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PLANNING COMMITTEE

Tuesday, 26th January, 2016 at 7.30 pm
Venue: Conference Room,
The Civic Centre, Silver Street,
Enfield, Middlesex, EN1 3XA

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MEMBERS

Councillors : Dinah Barry, Lee Chamberlain, Jason Charalambous, Dogan Delman, Christiana During, Christine Hamilton, Ahmet Hasan, Jansev Jemal, Derek Levy (Vice-Chair), Anne-Marie Pearce, George Savva MBE and Toby Simon (Chair)

N.B. Any member of the public interested in attending the meeting should ensure that they arrive promptly at 7:15pm

Please note that if the capacity of the room is reached, entry may not be permitted. Public seating will be available on a first come first served basis.

Involved parties may request to make a deputation to the Committee by contacting the committee administrator before 12:00 noon on 25/01/16

AGENDA – PART 1

- 1. WELCOME AND APOLOGIES FOR ABSENCE**
- 2. DECLARATION OF INTERESTS**

Members of the Planning Committee are invited to identify any disclosable pecuniary, other pecuniary or non pecuniary interests relevant to items on the agenda.

- 3. MINUTES OF THE PLANNING COMMITTEE 17 DECEMBER 2015 (Pages 1 - 8)**

To receive the minutes of the Planning Committee meeting held on Thursday 17 December 2015.

4. REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 167) (Pages 9 - 10)

To receive the covering report of the Assistant Director, Planning, Highways & Transportation.

4.1 Applications dealt with under delegated powers. (A copy is available in the Members' Library.)

5. 15/05021/RM - CHASE FARM HOSPITAL, THE RIDGEWAY, ENFIELD, EN2 6JL (Pages 11 - 44)

RECOMMENDATION: Approval in accordance with Regulation 3 / 4 of the Town and Country Planning General Regulations 1992 and subject to a Deed of Variation to the agreed S106

WARD: Highlands

6. 15/05576/RE4 - 65-69, ORDNANCE ROAD, ENFIELD, EN3 6AQ (Pages 45 - 86)

RECOMMENDATION: Approval in accordance with Regulation 3 / 4 of the Town and Country Planning General Regulations 1992 and subject to conditions

WARD: Enfield Lock

7. 15/04518/FUL - FORMER MIDDLESEX UNIVERSITY CAMPUS, NOS. 188-230 (EVEN) (EXCLUDING NO.228) PONDER'S END HIGH STREET, PONDER'S END LIBRARY AND ASSOCIATED PARKING AREA - COLLEGE COURT, ENFIELD, EN3 (Pages 87 - 146)

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

WARD: Ponders End

8. EXCLUSION OF THE PRESS AND PUBLIC

If necessary, to consider passing a resolution under Section 100A(4) of the Local Government Act 1972 excluding the press and public from the meeting for any items of business moved to part 2 of the agenda on the grounds that they involve the likely disclosure of exempt information as defined in those paragraphs of Part 1 of Schedule 12A to the Act (as amended by the Local Government (Access to Information) (Variation) Order 2006).

(There is no part 2 agenda)

PLANNING COMMITTEE - 17.12.2015

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON THURSDAY, 17 DECEMBER 2015**

COUNCILLORS

PRESENT Dinah Barry, Lee Chamberlain, Jason Charalambous, Dogan Delman, Christine Hamilton, Ahmet Hasan, Jansev Jemal, Derek Levy (Vice-Chair), Anne-Marie Pearce, George Savva MBE, Toby Simon (Chair)

ABSENT Christiana During

OFFICERS: Bob Griffiths (Assistant Director - Planning, Highways & Transportation), Andy Higham (Head of Development Management), Catriona McFarlane (Legal Representative), David B Taylor (Transportation Planning), Kevin Tohill (Planning Decisions Manager), Andy Bates (Planning Decisions Manager) and Metin Halil (Secretary)

Also Attending: Approximately 7 members of the public, applicant and agent representatives
Dennis Stacey, Chair – Conservation Advisory Group

324**WELCOME AND APOLOGIES FOR ABSENCE**

Councillor Simon, Chair, welcomed all attendees and explained the order of the meeting.

Apologies for absence were received from Councillor During.

325**DECLARATION OF INTERESTS**

There were no declarations of interest.

326**MINUTES OF THE PLANNING COMMITTEE 24 NOVEMBER 2015**

AGREED the minutes of the Planning Committee meeting held on 24 November 2015 as a correct record.

327**REPORT OF THE ASSISTANT DIRECTOR, PLANNING, HIGHWAYS AND TRANSPORTATION (REPORT NO. 145)**

RECEIVED the report of the Assistant Director, Planning, Highways and Transportation (Report No. 145).

328

15/02472/RE4 - LAND ALONG SALMONS BROOK, FROM LITTLE BURY STREET TO BURY LODGE PARK, LONDON

NOTED

1. The introduction by the Planning Decisions Manager clarifying the application site.
2. The proposal involved a change of use of a strip of land at the south of Salmons Brook running between Bury Lodge Park and Little Bury Street for use as a public open space. The length of the area under consideration for the change of use is 262m in length and a width of approximately 3m. As part of the wider scheme of cycle route construction under the cycle Enfield programme, the Council proposes to construct a Cycle Enfield/Quiet way path along the southern bank of Salmons Brook.
3. A letter from the Headteacher of Edmonton County School was circulated to the planning committee on 14 December 2015. The main points of the letter included the following:
 - a. Concern about the close proximity of the proposal to the school boundary.
 - b. The change from private to public open space would put children at risk.
 - c. This could compromise the school's ability to prevent unwanted contact.
 - d. The construction of a larger, robust fence along the path could deal with the issue but would obstruct views of the brook and trees may not prevent unwanted contact from members of the public.
4. Members' debate and questions responded to by officers. Concerns were raised regarding:
 - The proposed/type of fence between the school and pathway regarding the height and mesh of the fence.
 - The path would be publicly maintained by the Council and would be lit including CCTV.
 - The pathway would be shared by cyclists and walkers.
 - Request by members for shrubs to be planted for privacy purposes. This would limit the risk of unwanted interaction with people whilst still providing a green view. Officers recommended an additional condition could be attached to cover this option.
 - Concern why Parks were not consulted and why this application was not included in the Cycle Enfield programme. Kevin Tohill (Planning Decisions Manager) clarified that 28 surrounding properties had been consulted with 2 letters of objection received. As detailed at 6.3.1 of the report, the proposed change of use would not adversely impact on the amenities, privacy or security of adjoining neighbours including Edmonton County School.

PLANNING COMMITTEE - 17.12.2015

- Safeguarding issues and concerns raised by the Head of Edmonton County School. The Head's letter had raised issues not in the planning report
 - It was suggested that the application should be deferred.
5. The Chair recommended that the Committee delegate authority to officers to grant, providing the landscaping, fencing and lighting issues can be resolved. If agreement with the school cannot be reached then this application should come back to Committee.
 6. The officers' recommendation, including delegating authority to officers was supported by a majority of the committee: 8 votes for and 3 abstentions.

AGREED that subject to the satisfactory resolution of these issues, the Head of Development Management or a Planning Decisions Manager be granted delegated authority to notify the deemed grant of planning permission in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, subject to the conditions set out in the report and any additional conditions required to address the school's concerns.

329

15/03385/FUL - 39 LANCASTER AVENUE, BARNET, EN4 0ER

NOTED

1. The introduction by the Planning Decisions Manager clarifying the application site.
2. Members' discussion and questions responded to by officers. Concerns were raised regarding privacy in relation to prevent overlooking from adjoining balconies and terrace and the retention of trees on the site.
3. The inclusion of an additional condition as reported and the amalgamation of conditions 15 and 21, as detailed below.
4. The unanimous support of the Committee for the officers' recommendation.

AGREED that planning permission be granted, subject to the conditions set out in the report once:

1. The following additional condition has been added:

The development shall not commence until details of a privacy screen to the sides of the ground floor terrace and first floor balcony have been submitted to and approved by the Local Planning Authority. The privacy screens shall be installed in accordance with the approved details prior to occupation of the buildings and shall be permanently maintained thereafter.

Reason: To safeguard the privacy of the occupiers of adjoining properties.

2. Conditions 15 and 21 are amalgamated as follows:

PLANNING COMMITTEE - 17.12.2015

The development shall be constructed in accordance with the approved plans. No works or development shall take place until full details of both hard and soft landscape proposals, incorporating the retention of existing trees, have been submitted to and approved by the Local Planning Authority. Soft landscape details shall include:

- 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) along with the retention of existing trees.
- Implementation timetables.

All landscaping in accordance with the approved scheme shall be completed/planted during the first planting season following practical completion of the development hereby approved. The landscaping and tree planting shall set out a plan for the continued management and maintenance of the site and any planting which dies, becomes severely damaged or diseased within five years of completion of the development shall be replaced with new planting in accordance with the approved details or an approved alternative and to the satisfaction of the Local Planning Authority.

Reason: To screen, preserve and enhance the development and ensure adequate landscaping in the interest of amenity as well as to minimise the impact of the development on the ecological value of the area, to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity and to preserve the character and appearance of the area in accordance with Policies CP30, CP31, CP33, CP34 and C36 and Policies DMD 80 and DMD 81 of the DMD, the Biodiversity Action Plan and Policies 7.19 & 7.21 of the London Plan 2011.

3. Additional Informative:

The applicant's attention is drawn to the contents of condition 20 requiring details of tree protection to be agreed with the Council prior to any works taking place.

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15/04547/FUL - CHASE FARM HOSPITAL, THE RIDGEWAY, ENFIELD, EN2 8JL

NOTED

1. The introduction by the Planning Decisions Manager clarifying the application site.
2. This is the Chase Farm complex. The main hospital is located to the north and is contained within a series of 3-4 storey healthcare blocks, ad-hoc temporary structures, single storey buildings and a multi-storey

PLANNING COMMITTEE - 17.12.2015

- car park. The site is adjacent to designated Green Belt to the north and east of the site.
3. The proposal is a Section 73 application for a minor material amendment to an outline planning consent granted under ref: 14/04574/OUT for the redevelopment of the site for mixed use as detailed at paragraph 2.1 (page 45) of the report.
 4. In refining the detailed design, it became apparent that some aspects of the physical parameter plans were too restrictive to enable the delivery of the development. The scheme, therefore has evolved to such an extent that minor amendments to the original outline parameters are required to accommodate these changes. The amendments are detailed at paragraph 2.6 -2.7 (pages 46-49) of the report.
 5. Members were advised that the development parameters outside of those stated in the table at paragraph 2.6 -2.7 (pages 46-49) of the report, remain completely unchanged from the parent application under ref: 14/04574/OUT as detailed at paragraph 2.8 (page 50) of the report.
 6. Comments received from concerned residents fell outside the consideration of this application as regards amending or altering elements of the scheme referred to in those representations.
 7. Members' debate and questions responded to by officers. Concerns were raised regarding changes to the main hospital entrance, the consultation process and who would be directly affected, the significant drop in proposed hospital parking, from 1,444 to 900, the clock tower.
 8. The officers' recommendation was supported by a majority of the Committee: 10 votes for and 1 abstention.

AGREED that planning permission be granted subject to the issue of a deed of variation to the existing Section 106 to reflect the subject consent and subject to the conditions set out in the report.

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15/04844/RE4 - FIRS FARM PLAYING FIELDS, FIRS LANE, LONDON, N21 2PJ

NOTED

1. The introduction by the Planning Decisions Manager clarifying the application site.
2. There had already been a planning approval on the site in 2015 for the creation of the Firs Farm Wetlands Phases 3 and 4 which essentially allowed for the creation of the 4 wetland cells and the associated earthworks and paving around the site.
3. The application proposed a fifth phase which involves the creation of a watercourse from the wooded area to the south west of the site to the Wetlands Cells.
4. Further public consultation and tree survey work was required before the route of the woodland water course could be finalised. This was why the proposal was not included on previous planning applications.

PLANNING COMMITTEE - 17.12.2015

5. One letter of support was received stating that the proposed wetland will improve the visual amenity and attractiveness of an area of the park that is underutilised.
6. Members' short discussion and questions responded to by officers.
7. The unanimous support of the committee for the officers' recommendation.

AGREED that planning permission be granted subject to the conditions set out in the report.

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S106 MONITORING REPORT Q1 & Q2 (APRIL TO SEPTEMBER 2015)

RECEIVED the report of the Director of Regeneration and Environment providing an update on the monitoring of Section 106 Agreements (S106) and progress on S106 matters during the period April 2015 to September 2015.

NOTED

1. Apologies were received that no Planning Policy officers were in attendance, with the Chair's agreement, to present the report. The report was presented by the Head of Development Management.
2. Acknowledging the difficulty of reproducing the Annexes in the A4 size agenda, an Excel version of the spreadsheet had been circulated to Members by email, and larger printed copies were made available in the Members' Library. The Head of Development Management would take the S106 monitoring sheet back to planning policy for the production of a basic summary to show how S106 monies are spent and time frames for this spending.
3. Table 1 (page 94) of the covering report gave an overview of S106 monitoring. As of 30 September 2015, the total available balance of S106 monies was £8,164,766.73. This figure would come down over the next 3 months. Since 1 April 2015, the Council had received £2,643,927.05 in S106 financial contributions from schemes where planning permissions were implemented. This figure was higher than the whole amount received in 2014/15 financial year, due a number of large developments triggering larger payments as detailed at Para 3.4 (page 94) of the report.
4. More information on individual schemes could be obtained from the contact officers listed on the report.
5. Members' discussion and questions responded to by officers. Concerns were raised regarding the length of time it takes to use the monies, most was money that needed to be spent in Edmonton.
6. The Chair enquired about a bus shelter that was to be built outside 28A Slades Hill using S106 monies. Planning to look into this enquiry as well as S106 money received from the Highfield Road development.
ACTION: Andy Higham (Head – Development Management).

AGREED that Planning Committee noted the contents of this report and its Annexes.

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ANY OTHER BUSINESS

NOTED

1. Dennis Stacey (CAG Chair) reported on progress in updating the Local Heritage List.
2. Councillor Savva's concerns regarding the number of meetings. The Chair said that the need for the scheduled second meeting each month is reviewed 6 weeks ahead in the light of applications coming forward. It was important that sufficient time be allowed for proper debate and he sought to avoid having >3 deputations at one meeting. Officers drew attention to the Government's insistence on LPAs meeting deadlines. The Committee agreed to retain the present practice.

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FUTURE MEETINGS

NOTED

1. The next meeting of the Planning Committee will be held on Tuesday 26 January 2016 in the Conference Room at 7:30pm.

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SEASON'S GREETINGS

The Chair wished all Members and officers a Happy Christmas.

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MUNICIPAL YEAR 2015/2016 - REPORT NO 167

COMMITTEE:
PLANNING COMMITTEE
26.01.2016

AGENDA - PART 1	ITEM 4
SUBJECT -	
MISCELLANEOUS MATTERS	

REPORT OF:
Assistant Director, Planning,
Highways and Transportation

Contact Officer:
Planning Decisions Manager
Sharon Davidson Tel: 020 8379 3841

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 373 applications were determined between 09/12/2015 and 18/01/2016, of which 283 were granted and 90 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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LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 26th January 2016

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Andy Higham
Sharon Davidson
Robert Singleton

Ward: Highlands

Application Number : 15/05021/RM

Category: Major Large Scale – All
Other

LOCATION: CHASE FARM HOSPITAL, THE RIDGEWAY, ENFIELD, EN2 6JL

PROPOSAL: Submission of part reserved matters approved under 14/04574/OUT as varied by 15/04547/FUL (for the replacement hospital facilities) in respect of site layout, design, external appearance and landscaping submitted pursuant to conditions 14, 15, 16 and 17 of outline approval for the redevelopment of site to provide up to 32,000 sq.m of replacement hospital facilities, involving a part 5-storey hospital building, refurbishment of Highlands Wing, retention and extension of existing multi-storey car park, erection of a 3-storey detached energy building, hard and soft landscaping and associated works.
(Outline application: Access)

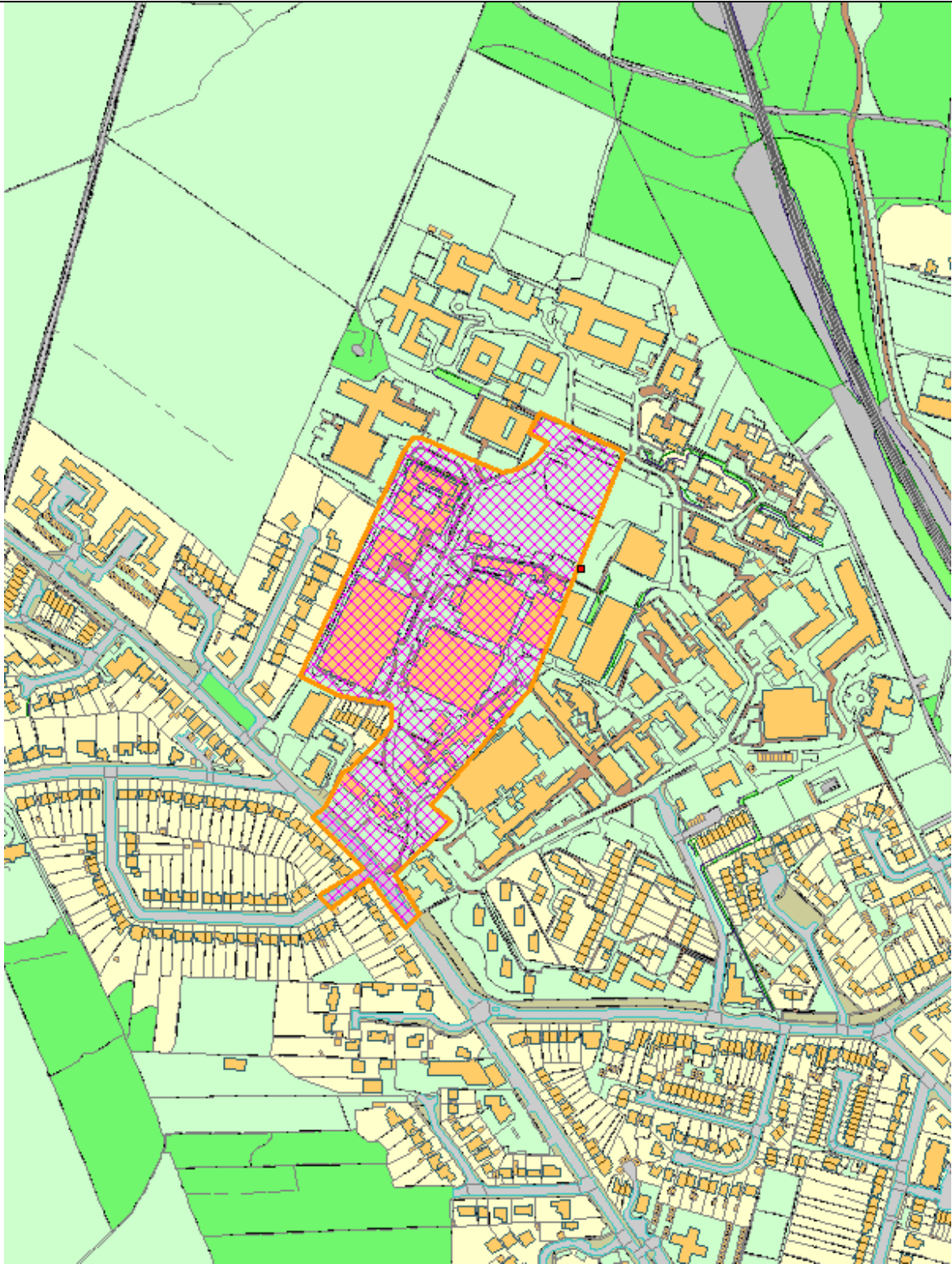
Applicant Name & Address:
Royal Free London NHS Foundation Trust
C/O Agent

Agent Name & Address:
Mr Paul Burley
Montagu Evans
Montagu Evans LLP
5 Bolton Street
W1J 8BA
United Kingdom

RECOMMENDATION:

That planning permission to be **GRANTED** in accordance with Regulation 3/4 of the Town and Country Planning General Regulations 1992 and subject to a Deed of Variation to the agreed s106.

Ref: 15/05021/RM LOCATION: Chase Farm Hospital, The Ridgeway, EN2 8JL,



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Scale 1:5000

North



1. Site and Surroundings

- 1.1 The subject site comprises Chase Farm Hospital complex, a 14.9 hectare plot of land with principal health care usage with ancillary staff / residential accommodation laying to the south of the site. The main hospital is located to the north and is contained within a series of 3-4 storey healthcare blocks, ad-hoc temporary structures, single storey buildings and a multi-storey car park. In this regard, area is mixed in terms of character, a legacy of historic hospital expansion that radiates out from the original (and heavily extended) Victorian core.
- 1.2 A number of adopted routes penetrate the site with principle access to both the hospital and Mental Health Trust facilities spread between Hunters Way to the south and The Ridgeway to the east. The site is bounded by The Ridgeway to the west and Lavender Hill to the south. Both are classified roads. To the north-west and south-east, predominately residential properties line a series of cul-de-sacs namely Spring Court Road and Albuhera Close / Shooters Road respectively. The retained Mental Health Trust land and secure unit lays to the north-east of the site.
- 1.3 Over-spill car parking facilities permeate the site and the hospital provides the terminus for a series of bus routes including the W8 and 313. Gordon Hill mainline train station lies to the east of the site and a number of surrounding residential roads are subject to Controlled Parking. Overall, the site has a Public Transport Accessibility Level (PTAL) of 2
- 1.4 The site is adjacent to designated Green Belt to the north and east of the site.
- 1.5 The site is not within a Conservation Area and does not form part of the curtilage of a Listed Building, albeit where the Victorian Clock Tower complex is considered to be a non-designated heritage asset.
- 1.6 A number of established and vintage trees pepper the site throughout and the area is known to have bat activity and established bat roosts.
- 1.7 The site is not within a flood zone, but is at risk of surface water flooding.

2. Proposal

- 2.1 The subject application seeks to discharge the reserved matters pursuant to conditions 14, 15, 16 & 17 of the amended scheme granted under ref: 15/04547/FUL relating to matters of site layout, design, external appearance and landscaping for the hospital development only.
- 2.2 INTRODUCTION - Members are advised that the application was originally submitted and publicised with an incorrect description which misquoted the condition numbers for discharge as well as all relevant planning decisions to which the reserved matters related as follows:

Submission of part reserved matters approved under 14/04574/OUT (for the replacement hospital facilities) in respect of appearance, landscape, layout and scale pursuant to condition 13 and details of siting, design and external appearance pursuant to condition 14, 15 and 16 of outline approval for the redevelopment of site to provide 36,764sqm of replacement hospital facilities, involving a part 5-storey hospital building, refurbishment of Highlands Wing,

retention and extension of existing multi-storey car park, erection of a 3-storey detached energy building, hard and soft landscaping and associated works. (Outline application: Access)

- 2.3 This was an administrative error, however, given that the remainder of the description correctly states the subject of the conditions to be discharged namely:
- a. Site layout (Condition 14),
 - b. Design (Condition 15),
 - c. External appearance (Condition 16); and,
 - d. Landscaping (Condition 17)
- 2.4 It is considered that this error has not prejudiced the consultation process and the report has been drafted in accordance with the amended description as agreed with the applicant via e-mail dated 05/01/16.
- 2.5 The original outline application under ref: 14/04574/OUT was considered at planning committee on 12th March 2015 when Members resolved to grant planning permission subject to conditions, the Stage II Referral of the application to The Mayor of London and no objections being raised and subject to the satisfactory completion of a section 106 agreement.
- 2.6 The s106 Agreement has been engrossed and the Mayor advised on 11th August 2015 that he was content to allow Enfield Council to determine the case – subject to any action that the Secretary of State may take – and accordingly planning permission was issued on 28th October 2015.
- 2.7 In the intervening period, the Royal Free NHS Foundation Trust and their consultants have sought to progress detailed design works for the new hospital facility in their preparation for the discharge of all relevant reserved matters associated with the hospital development phase. The wider social imperative to provide a modern state-of-the-art facility, as well as funding pressures, have driven this process to ensure a timely delivery of this much needed hospital.
- 2.8 However, in refining the detailed design, it soon became apparent that some aspects of the physical parameter plans were drawn too tightly and were too restrictive to enable the delivery of the high quality development promised as part of the original submission and one that would accord with the aspirations of the Trust and the wider community. The scheme, therefore, has evolved to such an extent that minor amendments to the original outline parameters were required to accommodate these changes and were subsequently the subject of a further s73 planning application for a minor material amendment to the scheme under ref: 15/04547/FUL. This application was considered at Planning Committee on 17th December 2015 and a resolution to grant planning consent subject to conditions and the agreement of a Deed of Variation to the s106. The Deed of Variation was agreed and consent was issued on 23rd December 2015.
- 2.9 This latest application seeks to discharge reserved matters for the hospital element of the scheme only and seeks to do so in accordance with the revised parameters agreed under ref: 15/04547/FUL. All reserved matters in relation to the housing and school sites are yet to be discharged and will be

presented to a future Planning Committee in due course as and when the relevant land parcels are released.

2.10 For the avoidance of doubt, members are advised that the development parameters already agreed under the parent application ref: 14/04574/OUT and minor amendment under ref: 15/04547/FUL **remain completely unchanged** from this application.

2.11 Therefore, for the information of Members and in the interests of clarity, the following items which relate to the hospital development only are consistent with the previously approved scheme:

- The quantum of development to include:
 - The demolition of approximately 36,833 sq.m (GIA) of existing healthcare floorspace.
 - The demolition of 7,877 sq.m (GIA) of residential floorspace
 - The retention and refurbishment of the Highlands wing for continued hospital use.
 - The retention and extension of the existing multi-storey car park to the north of the site to provide parking for up to 900 cars servicing the hospital.
 - The construction of up to 32,000 sq.m (GIA) of healthcare floorspace with a total resultant area (including Highlands Wing) of 36,723 sq.m (GIA) of health care floor space with safeguarded future expansion space around the hospital parcel.
 - Provision of up to 800 sq.m of floor area reserved within the hospital site for primary healthcare uses.
 - The removal of a microwave clinical waste treatment plant and the provision of a centralised energy centre to provide future potential to create a localised heat network connecting each of the stated uses across the site.
- The provision of infrastructure, landscaping and protected trees
- The boundaries of the various development parcels
- The relationship of the proposals to the Barnet Enfield Haringey Clinical Strategy
- Sustainable Design and Construction credentials and provision of a Decentralised Energy Network
- The principles of access to include:
 - The relocation and formation of a new vehicle and pedestrian access to the site adjacent to Ridge Crest.
 - The provision of a new pedestrian crossing to Lavender Hill
 - The retention of access points to Hunters Way and Shooters Road.
 - Routing of interim and permanent school access via Hunters Way with one way egress via Shooters Road including provision of new connecting road and control measures.

2.12 All issues relating to access, parking provision and servicing have been agreed in principle at the resolution to grant consent under ref: 14/04574/OUT

and 15/04547/FUL. As a result, they do not form part of the discussion in relation to this current application.

3. Relevant Planning Decisions

3.1 Members will be aware that the site has an extensive planning history, but the most relevant decisions here as follows:

3.2 15/04547/FUL – Minor material amendment to 14/04574/OUT to revise the approved plan numbers (condition 1) for the redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of egress to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi-storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works. (Outline application: Access) – Approved subject to conditions and s106 (23/12/15).

3.3 14/04574/OUT – Redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of egress to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi-storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works. (Outline application: Access) – Approved subject to conditions and s106 (28/10/15).

4. Consultations

4.1 Statutory and non-statutory consultees

Greater London Authority:

4.1.1 At the time of writing no response had been received from the Mayor of London. Any response will be reported as a late item, however, Members are advised that under the previous application ref: 15/04547/FUL no objection was raised to alterations to the hospital parameters plan to accommodate the reconfigured hospital now occasioned for consideration. Any response will be reported as a late item.

Transport for London:

4.1.2 TfL raise no objection to the scheme and make the following observations:

- The overall layout of the hospital is deemed appropriate as it encourages permeability for pedestrian and cycle movements.
- TfL welcomes the sheltered aspect of visitor cycle parking in accordance with the London Cycle Design Standards. Moreover, cycle parking is spread well around the site with an appropriate level clustered by the main entrance.

Environment Agency:

4.1.3 The Environment Agency advise that they raise no objection to the development.

Metropolitan Police:

4.1.4 The Metropolitan Police have requested that the application:

- Adopt the principles and practices of 'Secured by Design'; and,
- Complies with the physical security requirements within the current Secured by Design Guides for Hospitals.

Economic Development:

4.1.5 No objection and no further comments beyond those made under ref: 14/04574/OUT.

Environmental Health:

4.1.6 No objection and no further comments beyond those made under ref: 14/04574/OUT.

Traffic and Transportation:

4.1.7 No objection and no further comments beyond those made under ref: 14/04574/OUT.

4.2 Public response

4.2.1 A total of 1125 surrounding properties were consulted about the application, a press notice released (as featured in the Enfield Independent on 25/11/15) and site notices were posted on and around the site.

The original consultation letters to residents were sent out on 26/11/15 and the letters were accompanied by a leaflet, provided by the Royal Free London NHS Foundation Trust, to inform residents of a series of three drop-in events organised by the Trust as part of their ongoing consultation programme. Unfortunately, this letter was incorrectly dated and issued after the drop-in events that the Trust had scheduled had taken place. While the events were organised entirely by the Trust as part of their ongoing community engagement programme, and hence not part of the formal consultation process of the Council, a further three drop-in events were arranged by the Trust to address the understandable concerns of residents about process and a re-consultation letter was issued on 02/12/15 for the benefit of all residents. The consultation period expired 25/01/16 (any comments received following circulation of this report will be reported as a late item).

A total of 3 written responses have been received objecting to the proposal on the following grounds:

- Inadequate parking provision
- Increased traffic generation / congestion across the site, but with particular reference to Shooters Road, Comreddy Close, Hunters Way and Ridge Crest
- Impeded access to Ridge Crest
- Inadequate parking controls
- Lack of options for alternative accesses and access mechanisms to the site.
- Inadequate drop-off / pick-up provision
- Inadequate public transport provision
- Disruption during construction
- Insufficient access to site
- Lack of supporting infrastructure (including water and sewerage)
- Loss of privacy
- Lack of open space
- Increase in pollution
- Increased danger of flooding
- Impact on local ecology
- Noise nuisance
- Overdevelopment
- Out of character
- Impact to residential amenity

4.2.2 Whilst the continued concerns of residents are noted in relation to the wider scheme, as explained above the principle of development and access arrangements have been established under ref: 14/04574/OUT and 15/04547/FUL and as the subject application does not seek to amend or alter elements of the scheme referred to in representations, the comments received can be attributed limited weight.

Rt. Hon Theresa Villiers MP:

4.2.4 Registered her support for the scheme stating that the plans for new hospital buildings will result in improved facilities and important benefits for patients. The provision of 500 homes and a new school with assist in providing housing and starter homes in the area and keeping up with additional demand for school places.

5. Relevant Policy

5.3.1 The London Plan including Revised Early Minor Amendments (REMA)

Policy 2.6 – Outer London: vision and strategy

Policy 2.7 – Outer London: economy

Policy 2.8 – Outer London: transport

Policy 2.14 – Areas for regeneration

Policy 3.1 – Ensuring equal life chances for all

Policy 3.2 – Improving health and addressing health inequalities

Policy 3.3 – Increasing housing supply

Policy 3.4 – Optimising housing potential

Policy 3.5 – Quality and design of housing developments

- Policy 3.6 – Children and young people’s play and informal recreation facilities
- Policy 3.7 – Large residential developments
- Policy 3.8 – Housing choice
- Policy 3.9 – Mixed and balanced communities
- Policy 3.10 – Definition of affordable housing
- Policy 3.11 – Affordable housing targets
- Policy 3.12 – Negotiating affordable housing on individual private residential and mixed use schemes
- Policy 3.13 – Affordable housing thresholds
- Policy 3.14 – Existing housing
- Policy 3.15 – Coordination of housing development and investment
- Policy 3.16 – Protection and enhancement of social infrastructure
- Policy 3.17 – Health and social care facilities
- Policy 3.18 – Education facilities
- Policy 4.1 – Developing London’s economy
- Policy 4.5 – London’s visitor infrastructure
- Policy 4.12 – Improving opportunities for all
- Policy 5.1 – Climate change mitigation
- Policy 5.2 – Minimising carbon dioxide emissions
- Policy 5.3 – Sustainable design and construction
- Policy 5.5 – Decentralised energy networks
- Policy 5.6 – Decentralised energy in development proposals
- Policy 5.7 – Renewable energy
- Policy 5.9 – Overheating and cooling
- Policy 5.10 – Urban greening
- Policy 5.11 – Green roofs and development site environs
- Policy 5.12 – Flood risk management
- Policy 5.13 – Sustainable drainage
- Policy 5.15 – Water use and supplies
- Policy 5.18 – Construction, excavation and demolition waste
- Policy 5.21 – Contaminated land
- Policy 6.9 – Cycling
- Policy 6.10 – Walking
- Policy 6.12 – Road network capacity
- Policy 6.13 – Parking
- Policy 7.1 – Building London’s neighbourhoods and communities
- Policy 7.2 – An inclusive environment
- Policy 7.3 – Designing out crime
- Policy 7.4 – Local character
- Policy 7.5 – Public realm
- Policy 7.6 – Architecture
- Policy 7.7 – Location and design of tall and large buildings
- Policy 7.8 – Heritage assets and archaeology
- Policy 7.9 – Heritage-led regeneration
- Policy 7.14 – Improving air quality
- Policy 7.15 – Reducing noise and enhancing soundscapes
- Policy 7.16 – Green Belt
- Policy 7.18 – Protecting local open space and addressing local deficiency
- Policy 7.19 – Biodiversity and access to nature
- Policy 7.21 – Trees and woodlands

Housing Supplementary Planning Guidance

5.3.2 Local Plan – Core Strategy

Strategic Objective 1: Enabling and focusing change
Strategic Objective 2: Environmental sustainability
Strategic Objective 3: Community cohesion
Strategic Objective 4: New homes
Strategic Objective 5: Education, health and wellbeing
Strategic Objective 6: Maximising economic potential
Strategic Objective 7: Employment and skills
Strategic Objective 8: Transportation and accessibility
Strategic Objective 9: Natural environment
Strategic Objective 10: Built environment
Core Policy 1: Strategic growth areas
Core policy 2: Housing supply and locations for new homes
Core policy 3: Affordable housing
Core Policy 4: Housing quality
Core Policy 5: Housing types
Core Policy 6: Housing need
Core Policy 8: Education
Core Policy 9: Supporting community cohesion
Core Policy 20: Sustainable Energy use and energy infrastructure
Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 24: The road network
Core Policy 25: Pedestrians and cyclists
Core Policy 26: Public transport
Core Policy 28: Managing flood risk through development
Core Policy 29: Flood management infrastructure
Core Policy 30: Maintaining and improving the quality of the built and open environment
Core Policy 31: Built and landscape heritage
Core Policy 32: Pollution
Core Policy 33: Green Belt and countryside
Core Policy 34: Parks, playing fields and other open spaces
Core Policy 36: Biodiversity

Biodiversity Action Plan
S106 SPD

5.3.3 Development Management Document

DMD1: Affordable housing on sites capable of providing 10 units or more
DMD3: Providing a mix of different sized homes
DMD4: Loss of existing residential units
DMD6: Residential character
DMD8: General standards for new residential development
DMD9: Amenity space
DMD10: Distancing
DMD15: Specialist housing need
DMD16: Provision of new community facilities
DMD17: Protection of community facilities
DMD18: Early years provision
DMD37: Achieving high quality and design-led development
DMD38: Design process
DMD42: Design of civic / public buildings and institutions
DMD43: Tall buildings

DMD44: Conserving and enhancing heritage assets
DMD45: Parking standards and layout
DMD47: New road, access and servicing
DMD48: Transport assessments
DMD49: Sustainable design and construction statements
DMD50: Environmental assessments method
DMD51: Energy efficiency standards
DMD52: Decentralised energy networks
DMD53: Low and zero carbon technology
DMD55: Use of roofspace / vertical surfaces
DMD57: Responsible sourcing of materials, waste minimisation and green procurement
DMD58: Water efficiency
DMD59: Avoiding and reducing flood 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
DMD65: Air quality
DMD66: Land contamination and instability
DMD67: Hazardous installations
DMD68: Noise
DMD69: Light pollution
DMD70: Water quality
DMD71: Protection and enhancement of open space
DMD72: Open space provision
DMD73: Child play space
DMD76: Wildlife corridors
DMD77: Green chains
DMD78: Nature conservation
DMD79: Ecological enhancements
DMD80: Trees on development sites
DMD81: Landscaping
DMD82: Protecting the Green Belt
DMD83: Development adjacent to the Green Belt

5.4 Other Material Considerations

NPPF
NPPG
London Plan Housing SPG
Affordable Housing SPG
Enfield Market Housing Assessment
Providing for Children and Young People's Play and Informal Recreation SPG
and revised draft
Accessible London: achieving an inclusive environment SPG
Planning and Access for Disabled People: a good practice guide (ODPM)
London Plan Sustainable Design and Construction SPG
Mayor's Climate Change Adaption Strategy
Mayor's Climate Change Mitigation and Energy Strategy
Mayors Water Strategy
Mayor's Ambient Noise Strategy
Mayor's Air Quality Strategy
Mayor's Transport Strategy

Land for Transport Functions SPG
London Plan; Mayoral Community Infrastructure Levy
Circular 06/05 Biodiversity and Geological Conservation – Statutory
Obligations and Their Impact within the Planning System

6. Analysis

6.1 Site Layout

6.1.1 Condition 14 of approval under ref: 15/04547/FUL states:

6.1.2 *The development shall not commence on any individual hospital development phase identified pursuant to condition 2 until detailed drawings showing the siting of buildings on the site (having due regard to the approved Design Code pursuant to condition 4) have been submitted to and approved in writing by the Local Planning Authority. The buildings shall be sited in accordance with the approved details before the development is occupied.*

Reason: To ensure a site layout which complies with adopted policies and has appropriate regard to adjoining sites and the amenities of the occupiers of adjoining properties and to accord with s92(2) of the Town and Country Planning Act 1990.



Illustration 1: Site Layout

- 6.1.3 As part of the submission, it is clear that the road network, parking provision and decant strategy for the redevelopment of the site remain unchanged from the previously approved scheme outline scheme as per ref: 15/04547/FUL. Principal access to the hospital site remains via the Ridgeway with a clear line of sight to the main hospital entrance and the civic heart of the development with a large expanse of public realm appropriate drop-off and pick up facilities along with improved public transport terminus and bus stand. Circulation around the hospital has been refined and provides clear and appropriate circulation and access for staff and visitors as well as ample space of servicing and emergency vehicles.
- 6.1.4 The decision to incorporate the main servicing area partially within the proposed building envelope is welcomed and will ensure that such utilitarian functions are largely screened from the public realm and more importantly will serve to enhance the overall appearance of the development.
- 6.1.5 Consistent with the scheme approved, the reorientation and redesign of the hospital building with associated realignment of elements of the residential parcels has served to ensure that the development will minimise its impact to

both residential amenity and indeed views across the site from the more sensitive vantage of the Green Belt, while the extension to the multi-storey car park sees the built form moved further away from any sensitive existing residential uses.

