn by:
Oct-20	1:100 @ A0	BM

Project:  
**BRIMSDOWN, EN3 7SJ**  
241 GREEN STREET

Drawing title:  
**PROPOSED**  
**NORTHWEST STREET ELEVATION**

Reference:	Dwg. No.:	Rev.:
<b>GSB</b>	<b>256</b>	<b>A</b>



BLOCK B

BLOCK A

BLOCK C

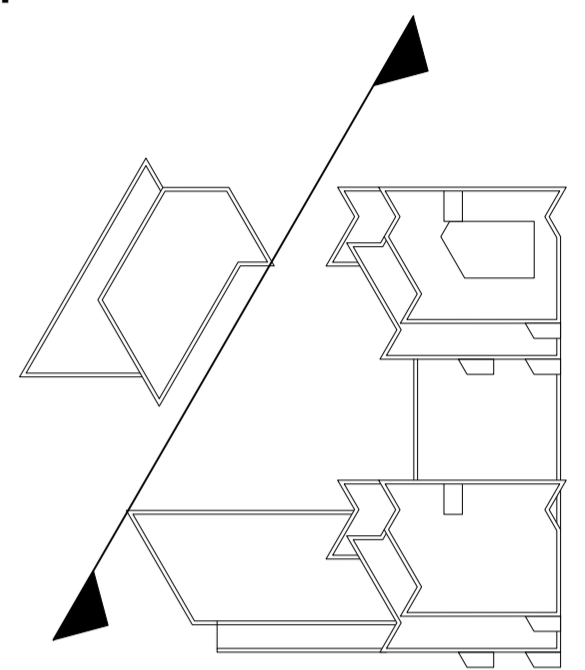
Page 10



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A: 16-10-2020 Building heights & material key revised.  
Revisions:

**PLANNING**

Client:



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Date:	Scale:	Drawn by:
Oct-20	1:100 @ A0	BM
Project:		
BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
PROPOSED NORTHWEST COURTYARD ELEVATION		
Reference:	Dep. No:	Rev.
GSB	257	A



FLEX. COMMERCIAL  
UNIT B

BLOCK B

COURTYARD

BLOCK C

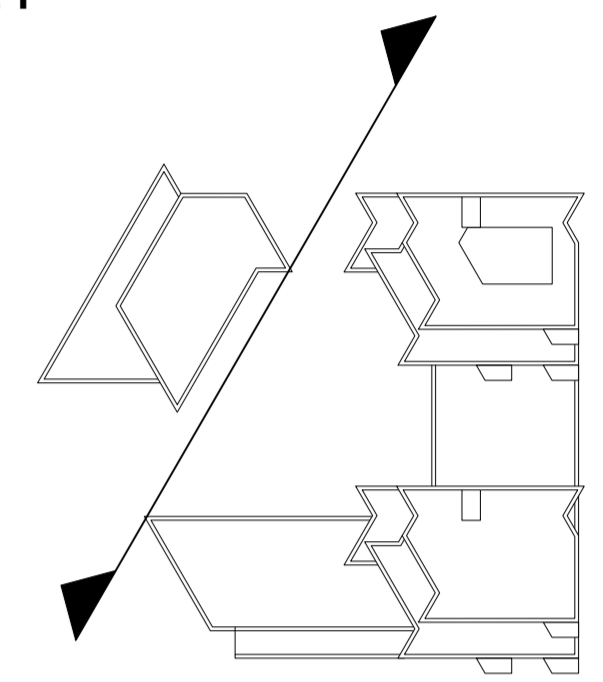
FLEX. COMMERCIAL  
UNIT C



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 Revisions:

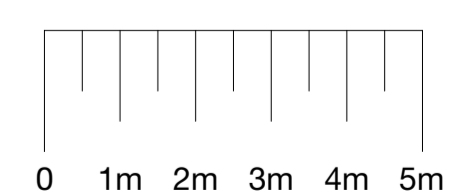
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Date:	Scale:	Drawn by:
Oct-20	1:100 @ A0	BM

Project:  
 BRIMSDOWN, EN3 7SJ  
 241 GREEN STREET

Drawing title:  
**PROPOSED  
 SOUTHWEST COURTYARD ELEVATION**

Reference:	Dwg. No.:	Rev.:
<b>GSB</b>	<b>258</b>	<b>A</b>



BUS STOP

ENSTONE ROAD

BLOCK A

COURTYARD



**WHOLE SCHEME OVERVIEW**  
 Based on Plan Set of 02-10-2020

**General Notes**

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4. MLA have copyright of all schedules, and drawings used to prepare schedules.

**UNITS OVERVIEW**

	TOTAL	%	SUM %
FLATS			
STUDIO	-	-	-
1B2P	54	36.5%	36.5%
2B3P	11	7.4%	48.0%
2B4P	60	40.5%	
3B4P	-	-	
3B5P	23	15.5%	15.5%
3B6P	-	-	
<b>TOTAL UNITS</b>	<b>148</b>		

**UNITS BY TENURE**

MARKET			INTERMEDIATE			AFFORDABLE RENT		
TOTAL	%	SUM %	TOTAL	%	SUM %	TOTAL	%	SUM %
-	-	-	-	-	-	-	-	-
28	37.3%	37.3%	15	55.6%	55.6%	11	23.9%	23.9%
6	8.0%	48.0%	4	14.8%	44.4%	1	2.2%	50.0%
30	40.0%		8	29.6%		22	47.8%	
-	-		-	-		-	-	
11	14.7%	14.7%	-	-	-	12	26.1%	26.1%
-	-		-	-		-	-	
<b>75</b>			<b>27</b>			<b>46</b>		

**TENURE OVERVIEW**

	UNITS	H/R	NIA
MARKET	75	211	5,125.0 m <sup>2</sup>
INT	27	66	1,603.5 m <sup>2</sup>
A/R	46	151	3,502.0 m <sup>2</sup>
<b>SUM AFFORDABLE</b>	<b>73</b>	<b>217</b>	<b>5,105.5 m<sup>2</sup></b>
<b>TOTAL H/R</b>		<b>428</b>	

**AFFORDABLE BY HABITABLE ROOMS**

REQUIREMENT		Calc. Req.	TARGET
Hab. Rooms	428 @ 50%	214.00	214
<b>PROVISION</b>			
Total Hab Rooms	217	51%	214
Affordable Rented	151	70%	70%
Intermediate Rented	66	30%	30%
<b>AFFORDABLE BY HAB ROOMS</b>		<b>51%</b>	
<b>AFFORDABLE RENT BY UNIT</b>		49%	
<b>WHEELCHAIR ACCESSIBLE BY UNIT</b>		12.2%	10%

**AREAS OVERVIEW**

RESI NIA	10,230.5 m <sup>2</sup>
RESI GIA	13,368.5 m <sup>2</sup>
FLEX. COMM. GIA	1,144.5 m <sup>2</sup>
PARKING GIA	1,459.0 m <sup>2</sup>
SHARED GIA	91.0 m <sup>2</sup>
<b>TOTAL GIA</b>	<b>16,063.0 m<sup>2</sup></b>



**RESIDENTIAL UNITS OVERVIEW**  
UNITS BY AREA & TENURE

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**BLOCK A**

		G+0	G+1	G+2	G+3	G+4	G+5	G+6	G+7	G+8	G+9	G+10	G+11	G+12	G+13	G+14	G+15	G+16	ROOF	TOTAL	
FLATS	1B2P	-	1	1	1	3	-	-	-	-	-	-	-	-	-	-	-	-	-	6	
	2B3P	-	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	
	2B4P	-	2	2	2	1	-	-	-	-	-	-	-	-	-	-	-	-	-	7	
	3B5P	-	1	1	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3	
	<b>NIAs</b>																				
	FLATS	0.0	357.0	357.0	357.0	226.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,297.0	
	PRIVATE AMENITY	0.0	33.0	33.0	33.0	22.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	121.0	
	ENTRANCE LOBBIES																			0.0	
OVERVIEW	NIA	0.0	357.0	357.0	357.0	226.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1,297.0	
	GIA	112.0	434.0	434.0	434.0	288.0														1,702.0	
	RESI EFF%	N/A	82.26%	82.26%	82.26%	78.47% N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A		76.20%
	UNITS	0	5	5	5	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19

**BLOCK B**

		G+0	G+1	G+2	G+3	G+4	G+5	G+6	G+7	G+8	G+9	G+10	G+11	G+12	G+13	G+14	G+15	G+16	ROOF	TOTAL	
FLATS	1B2P	-	-	2	-	-	-	2	2	4	4	4	4	1	1	1	1	-	-	26	
	2B3P	-	-	1	-	-	-	-	-	-	-	-	-	1	1	1	1	-	-	5	
	2B4P	-	-	3	3	3	3	3	3	1	1	1	1	2	2	2	2	-	-	30	
	3B5P	-	-	-	2	2	2	1	1	1	1	1	1	-	-	-	-	-	-	12	
	<b>NIAs</b>																				
	FLATS	0.0	0.0	405.5	428.0	428.0	428.0	428.0	428.0	381.5	381.5	381.5	381.5	258.5	258.5	258.5	258.5	0.0	0.0	5,105.5	
	PRIVATE AMENITY	0.0	0.0	48.0	40.0	40.0	40.0	48.0	48.0	48.0	48.0	48.0	48.0	32.0	32.0	32.0	32.0	0.0	0.0	584.0	
	ENTRANCE LOBBIES																			0.0	
OVERVIEW	NIA	0.0	0.0	405.5	428.0	428.0	428.0	428.0	428.0	381.5	381.5	381.5	381.5	258.5	258.5	258.5	258.5	0.0	0.0	5,105.5	
	GIA	310.0	206.0	509.5	509.5	509.5	509.5	509.5	509.5	464.0	464.0	464.0	464.0	322.0	322.0	322.0	322.0			6,717.0	
	RESI EFF%	N/A	N/A	79.59%	84.00%	84.00%	84.00%	84.00%	84.00%	82.22%	82.22%	82.22%	82.22%	80.28%	80.28%	80.28%	80.28%	N/A	N/A		76.01%
	UNITS	0	0	6	5	5	5	6	6	6	6	6	6	4	4	4	4	4	0	0	73

**BLOCK C**

		G+0	G+1	G+2	G+3	G+4	G+5	G+6	G+7	G+8	G+9	G+10	G+11	G+12	G+13	G+14	G+15	G+16	ROOF	TOTAL	
FLATS	1B2P	-	-	2	2	2	2	2	2	4	4	1	1	-	-	-	-	-	-	22	
	2B3P	-	-	1	-	-	-	-	-	-	-	1	1	-	-	-	-	-	-	3	
	2B4P	-	-	2	3	3	3	3	3	1	1	2	2	-	-	-	-	-	-	23	
	3B5P	-	-	1	1	1	1	1	1	1	1	-	-	-	-	-	-	-	-	8	
	<b>NIAs</b>																				
	FLATS	0.0	0.0	414.5	426.5	426.5	426.5	426.5	426.5	382.0	382.0	258.5	258.5	0.0	0.0	0.0	0.0	0.0	0.0	3,828.0	
	PRIVATE AMENITY	0.0	0.0	48.0	48.0	48.0	48.0	48.0	48.0	48.0	48.0	32.0	32.0	0.0	0.0	0.0	0.0	0.0	0.0	448.0	
OVERVIEW	NIA	0.0	0.0	414.5	426.5	426.5	426.5	426.5	426.5	382.0	382.0	258.5	258.5	0.0	0.0	0.0	0.0	0.0	0.0	3,828.0	
	GIA	274.0	46.5	509.5	509.5	509.5	509.5	509.5	509.5	464.0	464.0	322.0	322.0							4,949.5	
	RESI EFF%	N/A	N/A	81.35%	83.71%	83.71%	83.71%	83.71%	83.71%	82.33%	82.33%	80.28%	80.28%	N/A	N/A	N/A	N/A	N/A	N/A		77.34%
	UNITS	0	0	6	6	6	6	6	6	6	6	4	4	0	0	0	0	0	0	0	56



**BLOCK A**  
RESIDENTIAL UNITS BY AREA & TENURE

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Floor	Fiat No.	1B2 A1	1B2 A2	1B2 A3	1B2 A4	2B3 A1	2B3 A2	2B4 A1	2B4 A2	2B4 A3	3B5 A1	NIA	Total H/R	MKT	INT	A/R	W/C	EAS	STO	H/R MKT	H/R INT	H/R A/R	MKT NIA	INT NIA	A/R NIA	AFF NIA
1st Floor	A 1 1							1				73.5	3	1	0	0	0	7	2	3	0	0	73.5	0.0	0.0	0.0
	A 1 2										1	91.5	5	1	0	0	0	8	2.5	5	0	0	91.5	0.0	0.0	0.0
	A 1 3	1					1					50.0	2	1	0	0	0	5	1.5	2	0	0	50.0	0.0	0.0	0.0
	A 1 4											66.0	3	1	0	0	0	6	2	3	0	0	66.0	0.0	0.0	0.0
	A 1 5											76.0	3	1	0	0	0	7	2	3	0	0	76.0	0.0	0.0	0.0
	Subtotal	1				1			2		1	357.0	16	5	0	0	0			16	0	0	357.0	0.0	0.0	0.0
2nd Floor	A 2 1							1				73.5	3	1	0	0	0	7	2	3	0	0	73.5	0.0	0.0	0.0
	A 2 2										1	91.5	5	1	0	0	0	8	2.5	5	0	0	91.5	0.0	0.0	0.0
	A 2 3	1					1					50.0	2	1	0	0	0	5	1.5	2	0	0	50.0	0.0	0.0	0.0
	A 2 4											66.0	3	1	0	0	0	6	2	3	0	0	66.0	0.0	0.0	0.0
	A 2 5											76.0	3	1	0	0	0	7	2	3	0	0	76.0	0.0	0.0	0.0
	Subtotal	1				1			2		1	357.0	16	5	0	0	0			16	0	0	357.0	0.0	0.0	0.0
3rd Floor	A 3 1							1				73.5	3	1	0	0	0	7	2	3	0	0	73.5	0.0	0.0	0.0
	A 3 2										1	91.5	5	1	0	0	0	8	2.5	5	0	0	91.5	0.0	0.0	0.0
	A 3 3	1					1					50.0	2	1	0	0	0	5	1.5	2	0	0	50.0	0.0	0.0	0.0
	A 3 4											66.0	3	1	0	0	0	6	2	3	0	0	66.0	0.0	0.0	0.0
	A 3 5											76.0	3	1	0	0	0	7	2	3	0	0	76.0	0.0	0.0	0.0
	Subtotal	1				1			2		1	357.0	16	5	0	0	0			16	0	0	357.0	0.0	0.0	0.0
4th Floor	A 4 1									1		70.5	3	1	0	0	0	7	2	3	0	0	70.5	0.0	0.0	0.0
	A 4 2											50.0	2	1	0	0	0	5	1.5	2	0	0	50.0	0.0	0.0	0.0
	A 4 3	1										51.0	2	1	0	0	0	5	1.5	2	0	0	51.0	0.0	0.0	0.0
	A 4 4		1									54.5	2	1	0	0	0	5	1.5	2	0	0	54.5	0.0	0.0	0.0
		Subtotal	3	1						1		0	226.0	9	4	0	0	0			9	0	0	226.0	0.0	0.0
	TOTAL	6	3			7					3	1,297.0	57	19	0	0	0		88	57	0	0	1,297.0	0.0	0.0	0.0
	UNITS																									

Bedrooms	35
Cycle St	35
Refuse Bins (1280l)	1.8
Recycle Bins (1280l)	2.1
Compost Bins (1280l)	0.3



**BLOCK B**  
RESIDENTIAL UNITS BY AREA & TENURE

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Floor	Flat No.	1B2 B1	1B2 B2	1B2 B3	1B2 B4	1B2 B5	1B2 B6	1B2 B7	1B2 B8	2B3 B1	2B3 B2	2B3 B3	2B4 B1	2B4 B2	2B4 B3	2B4 B4	2B4 B5	2B4 B6	3B5 B1	3B5 B2	3B5 B3	NIA	Total H/R	MKT	INT	A/R	W/C	EAS	STO	H/R MKT	H/R INT	H/R A/R	MKT NIA	INT NIA	A/R NIA	AFF NIA	
2nd Floor	B 2 1																					78.5	3	0	0	1	1	8	2	0	0	3	0.0	0.0	78.5	78.5	
	B 2 2																						76.0	3	0	0	1	0	8	2	0	0	3	0.0	0.0	76.0	76.0
	B 2 3						1				1												50.0	2	0	0	1	0	8	1.5	0	0	2	0.0	0.0	50.0	50.0
	B 2 4																						52.5	2	0	0	1	0	8	1.5	0	0	2	0.0	0.0	52.5	52.5
	B 2 5								1							1							77.0	3	0	0	1	0	8	2	0	0	3	0.0	0.0	77.0	77.0
	B 2 6																1						71.5	3	0	0	1	0	8	2	0	0	3	0.0	0.0	71.5	71.5
	Subtotal				2						1					3						405.5	16	0	0	6	1			0	0	16	0.0	0.0	405.5	405.5	
3rd Floor	B 3 1																					78.5	3	0	0	1	1	8	2	0	0	3	0.0	0.0	78.5	78.5	
	B 3 2																						100.0	5	0	0	1	0	8	2.5	0	0	5	0.0	0.0	100.0	100.0
	B 3 3																						101.0	5	0	0	1	0	8	2.5	0	0	5	0.0	0.0	101.0	101.0
	B 3 4																1						77.0	3	0	0	1	0	8	2	0	0	3	0.0	0.0	77.0	77.0
	B 3 5																						71.5	3	0	0	1	0	8	2	0	0	3	0.0	0.0	71.5	71.5
	Subtotal				0						0					3						428.0	19	0	0	5	1			0	0	19	0.0	0.0	428.0	428.0	
4th Floor	B 4 1																					78.5	3	0	0	1	1	8	2	0	0	3	0.0	0.0	78.5	78.5	
	B 4 2																						100.0	5	0	0	1	0	8	2.5	0	0	5	0.0	0.0	100.0	100.0
	B 4 3																						101.0	5	0	0	1	0	8	2.5	0	0	5	0.0	0.0	101.0	101.0
	B 4 4																1						77.0	3	0	0	1	0	8	2	0	0	3	0.0	0.0	77.0	77.0
	B 4 5																						71.5	3	0	0	1	0	8	2	0	0	3	0.0	0.0	71.5	71.5
	Subtotal				0						0					3						428.0	19	0	0	5	1			0	0	19	0.0	0.0	428.0	428.0	
5th Floor	B 5 1																					78.5	3	0	0	1	1	8	2	0	0	3	0.0	0.0	78.5	78.5	
	B 5 2																						100.0	5	0	0	1	0	8	2.5	0	0	5	0.0	0.0	100.0	100.0
	B 5 3																						101.0	5	0	0	1	0	8	2.5	0	0	5	0.0	0.0	101.0	101.0
	B 5 4																1						77.0	3	0	0	1	0	8	2	0	0	3	0.0	0.0	77.0	77.0
	B 5 5																						71.5	3	0	0	1	0	8	2	0	0	3	0.0	0.0	71.5	71.5
	Subtotal				0						0					3						428.0	19	0	0	5	1			0	0	19	0.0	0.0	428.0	428.0	
6th Floor	B 6 1																					78.5	3	0	0	1	1	8	2	0	0	3	0.0	0.0	78.5	78.5	
	B 6 2																						100.0	5	0	0	1	0	8	2.5	0	0	5	0.0	0.0	100.0	100.0
	B 6 3																						50.5	2	0	0	1	0	8	1.5	0	0	2	0.0	0.0	50.5	50.5
	B 6 4																						50.5	2	0	1	0	0	8	1.5	0	2	0	0.0	50.5	0.0	50.5
	B 6 5																						77.0	3	0	0	1	0	8	2	0	0	3	0.0	0.0	77.0	77.0
	B 6 6																1						71.5	3	0	0	1	0	8	2	0	0	3	0.0	0.0	71.5	71.5
	Subtotal				2						0					3						428.0	18	0	1	5	1			0	2	16	0.0	50.5	377.5	428.0	
7th Floor	B 7 1																					78.5	3	0	0	1	1	8	2	0	0	3	0.0	0.0	78.5	78.5	
	B 7 2																						100.0	5	0	0	1	0	8	2.5	0	0	5	0.0	0.0	100.0	100.0
	B 7 3																						50.5	2	0	0	1	0	8	1.5	0	0	2	0.0	0.0	50.5	50.5
	B 7 4																						50.5	2	0	1	0	0	8	1.5	0	2	0	0.0	50.5	0.0	50.5
	B 7 5																						77.0	3	0	0	1	0	8	2	0	0	3	0.0	0.0	77.0	77.0
	B 7 6																1						71.5	3	0	0	1	0	8	2	0	0	3	0.0	0.0	71.5	71.5
	Subtotal				2						0					3						428.0	18	0	1	5	1			0	2	16	0.0	50.5	377.5	428.0	
8th Floor	B 8 1																					78.5	3	0	0	1	1	8	2	0	0	3	0.0	0.0	78.5	78.5	
	B 8 2																						98.0	5	0	0	1	0	8	2.5	0	0	5	0.0	0.0	98.0	98.0
	B 8 3																						50.5	2	0	0	1	0	8	1.5	0	0	2	0.0	0.0	50.5	50.5
	B 8 4																						50.5	2	0	1	0	0	8	1.5	0	2	0	0.0	50.5	0.0	50.5
	B 8 5																						54.0	2	0	1	0	0	8	1.5	0	2	0	0.0	54.0	0.0	54.0
	B 8 6																						50.0	2	0	0	1	0	8	1.5	0	0	2	0.0	0.0	50.0	50.0
	Subtotal				4						0					1						381.5	16	0	2	4	1			0	4	12	0.0	104.5	277.0	381.5	
9th Floor	B 9 1																					78.5	3	0	0	1	1	8	2	0	0	3	0.0	0.0	78.5	78.5	
	B 9 2																						98.0	5	0	0	1	0	8	2.5	0	0	5	0.0	0.0	98.0	98.0
	B 9 3																						50.5	2	0	0	1	0	8	1.5	0	0	2	0.0	0.0	50.5	50.5
	B 9 4																						50.5	2	0	1	0	0	8	1.5	0	2	0	0.0	50.5	0.0	50.5
	B 9 5																						54.0	2	0	1	0	0	8	1.5	0	2	0	0.0	54.0	0.0	54.0
	B 9 6																						50.0	2	0	0	1	0	8	1.5	0	0	2	0.0	0.0	50.0	50.0
	Subtotal				4						0					1						381.5	16	0	2	4	1			0	4	12	0.0	104.5	277.0	381.5	
10th Floor	B 10 1																					78.5	3	0	0	1	1	8	2	0	0	3	0.0	0.0	78.5	78.5	
	B 10 2																						98.0	5	0	0	1	0	8	2.5	0	0	5	0.0	0.0</		



**BLOCK C**  
RESIDENTIAL UNITS BY AREA & TENURE

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Floor	Flat No.	1B2 C1	1B2 C2	1B2 C3	1B2 C4	1B2 C5	2B3 C1	2B3 C2	2B3 C3	2B4 C1	2B4 C2	2B4 C3	2B4 C4	2B4 C5	3B5 C1	NIA	Total H/R	MKT	INT	A/R	W/C	EAS	STO	H/R MKT	H/R INT	H/R A/R	MKT NIA	INT NIA	A/R NIA	AFF NIA
2nd Floor	C2 1									1						78.5	3	1	0	0	1	8	2	3	0	0	78.5	0.0	0.0	0.0
	C2 2															95.5	4	1	0	0	0	8	2.5	4	0	0	95.5	0.0	0.0	0.0
	C2 3	1														54.0	2	1	0	0	0	8	1.5	2	0	0	54.0	0.0	0.0	0.0
	C2 4		1													50.0	2	1	0	0	0	8	1.5	2	0	0	50.0	0.0	0.0	0.0
	C2 5						1									65.0	3	1	0	0	0	8	2	3	0	0	65.0	0.0	0.0	0.0
	C2 6										1					71.5	3	1	0	0	0	8	2	3	0	0	71.5	0.0	0.0	0.0
	Subtotal		2					1			1	2				1	414.5	17	6	0	0	1		17	0	0	414.5	0.0	0.0	0.0
3rd Floor	C3 1									1						78.5	3	1	0	0	1	8	2	3	0	0	78.5	0.0	0.0	0.0
	C3 2															95.5	4	1	0	0	0	8	2.5	4	0	0	95.5	0.0	0.0	0.0
	C3 3	1														54.0	2	1	0	0	0	8	1.5	2	0	0	54.0	0.0	0.0	0.0
	C3 4		1													50.0	2	1	0	0	0	8	1.5	2	0	0	50.0	0.0	0.0	0.0
	C3 5												1			77.0	3	1	0	0	0	8	2	3	0	0	77.0	0.0	0.0	0.0
	C3 6										1		1			71.5	3	1	0	0	0	8	2	3	0	0	71.5	0.0	0.0	0.0
	Subtotal		2					0			1	3				1	426.5	17	6	0	0	1		17	0	0	426.5	0.0	0.0	0.0
4th Floor	C4 1									1						78.5	3	1	0	0	1	8	2	3	0	0	78.5	0.0	0.0	0.0
	C4 2															95.5	4	1	0	0	0	8	2.5	4	0	0	95.5	0.0	0.0	0.0
	C4 3	1														54.0	2	1	0	0	0	8	1.5	2	0	0	54.0	0.0	0.0	0.0
	C4 4		1													50.0	2	1	0	0	0	8	1.5	2	0	0	50.0	0.0	0.0	0.0
	C4 5												1			77.0	3	1	0	0	0	8	2	3	0	0	77.0	0.0	0.0	0.0
	C4 6										1		1			71.5	3	1	0	0	0	8	2	3	0	0	71.5	0.0	0.0	0.0
	Subtotal		2					0			1	3				1	426.5	17	6	0	0	1		17	0	0	426.5	0.0	0.0	0.0
5th Floor	C5 1									1						78.5	3	1	0	0	1	8	2	3	0	0	78.5	0.0	0.0	0.0
	C5 2															95.5	4	1	0	0	0	8	2.5	4	0	0	95.5	0.0	0.0	0.0
	C5 3	1														54.0	2	1	0	0	0	8	1.5	2	0	0	54.0	0.0	0.0	0.0
	C5 4		1													50.0	2	1	0	0	0	8	1.5	2	0	0	50.0	0.0	0.0	0.0
	C5 5												1			77.0	3	1	0	0	0	8	2	3	0	0	77.0	0.0	0.0	0.0
	C5 6										1		1			71.5	3	1	0	0	0	8	2	3	0	0	71.5	0.0	0.0	0.0
	Subtotal		2					0			1	3				1	426.5	17	6	0	0	1		17	0	0	426.5	0.0	0.0	0.0
6th Floor	C6 1									1						78.5	3	1	0	0	1	8	2	3	0	0	78.5	0.0	0.0	0.0
	C6 2															95.5	4	1	0	0	0	8	2.5	4	0	0	95.5	0.0	0.0	0.0
	C6 3	1														54.0	2	1	0	0	0	8	1.5	2	0	0	54.0	0.0	0.0	0.0
	C6 4		1													50.0	2	1	0	0	0	8	1.5	2	0	0	50.0	0.0	0.0	0.0
	C6 5												1			77.0	3	1	0	0	0	8	2	3	0	0	77.0	0.0	0.0	0.0
	C6 6										1		1			71.5	3	1	0	0	0	8	2	3	0	0	71.5	0.0	0.0	0.0
	Subtotal		2					0			1	3				1	426.5	17	6	0	0	1		17	0	0	426.5	0.0	0.0	0.0
7th Floor	C7 1									1						78.5	3	1	0	0	1	8	2	3	0	0	78.5	0.0	0.0	0.0
	C7 2															95.5	4	1	0	0	0	8	2.5	4	0	0	95.5	0.0	0.0	0.0
	C7 3	1														54.0	2	1	0	0	0	8	1.5	2	0	0	54.0	0.0	0.0	0.0
	C7 4		1													50.0	2	1	0	0	0	8	1.5	2	0	0	50.0	0.0	0.0	0.0
	C7 5												1			77.0	3	1	0	0	0	8	2	3	0	0	77.0	0.0	0.0	0.0
	C7 6										1		1			71.5	3	1	0	0	0	8	2	3	0	0	71.5	0.0	0.0	0.0
	Subtotal		2					0			1	3				1	426.5	17	6	0	0	1		17	0	0	426.5	0.0	0.0	0.0
8th Floor	C8 1									1						78.5	3	1	0	0	1	8	2	3	0	0	78.5	0.0	0.0	0.0
	C8 2															95.5	4	1	0	0	0	8	2.5	4	0	0	95.5	0.0	0.0	0.0
	C8 3	1														54.0	2	1	0	0	0	8	1.5	2	0	0	54.0	0.0	0.0	0.0
	C8 4		1													50.0	2	1	0	0	0	8	1.5	2	0	0	50.0	0.0	0.0	0.0
	C8 5			1												54.0	2	1	0	0	0	8	1.5	2	0	0	54.0	0.0	0.0	0.0
	C8 6				1											50.0	2	1	0	0	0	8	1.5	2	0	0	50.0	0.0	0.0	0.0
	Subtotal		4		1			0			1	3				1	382.0	15	6	0	0	1		15	0	0	382.0	0.0	0.0	0.0
9th Floor	C9 1									1						78.5	3	1	0	0	1	8	2	3	0	0	78.5	0.0	0.0	0.0
	C9 2															95.5	4	1	0	0	0	8	2.5	4	0	0	95.5	0.0	0.0	0.0
	C9 3	1														54.0	2	1	0	0	0	8	1.5	2	0	0	54.0	0.0	0.0	0.0
	C9 4		1													50.0	2	1	0	0	0	8	1.5	2	0	0	50.0	0.0	0.0	0.0
	C9 5			1												54.0	2	1	0	0	0	8	1.5	2	0	0	54.0	0.0	0.0	0.0
	C9 6												1			50.0	2	1	0	0	0	8	1.5	2	0	0	50.0	0.0	0.0	0.0
	Subtotal		4		1			0			1	3				1	382.0	15	6	0	0	1		15	0	0	382.0	0.0	0.0	0.0
10th																														



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## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

**Date:** 3 November 2020

**Report of:**  
Head of Planning

**Contact Officer:**  
Andy Higham  
David Gittens  
Sean Gallagher

**Ward:**  
Highlands

**Application Number:** 20/01923/OUT

**Category:** Major Planning Application

**LOCATION:** Former Chase Farm Hospital, The Ridgeway, Enfield, EN2 8JL

**PROPOSAL:** OUTLINE planning application (with all matters reserved, except access) for the redevelopment of site involving demolition of buildings to provide residential units in buildings up to 6 storeys high, together with car parking, cycle parking, plant, hard and soft landscaping, and associated works.

**Applicant name & address:**  
Department for Education  
C/o Agent  
Sanctuary Buildings

**Agent name & address:**  
Graham Allison  
Montagu Evans LLP  
5 Bolton Street  
London  
United Kingdom  
W1J 8BA

**RECOMMENDATION:** That, subject to referral to the Great London Authority, and the completion of a S106 Agreement, the Head of Development Management/ Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.



Ref: 20/01923/OUT LOCATION: Former Chase Farm Hospital, The Ridgeway, Enfield, EN2 8JL



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## 1. Executive summary

- 1.1 The current proposal comprises 3.8 hectares and forms part of the wider and ongoing redevelopment of the former Chase Farm Hospital site. The site already benefits from planning permission for a replacement hospital, a three-form entry primary school and construction of up to 500 residential unit. The hospital and 138 homes have been completed. However, the need for an additional secondary school in the area has called for a revised masterplan across the balance of the land.
- 1.2 This application seeks outline planning permission for the redevelopment of site involving demolition of buildings to provide residential units in buildings up to six storeys high. The outline application seeks to establish the principle of development the site for residential purposes and the parameters within which such development could acceptably take place. However, there are only details of access provided for details consideration. Matters relating to appearance, landscaping, layout and scale reserved for future consideration
- 1.3 A Full Planning Application has been submitted alongside this for the two new schools. Although submitted separately, the Schools and Residential applications form part of a holistic masterplan for the site, which includes site wide landscaping, access arrangements, and public realm improvements. The proposed development would be controlled by the proposed Parameter Plans, Residential Design Code and recommended conditions, with detailed designs to be determined at reserved matters stage.
- 1.4 The proposed scheme is the product of extensive pre-application consultation and further refinement since the application was submitted. The site is currently occupied by redundant hospital buildings. The phased comprehensive redevelopment of the site for residential purposes is acceptable in principle. There is an established housing need across the borough and an adopted and emerging policy framework that encourages the optimisation of sites, particular those which are urban brownfield locations. Given the outline nature of the application, the exact number of homes is uncertain at this stage. However, based on the illustrative masterplan, it would be likely to deliver between 350 and 375 new homes. at a dwelling mix that responds to the existing neighbourhood makeup.
- 1.5 There is also a pressing need for affordable housing. It is noted that the grant outline permission, 13% affordable housing (by habitable room) with a tenure split of 80:20 intermediate housing: social housing was accepted. This offer was justified by the wider social imperative to deliver a modern hospital facility. This proposed scheme would similarly facilitate public benefit in the form of two new schools by cross subsidising the cost of their delivery. It must be noted that the viability appraisal undertaken supports no affordable housing in this context. However, the applicant acknowledges the policy requirement and has agreed to 20% affordable housing in recognition of the need in Enfield and the desirability of using publicly owned land for affordable housing. To ensure the maximum percentage possible is achieved by the scheme, it is recommended that a review mechanism is included and secured by s106, to ensure that any potential increase in affordability can be captured through the development process.
- 1.6 This report carefully and comprehensively assesses the proposed scheme against adopted and emerging planning policy and guidance and takes account of all other relevant material considerations. These include the representations made by local



people, in particular in relation to the proposed scale and density and their impact on character and amenity.

- 1.7 Overall, officers consider the proposed design to be acceptable. The proposed massing strategy responds to the larger institutional hospital and proposed school buildings and, combined with these elements, sets a new but appropriate urban character for the area. The Parameter Plans, Residential Design Code addresses form, scale and massing to ensure that the new scale creates a varied and distinctive character and provides an appropriate transition to the lower-scale suburban form in the surrounds. Furthermore, detailed interrogation of the design ensures that reasonable levels of amenity currently enjoyed by surrounding residents will be preserved.
- 1.8 Concern has been raised regarding the scale and massing of the building in this location. However, given the quality of their design, the limited harm that is found to be caused and the merits of the scheme as a whole, including optimising the housing potential of the site, officers consider them to be acceptable.
- 1.9 The development would also create a good 'internal' environment, optimising the amount of proposed open space, including active/playful streets and public realm and providing a meaningful green infrastructure connection between two large areas of metropolitan open land. Hard and soft landscaping and street trees would be of a high-quality, helping to create what should be a much greener, inclusive, safe, secure and attractive new place.
- 1.10 The site contains several non-designated heritage assets. The proposal intends to retain the Clock Tower, Morgue, and the Postgraduate Education Centre as part of the future residential development, which is welcomed.
- 1.11 With reference to climate change, the development proposes a suite of energy saving measures to reduce CO2 emissions. This will be achieved through the utilised passive energy efficiency measures such as improving building's fabric efficiency and employing higher efficiency equipment for building services. The development would also incorporate A site or building-wide Air Source Heat Pump central system and arrays of roof mounted solar photovoltaic (PV) panels. The total CO2 savings for the development is 50% with the carbon neutral shortfall to be addressed via Carbon Offset Contributions Payments.
- 1.12 Key environmental considerations are summarised as follows:
- The site is with Flood Risk Zone 1 with areas identified as having a medium to high risk of surface water flooding. It is currently proposed that the required attenuation volume will be provided in a single below ground attenuation tank, at the south-east corner of the site, just upstream of the discharge point to the public sewer system. However, during further design development further consideration will be required to establish the optimum number, location, and type of attenuation facilities.
  - Following revisions to the proposals and subject to the recommended conditions to reserve detailed design of SuDs features and to manage the use and supply of water, officers consider the water resources flood risk and drainage aspects of the scheme to be acceptable
  - The applicant has submitted an ecological appraisal of the proposed development based on surveys undertaken across the development site. The report concludes that further surveys and mitigation measures are necessary and these should be secured by way of condition covering mitigation for reptile, wildlife and bat habitat.



- 1.13 Overall, while the proposed scheme is not fully compliant with all policies, it is considered to represent an appropriate development response to the opportunities presented by this site and the comprehensive objectives of supporting and delivering a primary and secondary school on the site. On balance, the proposal is therefore considered to be consistent with the 'development plan' as a whole, and as such it benefits from the statutory presumption in favour of the development plan as set out in section 38(6) of the Planning and Compulsory Purchase Act 2004. This policy support for the proposal is further reinforced by its compliance with important other material planning considerations, such as the Intend to Publish London Plan (which is close to adoption and has significant weight) and the NPPF.
- 1.14 Taking account of the above, the proposal is recommended for approval, subject to the recommended conditions and s106 planning obligations.

## **2. Note for Members**

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

## **3. Recommendation and conditions**

- 3.1 That subject to the completion of a S106 to secure the matters covered in this report and referral of the application to the Mayor of London (Stage 2) and no objection being raised, the Head of Planning / Head of Development Management be authorised to **GRANT** planning permission subject to conditions.
- 3.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31/12/2020 or within such extended time as the Head of Planning/Head of Development Management may agree
- 3.3 That delegated authority be granted to the Head of Planning or the Head of Development Management to finalise the wording of the s106 obligations and the recommended conditions as set out in this report.

### **Conditions:**

1. Accordance with plans
2. Phasing
3. Construction management
4. Design Code
5. Levels
6. Conservation
7. SuDS
8. Timing of reserved matters
9. Details of design
10. Landscaping and tree protection
11. Boundary treatments
12. Parking and turning facilities
13. Loading and unloading
14. Cycle parking
15. Parking management plan
16. Delivery and servicing plan
17. Electric vehicle charging points



18. Disabled parking
19. Waste services
20. External lighting
21. Ecological surveys and mitigation
22. Water consumption
23. Rainwater harvesting
24. Greenroofs
25. CO2 emissions reductions
26. Energy Strategy
27. Green procurement plan
28. Site waste management plan
29. Telecoms
30. Permitted development
31. Water supply
32. Contamination
33. Air quality
34. Setback from sewer pump station
35. Noise
36. Daylight, sunlight and outlook
37. Inclusive access
38. Secure by design
39. Community use agreement with schools

#### **4. Background**

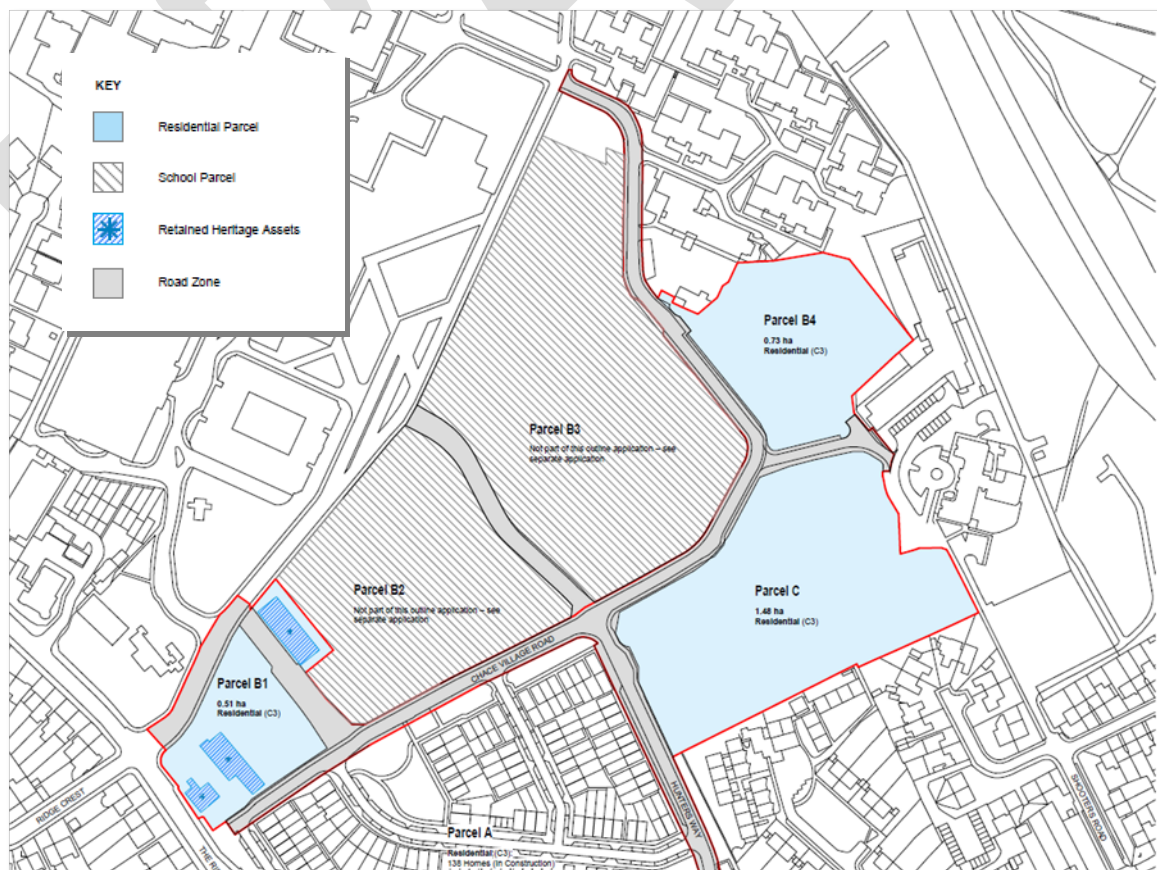
- 4.1 The current proposal forms part of the wider and ongoing redevelopment of the former Chase Farm Hospital site. The site already benefits from planning permission for a replacement hospital, a three-form entry primary school and construction of up to 500 residential units (reference: 14/04574/OUT).
- 4.2 This permission has been partially implemented: the new hospital to the north of the site has been constructed and is in operation. The site known as 'Parcel A' to the south of the site has also been constructed and comprises 138 residential units (ref: 16/05535/RM).
- 4.3 The remaining parcels of the former hospital site were purchased by the Department for Education (DfE) in 2017 with a view to delivering two new schools alongside a residential development. The Schools aspect of the proposal is currently under consideration under separate planning application reference: 20/01997/FUL and would deliver a six-form entry Secondary School (Wren Academy) and a three-form entry Primary School (One Degree Academy). It is proposed that the schools would occupy the largest parcels to be known as B2 and B3, and the remaining parcels B1, B4 and C are proposed to deliver approximately 362 residential dwelling units.
- 4.4 Although submitted separately, the planning applications for the schools and residential form part of a single comprehensive masterplan for the Chase Farm site, which includes site wide landscaping, access arrangements, and public realm improvements. It is important to note that the two planning applications are intrinsically linked and have evolved jointly, through the pre application and design process
- 4.5 The applicant has also advised that the costs of delivering both the primary and secondary schools are significant. For this reason, the applicant has emphasised the importance of certainty to deliver the Residential component, in order to cross-subsidise the capital costs of delivery of both schools and to fund significant infrastructure works to enable the schools to come forward to meet educational need.

- 4.6 There is also an extant permission for a temporary single storey secondary school for 184 pupils on Parcel C to be used for a temporary period of 1 year (September 2020 - September 2021). However, due to changes to the delivery timetable for the permanent schools, the DfE are now proposing to open temporary schools for both Wren Academy and One Degree Academy on Parcel C. The schools, if approved, would open in 2021 for two academic years. A planning application for this has been recently submitted to the Local Planning Authority (LPA).
- 4.7 Prior approval was obtained for the demolition of existing buildings on the site under ref: 20/01018/PADE and 20/02140/PADE. This work has commenced on site in preparation for development of the new schools.
- 4.8 Thus, this outline planning application seeks planning permission for:

*“OUTLINE planning application (with all matters reserved, except access) for the redevelopment of site involving demolition of buildings to provide residential units in buildings up to 6 storeys high, together with car parking, cycle parking, plant, hard and soft landscaping, and associated works.”*

## 5. Site and surroundings

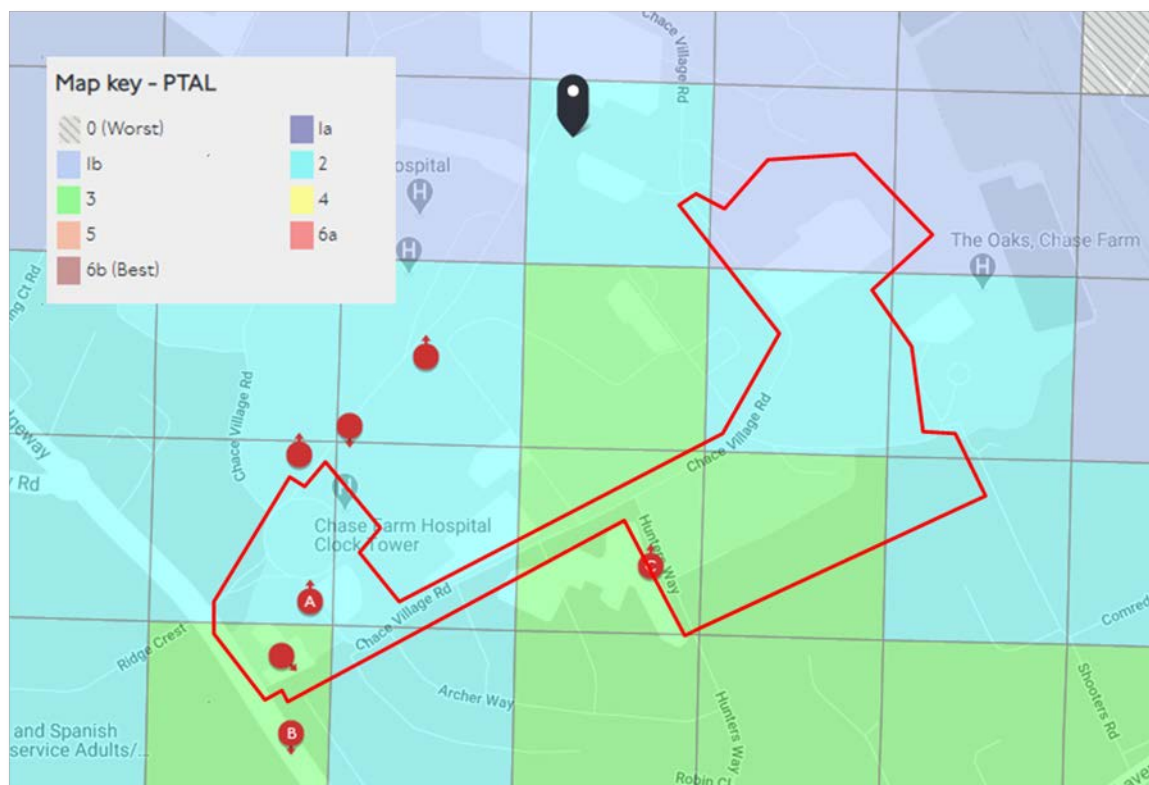
- 5.1 The application site comprises an area of approximately 3.8 hectares and is located within the Chase Farm Hospital estate. The site encompasses Parcels B1, B4 and C along with non-adopted private roads which serve the Hospital estate extending along Hunters Way to the adopted highway of Lavender Hill to the south and along Chace Village Road to The Ridgeway in the west. Refer to Figure 2 Below.





**Figure 2. Site parcels (within red boundary) (source: PTE Architects)**

- 5.2 The application sites are bound to the north and north west by Parcels B2 and B3, which form the application site for the two schools: the application for which is considered elsewhere on this agenda under ref: 20/01997/FUL. Adjoining to the north is the new Chase Farm Hospital.
- 5.3 To the east lies The Oaks Mental Health Trust and other Barnet, Enfield and Haringey NHS Hospital buildings. Beyond this is a national rail line and an open space corridor forming part of the Green Belt.
- 5.4 To the south east of the site lies established low-rise residential dwellings including those on Shooters Road and Albuhera Close. To the south of the site lies new residential development constructed under the existing outline permission and subsequent reserved matters submission by Linden Homes.
- 5.5 The former Chase farm Hospital site is bounded to the south and south-west by The Ridgeway and Lavender Hill and beyond these are areas of low rise residential.
- 5.6 Vehicular access to the site is directly from Chace Village Road which runs along the southern boundary. This internal unadopted road is connected via Hunters Way (also unadopted) to Lavender Hill). Access to the site can also be obtained from the hospital's internal access roads to the north west which connect with The Ridgeway.
- 5.7 The site has a mix of PTAL ratings from 1b to 3 - refer Figure 3 below. There are several bus stops in proximity to the site along Hunters Way, Chace Village Road and The Ridgeway. The nearest National Rail station is Gordon Hill which is approximately 950 metres to the south-east. This is on the London Moorgate to Hertford route which is served by trains at 15 minute intervals during the weekday daytime and additional services (up to eight per hour) at peak times.



