

# LONDON BOROUGH OF ENFIELD

## PLANNING COMMITTEE

Date : 26 January 2015

**Report of**

Assistant Director, Planning,  
Highways & Transportation

**Contact Officer:**

Andy Higham  
Sharon Davidson  
Ms Claire Williams

**Ward:**

Ponders End

Ref: 15/04518/FUL

Category: Full Application

**LOCATION:** Former Middlesex University Campus, No's 188-230 (Even) (Excluding No.228) Ponders End High Street, Ponders End Library and Associated Parking Area - College Court, Enfield EN3

**PROPOSAL:** Redevelopment of site to provide 167 residential units and 1379 sqm of commercial and community floorspace, involving a 4-storey block of 21 self-contained flats (9 x 1-bed, 6 x 2-bed and 6 x 3-bed) with communal rooftop play area, a 3-storey block of 18 terraced houses (2 x 3-bed and 16 x 4-bed) and 22 x 3-storey terraced houses in 4 blocks (17 x 3-bed and 5 x 4-bed) (PHASE 1), a 4-storey block of 19 self-contained flats (9 x 1-bed, 6 x 2-bed and 4 x 3-bed) with community space/nursery on ground floor and communal rooftop play area, a 7-storey block of 25 x 1-bed self-contained flats with Library at ground and first floor, a part 4, part 6-storey block of 40 self-contained flats (21 x 1-bed and 19 x 2-bed) with 5 commercial units at ground floor and 22 x 3-storey terraced houses in 4 blocks (17 x 3-bed and 5 x 4-bed) (PHASE 2) with cycle and bin stores to ground floor of each block, new access and access roads, parking and associated landscaping involving demolition of 14,212sqm sqm of existing floorspace (residential, education, shops, community, commercial and car park).

**Applicant Name & Address:**

Mr Tom Bega  
Lovell Partnerships Limited

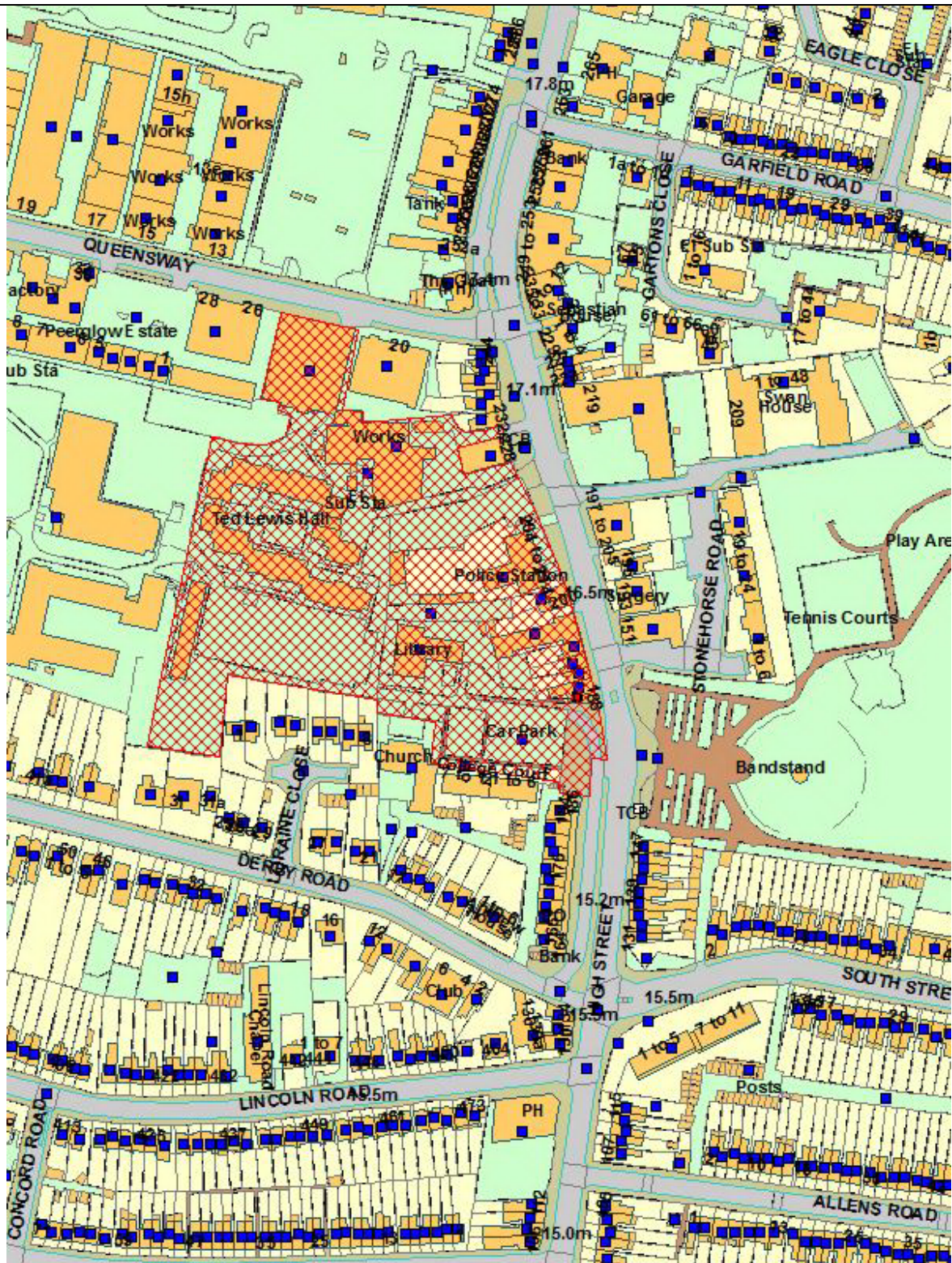
**Agent Name & Address:**

Ms Jennifer Ross  
Tibbalds Planning and Urban Design  
19 Maltings Place  
169 Tower Bridge Road  
London  
SE1 3JB  
United Kingdom

**RECOMMENDATION:**

That subject to referral of the application to the Greater London Authority and the completion of a Section 106 Agreement, the Head of Development Management / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

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



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Scale 1:2500

North



## **1.0 Site and Surroundings**

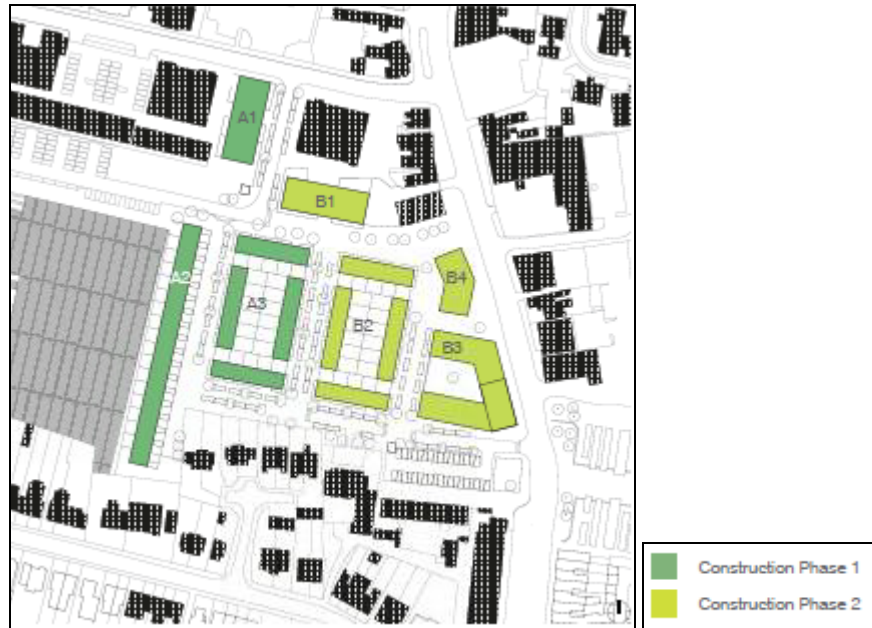
- 1.1 The application site measures approximately 2.15 hectares in area, and comprises the eastern section of the former Middlesex University Campus, No's 188 – 230 (even) (excluding No.228, the Mosque) Ponders End High Street, Ponders End Library and College Court car park.
- 1.2 The western section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

