

# LONDON BOROUGH OF ENFIELD

## PLANNING COMMITTEE

Date: 21<sup>st</sup> April 2020

Report of  
Head Of Planning

**Contact Officer:**

Andy Higham  
Sharon Davidson  
Nicolla Capelli  
Tel: 0208 379 3841

**Ward:** Ponders  
End

**Application Number:** 19/03834/RM

**Category:** Major

**LOCATION:** Alma Estate, EN3

**PROPOSAL:**

Submission of reserved matters pursuant to condition 5 of outline planning permission ref: 15/02039/OUT and as amended by 17/04670/VAR and proposed variation 19/03624/VAR in respect of layout, scale, appearance, access, landscaping in relation to Phases 2A and 4 of Alma Estate for the construction of three apartment buildings and thirteen houses varying between 3 and 7 storeys in height, comprising 309 residential units, Class A1 retail uses and provision of public open space, private and semi-private amenity space, refuse/recycling and bicycle storage, on and off street car parking together with conditions for tree protection (9), ecology and biodiversity strategy (31) green roofs (36), living walls (37), energy strategy (38), green procurement plan (43), SWMP (44), parking (52), loading/unloading (54), delivery and servicing (57), traffic calming (59), cycle parking (60).

**Applicant Name & Address:**

Mr Alex Cook,  
Countryside Properties (UK) LTD.  
C/O Agent

**Agent Name & Address:**

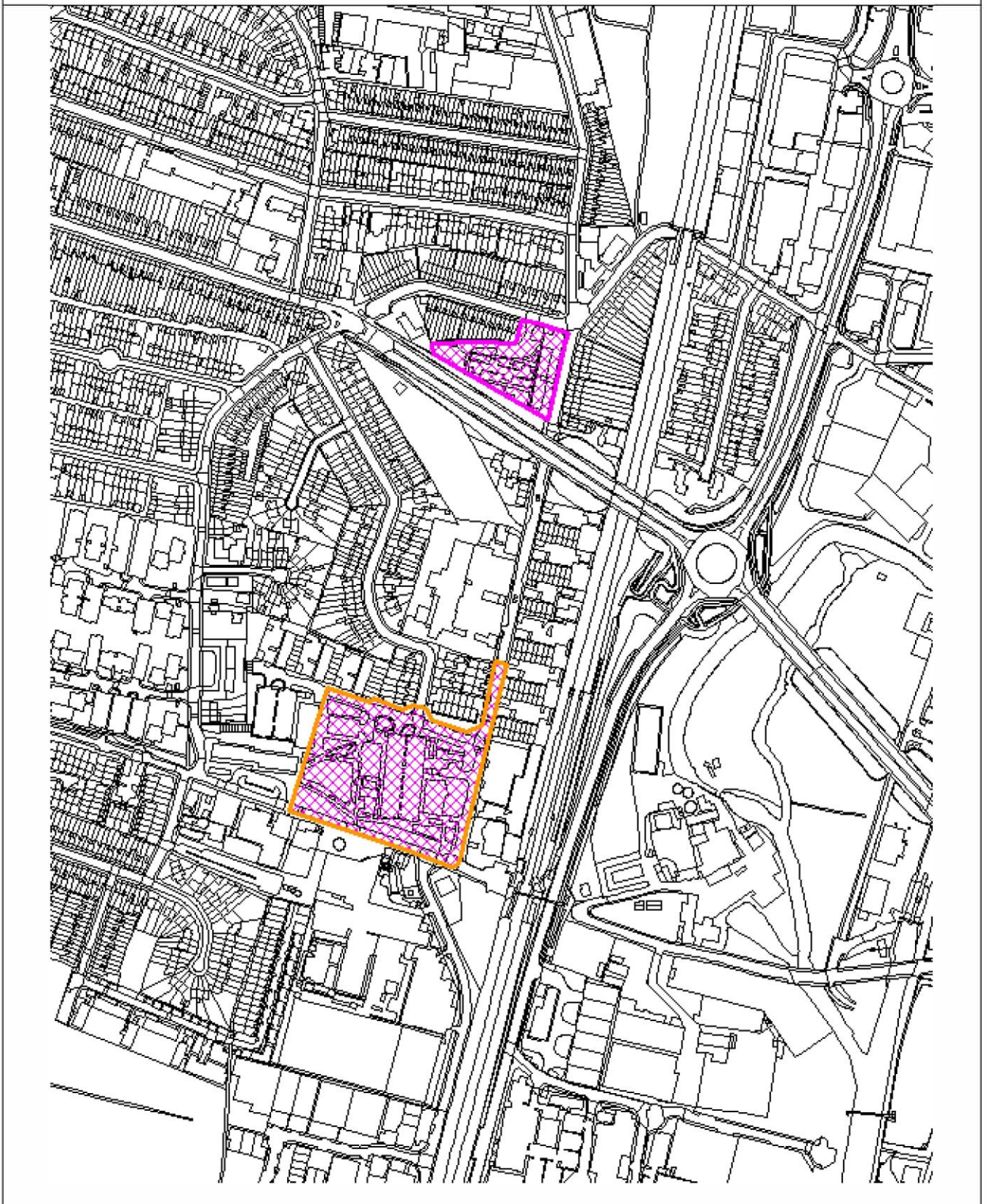
Mr Greg Blaquiere,  
Terence O'Rourke,  
7 Heddon Street,  
London,  
BH7 7DU

**RECOMMENDATION:**

That subject to the completion of a Deed of Variation to the S106 to secure the matters covered in this report, the Head of Development Management/ the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

Ref: 19/03834/RM

LOCATION : Alma Estate, EN3



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Scale 1:5000

North



## 1 Note for Members

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

## 2 Recommendation

That subject to the completion of a Deed of Variation to the S106 to secure the matters covered in this report, the Head of Development Management/ the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

1. The development hereby permitted shall be carried out in accordance with the approved plans including plans that may have been revised or may have been amended, as set out in the attached schedule which forms part of this notice.

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

2. The maximum number of residential units in Phase 2A shall be 228 and in Phase 4 shall be 81.

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above quantum of development.

3. The development in each sub Phase (2A and 4) shall not commence until a Sustainable Drainage Strategy has been submitted to and approved in writing by the Local Planning Authority for each individual sub-phase. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and should be in line with Enfield's DMD Policy SuDS Requirements:

- a) Shall be designed to a 1 in 1 and 1 in 100 year storm event with the allowance for climate change
- b) Follow the SuDS management train and London Plan Drainage Hierarchy by providing a number of treatment phases corresponding to their pollution potential
- c) Should maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value
- d) The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact
- e) Clear ownership, management and maintenance arrangements must be established
- f) The details submitted shall include levels, sizing, cross sections and specifications for all drainage features

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy, DMD Policy 61, and Policies 5.12 & 5.13 of the London Plan and the NPPF and to maximise opportunities for sustainable

development, improve water quality, biodiversity, local amenity and recreation value.

### **3 Executive Summary**

- 3.1 This Reserved Matter application for Phase 2A and Phase 4 of the Alma Estate will replace Merlin House, Cormorant House and Fairfield Close with 309 new homes in an improved environmental setting. New public realm and public open spaces will be created that will be easily accessible, legible and safe.
- 3.2 Phase 2A and Phase 4 will increase the range of housing types and bring forward the delivery of affordable homes with 56% of the 309 units within these phases being affordable homes (104 social rent and 68 inter mediate tenure). Phase 4 in particular provides a focus on family homes for the social rent tenure with access to both private and public amenity space and play space. These changes will ensure that the development contributes to meeting housing needs, meets rehousing requirements and is economically viable and deliverable.
- 3.3 As set out in the Section 73 Variation also before the committee the proposed parking ratio will fall from 0.6 to 0.4 for the Master Plan area as a whole but sustainable travel modes will be promoted through increased provision of car club spaces and cycling improvements including the provision of a safeguarded route for a new cycle lane on the west side of Alma Road.
- 3.4 Overall the proposals are considered to be compliant with both the strategic and local planning policy frameworks and are supported by officers.
- 3.5. The Mayor of London considered the S73 application (also on this agenda) on 30 March 2020 and considered that - although the principle of development is supported – that application does not comply with the London Plan and Intend to Publish London Plan in respect of a number of details. The Mayor has required an update on the tenant relocation strategy, a financial viability appraisal and further detail in relation to the energy strategy and transport assessment. These issues are discussed in the body of that report and all these issues are considered to be capable of resolution following the submission of further information. The S73 application must be referred back to the Mayor and he be allowed fourteen days to decide whether to allow the draft decision to proceed unchanged or whether to direct the Council under Article 6 to refuse the application. This re-consultation with the Mayor will take place following agreement of a draft S106 agreement. The decision notice for this application cannot be issued before the decision on the S73 application has been issued.