**Figure 3. Site PTAL (source: Transport for London)**

- 5.8 The site is currently occupied by a number of redundant buildings associated with the former Chase Farm Hospital together with areas of hardstanding and soft informal landscaping.
- 5.9 The site is not located within a Conservation Area and there are no Listed Buildings on the site. However, the site does retain contain three non-designated heritage assets within Parcel B1 (see Figure 2 above): these are the Clock Tower, Postgraduate Education Centre and the Morgue.
- 5.10 There are trees subject to Tree Preservation Orders within the application site as well as within the wider masterplan area. A number of established and vintage trees pepper the site and the area is known to have bat activity and established bat roosts.
- 5.11 The site is not within a flood zone but is at risk of surface water flooding.

## **6. Proposal**

- 6.1 The application seeks outline planning permission for the redevelopment of site involving demolition of buildings to provide residential units in buildings up to six storeys in height, together with car parking, cycle parking, plant, hard and soft landscaping, and associated works.
- 6.2 The application is in outline form with all matters, except access, reserved for later consideration. The details which will be the subject of future 'reserved matters' applications would include layout, scale, appearance, and landscaping.



6.3 In this application, permission is sought for the means of access. It is proposed that the access will be taken from Hunters Way via its junction with Lavender Hill, and from Chace Village Road, at its junction with The Ridgeway. It is proposed that these roads would be laid out to an adoptable standard. These roads are also included with the application for the schools and it is envisaged that they will be delivered under that application. However, they are included in this application for completeness, and so that they can be secured if the residential development precedes that of the schools.

6.4 To determine if the potential quantum of development can be satisfactorily accommodated having regard to current policy and guidance, an illustrative masterplan has been prepared demonstrating the potential form and layout a future development may take. However, it must be acknowledged that the future residential development could come forward in a different form and would be subject to approval as part of a future reserved matters application which would be reported to Planning Committee.

6.5 The illustrative concept is therefore defined by three-dimensional 'building envelopes', which set the maximum physical envelopes within which future development can take place. While the parameter envelopes set the maximum dimensions, future reserved matters applications will also be subject to a residential design code, which establishes the design principles and specific measures to ensure a high quality design that responds to the site and surroundings and associated public realm. This is achieved through place-based codes for key precincts of the masterplan, and site-wide codes that provide a design framework for:

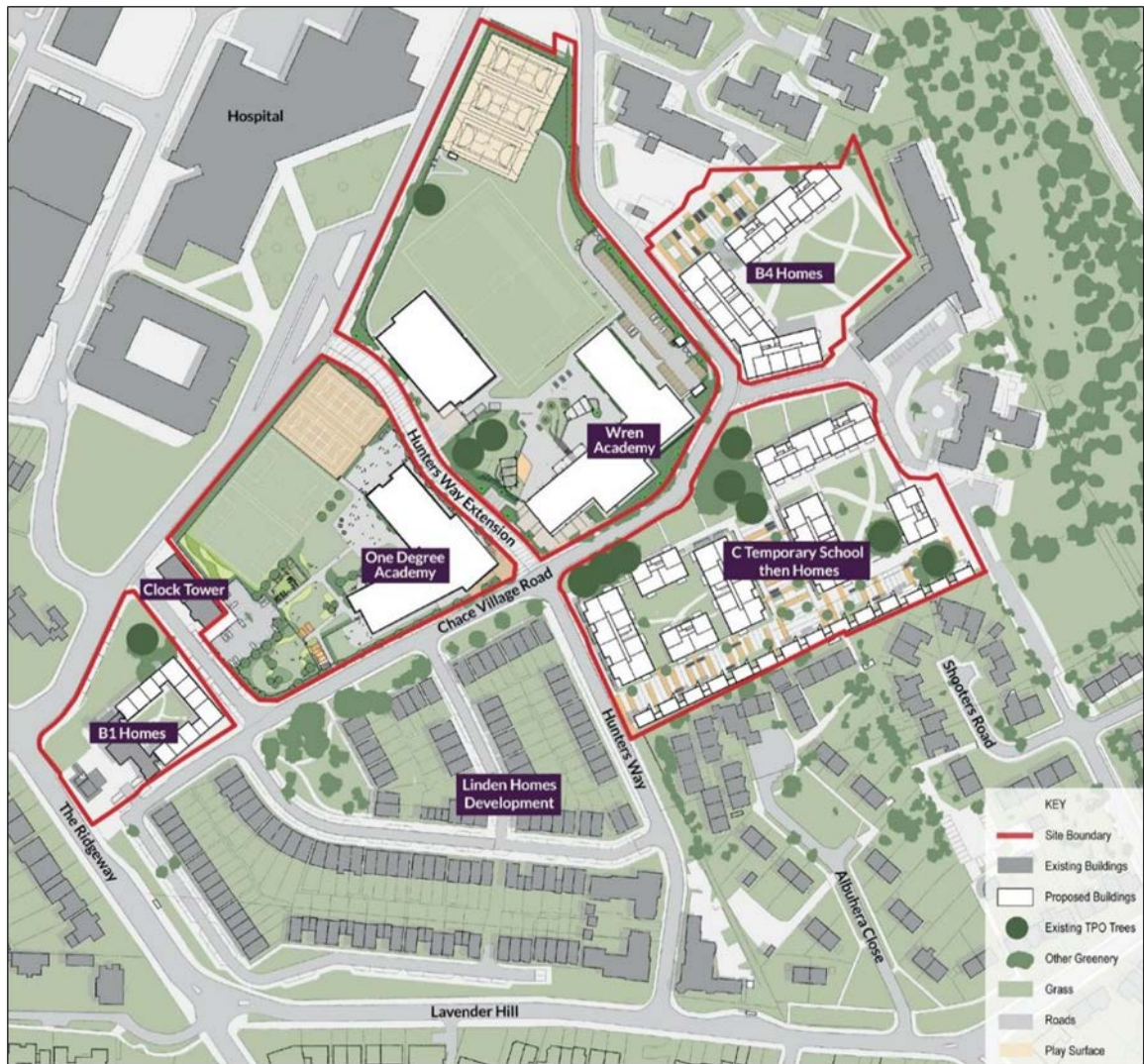
- form, scale and massing;
- character and appearance;
- landscape and public realm; and
- access and movement.

6.6 Designed in accordance with the maximum building parameters and the residential design code, the illustrative masterplan demonstrates a potential future development of the site could be:

- *362 residential units across ten separate buildings, varying in height from one to six storeys*

The development would deliver 20% affordable housing alongside the funding the delivery of social infrastructure in the form of the two schools.

6.7 The masterplan including the two new schools on Parcels B2 and B3 (the subject of a separate application) are shown in Figure 4 below.



**Figure 4. Illustrative Masterplan (source: PTE Architects)**

6.8 While the illustrative masterplan indicates a potential housing yield of 362, it is noted that this number may change in the resultant design of future development, depending on ultimate building form, dwelling sizes and mix etc. Therefore, this permission does not limit the number of dwellings allowable across the site. Instead it will establish the design parameters to facilitate and guide future development in a manner that, among other things:

- Optimises the site in terms of delivery of housing in a manner that meets the borough's critical housing targets;
- Provides a dwelling mix that meets the housing needs of the wider neighbourhood;
- Is of a scale and appearance that sets a new tone for yet is sympathetic and responds to the character of the surrounding context; and
- Duly preserves reasonable levels of residential amenity of neighbouring occupants.

6.9 Having regard to the illustrative master plan at Figure 4 above, the following describes the key indicative design features of each individual development parcel.



**Parcel B1:**

- 6.10 This parcel is located to the east of the site adjacent to the Ridgeway and contains the buildings known as the Clock Tower, Morgue, and the Postgraduate Education Centre. These buildings are all locally listed, and this application proposes their retention. The Clock Tower would be converted into apartments and the Morgue into a single-family dwelling, while the Postgraduate Education Centre would be retained and extended to form part of a residential development arranged as a quadrangle. The extended buildings arranged around the quadrangle would be up to three storeys in height. The mature trees to the north of the Parcel would be retained.
- 6.11 In this configuration the development can accommodate up to 38 units, if split into the following mix as shown in the illustrative masterplan:

**Table 1. Parcel B1 unit mix**

No. bedrooms	No. dwellings
1	17
2	17
3	4

- 6.12 Chace Village Road to the rear of the Post Graduate Education Centre would be relocated to run in front of the Clock Tower and behind the new quadrangle to serve as the access for the three buildings. Access from The Ridgeway to Hunters Way via Chace Village would still be achievable.

**Parcel B4:**

- 6.13 This parcel is located to the east of the site adjacent to the proposed secondary school parcel. To the east of the parcel are the Barnet and Haringey Mental Health facilities, which are single storey in height and located on a lower site level than the parcel itself.
- 6.14 The indicative proposals envisage providing generous separation to the Mental Health Facilities with the proposed residential accommodation situated fronting to Chace Village Road and returning along the northern and southern boundaries of the parcel to provide a 'C' shaped building arranged around a communal residential courtyard.
- 6.15 The masterplan sets parameters of up to four and five storeys. In this configuration the proposals would deliver up to 108 units if the following mix were applied:

**Table 2. Parcel B4 unit mix**

No. bedrooms	No. dwellings
1	50
2	36

3	22
---	----

6.16 Access is taken from Chace Village.

**Parcel C:**

6.17 The parcel is located to the south of the site at the eastern corner of Hunters Way and Chace Village to the east. The extent of the parcel to the west is the top of Shooters Road, while to the south is the existing residential accommodation located on Albuhera Close.

6.18 The masterplan sets parameters of up to two storeys along the southern boundary of the site to respond to the residential accommodation to the south. The masterplan shows this accommodation as a mews style development fronting the street to the south of the development.

6.19 North of this street is a series of apartment buildings of between four and six storeys in height across the parcel arranged to be higher where central to the site and stepping down to the south to Hunters Way and Shooters Road and to the east and west.

6.20 The existing mature trees to fronting Chace Village Road would be retained to provide a consistent green boulevard to Chace Village. The access to the Mental Health facilities which run through the site would be realigned to the north to sit between Parcels B4 and C.

6.21 In this arrangement the proposals would deliver up to 216 units if laid out in the following mix:

**Table 3. Parcel C unit mix**

No. bedrooms	No. dwellings
1	79
2	88
3	49

6.22 In addition, the application is supported by a variety of documents including:

- Planning Statement,
- Design and Access Statement,
- Townscape, Landscape and Visualisation Impact Assessment
- Illustrative Masterplan
- Indicative Masterplan with Relevant Parameter Layers, and
- Residential Design Code.

6.23 A suite of additional documentation has been supplied to demonstrate the suitability of the design and address the relevant planning policy, including:

- Statement of Community Involvement;



- Affordable Housing Viability Statement;
- Heritage Technical Note;
- Energy Statement;
- Sustainability Statement;
- Circular Economy Statement;
- Daylight/ Sunlight Assessment;
- Transport Assessment;
- Travel Plan;
- Construction Logistics Plan;
- Flood Risk Assessment;
- Sustainable Drainage Strategy;
- Arboricultural Impact and Feasibility Assessments;
- Ecological Appraisal;
- Ground Contamination Study;
- Geotechnical Investigation;
- Air Quality Assessment;
- Noise Impact assessment;
- Utilities Assessment; and
- Fire Statement.

## 7. Relevant planning decisions

7.1 The following planning history is considered to be relevant:

Reference	Proposal	Decision	Date
20/01997/FUL	Demolition of buildings C3b, C3c and C3e and erection of a new 3FE Primary School with nursery (2 storey) and a new 6FE Secondary School with sixth form (part 3 and part 4 storey), together with associated community hub, parking, highways works to provide access to the proposed schools and community hub, landscaping and outdoor sport provision.	Pending decision	N/A
20/02140/PADE	Demolition of buildings C3b, C3c and C3e associated with the former Chase Farm Hospital Site located on Parcel B2.	Prior Approval not required	14.08.2020
20/01018/PADE	Demolition of all buildings associated with the former Chase Farm Hospital site on parcels B1, B2, B3, and B4 with the exception of the Clock Tower (buildings C3b, c, and e) Post Graduate Education Centre and the former Morgue building.	Prior Approval not Required	20.04.2020
19/02097/FUL	Demolition of all buildings on site (Parcel C) and erection of a single storey secondary school (184	GRANTED with conditions	14.10.2019

	pupils) for use for a temporary period of 1 academic year (Sept 2020- Sept 2021), together with boundary fencing, new vehicular access from Hunters Way, associated areas of hard standing for vehicle parking and play space, together with other ancillary works.		
16/05535/RM	Submission of reserved matters and conditions approved under outline Ref: 14/04574/OUT as varied by 15/04547/FUL, for Parcel A (residential) in respect of reserved matters for siting (57), scale and design (58), appearance (59), landscaping (60) and conditions for tree protection (62 and 66) for the redevelopment of Parcel A and the erection of a total of 138 residential units comprising 24 self-contained flats (6 x 1-bed, 15 x 2-bed, 3 x 3-bed) and 114 houses (6 x 2-bed, 62 x 3-bed, 46 x 4-bed) within a mix of 2, 2.5 and 3-storeys, together with associated car parking.	GRANTED with conditions	29.06.2017
14/04574/OUT	Redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of egress to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi-storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works. (Outline application: Access)	GRANTED with conditions	28.10.2015



## 8. Consultation

### 8.1 Statutory and non-statutory consultees

#### **External:**

#### Greater London Authority

8.1.1 London Plan policies on housing, design, heritage, access, energy, flood risk and transport are relevant to this application. The application is broadly supported in strategic planning terms, but the following matters have been raised and should be addressed to ensure full compliance with the London Plan and the Mayor's Intend to Publish London Plan:

- **Principle of development:** The proposal residential development on this underutilised brownfield site is strongly supported in strategic planning terms.
- **Affordable housing:** The development proposes 14% affordable housing by habitable room split 80:20 in favour of intermediate housing. In the absence of a verified viability position this offer is wholly unacceptable. The applicant must seek to increase the level of affordable housing provision. GLA officers will continue to robustly scrutinise the viability appraisal to ensure that the maximum amount of affordable housing is delivered. Should the level of affordable housing remain below the threshold level, both early and late stage review mechanisms must also be secured in accordance with the Mayor's intend to publish London Plan and the Mayor's Affordable Housing and Viability SPG.
- **Urban design and heritage:** The layout principles, heights and massing arrangement across the development are broadly supported. Further detail on the proposed Green Link, ground floor activation and play space is sought. GLA officers consider that less than substantial harm would be caused to heritage assets; further information is required to establish if the full potential of public benefits to be secured before these can be weighed against this harm. The applicant is as such required to submit a Fire Statement.
- **Inclusive access:** The scheme provides appropriate levels of accessible accommodation. This is supported and should be secured by condition, along with Building Regulations standards M4(2) and M4(3) in line with London Plan Policy 7.2 and policy D3 of the Mayor's Intend to Publish London Plan. Confirmation is required that fire evacuation lifts would be provided throughout the scheme.
- **Climate Change:** The applicant should submit a completed Carbon Emissions Reporting spreadsheet to confirm the anticipated carbon performance of the development. Further information is sought on potential for connection to the Chase Farm Hospital district heating network, ASHP and renewable energy sources. Evidence should be provided on how the demand for cooling and the overheating risk will be minimised. Any shortfall in CO2 reductions should be met through an offset contribution. The applicant must submit a Circular Economy Statement.
- **Flood Risk:** The Flood Risk Assessment provided for the proposed development does not comply with London Plan policy 5.12 and Intend to Publish Plan policy SI.12, as it does not give appropriate regard to flood risks, and the need for resilience measures. The surface water drainage strategy for the proposed development does not comply with London Plan policy 5.13 and Intend to Publish

policy SI.13, as it does not consider the full extent of the site or give appropriate regard to the drainage hierarchy and greenfield runoff rate and climate change

- **Transport:** Further work is required on trip generation and mode share assessment; walking/ cycling/ public realm improvements/ upgrade; secure adequate highway design to enable bus running on Hunters Way; review bus capacity assessment, and secure DSP, CLP and Travel Plans for respective elements of the proposal.

#### Design Review Panel:

8.1.2 The Panel welcomed the opportunity to review the proposals developed by the Department for Education and their design teams to provide a new secondary and primary school as well as an outline masterplan for housing around the site.

8.1.3 A summary of their review as it relates to the residential aspect is as follows:

#### *Summary:*

- A strong masterplan that embodies good urban design principles and positive residential aspects such as dual aspect and good amenity will be essential in ensuring that future detailed applications achieve a high level of design quality.

#### *Layout:*

- The use of a block typology in places is not in keeping with the surrounding context, urban grain or character of the area. These blocks also create issues around single aspect flats, poor amenity and poorly defined communal space..
- The panel encourage the design team to investigate a lower height but high density approach that takes inspiration from the historic and contextual context of the Ridgeway and the surrounding terrace housing.
- The mews model seems inappropriate for the site in its current form. A very urban typology, here it is inappropriately expressed with a wide street and long unbroken line which creates a hard edge to the development and potentially overshadows existing adjacent housing.

#### *Landscape and public realm:*

- The panel is pleased to see on street parking and no large car parking areas in the residential sites.
- The retention of trees is a positive move.

#### *Massing and Scale:*

- The linear flat blocks proposed for the residential element are too large, set apart and too tall where close to existing buildings in the surrounding context. It would be possible to deliver a similar density in a lower rise and more contextual form that also delivers a better designed place.

#### Transport for London:

8.1.4 The following matters should be resolved before the application can be considered in line with the transport policies of the Intend to Publish London Plan:



- Detailed design for internal public realm, pedestrian and cycle route secured by condition for future approval by Reserved Matters application
- Secure appropriate financial contribution toward local pedestrian, cycle and public realm improvements;
- Provision of cycle parking and approval of details secured by condition for future approval by Reserved Matters application;
- Continuing work to develop detailed design enabling bus running within the site;
- Undertake further assessment on the impact to bus service capacity in light of comments;
- Secure the provision of all car parking (including ECVP) and Car Parking Management Plan;
- Secure legal restrictions to exempt future residents' eligibility for local parking permits and expand CPZ if needed;
- Secure the DSP and CLP by conditions;
- Review the Travel Plan ensuring it contribute positively toward the Mayor's sustainable travel goal and secure them by s106 agreement; and
- Secure appropriate Mayor CIL payment from the proposal toward Crossrail.

MPS Designing Out Crime Unit:

- 8.1.5 The Metropolitan Police Service (MPS) have site specific comments in relation to the proposed development and as a result, request the following condition be attached:

Condition:

a) Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.

b) Prior to the first occupation of each building or part of a building or use, 'Secured by Design' certification shall be obtained for such building or part of such building or use.

If applicable:

c) The Commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority.

Reason: In the interest of creating safer, sustainable communities.

Informative:

In aiming to satisfy the condition the applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via [docomailbox.ne@met.police.uk](mailto:docomailbox.ne@met.police.uk) or 0208 217 3813.

Thames Water:

*Waste comments:*

- 8.1.6 The proposed development is located within 15m of a Thames Water Sewage Pumping Station. Given the nature of the function of the pumping station and the close proximity of the proposed development to the pumping station, Thames Water

consider that any occupied premises should be located at least 15m away from the pumping station as highlighted as best practice in Sewers for Adoption (7th edition)'. In the event that the Local Planning Authority resolve to grant planning permission for the development, we would request that the following informative is attached to the planning permission:

The proposed development is located within 15m of a Thames Water Sewage Pumping Station and this is contrary to best practice set out in Sewers for Adoption (7th edition). Future occupiers of the development should be made aware that they could periodically experience adverse amenity impacts from the pumping station in the form of odour; light; vibration and/or noise.

*Foul water comments:*

- 8.1.7 Thames Water are aware of some network constraints in the vicinity of the proposed development but are confident that should the planning application be approved, any investigations to understand the network performance in more detail and if required, to deliver any necessary associated upgrades, can be delivered in time to serve the development. No condition is therefore requested in this connection.

*Surface water comments:*

- 8.1.8 Thames Water advise that with regard to surface water network infrastructure capacity, there is no objection based on the information provided.
- 8.1.9 However, Thames Water recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities.

*Water comments:*

- 8.1.10 To ensure the existing water network infrastructure is improved to accommodate the needs of this development proposal, Thames Water have requested that the following condition be added to any planning permission.

No properties shall be occupied until confirmation has been provided that either:

- all water network upgrades required to accommodate the additional flows to serve the development have been completed; or
- a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.

Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development"

8.1.11 Informative

The developer can request information to support the discharge of this condition by visiting the Thames Water website at [thameswater.co.uk/preplanning](http://thameswater.co.uk/preplanning). Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning



Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

*Supplementary comments:*

- 8.1.12 Waste: Parcel C is within 15m of a Thames Water Pump Station located to the north east of Parcel C. Thames Water has undertaken a high level capacity assessment of the Pump Station, the outcome of this requires further modelling to determine any upgrade requirements. We will seek to work with the developer to resolve these outstanding issues with the Pump Station.

Enfield Disablement association:

- 8.1.13 Provided no comment on the proposal

***Internal:***

Economic Development:

- 8.1.14 Raised no concerns in respect to the development.

Environmental Health:

- 8.1.15 Raised no objections to the proposal, subject to conditions relating to contamination remediation, emissions standards for construction vehicles, an acoustic report in case of mechanical plant and impact piling. Refer to comments within the 'Analysis' section of this report.

Traffic and Transportation:

- 8.1.16 Raised no objections to the proposal, subject to conditions and S106. Refer to comments within the 'Analysis' section of this report.

Sustainable Drainage Systems:

- 8.1.17 Raised no objections to the proposal, subject to conditions to protect the non-designated heritage assets on the site. Refer to comments within the 'Analysis' section of this report.

Commercial Waste Services:

- 8.1.18 Raised one concern in respect to servicing distances. However, this aspect may be managed through an appropriate condition. Refer to comments within the 'Analysis' section of this report.

Regeneration, Leisure and Culture:

- 8.1.19 Provided no comment on the proposal.

Emergency Planning:

- 8.1.20 Raised no objections to the proposal, subject to conditions relating to details of emergency power supply. Refer to comments within the 'Analysis' section of this report.

- 8.2 Public

- 8.2.1 Consultation letters were sent to 1293 neighbouring occupiers (expiring 29.09.2020). Site notices were displayed from 28.7.2020 (expiring 18.8.2020) and a public notice was displayed in the local press (Enfield Independent) from 22.7.2020 (expiring on 5.8.2020).
- 8.2.2 In total 62 individual responses were received at the time of writing this report along with one e-petition with 164 signatures. Three were in support of the application and 59 raised objections. There were 4 additional objection comments but on reading these related to the residential proposals submitted as part of the concurrent outline planning application and were not relevant to the current proposal.
- 8.2.3 In summary, the following support comments have been made:
- Additional housing is supported in this location
  - Improvements to the public realm are supported
  - Support for the School (the subject of a separate application).
- 8.2.4 In summary, the following objections have been raised:
- Height, scale and massing impacts on:
    - character of the area / greenbelt
    - transition to immediate surrounds
    - access to sunlight and daylight
    - overlooking (residences and school) and loss of privacy
    - adequate building separation
  - Density impacts on
    - parking, traffic flow and public transport
    - access to and capacity of community facilities and services, local retail and open space
    - noise and pollution (air quality)
    - health and wellbeing of future residents
    - anti-social behaviour
  - Impact on living conditions (inadequate living scape and private amenity areas)
  - Impact on trees
  - Impact on ecology / wildlife
  - Impact on existing drainage problems
  - Lack of contribution to the public realm
  - Additional external active transport linkages required
- 8.2.5 The e-petition statement comprised:

*"We the undersigned petition the Council to Reject the proposal of building 6 storey blocks on Parcel C of the Chase Farm Hospital building site.*

*Justification:*

*The buildings will be uphill of existing bungalow residences so will appear even taller to them. It with increasing evidence to how important daylight is, these blocks will also block out their afternoon and evening light which could be the only some residents will have. Since the clearing of the Parcel C site, there has already been a decrease of the number of bats and high blocks will affect these numbers and those of the rest of the wildlife in this area. Building high blocks will set precedence for more building of this kind which is not in keeping with the edge of the greenbelt. The blocks will be overlooking the site for the proposed new primary school which*



*could then be a child protection issue. The local authority have already said that plans for 6 storey buildings in Parcel B4 were too high so they should also back up that they are too high for Parcel C. (Show truncated justification text)."*

### 8.3 **Statement of Community Involvement:**

8.3.1 In November 2015, the Council adopted a Statement of Community Involvement (SCI), which sets out policy for involving the community in the preparation, alteration and review of planning policy documents and in deciding planning applications.

8.3.2 Paragraph 5.3.6 goes on to state:

*"In the case of 'significant applications', additional consultation will be carried out depending upon the proposal and site circumstances: Developers will be encouraged to provide the community with information and updates on large scale or phased developments using websites, public exhibitions and newsletters"*

8.3.3 The applicants' submitted Statement of Community Involvement (SCI) explains who, how and when they consulted individuals and organisations at the pre-application stage, as they were developing the application scheme. This sets out a programme of engagement which began in the earlier part of 2019 and included ward councillors, representative from the Hospital, the Mental Health Trust, the Enfield Society and from the proposed new schools. Due to the impacts of COVID-19, consultation was limited to activities that adhered to relevant social distancing regulations in place at the time.

8.3.4 A website was used to canvas responses from the public which attracted more than 3,500 website views; 186 people filled in an online survey; whilst 32 people provided further comments via contacting the project team. The survey results show that 80% support the proposed development. The applicants' SCI sets out who responded, the issues that were raised and how the applications scheme responds to these issues.

## 9. **Relevant Policies**

9.1 The policies listed below are consistent with the NPPF and therefore due weight should be given to them in assessing the development:

### The London Plan (2016)

Policy 2.6	- Outer London: vision and strategy
Policy 2.8	- Outer London: transport
Policy 2.14	- Areas for regeneration
Policy 3.3	- Increasing housing supply
Policy 3.4	- Optimising housing potential
Policy 3.5	- Quality and design of housing development
Policy 3.8	- Housing choice
Policy 3.9	- Mixed and balanced communities
Policy 3.10	Definition of affordable housing
Policy 3.11	Affordable housing targets
Policy 3.12	Negotiating affordable housing on individual private residential and mixed use schemes
Policy 3.13	Affordable housing thresholds
Policy 3.15	Coordination of housing development and investment
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions

Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.15	Water use and supplies
Policy 5.16	Waste self sufficiency
Policy 5.18	Construction, excavation and demolition waste
Policy 5.21	Contaminated land
Policy 6.9	Cycling
Policy 6.10	Walking
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbours and communities
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.5	Public realm
Policy 7.6	Architecture
Policy 7.7	Location and design of tall and large buildings
Policy 7.8	Heritage assets and archaeology
Policy 7.9	Heritage-led regeneration
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.16	Green Belt
Policy 7.18	Protecting local open space and addressing local deficiency
Policy 7.19	Biodiversity and access to nature
Policy 7.21	Trees and woodlands
Policy 8.2	Planning obligations
Policy 8.3	Community infrastructure levy

#### The London Plan – Intend to Publish (December 2019)

- 9.2 The Examination in Public (EiP) on the draft London Plan was held between 15th January and 22nd May 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.
- 9.3 The Mayor has considered the Inspectors' recommendations and, on the 9th December 2019, issued to the Secretary of State his intention to publish the London Plan. It is anticipated that the publication of the final London Plan will be in the latter stages of 2020, and as such its weight, as a material consideration, is increasing.
- 9.4 The current 2016 (The London Plan consolidated with alterations since 2011) is still the adopted Development Plan, but in accordance with Paragraph 48 of the NPPF (2019), the Intend to Publish Version is a material consideration in planning decisions. The significance given to it is a matter for the decision maker, but it continues to gain more weight as it moves through the consultation and examination process.
- 9.5 At this stage, it is only those policies of the Intend to Publish version of the London Plan that remain unchallenged to which weight can be attributed.



- GG1 Building Strong and Inclusive Communities
- GG2 Making the Best Use of Land
- GG3 Creating a Healthy City
- GG4 Delivering the homes Londoners need
- GG6 Increasing efficiency and resilience
- D1 London's form, character and capacity for growth
- D2 Infrastructure Requirements for Sustainable Densities
- D3 Optimising site capacity through the design-led approach
- D4 Delivering good Design
- D5 Inclusive Design
- D6 Housing quality and standards
- D7 Accessible housing
- D8 Public realm
- D11 Safety, security and resilience to emergency
- D12 Fire Safety
- D14 Noise
- H1 Increasing housing supply
- H4 Delivering affordable housing
- H5 Threshold approach to applications
- H6 Affordable housing tenure
- H7 Monitoring of affordable housing
- H10 Housing size mix
- HC1 Heritage conservation and growth
- HC3 Strategic and Local Views
- HC4 London View Management Framework
- G1 Green infrastructure
- G2 London's Green Belt
- G3 Metropolitan Open Land
- G4 Open space
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions
- SI3 Energy Infrastructure
- SI5 Water Infrastructure
- SI7 Reducing Waste
- SI12 Flood Risk Management
- SI13 Sustainable Drainage
- T1 Strategic approach to transport
- T2 Healthy Streets
- T4 Assessing and Mitigating transport Impacts
- T5 Cycling
- T6 Car Parking
- T6.1 Residential parking
- T7 Deliveries, servicing and construction
- DF1 Delivery of the plan and planning obligations

Enfield Core Strategy (2010)

- Strategic Objective 1: Enabling and focusing change
- Strategic Objective 2: Environmental sustainability
- Strategic Objective 3: Community cohesion
- Strategic Objective 4: New homes
- Strategic Objective 5: Education, health and wellbeing
- Strategic Objective 6: Maximising economic potential

- Strategic Objective 7: Employment and skills
- Strategic Objective 8: Transportation and accessibility
- Strategic Objective 9: Natural environment
- Strategic Objective 10: Built environment
- CP1 Strategic growth areas
- CP2 Managing the supply and location of new housing
- CP3 Affordable housing
- CP4 Housing Quality
- CP5 Housing Types
- CP6 Housing need
- CP9 Supporting Community Cohesion
- 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
- CP26 Public transport
- CP28 Managing flood risk through development
- CP29 Flood management infrastructure
- CP30 Maintaining and Improving the Quality of the Built and Open Environment
- CP31 Built and landscape heritage
- CP32 Pollution
- CP33 Green Belt and countryside
- CP34 Parks, playing fields and other open spaces
- CP46 Infrastructure Contributions

Development Management Document (DMD) (2014)

- DMD1 Affordable housing on sites capable of providing 10 units or more
- DMD2 Affordable Housing on Sites of less than 10 units
- DMD3 Providing a Mix of Different Sized Homes
- DMD6 Residential Character
- DMD8 General Standards for New Residential Development
- DMD9 Amenity Space
- DMD10 Distancing
- DMD15 Specialist housing need
- DMD37 Achieving High Quality and Design-Led Development
- DMD38 Design Process
- DMD42 Design of civic / public buildings and institutions
- DMD43 Tall buildings
- DMD44 Conserving and enhancing heritage assets
- DMD45 Parking Standards and Layout
- DMD47 Access, new roads, and servicing (peds, cyclists, vehicular access, refuse)
- DMD48 Transport assessments
- DMD49 Sustainable Design and Construction Statements
- DMD50 Environmental Assessment Methods
- DMD51 Energy Efficiency Standards
- DMD52 Decentralised energy networks
- DMD53 Low and zero carbon technology
- DMD55 Use of roofspace / vertical surfaces
- DMD57 Responsible sourcing of materials, waste minimisation and green procurement
- DMD58 Water efficiency
- DMD59 Avoiding and reducing flood risks
- DMD60 Assessing 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
DMD65	Air quality
DMD66	Land contamination and instability
DMD67	Hazardous installations
DMD68	Noise
DMD69	Light pollution
DMD70	Water quality
DMD71	Protection and enhancement of open space
DMD72	Open space provision
DMD73	Child play space
DMD76	Wildlife corridors
DMD77	Green chains
DMD78	Nature conservation
DMD79	Ecological enhancements
DMD80	Trees on development sites
DMD81	Landscaping
DMD82	Protecting the Green Belt
DMD83	Development adjacent to the Green Belt

Other policy

NPPF  
NPPG  
Enfield Strategic Housing Market Assessment (SHMA) (2010)  
Enfield Section 106 SPD  
Enfield Characterisation Study  
Enfield Heritage Strategy 2019-2024 SPD (2019)  
Clay Hill Conservation Area Character Appraisal (2015)  
Clay Hill Conservation Area Management Proposals (2015)  
London Plan Housing SPG  
Affordable Housing SPG  
Providing for Children and Young People's Play and Informal Recreation SPG  
Accessible London: achieving an inclusive environment SPG  
Planning and Access for Disabled People: a good practice guide (ODPM)  
London Plan Sustainable Design and Construction SPG  
Mayor's Air Quality Strategy  
Mayor's Climate Change Adaption Strategy  
Mayor's Climate Change Mitigation and Energy Strategy  
Mayors Water Strategy  
Mayor's Ambient Noise Strategy  
The Setting of Heritage Assets – Historic Environment Good Practice Advice in Planning: 3, Historic England (2017) London Councils: Air Quality and Planning Guidance (2007)  
TfL London Cycle Design Standards (2014)  
GLA: Homes for Londoners: Affordable Housing and Viability SPG (2017)  
GLA: Housing SPG (2016)  
GLA: Social Infrastructure SPG (2015)  
GLA: The Control of Dust and Emissions during Construction and Demolition SPG (2014)  
GLA: London Sustainable Design and Construction SPG (2014)  
GLA: Accessible London: Achieving an Inclusive Environment SPG (2014)  
GLA: Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)

GLA: Shaping Neighbourhoods: Character and Context SPG (2014)  
Mayor's Transport Strategy (2018)  
Healthy Streets for London (2017)  
Manual for Streets 1 & 2, Inclusive Mobility (2005)  
National Design Guide

## 10. Analysis

### Principle of development

#### *Provision of housing:*

- 10.1 The Planning and Compulsory Purchase Act 2004 and the Town and Country Planning Act 1990 seek to establish that planning decisions are taken in accordance with the Development Plan unless material considerations indicate otherwise.
- 10.2 Running alongside this is the presumption in favour of sustainable development that is at the heart of the NPPF (paragraph 11). The NPPF (paragraph 118) also advocates the promotion and support the development of under-utilised land and buildings, particularly where this would help to meet identified needs for housing; where land supply is constrained; and where it is considered sites could be used more effectively.
- 10.3 The NPPG (Paragraph: 010 Reference ID: 21b-010-20190315) also makes clear that previous planning permissions are material considerations in the determination of planning applications. The principle of residential and education development was established in the outline planning permission (reference: 14/04574/OUT), which has been implemented is capable of being completed through the submission of further reserved matters.
- 10.4 Notwithstanding the extant permission, Policies 3.3 and 3.4 of the London Plan and Core Policies 5 and 45 of the Core Strategy stress the need to realise brownfield housing capacity to meet the critical housing targets of the borough as well as the London-wide housing targets. The adopted policies encourage residential development that provides new housing to accommodate London's increasing population and changing demographics. In numerical terms, it is clear the proposal results aim to deliver the same number of new homes for the wider former Chase farm site as identified in the outline planning permission notwithstanding the land set aside for the two schools, compatible with the policy and meeting the pressing need for housing.
- 10.5 In terms of the two schools, proposals for these are contained in a separate planning application considered elsewhere on this agenda (reference: 20/01997/FUL). Taking both developments in concert, the outline application proposes the comprehensive redevelopment of the land to provide two new schools and approximately 362 dwellinghouses. The Linden Homes scheme has already delivered a total of 138 homes.
- 10.6 Therefore, a comprehensive redevelopment of the site to deliver 362 new dwellings along with public realm improvements is acceptable in principle. However, the position must be qualified in relation to other material considerations including:
1. Housing need and delivery;
  2. Design and character (including views from the Greenbelt);
  3. Heritage;
  4. Residential quality;
  5. Neighbouring amenity;



6. Transport;
7. Flood risk and sustainable drainage;
8. Climate change;
9. Biodiversity;
10. Waste management;
11. Contaminated land; and
12. Air quality.

10.7 The development has been assessed against these relevant material considerations in the following sections.

#### Housing need and delivery

##### *Need:*

- 10.8 Published London Plan Policy 3.3 sets a 10-year target (2015-2025) for the provision of 423,887 new homes across London (42,389 per year), with a 10-year target for Enfield being 7,976 (798 homes a year). This target is set to increase, with Intend to Publish London Plan Policy H1 setting a 10-year London target (2019/20-2028/29) of 522,870 for London as a whole and 12,460 (or 1,246 per year) for Enfield.
- 10.9 Enfield Housing's Trajectory Report 2019 shows that during the preceding 7-years, the Borough had delivered a total of 3,710 homes which equates to around 530 homes per annum. Enfield's 2019 Housing Action Plan recognises that the construction of more affordable high-quality homes is a clear priority, with only 51% of approvals over the preceding 3-years actually being implemented.
- 10.10 The Council's Local Plan Issues & Options (Regulation 18) document (November 2018) acknowledges the sheer scale of the growth challenge for the Council and the Council's Housing and Growth Strategy 2020-2030 aims to deliver the emerging London Plan targets for the borough.
- 10.11 Consequently, the importance of this site to delivering homes for the Borough to meet this target has increased since the extant planning permission was first granted. This is particularly the case given the impact of this on the Council's five year housing land supply. Where a Local Authority is not delivering at least 85% of its housing need, Paragraph 73 of the NPPF requires the Authority to identify a 20% 'buffer' in their Five Year Housing Land Supply to ensure that their delivery is improved. The Government published its housing delivery test figures for 2019, in February 2020. This notes that the London Borough of Enfield's delivered 77% of the required housing over the past three years. This is based on the 798 dwellings per annum target (and not the 1,246 target in the Intend to Publish London Plan).
- 10.12 On this basis the borough maintains a five-year housing land supply in respect to the existing requirements. However, under the new targets in the emerging London Plan the five-year housing land supply would not be met unless additional land / housing supply is identified. The NPPF advises at Paragraph 11d that where such a land supply does not exist, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.
- 10.13 It is clear therefore that there is a need to optimise the housing on the site to make sure it still makes an appropriate and significant contribution to the Borough's housing delivery. Aside from 'need', the relevant considerations in terms of housing delivery are therefore deemed to be:

- Density;
- Housing mix; and
- Affordability.

10.14 These matters are addressed below.

*Density:*

- 10.15 As noted above, the revised masterplan for the site (encompassing the two proposed schools and the subject planning application) now includes a new secondary school that was not part of the original outline masterplan which only included plans for a 3FE primary school. Therefore, in order to maintain housing delivery on this site it is necessary to reconsider the previous design approach to the site to optimise housing delivery.
- 10.16 The NPPF (Para.122) states that, in respect of density, consideration should be given to whether a place is well designed and ‘the desirability of maintaining an area’s prevailing character and setting...or of promoting regeneration and change’.
- 10.17 Published London Plan Policy 3.4 requires development to ‘optimise’ housing output taking account of public transport accessibility, local context and character and design principles and for proposals which compromise this policy to be resisted. The site has a ‘suburban’ character and a forecast PTAL of 1b to 3. For such sites, the current density matrix provides an indicative density of 200-250 habitable rooms per hectare (hr/ha) or 75 to 95 units per hectare (u/ha), for schemes with 2.7-3.0hr/unit – although Policy 3.4 makes clear that the matrix should not be applied mechanistically.
- 10.18 The Intend to Publish London Plan incorporates a different approach to assessing density which is not based on a density matrix approach. Draft Policy D3 is clear that development must make the best use of land by following a design-led approach that optimises the capacity of sites, with no use of a density matrix as a guide. Policy D3 states that a design-led approach requires consideration of design options to determine the most appropriate form of development that responds at a site’s context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2). In doing so it identifies a number of requirements in relation to form and layout, experience and quality and character.
- 10.19 Core Policies 4 and 30 stress the need for high-quality housing and the need to maintain and improve the quality of the built and open environment. Local Plan Policy DMD 37 calls for a design-led approach to ‘capitalising’ on opportunities in accordance with urban design objectives relating to character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability and diversity.
- 10.20 Based on the Illustrative Scheme with its indicative land use and dwelling mix (i.e. 362 units and a total of 653 habitable rooms) across an area of 3.8 hectares, the scheme would have an overall density of 95u/ha and 172hr/ha. Notably, this would generally sit within the range prescribed by the Published London Plan (2016).
- 10.21 However, given the significant weight that can be attached to Intend to Publish Policies D2 and D3, it is considered that the ‘design-led’ approach should be used to assess the acceptability of the proposed density. The proposed scheme is sited within a relatively low-scale suburban environment. It is therefore particularly important that physical, social and green infrastructure issues are fully considered. The following issues are assessed in subsequent sections of this report.



10.22 In summary, the assessment in the above section finds the proposed scheme to be acceptable, subject to securing necessary mitigation, and the proposed amount of development is considered to optimise its potential to deliver new housing as part of relatively higher density residential neighbourhood.

*Housing mix:*

10.23 The published London Plan policy states that new developments should “offer a range of housing choices in terms of the mix of housing sizes and types” (Policy 3.8Ba). The Intend to Publish London Plan H10 is similar, but also refers to the need for local evidence.

10.24 Local Plan Policy DMD3 states that a mix of different sized homes should be provided in line with the targets in Core Policy 5, as follows:

- Market housing – 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45%, 3 bed houses, (5-6 persons), 20% 4+ bed houses (6+ persons); and
- Social rented housing - 20% 1 bed and 2 bed units (1-3 persons), 20% 2 bed units (4 persons) 30% 3 bed units (5-6 persons), 30% 4+ bed units (6+ persons).

10.25 Core Policy 5 calls for housing that should prioritise family units. Enfield’s most recent draft Strategic Housing Market Assessment (SHMA) (2015) which indicates that the market sector in Enfield should deliver a 50% / 50% split between 1 and 2 bedroom accommodation and 3 and 4 bedroom accommodation. to create a more balanced housing stock and address the impact of demographic and household formation change.

10.26 The proposed dwelling mix for the illustrative masterplan is set out in Table 4 below.

**Table 4: Proposed housing mix**

	DfE Masterplan	Proposed % of overall
1 Bed	146	40%
2 Bed	141	39%
3 Bed	75	21%
4 Bed	0	0%
<b>Total</b>	<b>362</b>	<b>100%</b>

10.27 It is acknowledged the proposed mix would be weighted towards 1 and 2-bed homes, at 79% of the overall dwellings across the scheme. Noting this is a notional housing mix, whereby the actual dwelling mix would be determined at reserved matters stage, the current mix reflects the applicant’s desire to maximise the dwelling numbers when compared to the numbers achieved under the extant planning permission (up to 500 dwellings). This is welcomed as we seek to optimise development and contribute to the overall delivery of homes towards our housing targets.

10.28 Notwithstanding the above, regard does however have to be given to the proportion of 2-bed/ 4-person homes forming part of the indicative scheme. Larger 2-bedroom dwellings such as these perform a role in accommodation younger/ emerging families and the indicative scheme proposes that 122 of the 141 x 2-bed dwellings would be

considered a larger 2-bed product capable of accommodating a smaller family unit. When considered in this way, the development would, in isolation, deliver approximately 55% family-sized homes.

**Table 5: Wider housing mix comparison**

	Extant Permission	Linden Homes (Parcel A)	Remainder to be delivered under extant permission	DfE Masterplan	Masterplan Total with Linden (Parcel A)
1 Bed	58	6	52	146	152
2 Bed	144	21	123	141	162
3 Bed	190	65	125	75	140
4 Bed	90	46	44	0	46
<b>Total</b>	<b>482</b>	<b>138</b>	<b>344</b>	<b>362</b>	<b>500</b>

10.29 It can be seen from Table 5 that the first phase of the consented development by Linden Homes has delivered a high proportion of 3 and 4-bedroom houses. Therefore, when viewed together with the Linden Homes development, the masterplan would deliver a split of approximately 60%/ 40% split of 1 and 2-bed dwellings to 3 and 4-bed dwellings.

10.30

10.31 Furthermore, it is noted that residential grain and density of the wider residential neighbourhood suggests a higher proportion of 3+ bedroom dwellings. This would mean that, with the inclusion of the subject development as proposed, the neighbourhood would likely deliver a circa 50%/ 50% split of 1 and 2-bed dwellings and 3 and 4-bed dwellings overall. This would achieve alignment with the split called for in the Strategic Market Housing Assessment (2015) and result in a more mixed and balanced community as a whole, providing a wider choice of accommodation to the local community.

10.32 On balance, it is considered the overall dwelling mix across the wider masterplan area and the wider neighbourhood would be acceptable.

*Affordable housing:*

10.33 Paragraph 62 of the revised NPPF states that where a need for affordable housing is identified, planning policies should specify the type of affordable housing required. Published London Plan Policy 3.12 states that Boroughs should seek the 'maximum reasonable amount' of affordable housing having regard to affordable housing targets, and the need to encourage rather than restrain residential development.

10.34 Intend to Publish London Plan Policy H5 and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing where public land is to be redeveloped. Intend to Publish London Plan Policy H6 identifies criteria whereby applications can follow the 'fast track route' set out in the Mayor's Affordable Housing and Viability SPG; this means that they are not required to submit a viability assessment or be subject to a late stage viability review.

10.35 Intend to Publish London Plan Policy H7 and the Mayor's SPG sets out a preferred tenure split of at least 30% low cost rent, with London Affordable Rent as the default level of rent, at least 30% intermediate (with London Living Rent and share ownership being the default tenures), and the remaining 40% to be determined in partnership with the Local Planning Authority and the GLA.



- 10.36 Local Plan Core Policy 3 sets of a borough-wide affordable housing target of 40% of units on all sites capable of accommodating 10 or more dwellings, aiming for a housing tenure mix ratio of 70% Social Rented and 30% Intermediate provision. Local Plan Policy DMD1 repeats Core Strategy policy objectives. It goes on to make clear that any negotiations will take into account the specific nature of the site; development viability; the need to achieve more mixed and balanced communities; particular priority to secure affordable family homes which meet both local and strategic needs; available funding resources; and evidence on housing need. It also states that mixed tenure residential development proposals must be designed to be 'tenure blind', so that the scheme as a whole is well integrated, cohesive and complementary and that tenure should be spread throughout the development to prevent concentrations or clear distinctions.
- 10.37 The need for affordable and especially for social housing remains high in the borough, which is evidenced in the draft Enfield Strategic Housing Market Assessment (SHMA) (2015). The Council's 2020-2030 Housing and Growth Strategy clearly notes the Borough's ambition to 'develop more homes that are genuinely affordable to local people, so that more people can live in a home where they spend a more reasonable proportion of their household income on housing costs'. In 2016/17, 30% of housing completions were affordable, whilst in 2017/18 this decreased further to 7% of housing completions being affordable, amounting to 37 units in total being delivered. These figures show that the target 40% affordable housing by unit is not currently being met.
- 10.38 It is noted that the outline planning permission secured 13% provision of affordable housing, with a tenure split of 80% intermediate housing and 20% social rent, acknowledging the development was cross funding the delivery of social infrastructure in the form of improved hospital facilities. While it was clear that the affordable housing provision did not accord with Policy CP3 of the Core Strategy, the Policy installs provisions to allow the Council to work with developers and other partners to agree an appropriate figure, taking into account site-specific land values, grant availability and viability assessments, market conditions, as well as the relative importance of other planning priorities and obligations. In relation to the application site, due regard was given in particular to the wider social imperative to deliver a modern hospital facility and a school.
- 10.39 The site circumstances have changed since the granting of the extant planning permission, whereby the hospital has now been delivered and the need for an additional secondary school has been identified. This re-emphasises the linked nature of these applications in terms of how subsequent applications have sought to fund the hospital and now the schools: both key infrastructure requirements
- 10.40 A viability assessment has been submitted with the scheme and assessed by an independent viability assessor. The assessment demonstrates that the development is unable to deliver requisite levels of affordable housing across the site, which, due to the cross-subsidising basis of the development proposal, would be unlikely to yield a surplus. In other words, the financial return from a development of circa 360 residential units would be grossly insufficient to cover the costs (land acquisition and procurement of the new buildings and associated infrastructure) associated with delivery of two new schools.
- 10.41 While 0% affordable housing may be justified in these terms, the intended objective of the proposed development is to maintain a similar proportion of affordable housing to that contained within the extant permission, by offering 14%. On this basis it is considered that the scheme would deliver more than the maximum reasonable proportion of affordable housing and is therefore consistent with Policy DMD1

(Affordable Housing). Notwithstanding, following further negotiation in light of the increasing need for affordable housing in Enfield as well as the Mayor's desire for public land to deliver the strategic target of 50% affordable housing, the applicant has confirmed that it is willing to increase the offering to 20% affordable housing. This would be delivered with a tenure split of 80% intermediate housing and 20% social rent in line with the previous agreement.

- 10.42 While it is acknowledged that the mix is not policy compliant, it is clear that the stated contribution lies at the very limit of viability for the scheme. To ensure the maximum percentage possible is achieved by the scheme, it is recommended the inclusion of a review mechanism, secured by s106, to ensure that any potential increase in affordability can be captured through the development process.

