

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 22nd July 2014

Report of
Assistant Director, Planning &
Environmental Protection

Contact Officer:
Andy Higham Tel: 020 8379 3848
Sharon Davidson Tel: 020 8379
3857
Mr R. Singleton Tel: 020 8379 3837

Ward: Southgate
Green

Application Number : P14-00197PLA

Category: Dwellings

LOCATION: 109, STATION ROAD, LONDON, N11 1QH

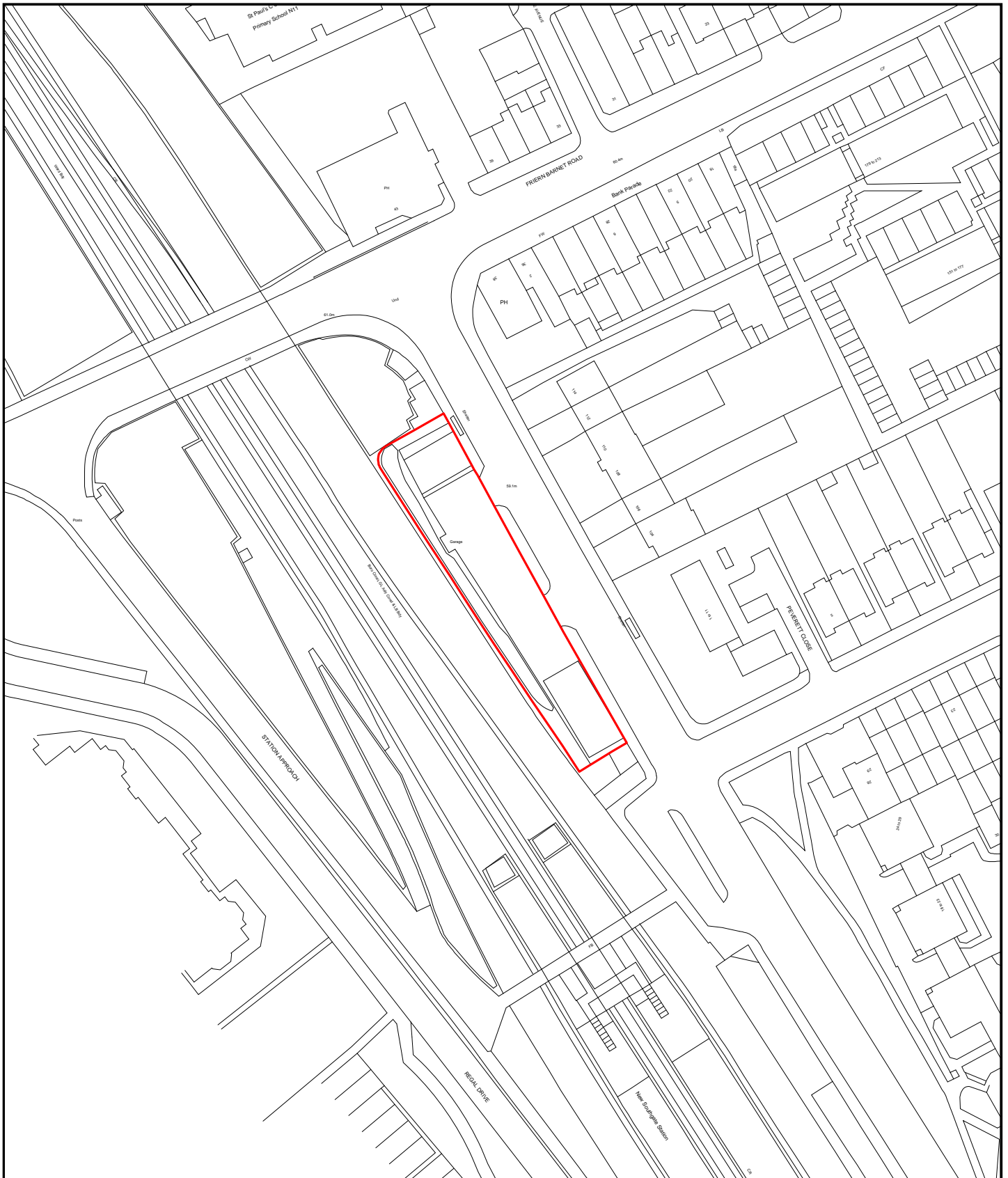
PROPOSAL: Redevelopment of site to provide a part 5, part 6-storey block of 44 residential units (comprising 14 x 1-bed, 25 x 2-bed and 4 x 3-bed self-contained flats and 1 x 3-bed maisonette) with balconies and sun terraces to front, side and rear, bin and cycle storage and plant rooms at ground floor and associated landscaping.

Applicant Name & Address:
Origin Housing Group Ltd
C/O Agent

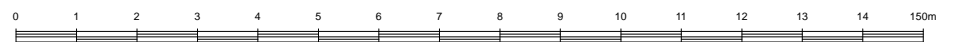
Agent Name & Address:
Mr Mark Connell
Jones Lang Lasalle
22 Hanover Square,
London,
United Kingdom,
W1S 1JA

RECOMMENDATION:

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



Development Control



Scale - 1:1250
Time of plot: 12:28

Date of plot: 04/07/2014

1. Site and Surroundings

- 1.1 This 0.15ha site comprises a car sales forecourt, currently occupied by New Southgate Motor Company, with an associated single storey office with storage buildings, located to the west side of Station Road and close to the junction with Friern Barnet Road. The site is bounded to the north by a small unit in ad-hoc non-residential use situated within a parcel of land owned by Network Rail, to the west by the Moorgate/Welwyn Garden City railway line and to the south by a small single storey commercial unit and the New Southgate Rail Station. The site forms part of the New Southgate Master Plan and has been identified as a Regeneration Site in this document.
- 1.2 The site benefits from direct access to local amenity provision in the form of the High Road open space and Millennium Green to the south, both are defined as a Local Open Spaces in the Core Strategy.
- 1.3 The site is well serviced by public transport with several bus routes running along Station Road and Friern Barnet Road. New Southgate overground rail station is directly to the south and Arnos Grove is a 5-10minute walk to the east. The area has a PTAL of 5, indicating that it is highly accessible.
- 1.4 The site is mixed in terms of character, with predominantly residential units to the east and larger scale commercial units to the south. The site is serviced by a small local parade of shops on Friern Barnet Road. The scale of the development on site has seen low profile single storey buildings juxtaposed against larger 3 and 4 storey residential blocks of the flats to the east. The topology of the site is such that ground levels fall to the rear of the site by approximately 3m.
- 1.5 The site is not within a Conservation Area nor are any of the properties designated as a Listed Building.

2. Proposal

- 2.1 The application proposes the redevelopment of brownfield land identified within both the New Southgate Master Plan, and more recently the North Circular Area Action Plan, as the 'New Southgate Station' site.
- 2.2 The scheme would result in the demolition of the existing car dealership and erection of a part 5, part 6 storey block of 44 residential units (comprising 14 x 1-bed units, 25 x 2-bed units and 5 x 3-bed flats) with associated amenity provision and landscaping. A total of 4 of the units have been designed for wheelchair accessible use comprising 3 x 2-bed adaptable units and a 1 x 3-bed wheelchair accessible duplex unit.
- 2.3 The site is trapezoid in shape with a tapering boundary abutting the railway embankment. In this regard, the development has been designed to respond to the constraints of the site with a strong and accented 83m frontage to Station Road, with the tapering nature of the site accommodated within a stepped façade to the rear. To the north of the site, the development has an overall depth of approximately 14.7m and reduces to 8.5m to the south.
- 2.4 To respect and respond to the topographical differences from the front to the rear of the site, the proposed 5 storey element of the scheme is located to the

south of the site, before stepping up to 6 storeys at the Station Road / Friern Barnet Road junction.

- 2.5 The proposal is car free, but seeks to provide 78 secure parking spaces for bicycles.
- 2.6 Underpinning the scheme is a wider Council initiative realised by the New Southgate Master Plan and followed up by the North Circular Area Action Plan (NCAAP), to regenerate New Southgate and wider NCAAP to deliver 1,300 new homes lining this gateway corridor into the Borough.

3. Relevant Planning Decisions

- 3.1 TP/05/1318 – Redevelopment of site for residential purposes for the erection of a four storey block plus roof balcony of 48 flats. (Outline application - siting and means of access only) – Refused (19/10/05) by reason of:

- 1. The formation of a vehicular access on to Station Road would lead to vehicles stopping, slowing down, and turning from or into the adjacent portion of highway, thus adversely affecting the safety and free flow of traffic and would constitute a hazard to pedestrians on the public highway. In these respects the proposal is contrary to Policies (II)GD6, (II)GD8 and (II)T13 of the Unitary Development Plan.
- 2. The vehicular access proposed could result in vehicles slowing, turning and otherwise manoeuvring in, from, and onto a Classified Road and a component of the London Bus Priority Network and close to an uncontrolled pedestrian crossing and a Bus Stop Clearway, and could thus compromise highway safety and the free flows of traffic. In this respect the proposal is contrary to Policies (II)GD6, (II)GD8, (II)T3 (II)T4 and (II)T5 of the Unitary Development Plan.
- 3. The proposed development, by reason of its siting, site coverage, height, lack of amenity space provision and overall scale, would result in an overly dominant, intrusive and discordant form of development and therefore, an overdevelopment of the site, out of keeping with and detrimental to the appearance of the street scene and visual amenities of the surrounding area. This is contrary to Policies (I)GD1, (I)GD2, (II)GD3, (II)H7 and (II)H9 of the Unitary Development Plan.

- 3.2 In the assessment of this application, this decision is a material consideration and consequently will feature in deliberations below, notably with regard to access, servicing and highway safety.

- 3.3 TP/06/1330 – Redevelopment of site for residential purposes for the erection of up to 2,000 m2 of residential accommodation (Outline application - means of access only) – The application was Withdrawn (14/09/06) with no stated explanation.

- 3.4 TP/06/2364 – Demolition of existing buildings and redevelopment of site for residential purposes for the erection of up to 2,000 m2 of residential accommodation (Outline application - access only) (revised scheme) – The application was Withdrawn (04/04/07) with no stated explanation.

4. Consultations

4.1 **Statutory and non-statutory consultees**

Biodiversity Officer

- 4.1.1 Despite initial reservations in relation to the submitted Bat Survey, follow-up surveys have been completed and no objection was raised to the revised information submitted. The Biodiversity Officer, is satisfied that the development would not serve to undermine the biodiversity of the site or indeed have any impact upon protected species of habitats.
- 4.1.2 The presence of Japanese Knotweed (an invasive, non-native species) in the south-western corner of the site needs to be addressed before ground works proceed in this location (to ensure that it does not spread further). This would be addressed by condition.

