

# Public Document Pack



## PLANNING COMMITTEE

Tuesday, 15th December, 2020 at 7.30 pm

Contact: Jane Creer / Metin Halil  
Committee Administrator  
Direct : 020-8132-1211 / 1296  
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## **PLEASE NOTE : VIRTUAL MEETING**

E-mail: [jane.creer@enfield.gov.uk](mailto:jane.creer@enfield.gov.uk)  
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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/37Fk3wB>

## 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. 20/02611/VAR - 5 STATION ROAD, LONDON, N11 1QJ (Pages 3 - 26)

RECOMMENDATION: That subject to the completion of a legal agreement, the Head of Development Management /Planning Decisions Manager be authorised to GRANT planning permission subject to conditions.

WARD: Southgate Green

**5. 17/05384/FUL - EDMONTON METHODIST CHURCH, 300 FORE STREET, LONDON, N9 0PN (Pages 27 - 60)**

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: Edmonton Green

**6. 20/03070/FUL - FALCON ROAD SPUR, EN3 4LX (Pages 61 - 80)**

RECOMMENDATION: That subject to the completion of a Deed of Variation to the Section 106 Agreement, the Head of Development Management / Planning Decisions Manager be authorised to Grant planning permission subject to conditions  
WARD: Ponders End

**7. 20/02475/FUL AND 20/02476/ADV - MERIDIAN STUDIOS, HAWLEY ROAD, LONDON, N18 3QU (Pages 81 - 112)**

RECOMMENDATION: That temporary planning permission and advertising consent be Granted subject to the conditions.  
WARD: Upper Edmonton

Please see the links below to the public register for item 7 – drawings will be amongst the documents

<https://planningandbuildingcontrol.enfield.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=QELIENJN15O00>

<https://planningandbuildingcontrol.enfield.gov.uk/online-applications/applicationDetails.do?activeTab=documents&keyVal=QELIFFJN15P00>

**8. 20/01526/FUL - 241 GREEN STREET, ENFIELD, EN3 7SJ (Pages 113 - 184)**

RECOMMENDATION: Notwithstanding any direction from the Mayor of London to the contrary, that planning permission be Granted, subject to conditions and a Section 106 legal agreement.  
WARD: Enfield Highway

**9. FUTURE MEETING DATES**

The next meeting of the Planning Committee will be Tuesday 5 January 2021.





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**MUNICIPAL YEAR 2020/2021 - REPORT NO**

**COMMITTEE:**  
 PLANNING COMMITTEE  
 15.12.2020

AGENDA - PART 1	ITEM 3
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SUBJECT -
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MISCELLANEOUS MATTERS
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**REPORT OF:**  
 Head of Planning

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

#### **4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS** INF

4.1.1 In accordance with delegated powers, 231 applications were determined between 13/11/2020 and 03/12/2020, of which 174 were granted and 57 refused.

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

##### Background Papers

To be found on files indicated in Schedule.

#### **4.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS** DEC

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

##### Background Papers

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

(2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

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**PLANNING COMMITTEE**

15 December 2020

**REPORT OF:**

Head of Planning - Vincent Lacovara

**Subject:**

**Planning Committee 15<sup>th</sup> December**

**Update for Members**

Contact officer:

Andy Higham - Head of Development Management

E mail: [andy.higham@enfield.gov.uk](mailto:andy.higham@enfield.gov.uk)

Tel: 0208 132 0711

**Update to Planning Committee - Addendum**

Ahead of Tuesday's Planning Committee meeting, please note the following updates to agenda items 4, 5 and 6 which will be of assistance to Members in your assessment of the proposals.

**Agenda Item: 4**

**20/02611/VAR – 5 Station Road, New Southgate, N11**

1. Update

- 1.1 Condition 3 has been amended as set out below. This is to ensure that in the event that Aldi cease trading, retail sales on the site would revert to those approved under the previous permission reference 14/04636/VAR.

*“The area hatched in blue and marked ‘A’ on plan 2800-CHE-115 shall only be occupied and traded by Aldi Stores Ltd. The area hatched in Yellow (marked ‘B’) shall only be occupied and traded during such times as the Area hatched in blue shall be in occupation by Aldi Stores Ltd. In the event that Aldi Stores Ltd Cease trading from the area hatched blue then the provisions of this condition, along with conditions 4,5 and 6 shall cease to have effect, with the exception that the only goods permitted to be sold from the premises are:*

*a) For the purposes of a D.I.Y. retail warehouse for the sale of those products listed in the applicants' letter dated 14th and 30th May 1985, inclusive of the sale and display of any A1 non-food goods by a Catalogue Showroom Retailer from up to 185 square metres of the existing sales area and for no other purpose whatsoever.*

*b) That none of the floor space hereby approved shall be made available by the occupiers to other retailers apart from those concessions detailed in the applicants' letter dated 14th May 1985 and a Catalogue Showroom Retailer using up to 185 square metres of the existing sales area, unless otherwise agreed in writing by the Local Planning Authority.*

*c) That no food shall be sold from the premises.”*

**Agenda Item: 5**

**20/05384/VAR – Edmonton Methodist Church, 300 Fore Street, N9**

2. Update

- 2.1 Following discussions with the Chair, officers have been asked to clarify the community benefits associated with the proposed development.
- 2.2 Table 1 at the end of the agenda item 5 section sets out the existing and proposed church facilities.
- 2.3 The current membership of Edmonton Methodist Church is approximately 264. There are an additional 370 children, young people and adults who are linked to and attend the church but are not formally members. The membership comes from a large area, but the majority (72%) come from within N9 and N18 probably less than 2 miles from the church. A further 20% live within the borough of Enfield. Sunday morning worship attracts between 170 and 250 people together with between 80 and 100 children from crèche age upwards.
- 2.4 It is estimated that over 350 people currently use the premises each week and these are not just from the congregation but are also from the wider local community. Existing users of the premises include:
- **Urban Theology College** (theological training) – meeting Tuesday evenings and one Saturday a month.
  - **Mind in Enfield** (chair based yoga for health) – meeting Friday mornings.
  - **Bantama Union** (mixed Ghanaian Mutual support) – meeting one Sunday evening a month.
  - **Noble Ladies** (NHS Staff – Mutual Support Group including Muslims and Christians) – meeting one Friday evening a month.
  - **Obaapa** (Ladies Ghanaian Mutual Support group) – meeting one Saturday evening a month.
  - **Kwadaso Social Club** (Mixed Ghanaian Mutual Support Group) – meeting one Sunday evening a month.
  - **Unique Association** (Mutual Support Group for people of Sikh/Hindu background) – meeting one Saturday evening a month.
  - **Boys Brigade** – Meeting Monday evenings.
  - **Girl Brownies** – Meeting Thursday evenings.
  - **Enfield Methodist Youth Conference** – this was held in July 2018 at the request of young people (14 - 30+). The topics covered included relationships; finance; and youth crime in London.
  - **Enfield Youth Violence Consultation Meeting** – held in December 2018 with young people from other faith groups, youth organisations and with

representatives of the Metropolitan Police. The aim of the meeting was to look at how best to tackle youth crime.

- **Imperial College London** has proposed to use the premises to continue their dementia studies in Enfield. This is a new engagement and was having difficulty finding community facilities to accommodate them in Edmonton.
- **One-off hirers** – used for birthday parties, anniversary celebrations, funeral wakes etc. The largest users in this category are Muslim families.
- The provision of facilities and activities for the community is currently hampered by the condition, access to and size of the existing buildings. Activities that in the past were operated by the church, or organisations that used the premises, have had to close or move elsewhere. These include:
- **Homeless Resource Centre** – They moved because they had to share space with other activities and an adequate dedicated area could not be allocated.
- **Irish Dancing** – moved to a building with a better hall. Their work was mainly with children and young people, but the condition of the floor and toilets, raised health and safety issues.
- **Citizens' Advice Bureau** – used to use the premises five days a week, but moved to better premises with heating.
- **Slimming World** – ceased to use the premises because of its condition.
- **Dog Training (German Shepherds)** – also ceased to use the premises
- **African Sons and Daughters** – closed their activities at the church.
- **Church Youth Clubs** – these have not existed at the church for at least two years, mainly because of the limitations of the building. This is in spite of having large numbers of young people attached to the church. Activity areas are limited, the main hall is inadequate in size for main sport activities and the I.T. and data facilities are non-existent.

2.5 It is projected that over 450 people per week (excluding visitors to the cafe) could benefit from the changes to the premises. The local community, activities and community projects as set out below will be the church's immediate objectives and the future community organisations likely to use the premises is also set out below.

### ***Community Activities***

- Large community halls (meetings, weddings and parties)
- Sport Halls for the Youth
- Recording studio
- Food Bank
- Community cookery sessions
- Breakfast for the homeless
- **EYCPC (Enfield Youth Crime Prevention Centre)**

***Future community organisations***

- **Public Health Department of The Imperial College London:** They are strongly interested in making Edmonton Methodist Church, their base in Enfield for their Chariot Register (for dementia prevention research).
  - **Resource Centre for Enfield Methodist Circuit Youth Activities**
  - Methodist Homes for the Aged: '**Live at Home**' Intergenerational Project' (Funding is secured for this exciting and multi-lateral project)
  - Boys Brigade
  - Girls Brownies
  - Homeless Resource Centre
  - '**Alcoholic Anonymous**' support group
  - **Art Class** sponsored by Southgate and Barnet College.
  - 'Little Steps Big Steps Nursery'
  - 'School of Graduate Theological Studies'
- 2.6 A condition is suggested that will require the submission of a community use agreement. It is also proposed to secure a review mechanism within the s106 legal agreement to ensure where viable, an affordable housing contribution is secured. The s106 will also secure that the church is delivered to avoid the residential units being provided and sold without the delivery of the new church.
- 2.7 In response to paragraph 9.9.2 of the committee report, Officers can confirm that the revised Arboricultural Impact Assessment is acceptable, and no further information or conditions are required in respect of trees.
- 2.8 The Mayoral CIL contribution would be £86,653.72 and the Enfield CIL contribution would be £173,307.44.

Table 1: Schedule of Accommodation – Existing and Proposed Church Facilities



CHURCH					
Room No. Existing plan	Room name	Existing Room areas	Proposed Room areas	Floor	Additional Information
16	Foyer / Coffee bar	16.15 m <sup>2</sup>	127.2 m <sup>2</sup>	GF	
26	Vestry	12.5 m <sup>2</sup>	15.3 m <sup>2</sup>	GF	
27	Vestry WC	2.7 m <sup>2</sup>	-		
	Reception	-	12 m <sup>2</sup>	GF	
17	Stair A	5.6 m <sup>2</sup>	9.4 m <sup>2</sup>	GF	
20	Access WC	4 m <sup>2</sup>	7.4 m <sup>2</sup>	GF	
	Stair B	-	15.1 m <sup>2</sup>	GF	
17	Corridor	37.2 m <sup>2</sup>	13.4 m <sup>2</sup>	GF	
18	Male WC	10 m <sup>2</sup>	13.8 m <sup>2</sup>	GF	
21	Female WC	7.2 m <sup>2</sup>	21.2 m <sup>2</sup>	GF	
5	Electrical Store	1.7 m <sup>2</sup>	9.1 m <sup>2</sup>	GF	
25 & 28	Sanctuary	221.5 m <sup>2</sup> *	305.6 m <sup>2</sup>	GF	* Includes gallery
	Refuse Storage	-	11 m <sup>2</sup>	GF	
14	Print room	7 m <sup>2</sup>	-	GF	
4	Store	3.75 m <sup>2</sup>	-	GF	
6	Store	2 m <sup>2</sup>	-	GF	
7	Library	18 m <sup>2</sup>	-	GF	
8	WC	2 m <sup>2</sup>	-	GF	
9	WC	2 m <sup>2</sup>	-	GF	
10	Small kitchen	18 m <sup>2</sup>	-	GF	
12	Beginners Room	36 m <sup>2</sup>	-	GF	
15	YPF Room	31.5 m <sup>2</sup>	-	GF	
23	Kitchen store	2.6 m <sup>2</sup>	-	GF	
11	Store	4.2 m <sup>2</sup>	-	GF	
19	Basement stair	2.4 m <sup>2</sup>	-	GF	
	Male WC	-	20.9 m <sup>2</sup>	1 <sup>st</sup>	
	Access WC	-	4.1 m <sup>2</sup>	1 <sup>st</sup>	
	Female WC	-	21.4 m <sup>2</sup>	1 <sup>st</sup>	
	Shower	-	2.2 m <sup>2</sup>	1 <sup>st</sup>	
22	Kitchen	24 m <sup>2</sup> (GF)	15.7 m <sup>2</sup>	1 <sup>st</sup>	
	Meeting Room	-	24.2 m <sup>2</sup>	1 <sup>st</sup>	
3	Meeting Room	42 m <sup>2</sup> (GF)			
2	Minister's Office	6.25 (GF)	13.3 m <sup>2</sup>	1 <sup>st</sup>	
	Stair A	-	9.4 m <sup>2</sup>	1 <sup>st</sup>	
	Corridor	-	50.5 m <sup>2</sup>	1 <sup>st</sup>	
	Store	-	4.3 m <sup>2</sup>	1 <sup>st</sup>	
	Stair B	-	15.1 m <sup>2</sup>	1 <sup>st</sup>	
	Store	-	21 m <sup>2</sup>	1 <sup>st</sup>	
	Plantroom	-	23.6.0 m <sup>2</sup>	1 <sup>st</sup>	
	Music	-	11.1m <sup>2</sup>	1 <sup>st</sup>	

	Control Room				
13	Sports Hall	93.5 m <sup>2</sup> (GF)	154.5 m <sup>2</sup>	1 <sup>st</sup>	
	Store	-	9.8 m <sup>2</sup>	2 <sup>nd</sup>	
	Meeting Rooms	-	68.8 m <sup>2</sup>	2 <sup>nd</sup>	
1	Office	11.2 m <sup>2</sup> (GF)	13.4 m <sup>2</sup>	2 <sup>nd</sup>	
	Corridor	-	46.3 m <sup>2</sup>	2 <sup>nd</sup>	
	Stair A	-	9.4 m <sup>2</sup>	2 <sup>nd</sup>	
	Stair B	-	15.1 m <sup>2</sup>	2 <sup>nd</sup>	
	Plantroom	unknown	11.8 m <sup>2</sup>	2 <sup>nd</sup>	Existing in basement (not surveyed)
24	Meeting Room	52 m <sup>2</sup> (GF)	28.6 m <sup>2</sup>	2 <sup>nd</sup>	
	Plantroom	-	13.1 m <sup>2</sup>	3 <sup>rd</sup>	
	<b>Total area</b>	<b>677 m<sup>2</sup></b>	<b>1168.1 m<sup>2</sup></b>		
	1No. First Floor Flat	69m <sup>2</sup>	12No. New Flats		
	<b>Grand total</b>	<b>746 m<sup>2</sup></b>	<b>2,381 m<sup>2</sup></b>		

**Agenda Item: 6****20/03070/FUL – Falcon Road Spur, Enfield, EN3**3 Update

- 3.1 Officers have been asked to circulate additional information clarifying the operational need of the Surgery for the parking spaces proposed
- 3.2 In the supporting Transportation Note accompanying the planning application, it is stated that medical centre will employ 20 full time staff, including 10 on call doctors who will be making multiple trips during the day for planned and emergency appointments
- 3.3 There will be an operating theatre on site which will require specialised staff and surgeons to visit.
- 3.4 Paramedics and clinical pharmacists who will be doing home visits. Each visit is allocated 1 hour 20mins for return travel via car and 30mins to assess the patient and 10 mins to record in the patients contemporaneous medical record.
- 3.5 Use of public transport would impact operational delivery of primary care with either a reduction in home visits or face to face time in the centre as a result of increased travel time
- 3.6 In addition, the table in Para 5.8 has been amended and should be noted

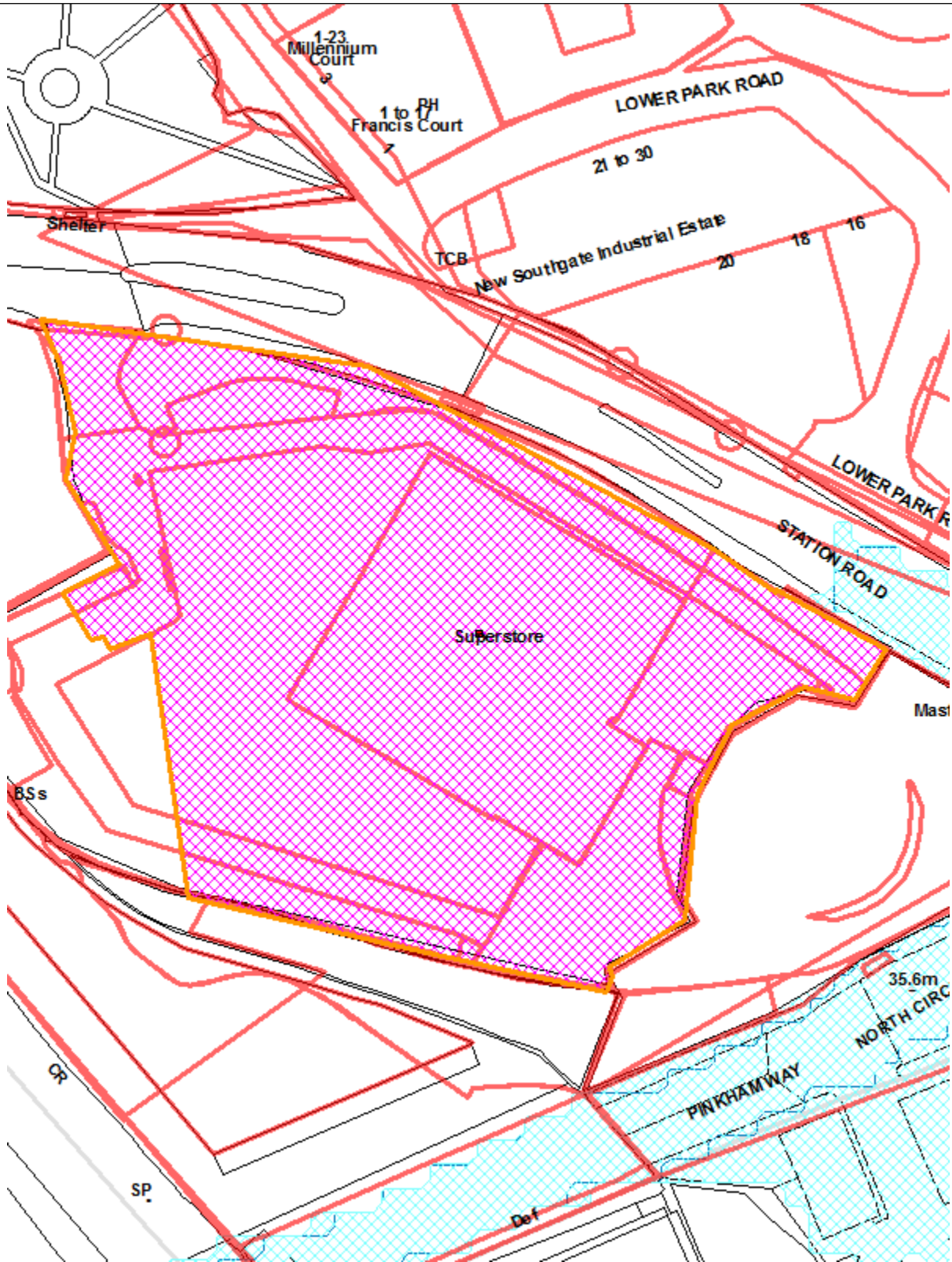
Table 2 Proposed Management Strategy

FRS Space	Management and Enforcing Authority	Enforcement
Residential Bays	CPUK or Estate Management Company	<ul style="list-style-type: none"> <li>▪ Bollards</li> <li>▪ Permits</li> <li>▪ Road markings stating 'Private Parking'</li> <li>▪ Signage to state 'Private Residential Parking only'</li> </ul>
Community Centre Bays	LBE/ Community Centre staff/ School (for drop off spaces) through signage	<ul style="list-style-type: none"> <li>▪ Bollards</li> <li>▪ Permits</li> <li>▪ Traffic order</li> <li>▪ Signage (Time restrictions TBC by LBE)</li> </ul>
Medical Centre	Medical Centre and School for shared drop off spaces through parking warden/ school staff and signage	<ul style="list-style-type: none"> <li>▪ Road markings</li> <li>▪ Bollards</li> <li>▪ Traffic order</li> <li>▪ Signage (TBC restrictions e.g. 9am-3pm)</li> </ul>
Drop Off Area	School, through designated school personnel	<ul style="list-style-type: none"> <li>▪ LBE Parking</li> <li>▪ Ticketing</li> <li>▪ Signage to state 'Drop off and Pick up only at all times – No Parking'</li> </ul>
Drop Off Area – Mechanics Workshop Access	Occupiers of Mechanics Workshop	<ul style="list-style-type: none"> <li>▪ Gated or similar</li> </ul>

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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date-</b> 15 December 2020
<b>Report of</b> Head of Planning	<b>Contact Officer:</b> Andy Higham Claire Williams Eloise Kiernan Tel No: 020 8132 2130	<b>Ward:</b> Southgate Green
<b>Ref:</b> 20/02611/VAR		<b>Category:</b> Major Application
<b>LOCATION:</b> 5 Station Road, London, N11 1QJ		
<b>PROPOSAL:</b> Removal of Conditions 2 and 3 of approval TP/84/1598 and conditions 1, 2 and 3 of approval 14/04636/VAR to allow subdivision of unit into 2 x retail units (including 1 x food store) involving single storey side pod extension, new shop fronts with projecting canopy, new windows, doors and cladding together with new fencing and alterations to car park.		
<b>Applicant Name &amp; Address:</b>  Aldi Stores LTD C/O Agent		<b>Agent Name &amp; Address:</b>  Miss Penny Moss Planning Potential Magdalen House 148 Tooley Street London SE1 2TU
<b>RECOMMENDATION:</b>  That subject to the completion of a legal agreement, the Head of Development Management / Planning Decisions Manager be authorised to GRANT planning permission subject to conditions		

Ref: 20/02611/VAR    LOCATION: 5 Station Road, London, N11 1QJ,



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North



**1. Note for Members**

- 1.1 The application is categorised as a “major” proposal and in accordance with the adopted scheme of delegation, is being reported to the Planning Committee for determination

**2. Executive Summary**

- 2.1 Use of the existing vacant stores for food sales is restricted by conditions imposed on the original planning permission granted under ref: TP/84/1598 and 14/04636/VAR for the building. To enable Aldi to occupy the premises therefore, there is a need to vary conditions 2 and 3 of permission TP/84/1598 and conditions 1, 2 and 3 of the 14/04636/VAR permission.
- 2.2 The proposal also involves the subdivision of unit into 2 x retail units involving single storey side pod extension, new shop fronts with projecting canopy, new windows, doors and cladding together with new fencing and alterations to car park. The proposal is seen as a meanwhile use while more comprehensive proposals for the redevelopment of the site are brought forward.
- 2.3 The application site is located within the North Circular Road AAP and the “New Southgate Masterplan” and is referred to as Western Gateway. This adopted Supplementary Planning Document identifies the Western Gateway includes adjoining land around the application site on the western side of Station Road, as suitable for growth to provide a landmark residential development of new apartment blocks and houses together with a new public square, a few small local shops, cafes/restaurants and light industrial units.
- 2.4 The legal agreement is required to ensure the use of the site can be terminated to facilitate the comprehensive growth objectives set out in the New Southgate Master Plan.
- 2.5 The scheme is considered acceptable for the following reasons:
- i) The proposed use as a temporary meanwhile use, subject to the completion of the legal agreement, would not prejudice the wider growth objectives set out in the New Southgate Master Plan.
  - ii) The use of the for retail including food retail, is appropriate and as a meanwhile use, would reactivate a vacant building and provide employment opportunities.
  - iii) The proposed development, by virtue of its siting and scale, is considered appropriate and would not result in detrimental harm to the character and appearance of the wider area.
  - iv) The proposed development, by virtue of its size, siting and proximity would not harm the amenity of occupying and neighbouring residents.
  - v) The proposal would not cause any unacceptable harm upon highway safety or the flow of traffic in the locality.
  - vi) The operation of the site would have appropriate regard to environmental sustainability issues including energy and water

conservation, renewable energy generation, and efficient resource use.

**3. Recommendation/Conditions**

3.1 That, That subject to the completion of a 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
3. PERSONAL PERMISSION

The area hatched in blue and marked 'A' on plan 2800-CHE-115 shall only be occupied and traded by Aldi Stores Ltd. The area hatched in Yellow (marked 'B') shall only be occupied and traded during such times as the Area hatched in blue shall be in occupation. In the event that Aldi Stores Ltd Cease trading from the area hatched blue then all trading activity shall cease from the site, unless otherwise agreed in writing by the local planning authority

Reason: the application proposes a meanwhile use of the site which Aldi Stores Ltd have demonstrated is compatible with their proposed terms of occupation of the site, which they intend to vacate in the event that wider regeneration plans are approved. The condition is required to ensure that the site is vacated at such times as Aldi Stores Ltd cease trading from the site.

4. USE

Notwithstanding the provisions of the Town and County Planning (Use Classes) Order 1987 (as amended) (or any order revoking or re-enacting or amending that Order with or without modification) the area hatched blue on plan 2800-CHE-115 shall only be operated as a limited assortment discounter food store. The net sales area shall not exceed 1,309sqm, of which no more than 80% (1,047sqm) shall be used for the sale of convenience (food) goods and up to 30% (393sqm) shall be used for the sale of comparison (non-food) goods.

Reason: to control nature of any food store trading from the site to be in line with the approved Planning & Retail Statement (August 2020)

5. USE

Notwithstanding the provisions of the Town and County Planning (Use Classes) Order 1987 (as amended) (or any order revoking or re-enacting or amending that Order with or without modification) the sales area of the area marked yellow shall not exceed 1,489 sqm, of which at least 80% (1,191sqm) shall be used for the sale of comparison (non-food) goods and no more than 20% (299sqm) shall be used for the sale of convenience (food) goods.

Reason: to control nature of non-food trading from the site to be in line with the approved Planning & Retail Statement (August 2020)



6. SUBDIVISION

The areas marked blue and yellow hereby permitted shall be used as single units and shall not be sub-divided to create additional units, and no concessions shall be permitted within the units

Reason: to control nature of retail operations on the site to be in line with the approved Planning & Retail Statement (August 2020)

7. MATERIALS

8. PARKING LAYOUT / NUMBER

9. DETAILS OF CYCLE STORAGE

10. DETAILS OF REFUSE STORAGE

11. TRAVEL PLAN

12. LANDSCAPING

13. CONTRUCTION LOGISTICS PLAN

14. DELIVERY AND SERVICE PLAN

15. DETAILS OF EXTERNAL LIGHTING

16. OPENING HOURS

**4. Site and Surroundings**

4.1 The site is located on the southern side of Station Road on an irregular shaped plot of approximately 1.45 hectares.

4.2 The existing site comprises a detached building and large car park, which was previously occupied as a Homebase. The premises are now vacant. There is existing access onto Station Road to the north east corner of the site. The North Circular is located immediately to the south of the application site. While the East Coast mainline lies to the west

4.3 The application site is form part of the Western Gateway site, having regard to the North Circular Area Action Plan, New Southgate Master Plan and Policies CP44 and CP45 of the Core Strategy. The recently redeveloped Ladderswood estate is located on the opposite side of Station Road.

4.4 The site does not contain any listed buildings, nor is it located within a Conservation area.

**5. Proposal**

5.1 The applicant seeks full planning permission for the Variation of Conditions 2 and 3 of permission TP/84/1598 and conditions 1, 2 and 3 of approval

granted under reference 14/04636/VAR to allow the subdivision of unit into 2 x retail units involving single storey side pod extension, new shop fronts with projecting canopy , new windows, doors and cladding together with new fencing and alterations to car park.

- 5.2 The existing site is occupied by vacant premises, the lawful use of which is as a non-food retail store. There are 340 existing car parking spaces.
- 5.3 This proposal seeks to provide an Aldi food store of 1834sqm and a B&M retail store of 1489sqm with a shared car park comprising 110 spaces.
- 5.4 The site also provides access to the gasholder site to the south, which has no separate means of access due to its proximity to the junction of the A406.

## **6. Relevant Planning History**

- 6.1 20/01085/VAR - Variation of conditions 1, 2 and 3 of approval TP/84/1598 and 14/04636/VAR to allow subdivision of unit into 2 x retail units involving single storey side pod extension, new shop fronts with projecting canopy , new windows, doors and cladding together with new fencing and alterations to car park – refused for the following reasons:
  - 1. The proposed development represents an inefficient and sub-optimal use of the application site by reason its sole retail use and thus would fail to make an efficient use of the land. The proposal fails to optimise the potential of the site, optimise housing delivery and contribute to the boroughs need for affordable housing, employment and regeneration of the Western Gateway in accordance with the intentions outlined within the North Circular Area Action Plan (October 2014) and New Southgate Masterplan (December 2010) and is therefore contrary to the advice contained within the NPPF, London plan policies 3.3, 3.4, Enfield Core Strategy policy CP2, CP3, CP5, CP30, CP44 and CP45, Enfield Development Management Document DMD1, DMD3, DMD6, DMD8 and DMD37 and the London Plan Housing SPG and New Southgate Masterplan and North Circular Area Action Plan.
  - 2. The proposed development provides an excessive number of car parking spaces, which therefore generates an unacceptable number of car borne trips and congestion, which together fail to promote sustainable modes of travel. Additionally, the proposal fails to provide adequate Disabled Parking Bay provision and Electric Vehicle Charging points. The proposals are thereby contrary to policies DMD45 of the Development Management Document, CP24 of the Core Strategy and 6.10 and 6.13 of the London Plan, as well as the agenda outlined within the Mayors Health Streets within the Mayors Transport Strategy (2018) and the advice contained within the NPPF.
  - 3. The proposed development fails to provide adequate cycle parking, contrary to policies CP25 of the Core Strategy, 6.9 and 6.10 of the London Plan and DMD45 of the Development Management Document as well as the advice contained within the NPPF.
  - 4. The proposed development, by virtue of its inefficient and sub-optimal use of the application site combined with the approved access arrangements to the adjacent Gas Holder site would prejudice the development potential

of adjoining sites and prevent development on the adjoining sites being optimised. This would fundamentally compromise the comprehensive redevelopment of the Western Gateway, as identified in the New Southgate Masterplan and North Circular Area Action Plan, detrimental to the regeneration of this area. In this respect the proposals are thereby contrary to the regeneration objectives outlined in policies CP44 and CP45 of the Core Strategy, DMD47 and DMD48 of the Development Management Document, as well as the aims and intentions outlined within the North Circular Area Action Plan (October 2014) and the New Southgate Masterplan (December 2010).

- 6.2 19/00303/PREAPP - Proposed Redevelopment of the existing Homebase Store and provision of a Retail (A1) Superstore – pre application response issued
- 6.3 TP/84/1598 – Retail store with 340 car parking spaces – granted with conditions
- 6.4 14/04636/VAR - Variation of condition 2 and 3 of approval TP/84/1598 to allow the sale of non-food goods by catalogue showroom retailer from up to 185m2 of the existing sales area – granted with conditions

## 7. Consultation

### 7.1 Statutory and non-statutory consultees

#### Internal

### 7.2 Traffic and Transportation

- Concerns are raised about the over supply of parking in relation to the adopted and Intend to Publish versions of the London Plan. However, these concerns are partly mitigated through a financial contribution towards improving pedestrian access to the site in the form of improvements to crossings on Station Road.

### 7.3 SuDs Team

– No objections.

### 7.4 Environmental Health

– No objections as there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality, noise or contaminated land.

#### External

### 7.5 Thames Water

– No objections

7.6 TfL

– Objection to the proposed development due to proposed parking, which is well over and above the maximum of 44 spaces permitted in the London Plan standards for Outer London Opportunity Areas. TfL therefore requests that car parking must be reduced accordingly to retrain car-based trips. It should be noted that that the section of A406 in the vicinity suffered from severe congestions from time to time and air quality is poor, therefore it is vital that car trip generation is reduced to improve traffic condition, air quality and more importantly enabling better pedestrian and cycling environment, in line with the Mayor's Healthy Street agenda. On that basis, it is therefore concluded that the proposals would fail to support Mayoral targets related to encourage mode shift and reduce car dominance.

7.7 Environment Agency

– No response received

7.8 Network Rail

- No objections. If the builder's depot structure is not part of the development then the proposal should not affect the railway unless it is required to carry out some fence installation works next to the railway whereby the developer is advised to Contact the Asset Protection Team.

Public

7.9 Nearby residents and properties were notified about the proposal (347) and the application was also advertised in the local paper. In response there were 2 representations received objecting to the proposal with 17 comments received in support. The concerns are summarised below:

- Affect local economy;
- Increase in traffic-roads already severely congested along A406 and Colney Hatch. Additionally, Station Road is already busy and often congested particularly at the traffic lights at the junction with Friern Barnet Road. Recent measures taken by Enfield Council to block off access to Bowes and Bounds Green residential streets, is already forcing local traffic onto to the North Circular near to the proposed development. Stage 2 of the Low Residential Neighbourhood Scheme (to block Brownlow Road other than to buses) would make it worse. Haringey Council is also considering a Low Residential Traffic Scheme in streets already adversely affected by the Enfield scheme
- Highway safety, there are frequently large heavy building vehicles manoeuvring in and out of Builder Depot and Travis Perkins, near to the proposed retail unit entrances, there are cars parked along Station Road, and buses using the Road;
- Increase in pollution;
- Noise nuisance;
- Over development; and
- Superstore is not required as there are already several others large and small within the area such as Tesco Extra.

## **8. Relevant Planning Policies**

### **8.1 Development Management Document**

DMD25	Locations for New Retail, Leisure and Office Development
DMD37	Achieving High Quality and Design-Led Development
DMD40	Ground Floor Frontages
DMD41	Advertisements
DMD45	Parking Standards and Layout
DMD47	Access, New Roads and Servicing
DMD68	Noise
DMD80	Trees on Development Sites
DMD81	Landscaping

### **8.2 Core Strategy**

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
CP30	Maintaining and improving the quality of the built and open environment
CP32:	Pollution
CP44:	North Circular Area
CP45:	New Southgate

### **8.3 London Plan (2016)**

3.4	Optimising housing potential
6.9	Cycling
6.10	Walking
6.13	Parking
7.3	Designing out Crime
7.4	Local Character
7.5	Public Realm
7.6	Architecture

### **8.4 Draft London Plan**

8.4.1 The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. Directions relevant to this application include.

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

GG6	Increasing efficiency and resilience
D4	Delivering good design
D5	Inclusive design
D8	Public Realm

- D11 Safety, security and resilience to emergency
- G5 Urban Greening
- G7 Trees and woodlands
- SI1 Improving air quality
- SI13 Sustainable drainage
- T1 Strategic approach to transport
- T2 Healthy Streets
- T3 Transport capacity, connectivity and safeguarding
- T4 Assessing and mitigating transport impacts
- T5 Cycling
- T6 Car Parking

#### 8.5 Other Relevant Policy

National Planning Policy Framework  
National Planning Practice Guidance  
Mayors Transport Strategy (2018)  
North Circular Area Action Plan (October 2014)  
New Southgate Masterplan (December 2010)

### 9. **Analysis**

9.1 The main issues for consideration regarding this application are as follows:

- Principle of the development, having regard to the regeneration ambitions of the Western Gateway;
- Character and Appearance
- Neighbouring Amenities;
- Traffic and Transportation; and
- Landscaping.

#### 9.2 Principle of the Development

9.2.1 Planning permission 14/04636/VAR was granted subject to conditions, including the following:

##### *Condition 1*

*That the premises shall be used solely for the purposes of a D.I.Y. retail warehouse for the sale of those products listed in the applicants' letter dated 14th and 30th May 1985, inclusive of the sale and display of any A1 non-food goods by a Catalogue Showroom Retailer from up to 185 square metres of the existing sales area and for no other purpose whatsoever.*

*Reason: To ensure that the use of the site accords with the Local Planning Authority's adopted policy on the location of retail stores outside the established shopping areas.*

##### *Condition 2*

*That none of the floor space hereby approved shall be made available by the occupiers to other retailers apart from those concessions detailed in the applicants' letter dated 14th May 1985 and a Catalogue Showroom Retailer using up to 185 square metres of the existing sales area, unless otherwise agreed in writing by the Local Planning Authority.*

*Reason: To ensure that the use of the site accords with the Local Planning Authority's adopted policy on the location of retail stores outside established shopping areas.*

*Condition 3*

*That no food shall be sold from the premises.*

*Reason: To ensure that the use of the site accords with the Local Planning Authorities adopted policy on the location of retail stores outside established shopping areas.*

9.2.2 The application site comprises the existing retail unit formerly occupied by Homebase which is located within a site known as "Western Gateway", having regard to policies CP44 and CP45 of the Core Strategy and the adopted North Circular Area Action Plan and New Southgate Masterplan.

9.2.3 With reference to this local policy framework, the Council is seeking a comprehensive approach to the future of New Southgate area and specifically, a comprehensive residential led mixed-use development on the Western Gateway site.

9.2.4 In this regard, Policy CP45 of the Core Strategy seeks the following objectives within the New Southgate Place Shaping Priority Area:

- A holistic integrated approach to development considering the Western Gateway site, the Ladderswood Estate and the New Southgate Industrial Estate together and in relation to their surroundings;
- Urban design solutions for the area based on more traditional street layouts, integrated with the wider area by a network of green spaces and better links for pedestrians and cyclists;
- A mixed-use redevelopment at the Western Gateway to create Landmark architecture at the Gateway to the Borough;
- An improved Ladderswood Estate led by the existing residents of the area and their choices for the future of their estate. This could include remodelling the area, the introduction of new housing and community facilities and better links to surrounding facilities and transport links at Arnos Grove and New Southgate;
- Partial redevelopment of the New Southgate Industrial Estate to link with redevelopment at Ladderswood Estate and facilitating improvements to the quality of the remainder of the estate;
- Redevelopment of land to the north to the north of New Southgate station for mixed use with residential on upper floors and commercial uses at ground level around the station entrance and at the corner of Station Road and Friern Barnet Road; and
- High quality and accessible green spaces in the area.

9.2.5 Furthermore, the adopted SPD "New Southgate Masterplan" identifies the aims and objectives for the Western Gateway to provide a landmark residential development of new apartment blocks and houses together with a new public square, a few small local shops, cafes/restaurants and light industrial units. In particular, the Masterplan identifies that approximately 112

new homes could be accommodated on the Gasholder site with a high-quality landmark gateway to the Borough. Additionally, a mix of housing and commercial space (B1 use class) would be sought on the Homebase site with around 203 new residential homes provided. In addition, it envisages approximately 49 new homes could be accommodated on the Topps Tiles sites. Small-scale retail (Class A1-A4) uses of around 500 sq. m could be located at ground level along Station Road. Retail development (Class A1 use) should be limited to around 500 sq. m across both the Gasholder and Homebase sites.

- 9.2.6 It light of the need for growth to deliver new homes in the Borough, it is important that any development does not prejudice the longer term aspiration for comprehensive development.
- 9.2.7 While we would normally encourage the location of this type of retail within town centres, it is considered there are exceptional circumstances in this case especially given the extant permission whereby the premises could be occupied for non-food retail without the need to obtain planning permission. Furthermore, a retail statement (March 2020) has been submitted for consideration looking at the availability of alternative sites. This is considered acceptable, having regard to the advice contained within the NPPF and further supports the reuse of this existing building.
- 9.2.8 Moreover, the current proposal is presented as a meanwhile use while the wider master plan proposals are brought forward. It is envisaged that the wider scheme could come forward over the next 5 – 7 years (subject to planning permission being obtained) and to support this, a S106 legal agreement is proposed. Following consultation with Legal, it is accepted that the legal agreement represents an appropriate mechanism to secure the “temporary” duration of development linked to break clauses in the lease and would not prejudice the longer term objectives. It is therefore considered that in principle, the proposal would represent an efficient use of the existing building especially when it must be noted that the existing building could be used for non-retail purposes without the need to obtain any further consent.
- 9.2.9 Taking the above factors into account, it is considered the proposal accords with the intentions outlined within the North Circular Area Action Plan (October 2014) and New Southgate Masterplan (December 2010) and is also consistent with the advice contained within the NPPF, London Plan policies 3.3, 3.4, Enfield Core Strategy policy CP2, CP3, CP5 and CP30, Enfield Development Management Document DMD1, DMD3, DMD6, DMD8 and DMD37 as well as the London Plan Housing SPG, New Southgate Masterplan and North Circular Area Action Plan.

### 9.3 Character and Appearance

- 9.3.1 The National Planning Policy Framework recently published advises that Local Planning Authorities should not attempt to impose architectural styles or particular tastes, and that design policies should concentrate on guiding factors such as the layout of the new development in relation to neighbouring buildings. It is however proper to seek to promote or reinforce local distinctiveness. In addition, Policy CP30 seeks to maintain and improve the quality of the built and open environment, whilst Policy DMD8 and DMD37 of the DMD seek to relate appropriately to its surroundings. London Plan policies 7.4 Local Character and 7.6 Architecture are also relevant.



9.3.2 The proposals incorporate some external changes to the building including cladding (grey), fenestration, side pod extension and a projecting canopy with shopfront, however it is considered these would improve the external appearance of the existing building and integrate satisfactorily within the surrounding area, having regard to policies DMD37 and DMD40 of the DMD, CP30 of the Core Strategy and 7.4 and 7.6 of the London Plan.

#### 9.4 Neighbouring Amenity

9.4.1 The nearest residential properties are those located on the opposite side of Station Road forming part of the former Ladderswood Estate. Given the nature of the proposal, it is considered the key issues would be one of noise and disturbance rather than any other impacts on residential amenity. However, it is considered that the proposed use would maintain similar activity to that generated from the existing use and thus would not impact further to residential amenities regarding noise and disturbance, having regard to policies DMD68 of the DMD and CP32 of the Core Strategy.

9.4.2 It is considered that the proposed external alterations would not have any further impacts on levels of sunlight/daylight, outlook or overlooking compared to the existing land use as the structures are located adequately from existing residential properties, having regard to Policies DMD8 and DMD10 of the DMD.

#### 9.5 Transportation and Highway Safety.

9.5.1 The site is relatively well served by public transport (PTAL 4) and is close to New Southgate Station and Arnos Grove Underground Station as well as benefiting from good local bus services along Station Road.

##### *Parking*

9.5.2 The proposal is for an Aldi food store of 1834sqm and a B&M retail store of 1489sqm with a shared car park comprising 110 spaces, of which 8 spaces are proposed to be Disabled Parking Bays, 4 will be for parent & child parking, 2 will be active Electric Vehicle charging spaces, and 2 will be passive Electric Vehicle charging spaces. Thirty six cycle parking spaces are also proposed. Separate staff parking comprising a further 17cycle parking spaces would be located in the service yard.

9.5.3 It should also be noted that vehicular access to the adjoining gasholder site would also be proposed through the service yard area.

9.5.4 Although when assessed against the London Plan (Intend to Publish) standards, there would be a requirement for 44 parking spaces and against the adopted London Plan standards 91 spaces), it is recognised that there has been a reduction from 340 spaces on site to 130 and a further reduction to 110 during discussions on this planning application. Nevertheless, it is recognised the concern raised by TfL is not fully addressed and will be explored in more detail within the next few paragraphs.

9.5.5 It was noted that the supporting Transport Statement contends that the proposed spaces, which is in excess of either maximum permitted, would be less than the existing number of car parking spaces, and also that an increased number of car parking spaces would allow the retail development to compete

with other local retail sites which have larger amounts of car parking. While this latter argument is not felt to be material, significant weight can be given to the fact that there has been a reduction in response to current policy direction, there is a fallback position comprising the existing lawful use of the premises and this is a temporary meanwhile use. Weight is also given in the planning balance to the economic and employment benefits associated with this proposal. The applicant has also offered to review the situation in 5 years and, if at that time consent for a wider scheme has not been granted and they are remaining in situ, they would be prepared to convert spaces to EV and designations such as blue badge, in order to provide more of that infrastructure whilst the site is in use.

- 9.5.6 In recognition of the parking situation however, it has also been agreed that a contribution of £10,000 will be secured towards improving pedestrian access to the site in the form of improvements to crossings on Station Road.
- 9.5.7 Additionally, it should be noted Disabled Parking Bay provision, enlarged spaces provision (5% for each) and Electric Vehicle Charging points are also provided in response to London Plan policy and to serve users of the development.
- 9.5.8 Overall therefore, whilst noting the concern raised by TfL regarding the number of remaining parking spaces, it is considered that on balance, there benefits associated with the re use of this vacant premises, the employment opportunities, the extant lawful use of the premises, the financial contribution towards pedestrian crossing of Station Road and the fact this is a temporary meanwhile use is sufficient to outweigh this concern.

#### Cycle Parking

- 9.5.9 With regards to cycle parking, the Transport Statement states that 36 short stay spaces are provided and that 16 long stay staff parking spaces are provided within the service yard. This is an improvement on the previous application which showed no long stay staff cycle parking, however further details of the long stay staff cycle parking as these just appear to be “covered” and it will be necessary for these be enclosed and secure. This detail will be secured by an appropriate condition.
- 9.5.10 Additionally, TfL have also stated that in order to support the uptake of cycling to this site by staff members, the applicant should provide end of journey facilities (i.e. lockers, showers, changing rooms) in line with draft London Plan Policy T5. This will also be secured by condition.
- 9.5.11 Notwithstanding the above, TfL has also noted the wide access with Station Road and although a new crossing point is provided, would welcome further review the operation of the access junction from a pedestrian and cycle safety viewpoint. No changes are proposed to the access given the lawful use, but this will be addressed as part of the comprehensive redevelopment proposals
- 9.5.12 In addition. TfL have requested a Delivery and Servicing Plan (DSP) and Construction Logistics Plan (CLP).

#### *Access to the Gas Holder*

9.5.13 It was noted that the gas holder site to the south of the application site has planning permission in place for the demolition of the existing gas holder; the proposed access arrangement to that site being through the service bay for the new development and concerns were raised previously about the adequacy of this arrangement. A revised site plan (2800-CHE-116) has therefore been submitted which provides a separate access to the Gas Holder site to the north section of the site, adjacent to Station Road. The revisions are considered acceptable in highway terms to protect the position for any gasholder redevelopment, including the retention of access points for both the construction / demolition phase, as well as operational. This therefore addresses the previous reason for refusal.

## 9.6 Landscaping

9.6.1 Policies DMD80 and DMD81 state that proposed developments must retain and protect trees of amenity and biodiversity value, provide high quality landscaping that enhances the local environment and contribute to the local character, benefit biodiversity and help mitigate the impacts of climate change and reduce water runoff.

9.6.2 The application was accompanied by an Arboricultural Impact Assessment (AIA), which states that one tree would be removed alongside various works to other existing trees. However, it was considered that any redevelopment at the site should secure appropriate landscaping including the provision of large tree species to provide valuable eco-system service benefits. This may require structural crate systems and soil replacement in order to plant trees within hard surfaced areas. The planting and greenery would support the aims and objectives of both the North Circular Area Action Plan and New Southgate Masterplan as well as policies DMD80 and DMD81 of the Development Management Document. A condition to this effect is to be imposed

## 9.7 Legal Agreement

9.7.1 A legal agreement (S106) is necessary to ensure the development does not prejudice the delivery of the wider comprehensive regeneration of this Western Gateway site. This will secure:

- i) the ability to vacate the premises and terminate the planning permission to enable the comprehensive redevelopment to proceed.
- ii) a financial contribution of £10,000 towards improvements to pedestrian crossing on Station Road

## 9.8 CIL

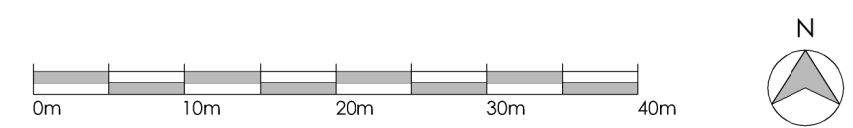
9.8.1 Due to the nature of the development the proposal is not liable to a Community Infrastructure Levy contribution.