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

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

## **2.0 Proposal**

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



**Plan 1:** Proposed Phased Development

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

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

*Block A1*

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

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

#### *Block A2*

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

#### *Block A3*

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

#### *Block B1*

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

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

#### *Block B2*

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

#### *Block B3*

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

#### *Block B4*

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

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

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

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

### 3.0 Relevant Planning History

#### 216 High Street – part of the current application site

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



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

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

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

#### Former Middlesex University Site to the East

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

#### Totality of Former Middlesex University site & High Street Frontage

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

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

## **4.0 Consultations**

### **4.1 Statutory and Non-Statutory Consultees**

#### Traffic and Transportation

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

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

#### Planning Policy

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

#### Urban Design

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

#### Environmental Health

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

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

#### Thames Water

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

#### Economic Development

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

#### Environment Agency

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

#### SuDS Officer

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

#### Waste Services

- 4.1.22 No comments were received on the original application.
- 4.1.23 The department were consulted on revised plans that were received in relation to the bins for the nursery and provided the following comments:
- 4 x 1100 seem to be sufficient.

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

#### Design Out Crime Officer

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

#### Housing

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

#### Landscape Architect

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

#### Tree Officer

- 4.1.30 No objection. An appropriate Arboricultural Method Statement (LOV19479aia\_amsA) and Tree Protection Plan (LOV19479-03A) has already been submitted and the details of which will need to be secured by condition.

#### National Grid

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

#### Conservation Advisory Group

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

#### GLA

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

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

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

#### TfL

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

## **4.2 Public response**

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

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

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

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



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

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

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

## **5.0 Relevant Policy**

### **5.1 London Plan**

Policy 2.6 – Outer London: vision and strategy

Policy 2.7 – Outer London: economy

Policy 2.8 – Outer London: transport

Policy 2.14 – Areas for regeneration

Policy 3.1 – Ensuring equal life chances for all

Policy 3.2 – Improving health and addressing health inequalities

Policy 3.3 – Increasing housing supply

Policy 3.4 – Optimising housing potential

Policy 3.5 – Quality and design of housing developments

Policy 3.6 – Children and young people's play and informal recreation facilities

Policy 3.7 – Large residential developments

Policy 3.8 – Housing choice

Policy 3.9 – Mixed and balanced communities

Policy 3.11 – Affordable housing targets

Policy 3.12 – Negotiating affordable housing

Policy 3.14 – Existing housing

Policy 3.16 – Protection and enhancement of social infrastructure

Policy 4.1 – Developing London's economy

Policy 4.2 – Offices

Policy 4.3 – Mixed use development and offices

Policy 4.4 – Managing industrial land and premises

Policy 4.5 – London's visitor infrastructure

Policy 4.7 – Retail and town centre development

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

## 5.2 Core Strategy

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

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

### 5.3 Development Management Document (DMD)

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

### 5.4 North East Enfield Area Action Plan (NEEAAP)

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

## 5.5 Other Relevant Policy/ Guidance

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

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

Ponders End Central Planning Brief Supplementary Planning Document (SPD) (May 2011)

Upper Lee Valley Opportunity Area Planning Framework (July 2013)

Ponders End Central Planning Brief, 2011

North East Enfield Area Action Plan (NEEAAP) Proposed Submission Stage (2014)

Design Ideas: Ponders End (SKM), 2012

Enfield Mini Holland Bid Document, Dec 2013

Ponders End Framework for Growth, (Studio Egret West) 2009

Ponders End Planning Briefs - Feasibility Report (Savills), 2009

Town Centre Uses and Boundaries Review, 2013

London Plan Housing SPG

Housing SPG

Affordable Housing SPG

Enfield Market Housing Assessment

Providing for Children and Young People's Play and Informal Recreation SPG and revised draft

Biodiversity Action Plan

Section 106 SPD

Draft Decentralised Energy Network SPD

## 6.0 Analysis

### 6.1. Principle of Development:

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

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

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

## 6.2 Phasing

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



Plan 2: Land Ownership

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

## 6.3 Density

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

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

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

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

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

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

## 6.5 Design and Impact on Character and Street Scene

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

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

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

*Scale: Height and Massing*

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



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

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

#### *The Relationship of Buildings to the Street and Each Other*

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

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

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

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

#### *Materials and Detail*

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

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

*Access, Egress and Movement:*

6.5.29 The use of home zones across the site is supported to slow down traffic, discourage through-traffic, protect the safety of highway users and allow more room for informal play and landscaping.

6.5.30 The Landscape Officer has raised concerns that the level of parking proposed would not be in keeping with the home zone principle and if the number of parking spaces were to be reduced additional planting could be introduced and a more pedestrian friendly environment. Whilst this is recognised, it is considered that the level of parking could not be reduced and at a ratio of 0.6 spaces per dwelling is a level necessary to support the proposed development, particularly given the number of family housing units proposed.

6.5.31 Two vehicular accesses are proposed to the site - from Queensway and adjacent to the College Court car park. With the northern access from Queensway also providing a one way access into the adjacent school site, the shared northern access with the school and the layout of the streets could encourage rat-running through the site at possibly unacceptable speeds. It has been stated that traffic speeds will be controlled through the positioning of trees and traffic calming measures. Concerns have been raised by T&T and this will be explored in more detail later in this report.

6.5.32 The new 16.5 metre wide civic space between the Mosque and the proposed development, and the space that has been created around Blocks B3 and B4 has the potential to create a high quality public realm, with a route that could be shared by both cyclists and pedestrians. The approach to landscaping, lighting and surface treatments in this space will be very important to ensure these opportunities are maximised. This matter will need to be addressed by condition.

6.5.33 The Design and Access Statement sets out that the orientation and aspect of Block B4 which includes the new library is such that it faces onto the civic space on all 4 sides creating a space which blends well into the surrounding public realm and appears accessible and amenable to the local community. The double height spaces and open plan nature of the space helps encourage movement around the space and reinforces the communal nature of this building.

6.5.34 The development must clearly differentiate between public and private areas, as set out by Policy DM37. There is a good separation of the public and private realm and streets/routes are well-defined through the use of perimeter blocks, terraces and gateway buildings.

6.5.35 The relationship between building fronts and backs and the commercial premises along the high street is extremely important. This is an issue that can be dealt with through proper landscaping and will therefore be a matter that will be addressed through conditions.