Traffic and Transportation:

- 4.1.4 An objection is raised to the application on the basis of a lack of on street parking which is likely to result in a negative impact on the already high levels of existing on-street parking demand. Servicing is also a concern but not to a level that makes the scheme unacceptable. However, it is acknowledged that there is limited scope to physically manage these impacts on-site, particularly as basement parking is unlikely to be financially viable.
- 4.1.5 Traffic and Transportation caveat their response by stating that if approval is recommended the following package of sustainable travel measures will need to be funded by the developer:
- Travel Plan
 - Car Club
 - CPZ funding
 - Sustainable travel promotions
 - PERS/CERS audit
 - Loading bay
 - Parking restrictions
 - Street scene and pedestrian environment improvements
 - PERS/CERS audit works

Environmental Health:

- 4.1.6 No objections are raised to the scheme. The air quality assessment submitted is acceptable and the recommendations in the report should be implemented to protect the future residents from air quality which exceeds the objective levels set out in the Air Quality Regulations 2002 (as amended).
- 4.1.7 In addition, noise control recommendations for glazing must also be implemented to protect future residents from road and train noise.
- 4.1.8 A full schedule of conditions have been suggested.

Housing:

- 4.1.9 No objections in principle to the scheme subject to reiterating Council Policy in relation to mix, affordable housing and wheelchair accessible homes.

Education:

- 4.1.10 No objections subject to a s106 contribution.

London Borough of Barnet:

- 4.1.11 At the time of writing, no response had been received from the London Borough of Barnet. Any comments will be reported at the meeting.

Thames Water:

- 4.1.12 No objections subject to relevant conditions relating to surface water drainage and impact piling.

Metropolitan Police:

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

Network Rail:

- 4.1.14 No objection in principle to the proposed development subject to a more detailed discussion of railway safety issues and construction practices taking place before construction commences. In addition, the applicant must ensure that any construction and any subsequent maintenance can be carried out to any proposed buildings or structures without adversely affecting the safety of, or encroaching upon Network Rail's adjacent land and air space.

Primary Care Trust:

- 4.1.15 At the time of writing, no response had been received from the Primary Care Trust. Any comments will be reported at the meeting.

4.2 Public response

- 4.2.1 The application was referred to 156 surrounding properties and a site notice was posted in the site (21 days expired 14/02/14). Three written representations were received objecting to the proposal on the following grounds:

- Overdevelopment of the site
- Loss of light
- Loss of privacy
- Loss of biodiversity
- Inadequate parking provision giving rise to increase parking pressures on adjacent roads and giving rise to conditions prejudicial to the safety and free flow of traffic on the adjoining highways
- Loss of scenic view

- 4.2.2 This final point is not a material planning consideration. Members should also note that one of the representations was supportive of the scheme's '*innovative design*'.

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

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

Interim Housing Design Guide

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 45: New Southgate

The New Southgate Masterplan SPD
Biodiversity Action Plan
North Circular Area Action Plan
S106 SPD

5.3.3 Unitary Development Plan

After the adoption of the Core Strategy, a number of UDP policies are retained as material considerations pending the emergence of new and updates policies and development standards within the Development Management Document. The following are of relevance

(II)GD3 – Character and design
(II)GD6 – Traffic generation
(II)GD8 – Site access and servicing
(II)E4 – Special needs of small firms
(II)E9 – Non-commercial and industrial uses
(II)H8 – Privacy and overlooking
(II)H9 – Amenity space
(II)H12 – Residential amenity
(II)T13 – Creation or improvement of accesses

5.3.4 Development Management Document: Submission Version

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 the 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

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
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

6. Analysis

6.1 The main issues to consider are as follows:

- i. Principle of redevelopment to provide residential accommodation and in particular the conformity of the development with adopted and emerging SPD to include:
 - a. Site demise; and,
 - b. Omission of Retail Uses
- ii. Design;
- iii. Amenity of neighbouring properties;
- iv. Highway safety;
- v. Sustainability and biodiversity;
- vi. S.106 Obligations; and
- vii. Community Infrastructure Levy

6.2 Principle

6.2.1 The subject scheme forms part of a wider strategic objective to regenerate the New Southgate Area. In this regard, the adopted New Southgate Master Plan, Core Policies 4 & 45 of the Core Strategy identify the New Southgate Station site as a Regeneration Priority Area primed for estate renewal balancing the wider social objectives for the site with economic and environmental considerations. The themes and strategic objectives for the area have been replicated and subsumed into a wider geographical regeneration priority area lining the A406 corridor and features in the North Circular Area Action Plan (NCAAP) which has been tested at examination as sound and will be reported to Council for adoption in October 2014.

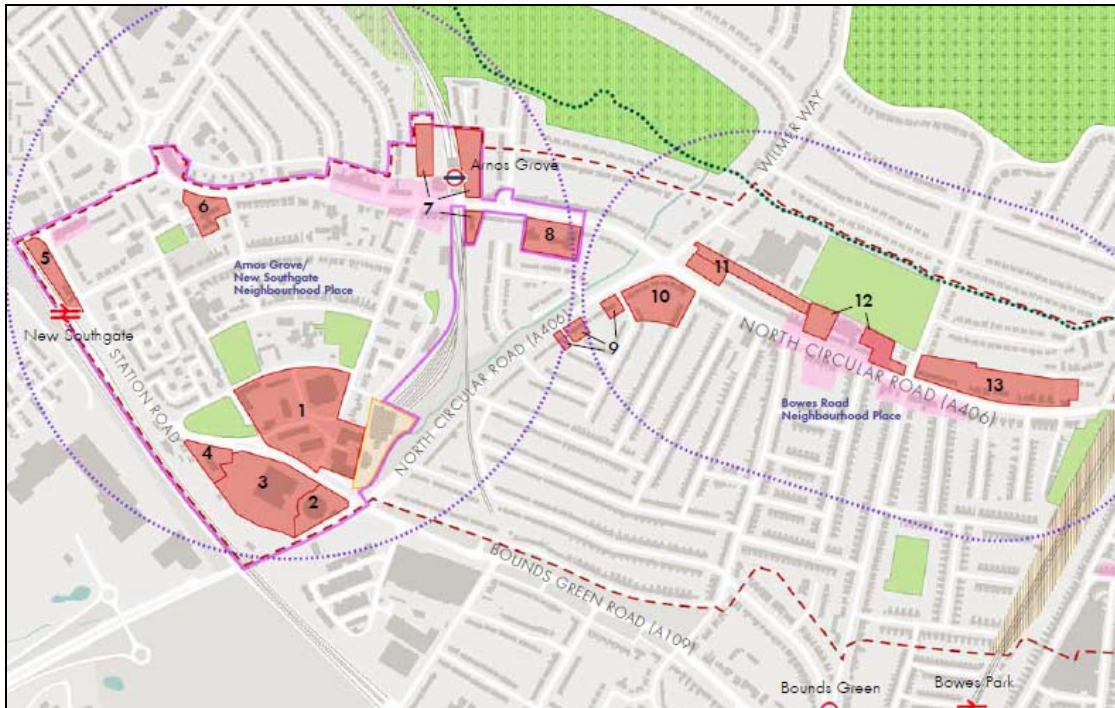


Fig 1. NCAAP Opportunity sites and Enfield Local Plan Policies Map for Draft DMD

6.2.2 The respective Master Plan and NCAAP documents identify the ‘New Southgate Stations and Friern Barnet Road Shops’ (or ‘Regeneration Site 5’) site as suitable for a residential led, mixed use development. Whilst the Master Plan / NCAAP assessment of the development potential of the site was based on high level capacity analysis, the documents give an indication of the quantum of development providing for up to 84 residential apartments, with potentially 790 sq.m retail provision to the Friern Barnet Road / Station Road junction across a 5 / 6 storey building. The documents emphasise the importance of public realm enhancements (particularly to the New Southgate Station entrance), with support for strong design to create a landmark gateway development to the Friern Barnet Road / Station Road junction.



Fig 2. New Southgate Masterplan Building Heights and Uses

6.2.3 The subject scheme proposes a solely residential led redevelopment of land identified as being within the Regeneration Site 5, namely the existing car showroom, but does not include parcels of land to the north and south of the site. Whilst it is clear that the delivery of the site for residential purposes, would be broadly consistent with adopted and emerging documents particularly in the delivery of high quality residential units to a wider regeneration area, it is clear that elements of the original Master Plan vision have been omitted, with the loss of the retail element and indeed an overall reduction in the site area. In the interests of clarity each of these elements will be examined in the following sections.

Site Demise

6.2.4 Both the New Southgate Master Plan and the NCAAP plot the site boundaries of Regeneration Site 5 as including parcels of land to the north and south of the application site, both of which are in Network Rail ownership. The inclusion of these parcels of land within the adopted and emerging documents clearly sought to maximise the development potential of the site, engaging with opportunities to expand the local centre to the north and create an attractive station gateway to the south as part of wider public realm enhancements.

6.2.5 The subject scheme, and previous iterations at pre-application stage, have consistently omitted these parcels of land on the stated basis that Network Rail have no interest in releasing the land, for what is understood to be for operational and servicing reasons. At pre-application stage and throughout

the application process, further enquiries to verify the position of Network Rail have been pursued, both by the applicant and officers. Network Rail have, in response, maintained their position and consistently stated that they are not interested in selling the land to either the north or the south of the site even when the sites were considered in isolation. In this respect it is accepted that there is no realistic possibility of this land being released in the foreseeable future and whilst it would be preferable to realise a comprehensive redevelopment of the site, it is considered that the omission of Network Rail land to the north and south of the site is acceptable and should not prevent development coming forward on this site.

- 6.2.6 However, in accepting this point of principle, it is equally important to ensure that the adjacent sites are not blighted or sterilised by the subject scheme. In this regard, through the pre-application process, changes to the design of the northern and southern elevations were successfully negotiated with each elevation striking a clear balance between visual interest (particularly to the key Friern Barnet Road landmark elevation) and ensuring that development could be delivered to each of the parcel sites without unduly prejudicing existing or potential residents to either. This is achieved by specifying secondary windows and secondary balcony returns to each of the elevations that punctuates the façade to create visual interest and addressing the northern and southern aspects, while ensuring that any additional development to the bookend plots could be accommodated without radical architectural intervention or indeed without stifling the development potential of the adjacent plots to an unreasonable extent.