#### Design and character

- 10.43 The NPPF (Para. 122) states that in respect of development density, consideration should be given to whether a place is well designed and 'the desirability of maintaining an area's prevailing character and setting...or of promoting regeneration and change'. The National Design Guide identifies 10 key characteristics which work together to create physical character and help to nurture and sustain a sense of community.
- 10.44 The key relevant adopted and emerging development plan policies are referred to below, in relation to different sub-headings.

#### *Layout, scale and massing:*

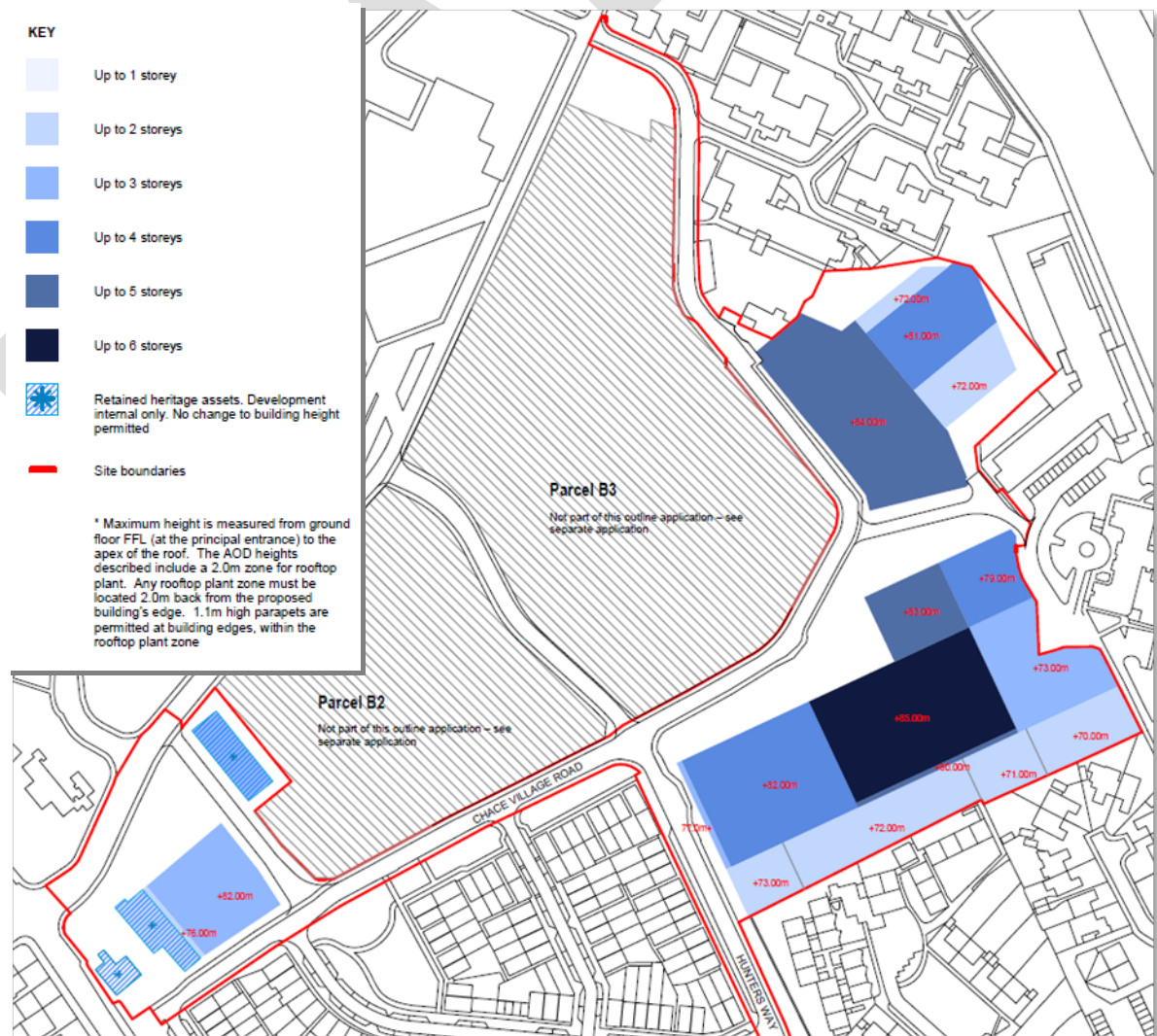
- 10.45 Published London Plan Policies 7.1 and 7.4 and Intend to Publish London Plan Policies GG2, D1 and D2 seek to ensure that new developments respond positively to local form, style and appearance to successfully integrate into the local character of an area, with a positive relationship with the natural environment and respect and enhancement of the historic environment and are high quality. Intend to Publish London Plan Policy D3 requires developments to optimise capacity through a design-led approach, by responding to a site's context, capacity for growth and supporting infrastructure capacity.
- 10.46 Policy CP30 of the Core Strategy requires new development to be of a high-quality design and in keeping with the character of the surrounding area. This is echoed in Policy DMD8 which seeks to ensure that development is high quality, sustainable, has regard for and enhances local character, and can meet the existing and future needs of residents. Local Plan Policy DMD 37 requires high-quality, design-led development and sets out seven urban design principles around character, continuity of enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability and diversity.
- 10.47 While at outline stage, the applicant has developed an illustrative masterplan for the whole site. Regard must be given to this document particularly where principles relating to the quantum of development are to be established (see paras. 10.15-10.22 above relating to density) and in particular, the ability of the development site to accommodate relevant unit numbers whilst paying due regard to adopted standards. Through the pre-application stage, extensive feedback was provided to the applicant to better inform the illustrative Masterplan and, as can be evidenced from the Design and Access Statement, the Masterplan has evolved significantly from its inception. While two applications have been submitted, one for the schools and one for the residential, it is important to note that the pre-application and public consultation process was on



the basis of the comprehensive redevelopment of the site as a whole, namely, parcels B1, B2, B3, B4 and C, with parcels B2 and B3 containing the schools.

10.48 The surrounding area is predominantly residential, and the townscape can be most reasonably characterised as having a low-scale suburban form. As a result, particular attention was applied the overall height of development and its response and transition to the respect the prevailing character of the surrounding area. The Design Review Panel, in its comments dated 26 March 2020, acknowledged a flatted scheme of the typology proposed was at odds with this prevailing character. However, it is also acknowledged that the development responds well to the more utilitarian requirements of the hospital, which provides a clear ‘ceiling’ height that dictates the overall scale of surrounding development and informs the relationship to the adjacent Green Belt. The inclusion of the two schools in this scheme would further support this approach as they, by their very nature are of a similar institutional building typology. Moreover, this is a relatively substantial site and capable of establishing its own character and identify and together, t is considered the proposed School and Residential buildings are able to create their own context.

10.49 To this end, the development achieves a possible maximum height of 6 storeys in the masterplan. The maximum height of potential buildings at particular locations across the site is defined by the one of the parameter plans – Development Heights, as shown in Figure 5 below.



**Figure 5. Development heights plan (Source: PTE Architects)**

- 10.50 The bulk, scale and massing of the development, through negotiation achieves critical mass to the centre of the site, and, taking into consideration topology, steps down and away from the centre of the site, the hospital and education buildings to transition at the edges to the established residential interface. These transitions are most easily understood in the sections provided at p.41 of the Design and Access Statement.
- 10.51 While the parameter envelopes set the maximum dimensions, reserved matters will also be subject to a residential design code, which establishes the design principles and specific measures to ensure a high quality design is delivered. In this regard, the design code addresses form, scale and massing to further ensure that new development is appropriate and retains the right architectural quality. This is achieved by measures requiring:
- Building breaks, modulation and articulation
  - Variations in building heights and roof forms
  - Established building lines and setbacks
  - Active frontages
  - Fine grain, human scale facades and balconies
- 10.52 Therefore, the maximum height of buildings and identified in the parameter plans would only be considered suitable provided they are designed in accordance with the Residential Design Code and this forms a recommended condition.

Officers' view is that the illustrative masterplan successfully mediates the low-density suburban edge and the consolidated bulk of the hospital campus and the new schools. This follows extensive discussion on the number of urban design issues to address areas requiring improvements which led to the submission of an addendum to the Design and Access Statement and changes to the Residential Design Code.

*Views from the Greenbelt:*

- 10.53 Development Management Document Policy DMD 83 (development adjacent to the green belt) sets out a number of criteria when assessing development adjacent to the Green Belt. These include:
- the relative visual dominance and intrusiveness of new development,
  - a retained distinction between the Green Belt and urban areas, and
  - the maintenance of key vistas from the Green Belt into urban areas.
- 10.54 The original outline planning application for the hospital etc. assessed those proposals from four views during the winter and the summer. The selected wireline viewpoints originally agreed were again taken for the assessment of this scheme.
- 10.55 The Townscape, Landscape and Visual Impact Assessment ('TLVIA') was submitted in support of the application to assess the effect on the Green Belt's setting. The four views assessed show that the development would either be screened by interposing development and vegetation or seen within the context of an established and discernible urban edge. This includes key vistas from the Green Belt and important access roads like Hadley Road.



It is acknowledged that the massing appears to replicate the bulk and mass of the hospital, albeit slightly lower in height and from longer views, this was seen to create a consistent mass/wall of development. However, it is noted that the wire frame used in the TLVIA represents the building envelope defined by the parameter plans as a 'worst case' scenario, and does take into account the actual form / articulation of the development when designed in accordance with the Residential Design Code at Reserved Matters stage. Furthermore, a future reserved matters application would need to satisfy Council that the development would comply with the requirements of DMD83 insofar as it would not represent a visually intrusive structure, nor would they undermine the distinction between the Metropolitan Green Belt and adjacent urban areas.

- 10.56 In terms of scale and form, the wirelines show that the new residential buildings would step down from the hospital and would not represent a visually intrusive structure, nor would they undermine the distinction between the Metropolitan Green Belt and adjacent urban areas.
- 10.57 Views from the Green Belt will also be enhanced by virtue of the significant number of new trees and vegetation that form part of a comprehensive planting and landscape strategy. This will enhance the character of this site and help to soften the visual impact of the redevelopment.

*Public realm, open space, trees and urban greening:*

- 10.58 Published London Plan Policy 5.10 promotes urban greening and multifunctional green infrastructure to help reduce effects of climate change and Policy 7.21 seeks to protect important trees and secure additional planting. Intend to Publish London Plan Policy G5 supports urban greening and introduces the concept of an Urban Greening Factor and Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement.
- 10.59 Local Plan Policy DMD 37 requires all new major residential development to be accompanied by proposals to improve open space provision (with justifying text referring to a borough-wide standard of 2.37 hectares per 1,000 population for park provision). Local plan Policy DMD Policy 80 requires all development that involves the loss of or harm to trees covered by Tree Preservation Orders or trees of significant amenity or biodiversity value, to be refused unless there are exceptional circumstances that can be justified.
- 10.60 Sited on the edge of Enfield adjacent to greenbelt land, the Chase Farm development has the opportunity to create a meaningful green infrastructure connection between two large areas of woodland and open space. This link is formed by creating open space along Chase Village Road, retaining the existing TPO Trees, and planting trees along the boundary of One Degree Academy and Wren Academy. Forming this link and allowing pedestrians and wildlife to use it creates an important connected landscape surrounding the development, encouraging active travel methods and creating a key habitat corridor. Figure 6 below illustrates the proposed 'green link' across the site.



**Figure 6. Proposed 'green link' (source: PTE Architects)**

- 10.61 The protection and retention of the existing trees across the scheme are vital in achieving these links and the masterplan of the residential units and the schools have been designed around this. To ensure that the consistent character of green link is carried through the site, attention must be paid to the design of pedestrian routes, vegetation, landscape and the treatment of the public realm generally through all parcels B1, B4 and C.
- 10.62 The Addendum to the Design and Access Statement includes indicative sections demonstrating the space provided for the trees by setting back the buildings from the street and opening the link creating a continuous green corridor from east to west and connecting spaces and habitat. Typical street sections are also provided to ensure this link is brought forward in future reserved matters stages. This can be secured by way of a condition. It is also noted that the Residential Design code is informed by the key character areas identified in the Design and Access Statement and aims to provide any future developer with a prescriptive for the landscape elements to achieve an integrated masterplan approach.
- 10.63 Having regard to open space, the existing site consists of fragmented, small and low quality open green spaces. The building footprints contributed to a complex and unnavigable public realm prioritising the car over pedestrians and cyclists. The proposed development rationalises this and it is considered would create more



cohesive and responsive building arrangements and linked public realm and greenspace. This will enhance the legibility of the landscape, allow the creation of distinct character areas, and positively address pedestrians and cyclists to promote sustainable methods of travel.

- 10.64 The landscape and public realm across the residential areas of the Chase Farm masterplan can be broadly categorised into four key areas: open public greenspace, semi-private communal gardens, residential streets and threshold links. Open public green space will allow for the provision of a small park or a linear park (along Chase Village Road) for everyone to use and will likely form a key public space in the heart of the development. Benefiting from the existing trees, these parks will have instant character and appeal and create an inviting space with good passive supervision from nearby homes and the school building.
- 10.65 The residential streets prioritise pedestrian movements, using clear routes, high quality materials and focal points to allow space for residents to access their homes safely. Tree planting will be used to soften the streetscape whilst providing shade and benefits to air quality. Communal courtyards will be faced on all sides by homes creating visible gardens where children can play safely and with neighbourly supervision. These gardens will also be quiet havens, blocking noise from the surrounding area and encouraging all residents to use them; further promoting socially sustainable communities. The threshold links will be transition points between more public spaces to more private spaces. Typically, these will not be lingering points but will still use high quality planting, materials, and signage to enhance the pedestrian experience.
- 10.66 There are currently no areas of play provision, even for the existing residents. Providing a variety of play areas within the development will address this issue and create spaces for a range of ages to play. In line with GLA Guidance the applicant has indicatively shown in the Addendum to the Design and Access Statement areas where the provision of play equipment suited to various ages can be located.
- 10.67 The applicant has considered the play space in more detail and identified additional areas which are suitable for doorstep/ informal play and which of those spaces would be publicly accessible or private to the particular dwellings on each parcel. Officers consider the proposals are able to accommodate a significant number of play spaces that can provide a range of themes for informal play for different age groups. The reserved matters stage would develop these areas in more detail for each phase.
- 10.68 Based on the dwelling mix and proposed tenure split (as per the viability assessment) the GLA Child Play Space calculator indicates in the region of 380sqm of play space should be included, using the 5sqm standard or 760sqm using the 10sqm standard. The areas identified are significantly in excess of this. It is also understood that the schools will be making their facilities open to the public which is being secured by a Community Use Agreement under that planning application.

*Materials and treatments:*

- 10.69 While this Design and Access Statement does not prescribe materials or colours, guidance is provided for these elements through illustrations in order to create the basis for future detailed design. The chosen materials and tones should respond to site context and existing local palette, whilst being sensitive to the design principles of the development. Further the Residential Design Code requires that all new development should use a limited palette of materials that respond to their immediate context, whilst referencing the wider setting.

- 10.70 It is considered the materials palette is positive, along with approach to detailing (Pg. 37 and 38) as shown in the Residential Design Code. This is appropriate for application at the reserved matters stage to establish the detail of this across the future development.

*Secured by Design:*

- 10.71 Local Plan DMD Policy 37 require all developments to demonstrate and apply the principles and practices of the Secured by Design Scheme. The Metropolitan Police's Designing Out Crime Officer (DOCO) has reviewed the scheme and provided that a suite of further detail is required to ensure the safety of residents, visitors and other users of the space.
- 10.72 At the request of the DOCO, it is recommended that a planning condition ensures that subsequent phases at reserved matters stage achieve compliance with the relevant Secured by Design Guide (or suitable alternative). Secured by Design issues would be addressed in Design and Access Statements that support RMAs for the subsequent phases of development.

*Fire safety:*

- 10.73 Intend to Publish London Plan Policy D12 requires development proposals to achieve the highest standards of fire safety, embedding these at the earliest possible stage: "In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety..." Policy D5 requires proposals to ensure safe and dignified emergency evacuation for all building users.

The application is supported by a Fire Strategy, as required by emerging London Plan Policy D12. The Council's Building Control Officer has reviewed the strategy and provides it generally satisfactory although a condition is recommended to demonstrate how the emergency power supply for life safety systems is to be provided (is it from 2 separate substations, a generator or a PUS (uninterrupted power supply)) .

Heritage

*Non-designated heritage assets:*

- 10.74 The NPPF advises the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. The NPPF further advises, in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.
- 10.75 The NPPF provides that, in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.



- 10.76 The site comprises the original Chase Farm Hospital building (now closed) which was originally built by the Edmonton Union Board of Guardians as a workhouse/ orphanage in the 1880s. Four locally listed buildings exist on the site, including the Clock Tower Building, Chase Farm Receiving Ward, The Lodge and Chase Farm Probationary Ward. All of the former workhouse buildings have been identified as being of significant local importance through their inclusion on the Local Heritage List. The former morgue and the clock tower buildings have been identified as landmark buildings of historic and architectural interest, whilst the postgraduate medical centre is noted for its architectural quality and historic interest.
- 10.77 As outlined in the Proposal section of this report, the Clock Tower, Morgue, and the Postgraduate Education Centre are to be retained as part of the future development. The Clock Tower would be converted into apartments and the Morgue into a single-family dwelling, while the Postgraduate Education Centre would be retained and extended to form part of a residential development arranged as a quadrangle. The extended buildings arranged around the quadrangle would be up to three storeys in height.
- 10.78 Whilst local listing affords no additional planning controls, the fact that a building or site is on the Local List means that its conservation as a heritage asset is an objective of the NPPF and a material consideration when determining the outcome of a planning application. A Heritage Technical Note was submitted by the applicant offering justification for the proposal.
- 10.79 The efforts to retain the majority of the existing locally listed buildings under the current outline scheme including the Clocktower, the Post-graduate building and the Morgue are welcomed and it is noted that their long term use will be secured through their conversion to residential use. Further details of any proposed alterations/ extensions are still required and can be determined at reserve matters stage. Although broadly content with the proposed scale and massing of the surrounding development (up to 6 storeys), further views showing the proposed development in the context of the locally listed buildings would be helpful in understanding how it will relate to their setting. This can be secured by way of a relevant planning condition.

*Clay Hill Conservation Area:*

- 10.80 The submitted TLVIA document shows that the development will also be partially visible from Strayfield Road Cemetery, Clay Hill Conservation Area. Key views are afforded from Strayfield Road Cemetery looking towards the impressive landmark of Rendlesham viaduct, built between 1902 and 1910 as part of the Great Northern Railway loop line to Stevenage. The proposed development will be partially visible above the treeline from the Conservation Area, to the left of the identified key view.
- 10.81 Based on the submitted information, no harm is identified to the setting of Clay Hill Conservation Area. The Conservation Officer is not of the opinion that visibility automatically equates to harm. An existing urban fringe of development is already visible in this location, including the new hospital building and historic railway viaduct. Direct views of the development will also be mostly screened by virtue of the separating distance and existing evergreen planting. However, it is recommended that rendered views are provided for the Strayfield Road Cemetery view, showing the proposed materials, detailing and fenestration. In addition to standard detail drawings, details should also be submitted of the proposed roof including any rooftop plant equipment, at a scale of 1:20 drawings or larger with 1:5 sections, to ensure that there is no increase in bulk above and beyond that which is shown on the outline plans. Samples of all external materials should be submitted and approved in writing by the LPA prior to the commencement of works. The materials should be carefully chosen so

as to both take cues from the existing locally listed buildings whilst not causing the development to appear unduly prominent in the skyline in long distance views from the Conservation Area.

#### Residential quality

- 10.82 The NPPF (Para. 12) identifies good design as a key aspect of sustainable development, stating that ‘the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve’.

#### *Accommodation standards:*

- 10.83 London Plan Policy 3.5 and Intend to Publish London Plan Policy D6 sets out detailed housing design requirements in relation to floorspace, storage space, layout, floor to ceiling heights, orientation and aspect, overheating, daylight and sunlight and outdoor amenity space. The Mayor’s Housing SPG (2016) provides guidance on implementing these policies. Local Plan Core Policies 4 and 5 call for high-quality new housing, Local Plan Policy DMD 8 includes general standards for new residential development and Policy DMD 9 sets out standards in relation to amenity space. The most up-to-date housing quality standards are set out in Intend to Publish London Plan Policy D6.
- 10.84 As an outline planning application, internal layouts for the residential buildings are not for approval. However, the Residential Masterplan GIA plan includes a schedule which outlines the gross internal areas for each indicative block across the development site. The different assumed levels of housing included in the illustrative masterplan (i.e. 30,711sqm gross internal area and 362 homes) are based on minimum dwelling GIA as denoted in Table 1 of the Technical Housing Standards – Nationally Described Space Standard (March 2015).
- 10.85 A minimum of 75% dual aspect dwellings across a single scheme are normally sought and where that is not achievable, single aspect dwellings are one-bedroom only and not north-facing. The illustrative masterplan demonstrates the development is capable of achieving all of these requirements with the exception of minimum percentage of dual aspect dwelling, where only 70% of dwellings are shown to be dual aspect. However, it is considered that this shortfall is acceptable at this stage given the additional provisions included in the Residential Design Code that dictate additional activation of facades and fenestration to provide a window on an alternative face of any single-aspect dwelling which would lead to an expected increase when the more detailed reserved matters applications are assessed..
- 10.86 London Plan Policy 3.8 and Intend to Publish London Plan D7 Requires at least 10% of dwellings meet Building Regulation requirement M4(3) ‘wheelchair user dwellings’, and ii) all other dwellings meet Building Regulation requirement M4(2) ‘accessible and adaptable dwellings.’ Local Plan DMD Policy 8 has similar policy objectives.
- 10.87 The development is expected to provide at least 10% of homes to be ‘wheelchair user’ (M4(3) and all others to be ‘accessible and adaptable (M4(2) and it is recommended that this is secured by planning condition.

#### *Child playspace and recreation space:*

- 10.88 Published London Plan Policy 3.6 seeks to ensure that development proposals include suitable provision for play and recreation noting the provision of play space should integrate with the public realm without compromising the amenity needs/enjoyment of



other residents and encourage children to play. Intend to Publish London Plan Policy S4 continues this policy approach.

- 10.89 Local Plan Policy DMD 73 requires developments with an estimated child occupancy of 10 or more children will be required to incorporate on-site play provision to meet the needs arising from the development.
- 10.90 The Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG (2012) sets a benchmark of 10 sqm of useable children's playspace to be provided per child, with particular emphasis on playspace for children under five years old to be provided on-site.
- 10.91 Estimates of child yield and amount of required playspace in the scheme would be determined at the Reserved Matters Stage, when the specific dwelling mix and tenure on a particular plot is known. However, the illustrative scheme demonstrates the ability to accommodate a series of dedicated spaces within residential courtyards and the Design and Access Statement and Residential Design Code establishes mandatory and advisory codes for the amount and type of playspace.

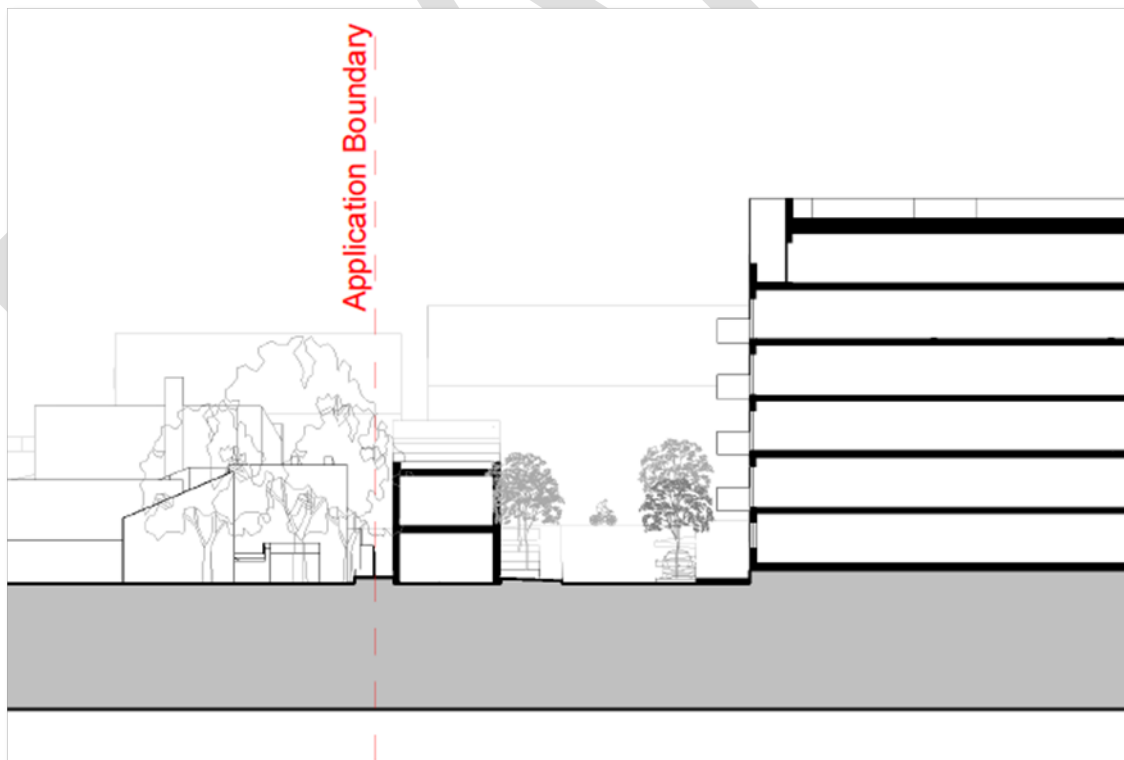
*Daylight, sunlight and overshadowing:*

- 10.92 The submitted Daylight & Sunlight Assessment outlines the results of the analysis for the planning application, assessing the likely performance of the proposed residential elements. The methodology is in accordance with BRE's "Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice". The daylight and sunlight potential assessments included in this report are based on the indicative massing provided by the architects for the residential blocks submitted in outline. This is considered to represent a more realistic view of the likely daylight and sunlight performance, than the Parameter Envelope.
- 10.93 In respect to daylight, the analysis results indicated that 74.3% of the assessed areas of the facade satisfy the recommendations set out by the BRE, which is accepted as good practice by Planning Authorities. Furthermore, the levels of Vertical Sky Component observed in most of the facades are likely to allow for good daylight levels to be achieved indoors. In order to ensure the internal layouts makes the most of the available daylight potential a few strategies have been set out in the report. Overall, the proposed residential development as a whole is anticipated to achieve good levels of daylighting and is therefore is likely to provide good quality accommodation to the future occupants in terms of daylight. Again, this would be finalised at the reserved matters stage
- 10.94 Having regard to sunlight, the assessment was carried out for all facades of the proposed indicative massing. Overall, the southern facades receive good levels of sunlight throughout the year (APSH) as well as in the winter period (WPSH). It can therefore be concluded that the proposed design offers optimum sunlight potential.

Relationship to neighbouring properties – residential amenity

- 10.95 London Plan Policy 7.6 makes clear that development should not cause unacceptable harm in relation to privacy. Intend to Publish London Plan D6 calls for high-quality housing and sets out a number of standards – including ensuring that site layout, orientation and design of homes and common spaces provides privacy for residents. The Mayor's Housing SPG (2016) Standard 28 is reinforces the need for privacy but cautions against adhering rigidly to minimum distance requirements.

- 10.96 Local Plan Policy DMD8 requires new development to preserve amenity, including privacy and overlooking. Policy DMD10 sets out minimum separation distances between buildings, unless it can be demonstrated that the proposed development would not result in housing with inadequate daylight/sunlight or privacy.
- 10.97 The context of the site is such that the only likely impact of the development to neighbouring properties would be limited to the residential units lying to the south of Parcel C (namely to Albuhera Close and Shooters Road) and Spring Court Road adjacent to the proposed extended multi-storey car park to the north-west. Letters of objection have been received from residents surrounding the site and notably from the most affected roads. Whilst objections have been received from residents on The Ridgeway and Lavender Hill, it is considered that the degree of separation afforded by these classified roads is such that the development will not have an adverse impact upon residential amenity through a loss of light, privacy, outlook or indeed a sense of overbearing, notably where it is clear that the illustrative masterplan has concentrated the bulk and massing of the site to its centre allowing low rise single family dwellings to the periphery.
- 10.98 In terms of the relationship to Albuhera Close and Shooters Road, the indicative layout shows dwellings on the common boundary, between one and two storeys in height; with a 14m building separation to apartment blocks with a height of up to six storeys in height. This is illustrated in Figure 7 below. It is noted that the intended form of the apartment blocks would not be continuous along the length of the mews due to provisions in the Residential Design Code that dictate building breaks, variations in architectural form and, most notably, a 2m setback of the top level of these buildings

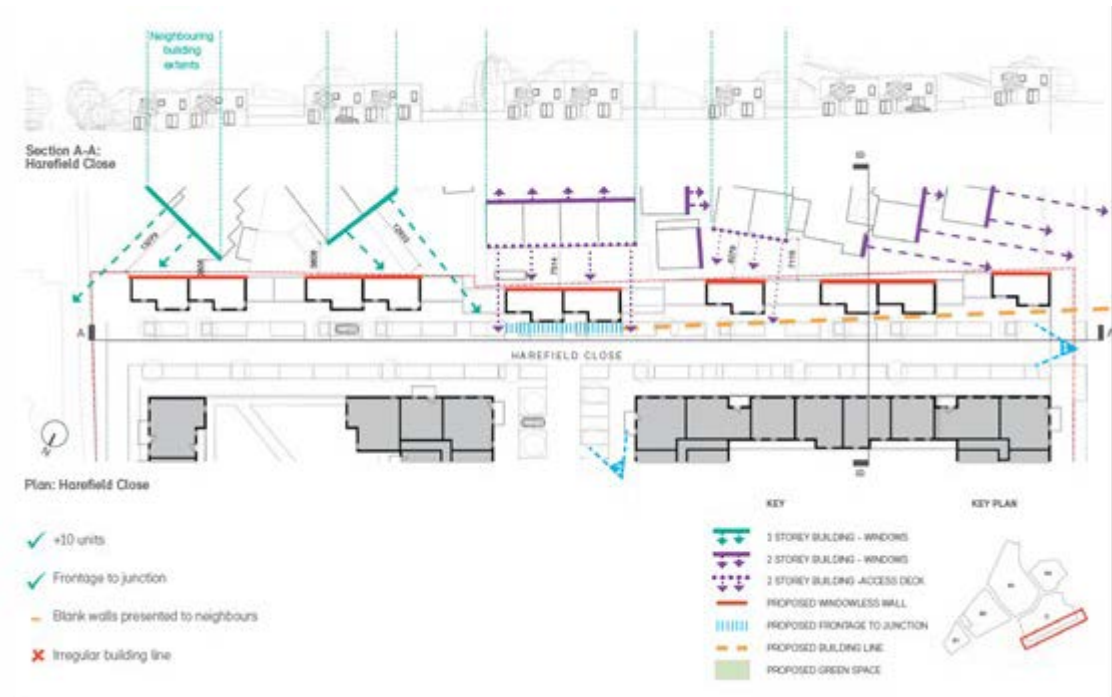


**Figure 7. Site Section B-B (source: PTE Architects).**

*Outlook:*



- 10.99 From observations, the adjoining dwellings to the south are a mix of typology, height, separation distance and orientation – refer to Figure 8 below.



**Figure 8. Adjoining outlook (source: PTE Architects)**

- 10.100 Based on this assessment it appears that most windows facing and in close proximity to the proposed development would be off the access walkways to galley apartments. While the outlook from the windows would currently be uninterrupted views north, these outlooks would not likely constitute the primary vantages for these properties, given such windows typically serve secondary habitable rooms such as kitchen, and where the southern aspect of these properties would offer much improved access to light.
- 10.101 It is therefore considered that it would be unlikely for the proposed development to have a material effect on northern outlooks current enjoyed by adjoining properties. However, this opinion is based on probable outcomes and any application at reserved matters stage would need to demonstrate that reasonable outlook is maintained from the rear of all adjoining properties based on proximity, orientation and the rooms that windows serve. Without adequate information to substantiate this, dwellings adjoining the property boundary would need to be limited to a single storey where outlook is impeded. This will also serve to achieve better natural light to the rear gardens of affected properties and minimise any sense of enclosure.

*Daylight, sunlight and overshadowing:*

- 10.102 As per the above, given the height and proximity of proposed buildings to adjoining dwellings to the south of Parcel C, it is important that appropriate access to daylight and sunlight is maintained to these properties.
- 10.103 A Daylight and Sunlight Assessment has been prepared on a site-wide basis and accompanies the application. This report has run two scenarios. Firstly, the report assesses the full scope of the submitted parameter plans, which provide a notional developable area. The second assessment considers the indicative scheme.

- 10.104 From observing the architectural configuration of the Albuhera Close Court, it is likely that the vast majority of the main habitable spaces (living areas) are primarily facing the courtyard/gardens located to the south and away from the proposed development to the north. This assumption is reinforced given the presence of access decks on the northern orientation.
- 10.105 Therefore, the proposed development is anticipated to have a minor to moderate impact on the daylight levels received by neighbouring properties. The vast majority of the windows and rooms seeing a reduction in the levels of daylight and sunlight will still retain levels of light commensurate with those experienced in urban areas (20% VSC) and therefore, these effects are considered acceptable.
- 10.106 The results provide comfort that a reserved matters application can come forward within the parameters set to provide a scheme which could be in accordance with Development Plan Policy DMD 8 (General Standards for New Residential Development). Given the outline nature of the application and the changes in daylight levels resulting from detailed architectural designs, the proposal is considered acceptable at this stage.

*Noise and disturbance:*

- 10.107 The NPPF (Para.180) makes clear that development should be appropriate for its location and that it should 'mitigate and reduce to a minimum, potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life'.
- 10.108 Published Plan Policy 7.15 seeks to separate noise generating uses from housing or ensure that there is appropriate mitigation, where this is not possible, and minimise noise from development. Intend to Publish London Plan introduces the concept of 'Agent of Change' and Policy D14 sets out requirements to reduce, manage and mitigate noise to improve health and quality of life.
- 10.109 Local Plan Core Policy 32 seeks to minimise noise pollution. Local Plan Policy DMD 68 makes clear that development must be sensitively designed, managed and operated to reduce exposure to noise, highlighting building design, layout, positioning of building services, landscaping, sound insulation and hours of use.
- 10.110 Having regard to the current proposal, the introduction of additional residents to the area will undoubtedly result in some additional noise and general disturbance, due to additional comings and goings, as well as private and public amenity areas across the scheme. However, it is expected that the proposals are unlikely to have an unacceptably detrimental impact on residential development particularly having regard to the separation to the neighbouring residential occupiers (existing and proposed) and the expectation of a certain base level of noise emitted from a typical residential area.
- 10.111 The Council's Environmental Health Officer has considered the proposed development and has not raised any objections. Conditions in relation to contamination, emissions standards, submission of an acoustic report and impact piling have been recommended should outline planning permission be granted.

*Overlooking and privacy:*

- 10.112 London Plan Policy 7.6 makes clear that development should not cause unacceptable harm in relation to privacy. Intend to Publish London Plan D6 calls for high-quality housing and sets out a number of standards – including ensuring that site layout,



orientation and design of homes and common spaces provides privacy for residents. The Mayor's Housing SPG (2016) Standard 28 reinforces the need for privacy, providing that planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18-21m between facing homes (between habitable room and habitable room as opposed to between balconies or terraces or between habitable rooms and balconies/terraces). These can still be useful yardsticks for visual privacy but cautions against adhering rigidly to minimum distance requirements.

10.113 Local Plan Policy DMD8 requires new development to preserve amenity, including privacy and overlooking. Policy DMD10 sets out minimum separation distances between buildings, unless it can be demonstrated that the proposed development would not result in housing with inadequate daylight/sunlight or privacy.

10.114 The proposed siting, layout and detailed design of Blocks C will result in views to the south over the rear of adjoining residential properties to the south. However, the illustrative scheme demonstrates that an acceptable relationship between these Plots exists with a separation distance of 25-30m between new balconies and the rear windows of existing dwellings, well outside the Mayor's Housing SPG guidance. Therefore, the future development will ensure the ongoing privacy of neighbouring occupants.

### Transportation

10.115 London Plan Policy 6.1 seeks to support development that generates high levels of trips at locations with high levels of public transport accessibility. This policy also supports measures that encourage shifts to more sustainable modes and promotes walking by ensuring an improved urban realm. Policies 6.9 and 6.10 address cycling and walking, while Policy 6.13 sets car parking standards.

10.116 Intend to Publish London Plan Policy T1 sets a strategic target of 80% of all trips in London to be by foot, cycle or public transport by 2041 and requires all development to make the most effective use of land. Policy T5 encourages cycling and sets out cycle parking standards and Policies T6 and T6.1 to T6.5 set out car parking standards.

10.117 Other key relevant published London Plan policies include:

- Policy 6.3 – which sets out an approach to assessing effects on capacity by transport assessments and calls for Construction Logistics Plans and Delivery and Servicing Plans and Travel Plans;
- Policy 6.7 – which seeks to ensure improvements to bus travel and other surface level public transport;
- Policy 6.11 – which requires smoothing out traffic flow and tackling congestion; and
- Policy 6.12 – which supports the need for limited improvements to the road network.

10.118 Other key relevant Intend to Publish London Plan policies include:

- Policy T2 – which sets out a 'healthy streets' approach to new development and requires proposals to demonstrate how it will deliver improvements that support the 10 Healthy Street Indicators;
- Policy T3 – which requires new development to safeguard sufficient and suitable located land for public and active transport;
- Policy D13 – which requires promoters of housing close to noise generating uses (including transport facilities) to be designed in accordance with Agent of Change principles

- Policy T4 – which calls for development to reflect and integrate with current and planned transport access, capacity and connectivity and, where appropriate, mitigate impacts through direct provision or financial contributions; and
- Policy T7 – which makes clear that development should facilitate safe, clean and efficient deliveries and servicing and requires Construction Logistics Plans and Delivery and servicing Plans.

10.119 Local Plan Core Policies 24, 25 and 26 aim to both address the existing deficiencies in transport in the Borough and to ensure that planned growth is supported by adequate transport infrastructure that promotes sustainable transport choices. Local Plan DMD 45 makes clear that the Council aims to minimise car parking and to promote sustainable transport options.

10.120 It should be noted that there is an existing outline planning permission on this site which has been partially implemented which includes hospital, school and residential provision. The proposal is for delivery of the remaining 362 homes permitted under the existing planning application but must also have regard to the proposed primary and secondary schools also being proposed on adjacent sites.

*Access and circulation:*

10.121 The proposed main vehicular access points build on the existing permission with routing from the main hospital access on The Ridgeway through the wider site and also from Hunters Way. The main difference is that the proposed access onto Shooters Road will not be progressed. This potentially has an impact on traffic flows across the wider site so junction capacity on the adjacent public highway network has been assessed – see ‘highway network’, below.

10.122 The TA notes that the existing S38 agreement will need to be updated to reflect any changes to the configuration of the internal highway network. The Council’s view remains that only roads providing a strategic function and linking to the public highway network will be considered for adoption.

10.123 The indicative plot diagrams showing only cycling and walking routes are welcome, the internal layouts of each housing plot are designed to promote low speed traffic environments which are designed with a ‘human-led’ approach as opposed to a vehicle-dominated environment. As the residential application is in outline only, with all matters reserved (except for access), further details can be provided as part of reserved matters applications to demonstrate the detailed servicing arrangement.

10.124 Pedestrian and cycling access into the site are covered as part of the Active Travel Zone assessment (see below) so are not considered here.

*Delivery and servicing:*

10.125 It is noted that all servicing and delivery activity will be accommodated within the site boundary and will not require the use of adjacent roads. This approach is consistent with current policies and the original Chase Farm Hospital permission.

10.126 Within the TA it is set out that the proposed residential dwellings are expected to generate a demand for 0.08 deliveries per dwelling (according with the principal set out in the original outline application) which equates to approximately 30 servicing vehicles per day. The assessment undertaken by TRICS demonstrates that the site could be expected to generate only 1-3 more servicing vehicles per day than were considered in the TA. It is therefore considered that the assessment undertaken within the TA is appropriate and sufficient.



*Public transport accessibility and Active Travel Zones:*

- 10.127 The site is PTAL 2 and 3, with the frequent bus services for the hospital having a beneficial impact on public transport accessibility to the site.
- 10.128 The three bus routes that serve the Chase Farm site (W8, W9 and 313) connect to a multitude of other buses a short distance away, largely focussed around Enfield Town Centre. These other bus services (e.g. 307/121/377/191) provide additional links to the north east and west of the Borough.
- 10.129 The TA also outlines the possible catchment for active modes (walking and cycling) which extends into surrounding areas. This indicates that a significant number of locations can be reached within generally accepted travel distances. However, the site is not directly served by a recognised cycle route so, given the increase in related trips, there should be some consideration of how these links can be improved and contribution would be expected given that the Council is prioritising active travel.
- 10.130 There is a Healthy Streets Active Travel Zone assessment identified five active travel routes:
- 1 The Ridgeway – Generally meets the Healthy Streets indicators. Issue with vegetation maintenance. Opportunities include more benches, reduced vehicle flows, more local businesses, improved active travel wayfinding, cycle lanes.
  - 2 Lavender Hill - Generally meets the Healthy Streets indicators. Issue with location of tree on footway. Opportunities include more benches, reduced vehicle flows, more local businesses, improved active travel wayfinding, cycle lanes.
  - 3 Holtwhites Hill - Generally meets the Healthy Streets indicators. Issue with footways needing maintenance. Opportunities include more benches, reduced vehicle flows, improved active travel wayfinding, cycle lanes.
  - 4 Drapers Road - Generally meets the Healthy Streets indicators. Opportunities include more benches and trees, continuous footways, improved footways.
  - 5 Shooters Hill - Opportunities include more benches and trees, reduced vehicle flows, continuous footways, improved footways.
- 10.131 The section concludes that these areas should be further considered with improvements potentially supported by a financial contribution which is welcome:
- Maintenance of vegetation along walking routes to ensure sufficient width is available to pedestrians.
  - Reinstatement of the footway in places where it has been subject to damage.
  - Provision of dropped kerbs where lack of provision exists.
- 10.132 In line with the previous residential development on the wider site, the applicant should also deliver measures to support active and sustainable travel:
- Car club membership and credit per unit.
  - London cycling campaign membership per bedroom.
  - Promotional materials.
- 10.133 These requirements will be reflected in the S106 Heads of Terms.

*Trip generation:*

- 10.134 The forecast residential trip generation has been calculated using the industry standard TRICS trip rates with mode split attributed using Census data on travel to work patterns.
- 10.135 The secondary school trip generation has been calculated using the same approach as for the temporary school provision on the site, with an adjustment to reflect reduced staff parking being available on the proposed school site. There are also adjustments for factors such as pupil absence and after school clubs with assumptions based on experience from other sites. The primary school trip generation is based on the Chase Farm Hospital outline application with an adjustment to reflect staff travel patterns, then adjustments are made for factors such as pupil absence and after school clubs. For both there is then direct distribution of trips by mode.
- 10.136 For vehicle trips this means 480 in total (in and out) AM peak trips, while for bus services there will be 436 trips in during the AM peak. Trips on foot are the highest with 782 into the wider site during the AM peak hour.
- 10.137 The TA states that all of these impacts can be reasonably accommodated on existing transport networks and services. Taking into account the cumulative impact these trips will have when added to those forecast as part of the original outline planning permission, the analysis shows the additional demand created by a further 7 person bus trips would not affect the conclusions of the Transport Assessment. The above cumulative assessment demonstrates that no additional bus services would be required to serve the development.

*Highway network:*

- 10.138 Junction capacity assessments using industry standards models have been undertaken with data from 2014 which, in terms of vehicle volumes, is broadly comparable to counts undertaken in 2019. Of the six junctions assessed, whilst more capacity is utilised (notably Hunters Way / Lavender Hill) they all continue to operate within maximum capacity.
- 10.139 There is a query about this model output: Site 1 - The Hadley Road and The Ridgeway Southbound RFCs and Queue lengths seem to vary significantly between do nothing and do minimum. This is despite the flows being broadly similar.
- 10.140 The traffic impact analysis undertaken is underpinned by robust, worst-case assumptions in any regard. Nevertheless, consideration has been given to the spare capacity available at each junction. To contextualise the volume of traffic at each of the six junctions assessed, the volume of traffic as surveyed across each junction is summarised Table 6.1 of the Transport Assessment.
- 10.141 Across each junction, spare capacity exists in the arm which has the highest RFC. The arm with the least spare available capacity is 'The Ridgeway Northbound' on Junction 3 where 4% spare capacity exists. However, across the remaining junctions as much as 14%-95% spare capacity exists which represents a notable level of spare capacity available before the junctions reach their mathematical capacity. It is therefore considered that there is available spare capacity across the local highway network.

*Parking:*

- 10.142 Cycle parking, including space for larger cycles, is to be provided in line with the Intend to Publish London Plan. This is acceptable although it is noted that this will be part of detailed applications which are yet to be submitted.



10.143 The proposed level of car parking at 0.35 spaces per unit is acceptable in terms of the maximum figures set out in the Intend to Public London Plan. Whilst Parcel A delivered an average of approximately 1 space per unit, this has not been evenly provided across the development. The Linden Homes site is principally formed of large family sized dwellings, formed of traditional houses with the largest properties (semi-detached family houses) served by as many as 2 cars. By contrast, the proposed dwellings are principally formed of flatted dwellings. The proposed quantum of 0.35 spaces per dwelling is approximately double the quantum which was considered acceptable to serve the flatted dwellings at the Linden Homes Site.

10.144 The level of parking proposed wholly accords with the principals of the Intend to Publish London Plan and, owing to the accessible location of the site, car-light development is proposed. The Applicant welcomes a discussion with LBE to confirm the appropriate financial contribution it is felt necessary to deliver current and future Controlled Parking Zones. Residents of the proposed dwellings will be restricted from current and future parking permits.

10.145 It is considered the level of parking proposed is entirely appropriate and adequate as it seeks to take advantage of the good access to public transport locally and is supported by planning policy. To complement and control the potential impacts of car parking, the implementation of expanded CPZ restrictions and provision of car club facilities will provide effective mitigation.

*Travel Plan:*

10.146 The provision of a Framework Travel Plan is noted and a condition to provide a detailed Travel Plan which is supported by financial contributions and underpinned by TRICS compliant surveys is agreed

*Mitigations:*

10.147 The TA notes that various transport improvements were secured as part of the original Chase Farm Hospital application. However, given the overall increase in the intensity of use proposed for these parcels it could be appropriate to seek further contributions to mitigate the cumulative impacts of the intensification of use:

- Active travel zone improvements as highlighted previously.
- Active and sustainable travel supporting measures as highlighted previously.
- Bus network enhancements to improve connectivity and possibly capacity.
- Cycling and walking enhancements.
- Parking controls.
- Travel plan monitoring.

*Conclusion:*

10.148 Based on the above, the development is considered acceptable at this outline stage, subject to relevant planning conditions and obligations under a s106 agreement.

Flood risk and sustainable drainage

*Flood risk:*

10.149 The Flood and Water Management Act 2010 (FWMA) was introduced to address the increasing risk of flooding and water scarcity, which are predicted to increase with climate change. The act sets out requirements for the management of risks in

connection with flooding and coastal erosion. Whilst the Environment Agency is responsible for developing a new national flood and coastal risk management strategy Lead Local Flood Authorities (LLFA), such as the Council will have overall responsibility for development of a Local Flood Risk Management Strategy for their area and for co-ordinating relevant bodies to manage local flood risks.

- 10.150 London Plan Policy 5.12 requires development to meet assessment and management requirements of the NPPF and (where necessary) pass the Sequential and Exceptions tests. Intend to Publish London Plan Policy SI 12 includes similar policy objectives.
- 10.151 The applicant has submitted a Flood Risk Assessment to identify and evaluate the existing level of flood risk to the site.
- 10.152 The site lies entirely within fluvial Flood Zone 1, although there are some small areas within the site, particularly towards the south-east, that have been identified as having a medium to high risk of surface water flooding. A more significant area of surface water flood risk has been identified on Shooters Road south-east of the site, which has been considered, as this is highlighted within local policy documents. In particular, the area is identified as a Critical Drainage Area, and the local SWMP specifically mentions the opportunity to reduce flood risk to the wider area should the hospital site be re-developed.
- 10.153 Local policy dictates that the peak rates of surface water runoff from the redeveloped site would be expected to be reduced to greenfield runoff rates. This report has described that a continuation of the existing discharge to the public sewer system in Shooters Road is proposed, but at a reduced rate.
- 10.154 The greenfield runoff rate for the site was determined to be 25.7 l/s for the whole 5.84-hectare site, or 4.4 l/s/ha. A volume of attenuation of around 1,750m<sup>3</sup> will be required on the site to appropriately manage runoff from storm events up to the 1 in 100-year events, including a 40% allowance for climate change.
- 10.155 It is currently proposed that the required attenuation volume will be provided in a single below ground attenuation tank, at the south-east corner of the site, just upstream of the discharge point to the public sewer system. However, during further design development further consideration will be required to establish the optimum number, location, and type of attenuation facilities. A condition is recommended.
- 10.156 The Flood Risk Assessment has concluded that the flood risk to the existing site generally low, and that the redevelopment of the site offers the potential to further reduce existing levels of surface water flood risk both to the site and the surrounding area. It is therefore concluded that the proposed development is appropriate.