ILLUSTRATIVE MASTERPLAN, PROPOSED 2019

## **4 Site and Surroundings**

- 4.1 The application site is bounded to the east by the West Anglia Mainline, with Ponders End Station located to the south east of the site. The Lee Valley lies to the immediate east of the site, and covers a large area managed by the Lee Valley Regional Park Authority. South Street runs east to west through the application site and connects Ponders End Station to the south east of the application site with Ponders End High Street, which is located approximately 500m to the west (when measured from the corner of Scotland Green Road and South Street). The Oasis Hadley Academy is located on the south of South Street and does not fall within the application site. Woodall Road connects to South Street. Alma Road runs north-south through the site, and the Lee Valley Road dissects the application site. Scotland Green Road forms the western boundary of the application site.
- 4.2 The regeneration of the Alma Estate is identified as a key part of the wider regeneration of the Ponders End area and is one of the largest regeneration schemes in the Borough. The site is identified as a development site within the Ponders End Regeneration/Place Shaping Priority Area and lies within the wider North East Enfield Strategic Growth Area. The site also occupies a key position in the wider growth area that includes the London-Stansted-Cambridge growth corridor and the Upper Lea Valley Opportunity Area. The redevelopment proposals will contribute to meeting strategic policy aspirations for sustainable growth in the area.
- 4.3 A full description of the site and surroundings is included in the Section 73 planning application reference 19/03624/VAR, also on this agenda.

## **5 Proposal**

- 5.1 This Reserved Matter application brings forward a mixed use residential development for Phases 2A and 4 in accordance with the approved outline Master Plan and as amended by the Section 73 variation contained in application 17/04670/VAR (approved August 2018) and further varied by the Section 73 variation contained in application 19/03624/VAR also before the Committee.
- 5.2 Phase 2A area is bounded by Napier Road to the north, future Phase 2B to the west, Alma Road to the east and South Street to the south. Phase 4 is situated in the northern part of the Master Plan area bounded by Lea Valley Road to the south, Scotland Green Road to the north and west and Alma Road to the east.

The site is occupied by the following existing buildings:

- Merlin House (130 units)
  - Cormorant House (130) units
  - 1-34 Fairfield Close
- 5.3 This phase comprises the demolition of existing structures and replacement with five buildings ranging between 3 and 7 storeys height to provide 309 homes, private, semi private and public amenity space and associated car and cycle parking.

### *Phase 2A*

- 5.4 Consists of two perimeter blocks adjoining the central play area (Community Park) to the west. Each perimeter block has a central communal garden providing play space. There are 228 homes in Phase 2A (137 for private sale and 91 for social rent) with 758 m<sup>2</sup> of A1 retail floorspace with associated cycle parking and refuse storage. This phase improves permeability between Napier Road and South Street and creates a continuous active frontage along South Street including both retail units and landscaped public realm. The principal open space for the development is contained in this phase and is sited between the two perimeter blocks. A new cycle route on the west side of Alma Road is to be safeguarded to form part of the new cycle route between Enfield Town and Ponders End Station.

### *Phase 4*

- 5.5 Consists of 81 residential units comprising 9 three bedroom and 4 four-bedroom three storey houses for social rent and 68 flats in a 4/5/6/ storey apartment building on the west side of Alma Road and the south side of Scotland Green Road for shared ownership. The design of this phase provides 13 family houses, provides a communal amenity space at the centre of the site that is easily accessible to all residents and provides a green buffer zone along Alma Road. Vehicle access is relocated from Scotland Green Road to reduce the internal and external vehicle impact.
- 5.6 In respect of Phase 2A a similar design was subject to a previous reserved matter approval (17/04748/RM) in August 2018. The proposals remain largely as approved with the addition of increased storey heights on some elevations resulting in an increase in units from 192 to 228. Phase 4 has been brought forward in the construction programme and enables the number of new homes – and in particular affordable homes - to be achieved earlier than anticipated.

## **6 Relevant Planning Decisions**

- 6.1 15/02039/OUT – Outline planning permission for the phased regeneration of the Alma Estate comprising the demolition of Cormorant House, Curlew House, Kestrel House, Merlin House, Silver Birch Court, 1-34 Fairfield Close, 15-107 (odd) 63 (flats 1-9) Alma Road, 7-89 (odd) Napier Road, 5, 7, 9, 21-43 (odd), 45 Scotland Green Road, 98-142 (even), 171a South Street, Ponders End Youth Centre and Welcome Point Community Centre (including 746 residential units, 866sqm of retail shops and other uses with the South Street local parade, 1540sqm of community facilities, and associated works) and the erection of a maximum of 993 residential units, a maximum of 636sqm of flexible retail (A1/A2) floorspace, 150sqm of restaurant/café (A3) floorspace, 2,591sqm of community (D1)/leisure (D2) floorspace (to include 1540sqm for provision of a community centre and youth centre, 80 sqm of flexible A2/B1/D1/D2 floorspace, 439sqm for a gym and a minimum of 532sqm to a maximum of 833sqm for a medical centre), retention of existing Multi-Use-Games-Area (MUGA), site wide energy centre, relocation and provision of telecommunications equipment, resited and open space and play facilities, landscaping, new access arrangements and highway works, public realm, car parking and associated works (all matters reserved). (An Environmental Statement, including a non-technical summary, also accompanied the

planning application) The planning permission was issued in June 2017 following completion of the S106 Legal Agreement

- 6.2 15/02040/FUL - Full planning application for Phase 1a of the Alma Estate master plan comprising the demolition of buildings on those locations specified in the site address (including 163 residential units and associated works) and the construction of 228 residential units in two (four to sixteen storey) buildings, 150sqm of restaurant/cafe (A3) floorspace at ground floor, 439sqm of gym (D2) floorspace at ground and first floor, new and improved open space and play facilities, cycle and refuse storage, car parking, new access arrangements and highway works, relocation and re-provision of telecommunications equipment, landscape and ancillary works. (An Environmental Statement, including a non-technical summary, also accompanies the planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended by the 2015 Regulations)). This permission was issued in March 2016 following completion of the S106 Agreement and works are now underway on site.
- 6.3 17/04670/VAR - Section 73 planning application to develop land without complying with the conditions attached to Planning Permission Ref 15/02039/OUT granted on 20 June 2017 as described below:  
Outline planning application for the phased regeneration of the Alma Estate comprising the demolition of Cormorant House, Curlew House, Kestrel House, Merlin House, Silver Birch Court, 1-34 Fairfield Close, 15-107 (odd) 63 (flats 1-9) Alma Road, 7-89 (odd) Napier Road, 5, 7, 9, 21-43 (odd), 45 Scotland Green Road, 98-142 (even), 171a South Street, Ponders End Youth Centre and Welcome Point Community Centre (including 746 residential units, 866sqm of retail shops and other uses with the South Street local parade, 1540sqm of community facilities, and associated works) and the erection of a maximum of 993 residential units, a maximum of 716 sqm of flexible retail (A1/A2) floorspace, 150sqm of restaurant/café (A3) floorspace, 2892-3193sqm of community (D1)/leisure (D2) floorspace (to include 1761 sqm for provision of a community centre and youth centre, 160 sqm of flexible A2/B1/D1/D2 floorspace, 439sqm for a gym and minimum of 532sqm to a maximum of 833sqm for a medical centre), retention of existing Multi-Use-Games Area (MUGA), site wide energy centre, relocation and provision of telecommunications equipment, resited open space and play facilities, landscaping, new access arrangements and highway works, public realm, car parking and associated works (all matters reserved). (An Environmental Statement, including a non-technical summary, also accompanies the planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended by the 2015 Regulations)). 17 August 2018.
- 6.4 17/04748/RM - Submission of reserved matters pursuant to condition 5 of outline planning permission ref: 15/02039/OUT and as amended by 17/04670/VAR in respect of layout, scale, appearance, access, landscaping in relation to Phases 2A, 2Ai and 2Aii of Alma Estate (Merlin House, Cormorant House, Silver Birch Court, Welcome Point and Ponders End Youth Centre) for the construction of five buildings varying between 2 and 8 storeys in height, comprising 340 residential units, Class A1/A2/B1/D1/D2 uses including provision of community centre, youth centre, medical centre, retail units, community offices and provision of energy centre, public open space,