### *Landscaping and Public Realm*

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

### *Density and Mix:*

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

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

## 6.7 Quality of Accommodation

### *Internal Layout*

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

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

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

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

**Table 1:** Minimum GIA set out in the London Plan

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

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

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

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

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

## 6.8 Amenity Space

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

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



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

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

## 6.9 Children's Play Space

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

## 6.10 Inclusive Access

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

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

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

#### 6.11 Housing Mix and Affordable Housing

- 6.11.1 London Plan Policy 3.8 encourages a full range of housing choice. This is supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for councils in assessing their local needs.
- 6.11.2 Policy CP5 and Policy DMD3 seeks to ensure that new developments offer a range of housing sizes to meet housing need and includes borough-wide targets on housing mix. Development on sites capable of accommodating 10 or more dwellings, in particular, should meet the targets. The targets are based on the findings of Enfield's Strategic Housing Market Assessment and seek to identify areas of specific housing need within the borough. The targets are applicable to the subject scheme and are set out below:
- Market housing – 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses (5-6 persons), 20% 4+ bed houses (6+ persons).
  - Social rented housing - 20% 1 bed and 2 bed units (1-3 persons), 20% 2 bed units (4 persons) 30% 3 bed units (5-6 persons), 30% 4+ bed units (6+ persons).
- 6.11.3 While it is acknowledged that there is an established need for all types of housing, the study demonstrates an acute shortage of houses with three or more bedrooms across owner occupier, social and private rented sectors.

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

## 6.12 Employment uses/ Social infrastructure

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

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

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

### 6.13 Retail and Office Units

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

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

6.13.5 The Design and Access statement states that the structural grid for the ground floor of block B3 allows for a degree of flexibility in terms of unit layout. The nature of the elevational treatments and openings mean that the units can be subdivided or amalgamated easily to support smaller units as shown.

6.13.6 The flexible units would contribute to the local economy and create jobs in the borough in accordance with the NPPF and Policy CP13 of the Core Strategy.

6.13.7 National, regional and local planning policies seek to promote the vitality and viability of town centres and it is considered that the proposal would be in accordance with these policy objectives.

#### 6.14 Impact on Residential Amenity

6.14.1 Policies 7.6 of the London Plan and CP30 of the Core Strategy seek to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of residential amenity. Policy DMD8 states that new developments should preserve amenity in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance.

6.14.2 Policy DMD10 seeks to achieve a minimum distance of 30 metres between rear facing windows for three storey buildings and 25 metres for two to three storey buildings. However, the policy does allow for lesser distances where it has been demonstrated that the proposed development would not result in housing with inadequate daylight/ sunlight or privacy for the proposed or surrounding development if minimum distances cannot be achieved.

6.14.3 The impact on the residential amenity of future occupants has been set out in paragraphs 6.33 – 6.39 of this report.

6.15 There would be a distance of at least 25 metres (pinch point of 24.5 metres) between the southern elevation of the townhouses and the houses to the south of the site which would generally accord with the minimum distance set out in policy.

6.16 With a distance of 16m between the front elevation of the most southern-eastern dwelling on the site and the flank elevation of No.1 Loraine Close, it is not considered that the proposed development would result in any significant impact on the residential amenity of this neighbour. There would also be a distance of 18m between the flank elevation of this dwelling and the rear elevation of No. 31 Derby Road which would be a sufficient distance to ensure there is no demonstrable harm to the residential amenity of this dwelling.

6.17 The Planning Statement also refers to the surrounding area which has residential terraces with back to back distances of 13 - 19m, stating that there is considered to be a suitable precedent for 19 metres within the existing neighbourhood context. It also states that the recently approved Alma Estate

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

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

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

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

#### 6.16 Transportation, Access and Parking

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

##### *Car Parking*

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

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

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

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

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

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

#### *Parking Management*

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



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

#### *Cycle Parking*

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

#### *Public Realm Improvements*

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

#### *Travel Plan*

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

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

#### *Access and Servicing*

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

#### *Car Club Provision*

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

#### 6.17 Trees

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

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

- 6.17.2 There are no trees on the site that are protected by a Tree Preservation Order. The trees that are to be removed are of low quality falling within tree categories C and U. Some of the trees on the southern boundary have landscape value as screening, notwithstanding their individual quality, and are therefore to be retained where feasible, or removed and replaced where this will achieve better visual screening in the long term. Replacement tree planting is proposed as part of the wider landscape proposals.
- 6.17.3 The Tree Officer was consulted on the proposed development and raised no objection as an appropriate Arboricultural Method Statement (LOV19479aia\_amsA) and Tree Protection Plan (LOV19479-03A) has already been submitted. The details of these documents will be conditioned.

## 6.18 Pollution

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

## *Contaminated Land*

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

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

#### 6.19 Sustainable Design and Construction

- 6.19.1 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement in accordance with Policies DMD49 and DMD51 is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.
- 6.19.2 The application was accompanied by an Energy Strategy and a Sustainability Statement. The Sustainability Statement includes a Code for Sustainable Homes pre-assessment for the new build residential and a BREEM Pre-Assessment for the commercial elements. Although the Code is no longer legally required, this assessment demonstrates that a suitable sustainability approach can be achieved.
- 6.19.3 Policy DMD50 requires major non-residential development to achieve a Very Good BREEAM rating. The submitted Sustainability Statement sets out that all proposed commercial spaces will be designed to achieve a rating of Very Good when measured against the BREEAM New Construction 2014 scheme.
- 6.19.4 In line with London Plan Policy 5.2, the application includes an energy strategy for the development setting out how carbon dioxide emissions will be reduced in accordance with the London Plan energy hierarchy. The components of the energy strategy are set out below.

##### *Energy Efficiency*

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

##### *District Heating*

- 6.19.6 A district heating system connection from the Lee Valley plant has been proposed for the residential and non-domestic areas of the scheme providing a proportion of Domestic Hot Water (DHW) and space heating. The proposed district heating connection will provide CO<sub>2</sub> (regulated) emissions savings of up to 20% across the development. This would be in line with Policy DMD52 which requires all major development to connect to or contribute towards existing or planned decentralised energy networks (DEN) supplied by low or zero carbon energy.

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

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

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

*Renewable Technologies/ Green Roofs*

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

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

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

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

*Overall Carbon Dioxide Savings*

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

*Flood Risk/Sustainable Urban Drainage*

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

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

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

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

- 6.19.16 The Environment Agency were contacted and confirmed that they do not need to be consulted as the requirement for the EA to be consulted on developments that exceed the 1 hectare threshold has been removed. The responsibility of surface water flood risk is now the responsibility of Lead Local Flood Authorities.
- 6.19.17 The SuDS Officer has confirmed that the principle of utilising SuDS (tree pits, rain gardens and porous parking spaces) to manage highway runoff is acceptable. However, the concept SuDS strategy cannot be accepted as various details are still required. For example there is a lack of information on the sizing of the rain gardens/ tree pits which contribute to the volume of attenuation needed to achieve greenfield runoff and a lack of source control SuDS measures from the private drainage. The SuDS Officer has no concerns with the 26 L/s Greenfield runoff rate set out in the FRA.
- 6.19.18 This information has been requested but not submitted and therefore would need to be submitted through a pre-commencement condition. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change.

## 6.20 Biodiversity

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

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

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

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

## 6.20 Equalities Impact Assessment

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

## 6.21 Health Impact Assessment

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

## 6.23 Planning Obligations

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

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

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

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

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

#### 6.25 Mechanism for securing S106 Obligations

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

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

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

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

#### 6.26 CIL

6.26.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council is progressing its own CIL but this is not expected to be introduced until spring 2016.

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



## **7.0 Conclusion**

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

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

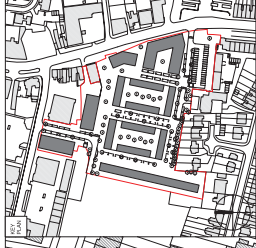
## **8.0 Recommendation**

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

### **Conditions in summary**

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

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



PROPERTY OWNERS AND APPLICANTS: THE DEVELOPER IS RESPONSIBLE FOR OBTAINING ALL NECESSARY CONSENTS FROM THE LOCAL AUTHORITY AND THE LOCAL PLANNING AUTHORITY. ALL OPERATIONS ARE TO BE COMPLETED BY THE DATE SPECIFIED IN THE CONDITIONS OF THE PLANNING PERMISSION.