Omission of Retail Uses

- 6.2.7 As originally conceived, the New Southgate Master Plan envisaged a mixed use development to the site which sought to maximise opportunities to extend the Friern Barnet Road Local Centre to the west and to provide an active frontage to the New Southgate Railway Station to the south of the site, as part of wider public realm and gateway enhancements. As submitted, the subject scheme seeks to omit the stated mixture of uses in favour of a residential only scheme.
- 6.2.8 At pre-application stage, the option of mixed use development was questioned in the submission and concern was expressed by Officers that, mindful of the degree of vacancy in existing shop units and the subsequent sensitivities of the local parade of shops to Friern Barnet Road were such that the incorporation of further A1-A4 uses would potentially undermine the vitality and viability of the delicately balanced local parade, and hence argued that such a mix of uses may harm rather than enhance existing provision.
- 6.2.9 Having reviewed the local parade and mindful of both the Policy direction of the emerging DMD and the omission of the Network Rail sites, it is maintained that a mix of uses to the locality would not be of benefit to the surrounding area, conversely placing more pressure on the scale and scope of the built form (ie undermining the number of residential units or indeed increasing the height, bulk and massing of the build) or further undermining the viability of the remaining parade. The omission of the Network Rail sites further support this view, with the stated continuity or 'extension' of the Friern Barnet Local Centre undermined by the omission of the corner site to the north and the public realm mixed use enhancements posited for New Southgate Station undermined by the omission of the southern site. Indeed

the blind delivery of a mixed use ground floor would serve to create units that are geographically isolated, thereby potentially detracting from the existing centre or likely to remain vacant creating a dead frontage and undermining the contribution of the development to the street scene.

- 6.2.10 Furthermore, Policy CP17 of the Core Strategy and Policy DMD 25 of the emerging Development Management Document adopts a hierarchal approach to the identification of appropriate locations for retail uses within the borough. These are identified on the emerging Policies Map as: Enfield Town as the major centre; the district centres at Angel Edmonton, Edmonton Green, Southgate and Palmers Green; Large Local Centres; Local Centres and Local Shopping Parades. Both Policies seek to ensure that retail development is appropriately located and serves to consolidate and enhance the vitality and viability of our centres. Retail uses outside of these defined areas are generally resisted particularly where such additionality could undermine the vitality and viability of an identified centre.
- 6.2.11 The subject site falls just outside of an existing centre and consistent with this sequential approach, the DMD25 seeks to consolidate and strengthen existing centres as the principal referent, which when taken in context with the loss of the Network Rail sites, further strengthens the case for a residential only scheme.
- 6.2.12 In light of this, it is considered that the absence of a retail function within the scheme is consistent with Policy and the sequential approach adopted by Council in relation to retail uses, particularly where it is determined that the site is adequately serviced by the local centres of Arnos Grove, New Southgate and Friern Barnet Road in highly accessible locations and all within walking distance of the site, that would adequately service local needs.
- 6.2.13 In this regard, considering that a residential only development would be acceptable and consistent with the objectives of the adopted Master Plan and NCAAP, the omitted Network Rail sites, if delivered could address the desire of the documents to incorporate commercial uses.
- 6.2.14 Therefore, the development when considered on the basis of relevant site constraints would on balance, be compatible with Policies 3.3 and 3.4 of the London Plan and Core Policies 5 & 45 of the Core Strategy, the New Southgate Master Plan and the NCAAP insofar as it provides an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets and brings into use a brownfield site identified as a Priority Regeneration Area.
- 6.2.15 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 Design

Density

- 6.3.1 For the purposes of the London Plan density matrix, it is considered the site lies within an urban area due to its proximity to arterial routes bounding the site and the A406 500m to the south. The site benefits from a PTAL of 5 indicating that it is highly accessible via public transport with a range of bus routes along Station Road and, of course, the proximity of New Southgate Railway Station.
- 6.3.2 In this regard, the density matrix suggests a density of between 200 and 700 habitable rooms per hectare. The character of the area indicates that the average unit size in the area has between 3.1 – 3.7 rooms. This suggests a unit range of 55 to 225 units per hectare. Given the particulars of the site and consistent with density guidelines issued by the Council on the back of the New Southgate Master Plan (as restated by the NCAAP), a high level capacity analysis gives an indication of the quantum of development providing for up to 84 residential apartments including the parcels of Network Rail Land to the north and south of the site. This would seem to justify a higher density to the site¹ albeit this must be carefully qualified by the London Plan Matrix, the high level nature of the Master Plan figures and indeed the context of the site. It is considered that an acceptable density would be towards the higher range namely between 350 and 700 habitable rooms per hectare.
- 6.3.3 As submitted, the schedule of accommodation and housing mix paper indicates that the development would achieve an overall density of 820 habitable rooms per hectare and a total of 294 units per hectare. While this is above the ranges prescribed by the London Plan Density Matrix, the development would be within the indicative unit numbers published and adopted within both the New Southgate Master Plan and the NCAAP.
- 6.3.4 In this regard, 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 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 section.

Layout, mass, bulk and height

¹ NCAAP and New Southgate Master Plan when taken to the full extent of the identified site would result in 365 units per hectare. These density ranges on the basis of units per hectare are in excess of the London Plan Density Matrix and this must be duly noted. When expressed over habitable rooms per hectare, taking a reasoned approach in terms of the mix based on compliance with the Core Strategy, the subject scheme would result in around 1,334 habitable rooms per hectare (based on 307 habitable rooms across the site).

- 6.3.5 Consistent with the core principles of the London Plan, the Core Strategy and the New Southgate Master Plan, well considered, high quality, designed development is central to achieving the wider regenerative objectives for the development site. Developments should be of the highest quality internally, externally and in relation to the wider environment providing an attractive and functional public realm, clear legibility for users, but one that adapts to changing needs and fosters a sense of community. New development is required to have regard to its context, and make a positive contribution to local character.
- 6.3.6 Transport infrastructure dictates and dominates the urban form, resulting in a decidedly loose urban fabric surrounding the subject site, which stands in contrast to the red brick estate and residential dwellings beyond to the east of the site. The open aspect of the junction of Station Road and Friern Barnet Road, as well as the generous proportions of the highway, affords the opportunity to accommodate larger scale buildings radiating out from the gasholder site and lining Station Road as you move north.
- 6.3.7 In relation to the subject site, the low rise car lot and ad hoc single storey structures to the west of Station Road are juxtaposed by larger scale 4 storey residential and mixed use development, which in the context of the street, appear more successful and respond more fully to the proportions of the highway. The public house to the eastern corner of Station Road provides a strong focal point for the local centre.
- 6.3.8 In addition to indicative numbers to define the quantum of development, the New Southgate Master Plan provided loose design parameters to guide development towards appropriate building heights. The document and accompanying site analysis indicated that a 5 to 6 storey development to the location would be within acceptable thresholds. Accordingly, the subject development has sought to respond to the design parameters set out within the New Southgate Master Plan and the concerns raised by Officers in consideration of pre-application advice. In this regard, the overall height and bulk of the scheme has been reduced from previous iterations, and proposes a predominately 5 storey scheme raising to 6 storeys adjacent to the Friern Barnet Road / Station Road junction.



Fig 3. Site Section New Southgate Station

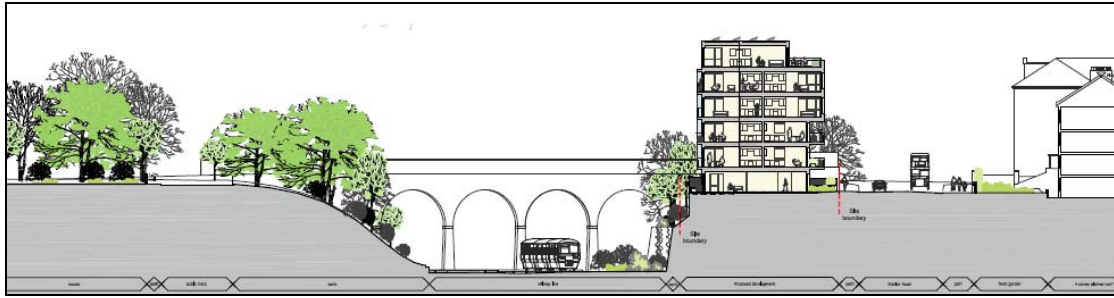


Fig 4. Site Section Friern Barnet / Station Road Junction

- 6.3.9 Given the degree of separation afforded by the transport infrastructure bounding the site, the relatively loose urban fabric indicative of this junction, as well as the scale of existing structures to the east, a landmark development to this locality is justified considering this is a gateway to the borough as highlighted by the New Southgate Master Plan. Indeed, the height of the development positively responds to the development opposite with a comparable scale. The loss of the northern Network Rail site has consequently further served to reduce the bulk and scale of the built form to the junction, maintaining and complementing the public house as the focal point of the area when approaching the site from the east along Friern Barnet Road.
- 6.3.10 Concern has previously been levied relating to the extent of the façade to Station Road and mindful of this and the need to break up the façade and respond to the human scale, the frontage is punctured by recessed design elements across a vertical and horizontal axis to create distinctive individual blocks across 3 cores, again to respond more positively to the pattern of development to the east. This gives the appearance of distinctive elements within the single built form and reduces the overall bulk and massing. The recession of the fourth, fifth and sixth floors further reduces the perceived height of the development, again providing a more human scale to the Station Road elevation, which when taken with the palette of finishing materials, presents a 3 to 5 storey development from street level.
- 6.3.11 The development has had to respond to the constraints of the site, however, a recession of the façade from the back edge of the pavement provides a defensible space for residents while potentially delivering requisite streetscape enhancements.



Fig 5. Visualisations

6.3.12 Whilst it is acknowledged that the development will be readily discernible 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 that serve to recess the highest elements of the scheme are successful in breaking up the bulk of the façade, ensuring that it remains consistent with the New Southgate Master Plan and NCAAP brief. When taken in context from key views across the site, submitted visualisations demonstrate how the development successfully integrates into the pattern of development within the surround, creating a high quality finish that will serve to enhance and complement the architectural quality of the area as well as its character and appearance.

6.3.13 It is the contention of the applicant that the submitted scheme strikes a balance between the London Plan Density Matrix and those featured in the adopted Master Plan. Again, weight must be given to this argument and indeed the design parameters that advocated the delivery of a 5 / 6 storey development with a landmark element to the Station Road junction.

6.3.14 Consequently, while the Authority must acknowledge that the density ranges based on such high level analysis can only provide an indication of permissible development, in accordance with paragraph 173 of the NNPF weight must also be attributed to the deliverability of the scheme and the critical mass in terms of number of units required to make the scheme viable.

6.3.15 In this regard, a viability statement and full schedule of build costs have been submitted and independently assessed by two expert consultants. Each consultant concludes that the assumptions and relevant calculations featured within the reports are reasonable and valid to ensure that the scheme is deliverable. A reduction in the number of units or the creation of a different residential mix to reduce the number of habitable rooms (potentially by providing a greater proportion of smaller units) is likely to

undermine the deliverability of the development as a whole or indeed result in a more undesirable residential mix in Policy terms. Therefore and in weighing up all relevant considerations, it is recommended that the development would achieve a density appropriate to the locality, commensurate with the scale, scope and viability of the scheme and would remain within relevant thresholds set by the adopted Master Plan and NCAAP.

Housing Mix

6.3.16 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. Recent guidance is also set out in the Housing SPG (2012). 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.

6.3.17 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%

6.3.18 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.