private and semi-private amenity space, refuse/recycling and bicycle storage, on and off street car parking together with discharge of conditions in respect of Phases 2A, 2Ai and 2Aii only for tree protection (9), acoustic assessment (27- part discharge), ecology and biodiversity strategy (31) green roofs (36), living walls (37), green procurement plan (43), SWMP (44), air quality (45), parking (52- part discharge in respect of Phase 2Ai and 2Aii only), loading/unloading (54), traffic calming (59), cycle parking (60) pursuant to outline permission ref:15/02039/OUT and as amended by 17/04670/VAR. 17 August 2018

- 6.5 19/04047/NMA – A non-material amendment was granted to remove the number of units from the description of development. This was considered to be non-material as Condition 7 already restricted overall residential unit numbers. 13 December 2019.

## **7 Consultations**

### **7.1 Pre-Application Consultation**

#### Pre-Application Consultation with local Residents

- 7.1.1 Three workshops were held with local residents in September and October 2019. In addition, meetings with councillors and community groups also took place. All events were held at Alma Primary School. The workshops covered a regeneration project update, proposed new homes and public and green spaces and the public realm in general. Between 19 and 30 local residents attended each meeting. The applicants Statement of Community Involvement states that overall residents were well informed about the regeneration scheme and offered constructive comments.

Comments on Phase 2A included:

- Residents liked the privacy and safety of the courtyard play spaces
- No concerns were raised about changes to height
- Information was requested about parking (62 spaces) and the type of shops proposed (not known at this stage)

Comments on Phase 4 included:

- Residents supported the early delivery of affordable housing and the provision of family homes
- Some residents felt that Phase 4 felt more connected to the site than the existing layout.
- More information about parking allocation was requested. (to be subject to a parking management plan)

General Comments included

- Detailed comments on housing layouts and green spaces and play spaces including questions about maintenance.
- Questions about the allocation of new homes.
- Replacement trees along Alma Road to be as large as possible to reduce noise, increase privacy and maintain leafy character.

- 7.1.2 The design team have attempted to respond appropriately to local residents' feedback in the submitted designs.

### Pre-Application Consultation with Local Authority

- 7.1.3 Pre-application workshops were held with the local planning authority from May to October 2019, during which a number of changes were made to the initial proposals to make them acceptable to officers. These changes included the re-routing of the cycle route from the South Street frontage to the west side of Alma Road, changes to the height of buildings on the South Street frontage to produce a more modulated appearance and changes to the layout of Phase 4 to increase privacy for both new and existing residents and to produce a safer and more usable central play and community space.

### Enfield Design Review Panel

- 7.1.4 In addition, the proposal was considered by the Enfield Design Panel on 20 August 2019. The Design Panel agreed that the proposals for Phase 2A and Phase 4 were an improvement over the proposals presented at the original outline stage. The Panel was supportive of the massing, materiality and scale of the proposals but was concerned about the quality of public realm, play space and landscaping. They considered that the failure to create a cohesive public space extending across the road to the station forecourt and the space in front of the Oasis Academy was a missed opportunity. The applicant has since made some detailed changes to the open space layout of Phase 4 and has agreed to a S106 contribution of up to £174,000 towards improvements to the surface treatment of the area outside the Oasis Academy and Youth Centre.

## **7.2 Statutory and Non- Statutory Consultees (Post Application)**

### Greater London Authority

- 7.2.1 The GLA were consulted on this application together with the Section 73 application also before the Committee tonight on 13 December 2019 and the period for consultation ended on 24 January 2020. The Mayor of London considered the S73 application on 30 March 2020 but the GLA has advised that they do not need to comment on this application. The response to the S73 application is set out in that report.

### Network Rail

- 7.2.2 No Comment

### Transport for London

- 7.2.3 TFL have no major objections to the application and have submitted comments for this application and for the Reserved Matter Application jointly. Comments include:
- Enfield should seek a contribution from the developer towards cycling improvements on the A110 Nags Head Road/Lea Valley Road.
  - TFL supports the reduced parking ratio
  - Object to the perpendicular parking spaces to the west of 2A.
  - At least 5% of the long stay cycle parking should be at ground level

- Supports monitoring funding for the various Healthy Streets measures included in the Transport Assessment. (Revised monitoring obligations are to be included in the Deed of Variation to the S106.
- Supports the traffic calming measures proposed.

These comments are responded to in the body of the report. In all cases – with the exception of the removal of perpendicular parking for Phase 2A – amendments have been made and S106 contributions have been confirmed in accordance with these comments

#### Sport England

- 7.2.4 No detailed comments provided on this application. Sport England objected to the original outline application as no formal sports provision was proposed as part of the application. The S106 Agreement for the original outline application overcame this objection by agreeing that a financial contribution be paid for the improvement of sports facilities in Enfield on a Phase by Phase basis to be based on the Viability Assessment and not to exceed £278,000 across the whole development. The Viability Assessment for Phase 1 concluded that payment of a sports contribution was not viable. For the S.73 variation approved in August 2018 a contribution was also considered unviable. Based on the number of units in Phase 1A, Phase 2A, 2Ai, 2Aii and Phase 4, the amount of Sport England contribution due at this stage has been assessed at £191,000. The independent financial appraisal for this phase has concluded that the Sport England contribution is viable for Phase 2A and Phase 4. This finding has been disputed by the applicant and - based on the current economic situation - officers agree that this contribution should be held over to a later phase subject to viability. It should be noted that the applicant has agreed to fund a number of other public realm and play improvements to the area outside the Youth Centre and Oasis Academy and in Ponders End Park.

#### Metropolitan Police

- 7.2.5 Crime Prevention Officers have been working closely with the applicant and have no objection to the housing layouts or the public areas. Will continue to work with the developer to achieve Secured by Design accreditation

#### Natural England

- 7.2.6 No comment

#### Cadent Gas/National Grid

- 7.2.7 Operational gas apparatus is located within the site boundary. An informative should be placed on any permission requiring the applicant to contact Cadent to discuss any necessary diversions or access requirements for construction traffic.

*Officer Response: The applicant will be advised at the point the decision notice is issued.*

### Environment Agency

- 7.2.8 No objection to the reserved matter application provided it does not impact the developer's ability to fulfil the requirements of the conditions placed on the outline application.

*Officers Response – the same conditions will be placed on the S73 Variation also before committee (19/03624/VAR) as were placed on the original outline application and the applicant will be expected to comply in full with the requirements of the conditions.*

### Fire Brigade

- 7.2.9 The Fire Brigade are satisfied with the proposals subject to compliance with part B5 of the Building Regulations. Sprinklers are strongly recommended, although they cannot be required.

*Officer response: The applicant has produced a fire statement which assesses the application against the New London Plan Policy D12 and provides detail in respect of key requirements such as access for fire appliances. Details of the provision of sprinklers and other fire safety measures are included later in this report.*

### Traffic and Transportation

- 7.2.10 This application has been assessed against the new standards as set out in Draft EIP London Plan (July 2019). The application is analysed in full in the body of this report. The application complies with London Plan car and cycle parking standards and is considered acceptable subject to planning conditions and S106 contributions

### Environmental Protection

- 7.2.11 No comments.