THE DEVELOPER ACCEPTS THE CONCEPT OF ADJACENTLY SITUATED DEVELOPMENTS.

--- Planning Application Boundary

1 Planning Submission 02/10/2015

235-A-P-01-40

Karkusevic Carson Architects

The Electric Quarter  
Ponders End Regeneration  
1207 344 6006  
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THE ELECTRIC QUARTER  
Ponders End Regeneration

Existing site location plan

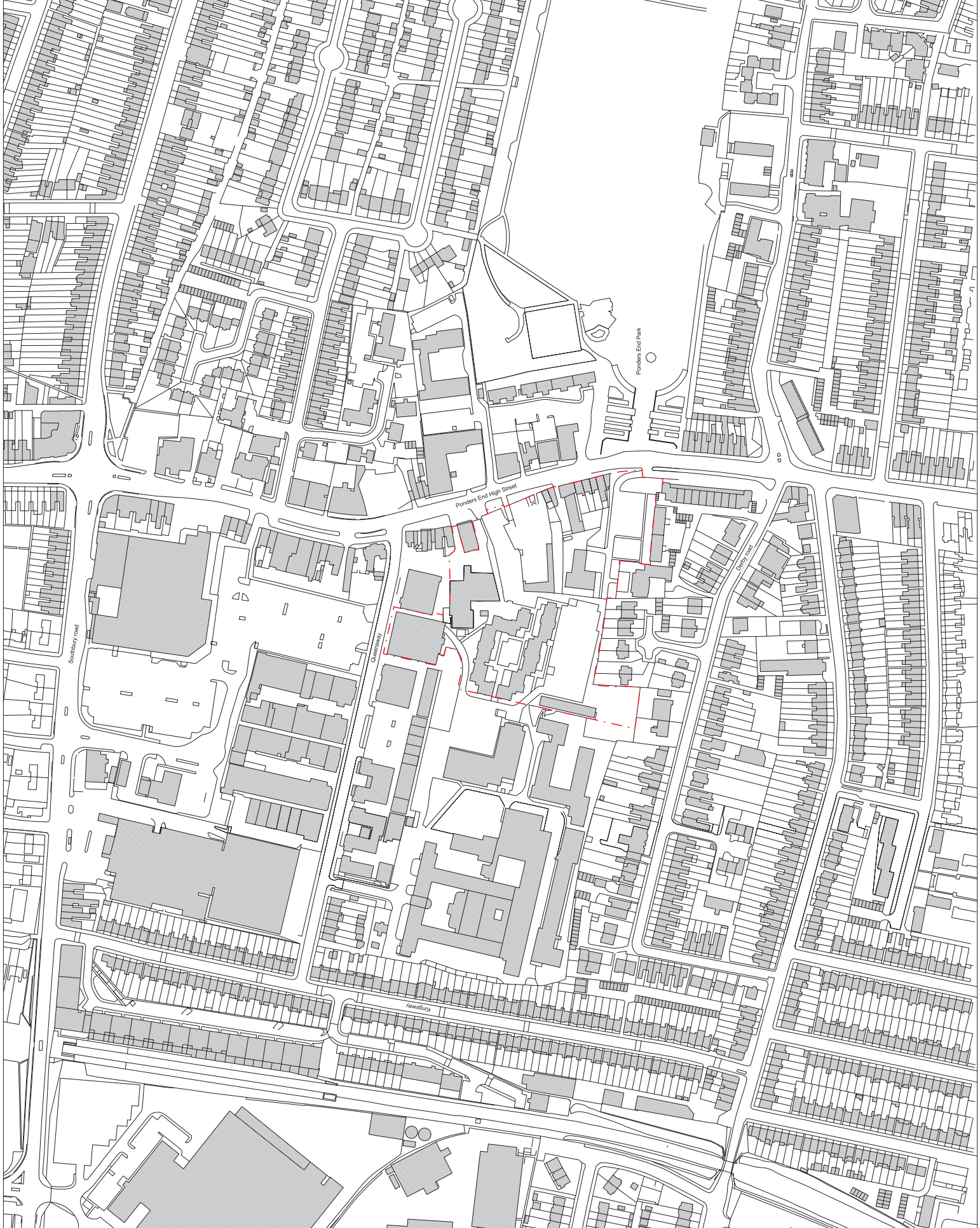
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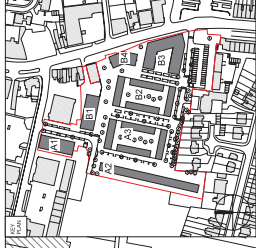
PLANNING APPLICATION

02/10/2015

1

235





PROPOSED SITES TO BE CONSIDERED FOR DEVELOPMENT  
 THE DEVELOPER'S RESPONSIBILITY FOR THE ACCURACY OF THE INFORMATION IS NOT THE RESPONSIBILITY OF THE LOCAL AUTHORITY.  
 ALL OPERATIONS ARE TO BE CONSIDERED AS A DEVELOPMENT.  
 THE DEVELOPER ACCEPTS THE CONCEPT OF A DEVELOPMENT UNDER A PLANNING PERMISSION.

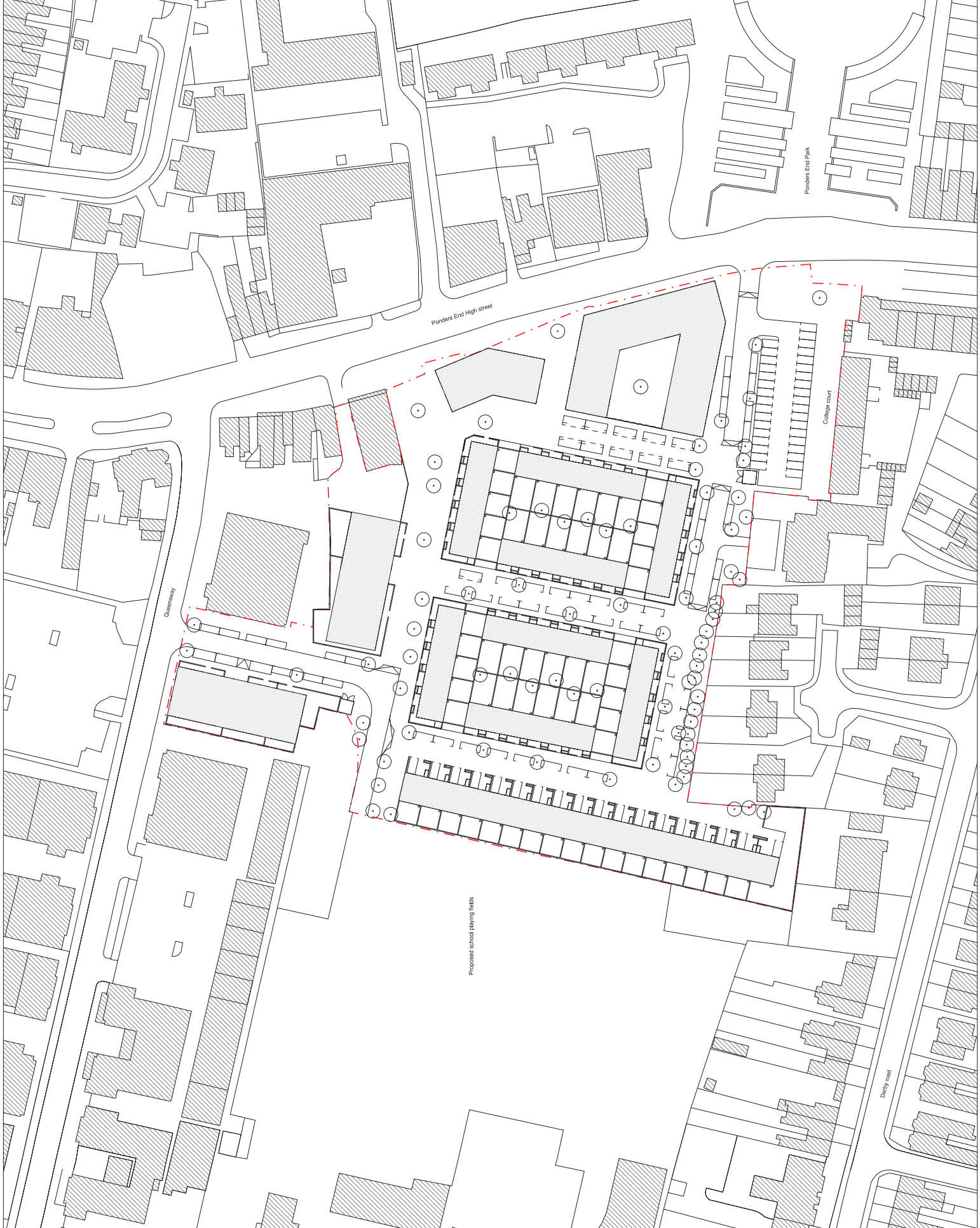
- Planning Application Boundary
- Existing buildings
- Proposed buildings