6.3.19 The New Southgate Master Plan reiterates this objective highlighting a defined and significant need for housing in the area and on the subject of housing mix states that developments ‘*should reflect the need for larger family units required by Core Strategy Policy 5, which should include houses and maisonettes. The mix of intermediate housing sizes will be determined on a site-by-site basis and subject to the financial viability of*

bringing sites forward for development and the Council will work with developers and other partners to agree an appropriate mix. However, the critical distinction to make in relation to the subject application is that the document (and NCAAP) acknowledge the constraints of this narrow site indicating that an apartment lead scheme without traditional single dwelling house typologies would be appropriate. Consequently, given the constraints of the site in relation to the degree of private amenity, the nature for apartment units and indeed the absence of car parking, the degree to which the site is suitable for family sized accommodation must be fully assessed.

6.3.20 The subject scheme proposes a housing mix comprising 44 residential units. The applicant, through the submitted Planning Statement acknowledges the need for family sized accommodation within the Borough, but contends that commensurate with economic considerations and the need to balance policy requirements and the evident constraints of the site, that the submitted scheme represents the *'best fit'* design solution to these competing requirements which would remain deliverable with family sized accommodation *'optimised...within the confines of viability'*. The planning statement shows a relevant breakdown of housing mix for the development as follows:

Unit type		Affordable Housing				Market Housing		TOTAL	
		Affordable Rent	Shared Ownership	Total Affordable		No.	%	No.	%
		No.	No.	No.	%				
Flats	1B 2P	3	5	8	18.2	6	13.6	14	31.8
	2B 3P	2	2	4	9	14	31.8	18	40.9
	2B 4P	0	0	0	0	7	15.9	7	15.9
	3B 4P	1	0	1	2.3	2	4.5	3	6.8
	3B 5P	0	0	0	0	2	4.5	2	4.5
TOTAL		6	7	13	29.5	31	70.5	44	100

6.3.21 In accordance with submitted figures the proposed development would fail to achieve the housing mix targets stipulated by Core Policy 5, with what would seem to be an overconcentration of smaller 1 and 2-bed accommodation. However, regard must be given to the particulars of the site and both its suitability for family sized accommodation, but also the implications for the deliverability of the scheme.

6.3.22 It is posited in the accompanying documentation, that the mix proposed by Core Policy 5 fails to take account of the contribution made by larger 2b4p flats to overall provisions. This argument has been accepted in similar development, including Ladderswood, where it has been accepted that these larger units provide a further dimension to the range of units on offer and that these units provide functional and viable family accommodation. This would skew provision to a more complaint mix with a 27.3% share overall.

- 6.3.23 Policy CP5 specifies the *size* of accommodation (in terms of bedroom numbers) required to meet housing need and also, in some cases, specifies the *type* of accommodation (in terms of flats or houses). The *size* of accommodation is clearly a priority in most cases as meeting this will, as a minimum, deliver residential units of the right size to meet the functional requirements of households. The specified *types* of accommodation establish preferences for particular housing forms, however, whilst the housing offer should aim to meet these housing aspirations, it is acknowledged within the emerging DMD, that for practical reasons at an individual site level, it may not always be possible to meet these types and hence development should reflect the size of accommodation set out in Policy CP5 as the first referent. The type of accommodation specified in the Policy can be used as a guide to assess development proposals. However, weight must be given to individual site circumstances to ensure that the overall delivery of appropriate housing units is not prejudiced, but with equal weighting that the quality of the accommodation is fit-for-purpose, of an adequate floor area and provides a good quality environment with direct access to local amenities.
- 6.3.24 Officers acknowledged at pre-application stage that the site possesses significant constraints that would either preclude or indeed render unattractive the provision of standard family sized accommodation. The proximity to the carriageway, the absence of dedicated parking and indeed the inability of the scheme, due to the narrowness of the plot, to provide traditional garden space to the rear, are all factors that tend to conspire against the delivery of viable and attractive family sized accommodation. The preference for ground floor units with separate entrances also restricts, in physical terms, the amount of family accommodation that could have been delivered through the scheme.
- 6.3.25 These considerations can be afforded weight in the assessment of the application. In addition, regard must also be given to the stated deliverability of the scheme, where in accordance with paragraph 173 of the NPPF, viability is a material consideration. As stated previously a viability report has been submitted and scrutinised. The findings of the report indicate that the scheme is at the margins of deliverability, with grant funding partially subsidising the scheme overall. In this regard, the development is sensitive to changes in housing numbers or mix that may render the scheme undeliverable. Whilst it is clear that Policy requirements would seek a more vibrant mix, consideration must also be given to the established constraints of the site, the desirability of family units and indeed the overall delivery of the scheme particularly where changes to the mix would potentially either increase the number of units on site (and consequently the density, bulk and massing of the scheme) or undermine deliverability overall.
- 6.3.26 In weighing up these issues, it is considered on balance that the scheme represents a highly sustainable form of development that would deliver on the wider social, economic and environmental imperatives set for the site by the New Southgate Master Plan and NCAAP. Moreover, building on guidance contained within the National Planning Policy Framework, the presumption for sustainable development would stipulate that the benefits of the proposed development far outweigh the resultant impact of not strictly adhering to the mix targets contained within Policy CP5 of the Core

Strategy. In this regard, it is considered that sufficient justification has been submitted to accept the principle of a departure for Policy CP5 of the Core Strategy subject to other relevant considerations.

Residential Standards

6.3.27 Policy 3.5 of the London Plan seeks to ensure that housing developments are of the highest quality internally, externally and in relation to their context and to the wider environment. Table 3.3, which supports this Policy, sets out minimum space standards for dwellings. The draft Housing SPG and London Housing Design Guide build on this approach and provide further detailed guidance on key residential design standards, including the need for developments to avoid single aspect dwellings that are north facing, where exposed to noise exposure categories C or D, or contain 3 or more bedrooms. Core Policy 4 reiterates the need for high quality design in all new homes, clearing reference relevant guidance above.

6.3.28 The London Plan contains minimum standards for the size of new residential accommodation. The following figures are relevant for consideration of the proposed development:

Unit type	Occupancy level	Floor area (m²)
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

6.3.29 From submitted plans, all of the units either meet or exceed relevant standards. Moreover, in accordance with Appendix 1 of the Housing Design Guide, the rooms to each of the proposed units would adhere to indicative GIA stipulated by the Space Standards Study, securing a functionality of space and a flexibility in use.

6.3.30 The scheme does create a number of single aspect units. Whilst this is not a preferred standard of accommodation in accordance with the Interim Housing Design Guide, the document strongly resists their inclusion to north facing facades where exposed to noise exposure categories C or D, or contain 3 or more bedrooms. The units are east / west facing, are the smaller sized units and in consultation with Environmental Health provide

sufficient noise protection. Thus on balance this is considered to be acceptable.

- 6.3.31 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' and adheres clearly to the principles of Policy CP4. While a number of the themes cut across a raft of different considerations examined in more detail in later sections, 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 Lifetime Home standards and as such represents a highly sustainable form of development.

Inclusive Access

- 6.3.32 The scheme accommodates 4 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. Negotiations to secure a dedicated disabled persons drop off / pick up point are ongoing at the point of writing this report and will updated at the meeting. However, it is acknowledged that the constraints of the site are such that the development would not be largely suitable for wheelchair housing with a relatively steep gradient and indeed the absence of on site dedicated parking provision. Indeed were a drop off / pick up point agreed, this would still curtail the amount of viable provision that the site would be capable of accommodating. .
- 6.3.33 In addition all of the units have been designed to each of the 16 criteria of Lifetime Homes 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, again creating a highly flexible, functional and sustainable for of development consistent with the aims of Policies CP4, CP30 of the Core Strategy and Policy 7.2 of the London Plan.

Amenity Provision/Child Playspace

- 6.3.34 Unitary Development Plan Policy (II)H9 seeks to ensure that amenity space is provided within the curtilage of all residential development, normally in accordance with the standards set out in Appendix A1.7. These standards seek to ensure that amenity space for individual flats, 75% of the gross internal area of the block. In the case of small flats in low cost schemes the provision of amenity space may be reduced to 50% of the Gross Internal Area. In both cases up to 15% of provision can be in the form of balconies.
- 6.3.35 The constraints of the site, coupled with the design brief advocated by the Master Plan and NCAAP are such that Unitary Development Plan measures would be considered overly onerous in the development of this Regeneration Priority Area. In this regard, the publication of the Housing

Design Guide to complement standards in the London Plan, states far lower amenity space standards that would be expected as a result of the application Policy (II)H9 and is altogether more responsive to an urban context in the approach to amenity provision and should be given due regard in the assessment of the subject site. The Housing Design Guide indicates minimum standard for amenity provision calculated at a minimum of 5 sq m of private outdoor space should be provided for 1-2 person dwellings and an extra 1 sq m should be provided for each additional occupant and in the case of balconies the minimum depth and width of all balconies and other private external spaces is 1500mm.

6.3.36 Due regard must also be given to the direction of travel adopted by the emerging Development Management Document and in particular Policy DMD9 where a relaxation of standards adopted by the Unitary Development Plan prioritise function of the resultant space of a numerical assessment of simple form and outline standards for the application of amenity provision both as an average across the site, but also as a minimum for individual units. The standards for flats are as follows:

Dwelling type	Minimum private amenity (m ²)	Minimum private amenity required for subject scheme (m ²)
1b 2p	5	70
2b 3p	6	108
2b 4p	7	49
3b 4p	7	21
3b 5p	8	16
Total	-	264

6.3.37 The proposed amenity space in accordance with the accommodation schedule measures 643.3m² and comprises 506.8m² of dedicated balconies and upper floor terraces together with 138.5m² of ground floor terraces and patios. This is in excess of relevant and emerging London Plan and DMD standards.

6.3.38 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 83.9 sq.m of play space required based on child yield.

6.3.39 Given the degree of site coverage, the development would be unable to deliver dedicated play space within its demise. In this regard, the s106 SPD would seek a commuted payment to enhance or provide accessible child play facilities to a geographically local open space. In consultation with the Regeneration Team through the 'Take the High Road' initiative, the delivery of viable and attractive child space to the High Road Open Space to the east of the site has been completed. Whilst discussions are ongoing in relation to commuted payments via s106 for public realm enhancements, it is unlikely at this stage that a further contribution will be required. In this regard, it is considered that the existing play provision in the surrounding area would be sufficient to accommodate the additional child yield borne out of the subject scheme.

6.4 Impact of Neighbouring Properties

- 6.4.1 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.
- 6.4.2 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 lying to the east side of Station Road. A single objection letter has been received as part of the consultation period that cites concerns relating to issues of privacy, light and view as reasons for objecting to the scheme.
- 6.4.3 The development would maintain a minimum separation of 29m between facing windows to a modest pinch point to the north of the site and increasing to 31m to the south. This would remain within threshold values and the context of the site is such that the generous proportions of Station Road facilitates development of this scale whilst maintain sufficient distance to safeguard both privacy and access to light. In this regard, it is considered that while the imposition of the built form will have an impact to neighbouring properties, such an impact would be limited and is such that the development would not cause any undue harm to the residential amenities of these named properties through a loss of light, privacy or indeed outlook.