### Waste and Recycling

- 7.2.12 No comments on waste provisions made.

## **7.3 Public**

- 7.3.1 Consultation letters were issued to 937 surrounding properties. In addition 13 site notices were posted around the estate. Two objections have been received from members of the public.
- 7.3.2 A resident of a property in Alma Road has objected to the increased height of the Phase 4 apartment block from 4 to 6 storeys (6 storey recessed) on the grounds of loss of light to the property and the change in scale from the two storey dwellings opposite.

*Officers Response – the applicant has submitted information in relation to the impact of the proposed apartment block and although there will be an increase in overshadowing to a small number of existing properties in Alma Road and Scotland Green Road at certain times of the day and year, this*

*impact is limited to a maximum of 1 to 2 hours per day and the overall impact is considered acceptable. This issue is examined in detail in the Section 73 application also before the committee.*

- 7.3.3 A local resident has expressed concerns about the loss of pubs in Ponders End and in particular the now demolished “Falcon” at the corner of South Street and Falcon Road.

*Officers Response – The former site of The Falcon does not fall within the boundary of this planning application. The Alma outline application does include a number of community facilities including a replacement for the Welcome Community Centre and the Youth Centre.*

## **8 Relevant Policy**

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

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

Policy 2.6 – Outer London: vision and strategy  
Policy 2.7 – Outer London: economy  
Policy 2.8 – Outer London: transport  
Policy 2.14 – Areas for regeneration  
Policy 3.1 – Ensuring equal life chances for all  
Policy 3.2 – Improving health and addressing health inequalities  
Policy 3.3 – Increasing housing supply  
Policy 3.4 – Optimising housing potential  
Policy 3.5 – Quality and design of housing developments  
Policy 3.6 – Children and young people’s play and informal recreation facilities  
Policy 3.7 – Large residential developments  
Policy 3.8 – Housing choice  
Policy 3.9 – Mixed and balanced communities  
Policy 3.10 – Definition of Affordable Housing  
Policy 3.11 – Affordable housing targets  
Policy 3.12 – Negotiating affordable housing on individual private residential and mixed-use schemes  
Policy 3.13 – Affordable Housing thresholds.  
Policy 3.14 – Existing housing  
Policy 3.15 – Co-ordination of housing development and investment.  
Policy 3.16 – Protection and enhancement of social infrastructure  
Policy 3.17 – Health and social care facilities  
Policy 3.18 – Education facilities  
Policy 3.19 – Sports facilities  
Policy 4.1 – Developing London’s economy  
Policy 4.12 – Improving opportunities for all  
Policy 5.1 – Climate change mitigation  
Policy 5.2 – Minimising carbon dioxide emissions  
Policy 5.3 – Sustainable design and construction  
Policy 5.5 – Decentralised energy networks  
Policy 5.6 – Decentralised energy in development proposals  
Policy 5.7 – Renewable energy

Policy 5.9 – Overheating and cooling  
 Policy 5.10 – Urban greening  
 Policy 5.11 – Green roofs and development site environs  
 Policy 5.12 – Flood risk management  
 Policy 5.13 – Sustainable drainage  
 Policy 5.15 – Water use and supplies  
 Policy 5.18 – Construction, excavation and demolition waste  
 Policy 5.21 – Contaminated land  
 Policy 6.9 – Cycling  
 Policy 6.10 – Walking  
 Policy 6.12 – Road network capacity  
 Policy 6.13 – Parking  
 Policy 7.1 – 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

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

- 8.2.1 The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. Directions relevant to this application include optimising density so that development is brought forward to maximise site capacity to compliment the surrounding area and to ensure that high density developments will be directed to the most appropriate sites such as in and around train stations and directing the Mayor to ensure that there is an appropriate dwelling mix across London given the significant reduction in the overall housing requirement in the draft London Plan
- 8.2.2 In the circumstances, it is only those policies of the Intention to Publish version of the London Plan, that remain unchallenged to which weight can be attributed.
- 8.2.3 Although there are a number of proposed changes from the London Plan 2016 of relevance to this application, none of these proposed changes would result in a different conclusion in relation to this application. Of relevance are:
- GG6 – Increasing efficiency and resilience – supports the move towards a low carbon circular economy contributing towards London becoming a zero-carbon city by 2050. Buildings and infrastructure should be designed to adapt to a changing climate, make efficient use of water and reduce impacts from natural hazards like flooding and heatwaves

- D3 – Optimising site capacity through the design-led approach – reinforces the responsibility for new development to make the most efficient use of land and to optimise site capacity through a design led approach based on an evaluation of the site's attributes and surrounding context. Buildings should be of high design quality and appropriately frame the public realm. The policy specifies a number of measures of density and height and scale that should be required for major developments. (The density matrix has been removed).
- D4 – Delivering good design- introduces requirements for design scrutiny including the use of design review.
- D6 Housing quality and standards – introduces a stronger policy on housing standards including minimum space standards and qualitative standards. Private outside space standards are also included. Single aspect units are discouraged and developments should be designed to maximise tenure integration.
- D 8 – Public Realm – development proposals should encourage and explore opportunities to create new public realm where appropriate. The quality of public realm has a significant influence on quality of life and should be seen as a series on connected routes and spaces.
- D 12 – Fire Safety. All development proposals must achieve the highest standards of fire safety and must ensure that they identify suitable positioned unobstructed outside space for fire appliances to be positioned on and incorporate appropriate fire alarm systems and passive and active fire safety measures and are constructed in an appropriate way so as to minimise the risk of fire spread. Part B requires that all major development proposals should be submitted with a Fire Statement produced by a third party suitably qualified assessor.
- H1 – Increasing Housing Supply – sets new ambitious targets for housing completions. Enfield's ten-year housing target for net housing completions (2019/20 -2028/29) will now be 12,460 (previous target 7,976 for the period 2015-2025).
- H4 – Delivering Affordable Housing – the strategic target is for 50% of all new homes across London to be genuinely affordable. The Mayor expects that residential proposals on public land should deliver at least 50% affordable housing.
- H6 – Affordable Housing Tenure – the following split should be applied to residential development 1) a minimum of 30% low cost renter homes as either London Affordable Rent or Social Rent allocated according to need and for Londoners on low incomes. 2) a minimum of 30% intermediated products which meet the definition of genuinely affordable housing including London Living Rent and London Shared ownership 3) the remaining 40% to be determined by the borough as low cost rented homes or intermediate products.
- H8 – Loss of existing housing and estate redevelopment – loss of existing housing should be replaced by new housing at existing or higher densities with at least the equivalent level of overall floorspace. This policy also

encourages the replacement of an equivalent amount of affordable housing floorspace. Viability Testing required.

- Policy H10 Housing size mix – requires schemes to consist of a range of units sizes and proposes a number of criteria to arrive at locally appropriate housing size mixes.
- S4 – Play and Informal Recreation – stresses the importance of safe and stimulating play as essential for children and young people’s mental and physical health and requires that at least 10 m<sup>2</sup> of accessible play provision be provided in residential developments. SPD will provide additional detail on the application of this benchmark. Off-site provision secured by an appropriate financial contribution may be acceptable, particularly for older children.
- G4 – Open Space – promotes the creation of new areas of publicly accessible open space especially in areas with the potential for substantial change. Ensure that open space, particularly green space, included as part of development remains publicly accessible. Development proposals should not result in the loss of protected open space and where possible create areas of publicly accessible open space particularly in areas of deficiency.
- SI 3 – Energy Infrastructure – Heat networks are still considered to be an effective and low-carbon means of supplying heat in London but existing networks will need to establish decarbonisation plans.
- SI 13 – Sustainable drainage – development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should be a preference for green over grey features in line with the drainage hierarchy.
- T1 – Strategic approach to transport – development proposals should facilitate the delivery of the Mayor’s strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.
- T2 – Healthy Streets – development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance.
- T5 – Cycling – development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This includes support for London wide cycle routes and minimum standards for cycle parking.
- T6 – Car Parking – car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car free developments should be the starting point for all development proposals in places well connected to public transport with developments elsewhere designed to provide the minimum necessary parking. Maximum car parking standards set out in Policy T6.1 (Residential) and T6.5 (Non-residential) should be applied. Sufficient electric car charging points should be provided in new developments.