**GENERAL NOTE**  
 01 All tree positions and parking bay locations shown on this drawing are for information only. The applicant's consultants' report and landscape architects' drawings for further information.

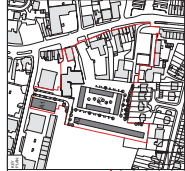
1 Planning Submission 02/10/2015  
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**THE ELECTRIC QUARTER**  
**Ponders End Regeneration**

PROJECT	235-A-P-100-01	DATE	07/18/2015
PROJECT NO.	235-A-P-100-01	PROJECT NAME	THE ELECTRIC QUARTER
PROJECT TYPE	PLANNING APPLICATION	PROJECT NUMBER	235
PROJECT LOCATION	CH	PROJECT VALUE	1,500 @ A1
PROJECT STATUS	CH	PROJECT VALUE	1,500 @ A1
PROJECT VALUE	CH	PROJECT VALUE	1,500 @ A1
PROJECT VALUE	CH	PROJECT VALUE	1,500 @ A1



Proposed site Plan



**LOVELL**  
**EMFIELD**

APPLICANTS MUST BE AWARE THAT THE LOCAL AUTHORITY HAS THE RIGHT TO REQUEST AMENDMENTS TO THE DEVELOPMENT PLAN AND TO REQUEST AMENDMENTS TO THE DEVELOPMENT PLAN. THE LOCAL AUTHORITY HAS THE RIGHT TO REQUEST AMENDMENTS TO THE DEVELOPMENT PLAN AND TO REQUEST AMENDMENTS TO THE DEVELOPMENT PLAN.

- Planning Application Boundary
- Block garden for Block 1
- Existing green parking
- Indicative green parking
- Existing buildings

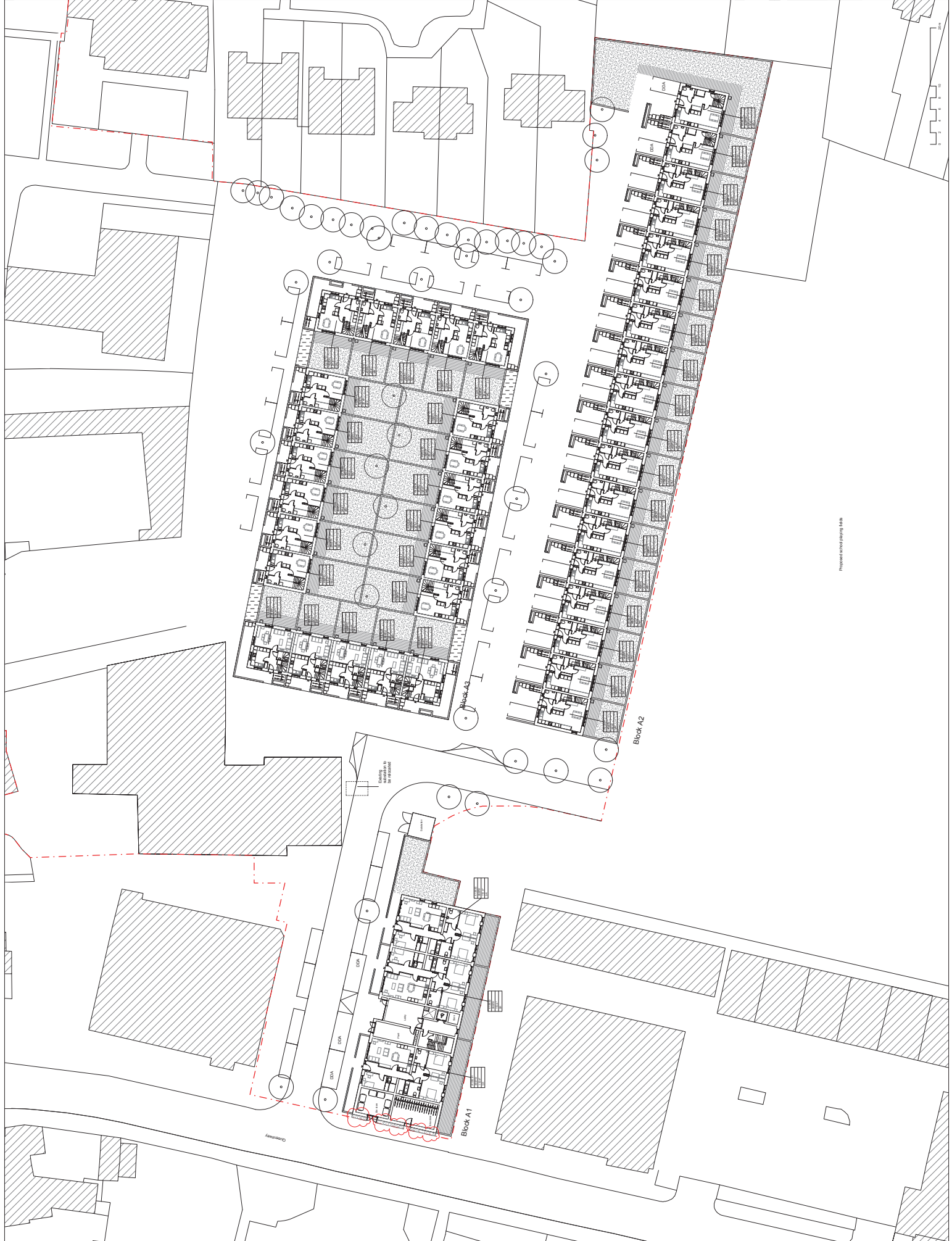
Unit type legend:  
 1 - 1 Bed  
 2 - 2 Bed  
 3 - 3 Bed  
 4 - 4 Bed  
 5 - 5 Bed

GENERAL NOTES:  
 01 - Please read in conjunction with the Planning Application & Access Statement.  
 02 - All proposed parking for the development is to be provided in the form of a multi-storey car park. The car park is to be provided in the form of a multi-storey car park. The car park is to be provided in the form of a multi-storey car park.