## 10. **Conclusion**

10.1 It is considered that the [proposed use would make efficient and effective use of this vacant premises for a temporary period while the more comprehensive proposals for a residential led development incorporating this site within t western Gateway, is prepared and planning permission is secured. In addition, although parking would exceed that sought against current / emerging policy, there has been a reduction and it is considered that on

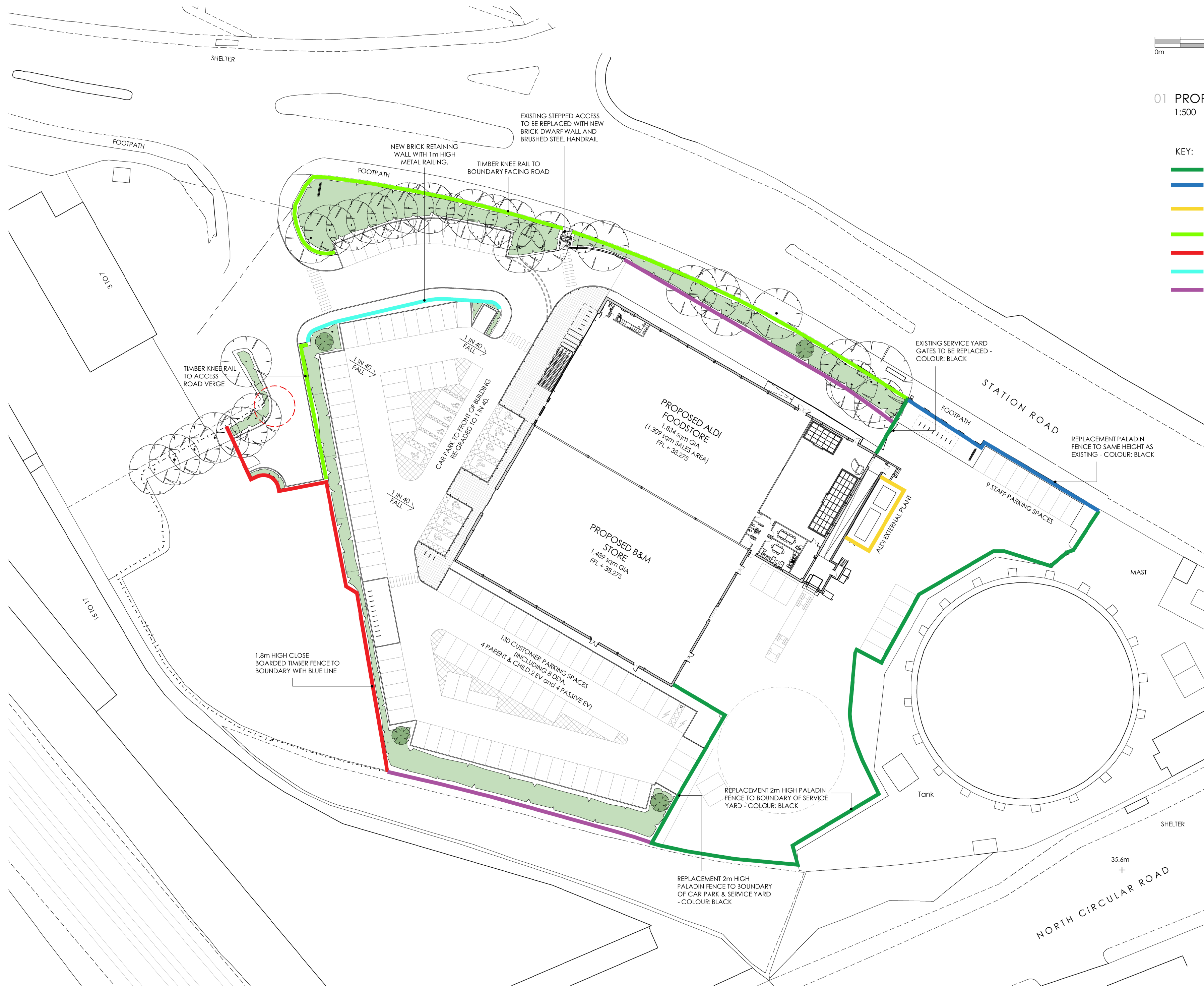
balance, there benefits associated with the re use of this vacant premises, the employment opportunities, the extant lawful use of the premises, the financial contribution towards pedestrian crossing of Station Road and the fact this is a temporary meanwhile use is sufficient to outweigh this concern.

- 10.2 It is considered therefore that the proposal is an appropriate use for this building and therefore the recommendation is one of approval.



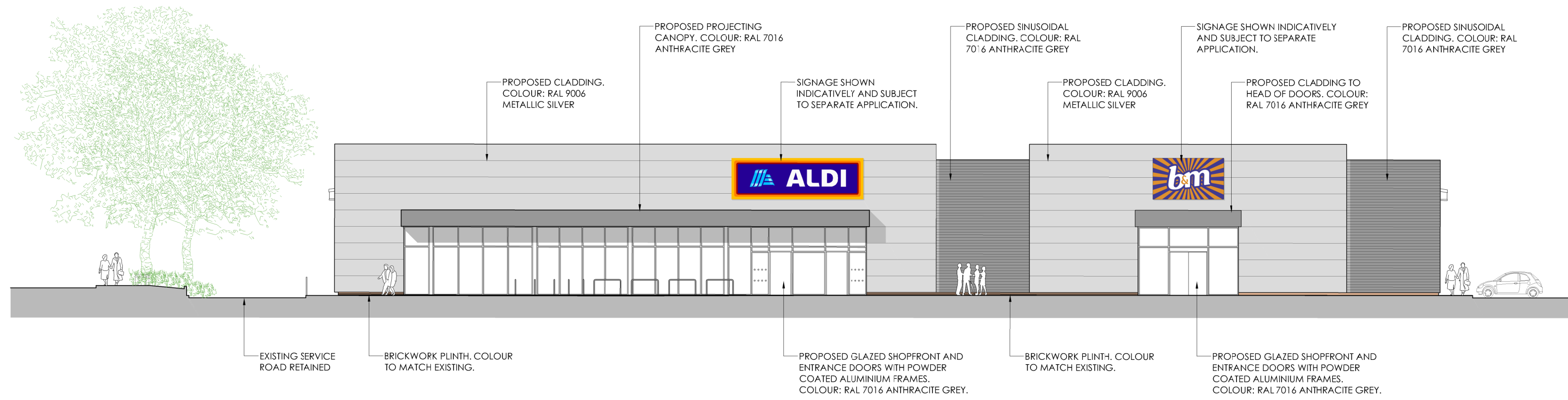
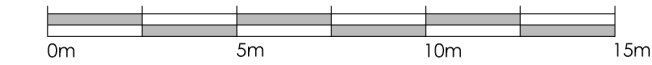
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1:500

- KEY:**
- DETAIL 1 - REPLACEMENT 2m HIGH PALADIN FENCE
  - DETAIL 2 - REPLACEMENT PALADIN FENCE TO MATCH EXISTING HEIGHT
  - DETAIL 3 - 2.5m HIGH PALISADE FENCE SURROUNDING REFRIGERATION PLANT
  - DETAIL 4 - TIMBER KNEE RAIL
  - DETAIL 5 - 1.8m HIGH CLOSE BOARDED TIMBER FENCE
  - DETAIL 6 - 1m HIGH METAL RAILING TO RETAINING WALL
  - DETAIL 7 - EXISTING PALISADE FENCE RETAINED
- PLEASE REFER TO DRAWING 2800-CHE-114 FOR FURTHER INFORMATION RELATING TO DETAILS ABOVE.

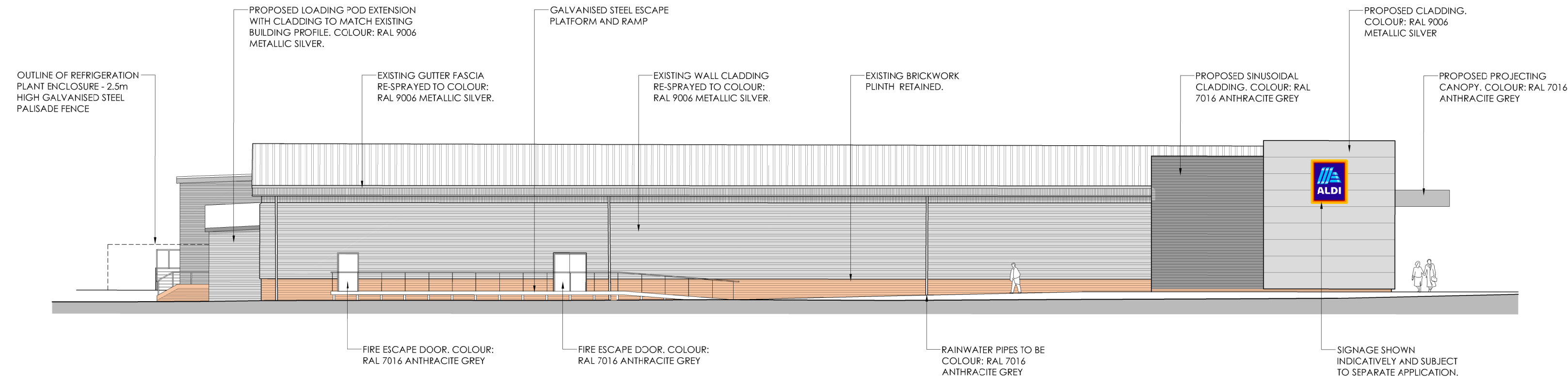


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Rev	Date	Description	Rev By	Chk'd By
Project Title	PROPOSED ALDI FOODSTORE			
	5 STATION ROAD NEW SOUTHGATE ARNOS GROVE N11 1QJ			
Client	ALDI STORES LIMITED - CHELMSFORD			
Status	PLANNING			
Scale	1:500	Drawing Size	A2	
Date	29/04/2020	Drawn By	DP	Checked DRW
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Job-Dwg No	2800-CHE-113			Rev A
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01 PROPOSED NORTH-WEST ELEVATION  
1:200



02 PROPOSED NORTH-EAST ELEVATION  
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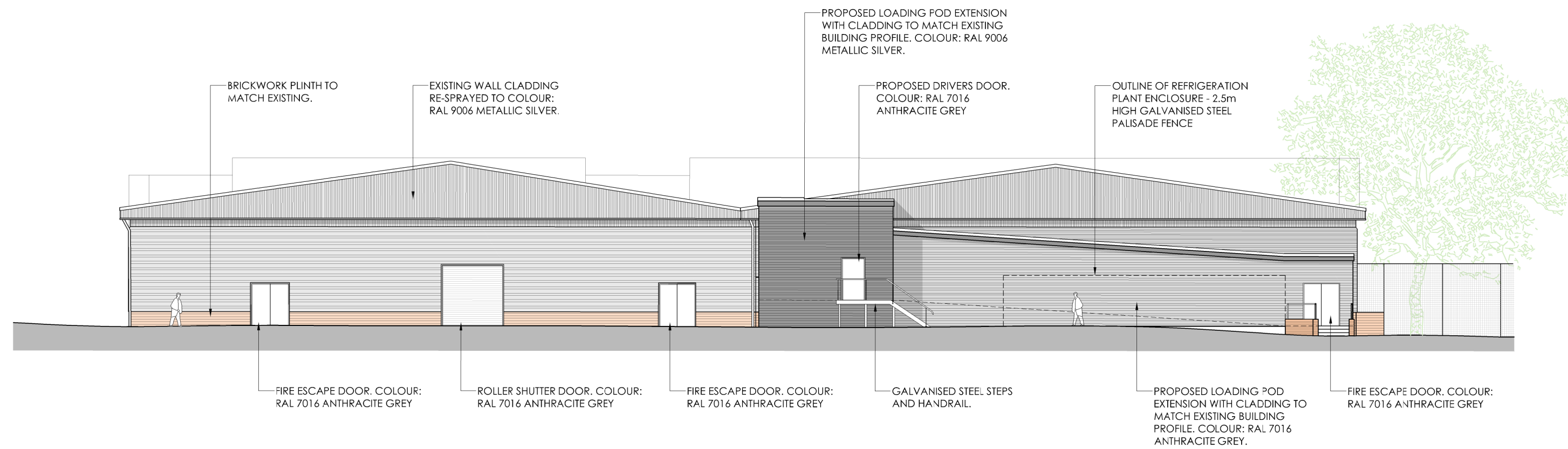


Rev	Date	Description	Rev By	Chk'd By
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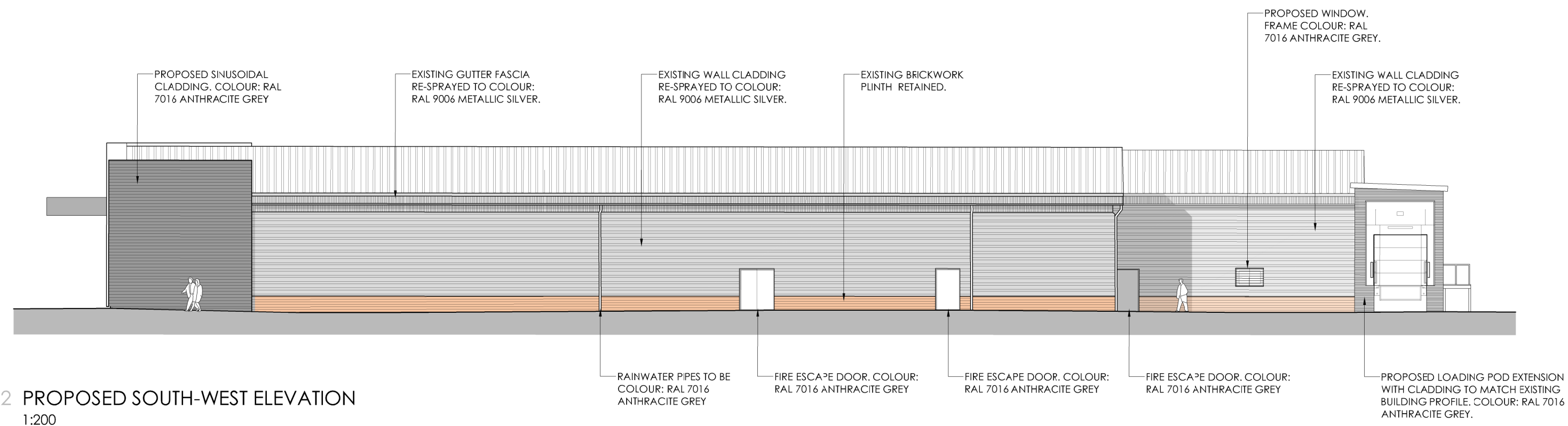
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Client	ALDI STORES LIMITED - CHELMSFORD				
Status	PLANNING				
Scale	1:200	Drawing Size	A2		
Date	03/09/2019	Drawn By	YE	Checked	DRW

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- Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555
- The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577
- 101 London Road, Reading, RG1 5BY t. 0118 9507700
- 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215

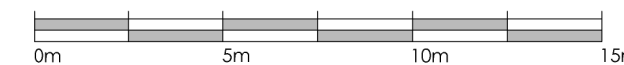




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02 PROPOSED SOUTH-WEST ELEVATION  
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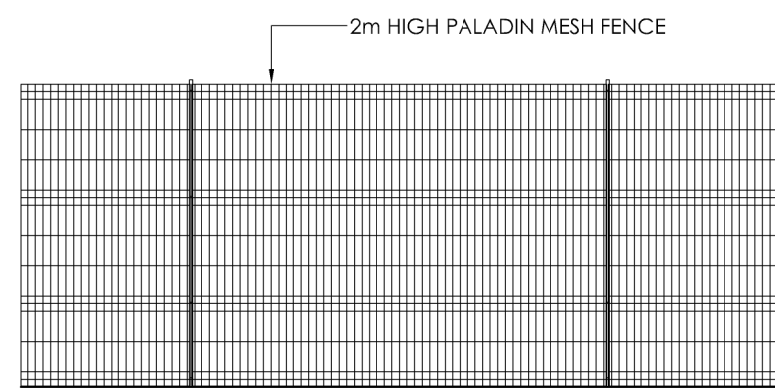


Rev	Date	Description	Rev By	Chk'd By
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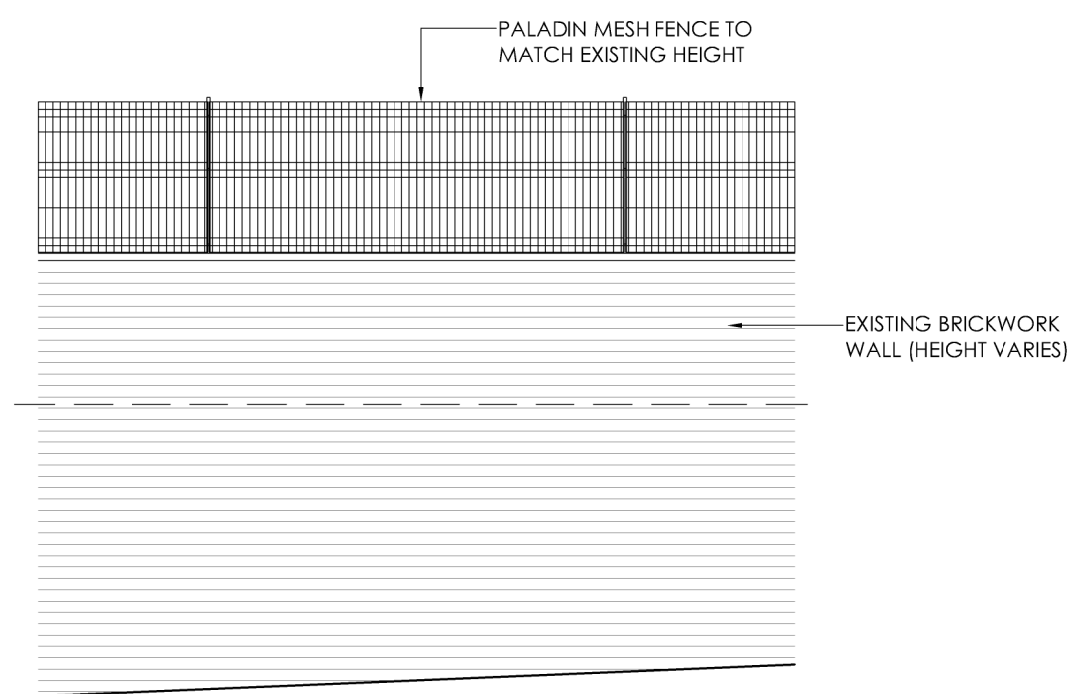
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Client	ALDI STORES LIMITED - CHELMSFORD				
Status	PLANNING				
Scale	1:200	Drawing Size	A2		
Date	03/09/2019	Drawn By	YE	Checked	DRW

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- Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555
- The Old Rectory, 79 High Street, Newport Pagnell, MK16 8AB t. 01908 211577
- 101 London Road, Reading, RG1 5BY t. 0118 9507700
- 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215

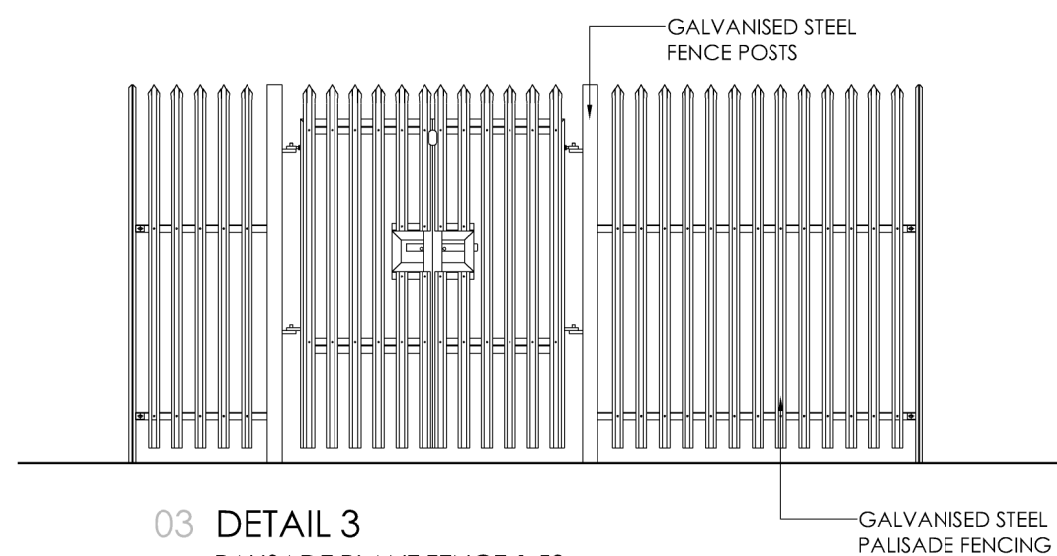




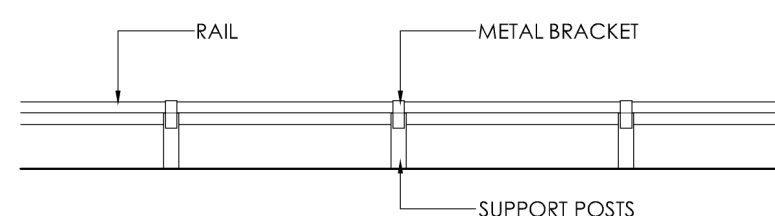
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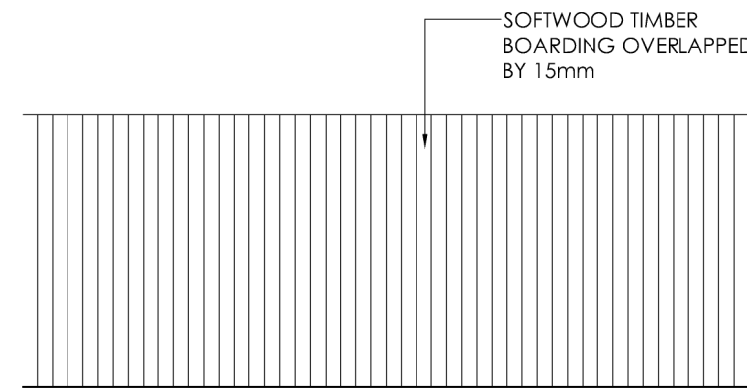
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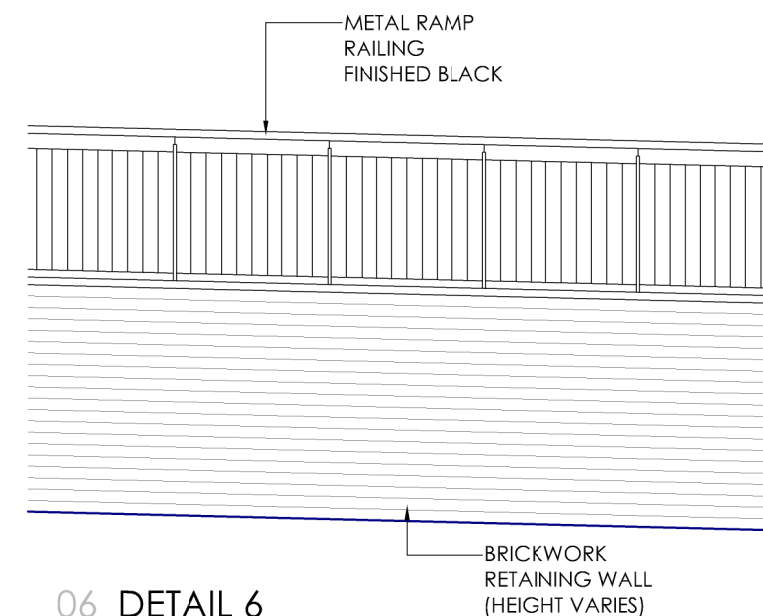
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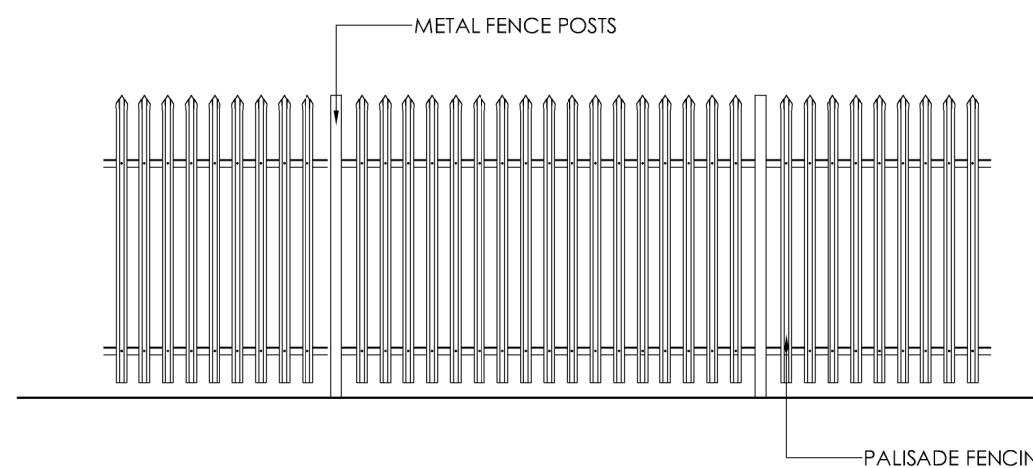
04 DETAIL 4  
TIMBER KNEE RAIL 1:50



05 DETAIL 5  
TIMBER FENCE 1:50

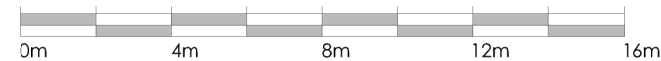


06 DETAIL 6  
RAMP RAILING 1:50



07 DETAIL 7  
EXISTING PALISADE FENCE (HEIGHT VARIES) 1:50

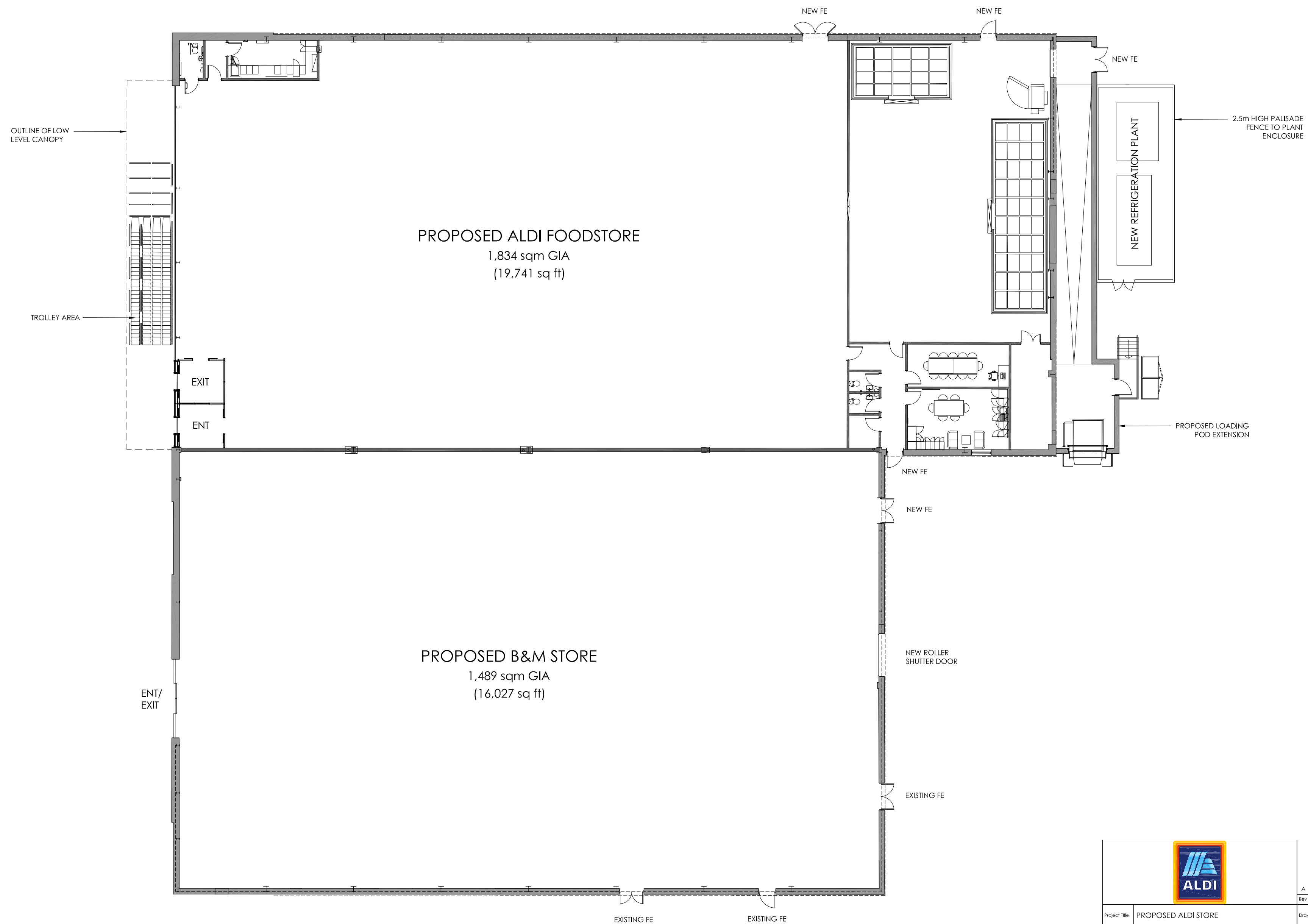
- KEY:**
- DETAIL 1 - REPLACEMENT 2m HIGH PALADIN FENCE
  - DETAIL 2 - REPLACEMENT PALADIN FENCE TO MATCH EXISTING HEIGHT
  - DETAIL 3 - 2.5m HIGH PALISADE FENCE SURROUNDING REFRIGERATION PLANT
  - DETAIL 4 - TIMBER KNEE RAIL
  - DETAIL 5 - 1.8m HIGH CLOSE BOARDED TIMBER FENCE
  - DETAIL 6 - 1m HIGH METAL RAILING TO RETAINING WALL
  - DETAIL 7 - EXISTING PALISADE FENCE RETAINED
- PLEASE REFER TO DRAWING 2800-CHE-113 FOR REFERENCE PLAN





Rev	Date	Description	Rev By	Chk'd By
				
Project Title		PROPOSED ALDI FOODSTORE		
		5 STATION ROAD NEW SOUTHGATE ARNOS GROVE N11 1QJ		
Client		ALDI STORES LIMITED - CHELMSFORD		
Status		PLANNING		
Scale	1:50	Drawing Size	A2	
Date	29/04/2020	Drawn By	DP	Checked DRW
Drawing Title		PROPOSED BOUNDARY/FENCE DETAILS		
Job-Dwg No	2800-CHE-114		Rev	-
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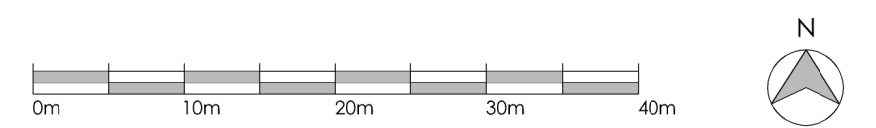


3,435 sqm PROPOSED OVERALL GROSS EXTERNAL AREA



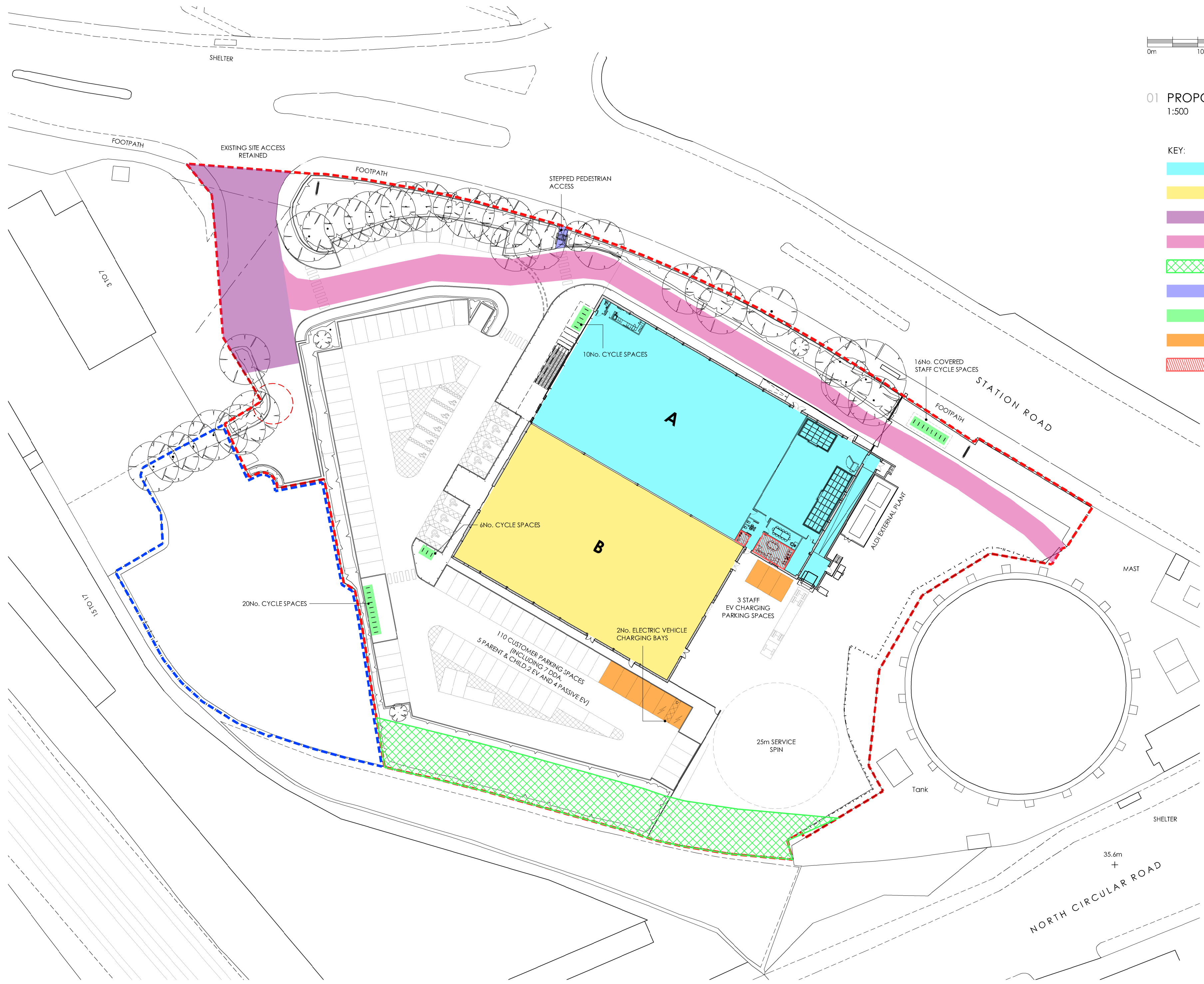
01 PROPOSED GROUND FLOOR PLAN  
1:200

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		Rev	Date	Description	Rev By	Chkd By							
A	17/10/2019	GENERAL UPDATE	DRW	DRW									
Project Title: PROPOSED ALDI STORE 5 STATION ROAD NEW SOUTHGATE ARNOS GROVE N11 1QJ		Drawing Title: PROPOSED GA PLAN Job-Dwg No: 2800-CHE-105 Rev A											
Client: ALDI STORES LIMITED - CHELMSFORD		2 St. Johns North, Wakefield, WF1 3QA t. 01924 291600 Coners Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555 The Old Rectory, 79 High Street, Newport Pagnell, MK16 9AB t. 01908 211577 101 London Road, Reading, RG1 5BY t. 0118 9507700 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4291215											
Status: PLANNING													
Scale: 1:200 Drawing Size: A2		Date: 30/08/2019 Drawn By: YE Checked: DRW											



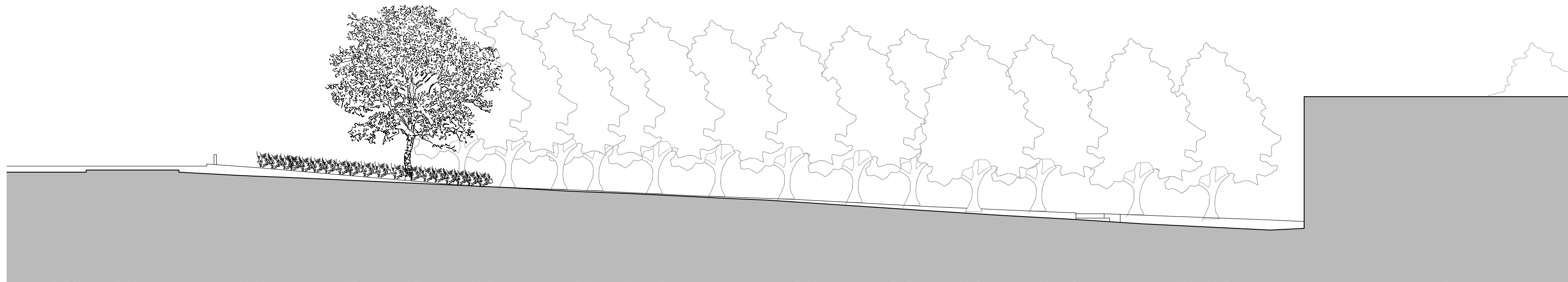
**01 PROPOSED SITE PLAN**  
1:500

- KEY:**
- ALDI UNIT - "A"
  - B&M UNIT - "B"
  - SHARED SITE ACCESS
  - ACCESS RIGHTS FOR GASHOLDER SITE CONSTRUCTION/DEMOLITION TRAFFIC
  - PROVISION FOR VEHICULAR ACCESS TO GASHOLDER SITE
  - PEDESTRIAN ACCESS
  - 36No. CUSTOMER CYCLE SPACES & 16No. STAFF CYCLE SPACES
  - 2No. CUSTOMER ACTIVE EV SPACES, 4No. CUSTOMER PASSIVE EV SPACES & 3No. ACTIVE STAFF EV SPACES
  - SHOWER, CHANGING & LOCKER FACILITIES

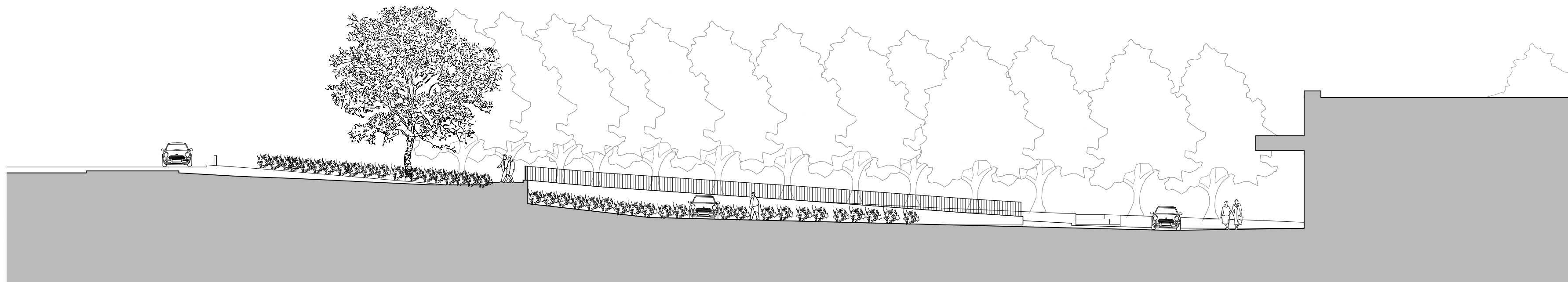


Rev	Date	Description	Rev By	Crk'd By
Project Title		<b>PROPOSED ALDI FOODSTORE</b> 5 STATION ROAD NEW SOUTHGATE ARNOS GROVE N11 1QJ		
Client		ALDI STORES LIMITED - CHELMSFORD		
Status		PLANNING		
Scale		1:500	Drawing Size A2	
Date	06/11/2020	Drawn By	DRW	Checked DRW
Drawing Title		PROPOSED SITE PLAN		
Job-Dwg No		2800-CHE-116		Rev -
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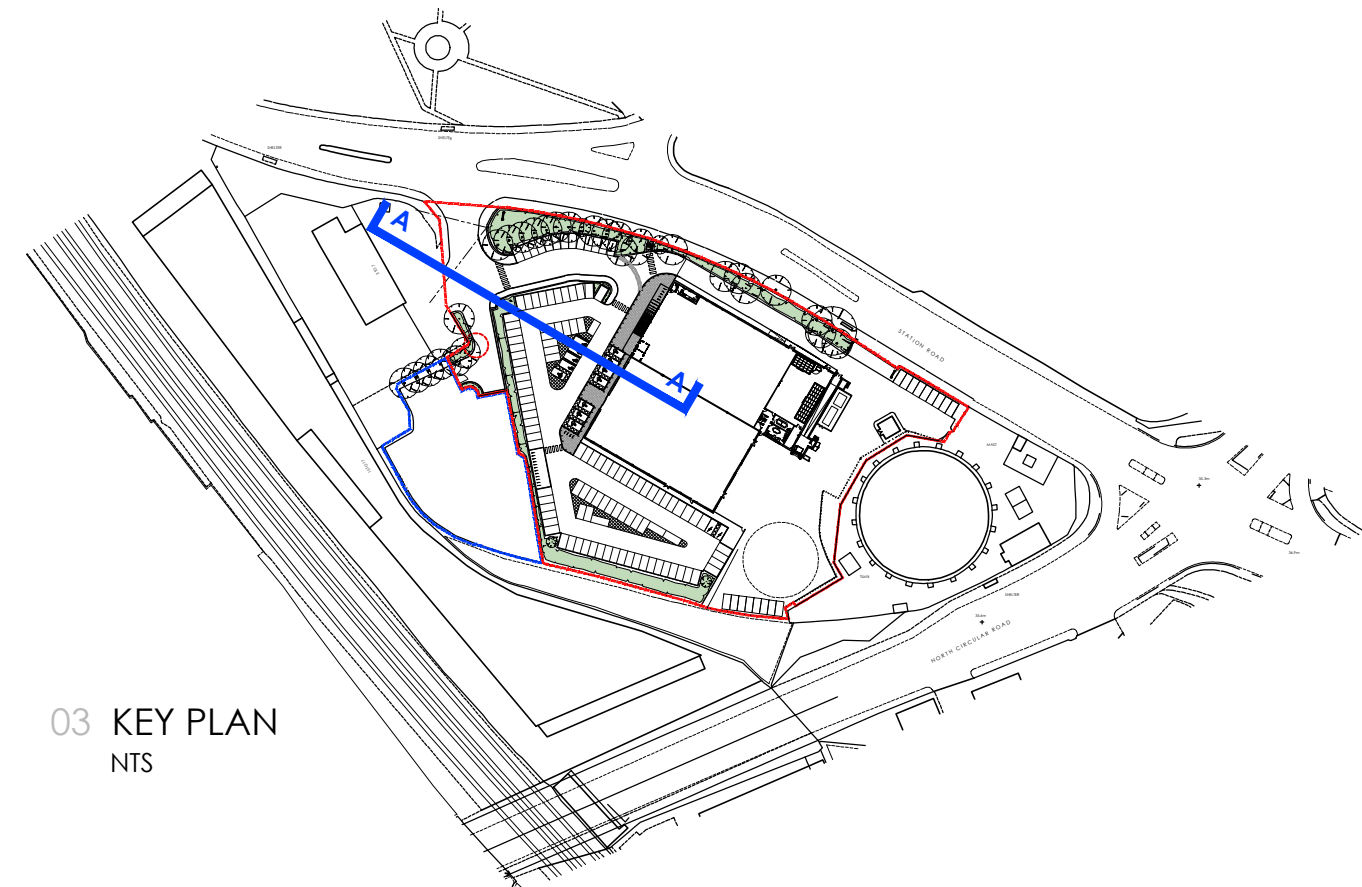




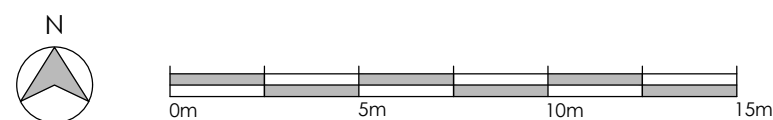
01 EXISTING SECTION A-A  
1:200



02 PROPOSED SECTION A-A  
1:200



03 KEY PLAN  
NTS



Rev	Date	Description	Rev By	Chk'd By
B	09/12/2019	GENERAL UPDATE	DP	DRW
A	17/10/2019	GENERAL UPDATE	DRW	DRW



Project Title	PROPOSED ALDI FOODSTORE			
	5 STATION ROAD NEW SOUTHGATE ARNOS GROVE N11 1QJ			
Client	ALDI STORES LIMITED - CHELMSFORD			
Status	PLANNING			
Scale	1:200	Drawing Size	A2	
Date	04/09/2019	Drawn By	DRW	Checked DRW
Drawing Title	SITE SECTIONS			
Job-Dwg No	2800-CHE-108	Rev	B	

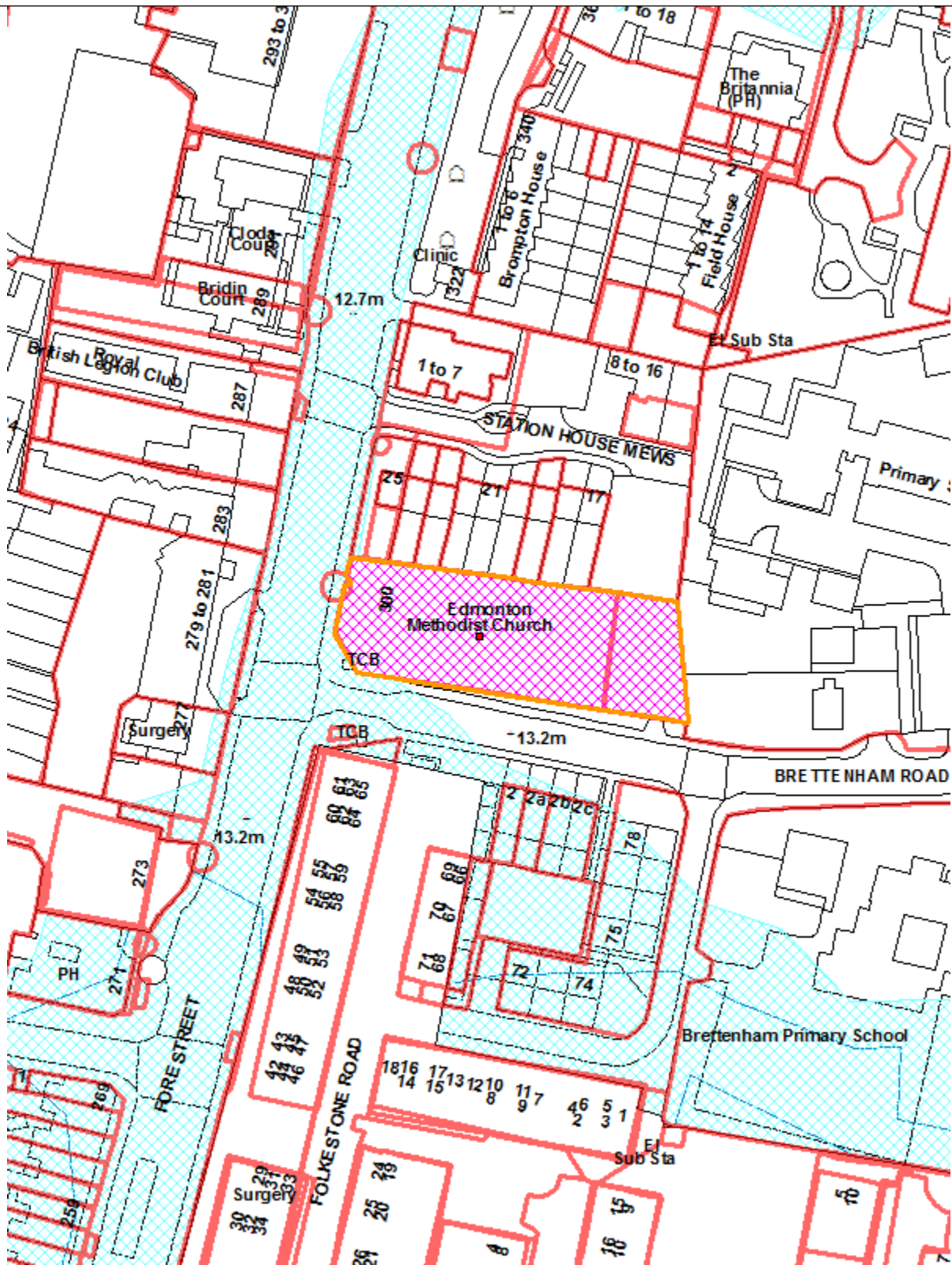
- 2 St. Johns North, Wakefield, WF1 3QA t. 01924 291800
- Carvers Warehouse, 77 Dale Street, Manchester, M1 2HG t. 0161 2388555
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- 10 Gees Court, St Christophers Place, London, W1U 1JJ t. 0207 4091215



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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date:</b> 15 December 2020
<b>Report of</b> Head of Planning	<b>Contact Officer:</b> Andy Higham Claire Williams Eloise Kiernan Tel No: 020 8132 2130	<b>Ward:</b> Edmonton Green
<b>Ref:</b> 17/05384/FUL		<b>Category:</b> Major Application
<b>LOCATION:</b> Edmonton Methodist Church, 300 Fore Street, London, N9 0PN		
<b>PROPOSAL:</b> Redevelopment of site including the erection of a 4 storey block of 24 self-contained flats with parking at ground floor and partial demolition of existing church for the erection of a new 3 storey Church building involving vehicular access off Brettenham Road.		
<b>Applicant Name &amp; Address:</b>  Edmonton Methodist Church 300 Fore Street London N9 0PN		<b>Agent Name &amp; Address:</b>  Mr Haydn Jones Saville Jones Consultancy 74 Victoria Road Worthing BN11 1UN
<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: 17/05384/FUL LOCATION: Edmonton Methodist Church, 300 Fore Street, London, N9 0PN



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Scale 1:1250

North



**1. Note for Members**

- 1.1 The application is being reported to the Planning Committee for determination because it is a Major development.

**2. Recommendation/Conditions**

- 2.1 That, the Head of Development Management/Planning decisions Manager, be authorised to GRANT planning permission subject to the following conditions:

1. Time Limit
2. Approved Plans
3. Full details, specifications, samples of all External Materials, including detailed drawings scaled 1:20 with 1:5 sections
4. Contamination assessment
5. Air Quality Assessment
6. Sound Insulation.
7. Landscaping
8. Biodiversity enhancements
9. Hard surfacing
10. Enclosure (including privacy screens to balconies)
11. Construction Management Plan
12. External Lighting
13. Energy Statement
14. EPC's
15. SuDS Strategy
16. SuDS Verification
17. Water Efficiency
18. Considerate Constructors
19. Green Roof
20. Refuse Storage
21. Cycle Storage
22. Site Waste Management Plan

23. Redundant Access
24. New Access
25. Tree protection
26. BREEAM Accreditation
27. Accessible housing – compliance with Part M4 (2) Building Regulations
28. PD Restriction – church only
29. Details of privacy screens
30. Hours of use

### **3. Executive Summary**

- 3.1 This application seeks approval for a scheme involving the redevelopment of site including the erection of a 4 storey block of 24 self-contained flats with parking at ground floor and partial demolition of existing church for the erection of a new 3 storey Church building involving vehicular access off Brettenham Road
- 3.2 The scheme is considered acceptable for the following reasons:
  - i. The improvements and rebuilding of the church provide public benefit and a valuable community asset;
  - ii. It would retain a locally listed heritage asset within the Fore Street Conservation Area;
  - iii. The improved design and sustainability credentials would improve both the visual amenity and character of the area while contributing towards environmental objectives within the Borough;
  - iv. It would provide good quality housing stock to the Borough within a sustainable location;
  - v. It would not be detrimental to residential amenities;
  - vi. It would not compromise highway safety;

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

- 4.1 The application site is located on the eastern side of Fore Street and northern side of Brettenham Road and currently features a detached building which currently serves a church (D1 use) facility. The site area is approximately 0.18 hectares.
- 4.2 The application site comprises a landmark building of Arts and Crafts style within the boundaries of the Fore Street Conservation Area and identified as making a positive contribution to the area. The site is adjacent to the Police Station to the west, which is a listed building. The existing building is part single and part two storeys in height.
- 4.3 The surrounding area typically comprises residential dwelling located off Fore Street. The rear gardens of properties sited at Station House Mews abut the site to the north and flatted developments are located to the south.