6.5 Highway Safety

Site Context

- 6.5.1 The Public Transport Accessibility Level (PTAL) of the site is 5 indicating it is highly accessible to public transport routes. The development is adjacent to the New Southgate train station and approximately a 10 minute walk from Arnos Grove tube station.
- 6.5.2 There are two accesses to the site, both from Station Road. Station Road is a classified highway and has a number of restrictions running along the length of the site. They currently prevent stopping along most of the frontage of the site, although there is a length of parking of approximately 23m, which is available outside of the development with only a peak time parking restriction (between 08:00-09:30 and 16:30-18:30).
- 6.5.3 The site is not currently within a Controlled Parking Zone (CPZ). The nearest zone is the Arnos Grove CPZ which operates between 1100-1200 Monday to Friday. Parking is freely available a short walk from the site on surrounding residential roads, however due to the site location it is often used by commuters in the daytime.
- 6.5.4 The proposed development is car free with 78 secure cycle parking spaces located within each of the three cores servicing the building. Communal and private waste and recycling storage areas have been provided, each with direct access to the highway. For servicing requirements it is proposed that

the existing bus cage to the front of the site would be relocated and a 17m servicing bay installed to accommodate servicing demands of residents.

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 goods, loading / unloading, refuse collection, emergency vehicles and where site circumstances demand drop off / pick up areas.
- 6.5.7 The submitted scheme is car free, resulting in the potential for a greater burden to be placed on deliveries to and from the site. At present the on-street restrictions prevent any vehicles stopping outside the site during the peak times. However, the subject scheme seeks to relocate the bus cage to the front of the site, further south along Station Road, to create a 17m loading bay to accommodate the servicing needs of the development. In consultation with colleagues in Traffic and Transportation, while concerns were raised in relation to the degree of servicing the bay would be required to accommodate, and the ability to successfully enforce restrictive use or indeed exclusivity for service vehicles, Officers acknowledge that there is scope via s106 obligations and confirmation from Transport for London that the bus stop relocation is acceptable, to ensure that the resultant provision is fit-for-purpose and capable of providing adequate servicing for the development. In this regard, a range of measures have been tabled with the developer for agreement. An agreement in principle has been reached and the agreed measures will be reported at the meeting.

Traffic Generation

- 6.5.8 In the assessment of developments, Local Authorities must have due regard to the potential impacts of increased traffic generation to the locality and surrounding streets. Typically analysis of this nature would focus around access points to and from the site and relevant vehicle movements derived from car parking provision and servicing demands. In relation to servicing, the full extent of trip generation has not yet been identified, but as the previous sections shows, with sufficient control, the proposed loading bay would be sufficient to ensure that the safety and free flow of traffic is not compromised as a result of the scheme.
- 6.5.9 In relation to private vehicle movements, under ref: TP/05/1318 an access to the north of the site was resisted by the Council on the basis of concerns relating to traffic generation and the access being considered as being in an unsafe location in terms of highway safety. Although the current car free application does not propose a new access, it will still generate vehicle trips although these will be dispersed over a much larger geographical area. In this regard, as traffic generation would not be focused on a single point of access traffic generation is unlikely to be significant and would comply with the provisions of Policy 6.12 of the London Plan.

Car Parking

- 6.5.10 Policy 6.13 of the London Plan provides for car free developments in locations with high public transport accessibility. In addition, Policy DMD45 recognises that where housing developments come forward with limited parking or are car free applicants may be required to contribute towards the

implementation of parking controls to prevent on-street parking affecting traffic flow. Residential developments providing parking below London Plan standards will only be considered if the site:

- Has a Public Transport Accessibility Level of 5 or above; and
- Is located within or in close proximity to a local or town centre.

6.5.11 In addition development involving limited or car free housing development must demonstrate that any increase in on-street parking would not adversely affect traffic flows, bus movement road safety, amenity of local residents or the local environment. Development will only be permitted if:

- There is an adequate number of suitably located disabled parking spaces or a drop off / pick up point; or
- Public transport infrastructure has sufficient capacity to accommodate increased demand as a consequence of development.

6.5.12 In relation to the subject scheme, due regard must also be given to the planning history of the site, the strategic objectives for this Priority Regeneration Area, as advocated by the New Southgate Master Plan and NCAAP, and in accordance with paragraph 173 of the NPPF the viability of the scheme.

6.5.13 The development is car free and hence would fall within the categories accounted for by Policy 6.13 of the London Plan and DMD45 where a principle to support car free development subject to relevant material considerations exists. The subject site lies within PTAL 5 and is located to the periphery of the Friern Barnet Local Centre. In this regard, the principle for car free can be supported in this locality subject to other relevant considerations relating to highways impact. Whilst parking provision is omitted and while it is acknowledged that car ownership to small residential units and indeed affordable housing is relatively low, the scheme will invariably generate parking demand (estimated at 50%), which in the absence of dedicated off-street parking would be decanted to the surrounding streets.

6.5.14 A full parking survey was commissioned by the applicant, with the number of surveys, dates and times agreed with Traffic and Transportation. The parking surveys covered a wide geographic area with the principal concern relating to those within a 200m radius of the site. The surveys showed that the surrounding roads were more heavily parked during weekday periods rather than weekends, with a number of roads exceeding parking pressure of 100% (indicating illegal parking practices). It was concluded that such parking demand was the result of commuter parking rather than residents (as demand dropped sharply after peak hours and at weekends) although a number of the roads retained some parking capacity even at peak times.

6.5.15 On this basis, colleagues in Traffic and Transportation have objected to the scheme but recognise that some measures could be held to mitigate for the potential impact including: car club provision; PERS/CERS Audit; CPZ funding; and, sustainable travel promotions. Whilst the views of Traffic and Transportation are noted, the principle of car free development in accordance with relevant Policies is acceptable to the subject site and weight must be attributed to the highly accessible location within which the development site site with viable local amenities within 30m of the site. Moreover, the applicant

has agreed in principle to the measures outlined by Traffic and Transportation to seek to mitigate the impact.

6.5.16 In addition, any identified harm must be weighed against the potential mitigating / exceptional circumstances of the site including its planning history, which may conspire to actively prevent the provision of on-site parking and consequently undermine the ability of a site defined within the New Southgate Master Plan and NCAAP as a Priority Regeneration Area, to meet its identified development potential.

6.5.17 In this regard, under ref: TP/05/1318 permission for an outline application for the redevelopment of site for residential purposes for the erection of a four storey block plus roof balcony of 48 flats and featuring basement parking provision was considered and refused on the basis that:

1. The formation of a vehicular access on to Station Road would lead to vehicles stopping, slowing down, and turning from or into the adjacent portion of highway, thus adversely affecting the safety and free flow of traffic and would constitute a hazard to pedestrians on the public highway. In these respects the proposal is contrary to Policies (II)GD6, (II)GD8 and (II)T13 of the Unitary Development Plan.
2. The vehicular access proposed could result in vehicles slowing, turning and otherwise manoeuvring in, from, and onto a Classified Road and a component of the London Bus Priority Network and close to an uncontrolled pedestrian crossing and a Bus Stop Clearway, and could thus compromise highway safety and the free flows of traffic. In this respect the proposal is contrary to Policies (II)GD6, (II)GD8, (II)T3 (II)T4 and (II)T5 of the Unitary Development Plan.

6.5.18 This decision is material in deliberations. While it is acknowledged that the decision was made in 2005 and thus predates the London Plan, the Core Strategy and indeed the emerging DMD, the thrust of relevant Policies in relation to highways safety has remained, whereas conversely maximum parking standards have been imposed. The net result of the decision taken in context is that while it may be preferable in a numerical sense to provide parking provision for the scheme, in practical terms given the resistance of the Local Authority in previous iterations of a scheme with a similar quantum of development to allow a vehicle access to the site, it would actively preclude parking provision rather than promote it.

6.5.19 In the absence of a resolution to the matter of access the site is unable to deliver car parking. Indeed, when taken in context, the objection over two schemes where car parking was provided and the subject scheme where car parking is omitted (in part to respond to this previous decision) raises a critical issue relating to the principle of residential development in the first instance, which has been identified through the New Southgate Master Plan and the NCAAP, as the appropriate development option for the site.

6.5.20 Furthermore, 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.

- 6.5.21 In response to this issue, at pre-application stage and through to the realised scheme submitted for consideration, relevant cost modelling to account for extra-over costs associated with basement parking have been examined. Notwithstanding the unresolved issue relating to the principle of creating an access to the site, the extra-over costs for providing a basement parking area to the scheme would be circa £450,000. As stated previously a viability report has been submitted and scrutinised. The findings of the report indicate that the scheme is at the margins of deliverability, with grant funding partially subsidising the scheme overall. In this regard, the development is sensitive to any extra-over costs particularly given the tight constraints and indeed additional costs resultant from building adjacent to the railway. In this regard, from analysis of the build costs, a basement would render the scheme unviable by some margin, thereby preventing the delivery of the scheme within a Priority Regeneration Area.
- 6.5.22 Consideration was also given to the provision of ground floor parking, but again notwithstanding the unresolved access issues, this was considered to be undesirable in planning terms by creating a dead frontage to the Station Road elevation (as identified within the Master Plan as requiring active frontages and public realm enhancements) and potentially would again increase the bulk and massing of the scheme as the residential units are decanted vertically. In this regard and mindful of the strategic importance of the area and the objectives set by the New Southgate Master Plan and the NCAAP, the delivery of this site is of paramount importance and significant weight should be given to the consequences of imposing a requirement to provide off-street parking to the development.
- 6.5.23 With this in mind and having weighed up all of the material considerations, it is considered, on balance that car free development is acceptable to the site subject to relevant legal agreements and mitigation measures.

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 40% over Part L of Building Regulations 2010 across the site.²
- 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

² In accordance with London Plan updated 'Energy Planning - GLA Guidance on preparing energy assessments' amendments to Part L of Building Regulations 2013 have been integrated into stated targets to reflect Fabric Energy Efficiency Standards and amendment to the Standard Assessment Procedure 2012. In this regard, a 35% improvement over Part L1A 2013 is also a permissible target.

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 submitted with the scheme. The respective components of the energy strategy are set out below:

Fabric Energy Efficiency (Be Lean)

- 6.6.4 A range of passive design features and demand reduction measures are proposed to reduce the carbon dioxide emissions of the proposed development. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by Building Regulations. Other features include low energy passive ventilation measures (mechanical ventilation with heat recovery or MVHR systems will be installed where cross ventilation cannot be achieved), high efficiency lighting enhanced u-values significantly beyond stated Building Regulations default maximum values, as well as enhanced construction detailing to tackle thermal bridging. The demand for cooling will be minimised so far as practicable with a number of passive measures to facilitate ventilation, however, the nature of occupation of the hotel use preclude a fully passive approach and hence energy efficient mechanical cooling systems. These measures alone result in a 12.26% improvement over a 2010 Part L baseline. This is consistent with a 'Fabric First' approach.