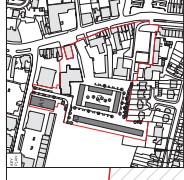
Project Name	THE ELECTRIC QUARTER
Client	POWELL & COY
Architect	KARAKUSEVIC CANON ARCHITECTS
Date	07/10/2018

**KARAKUSEVIC CANON ARCHITECTS**  
 115, The Quadrant,  
 London, W.1A 1AA  
 020 7493 8888

Proposed Phase 1 Ground floor plan	
235-A-P-101-00	2
PLANNING APPLICATION	
23/22016	1:500 @ A0
07/10/2018	01



Proposed ground floor plan 1:500



PLEASE NOTE: THIS PLAN IS FOR INFORMATION ONLY AND IS NOT A CONTRACT DOCUMENT. IT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE CONTRACT DOCUMENTS. THE PLAN IS FOR INFORMATION ONLY AND IS NOT A CONTRACT DOCUMENT.

2355-A-01-04

Planning Application Boundary  
 - - - - -  
 - - - - -  
 - - - - -  
 - - - - -

Current structure to be  
 shown with later proposals  
 - - - - -

Existing buildings  
 - - - - -

Boundaries and Easements  
 - - - - -

Unit Type Legend  
 UNIT NUMBER  
 UNIT NUMBER  
 UNIT NUMBER  
 UNIT NUMBER

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2355-A-01-04

Planning Application Boundary  
 - - - - -  
 - - - - -  
 - - - - -  
 - - - - -

Current structure to be  
 shown with later proposals  
 - - - - -

Existing buildings  
 - - - - -

Boundaries and Easements  
 - - - - -

Unit Type Legend  
 UNIT NUMBER  
 UNIT NUMBER  
 UNIT NUMBER  
 UNIT NUMBER

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2355-A-01-04

Planning Application Boundary  
 - - - - -  
 - - - - -  
 - - - - -  
 - - - - -

Current structure to be  
 shown with later proposals  
 - - - - -

Existing buildings  
 - - - - -

Boundaries and Easements  
 - - - - -

Unit Type Legend  
 UNIT NUMBER  
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2355-A-01-04

Planning Application Boundary  
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Current structure to be  
 shown with later proposals  
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Existing buildings  
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Boundaries and Easements  
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Unit Type Legend  
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2355-A-01-04

Planning Application Boundary  
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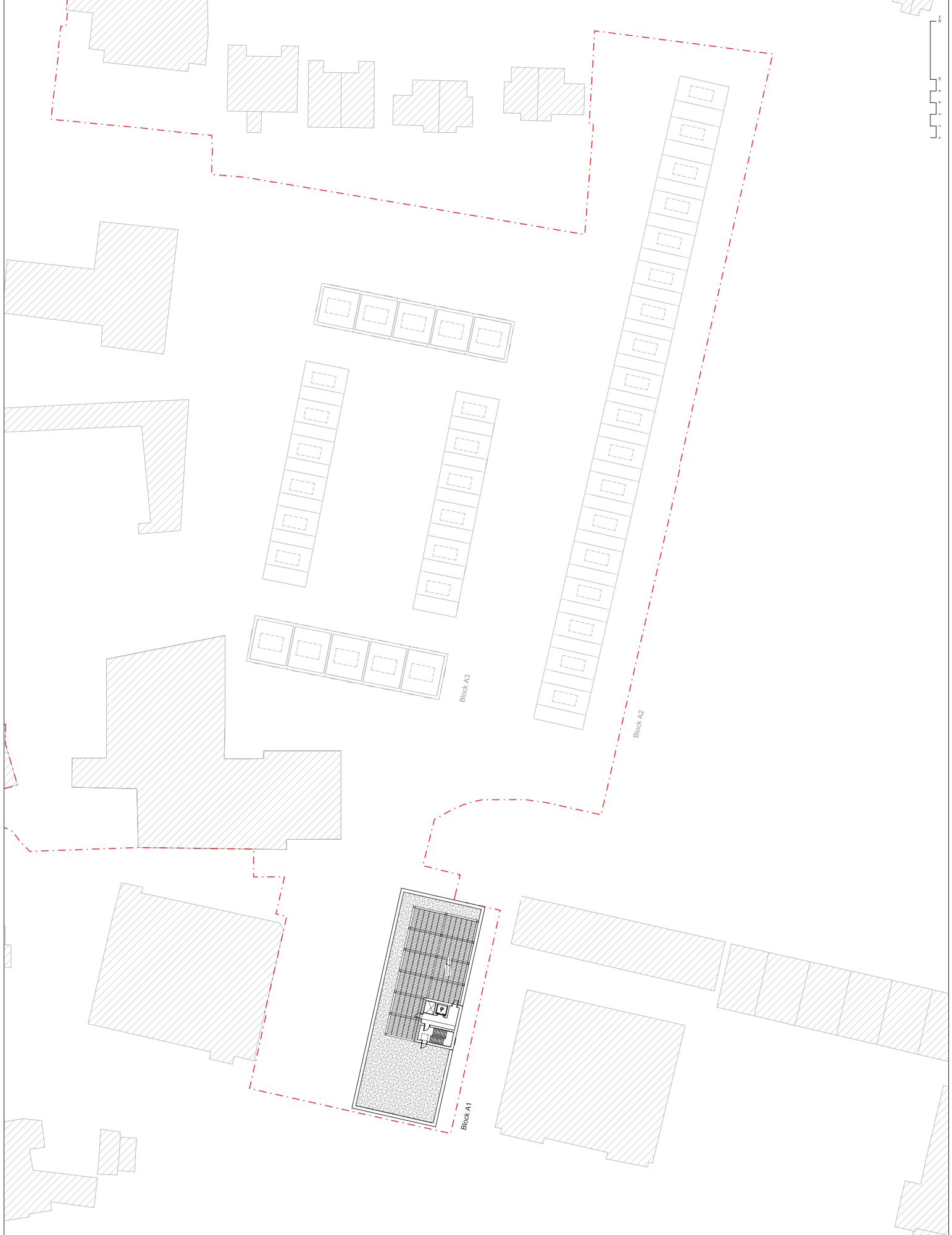
Current structure to be  
 shown with later proposals  
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Existing buildings  
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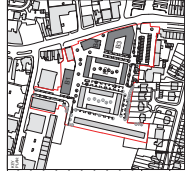
Boundaries and Easements  
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Unit Type Legend  
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PLEASE NOTE: THIS PLAN IS FOR INFORMATION ONLY AND IS NOT A CONTRACT DOCUMENT. IT IS SUBJECT TO THE TERMS AND CONDITIONS OF THE CONTRACT DOCUMENTS. THE PLAN IS FOR INFORMATION ONLY AND IS NOT A CONTRACT DOCUMENT.