*Sustainable drainage systems (SuDS):*

- 10.157 London Plan Policy 5.13 requires use of SuDS unless there are practical reasons for not doing so, achieve greenfield run-off rates and follow the Mayor's drainage hierarchy. Intend to Publish London Plan Policy SI 13 includes similar policy objectives and includes an updated drainage hierarchy. The Mayor of London Housing SPG (Standard 39) and Sustainable Design and Construction SPG are also relevant.
- 10.158 Local Plan Core Strategy Policy 28 makes clear that SuDS will be required in all development, irrespective of the flood risk at individual sites. Local Plan Policy DMD 61 requires development proposals to demonstrate how they propose to manage surface water as close to its source as possible and follow the Mayor of London's drainage hierarchy. The policy also calls on SuDS to maximise the opportunity for improved



water quality, biodiversity, local amenity and recreation value. The Council has prepared a Suds Design and Evaluation Guide (2018).

- 10.159 Suitability: The London Plan Infiltration has been deemed inviable across all parcels within the Chase Farm development, as noted in the drainage strategy report, due to unsuitable ground conditions for soakaways. However above ground attenuation in the form of rain-gardens and dry swales have been explored and specified where appropriate. Whilst the outline planning scheme does not propose green roofs, source control SuDS will be utilised at ground level.
- 10.160 Impermeable liners have only been employed where imperative. It is noted that a depth of freeboard has been allowed above this GWL to ensure fluctuations throughout the year do not inundate the drainage network, undermining the available storage volumes and discharging groundwater to the public sewers. It is noted that this is a building regulations requirement and therefore unable to be revised.
- 10.161 Quantity: Discharge rates have been amended to the equivalent greenfield runoff rates as requested and the associated storage capacities have been revised accordingly. The increase in storage requirements listed below, will be accommodated within SuDS features, such as swales, rain gardens and permeable paving areas, that are already presented within the drainage layouts. The Surface Water drainage layouts incorporating the this have been submitted and agreed to by the SuDS Officer.
- 10.162 Quality: All RWP's from the roofs will follow the principle of discharging onto a planter, as demonstrated on the revised drainage layouts. All hard-standing areas will be designed to directly runoff, onto a filter drain, permeable paving, raingarden etc. and percolate/migrate through to the below ground network. Where there can be no direct runoff, catchment areas will be connected to a dry swale, detention basin etc. which will allow flows to go solely through the stone sub-base (filter medium), without the employment of an under-drain/pipe.
- 10.163 Given the outline status of this scheme, further information and illustrations on how the above will integrate, can be provided within the detailed drainage layouts that will be submitted at the reserved matters stage. It is considered that this requirement can be suitably managed by way of a planning condition.

#### Climate change

- 10.164 The NPPF (Para. 153) requires new developments to comply with local requirements for decentralised energy supply and minimise energy consumption by taking account of landform, layout, building orientation, massing and landscaping.
- 10.165 London Plan Policy 5.2 sets out the Mayor of London's energy hierarchy: Use Less Energy (Be Lean); Supply Energy Efficiently (Be Clean); and Use Renewable Energy (Be Green) and Policy 5.6 sets a target to generate 25% of heat and power by local decentralised energy systems and establishes a hierarchy of connecting to an existing heating and cooling network.
- 10.166 Intend to Publish London Plan Policy SI2 adds Be Seen to the Mayor's energy hierarchy. It sets a target for all development to achieve net zero carbon, by reducing CO2 emissions by a minimum of 35% on-site, of which at least 10% should be achieved through energy efficiency measures for residential development (or 15% for commercial development) and calls on boroughs to establish an offset fund (with justifying text referring to a £95/tonne cost of carbon). Intend to Publish London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a

communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top).

- 10.167 Local Plan Policy DMD Policy 51 calls for energy efficient buildings as the first step in applying the energy hierarchy, DPD Policy 52 requires connection to a decentralised energy network where possible, DMD Policy 53 requires the use of zero carbon green technologies and DMD Policy 54 requires financial contributions to off-set carbon where specific targets are not met. The Council published the Enfield Climate Action Plan in July 2020.

*Carbon emission reductions and offsetting:*

- 10.168 An Outline Energy Strategy has been submitted which demonstrates significant CO2 emissions saving can be made through three stages of energy analysis. The first stage, applied to the whole development, utilised passive energy efficiency measures such as improving building's fabric efficiency and employing higher efficiency equipment for building services, achieving a 39% CO2 emissions saving through demand reduction.
- 10.169 The second stage considered a connection to a heating network local to the proposed development. Analysis of the proposals for a community CHP network from within the nearby hospital was not feasible due to uplifts in both capital and running costs as well as not being the best energy efficiency measure in terms of site-wide heat generation network. A site or building-wide Air Source Heat Pump central system would be applicable and is proposed to provide an ambient loop system, serving water source heat pumps within each individual dwelling. This would offer more benefits in terms of energy efficiency, by increasing the systems CoP, as well as reducing refrigerant volumes of the air source heat pump system, thereby minimising requirements for leak detection and risks associated with a leak.
- 10.170 The final stage considered the incorporation of renewable energy to further improve CO2 emissions savings possible for the development. The appraisal demonstrated a benefit installation of an array of roof mounted solar photovoltaic (PV) panels. At this stage, 1,308sqm of PV panels are proposed throughout the site to provide a further CO2 emission saving of 11% against SAP10 carbon emission factors.
- 10.171 The total CO2 savings for the development is 50% with the carbon neutral shortfall to be addressed via Carbon Offset Contributions Payments.

*Sustainability:*

- 10.172 The applicants' Sustainability Statement sets out how the proposed development would address relevant policy objectives. The residential units with elements connecting to the existing Clock Tower and Post Graduate Centre are targeting the achievement of BREEAM Domestic Refurbishment 'Excellent', potentially aiming for 'Outstanding', with feasibility to be determined at Detailed Application Stage. As provided above, the overall residential development is expected to reduce on-site regulated carbon emissions by 50% with SAP 2010 emission factors.

*Circular economy:*

- 10.173 Following comments in the Mayor of London's Stage 1 Report, the applicants' Energy Assessment and Sustainability Statement has been supplemented by a draft Circular Economy Statement. The draft Statement sets out the measures to be implemented where feasible to conserve resources, eliminate waste and manage waste sustainably.



The report should be reviewed throughout all project stages, alongside the following corresponding reports to be developed at Reserved Matters Application stages and the subsequent detailed design stages:

- Material Efficiency Report
- Functional Adaptability Study
- Climate Change Adaptation Strategy
- Material Durability Report
- Material Efficiency Report
- Sustainable Procurement Plan
- Site Waste Management Plan

10.174 The GLA provide that the following condition should be applied to ensure appropriate energy and sustainability measure are applied at detailed application stage:

“Prior to the commencement of each phase of development, the applicant shall submit a full energy assessment for the relevant phase, following the principle set out in the approved energy strategy prepared by Couch Perry Wilkes. The assessment shall include full details of the carbon savings to be made at each stage of the London Plan Energy Hierarchy, as set out in the ‘London Plan Intend to Publish Version 2019’. The applicant shall not start work on the relevant phase until the strategy for the relevant phase has been approved. The development shall be carried in accordance with the approved energy strategy for each phase.”

#### Biodiversity

10.175 The NPPF (Para. 170) requires planning decisions to protect and enhance sites of biodiversity value, providing net gains for biodiversity and establishing resilient ecological networks.

10.176 London Plan Policy 7.19 makes clear that whenever possible development should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Intend to Publish London Plan Policy GG2, G6 and G14 require development to protect and enhance designated nature conservation sites and local spaces, secure net biodiversity gains where possible and incorporate urban greening.

10.177 Core Policy 36 requires development to protect, enhance, restore or add to existing biodiversity including green spaces and corridors. DMD Policy 78 makes clear 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.

#### *Trees and urban greening:*

10.178 Public realm, open space, trees and urban greening are addressed under the ‘design and character section above whereby meaningful green infrastructure connection between two large areas of woodland and open space is proposed.

10.179 Tree planting will be imperative to the function and success of the design. Utilising just the existing mature trees, the spaces created will have character and permanence. Proposed street trees and parkland tree planting will create pleasant spaces, create shade on hot days, and provide opportunity for edible landscapes within the communal courtyards. They will also contribute to the local ecology and link with the existing

adjacent woodland belt adjacent to the east, providing habitats for birds and other local wildlife. Colour and bark texture can be used to provide contrast and delight throughout the season further improving the aesthetic of the area. The associated design code goes into further detail on tree size and species selection for the different areas

It is noted in that section the site contains several TPOs and it will be important to ensure proposed works are carried out sensitively to them. A condition will therefore be imposed on any reserved matters application to secure the necessary plans showing root protection zones and construction methodology.

*Ecology:*

- 10.180 The applicant has submitted an ecological appraisal of the proposed development based on surveys undertaken across the development site. The report concludes that further surveys and mitigation measures are necessary and these should be secured by way of condition covering mitigation for reptile, wildlife and bat habitat.

Waste management

- 10.181 The NPPF refers to the importance of waste management and resource efficiency as an environmental objective. London Plan Policies 5.17 and 5.18 and Intend to Publish London Plan Policy SI7 encourages waste minimisation and waste prevention through the reuse of materials and using fewer resources. Intend to Publish London Plan Policy SI7 also requires referable schemes to promote circular economy outcomes and aim to achieve net zero-waste.
- 10.182 Local Plan Core Policy 22 encourages the inclusion of re-used and recycled materials and encourage on-site re-use and recycling of construction, demolition and excavation waste while Local Plan Policy DMD 57 sets out detailed criteria and standards. The Council has also prepared Waste and Recycling Storage Planning Guidance.
- 10.183 The applicant provided a Refuse Strategy in the Design and Access Statement. The majority of the refuse stores were within 10 metres or less of a vehicle access location. One store is shown at 10.5m but this is not considered significant in terms of collection and also ensures works avoid a grouping of existing mature TPO trees and their associated RPAs.

Contaminated land

- 10.184 London Plan Policy 5.21 and Intend to Publish London Plan Policy D11 require appropriate measures to ensure that development on previously contaminated land does not activate or spread contamination. Local Plan Core Strategy Policies 32 and DMD 66 include similar objectives.
- 10.185 Chapter 12 of the ES provides an assessment on the impact of potentially contaminated soil and groundwater on the redevelopment of the site as well as the effects on ground conditions as a result of the proposed scheme and risks to (future) buildings and structures. Whilst it is reported that ground-based contamination from various sources is likely to be present, it identifies a number mitigation measures to ensure that this would be managed. It is recommended that these are secured by planning condition.



10.186 The contamination reports submitted with the application have been reviewed by the Environmental Health Officer who find states that remediation is required and recommends relevant planning conditions to remediate the site prior to development.

Air quality / noise

10.187 The NPPF (Para. 103) recognises that development proposals which promote sustainable means of travel can have a direct positive benefit on air quality and public health by reducing congestion and emissions.

10.188 London Plan Policies 3.2, 5.3 and 7.14 and Intend to Publish London Plan Policy S11 state that development should (a) not lead to further deterioration of existing poor air quality; (b) not create new areas that exceed limits or delay the date at which compliance will be achieved; (c) not create unacceptable risk of high levels of exposure to poor air quality and (d) be at least air quality neutral. The Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG (2014) sets out relevant guidance

10.189 Local Plan Core Policy 32 seeks to improve air quality by reducing pollutant emissions and public exposure to pollution while Local Plan Policy DMD 65 requires development to have no adverse impact on air quality and states an ambition that improvements should be sought, where possible.

10.190 The Acoustic Report for the site has been reviewed by the Environmental Health Officer who finds the report shows that there will be mechanical plant for the residential properties and, as at this stage the mechanical plant specification is unknown, a suitable planning condition should be applied to ensure the Council's noise requirements will be met. It is further noted that impact piling would severely impact on local residents and for this reason a further condition is required by the Environmental Health Officer. The whole of London is a low emission zone for non-road mobile machinery and an appropriate condition is also called for to address this.

10.191 Environmental Health does not object 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 or noise.

**11. S106 Heads of Terms**

11.1 The NPPF requires that planning obligations must be:

- (a) Necessary to make the development acceptable in planning terms;
- (b) Directly related to the development; and,
- (c) Fairly and reasonably related in scale and kind to the development.

11.2 Regulation 122 of the CIL Regulations 2010 brought the above policy tests into law, requiring that planning obligations can only constitute a reason for granting planning permission where they meet such tests. Section 106 obligations should be used where the identified pressure from a proposed development cannot be dealt with by planning conditions and the infrastructure requirement relates specifically to that particular development and is not covered by CIL.

11.3 The Council's Planning Obligations SPD (November 2016) provides guidance on, amongst other things, the range and nature of planning obligations that the Council will seek, including details of the formulas used for calculation. The Council's Infrastructure

Funding Statement (2019/2020) sets out planned expenditure over the current reporting period (2020/21).

11.4 These are the Heads of Terms are proposed:

1. Affordable housing
2. Viability Review Mechanisms
2. Open space/public realm/play/sport
3. Transport - On-site Car Club
4. Transport - Travel Plan and Travel Plan Monitoring
5. Public transport improvements
6. Pedestrian and cycle improvements
7. Car parking controls
8. Electric Vehicle Charging – Rapid Charger
9. Energy
10. Carbon Offsetting financial contribution
11. Health Care
12. Employment & Training
13. Design Quality

## **12. Community Infrastructure Levy (CIL)**

- 12.1 Given the proposal involves the creation of nine new dwellings, the development would be CIL liable. The As of April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development.
- 12.2 Since April 2019 the Mayor of London has been charging CIL in Enfield at the rate of £60 per sqm. The site is identified within the Intermediate CIL zone, which attracts a charge of £60 per sqm. Combined, the development is liable for a charge of £100 per sqm (£60 + £60).

## **13. Conclusion**

- 13.1 The proposed scheme has followed extensive pre-application consultation and further refinement since the application was submitted. The application seeks outline permission for residential development comprising a series of plots that would come forward in sub-phases. Development here would be controlled by the proposed



Parameter Plans, Residential Design Code and recommended conditions, with detailed designs to be determined at reserved matters stage.

- 13.2 While submitted separately, the subject application is viewed as part of a wider masterplan including two new schools and follows an extant permission that allows for the development of one school and up to 500 dwellings across the wider site.
- 13.3 The site is currently occupied by redundant hospital buildings. The phased comprehensive redevelopment of the site for residential purposes is acceptable in principle. There is an established housing need across the borough and an adopted and emerging policy framework that encourages the optimisation of sites, particular those which are urban brownfield locations. Given the outline nature of the application, the exact number of homes is uncertain at this stage. However, based on the illustrative masterplan, it would be likely to deliver between 350 and 375 new homes. at a dwelling mix that responds to the existing neighbourhood makeup.
- 13.4 There is also a pressing need for affordable housing. It is noted that the grant outline permission, 13% affordable housing (by habitable room) with a tenure split of 80:20 intermediate housing: social housing was accepted. This offer was justified by the wider social imperative to deliver a modern hospital facility. This proposed scheme would similarly facilitate public benefit in the form of two new schools by cross subsidising the cost of their delivery. It must be noted that the viability appraisal undertaken supports no affordable housing in this context. However, the applicant acknowledges the policy requirement and has agreed to 20% affordable housing in recognition of the need in Enfield and the desirability of using publicly owned land for affordable housing. To ensure the maximum percentage possible is achieved by the scheme, it is recommended that a review mechanism is included and secured by s106, to ensure that any potential increase in affordability can be captured through the development process.
- 13.5 This report carefully and comprehensively assesses the proposed scheme against adopted and emerging planning policy and guidance and takes account of all other relevant material considerations. These include the representations made by local people, in particular in relation to the proposed scale and density and their impact on character and amenity.
- 13.6 The proposed massing strategy responds to the larger institutional hospital and proposed school buildings and, combined with these elements, sets a new urban character for the area. The Parameter Plans, Residential Design Code addresses form, scale and massing to ensure that new scale provides an appropriate transition to the lower-scale suburban form in the surrounds.
- 13.7 The wireline views illustrating the maximum Parameter Plans show the development would be visible from vantages within the Green Belt. Whilst some concerns were raised about the potential 'wall of development' that might be created, it is concluded that the development would be less prominent than the existing hospital and, when brought forward at reserved matters stage would not represent a visually intrusive structure.
- 13.8 The development would also create a good 'internal' environment, optimising the amount of proposed open space, including active/playful streets and public realm and providing a meaningful green infrastructure connection between two large areas of metropolitan open land. Hard and soft landscaping and street trees would be of a high-quality, helping to create what should be a much greener, inclusive, safe, secure and attractive new place.

- 13.9 The site contains several non-designated heritage assets. The proposal intends to retain the Clock Tower, Morgue, and the Postgraduate Education Centre as part of the future residential development, which is welcomed by Council. As with the extant approval, several locally listed buildings will be removed as part of the proposal. The substantial public benefit (in the form of two new schools) could not be achieved without the redevelopment of the site, and these would outweigh the harm caused by the loss of these locally listed buildings.
- 13.10 Overall, while the proposed scheme is not fully compliant with all policies, it is considered to represent an appropriate development response to the opportunities presented by this site and the comprehensive objectives of supporting and delivering a primary and secondary school on the site. On balance, the proposal is therefore considered to be consistent with the 'development plan' as a whole, and as such it benefits from the statutory presumption in favour of the development plan as set out in section 38(6) of the Planning and Compulsory Purchase Act 2004. This policy support for the proposal is further reinforced by its compliance with important other material planning considerations, such as the Intend to Publish London Plan (which is close to adoption and has significant weight) and the NPPF.
- 13.11 Taking account of the above, the proposal is recommended for approval, subject to the recommended conditions and s106 planning obligations.



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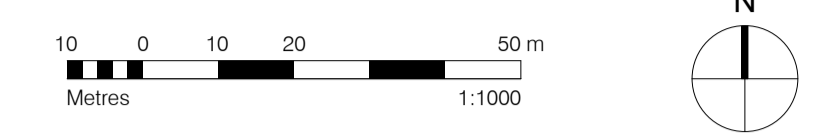
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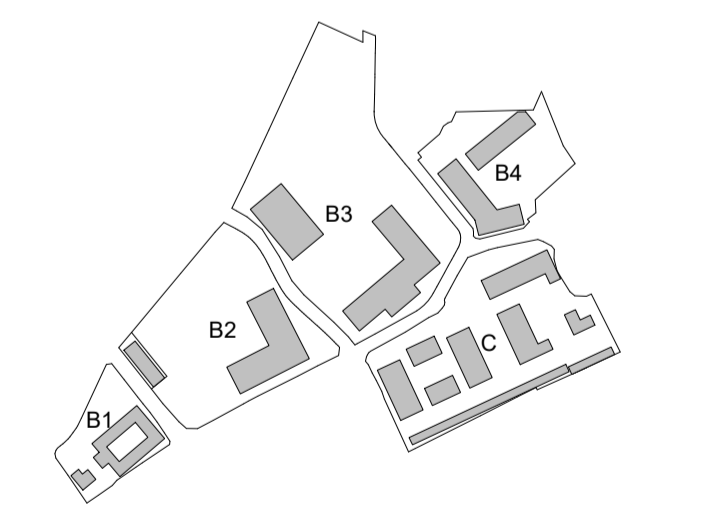
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- KEY**
- Up to 1 storey
  - Up to 2 storeys
  - Up to 3 storeys
  - Up to 4 storeys
  - Up to 5 storeys
  - Up to 6 storeys
  - Retained heritage assets. Development internal only. No change to building height permitted
  - Site boundaries

\* Maximum height is measured from ground floor FFL (at the principal entrance) to the apex of the roof. The AOD heights described include a 2.0m zone for rooftop plant. Any rooftop plant zone must be located 2.0m back from the proposed building's edge. 1.1m high parapets are permitted at building edges, within the rooftop plant zone



no.	date	description	drawn	checked
P1	18.06.2020	OUTLINE PLANNING SUBMISSION	JC	PW

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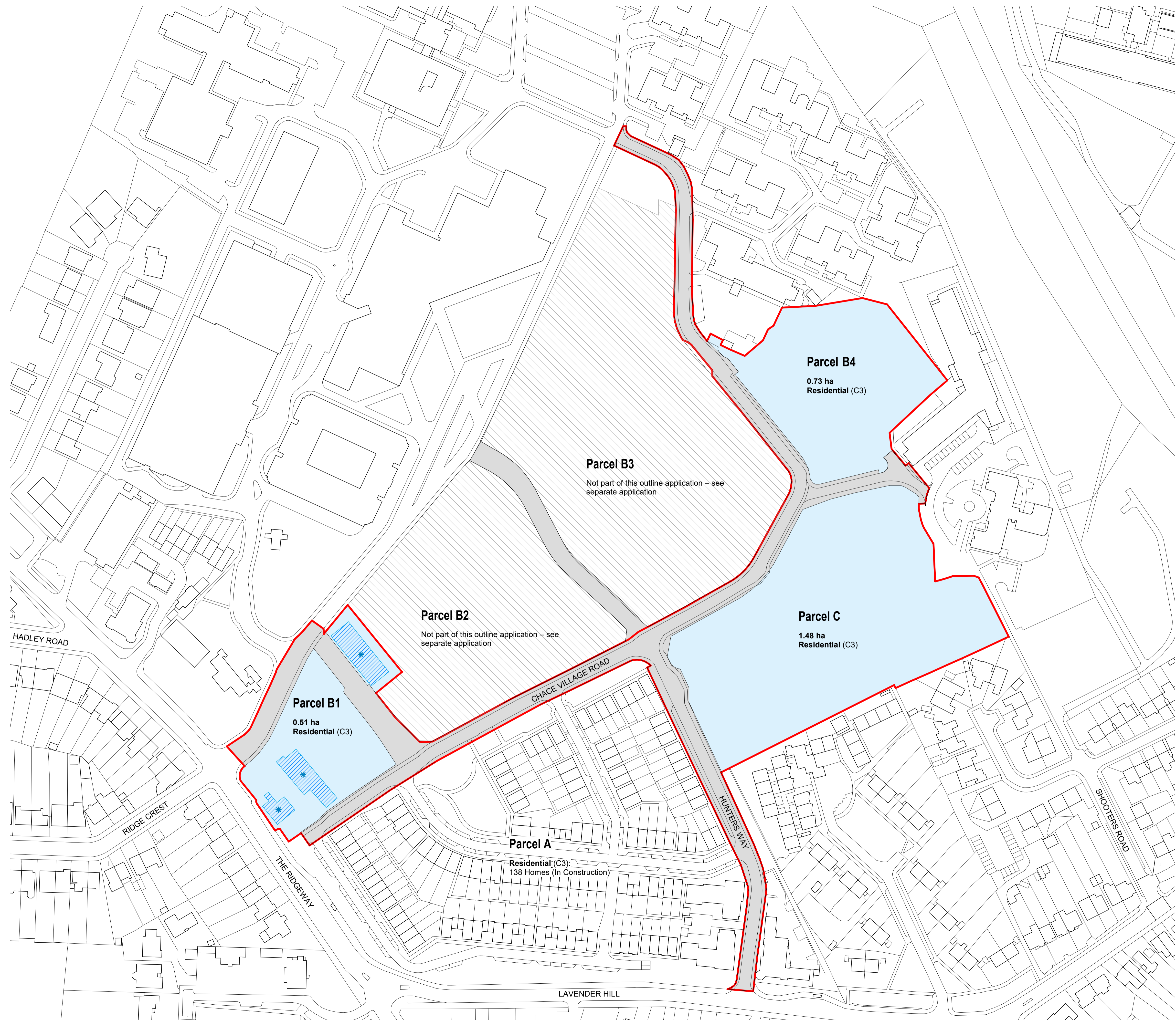


project	job number	drawn	scale	date created
Chase Farm Masterplan	18-070	JC	As indicated@A1	May 20'

drawing title	drawing number	revision	submitability
Building Heights Parameter Plan	CHF-PTE-ZZ-XX-DR-A-10002	P1	





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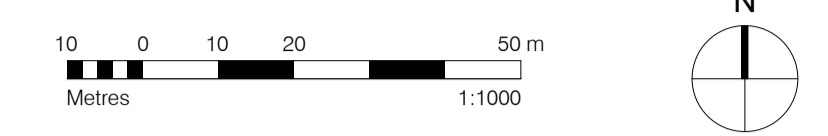
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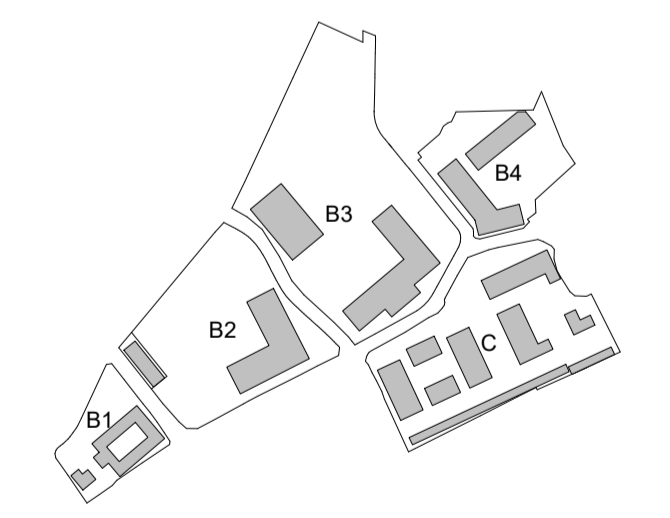
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- KEY**
- Residential Parcel
  - School Parcel
  - Retained Heritage Assets
  - Road Zone



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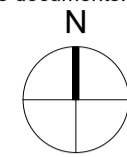
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Development Parcels Parameter Plan	CHF-PTE-ZZ-XX-DR-A-10001	P1	











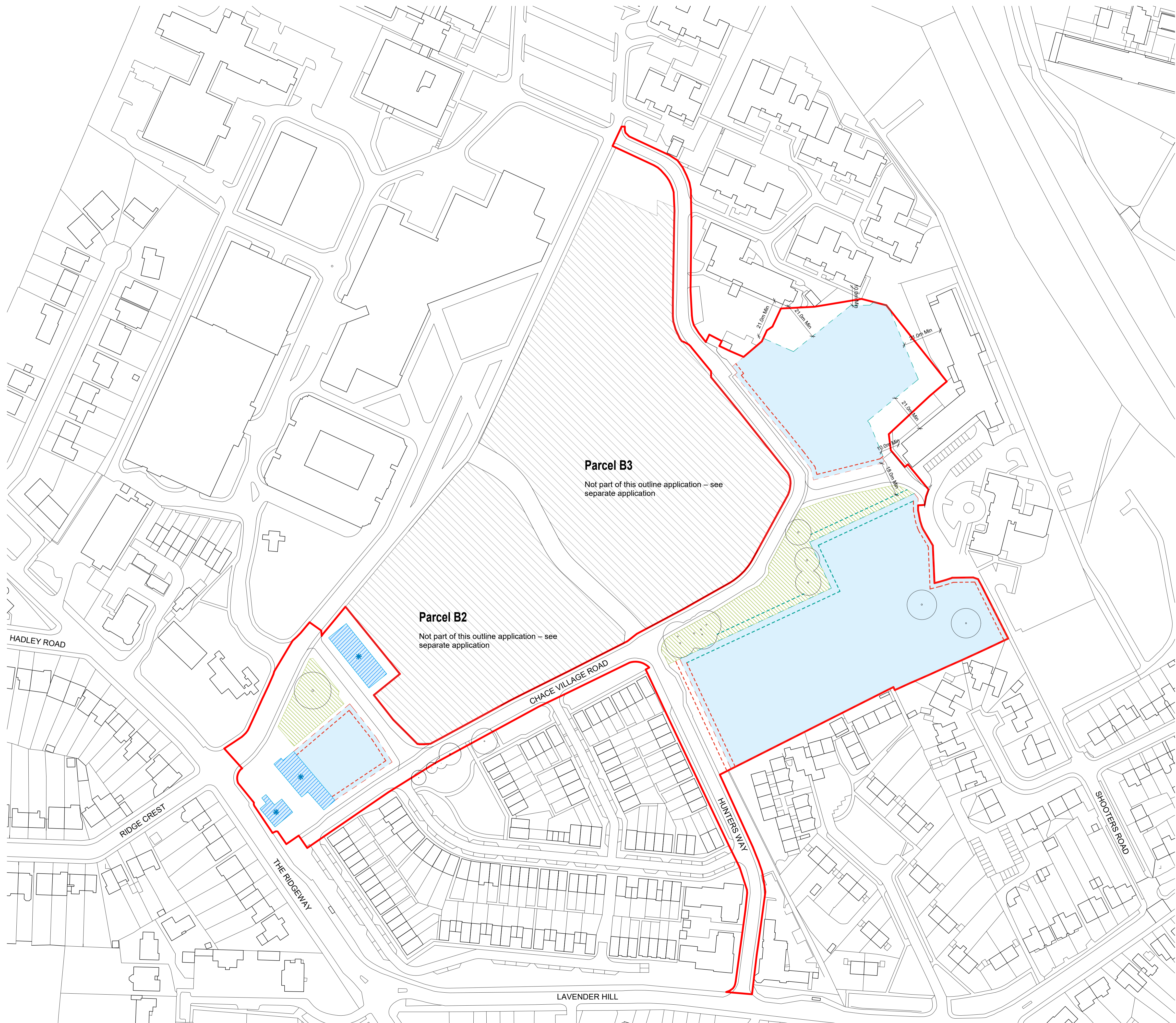
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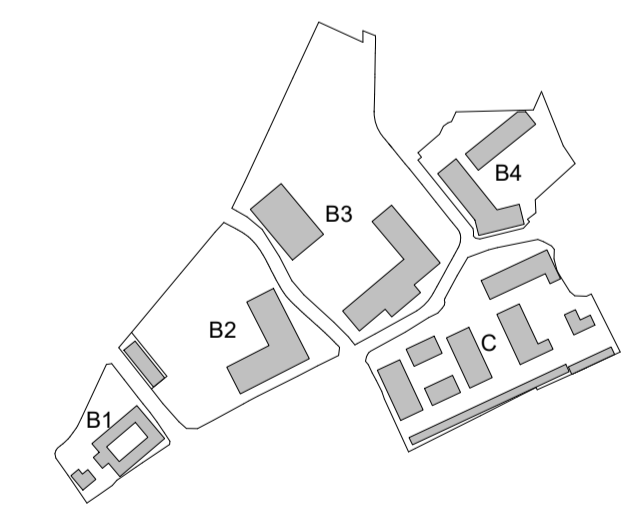


- KEY**
-  Development Zones B1/B4/C
  -  Retained Heritage Assets
  -  Allocated Green Space
  -  Flexible Build-Line permitting setback or projection from development zone (Max 2.5m)
  -  Flexible Build-Line permitting setback only (Max 2.5m)
  -  Flexible Build-Line permitting setback or projection from development zone (Max 3.5m)
  -  Flexible Build-Line permitting setback only (Max 3.5m)
  -  Retained TPO trees



**Parcel B3**  
 Not part of this outline application – see separate application

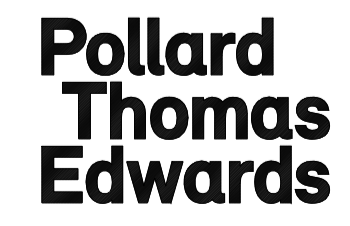
**Parcel B2**  
 Not part of this outline application – see separate application



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Chase Farm Masterplan	18-070	JC	As indicated@A1	May 20'
drawing title	drawing number	revision	submittal	
Development Zones and Limits of Deviation Parameter Plan	CHF-PTE-ZZ-XX-DR-A-10003	P1		



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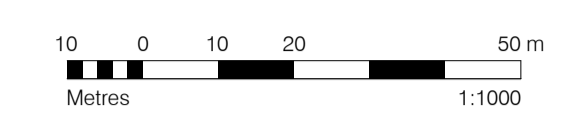
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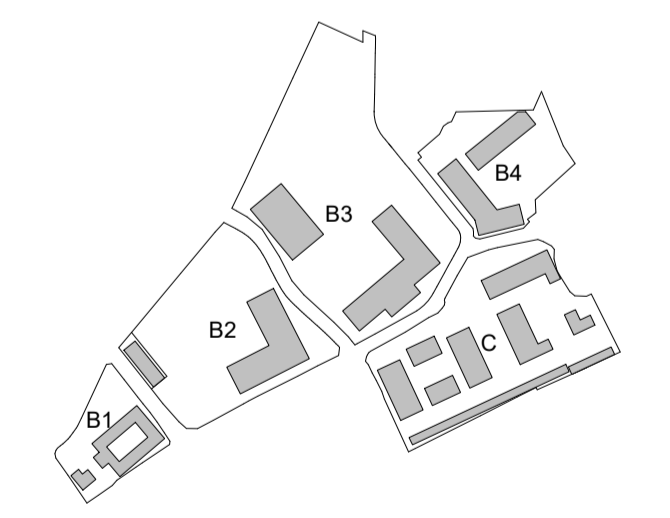
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**Unit type**

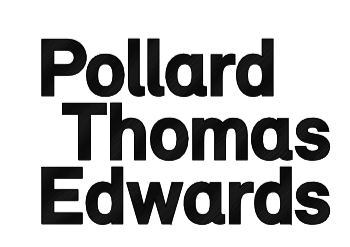
- 1B2P
- 1B2P WCH
- 2B3P WCH
- 2B4P
- 2B4P WCH
- 3B5P
- Bins / bikes
- Core



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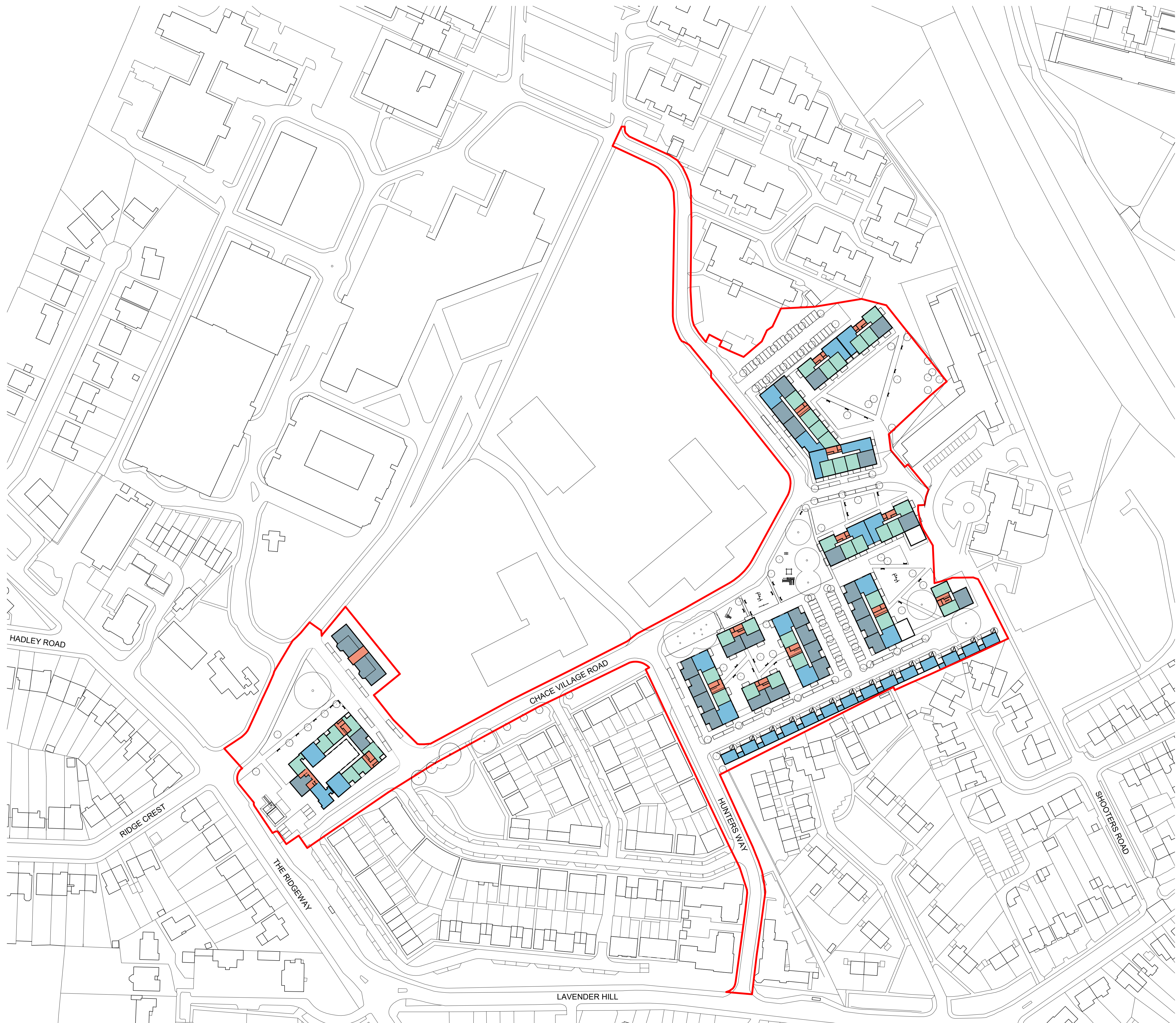
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Chase Farm Masterplan	18-070	JC	1 : 1000@A1	May 20'
drawing title	drawing number	revision	submittal	
Indicative Masterplan Ground Floor Plan	CHF-PTZ-ZZ-00-DR-A-10000	P1		





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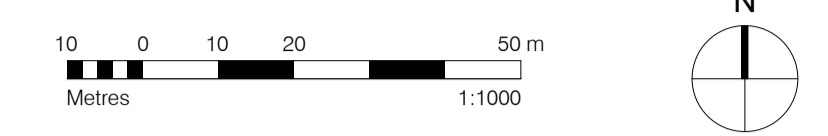
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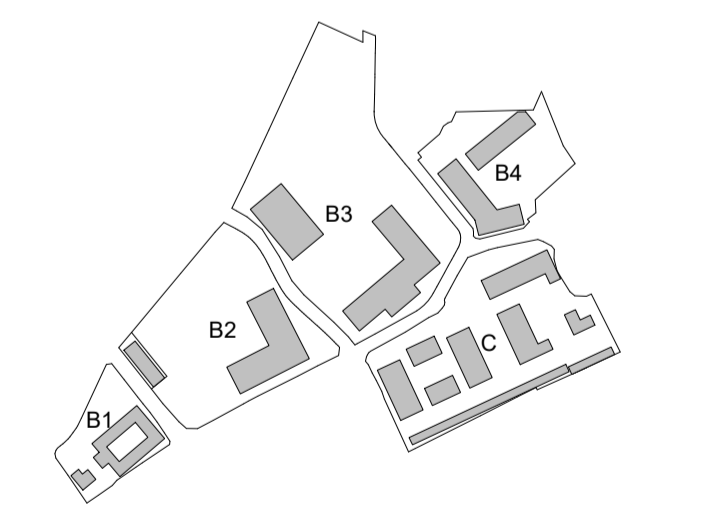
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- Unit type**
- 1B2P
  - 2B4P
  - 3B5P
  - Core



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rev.	date	description	drawn	checked
drawing status				

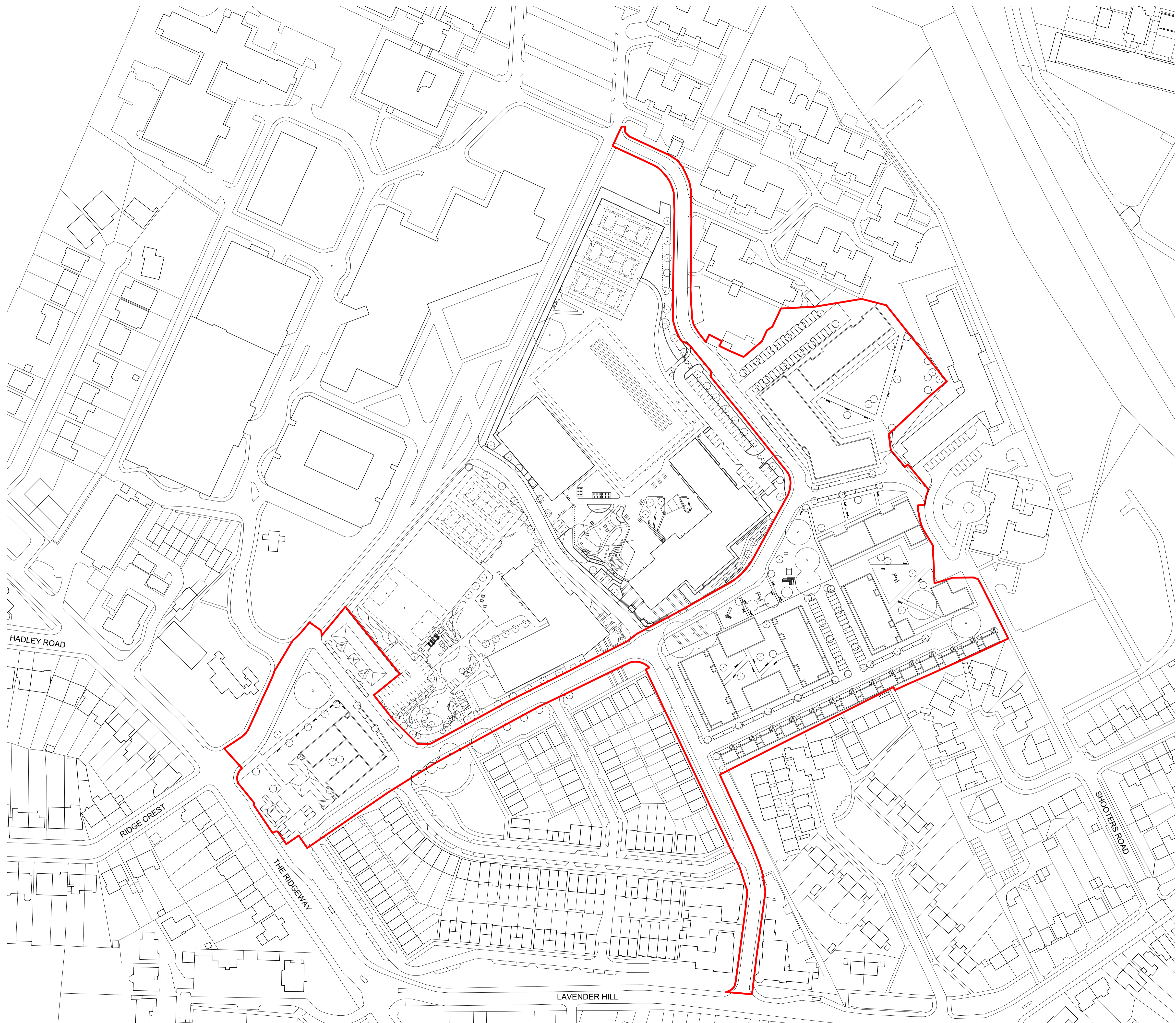
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Chase Farm Masterplan	18-070	JC	1 : 1000@A1	May 20'
drawing title	drawing number	revision	submittal	
Indicative Masterplan Typical Floor Plan	CHF-PTE-ZZ-02-DR-A-10000	P1		





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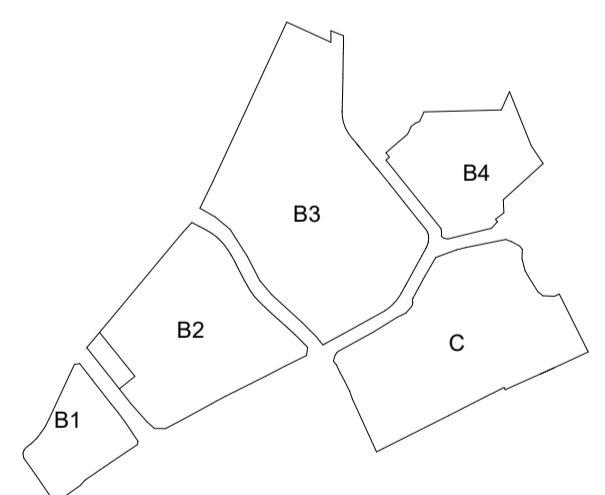
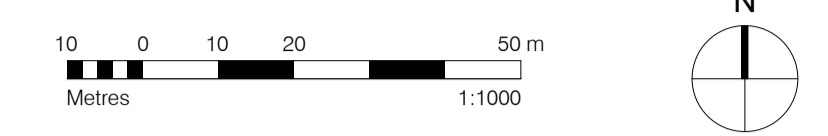
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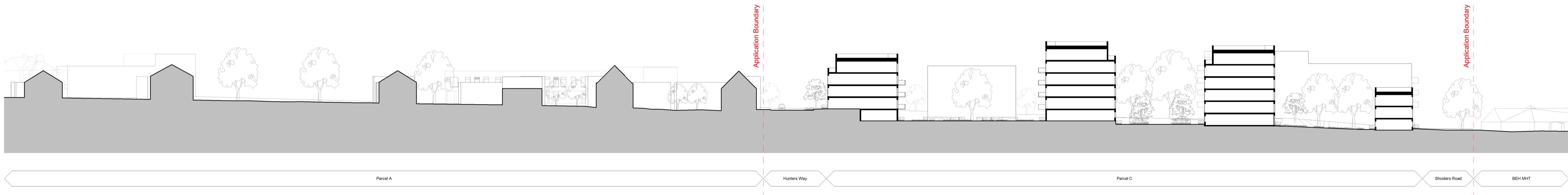
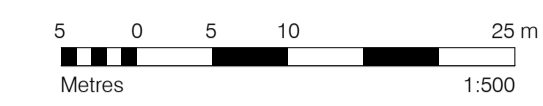
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Indicative Masterplan	CHF-PTE-ZZ-XX-DR-A-10006	P1		

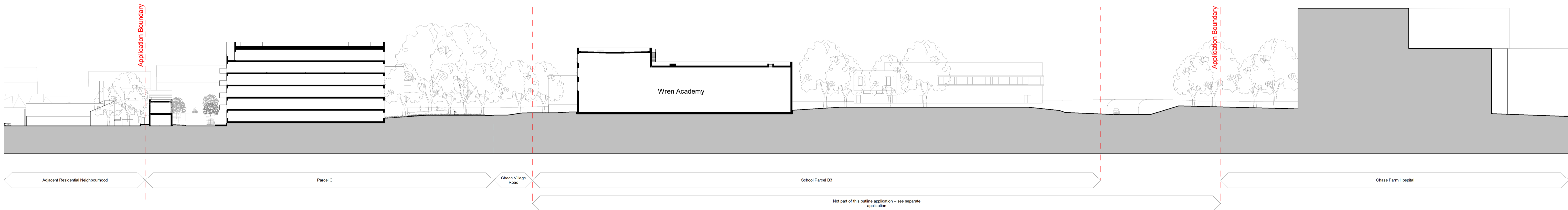


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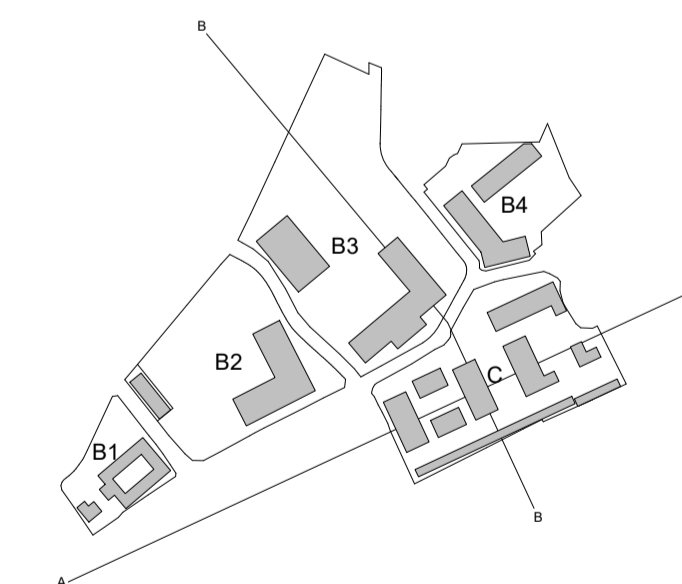
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**1 Site Section A-A**  
 Scale: 1 : 500



**2 Site Section B-B**  
 Scale: 1 : 500



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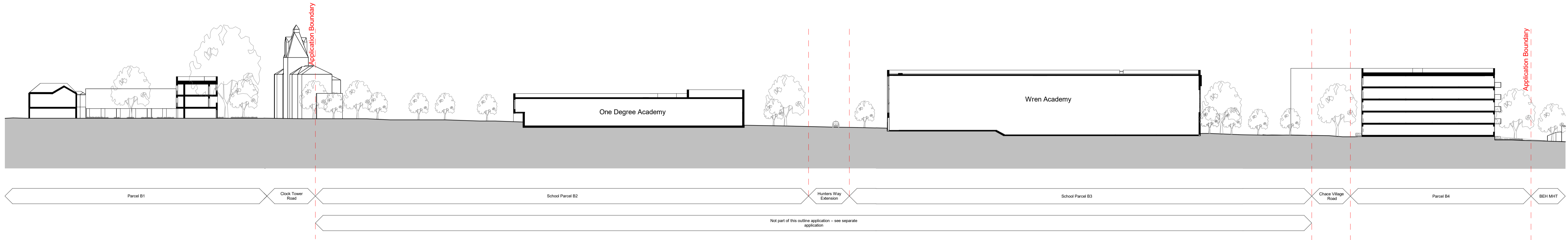
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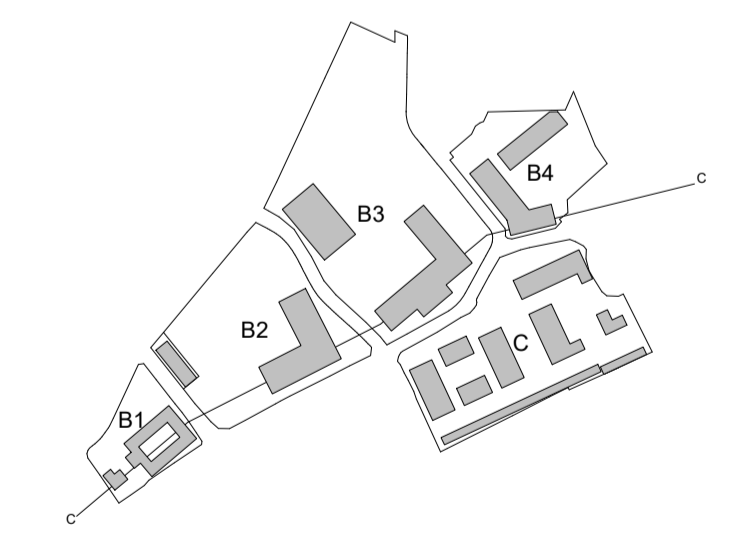
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Chase Farm Masterplan	18-070	JC	1 : 500@A1	May 20'
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Indicative Site Sections Sheet 1	CHF-PTE-ZZ-ZZ-DR-A-10200		P1	

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

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



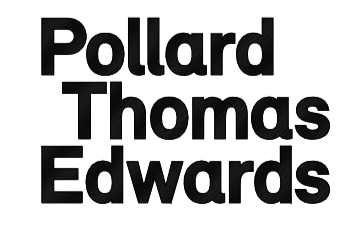
1 Site Section C-C  
 Scale: 1 : 500



rev.	date	description	drawn	checked
P1	18.06.2020	OUTLINE PLANNING SUBMISSION	JC	PW

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project	job number	drawn	scale	date created
Chase Farm Masterplan	18-070	JC	1 : 500@A1	May 20'

drawing title	drawing number	revision	submittal
Indicative Site Sections Sheet 2	CHF-PTE-ZZ-ZZ-DR-A-10201	P1	



**Chase Farm**  
**Residential Masterplan**  
Design Codes  
June 2020

**Pollard**  
**Thomas**  
**Edwards**

## Project Partners

### Client

Department for Education (DfE)  
LocatED

### Residential Architects

Pollard Thomas Edwards (PTE)

### Education Architects

Jestico + Whiles

### Landscape Architects

Ares Landscape Architects

### Planning Consultant

Montagu Evans

### Technical Advisors to DfE

Arcadis

### Highways Consultants

Caneparo Associates

### Community Consultation

Concilio Communications  
Stonyrock

### Air Quality

XCO2

### Daylight and Sunlight

XCO2

### Sustainability

XCO2

### Energy

CPW

### Revisions

Rev	Date	Notes
P1	18.06.20	Outline Planning Application

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# 1.0 Introduction

1.1 Project Vision

1.2 Document Context and Objectives

## Introduction

---

### 1.1 Project Vision

The Chase Farm masterplan looks to create a vibrant new neighbourhood combining education, community and health facilities with new homes in a high quality and sustainable place to learn, teach and live.