- 4.4 The application site is located within Flood Zone 2 and identified as a Site of Archaeological Interest.

## **5. Proposal**

- 5.1 The applicant seeks full planning permission for the redevelopment of site including the erection of a 4 storey block of 24 self-contained flats with parking at ground floor and partial demolition of existing church to facilitate the erection of a new 3 storey Church building involving vehicular access off Brettenham Road
- 5.2 The application has been amended during its determination period with the input of both the urban design and heritage officers. The scheme has subsequently been redesigned to accommodate an increase from 12 to 24 residential units and the heritage asset has been retained and incorporated into the redevelopment.

## **6. Relevant planning history**

- 6.1 17/00817/PREAPP - Proposed redevelopment of site including the demolition of the existing building and erection of a new Church together with 35 self-contained flats, (comprising 9 x 3-bed, 14 x 2-bed flats, 12 x 1-bed), together with basement car parking and communal external space and roof garden – response issued
- 6.2 P13-01254PLA - Widening of existing 2 x vehicle access, installation of replacement gates and metal fencing – granted with conditions
- 6.3 P13-03720NMA - Non material amendment to P13-01254PLA to allow the proposed sliding gate to be changed to a double inward opening gate – agreed.

## **7. Consultation**

- 7.1 Statutory and non-statutory consultees

### Internal

- 7.2 Traffic and Transportation – No objections subject to conditions and a S106.
- 7.3 SuDS – No objections as FRA was submitted subject to SuDS conditions.
- 7.4 Environmental Health – No objections subject to conditions

### External

- 7.5 Thames Water – No objections

### Public

- 7.6 Consultation letters were sent to 122 neighbouring properties. The application was also advertised in the local paper and by site notice. Further re consultation on the revised information was undertaken. Four representations

objecting to the development were received. The main issues raised in summary were:

- Increase in traffic;
- Loss of parking
- Strain on existing community facilities;
- Close to adjoining properties;
- Inadequate access;
- Affects local ecology;
- Conflicts with Local Plan;
- Increase of pollution;
- Loss of light;
- Loss of privacy;
- Out of keeping with character of the area;
- Overdevelopment of the site;
- Potential contamination of the land;
- Impact on existing heritage assets at the site and the listed Police Station, contrary to Local Plan.

7.7 Additionally, there were 10 representations in support as well as a Statement of Support with signatures submitted by the Minister, Rev Valentin Dedji.

## **8. Relevant Planning Policies**

### **8.1 Development Management Document**

DMD1	Affordable Housing
DMD3	Mix of Decent Sized Homes
DMD6	Residential Character
DMD8	New Residential development
DMD9	Amenity Space
DMD10	Distancing
DMD16	Provision of New Community Facilities
DMD31	Development Involving Tourism and Visitor Accommodation
DMD37	Achieving High Quality and Design-Led Development
DMD44	Conserving and Enhancing Heritage Assets
DMD45	Parking Standards and Layout
DMD46	Vehicle crossovers and dropped kerbs
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD50	Environmental Assessment Methods
DMD51	Energy efficiency standards
DMD53	Low and zero carbon technology
DMD56	Heating and cooling
DMD57	Responsible sourcing of materials, waste minimisation and green procurement
DMD58	Water efficiency
DMD61	Managing Surface Water
DMD64	Pollution Control and Assessment
DMD65	Air quality
DMD66	Land contamination and instability
DMD68	Noise
DMD69	Light Pollution
DMD71	Protection and Enhancement of Open Spaces

DMD76	Wildlife Corridors
DMD77	Green Chains
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD80	Trees on Development Sites
DMD81	Landscaping

## 8.2 Core Strategy

CP2	Housing supply and new homes
CP3	Affordable Housing
CP4	Housing quality
CP5	Housing type
CP9	Supporting community cohesion
CP11	Recreation, leisure, culture and arts
CP12	Visitors and Tourism
CP20	Sustainable energy use and energy infrastructure
CP21	Delivering sustainable water supply, drainage and 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

## 8.3 London Plan (2016)

2.2	London and the wider Metropolitan area
2.6	Outer London: vision and strategy
2.7	Outer London: economy
2.8	Outer London: transport
2.16	Strategic outer London development centres
3.1	Ensuring equal life chances for all
4.6	Arts, culture, sport and entertainment provision
5.1	Climate change mitigation
5.2	Minimising carbon dioxide emissions
5.3	Sustainable design and construction
5.6	Decentralised energy in development proposals
5.7	Renewable energy
5.10	Urban greening
5.11	Green roofs and development site environs
5.12	Flood risk management
5.13	Sustainable drainage
6.3	Assessing the effects of development on transport capacity
6.9	Cycling
6.10	Walking
6.11	Smoothing traffic flow and tackling congestion
6.12	Road network capacity
6.13	Parking

7.1	Building London's neighbours and communities
7.2	An inclusive environment
7.3	Designing out crime
7.4	Local character
7.5	Public realm
7.6	Architecture
7.8	Heritage assets and archaeology
7.14	Improving air quality
7.15	Reducing noise and enhancing soundscape
7.19	Biodiversity and access to nature
7.21	Trees and woodlands

#### 8.4 Draft London Plan

8.4.1 The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. Directions relevant to this application include.

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

D4 Delivering good design  
D5 Inclusive design  
D8 Public Realm  
G6 Biodiversity and access to nature  
G7 Trees and woodlands  
SI1 Improving air quality  
SI13 Sustainable drainage  
T1 Strategic approach to transport  
T3 Transport capacity, connectivity and safeguarding  
T4 Assessing and mitigating transport impacts  
T5 Cycling  
T6 Car Parking

#### 8.5 Other Relevant Policy

- National Planning Policy Framework (2019)
- National Planning Practice Guidance (2019)

#### 8.6 Other Material Considerations

- Fore Street Angel Conservation Area Character Appraisal (2015)
- GLA Housing SPG (2016)
- Nationally Described Space Standards

### 9. **Analysis**

9.1 The main issues for consideration regarding this application are as follows:

- Principle of the Development including Impact on Heritage Assets and Fore Street Conservation Area and Community Use;
- Design and Character;
- Standard of Accommodation;
- Housing Mix;
- Affordable Housing;
- Neighbouring Amenities;
- Traffic and Transportation;
- Trees and Biodiversity;
- Flooding and Drainage;
- Sustainability; and
- Contamination.

## 9.2 Principle of the Development

### Heritage Assets

#### Edmonton Methodist Church

- 9.2.1 Edmonton Methodist Church comprises an arts and crafts building circa 1927 which fronts Fore Street, with an earlier hall to the rear. Both buildings lie within the boundaries of the Fore Street Conservation Area. The frontage building is noted in the Fore Street Conservation Area Character Appraisal as being a landmark building and also forms a focal point in the conservation area. Stylistically, it has a symmetrical 3 storey, 3 bay frontage with projecting side gables of red brick with stone dressings, and yellow stock to rear wall. A central 5 light variant on the Diocletian window with decorative stone surround can be seen to the central bay. Timber framed casement windows exist throughout with leaded lights and tiled cills. Creasing tiles to quoins and window heads. Exposed brick end stacks. Slated hipped roof over.
- 9.2.2 The rear hall is noted as making a positive contribution to the conservation area. Originally the Sunday School, it was constructed in the late 19<sup>th</sup> century of London Stocks with large arched windows and copper ventilation cowls. The former vestibule is now the main entrance and features later entrance canopy and rendered walls. A slightly later club room and kitchen face Brettenham Road, of brick with replacement uPVC windows. The original forecourt has been given over to hardstanding with hoop top railings to boundary.
- 9.2.3 Edmonton Methodist Church forms part of the loose group of landmark late 19<sup>th</sup>/early 20<sup>th</sup> century former public and religious buildings, the former Police Station, 1905, by JD Buter, the inter-war Ambulance Stations nos.305-309 and the former library. Key views are afforded along Park Road and northwards along Fore Street.

#### Fore Street Conservation Area

- 9.2.4 The Act defines conservation areas as 'areas of special architectural or historic interest, the character or appearance of which it is desirable to preserve or enhance'. The significance and special character of the Fore Street Conservation Area essentially is that it comprises one of the oldest routes north from London and is characterised by its rich and varied building

stock which ranges from the early 19<sup>th</sup>-century to the present day, arranged in a historic linear settlement pattern. Its diversity is part of its significance and structures 'should be seen as part of the street as a whole' (2.5.2) more than in terms of particular stylistic or historic groupings: 'each building tends to be different from its neighbours' (2.6.10).

9.2.5 Rectilinear landscape division was established in the area during the Roman period with settlement developing along similar lines, most notably the spine route which was formed by Ermine Street. Fore Street represents a medieval diversion from the Roman road, beginning at what is now the borough boundary. Despite some historic buildings being lost as part of redevelopment in the 1950s, the linear settlement pattern can still clearly be seen today. The surviving historic areas of Fore Street which make a positive contribution to its character are defined by a strong street frontage and sense of enclosure. Although some historic buildings were lost as part of the redevelopment in the 1950s and preparations for road widening schemes (which were never implemented), the linear settlement pattern can still clearly be seen.

9.2.6 The overall character of this part of the Conservation Area has been shaped in three key phases:

1. Ribbon development of suburban, mainly residential, development - which grew up incrementally from the 17th century along the main road out of London and led to both frontages being fully developed by around 1870.

2. Expansion: the development of the fields behind the frontage buildings for large-scale suburban housing with Fore Street becoming a local commercial and retail centre to serve it- particularly at the north and south ends of the character area. The central area remained residential until the late 20th century, interspersed with (former) public buildings like the Library, Police Station and Ambulance Station. This phase was at its peak between 1890-1914, continuing into the inter-war years. The transition of Fore Street to commercial uses was achieved both by conversion of existing houses, often with 'bungalow fronts' built out over former front gardens, and with new larger buildings. Architecturally, the new buildings form two distinct groups, those built around 1900, and those from the inter-war years.

3. Post-war intervention by public authorities using compulsory purchase to facilitate comprehensive redevelopment of large areas, often linked to road 'improvements' or precipitated by bomb damage. Public houses and churches were often retained, primarily because of the high cost of compensation on the basis of 'equivalent reinstatement' (the cost of replacement buildings of similar size and quality), which applied to them.

#### Impact on the Heritage Assets and Conservation Area

9.2.7 The frontage building has been identified as a landmark building in the Fore Street Conservation Area Character Appraisal and is therefore deemed to make a positive contribution to the character and appearance of the Conservation Area. Of the rest of the group, the current church hall is identified as building making a positive contribution to the Conservation Area and other structures are identified as neutral. In planning terms, it is therefore considered that both the former hall and the frontage building be identified as non-designated heritage assets. A non-designated heritage asset can be a

building, monument, site, place, area or landscape identified as having a degree of significance meriting consideration in planning decisions.

9.2.8 A landmark is defined as:

*A prominent or conspicuous object on the land that serves as a guide..... a distinguishing landscape feature marking a site or location..... a building or other place that is of outstanding historical, aesthetic, or cultural importance, often declared as such and given a special status (landmark designation) , ordaining its preservation, by some authorizing organization*

9.2.9 The NPPF sets out how harm to heritage assets should be approached. Harm to heritage assets is measured as 'less than substantial' or 'substantial harm'. Irrespective of whether harm is 'less than substantial' or 'substantial' the NPPF (backed up by case law) requires the Local Planning Authority to attach 'great weight' to harm. The loss of a landmark building within a conservation area would normally cause a high level of harm and a comparative 'no harm' scheme/ options appraisal would normally need to be submitted, as part of the application process. In this instance, any harm was of particular concern because of the challenging condition of the Conservation Area, noted in the appraisal document, and the associated implications for the heritage asset itself (the Fore St Conservation Area).

9.2.10 Following extensive and detailed discussions, the applicants were asked to submit an options appraisal for the site in line with paras 193 and 197 of the NPPF. The options appraisal considered three options for the site, one of which constituted no harm. Option 2, which sees the retention of the landmark frontage building and loss of the building making a positive contribution to the character of the conservation area was ultimately taken forward, as although it would result in the loss of the building noted as making a positive contribution to the Conservation Area, it was considered that the replacement building was of an acceptable design that would preserve the character of the Conservation Area and that it allowed for the retention of landmark the frontage.

- 1. Retention of the front "landmark" and rear positive contributor (no harm);*
- 2. Retention of the "landmark" element but demolition of the rear building;*
- 3. Loss of landmark and rear positive contributor (total loss of both historic buildings).*

9.2.11 Recent case law provides important clarification on the way in which applications concerning the demolition of non-designated heritage assets (NDHA) in Conservation Areas should be handled. The Dorothy Bohm v SSCLG [2017] EWHC 3217 Judgment clarifies that just because something is a 'positive contributor', so long as it is not designated in itself, a Local Planning Authority should normally not automatically conclude that it cannot be demolished/ redeveloped until it has assessed it in comparison with the potential enhancements of a proposed development. Importantly, this implies that the demolition of an NDHA in a Conservation Area cannot be treated as harm to a designated heritage asset in isolation, but that the scheme as a whole needs to be considered, with the demolition being just one factor in this.

9.2.12 The judgement effectively holds that the demolition of an NDHA in a Conservation Area should not be regarded in the same way as if it were the

designated asset itself. Even if the existing building makes a positive contribution to the Conservation Area and would be completely lost, this does not mean that the Conservation Area would inevitably be harmed. If the replacement building is of an acceptable design that would preserve the character of the Conservation Area, then it is considered that no harm to the Conservation Area would arise as a result of the proposals.

- 9.2.13 On that basis, the loss of a positively contributing NDHA does not automatically mean that harm must arise to the Conservation Area. The key questions to ask are therefore; whether great weight has been given to the conservation of the designated heritage asset (i.e. the Conservation Area), and whether the replacement building will preserve the character of the Conservation Area.
- 9.2.14 Although the proposals will incur the loss of the rear hall building which makes a positive contribution to the character of the Conservation Area, its replacement with a building of an acceptable design that preserves the landmark frontage building and the character of the Conservation Area, means that no harm would arise to the designated heritage asset as a result of the proposals in line with paras 193 and 197 of the NPPF.
- 9.2.15 Having regard to the above, the partial demolition and introduction of a replacement building that preserves the heritage asset and Fore Street Conservation Area as a whole is therefore considered acceptable, having regard to the advice contained within the National Planning Policy Framework, Planning (Listed Buildings and Conservation Areas) Act, 1990, policy CP31 of the Core Strategy, policy 7.8 of the London Plan and policy DMD44 of the DMD and the aims and objectives contained within the Fore Street Conservation Area Character Appraisal.

#### Re Provision of the Community Facility

- 9.2.16 Policy CP11 of the Core Strategy relates to Recreation, Leisure, Culture and Arts; the Council will seek to protect existing assets and provision, and promote and encourage the increased use of recreation, leisure, culture and arts facilities in the Borough. Additionally, policy DMD17 of the Development Management Document relates to the protection of community facilities within the Borough, together the policies are supportive of improvements to existing facilities.
- 9.2.17 It is noted that the existing facility would be retained and provided with improved facilities to maintain the same level of public provision and accessibility to cater for the local community, which is welcomed. The ground floor would feature a large foyer with coffee bar and reception counter as well as Prayer Chapel and Vestry and a sanctuary with seating for 289 people. The first floor would comprise the Minister's office, a meeting room, a community room and main hall. The main hall has been designed to serve a traditional church hall but would also allow for sports facilities to cater for the church and community. The second floor features a further two meeting rooms which again provide further opportunities for the community use, which are again deemed to be positive features alongside the church facility itself, having regard to Policies CP11 of the Core Strategy and DMD17 of the Development Management Document.



### 9.3 Design and Character

- 9.3.1 The National Planning Policy Framework specifies that design policies should concentrate on guiding the overall scale, density, massing, height, landscape, layout and materials of developments in regard to neighbouring buildings and the local area more generally. Additionally, particular architectural styles or tastes need not be imposed as this could hinder innovation, however developments should seek to promote or reinforce local distinctiveness. Furthermore, permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of the area, and the way it functions.
- 9.3.2 Following various meetings and input from urban design and heritage teams within the Planning Service, the building has been redesigned and additional height has been added to integrate the building with the existing heritage assets and surrounding street scene.
- 9.3.3 The proposed new build element is of a contemporary ecclesiastical style and incorporates a corner tower element with pre-patinated zinc to provide an additional focal point to mark the corner element with Brettenham Road. The existing heritage asset is of an art deco design. The proposed contemporary architectural approach thereby marries the old and new elements together and thus the site remains a focal point as it retains the old landmark whilst creating a new landmark element. The proposed design also incorporates a glazed link to provide visual permeability and separation between both buildings as well as a good transition between the buildings, which therefore allowed the introduction of increased height to the rear element away from the heritage asset.
- 9.3.4 The street scene predominantly comprises 3-4 storey buildings and as such the ridge height was not considered to be excessive in regard to the surrounding character, particularly given that the bulk and massing were broken up by the varying eaves and ridge heights afforded by the glazed link and art deco heritage asset. These provided good transition between building heights whilst incorporating a sensitive design to preserve and enhance the heritage asset.
- 9.3.5 The overall design incorporated pyramidal rooflights to the front elevation, which would not normally be deemed acceptable, however further discussions with the applicant ensured that they would not be visible from pavement level thus preserving the relationship with the landmark building.
- 9.3.6 Further improvements to the public realm were also secured, which involved the shunting of the building to allow appropriate greening to the frontage. This is welcomed in heritage terms as it creates an active frontage whilst providing improvements to the conservation area and further greening to an otherwise urban environment.
- 9.3.7 It is therefore considered that the overall design is considered acceptable and would integrate satisfactorily with the surrounding street scene subject to appropriate conditions pertaining to details of all proposed materials, including a brick sample panel (showing brick type, bond and mortar) to be erected on site, and detailed drawings at 1:20 or larger with 1:5 sections showing the

proposed junction between the existing building and new development at roof level, roof (eaves and parapet detail) and any new or replacement doors (including jambs, frame, door case, door furniture) and windows (including cills, reveals, heads and window furniture).

#### 9.4 Standards of Accommodation

9.4.1 Policy 3.5 of the London Plan, as detailed in Table 3.3 stipulates the minimum space standards for new development. The proposed units will be expected to meet and where possible exceed these minimum standards as well as the design criteria in the London Housing SPG. The nationally described space standard (NDSS) was introduced on 25 March 2015 through a written ministerial statement as part of the New National Technical Housing Standards.

9.4.2 The floorspace required for each unit is as follows:

1b2p – 50 sq.m  
2b3p – 61 sq.m  
2b4p - 70 sq.m

9.4.3 The submitted floor plans indicate that all of the proposed units would meet the minimum standards with a suitable internal layout, including predominately dual aspect layouts. It is therefore considered that the proposed units would provide an acceptable level of accommodation, having regard to policy 3.5 of the London Plan and the guidance contained within the Housing SPG (2012).

9.4.4 Additionally, DMD9 of the Management Document indicates that the following minimum private amenity space standards for individual units alongside communal amenity space:

1b2p – 5 sq.m  
2b3p – 6 sq.m  
2b4p – 7 sq.m

9.4.5 Each unit would have access to communal amenity space as well as its own designated amenity space with balcony and thus would provide a suitable form of accommodation, having regard to policies DMD8 and DMD9 of the DMD.

#### 9.5 Housing Mix

9.5.1 Policy DMD3 of the DMD and CP5 of the Core Strategy seek to provide a suitable housing mix of 20% 1 and 2-bed, 15% 2-bed, 45% 3-bed and 20% 4+bed. The proposed unit mix is as follows:

Units	No. Units
1 Bed, 2 person (Flat)	19
2 Bed, 3 person (Flat)	3
2 Bed, 4 person (Flat)	2

<b>Total</b>	<b>24</b>
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- 9.5.2 The development would provide a mix of 80% one beds and 20% two beds, however, on balance, the net gain of residential assets alongside an improved community asset, given the significant heritage considerations, in this instance is considered acceptable.
- 9.5.3 It should be recognised that there is a need for all types of housing across the borough including smaller 1 and 2 bed units and when looking at the planning priorities and merits of this scheme the proposed housing mix is on balance acceptable. Furthermore, the supporting Planning Statement specifies that two units would be Wheelchair User Dwellings and the remaining units (22) would be accessible and adaptable homes, which provides for the whole community, including those that are mobile impaired.
- 9.6 Affordable Housing
- 9.6.1 Planning policy states that development should provide the maximum amount of affordable housing that is viable. In this instance, it is concluded that the scheme cannot sustain the delivery of any onsite affordable housing or obtain any financial contribution to deliver off site affordable housing.
- 9.6.2 A Viability Appraisal was submitted as part of the proposals and this was reviewed by an experienced independent viability consultant.
- 9.7 Neighbouring Amenity
- 9.7.1 Policy 7.6 of the London Plan Policy states that buildings should not cause unacceptable harm to residential amenity, including in terms of privacy and overshadowing. Additionally, policies DMD6 and DMD8 of the DMD ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment - the principles contained in this policy have been applied in this case given the relationship to residential properties. Furthermore, Policy CP30 of the Local Plan seeks to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity.
- 9.7.2 The properties most impacted on by the development would be those abutting the site at Station House Mews. In order to respect the houses to the north of the site (in Station House Mews), the building steps back away from the northern boundary as it increases in height. This is in line with BRE Report 209 – Daylight and Sunlight and reduces any adverse effects from overshadowing.
- 9.7.3 A Daylight/Sunlight Report was submitted as part of the applications and this considers the impact on this particular terrace in regard to windows as well as the garden areas. The main criteria used in this analysis to show compliance are the Annual Probable Sunlight Hours and Vertical Sky Component tests. The report concludes that the effect on VSC is within the 80% guidance value in all cases and therefore there will be no adverse impact on neighbouring residents in terms of daylight. In regard to sunlight, it has been demonstrated that all windows meet the BRE criteria by virtue of retaining 80% of their

existing value. The neighbouring gardens also retain in excess of 80% of their current values. All neighbouring gardens would retain at least 2 hours or more of direct sunlight on March 21<sup>st</sup> in excess of 50% of the garden area. There would therefore be no adverse impact on sunlight receipt to neighbouring properties.

9.7.4 It is therefore concluded that the proposed bulk, scale and massing would not be overbearing or give rise to an unacceptable loss of sunlight/daylight or outlook to neighbouring occupiers, having regard to policy DMD8 of the DMD.

9.7.5 Additionally, the layout has been carefully designed to exclude windows in the eastern elevation to minimise the potential for overlooking, having regard to policies DMD8 and DMD10 of the DMD. Furthermore, appropriate conditions could be attached to secure screens to the balconies where necessary.

#### 9.8.1 Traffic and Transportation

9.8.2 Policy DMD45 relates to car parking, cycle provision and parking design. DMD47 states that new development proposals will need to demonstrate that enough space for servicing, circulation and access to, from and through the site is provided. All developments must be fully accessible to pedestrians and cyclists and assist with general permeability within an area and the current factory does not provide this. London Plan policy 6.13, DMD policy 45 (Parking Standards and Layout) and 47 (Access, New Roads and Servicing) states that operational parking for maintenance, servicing and deliveries is required to enable a development to function.

9.8.3 Fore Street is a principal road and Brettenham Road is unclassified with a PTAL of 5 (very good), which indicates that the site is well connected to public transport services. The existing site has a vehicle crossover onto the A1010, Fore Street and a vehicle access off Brettenham Road providing access to parking at the rear of the site. The site is located in the South Edmonton Controlled Parking Zone (CPZ) which is an Event day only CPZ, opening times: noon to 9 pm. There are also other waiting and loading restrictions present in the vicinity of the proposal site.

#### *Parking*

9.8.4 The development would provide 24 units (19 x 1b2p, 3 x 2b3p and 2 x 2b4p) combined with the new church and associated rooms with a gross internal area totalling 1332.4 m<sup>2</sup> (the Sanctuary and Main Hall combined have 439 seats).

9.8.5 Public Transport Accessibility Level (PTAL) is a widely adopted methodology in Greater London for quantifying a site's accessibility to public transport and is considered to be a usable measure of relative accessibility to public transport at any location within a London borough and provides a general comparison of a site's accessibility relative to another. The site has a PTAL of 5 which indicates that access to frequent public transport services is very good.

9.8.6 The Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

Maximum residential parking standards:

- 1-2 beds = less than 1 parking space per unit

- 9.8.7 A total of six car parking spaces are proposed for the whole development with five undercroft car parking spaces allocated for the apartments and the Church: these spaces are to be accessed via a new access point off Brettenham Road.
- 9.8.8 This parking area consists of two disabled, blue badge holder spaces and an active electric vehicle charging space. Two passive electric vehicle spaces are also to be included. The side parking area is to be located behind a roller gate. As gates are to be provided on this access, a condition is to be imposed to ensure they are sited a minimum distance of 5m from the carriageway edge to enable vehicles to pull clear of the highway whilst the gates are opened or closed, to avoid vehicles having to wait/stop/park on the adjoining public highway.
- 9.8.9 One additional external disabled space for the Church is to be located at the front of the Church. This is similar to the existing arrangement and the parking area is to be accessed via the existing retained vehicle crossover off the A1010, Fore Street.
- 9.8.10 It should be noted that no stopping, waiting, pick-up/drop off is permitted from Fore Street as a result of the public realm/cycle improvements.
- 9.8.11 The existing Methodist Church has parking for 12 vehicles at the front and front side of the building with another parking area with capacity for approximately 16 vehicles to the rear. Google Street View images from March 2019 shows that there was a high demand for these spaces and shows double parking taking place (cars blocking others in).
- 9.8.12 Given there is only the Tottenham Hotspur Event Day controlled parking zone covering the site (which does not consistently operate over the likely periods of peak demand for the site), the Council would expect a contribution of £25,000 to cover the cost of consulting on and, if necessary, implementing parking controls in the area. This could be contingent on the results of car parking surveys of the area showing a significant reduction in parking capacity arising from this development.

#### Trip Generation and Parking Surveys

- 9.8.10 A Transport Statement (TS) has been submitted as part of the accompanying documents. Given the existing use as a place of worship (D1) on the site and as it is only undergoing reconfiguration, the assessment excluded this element of the proposal from the trip generation assessment.
- 9.8.11 Trip rates have been derived from TRICS (Trip Rate Information Computer System). TRICS is the national system of trip generation analysis for the UK and Ireland, an essential method of measuring the likely transport generated by new developments. Following calculation and analysis of forecast trips the TS concludes: *"...that the proposals represent no material issues in highway or transport terms."*
- 9.8.12 On-street parking surveys were undertaken within a 100m, 200m, 300m and 400m walking distance of the site. An independent survey company was used, and surveys were undertaken on the following dates and time periods:
- Thursday 14th July, 2016; 08:00 – 19:00
  - Sunday 17th July, 2016; 08:00 – 18:00

- 9.8.13 The survey results concluded that cars associated with this development could utilise the local highway network and be accommodated within the existing on-street car parking capacity, which is therefore considered acceptable.

#### Cycle Parking

- 9.8.14 The proposed development would introduce a total of 54 new cycle spaces for the development located in convenient and easy to use locations on site. Cycle storage and racks, capable of accommodating a total of 40 bicycles would serve the residential units and cycle racks for 14 bikes are also included for the church congregation to use. These are located on the north side of the building at ground level.

- 9.8.15 The London Plan cycle parking standards are as follows:

Table 6.3 Cycle Parking minimum standards:

Land use	Long-stay
Dwellings (all)	1 space per studio and 1 bedroom unit
	2 spaces per all other dwellings

Note: In addition, the applicant must provide short-stay cycle parking in an accessible location: 1 space per 40 units, with a minimum provision of 2 spaces.

Land use		Long-stay	Short-stay
D1	Church	1 space per 8 staff	1 space per 100 sqm

- 9.8.16 The design of the bike store should ensure that it is big enough to accommodate cycles with stands/racks, lockable (by an access fob/card or BS mortice lock), allowing both the frame and at least one wheel to be secured. The plans provided should include detailed designs of the bike store, including dimensions, materials of the bike racks and materials of the bike store and also showing the proposed racks / stands in the store. Guidance is set out in the London Cycle Design Standards.
- 9.8.17 The number and location of cycle storage is considered acceptable and further details could be secured by an appropriate condition, should the scheme be granted.

#### Refuse and Recycling

- 9.8.18 Policy DMD 47 specifies that new development will only be permitted where adequate, safe and functional provision is made for refuse collection. Details of the current guidelines are set out in the Waste and Recycling Storage Planning Guidance.
- 9.8.19 The submitted Transport Statement states that *“During discussion with the London Borough of Enfield Council about the provision of servicing from the site, the development proposes that servicing will take place from the existing carriageway rather than the previously proposed lay-by. A refuse collection point will be located adjacent to the Brettenham Road site entrance, with the refuse stores for both flats and the church located in the centre of the*

*development. Therefore, servicing and refuse collection will enable the preservation of the existing mature trees adjacent to the development and occur on-street.*” This approach is considered acceptable from a highway perspective and further details of refuse storage design and numbers could be secured by an appropriate condition.

#### Construction Management Plan

- 9.8.20 In order to ensure that construction traffic associated with the development can be accommodated without any adverse impacts on the surrounding local highway network; a ‘Construction Traffic Management Plan’ would be required, however details could be secured by an appropriate condition, having regard to policy DMD48 of the DMD.
- 9.8.21 The scale of the proposed development would require the provision of a temporary heavy duty crossover in order to facilitate construction plant (ready mix concrete lorries, flatbed delivery vehicles, grab lorries, skip lorries, etc.) accessing the site. A new (relocated) access is proposed off Brettenham Road as the footway at this point is not constructed to take any heavy vehicles. There is therefore a highway requirement to construct a heavy duty crossing that would support commercial vehicles over 3.5t. Under the existing footway construction, there may be utility apparatus laid at a shallow depth and this would need to be protected by the heavy duty crossing.

#### Sustainable Transport Contribution

- 9.8.22 Each new unit shall be entitled to a sustainable transport package which shall include car club membership for two years with £50 driving credit, an Oyster card per bedroom and two years of London Cycling Campaign Membership per bedroom. The applicant would be responsible for promoting the sustainable transport package and managing delivery. Confirmation would be required that the package has been offered to all first occupiers of residential units. This should be via an independent audit undertaken at the applicant’s cost. Where there is no evidence that the package has been offered to the first occupier of a residential unit, the applicant will be required to pay the relevant per unit contribution for all applicable units to the Council to support delivery of sustainable transport measures.

<b>Housing mix</b>	<b>Per unit contribution</b>
Studio / 1 bedroom	£306
2 bedroom	£474

#### Additional Highway Works

- 9.8.23 There would also be a requirement to undertake some S278 remedial work to the public highway as the old entrance off Brettenham Road needs to be reinstated as footway and a new access constructed. Road markings would also need to be refreshed and this is incorporated into the S106.

9.9 Trees, Landscaping & Biodiversity

9.9.1 A revised Arboricultural Impact Assessment (AIA) has been submitted in response to concerns initially expressed regarding the original proposals and the relationship to a number of street trees and their root system

9.9.2 A further update on tree matters will be provided for Members to consider in advance of the Planning Committee.

9.9.3 The application site is situated in a town centre environment and thus the site has little biodiversity or ecological value at present. This was supported by a Preliminary Ecological Appraisal submitted as part of the application. However, it is considered that the shunting of the building has provided some necessary open space to provide high quality soft landscaping to the frontage, including some tree planting and biodiversity enhancements. Further details of a landscaping scheme, including tree planting would be secured by an appropriate condition, having regard to policies DMD79, DMD80 and DMD81 of the DMD and CP36 of the Core Strategy. Additionally, a green roof could be integrated into the design to improve the appearance of the locality and biodiversity credentials within the urban setting, having regard to policy CP36 of the Core Strategy.

9.9.4 Developments resulting in the creation of 100m<sup>2</sup> of floorspace or one net dwelling or more should provide on-site ecological enhancements having regard to feasibility and viability.

9.10 Flooding and Drainage

9.10.1 Policy DMD59 states that new development must avoid and reduce the risk of flooding. Policy DMD61 of the Development Management Document states that a Drainage Strategy would be required for all new developments to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan. All development must maximise the use of, and where possible, retrofit Sustainable Drainage Systems (SuDS).

9.10.2 The Flood Risk Assessment was submitted as part of the supporting documentation as the site is located within a Flood Zone 2. The Council's SuDS officer provided comments relating to drainage during the course of the application to ensure compliance with the necessary Council requirements. However, it is recommended that appropriate conditions are attached to ensure that an appropriate SuDS strategy is secured and the approved drainage/SuDS details are fully implemented, having regard to policies CP28 of the Core Strategy, DMD59, DMD60 and DMD61 of the DMD and 5.12 & 5.13 of the London Plan as well as the advice contained within the NPPF

9.11 Sustainability

9.11.1 The revised National Planning Policy Framework (2019) places an increased emphasis on responding to climate change, having regard to long-term implications for flood risk, coastal change, water supply, biodiversity and landscape, and the risk of overheating from rising temperatures. New development can help to reduce greenhouse gas emissions, such as through its location, orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical



standards and increase the use and supply of renewable and low carbon energy and heat. The NPPF states that even small-scale projects provide a valuable contribution to cutting greenhouse gas emissions.

- 9.11.2 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.
- 9.11.3 The London Plan adopts a presumption that all developments will meet carbon dioxide emission reductions that will improve upon 2010 Building Regulations, leading to zero carbon residential buildings from 2016. Policy 5.2 establishes a target for 2013 to be a 35% improvement over Part L of current Building Regulations
- 9.11.4 It was noted that an Energy and Sustainability Statement has been submitted, which details the following:
- High performance glazing is proposed throughout the development to reduce the effects of solar gain and to minimise overheating in summer and reduce heat loss during the winter;
  - gas-fired boilers will serve the church and individually for each apartment;
  - mechanical ventilation will be installed where appropriate; and
  - photovoltaic (PV) panels will be provided to the roofs of the building and assist in ensuring that a 35% reduction in carbon dioxide emissions is met in accordance with the London Plan. In addition, green roofs will be provided to other parts of the development.
- 9.11.5 Policy DMD55 requires all development to maximise the use of roof and vertical surfaces for Low and Zero Carbon Technology / Living Walls / Green Roofs. The submitted plans indicate that a green roof would be utilised as part of the design to the flat roof and this could be secured by an appropriate condition.
- 9.11.6 Policy DMD58 (Water Efficiency) expects new residential development, including new build and conversions, will be required to achieve as a minimum water use of under 105 litres per person per day. This could be secured by an appropriate condition.
- 9.11.7 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.

## 9.12 Contamination

- 9.12.1 The revised NPPF refers to the need to enhance the natural and local environment by remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate.
- 9.12.2 Having regard to past uses at the site, there is the potential for contamination at the site, which could pose a potential risk to human health. Environmental Health were consulted and have no objections to the proposed development subject to appropriate condition to deal with the potential for contamination at

the site as well as the control of dust and emissions, sound insulation, piled foundations, air quality, noise and a construction management plan, having regard to policies 5.3 and 7.14 of the London Plan, DMD64 of the DMD and CP32 of the Core Strategy.

### 9.13 CIL

9.13.1 This would be calculated in accordance with the Mayor's adopted Community Infrastructure Levy Charging Schedule 2012 and Enfield's adopted Community Infrastructure Levy Charging Schedule 2016. The payments would be chargeable on implementation of the residential development.

#### Mayoral CIL

9.13.2 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by the Outer London weight of £60 together with a monthly indexation figure. It is noted as of the 1<sup>st</sup> of April 2019 Mayoral CIL has increased to £60/m<sup>2</sup>

#### *Enfield CIL*

9.13.3 On April 2016, the Council introduced its own CIL and this scheme would be subject to an Enfield CIL rate of £40 per square metre.

9.13.4 The proposals would be liable for the Mayors and Enfield CIL contributions. Members will be updated on the CIL figures in advance of the planning committee.

## **10. Conclusion**

10.1 It is considered that the proposed development would on balance, be acceptable

10.2 Although it is recognised the proposals will incur the loss of the rear hall building which makes a positive contribution to the character of the Conservation Area, its replacement with a building of an acceptable design that preserves the landmark frontage building and the character of the Conservation Area, means that no harm would arise to the designated heritage asset as a result of the proposals in line with paras 193 and 197 of the NPPF.

10.3 Having regard to the above, the partial demolition and introduction of a replacement building that preserves the heritage asset and Fore Street Conservation Area as a whole is therefore considered acceptable, having regard to the advice contained within the National Planning Policy Framework, Planning (Listed Buildings and Conservation Areas) Act, 1990, policy CP31 of the Core Strategy, policy 7.8 of the London Plan and policy DMD44 of the DMD and the aims and objectives contained within the Fore Street Conservation Area Character Appraisal.

10.4 The heritage requirements have influenced the form and viability of the current scheme but it is noted that although there is no affordable housing, the development does provide an improved community facility as

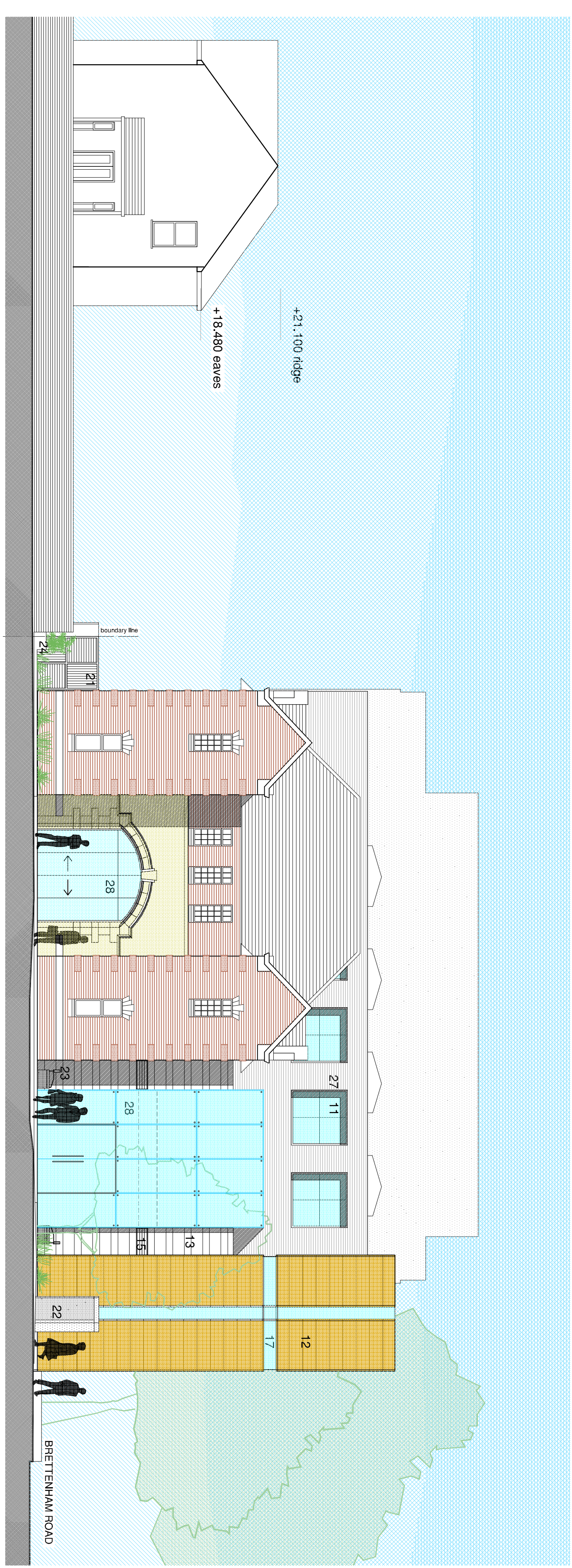
well as delivering good quality housing stock towards the Boroughs housing targets within a town centre location.

- 10.5 The development would improve the local environment by delivering a greener frontage with landscaping and a green roof to enhance biodiversity and landscaping within a town centre location. Furthermore, the sustainability credentials for the building and site would be improved by the use of water efficiency techniques, measures to meet CO2 emissions and a sustainable drainage strategy;
- 10.6 The proposed development would not be detrimental to neighbouring amenity or have an unacceptable impact on highway function and safety.
- 10.7 Taking the above factors into consideration and subject to appropriate conditions and an S106 to secure appropriate highway contributions and matters pertaining to exclusion of residents obtaining parking permits, on balance, the scheme is considered acceptable. It is therefore recommended that planning permission is granted.



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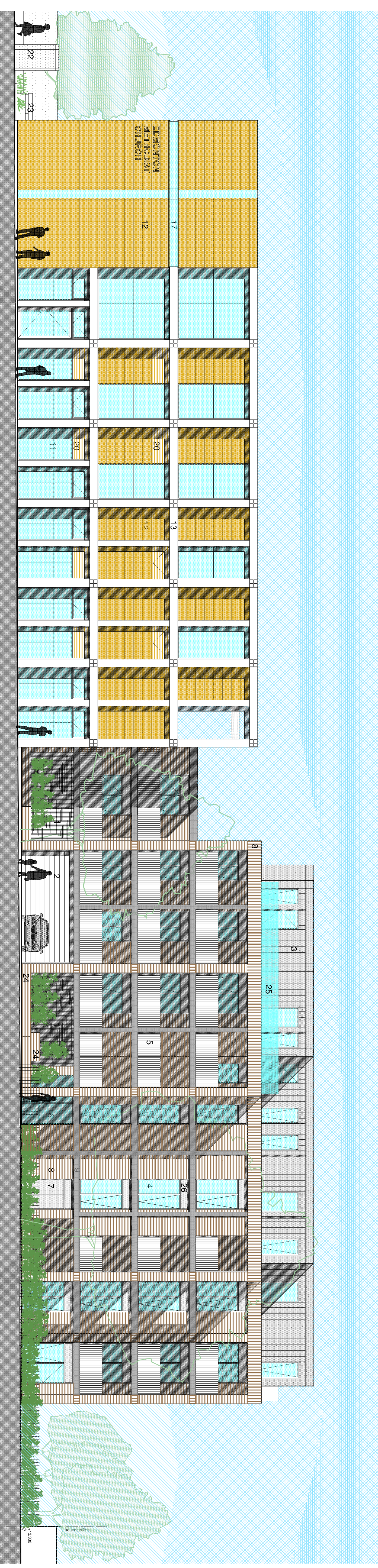
REV	DATE	DESCRIPTION
A	21.10.19	West Elevation: entrance and glazed wall altered
B	20.12.19	Top floor altered: glazing added and materials altered to residential block. Windows altered. Description 27 added. Planning issue
C	28.01.20	Description 28 added
D	18.03.20	South Elevation: windows of residential building altered



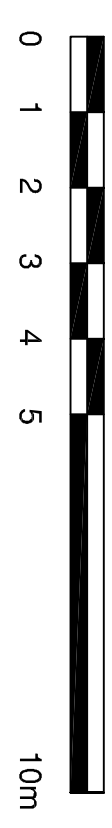
West Elevations - Scale 1:100

Key to materials

1. Decorative Galvanized Steel Screen
2. Power coated rolling grille
3. Pre-patinated zinc cladding panels - COLOUR T9C
4. Powder coated aluminium windows and doors
5. Steel balustrade
6. Powder coated aluminium entrance door
7. Powder coated steel door
8. Grey / brown brickwork - TBC
9. Pre-cast concrete panel
10. Cycle Store Glass Cover
11. Powder coated aluminium glazing system
12. Pre-patinated zinc cladding panels - COLOUR T9C
13. Reconstituted Stone
14. Powder coated louvred doors
15. Powder coated aluminium louvers
16. Powder coated aluminium window with opaque glass
17. Illuminated glass cross
18. New brickwork to match existing
19. Operable rooflights and PV panels
20. Pre-patinated zinc louvers
21. New galvanized steel gate
22. Existing telephone box
23. Concrete bench with timber top
24. Brick planters
25. Opaque glass balustrade
26. Powder coated aluminium panel
27. Light grey brickwork - TBC
28. Double glazed facade, part of structural glass system, Pilkington Planar, or similar approved. Refer to drawing SK122 for details.



South Elevations - Scale 1:100



PLANNING

Edmonton Methodist Church | Option 6 - Elevations - Sheet 1 of 2

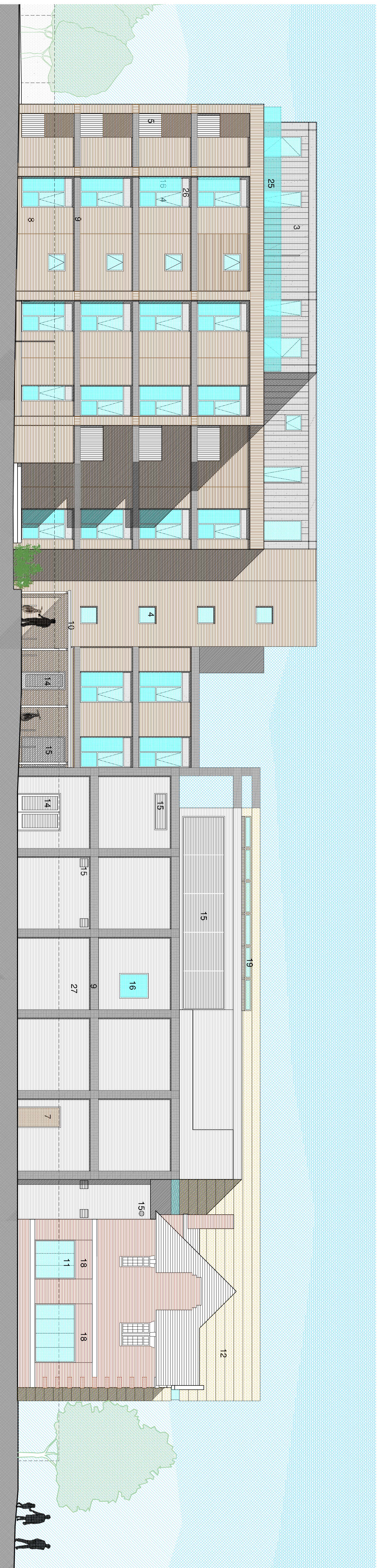
● saville jones | consultants

DATE: AUG 2019 | SCALE: 1:100@A1 | 1414 SK 116D

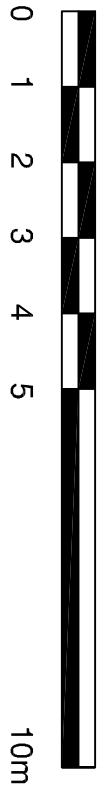




East Elevations - Scale 1:100



North Elevations - Scale 1:100



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REV	DATE	DESCRIPTION
A	20.12.19	Top floor altered dimensions added and materials altered to residential block. Windows altered. Description 27 added. Planning Issue
B	28.01.20	East Elevations clear glass windows changed to opaque glass windows and on window added to 4th floor. North Elevation: One window strip removed to ground floor.
C	16.03.20	East Elevation: two windows added

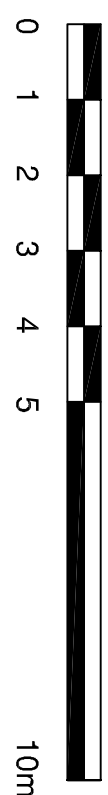
Key to materials

1. Decorative Galvanized Steel Screen
2. Power coated rolling grille
3. Pre-patinated zinc cladding panels - COLOUR TBC
4. Powder coated aluminium windows and doors
5. Steel balustrade
6. Powder coated aluminium entrance door
7. Powder coated steel door
8. Grey / brown brickwork - TBC
9. Pre-cast concrete panel
10. Cycle Store Glass Cover
11. Powder coated aluminium glazing system
12. Pre-patinated zinc cladding panels - COLOUR TBC
13. Reconstituted stone
14. Powder coated louvred doors
15. Powder coated aluminium louvres
16. Powder coated aluminium window with opaque glass
17. Illuminated glass cross
18. New brickwork to match existing
19. Operable rooflights and PV panels
20. Pre-patinated zinc louvres
21. New galvanized steel gate
22. Existing telephone box
23. Concrete bench with timber top
24. Brick planters
25. Opaque glass balustrade
26. Powder coated aluminium panel
27. Light grey brickwork - TBC

PLANNING



First Floor Plan - Scale 1:100



**Schedule of Accommodation**

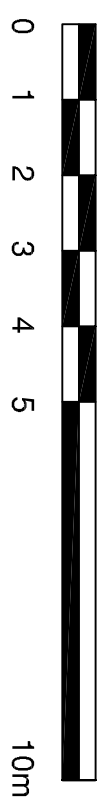
Flat number	Floor	Number of bedroom and lead spaces	Gross Internal Area	Other
1	Ground	1b 2p	61 sqm	Wheelchair User M4(3) flat
2	Ground	1b 2p	51 sqm	
3	Ground	1b 2p	59 sqm	Wheelchair User M4(3) flat
4	First	1b 2p	55 sqm	
5	First	1b 2p	51 sqm	
6	First	1b 2p	53 sqm	
7	First	1b 2p	52 sqm	
8	First	2b 3p	64 sqm	
9	First	2b 4p	70 sqm	
10	Second	1b 2p	55 sqm	
11	Second	1b 2p	51 sqm	
12	Second	1b 2p	53 sqm	
13	Second	1b 2p	50 sqm	
14	Second	2b 3p	64 sqm	
15	Second	2b 4p	70 sqm	
16	Third	1b 2p	55 sqm	
17	Third	1b 2p	51 sqm	
18	Third	1b 2p	53 sqm	
19	Third	1b 2p	50 sqm	
20	Third	2b 3p	67 sqm	
21	Fourth	1b 2p	52 sqm	
22	Fourth	1b 2p	50 sqm	
23	Fourth	1b 2p	52 sqm	
24	Fourth	1b 2p	53 sqm	

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 REV DATE DESCRIPTION  
 A 20.12.19 Stair and lift shaft altered Planning Issue  
 B 18.03.20 Flats 7 and 8 altered





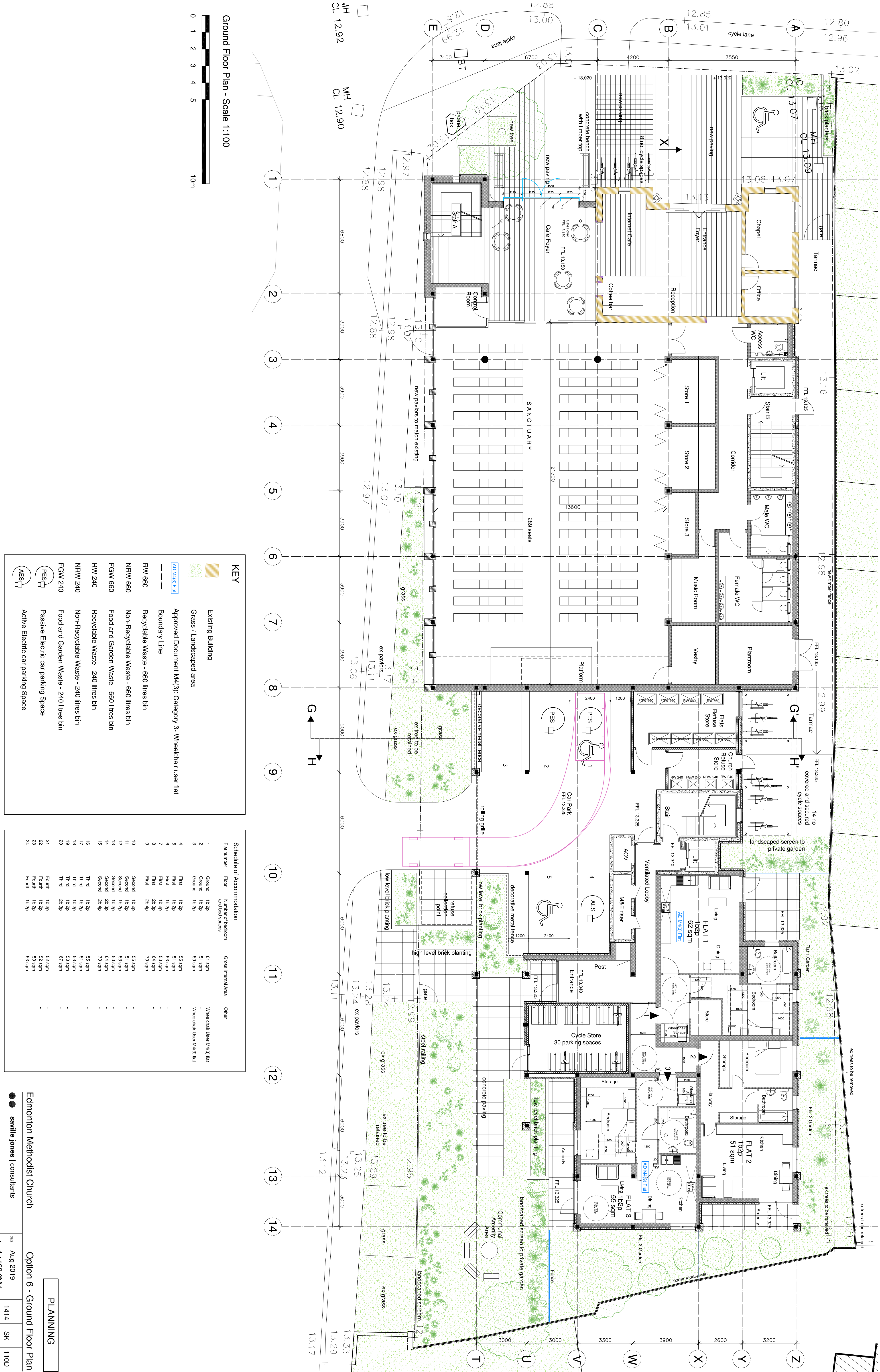
Fourth Floor Plan - Scale 1:100



Flat number	Floor	Number of bedroom and bed spaces	Gross Internal Area	Other
1	Ground	1b 2b	61 sqm	Wheelchair User (M43) lit
2	Ground	1b 2b	51 sqm	Wheelchair User (M43) lit
3	Ground	1b 2b	59 sqm	Wheelchair User (M43) lit
4	First	1b 2b	55 sqm	-
5	First	1b 2b	51 sqm	-
6	First	1b 2b	53 sqm	-
7	First	1b 2b	50 sqm	-
8	First	2b 4b	70 sqm	-
9	First	2b 4b	70 sqm	-
10	Second	1b 2b	55 sqm	-
11	Second	1b 2b	51 sqm	-
12	Second	1b 2b	53 sqm	-
13	Second	1b 2b	50 sqm	-
14	Second	2b 3b	64 sqm	-
15	Second	2b 3b	70 sqm	-
16	Third	1b 2b	55 sqm	-
17	Third	1b 2b	51 sqm	-
18	Third	1b 2b	53 sqm	-
19	Third	1b 2b	50 sqm	-
20	Third	2b 3b	67 sqm	-
21	Fourth	1b 2b	53 sqm	-
22	Fourth	1b 2b	52 sqm	-
23	Fourth	1b 2b	50 sqm	-
24	Fourth	1b 2b	53 sqm	-

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 REV DATE DESCRIPTION  
 A 20.12.19 Stair, lift shaft and flats altered. Planning issue  
 B 20.01.20 Windows altered to west side of Flat 24. One window added to west side of Flat 21. Bathroom window added to Flat 22. One window added to east side of Flat 23.