6.1.6 In consultation with Transport for London and the Council's Traffic and Transportation team, no objections have been raised to the scheme and the arrangement of cycle storage, the bus terminus, access and servicing to the site, as well as the refined layout of the extended multi-storey parking is such that accessibility to the site is further enhanced and the agreed provision of 900 car parking spaces for visitors and staff (including disabled parking) can be delivered in accordance with the details of the approved 14/04574/OUT and 15/04547/FUL.

6.1.7 As a result it is recommended that condition 14 be discharged.

6.2 Design

6.2.1 Condition 15 of approval under ref: 15/04547/FUL states:

6.2.2 *The development shall not commence on any individual hospital development phase identified pursuant to condition 2 until detailed drawings showing the design of buildings (having due regard to the approved Design Code pursuant to condition 4), including existing and proposed levels, have been submitted to and approved in writing by the Local Planning Authority. The buildings shall be constructed in accordance with the approved details before the development is occupied.*

Reason: To ensure a design which complies with adopted policies and has appropriate regard to adjoining sites and the amenities of the occupiers of adjoining properties and to accord with s92(2) of the Town and Country Planning Act 1990.

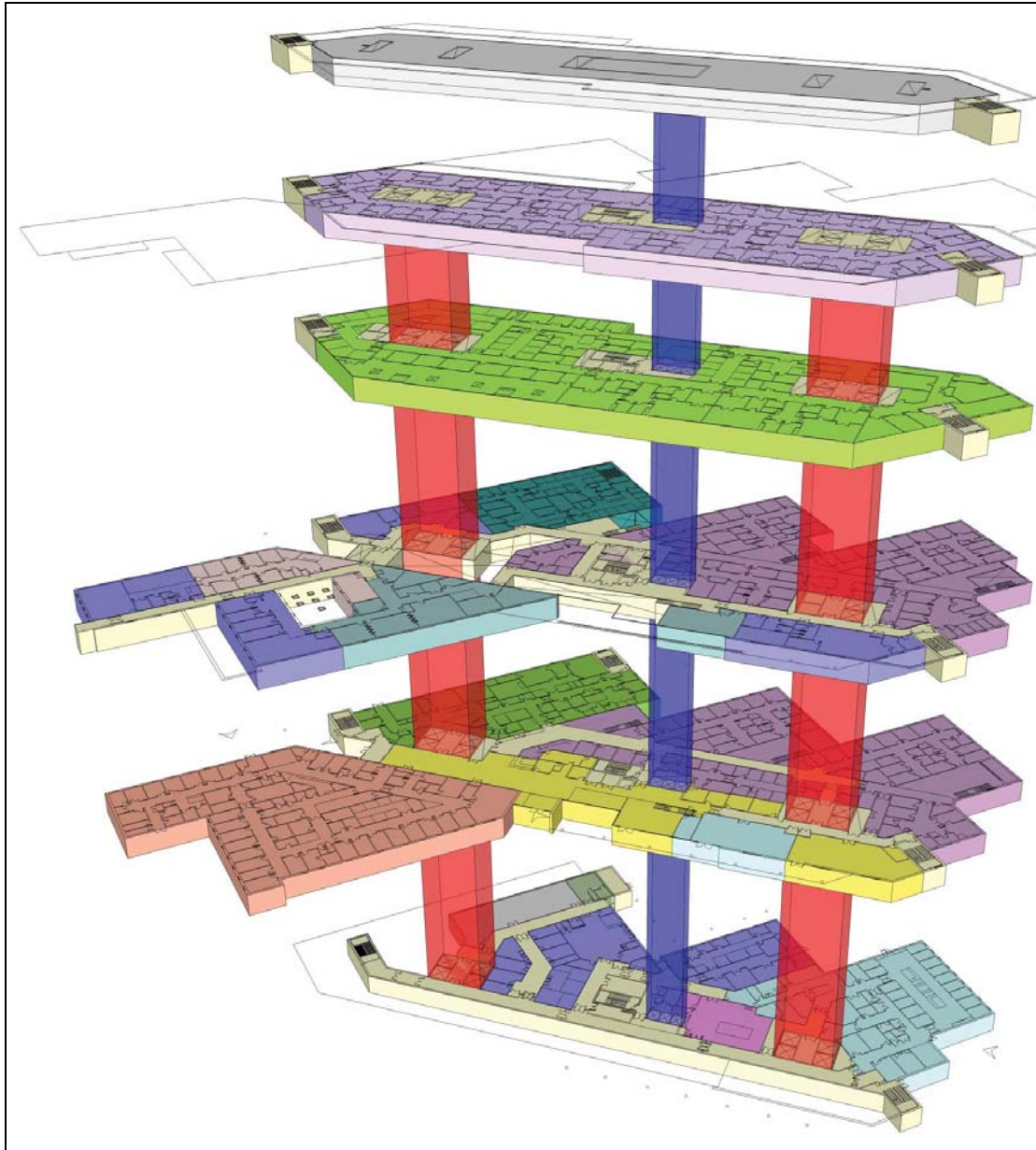


Illustration 2: Hospital Design / Refined Internal Layout

6.2.3 As part of the submission revised diagrammatic floorplates have been provided. The design ethos adopted by the Trust has always been based on:

- enhanced patient experience through better privacy and dignity.
- increased efficiency and productivity of clinical services serving to reduce waiting times and repeat visits.
- improved quality of the estate securing fit-for-purpose accommodation for clinical services.
- significant investment in the hospital to increase the sustainability of service delivery on site, offering greater reassurance of the Trust's continued commitment to healthcare provision on the site.

6.2.4 As was apparent in the previous scheme, in refining and evolving the design of the hospital development from the original incarnation of the scheme, the reconfigured hospital has been driven by a desire to simplify patient movement and to create a functional and efficient space that groups, and

locates, clinical services to ensure ease of access, identified expansion potential and indeed to respond far better to the topographical and access constraints of the site.

6.2.5 Due to the site layout and connectivity between the proposed residential development, public transport and the existing multi storey car park, the new hospital has been designed with two main entry points. The entrances have been designed to be easily identifiable, legible in their interface with surrounding uses to assist in wayfinding and orientated to respond to the desire lines of pedestrian movement to create an attractive public realm and allow the hospital to engage positively with the surrounding area. The interior is designed to ensure these two entry points combine into a separate controlled central entrance concourse.

6.2.6 The Trust have sought to maximise long range views out of the site and draw in the clear environmental and scenic benefits of the surrounding Green Belt. This has produced the distinctive longer linear ward design and ultimately will provide a more positive patient experience, engaging with the surroundings with outward aspect, rather than a more insular inward looking aspect, as was apparent in the former courtyard design presented under ref: 14/04574/OUT.

6.2.7 In addition to external context a large number of clinical and operational factors have served to dictate the size and form of the new hospital. Some are due to regulations, guidance, best practice and others due to site and specific local issues. The principal considerations which have contributed to the design of the new hospital are:

- Maximise clinical adjacencies between departments whilst maintaining patient privacy and dignity with separation of sexes where possible
- Minimise travel distances with a compact building footprint
- Simplify patient way-finding with central concourse and single visitor/patient core
- Maximise views and natural light to aid way-finding and patient well being
- Design the hospital for future flexibility and expansion
- Meet all the stringent NHS guidance documents such as Health Technical Memorandum (HTM) and Health Building Notes (HBN) which cover subjects such as:
 - Acoustic properties of each room
 - Room sizes, bed spacing and in some cases room layout
 - Privacy and dignity
- Infection control
- Finishes appropriate to their use and needs
- Full DDA compliance
- Separation of flows between patient, staff, visitors and facilities maintenance (FM)
- A need to avoid the existing hospital facilities during construction especially the existing imaging facility which requires dead zone around it for it to function accurately.
- The requirement for 100% single bedrooms which has a significant effect on the building layout and elevational treatment
- Infection prevention
- Hospital fire strategy precaution and evacuation:

- Hospital expansion opportunities to ensure the hospital can change and grow with future change and growth in need.

6.2.8 The scale of the development to include the extended multi-storey car park, main hospital building and energy centre are well within approved parameter plans and hence the realised hospital development will ensure that the development as a whole will respect relevant Green Belt constraints while ensuring that the critical mass of the development is located to the centre of the site, instilling continuity with the indicative masterplan.

Alignment with BEH Clinical Strategy

6.2.9 London Plan Policy 3.17 and CP7 of the Core Strategy seeks to support the provision of high quality health appropriate for a growing and changing population with a flexibility of form that can adapt to meet identified healthcare needs including the provision of urgent care centres. The Council is committed to work with the Enfield PCT, NHS London, and other public and private sector health agencies in delivering appropriate proposals for new health and social care facilities.

6.2.10 Under application ref: 14/04574/OUT the principle of a new and enhanced hospital facility to the site was established. Issues relating to hospital service continuity, the reduction in healthcare floor space and alignment with the stated and established needs of the wider community as part of the BEH Clinical Strategy were considered in detail at that time and deemed to be compliant with the provisions of Policies 3.16 and 3.17 of the London Plan and Policy CP7 of the Local Plan.

6.2.11 This was reiterated as part of deliberations under ref: 15/04547/FUL and a Deed of variation to the s106 again secured a minimum healthcare provision to be delivered to the site. Under the Heads of Terms 'Hospital' was defined as:

“the replacement facility of not less than 25,000 sq.m gross internal area (GIA) for use as a hospital providing as a minimum the services outlined in the approved Healthcare Strategy or any replacement thereof.”

This minimum provision was discussed by Members at the time and the resolution to grant consent was based on the acceptability of this minimum figure to exclude the retained Highlands Wing. It was accepted by Planning Committee that the 25,000 sq.m would accommodate the requirements of BEH Clinical Strategy and the stated programmed services. Whilst it is acknowledged that the approved outline schemes sought a higher GIA figure than stated in the Strategy (namely a threshold up to 32,000 sq.m) this was to allow for a flexibility of form better designed to react to, and reflect, the clinical demands made for the site rather than as an absolute statement of the size of the development once finally refined.

6.2.12 The subject scheme seeks to provide 24,066 sq.m of replacement floor area, increasing to 28,789 sq.m once the retained and refurbished Highlands Wing is included. While the inclusion of Highlands Wing does exceed the 25,000 sq.m threshold, it is clear that the 'replacement facility' – namely the new build element – does fall marginally below this threshold. In discussions with the applicant further justification for this shortfall was requested. Accordingly a further supporting statement was submitted for consideration.

- 6.2.13 The document asserts that the reduced floor area results from a refinement of the design of the hospital that provides a far more efficient layout than previously considered, while remaining consistent with the quantum and list of services required by the BEH Clinical Strategy. Thus the numerical assessment of the floor area of the scheme clearly belies its ability to accommodate identified services where a more rational built form, including the removal of inefficient over-large circulation areas evident in the previous scheme and replacement with a more efficient linear configuration. While the requirements of the s106 are of course noted, it must be acknowledged that the BEH Clinical Strategy and associated Healthcare Management Plan identified a floor area need of **approximately** 25,000 sq.m commensurate with the outline nature of the application and subject to the refinement of the scheme which is what is now taking place.
- 6.2.14 The fact that the enhanced hospital provision on the site complies with the documents set out above must weigh in the favour of the scheme, consistent with the provisions and objectives of Policies 3.16 and 3.17 of the London Plan and Policy CP7 of the Core Strategy. The Trust have conceded that the changes tabled will require a further Deed of Variation to the existing s106 to ensure that a revised minimum figure is inserted to ensure that the realised development continues to accord with the strategic objectives of the Council, its residents and the BEH Clinical Strategy. As a result, it is considered that the difference in floorspace is marginal and from the evidence provided would not prejudice the hospital's ability to deliver the services required by the BEH Clinical Strategy consistent with the approach and deliberation of Members under the previous applications.
- 6.2.15 The tabled changes now formally incorporate the ground floor of the Highlands Wing and refurbished operational space (an area technically excluded from deliberations under the parent consent) which adds a further 2,738 sq.m to the operational total. This results in 26,804 sq.m in floorspace overall, with a further expansion potential 3,262 sq.m to the remainder of the Highlands Wing once this area comes online. Again this must be afforded weight in deliberations, particularly where the wording of the s106 seeks to secure "*replacement floorspace*" and can be held to refer to all floorspace considered to be operational as part of the new hospital project which would therefore include Highlands Wing.
- 6.2.16 Moreover, the Trust remain committed to safeguard the long term future of the hospital to create a flexible and responsive hospital capable of adaption and expansion to accommodate the changing needs of a growing population and hence as part of the subject application a consequential reconfiguration of expansion areas has been provided. While this would not form part of the application for approval, Members are advised that through the refinement of the main hospital building the quantum of expansion space available to the hospital has increased by some margin. Identified as Phase 2 and Phase 3 expansion areas, there is an absolute potential increase in floor area of around 17,334 sq.m. The Phase 2 areas would comprise vertical expansion space over the low rise elements to the north and south of the main hospital building yielding approximately a further 9,334 sq.m of extension space (positioned and aligned through considered design to allow expansion of specific services to those areas) whilst the Phase 3 area to include a new site directly adjacent to the energy centre and a refined area to the green to the south of Highlands Wing have been identified to accommodate up to a further

8,000 sq.m as illustrated below (highlighted in purple for Phase 2 and cyan for Phase 3):

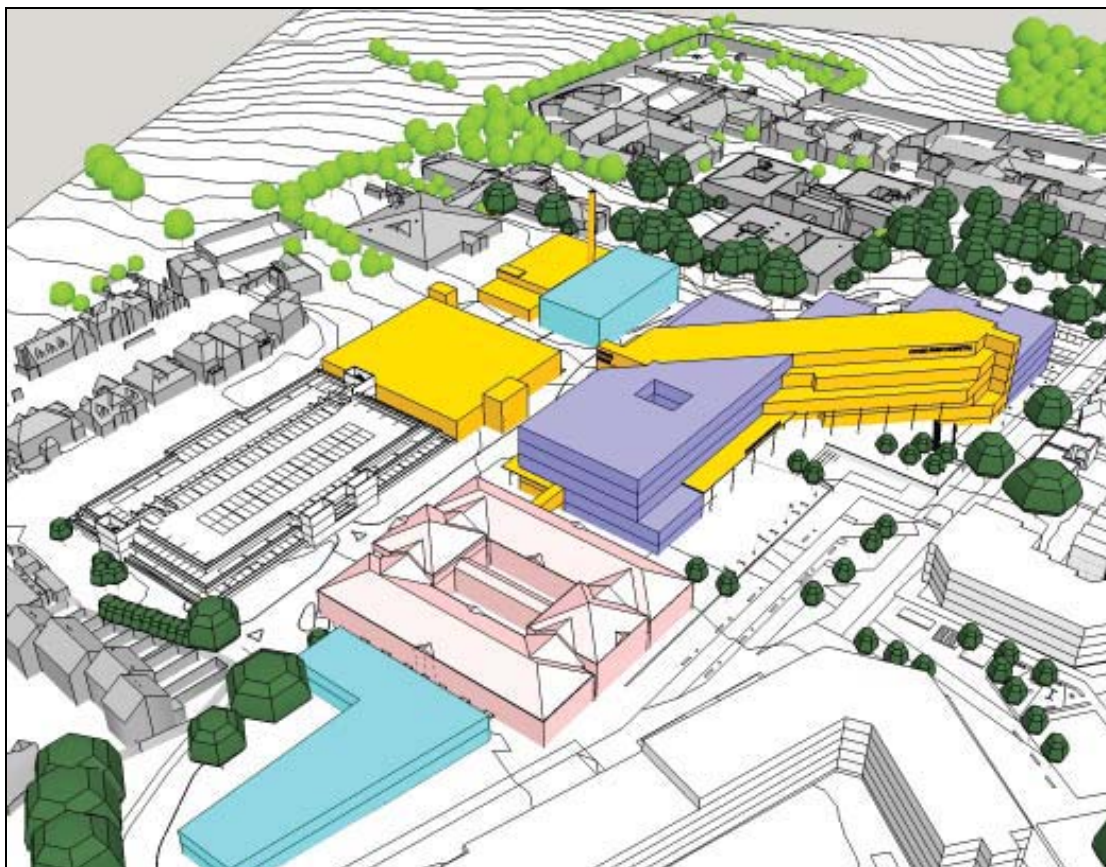


Illustration 3: Future Expansion Space

6.2.17 In addition, a further reserved area of 800 sq.m has been identified for future primary healthcare facilities in the form of a GP provision. This is consistent with the requirements of the parent application and subsequent requirements agreed as part of the s106 the type and function of which will be determined by an assessment of need at the point of delivery.

6.2.18 It is clear that the detailed and refined scheme will be capable of delivering the objectives of the BEH Clinical Strategy resulting in a rational and efficient fit-for-purpose modern healthcare facility sufficient to accommodate the healthcare needs of existing residents, but perhaps more importantly with a flexibility in form that maximises and will allow future expansion potential to accommodate the needs of a growing population.

6.2.19 On this basis, it is considered that the condition relating to design be discharged subject to a Deed of Variation of the s106 to accommodate the change minimum floor area.

6.3 External Appearance

6.3.1 Condition 16 of approval under ref: 15/04547/FUL states:

6.3.2 *The development shall not commence on any individual hospital development phase identified pursuant to condition 2 until details of the external*

appearance of the development, including the materials to be used for external surfaces of buildings and other hard surfaced areas (having due regard to the approved Design Code pursuant to condition 4) have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details before it is occupied.

Reason: To ensure an appearance which complies with adopted policies and has appropriate regard to adjoining sites and the amenities of the occupiers of adjoining properties and to accord with s92(2) of the Town and Country Planning Act 1990.

6.3.3 Detailed elevations and photorealistic visualisations have been provided for consideration, during pre-application stage and in the build up to submission. Detailed discussions relating to the finish and external design of the hospital took place, acknowledging the importance of ensuring a visually appealing civic building with a high quality finish and a continuity in the design ethos to ensure synergy between the hospital, the surrounding public realm to create a civic heart to the wider masterplan area.



Visualisation 1: Southern Entrance Plaza



Visualisation 2: Northern Entrance Plaza



Visualisation 3: Eastern Corner



Visualisation 4: North-East Elevation

- 6.3.4 It is clear that the refinement of the hospital building has served to create a more visually interesting built form than its predecessor with a strong diagonal emphasis that positively addresses the large expanse of public realm that demarcates the main entrance and creates the civic heart of the development.
- 6.3.5 The principal entrance positively addresses the main access route to the site via the Ridgeway to create a legible space, but also a clear destination for

visitors and residents alike, actively engaging with the wider surround with an internal configuration that is outward looking as opposed to the more insular version previously table under ref: 14/04574/OUT. Through considered design and the appropriate use of materials the scale and mass of the development is broken up creating a much more relatable human scale to both entrance plazas and responding to the topographical difference across the site. The building profile and silhouette is staggered and setbacks are used to provide both articulation and layering of the façade which is also addressed through the materials used further breaking up the elevations, but also ensuring continuity in the palette of materials used to provide a cohesive aesthetic overall and one that allows the development to be read as a unified whole.

- 6.3.6 It is acknowledged that in extending the multi-storey car park, design options are far more limited with a building envelope already defined. However, efforts have been made to reflect the materials palette across the extension with the installation of a living wall to the north and east elevations which will serve to soften the built form and ultimately increase the landscaping and biodiversity credentials of the site.
- 6.3.7 The energy centre has also been designed with this in mind, again replicating elements of the materials palette to ensure that the development can be read as a whole, whilst recognising the limitation in the design of a utilitarian building which by location would be sited to the less sensitive northern extremity of the site.
- 6.3.8 On this basis it is recommended that the condition be discharged.

6.4 Landscaping

6.4.1 Condition 17 of approval under ref: 15/04547/FUL states:

6.4.2 *The development shall not commence on any individual hospital development phase identified pursuant to condition 2 until details of a landscaping strategy have been submitted and approved in writing by the Local Planning Authority.*

Reason: To provide a satisfactory appearance and ensure that the development does not prejudice highway safety and to accord with s92(2) of the Town and Country Planning Act 1990.

6.4.3 Details of an outline landscaping strategy have been provided to satisfy the requirements of this condition. Members are advised that a full and detailed landscaping strategy is required by virtue of condition 18 of the same consent whilst this submission seeks only to discharge the pre-commencement trigger for a landscaping scheme and enable works on site to commence to accord with s92(2) of the Town and Country Planning Act 1990. The submitted scheme will provide the basis upon which the detailed works will be set and hence it is imperative that the principles established accord with the Council's wider aspirations for the design of the public realm, biodiversity enhancement, sustainable drainage and tree protection and planting throughout the site. For clarity condition 18 states:

6.4.4 *Within 6 months of commencement of works to the hospital development and having due regard to the approved Design Code pursuant to condition 4 full details of both hard surfacing and soft landscape proposals have been*

submitted to and approved by the Local Planning Authority. The details shall include:

- a. Detailed design, layout, surfacing materials of recreation / playspace provision (as applicable)*
- b. Detailed design, layout, surfacing materials, landscaping strategy, street furniture and maintenance of areas of public realm including but not limited to the main hospital entrance to The Ridgeway and the Hospital entrance plaza*
- c. Planting plans*
- d. Written specifications (including cultivation and other operations associated with plant and grass establishment)*
- e. 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)*
- f. Full details of tree pits including depths, substrates and irrigation systems*
- g. Specification of all proposed tree planting has been approved in writing by the Local Planning Authority. This specification will include details of the quantity, size, species, position and the proposed time of planting of all trees to be planted, together with an indication of how they integrate with the proposal in the long term with regard to their mature size and anticipated routine maintenance*
- h. Above surface sustainable drainage systems*
- i. The location of underground services in relation to new planting*
- j. Implementation timetables.*
- k. Biodiversity enhancements, to include bird and bat boxes built into or on and around the new buildings*
- l. Specifications for fencing demonstrating how hedgehogs and other wildlife will be able to travel across the site (e.g. gaps in appropriate places at the bottom of the fences)*
- m. Surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings have been submitted to and approved in writing by the Local Planning Authority.*

The surfacing and landscaping shall be carried out in accordance with the approved detail before the development is occupied or use commences.

All tree, shrub and hedge planting included within that specification shall be carried out in accordance with that specification and in accordance with BS 3936 (parts 1 & 4); BS 4043 and BS 4428.

A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas in the hospital part of the development shall be submitted to and approved by the Local Planning Authority prior to the occupation of the hospital part of the development or any phase of the hospital part of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: In order to ensure the satisfactory maintenance and management of these areas to assure a high quality public realm is provided in the long term. To provide for the maintenance of retained and any new planting in the interests of preserving or enhancing visual amenity. To ensure the provision of amenity, and biodiversity enhancements, to be 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.

6.4.5 The outline landscaping strategy has been designed to accord with the principles underpinning the parent application namely:

- The promotion of urban greening
- Increased access to open space
- Conserve and enhance biodiversity
- Improve sustainable travel connections
- Promote healthy living
- Assist in improving the quality of life and rehabilitation of patients

6.4.6 As part of these overarching aspirations, the Trust have identified the Urban Green's key spaces to achieve the stated objectives and create a high quality and multi-functional public realm. In consultation with the Council's Tree Officer, although planting schedules have been omitted at this stage, the Officer is satisfied that the overarching strategy adopted, coupled with the fallback requirements of condition 18, are such that the development will deliver viable and high quality amenity provision while ensuring protected trees are safeguarded and biodiversity enhanced overall.

6.4.7 As originally submitted concern was raised by the SUDS Officer that the wider drainage strategy for the site relied too heavily on underground attenuation measures rather than the Policy preference for surface based SUDS systems. Through negotiation a revised set of principles to govern above ground measures was secured to the satisfaction of the Officer and hence it can be held that the overall landscape design will serve 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.

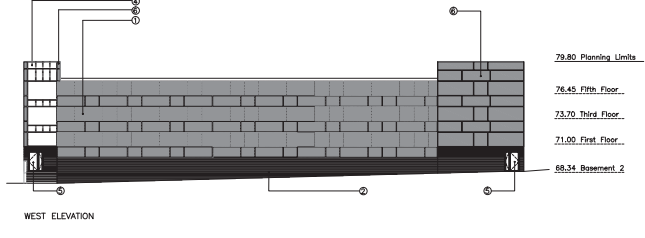
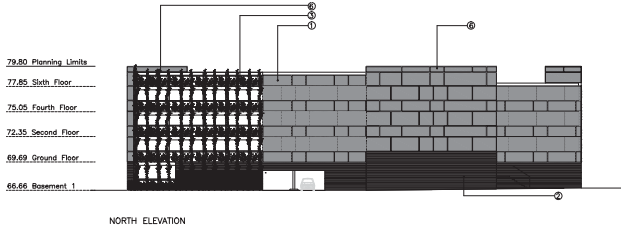
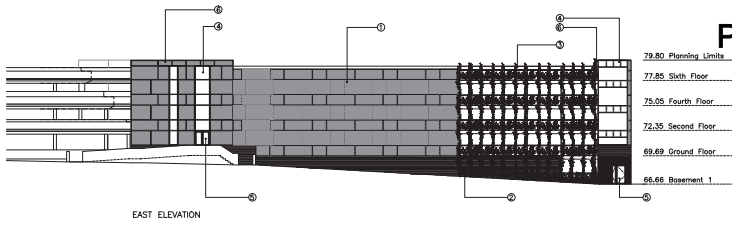
6.4.8 On the basis of the above it is recommended that condition 17 is discharged pending submission of a detailed landscaping design as per the requirements of condition 18.

7. **Conclusion**

7.1 Chase Farm is a strategically important site for the Borough and its surround. It is considered that each of the reserved matters submitted pursuant to conditions 14, 15, 16 and 17 are to the satisfaction of the Local Planning Authority and can be discharged subject to the completion of a Deed of Variation to reflect the final floor area of the hospital.

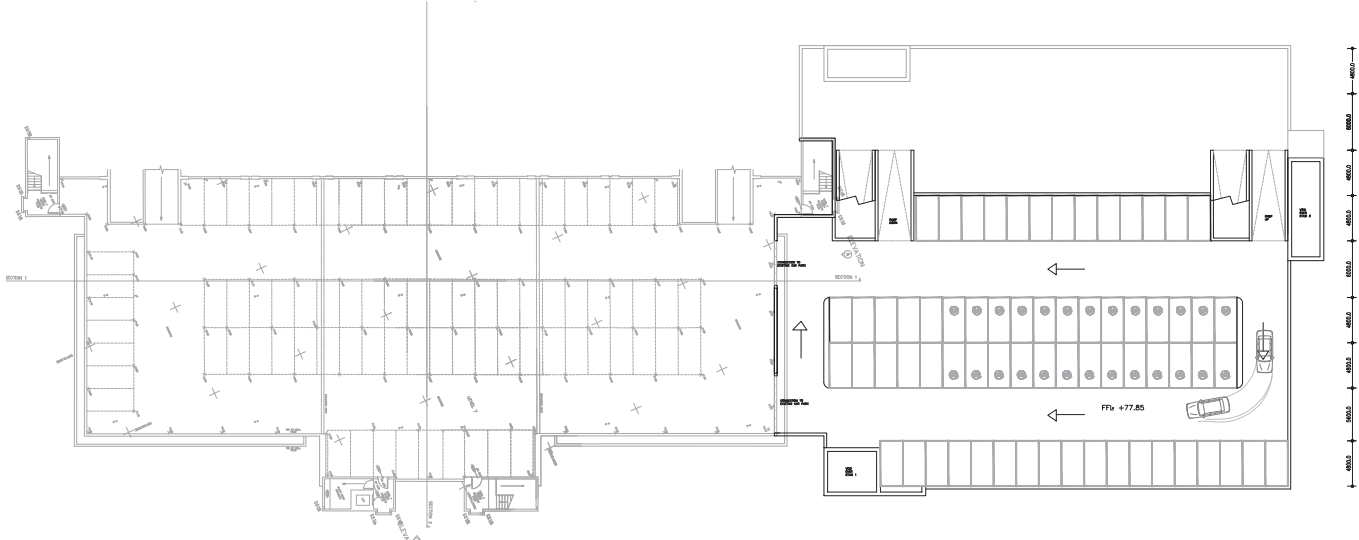
8. **Recommendation**

8.1 **That planning permission be granted in accordance with Regulation 3/4 of the Town and Country Planning General Regulations 1992 subject to a Deed of Variation to the agreed s106.**

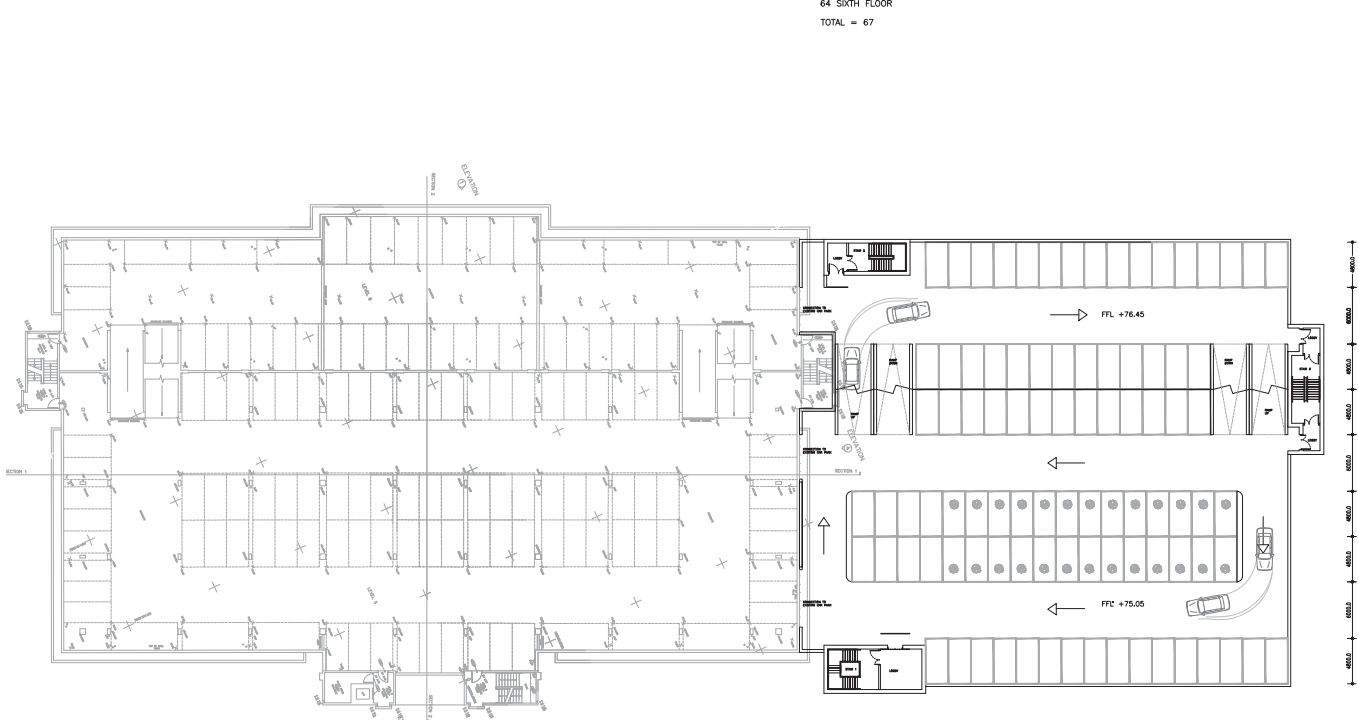


MATERIAL KEY

- 1 Expanded Mesh Panel System
- 2 Clay Facing Tiles
- 3 Vertical Wire System & Ground Planting
- 4 Aluminum Curtain Walling
- 5 Aluminum Exterior Doors & Windows
- 6 Metal Cladding



SIXTH FLOOR
64 SIXTH FLOOR
TOTAL = 67



FOURTH & FIFTH FLOOR
62 FOURTH FLOOR
29 FIFTH FLOOR
TOTAL = 92

1	GENERAL ARCHITECT	DATE	1/2020
2	PROPOSED CAR PARK IMPROVEMENTS	DATE	1/2020
3	VERTICAL WIRE SYSTEM GENERAL PLANNING	DATE	1/2020
4	VERTICAL WIRE SYSTEM GENERAL PLANNING	DATE	1/2020
5	VERTICAL WIRE SYSTEM GENERAL PLANNING	DATE	1/2020
6	VERTICAL WIRE SYSTEM GENERAL PLANNING	DATE	1/2020
7	VERTICAL WIRE SYSTEM GENERAL PLANNING	DATE	1/2020
8	VERTICAL WIRE SYSTEM GENERAL PLANNING	DATE	1/2020
9	VERTICAL WIRE SYSTEM GENERAL PLANNING	DATE	1/2020
10	VERTICAL WIRE SYSTEM GENERAL PLANNING	DATE	1/2020

IHP INTEGRATED HEALTH PRODUCTS
IB Intelligence Buildings Infrastructure

CHASE FARM REDEVELOPMENT

PROPOSED MULTI STOREY CAR PARK SHEET 2 OF 2

Project No: 18-AR-CR-SK-200-002

Sheet No: 4

1. All drawings are in metric units.
 2. All dimensions are in millimeters unless otherwise stated.
 3. All dimensions are to the centerline of the element unless otherwise stated.
 4. All dimensions are to the finished surface unless otherwise stated.
 5. All dimensions are to the centerline of the element unless otherwise stated.
 6. All dimensions are to the finished surface unless otherwise stated.



MATERIAL KEY

1	Reinforced Concrete
2	Structural Steel
3	Aluminum Cladding
4	Insulation
5	Glazing
6	Interior Partitions
7	Interior Finishes
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99	Interior Finishes
100	Interior Partitions

IBI Group
 Building Architecture
 1000 West Broadway, Suite 1000
 Vancouver, BC V6H 4G1
 Tel: 604.681.1111
 Fax: 604.681.1112
 www.ibigroup.com

Client Name
 Chase Farm Redevelopment
 Proposed Energy Centre

Project Name
 Proposed Energy Centre

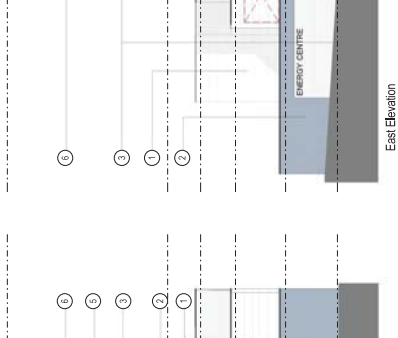
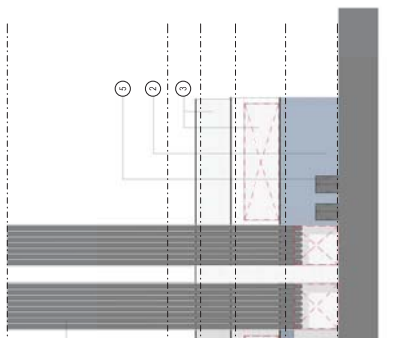
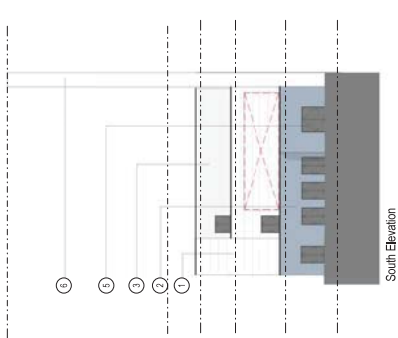
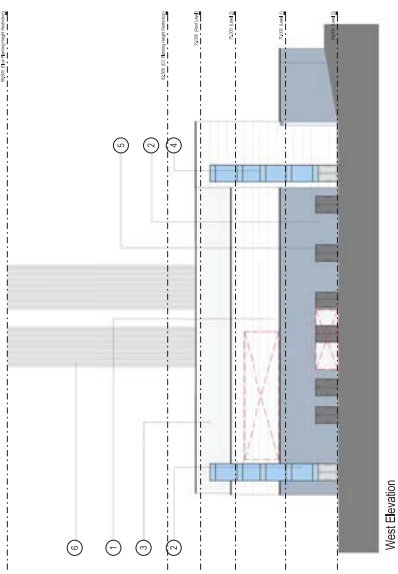
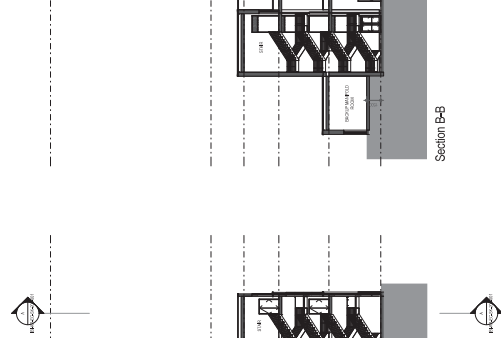
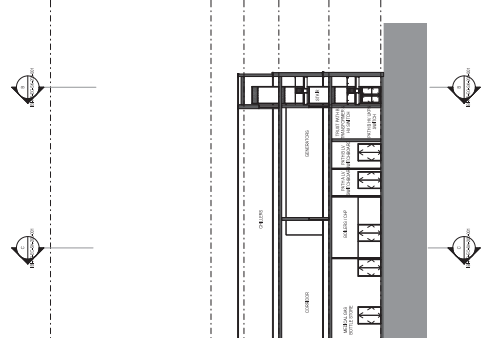
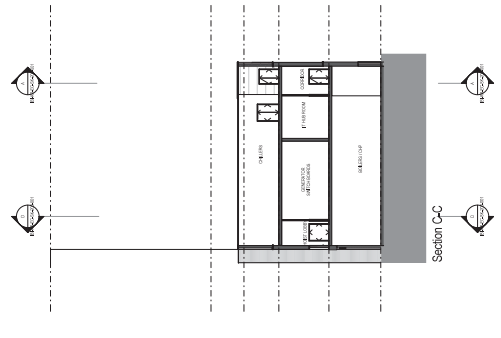
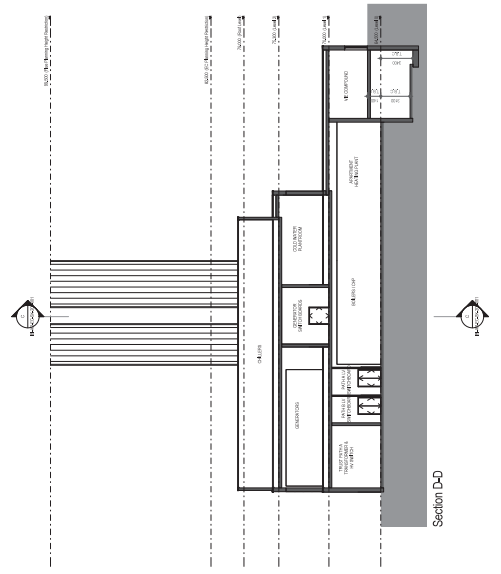
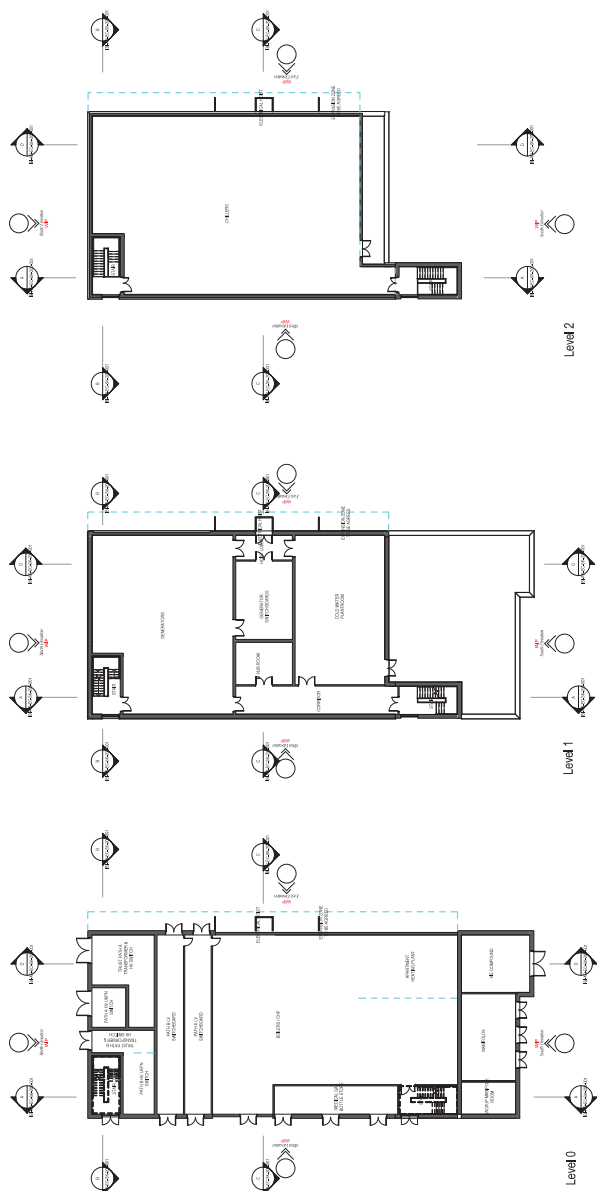
Project Number
 2277-2015

Revision
 1-200

Revision Description
 Revised Major Submission

Scale
 1:200

Sheet Number
 5



Notes:
 • This drawing is copyright.
 • Do not scale dimensions from this drawing.
 • This drawing is to be used in conjunction with all other relevant drawings.
 • All dimensions on this drawing are to be reported to the architect.
 • Do not modify any element of this drawing.
 • Use drawings only for purposes listed.