This will be delivered through high quality homes and new public landscaped spaces, the refurbishment of existing heritage buildings, two outstanding new schools and facilities for the existing and new community, all delivered with a robust environmental focus.

The schools will act as a community hub at the heart of the development, offering varied opportunities for public use including hiring of sports facilities and internal spaces for adult learning and clubs.

### 1.2 Document Context and Objectives

This Design Code is submitted as part of an application for outline planning permission for the redevelopment of the Chase Farm Hospital site in the London Borough of Enfield.

This Design Code has been prepared to establish the design principles to ensure a high quality, enduring environment for the housing and associated public realm. The purpose of the Design Code is to create a framework for the development of a new residential community at Chase Farm, which will serve and support the existing communities and new development on the neighbouring hospital and school sites.

The Outline Planning Application will help to ensure that the proposed residential development:

- Creates a vibrant mixed-use community comprised of the hospital, new schools and new homes;

- Establishes new routes and enhances existing routes that will improve connectivity, accessibility and legibility of the area;
- Establishes new public spaces;
- Provide a legible framework for any future development in the immediate area.

The architectural approach to the site and the indicative masterplan have been carefully developed to meet Enfield's vision for Chase Farm as an identifiable, sought-after place to live.

The planning authority will use this Design Code to review and evaluate future proposals. Applicants are advised to work closely with LB Enfield to establish a shared vision and continued dialogue throughout the design and planning process.



## 2.0 Site and Context

2.1 Site Location

2.2 Existing Site

2.3 Surrounding Context

## 2.1 Site Location

The site is located in the London Borough of Enfield within the Highlands Ward. It is located to the north-western edge of the developed area of Enfield in a predominantly residential setting.

The wider residential area includes a range of suburban properties, including flats, terraced, semi-detached and detached houses of varying ages and quality.

The immediate surrounding area to the north-west is dominated by the Chase Farm Hospital site which is undergoing significant change. The new Chase Farm Hospital building incorporates the existing hospital buildings and functions into a new building fit for 21 century healthcare. The hospital site is bounded to the west by The Ridgeway.

To the east of the site is the railway line running north out of Gordon Hill station, which is situated in an area of green belt. The site is approximately 800-900m walk to Gordon Hill Station (National Rail).

To the immediate south of the site is an area of residential development containing a mix of retirement accommodation (Housing 21) and semi-detached properties around Albuhera Close and Shooters Road. This area is bounded to the south by Lavender Hill.

To the west of the site is a new residential development by Linden Homes, which at the time of writing, is under construction with the early phases now occupied.



FIG 1 - AERIAL PHOTOGRAPH



## 2.2 Existing Site

Please refer to the accompanying Design and Access Statement submitted as part of the Outline Application for further details on the existing site and location.



FIG 2 - AERIAL PHOTOGRAPHS FROM SOUTH AND WEST



## 2.3 Surrounding Context







## **3.0 Area Specific Codes**

3.1 Heritage Quarter

3.2 Harefield Close

3.3 Chace Village Place



## Introduction to Area Specific Codes

The following section details the area specific codes and urban design approach to the key areas of the masterplan; The Heritage Quarter, Chace Village Place and Harefield Close.

---

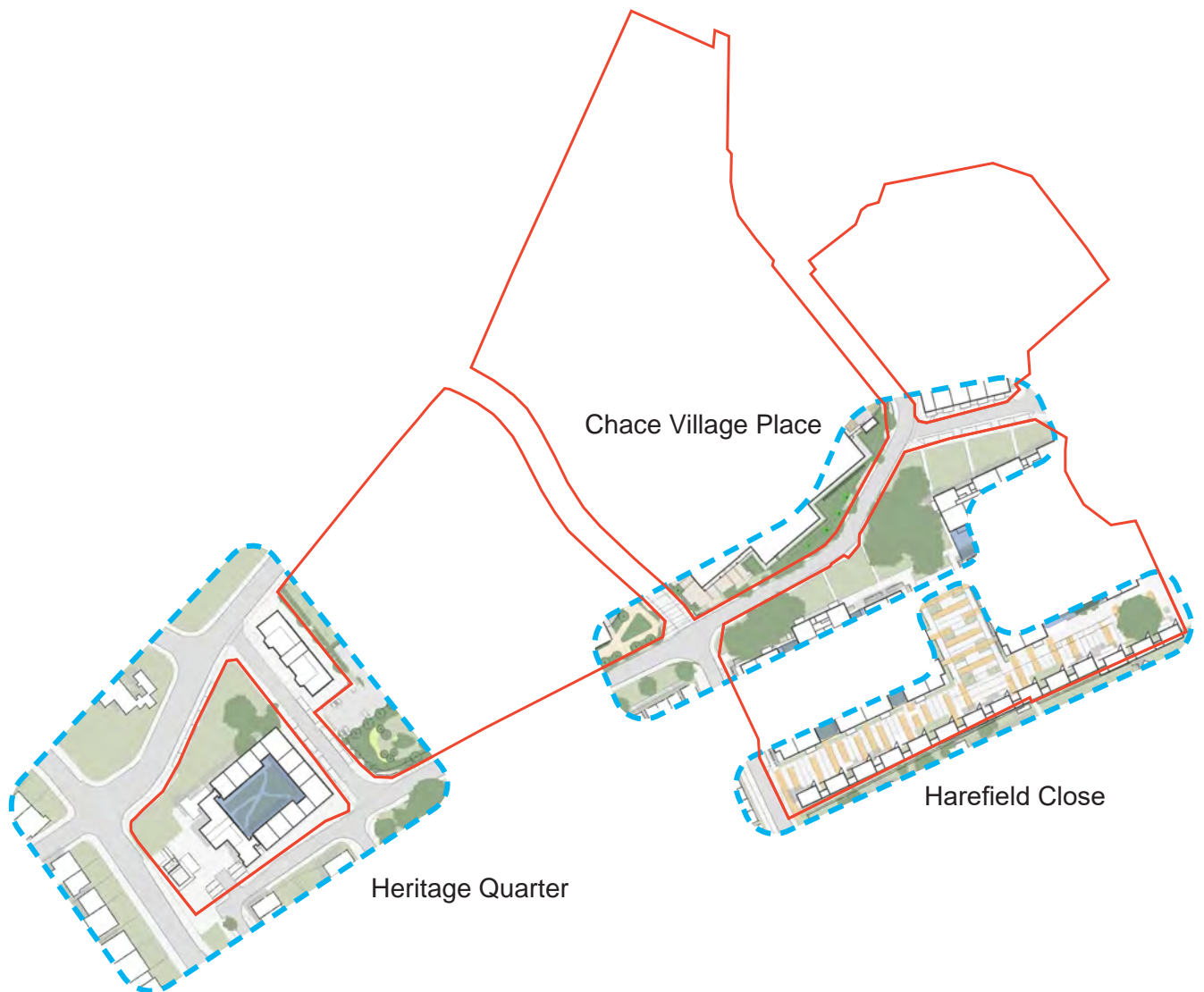
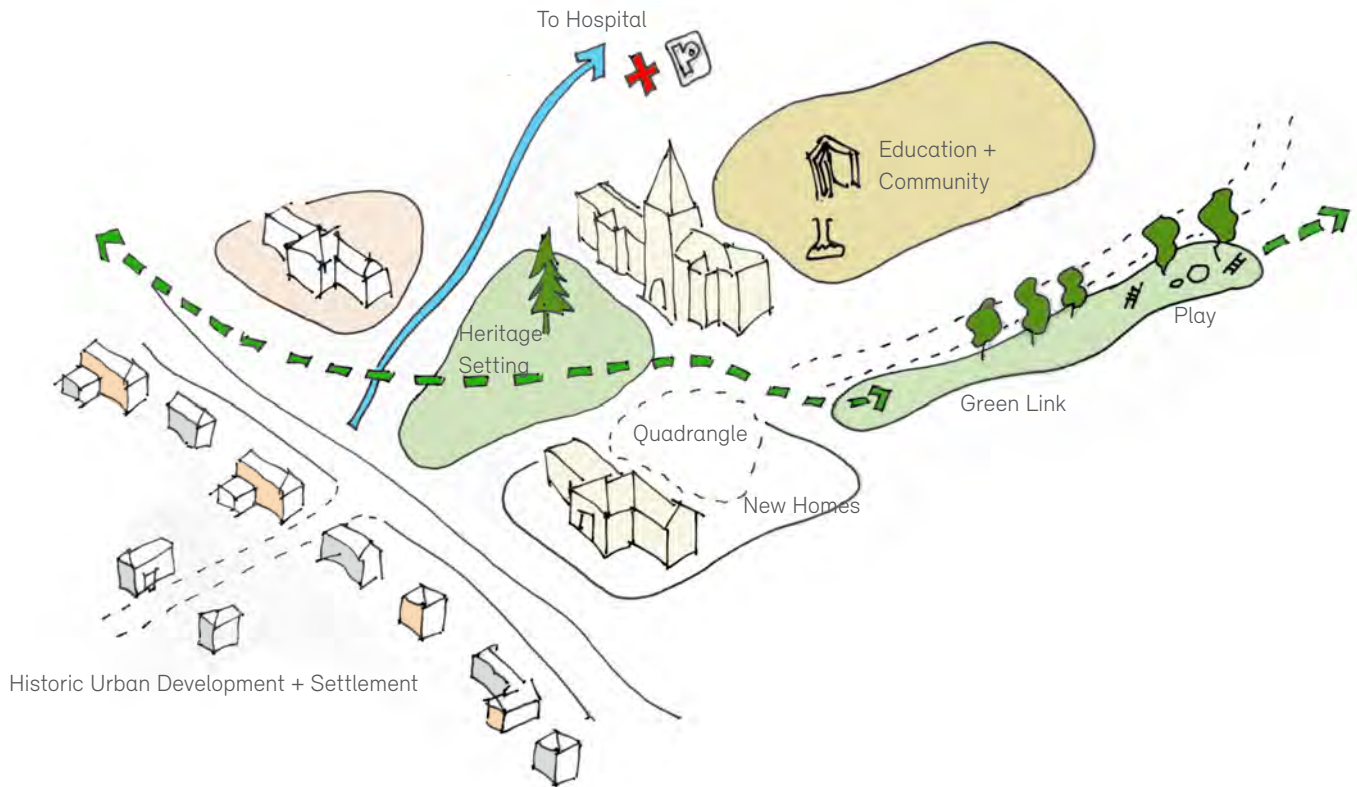


FIG 3 - KEY AREAS OF THE MASTERPLAN



## 3.1 Heritage Quarter

The Heritage Quarter forms the entrance to the newly configured Hospital site. It is strongly characterised by the three retained heritage assets within: The Clock Tower, Post-graduate Building and the former Morgue.



### 3.1.1 Urban Design Approach

The Heritage Quarter is located next to the historic route of The Ridgeway. It provides the setting for the improved entrance into the hospital site and the opportunity to re-frame the significant Clock Tower building and set it behind a new landscaped 'green'.

The new development within this area creates an opportunity for the site to once again relate to the historic development along The Ridgeway and reintegrate the local neighbourhood and the hospital campus.

The urban design approach in this area should be as follows:

- Retain and redevelop the existing heritage buildings of The Morgue, Postgraduate building and the Clocktower.
- Create an improved setting for the existing buildings, framing the central Clocktower through a coordinated landscaped arrival.
- Sensitively develop the rear elevation of the Postgraduate buildings with a residential block that responds to the existing scale and massing, and respects the existing architectural vernacular through contemporary detailing.
- Reinststate the entrances of the heritage buildings to enhance and celebrate the journey home for new residents.



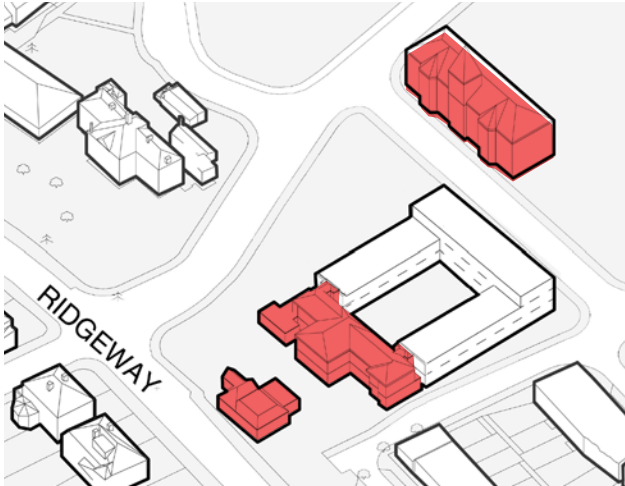


FIG 4 - RETAIN THE HERITAGE BUILDINGS

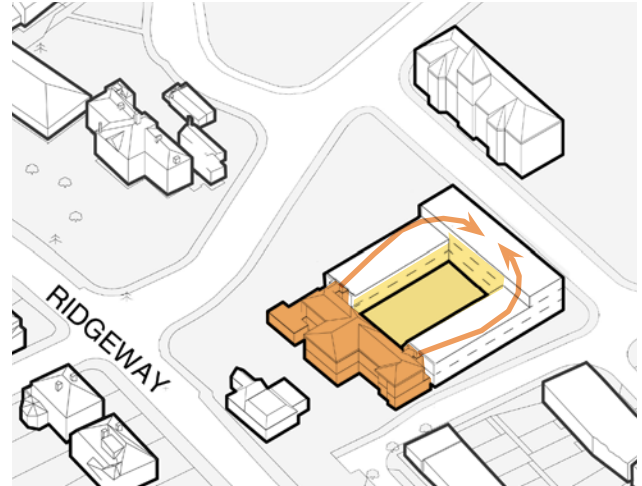


FIG 5 - SENSITIVE DEVELOPMENT OF POSTGRADUATE BUILDING

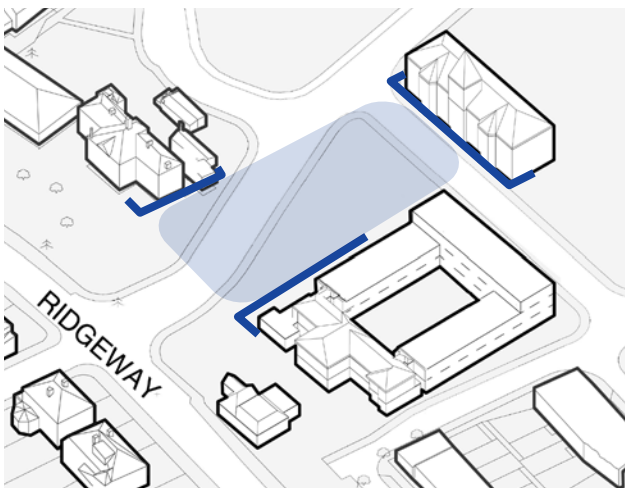


FIG 6 - PROVIDE A SETTING FOR THE CLOKTOWER

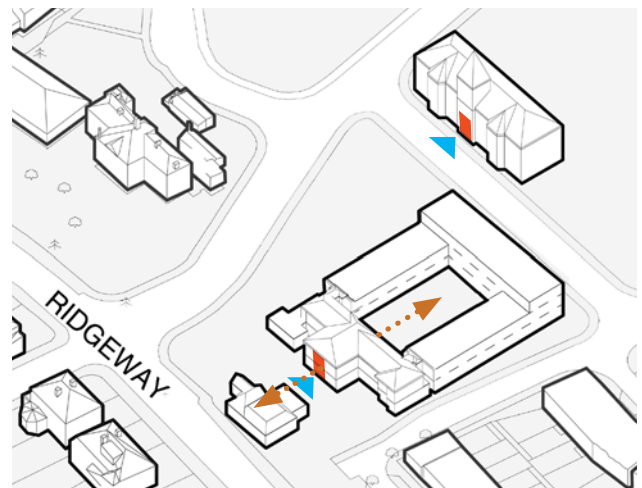


FIG 7 - REINSTATE THE HISTORIC ENTRANCES

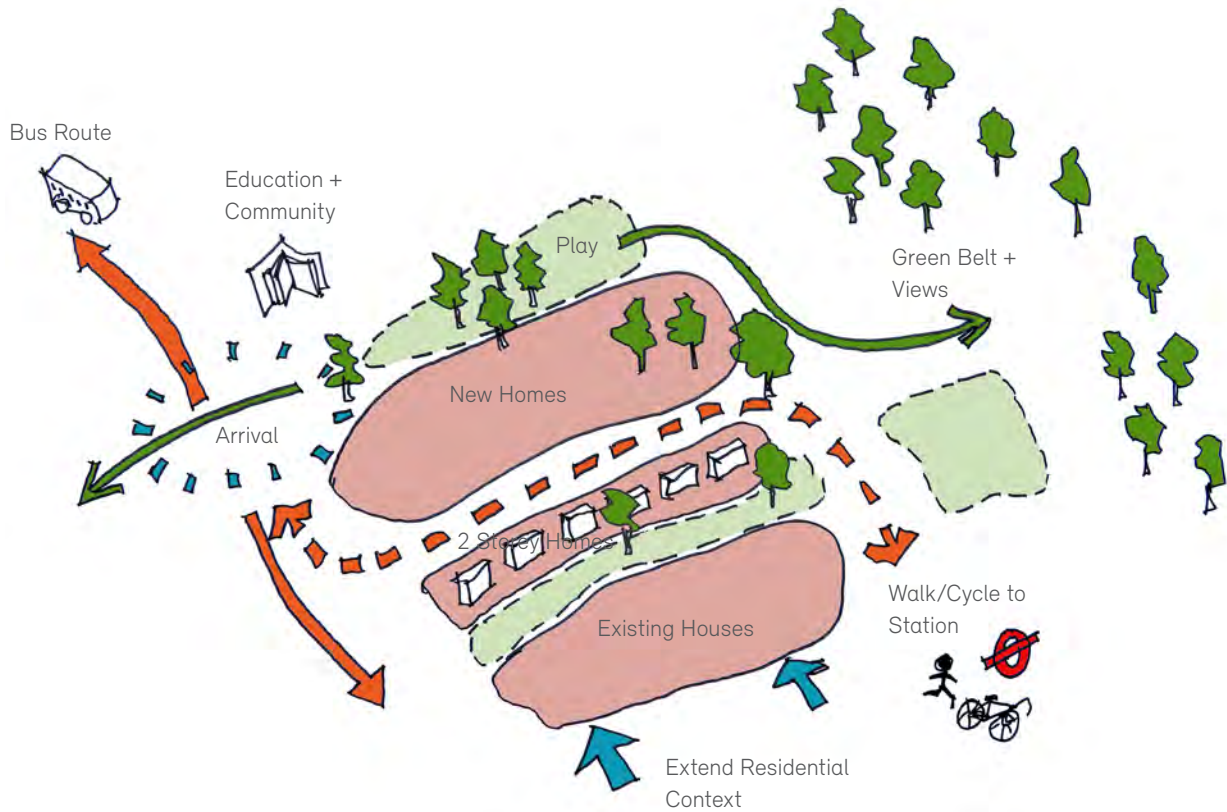


FIG 8 - A NEW LANDSCAPED ARRIVAL

## 3.2 Harefield Close

Harefield Place takes its name and context from the residential cul-de-sac that was present on the former hospital site. It is characterised by its location next to the southern boundary

of Parcel C and its relationship with existing neighbours.



### 3.2.1 Urban Design Approach

Harefield Close is a new residential street which forms the transition from the existing residential area to the south towards the new school and hospital to the north.

The urban design approach in this area should be as follows:

- Line the southern boundary with 2-storey dwellings to provide a sensitive back-to-back relationship with existing neighbours.
- Complete the street with residential buildings with articulated massing and suitable breaks in form.
- Arrange residential buildings to create communal courtyards and a clear delineation of public and private space.
- Create clear, human-scaled spaces within the Parcel.



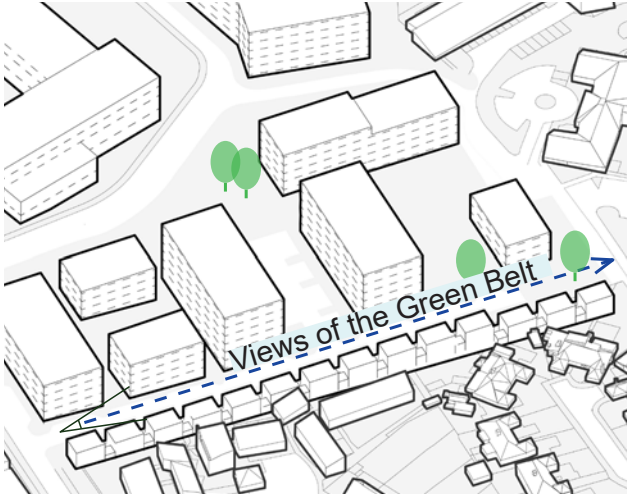


FIG 9 - MAXIMISE VIEWS TOWARDS THE GREENBELT

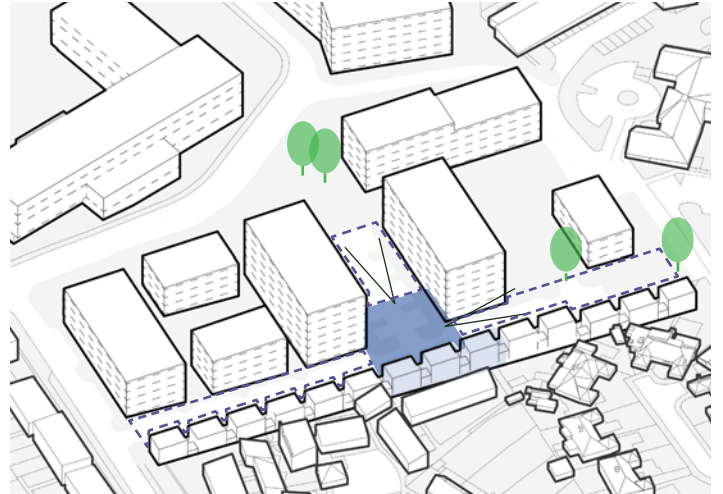


FIG 10 - CREATE CLEAR PLACES OF CHARACTER WITHIN THE PARCEL

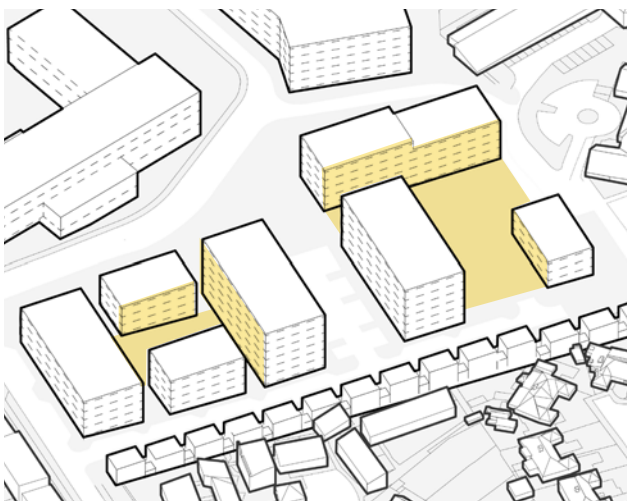


FIG 11 - ARRANGE BUILDINGS TO FORM RESIDENTIAL COURTYARDS

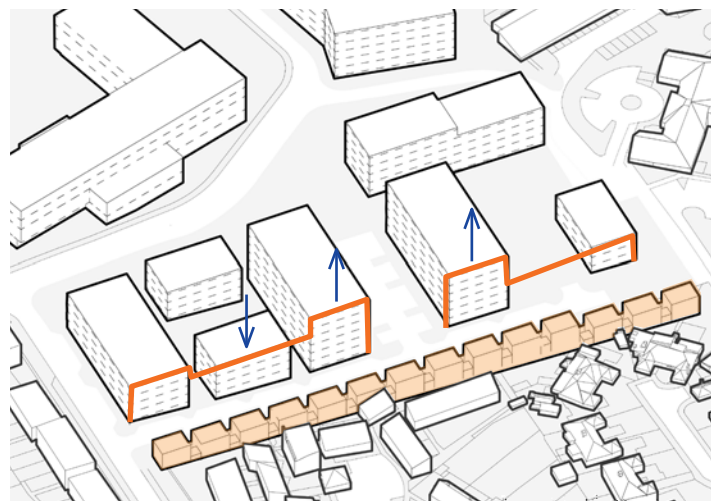
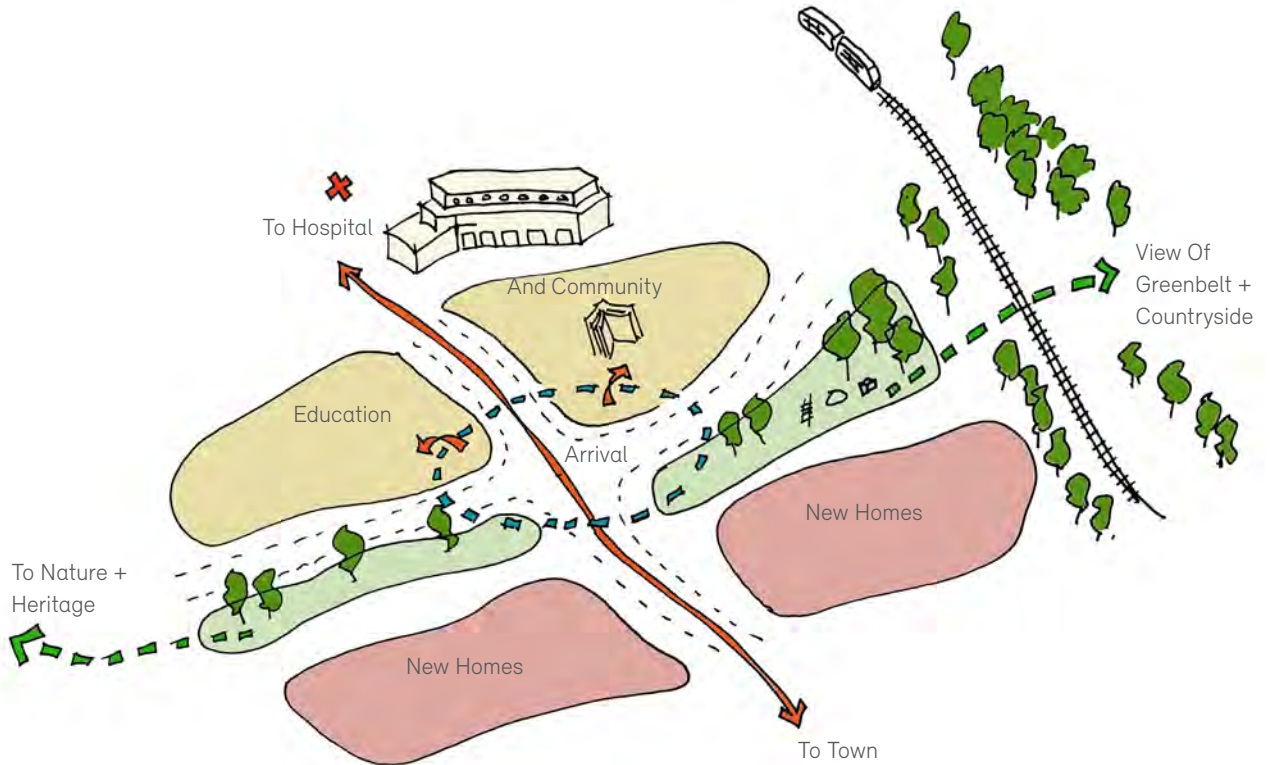


FIG 12 - LINE SITE BOUNDARY WITH 2-STOREY DWELLINGS

### 3.3 Chace Village Place

Chace Village Place is the geographic and metaphorical heart of the masterplan. The following section details the urban design approach of bringing the new homes, new

schools and journey to and from the hospital together at this key node.



#### 3.3.1 Urban Design Approach

Chace Village Place is the gateway towards the new hospital building, opening up direct views towards the hospital entrance plaza, along Hunters Way Extension.

The crossroads of Chace Village Road and Hunters Way are a central node for arrival and onward journeys to the schools, hospital and homes, and provide a gathering space for pupils arriving and leaving the primary and secondary schools.

Running through Chace Village Place is a new green space; a continuation of the Linden Homes landscaping, widening into a place for relaxation, play and sustainable urban drainage between the new homes and the secondary school site. This greenspace and landscaping is a physical link to the wider countryside setting and provides views of Lavender Hill to the east along to the greenbelt

fields to the west.

The urban design approach for this area should be as follows:

- Establish a key arrival node at the junction of Chace Village Road and Hunters Way.
- Bring the greenbelt and countryside into the site through the landscaped green link running alongside Chace Village Road.
- School and residential buildings to enclose this landscaped place.
- Use key buildings to layer and screen longer views towards the surrounding greenbelt.
- The scale and massing of the residential buildings should complement the new school buildings.



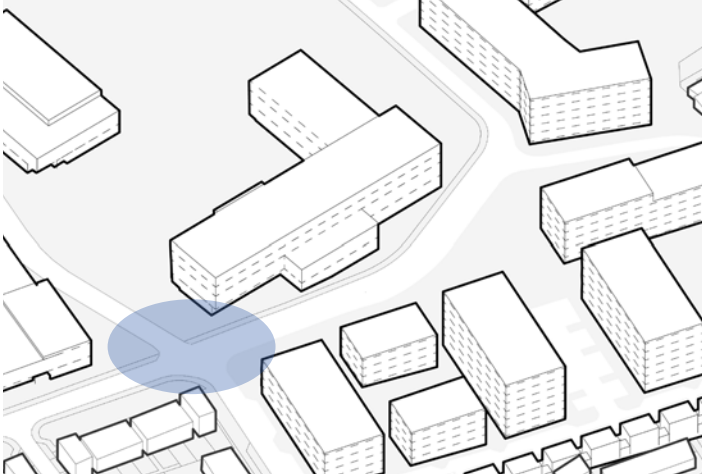


FIG 13 - ESTABLISH A KEY ARRIVAL NODE ON HUNTERS WAY

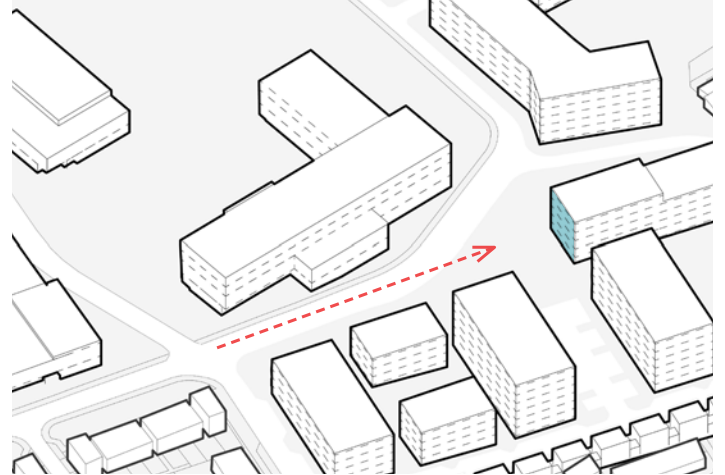


FIG 14 - USE KEY BUILDINGS TO TERMINATE LONG VIEWS



FIG 15 - BRING THE GREENBELT AND COUNTRYSIDE INTO THE SITE

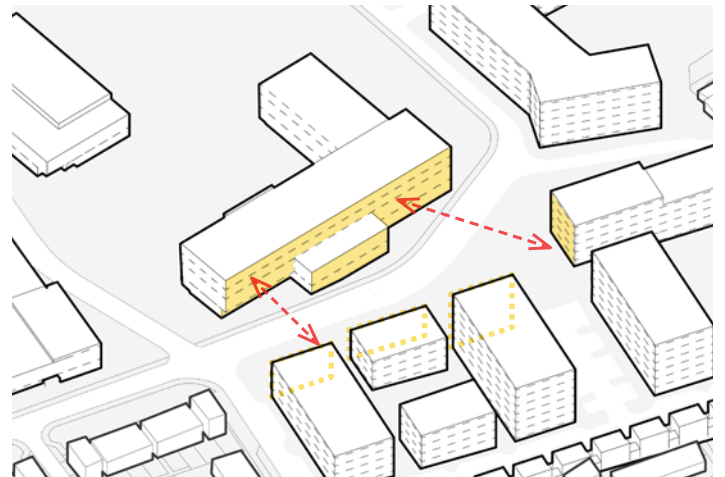


FIG 16 - SCALE AND MASSING TO COMPLEMENT THE SCHOOL BUILDINGS

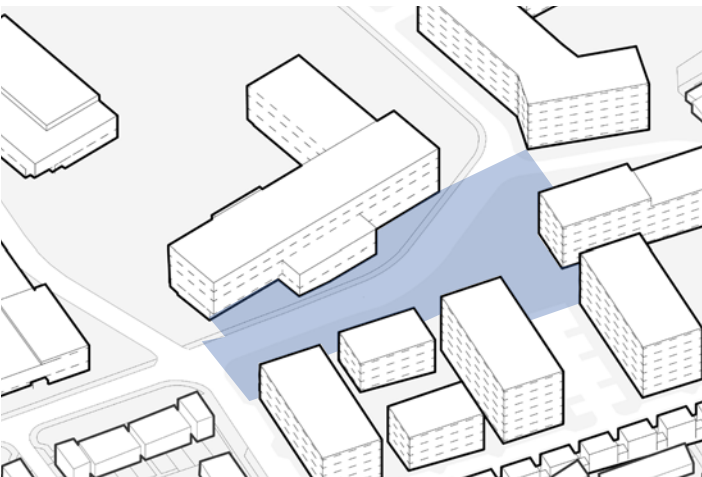


FIG 17 - RESIDENTIAL AND SCHOOL BUILDINGS TO PROVIDE ENCLOSURE

## **4.0 Site Wide Codes**

- 4.1 Form, Scale and Massing
- 4.2 Character and Appearance
- 4.3 Landscape and Public Realm
- 4.4 Access and Movement



## Introduction to Site Wide Codes

The Design Code is structured around site wide codes and area specific codes.

Site Wide Codes provide guidance which applies across the masterplan. The site wide codes are as follows:

- Form, scale and massing
- Character and appearance
- Landscape and public realm
- Access and movement

## 4.1 Form, Scale and Massing

This sections sets out the approach to built form to support the character and place-making principles of the masterplan. The guidance aims to ensure new development fits in with the

surrounding urban grain, whilst being mindful of the aspiration to establish a new neighbourhood for Enfield.

### 4.1.1 Block Massing Principles

Large blocks should be articulated through defined breaks in their massing. A break must be a distinct step in massing or a break in form.

Where longer buildings are proposed, these must be articulated through clear and proportional breaks in massing and form. Block lengths must be limited to 45m before a break or step in massing is required.

Breaks in massing and form must be clear and purposeful.

Terraces of houses must establish a continuous frontage along the street with occasional breaks.

### 4.1.2 Maximum Heights

Residential development is to comply with the maximum heights as detailed in the Building Heights parameter plan. The building heights strategy is a response to a number of criteria:

- The different perimeter conditions around the site;
- The retained heritage buildings of the Clocktower, Post-graduate building and Morgue;
- Regards to the neighbouring hospital development;
- The proposed primary and secondary school developments;
- The topography of the site;
- Views of the site from the surrounding green belt;

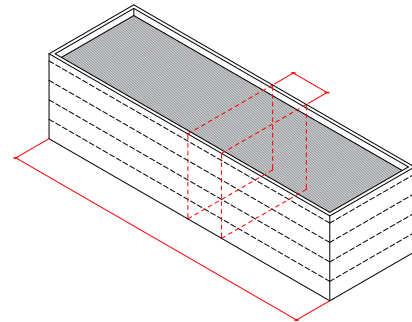


FIG 18 - NO ARTICULATION

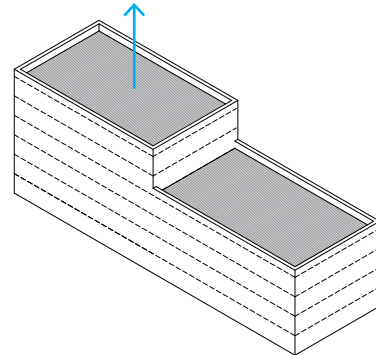


FIG 19 - STEP DOWN IN HEIGHT

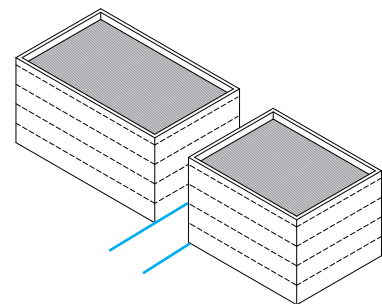


FIG 20 - FULL BREAK IN BUILDING MASSING

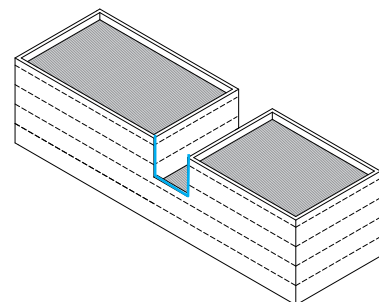


FIG 21 - 2-STOREY BREAK AT UPPER LEVELS



4.1.3 Block Layout

Apartments

Buildings should be arranged to create a courtyard where practical to enable a clear definition between the public realm and semi-private communal space.

Apartment buildings forming a courtyard should appear as a collection of individual elements. This is to provide a level of visual permeability both into and out from the internal courtyards and to allow for a degree of openness in the urban grain which is appropriate to this location.

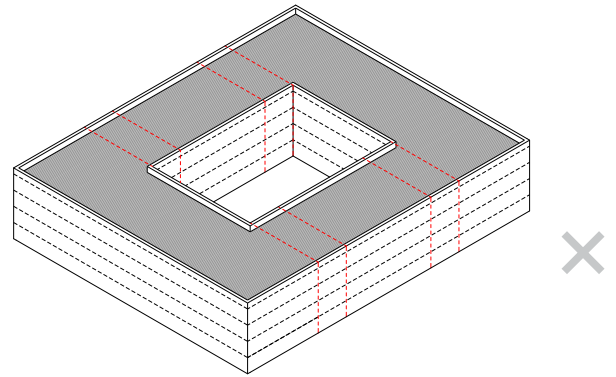


FIG 22 - CONTINUOUS PERIMETER BLOCK

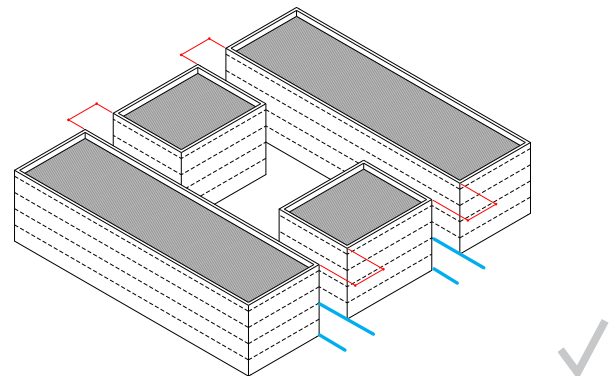


FIG 23 - COURTYARD BLOCK FORMED FROM A COLLECTION OF BUILDINGS

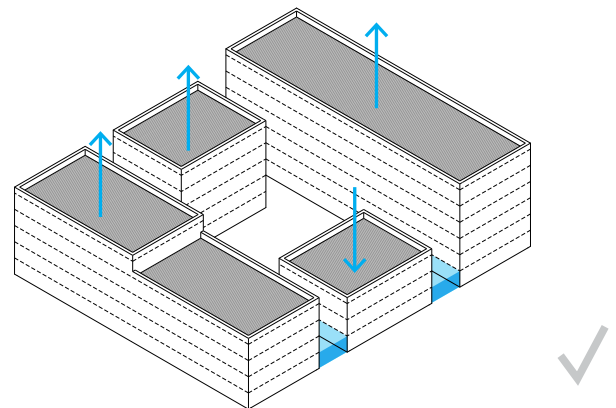


FIG 24 - VARIATIONS IN HEIGHT APPROPRIATE TO CONTEXT. POTENTIAL TO COMPLETE COURTYARD AT LOW LEVELS

**4.1.4 Building Lines**

Proposed development must have well-defined frontages with the building line and associated planting zone located at the back of the footway.

The building line should be parallel to the associated street edge.

Deep articulation of the building facade should be avoided at ground floor. The maximum depth of articulation should not exceed 2.5m

Where longer buildings are proposed, these must be articulated through clear and proportional breaks in massing and form. Block lengths must be limited to 45m before a break or step in massing is required.

Breaks in massing and form must be clear and purposeful.

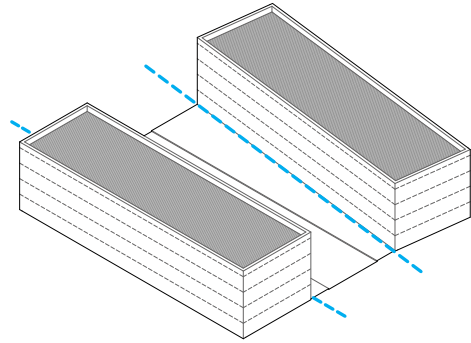


FIG 25 - BUILDING NOT ALIGNED WITH STREET

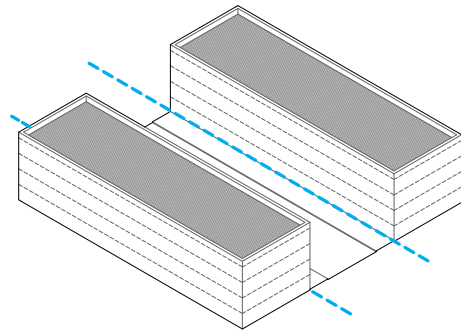


FIG 26 - PARALLEL BUILDING ALIGNMENT

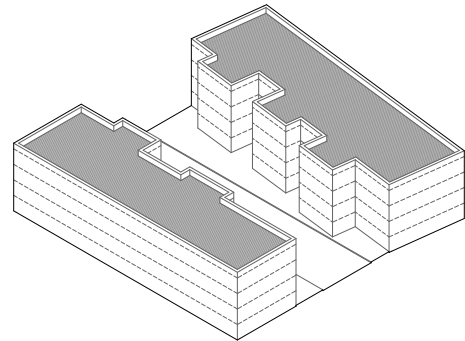


FIG 27 - DEEP ARTICULATION CONTINUED TO GROUND

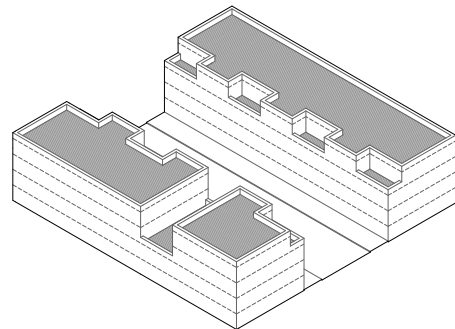


FIG 28 - BUILDING ARTICULATION AT UPPER FLOORS ONLY



**4.1.5 Active Frontage**

New residential buildings must create active frontages on to the public realm. These frontages must animate the street and not be dominated by car parking.

Active frontages must be balanced with appropriate privacy measures and defensible space and buffer planting to homes.

Building corners should have active frontages on both sides to avoid areas with poor surveillance.

Bin and cycle stores and plant rooms should not dominate façades and blight street frontages.

Bin and cycle stores and plant rooms must be separated by active frontages such as entrances and wherever possible they should not be positioned opposite one another across any public realm

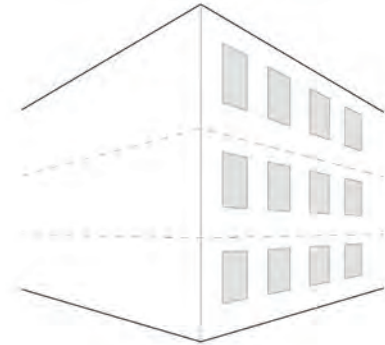


FIG 29 - NO ACTIVE FRONTAGE TO GABLES

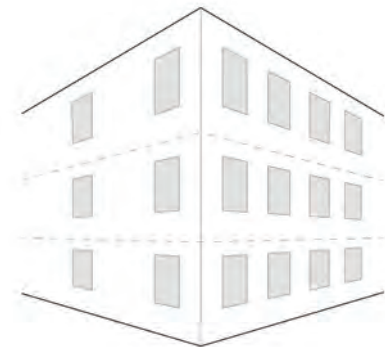


FIG 30 - ACTIVE FRONTAGE TURNING THE CORNER

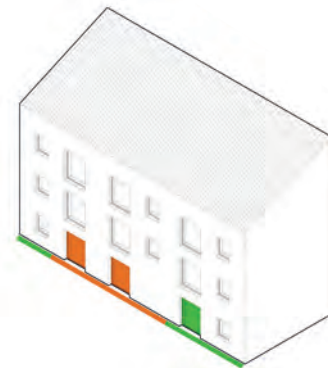


FIG 31 - BIN AND BIKE STORES DOMINATING THE GROUND FLOOR

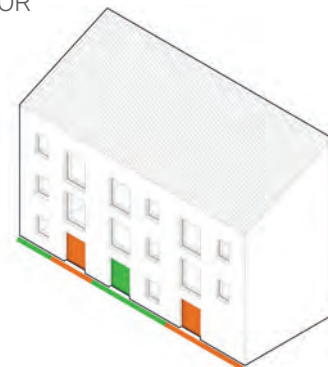


FIG 32 - ENTRANCES BETWEEN STORES

#### 4.1.6 Roof Form

Articulation in roof forms should be meaningful and integral to the architectural language of the development.