Ground Floor Plan - Scale 1:100

**KEY**

	Existing Building
	Grass / Landscaped area
	Approved Document M4(3): Category 3 - Wheelchair user flat
	Boundary Line
	Recyclable Waste - 660 litres bin
	Non-Recyclable Waste - 660 litres bin
	Food and Garden Waste - 660 litres bin
	Recyclable Waste - 240 litres bin
	Non-Recyclable Waste - 240 litres bin
	Food and Garden Waste - 240 litres bin
	Passive Electric car parking Space
	Active Electric car parking Space

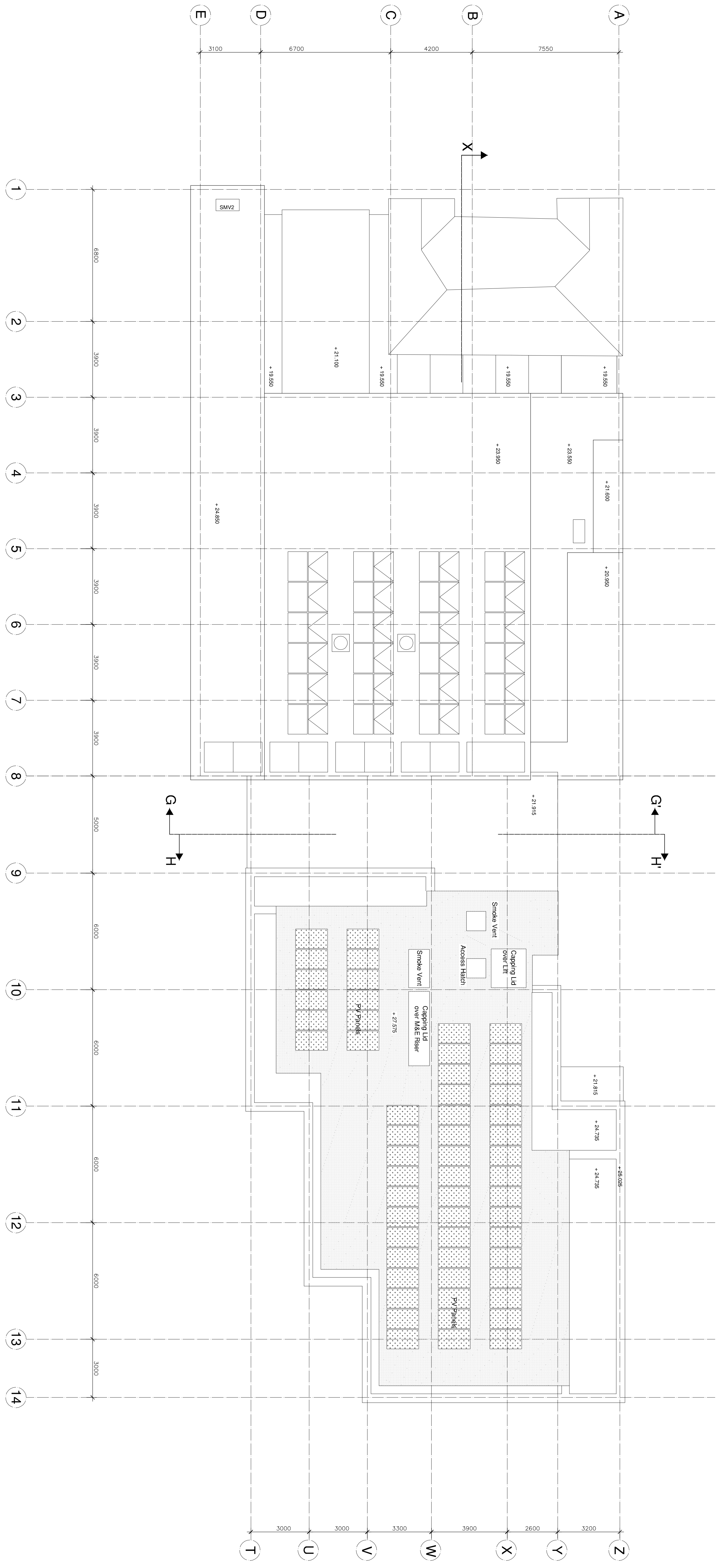
**Schedule of Accommodation**

Flat number	Floor	Number of bedrooms and bed spaces	Gross Internal Area	Other
1	Ground	1b 2p	61 sqm	Wheelchair User M4(3) flat
2	Ground	1b 2p	51 sqm	Wheelchair User M4(3) flat
3	Ground	1b 2p	59 sqm	
4	First	1b 2p	55 sqm	
5	First	1b 2p	51 sqm	
6	First	1b 2p	53 sqm	
7	First	1b 2p	54 sqm	
8	First	2b 3p	64 sqm	
9	First	2b 4p	70 sqm	
10	Second	1b 2p	55 sqm	
11	Second	1b 2p	51 sqm	
12	Second	1b 2p	53 sqm	
13	Second	1b 2p	59 sqm	
14	Second	2b 3p	64 sqm	
15	Second	2b 4p	70 sqm	
16	Third	1b 2p	55 sqm	
17	Third	1b 2p	51 sqm	
18	Third	1b 2p	53 sqm	
19	Third	1b 2p	59 sqm	
20	Third	2b 3p	67 sqm	
21	Fourth	1b 2p	52 sqm	
22	Fourth	1b 2p	50 sqm	
23	Fourth	1b 2p	50 sqm	
24	Fourth	1b 2p	53 sqm	

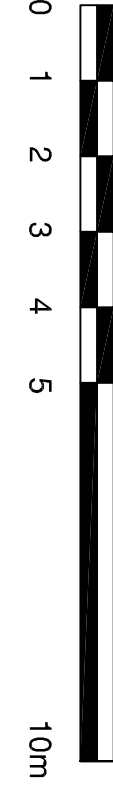
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 REV DATE DESCRIPTION  
 A 08.11.19 Planes, cycle spaces and parking altered  
 B 20.12.19 Stair and fire shutters, planning issue  
 C 25.05.20 Stair and fire shutters, planning issue and bedroom window altered  
 D 25.05.20 Electric Car Spaces added



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REV DATE DESCRIPTION  
A 20.12.19 Stair, lift shaft altered Planning Issue



Roof Plan - Scale 1:100



PLANNING

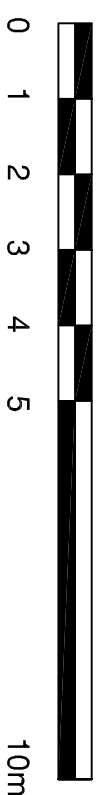
Edmonton Methodist Church  
Option 6 - Roof Plan

DATE: Aug 2019  
SCALE: 1:100 @A1  
DRAWN: 1414 SK 115A

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Second Floor Plan - Scale 1:100

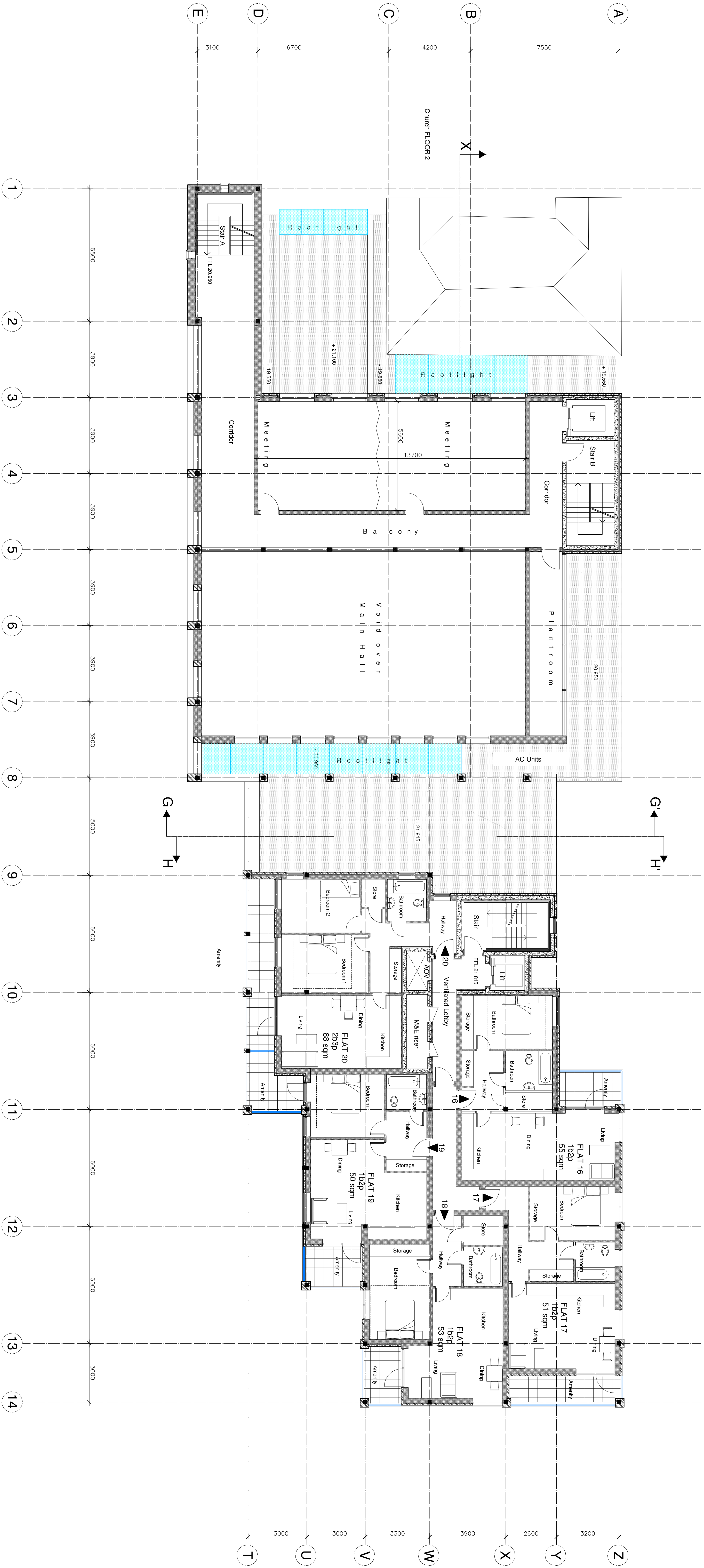
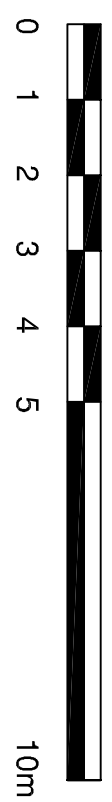


Schedule of Accommodation				
Flat number	Floor	Number of bedroom and bed spaces	Gross Internal Area	Other
1	Ground	1b 2b	61 sqm	Wheelchair User M4(3) list
2	Ground	1b 2b	51 sqm	Wheelchair User M4(3) list
3	Ground	1b 2b	59 sqm	Wheelchair User M4(3) list
4	First	1b 2b	55 sqm	.
5	First	1b 2b	55 sqm	.
6	First	1b 2b	53 sqm	.
7	First	1b 2b	50 sqm	.
8	First	2b 3b	64 sqm	.
9	First	2b 4b	70 sqm	.
10	Second	1b 5b	55 sqm	.
11	Second	1b 5b	51 sqm	.
12	Second	1b 2b	53 sqm	.
13	Second	1b 2b	53 sqm	.
14	Second	2b 5b	64 sqm	.
15	Second	2b 4b	70 sqm	.
16	Third	1b 2b	55 sqm	.
17	Third	1b 2b	51 sqm	.
18	Third	1b 2b	53 sqm	.
19	Third	1b 2b	53 sqm	.
20	Third	2b 5b	67 sqm	.
21	Fourth	1b 2b	52 sqm	.
22	Fourth	1b 2b	52 sqm	.
23	Fourth	1b 2b	50 sqm	.
24	Fourth	1b 2b	53 sqm	.

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 REV DATE DESCRIPTION  
 A 20.11.19 Stair and lift shaft altered - Planning Issue  
 B 16.03.20 Flats 13 and 14 altered



Third Floor Plan - Scale 1:100



Schedule of Accommodation			
Flat number	Floor	Number of bedrooms and sq. metres	Gross Internal Area
1	Ground	18.2p	61 sqm
2	Ground	18.2p	51 sqm
3	Ground	18.2p	59 sqm
4	First	18.2p	55 sqm
5	First	18.2p	51 sqm
6	First	18.2p	53 sqm
7	First	18.2p	50 sqm
8	First	28.4p	64 sqm
9	First	28.4p	70 sqm
10	Second	18.2p	55 sqm
11	Second	18.2p	51 sqm
12	Second	18.2p	50 sqm
13	Second	18.2p	64 sqm
14	Second	28.4p	70 sqm
15	Second	28.4p	70 sqm
16	Third	18.2p	55 sqm
17	Third	18.2p	51 sqm
18	Third	18.2p	53 sqm
19	Third	18.2p	50 sqm
20	Third	28.4p	67 sqm
21	Fourth	18.2p	52 sqm
22	Fourth	18.2p	52 sqm
23	Fourth	18.2p	50 sqm
24	Fourth	18.2p	53 sqm

Flat number	Floor	Number of bedrooms and sq. metres	Gross Internal Area	Other
1	Ground	18.2p	61 sqm	Wheelchair User M4(3) lift
2	Ground	18.2p	51 sqm	
3	Ground	18.2p	59 sqm	Wheelchair User M4(3) lift

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 REV DATE DESCRIPTION  
 A 20.12.19 Stair and lift shaft altered Planning Issue  
 B 28.01.20 Two windows added to west side of Flat 20  
 C 18.03.20 Flat 19 altered



Rev.	Date	Description
A	25.01.18	Cross design altered
B	05.02.20	General revision



**PLANNING**

1414 SK53B

Edmonton Methodist Church

Proposed Visual 1 - West Elevation

Sep 2016

**saville jones** consultants





Rev.	Date	Description
A	25.01.18	General revision
B	05.02.20	General revision



**PLANNING**

1414 SK54B

Edmonton Methodist Church

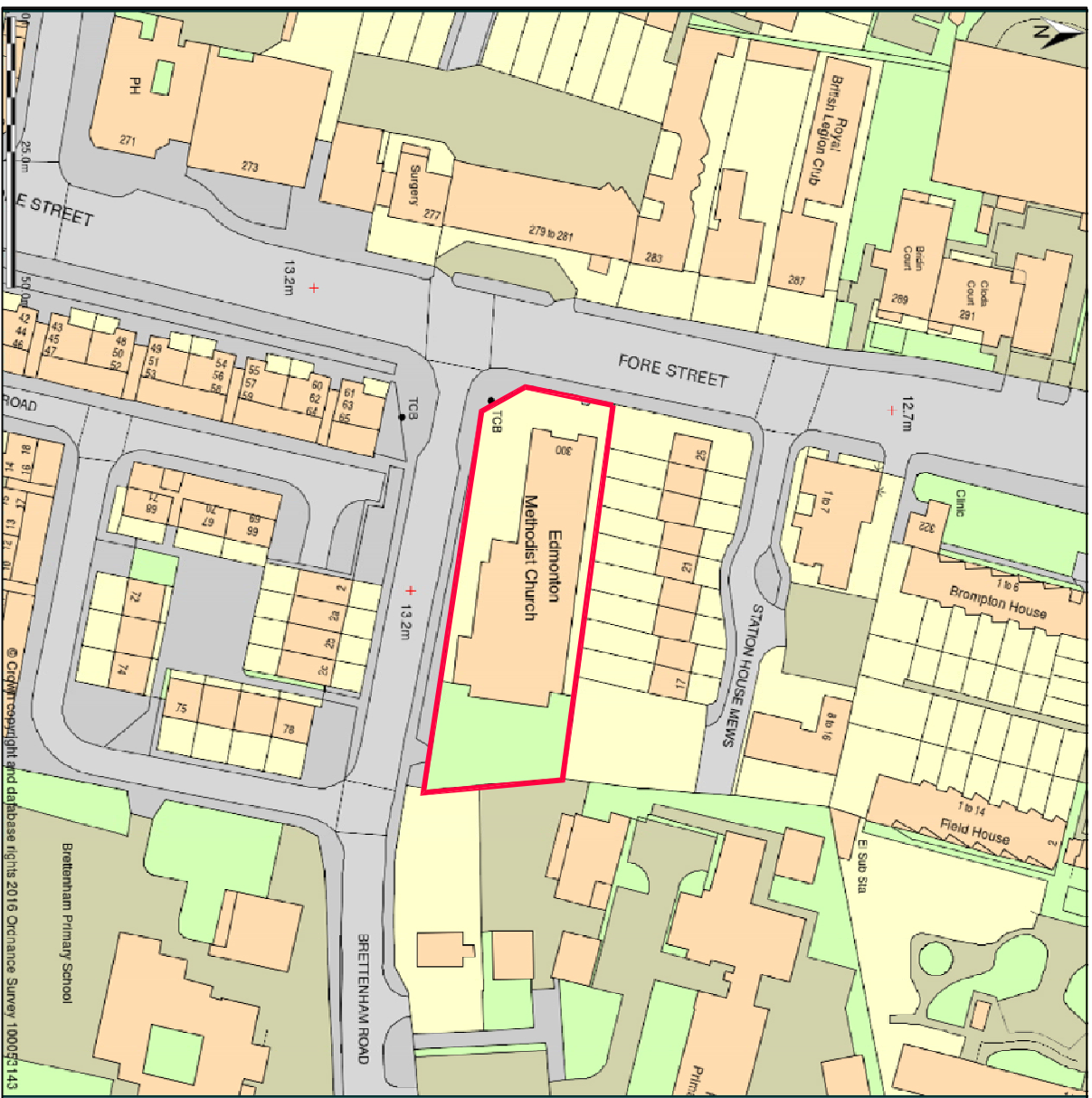
Proposed Visual 2 - South Elevation

Sep 2016

**saville jones** consultants







Location Plan - Scale 1:1250

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REV DATE DESCRIPTION

**PRELIMINARY**

Edmonton Methodist Church

Location Plan

 saville jones | consultants

date: May 2016

scale: 1 :1250 @A3

1414

SK

16

## LONDON BOROUGH OF ENFIELD

### PLANNING COMMITTEE

**Date:** 15 December 2020

**Report of**  
Head Of Planning

**Contact Officer:**  
Andy Higham  
Sharon Davidson  
Tel: 0208 379 3841

**Ward:** Ponders  
End

**Application Number:** 20/03070/FUL

**Category:** Minor

**LOCATION:** FALCON ROAD SPUR, EN3 4LX

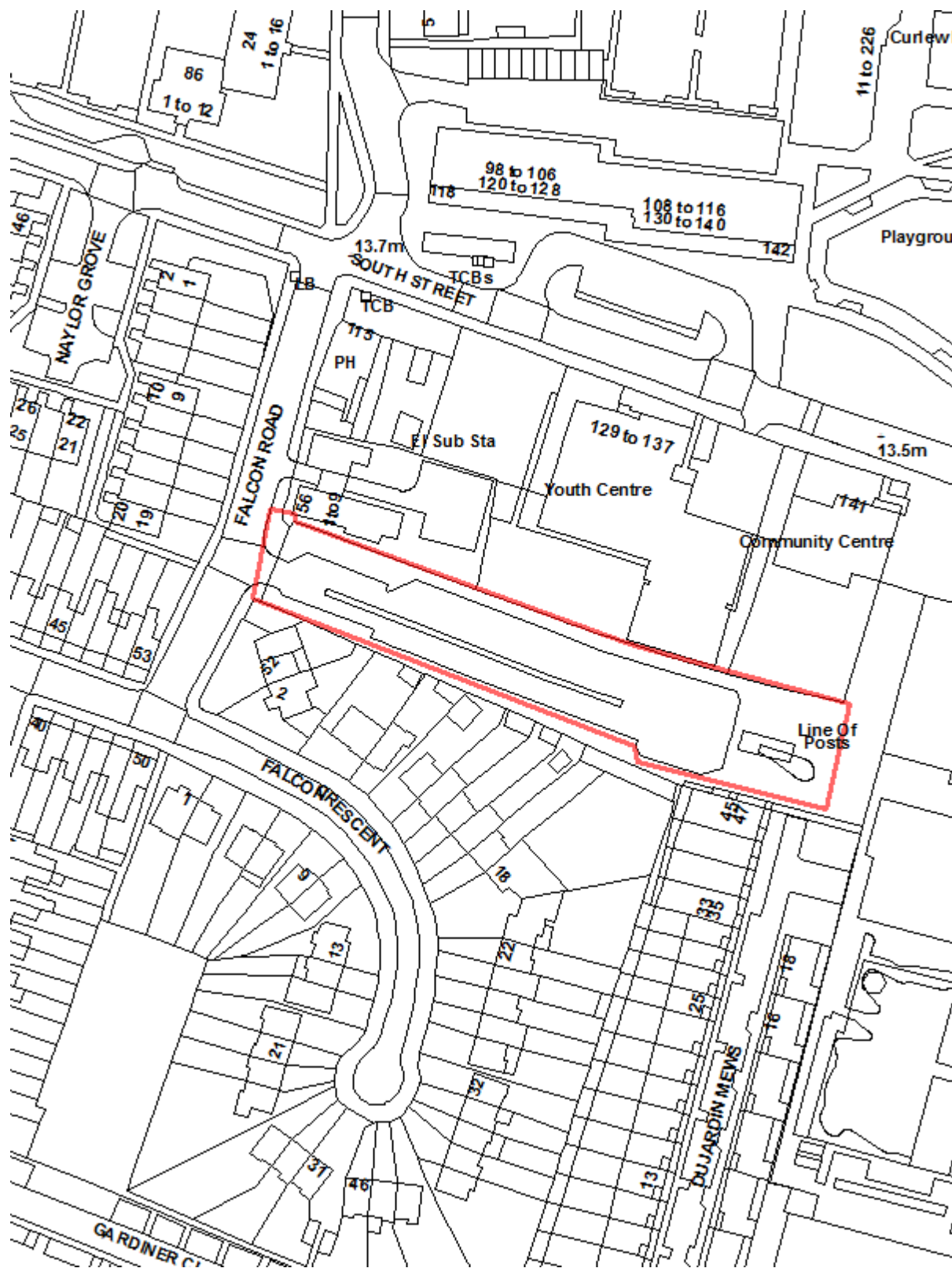
**PROPOSAL:** Reconfiguration of existing car park layout to provide car park spaces for residential, medical centre and community uses to be provided by Phase 2 of Alma Estate development, formation of vehicular access; and drop-off facility.

**Applicant Name & Address:**  
Mr Alex Cook,  
Countryside Properties (UK) LTD.  
C/O Agent

**Agent Name & Address:**  
Mr Greg Blaquiere,  
Terence O'Rourke,  
7 Heddon Street,  
London,  
BH7 7DU

#### RECOMMENDATION:

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





## **1 Note for Members**

- 1.1 This planning application is reported to Planning Committee as the Council has an interest in the land.

## **2 Executive Summary**

- 2.1 The car park layout contained in this application was approved in August 2018 under reference 17/04816/FUL. This application formed part of a group of applications considered in relation to the Reserved Matters for Phases 2A, 2Ai and 2Aii and the S73 Variation to the original outline application for the Alma Estate Regeneration Project.
- 2.2 This application proposes an amendment to that application (ref 17/0816/FUL) to enable the allocation of 10 car parking spaces for the use of staff in the medical centre to be provided in Woodall Road, within Phase 2Ai, already approved as part of the Alma Estate Regeneration Project. The total number of car parking spaces and the layout will remain the same but the introduction of 10 spaces for the medical centre will result in a reduction of 5 residential car parking spaces and 5 community spaces. The drop off and pick up spaces contained in the turning circle for the Oasis Academy will remain unchanged.
- 2.3 The reasons for recommending approval are:
1. The reallocation of the car parking spaces to the medical centre use does not result in any unacceptable adverse impact to the safety and capacity of the surrounding highways network
  2. The development would not result in any unacceptable adverse harm to the residential amenity of surrounding residents in terms of noise, loss of privacy or disturbance.

## **3 Recommendation**

- 3.1 That subject to the completion of a Deed of Variation to the S106 to secure the matters covered in this report, the Head of Development Management/ the Planning Decisions Manager be authorised to GRANT planning permission subject to the following conditions.
1. The development hereby permitted shall be carried out in accordance with the approved plans including plans(s) that may have been revised or may be amended as set out in the attached schedule which forms part of this notice.  
Reason: For the avoidance of doubt and in the interests of proper planning.
  2. No development shall take place until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, road and or hard surfaced area shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.  
Reason: To ensure that levels have regard to the level of surrounding development, gradients and surface water drainage.
  3. Within 3 months of commencement of works, but prior to any occupation of any part of the site details of any external lighting proposed shall be submitted

to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development of that part of the site is occupied.

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

4. No development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. The landscape details shall include:
- Details of measures to prevent over-running by vehicles of landscaped areas.
  - Protective measures to prevent over-running of vehicles of pedestrian areas.
  - Planting plans.
  - Written specifications (including cultivation and other operations associated with plant and grass establishment)
  - Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities)
  - Full details of tree pits including depths, substrates and irrigation systems (N.B. We intend to issue the Enfield Tree Officer's preferred design for tree pits with the Decision Notice)
  - The location of underground services in relation to new planting
  - A maintenance and management strategy
- All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development on the relevant part of the site or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.
- Reason: To ensure the provision of amenity, and biodiversity enhancements, to afforded by appropriate landscape design, and to increase resilience to the adverse impacts of climate change the in line with Core Strategy policies CP36 and Policies 5.1 - 5.3 in the London Plan.
5. The development shall not commence details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change. The drainage system shall be installed/operational prior to the first occupation of that part of the development and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water in accordance with Policy CP28 of the Core Strategy, DMD61 of the Development Management Document, Policies 5.12 & 5.13 of the London Plan and the NPPF.

- 6 The development shall not commence (including the erection of site hoardings restricting access to Falcon Road Spur) until a Construction Logistics Plan has been submitted to and approved in writing by the local planning authority. This CLP to include measures to deal with temporary arrangements to allow access to a drop off area for the school
- The plan should also include:
- a. Background and key issues - Details of the applicant, name of the site, overview of the site and key issues to be addressed.
  - b. Site information - This should include the location of the site, and the size and nature of the development. A photographic condition survey of public carriageways, verges and footways in the vicinity of the site is also required.
  - c. Works programme - Details of the scheme including indicative dates for each stage of the construction process.
  - d. Possible trip generation - The developer will need to identify the number of trips associated with the construction project.
  - e. Routeing - Details of primary and secondary designated routes to show how vehicles will keep to main routes and comply with the restrictions of the London Lorry Control Scheme.  
Monitoring the use of these routes is also required.
  - f. Delivery scheduling - The developer will need to efficiently manage the transport of supplies to the construction site;
  - g. Use of holding areas and vehicle call off - Where necessary developers should make provision for vehicles to be held off-site, acknowledging and taking into account local and route restrictions, and ensuring there is no on-road queuing.
  - h. Permit schemes and access - If required to manage the site effectively.
  - i. Impact on the highway - If changes to the highway are necessary for construction access. This should include maps of the extent of any encroachment on the public highway and related changes to routeing and signage.
  - j. Swept Path Analysis - Details of a swept path analysis for construction vehicles.
  - k. Parking, loading and unloading arrangements - It is necessary to include details of any parking bay suspensions needed to allow construction vehicles to enter and leave the site.  
Also refer to any specific parking, loading and unloading arrangements.
  - l. Hours of operation - The CLP should provide details of the hours of operation that construction activities will be limited to.
  - m. Traffic management - Information on how traffic will be managed during the various phases of the construction, including the type of construction vehicles to be used and when, parking arrangements for delivery vehicles, pedestrian cyclists, bus and general traffic considerations.
  - n. Measures and training to reduce the danger posed to cyclists by HGVs - This should include membership of the Freight Operators Recognition Scheme or an approved equivalent.
  - o. Dust and dirt minimisation - Details of actions being taken to minimise the transfer of dust and dirt including construction vehicle wheel cleaning methodology and facilities.

- p. Waste minimisation - Actions to be taken to minimise the creation and transfer of waste from the site.
- q. Use of alternative modes of transport - show consideration of using water freight and rail, particularly for moving bulk raw materials.
- r. Arrangements for the storage of materials
- s. Monitoring compliance, reporting and review - This should focus on how the site performs against the elements set out in the CLP.
- t. CLP management - Details of how the CLP will be managed, including the contact details for the person who is responsible for the CLP before and during construction.
- u. A CLP written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition' or relevant replacement.

The development shall be carried out in accordance with the approved construction methodology unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

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

Reason: To minimise noise disturbance.

- 8 The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004

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

- 4.1 Falcon Road Spur is located on the southern boundary of the Alma Estate and is accessed from Falcon Road. To the south, the access road adjoins the rear of residential properties in Falcon Crescent. To the north, the spur is adjacent to the site of the former Ponders End Youth Centre and Welcome Point Community Centre, now in the process of redevelopment to provide new replacement facilities. The end of the spur provides a drop off point for the Oasis Academy as well as providing emergency vehicular access to Dujardin Mews.
- 4.2 The existing Falcon Road Spur car park is a 37 space public car park (pay and display) with the first 15 minutes free to facilitate drop off for the Oasis Academy. Surveys carried out by the applicant in May 2017 showed that there was a clear peak in usage at around 1500 hours when the car park was at capacity, with illegal parking in the central reservation. The morning school drop off peak was less pronounced. At all other weekday times, usage was very low.

#### **5 Proposal**

- 5.1 This application is to amend the allocation of parking spaces in Falcon Road Spur approved in August 2018 (17/04816/FUL).
- 5.2 There is no change to the previously approved application 17/04816/FUL other than in respect of the allocation of parking spaces and this proposal comprises the reconfiguration of the existing car park layout to provide the following:
- Provision of 30 car park spaces for the residential units of Phase 2Aii and 9 spaces for the wider community use (including the youth centre and community centre) and associated landscaping, together with 14 drop off bays around the turning area nearest the school.
  - Formation of vehicular access to the Youth Centre mechanics workshop as part of Phase 2Aii
  - Retention of emergency access to Dujardin Mews
  - Remodelled drop off facility for the school including a landscaped central area including a rain garden and tree planting.
- 5.3 With the construction of Phase 2Ai and 2Aii well advanced, an occupier for the ground floor medical centre unit in Phase 2Ai in Woodall Road has been secured. The proposed operator of the medical centre has requested additional car parking spaces to meet their operational needs. They have indicated that additional car parking spaces are required beyond the four designated at outline planning stage located outside the unit on Woodall Road. This application has therefore been submitted to reallocate spaces on Falcon Road Spur to facilitate medical centre staff parking.
- 5.4 It is proposed to reallocate 10 spaces in Falcon Road Spur for medical centre Use - 5 from the residential uses and 5 from the community uses. The layout would remain as approved, retaining the overall number of spaces (49). The drop off zone in the turning circle outside the school remains unchanged and will continue to provide an arrangement to allow drop-off adjacent to the school entrance.
- 5.5 The parking spaces for the community centre/youth centre use will reduce from 14 to 9. However, it is also proposed to make these 5 spaces reallocated from the community use to the medical centre available for school drop off and pick up during 08.30 to 9.00 in the morning and 15.00 to 15.30 in the afternoons. This has been agreed by the medical centre and the school.
- 5.6 The 10 spaces for the medical centre are required to support the operation of the essential service. The medical centre will be operated by Medicus which is the largest GP super partnership in London. They have 14 sites across Enfield and as a result, in addition to meeting local need, effectively the whole borough is the catchment area. It is envisaged however that for this facility, patients will predominantly be from EN3. It is an NHS organisation and is open to NHS patients. The medical centre will have 20 full time staff, including 10 on-call doctors who will undertake emergency visits during the day with travel required by car. There will be an operating theatre on site, which will require specialised staff and surgeons to visit. There will also be a pharmacy on site. In addition to emergency visits, the centre will employ paramedics and clinical pharmacists who will be doing home visits during the day for medication reviews and supporting the old and frail who are not able visit the practice.

- 5.7 The centre will operate between 8am-8pm Monday to Saturday and Sunday 9am-6pm. It will serve 10,000 registered patients. Whilst difficult to predict, particularly in current COVID-19 circumstances, the expected patient foot fall at a practice of this size is c.300 per day.
- 5.8 In order to make sure that the spaces are available for the designated users and for school drop off and pick up, it is proposed that the medical centre bays will be controlled by Traffic Order restrictions between 9am and 3pm for an Falcon Road Spur specific Controlled Parking Zone (CPZ). This will allow the school drop off to occur outside of these hours and also prevent all day parking. As the Medical Centre is due to open 7 days a week, the CPZ will align with this. It is proposed that a review of the CPZ be undertaken after 6 months occupation to ensure that the operation is effective. This is will be secured by planning obligation. (Please see extract from Transport Assessment below for details of the proposed car park management strategy).

Table 2 Proposed Management Strategy

FRS Space	Management and Enforcing Authority	Enforcement
Residential Bays	LBE Estate Management through parking wardens and tickets, information through signage.	<ul style="list-style-type: none"> <li>■ Bollards</li> <li>■ Permits</li> <li>■ Road markings stating 'Private Parking'</li> <li>■ Signage to state 'Private Residential Parking only'</li> </ul>
Community Centre Bays	LBE/ Community Centre staff/ School (for drop off spaces) through signage	<ul style="list-style-type: none"> <li>■ Bollards</li> <li>■ Permits</li> <li>■ Signage to state 'Community Centre parking only between 0900 to 1500'</li> </ul>
Medical Centre	Medical Centre and School for shared drop off spaces through parking warden/ school staff and signage	<ul style="list-style-type: none"> <li>■ Road markings</li> <li>■ Bollards</li> <li>■ Signage to state 'Medical Centre parking only between 0900 to 1500 and 1530 to 1830'</li> </ul>
Drop Off Area	School, through designated school personnel	<ul style="list-style-type: none"> <li>■ LBE Parking</li> <li>■ Ticketing</li> <li>■ Signage to state 'Drop off and Pick up only at all times – No Parking'</li> </ul>
Drop Off Area – Mechanics Workshop Access	Occupiers of Mechanics Workshop	<ul style="list-style-type: none"> <li>■ Gated or similar</li> </ul>
Drop Off Area – Dujardin Mews Access	Dujardin Mews development	<ul style="list-style-type: none"> <li>■ Barrier system to the south</li> </ul>

## 6 Relevant Planning Decisions

- 6.1 Outline permission was granted in June 2017 for the Alma Estate regeneration Master Plan (15/02039/OUT) and was amended by a S73 permission 17/04670/VAR dated 17 August 2018. Full planning permission was granted for Phase 1A of the Alma Estate (15/02040/FUL) in March 2017 and Reserved Matter Approval for Phases 2A, 2Ai and 2Aii on 17 August 2018. Phase 2Ai contained space for a medical centre for which the reconfiguration of the car parking in Falcon Road Spur proposed by an accompanying application (see below) was approved at the same time.

- 6.2 Planning permission was granted in August 2018 (ref. 17/04816/FUL) for the reconfiguration and extension of existing car park to provide a total of 35 spaces for residential use, a total of 14 spaces for community uses and a drop off zone (14 spaces) to be provided by Phase 2Aii of the Alma Estate redevelopment (15/02039/OUT and 17/04748/RM) including formation of vehicular access to youth centre and alterations to school drop off point

## **7. Consultations**

### **7.1 Public Response**

Consultation letters were issued to 46 neighbouring and nearby properties. Furthermore, 3 site notices were posted and surrounding residents have been consulted. No comments have been received.

### **7.2 Internal**

#### Traffic and Transportation

- 7.2.1 No objections subject to amendments to the S106 agreement to secure the management arrangements and funding for the parking controls proposed.

*Officer Comment – these provisions will be secured through amendment to the S106 agreement.*

#### Waste Management

- 7.2.2 No Comment.

#### Suds Team

- 7.2.3 A condition is proposed to require the submission of sustainable drainage proposals.

#### Housing Development and Estate Regeneration

- 7.2.4 The Regeneration Team support the reallocation of parking spaces for the community centre/youth centre from 14 to 9 in order to accommodate 50% of the 10 spaces required by the medical centre to operate a large GP practice from their adjacent premises.
- 7.2.5 They consider that the proposed CPZ (specifically for Falcon Road Spur) between the hours of 9am to 3pm will prevent the spaces being used by commuters or businesses whilst still allowing enough flexibility to act, when vacant, as short term overspill spaces in addition to the drop off spaces located around loop in front of the school's nursery entrance as and when the need should arise.
- 7.2.6 They consider that 9 spaces for the community centre and youth centre should provide adequate availability of spaces for essential staff serving these facilities, with the majority of service users attending via foot or public transport.
- 7.2.7 In line with the Council's climate emergency declaration and commitment to healthy streets, it is our hope that both the medical centre and community/youth centre will work to reduce the reliance on car use over the coming years and we strongly encourage all those involved with the management of these buildings to commit to doing so. However, in recognition that this cannot happen overnight and the

importance of enabling a medical centre to open in this location, we are happy to support the application as it currently stands.

*Officer Comment - the requirement to reduce reliance on the car will be addressed through an obligation in the S106 agreement to submit a travel plan for the medical centre staff and users.*

## **8 Relevant Policy**

### **8.1 The London Plan 2016**

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

Policy 2.6 – Outer London: vision and strategy  
Policy 2.7 – Outer London: economy  
Policy 2.8 – Outer London: transport  
Policy 2.14 – Areas for regeneration  
Policy 3.1 – Ensuring equal life chances for all  
Policy 3.2 – Improving health and addressing health inequalities  
Policy 3.16 – Protection and enhancement of social infrastructure  
Policy 3.17 – Health and social care facilities  
Policy 4.12 – Improving opportunities for all  
Policy 5.1 – Climate change mitigation  
Policy 5.2 – Minimising carbon dioxide emissions  
Policy 5.3 – Sustainable design and construction  
Policy 5.10 – Urban greening  
Policy 5.12 – Flood risk management  
Policy 5.13 – Sustainable drainage  
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 7.5 – Public realm  
Policy 7.14 – Improving air quality  
Policy 7.15 – Reducing noise and enhancing soundscapes  
Policy 7.19 – Biodiversity and access to nature  
Policy 7.21 – Trees and woodlands

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

8.2.1 The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. In the circumstances, it is only those policies of the Intention to Publish version of the London Plan, that remain unchallenged to which weight can be attributed.



8.2.2 Although there are a number of proposed changes from the London Plan 2016 of relevance to this application, none of these proposed changes would result in a different conclusion in relation to this application. Of relevance are:

- GG6 – Increasing efficiency and resilience – supports the move towards a low carbon circular economy contributing towards London becoming a zero-carbon city by 2050. Buildings and infrastructure should be designed to adapt to a changing climate, make efficient use of water and reduce impacts from natural hazards like flooding and heatwaves
- D 8 – Public Realm – development proposals should encourage and explore opportunities to create new public realm where appropriate. The quality of public realm has a significant influence on quality of life and should be seen as a series on connected routes and spaces.
- SI 13 – Sustainable drainage – development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should be a preference for green over grey features in line with the drainage hierarchy.
- T1 – Strategic approach to transport – development proposals should facilitate the delivery of the Mayor’s strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.
- T2 – Healthy Streets – development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance.
- T5 – Cycling – development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This includes support for London wide cycle routes and minimum standards for cycle parking.
- T6 – Car Parking – car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car free developments should be the starting point for all development proposals in places well connected to public transport with developments elsewhere designed to provide the minimum necessary parking. Maximum car parking standards set out in Policy T6.1 (Residential) and T6.5 (Non-residential) should be applied. Sufficient electric car charging points should be provided in new developments.

### 8.3 Local Plan – Core Strategy

Core Policy 1: Strategic growth areas

Core Policy 8: Education

Core Policy 9: Supporting Community Cohesion

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

Core Policy 24: The road network

Core Policy 25: Pedestrians and cyclists

Core Policy 26: Public transport

Core Policy 28: Managing flood risk through development

Core Policy 29: Flood management infrastructure

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

Core Policy 32: Pollution

Core Policy 36: Biodiversity

Core Policy 40: North East Enfield

#### 8.4 Development Management Document

DMD 16: Provision of new community facilities

DMD 17: Protection of community facilities

DMD 18: Early Years Provision

DMD45: Parking Standards and Layout

DMD47: New Road, Access and Servicing

DMD48: Transport Assessments

DMD49: Sustainable Design and Construction Statements

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

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 76: Wildlife corridors

DMD 77: Green chains

DMD 78: Nature conservation

DMD79: Ecological Enhancements

DMD80: Trees on development sites

DMD81: Landscaping

#### 8.5 North East Enfield Area Action Plan

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

4.2 Improving the quality of the pedestrian and cycling environment

5.3 Improving the public realm

7.1 Providing community facilities

11.1 South Street Area

11.2 Alma Estate regeneration

11.3 Ponders End station

#### 8.6 National Planning Policy Framework (19 February 2019)

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

- approving development proposals that accord with the development plan without delay; and
- where the development plan is absent, silent or relevant policies are out of date, granting permission unless:

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or specific policies in the Framework indicate development should be restricted.

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

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

8.7 National Planning Practice Guidance (October 2019)

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

8.8 Other Material Considerations

S106 SPD (2016)

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

GLA: London Sustainable Design and Construction SPG (2014)

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

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

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

## **9 Analysis**

9.1 The layout and design of the Falcon Road Spur parking and drop off areas as set out in this application, were previously approved in August 2018. The change proposed is to the allocation of spaces only. If this application is approved the total number of spaces will remain the same (49) but the number of residential spaces will be reduced from 35 to 30 and the number of community/youth centre spaces will be reduced from 14 to 9. This reallocation of spaces is considered acceptable.

9.2. It is accepted that national and local planning policy discourages the use of the private car and encourages the use of public transport wherever practical. In this case, it is considered that the efficient operation of the medical centre requires dedicated parking to be of maximum benefit to the local community. Were staff to be required to use public transport, then either the number of home visits or the number of patients seen each day would have to be reduced to accommodate staff travelling time.

9.3 It is proposed that the spaces are linked to the medical centre use, and in the event the medical centre ceases to operate, the use of the spaces does not automatically

transfer to an alternative / future use. This will be secured by planning obligation which will require that should the medical centre use cease the spaces will become general community spaces and managed through the CPZ process .