### 8.3 Local Plan – Core Strategy

Core Policy 1: Strategic growth areas  
Core policy 2: Housing supply and locations for new homes  
Core policy 3: Affordable housing  
Core Policy 4: Housing quality  
Core Policy 5: Housing types  
Core Policy 6: Housing need  
Core Policy 8: Education  
Core Policy 9: Supporting Community Cohesion  
Core Policy 20: Sustainable Energy use and energy infrastructure  
Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure  
Core Policy 24: The road network  
Core Policy 25: Pedestrians and cyclists  
Core Policy 26: Public transport  
Core Policy 28: Managing flood risk through development  
Core Policy 29: Flood management infrastructure  
Core Policy 30: Maintaining and improving the quality of the built and open environment  
Core Policy 31: Built and landscape heritage  
Core Policy 32: Pollution  
Core Policy 34: Parks, playing fields and other open spaces  
Core Policy 36: Biodiversity  
Core Policy 40: North East Enfield

### 8.4 Development Management Document

DMD1: Affordable Housing on Sites Capable of Providing 10 units or more  
DMD3: Providing a Mix of Different Sized Homes  
DMD4: Loss of existing residential units  
DMD6: Residential Character  
DMD8: General Standards for New Residential Development  
DMD9: Amenity Space  
DMD10: Distancing  
DMD15: Specialist Housing Need  
DMD 16: Provision of new community facilities  
DMD 17: Protection of community facilities  
DMD 18: Early Years Provision  
DMD 37: Achieving High Quality and Design-Led Development  
DMD 38: Design Process  
DMD 42: Design of civic/public buildings and institutions  
DMD 43: Tall Buildings  
DMD45: Parking Standards and Layout  
DMD47: New Road, Access and Servicing  
DMD48: Transport Assessments  
DMD49: Sustainable Design and Construction Statements  
DMD50: Environmental Assessments Method  
DMD51: Energy Efficiency Standards  
DMD 52: Decentralized energy networks  
DMD53: Low and Zero Carbon Technology  
DMD55: Use of Roofspace/ Vertical Surfaces  
DMD57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement  
DMD58: Water Efficiency

DMD59: Avoiding and Reducing Flood Risk  
DMD 60: Assessing Flood Risk  
DMD 61: Managing surface water  
DMD 62: Flood control and mitigation measures  
DMD 63: Protection and improvement of watercourses and flood defences  
DMD64: Pollution Control and Assessment  
DMD65: Air Quality  
DMD 66: Land contamination and instability  
DMD68: Noise  
DMD69: Light Pollution  
DMD 70: Water Quality  
DMD 71: Protection and enhancement of open space  
DMD 72: Open Space Provision  
DMD 73: Child Play Space  
DMD 76: Wildlife corridors  
DMD 77: Green chains  
DMD 78: Nature conservation  
DMD79: Ecological Enhancements  
DMD80: Trees on development sites  
DMD81: Landscaping

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

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

- 4.2 Improving the quality of the pedestrian and cycling environment
- 4.4 West Anglia mainline enhancement project
- 5.1 Affordable housing
- 5.2 Mix of housing types
- 5.3 Improving the public realm
- 7.1 Providing community facilities
- 8.2 Providing new open space
- 11.1 South Street Area
- 11.2 Alma Estate regeneration
- 11.3 Ponders End station

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

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

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

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework

taken as a whole; or specific policies in the Framework indicate development should be restricted.

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

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

8.7 National Planning Practice Guidance (October 2019)

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

8.8 Other Material Considerations

Biodiversity Action Plan

Decentralised Energy Network Technical Specification SPD (2015)

S106 SPD (2016)

Enfield Characterisation Study

Enfield Climate Change Declaration

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

GLA: Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)

GLA: London Sustainable Design and Construction SPG (2014)

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

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

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

GLA: Housing SPG (2016)

GLA: Homes for Londoners: Affordable Housing and Viability SPG (2017)

## **9 Analysis**

9.1 The principle of development has been established by the outline planning permission granted on 20 June 2017 (15/02039/OUT) for the Alma Estate Regeneration Master Plan. This decision followed extensive pre-application discussion with London Borough of Enfield, consultations with local residents, the Mayor of London and taking into consideration the relevant national, strategic and local planning policies contained within the Development Plan and the information provided in the Environmental Statement. A Section 73 variation was approved in August 2018 to facilitate minor material amendments to the original outline permission in relation to the detailed design on Phases 2A, 2Ai and 2Aii (17/04670/VAR). Reserved Matters approval was also granted on the same date for detailed proposals for Phases 2A, 2Ai and 2Aii (17/04748/RM) which comprised 340 homes, GP surgery, retail units, youth and community centre and energy centre. Construction has commenced on Phases 2Ai and 2Aii.

- 9.2 This Reserved Matter application is concerned with matters of detail (relating to matters of access, appearance, landscaping, layout and scale and with the discharge of relevant conditions). The established parameters and principles set out in the outline permission (as amended) take precedence on strategic matters such as quantum and mix or affordable housing and the level of open space provision
- 9.3 This Reserved Matter application brings forward a mixed-use residential development for Phases 2A and 4 in accordance with the approved outline Master Plan and as amended by the Section 73 variation contained in application 17/04670/VAR (approved August 2018) and further varied by the Section 73 variation contained in application 19/03624/VAR also before the Committee.
- 9.4 The main issues to consider are as follows:
- Housing Provision
  - Density
  - Affordable Housing
  - Housing Mix
  - Residential Design Standards
  - Design i) Phase 2A, ii) Phase 4
  - Daylight and Sunlight
  - Fire Safety
  - Open Space, Landscape and Trees
  - Transport and Parking
  - Sustainability and Climate Change
  - Biodiversity
  - Noise
  - Waste and Recycling
  - Archaeology and Heritage
  - Flood Risk and drainage
  - Lighting

#### Housing Provision

- 9.5 London Plan Policy 3.3 Increasing Housing Supply recognises the pressing need for more homes in London and identifies the contributions that renewal of existing residential area can make to realising capacity. Table 3.1 of the London Plan sets out the minimum borough annual average housing target which for Enfield is to deliver a minimum of 7,976 homes between 2015-2025 or 798 homes annually. The Intend to Publish London Plan (Policy H1) sets an increased target for net housing completions of 12,460 between 2019/20-2028/29. The delivery of additional new homes on this site will make a significant contribution towards meeting this wider strategic requirement.
- 9.6 Enfield's Core Strategy states that housing growth will be concentrated in parts of the borough where it can be most readily accommodated and where it can most effectively support the regeneration and revitalisation of Enfield's communities. CS Policy 2 identifies that there is scope to deliver 1000 new homes across North East Enfield between 2010-2025 with the main opportunities being in Ponders End. CS Policy 40 identifies the Alma Estate as a key opportunity for the increased provision of new homes. The proposals

for this site are in full accordance with the Core Strategy in terms of the delivery of new housing.

- 9.7 The NEEAAP is compliant with and builds on CS Policies 40 and 41. Table 5.1 of the NEEAAP sets out the housing delivery sites identified by the Council and this includes the Alma Estate which is identified as one of the key sites.
- 9.8 These Phase 2A and Phase 4 proposals will provide 309 out of the total 1086 units proposed and result in a net increase in housing of 93 (over the number proposed in the original outline application for these two sub-phases) which will make a significant contribution to meeting policy objectives for housing delivery in the Borough through the intensification of land use.