North-South Key Plan

The following external model files are included with this drawing:



- LEGEND**
- Site Boundary
 - Existing Level retained
 - Proposed Level
- PROPOSED HARD SURFACES**
- P1 Paving Type 1: Granite Hazard Warning Contour Paving
 - P2 Paving Type 2: Tactile Blister Paving
 - P3 Paving Type 3: High Quality Flags - Light Grey
 - P3a Paving Type 3a: High Quality Setts - Light Grey
 - P4 Paving Type 4: High Quality Flags - Mid Grey
 - P4a Paving Type 4a: High Quality Setts - Mid Grey
 - P5 Paving Type 5: Cobble - Mid Grey
 - P6 Paving Type 6: Coloured Asphalt
 - P6 Paving Type 6: Ribbed Concrete
 - P9 Paving Type 9: Pedestrian Asphalt - Black
 - P9 Paving Type 9: Vehicular Asphalt - Black
 - P10 Paving Type 10: Hoggin Gravel
 - P11 Paving Type 11: High Quality Flag Steps
 - P13 Paving Type 13: Rubber safety surfacing
 - P13 Paving Type 13: Loose Gravel
 - P14 Paving Type 14: Brushed Concrete Base
- EXISTING HARD SURFACES**
- Existing flags retained
 - New flag paving to match existing adjacent
 - Existing Asphalt surfacing retained
- PROPOSED KERBS / TRIMS**
- T1 Paving Trim: High Quality Setts Trim
 - NK1 Kerb Type 1: New High Quality Upstand Kerb
 - NK2 Kerb Type 2: New High Quality Flush Kerb
 - NK3 Kerb Type 3: New Standard Concrete Kerb
 - NK4 Kerb Type 4: New Flush Concrete Pin Kerb
 - NK5 Kerb Type 5: New Aluminium Path Edging
 - NK6 Kerb Type 6: New Concrete Planting / Lawn Edging
 - NK7 Kerb Type 7: New Concrete Bus Kerb
 - NK8 Kerb Type 8: New High Quality Planting Bed Edging

- EXISTING KERBS**
- EK1 Kerb Type 1: Existing Upstand Kerb
 - EK2 Kerb Type 2: Existing Flush Kerb
 - EK3 Kerb Type 3: Existing Standard Concrete Kerb
 - EK4 Kerb Type 4: Existing Flush Concrete Pin Kerb
- BOUNDARIES**
- W1 Wall Type 1: Brick Retaining Walls to Steps/Ramp
 - W2 Wall Type 2: High Quality Retaining Wall to Steps
 - NTF1 Fence Type 1: New Timber Closeboard Fence - Details TBC
- SOFT SURFACES**
- G1 Grass: Existing Grass Retained
 - G2 Grass: New Grass
 - G3 Grass: Wildflower Meadow
 - PL1 Planting: Low Groundcover Planting
 - PL2 Planting: Shrub Planting
 - NHP Planting: Hedge Planting
- TREES**
- Existing Trees Retained
 - Proposed Tree
 - Tree Pit system: Silva Cells by Deeproot.
- FURNITURE**
- TG1 Tree Grille
 - HR Steel Handrail
 - Be1 Bench Type 1: High Quality Bench with back & arm rests
 - Be2 Bench Type 2: Seat Cube
 - Be3 Bench Type 3: Bench with back & arm rests
 - Be4 Bench Type 4: Bench with back & arm rests
 - LB1 Litter Bin Type 1: Litter Bin
 - LB2 Litter Bin Type 2: Litter Bin
 - Sculpture
 - PT Picnic Table and Benches
 - Drinking water tap
 - CSH Cycle Shelter
 - CS Cycle Stand
 - BS Bus Shelter
 - BS1 Bus Stop Sign

13	16/12/15	Proposed Spot Levels, raised and lowering pavement changes	DMB	DMK
12	10/12/15	As built verified in 3D scan	CL	DMK
11	20/06/15	<ul style="list-style-type: none"> 2. Proposed driveway and residential site planting 3. Planting and maintenance strips added to existing pedestrian 4. Existing T1 tree removed 5. Existing wall and ramp added to urbanisation self-door 6. Proposed site wall and ramp added to main steps / existing terrace 7. Existing site wall removed by emergency 8. Cycle Shelter and stands removed with concrete base 9. New Cycle Shelter structure erected 10. Plant types amended with planting area edge added 11. Street Furniture base and reference amended 12. Plant types amended 13. Further modifications to landscape/roadside from HSCP 	DMB	DMK
10	11/06/15	Finalising number change	DMB	CL
9	07/05/15	<ul style="list-style-type: none"> 1. Green T1 tree located around loop footprint 2. Therapy Garden amended 3. Cycle stands and storage amended 4. Proposed driveway ramp / footpath hedge planting to reduce noise and north of driveway to car park. 5. Emergency access amended 6. Check 'tree' access road support of 7. Proposed tree access road to be removed 8. See new blocks for detail 	DMB	BR
8	05/04/15	<ul style="list-style-type: none"> 1. Green T1 tree located 2. Therapy Garden re-located 3. Existing T1 tree removed 4. Linking to HSCP garden re-located 5. Litter bin added 6. HSCP site access and therapy garden added 7. New signage added 8. From existing access 	CL	DMK
7	20/07/15	<ul style="list-style-type: none"> 1. 'The Green' concept added 2. New site boundary indicated 3. New site boundary indicated 4. Highway marking to access off the Highway indicated 5. Footpath to be added to HSCP, landscape 6. Amenity area to be re-located 	CL	DMK
6	20/07/15	Proposed Spot Levels, raised and lowered pavement changes	DMB	DMK
5	22/07/15	GENERAL AMENDMENTS	DMB	DMK
4	22/07/15	GENERAL AMENDMENTS	BR	DM
3	17/07/15	GENERAL AMENDMENTS	BR	DM
2	14/07/15	PRELIMINARY	BR	DM
1	14/07/15	PRELIMINARY	BR	DM

13	16/12/15	Proposed Spot Levels, raised and lowering pavement changes	DMB	DMK
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4	22/07/15	GENERAL AMENDMENTS	BR	DM
3	17/07/15	GENERAL AMENDMENTS	BR	DM
2	14/07/15	PRELIMINARY	BR	DM
1	14/07/15	PRELIMINARY	BR	DM

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Project: CHASE FARM REDEVELOPMENT

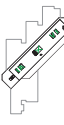
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Job Number: 50198	Drawing Original Date: 14/07/15	PAS 1192 Status Code:
Scale: 1:500	Project: RESERVED MATTERS SUBMISSION	
Drawing Number:	Revision:	

IBI-EW-XX-PL-700-000

Notes

- The drawing is complete.
- All dimensions are in millimeters unless otherwise noted.
- All dimensions are to the centerline of the element unless otherwise noted.
- Site work is to be completed prior to construction.
- Markings are for reference only.



The drawing is intended to be used in conjunction with the following:

01.	Clay Facing Blockwork
02.	PPG Architectural Coating Walling System
03.	Tenoncast Balconies Cladding System (to be used on exterior walls for columns)
04.	Wood Cladding System (to be used on exterior walls for columns)
05.	Metal Cladding Panels (to be used on exterior walls for columns)
06.	PPG Architectural Coating Walling System (to be used on exterior walls for columns)
07.	PPG Architectural Coating Walling System (to be used on exterior walls for columns)
08.	PPG Architectural Coating Walling System (to be used on exterior walls for columns)
09.	PPG Architectural Coating Walling System (to be used on exterior walls for columns)
10.	Tenoncast Balconies Cladding System (to be used on exterior walls for columns)
11.	Clay Facing Blockwork
12.	Flint Cement Balconies Cladding System C

C	20.05.15	Final Coordination	1:1
A	20.05.15	Final Coordination	1:1
B	20.05.15	Final Coordination	1:1
D	20.05.15	Final Coordination	1:1

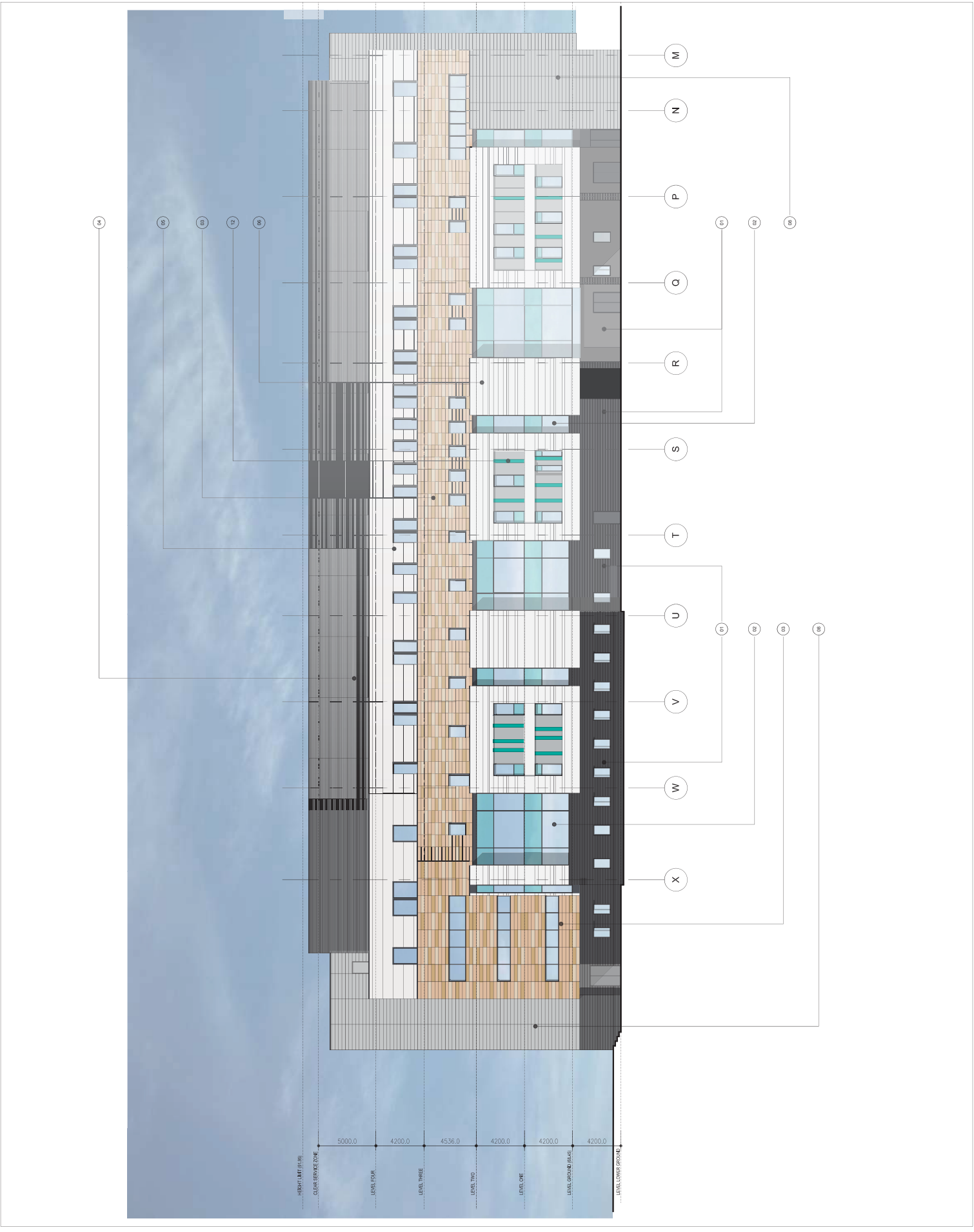
Client: [Redacted]
 Date: [Redacted]
 Drawing: [Redacted]



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Class Farm Redevelopment
 Elevation Sheet One
 North Elevation

Drawn By	DA	20.05.15	1:1
Checked By	DA	20.05.15	1:1
Drawn By	DA	20.05.15	1:1
Checked By	DA	20.05.15	1:1



LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 26th January 2016

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Andy Higham
Andy Bates
Robert Singleton

Ward: Enfield
Lock

Application Number : 15/05576/RE4

Category: Dwellings

LOCATION: 65 – 69 ORDNANCE ROAD, ENFIELD, EN3 6AQ

PROPOSAL: Redevelopment of site to provide 15 residential units involving the erection of a 3-storey block to front of site comprising 11 x 3-bed single family dwellings and 4 x detached single storey 1-bed single family dwellings to rear of site with new access road, 16 off street parking spaces and associated landscaping.

Applicant Name & Address:
C/O Agent
Mr Nick Fletcher
Project Manager,
Health, Housing and Adult Social Care
London Borough of Enfield

Agent Name & Address:
Mr Harry Dodd
HTA Design LLP
105-110 Kentish Town,
London,
NW1 9PX

RECOMMENDATION:

That planning permission to be **GRANTED** in accordance with Regulation 3/4 of the Town and Country Planning General Regulations 1992 subject to conditions.

Ref: 15/05576/RE4 LOCATION: 65 - 69 Ordnance Road, Enfield, EN3 6AQ,



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Scale 1:1250

North



1. Site and Surroundings

- 1.1 The site comprises 1967 sq.m plot of previously developed land. At present to site is occupied by Kettering Hall, a community centre, and prefabricated units previously used as temporary accommodation for the Ordnance Road Library. The site is located to the south side of Ordnance Road and is bounded to the east and west by Rotherfield Road and Beaconsfield Road respectively. The newly constructed Ordnance Unity Centre sits to the north-west of the site.
- 1.2 The surrounding area is characterised a mix of uses, with the Ordnance Road Local Centre laying to the east of the site, albeit where residential tends to predominate in the wider surround with smaller two storey terraced properties to the north, east and south of the site and larger blocks of flats to the west.
- 1.3 The site is within the Ordnance Road Local Centre.
- 1.4 The site is not within a Conservation Area nor is it a Listed Building.

2. Proposal

- 2.1 The project proposes the redevelopment of this brownfield site resulting in the demolition and removal of the existing temporary structures and Kettering Hall to provide 15 residential units involving the erection of a 3-storey block to front of site comprising 11 x 3-bed single family dwellings and 4 x detached single storey 1-bed single family dwellings to rear of site with new access road, 16 off street parking spaces and associated landscaping.
- 2.2 Underpinning the scheme is a wider Council initiative known as 'Small Sites 2' driven by the Housing Department for the controlled release of brownfield land owned by the Local Authority for the provision of new residential accommodation and affordable housing.

3. Relevant Planning Decisions

- 3.1 15/03397/PADE – Demolition of existing modular building – Prior approval not required (28/08/15)
- 3.2 15/01669/PREAPP – Proposed redevelopment by the erection of 18 dwelling houses for social rent (11 x 3-bed, 4 x 2-bed, 3 x 1-bed) with associated car parking – The redevelopment of the site has been the subject of extensive pre-application discussions with a number of iterations presented for consideration. To date two formal pre-application responses have been issued (25/05/15 and 26/06/15 respectively) each have established the principle of redevelopment of the site for residential purposes subject to justifying the loss of a community use, the omission of local centre compatible uses, achieving an appropriate density, ensuring a suitable standard of accommodation, appropriate servicing and access arrangements and car parking.
- 3.3 P12-02643PLA – Demolition of existing public house and erection of temporary library building with access ramps to front and rear – Approved subject to conditions (07/03/13)

4. Consultations

4.1 Statutory and non-statutory consultees

Traffic and Transportation:

- 4.1.1 An objection has been levied in relation to refuse storage. This point is explored in the "Analysis" Section below. Parking provision and access is deemed to be acceptable.

Environmental Health:

- 4.1.2 Raise no objections to the scheme subject to conditions relating to air quality, noise transmittance and contamination.

Housing:

- 4.1.3 Raise no principled objections to the scheme subject to reiterating Council Policy in relation to mix, affordable housing and wheelchair accessible homes.

Economic Development:

- 4.1.4 No objections subject to securing an employment and skills strategy.

Metropolitan Police:

- 4.1.5 No objections subject to the implementation of the principles of 'Secure by Design'.

Thames Water:

- 4.1.6 No objections.

Tree Officer:

- 4.1.7 Raises objection to the loss of trees on the site. The issue is discussed below.

4.2 Public response

- 4.2.1 A total of 269 surrounding properties were consulted about this application, a press notice was published (16/12/15) and three site notices were posted to the east and west of the site, including a notice placed adjacent to the Ordnance Unity Centre (21 days expired 05/01/16).

Two written representations were received in connection with this consultation exercise, with one in opposition and one in support of the proposals. In terms of the objection, this was submitted by residents of No.4 Beaconsfield Road to the west of the site and on the following grounds:

- Close to adjoining properties
- Increase in traffic
- Loss of parking
- Loss of privacy
- Noise nuisance

- Over development
- Devalue property

4.2.2 Members will be aware that this final point relating to property value is not a material planning consideration.

5. Relevant Policy

5.1 The National Planning Policy Framework (NPPF) published in March 2012 allowed Local Planning Authorities a 12 month transition period to prepare for the full implementation of the NPPF. Within this 12 month period Local Planning Authorities could give full weight to the saved Unitary Development Plan policies (UDP) and the Core Strategy, which was adopted prior to the NPPF. The 12 month period has now elapsed and as from 28th March 2013 the Council's saved UDP and Core Strategy policies will be given due weight in accordance to their degree of consistency with the NPPF.

5.2 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The Submission version DMD document was approved by Council on 27th March 2013 and is now under examination. An Inspector has been appointed on behalf of the Government to conduct the examination to determine whether the DMD is sound. The examination is a continuous process running from submission through to receiving the Inspector's Report. Public Examination of the document was completed on Thursday 24th April 2014. The DMD provides detailed criteria and standard based policies by which planning applications will be determined, and is considered to carry significant weight having been occasioned at Public Examination and throughout the examination stage.

5.3 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

5.3.1 The London Plan (Consolidated)

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 3.11 – Affordable housing targets

Policy 3.14 – Existing housing

Policy 3.16 – Protection and enhancement of social infrastructure

Policy 4.1 – Developing London's economy

Policy 4.2 – Offices

Policy 4.3 – Mixed use development and offices

Policy 4.4 – Managing industrial land and premises
Policy 4.5 – London’s visitor infrastructure
Policy 4.12 – Improving opportunities for all
Policy 5.1 – Climate change mitigation
Policy 5.2 – Minimising carbon dioxide emissions
Policy 5.3 – Sustainable design and construction
Policy 5.5 – Decentralised energy networks
Policy 5.6 – Decentralised energy in development proposals
Policy 5.7 – Renewable energy
Policy 5.9 – Overheating and cooling
Policy 5.10 – Urban greening
Policy 5.11 – Green roofs and development site environs
Policy 5.12 – Flood risk management
Policy 5.13 – Sustainable drainage
Policy 5.15 – Water use and supplies
Policy 5.18 – Construction, excavation and demolition waste
Policy 5.21 – Contaminated land
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.12 – Road network capacity
Policy 6.13 – Parking
Policy 7.1 – Building London’s neighbourhoods and communities
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.4 – Local character
Policy 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.7 – Location and design of tall and large buildings
Policy 7.14 – Improving air quality
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.18 – Protecting local open space and addressing local deficiency
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 – Trees and woodlands

Housing SPG

5.3.2 Local Plan – Core Strategy

Core Policy 1: Strategic growth areas
Core policy 2: Housing supply and locations for new homes
Core policy 3: Affordable housing
Core Policy 4: Housing quality
Core Policy 5: Housing types
Core Policy 6: Housing need
Core Policy 20: Sustainable Energy use and energy infrastructure
Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 24: The road network
Core Policy 25: Pedestrians and cyclists
Core Policy 26: Public transport
Core Policy 28: Managing flood risk through development
Core Policy 29: Flood management infrastructure
Core Policy 30: Maintaining and improving the quality of the built and open environment
Core Policy 32: Pollution

Core Policy 34: Parks, playing fields and other open spaces
Core Policy 36: Biodiversity
Core Policy 40: North East Enfield

North East Enfield Area Action Plan (Submission Version)
Biodiversity Action Plan
S106 SPD

5.3.4 Development Management Document

DMD1: Affordable Housing on Sites Capable of Providing 10 units or more
DMD3: Providing a Mix of Different Sized Homes
DMD6: Residential Character
DMD8: General Standards for New Residential Development
DMD9: Amenity Space
DMD10: Distancing
DMD15: Specialist Housing Need
DMD37: Achieving High Quality and Design-Led Development
DMD38: Design Process
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: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD58: Water Efficiency
DMD59: Avoiding and Reducing Flood Risk
DMD64: Pollution Control and Assessment
DMD65: Air Quality
DMD68: Noise
DMD69: Light Pollution
DMD79: Ecological Enhancements
DMD80: Trees on development sites
DMD81: Landscaping

5.4 National Planning Policy Framework

5.4.1 The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable development. In this respect, sustainable development is identified as having three dimensions – an economic role, a social role and an environmental role. For decision taking, this presumption in favour of sustainable development 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.

- 5.4.2 The NPPF recognises 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.
- 5.4.3 In addition, paragraph 173 of the NPPF states that in the pursuit of sustainable development careful attention must be given to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

5.5 National Planning Practice Guidance

- 5.5.1 On 6th March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance (NPPG) to consolidate and simplify previous suite of planning practice guidance. Of particular note for members, the guidance builds on paragraph 173 of the NPPF stating that where an assessment of viability of an individual scheme in the decision-making process is required, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

5.5 Other Material Considerations

Housing SPG
Affordable Housing SPG
Enfield Market Housing Assessment
Providing for Children and Young People's Play and Informal Recreation SPG and revised draft
Accessible London: achieving an inclusive environment SPG; Planning and Access for Disabled People; a good practice guide (ODPM)
Sustainable Design and Construction SPG;
Mayor's Climate Change Adaption Strategy; Mayor's Climate Change Mitigation and Energy Strategy;
Mayors Water Strategy
Mayor's Ambient Noise Strategy
Mayor's Air Quality Strategy
Mayor's Transport Strategy;
Land for Transport Functions SPG
London Plan; Mayoral Community Infrastructure Levy

Circular 06/05 Biodiversity and Geological Conservation- Statutory Obligations and Their Impact within the Planning System

6. Analysis

6.1 The main issues to consider are as follows:

- i. Principle of redevelopment to provide residential accommodation and in particular: conformity of the development with adopted and emerging SPD to include:
 - a. The loss of the Kettering Hall Community Facility; and,
 - b. The loss and subsequent omission of Local Centre compatible uses
- ii. Housing mix
- iii. Design;
- iv. Amenity of neighbouring properties;
- v. Highway safety;
- vi. Sustainability and biodiversity;
- vii. S.106 Obligations; and
- viii. Community Infrastructure Levy

6.2 Principle

6.2.1 The site lies within a predominantly residential area and hence the principle of residential development is broadly acceptable, compatible with Policies 3.3 and 3.4 of the London Plan, Core Policy 5 of the Core Strategy. The subject scheme also forms part of a wider strategic objective to regenerate North East Enfield. In this regard, the Council has published the North East Enfield Area Action Plan (NEEAAP) which has now been through the process of examination and is currently awaiting the Inspectors Report to ascertain whether the document has been tested sound for adoption. This document, along with Core Policies 4 & 40 of the Core Strategy, identifies the Kettering Hall and Ordnance Road Public House site as a Housing Site earmarked to contribute to the 552 new homes target set by the NEEAAP. For the avoidance of doubt, no figure for the quantum of development expected to be delivered on the site has been established, however it is clear that this emerging document does envisage residential development taking place here.

6.2.2 However, the development would result in the creation of a residential only scheme within the defined boundaries of an existing Local Centre and would result in the loss of a community facility in the form of Kettering Hall. Policy DMD28 of the Development Management Plan states that proposals involving a change of use from A class, leisure or community uses within local centres will be refused, unless the proposed use provides a service that is compatible with, and appropriate to, the local centre. As part of the adoption of the Development Management Document in 2014, a review of the Borough's Local Centres was undertaken and the boundaries of the Ordnance Road Local Centre were expanded to encompass the former Ordnance Road Public House site. This review and subsequent boundary adoption means that half

of the site now falls within the Ordnance Road Local Centre and hence the provisions of DMD28 do apply.



Illustration 1: Ordnance Road Local Centre Boundary Pre November 2014



Illustration 1: Ordnance Road Local Centre Boundary Post November 2014

6.2.3 Furthermore, Policy DMD17 seeks to resist the loss of community facilities unless:

- a. A suitable replacement facility is provided to cater for the local community that maintains the same level of public provision and accessibility; or

- b. Evidence is submitted to demonstrate that there is no demand for the existing use or any alternative community use.
- 6.2.4 The development seeks to provide 15 affordable housing units and would result in the loss of Kettering Hall Community Hall in doing so. As explained above, this is contrary to the provisions of Policies 28 and 17. However, regard must be given to the status and context of the site in determining whether it is desirable to seek a mixed use development here and indeed to reject viable housing provision to a brownfield site that would otherwise be supported by the provisions of the NPPF.
- 6.2.5 In terms of background, the former public house ceased trading in 2008 and remained vacant until it was demolished in 2012. Under ref: P12-02643PLA temporary consent was granted for replacement library facilities to the site in support of the Ordnance Road Library redevelopment which was designed to decant library facilities during the construction period. Works to the library were completed in 2015, services returned to the former library site and all temporary structures removed. For clarity, the removal of the temporary facilities on the site does not consequently invalidate, or exclude, the site from the defined Local Centre and nor does it indicate that the site is not capable of supporting the wider vitality of the area. Community uses are still included within the definition of appropriate uses within a Local Centre and would therefore be considered to support its vitality.
- 6.2.6 In refining the boundary, Kettering Hall was not included within the amended Local Centre, most likely as it was not the intention to include this form of community use within the definition of what was considered to be vital to the Ordnance Road Local Centre. Alternatively, the Ordnance Road Library redevelopment was considered sufficient to decant and accommodate community need thereby lessening the overall contribution of Kettering Hall to the wider centre.
- 6.2.7 It is reasonable to assume that it was the former use of the site as a public house within the A Use Classes which would have justified the inclusion of the eastern half of the site. This coupled with the high representation of A Uses within the wider surround, both in terms of the Ordnance Road Local Centre, but also the larger Enfield Wash Local Centre, the levels of vacancy apparent as well as the difficulties in accessing and servicing this peripheral site commensurate with the proliferation of on-street parking is such that the incorporation of further A Uses would potentially undermine the vitality and viability of the delicately balanced Ordnance Road Local Centre and hence argued that such a mix of uses may harm rather than enhance existing provision.
- 6.2.8 The key consideration in terms of this point is that in terms of a further loss of a community facility on the Kettering Hall site, it is clear that the completion of the nearby Ordnance Unity Centre has served to successfully decant and enhance existing community provision within the area providing a fit-for-purpose and multi-use facility to better accommodate the needs of residents to the area which would be consistent with the provisions of DMD17. Therefore, the loss of the facility on this site can be justified.
- 6.2.9 Significant weight must be attributed to the identification of the site for housing in the emerging (and therefore more up-to-date) NEEAAP and indeed the context of the site, particularly in relation to the Ordnance Unity

Centre development to the west. These factors combine to form a compelling case for the release of land for residential development and would – in accordance with the Local Plan and NPPF – represent a sustainable and vital use of a vacant brownfield site for the delivery of affordable housing to the Borough. The principle of development can, therefore, be established.

6.2.10 However, the acceptability of the scheme must be qualified by other relevant material considerations namely: the quantum of development, housing mix, density, affordable housing provision, children’s play space, density, urban design (including tall buildings), inclusive design, sustainable development, hotel development, loss of employment, accessibility, transport/ parking, construction impacts, trees and ecology of site, and the impact of the development upon neighbouring residential units notably in Upper Park Road and Palmers Road.

6.3 Housing Mix

6.3.1 London Plan Policy 3.8 encourages a full range of housing choice. This is supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing. Also relevant is Policy 1.1, part C, of the London Housing Strategy which sets a target for 42% of social rented homes to have three or more bedrooms, and Policy 2.1, part C, of the draft Housing Strategy (2011) which states that 36% of funded affordable rent homes will be family sized.

6.3.2 Core Policy 5 of the Core Strategy seeks to ensure that ‘*new developments offer a range of housing sizes to meet housing need*’ and includes borough-wide targets housing mix. These targets are based on the finding of Enfield’s Strategic Housing Market Assessment and seek to identify areas of specific housing need within the borough. The targets are applicable to the subject scheme and are expressed in the following table:

Tenure	Unit Type	Mix
Market Housing	1 and 2-bed flats (1-3 persons)	20%
	2-bed houses (4 persons)	15%
	3 bed houses (5-6 persons)	45%
	4+ bed houses (6+ persons)	20%
Social Rented Housing	1 and 2-bed flats (1-3 persons)	20%
	2-bed houses (4 persons)	20%
	3 bed houses (5-6 persons)	30%
	4+ bed houses (6+ persons)	30%

6.3.3 While it is acknowledged that there is an established need for all types of housing, the study demonstrates an acute shortage of houses with three or more bedrooms across owner occupier, social and private rented sectors.

- 6.3.4 The subject scheme proposes a housing mix comprising 15 residential units. The supporting housing mix document shows a relevant breakdown as follows (tenure has not been specified):

Unit type		Housing Provision	%
Houses	1B 2P	4	26.7%
	3B 5P	11	73.3%
TOTAL		15	100%

- 6.3.5 Although the proposed development may fail to fully achieve the housing mix targets stipulated by Core Policy 5, it is considered that an objection based on an over provision of larger family sized accommodation, particularly where there is an overall shortage of such accommodation in the Borough, would be difficult to sustain.

6.4 Design

Density

- 6.4.1 For the purposes of the London Plan density matrix, it is considered the site lies within an area more akin to an urban pattern of development albeit where the relevant London Plan tests belie the wider suburban nature of the surrounding area where the more dense urban fabric surrounding the Enfield Wash large local centre dissolves away to the east and west. The site lies within an area with a low PTAL of 2 indicating that it has modest access to public transport, despite being within close proximity to Enfield Lock station and the Hertford Road bus routes to the east and west respectively.
- 6.4.2 The context and character of the site is such that an 'urban' label in accordance with the density matrix must be conservatively applied to ensure a consistency with the pattern of development apparent within the surrounding area. The density matrix suggests a density of between 200 and 450 habitable rooms per hectare. The character of the area indicates that the average unit size in the area has between than 3.1 – 3.7 rooms. This suggests a unit range of 55 to 145 units per hectare. Given the character of the wider surrounding area the Local Planning Authority would expect development to adhere to a lower to mid-range density level of around 250-350 habitable rooms per hectare with a unit range again within the lower to mid-range at around 80 units per hectare.
- 6.4.3 The subject scheme results in the creation of 361 habitable rooms per hectare or 76 units per hectare. Based on the density range rationale stated above, while the number of units would be within stated thresholds, in terms of habitable rooms the development would be slightly above the upper-threshold of the mid-range stated. The development, through pre-application discussions, has been significantly reduced in terms of absolute numbers and this must be recognised particularly where the overarching desire to maximise the use of the site. The number of units submitted is underpinned both by a social imperative, but also in consideration of the economic viability of the

development with the applicants stating that they need to achieve a critical mass of development that would render the scheme viable. In accordance with paragraph 173 of the NPPF and guidance contained in the NPPG, this factor must be attributed significant weight in deliberations.

- 6.4.4 Moreover, it is acknowledged that advice contained within the NPPF and the London Plan Housing SPG suggests that a numerical assessment of density must not be the sole test of acceptability in terms of the integration of a development into the surrounding area and that weight must also be given to the attainment of appropriate scale and design relative to character and appearance of the surrounding area. Thus, the density range for the site must be appropriate in relation to the local context and in line with the design principles in Chapter 7 of the London Plan and Core Strategy Policy 30: Maintaining and improving the quality of the built and open environment and commensurate with an overarching objective that would seek to optimise the use of the site and will be discussed in the following paragraphs.
- 6.4.5 It has been stated that the urban label attached to the area belies the loose suburban fabric of the wider geographic and while it is acknowledged that the immediate surrounding area is predominantly characterised by terraced dwellings and flats this can serve to skew relative measure of density. In consideration of the subject site, while of a regular configuration, the site is constrained and the pressure inherent in seeking to maximise the yield of the development coupled with a wider imperative to deliver off-street parking impacts on the amount of development that the site could realistically accommodate.
- 6.4.6 Through pre-application discussions, the quantum of development to the site has been significantly reduced and this scheme has sought to successfully respond to the conflicts and constraints imposed by a site, including off-street parking and servicing. The three storey town houses to the north of the site and lining Ordnance Road would broadly integrate into the pattern of development within the surrounding area providing successful transition from the predominantly 2-storey terraced units to the east, to the 4-storey flats to the west and it is further acknowledged that the decision to reduce the number of units has relieved pressure to each of the return frontages to better respond to the building lines of Rotherfield Road and Beaconsfield Road to the east and west. While of modern design, the NPPF is clear that Local Planning Authorities do not impose architectural styles or particular tastes on development, rather that they advocate high quality design and reinforce local distinctiveness. The surrounding area is mixed in terms of its character with a wide variety of property types throughout the wider surround. The articulation of the front façade with recessed elements to the first and second floors along with a recessed arched entrance lobby not only serves to break up the built form, but ensures that the respective units are read as single entities rather than a single uninterrupted mass that could have appeared oppressive. The subject scheme is innovative in its approach to redeveloping a constrained site drawing key parameters from surrounding development, but ensuring that the site when taken as a whole creates a strong and unified sense of place. Modest front garden areas with low boundary walls create defensible space that is well surveyed by surrounding properties.
- 6.4.7 To the rear, the line of smaller single storey mews dwelling reinforces this distinctiveness while again reflecting the constraints of the site, with proportions, a bulk and mass that seeks to minimise impacts to neighbouring

properties while seeking to create a functional and welcoming living environment. The units are subordinate to the principal terrace of townhouses and serve to stagger the flank building line both to integrate with properties lining Beaconsfield and Rotherfield Road whilst being of a scale that would not dominate this aspect of the development. Active surveillance is secured by ensuring all habitable spaces are south facing and look out onto the newly created mews to cultivate a sense of security. The concerns of the Local Planning Authority cited under the previous iterations of the scheme relating to the relationship of the family units to the smaller mews housing have been addressed, with single storey units lining the shared rear boundary and an overall increase in the separation of the built form. On balance, while it is clear that the design of the development – and in particular the mews housing – does depart from the more traditional pattern of development to the wider locale, it is not considered that such a departure is unacceptable with a clear and innovative design solution to respond to the constraints of the site while largely maintaining a perimeter block typology and responding positively to the scale, bulk and massing of adjacent units. This is consistent with the provisions of Policy CP30 of the Core Strategy, DMD8 and DMD37 of the Development Management Document, Policy 3.4 of the London Plan and the NPPF.