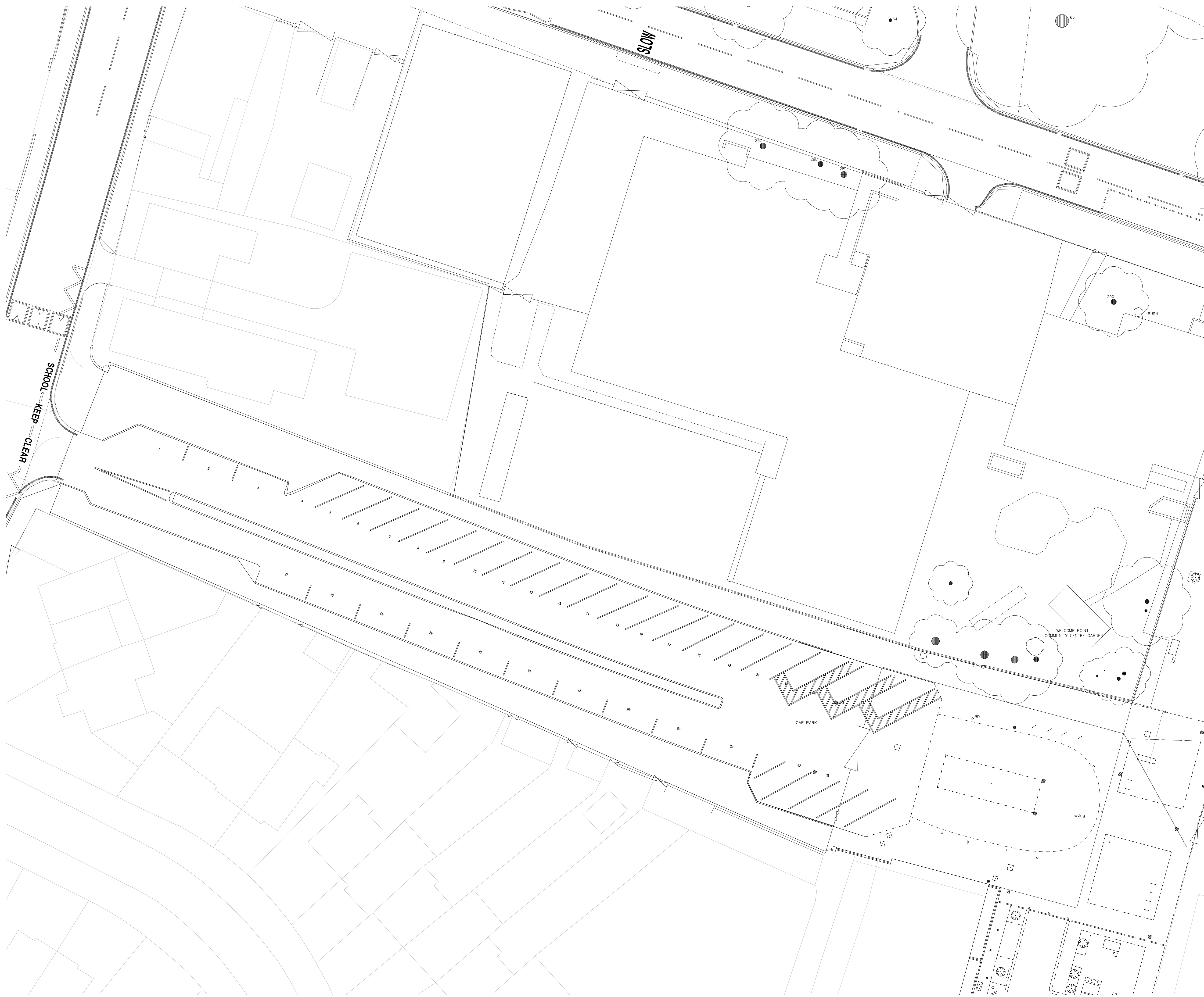
- 9.4 In order to make the fullest possible use of parking, the medical centre bays will be controlled by Traffic Order restrictions between 9am and 3pm as part of a specific Falcon Road Spur Controlled Parking Zone. This will allow the school drop off and pick up to occur outside of these hours and also prevent all day parking. As the Medical Centre is due to open 7 days a week, the CPZ will align with this. It has been agreed to include a review of the CPZ from 6 month from occupation to ensure operation is effective. The proposed CPZ and its review will be secured as a planning obligation as part of the S106 Deed of Variation.
- 9.5 The proposed reduction (5 spaces) in residential car parking spaces is not considered to be significant. As part of the previously consented scheme, there were a total of 66 units in phase 2Aii and a total of 376 units in Phase 2. The parking proposals for the consented scheme were 155 spaces providing a ratio of 0.41 spaces per unit. With the proposed amendments to Falcon Road Spur, the number of spaces will reduce to 150 for 376 units reducing the parking ratio to 0.39 parking spaces per unit.
- 9.6 With reference to the comments of Traffic and Transportation, it is considered that this is a scheme which will have limited impact on the public highway and the wider transport network. The context of this is that there is no change in overall car parking provision and contributions have already been secured to provide for, if required, parking controls on the public highway in the vicinity of the site. The proposed management arrangements are broadly similar to those in the consented scheme and are considered acceptable.
- 9.7 On the specific issue of the separate controlled parking zone, whilst the parking controls might be different from other areas across the wider site (in both timing and permit management), it would be preferable to include the FRS controls in any consultation for the wider area (this is likely to include Dujardin Mews). However, given that this proposal is still subject to approval and the Council has already started drawing down S106 contributions in respect of the parking controls for other phases, it appears that this might not be feasible. Therefore, the parking controls contribution will be higher. An appropriate payment trigger will also be required as construction appears to have commenced on the development adjacent to FRS.
- 9.8 The observation from the Regeneration Team that they would encourage the medical facility to seek to reduce car parking requirements over time is welcome. A travel plan/car parking management plan will be required to facilitate this and will be secured through the S106.
- 9.9 It is considered there are no implications under the terms of the Public Sector Equalities Duty arising from the reallocation of the parking spaces to the medical facility.
- 9.10 As this is a new application for the same site previously subject to a S73 application for the Alma Estate Regeneration Project in 2018, all the conditions and obligations proposed as part of the original Falcon Road Spur application (17/04816/FUL) will be re-imposed.

## **10.0 S106 Deed of Variation**

- 10.1 A S106 Agreement formed part of the original grant of Outline Permission for the Alma Estate Regeneration – 15/02039/OUT dated 20 June 2017.
- 10.2 A Deed of Variation to the original S106 was approved as part of the S73 Variation to the original outline permission approved on 16 August 2018. This included:
- Various Highway matters including the bringing forward of the proposed CPZ and detailed highways issues outlined in this report and raised by specialist officers.
  - Legal mechanisms to tie the Falcon Road Spur application (17/04816/FUL) to the S73 outline planning permission (17/04670/VAR) and occupation of units proposed within the Reserved Matter Application (17/04748/RM)
  - Management arrangements for Falcon Road Spur
- 10.3 Should the current application be approved a further Deed of Variation will be required to:
- re-affirm previously agreed obligations and to confirm minor changes to application references and users and numbers of spaces in Falcon Road Spur.
  - to establish and fund a Falcon Road Spur specific Controlled Parking Zone and enable a review of arrangements after six months,
  - to restrict the use of the re-allocated spaces for a medical centre use only unless the medical use shall cease in which case the spaces will be returned to general community use.
  - to require a travel plan for the medical centre staff and users.

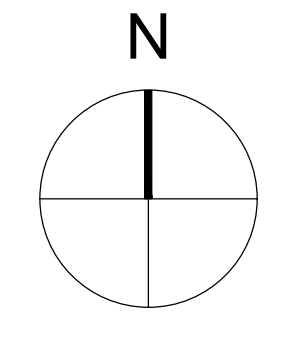
## **11 Conclusion**

- 11.1 This application is a change to the allocation of car park spaces only with both the layout and number of spaces remaining as originally approved.
- 11.2 This proposal to reallocate parking spaces to allow dedicated spaces for medical centre staff is fully supported by officers and will assist in the operation of this vital medical centre use. The proposals to operate a Controlled Parking Zone will make sure that the use of parking spaces is maximised.
- 11.3 Overall the proposals are considered to be compliant with the strategic and local planning policy frameworks.



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Page 84



no.	date	description	drawn	checked
-	27.10.17	Planning submission	LF	LF

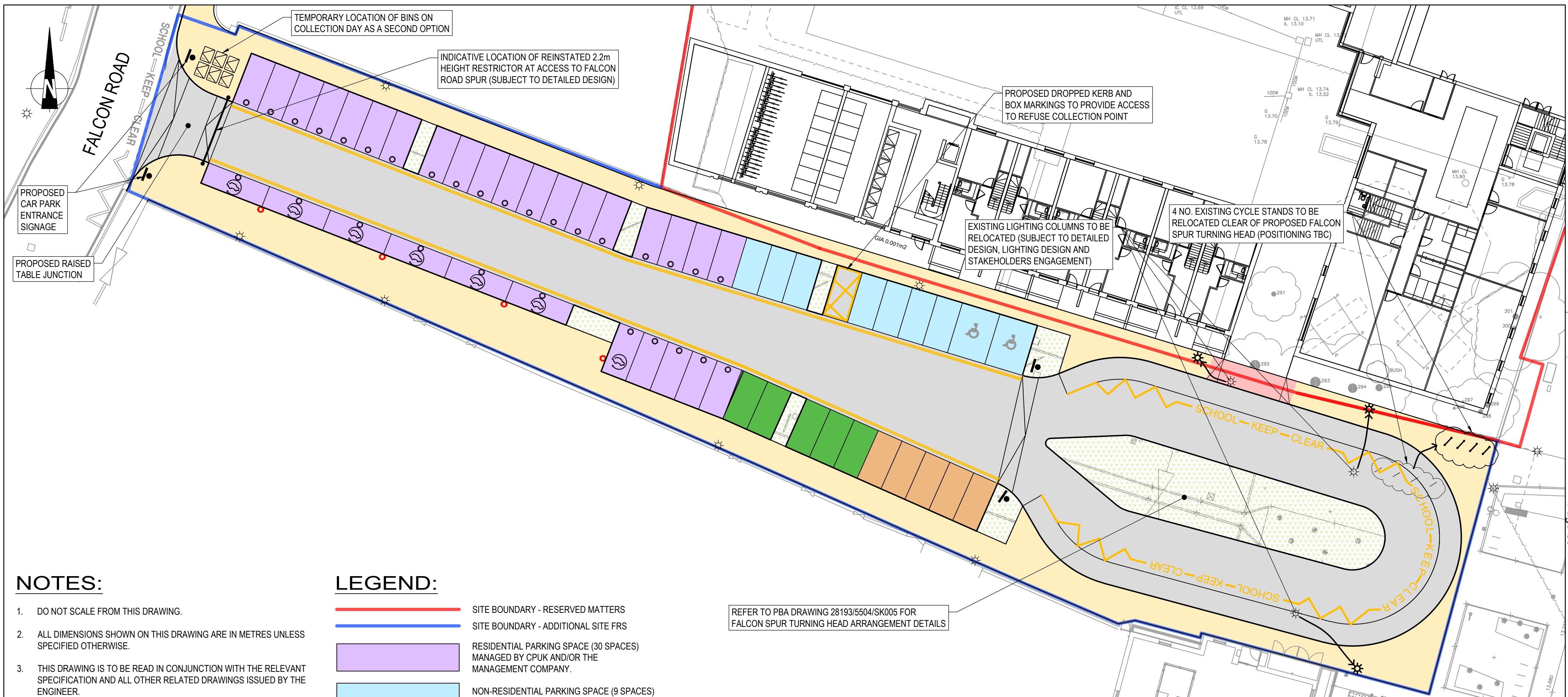
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**Pollard  
 Thomas  
 Edwards**

project	job no.	drawn	checked	scale	date
Alma Phase 2	16-084	LF	LF	1:200@A1	Oct'17
drawing title	drawing number	revision			
Falcon Road Spur Existing Layout	084_FRS_PL_100	-			





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- ALMA ESTATE - PHASE 2 BUILDING LAYOUTS SHOWN ARE FROM LATEST REVISION OF RELEVANT PTEA ARCHITECTURAL LAYOUT PLANS RECEIVED 06.10.2017
- EXISTING TOPOGRAPHICAL SURVEY INFORMATION TAKEN FROM APR SERVICES DRAWING 914454 4 DATED FEB 2015 - ADDITIONAL TOPOGRAPHICAL INFORMATION ADDED TO END OF FALCON SPUR (INFORMATION TAKEN FROM COUNTRYSIDE PLAN SURV2509 DATED 14.12.2017 AND RECEIVED ON 08.01.2018)

**LEGEND:**

- SITE BOUNDARY - RESERVED MATTERS
- SITE BOUNDARY - ADDITIONAL SITE FRs
- RESIDENTIAL PARKING SPACE (30 SPACES) MANAGED BY CPUK AND/OR THE MANAGEMENT COMPANY.
- NON-RESIDENTIAL PARKING SPACE (9 SPACES) MONITORED BY OCCUPIER.
- MEDICAL CENTRE PARKING (5 SPACES) MONITORED BY OCCUPIER.
- MEDICAL CENTRE SPACES ALSO USED FOR SCHOOL DROP OFF (5 SPACES) MONITORED BY OCCUPIER.
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY (KERB HEIGHT TBC)
- PROPOSED VEHICLE CROSSOVER
- PROPOSED LANDSCAPING
- ☼ EXISTING LIGHTING COLUMN FROM TOPOGRAPHICAL SURVEY
- ☼\* RELOCATED LIGHTING COLUMN. SUBJECT TO DETAILED DESIGN
- MARSHALLS RHINO TELESCOPIC BOLLARD (OR SIMILAR) TO CONTROL RESIDENT'S PARKING
- Ⓜ ELECTRIC CAR CHARGING BAY AND POD POINT TWIN (OR SIMILAR) CHARGING POINT

REFER TO PBA DRAWING 28193/5504/SK005 FOR FALCON SPUR TURNING HEAD ARRANGEMENT DETAILS

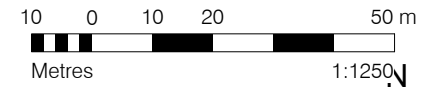
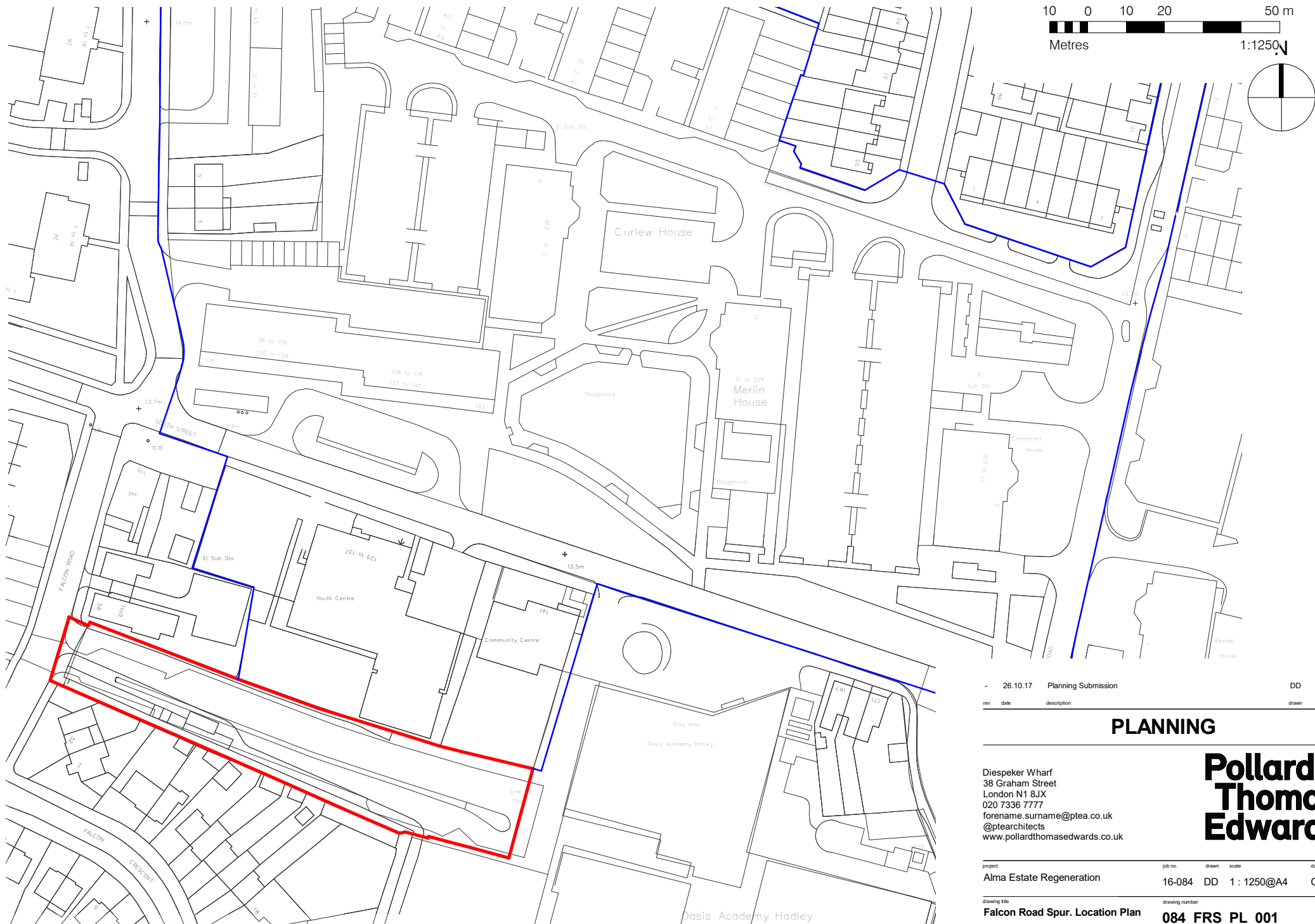
C	KEY WORDINGS UPDATED	19.11.20	JAD	MD	MD
B	KEY REVISED	22.10.20	REM	MD	MD
A	CHANGE THE PARKING AREA FOR SCHOOL DROP OFF	02.09.20	JAD	MD	MD
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.  
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

**FOR COMMENT**

**ALMA ESTATE, ENFIELD  
FALCON ROAD SPUR CAR PARK  
PROPOSED GENERAL ARRANGEMENT**

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Date of 1st Issue 07.05.2020	Designed -	Drawn JAD	
##### 1:250	Checked MD	Approved MD	
Drawing Number <b>46051/5501/SK001</b>	Revision <b>C</b>		



-	26.10.17	Planning Submission	DD	LF
rev	date	description	drawn	audited

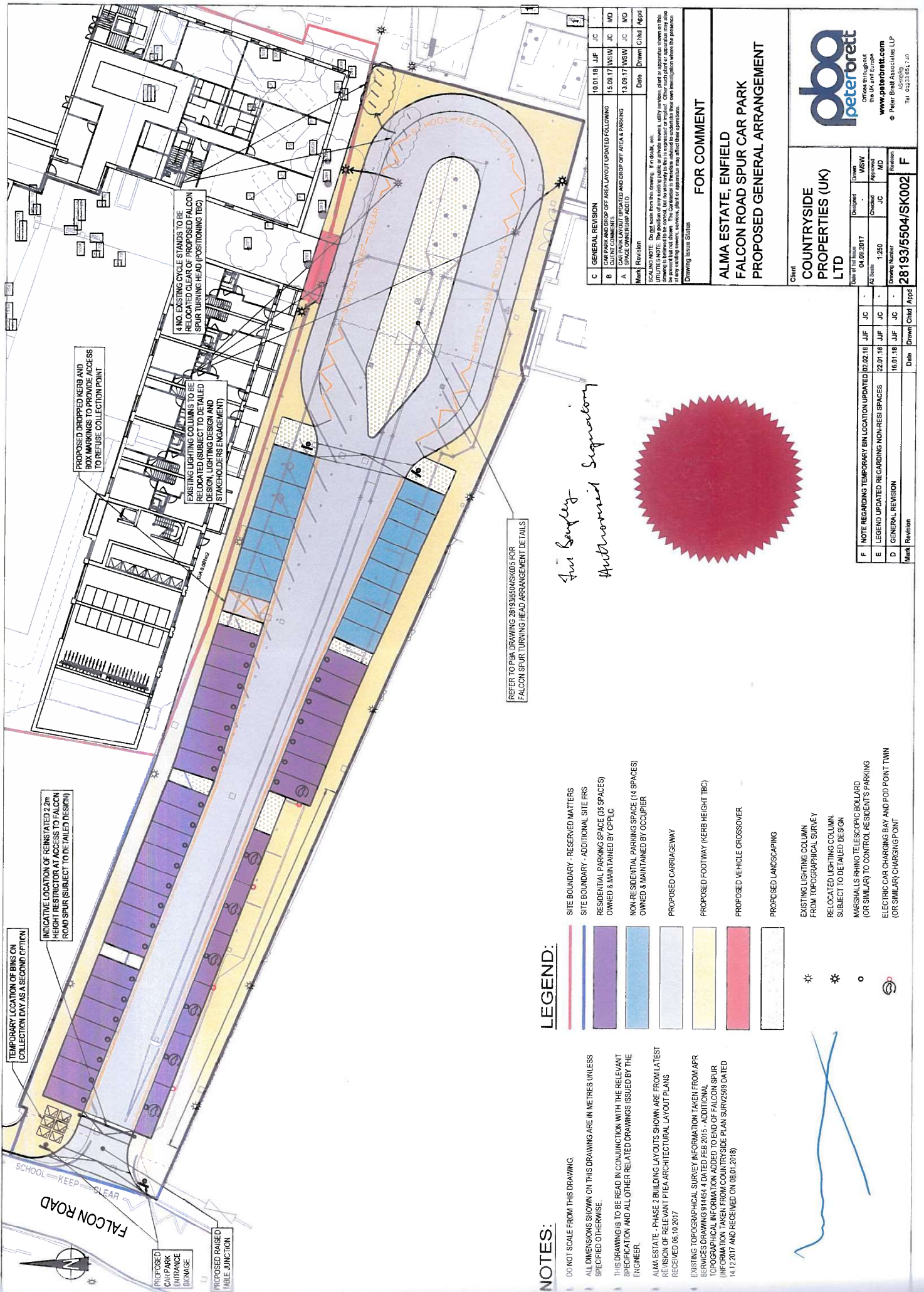
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project	job no.	drawn	scale	date created
Alma Estate Regeneration	16-084	DD	1: 1250@A4	Oct '17
drawing title	drawing number	revision		
Falcon Road Spur. Location Plan	084_FRS_PL_001	-		





**LEGEND:**

- SITE BOUNDARY - RESERVED MATTERS
- SITE BOUNDARY - ADDITIONAL SITE FRIS
- RESIDENTIAL PARKING SPACE (35 SPACES) OWNED & MAINTAINED BY CPFLC
- NON-RESIDENTIAL PARKING SPACE (14 SPACES) OWNED & MAINTAINED BY OCCUPIER
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY (KERB HEIGHT TBC)
- PROPOSED VEHICLE CROSSOVER
- PROPOSED LANDSCAPING
- \* EXISTING LIGHTING COLUMN FROM TOPOGRAPHICAL SURVEY
- \* RELOCATED LIGHTING COLUMN SUBJECT TO DETAILED DESIGN
- o MARSHALLS RHINO TELESCOPIC BOLLARD (OR SIMILAR) TO CONTROL RESIDENT'S PARKING
- Ⓜ ELECTRIC CAR CHARGING BAY AND POD POINT TWIN (OR SIMILAR) CHARGING POINT

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- 5 EXISTING TOPOGRAPHICAL SURVEY INFORMATION TAKEN FROM APR SERVICES DRAWING 914454.4 DATED FEB 2015 - ADDITIONAL TOPOGRAPHICAL INFORMATION ADDED TO END OF FALCON SPUR (INFORMATION TAKEN FROM COUNTRYSIDE PLAN SURV2889 DATED 14.12.2017 AND RECEIVED ON 08.01.2018)

Mark	Revision	Date	Drawn	Chk'd	App'd
C	GENERAL REVISION	10.01.18	JJF	JC	-
B	CAR PARK AND DROP OFF AREA LAYOUT UPDATED FOLLOWING CLIENT COMMENT	15.09.17	MSW	JC	MD
A	SPACE OWNERSHIP ADDED	13.09.17	MSW	JC	WD

Client: **COUNTRYSIDE PROPERTIES (UK) LTD**

Project: **ALMA ESTATE, ENFIELD  
FALCON ROAD SPUR CAR PARK  
PROPOSED GENERAL ARRANGEMENT**

**FOR COMMENT**

**Client**  
COUNTRYSIDE PROPERTIES (UK) LTD

**Design**  
Date of 1st Issue: 04.01.2017  
AC Scale: 1:250  
Drawn: MSW  
Checked: JC  
Approved: MD

**Revision**  
Drawing Number: 28193/5504/SK002  
Revision: F

**Client**  
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**Design**  
Date of 1st Issue: 04.01.2017  
AC Scale: 1:250  
Drawn: MSW  
Checked: JC  
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Revision: F

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**Design**  
Date of 1st Issue: 04.01.2017  
AC Scale: 1:250  
Drawn: MSW  
Checked: JC  
Approved: MD

**Revision**  
Drawing Number: 28193/5504/SK002  
Revision: F

**NOTES REGARDING TEMPORARY BIN LOCATION UPDATED (02.02.18)**

**LEGEND UPDATED REGARDING NON-RESI SPACES**

**GENERAL REVISION**

Date: 16.01.18  
Drawn: JJF  
Chk'd: JC  
App'd: JC

**FOR COMMENT**

**ALMA ESTATE, ENFIELD  
FALCON ROAD SPUR CAR PARK  
PROPOSED GENERAL ARRANGEMENT**

**Client**  
COUNTRYSIDE PROPERTIES (UK) LTD

**Design**  
Date of 1st Issue: 04.01.2017  
AC Scale: 1:250  
Drawn: MSW  
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Approved: MD

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Drawing Number: 28193/5504/SK002  
Revision: F

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Date of 1st Issue: 04.01.2017  
AC Scale: 1:250  
Drawn: MSW  
Checked: JC  
Approved: MD

**Revision**  
Drawing Number: 28193/5504/SK002  
Revision: F

**Client**  
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**Design**  
Date of 1st Issue: 04.01.2017  
AC Scale: 1:250  
Drawn: MSW  
Checked: JC  
Approved: MD

**Revision**  
Drawing Number: 28193/5504/SK002  
Revision: F

**NOTES REGARDING TEMPORARY BIN LOCATION UPDATED (02.02.18)**

**LEGEND UPDATED REGARDING NON-RESI SPACES**

**GENERAL REVISION**

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Chk'd: JC  
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- 3 THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
- 4 ALMA ESTATE - PHASE 2 BUILDING LAYOUTS SHOWN ARE FROM LATEST REVISION OF RELEVANT PTEA ARCHITECTURAL LAYOUT PLANS RECEIVED 06.10.2017
- 5 EXISTING TOPOGRAPHICAL SURVEY INFORMATION TAKEN FROM APR SERVICES DRAWING 914454.4 DATED FEB 2015 - ADDITIONAL TOPOGRAPHICAL INFORMATION ADDED TO END OF FALCON SPUR (INFORMATION TAKEN FROM COUNTRYSIDE PLAN SURV2889 DATED 14.12.2017 AND RECEIVED ON 08.01.2018)

**FOR COMMENT**

**ALMA ESTATE, ENFIELD  
FALCON ROAD SPUR CAR PARK  
PROPOSED GENERAL ARRANGEMENT**

**Client**  
COUNTRYSIDE PROPERTIES (UK) LTD

**Design**  
Date of 1st Issue: 04.01.2017  
AC Scale: 1:250  
Drawn: MSW  
Checked: JC  
Approved: MD

**Revision**  
Drawing Number: 28193/5504/SK002  
Revision: F

**Client**  
COUNTRYSIDE PROPERTIES (UK) LTD

**Design**  
Date of 1st Issue: 04.01.2017  
AC Scale: 1:250  
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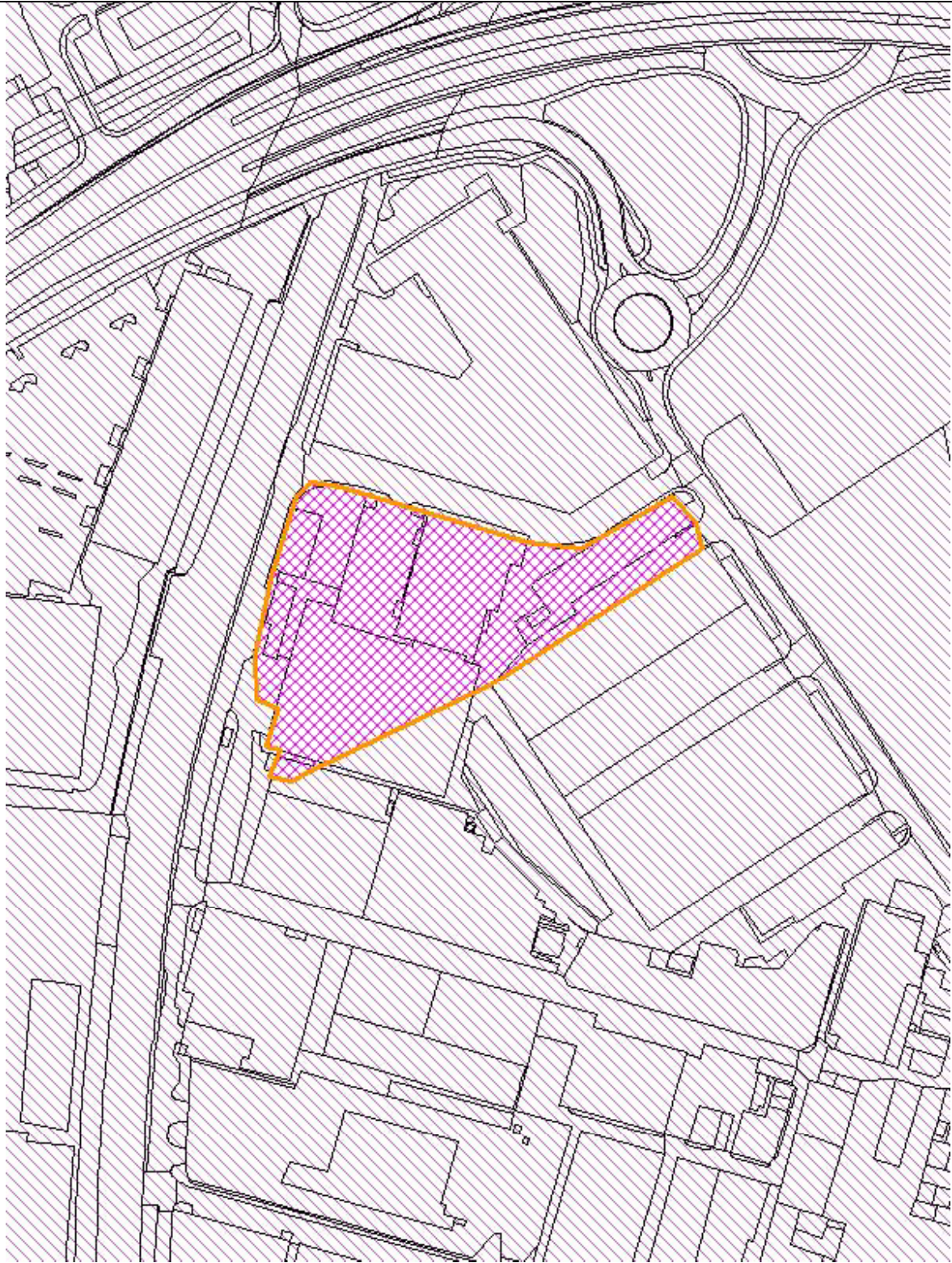
**Revision**  
Drawing Number: 28193/5504/SK002  
Revision: F

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<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date:</b> 15 <sup>th</sup> December 2020
<b>Report of</b> Head of Planning	<b>Contact Officer:</b> Joseph McKee 0208-132-1638 Sharon Davidson	<b>Ward:</b> Upper Edmonton
<b>Ref:</b> 20/02475/FUL and 20/02476/ADV		<b>Category:</b> Major
<b>LOCATION:</b> Meridian Studios, Hawley Road, London, N18 3QU		
<b>PROPOSAL:</b>		
<u>20/02475/FUL</u> Temporary redevelopment of the site for a period of two years in association with the use of the site as a film studios involving erection of three studio buildings, two ancillary storage buildings, two ancillary office buildings, one ancillary multi-function work-space building and associated works including refuse area, cycle storage and vehicle parking (E(g)(i), E(g)(iii) and B8).		
<u>20/02476/ADV</u> Temporary installation of 3 x externally illuminated signs and 1 x internally illuminated signs for a period of two years.		
<b>Applicant Name &amp; Address:</b> Meridian Water Studios Limited 3 Fulton Road London HA9 0SP		<b>Agent Name &amp; Address:</b> Rob Haworth EventSafetyPlan North Warehouse Gloucester Docks Gloucester GL1 2EP <a href="mailto:applications@eventsafetyplan.com">applications@eventsafetyplan.com</a>
<b>RECOMMENDATION:</b> That temporary planning permission and advertising consent be <b>GRANTED</b> subject to the conditions.		



Ref: 20/02475/FUL    **LOCATION: Meridian Studios, Hawley Road, London, N18 3QU**



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Scale 1:1250

North



**1. Note for Members**

- 1.1. In accordance with the scheme of delegation, the planning application and application for advertising consent are reported to Planning Committee because the development is categorised as a major development and the site is in Council ownership.

**2. Executive Summary**

- 2.1. These applications seek temporary planning permission and advertising consent for a meanwhile use, pending long term development of the site, for the use of the land as a film studio for a period of two years.
- 2.2. The site is located within the Meridian Water Regeneration Area, the Upper Lee Valley Opportunity Area Planning Framework, the Meridian Water Masterplan and the Edmonton Leaside Area Action Plan. The site remains Strategic Industrial Land (SIL) land.
- 2.3. The reasons for recommending approval are:
1. The temporary meanwhile use on the vacant piece of land stimulates vibrancy and vitality by creating social and economic value in providing employment opportunities.
  2. The development would not result in any unacceptable adverse harm to the residential amenity of surrounding residents in terms of noise, loss of privacy or disturbance.
  3. The temporary use of land does not result in any unacceptable adverse impact to the safety and capacity of the surrounding highways network subject to the conditions recommended.
  4. The temporary development subject to appropriate conditions, will not result in any unacceptable flood-risk, contamination related or ecological impact.
  5. The use is appropriate to the site's designation as Strategic Infrastructure Land and does not prejudice the aspirations and objectives of the wider Meridian Water Regeneration inclusive of the Strategic Infrastructure Works' delivery.

**3. Recommendation**

**20/02475/FUL**

- 3.1 That planning permission be GRANTED subject to the following conditions: \_

1. Time Limited Permission/Consent (Two Years Date of Decision)

This planning permission shall be for a limited period only expiring two years after the date of this decision notice when the use shall be discontinued. At this time, or at any earlier time that the use should cease, the structures and works carried out under this permission shall be removed and the land to be returned to its previous state.



Reason: The site is located within the Meridian Water Regeneration Area. The proposal represents a meanwhile use of the site and is only proposed for a temporary period until such time as permanent development proposals come forward.

2. Drawing Numbers

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

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

3. Cycle Parking

Prior to occupation, the applicant will submit to the Local Planning Authority and have approved in writing, details of proposed on site cycle parking provision, which shall include at least 5% of cycle parking provided being capable of catering for larger cycles, including adapted cycles for disabled users.

The parking shall be built out strictly in accordance with the approved details, delivered prior to the first occupation of the site and used and maintained whilst the site is in use for the purposes hereby approved.

Reason: To promote sustainable forms of transport.

4. Electric Vehicle Charging

Prior to occupation, the applicant will submit to the Local Planning Authority and have approved in writing, details of the proposed electric vehicle charging facilities. Details shall demonstrate that at least 1 in 5 spaces provides appropriate infrastructure and that at least 20% of provision is active, and 80% passive.

The details shall be built out strictly in accordance with the approved details, delivered prior to the first occupation of the site and used and maintained whilst the site is in use for the purposes hereby approved.

Reason: To promote sustainable forms of transport.

5. Lighting - Ecology

There shall be no light spill from external artificial lighting into the watercourse or adjacent river corridor habitat. To achieve this, the specifications, location and direction of external artificial lights should be such that the lighting levels within 35 metres of the top of bank of the watercourse do not exceed a value of 1 lux.

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

6. Pedestrian and Cycle Access

Prior to the first occupation of the site, the applicant shall submit details of, and have approved in writing, details of the dedicated pedestrian and cycle access from Towpath Road.

The development shall be undertaken strictly in accordance with the approved details and kept and maintained whilst the site is in use for the purposes hereby approved.

Reason: To promote safe ingress and egress to/from the site and ensure good access for all road uses.

#### 7. Travel Plan

Prior to occupation the applicant should submit to the Local Planning Authority and have approved in writing, details of a travel plan which includes:

- a) The proposed baseline mode share for users of the site split by type.
- b) The quantum, type and location of vehicle parking.
- c) Details of the shuttle bus which will operate from the site to Tottenham Hale station for the duration of the temporary permission.
- d) Measures to increase the number of trips made by active and sustainable transport modes.
- e) Details of a travel plan coordinator with responsibility for managing and reviewing the travel plan.
- f) A commitment to review the travel plan every 6 months including undertaking surveys of mode share for users of the site split by type, as well as of the use of vehicle parking spaces, and if so requested by the LPA to provide a copy of the review.
- g) A mechanism for payment of the Travel Plan monitoring fee.

The development shall operate strictly in accordance with the approved details.

Reason: To promote sustainable forms of travel

#### 8. Construction Management Plan

The development shall be undertaken strictly in accordance with the hereby approved Construction Management Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure construction does not result in any unacceptable adverse impact to the surrounding highways network.

#### 9. Contamination Remediation

No below ground works or excavation shall take place in association with the development approved by this planning permission until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority.

This strategy will include the following components:

1. A preliminary risk assessment which has identified:

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

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site. 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the NPPF.

#### 10. Verification Report

Prior to occupation, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the NPPF.

#### 11. Ground Water Management, Monitoring and Maintenance

A. No below ground works or excavation shall take place in association with the development approved by this planning permission until a site-wide groundwater management and long-term monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority,



shall be submitted to and approved in writing by the Local Planning Authority.

B. On completion of the monitoring as specified in the approved plan under part a), reports including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports.

C. On completion of the approved monitoring reports under part b), a final report demonstrating that the development does not result in long-term deterioration of the groundwater quality in the underlying aquifers shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the NPPF.

## 12. Contamination Remediation

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

## 13. Drainage Systems

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework.

## 14. Drainage Strategy

No below ground works or excavation shall take place in association with the development approved by this planning permission until such time as a drainage scheme has been submitted to, and approved in

writing by, the local planning authority. The scheme shall be implemented as approved.

Reason: This condition is required to ensure that the proposed drainage does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and *Position Statement G Discharge of liquid effluents into the ground* of the 'The Environment Agency's approach to groundwater protection'.

#### 15. Borehole Scheme

A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of each phase of development.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 170 of the National Planning Policy Framework and *Position Statement N Groundwater Resources* of 'The Environment Agency's approach to groundwater protection'

#### 16. Piling and Groundworks

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

Reason: To ensure that the proposed piling, deep foundations and other intrusive groundworks does not harm groundwater resources in line with paragraph 170 of the NPPF and *Position Statement N Groundwater Resources of The Environment Agency's approach to groundwater protection*.

#### 17. Sustainable Drainage Strategy

Notwithstanding the details set out in the submitted Flood Risk Assessment (Reference: 425.05569.00008, version number V3.0, dated July 2020) and Drainage Strategy (revision P3, dated October 2020), prior to the first occupation of the site for the purposes approved, details of the Sustainable Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority and must conform with the Landscaping Strategy. The details shall include:

- Final sizes, storage volumes, invert levels, cross-sections and specifications of the proposed filter strips (sized to accommodate a 1 in 2 year event); and
- Final surface water connections to the nearest watercourse/surface water sewer including invert levels.

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the site and ensure that the drainage system will remain functional throughout the lifetime of the development.

#### 18. SuDS Verification Report

Prior to the first occupation of the hereby approved use, a Verification Report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing. This report must include:

- Photographs of the completed sustainable drainage systems;
- Any relevant certificates from manufacturers/ suppliers of any drainage features; and
- A confirmation statement of the above signed by an engineer.

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the site and ensure that the drainage system will remain functional throughout the lifetime of the development.

#### 19. Landscaping Plan

The development shall be undertaken strictly in accordance with Landscaping Plan (dwg. no. MWS1\_022\_Provisional Landscaping, revision C, dated 18.08.20) prior to the first occupation of the site for the purposes hereby approved.

Reason: To provide a satisfactory appearance.

#### 20. Safety and Security Plan

The Commercial aspects of the development must achieve a safety & security plan to the satisfaction of the Metropolitan Police 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 and thereafter shall be fully retained and maintained as such for the lifetime of the development.

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

#### 21. Delivery and Servicing Plan

The development shall not be occupied until a Service, Delivery and Refuse collection Plan has been submitted to and approved in writing by the local planning authority. The Plan should include:

- a. Management of servicing and deliveries to the site including measures such as booking systems, coordination at point of order, work with suppliers etc;
- b. Vehicle types, expected frequencies, loading / unloading locations, adequacy for the proposed development;
- c. Reconcile peak network periods with typical delivery times;

- d. Links to the Travel Plan;
- e. Access routes;
- f. Review processes and opportunities for improvement including reducing overall delivery and servicing trips;

The development and use of the site shall then be carried out in accordance with the approved Full Delivery, Refuse collection and Service Plan.

Reason: In the interests of highway safety.

## 22. Loud Noise Event/Activity

Prior to any noise event/activity taking place externally within the site boundary, with a sound pressure level predicted to be louder than 120dB L(AF)max, measured at a distance of 1m from the site boundary, between 22:00 and 07:00 (on any day), the applicant is required to submit details of the event/activity to the Council and have it approved in writing, in advance the event/activity taking place.

Reason: To adequately safeguard residential amenity

## 21 Energy Statement

Prior to occupation of the site, a revised energy statement shall be submitted to and approved by the Local Planning Authority, which provides a framework for all users of the site and provides details of all unregulated emissions associated with the plant and equipment to be brought and used on site for the purposes of heating or cooling of any of the buildings hereby approved. The energy statement and the framework approved shall be adhered to at all times whilst the site is in use for the purposes hereby approved.

Reason: To account for unregulated emissions unable to be captured by any calculation for target emissions rates in compliance with London Plan (2016) Policy 5.2.

## 22 Refuse storage enclosure

The development shall not be occupied until such time as details of the design of a structure or enclosure to the refuse storage area have been submitted to and approved in writing by the Local Planning Authority. The refuse storage area shall be enclosed in accordance with the approved details prior to first occupation of the site for the purposes hereby approved.

Reason: In the interest of amenity

**20/02476/ADV**

3.2 That advertisement consent be GRANTED subject to conditions for the temporary installation of 3 x externally illuminated signs and 1 x internally illuminated signs for a period of two years:

1. Standard Advertising Condition

(1) Any advertisement displayed used for the display of advertisements shall be maintained in a condition that does not impair the visual amenity of the site.

(2) Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.

(3) Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

(4) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

(5) No advertisement shall be sited or displayed so as to:

- a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
- b) Obscure, or hinder the ready interpretation of any traffic sign, railway signal or aid to navigation by water or air; or
- c) Hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle

Reason: In the interests of amenity, highway safety and public safety and as required by regulation 2(1) and Schedule 2 of the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.

2 Brightness level

The intensity of the illumination of the signs permitted by this consent shall be no greater than 100 candela, within that recommended by the Institution of Lighting Engineers for a sign within a Lit Zone in their Technical Report No.5 (Third Edition-2001).

Reason: In the interests of amenity and highway safety.

3 Temporary Permission

This advertising consent shall be for a limited period only expiring two years after the date of this decision notice when the use shall be discontinued. At this time, or at any earlier time that the use should cease, all advertising/signage as approved under this permission shall be removed.

Reason: In the interests of amenity and having regard to the fact that the planning permission for the use of the site to which the advertisements relate expires at the same time.

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

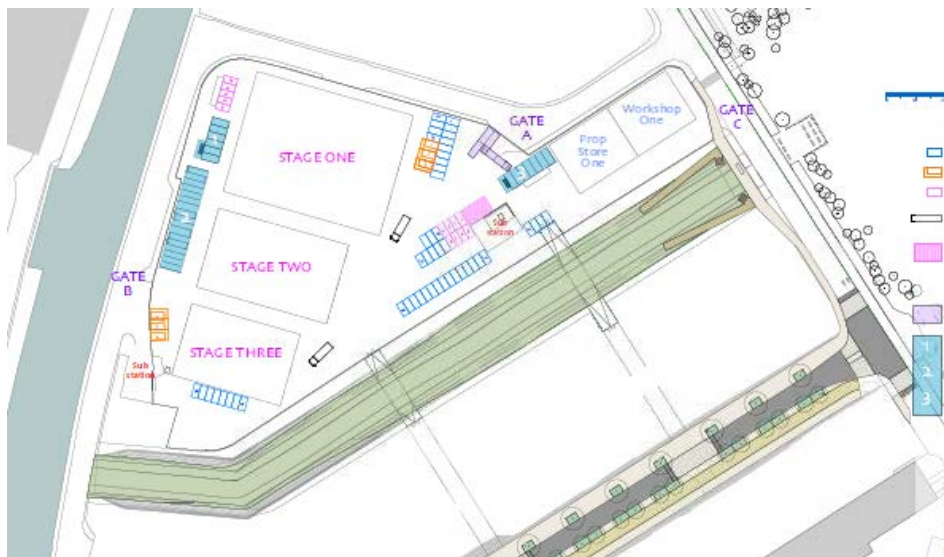
- 4.1. The application site comprises a parcel of land of an area of 12870sqm within what was formerly known as the Harbet Road Industrial Estate (containing the Stonehill Business Park). The site has been largely cleared of buildings which historically occupied it
- 4.2. The site boundary to the west, abuts Towpath Road and beyond the eastern bank of the River Lee Navigation. To the south, the site abuts Silvermere Drive and to the north, Hawley Road and the North London Waste vehicle depot. The application site is located approximately 200m south of Argon Road and the junction onto the North Circular Road (A406). An additional northbound-only junction is approximately 650m south-east of the site. The Arriva London Edmonton Garage, which is understood primarily a bus parking depot, is located south of the site, off the Towpath Road. An adjoining parcel of land to the south-east of the site boundary, is currently occupied for a temporary period for use as a drive-in event space. A boundary fence which is largely unaffected by the proposed development, surrounds the site along the western and northern boundaries. It continues along Silvermere Drive south of the site to Harbet Road to the east.
- 4.3. The site is located in the south-east part of the Borough, north of the boundary shared with the London Borough of Haringey and west of the boundary shared with the London Borough of Waltham Forest.
- 4.4. The site is designated as a Strategic Industrial Location in the London Plan and in the Council's adopted Core Strategy as well as the Edmonton Leaside Area Action Plan. The site also falls within a strategic growth area as defined by the Mayor of London's Upper Lee Valley Opportunity Area, within which the Central Leaside and Meridian Water regeneration areas are identified. The site also neighbours the Lee Valley Regional Park and is within the Meridian Water Masterplan Area.

#### **5. Proposal**

- 5.1. The two applications are for planning permission and advertising consent in connection with the use of the site as a film studio for a temporary two year period and the provision of signage associated with this use.
- 5.2. The primary proposed structures on site are three studios. Their front elevations are oriented to the east, with integrated signage at a high level on the eastern elevations, their rear elevations face west toward Towpath Road. The tallest structure measures 23.37m in height. The 3D visualisation below provides context as to the site layout:



- 5.3. Three further but ancillary structures are proposed; two serving as offices, the other as a multifunctional space referred to as the “hub”. One of the office structures and the hub are to be located within the western part of the site, close to the western boundary adjacent to Towpath Road. The second office, referred to as “backlot office east”, is within the central part of the site, close to the primary vehicular access, referred to as Gate A.



- 5.4. Two structures are proposed in the eastern-most part of the site which serve as ancillary storage and workshop areas. A refuse storage area lies beyond these; close to the site’s eastern boundary with Harbet Road. Proposed cycle storage and vehicle parking are split across the site.
- 5.5. The site utilises existing accesses, of which there are three in total. Two gates, “Gate B”, which is off Towpath Road, and “Gate C”, which is off Harbet Road, just serve as emergency access. Gate A, the primary access serving the proposed use, is off Hawley Road in the northern part of the site. This access will be marked by stacked and painted shipping containers and integrated internally illuminated signage.

- 5.6. No changes are proposed to the site's existing boundary treatment. However, the applicant proposes an additional pedestrian and cycle only access gate to Towpath Road which will require minor works to the boundary fence close to Gate B.

## **6. Relevant Planning History**

### **6.1. Application Site**

16/01315/PADE - Demolition of Units 8, 8A, 8B-L, 11, 14, 15, Block D, Block E, Crescent Building, Riverside House and The Valley – Prior Approval Not Required 18.04.2016.

### **6.2. Wider Meridian Water Site**

20/01880/FUL (and 20/01881/ADV) - Retrospective temporary Planning Permission and Advertising Consent for the redevelopment of the site for a drive-in event space (films, comedy, music and plays), including the erection of shipping containers (some double stacked), the erection of 15no. banners to fencing, 6no. LED-lit exit signs and 1no. illuminated entrance sign and associated works (Sui Generis) until 31st March 2021 – Granted 20.10.20

19/02749/FUL - Change of use of buildings (units 4, 5, 6, 9 and 9a) and adjacent land to an events and entertainment space including use as a filming studio ('The Drumsheds') for a temporary period of five years and associated installation of hoarding, gates, lighting and two container offices.

19/02717/RE3 - Full application for the redevelopment of the site to provide infrastructure works for the delivery of a mixed-use development comprising construction of an east-west link road between Glover Drive and Harbet Road (the Central Spine); alteration of access road between Argon Road and Glover Drive, construction of a link road between Leaside Road and the Central Spine, pedestrian and cycleway improvements to Glover Drive and Leaside Road, the construction of 4 no. bridges across the Pymmes and Salmon Brooks and River Lee Navigation; alteration to the Pymmes Brook channel, associated landscaping and formation of new public open space. Enabling works, comprising earthworks; remediation; flood conveyance channel, flood alleviation, outfall and new public open space works; utilities infrastructure; demolition of existing buildings, formation of new access's and associated works. Pending consideration.

19/02718/RE3 - Development of Phase 2 of Meridian Water comprising up to 2,300 residential units (Class C3), Purpose Built Student Accommodation and/or Large- Scale Purpose-Built Shared Living (Up to 18,000 sq. m - Sui Generis); a hotel (Up to 16,000 sq. m - Class C1), commercial development (Up to 26,500 sq. m – Class B1a,b,c); retail (Up to 2,000 sq. m - Class A1 and/or A2 and/or A3 and/or A4), social infrastructure (Up to 5,500 sq. m - Class D1 and/or D2), a primary school up to three forms of entry, hard and soft landscaping, new public open spaces including equipped areas for play, sustainable drainage systems, car parking provision, and formation of new pedestrian and vehicular access (Outline-all matters reserved). Pending consideration.

16/01197/RE3 – Development of Phase 1 of Meridian Water comprising up to 725 residential units, new station building, platforms and associated interchange and drop-off facilities including a pedestrian link across the railway, a maximum of 950sqm retail (A1/A2/A3), floorspace, a maximum of 600 sqm of community (D1)



floorspace, a maximum of 750 sqm of leisure (D2) floorspace, associated site infrastructure works including ground and remediation works, roads, cycle-ways and footpaths, utility works above and below ground, surface water drainage works, energy centre and associated plant, public open space and children's play areas, and various temporary meantime uses without structures (landscaping and open space). OUTLINE APPLICATION - ACCESS ONLY. An Environmental Statement, including a non-technical summary, also accompanies the planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended by the 2015 Regulations). – Granted 10.07.17

15/02479/PADE - Demolition of industrial buildings to include units 16, 107, 108, 3A, 3B, 4, 2, 10, J, blocks 9 and 10 and F block – Prior Approval Not Required 29.06.2015

## **7 Consultation**

### **7.1 Public**

7.1.1 Consultation letters were sent to 188 adjoining and neighbouring addresses. In addition, site notices were displayed at the site and published in the local press. No letters of representation objecting or supporting the development, were received.