30m  
0 1 2 3 4 5 6 7 8 9 10



PROPOSED PHASE 2 GROUND FLOOR PLAN  
THE ELECTRIC QUARTER  
POULDER END REGENERATION  
1:500 @ A0  
DATE: 07/05/2015

**PLANNING APPLICATION**  
235-A-P-102-00  
2  
DATE: 07/05/2015

**Karakusovic Carson Architects**  
1100 West 10th Street  
Suite 200  
Winnipeg, MB R2H 1L9  
TEL: (204) 786-1111  
WWW.KARAKUSOVIC-CARSON.COM

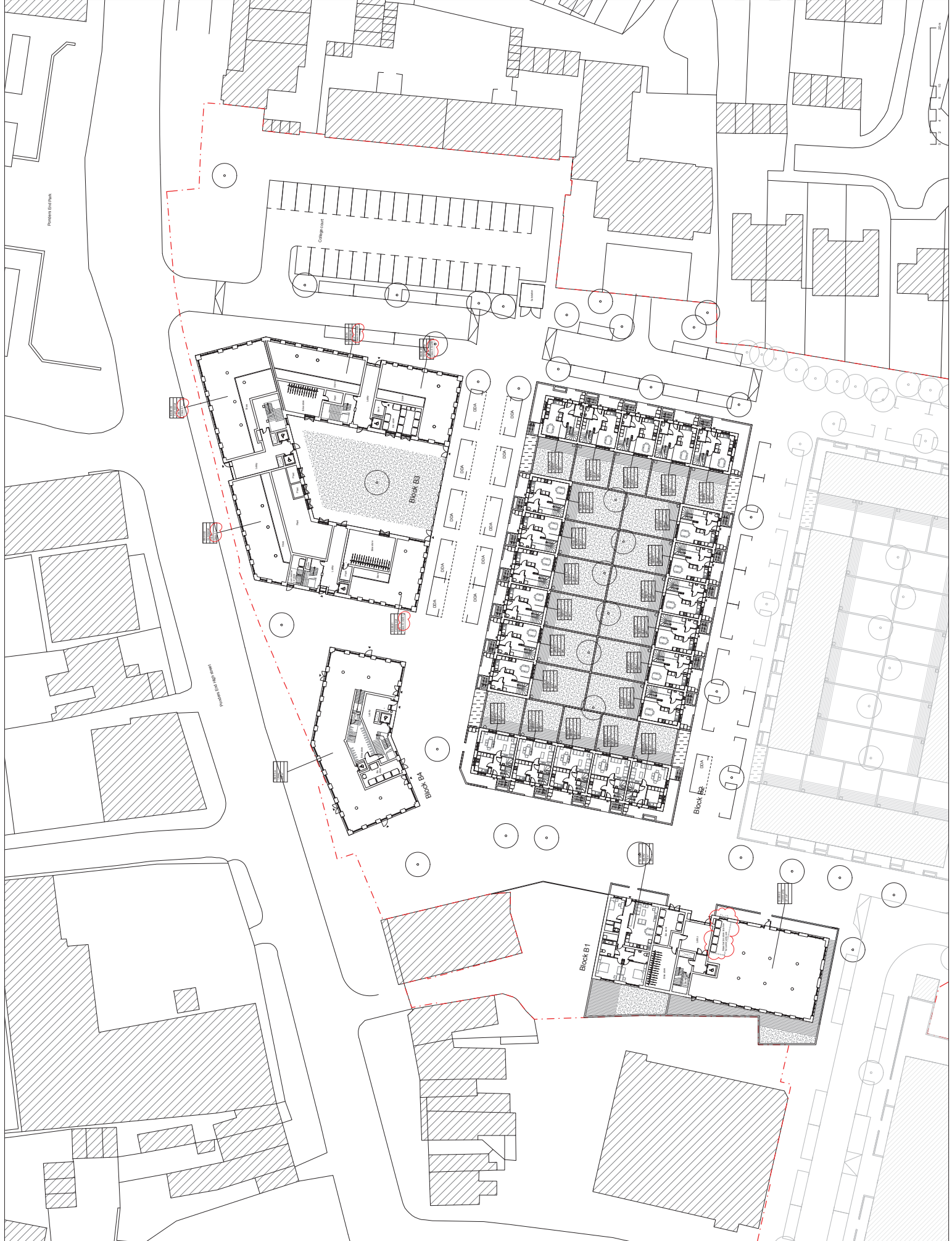
**THE ELECTRIC QUARTER  
POULDER END REGENERATION**  
Proposed Phase 2 Ground floor plan

**GENERAL NOTES**  
1. All dimensions are in millimeters.  
2. All dimensions are shown to the centerline of the wall unless otherwise indicated.  
3. All dimensions are shown to the centerline of the wall unless otherwise indicated.  
4. All dimensions are shown to the centerline of the wall unless otherwise indicated.  
5. All dimensions are shown to the centerline of the wall unless otherwise indicated.

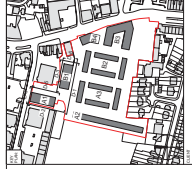
**LEGEND**  
- - - - - Planning Application Boundary  
- - - - - Block perimeter boundary  
- - - - - Insulation perimeter  
- - - - - Indicate grass paving  
- - - - - Indicate paving to be done in conjunction with other works  
- - - - - Energy ratings

**UTILITIES LEGEND**  
- - - - - WATER MAIN  
- - - - - SANITARY  
- - - - - GAS  
- - - - - TELEPHONE  
- - - - - FIBER OPTIC  
- - - - - CABLE TV  
- - - - - POWER  
- - - - - SEWER

**PROPOSED PHASE 2 GROUND FLOOR PLAN**  
The plan shows the proposed ground floor layout for Phase 2 of the Electric Quarter regeneration project. It includes Block B1, Block B2, Block B3, and Block B4. The plan shows the building footprints, internal room layouts, and external courtyards. A red dashed line indicates the planning application boundary. Various utility lines and energy ratings are also shown.





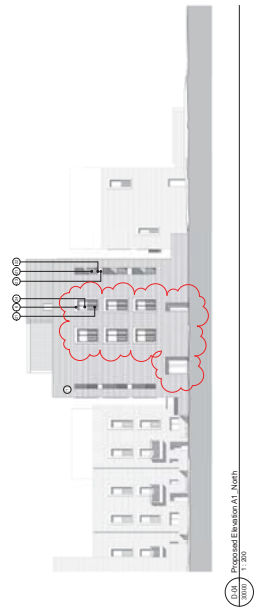


LOVELL

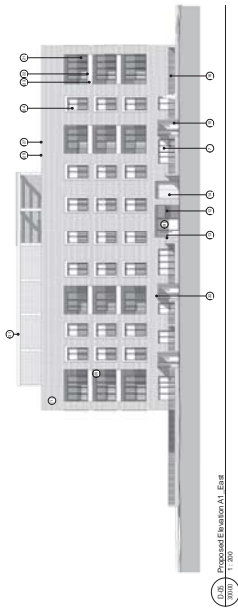
AMERICAN ARCHITECTURE  
 1000 BROADWAY, SUITE 200  
 NEW YORK, NY 10018  
 TEL: 212 679 1200 FAX: 212 679 1201  
 WWW.AAARCHITECTURE.COM  
 THE CONSULTING ARCHITECTS OF RECORD FOR THIS PROJECT

INDICATE AREAS FOR PROVISION OF  
 PV PANELS

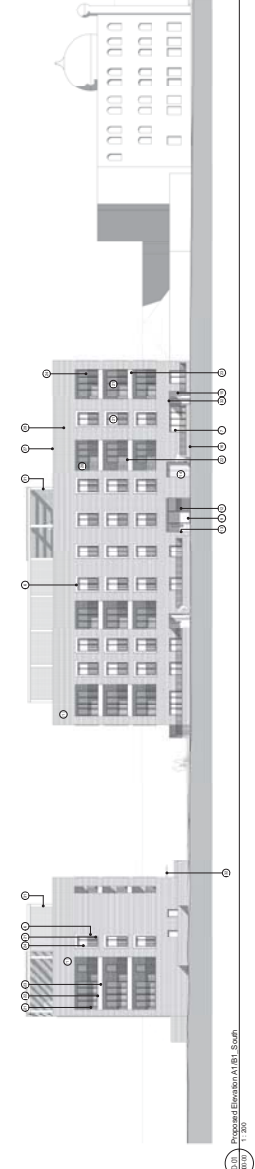
1. Map shows the location of the proposed building for the project. The building is located on the east side of the street, between the existing buildings.
2. The building is located on the east side of the street, between the existing buildings.
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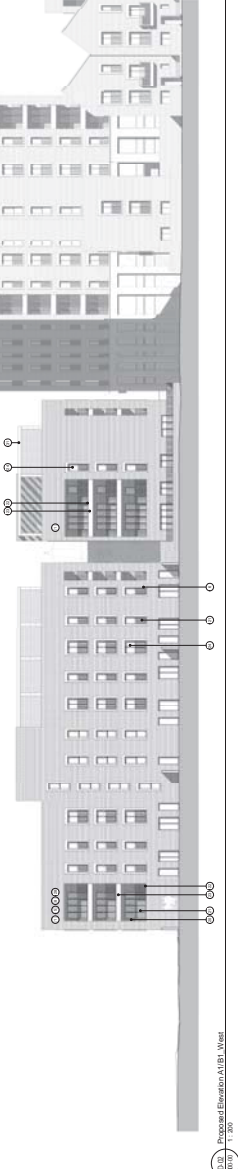
Proposed Elevation A1 (B) - North  
 1/16" = 1'-0"