Residential Standards

- 6.4.8 The Mayor's London Plan and any adopted alterations form part of the development plan for Enfield. In addition to this, Enfield's Local Plan comprises the relevant documents listed in policy context section above.
- 6.4.9 On 27th March 2015 a written ministerial statement (WMS) was published outlining the government's policy position in relation to the Housing Standards Review. The statement indicated that as of the 1st of October 2015 existing Local Plans, neighbourhood plan, and supplementary planning document policies relating to water efficiency, access and internal space should be interpreted by reference to the nearest equivalent new national technical standard. Decision takers should only require compliance with the new national technical standards where there is a relevant current Local Plan policy.
- 6.4.10 DMD5 and DMD8 of the Development Management Document and Policy 3.5 of the London Plan set minimum internal space standards for residential development. In accordance with the provisions of the WMS, the presence of these Policies within the adopted Local Plan is such that the new Technical Housing Standards – Nationally Described Space Standard would apply to all residential developments within the Borough. It is noted that the London Plan is currently subject to Examination, with Proposed Alterations currently being considered which seek to reflect the Nationally Described Space Standards.
- 6.4.11 Notwithstanding the fact that the existing Development Plan Policies broadly align with the new technical standards and in acknowledgement of London Plan review process, the LPA has sought Counsel Advice in relation to the status of adopted Local Plan Policy. As a starting point, when determining applications for planning permission and related appeals, as decision maker is required:

- a. By section 70(2) of the 1990 Act to have regard, inter alia, to the provisions of the development plan, so far as material to the application, and to any other material planning considerations; and,
 - b. By section 38(6) of the Planning and Compulsory Purchase Act 2004, to decide the matter in accordance with the development plan unless material considerations indicated otherwise.
- 6.4.12 The weight to be given to material considerations is for the decision maker (i.e. the LPA or the Secretary of State) making the decision in the exercise of its planning judgment.
- 6.4.13 The changes announced as part of the WMS are a material planning consideration in the determination of applications. However, the change to national policy is only one of a number of material planning considerations that must be taken into account in the determination of any particular application or appeal. As a matter of law, the change to national policy cannot supplant, or override, any other planning considerations, including any provisions of the development plan, that are material to the application.
- 6.4.14 Section 38(6) of the 2004 Act must be read together with section 70(2) of the 1990 Act. The effect of those two provisions is that the determination of an application for planning permission, or a planning appeal, is to be made in accordance with the development plan, unless material considerations indicate otherwise.
- 6.4.15 It is for the decision-maker to assess the relative weight to be given to all material considerations, including the policies of the development plan material to the application or appeal (see *City of Edinburgh Council v Secretary of State for Scotland* (1997)). Accordingly, when determining such applications the Council must have regard to and apply the provisions of the Local Plan including DMD5, DMD8 and 3.5 which requires that all new residential development attain a minimum internal floor area across all schemes and remain a material consideration.
- 6.4.16 Table 3.3 of The London Plan (2011) specifies minimum Gross Internal Areas (GIA) for residential units. Paragraph 3.36 of the London Plan specifies that these are minimum sizes and should be exceeded where possible. As the London Plan has been adopted, the GIA's have considerable weight. In addition, paragraph 59 of the National Planning Policy Framework (2012) (NPPF) states that local planning authorities should consider using design codes where they could help deliver high quality outcomes. Policy 3.5 of The London Plan also specifies that Boroughs should ensure that, amongst other things, new dwellings have adequately sized rooms and convenient and efficient room layouts.
- 6.4.17 In view of paragraph 59 of the NPPF and Policy 3.5 of The London Plan, and when considering what is an appropriate standard of accommodation and quality of design, the Council has due regard to the Mayor of London's Housing Supplementary Planning Guidance (SPG) (November 2012). As an SPG, this document does not set new policy. It contains guidance supplementary to The London Plan (2011) policies. While it does not have the same formal Development Plan status as these policies, it has been formally adopted by the Mayor as supplementary guidance under his powers under the Greater London Authority Act 1999 (as amended). Adoption followed a period of public consultation, and it is therefore a material

consideration in drawing up Development Plan documents and in taking planning decisions.

6.4.18 When directly compared, the difference between the Development Plan standards and the new Nationally Described Space Standard can be expressed in the following table:

Unit Type	Occupancy Level	London Plan Floor Area (m ²)	National Space Standard Floor Area (m ²)
Flats	1p	37	37
	1b2p	50	50
	2b3p	61	61
	2b4p	70	70
	3b4p	74	74
	3b5p	86	86
	3b6p	95	95
	4b5p	90	90
	4b6p	99	99
2 storey houses	2b4p	83	79
	3b4p	87	84
	3b5p	96	93
	4b5p	100	97
	4b6p	107	106
3 storey houses	3b5p	102	99
	4b5p	106	103
	4b6p	113	112

6.4.19 In accordance with submitted plans and with reference to the schedule of accommodation all of the units either meet or exceed relevant standards and hence would be broadly acceptable.

Inclusive Access

6.4.20 London Plan SPG and Local Plan imposes further standards to ensure the quality of accommodation is consistently applied and maintains to ensure the resultant development is fit-for-purpose, flexible and adaptable over the lifetime of the development as well as mitigating and adapting to climatic change. In this regard, all units are required to achieve Lifetime Homes standards with a further 10% being wheelchair accessible. The WMS replaced Lifetime Homes standards with optional Building Regulations standards M4(2) and M4(3). These optional standards are applicable to the scheme as the development plan contains clear Policies requiring specialist housing need and in a more broad sense, development that is capable of meeting the reasonable needs of residents over their lifetime. The new standards are broadly equivalent to Lifetime Homes and Wheelchair Accessible Homes and accordingly it is expected that all properties are designed to achieve M4(2) with a further 10% achieving M4(3). It is clear that the development meets or exceeds minimum standards in the vast majority of respects and as such would represent a form of residential development capable to meet the reasonable needs of residents over its lifetime with each unit meeting M4(2) standards and as such represents a highly sustainable form of development.

- 6.4.21 The scheme accommodates 2 units that will be fitted out to be fully wheelchair accessible or capable of being fitted out for such a function, thereby exceeding the 10% wheelchair accessible units required.
- 6.4.22 This is consistent with the aims of Policies CP4, CP30 of the Core Strategy, DMD8 of the Development Management Plan and Policy 7.2 of the London Plan.

Amenity Provision/Child Playspace

- 6.4.23 Policy DMD9 seeks to ensure that amenity space is provided within the curtilage of all residential development. The standards for houses and flats are as follows:

Dwelling type	Average private amenity space (across the whole site)	Minimum private amenity required for individual dwellings (m²)
1b 2p	N/A	5
2b 3p	N/A	6
2b 4p	N/A	7
3b 4p	N/A	7
3b 5p	N/A	8
3b 6p	N/A	9
3b 5p (house)	44	29
4b 6p (house)	50	35

- 6.4.24 In addition to the standards for private amenity space set out above, flats must provide communal amenity space which:

- a. Provides a functional area of amenity space having regard to the housing mix/types to be provided by the development;
- b. Is overlooked by surrounding development;
- c. Is accessible to wheelchair users and other disabled people;
- d. Has suitable management arrangements in place.

- 6.4.25 From submitted plans it is clear that the area average for private amenity space to each of the family sized units has been met with a number of gardens exceeding this average figure and none of the gardens are smaller than the minimum figure. For the 1-bed units, each clearly exceed the minimum standards and the resultant space is functional and of a regular configuration to facilitate practical use.

- 6.4.23 London Plan policy 3.6 requires that development proposals that include residential development make suitable provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs at a ratio of 10 sq.m of play space per child. This would result in a requirement for 228 sq.m of play space required based on child yield.

- 6.4.24 No formal play provision has been provided, however, regard must be given to the nature, type and context of the development within the wider surround. Each of the family unit benefits from Policy compliant doorstep private gardens which are of a sufficient size to ensure practical and functional use. In accordance with the Play and Informal Recreation SPG, the presence of

private garden space removes the requirement to provide playspace for the under 5's and further states that where existing provision is within 400m for 5-11 year olds and 800m for 12+ year olds this too can be taken into account in determining the degree and nature of the playspace requirement. In this regard, Albany Park lies approximately 350m to the south of the site with direct pedestrian access. The park houses several playing fields, formalised playspace and the Albany Park Leisure Centre. Such provision is considered to be sufficient to accommodate the expected child yield borne out of the development and hence no off-site contribution is required.

6.5 Impact of Neighbouring Properties

6.5.1 Policy DMD8 of the Development Management Document seeks to ensure that all new residential development is appropriately located, taking account of the surrounding area and land uses with a mandate to preserve amenity in terms of daylight, sunlight, outlook, privacy, noise and disturbance. In addition, DMD10 imposes minimum distancing standards to maintain a sense of privacy, avoid overshadowing and to ensure that adequate amounts of sunlight are available for new and existing developments.

6.5.2 The context of the site is such that the only likely impact of the development to neighbouring properties would be limited to the residential units laying to the south of the mews units. However, the mews has been explicitly designed so as to ensure accommodation is at a single level and for all intents and purposes would have an overall bulk more akin to residential outbuildings, while discernible from neighbouring properties, the separation afforded by the access and parking zone to the south of the mews units is such that they will have no undue impact upon residential amenity of residents lining Beaconsfield Road or Rotherfield Road.

6.5.3 At pre-application stage concern was levied in relation to the distancing of the mews from the family sized Ordnance Road units where minimum distancing standards of 11m could not be maintained between the two building typologies. Under previous iterations, it was considered that this deficit coupled with the scale of the mews would undermine the resultant quality of the private amenity provision and accordingly this revised scheme has sought to minimise the scale of the mews to accommodate this concern. The submission has also included a daylighting / shadowing study to further justify the design.

6.5.4 The study coupled with a significant reduction in the built form to ensure the mews housing does not exceed a single storey with no rear facing amenity of fenestration is such that while the mews units would again be discernible, their presence would not be considered to be harmful, ensure sufficient light penetration throughout the year and despite the fact that the mews units would be taller than a standard fence would consequently give a sense of seclusion and privacy to the garden areas. This is considered to be acceptable.

6.6 Highway Safety

Site Context

6.5.1 The Public Transport Accessibility Level (PTAL) of the site is 2 indicating it has relatively poor access to public transportation albeit where the area

surrounding the Hertford Road and Ordnance Road junction directly adjacent to the site increases to 3. The development is with walking distance to Enfield Lock and Turkey Street Overground rail services to Liverpool Street and Cheshunt respectively.

- 6.5.2 There is vehicular access to the site via Rotherfield Road to the east. Ordnance Road is a classified highway and has a number of restrictions running along the length of the site. Double yellow lines bound the site to the north, east and west with a bus stop and associated bus cage with clearway markings directly adjacent to the site to the north..
- 6.5.3 The site is not currently within a Controlled Parking Zone (CPZ).
- 6.5.4 The proposed development seeks to provide 16 off-street car parking spaces for the use of residents including 2 disabled parking bays with a further 26 secure cycle parking spaces located to the garden areas of each of the properties. Communal waste and recycling storage areas have been provided to the east and west of the site fronting Rotherfield Road and Beaconsfield Road respectively.

Access and Servicing

- 6.5.6 Policy DMD47 of the Development Management Document seeks to ensure that all new residential developments are adequately accessed and serviced for the delivery of good, loading / unloading, refuse collection, emergency vehicles and where site circumstances demand drop off / pick up areas.
- 6.5.7 The submitted scheme seeks to create a new access road to the rear of the site to accommodate the stated parking provision access is secured via both Rotherfield Road and Beaconsfield Road. In consultation with Traffic and Transportation, the principle of access and the formation of a new road to the south of the site is considered to be acceptable. The road is unlikely to be adopted by the Council and hence the need to create a high quality environment and utilise high quality and robust surfacing materials is essential and will be secured by condition. Wider delivery and servicing demands of residents will be decanted to this area or each of the adopted residential roads to the east and west of the site.
- 6.5.8 Communal refuse storage for the entire development is located to enclosures to Rotherfield Road and Beaconsfield Road. The storage comprises:

Type of Storage	Policy Requirement	Proposed Provision
General Waste	3,300 litres	4,080 litres
Recycling	1,280 litres	1,880 litres
Food and Garden	3,600 litres	4,080 litres

- 6.5.9 Provision is to be distributed across the two storage areas. In numerical terms this would accord with the provisions of the Council's Refuse and Recycle Storage Guide (ENV 08/162). However, Traffic and Transportation have offered an objection to the scheme. In accordance with the Manual for Streets (MfS), Planning Authorities should ensure that new developments make sufficient provision for waste management and promote designs and layouts that secure the integration of waste management facilities without adverse impact on the street scene. The standards require the design to

ensure that residents are not required to carry waste more than 30m (excluding any vertical distance) to the storage point, waste collection vehicles should be able to get within 25m of the storage point and the bins should be located no more than 10m from kerbside for collection.

- 6.5.10 In providing two communal waste storage areas, the centre most units to the mews and family units would exceed this maximum distance. Accordingly Traffic and Transportation have expressed concern that the exceedance of this standard would result in the potential for residents to ignore formal storage in favour of unauthorised kerbside deposits to the detriment of visual amenity and more notably deposits to locations that will not be collected by refuse services potentially resulting in an increase in vermin and odour. The Officer also points out that communal provision of dwelling houses is not typical and in usual circumstances refuse provision should be provided on a unit by unit basis.
- 6.5.11 The concerns of Traffic and Transportation are noted, however, the constraints of the site are such that individual storage provision cannot easily be accommodated to each of the units where such provision would serve to compromise amenity space standards, internal spaces standards or indeed in the case of the mews units would undermine the quality of the amenity space provided. The nature of the development is such that the principle and quantum of development can be justified in Planning Policy terms and consequently the constraints of the site must be acknowledged and afforded weight in deliberations particularly on the basis of the stated housing need and the provision of viable affordable rented units to the borough. In Policy terms communal provision for single dwelling houses is not precluded or resisted, rather provision must be fit for purpose, of an adequate size and serve to preserve visual amenity to the site.
- 6.5.12 The decision to locate waste storage to communal areas to the east and west of the site within enclosures designed to accommodate the requisite storage provision in accordance with ENV 06/162, is such that the storage areas are effectively screened from view and prevent visual clutter to the frontage of the units. Given the modest proportions of the front gardens to the family sized units, the omission of storage to the façade is generally welcomed and will ensure that the overall appearance and quality of the development is preserved.
- 6.5.13 While it is acknowledged that 5 of the units would be outside of the maximum travel distance for residents utilising the communal store, the difference is marginal with the worse affected unit a further 7m away. This is clearly not an ideal situation, but in reality residents would be afforded the choice of either store and the arrangements would not necessarily serve to preclude their use. Moreover, as affordable rented units, the scheme would remain within the control of the Council (or relevant service company acting on behalf of the Council) and through negotiation an outline refuse management plan has been provided to safeguard and compel use of the areas as well as strategies to prevent on street deposits and general cleansing arrangements. A detailed plan can be secured as part of a condition and will provide an enforceable position to ensure continued and managed use over the lifetime of the development and is consequently considered to be sufficient to allay the concerns of Traffic and Transportation, particularly where a design option to address these issues is not feasible and will potential undermine either the quality of the units or indeed the viability of the scheme.

Car Parking

- 6.5.14 The Transport Assessment indicates that the parking ratio of spaces to units is 1:1.06, with 16 spaces being provided for the 15 homes. Policy 6.13 and associated Table 6.2 of the London Plan sets out maximum parking standards for developments in London. Parking provision is determined by, amongst other factors, the accessibility of the site and the number of beds per dwelling. The subject site has a Public Transport Accessibility Level (PTAL) that ranges from 2 (low accessibility) to 3 (moderate accessibility) although it must be noted that such changes occur over a small geographic area. In this regard, as a whole the site can be considered as of low accessibility. Parking surveys of the surrounding area show on-street parking at near saturation point with parking restrictions to Ordnance Road.
- 6.5.15 The maximum standards as taken from the London Plan advise that less than 1 space should be provided for 1-2 bed units, 1-1.5 spaces for 3 bed units, and 1.5-2 spaces for 4+ bed units. It also advises that electric charge points should be provided at the rate of 20% active units (those provided with the plant required to facilitate charging) and 20% passive (those provided with the infrastructure to facilitate future charging point). The subject scheme provides for 16 parking spaces and therefore is compliant with relevant standards and subject to a condition to ensure the parking spaces are reserved for residents only. Traffic and Transportation offer no objection and further confirm that the provision of 26 cycle parking spaces is acceptable.
- 6.5.16 Conditions relating to detailed design of cycle storage, electric charging point and the provision of 2 x wheelchair parking spaces will also be levied.

6.6 Sustainable Design and Construction

Energy

- 6.6.1 In accordance with London Plan Policy 5.2 and DMD51 of the Development Management Document, the application includes an energy strategy for the development setting out how carbon dioxide emissions will be reduced with an overarching target to reduce carbon dioxide emission by 35% over Part L of Building Regulations 2013 across the site.
- 6.6.2 The Policy embeds the principles of the energy hierarchy (be lean, be clean, be green) and requires strict adherence to the hierarchy to maximise energy efficiency in development from the ground up, ensuring that the structure of the energy policies serve to incentivise considered innovative design as the core value in delivering exemplar sustainable development in accordance with the Spatial Vision for Enfield and Strategic Objective 2 of the Core Strategy. Indeed, reflecting the overarching strategic vision for the borough, the Policy goes further than the London Plan and instils a flexibility in the decision making process to seek further efficiencies and deliver exemplar developments within our regeneration areas.
- 6.6.3 An Energy Statement has been omitted from the scheme, however, the Planning Statement indicates that the development will commit to achieve in the region of a 36% carbon saving overall through the use of photovoltaics. This is considered acceptable subject to condition.

Code for Sustainable Homes

- 6.6.4 Core Policy 4 of the adopted Core Strategy requires that all residential developments should seek to exceed Code Level 3 of the Code for Sustainable Homes. DMD50 of the Development Management Document has updated this target and new residential developments within the Borough are now required to exceed a Code Level 4 rating. The WMS formally withdrew the Code for Sustainable Homes and in its transitional arrangement indicated that the Code would only remain applicable to legacy case. The scheme is not defined as a legacy case and hence the requirements of the Code4 do not apply.

Green Roofs

- 6.6.13 Policy DMD55 of the Development Management Document seeks to ensure that new-build developments, and all major development will be required to use all available roof space and vertical surfaces for the installation of low zero carbon technologies, green roofs, and living walls subject to technical and economic feasibility and other relevant planning considerations. Despite pre-application advice, green roofs have been omitted from the scheme and while it is acknowledged that the use of photovoltaic panels to the roof may limit the options for green roof provision, it is not considered that this point alone is sufficient to omit the requirement. In this regard, it is considered that further feasibility testing – secured via condition – will be necessary to ensure that the development maximises the biodiversity and sustainable drainage benefits in accordance with the DMD and Biodiversity Action Plan (BAP).

Biodiversity

- 6.6.14 Officers are seeking further enhancements to the scheme in order to increase its ecological value, including a landscaping strategy that sees the installation of semi-mature trees to the public realm and grassed rear gardens in order to yield significant biodiversity benefits as required by CP36 and DMD79. This will be secured via condition. Any revisions will be reported as a late item.

Flood Risk/Sustainable Urban Drainage

- 6.6.16 The subject site is not within a Flood Zone and hence has a low annual probability of flooding. In accordance with Policies DMD 59, 60, 61 and 62 the adequate management of surface water-run-off is a key consideration in the detailed specification of the scheme. To comply with relevant Policy a condition to secure Sustainable Drainage Systems will be levied to ensure compliance with the predicted 1 in 1 and 1 in 100 year (allowing for climate change) and over a 6 hour period.

Trees

- 6.6.17 There are several early-mature ash trees and a walnut of good condition, within a soft landscape area to the west of the site. The Council's Tree Officer has stated that the trees if retained would provide benefits to any proposed development and he is concerned at their loss. He feels that the proposed landscape tree planting is also not sufficiently detailed at this stage in order to convince that it is achievable.

- 6.6.18 The loss of the existing trees is clearly unfortunate and is an issue that has been raised with the applicants over time. Policy DMD80 refers. However, the retention of the trees, given their siting, would have the effect of sterilising a large part of the site from development meaning that the pressures to meet the acknowledged demands for additional housing as well as the overarching aspirations of the NEEAAP would not be able to be achieved. Furthermore, the scheme does propose family housing (rather than flats) in an appropriately scaled building which places further pressures on the overall site coverage. As a result, it is considered that, on balance, the loss of the trees is acceptable and that there are exceptional circumstances here as set down in DMD80 that serve to justify the recommendation.
- 6.6.19 There is space in the car park to the rear available for trees and although it would not be appropriate to plant significant numbers, or large canopied specimens here, (which is what should normally be sought for amenity reasons) the choice of trees appropriate for their context, taking account of possible shading and proximity to the south facing residential properties in the mews, could be controlled by means of planning condition. The applicant has also indicated that they would fund the provision of 3 street trees in the vicinity of the site (see condition 19). The area to the immediate front of the new building is probably not wide enough to accommodate any new trees, but there are locations nearby which could be suitable and which could be used to help to mitigate the loss of the existing trees in visual terms

Pollution & Air Quality

- 6.6.20 Core Policy 32 of the Core Strategy and Policy 7.14 of the London Plan seek to ensure that development proposals should achieve reductions in pollutant emissions and minimise public exposure to air pollution. In consultation with Environmental Health no objections have been raised subject to relevant condition the secure noise attenuation measures due to the proximity of the development to the classified Ordnance Road. This is considered acceptable.

Contaminated Land

- 6.6.21 Core Policy 32 and London Plan Policy 5.21 seeks to address the risks arising from the reuse of brownfield sites to ensure its use does not result in significant harm to human health or the environment. The subject site is not known to be at significant risk from ground based contaminants, however, in the interests of due diligence a condition to require a contaminated land study and scheme to deal with any potential contaminants will be levied.

6.7 *S106 Contributions*

- 6.7.1 The application has been submitted on behalf of the Council and relevant requirements governed by the s106 SPG shall be secured via condition including but not limited to:
- a. Affordable housing provision
 - b. Delivery and service plan
 - c. Parking restrictions
 - d. Business and employment initiatives (including training)

Affordable Housing

- 6.7.3 London Plan policy 3.12 seeks to secure the maximum reasonable amount of affordable housing on site. Core Strategy Policy 3 states that the Council will seek to achieve a borough-wide target of 40% affordable housing units in new developments of which the Council would expect a split of tenure to show 70% social/affordable rented units and 30% intermediate housing. Policy 3.12 of the London Plan indicates a 60/40 split. Both policies recognise the importance of viability assessments in determining the precise level of affordable housing to be delivered on any one site.
- 6.7.4 As submitted, the scheme seeks to deliver the 15 affordable housing units representing a 100% provision overall. All of the units would be for affordable rent with no intermediate housing provision.
- 6.7.5 While it is clear that the affordable housing provision would not strictly accord to Policy CP3 of the Core Strategy, the Policy installs provisions to allow the Council to work with developers and other partners to agree an appropriate figure, taking into account housing need, site-specific land values, grant availability and viability assessments, market conditions, as well as the relative importance of other planning priorities and obligations. Moreover, in relation to the subject site due regard must be given to the wider imperative to provide a development entirely comprising affordable housing units.
- 6.7.6 In consultation with the Council's housing department and following the submission of a further supporting statement from the applicant, it is clear that the stated provision would meet a defined housing need to the area and it is also understood that the quantum of development is delicately balanced in viability terms. In this regard, Officers are satisfied that the development despite not achieving the borough wide split for affordable housing would respond more appropriately the area specific need and a defined short fall in social rented units. Therefore such provision is considered to be acceptable in relation to the subject application.
- 6.7.7 For the information of Members, this scheme forms part of a wider Small Sites Phase 2 release of 4 Council owned sites for residential redevelopment with indicative unit numbers set down below:

Site	Affordable Housing	Market Housing
Ordnance Road (current scheme)	15 (Affordable Rent)	0
Padstow Road	0	6
Perry Mead	0	4
Hedge Hill	0	3
Total	15 (53.5%)	13 (46.5%)

- 6.7.8 As is normally the case, all development schemes must be considered on their own individual merits and that includes considering whether or not the maximum proportion of affordable housing is been provided on site in order to comply with adopted policy. As explained above the fact that this scheme envisages 100% affordable housing provision is acceptable here, but it does not necessarily infer or confirm the acceptance of any linkages to other

schemes that might come forward in the future and which would need to be considered on their own merits at the appropriate time.

6.8 *Community Infrastructure Levy*

6.8.1 As of the 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. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring / summer 2016.

6.8.2 The development will result in 1371.1 sq.m of new floor area equating to a total of £27,442 is payable (not adjusted).

7. **Conclusion**

7.1 The subject development utilises a brownfield site identified for housing development by virtue of the North East Enfield Area Action Plan. The quantum, mix and tenure of the development taking into account all relevant considerations is considered to be appropriate to the site and responds positively to established and identified housing need to the area. In this regard, members are being asked in considering the officer recommendation to grant planning permission.

8. **Recommendation**

8.1 **That planning permission be to be granted in accordance with Regulation 3/4 of the Town and Country Planning General Regulations 1992 subject to conditions**

8.2 **Conditions (in summary);**

1. C60 – Approved Plans
2. C07 – Details of Materials
3. C09 – Details of Hard Surfacing
4. C10 – Details of Levels
5. C11 – Details of Enclosure
6. C13 – Details of Loading/Unloading/Turning Facilities
7. C16 – Private Vehicles
8. RSC1 – Electric Charging Points
9. C19 – Details of Refuse Storage & Recycling Facilities
10. RSC2 – Refuse Management Plan
11. C21 – Construction Servicing Area
12. C22 – Details of Const. Vehicle Wheel Cleaning
13. C25 – No additional Fenestration
14. C41 – Details of External Lighting
15. C59 – Cycle parking spaces The development shall not commence until details of the siting and design of no less than 26 covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details prior to occupation of any part of the development and shall thereafter be permanently retained for cycle parking.

Reason: To ensure the provision of cycle parking in line with the Council's adopted standards.

16. RSC3 – Servicing Management Plan
17. RSC4 – Submission and compliance with construction logistics plan
18. RSC17 – Restriction of PD
19. No works or 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:
 - 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
 - The location of underground services in relation to new planting
 - Implementation timetables.
 - Biodiversity enhancements with relevant ecological (value) assessment to show a net gain in the ecological value of the site in accordance with the Biodiversity Action Plan
 - Specifications for fencing demonstrating how hedgehogs and other wildlife will be able to travel across the site (e.g. gaps in appropriate places at the bottom of the fences)
 - Details of the provision of 3 new street trees to be paid for by the developer, the species, location and planting timetable of which must be agreed by the Local Planning Authority.

Reason: To ensure the provision of amenity, and biodiversity enhancements, to be afforded by appropriate landscape design, and to increase resilience to the adverse impacts of climate change in line with Core Strategy policies CP36 and Policies 5.1 – 5.3 in the London Plan.

20. 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 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, establishment and maintenance of a reasonable standard of landscape in accordance with the approved designs.

21. 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.

22. No impact piling shall take place without the prior written approval of the Local Planning Authority and shall only take place in accordance with the terms of any such approval.

Reason: To minimise noise disturbance.

23. Deliveries of construction and demolition materials to and from the site by road shall take place between 08:00 – 18:00 Monday to Friday & 08:00 - 13:00 on Saturday and at no other time except with the prior written approval of the Local Planning Authority.

Reason: To minimise noise disturbance.

24. No development shall take place until Construction Management Plan, written in accordance with the 'London Best Practice Guidance: The control of dust and emissions from construction and demolition' or relevant replacement detailing how dust and emissions will be managed during demolition and construction work shall be submitted to the local planning authority for approval. Once approved the Construction Management Plan shall be fully implemented for the duration of any demolition and construction works.

Reason: To minimise the impact of the development upon air quality.

25. The development shall be constructed/adapted so as to provide sufficient air-borne and structure borne sound insulation against externally generated noise and vibration. This sound insulation shall ensure that the level of noise generated from external sources shall be no higher than 35 dB(A) from 7am 11pm in bedrooms, living rooms and dining rooms and 30 dB(A) in bedrooms from 11pm 7am measured as a LAeq,T. The LAF Max shall not exceed 45dB in bedrooms 11pm 7am. A scheme for mitigation measures shall be submitted to and approved by the Local Planning Authority prior to development taking place. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied/the use commences.

Reason: To protect future residents from noise and disturbance.

26. The development shall not commence until a scheme to deal with the contamination of the site including an investigation and assessment of the extent of contamination and the measure to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning Authority. Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority provided with a written warranty by the appointed specialist to confirm implementation prior to the commencement of development.

Reason: To avoid risk to public health and the environment.

27. A landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscape areas, other than small, privately owned, domestic gardens, shall be submitted to and approved by the Local Planning Authority prior to the occupation of the development or any phase of the development, whichever is the sooner, for its permitted use. The landscape management plan shall be carried out as approved.

Reason: To provide for the maintenance of retained and any new planting in the interests of preserving or enhancing visual amenity.

28. Following practical completion details of the internal consumption of potable water have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 105 litres per person per day for the residential uses.

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

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

29. The development shall not commence until details of a rainwater recycling system have been submitted to and approved in writing by the Local Planning Authority. The details submitted shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.

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

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

30. The development shall not commence until 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 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 outside of the curtilage of the property 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..

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

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

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

32. No development hereby permitted shall commence until details of biodiversity enhancements, to include 8 bird and 8 bat bricks/tubes/tiles designed and incorporated into the materials of the new building along the western boundary, adjacent to the railway line and tree corridor, has been submitted and approved in writing by the council.

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

33. The development shall not commence until a feasibility study for the provision of green/brown roof(s) shall be submitted and approved in writing by the Local Planning Authority.

The green/brown roof shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape. Details shall include full ongoing management plan and maintenance strategy/schedule for the green/brown roof to be approved in writing by the Local Planning Authority.

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

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for

biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 5.11 & 7.19 of the London Plan.

34. Following the practical completion of works a final Energy Performance Certificate with associated Building Regulations Compliance Report shall be submitted to an approved in writing by the Local Planning Authority. Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

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

35. The development shall provide for no less than a 19% reduction on the total CO₂ emissions arising from the operation of a development and its services over Part L of Building Regs 2013 as stated in the accompanying energy statement.

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

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

36. The renewable energy technologies (photovoltaics), shall be installed and operational prior to the first occupation of the development. The development shall not commence until details of the renewable energy technologies shall be submitted and approved in writing by the Local Planning Authority. The details shall include:

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

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

- d. A revised scheme of renewable energy provision, which shall provide for no less than 20% onsite CO₂ reduction, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site, the details shall also include a response to sub-points a) to c) above. The final agreed scheme shall be installed and operation prior to the first occupation of the development.

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

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

37. The development shall not commence until a Green Procurement Plan has been submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including by use of low impact, locally and/or sustainably sourced, reused and recycled materials through compliance with the requirements of MAT1, MAT2 and MAT3 of the Code for Sustainable Homes and/or relevant BREEAM standard. The Plan must also include strategies to secure local procurement and employment opportunities. Wherever possible, this should include targets and a process for the implementation of this plan through the development process.

The development shall be constructed and procurement plan implemented strictly in accordance with the Green Procurement Plan so approved.

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

38. The development shall not commence until an undertaking to meet with best practice under the Considerate Constructors Scheme and achieve formal certification has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not adversely impact on the surrounding area and to minimise disruption to neighbouring properties.

39. The development shall not commence until a Site Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

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

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

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

40. No part of the development shall be occupied until a site wide Delivery and Servicing Plan has been submitted to and approved in writing by the Local Planning Authority. This shall then be implemented as approved and remain in operation for the lifetime of the development.

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

41. That development shall not commence until a construction management plan has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:

- a. condition surveys of existing carriageways/footways in the vicinity of the development site;
- b. routing of demolition/construction vehicles;
- c. proposed access arrangements;
- d. wheel cleansing facilities;
- e. the estimated number and type of vehicles per day/week;
- f. details of vehicles holding area;
- g. details of vehicle call up procedure;
- h. changes to on-street waiting and loading restrictions;
- i. protection for pedestrians on the highway;
- j. co-ordination with other development projects;
- k. details of measures and training to reduce the danger posed to cyclists by HGV's including membership of the Freight Operations Recognition Scheme;
- l. work programme and/or timescales for each phase of demolition excavation and construction works.

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.

42. Development shall not commence until a scheme to demonstrate that all units on site are to be provided as affordable housing in accordance with the following mix has been submitted to and approved in writing by the Local Planning Authority:

Social Rented: 11 x 3 bed units and 4 x 1 bed units

The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the National Planning Policy Framework or any future guidance that replaces it. The scheme shall include:

- i) the arrangements for the transfer of the affordable housing to an affordable housing provider (or the management of the affordable housing);
- ii) the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- iii) the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced.

Reason: To encourage the creation of a balanced and sustainable community and in order to comply with adopted policies.

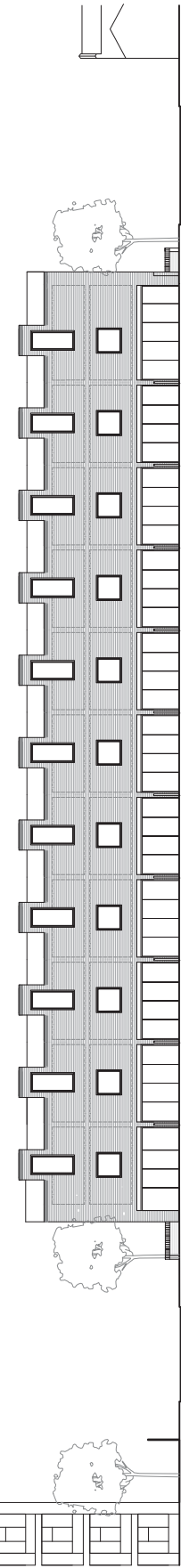
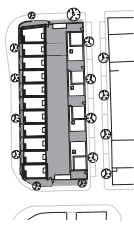
43. Development shall not commence until an Employment and Skills Strategy to accord with the provisions of the s106 SPD has been submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the strategy and verification of compliance with the approved details shall be submitted for approval prior to first occupation.

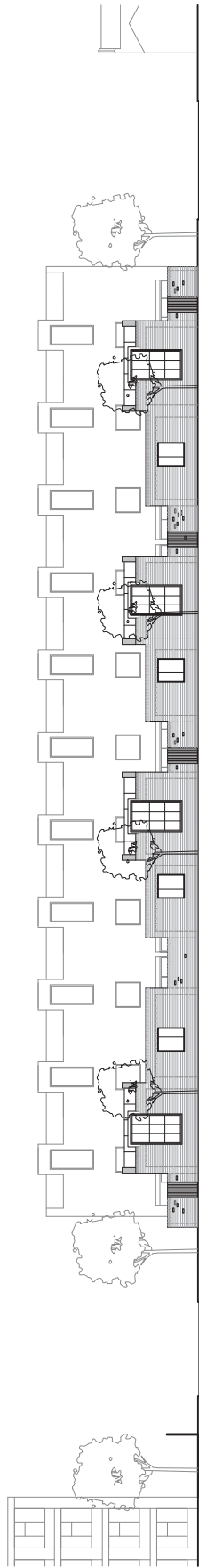
Reason: To accord with the s106 SPD and secure local employment and training opportunities.

44. C51A Time Limited Permission

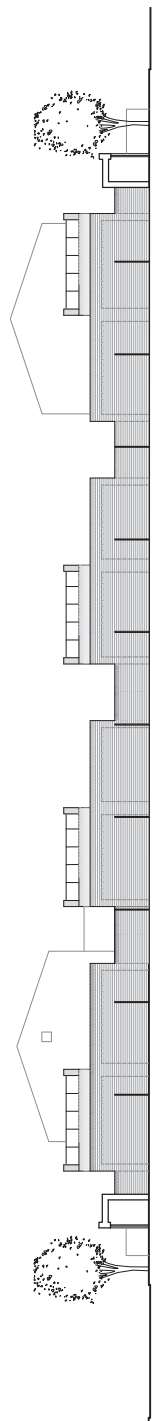
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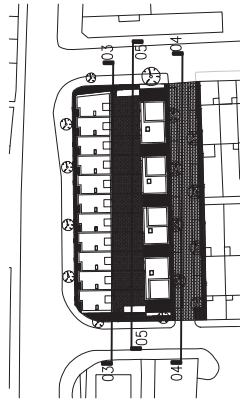
03 ORDNANCE ROAD REAR ELEVATION
REV. 01/12/20



04 ORDNANCE ROAD COURTYARD HOUSES ELEVATION FACING ROAD
REV. 01/12/20



05 REAR ELEVATION OF MEWS COURTYARD HOUSES
REV. 01/12/20



KEY PLAN :

NOTES

1. ALL DIMENSIONS MUST BE CHECKED ON SITE BEFORE THE ARCHITECT OF ANY WORKS BEGINS TO CONSTRUCT. DIMENSIONS MUST BE CHECKED AGAINST THE ARCHITECT'S DRAWINGS. ANY DISCREPANCIES MUST BE REPORTED TO THE ARCHITECT IMMEDIATELY.

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SCHEDULE OF ACCOMMODATION :

FRONT TERRACE :

Unit 01 : 3 Bed / 2 person house = 110sqm / 44sqm Rear Garden
 Unit 02 : 3 Bed / 2 person house = 103sqm / 41sqm Rear Garden
 Unit 03 : 3 Bed / 2 person house = 103sqm / 41sqm Rear Garden
 Unit 04 : 3 Bed / 2 person house = 103sqm / 41sqm Rear Garden
 Unit 05 : 3 Bed / 2 person house = 103sqm / 41sqm Rear Garden
 Unit 06 : 3 Bed / 2 person house = 103sqm / 41sqm Rear Garden
 Unit 07 : 3 Bed / 2 person house = 103sqm / 41sqm Rear Garden
 Unit 08 : 3 Bed / 2 person house = 103sqm / 41sqm Rear Garden
 Unit 09 : 3 Bed / 2 person house = 103sqm / 41sqm Rear Garden
 Unit 10 : 3 Bed / 2 person house = 103sqm / 41sqm Rear Garden
 Unit 11 : 3 Bed / 2 person house = 111sqm / 43sqm Rear Garden

REAR COURTYARD HOUSES :

WHEELCHAIR ACCESSIBLE UNIT
 Unit 12 : 1 Bed / 2 person house = 59sqm / 23sqm Courtyard
 Unit 13 : 1 Bed / 2 person house = 53sqm / 18sqm Courtyard
 Unit 14 : 1 Bed / 2 person house = 53sqm / 18sqm Courtyard
 WHEELCHAIR ACCESSIBLE UNIT
 Unit 15 : 1 Bed / 2 person house = 59sqm / 23sqm Courtyard

DC PH
 DS PH
 COMMENTS FOR REVISION
 DATE
 DRAWN BY
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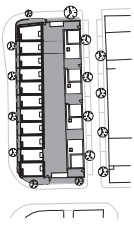
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 PROJECT
 ORDNANCE ROAD
 LONDON
 DRAWING TITLE
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PLANNING
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 P04

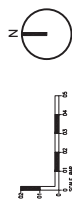
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NOTES

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- 4. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCEMENT OF WORK.
- 5. THE CONTRACTOR SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE LOCAL AUTHORITY PRIOR TO COMMENCEMENT OF WORK.