### **7.2 External Consultees**

7.2.1 The Canal and River Trust have advised:

- Trust welcomes efforts made regards the siting and orientation of the Backlot West Hub, where spaces at a first floor level benefit from relatively generous fenestration, allowing views toward the waterway;
- Could be taken further by opening up ground floor outlook and indeed, could taken further, along boundary, remove need for some security fencing;
- Suggest re. the hub building, a more natural cladding material such as timber, especially on the western elevation, in the context of Policy EL11 of the Edmonton Leaside Area Action Plan; to promote high-quality design along the waterway;
- Suggest a condition be imposed to require the submission of detailed plans for materials to be used for the Backlot West Hub and Backlot West Offices;
- Not appropriate that no landscaping is proposed to be delivered;
- Suggest it would be beneficial if pedestrian and cycle access was offered from Towpath Road (via Gate B, or otherwise); and
- Agree with recommendations of submitted Ecology Note regards the use of appropriate lighting with no spill onto the river corridor.

*Officer response: A pedestrian and cycle only access is now proposed and would be provided off Towpath Road into the site and would be secured by condition. A landscaping plan has also now been submitted albeit due to the temporary nature of the proposal, it only proposes a light touch approach to landscaping of the site. It is not considered appropriate to require a more substantial tree planting scheme as trees would need to be removed when permanent development comes forward. A condition is recommended to secure the implementation of the details submitted. With respect to lighting, a condition is recommended which secures that any is appropriate and not impactful upon the waterway.*

*With respect to their concerns regarding the design and external treatment of buildings. These are not supported in the context of this temporary use and this is expanded on further in the analysis section of this report.*

- 7.2.2 London Borough of Haringey: No comment
- 7.2.3 London Borough of Waltham Forest: No comment
- 7.2.4 London Fire & Emergency Planning: No comment
- 7.2.5 Natural England: No comment
- 7.2.6 Environment Agency: No objection subject to conditions which are included in the list of recommended conditions above
- 7.2.7 Lee Valley Regional Park Authority: No comment
- 7.2.8 Metropolitan Police: No objection subject to a condition as covered at Condition 20 in the list of conditions above.
- 7.2.9 Arriva North London: No comment
- 7.2.10 Transport for London: No objection subject conditions requiring a Construction Logistics Plan and Delivery and Servicing Plan. A construction logistics plan has since been submitted. This is acceptable to the Traffic and Transportation team and therefore a condition requiring compliance with this is recommended. A condition requiring the submission of a Delivery and Service Plan is also recommended in the list of recommended conditions above.

### 7.3 Internal Consultees

- 7.3.1 SuDS: No objection
- 7.3.2 Environmental Protection: No objection
- 7.3.3 Commercial Waste: No comment
- 7.3.4 Traffic and Transportation: No objection subject to conditions included in the list of conditions recommended above
- 7.3.4 Street Works: No objection

## **8 Relevant Planning Policies**

### 8.1 London Plan (2016)

Policy 2.14 – Areas for Regeneration  
Policy 2.16 – Strategic Outer London Development Centres  
Policy 2.17 – Strategic Industrial Locations  
Policy 4.1 – Developing London’s Economy  
Policy 4.12 – Improving Opportunities for All  
Policy 5.3 – Sustainable Design and Construction  
Policy 5.12 – Flood Risk Management  
Policy 5.21 – Contaminated Land

Policy 6.3 – Assessing Effects of Development on Transport Capacity  
Policy 6.12 – Road Network Capacity  
Policy 7.3 – Local Character  
Policy 7.6 – Architecture  
Policy 7.15 – Reducing noise and enhancing soundscapes  
Policy 7.19 – Biodiversity and access to nature  
Policy 7.21 – Trees and Woodland

## 8.2 Draft London Plan – Intend to Publish (2019)

8.2.1 The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. In the circumstances, it is only those policies of the Intend to Publish version of the London Plan, that remain unchallenged to which weight can be attributed.

8.2.2 Draft policies of relevance are:

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

## 8.3 Core Strategy (2010)

Core Policy 11 – Recreation, Leisure, Cultural and Arts  
Core Policy 12 – Visitors and Tourism  
Core Policy 13 – Promoting Economic Prosperity  
Core Policy 14 – Safeguarding Strategic Industrial Locations  
Core Policy 16 – Taking Part in Economic Success and Improving Skills  
Core Policy 20 – Sustainable Energy Use and Energy Infrastructure  
Core Policy 24 – The Road Network  
Core Policy 25 – Pedestrians and Cyclists  
Core Policy 26 – Public Transport  
Core Policy 27 – Freight  
Core Policy 28 – Managing Flood Risk through Development  
Core Policy 29 – Flood management infrastructure  
Core Policy 30 – Maintaining and Improving the Quality of the Built and Open Environment  
Core Policy 32 – Pollution  
Core Policy 33 – Green Belt and Countryside  
Core Policy 35 – Lee Valley Regional Park and Waterways  
Core Policy 36 – Biodiversity  
Core Policy 37 – Central Leaside  
Core Policy 38 – Meridian Water

8.4 Development Management Document (2014)

- DMD19 – Strategic Industrial Locations
- DMD21 – Complimentary and Supporting Uses within SIL and LSIS
- DMD37 – Achieving High Quality and Design-Led Development
- DMD41 – Advertisements
- DMD47 – Access, New Roads and Servicing
- DMD48 – Transport Assessments
- DMD51 – Energy Efficiency Standards
- DMD53 – Low and Zero Carbon Technology
- DMD56 – Heating and Cooling
- 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
- DMD62 – Flood Control and Mitigation Measures
- DMD63 – Protection and improvement of watercourses and flood defences
- DMD64 – Pollution control and assessment
- DMD66 – Land contamination and instability
- DMD68 – Noise
- DMD69 – Light Pollution
- DMD70 – Water Quality
- DMD75 – Waterways
- DMD82 – Protecting the Green Belt
- DMD83 – Development Adjacent to the Green Belt

8.5 Edmonton Leaside Area Action Plan

- 8.5.1 The Edmonton Leaside Area Action Plan (ELAAP), was formerly adopted in January 2020. The Policies of relevance are:

- Policy EL2 – Economy and Employment in Meridian Water
- Policy EL8 – Managing Flood Risk in Meridian Water
- Policy EL12 – Public Realm at Meridian Water
- Policy EL27 – Watercourses at Edmonton Leaside

8.6 Other Material Considerations

- National Planning Policy Framework (2019) (NPPF)
- National Planning Practice Guidance (2019) (NPPG)
- Upper Lee Valley Opportunity Area Planning Framework (2013)
- Meridian Water Master Plan (2013)
- Town & Country Planning (Control of Advertisements) (England) Regulations 2007
- PLG05: The Brightness of Illuminated Advertisements (Institution of Lighting Professionals, 2015).
- Town & Country Planning (General Permitted Development) (England) Order 2015 (as amended)

## 9. Analysis

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

- Principle of Development and Land Use
- Impact to the Character and Appearance of the Surrounding Area
- Relationship to Green Belt / Lee Valley Regional Park
- Traffic Generation, Access, Parking and Highway Safety
- Biodiversity and Nature Conservation
- Contamination
- Flood Risk
- Energy and Sustainability
- Impact to Neighbouring Residential Amenity

### Principle of Development and Land Use

9.2 Meridian Water is a major regeneration area within the Upper Lee Valley Opportunity Area as identified in the London Plan, Core Strategy and Edmonton Leaside Area Action Plan. Meridian Water is expected to undergo transformational change to deliver up to 5000 new homes, 3,000 jobs as well as a mix of other uses and infrastructure (CP 37 and 38 of the Core Strategy).

### *Strategic Industrial Land and employment creation*

9.3 Notwithstanding the wider regeneration ambitions for Meridian Water, currently, the application site is designated Strategic Industrial Land, and it is also a Preferred Industrial Location (PIL). Both Policy 2.17 of the adopted London Plan and Policy DMD19(1a) outline a list of acceptable uses on Strategic Industrial Land. The use proposed is compatible in land-use terms with the SIL designation, being a general light industrial use.

9.4 It should be noted that changes to the Town and Country Planning (Use Classes) Order 1987, made effective from 01 September 2020, introduce greater flexibility in the use classes and the ability to move between classes. Use class B1(a) (Office) is now E(g)(i), what was B1(c) (Light Industrial Processes), is now, E(g)(iii). B8 (Storage) is unaffected by changes to the Use Class Order.

9.5 London Plan and local policy seek to promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London, ensuring the availability of sufficient and suitable workspaces in terms of type, size and cost, supporting infrastructure and suitable environments for larger employers and small and medium sized enterprises, including voluntary and community centres.

9.6 The Edmonton Leaside Area Action Plan acknowledges that the large scale and extended timeframe of development at Meridian Water, combined with the control offered by Council ownership of significant land holdings, provides an opportunity for imaginative meanwhile uses to have an important role in activating the site, including the creation of new types of employment. Meanwhile uses will inhabit existing buildings and spaces, as well as temporary structures such as shipping containers. Policy EL2 of the Edmonton Leaside Area Action Plan states where appropriate, the Council will explore and support meantime uses, in existing buildings or temporary structures, for the development of new types of employment.

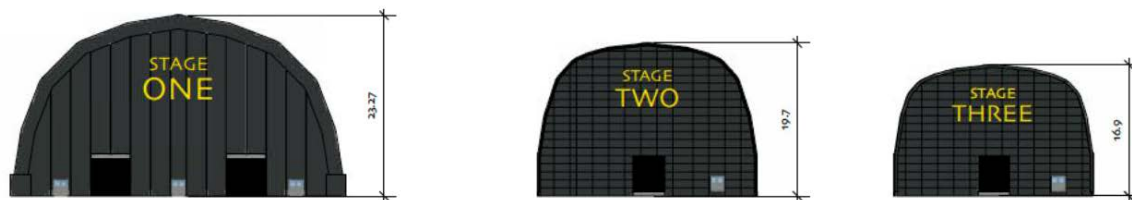
- 9.7 The use as proposed is somewhat different from the traditional industrial character of this area. Nevertheless, it is categorised as an employment use within Class B1 and thus, the use is appropriate to the site's designation. By its nature, it will generate employment both through the opportunities related to construction, as well as through the actual site operation and the applicant has provided information to demonstrate they are committed to aiming to provide employment opportunities, for residents of borough.

*The Central Spine and other associated infrastructure works*

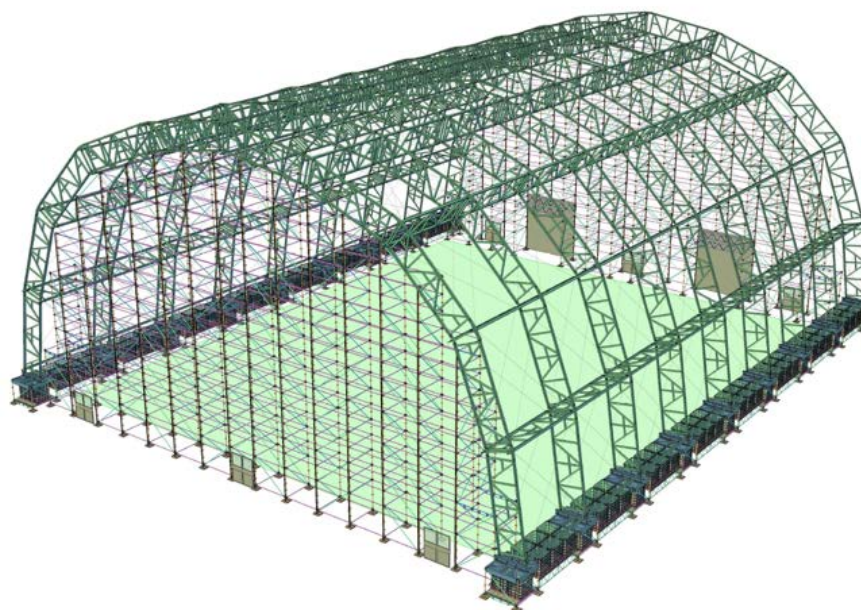
- 9.8 In connection with the longer term regeneration of the area, adopted policy identifies the need for a central spine through Meridian Water: a key route for essential infrastructure as well as a place for interaction and communities as set out in Policy EL6 of the Edmonton Leaside Area Action Plan. The detailed alignment of the Central Spine was granted planning permission under the application for the strategic infrastructure works as set out in section 6.2 of this report. This permission also included works to address flood risk issues across Meridian Water and proposed the creation of a channel south of this site to support the flood mitigation measures.
- 9.9 The temporary nature of the use, together with the extent of the application site boundary does not prejudice the Council's objectives for the delivery of the central spine nor the construction of the channel to support flood mitigation measures across the wider Meridian water site.
- 9.10 The principle of the use of the site is therefore acceptable in the context of the sites designation and in the context of the wider regeneration proposals for the area.

Impact to the Character and Appearance of the Surrounding Area

- 9.11 The NPPF attaches great importance to the design of the built environment. The adopted London Plan Policies 7.4 (Local Character), 7.5 (Public Realm) and 7.6 (Architecture) are the primary design relevant policies to this application. Policies D3 (Optimising Site Capacity through the Design-Led Approach), D4 (Delivering Good Design), Policy D8 (Public Realm) and D11 (Safety, Security and Resilience to Emergency) are the most relevant design focused policies within the Intent to Publish emerging London Plan. Policy DMD37 and Core Policy 30 of the adopted Local Plan, seek to ensure development is of the highest quality. Policies EL12 and EL27 of the Edmonton Leaside AAP require new development to positively address the waterfront through providing an active frontage.
- 9.12 Meridian Water comprises a large area of underused and brownfield regeneration land, with large areas of derelict land alongside industrial accommodation of varying age and quality. Indeed, the application site has been largely cleared of buildings.
- 9.13 Three large studio buildings are proposed within the centre of the site, each a different height, with the largest (Studio One) having a maximum 23.37m in height. Studio Two has a maximum height of 19.7m and Studio Three, has a height of 16.9m. See the below excerpt from the submitted Design and Access Statement:



- 9.14 The Studios are constructed of a steel framework which gives shape to the roof and walls of the structure. This is tied to a ground level framework which in turn sits on concrete flooring sections.



- 9.15 Studio One's metal framework is clad in a dark grey PVC blackout material, and Studio Two and Three are clad in a Trimo Cladding, Anthracite RAL 7106.
- 9.16 Two office structures, referred to by the applicant as "backlot east offices" and "backlot west offices" corresponding to their position on the site, propose three storey office accommodation. They are to be constructed of stacked and painted former shipping containers. These are positioned such that a frontage is presented to Towpath Road. Offices at first floor level benefit from generous fenestration, allowing views towards the watercourse. It has been suggested by the Canals and River Trust that this elevation could be further enhanced by opening up the views from the ground floor accommodation and introducing additional windows. However, the applicant has advised that this space is likely to be used as rehearsal space and therefore needs to be blacked out without windows. In the context that this is a temporary proposal for a period of two years, and provision is made for activation to the water facing elevation at upper levels, the design and positioning of the buildings is considered acceptable and would not lead to any long term harm.
- 9.17 The "hub" structure - a structure of varying uses ancillary to the studios, is a wider structure than the offices and is located close to the western boundary of the site along Towpath Road. As with Studios Two and Three, it is clad in Trimo Cladding,

Anthracite RAL 7106. Outlook from the hub building, is single aspect; west facing, toward Towpath Road and the River Lee Navigation.

- 9.18 Two further structures are to be erected within the east-part of the site; close to the junctions of Harbet Road and Hawley Road which serve as multi-functional spaces ancillary to the use, acting as storage but also workshop space. These structures are stated by the applicant to have external walls with a "PVC" cover. Their appearance is of that of a heavy duty tent.
- 9.19 The primary access to/from the site is "Gate A" (see Block Plan, dwg. no. MWS1\_003). This is to be marked by an "arch" shaped structure constructed of stacked shipping containers, along with associated signage fronting Hawley Road.
- 9.20 While the design of proposed buildings/structures varies across the site, the studios are considered strong design features which will provide positive identification from within the local and wider area. Further, it is considered the industrial aesthetic of the studios would have a positive effect on the character and appearance of the surrounding area.
- 9.21 It is accepted that the ancillary structures vary in appearance and are somewhat temporary in appearance. The Canals and River Trust have advised that they consider the external finish of the hub structure, being the same as for the larger scale studio buildings, may negate the benefits of the reduction in scale and mass of this building, compared to the studios: they have suggested a timber cladding of this building may be more appropriate. However, it is considered that given the surrounding industrial context, which has no strong or cohesive sense of character and in consideration of the temporary period the application seeks permission for, the approach to design and external finish of the buildings is acceptable.
- 9.22 The Canals and Rivers Trust also raised concerns about the lack of landscaping proposed on the site. There is no soft landscaping or trees on site at present. A landscaping plan has now been submitted. Given the application seeks permission for only 2 years, a simple approach to landscaping is proposed, largely on raised-beds. However, it does provide a slight softening of the development particularly along the western and northern site boundaries. It is considered this approach to landscaping, is proportionate in the context of the short-term nature of the use and will enhance the views into the site from Towpath Road for the duration of the use. It is not considered appropriate to plant in the ground or more substantially at this stage as permanent development will come forward at which point more substantial landscaping would be sought.
- 9.23 Whilst the submitted plans identify an area for refuse storage, no details on the design and appearance of any structure to enclose the area have been provided. A condition is therefore recommended to require the submission of details.
- 9.24 It is recognised that the proposals would not fulfil the Council's design ambitions for a permanent redevelopment or longer term use of the site. However, this application is for a temporary period of 2 years only and is designed to enable quick occupation of the site for a beneficial and employment creating meanwhile use. The buildings therefore are temporary in nature incorporating simple construction techniques. Taking account of the planning merits, it is considered for these reasons, that the development as proposed is considered acceptable and will have limited impact on the character and appearance of the area.



*Impact of Signage / Advertising*

- 9.25 Consent is also sought for the installation of 3 x externally illuminated signs; to be placed at a high-level, on the eastern elevation of the three studio buildings, and 1 x internally illuminated sign, to be elevated above the entrance area (referred to as Gate A) for a period of two years.
- 9.26 The advertising/signage is proportionate in scale and not readily visible from the wider surrounding area. It does not result in any unacceptable adverse impact to the visual amenity of the surrounding area nor does it detract from matters of highway safety. It is therefore considered to be compliant with Policy DMD41.

*Relationship to Adjacent Green Belt / Lee Valley Regional Park*

- 9.27 Policy DMD83 outlines that proposed development located next to, or within close proximity to the Green Belt will only be permitted if it is compliant with specified criteria:
- i) There is no increase in the visual dominance and intrusiveness of the built form by way of height, scale and massing on the Green Belt;
  - ii) There is a clear distinction between the Green Belt and urban area
  - iii) Views and vistas from the Green Belt into urban areas and vice versa, especially at important access points, are maintained.
- 9.28 In addition, Core Policy 35 seeks to ensure development supports the objectives of the Lea Valley Park Authority in terms of improving access through physical infrastructure and urban design
- 9.29 The boundary of Green Belt / Lea Valley Regional Park is located on the north-east side of Harbet Road; marking much of the eastern boundary of the borough. The proposal would be visible across neighbouring sites to the green belt / Lee Valley Regional Park. However, the development would is not considered to result in any unacceptable or permanent increase in the visual dominance of the site. The development does not affect the clear distinction between the Green Belt boundary; east of Harbet Road.

Traffic Generation, Access, Parking and Highway Safety

- 9.30 The applicant has submitted a Transport Assessment which sets out the general approach to dealing with safe ingress and egress of the site, to parking and sets out the context of the site from a transport perspective.
- 9.31 The site is served by rail and underground stations at Meridian Water Station, approximately 0.6km from the site, Northumberland Park Station, approximately 1.26km from the site and Tottenham Hale Station, approximately 2.79km from the site. There are bus stops within the vicinity of the site providing links to surrounding areas and alternative rail and underground stations.
- 9.32 A dedicated pedestrian and cycle route is west of the Towpath road; along the eastern bank of the River Lea Navigation. Whilst a barrier divides it from the road, which restricts when the path can be accessed, the barrier ends just north-west of the site. This links the site to the north toward William Girling Reservoir and beyond, and

to the south, into the London Borough of Haringey and the London Borough of Hackney.

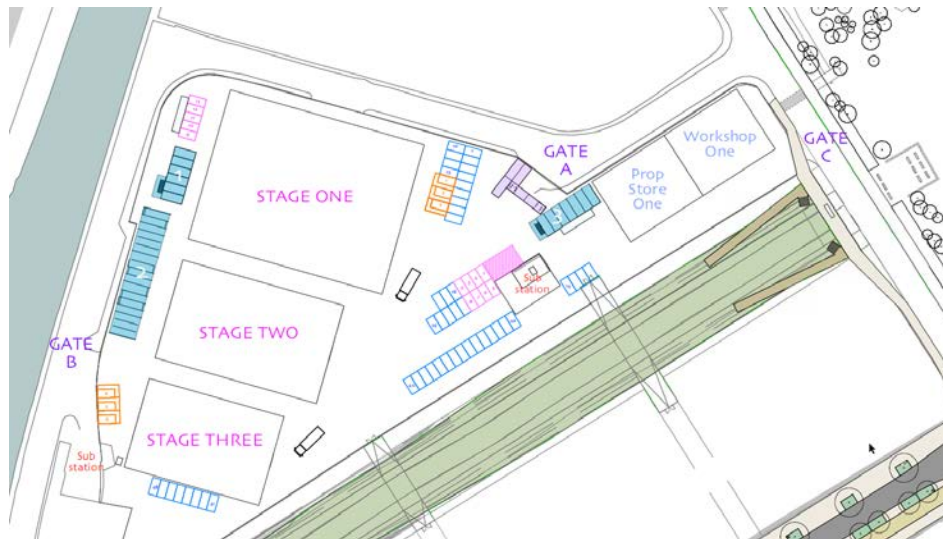
9.33 The site has vehicular access via Hawley Road

*Vehicular Access*

9.34 Section 3.2.8 of the submitted Transport Assessment outlines the approach to vehicular access and the submitted Parking Site Plan illustrates the positioning of vehicular access. There are three gates however only “Gate A” is to be utilised for site operation outside of emergency access requirements:

- Gate A (existing)– Vehicle & Pedestrian Entrance from Hawley Road
- Gate B (existing) – Emergency Exit Gate (east, onto Harbet Road)
- Gate C (existing) – Emergency Exit Gate (west, onto Towpath Road)

9.35 The below excerpt from the submitted Parking Plan illustrates the vehicular access arrangements.



9.36 There is no objection to the approach to vehicular access. Swept path analysis has been provided to demonstrate that there is space to accommodate the largest vehicles likely to service the site. The proposal is considered acceptable and should minimise the impact on the public highway of large vehicles entering and exiting the site

9.37 A taxi drop off location has been provided in close proximity to the main access point which is acceptable.

*Trip Generation*

9.38 The submitted Transport Assessment addresses trip generation largely by outlining trip generation related data for similar uses in other London Boroughs to justify the use. Page 60 of the TA outlines data collected for The Dagenham Studios and for Ealing Studios.

9.39 No objection is raised to the proposal from the perspective of trip generation, having regard to the site context and the information submitted in support of this application

adequately demonstrates trip generation will not be significant in terms of the local and strategic highway networks.

- 9.40 The applicant has agreed to submit a travel plan to promote the use of public transport and reduce reliance on the private car. A condition is recommended to secure this.

*Construction Traffic*

- 9.41 Whilst the development is not operational, some works have commenced on site. As a result, during the course of this application, the applicant was asked to submit a Construction Management Plan to ensure development would reflect best practise, in its construction. This was submitted and officers have engaged with both Traffic and Transportation Officers and the Council's Street Works Team on the matter. There is no objection to the plan submitted which the works on site have accorded with and a condition is recommended requiring compliance with the Plan submitted.

*Pedestrian, Cycle and Vehicular Access*

- 9.42 As outlined, the main access and egress to the development proposals will be via an existing vehicle and pedestrian gate on Hawley Road which is to be a shared access.
- 9.43 Within the site, to demonstrate the separation of pedestrian and vehicle movement, the applicant has submitted a Pedestrian-Vehicle Site Plan. The detail is acceptable, and no objection is raised to the approach to movement within the site.
- 9.44 The applicant has agreed to the provision of an additional pedestrian and cycle only access to be provided within close proximity to "Gate B)", off Towpath Road. This would be of benefit to cyclists and pedestrians accessing the site from the existing pedestrian/cycle route, along the River Lea Navigation. This is welcomed and it is recommended that a condition be attached requiring details of the access and that it be provided and available for use prior to first occupation.

*Vehicle Parking*

- 9.45 The TA refers to extant London Plan standards for vehicle parking, rather than standards from the Intend to Publish London Plan, which through the course of this application the applicant has been made aware of and responded to. The emerging London Plan states in Outer London Opportunity Areas, up to 1 space/600sqm of gross internal floorspace should be provided for a use of this type.
- 9.46 On the basis of the delivery of 6,773sqm, this would equate to 11 car parking spaces. However, the applicant proposes 67 spaces. The applicant has justified this over provision of parking referencing that within emerging London Plan Policy T6, supporting text (10.6.18) states for industrial sites, the role of parking – both for workers and operational vehicles, varies considerably depending on location and the type of development proposed and that provision should be determined on a case-by-case basis. Indeed, adopted Policy DMD45 advised that acceptable provision depends, amongst other things, on the scale and nature of the site and the public transport accessibility level (PTAL) of the site.
- 9.47 The applicant highlights that the proposed use would demand employees travelling from across London and indeed, the UK/overseas, many of whom may require specialist transportation arrangements due to logistical and security concerns. The

applicant highlights the site has quite low public transport accessibility at the present time and assumes that many employees will be unable to access the site via public transport for reasons aforementioned.

- 9.48 However, the applicant has confirmed agreement to the submission of a Travel Plan, which could secure a review period, where if car parking is evidently being overprovided and underutilised, then, after an agreed period, the number of spaces provided on site can be reduced accordingly. A condition is recommended to require a travel plan to be submitted and agreed.
- 9.49 The proposed 10% disabled parking provision is acceptable.
- 9.50 Infrastructure for the charging of electric vehicles is proposed. However, this is lower than would be expected when comparing against London Plan standards and is not acceptable. A condition is recommended that requires the submission of details of electric parking provision in accordance with the Plan standards.

#### *Cycle Parking*

- 9.51 Cycle parking proposals are acceptable and in line with the Intend to Publish London Plan standards. However, these do not presently include any enlarged area for parking adapted and cargo cycles, as emerging policy requires. It is recognised that there is capacity on the site to address this and therefore a condition is recommended to require enhanced cycle parking provision in accordance with the emerging policy requirements.

#### *Refuse*

- 9.52 It is expected that aside from some HGVs required in connection with the use, refuse vehicles will be one of the largest vehicles required to access the site. Submitted swept-path-analysis takes account of this and there is no objection to the servicing and access arrangements.
- 9.53 The Design and Access Statement outlines that refuse collection is to be provided by a private contractor. There is no objection to the approach.

#### Biodiversity and Nature Conservation

- 9.54 The western boundary of the site is approximately 8m east of the River Lee Navigation; separated by Towpath Road and an existing cycle/pedestrian towpath. The River Lee Navigation is an important ecological corridor and "Priority Habitat" as defined in the NPPF. The Lee Navigation is also part of the Lea Valley Site of Metropolitan Importance for Nature Conservation (SMINC). Policy DMD78 states that development that has a direct or indirect negative impact upon important ecological assets will only be permitted where the harm cannot reasonably be avoided, and it has been demonstrated that appropriate mitigation can address the harm caused.
- 9.55 The applicant has submitted, in support of this application, an Ecological Note. The note highlights that previous ecological appraisals have been undertaken which surveyed the application site and that these concluded the site was of a negligible ecological value notwithstanding the proximity of the site to the River Lee Navigation. The note submitted concurs with the conclusions of previous ecological appraisals affecting the site and one of its primary recommendations is to ensure there is no direct lighting or light spill onto the River Lee Navigation, to ensure bats that use the watercourse as a commuting and dispersal route are not impacted by development.



- 9.56 A condition is recommended to ensure the development does adversely affect the watercourse or the adjacent river corridor habitat. The condition will require the specifications, locations and direction of external artificial lights within 35m of the bank of the watercourse, to not exceed a value of 1 lux. Noting the stipulated distance, this condition will cover any lighting on the western elevation of any of the studios, as well as the western elevations of the office and hub structures, proposed within close proximity to the site's western boundary.

#### Contamination

- 9.57 The NPPF states planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination although acknowledges that responsibility for safe development rests with the developer and/or landowner. Paragraph 180 states that these policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions, and the natural environment. This is supported by Core Strategy Policy 32 (Pollution) and Policies DMD 68 & 70.
- 9.58 This application is accompanied by a Ground Contamination Preliminary Risk Assessment, within which, a Groundsure Report is also included.
- 9.59 The report presents a desk-based review, and the results from an on-site visit undertaken by the applicant's consultant 08th October 2020. In addition, the submitted information draws upon the several intrusive ground investigations which have been undertaken on or within close proximity to the site. The GTA/Arup Survey undertaken 2019-2020 included the creation of one borehole on the application site. The submitted report concludes the site has a low environmental sensitivity based on the existing site conditions, especially considering the extensive hardstanding which will be retained and built upon. The results of the on-site borehole also demonstrated concentrations of contaminants in soil were generally low.
- 9.60 The development will require a service and drainage trench dug to a maximum depth of 1m. The underground utilities will connect to the water and sewage drain which is located on Towpath Road. Aside from the trench, all structures on site are self-weighted and require no foundations to be excavated. A concrete slab has been constructed on the existing ground to support the structures.
- 9.61 The Environmental Protection Officer has confirmed that there is no risk to human health associated with the development as proposed. The Environment Agency (EA) note that the development requires limited ground disturbance but having regard to the limited below ground works that are proposed ( trench/utility corridors) have recommended several conditions be attached and these are included in the list of conditions recommended above.

#### Flood Risk

- 9.62 The application site falls within Flood Zones 2 and is therefore considered to have a medium probability of flooding and the probability of flooding is between 1 in 100 and 1 in 1,000 years. The use is interpreted as being classed less vulnerable, as per Government Guidance, and the applicant outlines this is considered an acceptable use, within flood zone 2.

- 9.63 The applicant has submitted a Flood Risk Assessment (FRA) in support of the application, which sets out the site context, and includes flood modelling and testing of the development as to demonstrate development's acceptability, in light of site constraints.
- 9.64 The EA were consulted on this application and have raised no issues in respect of flood risk.
- 9.65 The Borough's SuDS Officer raises no objection in principle to the use of the land as proposed. However, further information is required on the sustainable drainage strategy and therefore conditions are recommended to address this.

#### Energy and Sustainability

- 9.66 Core Policy 20, Policies, DMD51, DMD53, DMD56, DMD57 and DMD58 outline the requirements for energy and sustainability within the adopted Local Plan.
- 9.67 Policy 5.2 of the adopted London Plan sets out targets for carbon dioxide reductions for both residential and non-residential development. The policy embeds the principles of the energy hierarchy. Supplementary test to Policy 5.2 outlines the requirement for energy assessments to include separate details of unregulated emissions, which is to recognise explicitly the additional contribution that can be made through the use of efficient equipment, building controls and good management practises
- 9.68 The submitted revised Energy Statement (ref. 7420/IW/ES01 dated November 2020) outlines that the development is exempt from being required to comply with adopted Building Regulations (Part L) legislation. This is on the basis that the Studio and Workshop Buildings are classified as both Low Energy Buildings (as defined in guidance associated with Building Regulations Part L2A), having no fixed energy infrastructure; i.e. radiators etc. The applicant has stated that the Backlot Offices and Hub Building are classified as temporary buildings under Building Regulations Part L2.
- 9.69 No structure on site as proposed, is to have a fixed energy source but rather because of the nature of the use of the site – different productions requiring different environments, each production utilising the site, will bring its own heating/ cooling equipment.
- 9.70 With regards to the office structures, they are to be constructed out of converted shipping containers which are fitted out with windows for natural ventilation and insulation. The applicant has submitted a Green Procurement Plan. Within this plan, the applicant outlines that all buildings on site have been repurposed, being sourced from another previously used site by the applicant or being sourced elsewhere; in the case of the workshop/storage structures and the security entrance/gantry structures.
- 9.71 Limited information has been provided on the energy use associated with the use of the site, with the applicant advising that due to the nature of the buildings there is no requirement to comply with the Building Regulations. However, it is considered that further information is required in relation to the unregulated energy use associated with the equipment that will be brought on site for the purposes of heating/cooling the office environments and in respect of productions, to ensure opportunities to minimise energy use are maximised. A condition to this effect is recommended above.

Impact to Neighbouring Residential Amenity

- 9.72 London Plan Policy 7.6 (part B) states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings while Policy 7.15 (part B) states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals; separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout in preference to sole reliance on sound insulation.
- 9.73 The nearest residential units are located approximately 620m east of the site in Hazel Way in the London Borough of Waltham Forest and 830m south of the site across Banbury Reservoir also in the London Borough of Waltham Forest. To the west of the site, residential units fronting Kimberley Road are approximately 1.05km from the site. Ikea, Tesco, Meridian Way and the railway line are situated between the application site and the residential dwellings to the west.
- 9.74 The application site is surrounded by existing commercial/industrial uses and close to major road and rail routes with residential properties beyond. The acoustic environment is therefore dominated by transportation noise from road vehicles and passenger trains, as well as local traffic and noise from commercial premises which would limit any impact of noise from events to sensitive receptors.
- 9.75 The applicant has advised that the use would operate on a 24hr basis. Given the relationship of the site to existing residential properties and having regard to the fact that residential development on the west bank of the Navigation is unlikely to be built out and occupied within the lifetime of this permission, this is considered acceptable. The Council's Environmental Protection Officer recommends a condition which stipulates, in advance of any noise generating activities, which would exceed 120dB L(AF) max, proposed to take place between 22:00 and 07:00, the activities must be agreed with the Council prior to taking place.
- 9.76 In consideration of the site location, the use does not result in any significant increase to traffic in any surrounding residential streets.
- 9.77 In summary, the development would not have any adverse impact on the amenities of nearby residents.

**10.0 Community Infrastructure Levy**

- 10.1 Due to the industrial nature of the proposed development, the proposal is not CIL Liable

**11.0 Conclusion**

- 11.1 The proposed use of this site is appropriate to the site's designation as Strategic Infrastructure land and does not prejudice the aspirations and objectives of the wider Meridian Water Regeneration inclusive of the Strategic Infrastructure Works' delivery. Moreover, as a temporary meanwhile use, the development will bring this site back into productive and beneficial, providing employment opportunities and activating this currently largely derelict part of Meridian Water. It is recognised that by necessity, the temporary nature of the proposed use leads to a simplified approach to construction and design but taking into account the existing industrial character of the area, it is considered the approach is acceptable and will support the interim approach to the

placemaking of Meridian Water. It is considered any perceived effects of the development are outweighed by the temporary nature and economic benefits and can be mitigated by conditions where necessary. Consequently, and with reference to the adopted and emerging policies, it's considered the planning balance supports the proposal and approval is recommended for the use / buildings and signage.



**PLANNING COMMITTEE**

15 December 2020

**REPORT OF:**

Head of Planning - Vincent Lacovara

**Subject:**

**Planning Committee 15<sup>th</sup> December**

**Update for Members**

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**Update to Planning Committee**

Ahead of Tuesday's Planning Committee meeting, please note the following updates to the Committee report which will be of assistance to Members in your assessment of the proposals.

**Agenda Item: 7**

**20/02475/FUL - Meridian Studios, Hawley Road, London, N18 3QU**

1. Updates

1.1. Condition 20 - Designing out Crime

1.2. In response to comments from the Metropolitan Police (Designing out Crime), the following condition was recommended:

*The Commercial aspects of the development must achieve a safety & security plan to the satisfaction of the Metropolitan Police 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 and thereafter shall be fully retained and maintained as such for the lifetime of the development.*

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

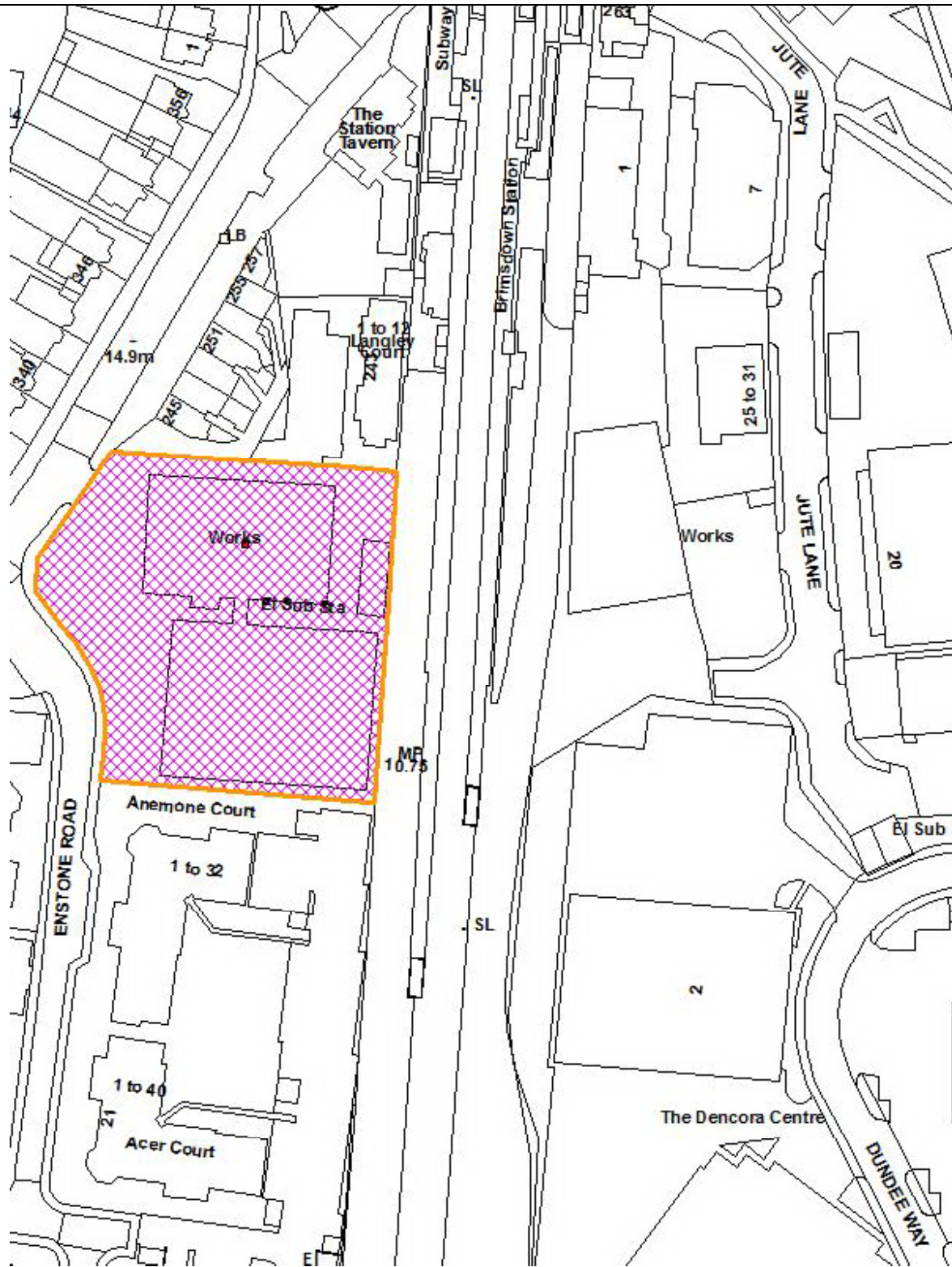
1.3. In more detail, the Metropolitan Police's comments were:

- Further clarity is required for what safety measures are to be implemented, to protect this development. i.e. how many security guards will be on site throughout the day, will there always be someone monitoring the CCTV?
- Further information is required about the materials for the structures, regards how they are secured to prevent theft and unauthorised access;
- Further clarity is sought regards whether there is to be an enclosed refuse store, cycle store and regards the boundary treatment;
- Uncertainty around how plant machinery and valuable equipment is secured; and
- Information about how and where cash is stored.

- 1.4. The applicant prepared a note in response to the Secure by Design comments and the Metropolitan Police have confirmed they supported the application in light of the additional information provided.
- 1.5. Members should note that the applicant has provided a site plan outlining the positions of all CCTV cameras proposed (reference MWS1\_017\_CCTV) and a supplementary plan which shows the location of where CCTV cameras are to be monitored by security staff.
- 1.6. Members are also advised that the applicant has provided details of cycle store enclosures and the location of the refuse storage area on site. Conditions 3 (Cycle Parking) and 22 (Refuse Storage Enclosure) require the applicant to submit additional information about these matters prior to the occupation of the site in the use proposed.
- 1.7. With regard to the boundary treatment, the existing fencing, which bounds the perimeter of the larger Stonehill Business Park, will remain largely unaltered aside from the creation of an additional opening to facilitate the proposed dedicated pedestrian and cyclist entrance from Towpath Road (as secured by Condition 6).
- 1.8. Mindful of the above, it is considered that in planning terms, the applicant has provided sufficient information to address the concerns about security and design within the remit of what it is appropriate for the planning process to secure .
- 1.9. It is considered that the “operational aspects” of the use proposed, such as the securing of equipment of cash and equipment on site, the working arrangements of staff etc. as well as the likelihood of theft of materials on site, are matters lying within the control and responsibility of the applicant but outside the remit of the local planning authority to control.
- 1.10. An informative will be attached to any planning permission to cover these points and providing contact details for future dialogue. For the reasons outlined within this note, it is recommended that Condition 20 is deleted, should members resolve to grant planning permission.
- 1.11. Amending of Condition Numbering
- 1.12. Members are made aware that conditions 21 (energy statement) and 22 (refuse storage enclosure) are incorrectly numbered and should be re-numbered accordingly.

<b>LONDON BOROUGH OF ENFIELD</b>		
<b>PLANNING COMMITTEE</b>		<b>Date :</b> 15 December 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: 241 Green Street, Enfield, EN3 7SJ</b>		
<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

North





**1. Note for Members**

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

**2. Recommendation / 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 all roofs and accessible decks.  
Details of all 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)  
Details of fixed mechanical plant and any associated acoustic screening  
Ventilation/extraction details – commercial units – 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))  
Details of Fire Strategy Statement to be implemented  
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 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)

Construction Logistics Plan (inc. delivery times) (PRECOMMENCEMENT)  
Site Waste Management Plan (PRE-COMMENCEMENT)  
Thames Water - Impact Piling Restriction  
Thames Water – Network Pressure  
Clearance outside of bird nesting season  
Implementation of Ecological Report recommendations  
Details Of Ecological Enhancements  
Tree/ Landscaping Condition(s)  
BREEAM accreditation (Excellent) for non-residential space in all Blocks  
Submission Of BREEAM Rating Verification  
Submission Of Energy Performance Certificate  
External Lighting Plan

### **3. Executive Summary**

- 3.1 On 3 November 2020 this application was deferred from consideration of the Enfield Planning Committee to allow further local notification of the proposals to local residents.
- 3.2 The 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.
- 3.3 Following significant concerns that were expressed by officers with regard to the design and composition of that scheme, including the significant loss of employment generating floorspace, it was withdrawn by the applicants in September 2019.
- 3.4 The applicants subsequently appointed a new planning and design team who have taken a different design led approach to the redevelopment of the site, which, as a result has increased significantly the employment floor space and whilst making the proposals taller overall, has in the process reduced the bulk of the scheme allowing more light into the site and making better connections with its environs. The scheme now rises from between 2 to 16 storeys in height.
- 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 square metres of flexible commercial floorspace.
- 3.6 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 that will be regenerative and transformational in its impact on the locality.
- 3.7 The scheme therefore demonstrates the qualities of good growth and has the potential to act as a catalyst for wider regeneration of the area around Brimsdown Station in accordance with the aims and objectives of the North East Enfield Area Action Plan. Accordingly, in view of the above, the scheme is recommended for approval.

### **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, containing the second largest industrial estate in London.

- 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.

## **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 148 flats, 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 flexible commercial floorspace reduce to 1,144.5 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 to assist in the easier management of the different affordable products.
- 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:

Details of SuDs measures and evidence of implementation will be required by condition.

### *External*

#### 7.5 Greater London Authority

Principle of development: The residential-led mixed used redevelopment of this non-designated industrial site in the Upper Lee Valley Opportunity Area is supported.

Housing: The scheme would deliver 50% affordable housing by habitable room (70% London Affordable Rent: 30% shared ownership), which is strongly supported. The affordability levels must be confirmed and secured. An early stage review must also be secured.

Urban design: The proposal seeks to optimise the site and there are no strategic concerns raised in respect of the height and massing of the proposed development. It should be further demonstrated that the development is appropriately designed such that the residential use does not fetter the future viability and vitality of the adjacent Strategic Industrial Land having regard to “agent of change” principles. The Council should ensure that courtyard open space and playspace is accessible to all residents of the development. A revised fire strategy is required. The scheme proposes 11.7% of units across the development as wheelchair user dwellings, which should be secured by condition.

Transport: A Stage 1 Road Safety Audit on the loading bays is required. Long stay residential cycle parking should be redesigned to ensure compliance with LCDS guidance. Disabled car parking should be provided for the commercial units. A Parking Design and Management Plan, a Construction Logistics Plan, a Delivery and Servicing Plan, a Travel Plan and car club should be appropriately secured.

Sustainable development: Further information is required in relation to the nondomestic Be Lean target, overheating, future-proofing for connection to district heating, PV and heat pumps. A payment to the borough’s offset fund is required and should be secured in the Section 106 agreement. Further information on urban greening and flood risk is required

- 7.6 Transport for London  
To comply with the Intend to Publish London Plan, conditions 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.

7.13 On 13 November 2020 a further 621 letters were sent to neighbouring and nearby occupiers, giving a further 14 days to provide representations (expiring 27 November 2020).

7.14 In response to the further consultation, an additional 29 responses were received. 28 of the respondents objected to the proposals

- The site has been accessed and filled with over 200 tonnes of contaminated waste that has not been cleared.
- The contamination reports all need to be redone they are all very out of date and in any case, samples were NOT taken from the main warehouse where the Towers will actually be built! Given that the site is now full of waste I believe that Environmental Health should insist on a new set of contamination reports be run and the application should not even be considered before this is done.
- The Mix of Units is inappropriate. 85% of the units will be 1- and 2-bedroom units which is against the Council's policy. Having fewer 3-bed-units keeps the child yield purposely low and as a result, the developer is able to say that green space requirements are adequate because they rely on a child yield calculation.
- The Density is beyond top range and therefore represents a huge over development of the site.
- The nature of the tall buildings will mean that they are noisy because noise travels up and it also radiates outwards.
- Existing properties south of the railway have already sited noise as an issue and they are not as tall as the towers proposed there.
- This proposal would be thrown out in any other more affable part of Enfield.
- The applicant has commissioned a noise report in relation to Plant Equipment. It states that the plant equipment will be at a level of decibels which will cause problems for the blocks adjacent and that mitigations will be required.



- The plan has a ramp which runs to the side of the building at level 2 elevation and that will be pumping fumes at altitude into the 4-story block at Enstone Road. It will also be a noise nuisance.
- The London Fire Brigade sent recommendations to ALL London boroughs that tall residential buildings over 35 meters should be avoided. Its due to Grenfell Tower - the Fire Brigade simply does not have the ability to rescue people above that height. The plan proposes towers which are 50 and 60 meters tall. What happens WHEN (not if) there is a fire?
- The plan has very poor access for the Fire Brigade.
- Car parking allocation is very poor (less than 0.5 a car per unit) and there was an admission from the applicant's agent at the last meeting that proposed plan did not provide sufficient parking onsite. As a result, cars would be displaced onto the other residential roads which will impact on other residents.
- The Agent indicated a 30% displacement or overspill as a result of inadequate parking. This was wholly unrealistic (it represents just 15 additional cars) and it will be far more than that and that does not even include visitors to the location or commuters that travel from Brimsdown and park their cars locally before jumping on the train.
- People in this area use their cars to access the M25, to do school runs and to work at the Industrial sites to the west of the line. The train is hugely expensive and the car can be far cheaper. Add in the current pandemic situation where we are actively encouraged to avoid trains. Furthermore, the cycle lanes on Hertford Road have further exacerbated the congestion as bus stops are now in the middle of the road. And virtually no one is using the cycle path. Another 500+ people moving into the area will add to this chaos - there will be complete grid lock.
- The site is not a designated site for a tall building as per the Councils own plans; there is an obsession to build higher rather than build smarter.
- It will significantly alter the character of the area in a negative way. Just look at the CGI images and one can easily see that these towers are a huge eye sore.
- It is telling that none of the CGI images which were commissioned show a view directly from Green Street for those which are most impacted by this. I think this is a huge oversight and one which must be addressed. We have images from Brimsdown School, from the railway crossing to the West, from Osborne Road but NONE from directly opposite Green Street.
- Cross Rail 2 has been cancelled and yet it is mentioned repeatedly as a reason for this development. The plans were clearly constructed before the pandemic and before funding for cross rail was withdrawn. As such It represents data which is completely out of date and doesn't include the new reality of COVID.
- It does not represent a piece of quality architecture as they developers have not consulted with the wider neighbourhood at all. The Applicant has been reluctant to share the resident feedback information despite us making requests under freedom of information to do so. Why has the applicant not made this information available to the planning committee?
- Using terms like sculpted and fluted from planning officers to make the build sound palatable and high quality is wrong. These are typical selling terms and planning officers should avoid using them as they sound like agents for the applicant rather than impartial planning officials.
- Saying there is a transition between the smaller elements and the taller elements is moot -

- the buildings are 4.5 times higher than the surrounding tallest flats. And unlike those
- buildings they are not set back 40 meters from the road this right up against the boundary
- line making them more imposing and blocking light.
- Very poor consultation - my husband has had to knock on neighbours' doors to make them aware of what's happening and all that during a national lockdown. It's somewhat shameful that a smarter way of interacting with effected parties could not have been formulated.
- Several councillors expressed concern about the process. Instead of being smart there has
- been a rehash of a failed consultation. When people write in to express their concerns its because of the community of people that have been knocking on doors and making people aware and not because of any work carried out by the planning team.
- Enfield has a high concentration of other nationalities and no attempt whatsoever has been made to localize documents and to communicate with the wider public. Knocking on doors has made us realise that many local residents do not speak English, do not have internet and often rely on young children to communicate on their behalf.
- The applicant claims that local ward councillors were consulted which is untrue. It brings into question the integrity of the developer.
- What happens when unsociable activities like parties take place on these green roofs?
- (against the council's own policy).
- Once again, many residents have not received letters and some have received multiple ones at one location. My neighbour got five letters and we got two! That's 7 letters across two households! While other people have not received any communication whatsoever. Councillors stated clearly at the last planning meeting that "smarter" ways of communicating must be found.
- Enfield Chase and Gordon Hill have properties near the train stations which are not towers. Lack of family units has nothing to do with the typology of the location at all. It's down to greed.
- The planning officer described the two-bedroom units as being larger than average and being suitable for being occupied by 4 persons - this is nonsense. The units are not of larger size than the average (check the plans) and it is not a COVID safe density level.
- Car clubs are spectacular failures at resolving issues around traffic congestion and parking. They are also expensive to run and insure and are wholly unsuitable for this fairly poor area of Enfield.
- I disagree with the transfer from commercial to residential - more strategic land is supposed to be earmarked for this.
- In fact, the GLA have **rejected the report** provided by the applicant stating clearly that they are NOT CONVINCED about this not being an area for commercial space.
- The site is on a Flood Plain. The applicant has instructed a consultant to do an assessment which in my opinion is a very poor piece of work. It makes huge unsubstantiated assumptions. It is predicated on stating that the risk is low because the lower floors are commercial rather than residential. And I believe it's the reason that the applicant wants to have a commercial element despite there being absolutely no demand or need for it in the area.