Roof forms that are articulated as independent elements should be consistent with the area's historic character.

Roof forms should be designed to integrate roof top PVs at an optimized orientation.

Steps in height within and between blocks should be deliberate and purposeful

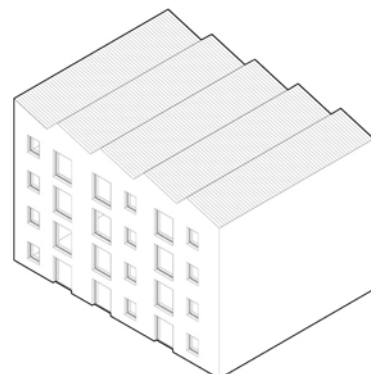
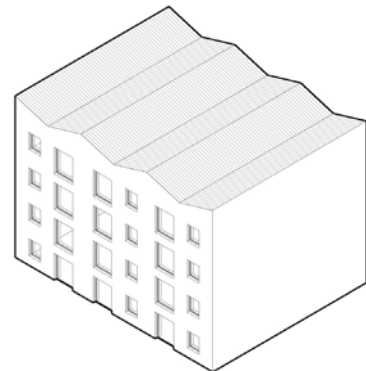
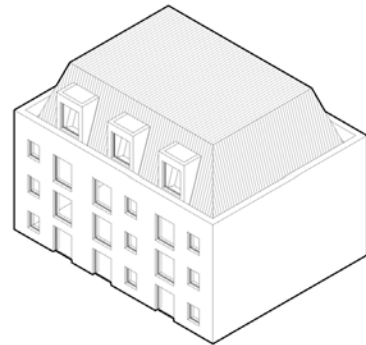
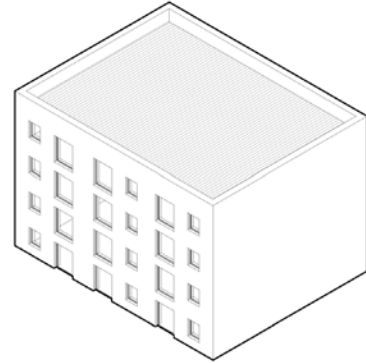


FIG 33 - INDICATIVE ROOF FORMS





ROOF FORMS ADJACENT TO SITE



WHARF ROAD, ISLINGTON, PTE



EXISTING ROOF FORMS ON SITE



ST LUKES, MUSWELL HILL, PTE



HISTORIC ROOF FORMS ON SITE



DOVER COURT, ISLINGTON, PTE  
ROOF FORMS ECHOING SITE HISTORY AND USE

#### 4.1.7 Rooftop Plant

The Building Heights parameter plan makes allowance for a 2 metre high rooftop plant zone.

There should be a 1.1 metre high parapet to roof areas containing plant or requiring access for maintenance.

There must be a 2 metre set back from any building edge before a rooftop plant zone.

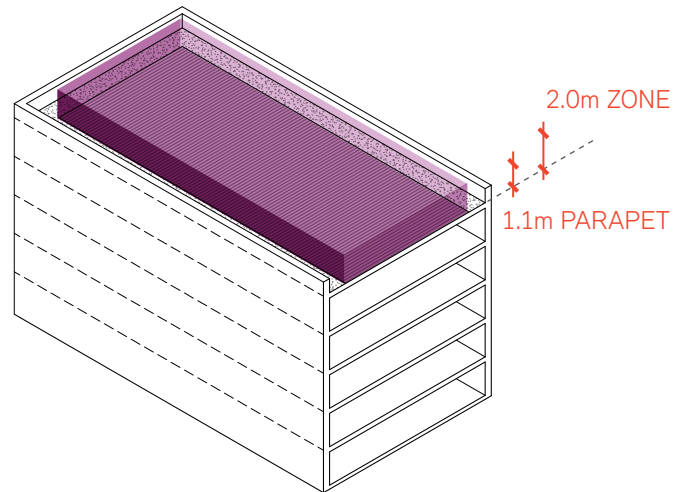


FIG 34 - ROOFTOP PLANT ZONE HEIGHT

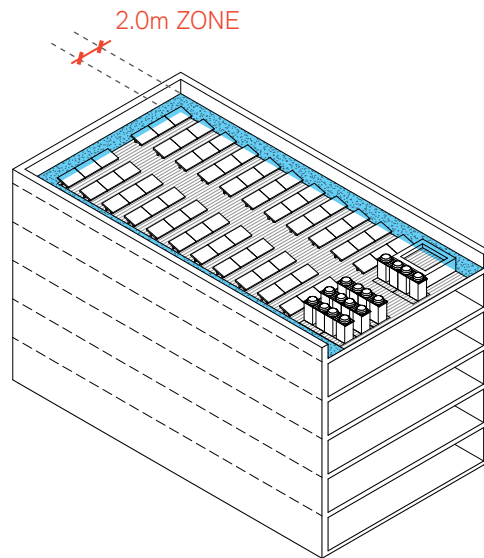


FIG 35 - ROOFTOP PLANT ZONE SET BACK



#### 4.1.8 Privacy, Set-backs and Balconies

Distance between habitable rooms across communal courtyards to be a minimum of 21m.

Distance between balconies across communal courtyards to be a minimum of 18m.

Distances between habitable rooms on side elevations can be reduced provided that the privacy of residents is sufficiently protected through agreed design solutions. These could include careful placement of windows to avoid direct overlooking or angled windows.

The minimum distance between habitable rooms on flank elevations is 8m.

Building elements on top floors may be set back to reduce the impact of the block on the surrounding streets.

The minimum depth of any set-back is 2.0m.

Setbacks with more than one single storey step should not be permitted.

The location of inset and projecting balconies should meet the guidance provided in FIGURES 39-41.

Balcony positions should respond to building orientation in order to ensure direct sunlight.

Projecting balconies are permitted on communal courtyards.

Privacy to balconies should be considered as with habitable rooms.

Deviations from the orthogonal line of the façade may be acceptable.

Balconies should have solid drained floors and must have a soffit treatment

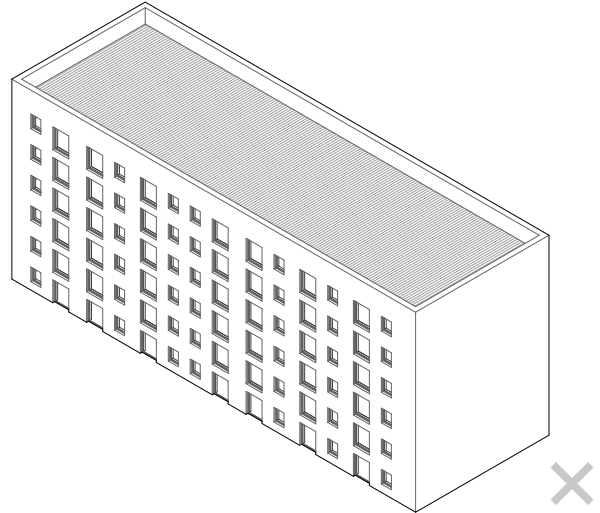


FIG 36 - NO SET-BACK ON TALLER BUILDING

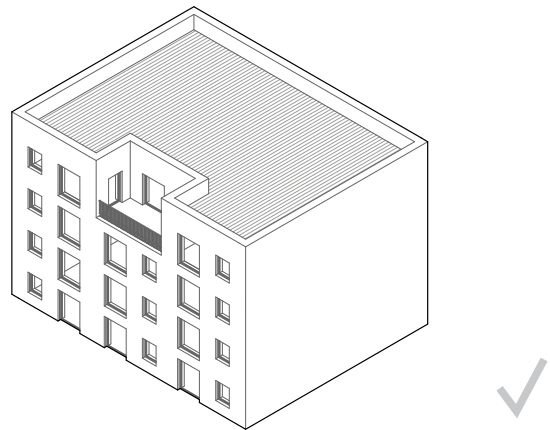


FIG 37 - ARTICULATED SET-BACKS ON TOP STOREY

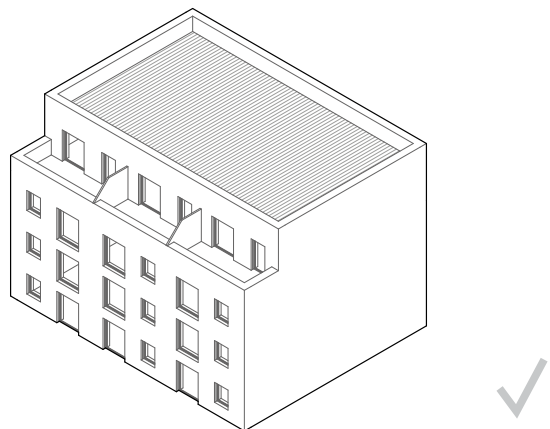


FIG 38 - CONTINUOUS SET-BACK AT UPPER STOREY



FIG 39 - PARCEL B1

INSET BALCONY TYPOLOGY PERMITTED

VARIED BALCONY TYPOLOGY PERMITTED



ATHENA, CAMBRIDGE, ALISON BROOKES & PTE

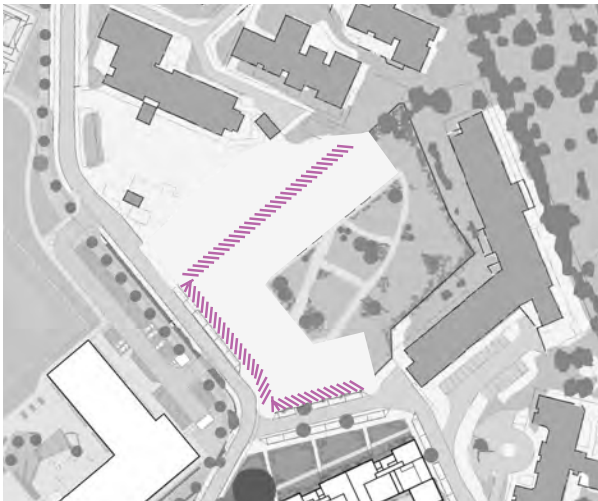


FIG 40 - PARCEL B4



ST LUKES & THE SCENE, PTE

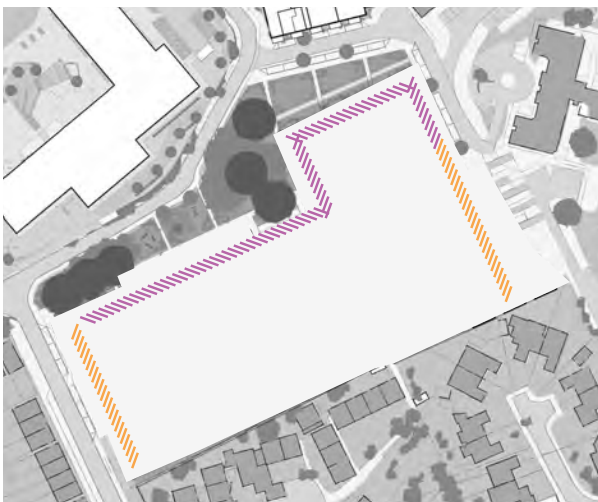
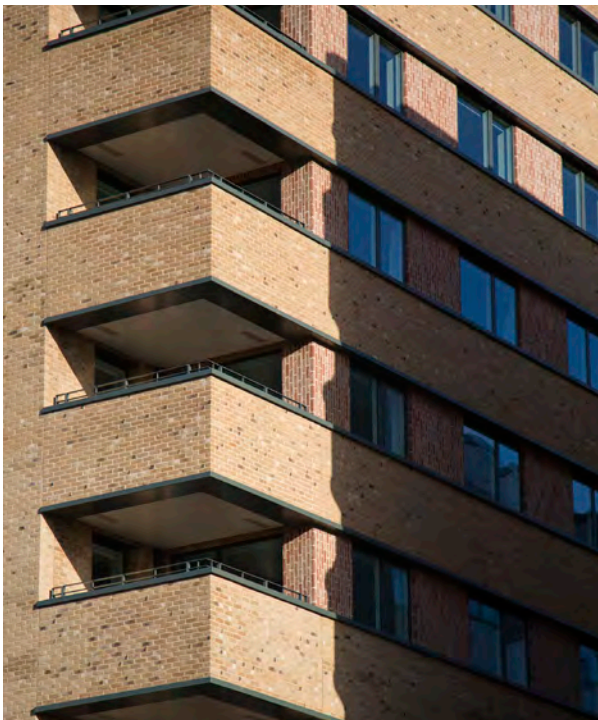


FIG 41 - PARCEL C



BALCONY TYPE APPROACH BY PARCEL





INSET BALCONY  
FORMER HOUNSLOW HOUSE - PTE



TERRACE BALCONY  
HARROW VIEW EAST - PTE



SEMI-RECESSED BALCONY  
PACKINGTON ESTATE - PTE



PROJECTING BALCONY WITH PRIVACY SCREEN  
DOVER COURT - PTE

### 4.1.9 Dual Aspect Homes

Housing development should maximise the provision of dual aspect dwellings and avoid the provision of single aspect dwellings where possible.

Single aspect dwellings should only be provided where it is considered a more appropriate design solution than a dual-aspect home, to optimise site capacity with a design-led approach.

Where single aspect homes are proposed, these should incorporate satisfactory articulation of the facade in order to provide a window on an alternative face.



RECESSED BALCONIES



PROJECTING ANGLED FACADE

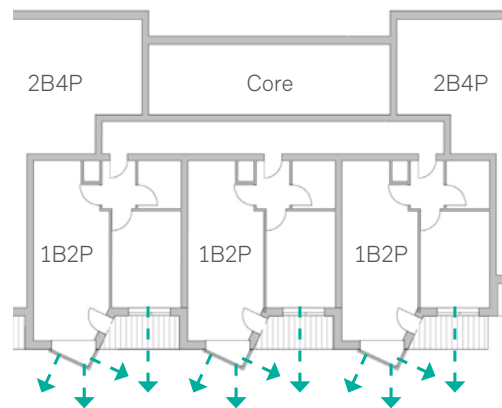
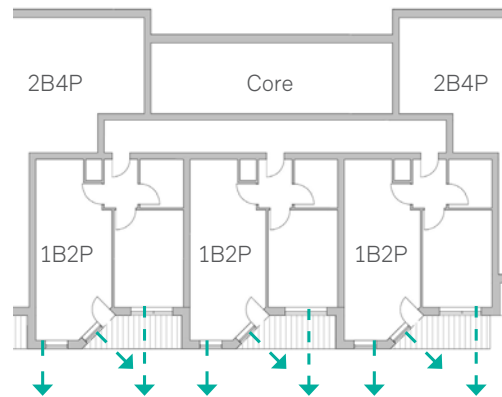
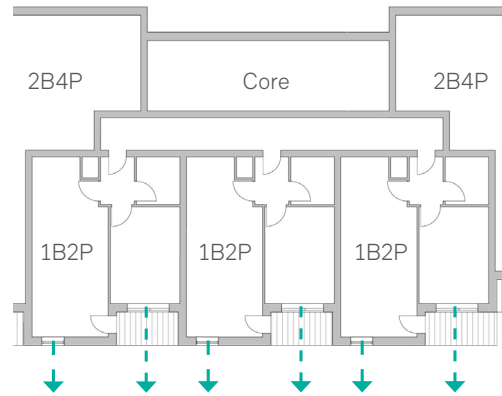


FIG 42 - FACADE ARTICULATION



## 4.2 Character and Appearance

This section details the architectural approach that supports the character of the masterplan and establishes a baseline for quality and materiality.

### 4.2.1 Variations of Residential Typologies

#### Apartments

Parcels B4 and C should predominantly comprise apartment buildings.

Apartment blocks should be arranged to form internal courtyards with private amenity terraces at ground floor around a central communal landscaped area.

The courtyards should contain sustainable urban drainage features and doorstep play.

Apartment buildings should contain duplex apartments or maisonettes at ground floor where practical. Entrances to these homes should be directly onto the street with habitable room windows providing natural surveillance.

Apartment blocks should proposed gallery access dwellings where practical to optimise the provision of dual aspect homes.

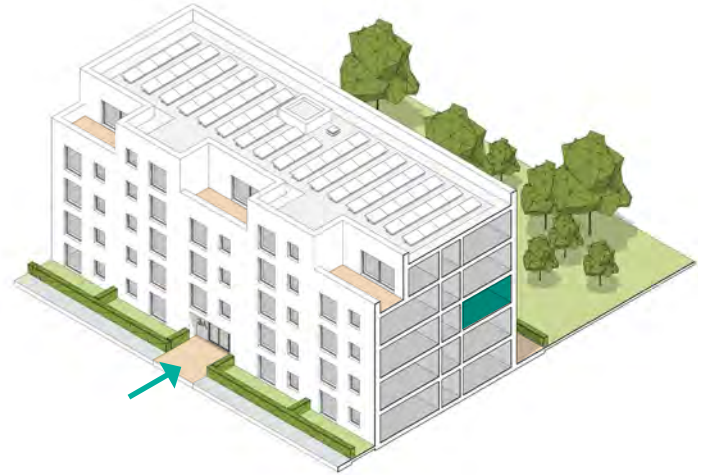


FIG 43 - APARTMENTS

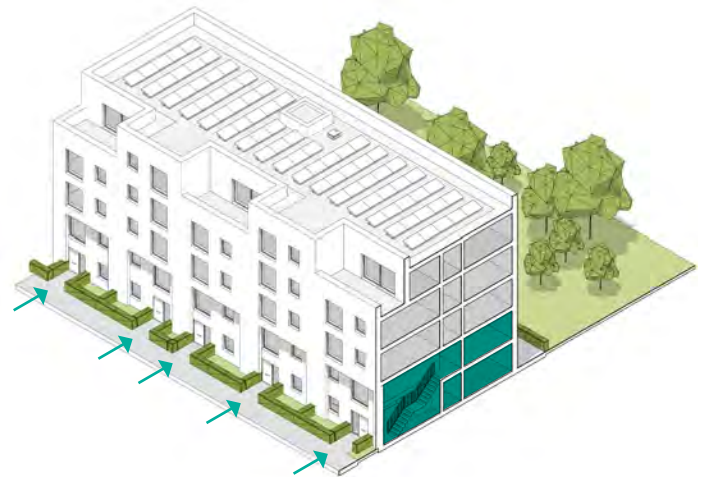


FIG 44 - DUPLEX OR MAISONNETTE APARTMENTS



FIG 45 - GALLERY ACCESS APARTMENTS

---

### Houses

The southern boundary of Parcel C should comprise 2-storey houses.

A mews house typology should direct views and aspect into the site. This typology allows for development close to the site boundary whilst minimising impact to existing neighbours and avoiding overlooking.

Terrace houses are also an appropriate typology in this area, providing rear gardens against the site boundary. A minimum back-to-back distance of 21m distance between habitable rooms should be maintained to existing dwellings.

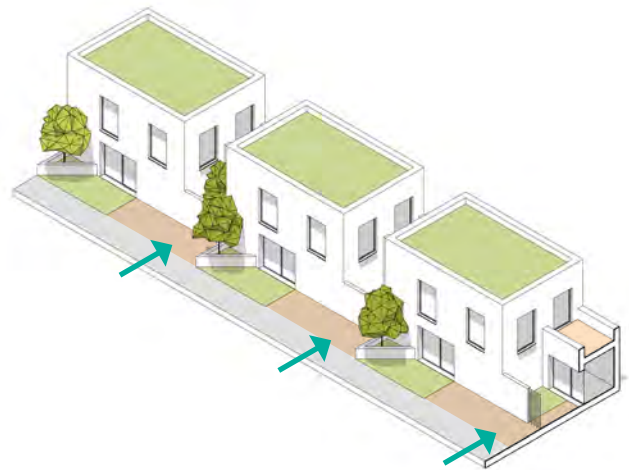


FIG 46 - MEWS HOUSES



FIG 47 - TERRACE HOUSES



#### 4.2.2 Materials, Appearance and Quality

New development should use a limited palette of materials that respond to their immediate context, whilst referencing the wider setting.

Brick and masonry should be the main facade material.

All flashings, trims and secondary facade elements should be metal.

All residential windows should be metal or timber with natural or metallic finishes.



ST LUKES MUSWELL HILL  
POLLARD THOMAS EDWARDS



HARVARD GARDENS  
PTE

#### 4.2.3 Fenestration

Window design and arrangement should support the character of development and contribute to variety in the architectural character.

Oriel or bayed windows should be considered to direct views obliquely where their use is appropriate and they can be successfully integrated into the facade composition. Oriel or bay windows in themselves must not be used as the sole means for achieving dual aspect homes.

Window reveals should be at least a full brick deep to bring depth and definition to the elevation. Deeper window reveals are encouraged, particularly on south facing elevations to provide solar shading.

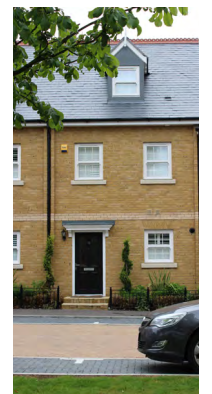
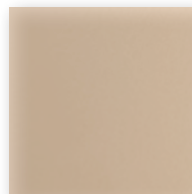
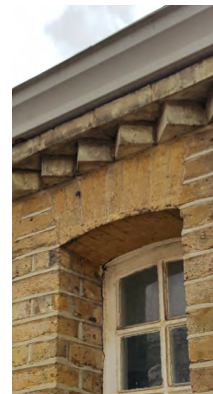
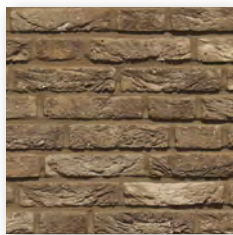
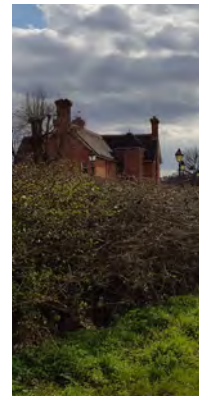
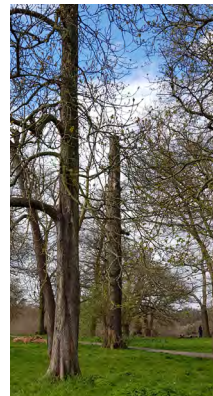
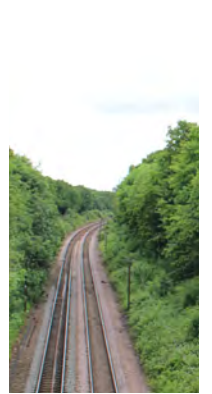
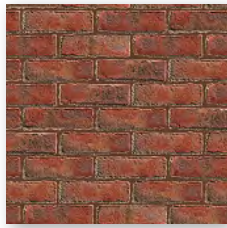
All habitable rooms must have opening windows or vents.



CERES, CB1  
PTE



WINDOW ARRANGEMENTS AND REVEAL DEPTHS



INDICATIVE MATERIAL PALETTE





BRICK DETAILING ON HERITAGE BUILDINGS  
WINDOW CILL BANDING



HORIZONTAL BANDING LINKING WINDOW CILLS  
STEFAN FORSTER ARCHITEKTEN



EXPRESSED WINDOW HEADERS



CARE HOME, WINGENE  
SERGISON BATES



PROJECTING WINDOW CILLS



HESSENBERG, NETHERLANDS, HANS VAN DER  
HEIJDEN ARCHITECTS



#### 4.2.4 Private and Communal Entrances

A building's ground entrance is critical to animating the public spaces, creating activity at street level, while also maintaining security and privacy for residents. Primary access to all apartment building should be via the street.

Common entrances to apartment blocks must be via a generous and secure entrance space clearly visible from the street. Communal entrances should be recessed rather than have a canopy.

Communal doors should be glazed to provide natural surveillance and natural light to the communal parts. An adjacent solid panel should be provided with an integrated entry system.

Communal entrances should always be in close proximity to refuse and cycle stores to provide a legible journey to and from the home.

Secure individual mail boxes should be located in the entrance lobby.

#### 4.2.5 Cycle Parking and Bin Storage

Refuse and Cycle storage should be located within the footprint of the building and not as standalone stores within the landscape. Stores should be located close to primary entrances.

The design of Cycle and Bin stores should ensure a coherent and welcoming approach to the building.



NWCC, SOUTH KILBURN, PTE



BOURNE ESTATE, CAMDEN, MATTHEW LLOYD ARCHITECTS



SILCHESTER HOUSING, LATIMER RD, HAWORTH TOMPKINS



## 4.3 Landscape and Public Realm

This section is to be read in conjunction with the Design and Access Statement for further information and rationale around each of the key areas described.

The strategy is informed by the key character areas identified in the DAS and aims to provide any future developer with a prescriptive for the landscape elements to achieve an integrated masterplan approach.

### 4.3.1 Tree Planting

Trees within the open public areas will be a mix of single stem and multistem trees.

- Broad spreading canopies
- Mature height of 8+m
- Advanced Nursery Stock Planting - minimum 5m height (single stem) and 2.5m height (multistem)
- Minimum 12m<sup>3</sup> of soil volume for each tree



OPEN PUBLIC GREEN SPACE



Only street trees to be used which are capable of surviving in urban environments

- Single Stem Trees only
- Minimum 2m clear stem
- Mature height of 8+m
- Advanced Nursery Stock Planting - minimum 5m height (single stem)
- Minimum 12m<sup>3</sup> of soil volume for each tree utilising structural tree sand system or soil cell systems.

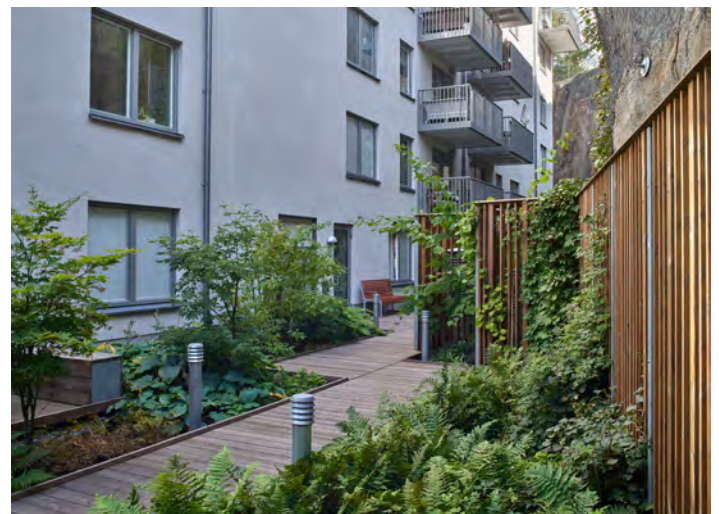


RESIDENTIAL STREET



Only street trees to be used which are capable of surviving in urban environments

- Single Stem Trees only
- Minimum 2m clear stem
- Mature height of 8+m
- Advanced Nursery Stock Planting - minimum 5m height (single stem)
- Minimum 12m<sup>3</sup> of soil volume for each tree utilising structural tree sand system or soil cell systems.



THRESHOLD LINKS



4.3.2 Materiality

- To be predominantly soft in character using planting , grass and tree planting
- Utilise dry swale systems within the area
- High quality paving, Resin based aggregate paving to be used
- Textured concrete aggregate edging or metal edging to be used



OPEN PUBLIC GREEN SPACE



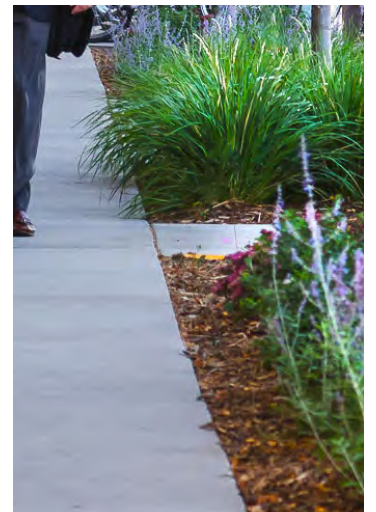
- High quality concrete block / flag paving required in all pedestrian areas
- Robust Vehicular use Concrete block paving to be used for highways and car parking bays
- Desirable to have permeable paving system in all locations
- Textured concrete aggregate edging suitable for highway use to be used.



RESIDENTIAL STREET



- Distinct paving difference should be used for the threshold spaces to define the entrances
- High quality paving, Resin based aggregate paving to be used
- Textured concrete aggregate edging or metal edging to be used



THRESHOLD LINKS





### 4.3.3 Street Furniture

- Large variety of seating opportunities should be available.
- Requirement for benches with backrests and armrests
- Timber top seating required
- Litter Bins required
- Bollards to be used where there is a risk of vehicular entry to the public realm
- Columnar and feature lighting to be used



OPEN PUBLIC GREEN SPACE



- Where the opportunity is available, seating should be used to encourage social interaction
- Litter bins required
- Lighting required for safety and must be appropriate lux levels for residential areas



RESIDENTIAL STREET



- Where the opportunity is available, seating should be used to encourage social interaction
- Lighting required for safety and must be appropriate lux levels for residential areas
- Gates only required if necessary for the development.



THRESHOLD LINKS



#### 4.3.4 Play

- Bespoke features required that provide a different play space for each area
- Use of natural materials and elements required
- Accessible to children of all abilities
- Informal in character. It doesn't have to be a designated area, it can be built into the landscape without defined boundaries
- Suitable play equipment for children ages 0-5yrs
- Equipment and surfaces used must be safe for use



DOORSTEP PLAY



- More formal in character - seen as a designated local play area for children aged 5 and above
- Use of natural materials and elements required
- Accessible to children of all abilities
- Features to build in risk and challenges to encourage play and development
- Equipment and surfaces used must be safe for use



LOCAL PLAYABLE SPACE





**4.3.5 Private Residential Space**

- Evergreen clipped hedging to be utilised to define space i.e. *Grisellinia littoralis*, *Prunus laurocerasus*
- Concrete Block Paving to be used for surfacing
- Minimum 1.5m width of area. 2m desirable



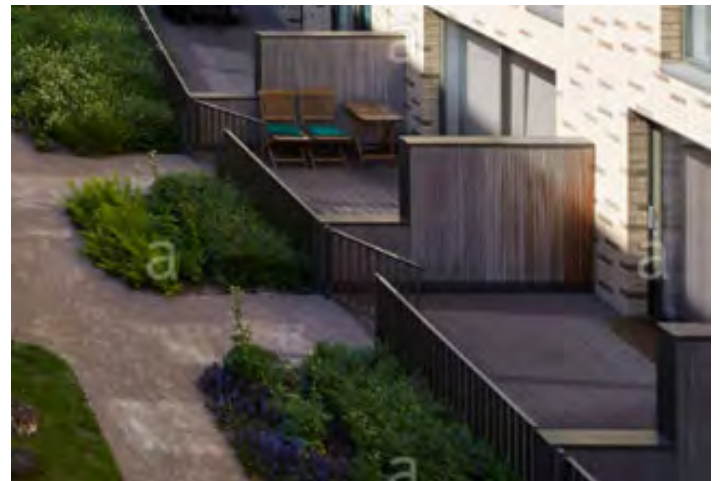
1.5 - 2M WIDTH PRIVATE SPACE

- Evergreen clipped hedging to be utilised to define space i.e. *Grisellinia littoralis*, *Prunus laurocerasus*
- Concrete Block Paving to be used for surfacing
- Minimum 2.5m width. 4m desirable.
- Grass or planting area desirable for mix of surfacing types



2.5 - 4M WIDTH PRIVATE SPACE

- Evergreen clipped hedging to be utilised to define space i.e. *Grisellinia littoralis*, *Prunus laurocerasus*
- Concrete Block Paving to be used for surfacing
- 4.5 x 4.5m minimum space required in areas where space is limited
- Grass or planting area desirable for mix of surfacing types



4.5 X 4.5M PRIVATE PATIO

4.3.6 Communal Courtyards

- Mosaic of character areas required - lawns, planting, rain gardens, trees
- Opportunity for seating areas required in the sunniest aspect spots
- Soil volume for trees to be minimum 12m<sup>3</sup>
- Minimum 450mm depth topsoil for planting areas
- Minimum 150mm depth topsoil for grass areas
- High quality surfacing to be used : concrete block paving / natural materials / resin based aggregate mix.



COMMUNAL COURTYARDS



## 4.4 Access and Movement

These codes set out the guidance for how pedestrian, cycle and vehicular movements will be organised and arranged across the masterplan.

### 4.4.1 Hierarchy of Routes

The main route into the site must be along Hunters Way, connecting to the new Hunters Way Extension and providing pedestrian, cycle and bus access to the schools and Chace Village Road.

Chace Village Road in turn provides access to Parcel B1 and B4 and ensures continued access to the existing hospital and MHT buildings.

Within the parcels themselves, new tertiary roads should provide access to new homes, on street parking and ensure permeability through the development.

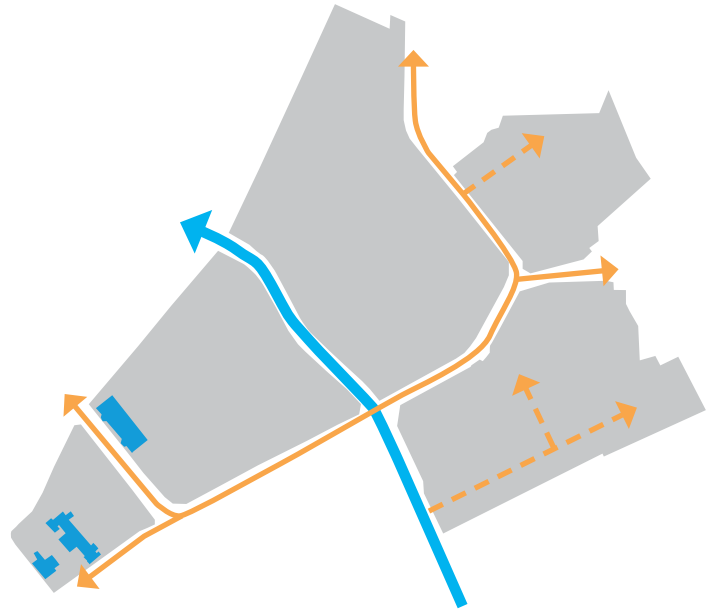


FIG 48 - HIERARCHY OF ROUTES

### 4.4.2 Public Transport

The existing bus route which services Hunters Way and the Hospital will be rerouted to continue along Hunters Way Extension, providing direct access to the Hospital.

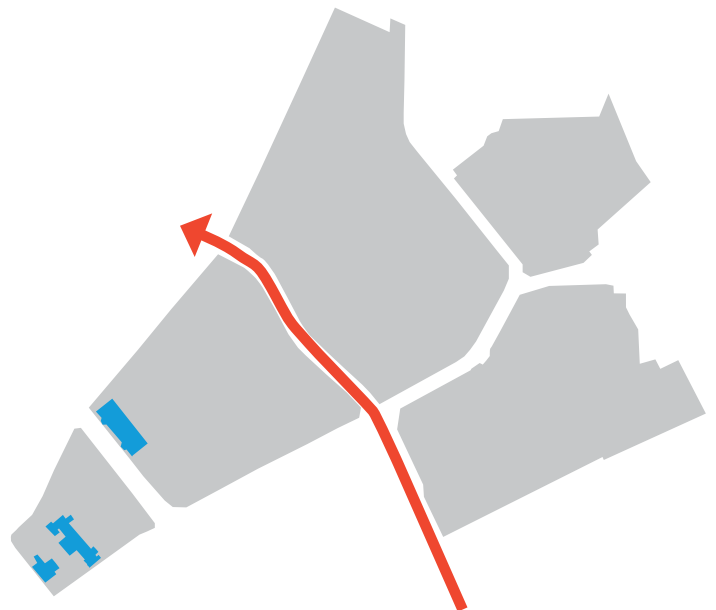


FIG 49 - PUBLIC TRANSPORT

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#### 4.4.3 Vehicular Routes

Vehicular traffic accesses the site via Hunters Way. This connects to Chace Village Road which provides further connections to the individual residential parcels, and the existing hospital and MHT buildings and facilities.

Shooters Road should be a pedestrian and cycle-only link into the site, with no vehicular traffic.

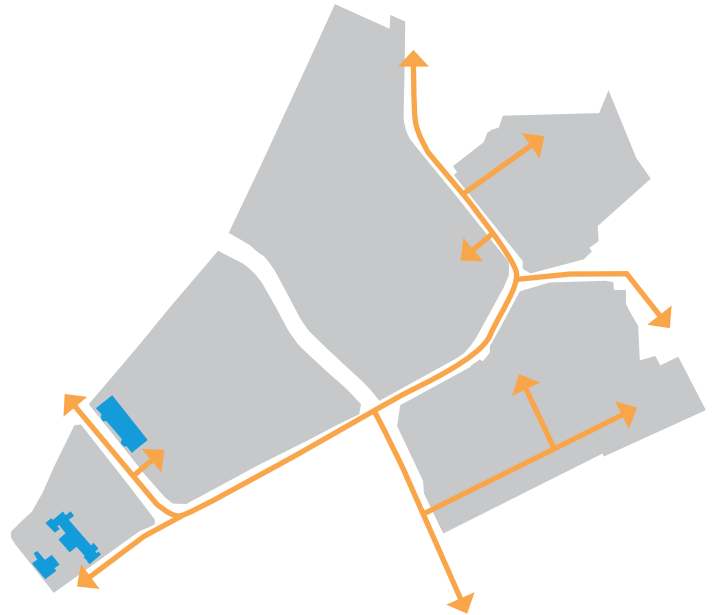


FIG 50 - VEHICULAR ROUTES



#### 4.4.4 Pedestrian Routes

The Cycle and Pedestrian networks must ensure a legible and safe journey for residents and visitors.

Pedestrian routes should run next to residential buildings to ensure overlooking and natural surveillance.

Pedestrian routes must be well defined with pavements typically on both sides of a vehicle route.

All residential entrances should face onto street so they are overlooked and provide activity on streets

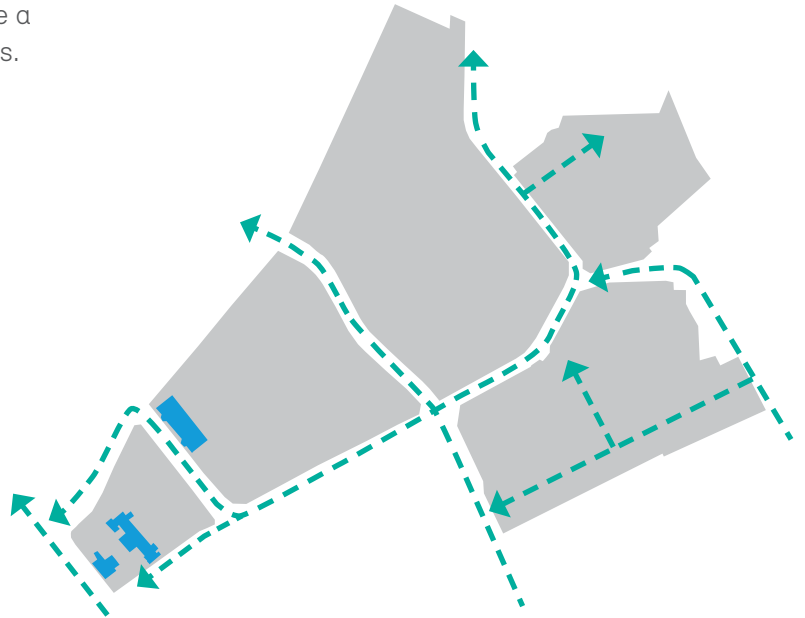


FIG 51 - CYCLE ROUTES

#### 4.4.5 Cycle Routes and storage

Residential cycle storage should be located close to cycle routes and easy to access from the street.

All apartment building must be provided with an integrated communal cycle store within the footprint of the buildings.

Housing and maisonettes should be provided with individual covered cycle storage. Cycle storage should not blight the streetscape.

Visitor and non-residential cycle parking must be provided in public areas. Locations must be well overlooked and easy to access from cycle routes and the street

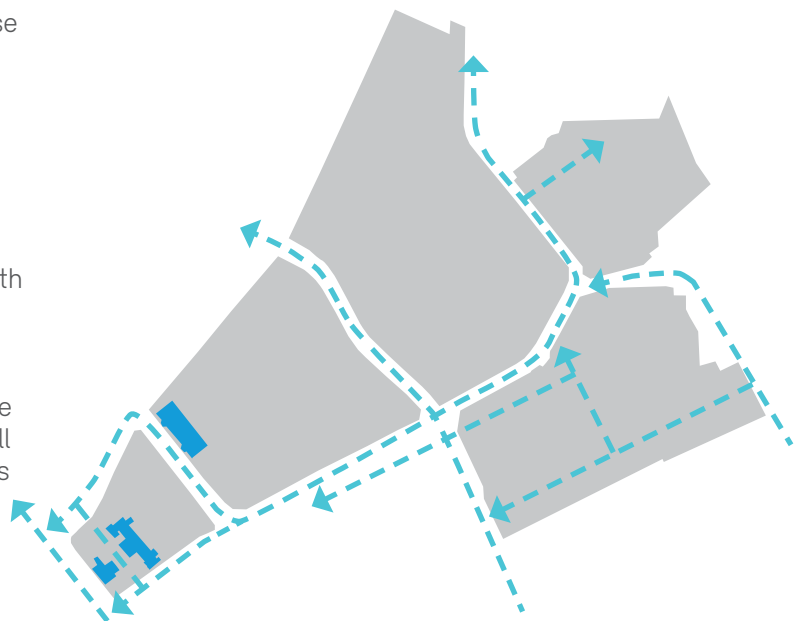


FIG 52 - PUBLIC TRANSPORT

#### 4.4.6 Car Parking

Car parking should be provided via on-street spaces. Car parking should not dominate the street scene.

Parking should be integrated with street tree planting and designed in accordance with the guidance provided in Section 3.3 Landscaping and Public realm.

In order to mitigate the impact of parking on the streetscape, parking spaces should be staggered in relation to spaces on the opposing side of the street as described in FIGURES 55-57

The maximum number of continuous street parking spaces is 4 before a landscaped bay is provided as described in FIGURE 56. Landscaped bays should vary in width to avoid uniform arrays of parking grids.

Street parking bays should be parallel or perpendicular to the street.

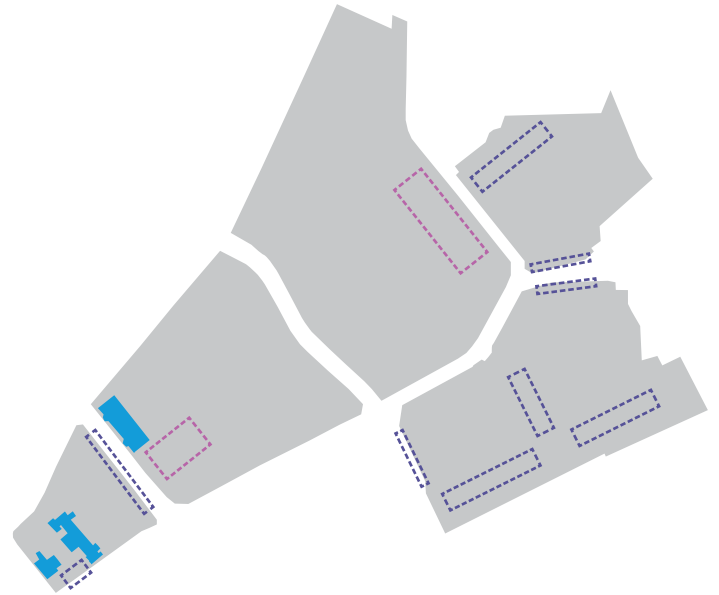


FIG 53 - INDICATIVE CAR PARKING DISTRIBUTION

#### 4.4.7 Servicing

Adequate servicing must be provided to allow intermittent access and deliveries from small vehicles and vans.

Designs must consider the arrangement of access and servicing to ensure residents can be serviced without detriment to the public realm or adjoining dwellings.

Detailed proposals should consider grocery deliveries, couriers and online retail servicing as an integrated approach to residential entrances.