SCHEDULE OF ACCOMMODATION :

FRONT TERRACE :

Unit 01	1 Bed / 2 person house = 110sqm	4/4m2 Rear Garden
Unit 02	1 Bed / 2 person house = 110sqm	4/4m2 Rear Garden
Unit 03	1 Bed / 2 person house = 110sqm	4/4m2 Rear Garden
Unit 04	1 Bed / 2 person house = 110sqm	4/4m2 Rear Garden
Unit 05	1 Bed / 2 person house = 110sqm	4/4m2 Rear Garden
Unit 06	1 Bed / 2 person house = 110sqm	4/4m2 Rear Garden
Unit 07	1 Bed / 2 person house = 110sqm	4/4m2 Rear Garden
Unit 08	1 Bed / 2 person house = 110sqm	4/4m2 Rear Garden
Unit 09	1 Bed / 2 person house = 110sqm	4/4m2 Rear Garden
Unit 10	1 Bed / 2 person house = 110sqm	4/4m2 Rear Garden
Unit 11	1 Bed / 2 person house = 110sqm	4/4m2 Rear Garden

REAR COURTYARD HOUSES :

WHEELCHAIR ACCESSIBLE UNIT

Unit 12	1 Bed / 2 person house = 59sqm	25m2 Courtyard
Unit 13	1 Bed / 2 person house = 59sqm	25m2 Courtyard
Unit 14	1 Bed / 2 person house = 59sqm	25m2 Courtyard

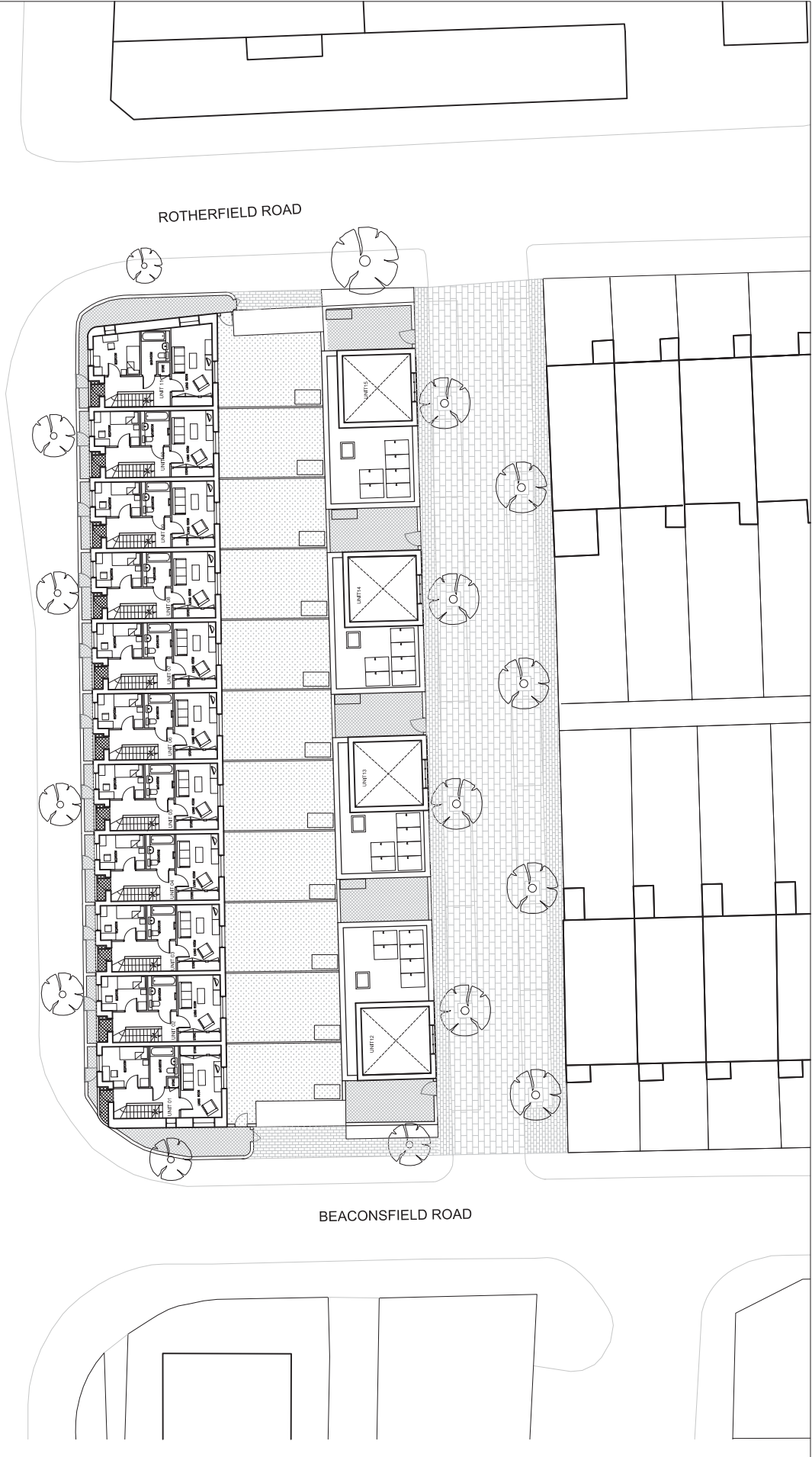
WHEELCHAIR ACCESSIBLE UNIT

Unit 15	1 Bed / 2 person house = 59sqm	25m2 Courtyard
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ROTHERFIELD ROAD

ORDNANCE ROAD

BEACONSFIELD ROAD



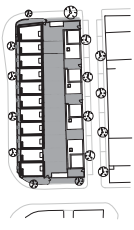
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 PROJECT: ORDNANCE ROAD LONDON
 DRAWING TITLE: FIRST FLOOR GA

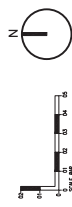
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SCHEDULE OF ACCOMMODATION :

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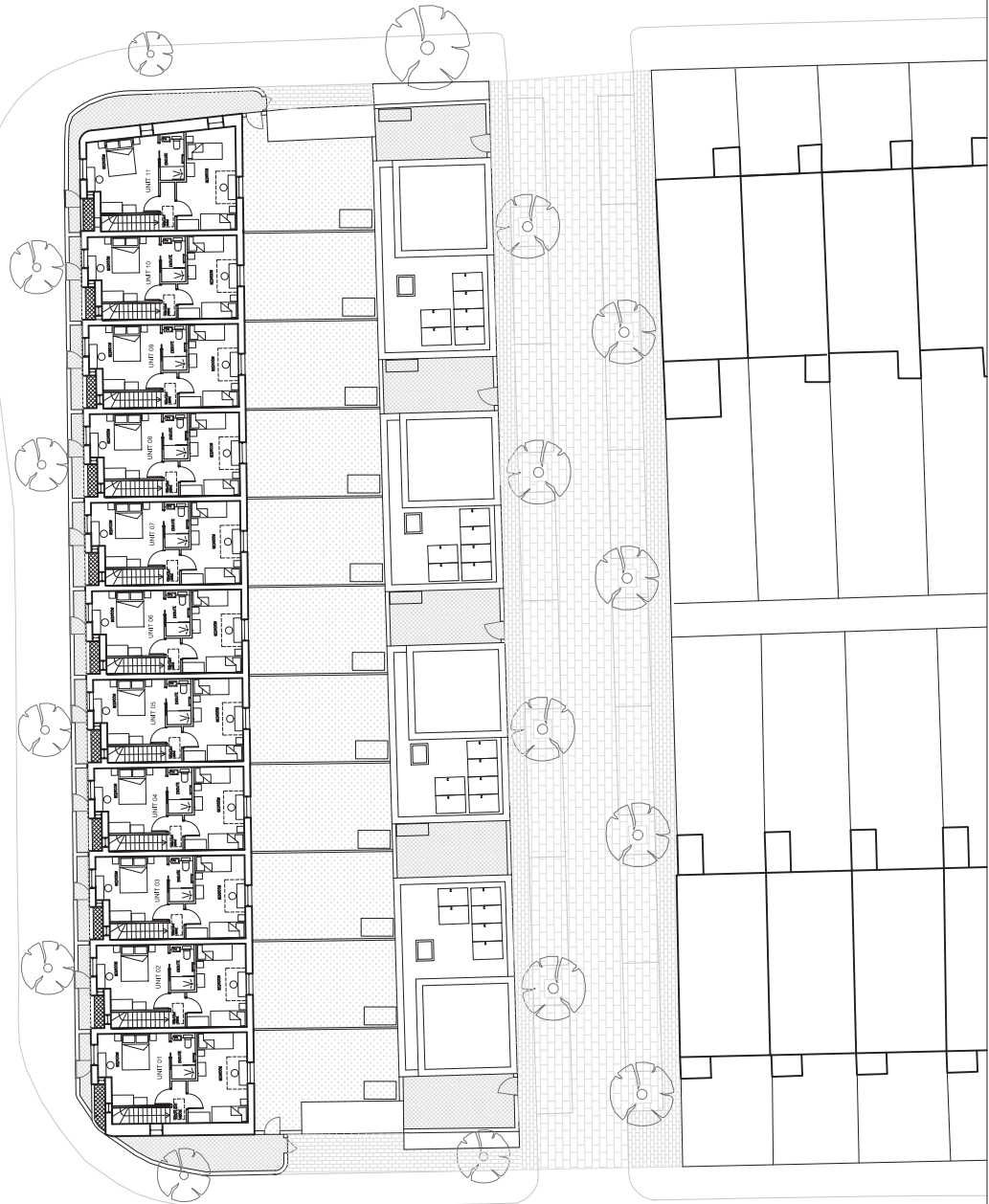
REAR COURTYARD HOUSES :

- WHEELCHAIR ACCESSIBLE UNIT**
- Unit 12 : 1 Bed / 2 person house = 59sqm / 23sqm Courtyard
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 - Unit 14 : 1 Bed / 2 person house = 53sqm / 18sqm Courtyard
- WHEELCHAIR ACCESSIBLE UNIT**
- Unit 15 : 1 Bed / 2 person house = 59sqm / 23sqm Courtyard

ROTHERFIELD ROAD

ORDNANCE ROAD

BEACONSFIELD ROAD



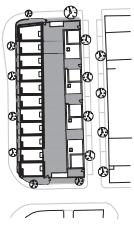
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 PG 14/14/15: 05/20/15 FOR REVIEW
 PG 15/14/15: 05/20/15 FOR REVIEW

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 LONDON
 DRAWING TITLE: SECOND FLOOR PLAN

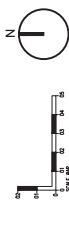
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SCHEDULE OF ACCOMMODATION :

FRONT TERRACE :

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- Unit 10 : 3 Bed / 2 person house = 103sqm / 41sqm Rear Garden
- Unit 11 : 3 Bed / 2 person house = 111sqm / 50sqm Rear Garden

REAR COURTYARD HOUSES :

WHEELCHAIR ACCESSIBLE UNIT

- Unit 12 : 1 Bed / 2 person house = 59sqm / 23sqm Courtyard
- Unit 13 : 1 Bed / 2 person house = 53sqm / 18sqm Courtyard
- Unit 14 : 1 Bed / 2 person house = 53sqm / 18sqm Courtyard

WHEELCHAIR ACCESSIBLE UNIT

- Unit 15 : 1 Bed / 2 person house = 59sqm / 23sqm Courtyard

PO4 21/01/15 CHECK FOR PLANNING
 PO4 19/01/15 CHECK FOR PLANNING
 PO4 12/01/15 CHECK FOR PLANNING
 PO4 05/01/15 CHECK FOR PLANNING
 PO4 28/12/14 CHECK FOR PLANNING

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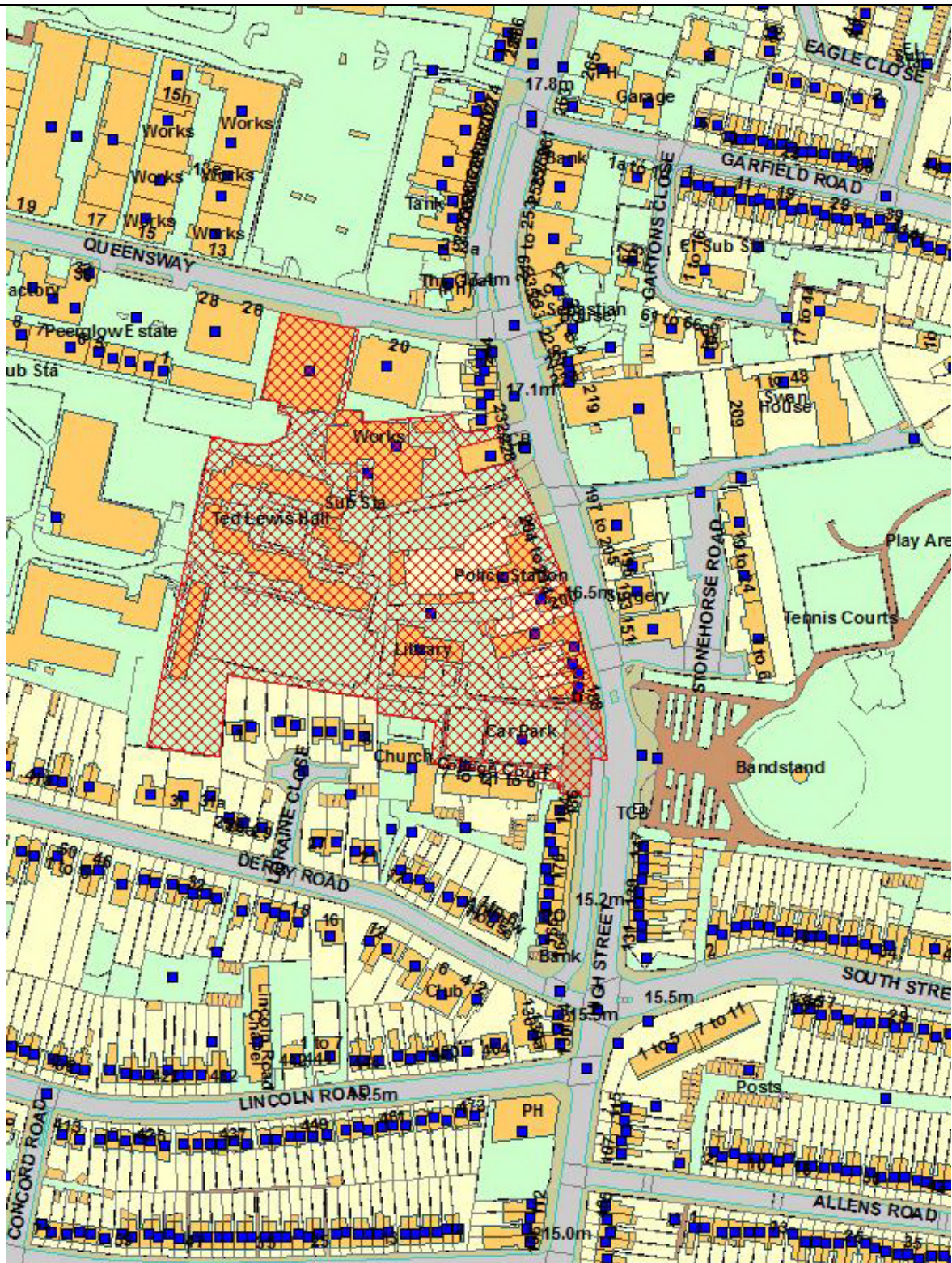
CLIENT
 LONDON BOROUGH OF ENFIELD
PROJECT
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 LONDON
DRAWING TITLE
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 SHEET NO: [Number]
 TOTAL SHEETS: [Number]
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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 26 January 2015
Report of Assistant Director, Planning, Highways & Transportation	Contact Officer: Andy Higham Sharon Davidson Ms Claire Williams	Ward: Ponders End
Ref: 15/04518/FUL		Category: Full Application
LOCATION: Former Middlesex University Campus, No's 188-230 (Even) (Excluding No.228) Ponders End High Street, Ponders End Library and Associated Parking Area - College Court, Enfield EN3		
PROPOSAL: Redevelopment of site to provide 167 residential units and 1379 sqm of commercial and community floorspace, involving a 4-storey block of 21 self-contained flats (9 x 1-bed, 6 x 2-bed and 6 x 3-bed) with communal rooftop play area, a 3-storey block of 18 terraced houses (2 x 3-bed and 16 x 4-bed) and 22 x 3-storey terraced houses in 4 blocks (17 x 3-bed and 5 x 4-bed) (PHASE 1), a 4-storey block of 19 self-contained flats (9 x 1-bed, 6 x 2-bed and 4 x 3-bed) with community space/nursery on ground floor and communal rooftop play area, a 7-storey block of 25 x 1-bed self-contained flats with Library at ground and first floor, a part 4, part 6-storey block of 40 self-contained flats (21 x 1-bed and 19 x 2-bed) with 5 commercial units at ground floor and 22 x 3-storey terraced houses in 4 blocks (17 x 3-bed and 5 x 4-bed) (PHASE 2) with cycle and bin stores to ground floor of each block, new access and access roads, parking and associated landscaping involving demolition of 14,212sqm sqm of existing floorspace (residential, education, shops, community, commercial and car park).		
Applicant Name & Address: Mr Tom Bega Lovell Partnerships Limited		Agent Name & Address: Ms Jennifer Ross Tibbalds Planning and Urban Design 19 Maltings Place 169 Tower Bridge Road London SE1 3JB United Kingdom
RECOMMENDATION: That subject to referral of the application to the Greater London Authority and the completion of a Section 106 Agreement, the Head of Development Management / Planning Decisions Manager be authorised to GRANT planning permission subject to conditions.		

Ref: 15/04518/FUL LOCATION: Former Middlesex University Campus, 188-230 (Even) (Exclud



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Scale 1:2500

North



1.0 Site and Surroundings

- 1.1 The application site measures approximately 2.15 hectares in area, and comprises the eastern section of the former Middlesex University Campus, No's 188 – 230 (even) (excluding No.228, the Mosque) Ponders End High Street, Ponders End Library and College Court car park.
- 1.2 The western section of the site, that formed part of the Middlesex University campus, includes the 4/5 storey Ted Lewis Halls of Residence, which comprised 347 ensuite student bedrooms arranged into 52 flats and a multi storey car park to the Queensway frontage. The High Street frontage comprises retail units at No's 188 - 202 High Street, Tara Kindergarten at No.198 High Street, a further pair of 2 storey retail units at No's 200/202 High Street, the former Ponders End Police Station, the cleared site of the former Beef and Barrel Public House (No.216 High Street) and No.230 High Street, the Plastics factory that sits back from the High Street frontage, behind the Mosque. The application site also includes Ponders End Library and College Court car park that functions as a parking area serving residents in College Court as well as the local shopping area and library.
- 1.3 The site is located within the Ponders End Large Local Centre, and No.230 High Street falls within the Locally Significant Industrial Site to the north of the site.
- 1.4 The site is bounded to the north by retail units along the High Street frontage, the Mosque and an industrial unit to the Queensway frontage (No.20 Queensway), which is occupied by Quasar Elite, a children's activity centre and Sama Foods Ltd, a cash and carry. Further to the north is the large Tesco superstore. To the east lies Ponders End High Street, with a mix of retail, community and associated facilities and Ponders End Park. To the south are existing residential units along Derby Road, Loraine Close and College Court and to the west is the remainder of the former Middlesex University Campus (currently being redeveloped to accommodate a secondary school) and an industrial building occupied by Enfield Enterprise.
- 1.5 The 'Mini-Hollands' scheme is planned to deliver a shared surface public realm along the eastern boundary of the site. Ponders End High Street, between Nags Head Road and South Street, was also awarded Major Scheme funding by TfL in 2013 to improve the public realm along this stretch of road.
- 1.6 There are several vehicular accesses that exist to various business premises along the High Street frontage together with the access to College Court. In addition, there is an existing pedestrian only entrance from the High Street into the University campus, adjacent to the mosque.
- 1.7 The University campus was vacated in 2008 following the rationalisation and relocation of the University facilities to other sites around London. The campus remained vacant until works started in 2015 for the conversion of the Broadbent building to facilitate a school. With the exception of the former Police Station and public house sites which have both been cleared, the remainder of the application site remains largely in occupation, with a variety of small businesses and the Library.
- 1.8 The application site forms part of the redevelopment proposals for Ponders End High Street which originally comprised the whole of the former Middlesex

University Campus, together with No's 188-230 (even) (excluding The Mosque at No.228) Ponders End High Street, Ponders End Library and an associated parking area within College Court. Outline planning permission was granted for the redevelopment of this area of Ponders End in March 2013 under reference no. P12-02677PLA.

- 1.9 Following the granting of this outline planning permission, the former University site was acquired by the Secretary of State for Communities and Local Government for education purposes and following this, proposals were submitted for the provision of a secondary school on 2.8 hectares of the total site, including the retention and conversion of the Grade II Listed Broadbent building. Planning permission was granted for this at the beginning of 2015 and works have now commenced. The school is expected to open in April 2016. The remainder of the former Middlesex University site to the east is now owned by the Council, together with additional land fronting the High Street (including the former Police Station, Nos. 188 and 198 High Street) and forms part of the application site to bring forward a comprehensive housing-led, mixed use regeneration scheme known as the Electric Quarter. The remaining sites that are not presently owned by the Council would need to be acquired in order for this development to proceed. This would need to be by way of agreement or through a Compulsory Purchase Order.

2.0 Proposal

- 2.1 The application seeks full planning permission for the redevelopment of the site to provide 167 residential units and 1379sqm of commercial and community floor space, involving a 4-storey block of 21 self-contained flats (9 x 1-bed, 6 x 2-bed and 6 x 3-bed) with communal rooftop play area, a 3-storey block of 18 terraced houses (2 x 3-bed and 16 x 4-bed) and 22 x 3-storey terraced houses in 4 blocks (17 x 3-bed and 5 x 4-bed) (PHASE 1); a 4-storey block of 19 self-contained flats (9 x 1-bed, 6 x 2-bed and 4 x 3-bed) with community hall/nursery on ground floor and communal rooftop play area, a 7-storey block of 25 x 1-bed self-contained flats with Library at ground and first floor, a part 4, part 6-storey block of 40 self-contained flats (21 x 1-bed and 19 x 2-bed) with 5 commercial units at ground floor and 22 x 3-storey terraced houses in 4 blocks (17 x 3-bed and 5 x 4-bed) (PHASE 2) with cycle and bin stores to ground floor of each block, new access and access roads, parking and associated landscaping involving demolition of 14,212sqm sqm of existing floor space (residential, education, shops, community, commercial and car park).
- 2.2 Plan 1 illustrates the proposed development and the two Phased approach. A total of 61 residential units are proposed in Phase 1 and 106 residential units within Phase 2. Table 1 sets out the proposed uses, number of units/ floor space and height of each block.
- 2.3 A Phased approach is required due to the present land ownership and the need to commence works on Phase 1 in advance of any further land acquisition in order to release funding that is presently available until March 2016. This is further explained in paragraphs below.



Plan 1: Proposed Phased Development

Block Name	Proposed Use	Number of units/ Floorspace (m2)	Proposed Height	Number of bedrooms/ Persons
A1	Residential	21 Apartments	4 Storey	1B2P – 9 2B3P – 6 3B5P – 3 3B5PW - 3
A2	Residential	18 Townhouses	3 Storey	3B5PW – 2 4B6P - 16
A3	Residential	22 Townhouses	3 Storey	3B5P – 17 4B6P - 5
B1	Residential/ Nursery	19 Apartments Nursery - 271sqm	4 Storey	1B2P – 9 2B3P – 6 3B5P – 3 3B5PW - 1
B2	Residential	22 Townhouses	3 Storey	3B5P – 17 4B6P - 5
B3	Residential/ Commercial (A1/ A2/ B1)	40 Apartments Commercial – 570sqm/ 5 units	4/ 6 Storey	1B2P – 21 2B4P – 9 2B3PW - 10
B4	Residential/ Library	25 Apartments Library - 498sqm	7 Storey	1B2P

Table 1: Use, number of units/ floorspace and height of the proposed blocks within the development

Block A1

- 2.3 The multi storey car park would be demolished to accommodate Block A1. The building would measure 38.6 metres in width, 15 metres in depth and 14.5 metres in height. Residential apartments accommodating 1, 2 and 3 bedrooms are proposed on all levels of the building with a communal amenity space on

the roof. A timber pergola structure with mesh infill and timber louvers, slip resistant V Grooved timber decking to terrace is proposed on the roof which would be set back from the parapet by approximately 13.8 metres to the north, 0.5 metres to the west, 3 metres to the south and 3 metres to the east and measure approximately 2.5 metres in height. Just under half of the roof of the apartment block would incorporate biodiverse roofs and the other half would comprise an amenity area and plant area. Each apartment would have a recessed balcony. Cycle storage and a bin store are proposed at ground floor level to the north of the building with access gained from Queensway. The main building frontage would be to the east. One lift is proposed within the building. A two metre high wall is proposed to be sited along the western boundary of the site along the boundary with the access to the car park serving the industrial unit – Enfield Enterprise to the west. Three disabled parking spaces are proposed along the front of the building.

Block A2

- 2.4 A row of 18 townhouses are proposed along the western side of the application site with an overall width of 110 metres. Each residential unit would measure 6 metres in width (excluding the disabled units that would measure approximately 7 metres in width), 8.6 metres in depth and 12.8 metres in height. Solar PVs are proposed to be sited on the pitched roofs. The two disabled residential units located to west of the row would accommodate three bedrooms with the remaining units accommodating four bedrooms. The front curtilages would accommodate one car parking space, a bin store and cycle storage. The rear gardens would measure approximately 6 metres in depth and would have a minimum private garden space of 35sqm. The town houses would be set in from the southern boundary by approximately 6 – 6.6 metres.

Block A3

- 2.5 A perimeter three storey townhouse block is proposed centrally within the site. It would have an overall width of 66 metres and depth of 17 metres. The dwellings with a flat roof would measure approximately 10.4 metres in height and the dwellings with a hipped roof would measure approximately 12.7 metres in height. Solar PVs are proposed to be sited on the pitched and flat roofs. Back to back distances of 19 metres are proposed. The front curtilages would include a bin and cycle store. The rear gardens would measure 6.4 – 9.4 metres in depth and have a minimum private garden space of 35sqm.

Block B1

- 2.6 Block B1 would accommodate a nursery at ground floor level to the western side of the building, as compensatory provision for the facility displaced at No.198 High Street. Bins and cycle storage would be sited within the centre of the building at ground floor level and a 3 bed apartment to the east. The building would measure approximately 39 metres in width, 15 metres in depth and 14.6 metres in height. Residential apartments are proposed on the upper levels of the building with a communal amenity space on the roof. A timber pergola structure is proposed which would be set back from the parapet by approximately 13 metres to the east, 3 metres to the south, 2 metres to the east and 0.5 metres to the north. Just under half of the roof of the apartment block would incorporate a biodiverse roof and the other half would provide an amenity space and plant area. Each apartment would have a recessed balcony. An external nursery play space measuring 44sqm is proposed to the north of the

building abutting the boundary with No.20 Queensway. The main building frontage would be to the south. There would be a minimum distance of 11 metres between block B1 and the south facing gable of No.20 Queensway to the north of the site and a distance of approximately 1 – 10 metres between the northern elevation of Block B1 and the common boundary with No.20 Queensway. It is proposed to use the area to the west that is proposed to be redeveloped in the future for a temporary public playspace that can be accessed from the civic plaza.

Block B2

- 2.7 A perimeter three storey townhouse block is proposed centrally within the site. It would have an overall width of approximately 66 metres and depth of 17 metres. The dwellings with pitched and flat roofs would measure approximately 10.4 – 12.7 metres in height. Solar PVs are proposed to be sited on the pitched roofs. Back to back distances of 19 metres are proposed. The front curtilages would include a bin and cycle store. The rear gardens would measure 6.4 – 9.4 metres in depth and have a minimum private garden space of 35sqm.

Block B3

- 2.8 Block B3 would be sited to the southern end of the High Street. The 4/ 6 storey building would have a maximum width of approximately 42 metres and maximum depth of 46 metres. At ground floor level five flexible commercial and retail units are proposed around the perimeter of the building with cycle storage, bins store and plant areas behind. Residential apartments are proposed on the upper levels of the building. Three residential entrance cores are proposed from the north, east and south of the building and four lifts. A central courtyard garden providing communal amenity space measuring 40sqm in area set behind a colonnade wall to the west of the building is proposed. Each apartment would have a recessed balcony. The Planning, Design and Access Statement states that temporary timber frontages would be installed to the commercial/ retail units until occupiers have been secured, and permanent shopfronts are installed.

Block B4

- 2.9 The 7 storey building would have a maximum width of approximately 31 metres, a maximum depth of approximately 14 metres and a maximum height of approximately 24 metres. A replacement library would be provided (shell and core) located over the ground and first floor levels and the upper levels would accommodate 1bed apartments. One lift is proposed to serve the library and one lift to serve the residential units. Bike and bin stores would be located within the ground floor level. Each apartment would have a recessed balcony. The roof would be a potential future zone for rooftop plant to service the library space at ground and first floor level for A3 uses. It has been confirmed that the plant will not extend above the parapet but a condition would be attached to secure this. Two storey curtain walling glazed units and a Glass Reinforced Concrete (GRC) clad colonnaded façade is proposed.
- 2.10 The existing and proposed retail, employment, library and nursery floor areas are set out in table 2 below.

	Existing Floor Space (sqm)	Proposed Floor Space (sqm)
Retail	313sqm	570sqm (Flexible use - A1/A2/B1)
Employment (No.230 High Street)	950sqm	570sqm (Flexible use - A1/A2/B1)
Ponders End Library	481sqm	498sqm
Tara Kindergarten	271sqm	271sqm

Table 2: Existing and proposed retail, employment, library and nursery floor areas of the development

- 2.11 A new civic space with a minimum width of 16m would be created between block 4 and the Mosque to the north of the site.
- 2.12 The scheme would provide a total of 98 car parking spaces for the residential units, which represents a 0.58 parking ratio. On street parking is proposed across the site. The townhouses within block A2 would be served by one parking space. Ten disabled parking spaces are proposed between block B2 and B3, one to the west of block B2, three to the west of block A1 and two off street parking spaces for the southern townhouses within block A2. College Court would be re-landscaped and surfaced which would result in the reduction of parking spaces from 27 to 24. Alterations to two existing vehicular accesses from Queensway and Ponders End High Street are proposed.
- 2.13 A substation is proposed to the south of Block A1 and the west of College Court car park.
- 2.14 The scheme would make provision for 10% wheelchair accessible units, and has been designed to comply with the Lifetime Homes Standards.
- 2.15 A 1.9 metre high close boarded fencing with trellising above is proposed along the school boundary and a 1.8m close boarded fencing along the southern boundary with hedging, shrub planting, and tree planting.
- 2.16 External finishing materials would include dark grey roof tiles, brick finish with mix of tones, timber doors, Polyester Powder Coated (PPC) aluminium composite window frames, PPC steel fin balustrades for balconies and Juliet windows, robust curtain wall double height windows, doors and louvres to Library and formed GRC (Glass Reinforced Concrete) panels to high street frontage. The front gardens of the terraces would have a brick course with railing above and laurel hedging behind.
- 2.17 The proposed development proposes to connect to the Lea Valley Heat Network.

3.0 Relevant Planning History

216 High Street – part of the current application site

- 3.1 15/02547/FUL - Erection of part 4-storey, part 5-storey block to provide 20 residential and 3 commercial units (A1 and A2), (comprising 6 x 1-bed, 8 x 2-bed and 6 x 3-bed), 198.7sqm of retail and office space on ground floor, balconies to front, side and rear at first, second and third floor level, sun

terraces to front, side and rear at fourth floor level, solar panels to roof and basement to provide retail storage area, vehicle and cycle parking involving a car lift, plant rooms and associated landscaping – Refused 28/09/2015 for the following reasons:

1. The proposed development, by virtue of its size, design, siting and relationship to site boundaries 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 former Middlesex University site and High Street frontage, as identified in the Ponders End Central Planning Brief, detrimental to the regeneration of this area. In this respect the proposal would fail to accord with the regeneration objectives set out in CP41 of the Core Strategy, Policy 10.2 of the North East Enfield Area Action Plan and the Ponders End Central Planning Brief.
2. The proposed development does not provide an appropriate housing mix and level of affordable housing to meet the housing need in the borough; and no evidence has been provided to demonstrate why targets for the required housing mix and affordable housing cannot be achieved. The proposal is therefore contrary to Policies CP3 and CP5 of the Core Strategy, Policies DMD1 and DMD2 of the Development Management Document and Policies 3.9 and 3.11 of the London Plan.
3. The proposed development due to its poor design and excessive depth, scale and bulk would represent an overdevelopment of the site that would result in a significantly intrusive and incongruous form of development which due to its prominent location would not present a positive and active frontage to the High Street at all levels and would fail to respect the character and appearance of the area as well as result in demonstrable harm to the visual amenity within the street scene. This is contrary to Policy CP30 of the Core Strategy, Policies DMD8 and DMD37 of the DMD and Policy 10.2 of the North East Enfield Area Action Plan.
4. The proposed development due to the proposed car lifts on the High Street frontage would not promote a positive and active frontage along Ponders End High Street. The car lifts would significantly impact on the character and appearance of the High Street, would not promote a visual continuity within the street scene and would not promote and positively address the public realm. The proposed development would be detrimental to the vitality and viability of the Ponders End Large Local Centre, contrary to Policy CP17 of the Core Strategy, Policies DMD25 and DMD37 of the DMD, the principles of NEEAAP Policy 10.2 and the Ponders End Central Planning Brief.
5. The proposed development due to its size, siting within the application site, design and relationship to adjacent land fails to achieve the degree of connectivity that is required for the comprehensive redevelopment of Ponders End Central. The proposal therefore fails to provide safe effective spaces and routes as well as a development that connects well with other places to create a sustainable community. This would be contrary to Policy DMD37 of the DMD, the Ponders End Central Planning Brief and Policy 10.2 of the NEAAP.

6. The proposal fails to demonstrate appropriate and safe access, visibility, loading, servicing, refuse and cycle parking arrangements commensurate with the more intensive use proposed, leading to conditions prejudicial to the free flow and safety of all traffic, including pedestrian and public transport, contrary to Policy 6.3 (Assessing effects of development on Transport capacity), Policy 6.9 (Cycling), Policy 6.10 (walking), Policy 6.13 (Parking) of the London Plan, Core Strategy Policy 25 (Pedestrian and cyclists), Core Strategy Policy 24 (The road network), Policy 8, 45 (Parking layout and standards), Policy 47 (Access, new roads and servicing) and Policy 48 (Transport Assessments) of the DMD document

Former Middlesex University Site to the East

- 3.2 15/03704/PADE - Demolition of Ted Lewis Hall (Phase 1) and Multi Storey Car Park (Phase 2) in connection with redevelopment of site. – Prior approval not required.
- 3.3 15/01389/FUL - Minor material amendment to 14/02996/FUL to allow a reduction in height of the new teaching block, retention of existing lift shaft and reduction in the number of new windows in the southern courtyard and metal cladding to replace proposed brick cladding to sports hall. – Approved 24.06.2015 and works commenced
- 3.4 14/02996/FUL Conversion of existing building to an eight form entry secondary academy with a 480 pupil sixth form to provide a total capacity of 1680 students involving refurbishment of existing caretaker's house, Broadbent building and gymnasium, a 3-storey teaching block to the south of Broadbent building, erection of a sports hall with changing facilities to south of gymnasium together with demolition of rear workshops, courtyard infill and attached single storey buildings and demolition of McCrae, Roberts and Pascal buildings, construction of a multi-use games area (MUGA), hard court area, car park with 2 coach parking / drop off zone, additional vehicular access to Queensway and associated landscaping. Approved 25.02.2015 and works commenced.
- 3.5 14/03223/CEB - Soft strip and asbestos removal from Broadbent building and ancillary university buildings involving the removal of carpets, vinyl, WC partitions, stud walls (not part of original layout), light fittings, debris, chairs, tables etc. to allow asbestos removal from below the current floor finishes and asbestos removal from service duct and pipework gaskets etc. Granted 28 October 2014 and works commenced.
- 3.6 14/03280/PADE Demolition of the non-listed buildings (Roberts building, McCrae building and Pascal building) - Approved 8 September 2014 and works commenced.

Totality of Former Middlesex University site & High Street Frontage

- 3.7 P12-02677PLA - Demolition of existing buildings on site (excluding the Broadbent Building, Gymnasium, Caretakers Cottage, multi storey car park to the Queensway frontage and 198 High Street) and the redevelopment of the site to provide a mix of residential (Class C3), business (Class B1), retail (Classes A1-A4) and community uses (Class D1), hard and soft landscaping and open space, new connection (vehicle and pedestrian) to High Street via

College Court, retention and alteration of existing accesses to Queensway, car and cycle parking (including alterations to car parking arrangements within College Court) and all necessary supporting works and facilities, including an energy centre; the retention, refurbishment and extension of the listed Broadbent building, retention and refurbishment of the associated caretakers cottage and gymnasium to provide up to 43 residential units, 2,141sq.m (GIA) of commercial/live work floor space (Class B1) and 427sqm (GIA) of community use (OUTLINE with some matters reserved - Access). Approved on 5 March 2013.

4.0 Consultations

4.1 Statutory and Non-Statutory Consultees

Traffic and Transportation

- 4.1.1 T&T initially raised an objection as more information was required to enable proper assessment of the scheme in terms of parking provision, car club provision, parking management, access layout, delivery and servicing arrangements, trip generation, traffic impacts, travel plan and cycle parking. Additional information was submitted and reviewed by T&T. It is now considered that whilst additional information is still required, the approval of details can be dealt with by condition.
- 4.1.2 T&T issues will be dealt with in detail within the analysis section of the report. However, their main concerns with the scheme relate to access, parking and general movement of cars across the site. There are concerns around the management of car parking provided on site for future residents, for commercial/community uses and how best to ensure that parking is secured for residents and not used/abused by other commuter trips or by trips to the school and nursery.
- 4.1.3 In terms of the vehicular access from Queensway it is unclear how the access will be provided to ensure that the traffic from the residents, nursery trips and trips to the adjacent school will all be able to enter and manoeuvre round the site in a safe manner.
- 4.1.4 To address the parking and access issues raised above, T&T have advised that a Parking Management Plan should be produced that is linked to the proposed Travel Plan and Delivery and Servicing Management Plan, to manage the traffic and parking management strategy across the development. Any increase in demand for parking would trigger contributions towards the consultation and implementation of a CPZ.
- 4.1.5 It is recognised that the Queensway access into the site will be the main point of access to the new school and also the sole point of vehicular access to the school. Given this the school were required to provide a contribution of £33,000 towards a pedestrian crossing point at this junction to ensure pedestrian safety. The current development will further intensify the use of this access for both pedestrians and vehicles and therefore a financial contribution has been sought to combine with the contribution already secured from the school site, to upgrade the pedestrian crossing works to a raised table at the junction, which would provide a new pedestrian crossing at the eastern end of Queensway. The crossing would also provide a direct link to the neighbouring local

supermarket, based on the increased level of pedestrian footfall generated by the proposed scheme.

Planning Policy

- 4.1.6 The principle of development has been established through the Upper Lee Valley Opportunity Area Planning Framework, Core Strategy, Framework for Change, the Ponders End Central Planning Brief and emerging North East Enfield Area Action Plan (NEEAAP).
- 4.1.7 No objection is raised to the scheme subject to conditions to capture design detail and satisfy the regeneration aspirations of the site.
- 4.1.8 It is noted that there would be a loss of employment space but it is recognised that this is necessary for the comprehensive redevelopment of the site, particularly given the reduced footprint of the Electric Quarter site. There is also an element of B1 replacement floor space proposed.
- 4.1.9 Further evidence and clarification should be sought if required to ensure the submitted viability information confirms that the optimum mix of residential accommodation, both tenure and unit size, is secured.

Urban Design

- 4.1.10 The principle of physical regeneration of the area is well supported from an urban design point of view but in its original form raised design and detailing concerns.
- 4.1.11 The concerns raised related to issues such as the location and design of refuse and bicycle stores within Block A1, the location of the rooftop amenity space, distances between buildings, compliance with policy requirements for unit and tenure mix, the impact of the scheme on the space proposed for future community use next to the Mosque, the siting of commercial/ retail uses along the high street, the heights of the buildings fronting the high street, inactive frontage along Queensway, communal space within Block B3 surrounded by inactive facades, the quality of the external materials proposed on all buildings, the location and design of refuse and bicycle stores and the proposed landscaping and public realm across the site.
- 4.1.12 Discussions have since taken place and additional information has been requested, provided and reviewed by the Urban Design Officer. Although more detailed drawings have been requested in terms of the external materials and architectural detailing to be incorporated, it is considered that sufficient evidence has now been provided to justify certain design approaches and the other outstanding matters can be dealt with by condition. A detailed assessment of the design of the scheme will be provided in the analysis section of the report.