7.15 A further respondent wrote in favour of the application, expressing an interest as to when the proposed units may become available.

## 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/Dwelling Mix
- Design
- Tall Buildings
- Transportation
- Residential Quality
- Public Realm and Open Space
- Secured By Design
- Fire Safety
- Environmental/Sustainability concerns
- Legal Agreement

### Land Use

- 9.2 The application site constitutes a non designated, non conforming site in employment use, surrounded on all accessible sides by residential uses, that is 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 sites in low density 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.
- 9.5 However, 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.

9.6 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 1,144.5sqm (A1, A2, A3, B1, D1, D2). This will lead to a net loss of employment generating floorspace of 2,173.5 square metres.

9.7 With regard to the issue of the site being used for industrial purposes in the 21<sup>st</sup> Century, 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.

9.8 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.

9.9 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. In this context, the proposed flexible commercial floorspace has the potential to employ significantly more people than a warehouse use.

9.10 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.

- 9.11 In addition, it is recognised that the site is physically constrained by residential development on both sides and is relatively constrained in terms of access from the local road network constraints that are likely to be a hindrance to a future stand-alone industrial development or occupancy coming forward on the site.
- 9.12 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 that would provide some welcome active frontage to Green Street. The redevelopment of this non-designated industrial site has the potential to deliver some of the regenerative and transformative positives anticipated by the designation of the Upper Lea Valley Opportunity Area. In this context it is considered that the loss of this non conforming site, to a residential led mixed use redevelopment can be reasonably considered.
- 9.13 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 Chapter 13 of the Council's S106 SPD.

#### **Housing Need, Affordability and Dwelling Mix**

- 9.14 The need for affordable housing remains high in the borough, which is evidenced in the draft Enfield Strategic Housing Market Assessment (SHMA) (2015). London Plan Policy 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.
- 9.15 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.
- 9.16 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.
- 9.17 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.
- 9.18 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).

- 9.19 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 in order to create a more balanced housing stock and address the impact of demographic and household formation change.
- 9.20 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.

Housing Mix and Tenure	1Bed/2pers (Hab Rooms)	2Bed/3pers (Hab Rooms)	2Bed/4pers (Hab Rooms)	3Bed/5pers (Hab Rooms)	Total Units (Hab Rooms)	% By Unit (Hab Rooms)
London Aff. Rent	11(22)	1(3)	22(66)	12(60)	46(151)	50%(51%)
Interm. Mkt Rent	15(30)	4(12)	8(24)		27(66)	
Private	28(56)	6(18)	30(90)	11(47)	75(211)	50%(49%)
<b>Total</b>	<b>54(108)</b>	<b>11(33)</b>	<b>60(180)</b>	<b>23(107)</b>	148(428)	<b>100%(100%)</b>

- 9.21 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.
- 9.22 London Plan Policy 3.8 encourages new developments to offer a range of housing choices in terms of mix and size. However, Policy H10 of the Mayor's Intend to Publish London Plan recognises that a higher proportion of one and two-bedroom units is generally more appropriate in more urban locations such as this.
- 9.23 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.
- 9.24 With regard to the size of units, however, significant consideration must be given to the proportion of 2-bed/ 4-person homes that form part of the proposal. These larger 2-bedroom dwellings accommodate smaller, younger families. The application proposal incorporates 60 of these smaller family units, and when taken into consideration account with the scheme overall, this would amount to 83 out of 148 units being family sized homes, some 56% of the total units.
- 9.25 It is important to put the 2 bed/4 person homes into perspective. The Nationally Described Space Standard 2015 has the following floorspace standards:

Flat Type (bedroom/persons)	Minimum Internal Area
1 Bedroom/2Persons	50 Sq Metres
2 Bedroom/3Persons	61 Sq Metres
<b>2 Bedroom/4Persons</b>	<b>70 Sq Metres</b>

<b>3 Bedroom/4Persons</b>	<b>74 Sq Metres</b>
3 Bedroom/5Persons	86 Sq Metres

- 9.26 Within this development proposal the 11 smaller 2 bedroom/3 person flats proposed all exceed the minimum 61 square metres in floorspace and in general measure generously at:
- 62.5 square metres (6 units);
  - 65 square metres (1 unit);
  - 66 square metres (3 units); and,
  - 76 square metres (1 unit).
- 9.27 With regard to the 60 larger 2 bedroom/4 person flats, most of them are very generously proportioned and far exceed the 74 square metres minimum measuring at:
- 78.5 square metres (18 units);
  - 77 square metres (11 units);
  - 76 square metres (3 units); and,
  - 74 square metres (6 units);
- 
- 73.5 square metres (3 units);
  - 71.5 square metres (18 units);
  - 70.5 square metres (1 unit);
- 9.28 What is seen is that above the dividing line, not only do all of the 60 proposed 2 bedroom/4 person flats exceed the minimum floorspace standard, some 38 of the 60 proposed 2 bedroom/4person flats (and indeed one of the 2 bedroom/3 person flats) are so generously proportioned that they are as large or larger than the 74 square metres required for a 3 bedroom/4 person flat.
- 9.29 Consequently, all of the 2 bedroom/4 person flats are confirmed as family accommodation suitable for families.
- 9.30 In the context of the above, it is considered that the dwelling size mix is acceptable. Furthermore, the redevelopment of the site can contribute to the Council's substantial housing delivery targets and provide much needed affordable housing for Enfield residents.

#### Design

- 9.31 Published London Plan 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 and for proposals which compromise this policy to be resisted.. 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.
- 9.32 The application site has an urban character and a Public Transport Accessibility Level (PTAL) of 2, (on a scale where 1 is poor and 6 is excellent). For such sites, the current London Plan density matrix provides an indicative density of 200-450 habitable rooms per hectare (hr/ha) although Policy 3.4 makes clear that the matrix should not be applied mechanistically.
- 9.33 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.

- 9.34 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.
- 9.35 This proposal for 148 residential units would produce some 428 habitable rooms on a site that measures 4600 square metres would produce a residential density of approximately 930 hr/ha. Whilst this figure would exceed the upper end of the density range and would suggest from a numerical perspective, that 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 seeks to optimise the capacity of sites, without use of a density matrix as a guide.
- 9.36 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.
- 9.37 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.
- 9.38 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.

#### Architectural Quality and Design

- 9.39 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.

- 9.40 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.
- 9.41 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.
- 9.42 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. 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.
- 9.43 The submitted Design and Access Statement sets out clear design and layout objectives for the scheme, 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.
- 9.44 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, an the angular building footprint introduces the overall design language with the two taller buildings set back against the railway.
- 9.45 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.
- 9.46 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.
- 9.47 The Enfield Design Panel was concerned that the ground floor layout did not maximise the amenity of the courtyard; due to the inactive frontage of the car park grill and podium block which at that time 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.



- 9.48 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.
- 9.49 The potential of future car park adaptation into a commercial unit is demonstrated in the Design and Access Statement 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.
- 9.50 The Enfield Design Panel identified the opportunities for development of Brimsdown, referencing the potential offered by Crossrail 2 and the indicative masterplan. However, whilst such an aspiration has the potential to deliver considerable local benefits, the Panel were resolute that the redevelopment proposals must also be acceptable in the current context i.e. without Crossrail 2 or the leanings of the indicative masterplan being in the picture.
- 9.51 The Panel encouraged the relocation of the taller building to the northern side of the site which has been proposed in this application.
- 9.52 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.
- 9.53 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 adjacent to the railway. The scale and design of Block A augurs well for the possible future context should proposals come forward for nearby sites in the future, as these would be likely to build on what becomes established on this site and could conceivably continue the principal 4 storey height frontage.
- 9.54 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.
- 9.55 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 noticeable step impacts positively on how the development is experienced from all angles.
- 9.56 The consistent design of the triangular balconies could be successful in making an iconic statement and creating a suite of architecture of landmark quality.

## Tall Buildings

- 9.57 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.
- 9.58 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.
- 9.59 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."
- 9.60 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'.
- 9.61 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.
- 9.62 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.
- 9.63 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.
- 9.64 Additionally Brimsdown is located in the designated Upper Lea Valley Opportunity Area which has been earmarked in the London Plan for significant growth, but is also an opportunity to breakout from its citation in the North East Enfield Area Action Plan as an easily recognisable district that "lacks identity".

- 9.65 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.
- 9.66 Whilst 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 across a group of sites in the locality, for clarity, neither the design of this scheme by the applicants, nor the consideration of its transportation impacts by the Council's Highways Engineer, have been on the basis that the Crossrail 2 scheme is required to be in place or in the pipeline in order to make it acceptable.
- 9.67 Spatial Hierachy and wayfinding. 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.
- 9.68 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
- 9.69 It is considered that the proposed tall buildings would meet all of these criteria.
- 9.70 Views and Heritage Assets. 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.

- 9.71 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.
- 9.72 Whilst 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), this does not mean necessarily that the proposed buildings are inappropriate; rather, that careful consideration of possible harm to these views is required.
- 9.73 There are no significant heritage assets in close proximity to the site. The Council's Conservation and Heritage Officer had been 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.
- 9.74 The submitted Townscape and Visual Impact Assessment (TVIA) is helpful. Chapter 8 of the 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. Whilst the document indicates a minor impact on the setting of Durants Park, in addition to Brimsdown Railway Station and the former Station Tavern, Green Street, the Council's Conservation and Heritage Officer considers that this would amount to less than substantial harm, to non-designated heritage assets and would therefore be acceptable.
- 9.75 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. Within none of the identified views is the impact of the proposed tall buildings considered to be harmful. This position is agreed by officers.
- 9.76 Architectural Quality and Design This has already been covered in this report, however, the proposal is seen as an iconic and interesting suite of architecture with good quality residential environment, that will stand out as a significant landmark.
- 9.77 Amenity space and publicly accessible areas: The proposal would create generous amenity space for all of its residents and have an interesting landscaped courtyard that would be permeable and publicly accessible.
- 9.78 Microclimate: the proposal would not create any adverse conditions for overshadowing, loss of daylight or sunlight.
- 9.79 Safety servicing and management: Secure by design will be satisfied by condition, as will a Fire Strategy which has already been confirmed as acceptable by the Council's Building Control Officer.
- 9.80 Economic benefits: It is anticipated that the scheme will be both physically and economically transformative as it would breathe significant life into a vacant and fly-tipped site
- 9.81 Cumulative impacts: There would be no cumulative impacts of tall buildings in this locality as confirmed by the TVIA assessment..



## Transportation

- 9.82 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.
- 9.83 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.
- 9.84 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.

### *Parking Quantum*

- 9.85 When the original 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.
- 9.86 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.
- 9.87 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 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.
- 9.88 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.

### *Parking layout*

- 9.89 The parking layout is generally acceptable Spaces meet the required minimum size of 4.80m x 2.40m and disabled bays having the additional 0.60m to the sides. The average width of the access road is approx. 6.0m wide, which is acceptable for two way working within the car park.

- 9.90 The proposed on street parking bays could be designed 'at grade' so that pedestrians have a level footway to use when the bays are not occupied, but some land would be required to be ceded as public highway to ensure some footway is always available.

*Access, circulation, delivery and servicing:*

- 9.91 The proposed vehicular access to the site would be from the existing modified access on Enstone Road. Although some modification would be needed to be secured by a planning condition. There are some on-street parking bays in front of the proposed commercial units on Green Street that are intended for servicing those units.
- 9.92 There is some concern that the relatively high number of residential units and the low level of off street parking provision means the site could generate a significant amount of deliveries. In order to facilitate these deliveries, the loading /parking bay on Green Street will be used for HGV shop deliveries with other vehicle deliveries servicing from Enstone Road. The design of the bay will need to be agreed with Enfield Traffic and Transportation.
- 9.93 Refuse vehicles will access the site and turn on site, with refuse storage being located within the 20 metres distance in the Manual for Streets guidance.

*Trip and traffic generation:*

- 9.94 The forecast residential trip generation has been calculated using the industry standard TRICS methodology.
- 9.95 The main access point from Enstone Road will be able to accommodate the number of trips in the peak hour, as is the junction of Enstone Road and Green lanes. The volume of traffic is unlikely to be significant in terms of overall flow, however there is a concern that traffic could be impacted by the level crossing. However it is accepted that the junction of Green Street/Enstone Road will be able to accommodate expected traffic. Additional surveys/observations may be required to be undertaken by the Council in order to inform any further work relating to traffic queues.
- 9.96 Whilst car journeys are unlikely to have an impact on the traffic, it is important to note that other travel modes (pedestrian, bicycle, bus, train) will also increase and could have an impact on local infrastructure.
- 9.97 For vehicle trips this means 33 in total (in and out) AM peak trips, while for bus services there will be 27 trips in during the AM peak and 37 trips by rail. Estimated pedestrian trips are relatively low by comparison at 12 trips in the AM peak.
- 9.98 It is considered that these impacts can be reasonably accommodated on existing transport networks and services.
- 9.99 Cycle Parking will be provided to London Plan standards. In total 298 long stay spaces will be provided and 16 short stay spaces. This is considered acceptable in terms of number and design.

*Conclusions*

- 9.100 There are concerns with the level of parking provided and the impact on the existing on street provision. Whilst the location nearby to the station is noted, it is still 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. The traffic generated by the commercial units is also a concern.

- 9.100 The additional info on the trip generation has been welcome but the main issue is the site is not within a CPZ which means the parking is a concern and difficult to control, and that although on street parking is not approaching saturation, the number of on street parking spaces is relatively low, which could lead to unacceptable parking pressures. The local traffic associated with the retail also remains a concern.
- 9.101 Section 106 contributions are the likely solution to help mitigate any parking and traffic problems, including the potential funding of a CPZ, which the applicant has agreed to in principle.

Residential quality

- 9.102 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:*

- 9.103 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.
- 9.104 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 proposal demonstrates the development is capable of achieving all of these requirements.
- 9.105 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.
- 9.106 The development is proposed 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.

*Daylight, sunlight and overshadowing:*

- 9.107 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.

- 9.108 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
- 9.109 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 surrounding properties – residential amenity

- 9.110 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.
- 9.111 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.
- 9.112 It is considered that the degree of separation afforded between the proposed buildings and their nearest residential neighbours 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.
- 9.113 It is therefore considered that whilst it would be visible, the sensitive location of the mass and scale would mean that it is unlikely that the proposed development would have a materially negative effect on the outlook from neighbouring property

*Overlooking and privacy:*

- 9.114 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, providing that planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18-21m between facing homes (between habitable room and habitable room as opposed to between balconies or terraces or between habitable rooms and balconies/terraces). These can still be useful yardsticks for visual privacy but cautions against adhering rigidly to minimum distance requirements.



- 9.115 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.
- 9.116 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.

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

- 9.117 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.
- 9.118 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.
- 9.119 In a highly urbanised location, this relatively small site, restricted by roads and a railway has limited opportunity to create significant green infrastructure. The Arboricultural Impact Assessment confirms that there are no existing trees on the site, although there are five large trees outside the site to the south east and south west corners, that overhang the site and are likely to have root protection areas that run beneath the site. However, as these areas are already hard surfaced, and the proposal does not seek to break the ground in these areas, the impact on these trees is likely to be negligible other than potentially some pruning for access purposes.
- 9.120 With regard to the Urban Greening Factor, the proposed landscape strategy includes several of the surface cover types defined in the Intend to Publish London Plan as providing benefits for improved health, climate change adaptation and biodiversity conservation. These include:
- Intensive Green Roof/Vegetation Over Structure;
  - Standard Trees in Natural Soils and Connected Pits;
  - Extensive Green Roof;
  - Flower-rich Perennial Planting;
  - Rain Gardens;
  - Hedges;
  - Standard Trees in Individual Pits;

- Green Wall;
- Amenity Grassland; and,
- Permeable Paving

- 9.121 As a result, the Urban Greening Factor of the scheme, is anticipated to reach the specified target of 3.8 which, within this residential led mixed use scheme sits appropriately between the expected target of 3 for a commercial scheme and 4 for a residential scheme.
- 9.122 With regard to open space, the proposed scheme would provide a central courtyard with trees and grassed areas and permeable paving as well as two podium levels creating a cohesive and responsive building relationship with linked green spaces and pleasant public realm.
- 9.123 Pedestrian movement through the site will be prioritised, using clear routes, and focal points to allow space for residents to access their homes safely. Tree planting will be used to soften the courtyard, providing shade and benefits to air quality.
- 9.124 Deck level amenity spaces will also be created where children can play safely and with neighbourly supervision with all residents able to use them, promoting socially sustainable communities. these will have high quality planting to enhance the user experience.
- 9.125 Based on the dwelling mix and proposed tenure split the GLA Child Play Space calculator indicates in the region of 75 children. The applicant has confirmed that they are providing 777 square metres of play space across the scheme which would be satisfactory when using the 10 square metres per child standard of the Mayor's Play and Recreation SPG and Policy S4 of the Intend to Publish London Plan.

*Secured by Design:*

- 9.126 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.
- 9.127 At the request of the DOCO, it is recommended that a planning condition be imposed to ensure Secured by Design certification for the development.

*Fire safety:*

- 9.128 The 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.
- 9.129 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 confirms it provides sufficient detail re fire safety to show compliance will be achieved and that access for the fire service can be provided to the required standard.

Flood risk and sustainable drainage

*Flood risk:*

- 9.130 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.
- 9.131 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.
- 9.132 The applicant has submitted a Flood Risk Assessment to identify and evaluate the existing level of flood risk to the site.
- 9.133 The site lies partially within fluvial Flood Zone 1 and 2. The presence of commercial floorspace within the lower levels of all the blocks, which were requested by Council officers as a response to the loss of employment generating floorspace as a result of the redevelopment, reduces the already indicated low risk to future residents.
- 9.134 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.

*Sustainable drainage systems (SuDS):*

- 9.135 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.
- 9.136 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).
- 9.137 Whilst SuDS submissions have been made on behalf of the applicant in respect of this application, negotiations between the Council's SuDS team and the applicants consultants are still ongoing. A detailed SuDS strategy that is satisfactory to the Council, will be required by condition

Climate change

- 9.138 The NPPF (Para. 153) requires new developments to comply with local requirements for decentralised energy supply and minimise energy consumption

by taking account of landform, layout, building orientation, massing and landscaping.

- 9.139 London Plan Policy 5.2 sets out the Mayor of London's energy hierarchy: Use Less Energy (Be Lean); Supply Energy Efficiently (Be Clean); and Use Renewable Energy (Be Green) and Policy 5.6 sets a target to generate 25% of heat and power by local decentralised energy systems and establishes a hierarchy of connecting to an existing heating and cooling network.
- 9.140 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).
- 9.141 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:*

- 9.142 An Energy Strategy has been submitted which demonstrates significant CO2 emissions saving can be made through three stages of energy analysis. The first stage, The first step addresses reduction in energy demand, through the adoption of passive and active design measures.
- 9.143 The proposed energy efficiency measures include levels of insulation above Building Regulation requirements, air tightness, efficient lighting as well as energy saving controls for space conditioning and lighting.
- 9.144 At the 'Be Lean' stage, the proposed development meets the GLA target of 10% (16.3%) regulated CO2 emission reductions for the residential portion of the scheme, and a 15% (23.6%) reduction for the non residential portion of the scheme producing a site wide reduction of 17.3%.
- 9.145 The second stage considered a connection to a heating network local to the proposed development. The application site is located in an area where district heating is not expected to be implemented in the future. Alternatively a site-wide heat network is therefore proposed; this will comprise a single energy centre supplied by communal Air Source Heat Pumps and high efficiency gas boilers. However, based on the strategy Proposed, no savings are made at this "Be Clean" stage.
- 9.146 The final stage considered the incorporation of renewable energy to reduce CO2 emissions for the development. The renewable technologies feasibility study carried out for the development identified air source heat pumps and roof mounted photovoltaic panels as suitable technologies for the development.
- 9.147 The incorporation of renewable technologies at the "Be Green" stage will reduce CO2 emissions by a further 30.4% for the residential portion of the



scheme and 22.4% for the non-residential portion of the scheme producing a site wide reduction of 29.3%.

- 9.148 Altogether this would result in cumulative on site CO2 savings of 46.7% for the residential element and 46% for the non residential parts. The carbon neutral shortfall will be addressed via Carbon Offset Contributions Payments, secured by legal agreement.

#### Biodiversity

- 9.149 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.
- 9.150 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.
- 9.151 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*

- 9.152 Tree planting will be key to the function and success of the design of the open space. The use of a variety of trees and other soft landscaping in the open spaces both at ground and deck level will create pleasant spaces that are new to this locality that will create texture and shade and contribute to the local ecology.

#### *Ecology:*

- 9.153 The applicant has submitted an ecological appraisal of the proposed development based on surveys undertaken across the development site. The report concludes that the site is of low ecological value with only low potential to support roosting bats and nesting birds. The potential to support all other protected species was considered to be negligible. With no bats recorded in a survey in September 2018. Should planning permission be granted it is officers recommended that a further bat survey be secured by condition prior to demolition in order to reconfirm the presence/likely absence of bats within the buildings. Other than checking flat roof areas for nesting birds there were no further ecological constraints on the proposals.
- 9.154 Ecological enhancement measures recommended by the report include the use of biodiverse roofs in suitable areas, vertical greening and the installation of bat and bird boxes across the site in order to achieve net biodiversity gains at the site.
- 9.155 Officers recommended that the submission of an Ecological Management Plan to secure the details and implementation of these enhancements is secured by planning condition.

Waste management

- 9.156 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.
- 9.157 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.
- 9.158 The applicant provided a Refuse Strategy in the Design and Access Statement. The strategy shows a refuse storage area associated with each core storage area being able to be serviced off street by a refuse vehicle. Refuse vehicles will be located within the required 20 metres distance of each refuse store in accordance with the Manual for Streets guidance.

Contaminated land

- 9.159 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.
- 9.160 The application is accompanied by a contamination report which identifies ground contamination that poses risks to human health and controlled waters. The report concludes that remediation is required and a remediation strategy has been provided. The Council's Environmental Health Officer recommends a condition that secures the implementation of this remediation strategy together with a contamination condition that would stop work on the site should any new contamination not previously identified be discovered.
- 9.161 The issue raised by an objector with regard to fly tipping that has occurred on the site is not a planning matter. However, it is considered that the combination of conditions recommended by the Environmental Health Officer are sufficient to deal with any additional materials that may have been tipped on the site.

Air quality / noise

- 9.162 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.
- 9.163 London Plan Policies 3.2, 5.3 and 7.14 and Intend to Publish London Plan Policy SI1state 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
- 9.164 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.

- 9.165 The Acoustic Report for the scheme has also 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 plant specification is unknown, a suitable planning condition should be applied to ensure the Council's noise requirements will be met including details of the noise attenuation of the proposed glazing. 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.
- 9.166 Accordingly, 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.
- 9.167 The GLA has asked the design of the scheme be considered in respect of the potential for the new residential units to have a negative impact upon the viability of uses within the nearby Strategic Industrial Land particularly in respect of the noise that may emanate from the SIL adversely affecting the living conditions of the new residents.
- 9.168 Sound measurements have been taken from nearby noisy sources in the consideration of the detailed design of the building facades, this includes from the nearby roads, the adjacent railway and the Strategic Industrial Land to the east of the site. Due to the elevated noise levels, the specification of the external building fabric on the facades facing greater noise has been adjusted accordingly. This has involved noise attenuation through enhanced glazing to the bedrooms together with mechanical ventilation for acoustic reasons.
- 9.169 The details of these measures will be submitted to and approved in writing by the Council under the conditions requested by the Environmental Health Officer.

## 10. Section 106 (S106) Obligations

10.1 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
Loss of Employment	Contribution payable in line with Chapter 13 of Enfield's S106 Supplementary Planning Document.
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.

9. Both Enfield CIL and Mayor of London CIL2 would be payable on this scheme to support the development of appropriate infrastructure.

### **10. Conclusion**

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

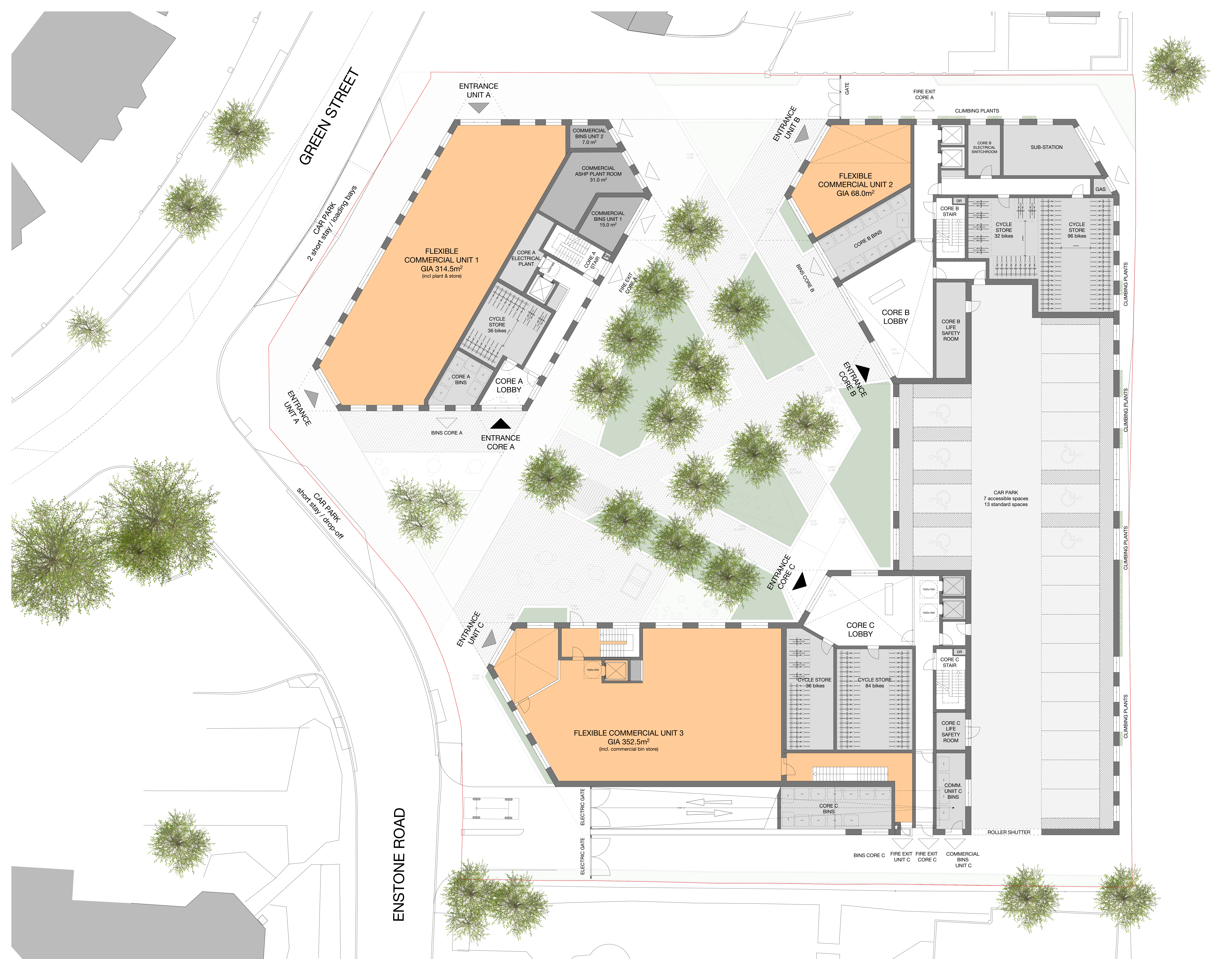
10.2 The proposed residential led mixed use redevelopment of the site is acceptable in policy terms.

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**

**MatthewLloydArchitects** LLP

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

**STONEGATE HOMES**

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Project:		
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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
  - 2B4P FLAT
  - 3B5P FLAT

Revisions:

**PLANNING**

Client:

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Project:		
BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
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:



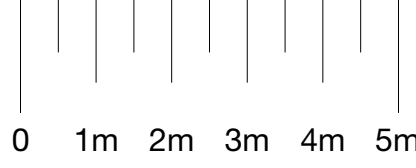
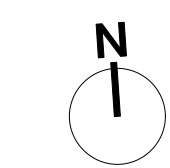
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241 GREEN STREET

Drawing title:  
PROPOSED  
3RD FLOOR PLAN

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





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**KEY**  
 PLANNING APPLICATION BOUNDARY

**KEY - FLAT TYPE**

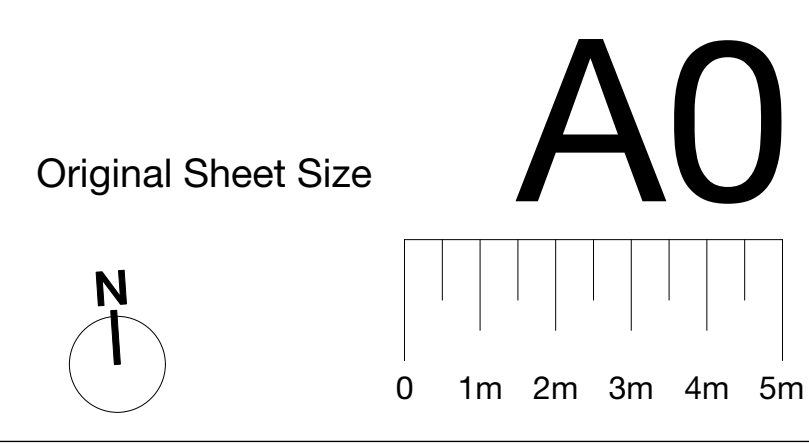
- 1B2P FLAT
- 2B3P FLAT
- 2B4P FLAT
- 3B5P FLAT

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



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BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
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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BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
PROPOSED 5TH FLOOR PLAN		
Reference:	Dwg. No.:	Rev.:
GSB	105	-





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**KEY**

— PLANNING APPLICATION BOUNDARY

**KEY - FLAT TYPE**

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

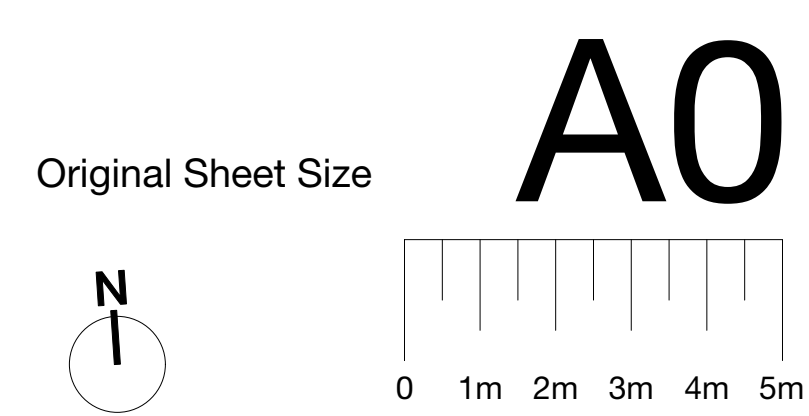
A: 02-10-2020 Flat types amended in Block B.  
Revisions:

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

Drawing title:  
**PROPOSED  
6TH - 7TH FLOOR PLAN**

Reference:	Dwg. No.:	Rev.:
<b>GSB</b>	<b>106</b>	<b>A</b>





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**KEY**  
 PLANNING APPLICATION BOUNDARY

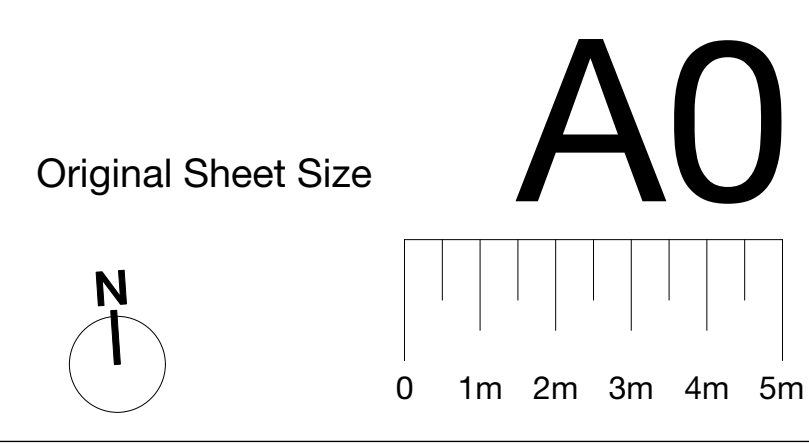
**KEY - FLAT TYPE**

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

Revisions:



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





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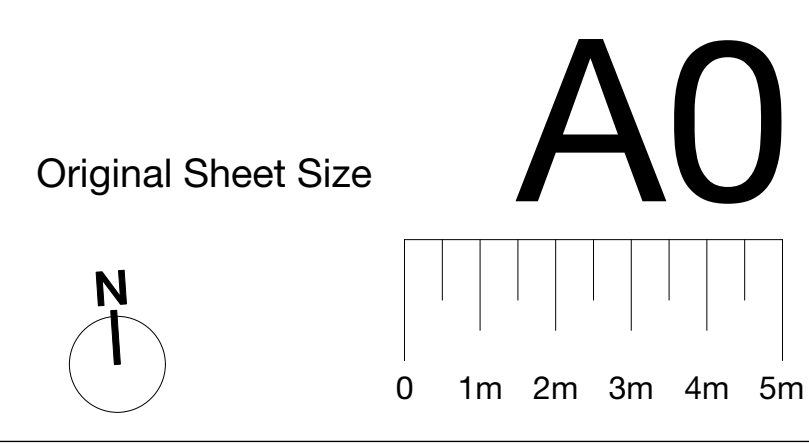
**KEY - FLAT TYPE**

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

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



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Project:		
BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
PROPOSED 9TH FLOOR PLAN		
Reference:	Dwg. No.:	Rev.:
GSB	109	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 C 10th floor revised.  
 Revisions:

**PLANNING**

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Drawing title:		
PROPOSED 10TH FLOOR PLAN		
Reference:	Dwg. No.:	Rev.:
GSB	110	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 B & C 11th floor revised.  
 Revisions:

**PLANNING**

Client:

**STONEGATE HOMES**

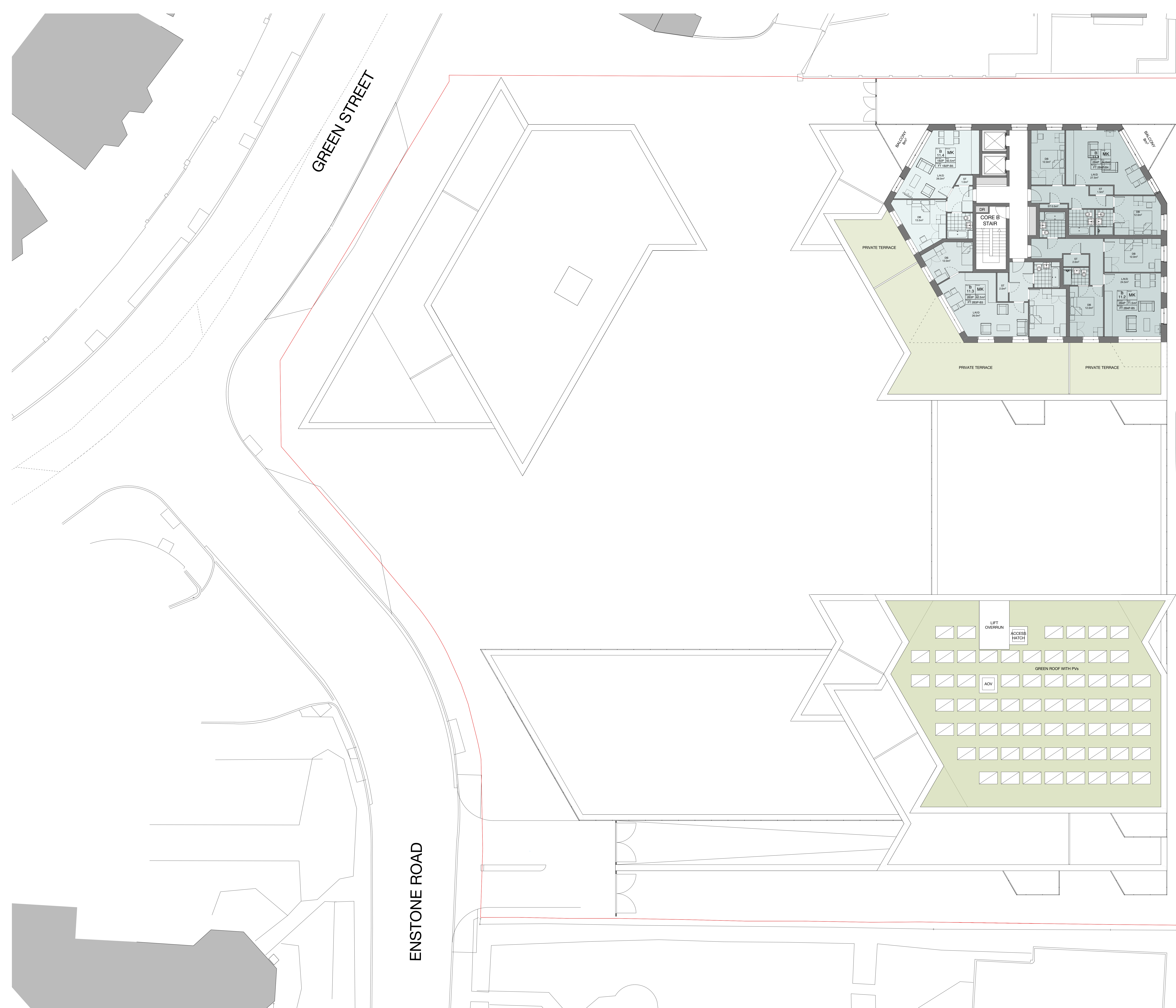
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Drawing title:		
PROPOSED 11TH FLOOR PLAN		
Reference:	Dwg. No.:	Rev.:
<b>GSB</b>	<b>111</b>	<b>A</b>





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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:

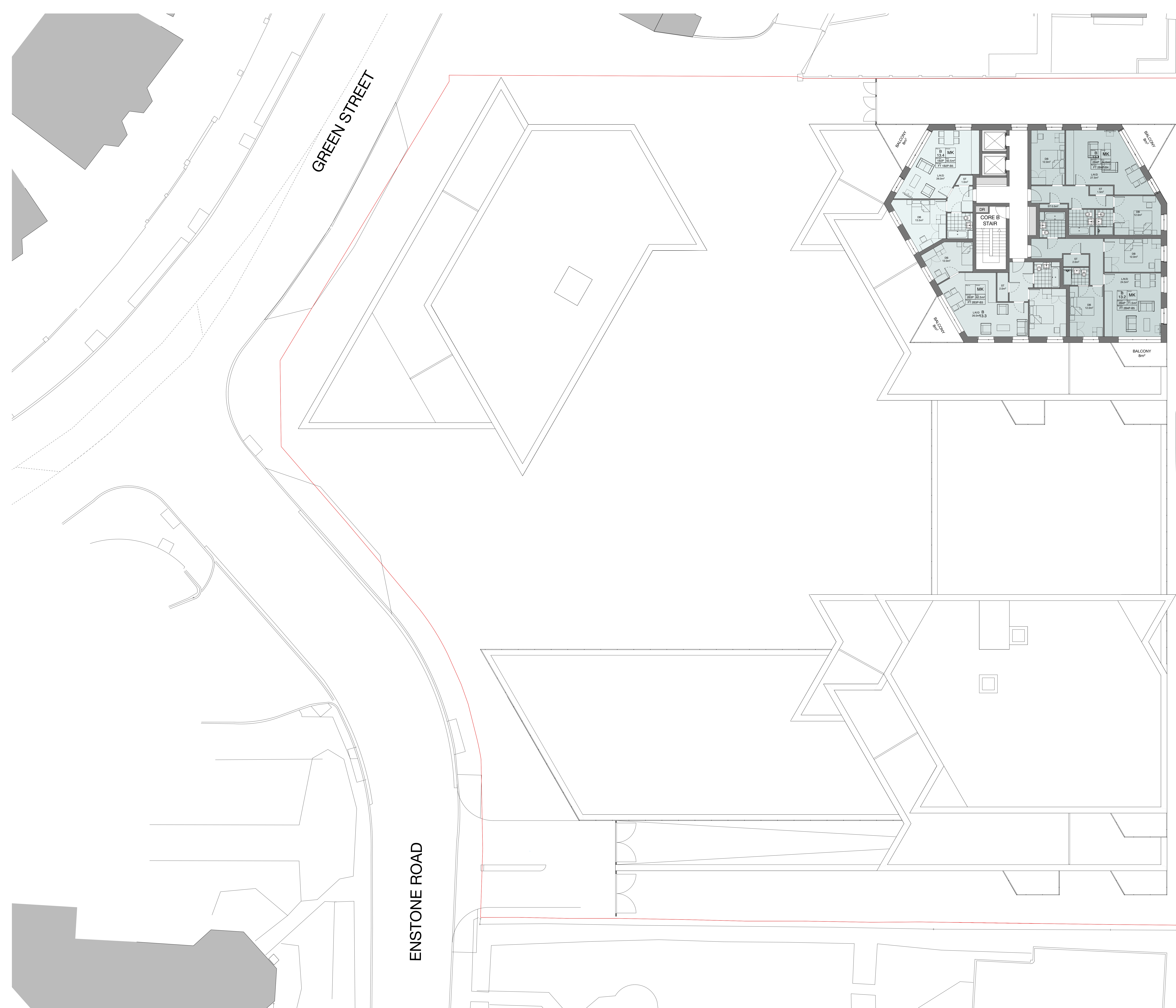
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Project:		
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Drawing title:		
PROPOSED 12TH FLOOR PLAN		
Reference:	Dwg. No.:	Rev.:
GSB	112	A





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**KEY - FLAT TYPE**

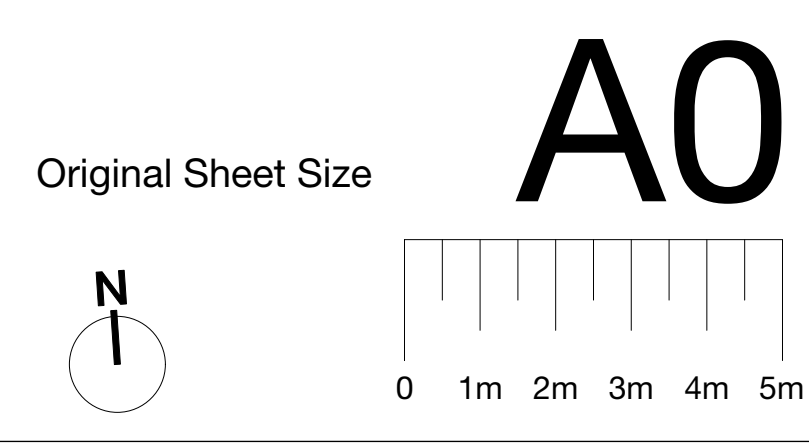
- 1B2P FLAT
- 2B3P FLAT
- 2B4P FLAT
- 3B5P FLAT

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

**PLANNING**



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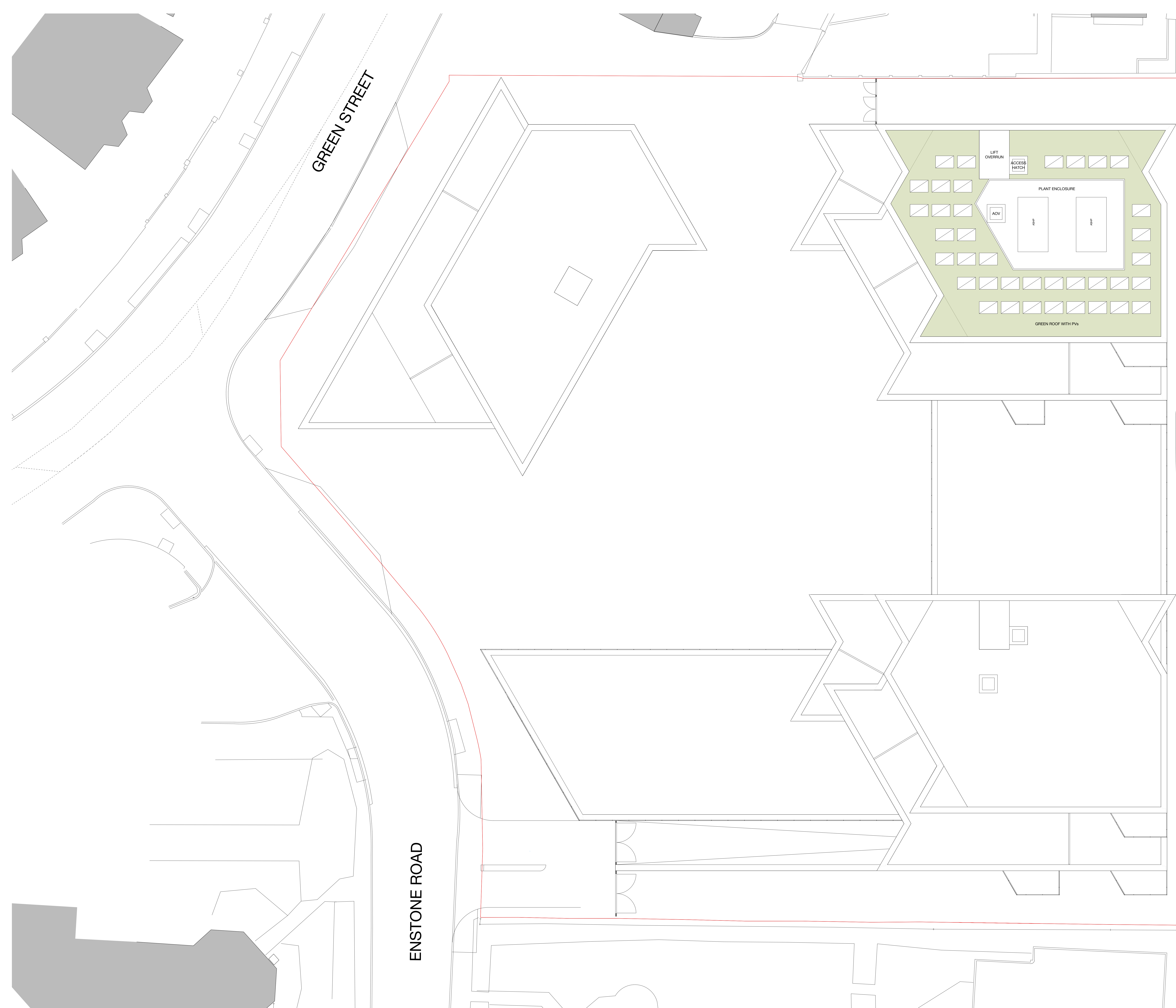
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Project:  
**BRIMSDOWN, EN3 7SJ**  
**241 GREEN STREET**

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

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





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**KEY**

— PLANNING APPLICATION BOUNDARY

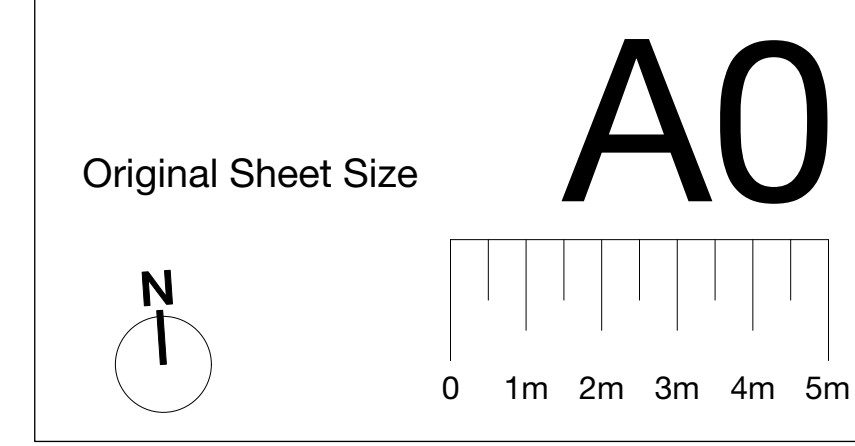
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**BRIMSDOWN, EN3 7SJ**  
**241 GREEN STREET**