#### Density

- 9.9 London Plan Policy 3.4 Optimising Housing Potential requires development to optimise the delivery of housing taking into account local context and character, public transport capacity and design principles. The site has a PTAL of 2 and previous consultation with the GLA has confirmed that the site be classified as urban. London Plan Table 3.2 suggests a residential density of 200-450 habitable rooms per hectare (hr/ha) would be suitable for this site.
- 9.10 The density varies across the respective phases. For Phase 2A the density will be 403 hr/ha and for Phase 4 the density will be 418/hr/ha. This variation reflects the provision of communal space particularly in Phase 2A where the central Community Park is included in the calculations for Phase 2A. These densities fall within the London Plan ranges. It should be noted that the London Plan - Intend to Publish version no longer contains a density matrix.
- 9.11 In accordance with Enfield DMD Policy 6 Residential Character, the overall density of Phase 2A and Phase 4 site are considered acceptable given the sites sustainable location and the design that responds to and enhances the character of the area.

#### Affordable Housing

- 9.12 Enfield Core Strategy Policy 3 Affordable Housing seeks to achieve a borough wide target of 40% affordable housing units in new developments. London Plan Policy 3.12 Negotiating Affordable Housing states the maximum reasonable amount of affordable housing should be sought taking account of a range of factors including development viability. London Plan Policy 3.14 and Enfield Core Strategy Policy 4 resist the loss of housing, including affordable housing without its planned replacement at existing or higher density. London Plan Policy 2.14 Areas for Regeneration acknowledges the issues involved in estate regeneration but states that loss of housing, including affordable housing, should be resisted unless it is replaced by better quality accommodation providing at least equivalent floorspace.
- 9.13 The overall level of affordable housing on the Alma Estate secured through the original approved outline application was 399 dwellings out of a total of 993 which equates to a policy compliant percentage of 40%. (200 social rent units, 126 intermediate tenures, 73 flexible affordable housing units and 594 units for private sale). Affordable housing provision was to be re-assessed at each phase through Phased Viability Assessments.

- 9.14 Phase 1A delivered a total of 132 affordable units out of a total of 228 which equates to 57%. As part of the previously approved Reserved Matter application (17/04748/RM) for Phase 2A, 2Ai and 2Aii a total of 99 affordable units ( 44 social rent and 55 intermediate) out of 340 units equating to 26% was assessed as the maximum viable for that phase which included a large amount of community floorspace.
- 9.15 The revised Phase 2A and Phase 4 proposed as part of this Reserved Matter Application will bring forward 309 units of which 172 or 56% (104 social rent and 68 intermediate tenure) will be affordable. This will result in a cumulative provision of 45% affordable housing at this stage (Phase 1A, 2Ai, 2Aii and revised 2A and 4). The tenure mix proposed by revised Phase 2A and Phase 4 will also result in the bringing forward more affordable housing units at an earlier stage than was predicted by the original outline consent. There will be an increase of 106 affordable units across Phase 2A and Phase 4 from that predicted at the outline stage (60 social rent units and 46 intermediate tenures).
- 9.16 Enfield CS Policy 5 (Housing Types) states that the Council will aim for a boroughwide affordable tenure split of 70% social rented and 30% intermediate. The split agreed at outline state was broadly 50% for each affordable tenure (200 social rent units and 199 intermediate/flexible units). This deviation from policy reflects the local circumstances of the Alma Estate, the decant requirements and the need to address the tenure balance by providing private housing units. The affordable tenure split proposed for Phase 2A and Phase 4 is 60% social rent to 40% shared ownership and reflects the position agreed at the outline stage and the re-housing requirements of existing Alma residents. This is also consistent with the recommended split outlined in London Plan Policy 3.11 and also accords with the recommended split contained within the London Plan Intention to Publish (Policy H6) which requires a minimum of 30% low cost rent, at least 30% intermediate products with the remaining 40% to be determined by the LPA. It is considered that the proposed split is acceptable as it reflects local circumstances and the position agreed at the original outline stage.
- 9.17 The S106 Agreement that forms part of the outline planning permission requires a Phase by Phase Viability Reassessment to be submitted to confirm that the maximum reasonable amount of affordable housing is being provided. The applicant has submitted a Phase Viability Reassessment which has been independently assessed on behalf of the local planning authority.
- 9.18. The independent assessors report has now been received and it concludes that Phase 2A and Phase 4 are likely to generate a surplus of approximately £1.3 million. However, it is accepted that there is uncertainty in the current climate that could see this surplus eradicated and recommends that that this surplus is retained as a financial buffer to support continued deliver of the scheme with the cumulative effect to be assessed at the next review
- 9.19 The independent assessors report had regard to the Original Viability Assessment dated May 2015 (also independently assessed) which outlined that the whole development was proceeding on a sitewide deficit. The current independent assessment seeks to assess the cost and value evidence which has been provided in relation to Phase 1A and cross reference this with the proposed valuation of the remaining phases to ensure that any improvements

to scheme viability are being captured in the latest forecasts. The impact of the S73 amendments have also been assessed to ascertain whether the level of deficit reported is accurate, or whether there is potential for a greater contribution towards affordable housing. The impact of these amendments on the site wide viability demonstrates that at the current day assumptions, the scheme would be on track to deliver a total surplus. An appraisal of up to Phase 2A & 4 only provides a surplus of approximately £1.3 million. However, it is accepted that there is uncertainty in the current climate which could see the current surplus easily being eradicated. Reliance on historic values also has limitations as was seen on Phases 2Ai and 2Aii which have had a cumulative reduction to the Phase 1A surplus of due to the high proportion of affordable housing and community facilities which are to be handed back at a fixed nil value, which has caused these individual phases to be loss making. The assessment recommends that the apparent current surplus potentially arising from Phase 2A and 4 is retained as a financial buffer to help support continued delivery of the scheme rather than increasing the on-site affordable provision at this stage. The cumulative effect will be assessed at the next review. The applicant does not agree with the conclusions of the independent review and does not agree that there is a surplus attached to this phase. However, this position does not change the considerations in respect of this application as, notwithstanding this disagreement, officers have not sought to secure additional affordable housing linked to this phase due to the current uncertainties and the viability position will need to again be reviewed for the next phase.

### Housing Mix

- 9.20 A schedule of accommodation showing unit number by tenure and housing mix (bedroom size) is provided below. This shows the position agreed at outline compared with the mix proposed as part of this Reserved Matter Application.

#### *Phase 2A - Outline mix*

| Unit Type     | Social Rent | Intermediate | Market      | Totals     |
|---------------|-------------|--------------|-------------|------------|
| One Bedroom   | 14 (7.4%)   | 10 (5.3%)    | 35 (18.5%)  | 59 (31.2%) |
| Two Bedroom   | 16 (8.5%)   | 12 (6.4%)    | 53 (28.0%)  | 81 (42.9%) |
| Three Bedroom | 11 (5.8%)   | 0 (0%)       | 29 (15.3%)  | 40 (21.2%) |
| Four Bedroom  | 3 (1.6%)    | 0 (0%)       | 6 (3.2%)    | 9 (4.8%)   |
| TOTAL UNITS   | 44 (23.3%)  | 22 (11.6%)   | 123 (65.1%) | 189 (100%) |

#### *Phase 2A – Proposed mix*

| Unit Type   | Social Rent | Intermediate | Market     | Totals      |
|-------------|-------------|--------------|------------|-------------|
| One Bedroom | 24 (10.5%)  | 0            | 37 (16.2%) | 61 (26.8%)  |
| Two Bedroom | 36 (15.8%)  | 0            | 68 (29.8%) | 104 (45.6%) |

|               |            |   |           |            |
|---------------|------------|---|-----------|------------|
| Three Bedroom | 24 (10.5%) | 0 | 32 (14%)  | 56 (24.6%) |
| Four Bedroom  | 7 (3.1%)   | 0 | 0         | 7 (3.1%)   |
| TOTAL UNITS   | 91 (40%)   | 0 | 137 (60%) | 228 (100%) |