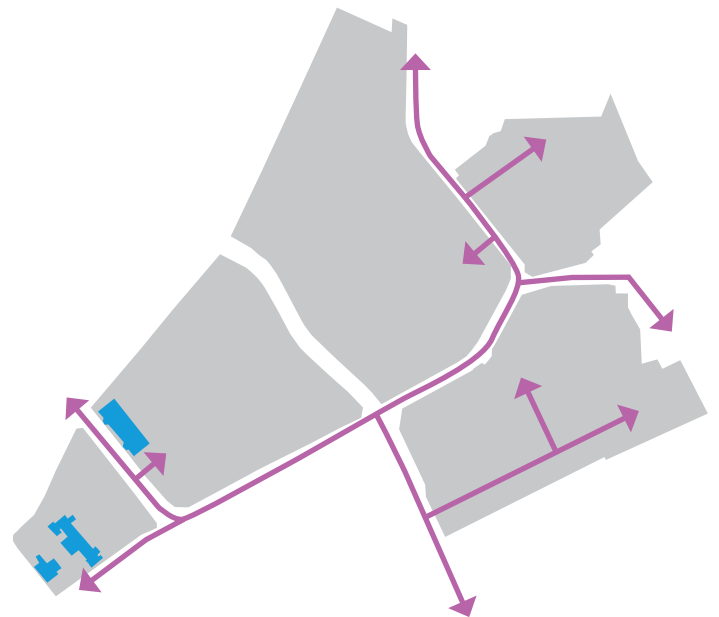


FIG 54 - SERVICING



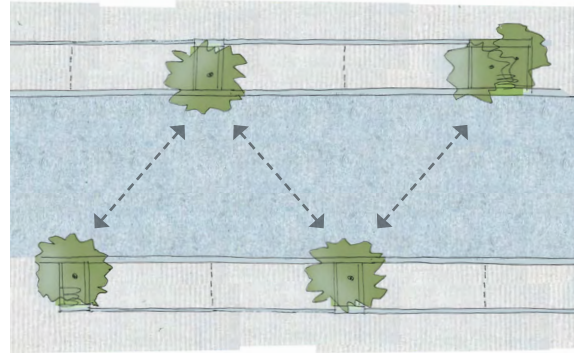


FIG 55 - PARALLEL-TO-PARALLEL PARKING

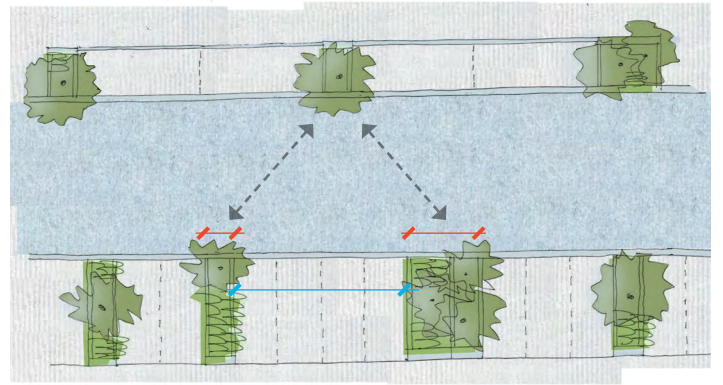


FIG 56 - PARALLEL-TO-PERPENDICULAR PARKING

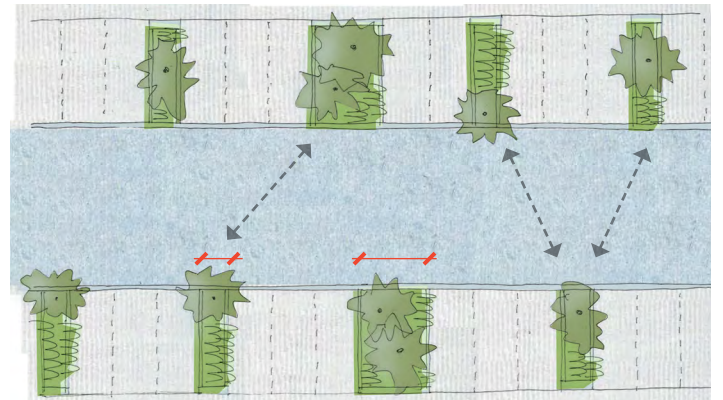
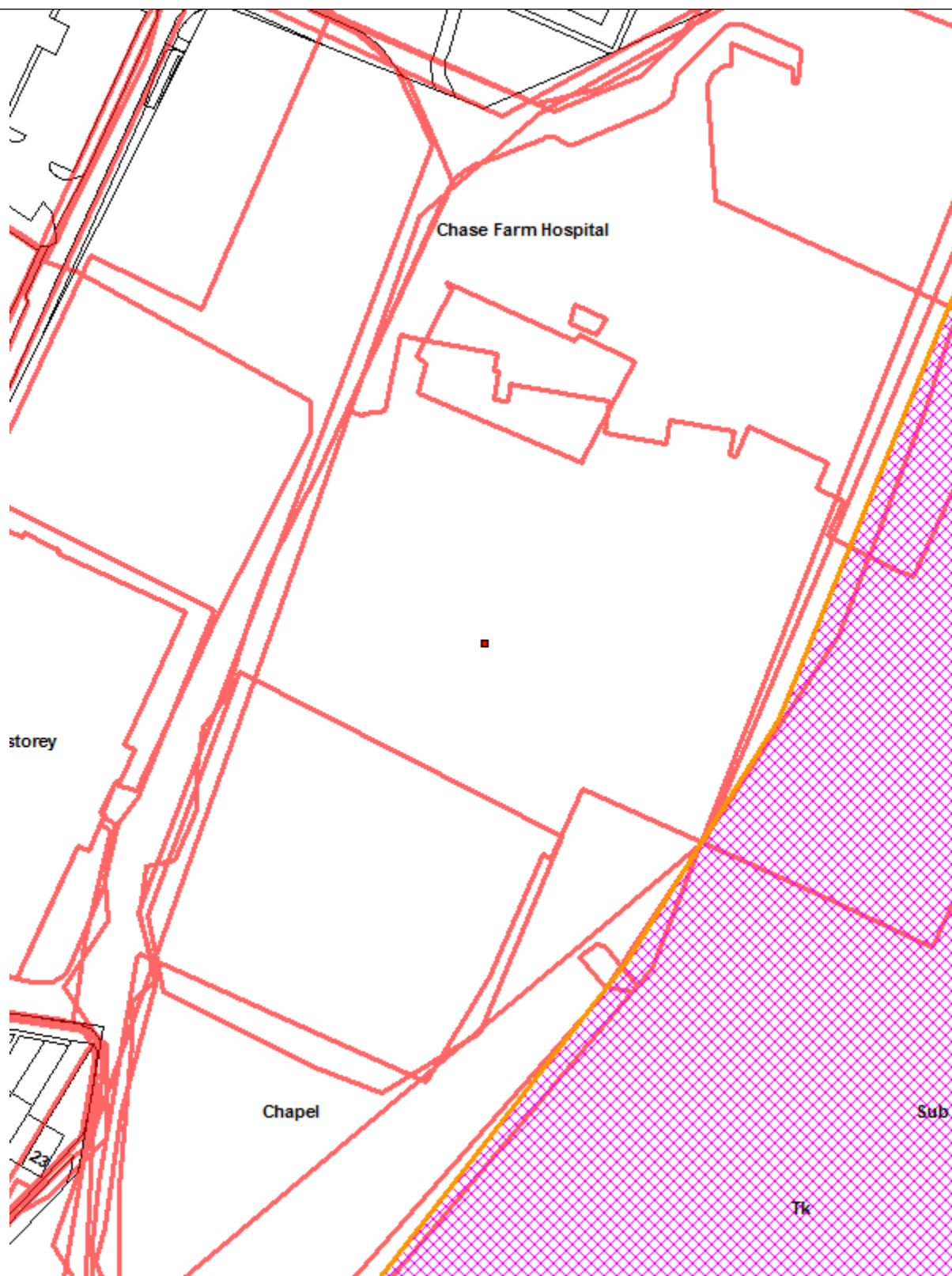


FIG 57 - PERPENDICULAR-TO-PERPENDICULAR PARKING

<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date:</b> 29 October 2020
<b>Report of:</b> Head of Planning	<b>Contact Officer:</b> Andy Higham David Gittens Kate Perry	<b>Ward:</b> Highlands
<b>Application Number:</b> 20/01997/FUL		<b>Category:</b> Major
<b>LOCATION:</b> Former Chase Farm Hospital, The Ridgeway, Enfield, EN2 8JL		
<b>PROPOSAL:</b> Demolition of buildings C3b, C3c and C3e and erection of a new 3FE Primary School with nursery (2 storey) and a new 6FE Secondary School with sixth form (part 3 and part 4 storey), together with associated community hub, parking, highways works to provide access to the proposed schools and community hub, landscaping and outdoor sport provision.		
<b>Applicant Name &amp; Address:</b> Bowmer and Kirkland and the Department for Education	<b>Agent Name &amp; Address:</b> Miss Tamara Ettenfield DPP One Ltd 1 Park Row Leeds United Kingdom LS1 5HN	
<b>RECOMMENDATION:</b> GRANTED subject to S106 and conditions		



Ref: 20/01997/FUL LOCATION: Former Chase Farm Hospital, The Ridgeway, Enfield, EN2 8JL



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Scale 1:1250



**1. Note for Members**

- 1.1 This planning application is categorised as a “major” planning application and in accordance with the scheme of delegation, is reported to Planning Committee for determination.
- 1.2 This planning application and the delivery of the primary and secondary schools is linked to the redevelopment of the remainder of the site for residential development which is to be reported to Planning Committee on 3<sup>rd</sup> November.
- 1.3 This application is brought forward in advance because of the requirement to meet timescales for the delivery of school places. However, it is the residential development that provides the funding for the schools which are required to meet the identified educational need for the Borough. The design of the two schools and their environs has been developed in conjunction with the design of the residential proposals

**2. Recommendation / Conditions**

- 2.1 That subject to the completion of a S106 legal agreement, the Head of Development Management / Planning Decisions Manager, be authorised to grant planning permission subject to the following conditions:
  - 1. TIME LIMIT
  - 2. DEVELOPMENT IN ACCORDANCE WITH PLANS/DOCUMENTS
  - 3. EXTERNAL MATERIALS
  - 4. SURFACING MATERIALS
  - 5. CONTAMINATION – INVESTIGATION AND ASSESSMENT
  - 6. CONTAMINATION – REMEDIATION STRATEGY
  - 7. EMISSIONS STANDARDS – NON-ROAD MOBILE MACHINERY
  - 8. ACOUSTIC REPORT
  - 9. IMPACT PILING RESTRICTION
  - 10. THAMES WATER – NETWORK PRESSURE
  - 11. DELIVERY AND SERVICE PLAN - EACH SCHOOL – INCLUDING MANAMGEMENT OF PRIMARY SCHOOL LOADING BAY
  - 12. CYCLE PARKING PLAN – EACH SCHOOL
  - 13. CONSTRUCTION LOGISTICS PLAN
  - 14. VEHICLE PARKING PLAN – EACH SCHOOL - INCLUDING DISABLED PARKING, ELECTRIC EHICLE CHARGING, STAFF PARKING, VISITOR PARKING
  - 15. DEVELOPMENT TO ACCORD WITH RECOMMENDATIONS SET OUT IN ECOLOGOCAL APPRAISAL – INCLUDING VEGETATION CLEARANCE OUTSIDE OF BIRD NESTING SEASON
  - 16. DEVELOPMENT TO ACCORD WITH BAT SURVEY RECOMMENDATIONS
  - 17. DETAILS OF ECOLOGICAL ENHANCEMENTS
  - 18. DEVELOPMENT TO ACCORD WITH ENERGY STATEMENT



19. DETAILS OF PV PANELS
20. SUDS CONDITION/S
21. TREE/ LANDSCAPING CONDITION/S
22. SUBMISSION OF ENERGY PERFORMANCE CERTIFICATE
23. SUBMISSION OF BREEAM RATING VERIFICATION
24. SECURE BY DESIGN
25. COMMUNITY USE AGREEMENT – FINAL
26. EXTERNAL LIGHTING PLAN
27. FIRE STRATEGY – IN CONSULTATION WITH FIRE COMMISSIONER
28. NO ADDITIONAL SCREENING – NURSERY

2.2 It is also requested that authority to finalise the wording of conditions under the above headings, is given to the Head of Development Management to ensure they reflect any issues raised by Planning Committee and / or any reported updates to the meeting.

### **3. Executive Summary**

- 3.1 The purpose of this application is to provide a 6FE secondary school with 360 place sixth form, including associated community use, operated by Wren Academy, and a 3FE primary school and nursery, operated by One Degree Academy.
- 3.2 The proposal forms part of the wider masterplan for the Chase Farm site which also includes up to 362 new homes (currently being considered under planning reference 20/01923/OUT) together with site wide landscaping, access arrangements and public realm improvements.
- 3.3 The proposal seeks to address the current demand for school places within Enfield, particularly in the north west of the Borough where demand for secondary school places exceeds capacity. Wren Academy and One Degree Academy both operate existing Ofsted 'Outstanding' educational facilities.
- 3.4 The reasons for recommending approval of this application are:
- The principle of the development is appropriate given the buildings' size, form and detailed design.
  - The proposals would not have a detrimental impact on the character and appearance of the immediate or wider area.
  - The proposals would meet an identified need for school places.
  - The development by virtue of its size, location and proximity would not harm the amenity of occupying and neighbouring residents.
  - The proposals would not cause any unacceptable harm upon highway safety or the flow of traffic in the locality.
  - The design and construction of the proposal would have appropriate regard to environmental sustainability issues including energy and water conservation, renewable energy generation, and efficient resource use.

- The proposed development would meet the Council's policy objectives in terms of climate change, low carbon energy and sustainable construction.
  - The proposal would protect trees of amenity and biodiversity value.
- 3.5 The development would be appropriate and in accordance with relevant National and Regional Policy, Core Strategy and Development policies and for the reasons noted above.

#### **4. Background**

- 4.1 The current proposal forms part of the wider and ongoing redevelopment of the former Chase Farm Hospital site following the grant of outline planning permission for a replacement hospital, a 3FE primary school and construction of up to 500 residential units under reference 14/04574/OUT.
- 4.2 This permission has been partially implemented: the new hospital to the north of the site has been constructed and is in operation while the site known as 'Parcel A' to the south of the site has also been implemented by Linden Homes and comprises 138 residential units (reference: 16/05535/RM)
- 4.3 The remaining parcels of the former hospital site were purchased by the DfE in 2017 with a view to delivering 2 new schools (on parcels B2 and B3) alongside a residential development for up to 362 residential dwellings – up to the balance of residential units approved under the extant outline permission. The residential proposal is currently under consideration (ref 20/01923/OUT).
- 4.4 There is also an extant permission for a temporary single storey secondary school for 184 pupils on parcel C to be used for a temporary period of 1 year (September 2020 - September 2021). However, due to changes to the delivery timetable for the permanent schools, the DfE are now proposing to open temporary schools for both Wren Academy and One Degree Academy on Parcel C. The schools, if approved, would open in 2021 for two academic years. A planning application for this has been recently submitted to the Council.
- 4.5 This planning application and the delivery of the primary and secondary schools is linked to the redevelopment of the remainder of the site for residential development. A planning application which proposes a residential scheme is being reported to the meeting of Planning Committee on 3<sup>rd</sup> November.

#### **5. Site and Surroundings**

- 5.1 The application site is located within the Chase Farm Hospital estate which is located in the Highlands Ward of the borough. The site encompasses Parcels B2 and B3 along with currently private roads within the Hospital estate extending along Hunters Way to the adopted highway of Lavender Hill to the south and along Chace Village Road to The Ridgeway in the west.
- 5.2 The site is currently occupied by a number of redundant buildings associated with the former Chase Farm Hospital together with areas of hardstanding and soft



- informal landscaping. The Applicants have obtained Prior Approval for the demolition of all existing buildings on the site.
- 5.3 The site is bound to the north and north west by the new Chase Farm Hospital building, various ancillary facilities, vehicular access and car park. To the east lies Parcel B4 which also currently contains a number of former hospital buildings and forms part of the application site for the separate outline residential planning application (reference: 20/01923/OUT). Beyond this parcel lies the Barnet, Enfield and Haringey NHS Hospital buildings, and to the rear of this is a national rail line and fields forming part of the Green Belt.
- 5.4 To the south east of the site lies an additional former hospital parcel known as Parcel C. This also forms part of the application site for the proposed residential development. Prior to this use, it is the proposed home of the temporary schools as discussed in paragraph 4.4 of this report.
- 5.5 To the south west of the site lies new residential development constructed under the existing outline permission and subsequent reserved matters submission by Linden Homes. Abutting the site's western boundary is the former hospital clock tower building. This building along with the Morgue and Post Graduate buildings to the west are locally listed and are proposed for conversion to residential use as part of the outline residential proposals. Beyond this group of buildings and their surrounding hardstanding and landscape lies The Ridgeway classified road.
- 5.6 Vehicular access to the site is directly from Chace Village Road which runs along the southern boundary. This unadopted road is connected to the public highway (Lavender Hill) to the south via a further unadopted road, Hunters Way. Access to the site can also be gained from the hospital's internal access roads to the north west which connect with The Ridgeway.
- 5.7 Parcel B3 of the site has a PTAL rating of 3, while the majority of parcel B2 has a PTAL rating of 2. The closest bus stop to the site is located approximately 98m south, on Hunters Way. The closest railway station, Gordon Hill, is located 940m south east of the Site.
- 5.8 The site is not located within a Conservation Area and there are no Listed Buildings on the site. The locally listed Clock Tower building adjoins the western site boundary while the Morgue and Post Graduate buildings front the Ridgeway and do not adjoin the redline boundary for the schools
- 5.9 There are trees subject to Tree Preservation Orders on the secondary school site as well as within the wider masterplan area.
- 6. Proposal**
- 6.1 The proposed development would provide two new schools:
- a six form entry (900 pupils) and 360 place sixth form secondary school with associated community hub is proposed within the eastern part of the site (Parcel B3).

- A separate three form entry primary School (with 90 place nursery) is proposed within the western half of the site (Parcel B2).
- 6.2 The two school sites will be separated by a new extension to Hunters Way. The application also proposes highways works on Hunters Way and Chace Village Road in order to provide access to the schools (as well as the proposed future housing phases).
- 6.3 The main school buildings would be located to the south of their respective parcels, at the junction of Chace Village Road and the proposed Hunters Way extension. This would be the focal point within the development and both schools would have outdoor reception plazas at this location.

#### Proposed Secondary School (Wren Academy) - Detail

- 6.4 The proposed secondary school and associated community hub would provide teaching facilities for 1,260 pupils (six form entry and 360 place sixth form). It is expected that approximately 120 staff will work at the new school.
- 6.5 The proposed secondary school development would include the construction of a new L-shaped building to the south of Parcel B3 facing onto Chace Village Road and a community hub towards the north western corner of the site. In total the two buildings would provide 9,590sqm of floorspace.
- 6.6 The main school building would be four storeys in height along its western wing and three storeys in height along its northern wing. The building would have a flat roof and would predominantly be finished in two tones of brick.
- 6.7 The double height school hall would protrude from the southern elevation of the western wing and it is proposed this would be finished in lightly reflective, textured metal cladding.
- 6.8 The proposed community hub would be a two storey block and would comprise a double height sports hall and separate smaller activity studio alongside associated changing facilities at ground floor. Seven multi-functional teaching rooms, two at ground floor and five at first floor, would provide spaces for teaching as well as classroom style spaces for community uses. The community hub would be finished in the same brickwork and reflective, textured metal cladding as the main school building.
- 6.9 The community hub and the associated playing fields and MUGA would predominantly serve Wren Academy as an extension of its main building and provide sport and teaching facilities to its pupils. However, the hub and outdoor sports provision, together with the ground floor of main school building (dining area and halls), would be available for community use outside of school hours. A draft community use plan has been submitted as part of this application and highlights that the buildings would be available for a variety for community uses, including sports activities, church services, music schools and community learning from 18:00 - 22:00 during weekday term time and from 8:30 – 22:00 at weekends and weekdays during school holidays.



- 6.10 The main vehicular access point is proposed off Chace Village Road on the eastern boundary of the parcel. This access point leads into a staff and visitor car park with 36 car parking spaces. A separate egress point is proposed at the northern end of the car park to allow vehicular circulation. This car park would also contain a dedicated service bay/area for the proposed school with service/refuse vehicles utilising the same access and egress arrangement.
- 6.11 There would also be four dedicated disabled parking spaces, two for the main school and two adjacent to the community hub. Apart from access to these bays, the Hunters Way extension would not provide vehicular access into the secondary school site.
- 6.12 In terms of pedestrian access to the proposed secondary school, the main school entrance would be via the main entrance plaza at the south west corner of the parcel, at the junction of Chace Village Road and the proposed Hunters Way extension. This access point would be used by visitors as well as pupils and staff.
- 6.13 Pupils and staff would also be able access the site via several gates positioned around the perimeter fencing of the site. Two of these would be located off the Hunters Way extension (one of which would also be off the main entrance plaza); one within the car park at the eastern side of the site and one immediately north of the car park. A series of footways within the site would provide access to the main school building.
- 6.14 The main visitor pedestrian access to the community hub would be off the Hunters Way extension with additional staff and pupil access available to the rear of the building.
- 6.15 In terms of cycle parking, 72 covered cycle spaces would be provided for pupils and staff adjacent to the northern pedestrian access point off the Hunters Way extension. Ten visitor cycle spaces would also be provided adjacent to both the main school visitor entrance and community hub main entrance (20 in total).
- 6.16 In relation to landscaping, 3m high weldmesh fencing is proposed around the perimeter of the site. It has been setback to allow a landscape zone which would incorporate planted swales, hedging and tree planting. The existing TPO trees on the parcel would be retained as part of the proposed landscaping scheme. New trees would also be planted along the site boundaries and within the playground.
- 6.17 Hard landscaping areas in the form of the main entrance plaza within the south western corner of the site and around the main entrance of the community hub would be finished in concrete block paving.
- 6.18 In terms of sports provision, the proposed playing field would be capable of accommodating a 9 a side football pitch, or two 5 a side pitches as well as a 60m sprint track. The MUGA would be 37m x 18.5m (with a 4m perimeter fence) and would accommodate 3 courts for 5 a side football, netball or tennis. Permeable tarmac will be used on the MUGA.

- 6.19 The proposed 3FE primary school would provide 630 pupil places in the main school. It would also provide a nursery for 90 additional pupils. There would be approximately 85 members of staff.
- 6.20 The school would comprise a 3,470sqm building to the south east corner of Parcel B2. The building would be sited towards the junction of the Hunters Way extension and Chace Village Road. To the front of the school an entrance plaza would be provided.
- 6.21 External play space would mainly be focused behind the building, with the proposed school building providing enclosure to the play spaces to the rear.
- 6.22 To the north of the site would lie the school's playing pitches and hardcourt MUGA. A car park is proposed on the western boundary of the parcel and this would wrap around the existing hospital clock tower building.
- 6.23 The school building itself would be two storeys in height and V shaped in plan which would reflect the alignment of the surrounding highway network. Two teaching wings would be arranged either side of a central double height 'knuckle' which would accommodate the school halls, administrative functions and community facilities.
- 6.24 The external design of the school building would use a combination of brick and lightweight cladding. Two tones of brick would be used on the majority of the building. The projecting 'knuckle' would be clad in lightly reflective, textured metal cladding.
- 6.25 The main vehicular entrance would be off a newly proposed road that would connect Chace Village Road and the hospital internal road to the north. The access would lead into a 30 space staff car park. The new Hunters Way extension would provide vehicular access for deliveries and refuse collection with an off-street loading bay proposed.
- 6.26 The Hunters Way extension would also provide access to two disabled bays outside the school's main entrance.
- 6.27 The main pedestrian access would be in south eastern corner of the site adjacent to the junction of the proposed Hunters Way extension and Chace Village Road. This would also be used as the main access point for the community use of the school halls. Three additional pupil access points are also proposed; two from Chace Village Road and one from the Hunters Way extension.
- 6.28 30 covered cycle parking spaces for staff would be provided; 20 adjacent to the reception and KS1 pedestrian access off Chace Village Road and 10 adjacent to the KS2 entrance off the proposed Hunters Way extension. An additional 10 visitor spaces are proposed at the main entrance to the school.
- 6.29 It is proposed that the site would be enclosed by 3m high weldmesh fencing. This would be positioned behind a 4m wide dry swale, planting and street trees on the



public side of the fence. Along the eastern boundary, adjacent to the school building, a lower 1.2m fence line is proposed.

- 6.30 In terms of sports facilities, there would be a large playing field suitable for football pitches and there would also be 2 flexible courts within the MUGA. These facilities would be made available for community use outside school hours – 18:00 – 22:00 weekday term time and 8:45 – 22:00 on weekends and weekdays in school holidays. A draft community use agreement has been submitted as part of this application.

## **7. Consultation**

### Statutory and Non-Statutory Consultees

#### *Internal*

- 7.1 Traffic and Transportation : No objections subject to conditions and S106
- 7.2 Trees: No objections in principle, Any updates will be reported at the meeting.
- 7.3 Environmental Health: No objections subject to conditions relating to contamination remediation, emissions standards for construction vehicles, an acoustic report in case of mechanical plant and impact piling.
- 7.4 SUDs: No objections in principle but final comments will be reported to the meeting.

#### *External*

- 7.5 Thames Water: No objection subject to a condition relating to the existing water network infrastructure
- 7.6 Metropolitan Police - Designing Out Crime Officer: No objections in principle but final comments will be reported to the meeting.

### Public

- 7.7 Consultation letters were sent to 1485 neighbouring occupiers (expiring 15.8.2020). Site notices were displayed from 28.7.2020 (expiring 18.8.2020) and a public notice was displayed in the local press (Enfield Independent) from 22.7.2020 (expiring on 5.8.2020).
- 7.8 In total 262 responses were received at the time of writing this report. 244 were in support of the application, 11 raised objection and 3 were neutral. There were 4 additional objections but on reading these related to the residential proposals submitted as part of the concurrent outline planning application and were not relevant to the current proposal.
- 7.9 In summary, the following support comments have been made:

- Essential infrastructural facility
- Provide a high standard of education
- Desperately needed in this part of the borough
- Modern, contemporary and very attractive design
- Rich environment for pupils
- Provide excellent facilities
- Impressive environmental credentials
- Glad to see land being developed into something useful
- Benefit to the local community
- Cohesive development (across primary school and secondary school)
- Like the amount of green space

7.10 In summary, the following objections have been raised:

- Affect local ecology
- Close to adjoining properties
- Inadequate access
- Strain on community facilities
- Inadequate public transport provisions
- Increase in traffic
- Development too high
- Increase of pollution
- Loss of light
- Loss of parking
- Loss of privacy
- More open space needed on development
- Noise nuisance
- Out of keeping with character of the area
- Over-development
- Roads will be busier, and junctions will become more dangerous
- Increase in congestion
- Anti-social behaviour
- Traffic congestion and noise at drop off and pick up times
- Too many forms of entry
- Area already struggles with traffic and noise this will make it worse
- Would completely change quiet, well-kept area of Enfield
- Buses and ambulances use Hunters Way, so it is not a safe road to have a school entrance
- Wouldn't sit comfortably with the existing health unit
- Traffic chaos
- Will detract from the peaceful and pleasant surrounding area
- No justification to have 2 schools located on sites next to each other
- Traffic assessment cannot be accurate as the existing residential development is not fully occupied (approx. 50%)
- There are other more appropriate sites within Enfield



- The Ridgeway cannot cope with any more traffic
- Increase in gangs and drug dealing
- Lack of infrastructure
- Erode the value of the area

7.11 The neutral comments were supportive in relation to the development of the schools in principle, but reservations were raised in relation to the following (in summary):

- Concerns about impact on traffic and how it will be successfully managed
- Active travel encouraged – particularly cycling
- Concern that there is insufficient parking and drop off bays proposed
- Concern raised regarding having balconies in a secondary school

## **8.0 Relevant Planning History**

8.1 The site is subject to an extant outline planning permission (ref:14/04574/OUT), which approved a new hospital, a three-form entry primary school and up to 500 units of residential accommodation. The new hospital has been completed and Linden Homes have implemented the first phase of the residential element.

## **9. Relevant Planning Policies**

### **9.1 London Plan (2016)**

Policy 3.18	Education Facilities
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.7	Renewable energy
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.12	Flood risk management
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 5.15	Water use and supplies
Policy 5.16	Waste self sufficiency
Policy 6.9	Cycling
Policy 6.13	Parking
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.19	Biodiversity and Access to Nature

### **9.2 The London Plan – Intend to Publish (December 2019)**

9.3 Following an Examination in Public into the submission version of the Plan and modifications, in December 2019 the Mayor published his Intend to Publish

London Plan. On 13 March 2020, the Secretary of State issued Directions to change a number of proposed policies.

- 9.4 In line with paragraph 48 of the NPPF, the weight attached to this Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF.
- 9.5 Whilst the published London Plan (2016) remains part of Enfield's Development Plan, given the advanced stage that the Intend to Publish version has reached, significant weight can be attached to it in the determination of planning applications (although there is greater uncertainty about those draft policies that are subject to the Secretary of State's Direction). The following policies are considered particularly relevant:

- GG1 Building Strong and Inclusive Communities
- GG2 Making the Best Use of Land
- GG3 Creating a Healthy City
- D2 Infrastructure Requirements for Sustainable Densities
- D4 Delivering good Design
- D5 Inclusive Design
- D8 Public realm
- D11 Safety, security and resilience to emergency
- D12 Fire Safety
- D14 Noise
- S1 Delivering London's Social Infrastructure
- S3 Education and childcare Facilities
- S5 Sports and recreation facilities
- G5 Urban greening
- G6 Biodiversity and access to nature
- G7 Trees
- SI1 Improving air quality
- SI2 Minimising greenhouse gas emissions
- SI3 Energy Infrastructure
- SI5 Water Infrastructure
- SI7 Reducing Waste
- SI12 Flood Risk Management
- SI13 Sustainable Drainage
- T1 Strategic approach to transport
- T2 Healthy Streets
- T4 Assessing and Mitigating transport Impacts
- T5 Cycling
- T6 Car Parking
- T7 Deliveries, servicing and construction
- DF1 Delivery of the plan and planning obligations



9.6 Core Strategy (2010)

- CP8 Education
- CP20 Sustainable Energy use and Energy Infrastructure
- CP21 Delivering Sustainable Water Supply, Drainage and Sewerage infrastructure
- CP22 Delivering Sustainable Waste Management
- CP30 Maintaining and Improving the Quality of the Built and Open Environment
- CP34 Parks, Playing Fields and Other Open Spaces
- CP36 Biodiversity

9.7 DMD (2014)

- DMD16 Provision of New Community Facilities
- DMD37 Achieving High Quality and Design-Led Development
- DMD38 Design Process
- DMD42 Design of Civic Buildings
- DMD45 Parking Standards and Layout
- DMD47 New Roads, Access and Servicing
- DMD49 Sustainable Design and Construction Statements
- DMD51 Energy Efficiency Standards
- DMD53 Low and Zero Carbon Technology
- DMD57 Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
- DMD58 Water Efficiency
- DMD59 Avoiding and Reducing Flood Risk
- DMD60 Assessing Flood Risk
- DMD61 Managing Surface Water
- DMD78 Nature Conservation
- DMD79 Ecological Enhancements
- DMD80 Trees on Development Sites
- DMD81 Landscaping

9.8 Other Material Considerations

- National Planning Policy Framework (NPPF) 2019 (revised)
- National Planning Practice Guidance (NPPG)
- National Design Guide
- Enfield Characterisation Study

**10. Analysis**

Principle of Development

*Educational Need*

- 10.1 The proposals are considered in the context of relevant education related policy. Policy 3.18 (Education Facilities) of the London Plan 2016 states that:

*“The Mayor will support provision of childcare, primary and secondary school, and further and higher education facilities adequate to meet the demands of a*

*growing and changing population...Development proposals which enhance education and skills provision will be supported, including new build, expansion of existing or change of use to educational purposes. Those which address the current and projected shortage of primary school places and the projected shortage of secondary school places will be particularly encouraged."*

10.2 The policy continues and states that:

*"In particular, proposals for new schools, including free schools should be given positive consideration and should only be refused where there are demonstrable negative local impacts which substantially outweigh the desirability of establishing a new school and which cannot be addressed through the appropriate use of planning conditions or obligations."*

10.3 Policy 3.18 also states that:

*"Development proposals which maximise the extended or multiple use of educational facilities for community or recreational use should be encouraged."*

10.4 Strategic Objective 5 of the Enfield Core Strategy 2010 (Education, health and wellbeing) seeks to ensure the capacity and quality of local social infrastructure provision, including schools, is sufficient to meet the needs of Enfield's existing population and new residents.

10.5 The proposals must also have regard to Policy 8 (Education) of the Core Strategy which seeks to contribute to improving the lives and prospects of children and young people by supporting and encouraging provision of appropriate public and private sector pre-school, school and community learning facilities to meet projected demand across Enfield. It states that new facilities should be provided on sites that offer safe and convenient access by pedestrians, cyclists and public transport users, and schools will be encouraged to allow the use of buildings for other community purposes in the evenings and at weekends.

10.6 Having regard to the above policies, it is clear that the principle of providing new or enhanced educational facilities is strongly supported in principle by adopted policy and the strategic aims of the Council. This constitutes significant weight in favour of the proposed development when balancing the merits of the scheme.

10.7 It should also be noted a draft community use plan has been submitted for each school to show the parts of the premises which will be available for use by the community outside of school hours which is also a notable benefit associated with the development.

#### Character and Appearance

10.8 The NPPF (section 12) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development. London Plan policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should



respond to contributing towards “a positive relationship between urban structure and natural landscape features...” This is reflected in the emerging London Plan in Policies D4,D5 and D6

- 10.9 Civic buildings are required by DMD42 to be of a high standard and prominence within their community. They need to communicate their importance and function through architectural cues; they should positively address the public realm; have entrances which are prominent; and be designed to accommodate alternative uses.
- 10.10 The schools currently proposed must be considered not only in the context of their respective sites but also in how they will relate to each other and how they will contribute to the character of the wider area. They need to respond to their setting as existing but must also have regard to the wider Chase Farm masterplan and future development proposals being considered for the remaining parcels of land.
- 10.11 Mindful of this, it is considered appropriate to focus the school buildings at the junction of Chace Village Road and the Hunters Way extension. By concentrating the buildings and their main entrances, along with their respective reception plazas in this location, the space is identified as an important activity node which emphasises the civic presence of the schools, providing a legibility for the wider development.
- 10.12 However, it is acknowledged that focusing the buildings around this junction means that new buildings cannot be dispersed around the perimeters of the schools and consequently, much of the site boundaries do not have active frontages and will be enclosed by 3m high weldmesh fencing together with generous landscaping which will also incorporate SUDs features.
- 10.13 How best to address this has been carefully considered alongside the stated educational needs of the schools and their desire for adequate outdoor space for play and for formal sports provision. Consequently a number of alternative options have been considered and the design and siting of buildings for both schools has been revised to address this as much as it can,
- 10.14 On balance, having regard to the significant need for educational facilities which weighs heavily in favour of the development, this approach is considered acceptable . However, it will be important for the quality and density of landscaping and associated SUDs features to be exceptional to minimise the visual impact of the fencing when viewed from the public realm.
- 10.15 Turning to the buildings themselves, they are considered in turn below.

Secondary School and Community Building

- 10.16 The secondary school building would introduce a part 3, part 4 storey contemporary building at the junction of Chace Village Road and the Hunters Way extension. The simple form of the proposed building is considered acceptable and would allow for an efficient internal layout. The generous, slightly sunken, gathering space at the front of the site is welcome and is considered to provide a well thought out threshold to mark the school entrance.
- 10.17 Containing the multi-use community hub in a different building on the same site will allow for easy management of the two buildings. The community hub will also help activate a small additional portion of the site boundary.
- 10.18 The proposed car park would be located along the eastern site boundary. While it is considered there could be better arrangements for this, having regard to the stated operational requirements of the school, and the fact that there is space for tree planting and landscaping between the parking bays and the boundary, on balance, it is considered that the visual impact of the car parking can be minimised.

Primary School

- 10.19 The two-storey primary school building would be located on the opposite corner of Chace Village Road and the Hunters Way extension. The building addresses the corner well in terms of layout which is where the entrance and reception are sited. The scale and massing of the primary school is also considered to be acceptable.
- 10.20 The external play space for the nursery school is located at the front of the building between the building line and the public realm fronting on to Chace Village Road. There is concern is that there will be an immediate need to screen the boundary for safeguarding, which will result in little or no connection with the public realm. This matter has been raised with the applicant who contend that there will be sufficient planting and landscaping between the play space and the public realm to prevent overlooking or any safeguarding issues. A condition is therefore recommended to ensure that no additional solid screening is added in this location.
- 10.21 Having regard to the car park for the primary school, this will be accessed via the western site boundary and will wrap around behind the locally listed Clock Tower building, with no space for screening/ landscaping retained to the boundary. This matter has been raised with the applicants and they have advised that landscaping will be provided on the opposite side of the fencing. On balance, this is considered acceptable.

*Conclusion*

- 10.22 Overall, the proposed development is terms of its design, layout, scale, bulk and massing is considered acceptable and subject to appropriate conditions will not result in detrimental harm to the character and appearance of the wider area.



Traffic Generation, Access and Parking

- 10.23 Policy 6.3 of the London Plan and Policies T3 and T4 of the Intend to Publish London Plan require that the impact of development proposals on transport capacity and the transport network are fully assessed. The proposal must comply with policies relating to better streets (Policy 6.7), cycling (Policy 6.9), walking (Policy 6.10), tackling congestion (Policy 6.11), road network capacity (6.12) and parking (Policy 6.13). Policies DMD45 and 47 provide the criteria upon which developments will be assessed with regard to parking standards / layout and access /servicing.

*Access and Circulation*

- 10.24 The vehicle access to the main secondary school site is from an access road to the east, with other access from the Hunters Way Extension to serve the disabled parking bays. This approach is acceptable. The vehicle access to the primary school is from an access road to the west which is also acceptable.
- 10.25 It should be noted that the existing S38 agreement will need to be updated to reflect any changes to the configuration of the internal highway network. The Council's view remains that only roads providing a strategic function and linking to the public highway network will be considered for adoption. These matters are being discussed pro-actively between the applicant team and the Council with a view to confirming the extent of the S38 agreement. This can be incorporated into an appropriate plan within the Section 106 legal agreement.
- 10.26 Pedestrian and cycling access into the site are covered as part of the Active Travel Zone assessment below.

*Delivery and Servicing*

- 10.27 For the secondary school, deliveries and servicing will be undertaken within the car parking area within a dedicated loading bay which will be located in proximity to the building frontage. This approach is acceptable and sufficient space has been provided for larger vehicles to serve the site. To prevent several larger delivery vehicles being onsite at one time, the Applicant has advised that the school will manage their deliveries as they would be expected to do so in any regard to time them to avoid pupil pick-up and drop off. The school will work with suppliers to ensure time-managed deliveries are accommodated within the school site. In the unlikely event that two vehicles arrive simultaneously, there is considered to be sufficient space within the car park aisle to accommodate a waiting vehicle whilst the loading bay is temporarily in use.
- 10.28 For the primary school, deliveries and servicing will take place using a dedicated loading bay on the Hunters Way extension. Given the likely quantum and temporal distribution of trips, this approach is broadly acceptable. Should planning permission be granted, details will need to be secured via condition to make sure that demand is managed to prevent vehicles having to stop on the

highway if the loading bay is occupied. This can be included in the wider delivery and servicing plan condition.

- 10.29 A Construction Logistics Plan has been provided and is acceptable to the Council's Transportation Officer. Prior to implementation there should also be consultation with the Council's Highway Services and NRSWA teams. This can be secured by condition and has been agreed with the applicant.

*Public Transport Accessibility and Active Travel Zones*

- 10.30 The site is located within PTAL 2 to 3, with the frequent bus services for the hospital having a beneficial impact on public transport accessibility to the site. The submitted Transport Assessment (TA) notes that the site is well served by bus routes. However, there does appear to be a gap in connectivity to the west (Oakwood and Barnet) and the north-east, both of which could be areas the secondary school will serve. The applicant has commented on this point in their 'Transport Response' and has advised that whilst only three buses serve the Chase Farm site (W8, W9 and 313) they connect to a multitude of other buses a short distance away, largely focussed around Enfield town centre. These other bus services (e.g. 307/121/377/191) provide additional links to the north east and west of the Borough across the anticipated catchment of the school. It is not considered unreasonable for pupils (and staff) to have to use two bus services to reach the site. This position is accepted by Officers.
- 10.31 The TA also outlines the possible catchment for active modes (walking and cycling) which extends into surrounding areas. This indicates that a significant number of locations can be reached within generally accepted travel distances. However, the site is not directly served by a recognised cycle route so, given the increase in related trips, the development should support improvements to these links with a contribution expected via S106, particularly given that the Council is prioritising active travel. For the same reasons, a contribution towards improved pedestrian routes would also be expected. A contribution could go towards:
- Maintenance of vegetation along walking routes to ensure sufficient width is available to pedestrians.
  - Reinstatement of the footway in places where it has been subject to damage.
  - Provision of dropped kerbs where lack of provision exists.
- 10.32 The applicant has confirmed agreement to discuss contributions with the Council to improve the walking and cycling environment locally and these discussions are ongoing.

*Trip Generation*

- 10.33 The secondary school trip generation has been calculated using the same approach as for the previously approved temporary school provision, with an adjustment to reflect reduced staff parking being available on the proposed school site. There are also adjustments for factors such as pupil absence and after school clubs with assumptions based on experience from other sites. The



- primary school trip generation is based on the Chase Farm Hospital outline application with an adjustment to reflect staff travel patterns, then adjustments are made for factors such as pupil absence and after school clubs. For both there is then direct distribution of trips by mode.
- 10.34 For vehicle trips this means 480 total (in and out) AM peak trips, while for bus services there will be 436 trips in during the AM peak. Trips on foot are the highest with 782 into the wider site during the AM peak hour.
- 10.35 The submitted TA makes a case that all of these impacts can be reasonably accommodated on existing transport networks and services. The supplementary Transport Note makes clear that the trip generation assessment undertaken within the TA includes the entire cumulative impact of the wider Chase Farm development. This includes all trips anticipated by the primary school and secondary school, the approved and built housing (up to 500 units) and the existing hospital. This is considered acceptable.
- 10.36 With respect to bus impact, the assessment within the TA accounts for all existing development in addition to that which will be expected to be generated by the proposed two schools and 362 proposed dwellings. Within the TA it is recognised that the schools will have the greatest potential impact; however, the entire cumulative assessment is considered.
- 10.37 Following discussions, additional consideration has been given to the bus impact associated with the residential dwellings constructed as a part of Parcel A in the event that the impact assessment undertaken within the TA did not account for these units by virtue of the dwellings not being occupied at the time the TfL baseline data was collected which informed the assessment.
- 10.38 Using the trip generation methodology set out within the TA undertaken to support the original planning permission for the redevelopment of Chase Farm, the 162 dwellings which comprise Parcel A would be expected to generate only 7 person bus trips across the morning peak hour.
- 10.39 As set out in the Transport Assessment prepared for both the school and housing planning applications, the point of greatest bus usage is in proximity to the Chase Farm Hospital where occupancy reaches 32% with as many as 177 spare spaces available across all 3 bus services that operate.
- 10.40 As such, the additional demand created by a further 7 person bus trips associated with Parcel A would not affect the conclusions of the TA whereby it is concluded that each of the three bus services that operate to Chase Farm in the morning peak hour have limited existing usage with plentiful spare capacity available to accommodate additional patronage. It is therefore concluded that it has been demonstrated that existing bus capacity is sufficient to accommodate the additional trips generated from the schools and residential development.
- Highway Network*
- 10.41 Junction capacity assessments using industry standard models have been undertaken with data from 2014 which, in terms of vehicle volumes, is broadly

comparable to counts undertaken in 2019 (these counts were not undertaken for the purposes of junction modelling). Of the six junctions assessed, whilst more capacity is utilised (notably Hunters Way / Lavender Hill) they all continue to operate within maximum capacity.

- 10.42 After discussion with the Council's Transportation Officer, the submitted Transport Note has given further consideration to the impact on junction capacity which has further demonstrated that there is spare capacity to accommodate the additional trips forecast.

#### *Parking*

- 10.43 Cycle parking, including space for larger cycles, in line with the Intend to Publish London Plan is provided. This is acceptable and details of the design of this parking and final locations can be secured by way of a planning condition.
- 10.44 With regard to the 6 Form Entry secondary school accommodating, it is proposed that 40 car parking spaces will be provided for use by staff only (120 FTE staff), with 4 of these designated for disabled users (this level of disabled parking provision is in line with London Plan standards). In addition, electric vehicle charging infrastructure will need to be provided. These details can be secured by way of planning condition which has been agreed with the applicant.
- 10.45 In relation to the 3 Form Entry primary school, there will be 30 car parking spaces for 85 FTE staff and visitors. It has not been confirmed what provision is being made for disabled drivers and electric vehicle charging. These details can be secured by way of planning condition and this has been agreed with the applicant.
- 10.46 It is noted that the proposed level of car parking is below what might be expected for a school development, as is the absence of drop off and pick up facilities (with the exception of pupils with specific needs including those with disabilities). Therefore, to make this shortfall acceptable mitigation measures must be put in place to support people to use active and sustainable travel modes and deter them from overspill parking in nearby streets. This may need the provision of additional parking controls in the area and so a contribution is being sought to deliver these if required. This has been agreed in principle with the Applicant and discussions are ongoing in connection with the necessary legal agreement.

#### *Travel Plan*

- 10.47 The provision of a Framework Travel Plan and intention to provide separate travel plans for each school are noted. Details can be secured by way of a planning obligation. There will also need to be a travel plan monitoring contribution for each plan as well as TRICs compliant surveys. This has been agreed by the applicant.

#### *Mitigations*



10.48 The submitted TA notes that various transport improvements were secured as part of the original Chase Farm Hospital application. However, given the overall increase in the intensity of use proposed for these parcels it is appropriate to seek further mitigations to address the cumulative impacts of the intensification of use as follows:

- S38 agreement in respect of the highway for adoption as maintainable at public expense.
- Active travel zone improvements.
- Cycling and walking enhancements.
- Delivery and servicing management details to be secured by planning condition.
- Parking controls and related traffic orders as well as relevant lines and signage delivered as part of the S38 agreement – Approximately £10k.
- Travel plan monitoring – Approximately £5k per plan.
- Commitment to provide TRICS compliant surveys with the frequency to be agreed.

10.49 The applicant has confirmed that it is willing to collaborate with the Council in regard to these matters. The exact financial contribution required to facilitate the enhancements will be captured within a S106 Agreement. However, the Applicant is agreeable to the extent of financial contributions required which are in the order of £50,000 (not including the S38 works).

#### *Conclusion*

10.50 Having regard to the above, including the recommended conditions and mitigations via S106 Agreement, the proposed development is considered acceptable in relation to traffic generation, access and parking.

#### Impact on Residential Properties

##### *Light and Outlook*

10.51 Given their separation to existing residential properties, the proposed schools will not result in an unacceptable loss of light or outlook for the nearest residential occupiers. The nearest existing residential properties are located opposite the primary school (2-storey) on Parcel A of the Chase Farm site and comprise part of the Linden Homes development. These properties are separated from the application site by Chace Village Road and a landscape buffer (a distance of approximately 10m)

- 10.52 Having regard to the future residential development proposals and the wider Chase Farm masterplan, the schools are sufficiently detached from the residential accommodation indicated so as not to have an unacceptable impact.

*Noise and Disturbance*

- 10.53 Paragraph 180 of the NPPF considers noise impacts of development. It confirms that policies and decisions should aim to:

- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
- mitigate and reduce to a minimum other adverse impact on health and quality of life arising from noise from new development, including through the use of conditions;
- recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
- identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.

- 10.54 London Plan Policy 7.15 and Policy D14 of the London Plan (Intend to Publish) encourages development proposals to manage noise through appropriately locating noisy activity away from noise sensitive receptors or through mitigation where appropriate. Core Policy 32 recognises the noise pollution should be minimised and DMD68 provides the criteria upon which developments will be assessed.

- 10.55 Having regard to the current proposal, the provision of two schools will undoubtedly result in some additional noise and general disturbance, particularly at school drop off and pick up times. However, it is considered that the proposals are unlikely to have an unacceptably detrimental impact on residential development particularly having regard to the separation to the neighbouring residential occupiers (existing and proposed) and the suburban setting of the site where a certain level of noise and activity must be expected.

- 10.56 Furthermore, no concerns have been raised by Environmental Health. Conditions in relation to contamination, emissions standards, submission of an acoustic report and impact piling have been recommended should planning permission be granted.

*Lighting*

- 10.57 The NPPF advises that through the encouragement of good design, policies and decisions should limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. The supporting text to London Plan policy 7.5 confirms the balance that must be struck between issues of safety / security and reducing light pollution. Core Policy 32 recognises the need to minimise light pollution and DMD69 confirms that development which



results in light pollution that has a harmful impact on local amenity, nature conservation/wildlife and environment will not be permitted. Restrictions on the hours of operation may be imposed.

- 10.58 An external lighting plan has not been submitted with this application. It is recommended that this be required by condition. However, it has been confirmed that no floodlighting for the MUGAs is proposed. Should floodlighting be required in the future, planning permission would be required
- 10.59 This is considered acceptable in relation to the aforementioned policies.

*Impact on Chase Farm Hospital Users*

- 10.60 Having regard to the above assessment on residential amenity, the relationship to the use of the adjoining hospital must also be assessed. It is considered that the schools will not have an adverse impact on existing hospital users and will represent a compatible use adjacent to the hospital site. The main activity associated with the schools will be located in close proximity to their main buildings and entrances at the junction of Chace Village Road and the Hunters Way extension which is separated from the hospital buildings by in excess of 80m.
- 10.61 The playing pitches and MUGAs will be in closer proximity to the hospital site, however activity in these areas will largely be organised and supervised which will reduce noise and disturbance. Restrictions on external lighting, and confirmation that the MUGAs will not be flood lit, will minimise use of these areas during unsociable hours and times of use can also be managed through the Community Use Agreement. The draft Community Use Agreement submitted states that use of external areas will cease at 22:00. A final version of the Community Use Agreement will be required by condition.

*Conclusion*

- 10.62 Having regard to the above assessment, it is considered that whilst the schools will result in a greater intensity of use, the impact on neighbouring amenity, subject to the recommended conditions, will not be unacceptable.

Climate Change – Sustainable Design and Construction

*Biodiversity/Ecology*

- 10.63 Policy 7.19 of the London Plan (“Biodiversity and access to nature”) and Policy G6 of the London Plan (Intend to Publish) requires development proposals to make a positive contribution, where possible, to the protection, enhancement, creation and management of biodiversity. Furthermore, Core Policy 36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites while policy DMD79 advises that onsite ecological enhancements should be made where a development proposes more than 100 sqm of floor space, subject to viability and feasibility.

- 10.64 An ecological appraisal has been submitted with this application. The trees and scrub on-site have been assessed as offering habitat suitable for use by nesting birds during March and August, inclusive. Areas of species-poor semi-improved grassland, scrub and woodland have also been identified as offering habitat for common reptile species, and several buildings and trees were identified as offering bat roosting habitat. It is noted that the comments in relation to reptiles relate to parcel C (part of the residential site) and therefore are not considered further here.
- 10.65 In relation to bats, a further bat survey has been undertaken as required which includes recommendations to prevent unacceptable impacts. These relate to minimising light pollution and checking potential nesting sites by an appropriately qualified ecologist prior to any works. A condition is recommended that the development proceeds in accordance with the recommendations of the bat survey.
- 10.66 In relation to nesting birds, it is recommended that vegetation clearance be undertaken outside of the breeding bird season. If this is not feasible, then a survey of all vegetation to be disturbed should be performed within a 48 hour period prior to works, to identify any nests present. Should any active nests be found, then all work in these areas will have to wait until all young have fully fledged. A condition to this effect is recommended.
- 10.67 A condition in relation to ecological enhancement is also recommended to enhance the ecological value of the site in line with Policy DMD 79.

### *Energy*

- 10.68 Policy DMD 51 sets out the Councils energy efficiency standards. All developments will be required to demonstrate how the proposal minimises energy-related CO2 emissions in accordance with the following energy hierarchy:
- a. Maximising fabric energy efficiency and the benefits of passive design;
  - b. Utilising the potential for connection to an existing or proposed decentralised energy network in accordance with DMD 52 'Decentralised Energy Networks';
  - c. Demonstrating the feasibility and use of low or zero carbon technology in accordance with DMD 53 'Low and Zero Carbon Technology'; and, where applicable,
  - d. Financial contributions
- 10.69 Paragraph 148 states that the planning system should support the transition to a low carbon future in a changing climate. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.
- 10.70 The applicant has provided an Energy Statement that confirms that the project has been designed in line with the London Plan Energy Hierarchy with a focus on



a fabric first energy strategy. The document confirms that by utilising photovoltaic panels on both school sites an energy saving of 57% over part L of building regulations (2013) can be achieved – in excess of the 35% reduction required by Council policy. Compliance with the submitted energy statement will be required by condition.

- 10.71 The application is also accompanied by a BREEAM pre-assessment for each school site. They indicate that each site can achieve a 'Very Good' rating. The assumptions made are reasonable and, in relation to the above potential condition, the applicants have committed to continued monitoring of energy performance. The building has been designed to minimise energy consumption by using passive design features, such as: mechanical ventilation with heat recovery, a hybrid ventilation system, maximising natural daylighting, passive cooling via exposed thermal mass, utilising a smart building management system incorporating zoning and metering, and provision of a photovoltaic (PV) array mounted south facing at a 30° pitch on the flat roof of the new building.