Combined Heat and Power / Decentralised Energy Network (Be Clean)

- 6.6.5 The site has been cross-referenced with data stored by the London Heat Map with all relevant layers activated. It is understood that there are no existing or planned CCHP/CHP distribution networks local to the site. However, the New Southgate Masterplan requires that a Combined Heat and Power and Energy Centre facility is to be delivered as part of the Ladderswood Estate regeneration. Consent for the Ladderswood scheme was granted under ref: P12-02202PLA. The energy centre has the capacity and ability to connect to the Western Gateway and other sites in the area as part of a district heating network. The subject site falls within this mandate.
- 6.6.6 At pre-application, the applicant was advised that the provision for future connection to the Ladderswood Network needed to be carefully considered. Following discussions with the applicant the submitted energy statement has examined the capability of the development to facilitate future connection. It concluded that connection was not technically feasible on the following grounds:
- The provision of a compatible heating system and associated plant room would result in excessive land take undermining the ability of the development to deliver the quantum of development required to adhere to relevant planning constraints and viability demands.
 - With only 44 units, the operational viability of a CHP / communal plant room would not achieve the critical mass / loads required to ensure an efficiency delivery of energy to achieve requisite London Plan Targets.

- The capital outlay for a CHP unit would be significant potentially undermining the viability of the development as a whole and undermining the cost to benefit ratio of the technology.

6.6.7 In this regard, whilst the strategic objectives of the Master Plan are acknowledged, in accordance with DMD51 significant weight must be afforded to technical feasibility and economic viability in realising connection opportunities and in this regard it is considered that the applicant's case is valid and compelling. In addition, the wider efficiencies of the development would be potentially undermined by the inclusion of a site specific CHP in the short to medium term and hence it is considered that the omission of future connection to the site is justified.

Renewable Energy Technologies

6.6.8 The feasibility of the renewable energy technologies listed in the London Plan has been considered and a 200 sqm photovoltaic array has been selected as the most appropriate form of technology commensurate with the site constraints and the identified energy strategy.

6.6.9 The photovoltaic array would be mounted to the flat roof of the development and would result in a further 30% reduction in CO2 emissions from the complaint baseline. This is consistent with DMD53 and London Plan Policy 5.7.

Summary

6.6.10 On the basis of the energy strategy submitted with relevant revisions a 45.7% carbon reduction is achieved over a Part L1A 2010 compliant baseline. This is consistent with the requirements of Policy DMD51 and London Plan Policy 5.2.

Code for Sustainable Homes/BREEAM

6.6.11 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. In this regard, all developments are be required to submit a full and detailed pre-assessment report at planning application stage (RIBA Stages C & D) as well as formal certification of credentials under the Code for Sustainable Homes secured by way of a condition in the following formats and at the following times:

1. a design stage assessment, conducted by an accredited Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage prior to the commencement of superstructure works on site; and,
2. a post construction assessment, conducted by and accredited and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and prior to the first occupation.

6.6.12 A pre-assessment has been submitted with the application and this indicates that all of the residential units would achieve a Code Level 4 rating under the

CfSH by an adequate margin and featured all assumptions (in the absence of detailed specification), are reasonable and achievable. This can be conditioned subject to appropriate trigger for the submission of certification. This is consistent with Strategic Objective 2 and Policy CP4 of the Core Strategy, DMD50 of the Development Management Document, the New Southgate Masterplan, NCAAP and Policies 5.1 and 5.2 of the London Plan.

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. Following on from pre-application advice, the objectives of the Master Plan and comments received from the Biodiversity Officer, the development will be required to utilise vacant roof space for the cultivation of living roofs. Green roofs have been specified as part of the development and from submitted plans it would appear that dual strategy of photovoltaic installations and a green roof has been submitted. Details relating to the type of installation have been omitted. In this regard, the Council will seek provision of extensive green roofs (sedum roofs as will not be appropriate) 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. The substrate depth should be varied within this range to maximise biodiversity benefits in accordance with the Biodiversity Action Plan (BAP).

Biodiversity

- 6.6.14 An ecological report and bat survey has been submitted with the scheme. Following concerns raised by the Biodiversity Officer questioning the thoroughness of the Bat Survey, the applicant has submitted revised information and has now undertaken a full Bat Survey. The report concludes that there are no bat roosts in the existing buildings or trees and as such there are unlikely to be any ecological constraints to the proposed development. This is acceptable.
- 6.6.15 In addition, the Biodiversity Officer has recommended that a condition be levied to ensure that a high quality and wildlife friendly landscaping scheme is submitted and a detailed landscaping and management plan be submitted before commencement of works on the site. This would be acceptable and accordingly an appropriately worded condition will be drafted to ensure the biodiversity of the site is maximised.

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. The provisions of the Code for Sustainable Homes mandates adequate surface water management. 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.

Pollution & Air Quality

- 6.6.17 The site is bounded to the south and west by the Classified Station Road and the arterial North Circular Road lies 650m to the south. The site is within an Air Quality Management Area. 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. An Air Quality Assessment accompanies the application.
- 6.6.18 In consultation with Environmental Health no objections have been raised subject to relevant conditions the ensure that the recommendations in the report should be implemented to protect the future residents from air quality which exceeds the objective levels set out in the Air Quality Regulations 2002 and (amendment) Regulations 2002. This is considered acceptable.

Contaminated Land

- 6.6.19 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 is recommended.

Noise

- 6.6.20 The proximity of noise sensitive users within such close proximity to Station Road to the east and a busy railway line to the west ensures that clear account of how noise pollution is mitigated across the site is essential. An Acoustic Report has been submitted with the application. In consultation with Environmental Health the report was considered to acceptable subject to conditions.

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 13 affordable housing units representing a 29.6% provision overall. Of the 13 units, 6 would be classified as affordable rent and 7 would be intermediate housing representing a 46% and 54% split respectively.
- 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 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 reprovide the existing affordable housing units present on the site.

- 6.7.6 A viability assessment has been submitted with the scheme. The Council's independent viability assessor has been consulted. While negotiations are ongoing, agreement over the degree of affordable housing are nearing completion and an update will be provided at the meeting.

Education

- 6.7.7 A Schools & Community Services contribution of £99,800 is required. This has been agreed by the applicant.

6.8 *S106 Contributions*

- 6.8.1 A Section 106 agreement will be required for the scheme, while the exact amount of contributions payable are yet to be agreed, the agreement will comprise the following Heads of Terms:

- a. Contributions towards education provision and childcare
- b. Contributions toward affordable housing provision
- c. Delivery and service plan
- d. Contributions towards Controlled Parking Zone
- e. Contributions towards PERS audit and Greenway improvements
- f. Car club
- g. Travel Plan
- h. Sustainable travel promotions
- i. Loading bay
- j. Parking restrictions
- k. Business and employment initiatives (including training)
- l. Carbon fund
- m. The potential for open space / public realm / child playspace enhancements

- 6.8.2 An update will be provided on the Heads of Terms at the meeting.

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 2015.

- 6.8.2 In taking account of the existing (and occupied) structures on the site, a total of £68,624 is payable.

6.9 *Other Matters*

Equalities Impact Assessment

- 6.9.1 An Equalities Impact Assessment has been submitted with the application. The consultation process has served to notify all relevant adjoining parties likely to be impacted by the development. However, additional regard has been given to any potential impact upon the protected characteristics outlined by the Equalities Act 2010 Section 149 and the provisions contained therein. It is considered that due regard has been given to the impact of the scheme on all relevant groups with the protected characteristics schedule and given the comments made in the previous '*Inclusive Access*' section there would be no undue impact upon any identified group.

Health Impact Assessment

- 6.9.2 The subject scheme is accompanied by a Health Impact Assessment. The assessment has identified that there are currently 9 GP practices and 10 dental surgeries within 1 mile of the development site. Ancillary health services including pharmacies are within easy walking distance from the site and are located to the Arnos Grove local centre to the north of the site.
- 6.9.3 In addition, the New Southgate Master Plan has undertaken a comprehensive review of the strategic healthcare requirements for the larger regeneration area. The document concludes that while there is a need for improved healthcare provision to the surrounding area, it specifically identifies the Coppicewood Care Home to the north of the site as the preferred location for enhanced services where an 1100m² health centre is proposed.
- 6.9.4 The PCT have been consulted as part of the application. No response has been received. In this regard, it must be assumed that no objections are levied and no further contributions for the provision of health care in the area are required.

7. Conclusion

- 7.1 Regeneration Site 5 is a key site within New Southgate and is critical to the delivery of the Council's regeneration aspirations for the area. 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 commensurate with the physical and economic constraints of the site to deliver a high quality and highly sustainable development. While it is acknowledged that the development is unable to achieve a Policy compliant mix and is unable to provide off-street car parking provision, 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 Priority Regeneration Area and the degree to which it aligns with the strategic objectives of both the New Southgate Master Plan and NCAAP. As such that it can be considered that the wider social, environmental and economic benefits of the scheme far outweigh any disbenefits.
- 7.2 The development embraces the principles of urban design to create an engaging and distinctive space and a landmark development that appropriately responds to and addresses the surrounding area. Thus, whilst recognising the constraints of the site and specific issues to be addressed through s106 and appropriately worded conditions, it is considered that the

development overall represents and optimises the potential benefits for the site and the surrounding area and it is therefore recommended that planning permission be granted.

- 7.3 In addition, the 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. Recommendation

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

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. C19 – Details of Refuse Storage & Recycling Facilities
8. C21 – Construction Servicing Area
9. C22 – Details of Const. Vehicle Wheel Cleaning
10. C25 – No additional Fenestration
11. C41 – Details of External Lighting
12. C59 – Cycle parking spaces

The development shall not commence until details of the siting, number and design of 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.

13. RSC3 – Servicing Management Plan
14. RSC8 – Details of Station Road servicing bay
15. RSC15 – Details design, layout, surfacing materials, landscaping strategy, street furniture
16. RSC17 – Restriction of PD – Satellite dishes
17. RSC18 – Details of associated communal telecommunications infrastructure and plant
18. RSC19 – Details of CCTV
19. Details of glazing to comply with noise control recommendations
20. 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, to include bird and bat boxes built into or on and around the new buildings
- 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)

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.

21. 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.

22. 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.

23. 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.

24. No development shall take place until an acoustic report has been submitted to and approved by the Local Planning Authority. The report must set out the sound level generated from the any ventilation units and state the noise control measures to be employed to ensure the noise from the unit does not exceed a level of 10dB(A) below background noise levels at the façade of the nearest residential property.

Reason: To protect the local amenity from noise and disturbance.

25. 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.

26. 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.