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

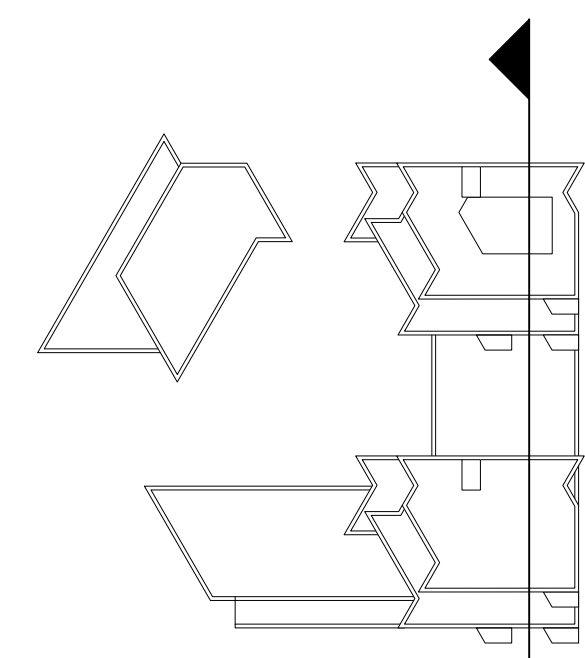
Reference:	Dwg. No.:	Rev.:
<b>GSB</b>	<b>116</b>	-



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- O** CLIMBING PLANTS

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

**PLANNING**

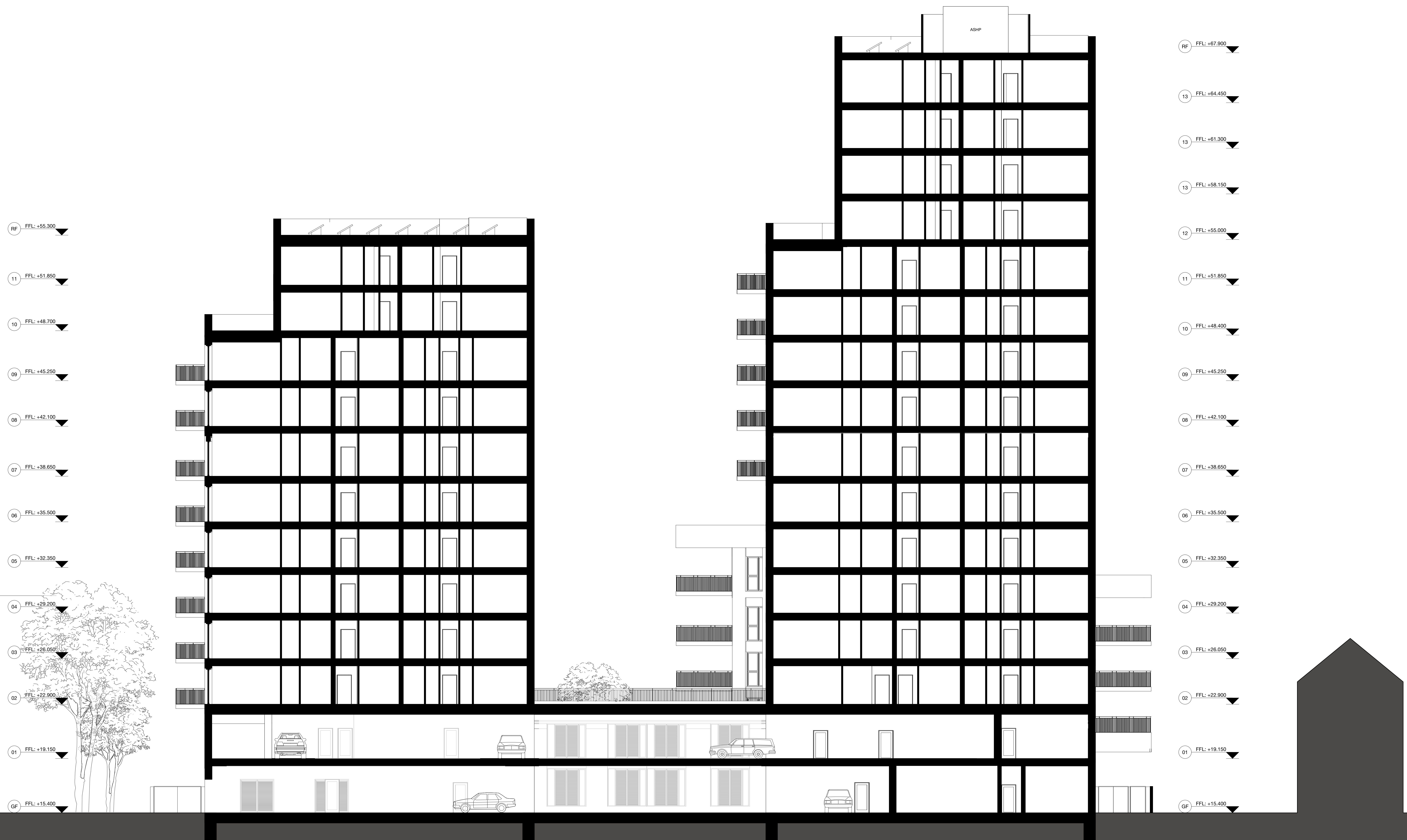


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Date:	Scale:	Drawn by:
Oct-20	1:100 @ A0	BM
Project:		
BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
PROPOSED SECTION A		
Reference:	Dwg. No.:	Rev.:
GSB	201	A



ANEMONE COURT

BLOCK B

CAR PARK

BLOCK C

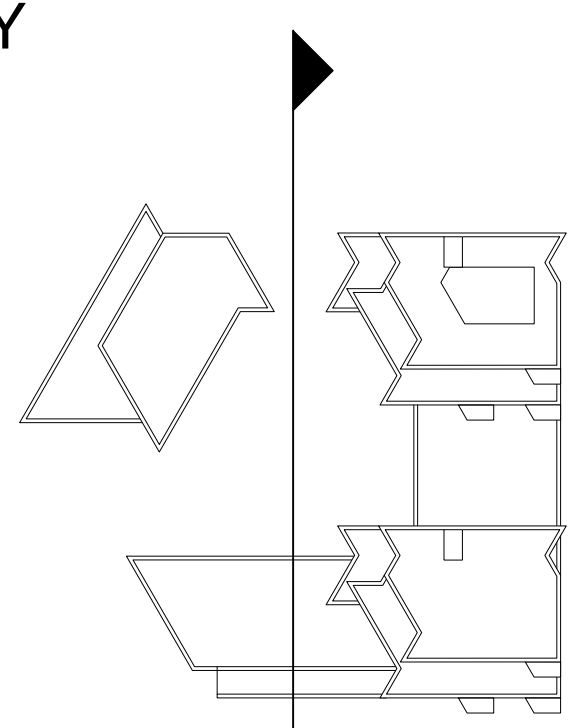
LANGLEY COURT



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

**PLANNING**

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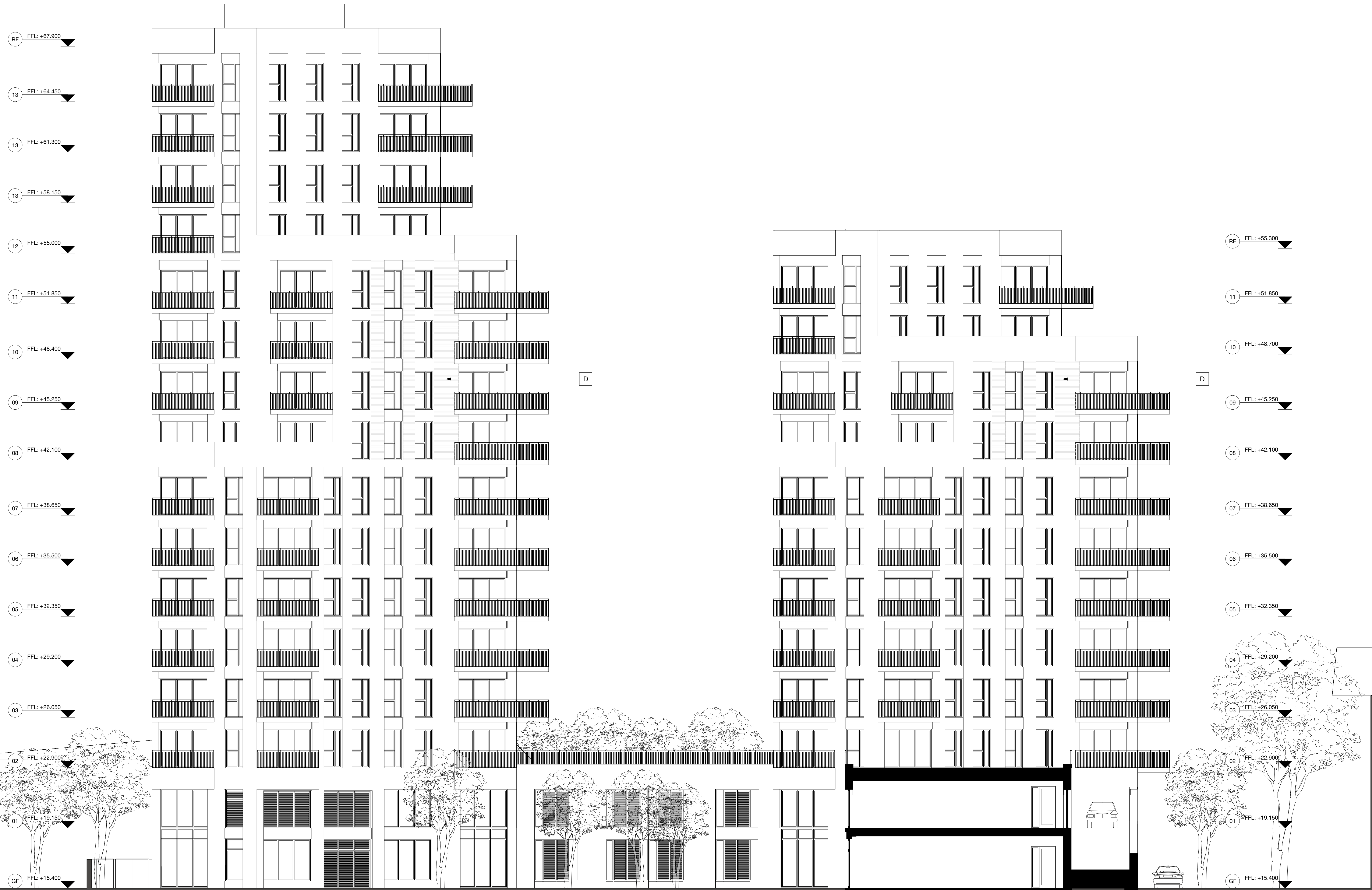


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Project:		
BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
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Reference:	Dwg. No:	Rev.
GSB	202	A



LANGLEY COURT

FLEXIBLE  
COMMERCIAL  
UNIT B

BLOCK B

BLOCK C

FLEXIBLE  
COMMERCIAL  
UNIT C

CAR PARK  
RAMP

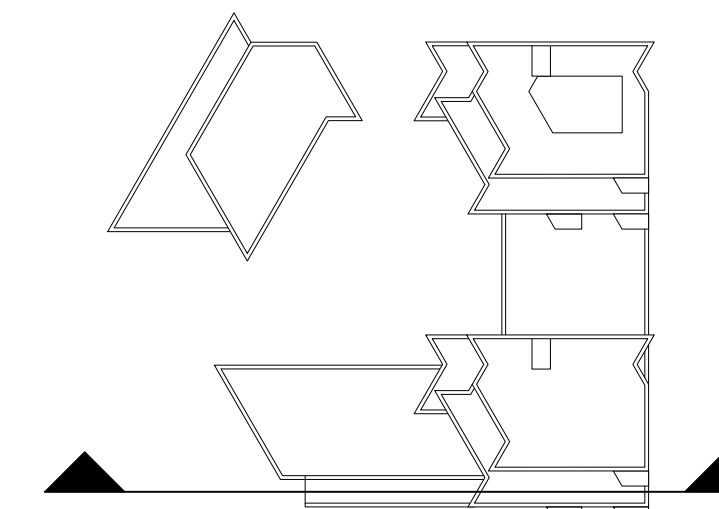
ANEMONE  
COURT



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

**PLANNING**

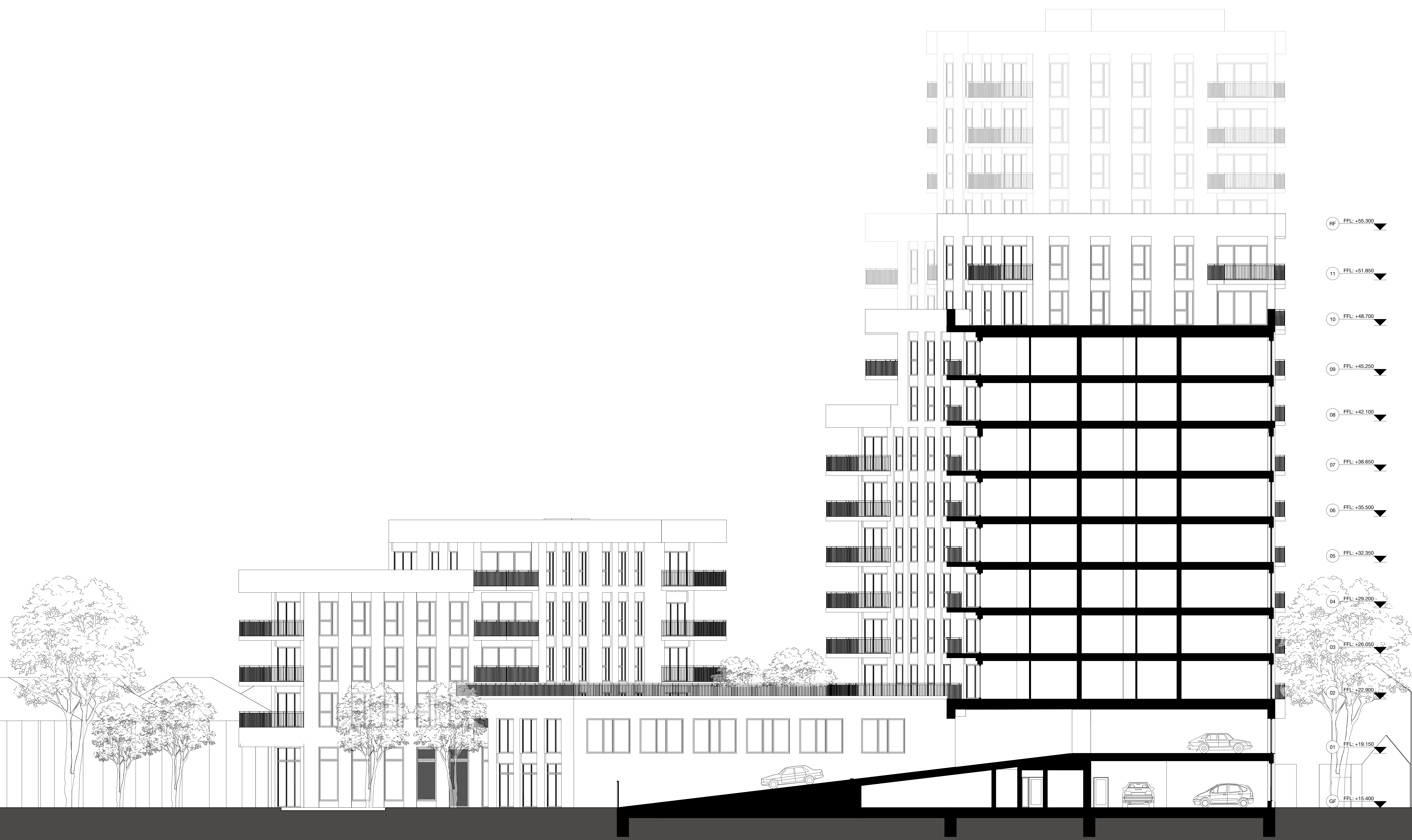


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GSB	203	A



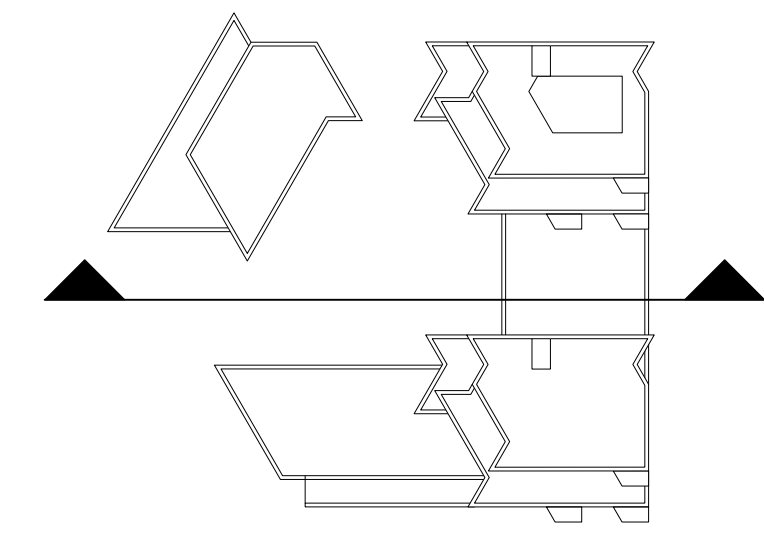
BUS STOP      ENSTONE ROAD    BLOCK A      FLEXIBLE COMMERCIAL UNIT C      CAR PARK RAMP      BLOCK C



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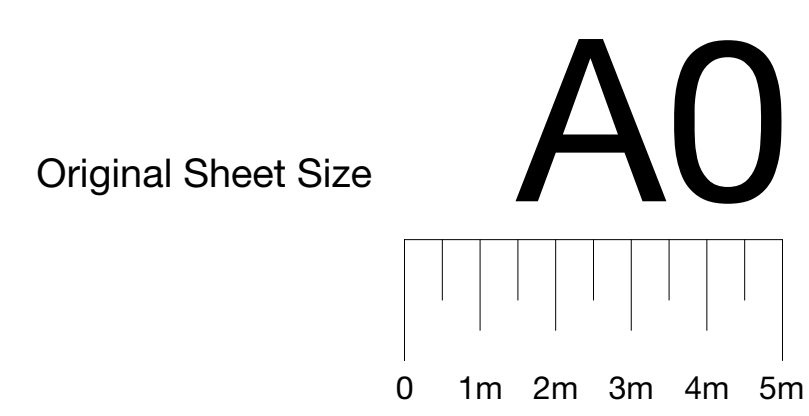
A: 16-10-2020 Building heights & material key revised.  
Revisions:

**PLANNING**



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Oct-20	1:100 @ A0	BM

Project:  
BRIMSDOWN, EN3 7SJ  
241 GREEN STREET

Drawing title:  
PROPOSED  
SECTION D

Reference:	Dwg. No.:	Rev.:
GSB	204	A



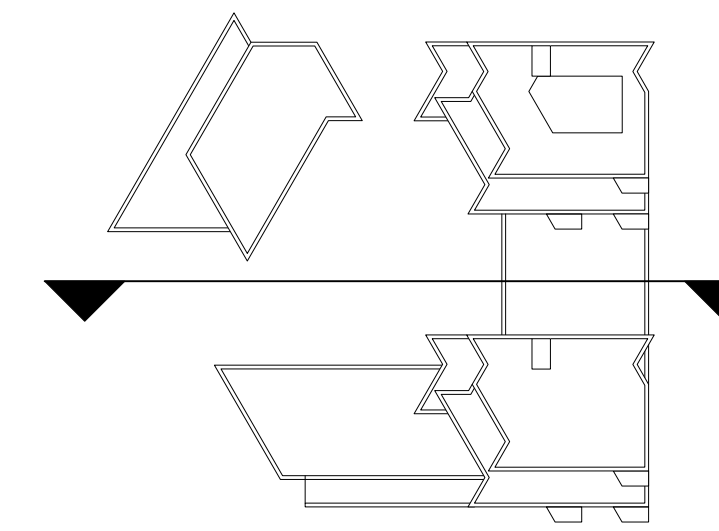
BUS STOP      ENSTONE ROAD      BLOCK A      COURTYARD      BLOCK C      CAR PARK



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- O** CLIMBING PLANTS

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

**PLANNING**

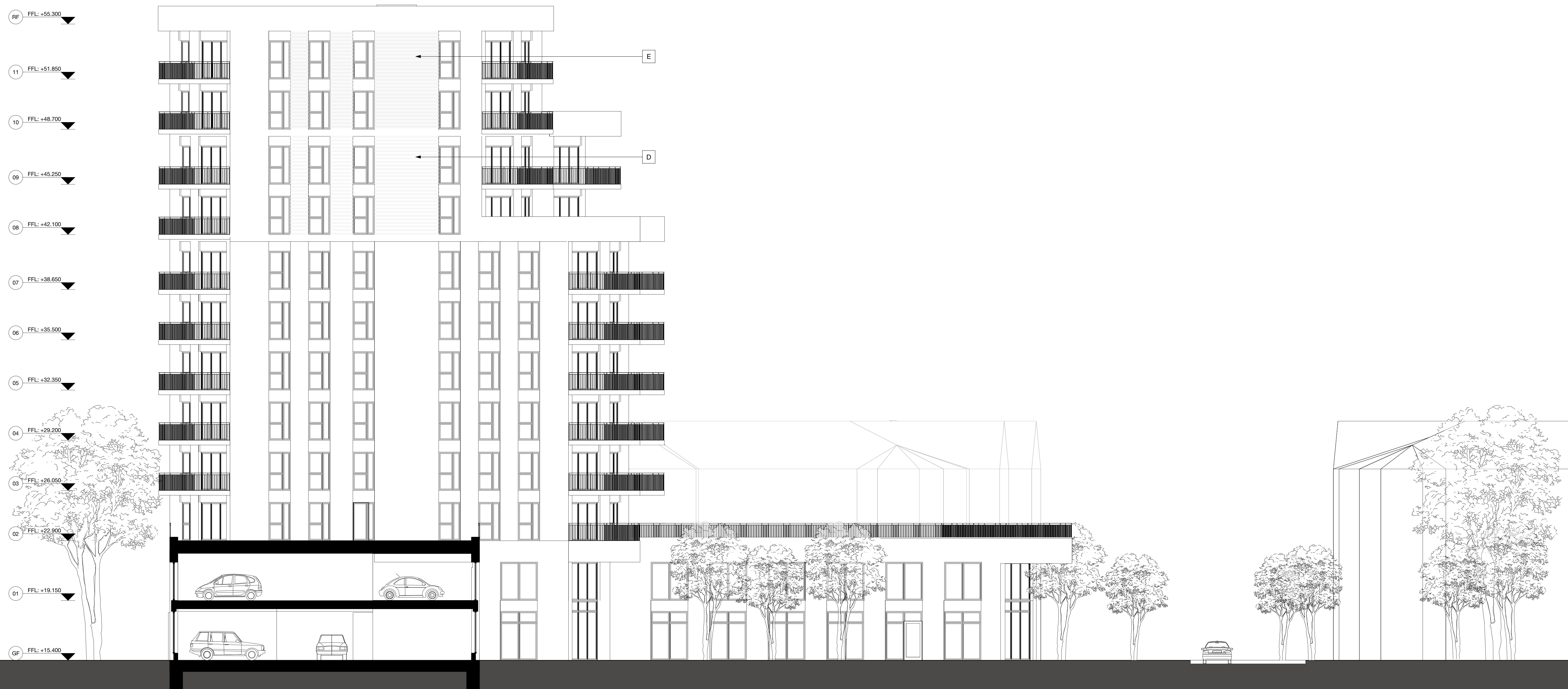


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Project:		
BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
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Reference:	Dwg. No.:	Rev.:
GSB	205	A



RAILWAY

CAR PARK

BLOCK C

FLEXIBLE COMMERCIAL UNIT C

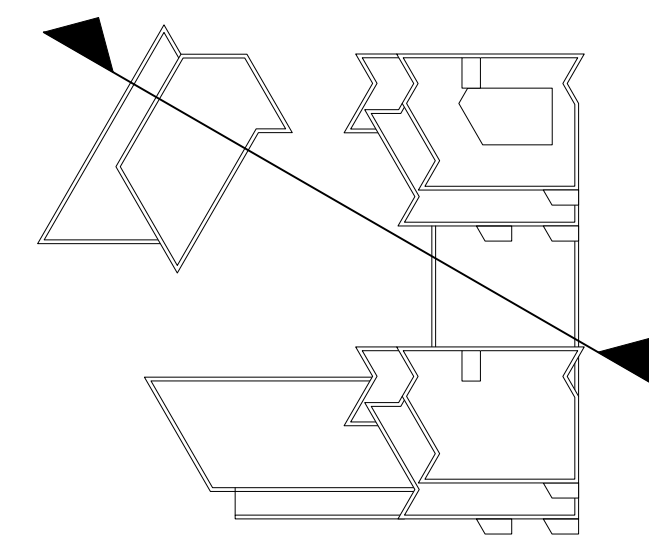
ENSTONE ROAD



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Revisions:

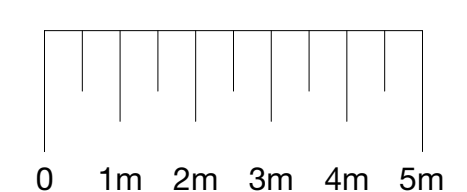
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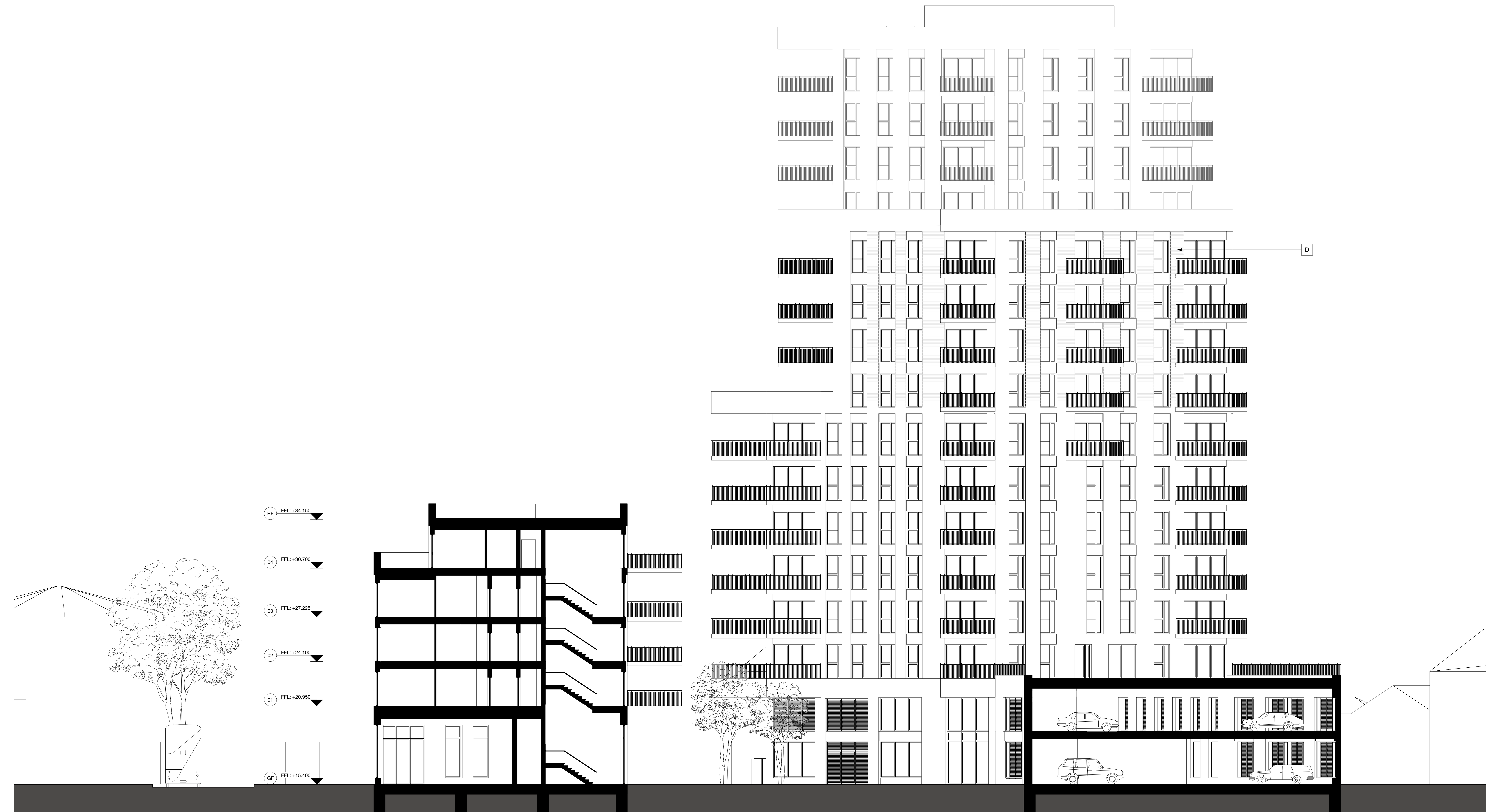


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241 GREEN STREET

Drawing title:  
**PROPOSED SECTION F**

Reference: GSB Dwg. No: 206 Rev: A



GREEN STREET

BLOCK A

COURTYARD

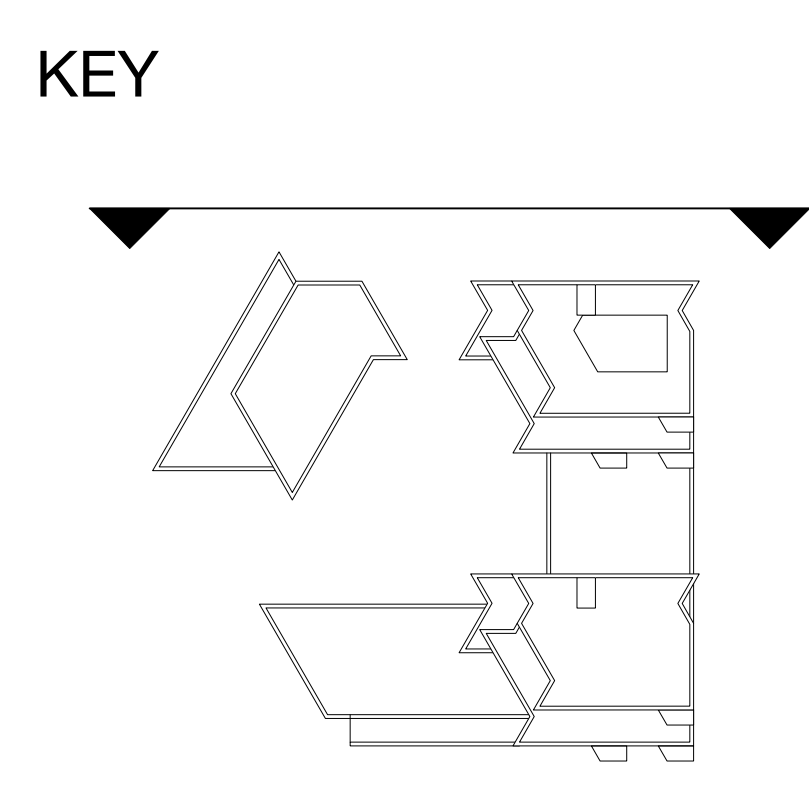
BLOCK B

CAR PARK





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Revisions:

**PLANNING**

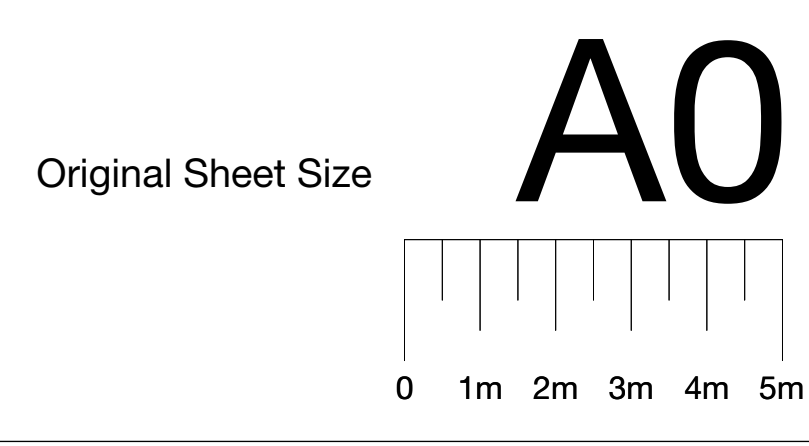
Client:

**STONEGATE HOMES**

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Oct-20	1:100 @ A0	BM
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Drawing title:		
PROPOSED NORTH ELEVATION		
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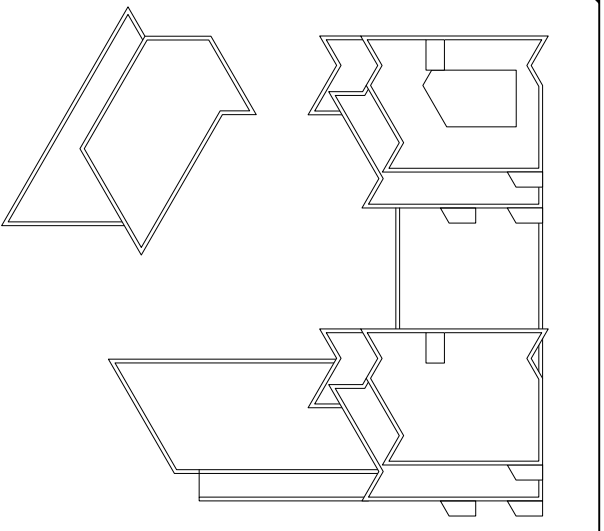
RAILWAY                      BLOCK B                      BLOCK A                      GREEN STREET



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- 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 Heights and brick detailing amended  
Revisions:

**PLANNING**



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Original Sheet Size **A0**

Date:	Scale:	Drawn by:
Oct-20	1:100 @ A0	BM
Project:		
BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
PROPOSED EAST ELEVATION		
Reference:	Dwg. No:	Rev.
GSB	252	A



ANEMONE COURT

BLOCK C

CAR PARK

BLOCK B

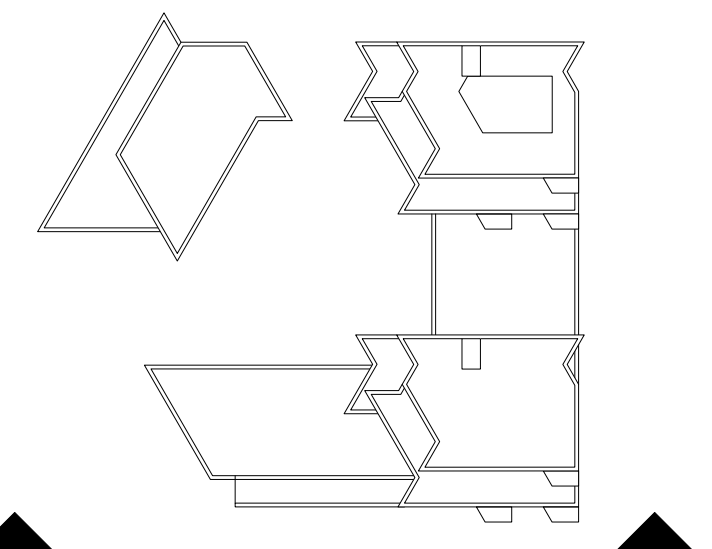
LANGLEY COURT



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- O** CLIMBING PLANTS

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

**PLANNING**



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Date:	Scale:	Drawn by:
Oct-20	1:100 @ A0	BM
Project:		
BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
PROPOSED SOUTH ELEVATION		
Reference:	Dwg. No.:	Rev.:
GSB	253	A



ENSTONE ROAD

BLOCK A

FLEXIBLE COMMERCIAL UNIT C

CAR PARK RAMP

BLOCK C

- RF FFL: +34.150
- 04 FFL: +30.700
- 03 FFL: +27.225
- 02 FFL: +24.100
- 01 FFL: +20.950
- 0F FFL: +15.400

- B1
- L1
- C2
- C1

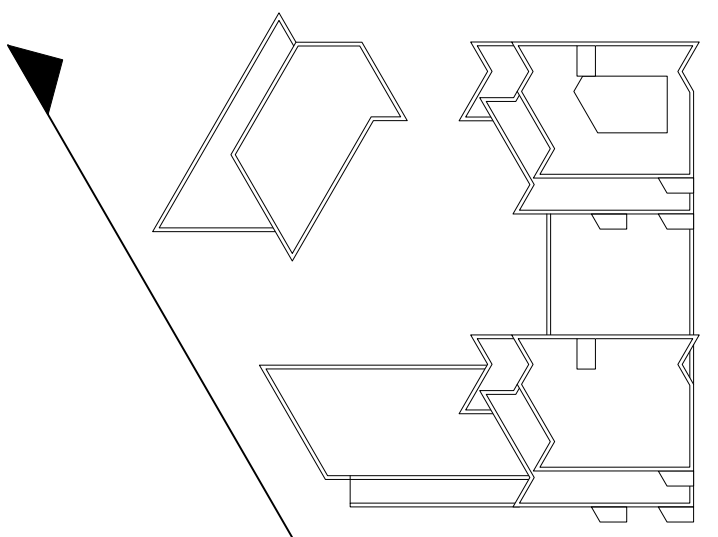
- C2
- C1
- A2
- 11 FFL: +51.850
- 10 FFL: +48.700
- 09 FFL: +45.250
- 08 FFL: +42.100
- C1
- F
- 07 FFL: +38.650
- L1
- 06 FFL: +35.500
- 05 FFL: +32.350
- 04 FFL: +29.200
- 03 FFL: +26.050
- 02 FFL: +22.900
- 01 FFL: +19.750
- 0F FFL: +15.400



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

**PLANNING**

Client:



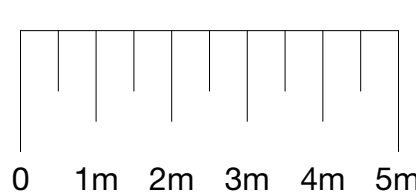
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Original Sheet Size

**A0**

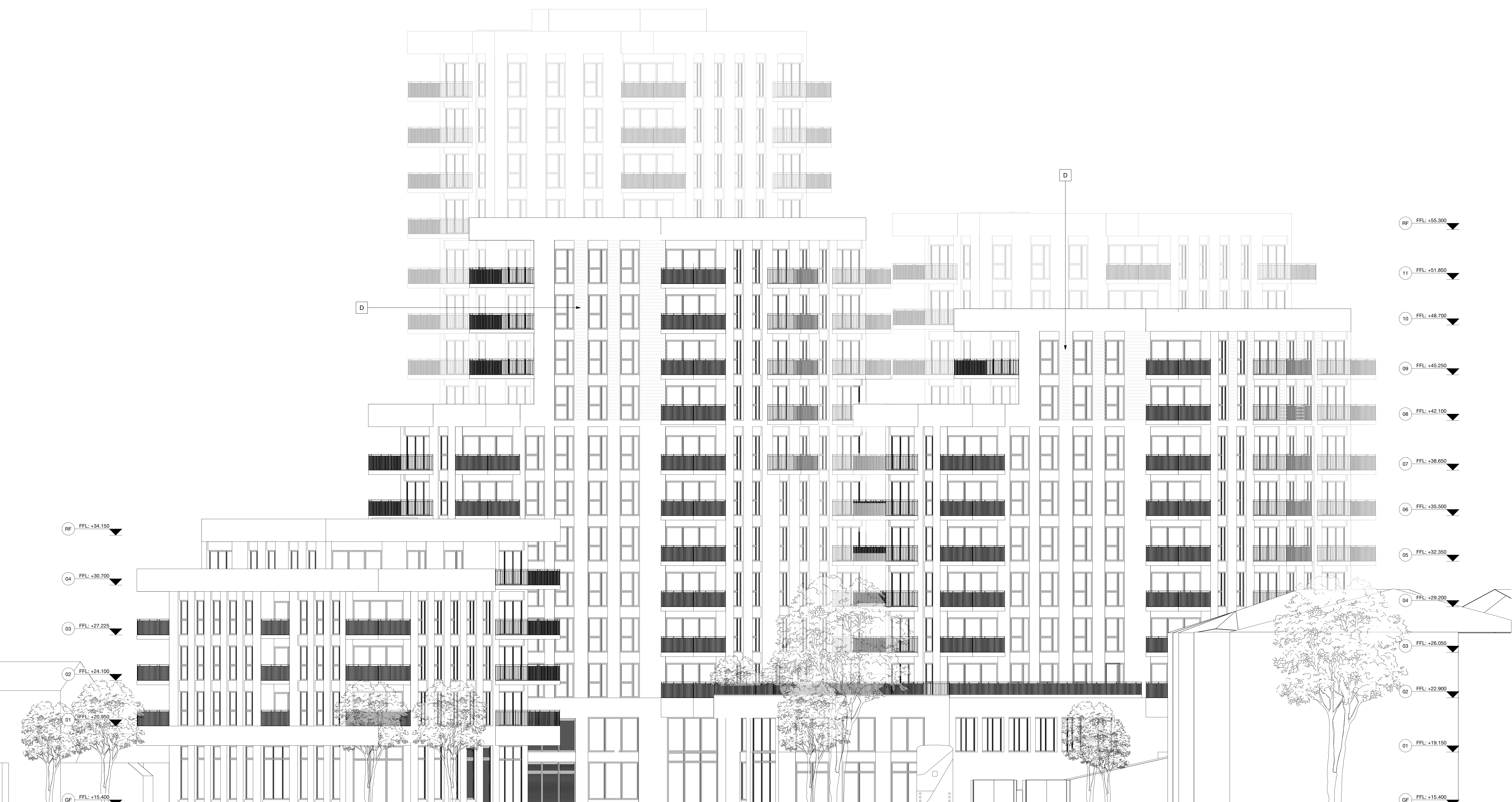


Date: Oct-20 Scale: 1:100 @ A0 Drawn by: BM

Project: BRIMSDOWN, EN3 7SJ  
241 GREEN STREET

Drawing title:  
**PROPOSED  
SOUTHWEST ELEVATION**

Reference: GSB Dwg. No: 254 Rev: A



GREEN STREET

BLOCK A

BLOCK B

BLOCK C

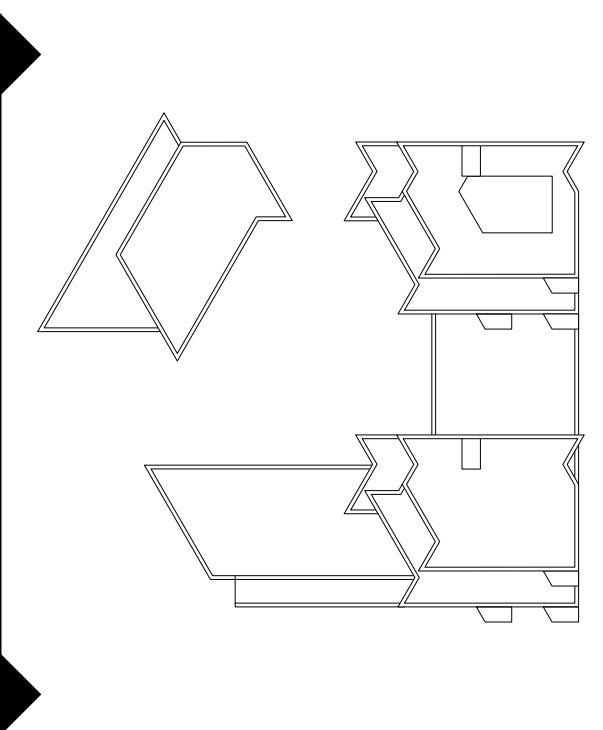
BUS STOP



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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  
WEST ELEVATION**

Reference:	Dwg. No.:	Rev.:
<b>GSB</b>	<b>255</b>	<b>A</b>



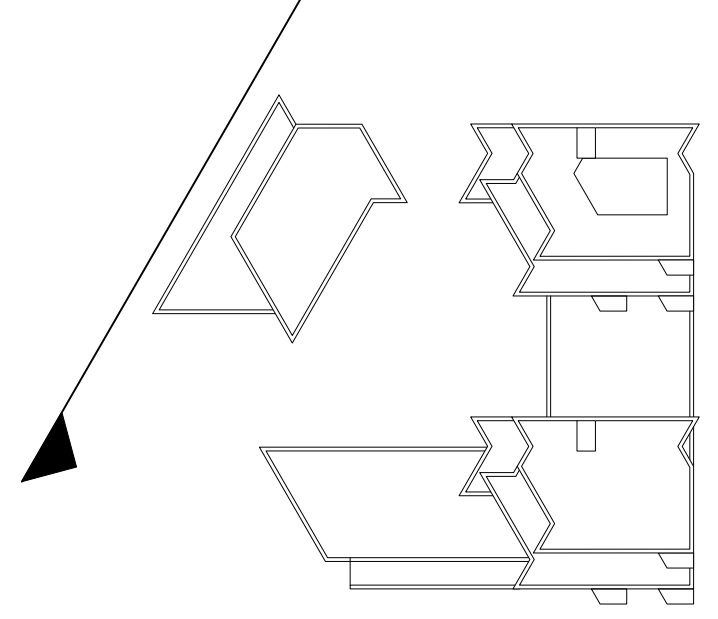
FLEXIBLE COMMERCIAL UNIT A      BLOCK A      BLOCK C      FLEXIBLE COMMERCIAL UNIT C      CAR PARK RAMP



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- O** CLIMBING PLANTS

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 STREET ELEVATION**

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



BLOCK B

BLOCK A

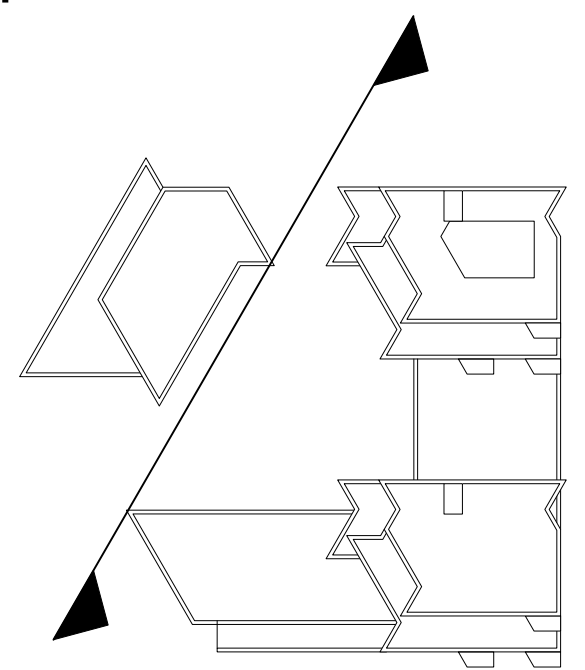
BLOCK C



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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

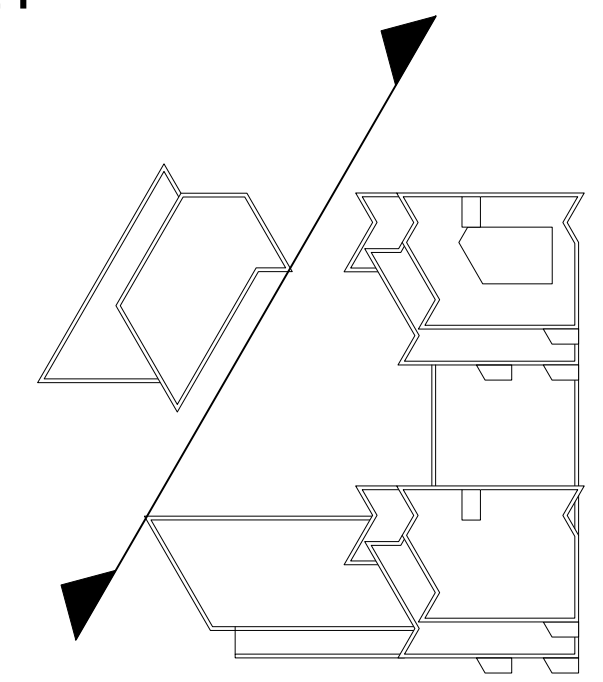
FLEX. COMMERCIAL  
UNIT C



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

**PLANNING**

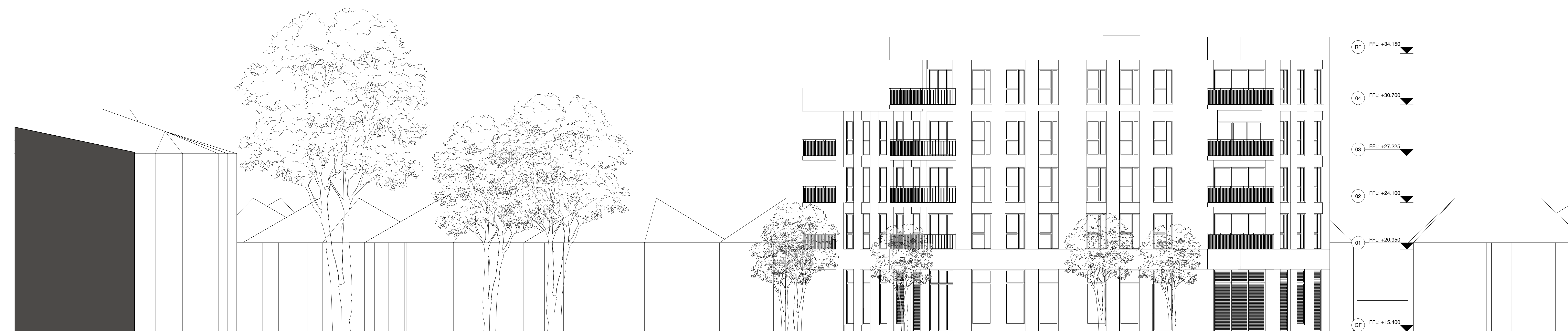


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Date:	Scale:	Drawn by:
Oct-20	1:100 @ A0	BM
Project:		
BRIMSDOWN, EN3 7SJ 241 GREEN STREET		
Drawing title:		
PROPOSED SOUTHWEST COURTYARD ELEVATION		
Reference:	Dwg. No.:	Rev.:
GSB	258	A



BUS STOP

ENSTONE ROAD

BLOCK A

COURTYARD



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

**General Notes**

1. This document is supplied for information purposes only, without prejudice to Matthew Lloyd Architects LLP.
2. The areas shown are subject to change according to site surveys, further design development, planning and construction.
3. Areas indicated on this schedule are approximate and indicative only.
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
<b>FLATS</b>																				
	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
<b>OVERVIEW</b>																				
	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	76.20%
	UNITS	0	5	5	5	4	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
<b>FLATS</b>																				
	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
<b>OVERVIEW</b>																				
	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	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
<b>FLATS</b>																				
	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
<b>OVERVIEW</b>																				
	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	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											19														

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







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