*Phase 4 – Outline Mix*

| Unit Type     | Social Rent | Intermediate | Market    | Totals     |
|---------------|-------------|--------------|-----------|------------|
| One Bedroom   | 0           | 0            | 3         | 3 (7.5%)   |
| Two Bedroom   | 0           | 0            | 14        | 14 (35%)   |
| Three Bedroom | 0           | 0            | 19        | 19 (47.5%) |
| Four Bedroom  | 0           | 0            | 4         | 4 (10%)    |
| TOTAL UNITS   | 0 (0%)      | 0 (0%)       | 40 (100%) | 40 (100%)  |

*Phase 4 – Proposed Mix*

| Unit Type     | Social Rent | Intermediate | Market | Totals     |
|---------------|-------------|--------------|--------|------------|
| One Bedroom   | 0           | 39           | 0      | 39 (48.1%) |
| Two Bedroom   | 0           | 29           | 0      | 29 (35.8%) |
| Three Bedroom | 9           | 0            | 0      | 9 (11.1%)  |
| Four Bedroom  | 4           | 0            | 0      | 4 (5%)     |
| TOTAL UNITS   | 13 (16%)    | 68 (84%)     | 0      | 81 (100%)  |

*Total (combined phases 2A and Phase 4) – Outline mix*

| Unit Type     | Social Rent | Intermediate | Market      | Totals     |
|---------------|-------------|--------------|-------------|------------|
| One Bedroom   | 14          | 10           | 38          | 62 (27%)   |
| Two Bedroom   | 16          | 12           | 67          | 95 (41.4%) |
| Three Bedroom | 11          | 0            | 48          | 59 (25.8%) |
| Four Bedroom  | 3           | 0            | 10          | 13 (5.5%)  |
| TOTAL UNITS   | 44 (19.2%)  | 22 (10.3%)   | 163 (70.7%) | 229 (100%) |

*Total (combined phases 2A and Phase 4) – Proposed mix*



| Unit Type          | Social Rent        | Intermediate    | Market           | Totals            |
|--------------------|--------------------|-----------------|------------------|-------------------|
| One Bedroom        | 24                 | 39              | 37               | 100 (32.4%)       |
| Two Bedroom        | 36                 | 29              | 68               | 133 (43%)         |
| Three Bedroom      | 33                 | 0               | 32               | 65 (21%)          |
| Four Bedroom       | 11                 | 0               | 0                | 11 (3.6%)         |
| <b>TOTAL UNITS</b> | <b>104 (33.6%)</b> | <b>68 (22%)</b> | <b>137 (44%)</b> | <b>309 (100%)</b> |

- 9.21 For Phase 2A - which is considered to be suitable for family units given its courtyard form and the proximity to the main open space – the number of three- and four-bedroom units has increased by 14 from the outline stage. The number of units overall has increased by 39 from the outline stage (189 to 228 total) with an increase of 47 social rented units.
- 9.22 Phase 4 has an increased total number of units (41) from the outline stage. All the units are now for either social rent (13) or shared ownership (68) with no units for private sale. At outline stage this Phase 4 was an all private sale phase (40). There are now more one-bedroom units and a reduction in three-bedroom units to reflect changes to the design and the introduction of shared ownership tenure.
- 9.23 The combined Phase 2A and Phase 4 as proposed has increased the overall number of units for these two phases by 80 (together with the 13 additional units previously approved under S73 Variation 17/04670/VAR for Phase 2Ai the overall total has increased from 993 to 1806 – a total increase of 93). For these two phases, the combined total of affordable units has increase by 106 units to 56%. For the proposed Phase 2A and Phase 4 there is an increase in one- and two-bedroom units from 68% to 75% and a decrease in three- and four-bedroom units from 31% to 24% from that proposed at the outline stage.
- 9.24 The proposals have been designed to offer a range of housing sizes that will meet identified housing need and it is considered that the number of family units has been maximised. The dwelling mix proposed reflects site specific tenure requirements (notably the shared ownership units in Phase 4) and has addressed decant requirements for existing residents of the Alma Estate.
- 9.25 Officers consider that the range and disposition of unit sizes across this Phase is appropriate

#### Residential Design Standards

- 9.26 London Plan Policy 3.5 Quality of Design and Housing Development sets out criteria for achieving good quality residential development. Minimum space standards are identified in Table 3.3 of the London Plan and detailed design guidance and principles are set out in the Mayor’s Housing SPG (2016). Enfield’s Development Management Document Policy 8 General Standards for new residential development seeks to ensure that residential developments are of the highest quality and relate well to their setting.

- 9.27 All housing units will meet or exceed the minimum internal space standards identified in the London Plan and respond to the design principles set out in the Mayor's Housing SPG (2016). All residential units will have access to private balconies or terraces which meet or exceed the Mayor's housing space standards contained in the Housing SPG (2016).
- 9.28 The number of single aspect units has been minimised but 51 apartments (of 228) for Phase 2A and 25 apartments (of 68) for Phase 4 are single aspect. 95% of the single aspect units are 1 bedroom flats with the remaining 5% being 2 bedroom. No single aspect units are north facing or are larger than 2 bedrooms in accordance with the London Mayor's Housing SPG.

#### Daylight and Sunlight

- 9.29 Proposed Housing Units - A daylight and sunlight assessment report has been submitted with the application and has confirmed that although the majority of units achieve the recommended standards a small number of units do not meet the BRE recommendations. (It should be noted that the BRE recommendations are provided for guidance only).

#### Phase 2A and Phase 4

- 96% of rooms achieve BRE Average Daylighting Factor recommendations
  - 82% of the rooms pass BRE Vertical Sky Components guidance. The rooms which fail this test are typically located on the lower floors of the perimeter blocks of Phase 2A, facing the internal courtyard and with deep balconies above or in the eastern perimeter block on the lower floors facing Phase 1A. Those rooms that fail this test in Phase 4 are typically on the lower floors on the apartment block with deep balconies above.
  - 99% of the surfaces receive adequate annual and winter sunlight
- 9.30 The information submitted highlights the units which do not meet BRE guidelines and notes the extent of the deficiency. A number of the Phase 2A apartments and Phase 4 apartments would experience less than the Vertical Sky Component recommendations but the living rooms would all have above the BRE recommendations for Average Daylight Factor and annual/winter probable sunlit hours. Officers consider that future occupiers will be provided with high standards of accommodation and the shortfalls of sunlight and daylight identified for some units are not significant and consistent with the expectations for an urban area.
- 9.31 Overshadowing of Courtyards in Phase 2A - This issue has been outlined in full in the Section 73 application also on this agenda and concludes that the amenity spaces and courtyards will meet BRE recommendations and will provide reasonable sunlit amenity spaces.
- 9.32 Impact on Phase 1A – information submitted confirms that the proposed changes to the height of Phase 2A will result in similar overshadowing patterns to Phase 1A as the previous consented scheme. The overall daylight amenity within Phase 1A will remain very good with 93% (this figure was 95% of the previous S73 variation) of main habitable rooms achieving the BRE target of their room use.

- 9.33 Impact of Phase 4 on existing properties in Alma Road and Scotland Green Road – This issue is examined in full in the Section 73 application before the committee and concludes that a small number of properties will experience moderate shadow to some ground and first floor level windows for a maximum of two hours a day for some part of the year during the eight hour period examined.

#### Retail

- 9.34 London Plan Policy 4.8 Supporting a Successful and Diverse Retail Sector supports the provision of convenience retailing in neighbourhood and local centres. Policy 11.2 of the NEEAAP sets out key principles for the Alma Estate including the need to locate retail and leisure uses on the South St frontage.
- 9.35 The proposed amendments to Phase 2A will result in a small increase in retail floorspace from 717m<sup>2</sup> to 758m<sup>2</sup>. The retail floorspace to be provided on the South Street frontage will provide opportunities for existing businesses to remain in the area and will contribute to the creation of a sustainable neighbourhood by serving the day to day needs of residents. It is considered that the retail provision will be complementary to the existing main food shopping convenience provision in Ponders End Town Centre and will not undermine the role of the existing town centre.