Environmental Health

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

- 4.1.14 The details submitted in the acoustic report for the sound insulation of the buildings are acceptable and the glazing to be installed must be as per this report. The plant performance is also acceptable and the mechanical plant must be designed to meet the performance criteria specified.
- 4.1.15 The contamination report is also accepted and the soil must be remediated as per the recommendations in this report. The soil imported must be clean soil.
- 4.1.16 The above matters can be covered by condition.

Thames Water

- 4.1.17 Thames Water suggests the need for a piling method statement condition and a drainage strategy condition to determine the waste water infrastructure needs of the development.

Economic Development

- 4.1.18 Seek an employment and skills strategy as per the S106 SPD 7.9 business and employment initiatives.

Environment Agency

- 4.1.19 The EA have confirmed that they do not need to be consulted as the Development Management Order has been amended removing the requirement for the EA to be consulted on developments that exceed the 1 hectare threshold. It is the responsibility of Lead Local Flood Authorities to deal with surface water flood risk.

SuDS Officer

- 4.1.20 The SuDS Officer has confirmed that the principle of utilising SuDS (tree pits, rain gardens and porous parking spaces) to manage highway surface water runoff is acceptable. However, the SuDS strategy cannot be accepted as various details are still required. For example there is a lack of information on the sizing of the rain gardens/ tree pits which contribute to the volume of attenuation needed to achieve greenfield runoff and a lack of source control SuDS measures from private drainage.
- 4.1.21 The information has been requested during the application process to avoid a pre-commencement condition and subsequent delays to starting building work on site. However, the information has not been submitted and therefore a pre-commencement condition will be required.

Waste Services

- 4.1.22 No comments were received on the original application.
- 4.1.23 The department were consulted on revised plans that were received in relation to the bins for the nursery and provided the following comments:

4 x 1100 seem to be sufficient.

- 4.1.24 The internal location seems to acceptable as long as there is an external door that is accessible for the refuse trucks and this must not be more than 10 metres from door to truck’.

Design Out Crime Officer

- 4.1.25 No objection. Advised to adopt the principles and practices of ‘Secured by Design’ and the Physical security requirements within the current Secured by Design New Homes 2014 and Multi Storey Dwellings / Document Q Guides - Section 1.The Development ‘Layout and Design’, Section 2.Physical Security and relevant Section 3.Ancillary Security Requirements are complied with as well as for the Commercial premises, the relevant Sections within Commercial Developments 2015.

Housing

- 4.1.26 The application does not meet the core strategy requirements in terms of tenure and mix. The viability assessment will need to justify the mix and tenure of affordable housing proposed.
- 4.1.27 Advise that the number of family homes is adequate. However, to enable families to expand it would be preferable for the 2 bed 3 person flats to be 2 bed 4 person flats.
- 4.1.28 Housing would prefer to see the affordable housing moved away from the Quasar block and pepper potted across the site. However following discussions with the applicant they have accepted the location of Block B1, subject to the introduction of quality/robust landscaping to screen the existing Quasar building.

Landscape Architect

- 4.1.29 The scheme is heavily weighted towards parking, which inevitably conflicts with the intention of creating streets with a homezone character. Reducing the amount of parking spaces would allow for additional planting and a more pedestrian focused environment in which the types of activities that we normally associate with a homezone can take place (such as informal play in the streets). Concerns with the layout of the Civic Plaza and the interface with the High Street.

Tree Officer

- 4.1.30 No objection. An appropriate Arboricultural Method Statement (LOV19479aia_amsA) and Tree Protection Plan (LOV19479-03A) has already been submitted and the details of which will need to be secured by condition.

National Grid

- 4.1.31 Due to the presence of National Grid apparatus in proximity to the specified area, the contractor should contact National Grid before any works are carried out to ensure our apparatus is not affected by any of the proposed works.

Conservation Advisory Group

- 4.1.32 The setting of the listed Broadbent building is not challenged as there is considerable space between the proposed development and the Broadbent Building.

GLA

- 4.1.33 The GLA advised that whilst the scheme is broadly supported in strategic planning terms, the application does not yet fully comply with the London Plan for the reasons set out below. The resolution of those issues could lead to the application becoming compliant with the London Plan.

- Opportunity Area: The principle of the proposed comprehensive residential-led mixed use redevelopment is strongly supported in strategic planning terms.
- Social infrastructure: The proposal would allow for existing library and nursery uses to be reprovided, and provides a good mix of uses to support sustainable communities. GLA officers nevertheless seek confirmation that the services provided by the replacement community facilities could be maintained at (or above) current levels in line with London Plan Policy 3.16.
- Housing: The proposed housing provision within the scheme is strongly supported in accordance with London Plan Policy 3.3. The 31% provision of affordable housing, whilst supported in principle, should be verified as the maximum reasonable amount in accordance with London Plan Policy 3.12.
- Urban design: The design of this scheme responds well to the various contextual circumstances of its setting, and would provide a high quality intensification of this site in accordance with London Plan Policy 7.1.
- Inclusive access: The approach to access and inclusion is broadly supported in line with London Plan Policy 7.2. The Council is, nevertheless, encouraged to secure detailed approval of home zone/landscaping design by way of planning condition.
- Sustainable development: The proposed energy strategy and climate change adaptation measures are broadly supported in accordance with London Plan policies 5.2, 5.10, 5.11 and 5.13. Notwithstanding this GLA officers seek further information with respect to cooling and district networking. This information has been submitted and members will be updated at Committee whether the information is sufficient. The Council is also encouraged to secure the details of the energy strategy and climate change adaptation measures by way of planning condition.
- Transport: The proposal is broadly acceptable in strategic transport terms, the applicant should, nevertheless, address the matters raised with respect to parking; assessing transport impacts; and travel planning in line with London Plan policies 6.3, 6.9, 6.13 and 6.14. A car parking accumulation survey, inclusion of electric charging points and a minimum of 3 Blue Badge spaces within the College Court car park and confirmation of the location of the residential and long stay commercial spaces and employee shower and

changing facilities are required – Members will be updated on progress on this matter at the meeting.

TfL

- 4.1.34 Further detail should be provided with regards to cycle and vehicular parking. A Construction Logistics Plan, Delivery and Servicing Plan and Travel Plan should be secured by condition, and the Mayoral CIL charge rate is applicable.

4.2 Public response

- 4.2.1 Letters were sent to 774 adjoining and nearby residents. Four site notices were posted around the site and a press notice was published in the Enfield Independent on 28 October 2015.

- 4.2.2 Due to an amendment to the site address a press notice was published in the Enfield Independent on 23 December 2015 and four further site notices were posted around the site.

- 4.2.3 Five letters of objection have been received and are summarised below:

- The red line is correct but the proposal site address does not make reference to all of the buildings that fall within the application site.
- The application excludes key properties and proposes a lower level of development that previously proposed under the 2012 planning application. There are concerns about the scheme and in particular its justification in the public interest in the event that a compulsory acquisition is required to allow its implementation.
- Firm commitment to the relocation of Tara Kindergarten is required as the current approach could result in a different nursery occupying the space.
- Objection to the location of the nursery with Block B1. The location of the nursery business within the interior of Block B1 and off the main high street frontage will harm the viability of the nursery business (Tara Kindergarten) and its accessibility to the local community. Any replacement nursery should be located on the main frontage and preferably on the High Street.
- The replacement nursery should match the facilities that are currently used by Tara Kindergarten i.e. amount of internal and external space and the existing nine car parking spaces for the use of staff and clientele of the nursery that are sited within the immediate vicinity of the nursery.
- Notwithstanding the PTAL and that some of the users of the nursery will be within walking distance of the nursery, the number of parking spaces proposed for non-residential uses is too low.
- There would be an overlap in the timing of the construction of the replacement nursery and the demolition and redevelopment of Tara Kindergarten's existing premises. This would necessitate a cessation in their operation for a period which Tara Kindergarten objects to. The nursery should be relocated to avoid disruption to the Kindergarten's business and clientele. Particularly as there are a lack of alternative premises which are available in the area.
- Frontage buildings appear fragmented and unduly separated by unnecessary large gaps between the buildings which runs against the strong linear

development of the street scene – the gap between Block B4 and the mosque is excessive.

- 7 storey building along the high street is excessive and would be out of character with the area
- Perimeter terrace blocks would appear cramped and does not provide a satisfactory relationship between residential units.
- The 7 storey building would appear visually dominant to the three storey dwellings to the rear.
- Block A2 would have small cramped rear gardens and the front gardens of the terrace dwellings would be cramped and dominated by hard standing. This would be out of character with the area and the borough generally and illustrates the cramped nature of the site.
- The number of access points raises concern regarding the design in relation to crime prevention.
- The lack of a continued linear frontage will allow significant permeability into the site.
- The proposed width of the civic space is considered excessive
- The owners of No.216 High Street have made it clear to the Council that it is their intention and desire to develop their own site in tandem with the Council.
- Increase in traffic and inadequate access
- Strain on existing community facilities
- Overdevelopment
- Increase in pollution

4.2.4 One letter has been received in support of the application.

5.0 Relevant Policy

5.1 London Plan

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 3.11 – Affordable housing targets

Policy 3.12 – Negotiating affordable housing

Policy 3.14 – Existing housing

Policy 3.16 – Protection and enhancement of social infrastructure

Policy 4.1 – Developing London's economy

Policy 4.2 – Offices

Policy 4.3 – Mixed use development and offices

Policy 4.4 – Managing industrial land and premises

Policy 4.5 – London's visitor infrastructure

Policy 4.7 – Retail and town centre development

Policy 4.8 – Supporting a successful and diverse retail sector
Policy 4.12 – Improving opportunities for all
Policy 5.1 – Climate change mitigation
Policy 5.2 – Minimising carbon dioxide emissions
Policy 5.3 – Sustainable design and construction
Policy 5.5 – Decentralised energy networks
Policy 5.6 – Decentralised energy in development proposals
Policy 5.7 – Renewable energy
Policy 5.9 – Overheating and cooling
Policy 5.10 – Urban greening
Policy 5.11 – Green roofs and development site environs
Policy 5.12 – Flood risk management
Policy 5.13 – Sustainable drainage
Policy 5.15 – Water use and supplies
Policy 5.18 – Construction, excavation and demolition waste
Policy 5.21 – Contaminated land
Policy 6.3 – Transport capacity
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.12 – Road network capacity
Policy 6.13 – Parking
Policy 7.1 – Lifetime neighbourhoods
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.4 – Local character
Policy 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.7 – Location and design of tall and large buildings
Policy 7.14 – Improving air quality
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.18 – Protecting local open space and addressing local deficiency
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 – Trees and woodlands
Policy 8.2 – Planning obligations
Policy 8.3 – Community infrastructure levy

5.2 Core Strategy

Core Policy 1: Strategic growth areas
Core policy 2: Housing supply and locations for new homes
Core policy 3: Affordable housing
Core Policy 4: Housing quality
Core Policy 5: Housing types
Core Policy 6: Housing need
Core Policy 17: Town Centres
Core Policy 20: Sustainable Energy use and energy infrastructure
Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 24: The road network
Core Policy 25: Pedestrians and cyclists
Core Policy 26: Public transport
Core Policy 28: Managing flood risk through development
Core Policy 29: Flood management infrastructure
Core Policy 30: Maintaining and improving the quality of the built and open environment

Core Policy 32: Pollution
Core Policy 34: Parks, playing fields and other open spaces
Core Policy 36: Biodiversity
Core Policy 40: North East Enfield
Core Policy 41: Ponders End
Core Policy 46: Infrastructure Contributions

5.3 Development Management Document (DMD)

DMD1: Affordable Housing on Sites Capable of Providing 10 units or more
DMD3: Providing a Mix of Different Sized Homes
DMD6: Residential Character
DMD8: General Standards for New Residential Development
DMD9: Amenity Space
DMD10: Distancing
DMD15: Specialist Housing Need
DMD25: Locations for new retail, leisure and office development
DMD28: Large local centres, small local centres and local parades
DMD37: Achieving High Quality and Design-Led Development
DMD38: Design Process
DMD39: Design of Business Premises
DMD42: Design of Civic/ Public Buildings and Institutions
DMD43: Tall Buildings
DMD45: Parking Standards and Layout
DMD46: Vehicle Crossovers and Dropped Kerbs
DMD47: New Road, Access and Servicing
DMD48: Transport Assessments
DMD49: Sustainable Design and Construction Statements
DMD50: Environmental Assessments Method
DMD51: Energy Efficiency Standards
DMD52: Decentralised Energy Networks
DMD53: Low and Zero Carbon Technology
DMD55: Use of Roofspace/ Vertical Surfaces
DMD56: Heating and Cooling
DMD57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD58: Water Efficiency
DMD59: Avoiding and Reducing Flood Risk
DMD61: Managing Surface Water
DMD64: Pollution Control and Assessment
DMD65: Air Quality
DMD68: Noise
DMD69: Light Pollution
DMD72: Open Space Provision
DMD79: Ecological Enhancements
DMD80: Trees on development sites
DMD81: Landscaping

5.4 North East Enfield Area Action Plan (NEEAAP)

Policy 10.1: Ponders End High Street
Policy 10.2: Ponders End Central

5.5 Other Relevant Policy/ Guidance

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

Accessible London: achieving an inclusive environment SPG
Planning and Access for Disabled People; a good practice guide (ODPM)
London Plan; Sustainable Design and Construction SPG; Mayor's Climate Change Adaption Strategy; Mayor's Climate Change Mitigation and Energy Strategy; Mayors Water Strategy
London Plan: the Mayor's Ambient Noise Strategy
London Plan: the Mayor's Air Quality Strategy
London Plan: the Mayor's Transport Strategy
Land for Transport Functions SPG
London Plan: Mayoral Community Infrastructure Levy
Circular 06/05 Biodiversity and Geological Conservation- Statutory Obligations and Their Impact within the Planning System

Ponders End Central Planning Brief Supplementary Planning Document (SPD) (May 2011)
Upper Lee Valley Opportunity Area Planning Framework (July 2013)
Ponders End Central Planning Brief, 2011
North East Enfield Area Action Plan (NEEAAP) Proposed Submission Stage (2014)
Design Ideas: Ponders End (SKM), 2012
Enfield Mini Holland Bid Document, Dec 2013
Ponders End Framework for Growth, (Studio Egret West) 2009
Ponders End Planning Briefs - Feasibility Report (Savills), 2009
Town Centre Uses and Boundaries Review, 2013
London Plan Housing SPG
Housing SPG
Affordable Housing SPG
Enfield Market Housing Assessment
Providing for Children and Young People's Play and Informal Recreation SPG and revised draft
Biodiversity Action Plan
Section 106 SPD
Draft Decentralised Energy Network SPD

6.0 Analysis

6.1. Principle of Development:

6.1.1 Policy CP41 of the Core Strategy sets out the three areas for development within Ponders End, which includes the area covered by this application which is referred to as 'Ponders End Central.' The Ponders End Central Planning Brief was adopted as a Supplementary Planning Document (SPD) by the Council in May 2011. The North East Enfield Area Action Plan (NEEAAP) is the emerging policy document for this area and sets out more specific policies for the area and is informed by the Ponders End Central Planning Brief. The NEEAAP has progressed through the Examination Hearings and consultation on the resulting Main Modifications. Consequently the Proposed Submission NEEAAP policies can now be afforded significant

weight in determining planning applications as set out in paragraph 216 of the NPPF which refers to the weight that can be afforded to emerging policies.

- 6.1.2 Paragraph 10.1.3 of the NEEAP highlights that, as set out above, outline planning permission was granted for the residential-led mixed use development of the Queensway Campus site and the land fronting onto the High Street in 2013. This scheme has re-named the site the 'Electric Quarter'. However, subsequent to the grant of the planning permission, the Queensway Campus site was acquired by the Secretary of State for Communities and Local Government for education purposes and planning permission has now been granted for a Free School on the site (ref. 14/02996/FUL). The NEEAPP advises that the Free School significantly changes the potential of Ponders End Central to deliver new housing and to meet all of the requirements of the adopted Planning Brief. However, the area fronting onto the High Street and Swan Annex continues to have potential for residential-led mixed use development, possibly delivering around 200 new homes.
- 6.1.3 The application site falls within a geographical area that is covered by two specific policies of the NEEAPP; these are, Policy 10.1: Ponders End High Street and Policy 10.2: Ponders End Central.
- 6.1.4 As recognised in the emerging NEEAAP document, whilst the principles of the Ponders End Central Planning Brief should still be adhered to, the outline permission can no longer be implemented as a significant portion of the land is no longer available for development. Accordingly, the Electric Quarter regeneration scheme has been redesigned within the confines of the new site area.
- 6.1.5 In broad terms, the principle of development has been established through the Upper Lee Valley Opportunity Area Planning Framework, Core Strategy, Framework for Change, the Ponders End Central Planning Brief and emerging North East Enfield Area Action Plan. However as set out in the Ponders End Central Planning Brief, a comprehensive development is the most appropriate method for delivering this important regeneration project and the Queensway Campus and High Street sites should be developed in a holistic manner. A comprehensive approach to development is essential in order to achieve the vital connections to the High Street; a balanced, mixed use development including the necessary level and type of employment uses; to maximise the potential for regeneration; and to meet the objectives of the Brief, the Ponders End Framework for Change and the North East Enfield Area Action Plan. A comprehensive development will also enable an integrated, high-quality environment and secure the delivery of common infrastructure such as access, transport and community facilities.
- 6.1.6 Regard must also be given to the relevant policies within the Enfield Local Plan that seek to, in particular, protect the residential amenities of the neighbouring and future occupiers, respect the character and appearance of the local area, ensure adequate internal floor space and layout is provided; and appropriate regard is given to highway issues. These issues will be explored in the report.

6.2 Phasing

- 6.2.1 The application site is partly owned by the Council (the remaining former Middlesex University site to the east, the former Police Station site and Nos. 188 and 198 High Street) and partly owned by third parties (sites along the High Street frontage). The third party land is subject to a parallel Compulsory Purchase Order process. The CPO will be made in February 2016, go through a stage of notification and publicity and if any objections are raised a public inquiry or if agreed a written representations procedure would be required before a decision is made. The whole process could mean that a decision could not be made for up to 18 months from February 2016. The current proposals have therefore been designed to allow implementation in two Phases, beginning first with the Council owned land (former Middlesex Uni land) which is likely to take up to two years to build out, followed by the land that is subject to a CPO.



Plan 2: Land Ownership

- 6.2.2 It is important to note that although there are two Phases this approach has been undertaken to facilitate early commencement of the proposed development and not to undermine the delivery of the site as a whole. The entire site needs to come forward in order to provide a comprehensive approach to the redevelopment of this important strategic site in line with policy requirements. If the CPO is not successful, it is important to have mechanisms in place to ensure that an acceptable solution is in place for Phase 2 to come forward. Mechanisms will include conditions and a S106 Agreement.

6.3 Density

- 6.3.1 Policy DMD6 requires development to be of a density appropriate to the locality and states that development will only be permitted if it complies with the London Plan density matrix and the following criteria:

a. The scale and form of development is appropriate to the existing pattern of development or setting, having regard to the character typologies.

- b. The development delivers a housing output having regard to policies on housing mix;*
- c. A high quality of design and standard of accommodation is achieved, in line with policies in the London Plan, DMD 8 'General Standards for New Residential Development' and other design policies in the DMD;*
- d. The density of development has appropriately considered existing or planned transport capacity;*
- e. The density of development takes into account the existing and planned provision of local facilities such as shops, public and private open space, and community, leisure and play.*

6.3.2 For the purposes of the London Plan density matrix, it is considered that the site lies within an urban area. The site benefits from a PTAL of 3 – 4 (moderate/ good) which indicates that the area is reasonably well connected to public transport services with a range of bus routes along the High Street and Southbury Road, and a significant number of local shops, mosque, churches and other local amenities in close proximity to the site. The site is considered to be in an urban area given the nature of the surrounding development and the relationship of the site to the High Street with its mix of uses. When defined as urban, the density matrix suggests a density of between 200 – 400 habitable rooms per hectare for a PTAL of 3 and 200 - 700 habitable rooms per hectare for a PTAL of 4.

6.3.3 The site has an area of 2.15 ha and the scheme proposes 167 residential units. The schedule of accommodation and housing mix set out in the Planning, Design and Access Statement indicates that the development would achieve an overall density of 282 habitable rooms per hectare which would fall within the density range set out in the London Plan and is therefore considered acceptable.

6.3.4 It is acknowledged that advice contained within the NPPF and the London Plan Interim Housing Design Guide suggests that a numerical assessment of density must not be the sole test of acceptability in terms of the integration of a development into the surrounding area and that weight must also be given to the attainment of appropriate scale and design relative to character and appearance of the surrounding area, balanced against wider considerations of the critical mass of units required to drive the deliverability of the scheme. Thus, the density range for the site must be appropriate in relation to the local context and in line with the design principles in Chapter 7 of the London Plan, Policy CP30 and Policies DMD8 and DMD37 and commensurate with an overarching objective that would seek to optimise the use of the site.

6.5 Design and Impact on Character and Street Scene

6.5.1 The London Plan policy 7.6B states that all development proposals should be of the highest architectural quality which complement the local architectural character and be of an appropriate proportion, composition, scale and orientation.

6.5.2 Policy CP30 of the Core Strategy requires new development to be of a high quality design and in keeping with the character of the surrounding area. This is echoed in Policy DMD8 which seeks to ensure that development is high quality, sustainable, has regard for and enhances local character; and also

Policy DMD37 which sets out a criteria for achieving high quality and design led development.

Scale: Height and Massing

- 6.5.3 The surrounding area has a mixed character, with industrial buildings along Queensway, two to three storey buildings of varying styles and ages along Ponders End High Street and semi-detached and Victorian terraces to the south of the site.
- 6.5.4 The proposal seeks to create an entrance from Queensway, provide rigorous streetscapes and a network of streets promoting permeability, and intensify the high street.
- 6.5.5 There is a reduction in height and scale of the buildings from the east of the site along the High Street to the west of the site. The proposed buildings along the High Street would be 4 – 7 storeys in height which would be significantly taller than the existing 2 - 3 storey buildings that exist. However the application site has been identified to come forward as a residential-led mixed use development and where redevelopment opportunities come forward it is appropriate to secure higher densities and larger scale developments in order to deliver much needed housing in the borough, provided that this does not compromise the quality of the scheme as a whole. The application site has also been identified within the Ponders End Central Brief as an area that could accommodate a taller building to aid legibility and denote a civic function.
- 6.5.6 It is considered that development of a greater height and scale on this site, that accords with the urban design and regeneration objectives and principals set out in the Enfield Local Plan and more specifically the key principals for Ponders End Central as defined in the NEAAP and the Ponders End Central Planning Brief, such as improved connectivity in the area and the creation of a balanced, high quality mix of uses would be permissible. It is also important to acknowledge that the application site is located within a sustainable town centre location.
- 6.5.7 The proposed development has sought to respond to the design parameters set out within the NEEAP and the pre-application advice provided by Officers. The overall height, scale, bulk and positioning of the scheme has been amended from previous schemes viewed at the pre-app stage.
- 6.5.8 In terms of Block B4 the space between the new building and the mosque has been increased to a distance of approximately 16.5 metres. Although the building would be 7 storeys in height, this 16m distance would help to ensure that the new building does not appear unduly dominant or overbearing in relation to the mosque.
- 6.5.8 Block B3 would comprise 6 storeys along the High Street and 4 storeys along the sides, which would help to break up the bulk and massing of the building. With College Court car park to the south of Block B3 and Ponders End Park to the south east, it is considered that a tall building could be accommodated in this section of the site as the space around the building would ensure that it does not appear overly dominant within the street scene. The staggered heights of Blocks B3 and Block B4 would also generally help break up the

bulk and massing of the buildings and add visual interest to this part of the high street.

- 6.5.9 Whilst it is acknowledged that the development will be readily visible from the surrounding area, it is considered that the scale, bulk and massing of the development can be accommodated within the street scene. The design features such as the staggered building heights, window surrounds that add depth to the facades and the variety of external materials to be used are successful in breaking up the bulk of the façades and adding visual interest, ensuring that it remains consistent with the NEEAAP.
- 6.5.10 The application site is sited in Ponders End Large Local Centre within the Ponders End Central regeneration area. The buildings along the High Street, particularly Block B4 which would house the library, would provide a landmark building that would signify a civic function, an area of importance and add interest and legibility to the area in line with Policy DMD42: Design of Civic Buildings and Policy DMD43: Tall Buildings.
- 6.5.11 It is also important to note that if the scale of the development was reduced i.e. the buildings along the high street would need to be reduced in height, which in turn would reduce the number of units; this change would likely undermine the viability and deliverability of the development as a whole and/or result in a more undesirable residential mix in policy terms.
- 6.5.12 There are no concerns with the scale and massing of the three storey townhouses which would have varied rooflines.
- 6.5.13 Given Block A1 would replace the multi storey car park there are no concerns regarding the proposed scale of this block. A timber pergola structure is proposed on the roof of Blocks A1 and B1. The structure is considered acceptable because it would consist of timber which would contrast with brick and break up the massing of the building, would be set back from the parapet and would not dominate the entire roof. The blocks of flats to the north of the site have been designed to respond to the context of the site and adjacent buildings.

The Relationship of Buildings to the Street and Each Other

- 6.5.14 There would be adequate space between and around Blocks B3 and B4 and these new buildings would create a strong building line along this section of Ponders End High Street which is a key requirement in the redevelopment of Ponders End Central.
- 6.5.15 Block A1 would replace the existing multi storey car park and provide a gateway to the development from Queensway. There is no objection to the siting of this building, given it would replace the existing multi storey car park. However, concerns have been raised regarding the articulation of the elevation facing Queensway and the siting of the refuse and cycle store to this elevation was questioned as it forms the frontage to Queensway.
- 6.5.16 Amended drawings have been submitted to address the concerns raised. The applicant views the primary façade as being the East façade which faces onto the new street marking the entrance to the new development. However, larger windows have now been introduced on all levels of the building which has

improved the appearance of the façade from Queensway. The applicant was of the view that the refuse/ cycle store could not be repositioned without further compromising the scheme. However, the scheme has been amended to include obscure glazed Secured by Design compliant doors within the ground floor level along Queensway so that internal lights in both stores can give the impression of a more active façade. On balance the revisions that have been made to Block A1 are considered acceptable.

- 6.5.17 Policy DMD10 states that the minimum distance between windows and side boundaries should be 11 metres unless it can be demonstrated that the proposed development would not result in housing with inadequate daylight/ sunlight or privacy for the proposed or surrounding development.
- 6.5.18 In terms of Block B1, there would be a distance of 11 metres between the building and the south facing gable of No.20 Queensway to the north of the site and a distance of approximately 1 – 10 metres between the northern elevation of Block B1 and the common boundary with No.20 Queensway.
- 6.5.19 There are no windows within the southern elevation of No.20 that face the application site, which would ensure that the proposed building would not have any significant impact on this existing building in terms of overlooking. Notwithstanding this, it is also important to take into consideration the potential of future development coming forward on this site. With this in mind, Block B1 has been designed so that the primary windows of the residential units are to the east, west and south of the building, with the north elevation accommodating more bedrooms, bathrooms, communal circulation and ancillary spaces with many of the north facing windows being obscure glazed. A full height boundary wall is also provided which would assist with providing a degree of separation between the buildings. Given the constraints on the site, the need to deliver this block of flats to meet housing targets and create a frontage to the new street and given the overall benefits that the scheme delivers, the design solutions that have been put forward for Block B1 are considered acceptable.
- 6.5.20 Policy DMD10 seeks to achieve a minimum distance of 30 metres between rear facing windows for three storey buildings and 25 metres for two to three storey buildings. The policy does however recognise that lesser distances may be acceptable provided that it is demonstrated that the proposed development would not result in housing with inadequate daylight/ sunlight or privacy for the proposed or surrounding development if minimum distances cannot be achieved.
- 6.5.21 There would be a back to back distance of 19 metres between the terraces. It is noted that the scheme was amended at the pre-app stage so that the middle row of townhouses have primary habitable windows such as living spaces facing the street and secondary windows such as bathrooms and staircases to the courtyard. Habitable windows have also been staggered to help prevent overlooking and trees would be planted in every other garden to provide additional screening. Sunlight and daylight studies have been undertaken that confirm there will be no effect on access to sunlight and daylight for the future occupants of the terraces or the existing occupants in the surrounding residential units. A condition would be attached to any permission to ensure that the southern boundary is adequately screened which would also provide effective screening to ensure there is no loss of privacy or potential for overlooking to occur.

- 6.5.22 The gable ends of the townhouses, which sit on the east and west corners of the perimeter blocks, due to the minimum 6.4 metre distance between the rear and gable end elevations of the dwellings have been designed so that they do not have any fenestration within the flank elevations and comprise high quality brickwork and low level climbers to reduce the dominance of the wall and provide visual interest to residents. Conditions are recommended to prevent the introduction of windows and ensure the quality of brickwork detailing indicated.
- 6.5.23 There would be a distance of at least 25 metres (pinch point of 24.5 metres) between the southern elevation of the townhouses and the houses to the south of the site which would generally accord with the minimum distance set out in policy.
- 6.5.24 With a distance of 16m between the front elevation of the most southern-eastern dwelling on the site and the flank elevation of No.1 Loraine Close, it is considered that the proposed development would not result in any significant impact on the residential amenity of this neighbour. There would also be a distance of 18m between the flank elevation of this dwelling and the rear elevation of No. 31 Derby Road which would be a sufficient distance to ensure there is no demonstrable harm to the residential amenity of this dwelling.
- 6.5.25 There would be a distance of approximately 117 metres between the Broadbent building on the adjacent school site and the rear elevation of Block A2. This distance would ensure that the proposed development would not significantly impact on the setting of the Listed building.
- 6.5.26 In terms of Block B3 and Block B4, there is a distance of 9 metres between the two buildings with windows of living rooms/ dining rooms and kitchens facing windows of bedrooms, bathroom and living rooms. The Design and Access Statement shows that primary windows to bedrooms will be obscure glazed. Concerns regarding the second and third floor level windows facing each other between blocks B3 and B4 have been raised. Amended floor plans and elevations are due to be submitted that reposition the windows and introduce obscure glazing instead to the secondary living room windows to reduce actual and perceived overlooking and loss of privacy to the units.

Materials and Detail

- 6.5.27 The external materials and the architectural detailing of the proposed buildings are extremely important to ensure high quality buildings are constructed. Cross sections and elevational details of the windows, balconies and shop fronts at a scale of 1:20 for the different approaches to the blocks across the site were requested to obtain a better understanding of the materials and detail proposed and to ensure that a high quality development is delivered. Details of the reveals, returns, projections, frames, horizontal detailing and finishing materials, including minimum and maximum figures where there is a need for flexibility, were also requested. Drawings have been submitted although further details are required to provide clarity on the architectural detailing being proposed. Once the required information has been submitted, the final material details would be dealt with by condition. Members will be updated on this matter at Committee.

- 6.5.28 In terms of surface treatments, a visible material change is required between the access and the parking areas on the forecourt of the properties within Block A2. This would clearly set out which areas are meant for parking and which areas form part of the carriageway/pedestrian footways – this matter can be dealt with by condition.

Access, Egress and Movement:

- 6.5.29 The use of home zones across the site is supported to slow down traffic, discourage through-traffic, protect the safety of highway users and allow more room for informal play and landscaping.
- 6.5.30 The Landscape Officer has raised concerns that the level of parking proposed would not be in keeping with the home zone principle and if the number of parking spaces were to be reduced additional planting could be introduced and a more pedestrian friendly environment. Whilst this is recognised, it is considered that the level of parking could not be reduced and at a ratio of 0.6 spaces per dwelling is a level necessary to support the proposed development, particularly given the number of family housing units proposed.
- 6.5.31 Two vehicular accesses are proposed to the site - from Queensway and adjacent to the College Court car park. With the northern access from Queensway also providing a one way access into the adjacent school site, the shared northern access with the school and the layout of the streets could encourage rat-running through the site at possibly unacceptable speeds. It has been stated that traffic speeds will be controlled through the positioning of trees and traffic calming measures. Concerns have been raised by T&T and this will be explored in more detail later in this report.
- 6.5.32 The new 16.5 metre wide civic space between the Mosque and the proposed development, and the space that has been created around Blocks B3 and B4 has the potential to create a high quality public realm, with a route that could be shared by both cyclists and pedestrians. The approach to landscaping, lighting and surface treatments in this space will be very important to ensure these opportunities are maximised. This matter will need to be addressed by condition.
- 6.5.33 The Design and Access Statement sets out that the orientation and aspect of Block B4 which includes the new library is such that it faces onto the civic space on all 4 sides creating a space which blends well into the surrounding public realm and appears accessible and amenable to the local community. The double height spaces and open plan nature of the space helps encourage movement around the space and reinforces the communal nature of this building.
- 6.5.34 The development must clearly differentiate between public and private areas, as set out by Policy DM37. There is a good separation of the public and private realm and streets/routes are well-defined through the use of perimeter blocks, terraces and gateway buildings.
- 6.5.35 The relationship between building fronts and backs and the commercial premises along the high street is extremely important. This is an issue that can be dealt with through proper landscaping and will therefore be a matter that will be addressed through conditions.

Landscaping and Public Realm

- 6.5.26 Policy DMD37 states that in terms of the quality of the public realm – safe, attractive, uncluttered and effective spaces and routes should be provided.
- 6.5.36 The Ponders End Central Planning Brief seeks to create a sequence of connected public streets and spaces through the former Middlesex University site from the High Street and Queensway, and reinforce pedestrian and cycle connections to Southbury and Ponders End Stations. Policy 10.2 of the NEAAP states that a pedestrian and cycle route should be provided adjacent to the Jalaliah Jamme Masjeed Mosque. This should be designed as a high quality landscaped space suitable for users of the Mosque and other community facilities to gather in.
- 6.6.37 The new civic space between the Mosque and the proposed development, and the space that has been created around Blocks B3 and B4, is welcomed and would make a positive contribution to the High Street. However, were concerns with the quality of the landscaping and public realm proposed across the site as part of the planning application when originally submitted. These concerns included such matters as the surface treatments, lack of soft landscaping within the College Court Car Park, lack of trees across the site, the exposed boundary along the southern boundary and the limited lighting and seating within the civic space. It was therefore suggested to the agent/ applicant that the details of the landscaping and public realm be dealt with by conditions and the submitted landscaping plans taken illustrative only and therefore not approved. The applicant has agreed to this approach.
- 6.6.38 Mini ‘Holland’ will run along the Ponders End High Street and the proposed surface treatment of the TfL proposals (paving materials and patterns) would feed into the proposed development to provide a seamless transition in surface treatment to the public realm along the High Street. However, how well the TfL scheme interrelates with the proposed development needs more detailed consideration which is also why the details of the public realm will be dealt with by condition and the submitted landscaping plans are illustrative only. It has been confirmed by the Council’s Highways department that the proposed TfL surface treatment would be undertaken by Enfield Council with TfL funding.

Density and Mix:

- 6.6.39 The mix and distribution of uses across the site is considered appropriate.
- 6.6.40 The NPPF seeks to promote the vitality and viability of town centres, recognising that town centres are at the heart of communities and this is supported by the Core Strategy and the DMD.
- 6.6.41 Policy DMD25 relates to locations for new retail, leisure and office development and sets out general considerations for town centre development. Policy 10.2 of the NEEAP sets out that development onto the high street should create positive frontages, with retail and other uses appropriate to the town centre at ground floor level.

- 6.6.42 The commercial element of the scheme will help to stitch the currently fragmented High Street together and help the centre function as a focus of activity. Five flexible A1/A2/B1 units are proposed within Block B3 at ground floor level. An amended drawing has submitted confirming that the units fronting the High Street are only used for A1/ A2 uses, to ensure that the development integrates with the Ponders End High Street and provides active frontages.
- 6.6.43 The relocation of the library within Block B4 along the High Street frontage would help to reinvigorate the area, as well as improve the prominence and psychological accessibility of this community resource.
- 6.6.44 The inclusion of a nursery within Block B3 would be of benefit to the local community, and represents a replacement in terms of equivalent floor space, for the existing nursery provision that presently exists at 198 High Street.
- 6.6.45 The proposed density is acceptable. The proposed mix of residential units falls short of policy requirements but given the sites high street location and the regeneration opportunities that the development would provide the mix is considered appropriate.
- 6.6.46 The distribution of tenure across the site could be better since Blocks A1 and B1 would comprise solely of affordable units. However it is important to note that intermediate units would also be sited within Block B3.

6.7 Quality of Accommodation

Internal Layout

- 6.7.1 The provision of good quality housing is a key aspect of the Council's housing policy. One of the Council's strategic objectives, set out in the adopted Core Strategy, is to provide new homes that are of exemplary space and design standards to meet the aspirations of local people. Policy CP4 states that high quality design and sustainability will be required for all new homes. Policy DMD8 requires developments to provide a well-designed, flexible and functional layout, with adequately sized rooms in accordance with the London Housing Design Guide.
- 6.7.2 On 27th March 2015, a written ministerial statement (WMS) was published outlining the government's policy position in relation to the Housing Standards Review. The statement indicated that as of the 1 of October 2015 existing Local Plans, neighbourhood plan, and supplementary planning document policies relating to water efficiency, access and internal space should be interpreted by reference to the nearest equivalent new national technical standard. Decision takers should only require compliance with the new national technical standards where there is a relevant current Local Plan policy.
- 6.7.3 DMD5 and DMD8 of the Development Management Document and Policy 3.5 of the London Plan set minimum internal space standards for residential development. In accordance with the provisions of the WMS, the presence of these Policies within the adopted Local Plan is such that the new Technical Housing Standards – Nationally Described Space Standard would apply to all residential developments within the Borough. It is noted that the London Plan

is currently subject to Examination, with Proposed Alterations currently being considered which seek to reflect the Nationally Described Space Standards.