27. 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.

28. 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.

29. 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.

30. Prior to commencement of works, the external barge boards and wooden facades on the buildings to be demolished are to be removed by hand (as detailed in Recommendations 5.5.1 within DF Clark Bionomique Ltd's Bat Survey). In the unlikely event that a bat is discovered on site here or at any point during the works, all works must cease and a licenced bat worker contacted immediately.

Reason: To ensure that bats, a material consideration, are not adversely impacted upon by the development.

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 4 bird and 4 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 details of the biodiversity (green/brown) roof(s) have been submitted to and approved in writing by the Local Planning Authority. The biodiversity (green/brown) roof(s) shall be:

- a. Biodiversity based with extensive substrate base (depth 80-150mm);
- b. Sited in accordance with plan No. PL09 hereby approved; and,
- c. Planted/seeded with an agreed mix of species within the first planting season following practical completion of the building works.

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

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

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

34. Following the practical completion of works a final Energy Performance Certificate with associated Building Regulations Compliance Report shall be submitted to and 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 40% reduction on the total CO₂ emissions arising from the operation of a development and its

services over Part L of Building Regs 2010 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. Evidence confirming that the development achieves a Code for Sustainable Homes rating of no less than 'Code Level 4' shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:
- a. a design stage assessment, conducted by an accredited Code Assessor and supported by relevant BRE interim certificate, shall be

- submitted at pre-construction stage prior to the commencement of superstructure works on site; and,
- b. a post construction assessment, conducted by and accredited Code Assessor and supported by relevant BRE accreditation certificate, shall be submitted following the practical completion of the development and within 3 months of first occupation.

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

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council and Policies 3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan 2011 as well as the NPPF.

38. 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.

39. 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.

40. 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.

41. 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.

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

- a. a photographic condition survey of the roads, footways and verges leading to the site;
- b. details of construction access and associated traffic management to the site;
- c. arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
- d. arrangements for the parking of contractors vehicles;
- e. arrangements for wheel cleaning;
- f. arrangements for the storage of materials;
- g. hours of work;
- h. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition' or relevant replacement.

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

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

43. C51A Time Limited Permission

A: Planting including shrubs, native species to encourage biodiversity.

B: Paths, terraces & patios in light coloured paving.

C: Balconies with decked floors.

D: 1200mm high brick granodiorite front wall.

E: 1800 mm dark grey metal security gates to north and south side entrances to site Secured by design Gulliano.

F: 1200mm dark grey metal gates to street entrances.

G: Secure indoor cycle storage.

H: Secure outdoor timber and metal cycle storage.

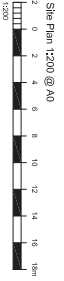
I: Brick and timber refuse and recycling storage for street access unless

K: Internal Secure bin storage for flats accessed off core. Collection accessed from street via doors.

L: Block paving of varying lengths to main pathways, external courtyards through ground floor entrance and lobby areas

M: Metal servicing access low level gantry to rear of patios, controlled access

N: 1.5m high glazing / railings panels to provide guarding to ground floor patios and service areas on railway elevation.



Station Road
New Southgate
Origin Housing

Residential Re-Development

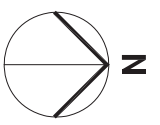


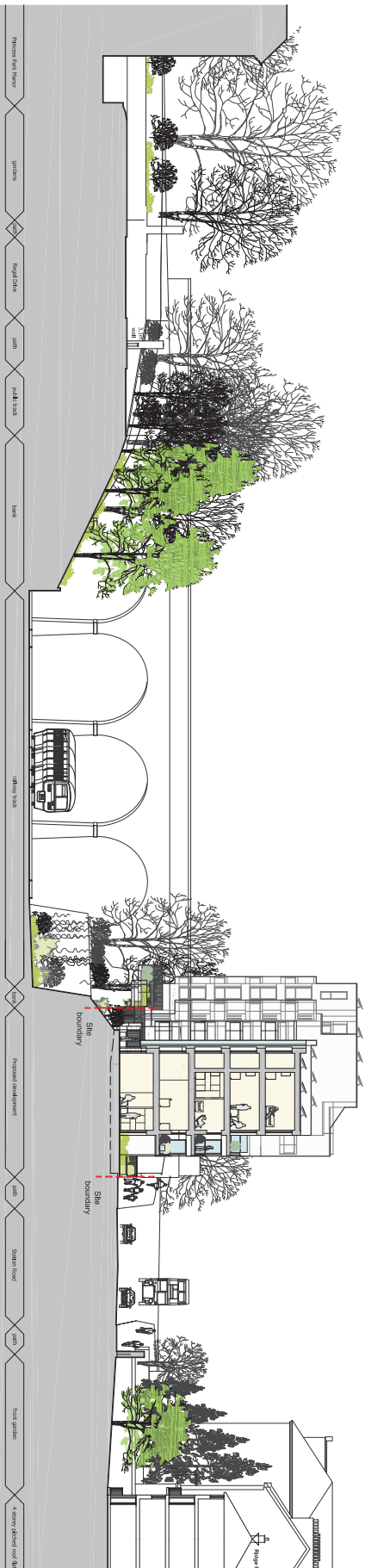
1. This drawing is the property of our architects Ltd
 2. Do not duplicate, publish, copy, or use for any other purpose without our written consent
 3. All dimensions are in millimeters unless otherwise stated
 4. All dimensions are to the center of the work.
 5. All dimensions are to the center of the work.

Rev. Revision By Date Check Date

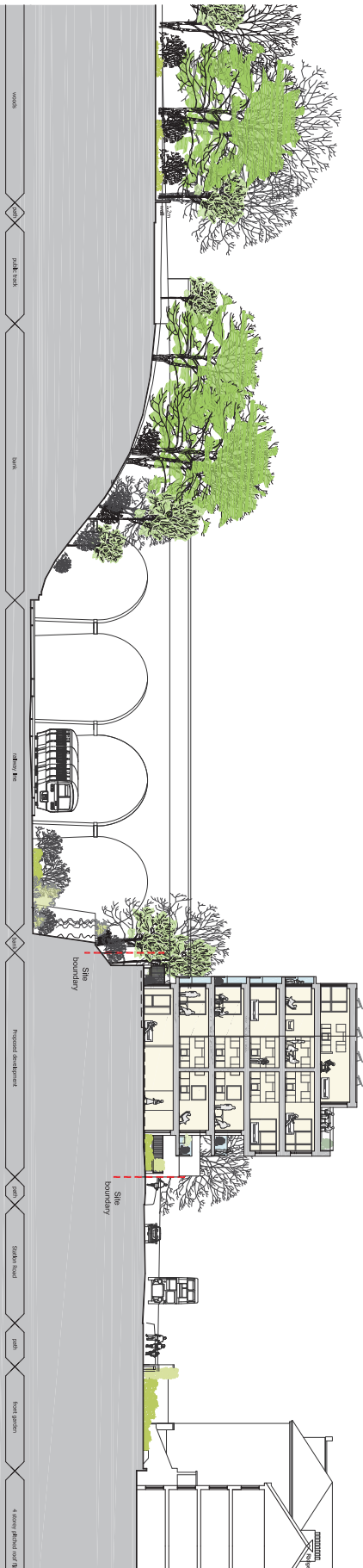
SCHEDULE OF ACCOMMODATION

UNIT	ACCOMMODATION	Internal Area	Accessed	Area m ²
01	1 x 1 Bedroom 1 Bath	67.2 m ²	100%	67.2 m ²
02	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
03	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
04	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
05	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
06	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
07	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
08	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
09	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
10	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
11	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
12	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
13	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
14	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
15	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
16	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
17	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
18	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
19	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
20	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
21	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
22	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
23	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
24	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
25	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
26	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
27	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
28	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
29	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
30	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
31	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
32	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
33	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
34	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
35	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
36	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
37	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
38	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
39	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
40	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
41	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
42	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
43	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
44	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
45	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
46	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
47	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
48	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
49	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
50	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
51	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
52	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
53	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
54	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
55	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
56	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
57	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
58	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
59	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
60	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
61	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
62	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
63	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
64	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
65	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
66	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
67	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
68	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
69	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
70	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
71	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
72	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
73	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
74	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
75	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
76	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
77	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
78	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
79	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
80	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
81	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
82	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
83	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
84	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
85	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
86	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
87	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
88	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
89	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
90	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
91	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
92	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
93	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
94	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
95	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
96	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
97	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
98	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
99	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²
100	1 x 2 Bedroom 2 Bath	82.2 m ²	100%	82.2 m ²

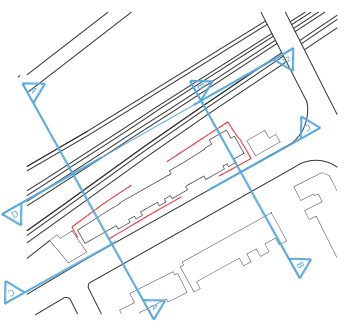




Section AA



Section BB



Sections 1:200 @ A1



Residential Re-Development

Station Road
New Southgate
PLANNING

Project & Revision Data

RESIDENTIAL RE-DEVELOPMENT
STATION ROAD
PROPOSED SECTIONS IN CONTEXT

Rev.	1	2	3
Date	12/03		
By	FL04		
Check			

1. Scale of 1:200
2. Scale of 1:100
3. Scale of 1:50

Approved for Planning and Building
Approved for Planning and Building
Approved for Planning and Building

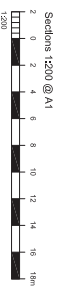
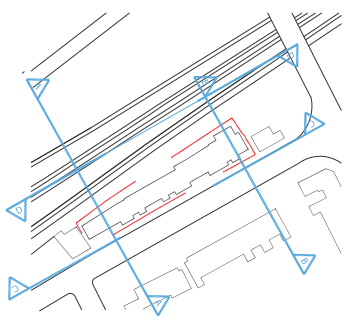




Section CC



Section DD



Residential Re-Development

Station Road
 New Southgate
 PLANNING

Project Name: RESIDENTIAL RE-DEVELOPMENT
 STATION ROAD
 PROPOSED SECTIONS IN CONTEXT

Drawn by:	Checked by:	Scale of A1: 1:200
12/003	12/003	

Project No: 12/003
 Date: 12/003
 Scale: 1:200

Project Name: RESIDENTIAL RE-DEVELOPMENT
 STATION ROAD
 PROPOSED SECTIONS IN CONTEXT

1. 1:200 @ A1
 2. 1:200 @ A1
 3. 1:200 @ A1
 4. 1:200 @ A1
 5. 1:200 @ A1
 6. 1:200 @ A1
 7. 1:200 @ A1
 8. 1:200 @ A1
 9. 1:200 @ A1
 10. 1:200 @ A1
 11. 1:200 @ A1
 12. 1:200 @ A1
 13. 1:200 @ A1
 14. 1:200 @ A1
 15. 1:200 @ A1
 16. 1:200 @ A1
 17. 1:200 @ A1
 18. 1:200 @ A1





Materials Key:

- 1. Dark grey / black facing brick
- 2. Light grey / beige facing brick
- 3. Light grey metal cladding and zinc roof
- 4. Light grey render, side existing into external wall line where dark metal raking above, faced back
- 5. External wall line where stainless steel handrail to rear and balcony, cladded.
- 6. Transparent glass balustrade with stainless steel handrail to rear and balcony, cladded.