*Sustainable Drainage Systems (SUDs)*

- 10.72 London Plan policies 5.12 and 5.13 as well as Policy SI13 of the London Plan (Intend to Publish) 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 while 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.
- 10.73 DMD61 (“Managing surface water”) also requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates.
- 10.74 The site is located in Flood Zone 1 and is therefore not at risk of flooding from rivers. From the available information, surface water, groundwater and artificial sources are considered to present low risks of flooding to the site.
- 10.75 All types of development including ‘More Vulnerable’ developments are considered appropriate land uses within Flood Zone 1. The proposed development is therefore appropriate in the context of current National Planning Policy, and the proposals are considered appropriate for the site location.
- 10.76 In relation to the detailed SUDs strategy proposed, discussions are ongoing between the Council's SUDs Officer and the applicant team in order to optimise the SUDs solution for the site. Further details will be reported to the planning committee and conditions detailed as necessary.

*Trees and Landscaping*

- 10.77 Policy DMD 80 requires the retention and protection of trees of amenity and biodiversity value on a site and in adjacent sites that may be affected by proposals. Policy DMD 81 ensures development must provide high quality landscaping that enhances the local environment.
- 10.78 Tree Preservation Order (TPO) 386/2015 covers several trees on the secondary school site as well as within the wider Chase Farm masterplan area. In relation to the schools, there are 3 Category A TPO trees within the secondary school site boundary. These include an English Oak identified as T9 and a group of two London Plane identified as G18.
- 10.79 The submitted proposals seek to retain the existing TPO trees as part of the proposed landscaping scheme and additional tree planting is also proposed (39 additional trees are proposed on the secondary school site and 49 additional trees are proposed on the primary school site).
- 10.80 Some clarification is being sought in relation to TPO tree T9 and the effect of the proposed sports pitch on the root protection area of this tree having regard to the likely need to excavate the ground in very close proximity to achieve a level playing pitch and an update will be provided at Planning Committee

*Conclusion*

- 10.81 Subject to satisfactory resolution of outstanding matters in relation to trees and SUDs, the design and construction of the proposal would have appropriate regard to environmental sustainability issues.

Secure by Design

- 10.82 Principles of Secure by Design have been addressed in the submitted Design and Access Statement. The approach is currently under review by the Designing Out Crime Officer and, once received, his findings will be reported to the Planning Committee. In the meantime, a Secure by Design condition is recommended to ensure that these matters are fully addressed.

Fire Strategy

- 10.83 The submitted Design and Access Statement states that the proposed building has been designed to meet the functional requirements of Part B of the Building Regulations 2010 (as amended) by following the guidance of BS 9999 (2017). However, a detailed fire strategy has not been submitted. Although matters of fire safety are more appropriately controlled under the building regulations, having regard to Policy D12 of the Intend to Publish London Plan, to this end a condition is recommended that a full fire strategy, to be considered in consultation with the London Fire Commissioner, be submitted for approved.



## **Section 106 (S106) Obligations**

### Highways

- 10.84 A S106 agreement will be required in order to mitigate against transport implications of the development. The final Heads of Terms are to be agreed with the applicant but are broadly set out in para.10.49 of this report.

### Employment and Skills

- 10.85 There is a requirement for an Employment and Skills Strategy in accordance with the provisions of the Council's adopted Section 106 SPD. The Council is committed to maximising the number and variety of jobs and apprenticeships available to residents of the borough and maintaining and encouraging the widest possible range of economic activity, including the availability of a skilled labour force. To this end, the Council will seek agreement with developers to secure appropriate planning obligations for employment and training initiatives as part of development proposals. The Council is committed to maximising the number and variety of jobs and apprenticeships available to residents of the borough and maintaining and encouraging the widest possible range of economic activity, including the availability of a skilled labour force.
- 10.86 Provision, agreement and implementation of an Employment and Skills Strategy will form part of a S106 Agreement.

### **Community Infrastructure Levy (CIL)**

- 10.87 As of April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development.
- 10.88 Due to the educational nature of the development however, the development is exempt from making a CIL payment.

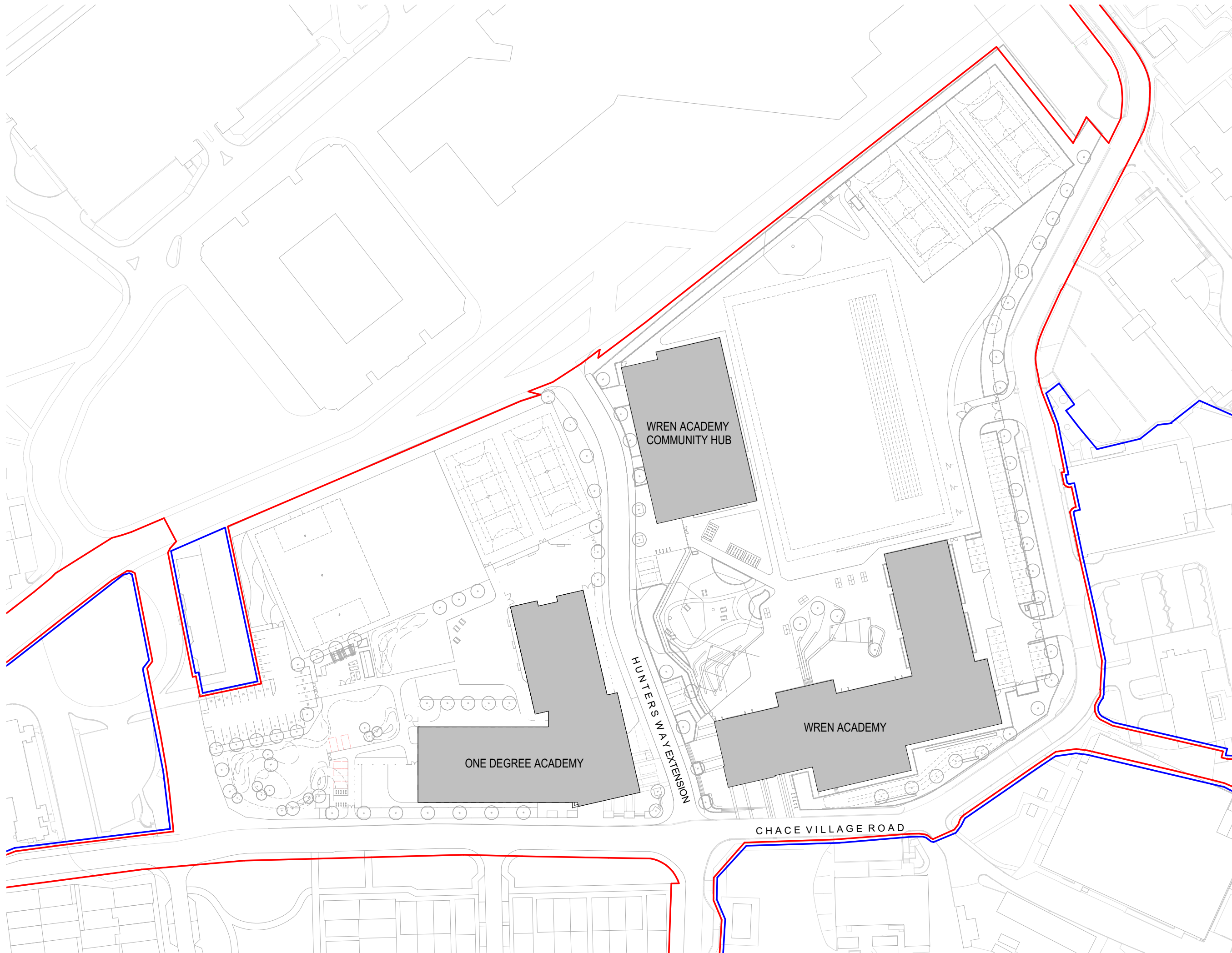
## **11. Conclusion**

- 11.1 Planning decisions on applications are made must be made in accordance with the provisions of the "development plan" having regard to any other material considerations.
- 11.2 Currently there is need for school places and insufficient provision for education in the Borough, particularly secondary provision in North West Enfield. Given the limited availability of sites to meet such need, this situation weighs heavily in favour of the development as part of a balanced planning judgement.
- 11.3 The reasons for recommending approval of this application are:

- The principle of the development is appropriate given its size, form and detailed design.
- The site was selected following a review of available sites and it was considered that the site was the only available and suitable site for the proposed development without encroaching into the Green Belt
- The proposal would not have an unacceptably detrimental impact on the character and appearance of the area.
- The proposed development would meet an identified need for educational facilities.
- The development by virtue of its size, location and proximity would not harm the amenity of neighbouring residents.
- The proposal would not cause any unacceptable harm upon highway safety or the flow of traffic in the locality.
- The design and construction of the proposal would have appropriate regard to environmental sustainability issues including energy and water conservation, renewable energy generation, and efficient resource use.
- The proposed development would meet the Council's policy objectives in terms of climate change, low carbon energy and sustainable construction.
- The proposal would protect and/or replace trees of amenity and biodiversity value.

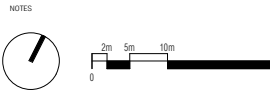
11.4 Having regard to the above assessment it is recommended that planning permission be granted subject to conditions and a S106 Agreement.





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KEY PLAN



**KEY:**  
— ONE DEGREE & WREN ACADEMY SITE BOUNDARY  
— DIE OWNERSHIP

REV	DATE	DESCRIPTION	BY	CHKD

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PROJECT  
ONE DEGREE ACADEMY

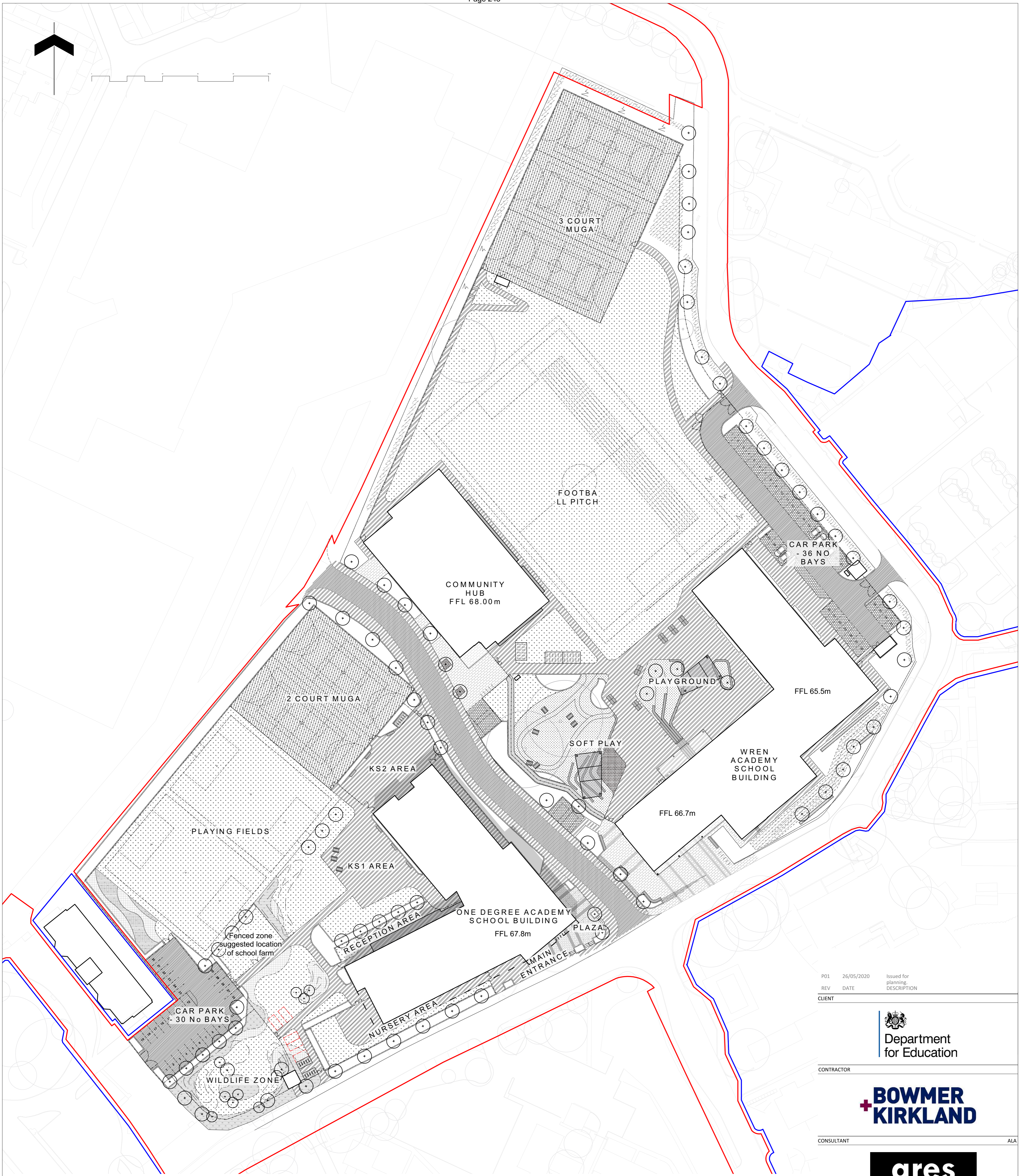
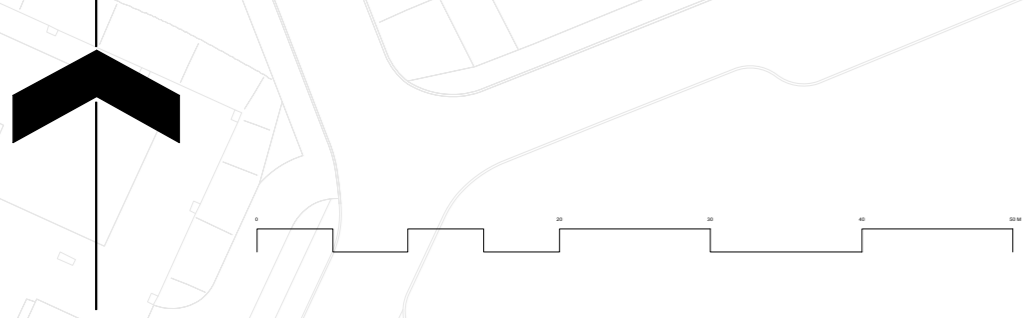
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PLANNING APPLICATION  
PROPOSED SITE PLAN

SCALE  
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DRAWING NO  
FS0404-JWA-ZZ-ZZ-DR-A-0004 PO1

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REV	DATE	DESCRIPTION
P01	26/05/2020	Issued for planning

CLIENT



CONTRACTOR



CONSULTANT

ALA



PROJECT

One Degree Academy & Wren Academy, Enfield

DRAWING TITLE

Whole Site Landscape General Arrangement

DRAWING PURPOSE

S2 - PLANNING

DRAWN BY	DATE	CHK'D BY	SCALE	MEDIA
TB	13/03/2020	CW	1:500	A1

CONTRACT DRAWING REFERENCE (AS REQUIRED)

PROJECT - ORIGINATOR - ZONE - LEVEL - TYPE - ROLE - NUMBER

FS0404-ALA-00-XX-DR-L-0101 P01

- Site**
- Planning Application Boundary
  - Ownership Boundary
  - Proposed Building
  - Canopy / Building Overhang
- Planting**
- Proposed Tree
  - Grass Seed
  - Amenity Planting
  - Bulb Planting
  - Meadow Planting

- Paving**
- Pedestrian Tarmac To Engineer's Specification
  - Vehicular Tarmac To Engineer's Specification
  - MUGA Permeable Surface To Engineer's Specification
  - Concrete Block Paving
  - Feature Paving Banding

- Furniture**
- Seating Bench 600 x 2200mm
  - Picnic Table Set
  - Cycle Stands
  - Cycle Shelter
  - Proposed Canopy
  - Proposed Steps

- Fencing and Structures**
- Proposed Fencing Refer to Fencing General Arrangement for details
  - Proposed Gates Refer to Fencing General Arrangement for details



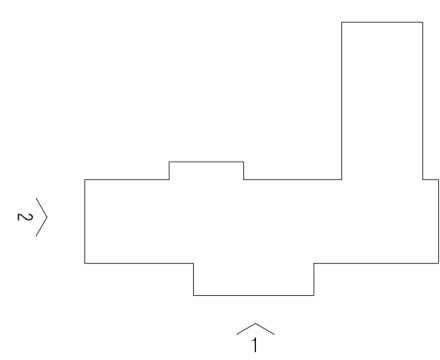


1 SOUTH-EAST ELEVATION  
3001 1:200



2 SOUTH-WEST ELEVATION  
3001 1:200

KEY PLAN



NOTES

- 1 BRICK TYPE A1
- 2 BRICK TYPE A2
- 3 METAL CLADDING
- 4 PPC ALUMINIUM WINDOW
- 5 PPC ALUMINIUM DOOR
- 6 PPC ALUMINIUM CURTAIN WALLING
- 7 PPC ALUMINIUM LOUVRE
- 8 PPC BACK PAINTED GLAZING
- 9 ZONE FOR SIGNAGE

REV	DATE	DESCRIPTION	DRAWN BY	CHECKED BY
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P02	22.08.20	PLANNING APPLICATION ISSUE	AK	WG

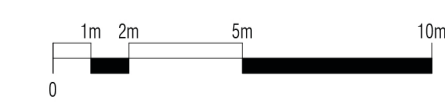
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 PLANNING APPLICATION  
 PROPOSED ELEVATIONS  
 SOUTH-EAST & SOUTH-WEST

CLIENT  
 BOWMER + KIRKLAND  
 PROJECT  
 WREN ACADEMY

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1 SOUTH ELEVATION  
3001 1:200



2 WEST ELEVATION  
3001 1:200

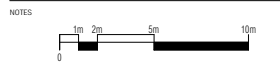
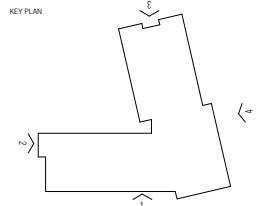


3 NORTH ELEVATION  
3001 1:200



4 EAST ELEVATION  
3001 1:200

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- 1 BRICK TYPE C1
- 2 BRICK TYPE C2
- 3 BRICK TYPE C3
- 4 ZONE FOR SIGNAGE
- 5 METAL CLADDING SYSTEM
- 6 PERFORATED METAL CLADDING SYSTEM
- 7 PPC ALUMINIUM DOORS & LOUVRES
- 8 PPC ALUMINIUM WINDOWS & LOUVRES
- 9 PPC ALUMINIUM CURTAIN WALLING
- 10 PPC BACK PAINTED GLAZING

REV	DATE	DESCRIPTION	DRWN	CHKD

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DRAWING TITLE  
PLANNING APPLICATION  
PROPOSED ELEVATIONS

SCALE	SHEET
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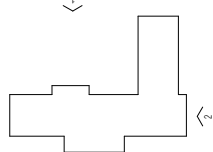


1 NORTH-WEST ELEVATION  
3002 1:200



2 NORTH-EAST ELEVATION  
3002 1:200

KEY PLAN



NOTES

- 1 BRICK TYPE A1
- 2 BRICK TYPE A2
- 3 METAL CLADDING
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- 8 PPC BACK PAINTED GLAZING
- 9 ZONE FOR SIGNAGE

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01	28.05.20	PLANNING APPLICATION ISSUE	AM	MC

DRAWING TITLE  
PLANNING APPLICATION  
PROPOSED ELEVATIONS  
NORTH-WEST & NORTH-EAST

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BOWMER + KIRKLAND  
PROJECT  
WREN ACADEMY

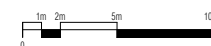
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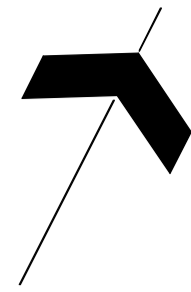
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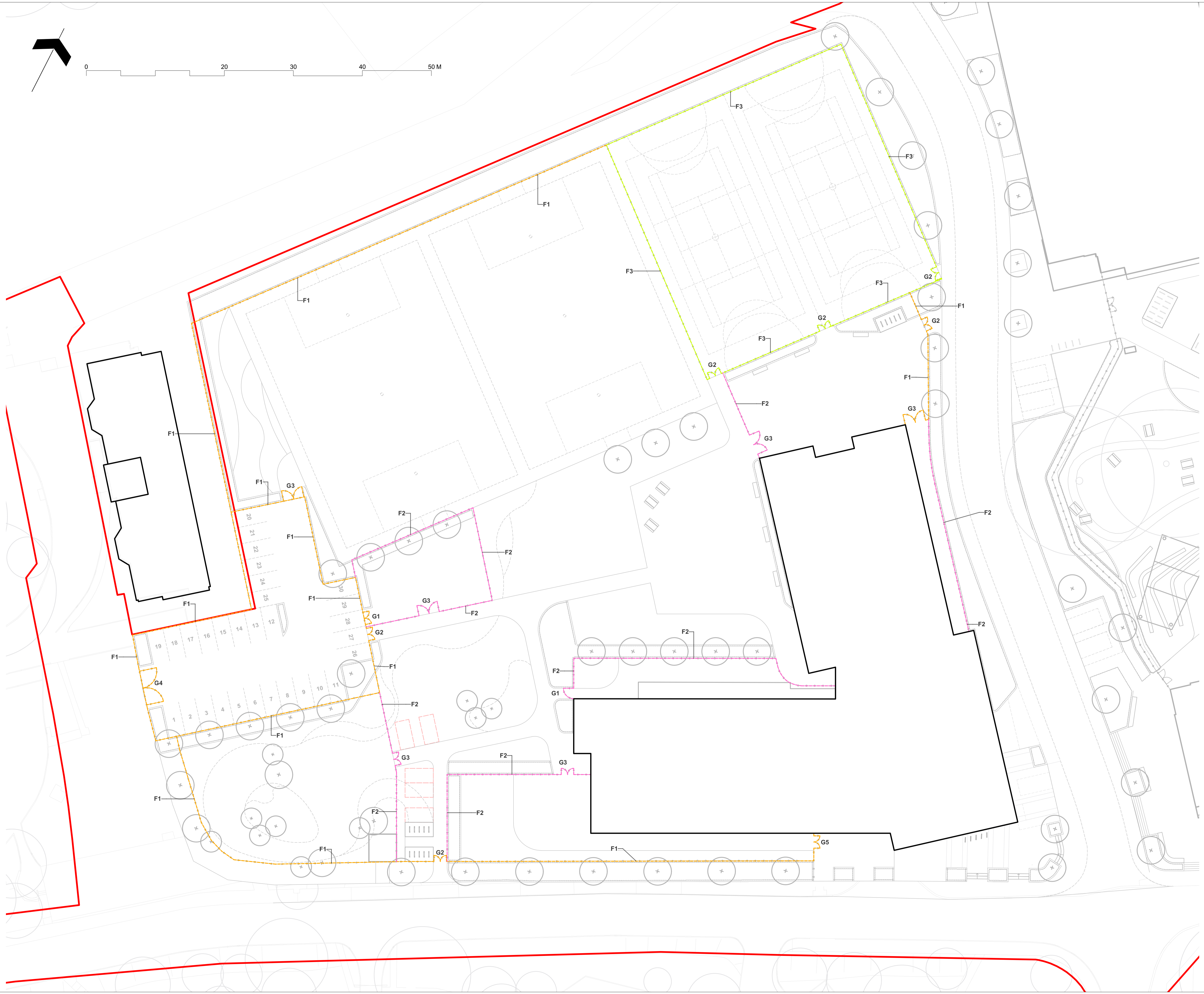




Site  
— Planning Application Boundary

Fencing Types  
F1 3m height  
Perimeter Security Weldmesh Fencing  
F2 1.2m height  
Bow Top Railing  
F3 3m height  
MUGA Fencing

Gate Types  
Panel style to match adjacent fencing  
G1 1.5m width  
Single Leaf Gate  
Manual opening  
G2 1.8m width  
Double Leaf Gate  
Manual opening  
G3 3m width  
Double Leaf Gate  
Manual opening  
G4 5m width  
Double Leaf Gate with  
Automatic electronic opening  
G5 1.8m width  
Double Leaf Gate with  
Automatic electronic opening



P01	26/05/2020	Issued for planning
REV	DATE	DESCRIPTION
CLIENT		



CONTRACTOR



CONSULTANT ALA



PROJECT

One Degree Academy

DRAWING TITLE

Fencing General Arrangement

DRAWING PURPOSE

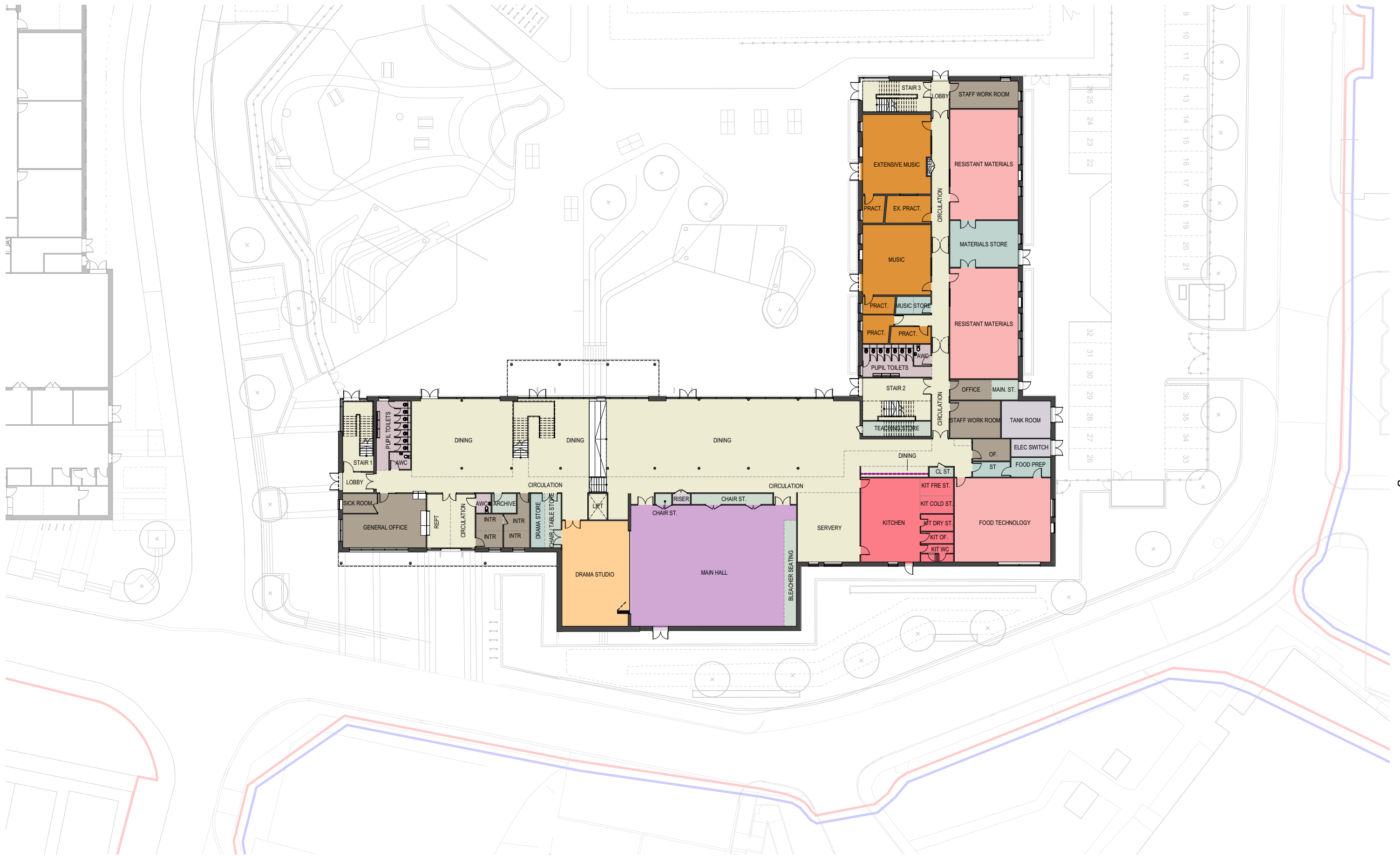
S2 - PLANNING

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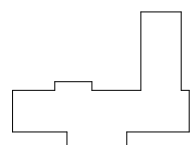
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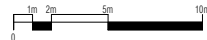




KEY PLAN



NOTES



WREN ACADEMY & ONE DEGREE ACADEMY SITE BOUNDARY  
 DfE OWNERSHIP

REV. DATE DESCRIPTION  
 01 28.05.20 PLANNING APPLICATION ISSUE

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 AL MC

DRAWING TITLE  
 PLANNING APPLICATION  
 PROPOSED PLANS  
 GROUND FLOOR

CLIENT  
 BOWMER + KIRKLAND  
 PROJECT  
 WREN ACADEMY

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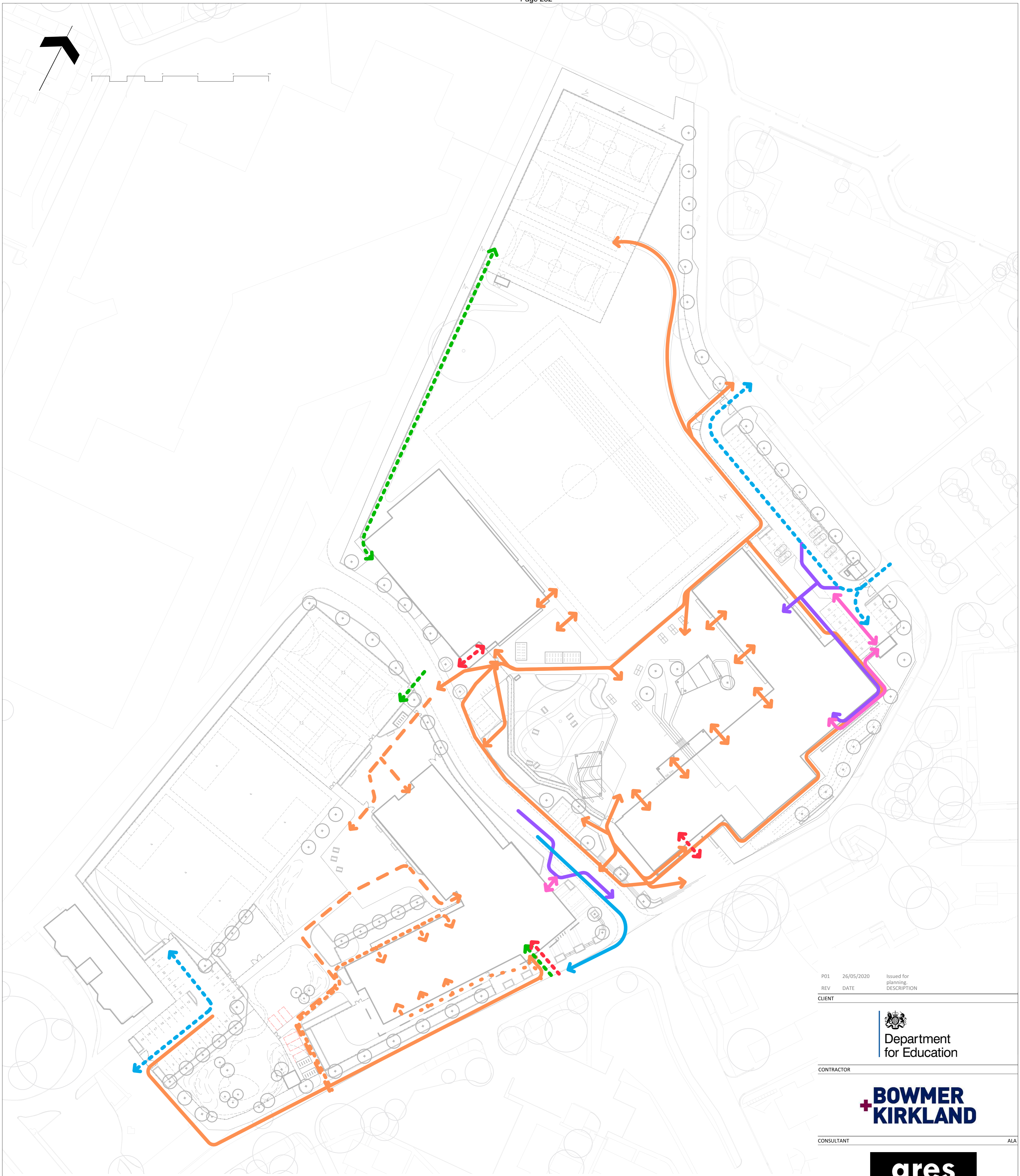
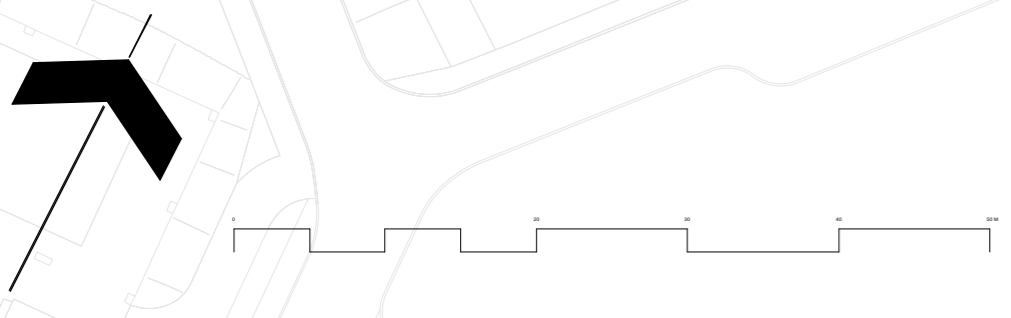
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REV	DATE		DESCRIPTION

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CONSULTANT

ALA



PROJECT

One Degree Academy & Wren Academy, Enfield

DRAWING TITLE

Whole Site Access and Circulation Plan

DRAWING PURPOSE

S2 - PLANNING

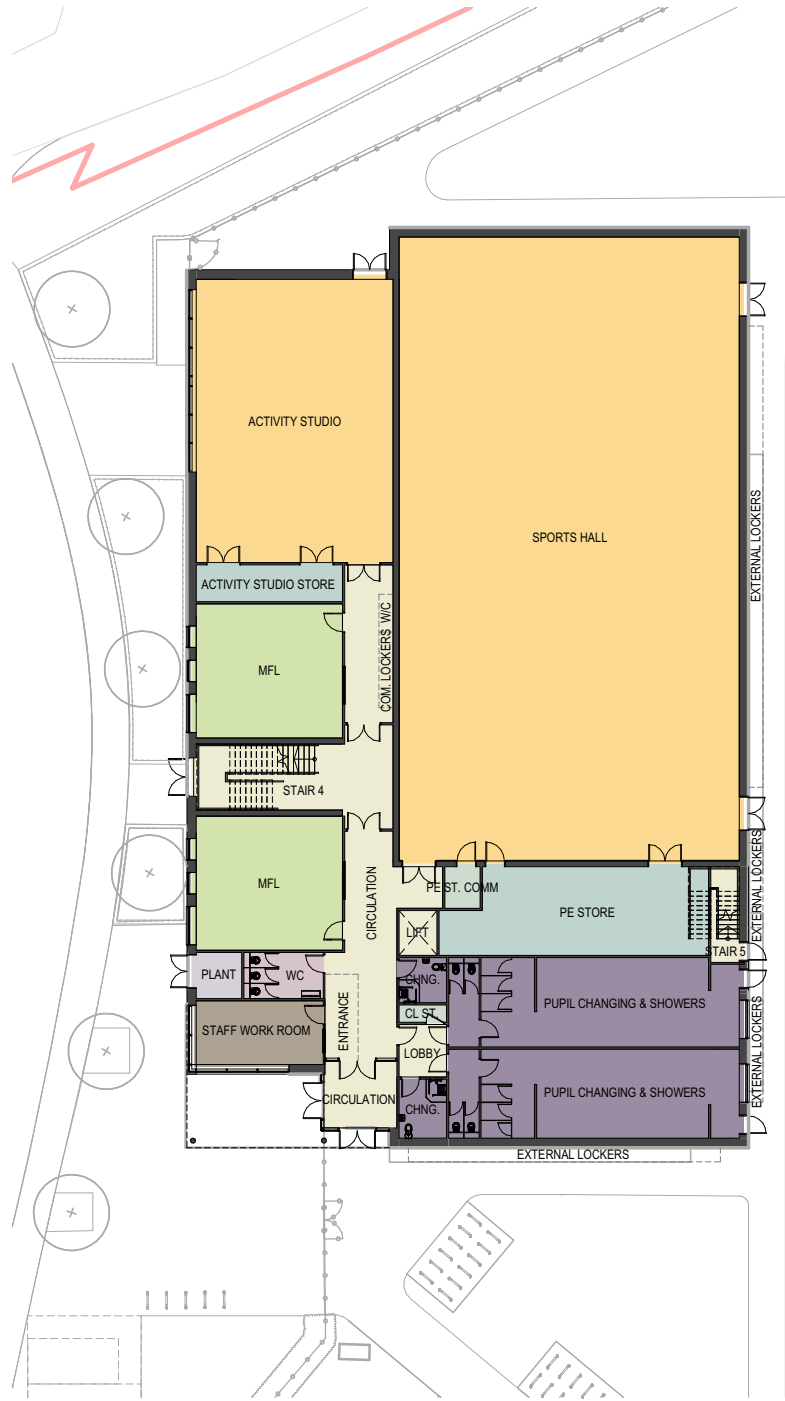
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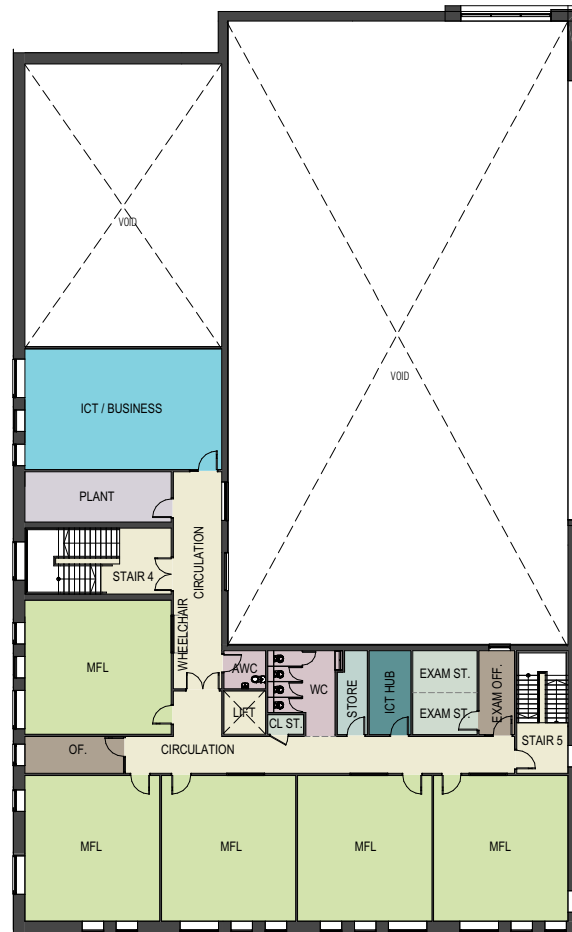
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FS0404-ALA-00-XX-DR-L-0103	P01

- Pedestrian**
- Nursery Circulation
  - Reception Circulation
  - KS1 / KS2 Circulation
  - Staff / Secondary School Student Circulation
  - Visitor Circulation
  - Community Circulation (Sports use)
- Vehicular**
- Staff Parking
  - Fire Tender
  - Vehicular Deliveries / Refuse Collection
  - Pedestrian Deliveries / Refuse Collection

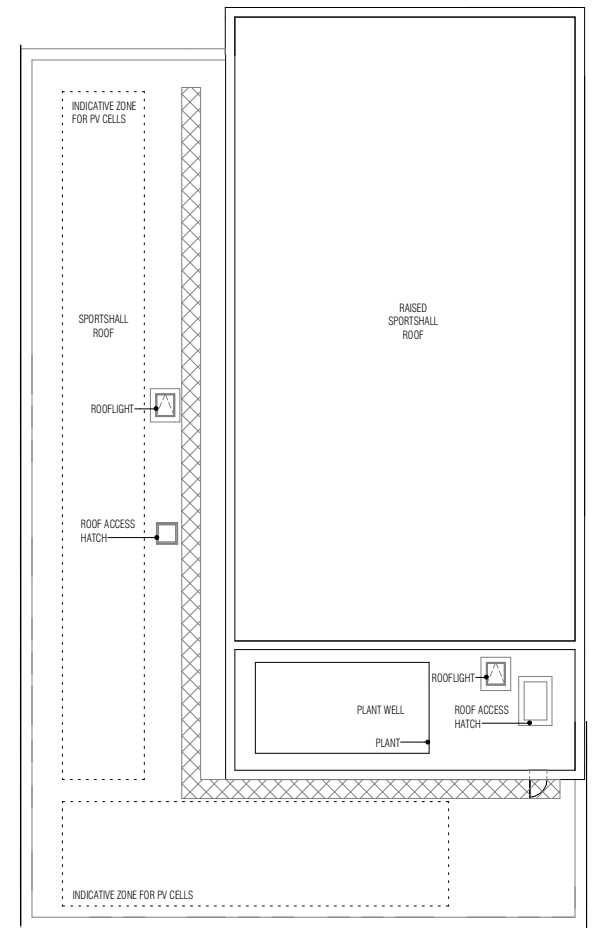




1 SPORTS BLOCK - GROUND FLOOR  
1005 1:200

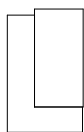


2 SPORTS BLOCK - FIRST FLOOR  
1005 1:200

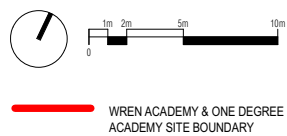


3 SPORTS BLOCK - ROOF PLAN  
1005 1:200

KEY PLAN



NOTES



WREN ACADEMY & ONE DEGREE  
ACADEMY SITE BOUNDARY

REV.	DATE	DESCRIPTION	DRAWN BY	CHECKED BY
01	28.05.20	PLANNING APPLICATION ISSUE	AK	MC

DRAWING TITLE  
PLANNING APPLICATION  
PROPOSED PLANS  
GROUND FLOOR, FIRST FLOOR &  
ROOF PLANS

CLIENT  
BOWMER + KIRKLAND  
PROJECT  
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1 SOUTH-EAST ELEVATION  
3003 1:200



2 SOUTH-WEST ELEVATION  
3003 1:200

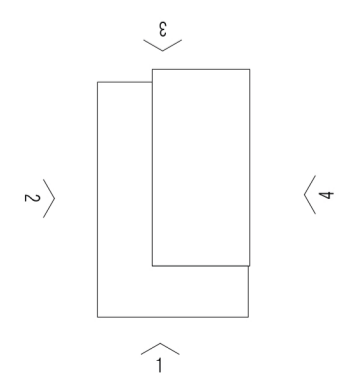


4 NORTH-EAST ELEVATION  
3003 1:200



5 NORTH-WEST ELEVATION  
3003 1:200

KEY PLAN



NOTES

- 1 BRICK TYPE B1
- 2 BRICK TYPE B2
- 3 METAL CLADDING
- 4 PPC ALUMINIUM WINDOW
- 5 PPC ALUMINIUM DOOR
- 6 CURTAIN WALL GLAZING
- 7 PPC ALUMINIUM LOUVRE
- 8 PPC BACK PAINTED GLAZING
- 9 ZONE FOR SIGNAGE
- 10 EXTERNAL LOCKERS
- 11 METAL CLAD PROJECTING FINIS

REV	DATE	DESCRIPTION	DRAWN BY	CHECKED BY
P01	28.05.20	PLANNING APPLICATION ISSUE	AK	WG
P02	22.08.20	PLANNING APPLICATION ISSUE	AK	WG

DRAWING TITLE  
PLANNING APPLICATION  
PROPOSED ELEVATIONS

CLIENT  
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PROJECT  
WREN ACADEMY COMMUNITY HUB

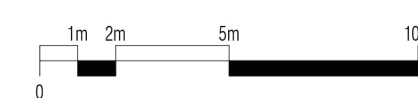
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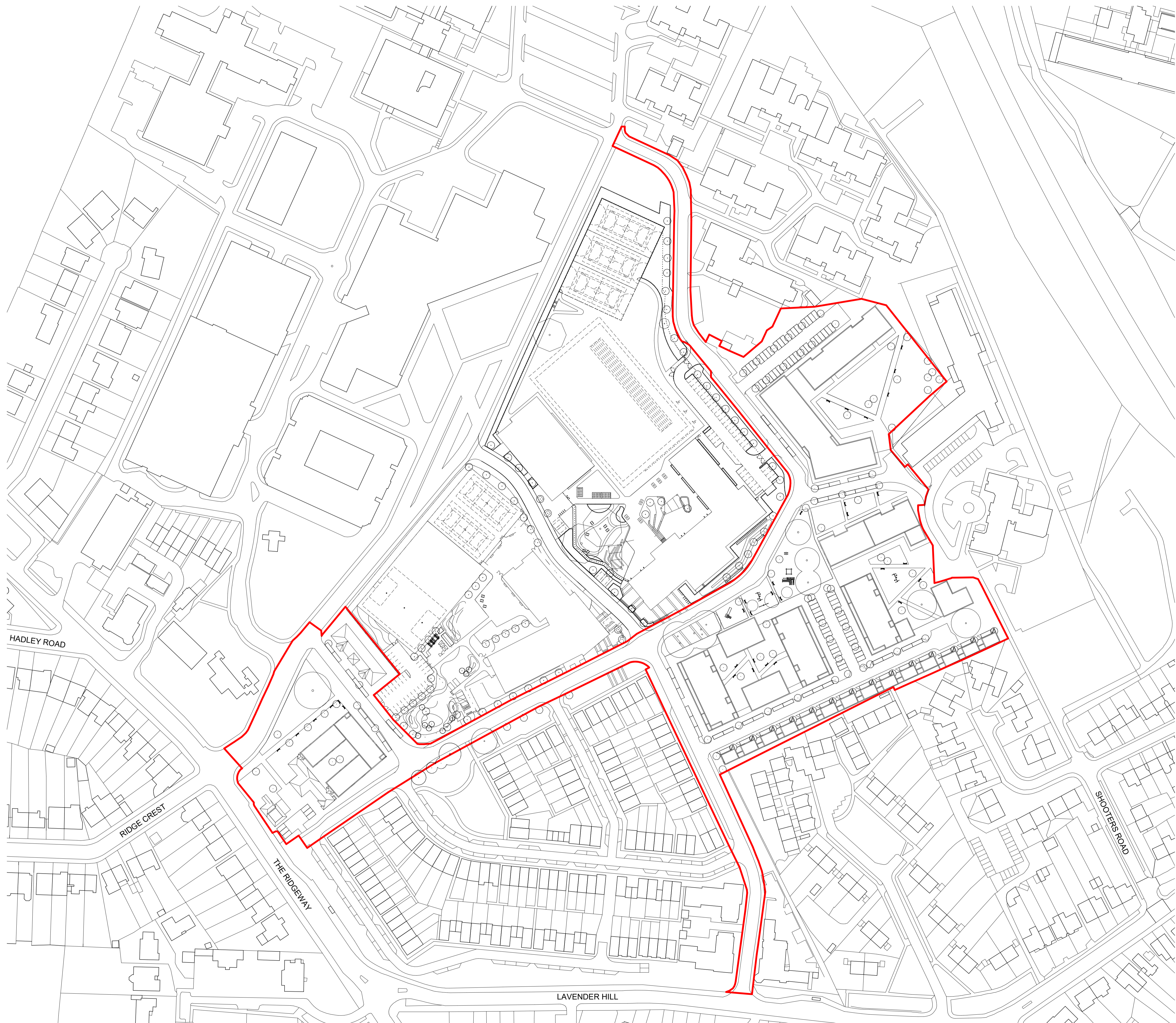








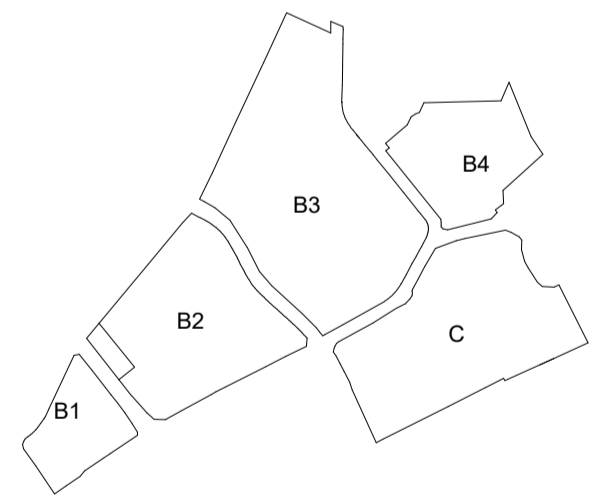




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 All partitions set out to studwork or structure.  
 For setting out and specification of M&E services refer to M&E Consultants documents.  
 For setting out and specification of structure refer to Structural Engineer's documents.

Scale: 10 0 10 20 50 m  
 Metres 1:1000



rev.	date	description	drawn	checked
A	28.05.2020	Issued for Information	JC	PW
-	21.05.2020	Issued for Information	JC	PW

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project	job number	drawn	scale	date created
Chase Farm Masterplan	18-070 NP	1:1000@A1	May 20'	
drawing title	drawing number	reason	suitability	
Indicative Masterplan	CHF-PTE-ZZ-XX-DR-A-99006	A		



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