- 6.7.4 Notwithstanding the fact that the existing Development Plan Policies broadly align with the new technical standards and in acknowledgement of London Plan review process, the LPA has sought Counsel Advice in relation to the status of adopted Local Plan Policy.
- 6.7.5 The changes announced as part of the WMS are a material planning consideration in the determination of applications. However, the change to national policy is only one of a number of material planning considerations that must be taken into account in the determination of any particular application or appeal.
- 6.7.6 Accordingly, when determining such applications the Council must have regard to and apply the provisions of the Local Plan, including Policies DMD5, DMD8 and 3.5 which requires that all new residential development attain a minimum internal floor area across all schemes.
- 6.7.7 Table 3.3 of The London Plan (2011) specifies minimum Gross Internal Areas (GIA) for residential units. Paragraph 3.36 of the London Plan specifies that these are minimum sizes and should be exceeded where possible. As the London Plan has been adopted, the GIA's have considerable weight. In addition, paragraph 59 of the National Planning Policy Framework (2012) (NPPF) states that local planning authorities should consider using design codes where they could help deliver high quality outcomes. Policy 3.5C of The London Plan also specifies that Boroughs should ensure that, amongst other things, new dwellings have adequately sized rooms and convenient and efficient room layouts.
- 6.7.8 The London Plan and the Nationally Described Space Standard sets out the minimum standards for the size of new residential accommodation and are set out below:

Unit type	Occupancy level	Floor area (m ²)
Flats	1p	37
	1b2p	50
	2b3p	61
	2b4p	70
	3b4p	74
	3b5p	86
	3b6p	95
	4b5p	90
	4b6p	99
2 storey houses	2b4p	83
	3b4p	87
	3b5p	96
	4b5p	100
	4b6p	107
3 storey houses	3b5p	102
	4b5p	106
	4b6p	113

Table 1: Minimum GIA set out in the London Plan

Number of bedrooms(b)	Number of bed spaces (persons)	1 storey dwellings	2 storey dwellings	3 storey dwellings	Built-in storage
1b	1p	39 (37) ²			1.0
	2p	50	58		1.5
2b	3p	61	70		2.0
	4p	70	79		
3b	4p	74	84	90	2.5
	5p	86	93	99	
	6p	95	102	108	
4b	5p	90	97	103	3.0
	6p	99	106	112	
	7p	108	115	121	
	8p	117	124	130	

Table 2: Minimum GIA and storage set out in the National Space Standards

6.7.9 From submitted plans, all of the units either meet or exceed the relevant standards.

6.7.10 The scheme does create a number of units within Block B1 and B3 that have windows that are sited predominately within the northern elevation. Whilst this is not a preferred standard of accommodation in accordance with the Interim Housing Design Guide, the units do have east/ west facing windows and generally consist of less than three bedrooms. There are no 3+ bedrooms within Block B3 and only four 3 bedroom units in Block B1. Given the limited number of family units that would be affected, the windows that would be sited within the east/ west elevations and the need to design B1 in a way so that there is no significant impact on the future development of No.20 Queensway, on balance it is considered that the units in question are acceptable.

6.7.11 In addition, the London Plan Housing Design imposes further standards to ensure the quality of accommodation is consistently applied and maintained to ensure the resultant development is fit-for-purpose, flexible and adaptable over the lifetime of the development as well as mitigating and adapting to climatic change. The applicant has sought to ensure that the development is designed to maximise the resultant quality of the units across all tenures, to ensure the development is 'tenure blind'. It is also important to ensure that the architectural detailing of all blocks equally takes a tenure blind approach and therefore these details will be secured by condition.

6.8 Amenity Space

6.8.1 Policy DMD8 states that development will only be permitted if all of the criteria set out in Policy DMD9 is provided which includes providing a high quality amenity space within developments in line with Policy DMD9.

6.8.2 Each flat would have a recessed balcony and each house would have a rear garden measuring a minimum of 35sqm, both of which would be in accordance with the minimum private amenity space requirements set out in Policy DMD9. In addition communal amenity areas are proposed for Blocks A1, B1, B3 and B4. The proposed development would provide good quality

private amenity space that is not significantly overlooked by surrounding development, which would be in accordance with the minimum amenity space requirements.

- 6.8.3 The Daylight and Sunlight report submitted with the application assessed overshadowing to the proposed amenity spaces and concluded that they will all receive good levels of sunlight penetration in accordance with the guidelines, with the exception of the communal courtyard in Block B3. The majority of the space is unlikely to receive two hours of sun, but the analysis shows that at the height of summer, the space would be a bright space which would have a large amount of sun at times of peak usage. Although there would be limited sunlight to the courtyard it is important to acknowledge that each flat within Blocks B3 and B4 would have their own private amenity space. The landscaping of the courtyard is extremely important given the level of sunlight that would be received by this space and therefore this will be covered by condition.

6.9 Children's Play Space

- 6.9.1 London Plan Policy 3.6 requires that development proposals that include housing make provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs. Based on the illustrative residential mix presented, and the methodology within the Mayor's Shaping Neighbourhoods: Play and Informal Recreation SPG (2012), the GLA has calculated that the proposal would result in a 348sqm shortfall. The GLA have however confirmed that the 409sqm of play space proposed on site is sufficient to meet the need for on-site doorstep play for young children, and the use of Ponders End Park (300 metres to the east) is acceptable for older children.
- 6.9.2 Each townhouse would have their own garden and a rooftop communal amenity space is proposed on blocks A1 and B1. These spaces have been carefully designed to ensure that the residents do not feel exposed either to the wind or to the parapet edge of the terrace. This is achieved by creating a lightweight timber pergola structure which is set back from the parapet edge- the parapet will have an upstand of min. 1100mm from finished deck level. This frame solution is also designed to incorporate timber louvres at high level for shading which will in turn act as a barrier to any object being kicked or thrown over the edge of the roof. The timber frame will also have mesh or lightweight steel wire inserts to the periphery of the enclosure.
- 6.9.3 It is noted that the GLA have asked the LPA to consider whether mitigation may be required for any associated intensification in the use of the park. However there has been substantial investment in the park in recent years as part of the wider regeneration of Ponders End, partly in anticipation of schemes coming forward in the area including the Electric Quarter scheme.

6.10 Inclusive Access

- 6.10.1 The London Plan Policy 7.2 requires all future development to meet the highest standards of accessibility and inclusion. The supporting text at paragraph 4.112 emphasises that a truly inclusive society is one where everyone, regardless of disability, age or gender can participate equally. The

London Plan, Policy CP4 and Policy DMD8 confirm that all new housing should be built to Lifetime Homes' standards. This is to enable a cost-effective way of providing homes that are able to be adapted to meet changing needs.

- 6.10.2 As stated previously in this report the WMS, new national technical standards are material in the assessment of the subject application. Building Regulations optional standard M4(2) is the equivalent of Lifetime Homes Standard and given the status of the Development Plan and in particular Policies 7.2, DMD5, DMD8 and CP4 the LPA would hold that this optional standard is applicable to all residential development within the Borough.
- 6.10.3 A Lifetime Home will meet the requirements of a wide range of households, including families with push chairs as well as some wheelchair users. The additional functionality and accessibility it provides is also helpful to everyone in ordinary daily life, for example when carrying large and bulky items.
- 6.10.4 The Planning, Design and Access Statement sets out that the units have been designed to meet the Lifetime Homes criteria ensuring that a sufficient amount of consideration has been given to ensure that the development is capable of adapting to the changing needs of its population over their lifetime.
- 6.10.5 The scheme accommodates 16 units that will be fitted out to be fully wheelchair accessible or capable of being fitted out for such a function, thereby meeting the 10% wheelchair accessible units required. A condition would be required to ensure compliance with the relevant standards.

6.11 Housing Mix and Affordable Housing

- 6.11.1 London Plan Policy 3.8 encourages a full range of housing choice. This is supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for councils in assessing their local needs.
- 6.11.2 Policy CP5 and Policy DMD3 seeks to ensure that new developments offer a range of housing sizes to meet housing need and includes borough-wide targets on housing mix. Development on sites capable of accommodating 10 or more dwellings, in particular, should meet the targets. The targets are based on the findings of Enfield's Strategic Housing Market Assessment and seek to identify areas of specific housing need within the borough. The targets are applicable to the subject scheme and are set out below:
- 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).
 - 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).
- 6.11.3 While it is acknowledged that there is an established need for all types of housing, the study demonstrates an acute shortage of houses with three or more bedrooms across owner occupier, social and private rented sectors.

- 6.11.4 The mix proposed under this application is 38% 1 bed units, 18% 2 bed units, 27% 3 bed units and 16% 4 bed units. In terms of the Phases, Phase 1 would provide 15% 1 bed units, 10% 2 bed units, 41% 3 bed units and 34% 4 bed units. Phase 2 would provide 52% 1 bed units, 24% 2 bed units, 20% 3 bed units and 5% 4 bed units.
- 6.11.5 The distribution of tenure across the site could be better, since Blocks A1 and B1 would comprise solely of affordable units and would be sited adjacent to the Locally Significant Industrial Site to the north of the site. However it is important to note that intermediate units would also be sited within Block B3.
- 6.11.6 Although the development does not fully align with the recommended housing mix, it does deliver a significant and welcome proportion of family sized units. Regard must also be given to the particulars of the site and the implications for the viability and deliverability of the scheme.
- 6.11.7 The applicant considers that the viability assessment confirms that the scheme can afford to deliver less than 30% affordable housing. Notwithstanding, there is a commitment to deliver 30% affordable housing, which is considered to be appropriate in terms of site-specific local characteristics. Based on the financial viability position and the specifics of the site, as well as the level of affordable housing established by the outline planning consent, the applicant considers that an appropriate level of affordable housing will be delivered by the scheme and will contribute to delivering a new, mixed and balanced community in Ponders End.
- 6.11.8 In terms of affordable housing, all residential developments are required to make some form of contribution towards affordable housing. London Plan policy 3.12 seeks to secure the maximum reasonable amount of affordable housing on site. Core Strategy Policy 3 and Policy DMD1 states that the Council will seek to achieve a borough-wide target of 40% affordable housing units in new developments of which the Council would expect a split of tenure to show 70% social/affordable rented units and 30% intermediate housing. Both policies recognise the importance of viability assessments in determining the precise level of affordable housing to be delivered on any one site.
- 6.11.9 As the application proposes less than the policy requirement a viability assessment has been submitted. This is still the subject of discussion with the Council's Independent Viability Consultant and an update will be provided at the meeting.

6.12 Employment uses/ Social infrastructure

- 6.12.1 The application sites includes No.230 High Street, Ponders End an existing light industrial unit with a floor area of approximately 950sq.m. This building falls within the locally significant industrial land at Queensway Industrial Estate and is proposed to be removed as part of the redevelopment of the site. The application makes provision for 570sq.m of new commercial floor space within the scheme; the existing library and nursery that fall within the site would be re-provided on an equivalent floor space basis. Although the plastics factory will be lost, the loss is considered necessary to fulfil the

regeneration objectives for Ponders End Central. Furthermore the Planning Statement sets out that the Council are working to identify an alternative location for the plastics factory through the CPO process. If a suitable alternative site cannot be found then the business may have to be extinguished but compensation would be paid accordingly. The process of acquisition will require engagement with the local businesses and it is through this process that the businesses needs for relocation and/or re-provision would be addressed. This approach has also been taken for the existing retail units within the site.

- 6.12.2 The Ponders End Central Planning brief encourages a mixed use development on the site and the provision of employment floor space. The brief does not quantify the amount of employment floor space to be provided. Within the context of the scheme and the need to achieve a viable development, the level of space proposed is considered acceptable.
- 6.12.3 The application site currently includes a library and children's nursery, both of which would be displaced as a consequence of the development proposed but would be re-provided. The nursery would be provided within Block B1 sited within the residential element of the scheme and the new library would be sited to the High Street frontage, a key aspiration of the Ponders End Central Planning Brief. The development would provide like for like replacement of the nursery and the library and is therefore considered acceptable.

6.13 Retail and Office Units

- 6.13.1 Policy DMD25 relates to locations for new retail, leisure and office development and sets out general considerations for town centre development.
- 6.13.2 Market advice has been obtained on the lettability of the ground floor commercial units in Block B3 from two local agents, Bowyer Bryce and SBH Page Read. The advice received was that the demand for A1 use on Ponders End High Street is good and the proposed layout and size of the units at 952sqft to 1130sqft is suitable for operator requirements.
- 6.13.3 The advice notes that Ponders End High Street is a secondary retail location serving the immediate surrounding population. It is dominated by Tesco and outside of this provides a range of convenience retailers, cafes and A2 uses including estate agents. The high street currently has a low void rate, and demand will most likely come from independent retailers. Current occupiers serve local populations' daily consumable needs rather than comparison shopping requirements for which they will travel to other larger centres including Enfield Town. There may be some relocation demand from established occupiers within Ponders End looking to enhance the location, size and/or quality of their current space.
- 6.13.4 Furthermore the advice sets out that units 2 and 3 occupy the best location with frontage to the high street and are more likely to appeal to A1 retailers. Unit 1 is set back but opposite the Library and may be more suited to a café (or A1). Units 4 and 5 would be more suited to A2, A3 or B1 office uses. Greater flexibility is advised for units 1, 4 and 5 to allow for A1, A2, A3 and B1(a) uses. However it is important to note that the application does not seek

to provide A3 uses, given the relationship with residential units above and their amenity space behind. Only Block B4 has been future proofed to accommodate A3 uses as a café maybe be provided within the library at a later stage.

- 6.13.5 The Design and Access statement states that the structural grid for the ground floor of block B3 allows for a degree of flexibility in terms of unit layout. The nature of the elevational treatments and openings mean that the units can be subdivided or amalgamated easily to support smaller units as shown.
- 6.13.6 The flexible units would contribute to the local economy and create jobs in the borough in accordance with the NPPF and Policy CP13 of the Core Strategy.
- 6.13.7 National, regional and local planning policies seek to promote the vitality and viability of town centres and it is considered that the proposal would be in accordance with these policy objectives.

6.14 Impact on Residential Amenity

- 6.14.1 Policies 7.6 of the London Plan and CP30 of the Core Strategy seek to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.
- 6.14.2 Policy DMD10 seeks to achieve a minimum distance of 30 metres between rear facing windows for three storey buildings and 25 metres for two to three storey buildings. However, the policy does allow for lesser distances where it has been demonstrated that the proposed development would not result in housing with inadequate daylight/ sunlight or privacy for the proposed or surrounding development if minimum distances cannot be achieved.
- 6.14.3 The impact on the residential amenity of future occupants has been set out in paragraphs 6.33 – 6.39 of this report.
- 6.15 There would be a distance of at least 25 metres (pinch point of 24.5 metres) between the southern elevation of the townhouses and the houses to the south of the site which would generally accord with the minimum distance set out in policy.
- 6.16 With a distance of 16m between the front elevation of the most southern-eastern dwelling on the site and the flank elevation of No.1 Loraine Close, it is not considered that the proposed development would result in any significant impact on the residential amenity of this neighbour. There would also be a distance of 18m between the flank elevation of this dwelling and the rear elevation of No. 31 Derby Road which would be a sufficient distance to ensure there is no demonstrable harm to the residential amenity of this dwelling.
- 6.17 The Planning Statement also refers to the surrounding area which has residential terraces with back to back distances of 13 - 19m, stating that there is considered to be a suitable precedent for 19 metres within the existing neighbourhood context. It also states that the recently approved Alma Estate

scheme has three-storey elements within a perimeter block very similar to the proposed A3 & B2 blocks that are only 20m apart.

- 6.18 In terms of the dwellings that are sited along Derby Road, Loraine Close and College Court located to the south of the site, given the spacing of approximately 24.5 – 43 metres that is proposed between the southern elevations of the terraces and Block B3 and the dwellings beyond the south of the application site; in addition to the scale of the new terraces and Blocks B3 it is not considered that there would be any significant impact on the residential amenity of the residents along Derby Road, Loraine Close and College Court in terms of overlooking, loss of privacy or buildings appearing overbearing. A condition would also be attached to any permission to ensure that the southern boundary is adequately screened which would provide effective screening and further assist with ensuring that there is no loss of privacy or potential for overlooking to occur to the residents to the south of the site. In addition the sunlight and daylight studies have been undertaken that confirm there will be no affect on access to sunlight and daylight for existing residents in the surrounding area.
- 6.19 In terms of Block B3 and Block B4, there is a distance of 9 metres between the two buildings with windows of living rooms/ dining rooms and kitchens facing windows of bedrooms, bathroom and living rooms. The Design and Access Statement shows that primary windows to bedrooms will be obscure glazed which is unacceptable. Concerns regarding the second and third floor level windows facing each other between blocks B3 and B4 have been raised. Amended floor plans and elevations are due to be submitted that reposition the windows and introduce obscure glazing to reduce actual and perceived overlooking and loss of privacy to the units.
- 6.15 Impact on development potential of adjacent sites
- 6.15.1 Policy 10.2 of the NEEAAP requires that any development should be designed so that it can be connected together in the future should the pattern of usage change.
- 6.15.2 The application site bounds the Mosque to the north east. The application provides for the creation of a wide pedestrian route into the site from the High Street, enhancing the setting of the Mosque and providing an area for congregation. The space situated between the rear gable of the existing Mosque and Block B1 is currently under ownership of the existing Plastics Factory. Land acquisition is necessary to delivery this space as part of the holistic approach to the development when the space could then be available for expansion of the Mosque of this is required. However, in the interim an illustrative sketch for the space behind the mosque has been provided and suggests a temporary use of the space as a public play space that can be accessed from the civic space. A condition would be attached to any grant of planning permission requiring details of the laying out of this space as part of the public realm. If and when there are specific proposals for the Mosque expansion came forward a separate planning application would be required, which would be considered on its merits.
- 6.15.3 In terms of Block B1, there would be a minimum distance of 11 metres between the building and the south facing gable of No.20 Queensway to the north of the site and a distance of approximately 1 – 10 metres between the

northern elevation of Block B1 and the common boundary with No.20 Queensway.

6.15.4 It is recognised that this separation is less than the 11m that policy would normally require to safeguard the development potential of an adjoining site. However, to mitigate the impact, Block B1 has been designed so that the primary windows of the residential units are to the east, west and south of the building with the north elevation accommodating more bedrooms, bathrooms, communal circulation and ancillary spaces with many of the north facing windows being obscure glazed. A full height boundary wall is also provided which would assist with providing a degree of separation between the buildings. Given the constraints on the site, the need to deliver this block of flats to meet housing targets and create a frontage to the new street, together with the wider public benefits that the scheme delivers in terms of improved physical connectivity with the High Street and the provision of a replacement library, the design solutions that have been put forward for Block B1 are considered acceptable.

6.16 Transportation, Access and Parking

6.16.1 Diagrams have been provided within the Design and Access Statement that sets out how the access, parking, refuse and emergency vehicle access will work in Phase 1 and the final completion of Phase 2.

Car Parking

6.16.1 The London Plan, Core Strategy and DMD encourage and advocate sustainable modes of travel and require that each development should be assessed on its respective merits and requirements, in terms of the level of parking spaces to be provided for example. The application was accompanied by a Transport Statement which concluded that the proposed development is acceptable in highway terms and would not result in a detrimental impact on the local highway network.

6.16.2 Policy DMD45 requires parking to be incorporated into schemes having regard to the parking standards of the London Plan; the scale and nature of the development; the public transport accessibility (PTAL) of the site; existing parking pressures in the locality; and accessibility to local amenities and the needs of the future occupants of the developments.

6.16.3 The Parking Addendum to The London Plan sets out maximum parking standards for new development dependent upon their use and level of public transport accessibility. The London Plan recommends a maximum residential car parking standard of less than 1 parking space for a 1 - 2 bed unit, up to 1.5 parking spaces for a 3 bed unit and up to 2 parking spaces for a 4+ bed unit.

6.16.4 The proposal would result in the provision of a total of 122 car parking spaces across the site. A total of 98 spaces will be provided for the residential element of the development with the remaining 24 spaces (College Court Car Park) provided for the commercial, retail and community uses on site. The proposed parking provision leads to a parking ratio of 0.58 for the residential units, which is considered to be acceptable given the public transport accessibility of the site and the proximity of the site to local amenities. Phase

1 would comprise 61 residential units and 51 parking spaces and Phase, 2 would comprise 106 residential units and 47 parking spaces. This would result in a parking ratio for Phase 1 of 0.8 and a parking ratio for Phase 2 of 0.4. Although the parking ratio for Phase 1 would be high, given there are a lower number of units and a greater number of family units within Phase 1 compared to Phase 2; on balance the proposed parking ratio is considered acceptable. In summary the level of parking provision across Phase 1 and the site as a whole is considered acceptable.

- 6.16.5 A total of 16 of the parking spaces will be designated as disabled bays which is considered acceptable. However there are no disabled bays located within the College Court car park, this needs to be reviewed and is a matter that can be dealt with by condition.
- 6.16.6 The London Plan states that 20% of the total car parking provision should be for active electric vehicles with another 20% passive provision for electric vehicles in the future. Electric vehicle charging points have been provided across the development. However T&T seeks a 20% passive provision within the College Court car park – an updated car parking layout addressing this matter can be submitted via a condition.

Parking Management

- 6.16.7 There are concerns around the management of car parking across the site for future residents and commercial/community uses due to trips to the adjacent Heron Hall Academy, the proposed nursery sited within Block B1 to the north of the site and commuter trips generally. There are also concerns on the availability of spaces on the High Street after the TfL improvements have taken place as there would be a loss of parking/loading areas along the High Street.
- 6.16.8 On-street parking surveys conducted as part of the submitted transport assessment for this scheme show that there is currently parking stress on streets in close proximity to the development, including Queensway, Kingsway, Allens Road, Garfield Road, Lincoln Road and Derby Road. This could potentially be exacerbated by the effects of the proposed development. These local streets currently have no parking controls and have been shown from the surveys to have a high demand for parking. There are concerns that the proposed development could have a greater impact on the demand for on-street parking. As a result, on-street parking will need to be addressed and monitored.
- 6.16.9 The intention is to adopt the internal roads across the application site. Parking surveys will be required to be conducted by a third party consultant commissioned by the applicant after 6 months of occupation. Results from the current and the post occupation surveys would form the basis of a Parking Management Plan which seeks to manage parking across the site and would include measures to tackle and influence travel choices. The proposed Parking Management Plan would be secured by condition and would be linked to the proposed Travel Plan and Delivery and Servicing Management Plan to manage the traffic and parking management strategy across the development. Any increase in demand for parking would trigger a £20,000 initial contribution towards consultation for a CPZ covering the affected areas. Further surveys will be required and 1, 2, 3 and 5 years post occupation to

ensure that the full effects of the scheme can be captured with scope to provide up to £75,000 towards consultation and implementation of the CPZ. The parking spaces shall then be allocated and managed as set up in the strategy across the site.

Cycle Parking

- 6.16.10 As one of the Cycle Mini Holland Boroughs, Enfield is particularly keen to ensure the provision of high quality pedestrian/cyclist infrastructure within new developments. The London Plan states that in outer London town centres that are designated as 'mini-Hollands' or which have high PTALs, cycle parking standards are expected to match those of inner/central London. Furthermore, adopted policies seek to improve the local pedestrian and cycling connectivity in and around the proposed development.
- 6.16.11 Further work is required on the number of cycle parking spaces across the site particularly for staff members for the library and nursery, visitors in the public realm areas and also in the residential areas across the site; and also the design of the cycle storage areas. These are issues that will be dealt with by condition.

Public Realm Improvements

- 6.16.12 The impact and increase in pedestrian and cyclist trips from this development and the neighbouring Heron Hall Academy development presents the need to provide a safe crossing facility along Queensway. A financial contribution of £30,000 has been sought from T&T for the provision of a raised junction, which will provide a new pedestrian crossing at the eastern end of Queensway. This crossing will be located close to the proposed northern access from Queensway and will provide a direct link to the neighbouring local supermarket based on the increased level of pedestrian footfall generated by the proposed scheme and the increased intensity of use of the access.
- 6.16.13 Ponders End High Street, between Nags Head and South Street has received funding from TfL to improve the public realm. The proposed development has been designed so that the TfL scheme integrates into the site to ensure that there is connectivity and continuity between the proposed TfL public realm improvements and the Electric Quarter site. As part of the TfL proposals and the mini Holland initiative project for the Ponders End High Street, which includes the High Street corridor adjacent to the site as well as Queensway, there are proposals to provide uncontrolled pedestrian crossing points along the High Street.

Travel Plan

- 6.16.14 A Travel Plan was submitted with the planning application but no travel planning strategy was provided for the commercial/community uses on the site. Consideration is required on the cumulative impacts of the commercial uses proposed and a package of measures set out to mitigate any adverse traffic impacts accordingly. With the potential conflicts between the nursery trips and the Heron Hall Academy trips on the northern access from Queensway, it is important that staff and parent trips are effectively managed.

- 6.16.15 Further surveys will be required to check the progress of the Travel Plan/ Parking Management Plan which will be secured by condition.

Access and Servicing

- 6.16.16 Policy DMD47 of the DMD states that new development will only be permitted if the access road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic.
- 6.16.17 The access from Queensway would provide a two way access to the application site and a one way access into the adjacent school site. The nursery would also be sited within Block B1 which is proposed to be sited to the north of the site to the west of the Queensway access road. The proposed Parking Management Plan, Travel Plan and Delivery and Servicing Management Plan would enable the traffic to be monitored and managed appropriately.
- 6.16.18 To ensure that the nursery traffic does not obstruct movements from residents throughout the day, T&T have requested the introduction of a layby/pick up- drop off area to the front of the nursery to minimise potential conflicts/obstructions to the free flow of traffic. The pick-up drop off area would need to be designed so that it is used solely for parents/ carers to pick up/ drop off nursery children and not to provide long stay parking for the nursery or other users. More information is also needed to address concerns related to the management of trips between residents and nursery trips.
- 6.16.19 The internal street layout will be made up of one and two-way home zone streets, as well as two-way primary access roads. The home zone streets will include shared surfaces, which prioritise pedestrian and cycle movements, and other traffic calming measures through landscape design. This is considered acceptable.
- 6.16.20 In terms of servicing, the servicing of the entire development including the residential component of the scheme should be designed to ensure that there is adequate access provision and also that there is capacity to service the non-residential components of the scheme off-street. Further details of the configuration of the access will be secured through condition.

Car Club Provision

- 6.16.21 Car clubs are an effective way of managing parking on site as well as ensuring and promoting sustainable transport as part of the development. The Council requires guarantees of commitment from car club providers and to identify where car club spaces will be provided on site. It is only after this information has been received that the inclusion of the car club scheme as part of the Travel Plan will be acceptable and further demand/need for spaces can be dealt with as part of the travel planning process. Details of a car club would need to be secured through a S106.

6.17 Trees

- 6.17.1 Policy DMD80 seeks to protect trees of significant amenity or biodiversity value and sets out that any development that involves the loss of or harm to

trees covered by Tree Preservation Orders or trees of significant amenity will be refused.

- 6.17.2 There are no trees on the site that are protected by a Tree Preservation Order. The trees that are to be removed are of low quality falling within tree categories C and U. Some of the trees on the southern boundary have landscape value as screening, notwithstanding their individual quality, and are therefore to be retained where feasible, or removed and replaced where this will achieve better visual screening in the long term. Replacement tree planting is proposed as part of the wider landscape proposals.
- 6.17.3 The Tree Officer was consulted on the proposed development and raised no objection as an appropriate Arboricultural Method Statement (LOV19479aia_amsA) and Tree Protection Plan (LOV19479-03A) has already been submitted. The details of these documents will be conditioned.

6.18 Pollution

- 6.18.1 Policy DMD64 sets out that planning permission will only be permitted if pollution and the risk of pollution is prevented, or minimised and mitigated during all Phases of development.
- 6.18.2 A Noise Impact Assessment was submitted with the application and concludes that with the application of suitably designed and specified building elements and a suitable layout, the proposed site is suitable for residential use and incident road traffic noise levels should not be viewed as a constraint to the proposals.
- 6.18.3 An Air Quality Assessment was submitted with the application and concludes that the air quality for future residents of the proposed development is predicted to meet air quality objectives.
- 6.18.4 The Environmental Health Officer was consulted on the proposed development and raised no objection as there is unlikely to be a negative environmental impact, in particular there are no concerns regarding air quality, noise or contaminated land.
- 6.18.5 Conditions would be attached to any permission to ensure that the development is undertaken in line with the submitted reports.
- 6.18.6 During the demolition/construction Phase of the development there is a risk of dust being generated and causing nuisance issues to surrounding business and residential premises. For this reason a condition covering measures to control dust through the submission of a construction management plan is recommended. Submission of a construction management plan to minimise noise and disturbance to the local area would also be required

Contaminated Land

- 6.18.7 Policy CP32 and London Plan Policy 5.21 seeks to address the risks arising from the reuse of brownfield sites to ensure its use does not result in significant harm to human health or the environment.

- 6.18.8 The subject site is not known to be at significant risk from ground based contaminants.
- 6.18.9 The Environmental Health Officer was consulted on the proposed development and raised no objection as there is unlikely to be a negative environmental impact relating to contaminated land.
- 6.18.10 A condition would be attached to any grant of planning permission to ensure that the development is undertaken in line with the recommendations of the submitted Ground Condition Assessment report.

6.19 Sustainable Design and Construction

- 6.19.1 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 DMD51 is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.
- 6.19.2 The application was accompanied by an Energy Strategy and a Sustainability Statement. The Sustainability Statement includes a Code for Sustainable Homes pre-assessment for the new build residential and a BREEM Pre-Assessment for the commercial elements. Although the Code is no longer legally required, this assessment demonstrates that a suitable sustainability approach can be achieved.
- 6.19.3 Policy DMD50 requires major non-residential development to achieve a Very Good BREEAM rating. The submitted Sustainability Statement sets out that all proposed commercial spaces will be designed to achieve a rating of Very Good when measured against the BREEAM New Construction 2014 scheme.
- 6.19.4 In line with London Plan Policy 5.2, the application includes an energy strategy for the development setting out how carbon dioxide emissions will be reduced in accordance with the London Plan energy hierarchy. The components of the energy strategy are set out below.

Energy Efficiency

- 6.19.5 The Energy Strategy states that the energy demand across the development has been minimised through passive design and energy efficiency measures, and particularly the façade design with appropriate glazing, solar control glazing (g-value of 0.63) and a good fabric performance.

District Heating

- 6.19.6 A district heating system connection from the Lee Valley plant has been proposed for the residential and non-domestic areas of the scheme providing a proportion of Domestic Hot Water (DHW) and space heating. The proposed district heating connection will provide CO₂ (regulated) emissions savings of up to 20% across the development. This would be in line with Policy DMD52 which requires all major development to connect to or contribute towards existing or planned decentralised energy networks (DEN) supplied by low or zero carbon energy.

6.19.7 Following discussions and meetings with the LVHN the following strategy will be adopted:

Phase 1 – Serviced via an interim gas boiler plant located within Heron Hall Academy (and owned by LVHN)

Phase 2 – Serviced via the completed Energy Centre (EC) within Alma Estate Phase 1A (and owned / operated by LVHN)

Renewable Technologies/ Green Roofs

6.19.8 Policy DMD 55 requires all available roof space to be available for low carbon other relevant planning considerations.

6.19.9 A feasibility assessment of renewable technologies has been undertaken to identify suitable options for the development. It is proposed that for commercial units a Variable Refrigerant Flow (VRF) system, utilising heat pump units will provide space heating. In addition, Solar PVs of 1kWp at roof level are proposed which would result in a further reduction of up to 4% of overall carbon dioxide emissions across the development.

6.19.10 Blocks A2, A3 and B2 would comprise solar PVs on the roof. Fifty percent of the roofs of Blocks A1 and B1 would account for a green roof. Blocks B3 and B4 due to viability reasons would not comprise solar PVs or a green roof.

6.19.11 Full details relating to the type of green roof installation have been omitted. In this regard, the Council will seek provision of extensive green roofs are required to have a substrate depth of 75-150mm, unless it can be demonstrated that this is not reasonably possible. This will be secured by condition.

Overall Carbon Dioxide Savings

6.19.12 The proposed development would achieve a 39% improvement over Part L Building Regulations 2013 in accordance with policy requirements.

Flood Risk/Sustainable Urban Drainage

6.19.13 Policy DMD59 states that new development must avoid and reduce the risk of flooding, and not increase the risk elsewhere. Policy DMD61 states that a Drainage Strategy will be required for all development to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan.

6.19.14 The subject site is located within Flood Zone 1. The submitted Flood Risk Assessment confirms that the site is at low risk from other sources and the development will aim to achieve a Greenfield runoff rate of 26 l/s across the site, using a combination of infiltration and attenuation devices.

6.19.15 The FRA concludes that there is a low potential for flooding for fluvial flooding and there is a low to medium risk of flooding from surface water in relatively small parts of the site. The proposed development would be categorised as “More Vulnerable” and, within the context of PPG, Table 2, Flood Risk Vulnerability and Flood Zone “Compatibility”, would be

considered appropriate from a flood risk perspective. An outline surface water strategy has been developed for the proposed development, which reduces surface water runoff from the site to the equivalent Greenfield runoff rate, through a combination of infiltration and attenuation devices.

- 6.19.16 The Environment Agency were contacted and confirmed that they do not need to be consulted as the requirement for the EA to be consulted on developments that exceed the 1 hectare threshold has been removed. The responsibility of surface water flood risk is now the responsibility of Lead Local Flood Authorities.
- 6.19.17 The SuDS Officer has confirmed that the principle of utilising SuDS (tree pits, rain gardens and porous parking spaces) to manage highway runoff is acceptable. However, the concept SuDS strategy cannot be accepted as various details are still required. For example there is a lack of information on the sizing of the rain gardens/ tree pits which contribute to the volume of attenuation needed to achieve greenfield runoff and a lack of source control SuDS measures from the private drainage. The SuDS Officer has no concerns with the 26 L/s Greenfield runoff rate set out in the FRA.
- 6.19.18 This information has been requested but not submitted and therefore would need to be submitted through a pre-commencement condition. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles 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.

6.20 Biodiversity

- 6.20.1 The London Plan, adopted Core Strategy and DMD seeks to protect and enhance biodiversity. Policy DMD79 states that developments resulting in a net gain of one or more dwellings should provide on-site ecological enhancements.
- 6.19.2 The Ecological Assessment states that the habitats within the development site were considered to be of low value for nature conservation; however, the proposals would result in the loss of semi-natural habitats. In order to mitigate for habitat loss and in line with relevant planning policy, biodiverse roofs will be installed on Blocks A1 and B1. The biodiverse roofs will be planted with native mosses, succulents, wild flowers and/ or grasses that are able to survive on the shallow low-nutrient substrates which will provide habitat for invertebrates, and potentially foraging birds and bats.
- 6.19.3 The buildings and scrub habitats within the site were considered to provide suitable nesting opportunities for breeding birds. Nesting opportunities for breeding birds will be provided through new tree and shrub planting, and by installing bird nest boxes on the new buildings. In addition, it is recommended that fruit bearing species are incorporated within new landscape planting, in order to provide foraging resources for birds.
- 6.19.4 Two small common pipistrelle bat roosts were recorded: one in the Ted Lewis Halls of Residence, and a historic roost in the single storey extension at the rear of Tara Kindergarten. Both of these buildings will be demolished as part of the redevelopment of the site, which will result in the loss of these bat

roosts. The bat roosts are considered to be of 'low conservation significance' and meet the criteria for destruction under Natural England's Low Impact Class Licence for bats. Building demolition during the period May to August will be avoided, and sensitive working methods will be implemented under strict ecological supervision to avoid causing harm to roosting bats. Bat boxes/ tubes will be installed in order to provide replacement roosting opportunities for bats within the development.

6.19.5 New landscape planting and rain gardens will provide suitable habitat links for bats across the site and within Ponders End Park to the east, and the sensitive design of external lighting will minimise light disturbance.

6.19.6 Conditions would be attached to any grant of planning permission to ensure that the proposal enhances biodiversity across the site and within the general area.

6.20 Equalities Impact Assessment

6.21.1 An Equalities Impact Assessment has been submitted with the application and this gives due regard to the impact of the development on the relevant groups within the protected characteristics schedule of the Equalities Act 2010. It is considered that due regard has been given to the impact of the scheme on all relevant groups within the protected characteristics schedule and given the comments made in the Inclusive Access section of this report there would be no undue impact upon any identified group. The consultation process has also served to notify all relevant adjoining parties likely to be impacted by the development.

6.21 Health Impact Assessment

6.22.1 The subject scheme is accompanied by a Health Impact Assessment. The assessment considers how the development of Electric Quarter will have an effect on the key factors that can influence people's health and wellbeing, and to suggest ways in which negative health impacts can be mitigated and positive health impacts enhanced through actions to be implemented at subsequent stages of planning and delivery. The Health Impact Assessment is considered to be acceptable.

6.23 Planning Obligations

6.23.1 The S106 SPD identifies affordable housing, sustainable transport, learning and skills facilities and health facilities and services as the highest priorities when considering the financial and in kind contributions for the scale and type of development proposed.

6.23.2 In accordance with the S106 SPD and the comments received in respect of this application, the development should make the following contributions:

- Affordable housing (40%)
- Education - £710,590.38
- Sustainable Transport - £30,000 for a raised junction, car club membership £8,350 and up to £75,00 towards the consultation and implementation of a CPZ (initial £20,000 contribution towards consultation)

- Travel Plan and Monitoring fee
- Secure direct connection of all units to the Decentralised Energy Network (DEN) and contribute to the increased capacity of the DEN to support the connection
- Business and Employment Initiatives
- Management and Maintenance Strategy for the public realm
- S106 Management Fee
- Replacement library

6.24 The level of contributions that can be secured is reliant on the viability assessment. Discussions are on-going on this and therefore an update on the position and the matters to be secured through a S106 Agreement will be provided at the meeting.

6.25 Mechanism for securing S106 Obligations

6.25.1 The application site is in the Council's ownership, with some land (indicated on plan 2 of this report) in third party ownership.

6.25.2 Due to the ownership position and in order to secure the release of the planning permission, the LPA is proposing the following legal structure for the planning agreements.

6.25.3 The developer will be required to sign an initial 'overarching' S106 Agreement, including all planning obligations relating to the whole application site. This S106 agreement shall not bind any of the land at that stage, as the developer's interest in the application site will be merely contractual.

6.25.4 The release of the planning permission will satisfy one of the conditions precedent for the developer to acquire a long leasehold of Phase 1 of the application site. Simultaneously with the grant of the lease of Phase 1 and, with a covenant to enter into an additional S106 containing obligations relating to land in Phase 2, simultaneously with entering into a lease of that land. A Grampian condition will prevent any work on Phase 2 land until that final S106 has been signed. Once the 'Phase 2 S106' has been signed, the whole application site will be bound by the s106 obligations.

6.26 CIL

6.26.1 As of the 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. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring 2016.

6.26.2 The viability assessment that accompanies the planning application estimates a CIL charge of £226,940.00 for the proposed scheme.