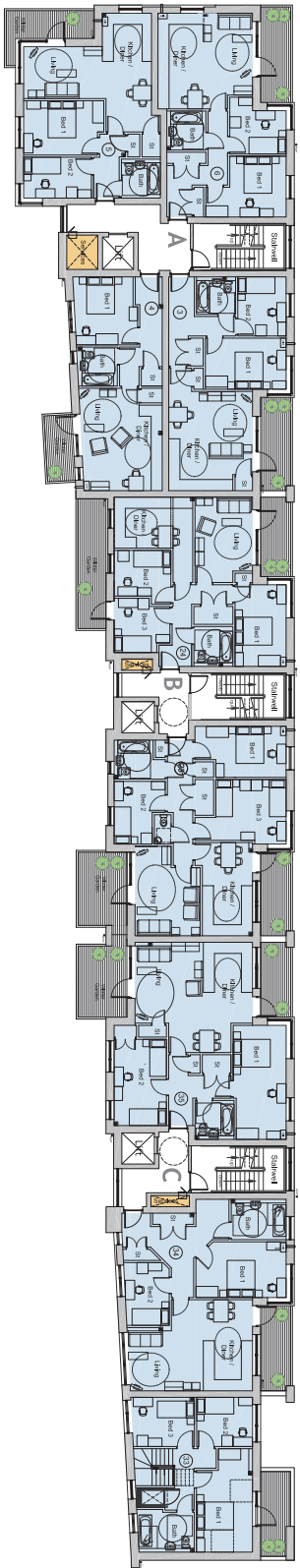
- 7. Low profile PVC panels
- 8. Rainwater goods, all copings and cills - dark grey, faced high performance windows
- 9. All windows to have deep external in reveals (approx. 150mm)
- 10. Low maintenance external green medium and painting to encourage biodiversity.

- 11. Terraces have element access to timber effect decking, low wall with 650mm dark grey metal railing
- 12. Presumptively glazed winter garden grey metal roof
- 13. Presumptively glazed winter garden grey metal roof / FC framing and dark
- 14. Coloured lift core panels providing provide guarding to ground floor panels along railway elevation
- 15. 1.8m high glazing / railing panels to provide guarding to ground floor panels along railway elevation



Elevations 1:100 (B/A)





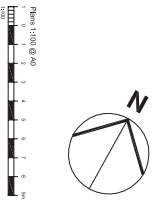
FIRST FLOOR

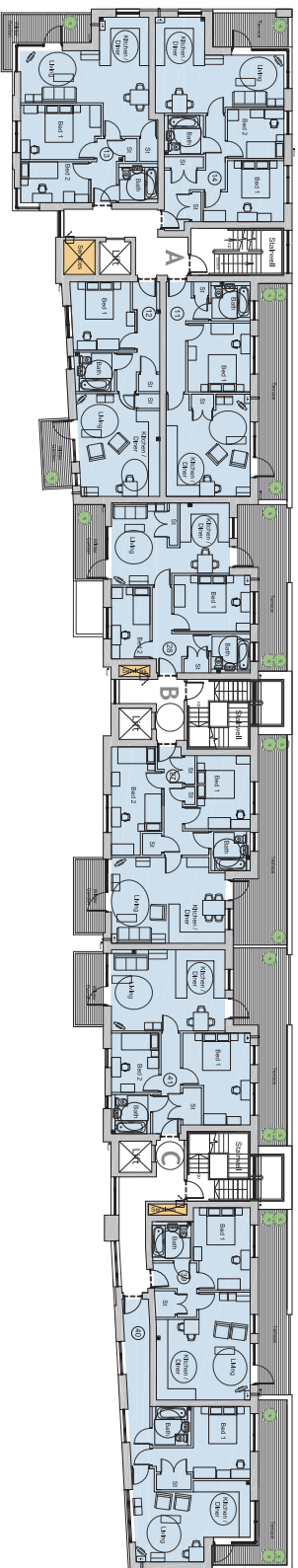
Railway Embankment



GROUND FLOOR

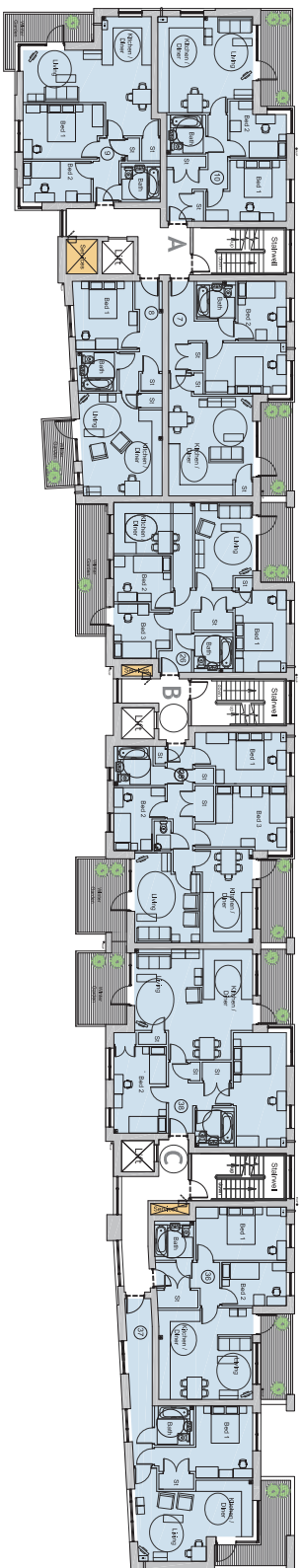
Railway Embankment





THIRD FLOOR

Railway Embankment



SECOND FLOOR

Railway Embankment

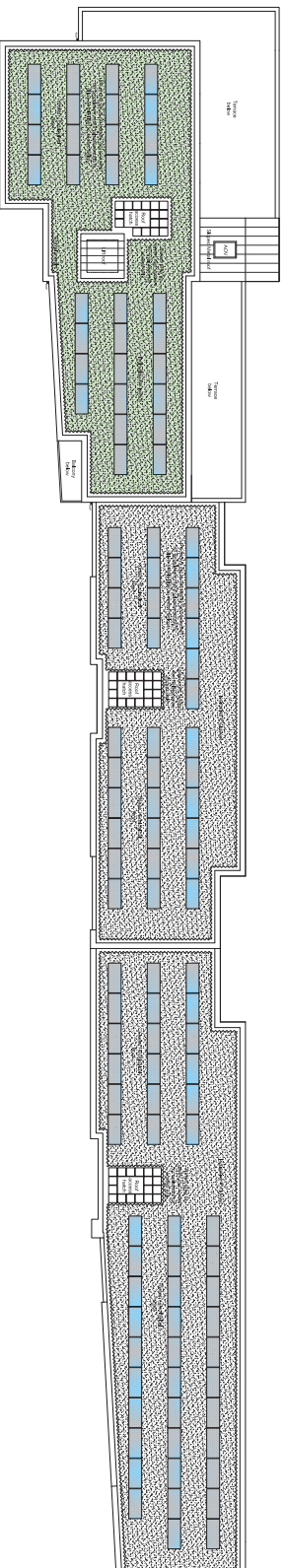


Plan 1:100 @ A0
1:100



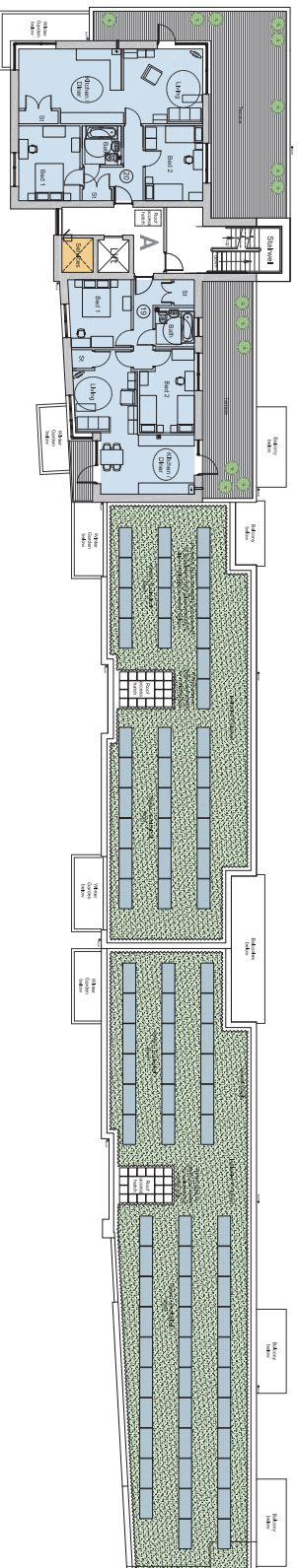
Residential Re-Development

Station Road
New Southgate
Origin Housing



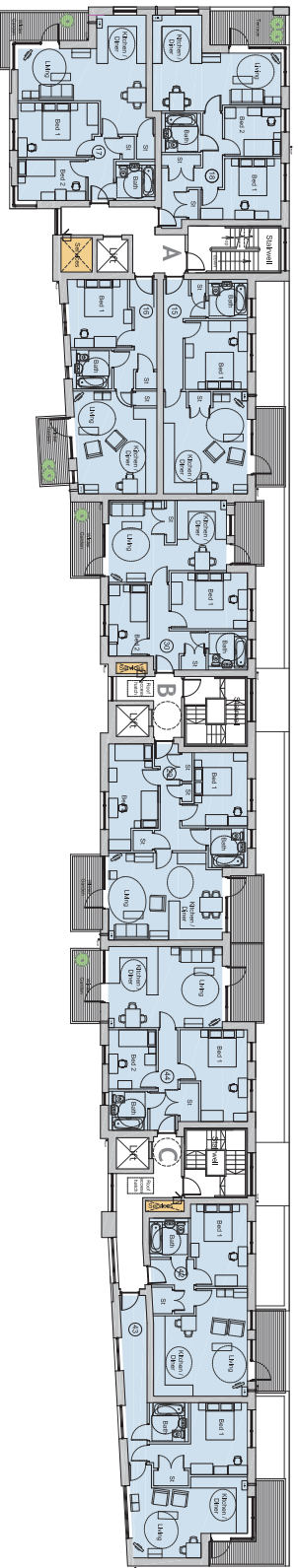
ROOF PLAN

Railway Embankment



FIFTH FLOOR

Railway Embankment



FOURTH FLOOR

Railway Embankment