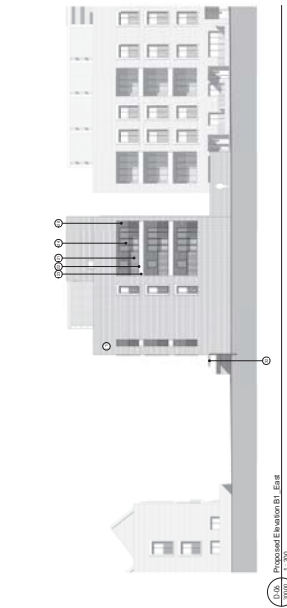
Proposed Elevation A1 (B) - East  
 1/16" = 1'-0"



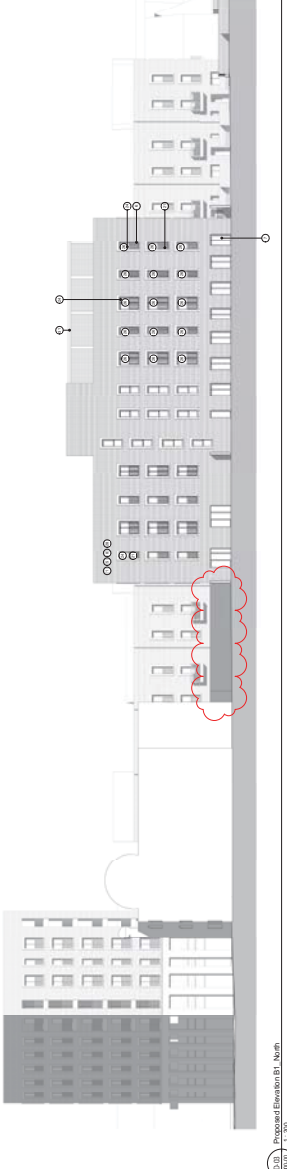
Proposed Elevation A1 (B) - South  
 1/16" = 1'-0"



Proposed Elevation A1 (B) - West  
 1/16" = 1'-0"



Proposed Elevation B1 (B) - East  
 1/16" = 1'-0"



Proposed Elevation B1 (B) - North  
 1/16" = 1'-0"

KAROLUSKVIC CARSON ARCHITECTS  
 1000 BROADWAY, SUITE 200  
 NEW YORK, NY 10018  
 TEL: 212 679 1200 FAX: 212 679 1201  
 WWW.KCAARCHITECTS.COM

THE ELECTRIC QUARTER  
 PODDERS END REGENERATION

Proposed Elevations

PROJECT NO.	235-A-P-300-00	SHEET NO.	2
DATE	11/12/2015	SCALE	1/16" = 1'-0"
DESIGNED BY	CH	CHECKED BY	CH
DRAWN BY	CH	DATE	11/12/2015









LOVELL

Project: 255-A-P-300-00  
 Date: 10/20/2015  
 Scale: 1/8" = 1'-0"

- Includes areas for provision of:  
 PV panels
1. All work shall conform to the most current editions of the International Building Code, International Residential Code, and all applicable local, state and federal laws, codes, and regulations.
  2. All work shall be completed in accordance with the approved plans and specifications.
  3. All work shall be completed in a timely manner and in accordance with the approved schedule.
  4. All work shall be completed in a safe and sound manner.
  5. All work shall be completed in a professional and workmanlike manner.
  6. All work shall be completed in accordance with the approved plans and specifications.
  7. All work shall be completed in accordance with the approved schedule.
  8. All work shall be completed in a safe and sound manner.
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  50. All work shall be completed in accordance with the approved plans and specifications.

Karolusiewicz Custom Architects  
 1000 North Main Street  
 Suite 100  
 Portland, ME 04101  
 Phone: 603.761.1111  
 Email: info@karolusiewicz.com

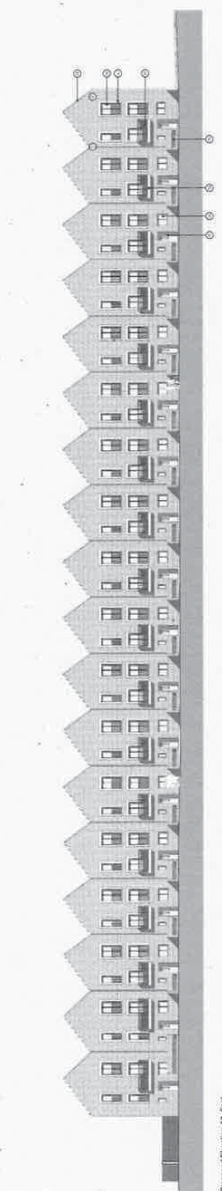
THE ELECTRIC QUARTER  
 Pending East Regeneration

Proposed Elevations

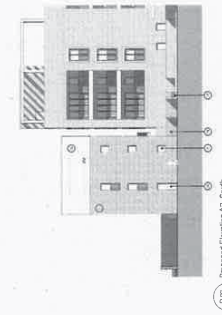
Project No.	255-A-P-300-00
Scale	1/8" = 1'-0"
Date	10/20/2015
Sheet No.	01
Total Sheets	04
Project Name	THE ELECTRIC QUARTER Pending East Regeneration
Client	CH
Project No.	255



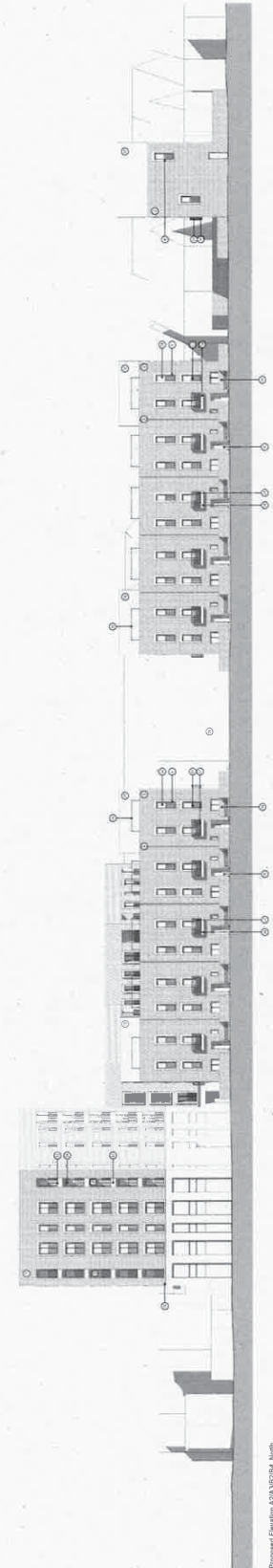
01 Proposed Elevation A2, West  
 1/8" = 1'-0"



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



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



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