7.0 Conclusion

- 7.1 The delivery of the Electric Quarter is a key regeneration priority for the London Borough of Enfield. The Core Strategy, the emerging North East Enfield Area Action Plan and the Ponders End Central Planning Brief SPD all promote the comprehensive regeneration of the area and the delivery of a high quality, mixed-use neighbourhood that is well integrated into the existing town centre.
- 7.2 The site is currently in multiple ownership and the Council will be acquiring the land that is currently not in their ownership by way of a CPO, to deliver the comprehensive regeneration of the area. The proposed development has been designed to come forward in two Phases. For the purposes of the CPO, a grant of planning permission for both phases is essential to demonstrate that the scheme is deliverable. The LPA are mindful of the funding that has been secured for the development that will only be released if works commence in March 2016. In order not to stall the development coming forward the LPA has adopted a pragmatic and proactive approach from the pre-application stage through to the planning application process through negotiations, attending meetings, suggesting solutions to improve the quality of the scheme and reducing the number of pre-commencement conditions.
- 7.3 The scheme seeks to deliver much needed residential accommodation within the Borough. Through considered design, the development seeks to optimise the use of the site in light of the physical and economic constraints, to deliver a high quality and highly sustainable development. While it is acknowledged that the development is unlikely to be able to achieve a policy compliant housing mix and tenure, mindful of the requirements of paragraph 173 of the NPPF which requires that due regard and weight is afforded to issues pertaining to the overall viability and deliverability of the scheme, weight has been given to the stated constraints of the site and balanced them against the obvious benefits of the delivery of this regeneration site. As such it is considered that the wider social, environmental and economic benefits of the scheme far outweigh any disbenefits.
- 7.4 The scheme is broadly supported in strategic planning terms by the GLA and the majority of issues that were raised by the GLA have been addressed. However Members will be updated at the Planning Committee on the outstanding issues. Following the resolution of the Planning Committee, the application must again be referred back to the Mayor, to allow him 14 days to decide whether to allow the draft decision to proceed unchanged, or direct the Council under Article 6 to refuse the application, or issue a direction under Article 7 that he is to act as the local planning authority for the purpose of determining the application, and any connected application.
- 7.5 Although there are constraints on the site and specific issues to be addressed through a S106 Agreement and appropriately worded conditions, it is considered that the development overall represents and optimises the potential benefits for the site, the surrounding area and local community and it is therefore recommended that planning permission be granted.
- 7.6 In addition, the detailed wording of all the required conditions has not yet been fixed although the issues to be addressed by condition and/or legal agreement have been highlighted throughout this report and are summarised below. In this regard, Members are being asked in considering the officer recommendation to

grant planning permission and to also grant delegated authority to officers to agree the final wording for these conditions and to secure the delivery of those aspects of the scheme identified in the report that need to be secured through the mechanism of a S106 Agreement .

8.0 Recommendation

1. That subject to referral to the Greater London Authority and the completion of a Section 106 Agreement, the Head of Development Management / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.
2. That Officer's be granted delegated authority to finalise the precise wording of the conditions to cover the issues identified within the report and summarised below.

Conditions in summary

1. C51 Time Limit
2. C61 Approved Revised Plans
3. Details of External Materials
4. Accurate Visual Representations
5. Details of Hard Surfacing
6. Details of Levels
7. Boundary Treatments
8. Details of Loading/Unloading/Turning Facilities
9. Site wide Delivery and Servicing Plan
10. Construction methodology
11. Electric charging points
12. Secure/covered cycle parking spaces
13. Parking management plan
14. Refuse collection and service plan
15. Refuse storage/recycling facilities
16. Private motor vehicles
17. Cleaning the wheels of construction vehicles
18. Vehicle loading/unloading, parking and turning area
19. No additional external windows or doors
20. External lighting
21. Surface drainage works
22. Energy Statement
23. BREEAM Rating
24. Potable water
25. Rainwater recycling system
26. Energy Performance Certificate with accompanying Building Regulations
27. Photovoltaics – Details, Management Plan, Servicing Plan
28. Green Procurement and Construction Plan
29. Biodiversity
30. Bird Nesting
31. Biodiversity Enhancements

32. Arboricultural Method Statement/ Tree Protection
33. Landscape details
34. Landscape management plan
35. Replacement Trees
36. Considerate Constructors Scheme
37. Site Waste Management Plan
38. Acoustic report – glazing windows
39. Contamination report
40. A1/ A2/ B1 Floor space uses
41. D1 Floor space uses
42. Gross internal floor area
43. External appearance of shop fronts
44. A1, A2, B1 and D1 business and working hours
45. Car parking management plan
46. Travel Plans
47. Gating pedestrian access points
48. Children's play equipment details and maintenance.
49. Equipment/plant on roof
50. Commercial units and CCTV
51. Arrangement and layout of public realm
52. Library temporary facilities
53. New buildings/building extensions
54. Walls, Fences and Gates
55. Television Reception Equipment
56. A1 Floor Space Usage
57. Requirement to meet M4(2) and M4(3)
58. Pergola details
59. Drainage strategy
60. Piling method statement
61. Plant cannot extend above the parapet
62. Minimum floor space for retail/ commercial/ nursery/ library
63. Grampian condition regarding phases



PROPERTY INFORMATION SHEET
THIS DOCUMENT IS INTENDED TO BE USED AS A GUIDE ONLY. IT DOES NOT REPRESENT THE OFFICIAL RECORD OF THE LOCAL AUTHORITY.
ALL OPERATIONS ARE SUBJECT TO THE LOCAL AUTHORITY'S DISCRETION.
NO GUARANTEE IS MADE FOR THE COMPLETION OF ANY OPERATIONS.

Planning Application Boundary

Planning Submission Date: 02/10/2015

Karkusevic Carson Architects

The Electric Quarter
Ponders End Regeneration
100, Ponders End High Street
Ponders End, Enfield, London N11 2JQ
Tel: 0208 888 8888
Email: info@kcarsonarchitects.com | 0207 366 6006

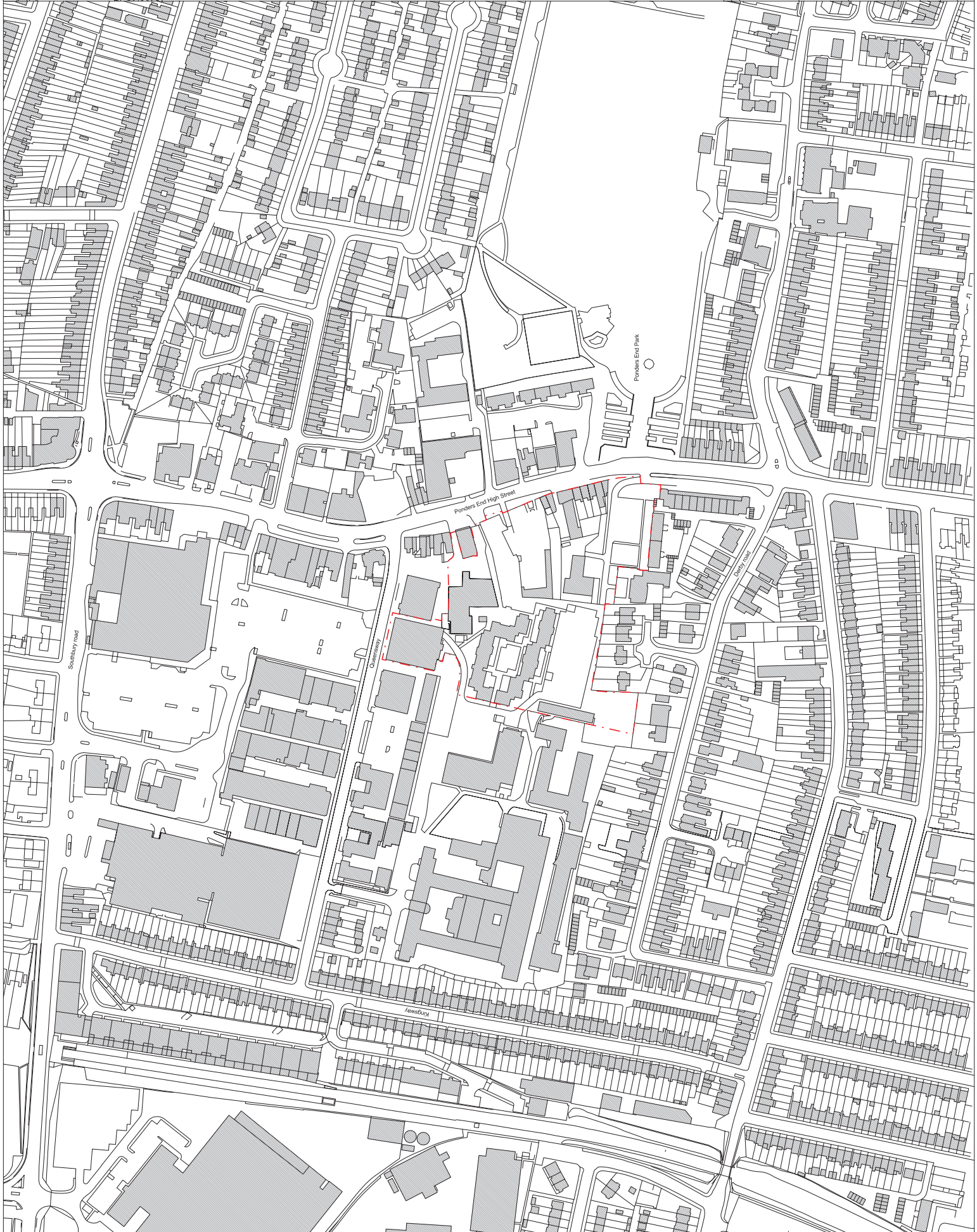
THE ELECTRIC QUARTER
Ponders End Regeneration

Existing site location plan

236-A-P-01-40

PLANNING APPLICATION

Project Name: THE ELECTRIC QUARTER
Ponders End Regeneration
Project Number: 236
Date: 07/08/2015





PROPOSED DEVELOPMENT TO BE CONSIDERED.
THE DEVELOPER IS ADVISED THAT THE LOCAL AUTHORITY HAS THE RIGHT TO REQUEST FURTHER INFORMATION FROM THE APPLICANT.
ALL OPERATIONS ARE TO BE COMPLETED BY THE DATE SPECIFIED.
THE DEVELOPER MUST NOTIFY THE LOCAL AUTHORITY OF ANY CHANGES TO THE DEVELOPMENT.
NOTES

- Planning Application Boundary
- Existing buildings
- Proposed buildings

GENERAL NOTE

01 All tree positions and parking bay locations shown on this plan are for information only. The applicant must consult the local authority's report and landscape architect's drawings for further information.

1 Planning Submission 02/10/2015

Karkusevic Carson Architects

The Electric Quarter
Ponders End Regeneration
1500 @ A1
1500 @ A1
CH
07/08/2015

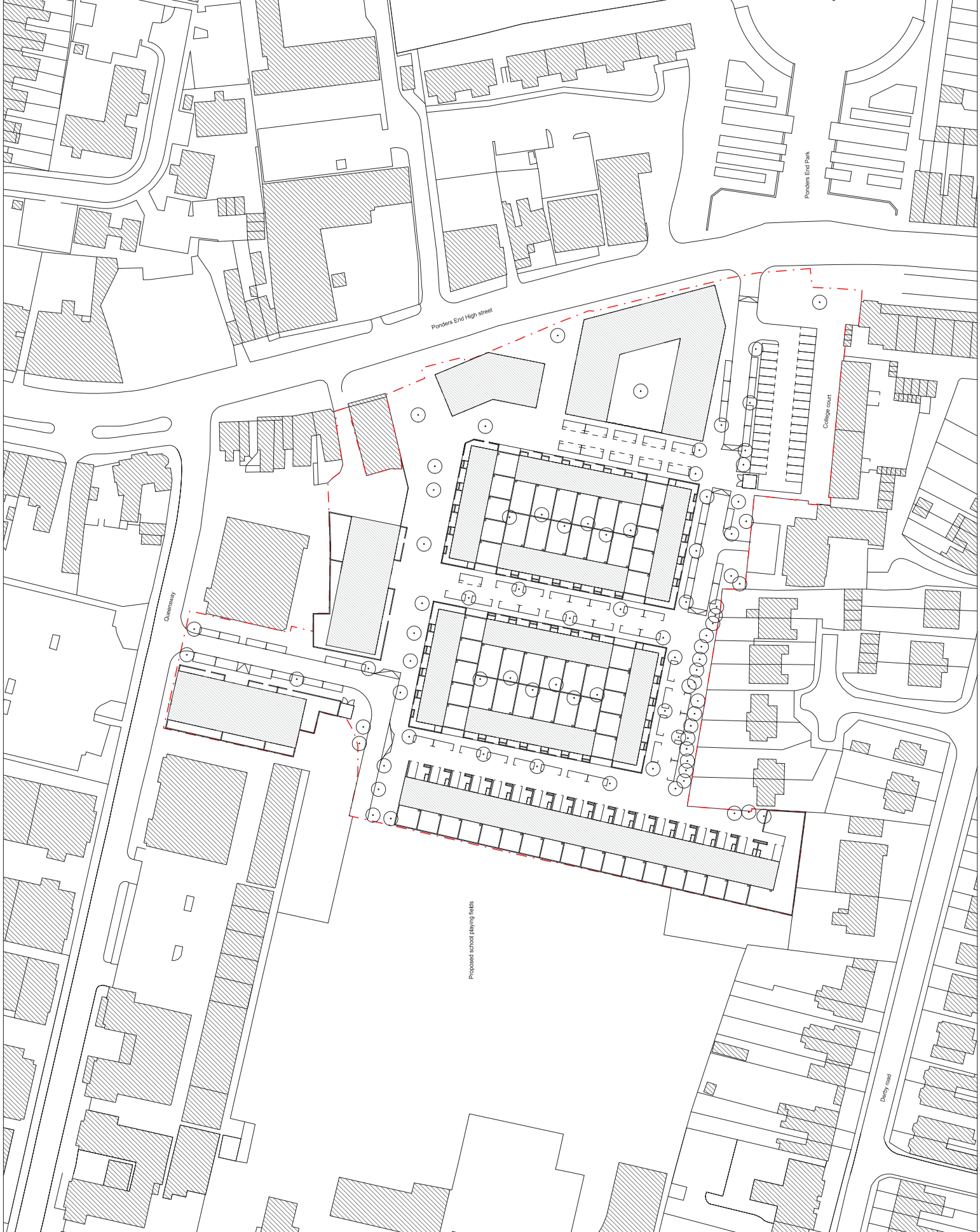
THE ELECTRIC QUARTER
Ponders End Regeneration

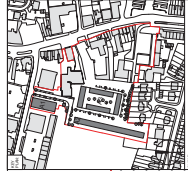
Proposed site Plan

235-A-P-100-01

PLANNING APPLICATION

1
1500 @ A1
1500 @ A1
CH
07/08/2015





APPLICANTS MUST SUBMIT THE FOLLOWING INFORMATION TO THE LOCAL PLANNING AUTHORITY TO SUPPORT THEIR APPLICATION FOR PERMISSION TO DEVELOP THE PROPOSED DEVELOPMENT. THE INFORMATION MUST BE PROVIDED IN THE MANNER AND FORMAT SPECIFIED IN THE LOCAL PLANNING AUTHORITY'S DEVELOPMENT MANAGEMENT PROCEDURES. THE INFORMATION MUST BE PROVIDED IN THE MANNER AND FORMAT SPECIFIED IN THE LOCAL PLANNING AUTHORITY'S DEVELOPMENT MANAGEMENT PROCEDURES.

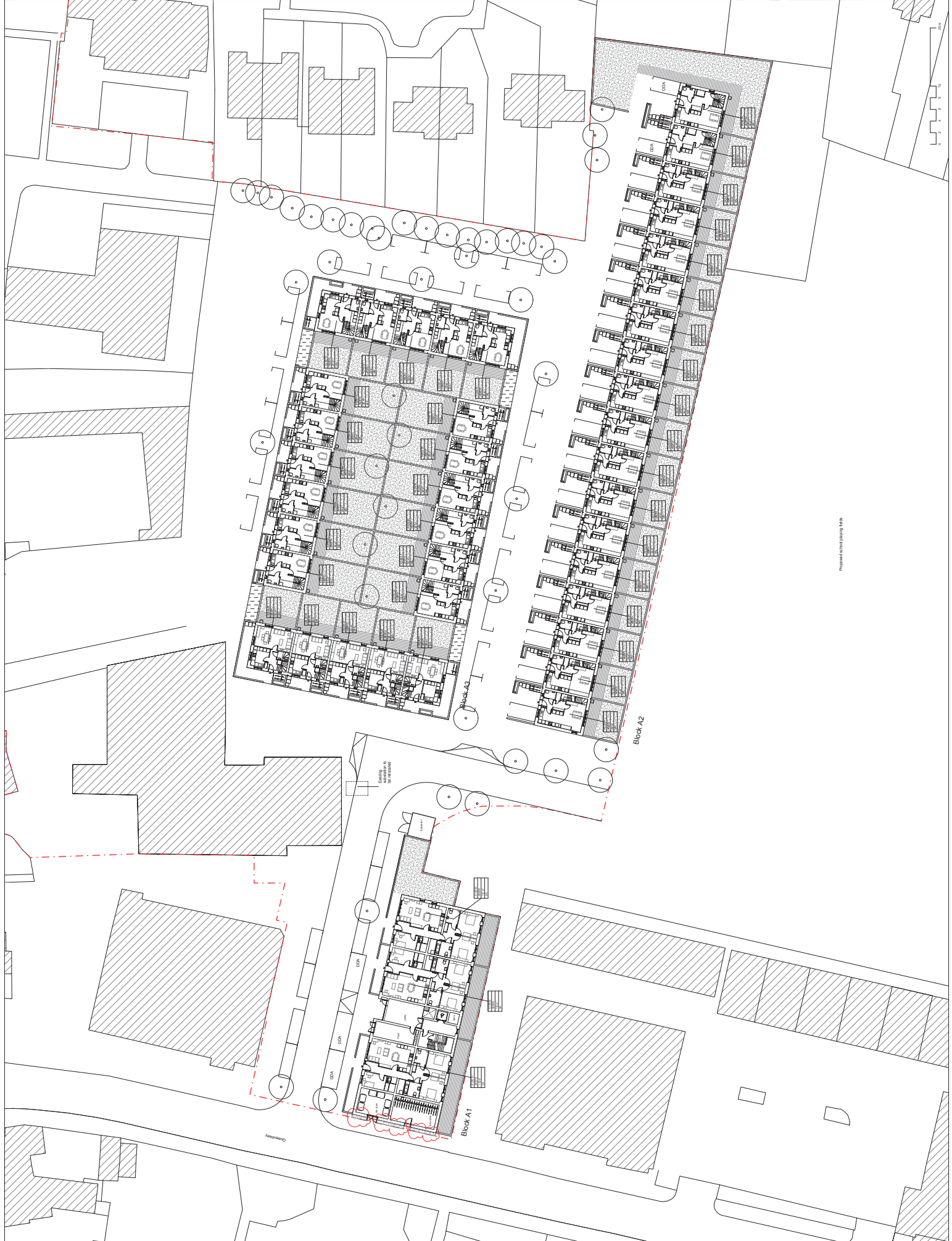
- Planning Application Boundary
- Back garden for the development
- Existing green parking
- Proposed green parking
- Proposed parking to be discouraged to manage air quality for health
- Existing buildings

Use type legend:
 01 - Residential
 02 - Commercial
 03 - Industrial
 04 - Public Use
 05 - Other

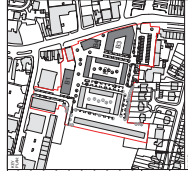
Please refer to contract with sub-contractor for details of construction materials.

GENERAL NOTES:
 01 - All proposed buildings to be built to a minimum of 3 storeys.
 02 - All proposed buildings to be built to a minimum of 3 storeys.
 03 - All proposed buildings to be built to a minimum of 3 storeys.
 04 - All proposed buildings to be built to a minimum of 3 storeys.
 05 - All proposed buildings to be built to a minimum of 3 storeys.

Project Name	THE ELECTRIC QUARTER Podium End Regeneration
Client	THE ELECTRIC QUARTER Podium End Regeneration
Architect	Karakusevic Carson Architects
Address	235-A-P-101-00
City	LOS ANGELES, CALIFORNIA
State	CA
Country	USA
Scale	1:300 @ A0
Date	07/02/2015
Sheet	235



Proposed ground floor plan



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- PLANNING APPLICATION BOUNDARY**
- Planning Application Boundary
 - Block parking technique
 - Insulated grass paving
 - Indicate planting to encourage permeability and drainage to maximize infiltration to earth
 - Energy ratings

- UTILITIES LEGEND**
- WATER MAIN
 - SEWER MAIN
 - GAS MAIN
 - TELEPHONE
 - FIBRE OPTIC
 - POWER

GENERAL NOTES

1. All dimensions are shown in feet and inches. Dimensions are shown to the center of the wall unless otherwise noted.

2. All dimensions are shown to the center of the wall unless otherwise noted.

3. All dimensions are shown to the center of the wall unless otherwise noted.

4. All dimensions are shown to the center of the wall unless otherwise noted.

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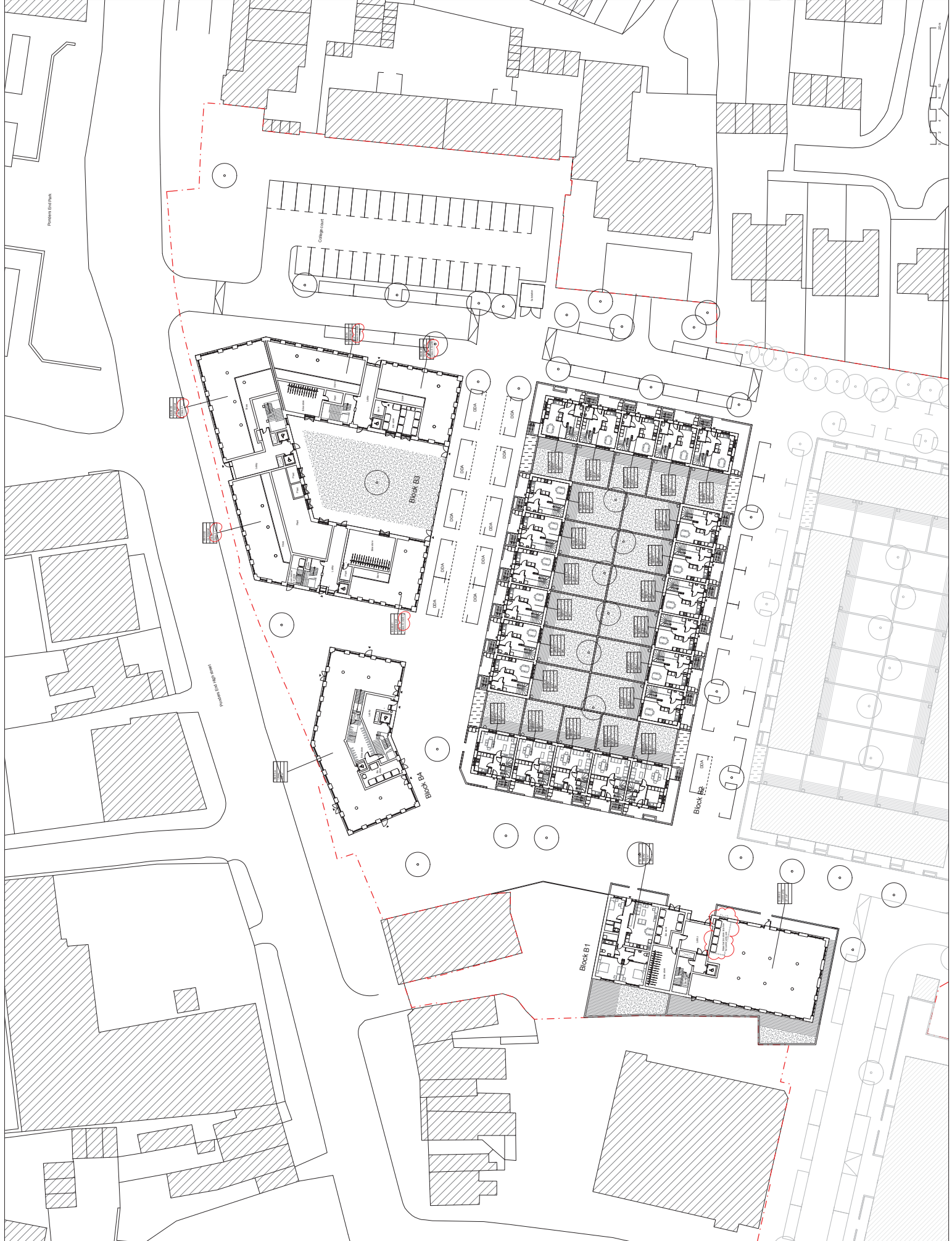
7. All dimensions are shown to the center of the wall unless otherwise noted.

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9. All dimensions are shown to the center of the wall unless otherwise noted.

10. All dimensions are shown to the center of the wall unless otherwise noted.

DATE	10/10/2018
BY	LOVELL EMPFIELD ARCHITECTS
PROJECT	THE ELECTRIC QUARTER Portland End Regeneration
PROPOSED PHASE 2 GROUND FLOOR PLAN	
235-A-P-102-00	2
PLANNING APPLICATION	
23122018	1:500 @ A0
07/02/2018	231





LOVELL

DATE: 05/11/2011
PROJECT: 256-A1-N0001
DRAWN BY: J. HARRIS
CHECKED BY: J. HARRIS
SCALE: 1/8" = 1'-0"

1. Indicate areas for placement of 1/4" panels.

2. All elevations shall be shown in perspective.

3. All elevations shall be shown in perspective.

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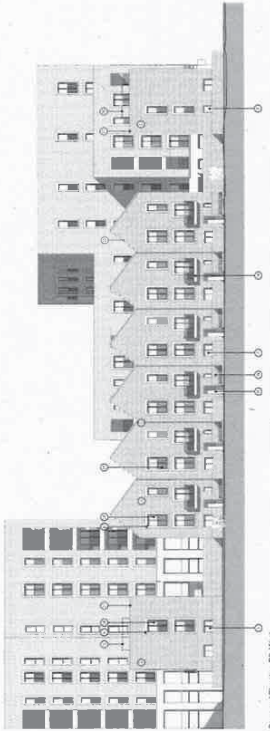
58. All elevations shall be shown in perspective.

59. All elevations shall be shown in perspective.

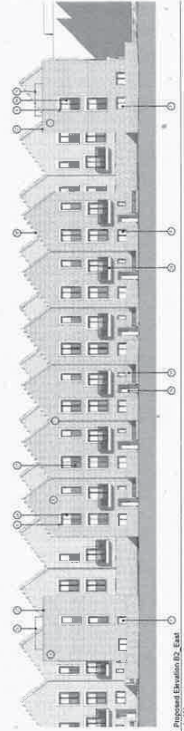
60. All elevations shall be shown in perspective.

61. All elevations shall be shown in perspective.

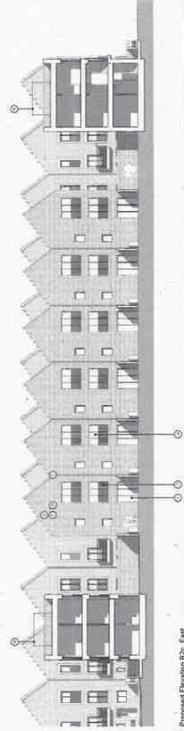
62. All elevations shall be shown in perspective.



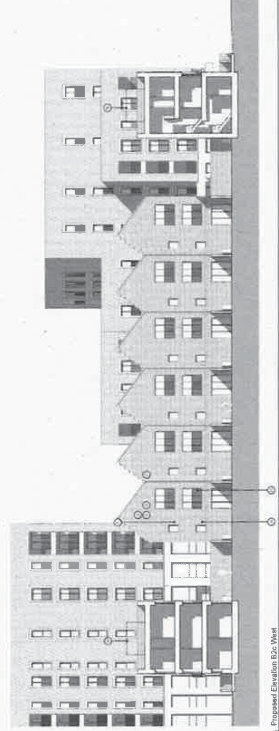
Proposed Elevation B2 - West



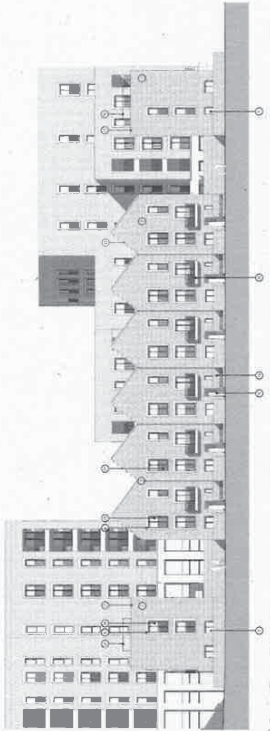
Proposed Elevation B3 - East



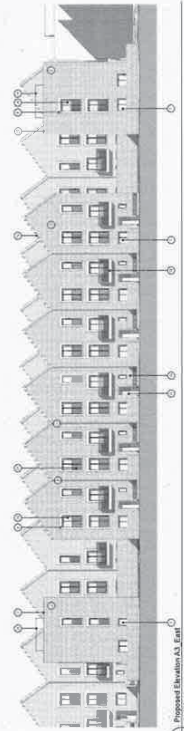
Proposed Elevation B4 - East



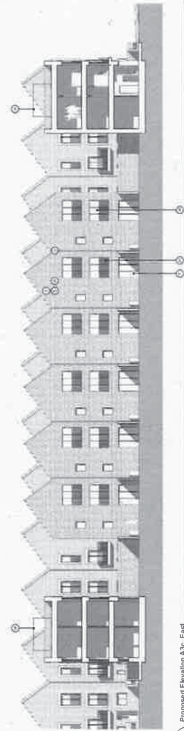
Proposed Elevation B5 - West



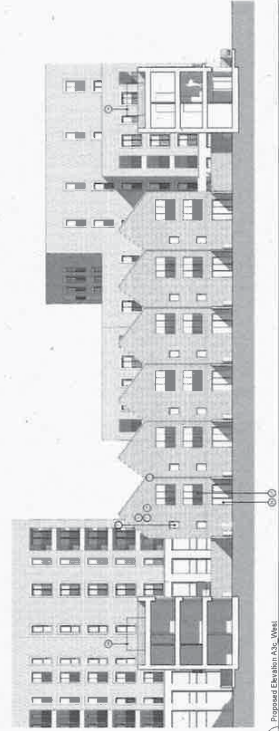
Proposed Elevation A3 - West



Proposed Elevation A4 - East



Proposed Elevation A5 - East



Proposed Elevation A6 - West



PROJECT NO.	256-A1-N0001
DATE	05/11/2011
SCALE	1/8" = 1'-0"
DRAWN BY	J. HARRIS
CHECKED BY	J. HARRIS
DATE	05/11/2011
PROJECT	THE ELECTRIC QUARTER Ponders End Regeneration
ARCHITECT	Korolusiewicz Carson Architects
ADDRESS	1000 10th Street, NW Washington, DC 20004
PROJECT NO.	256-A1-N0001
DATE	05/11/2011
SCALE	1/8" = 1'-0"
DRAWN BY	J. HARRIS
CHECKED BY	J. HARRIS
DATE	05/11/2011

Proposed Elevations



LOVELL

PROPOSED ELEVATION AS SHOWN IN THIS PLAN
THE PROPOSED ELEVATION AS SHOWN IN THIS PLAN IS SUBJECT TO THE APPROVAL OF THE LOCAL AUTHORITY AND THE ARCHITECTS' RESPONSIBILITIES ARE LIMITED TO THE DESIGN OF THE BUILDING AS SHOWN IN THIS PLAN.

PROPOSED ELEVATION AS SHOWN IN THIS PLAN

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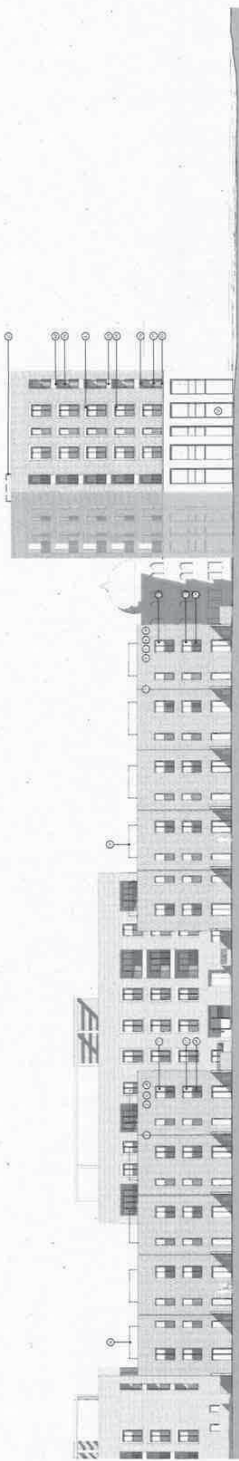
PROPOSED ELEVATION AS SHOWN IN THIS PLAN

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PROPOSED ELEVATION AS SHOWN IN THIS PLAN

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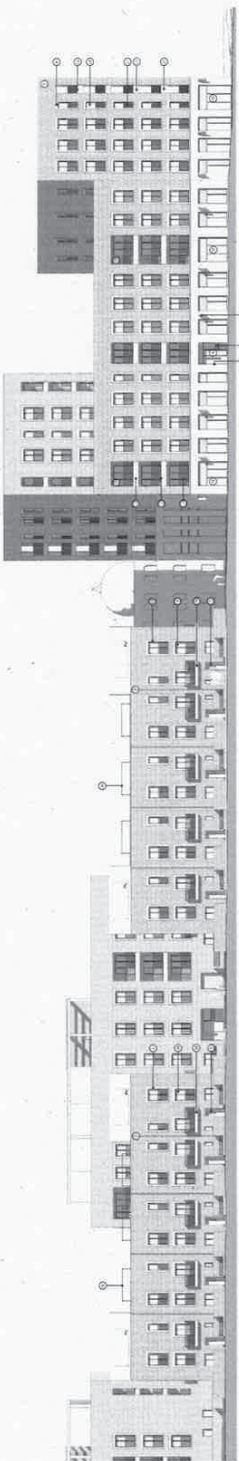
PROPOSED ELEVATION AS SHOWN IN THIS PLAN



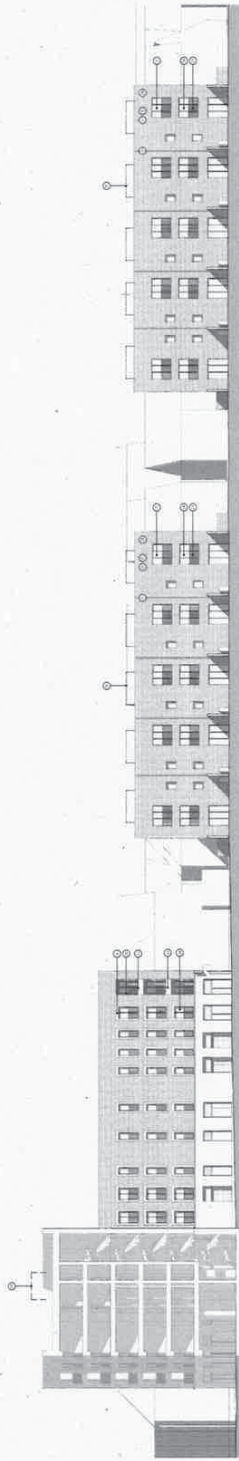
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PROPOSED ELEVATION AS SHOWN IN THIS PLAN

Korolusiewicz Carson Architects
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 New York, NY 10014
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 Email: info@kca.com

**THE ELECTRIC QUARTER
 Posters and Regeneration**

Proposed Elevations

255-AP-300-02

PLANNING APPLICATION

DATE: 11/20/10
 DRAWN BY: JCH
 CHECKED BY: JCH
 SCALE: 1/8" = 1'-0"



LOVELL

Proposed Elevations A2, B1, B2, B3, B4, B5, B6, B7, B8, B9, B10, B11, B12, B13, B14, B15, B16, B17, B18, B19, B20, B21, B22, B23, B24, B25, B26, B27, B28, B29, B30, B31, B32, B33, B34, B35, B36, B37, B38, B39, B40, B41, B42, B43, B44, B45, B46, B47, B48, B49, B50, B51, B52, B53, B54, B55, B56, B57, B58, B59, B60, B61, B62, B63, B64, B65, B66, B67, B68, B69, B70, B71, B72, B73, B74, B75, B76, B77, B78, B79, B80, B81, B82, B83, B84, B85, B86, B87, B88, B89, B90, B91, B92, B93, B94, B95, B96, B97, B98, B99, B100

Includes areas for proposed U-10 projects

Large multi-story buildings are shown in grey. The map shows the location of the project within the Lovell neighborhood. The map includes a legend for proposed U-10 projects and a scale bar.

1. The map shows the location of the project within the Lovell neighborhood. The map includes a legend for proposed U-10 projects and a scale bar.

2. The map shows the location of the project within the Lovell neighborhood. The map includes a legend for proposed U-10 projects and a scale bar.

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12. The map shows the location of the project within the Lovell neighborhood. The map includes a legend for proposed U-10 projects and a scale bar.

13. The map shows the location of the project within the Lovell neighborhood. The map includes a legend for proposed U-10 projects and a scale bar.

14. The map shows the location of the project within the Lovell neighborhood. The map includes a legend for proposed U-10 projects and a scale bar.

15. The map shows the location of the project within the Lovell neighborhood. The map includes a legend for proposed U-10 projects and a scale bar.

16. The map shows the location of the project within the Lovell neighborhood. The map includes a legend for proposed U-10 projects and a scale bar.

17. The map shows the location of the project within the Lovell neighborhood. The map includes a legend for proposed U-10 projects and a scale bar.

Proposed Elevations

THE ELECTRIC QUARTER
Podium East Renovation

Proposed Elevations

25S-P-300-03

PLANNING APPLICATION

DATE: 10/15/2015

PROJECT: THE ELECTRIC QUARTER

SCALE: 1/8" = 1'-0"

DATE: 10/15/2015

PROJECT: THE ELECTRIC QUARTER

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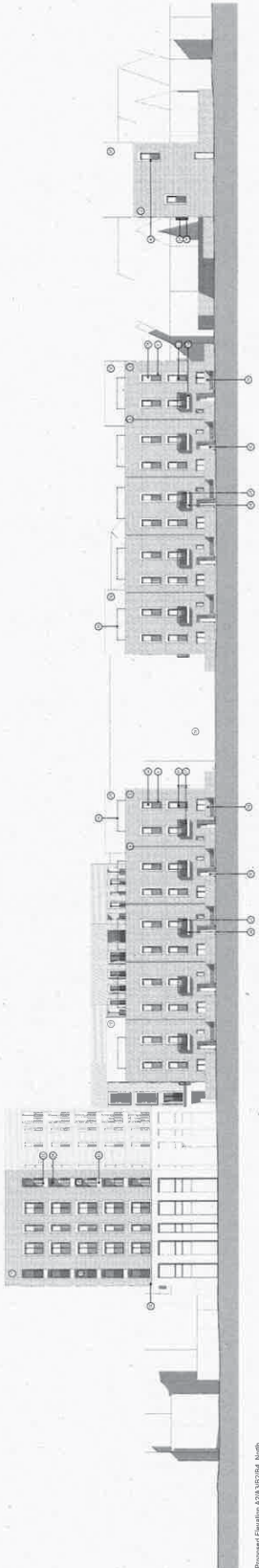
Proposed Elevation A2, West
Scale: 1/8" = 1'-0"



Proposed Elevation A2, South
Scale: 1/8" = 1'-0"



Proposed Elevation A2, East
Scale: 1/8" = 1'-0"



Proposed Elevation A2, North
Scale: 1/8" = 1'-0"