#### Design

- 9.36 Good design is fundamental to all the objectives of the London Plan (Policy 7.1) and the London Plan Intend to Publish version (Policy D3 and D4). London Plan Policy 7.1 sets out overarching principles for development in London. Other design policies include requirements to optimise the potential of sites, quality in new housing provision, tall buildings, views and the public realm. New development is also required to have regard to its context and make a positive contribution to local character. Further guidance is given in the Enfield Core Strategy including CS Policy 30 Maintaining and Improving the quality of the built environment.
- 9.37 Policy 11.2 of the NEEAAP set out key principles for the site and the wider regeneration of the Alma Estate. These have guided the proposals contained in this Reserved Matter application and include the following:
- Transform the Estate into a legible neighbourhood with streets and outdoor spaces at different scales and with a sense of place
  - Redistribute the existing density with a massing strategy that spreads homes from the existing tower blocks across the site into lower scale buildings
  - Connect streets together into a conventional pattern of development with clearly defined fronts and backs and defined routes for pedestrians and vehicles
  - Re-invent South Street as a focal point for the local community with retail, community facilities and transport infrastructure
  - Create a sustainable community with a mix of building types and with homes provided in different tenures and sizes
  - Strengthen key connections to surrounding areas

- 9.38 This Reserved Matters application is broadly in accordance with the urban design principles established as part of the outline Master Plan and the requirements of the Development Plan as set out above.
- 9.39 It should be noted that the targets set by Enfield DMD Policy 10 for distancing between buildings will not be met across the site due to the challenges in providing the numbers of homes required. This difficulty was recognised at outline stage and the approved strategy proposed a 20m-22m separation distance generally. Information submitted as part of this Reserved Matter application demonstrates that separation distances of at least 20m will be achieved between blocks with two exceptions.
- 9.40 Phase 2 A - There has been a minor reduction in separation distances from the previously approved Reserved Matter application within the western courtyard block between the two north/south blocks that face each other across the courtyard. The distance achieved is 19.8m and this is considered a minimal and acceptable change. The distance between the eastern perimeter block and the buildings of Phase 1A has been increased to 21.2 m to accommodate the proposed new cycle lane on the west side of Alma Road.
- 9.41 Phase 4 – A separation distance of 17.8m is achieved between the proposed apartment block and existing houses to the north of Scotland Green Road. However, this distance is consistent with the originally approved parameter plan and reflects the urban design imperative of aligning with existing properties on the south side of Scotland Green Road. A separation distance of 24.7m is achieved between the proposed apartment block and the existing houses on the east side of Alma Road.
- 9.42 Officers are satisfied that maximum possible separation distances have been achieved consistent with delivering an increased number of homes and that resulting living standards are acceptable. (See section on daylight and sunlight above).

#### Design - Phase 2A

- 9.43 This Phase contains:
- 228 residential units with an emphasis on maximising family homes (63 units are three bedrooms and above)
  - Two perimeter blocks of between 4 and 7 storeys in height
  - Courtyard gardens with shared amenity space for residents of Phase 2A
  - A central green amenity space for all residents
  - New retail space along South Street
- 9.44 The 2017 Section 73 application included 192 units within this phase, increased from 189 in the outline application. The current revised scheme has increased the number further to 228. There is also a minor increase of 41m<sup>3</sup> in retail floorspace to South Street.
- 9.45 Shared ownership has been removed from this Phase and the number of social rented units has increased from 44 to 91 (40%). Social rented units will be located in the eastern perimeter block.

- 9.46 The basic development form of Phase 2A has not changed from the previously approved Reserved Matter application. It is made up of two perimeter blocks surrounding the central play park which also serves as the north-south link between Curzon Avenue and South Street. The revised scheme for Phase 2A maintains the principals set out in the previously approved Reserved Matter application in terms of building footprint, commercial frontage along South Street, public realm strategy and external wall materials.
- 9.47 In order to accommodate the additional homes, additional floor area is required which has resulted in an increase in the maximum height from 6 to 7 storeys for the corner elements of each courtyard block on the South Street elevation. On the Alma Road frontage a four-storey block of maisonettes has been replaced by a five-storey apartment block. The remaining north south elevations have been increased from three to four storeys and the houses on these frontages have been replaced by four storey maisonettes.
- 9.48 South Street Elevations – The design approach is a contemporary interpretation of the traditional London mansion block. The retail space is provided in a series of framed shop-front bays containing entrance doors and a zone for signage. Brickwork surrounds and brick columns give the building a strong visual base. Each of the residential floors above is separated by a band of brick and a reconstituted stone coping that matches the retail framing. Windows on the side street are predominantly full length. The main façade is split into three segments by changing the depth of the brick face and the insertion of semi-projecting balconies. This breaks up the length of the façade and reinforces the image of two separate buildings of seven storeys linked in the middle by a six-storey element. It is considered that the increase in height is acceptably managed and creates a more interesting form.
- 9.49 Napier Road Elevation – These mid-rise five storey buildings are also designed to be a contemporary interpretation of a London mansion block. Napier Road is to be a purely residential street with a low scale to reflect the context of the low-rise houses to the north. The ground floor is a mixture of wheelchair homes (which have their own front doors and boundary walls and planting) and main entrances which will provide active frontages and natural surveillance. The façade is articulated with bays and corner and central recessed balconies which break up the elevation into smaller elements. The entrance gates allow views through to the central green spaces when walking down Napier Road. Privacy for the ground floor flats is achieved by front gardens of at least 1.5m depth. No changes to height or design from the previously approved Reserved Matter application are proposed.
- 9.50 North South Street Elevation – These streets are lower in scale and provide family homes as maisonettes. The maisonettes are four storeys high with their top storey set back. A dark brick contrasts with the buff brick of the flats on Napier Road and South Street. The first and second floor windows are linked by a soldier course of brick to give the sense of verticality and each maisonette is divided vertically by a recessed rainwater down pipe. Front doors have recessed entrances and integrated bin stores in private front gardens. Main residential entrances for the homes on South Street are located on the corners. These entrances have views through to the communal courtyards. Non-residential plant and bin/bike stores are carefully integrated into the façade with matching door types and materials.

- 9.51 Alma Road Elevation – This elevation reflects the already constructed buildings on the other side of Alma Road. In order to optimise privacy for residents on both sides of the road the number of projecting balconies has been reduced on the proposed eastern elevation. Access to the main residential cores offer views of the internal courtyard to help animate the ground floor façade. Privacy for ground floor residents is protected by front garden/courtyards of a minimum of 1.5m. All of the ground floor units to this elevation are dual aspect with additional outside amenity areas facing the courtyard gardens.
- 9.52 Residential Courtyard – These spaces are designed to cater to a range of users. Areas are provided for socialising and children’s play as well as for quiet enjoyment of green space. Growing areas will be provided for residents. Strategic planting provides relief to areas of hard standing and provides screening and privacy to private ground floor patios.
- 9.53 Daylight and sunlight studies have confirmed that the central courtyards will meet the BRE recommendations by 50% or more receiving a minimum of 2 hours sunlight on March 21<sup>st</sup>.
- 9.54 Minor variations to phasing, building heights, uses, landscaping and footprint approved at outline stage are proposed in this Reserved Matter application. These variations are discussed in detail and recommended for approval in another report before the Committee 19/03624/VAR

#### Design - Phase 4

- 9.55 This Phase contains:
- 81 new affordable homes
  - 13 three- and four-bedroom houses for social rent
  - 69 one- and two-bedroom apartments for shared ownership
  - A central amenity and parking courtyard
  - A landscaped open space buffer is retained along Alma Road.
- 9.56 The site of Phase 4 is an irregular shape of approximately 0.56 ha. It is bound by an elevated embankment (up to six metres above site level) of the A110 Lea Valley Road to the south, Alma Road to the east and Scotland Green Road to the north. The majority of the northern boundary is formed by the rear garden fences of the existing terraced houses.
- 9.57 The site is currently occupied by 38 homes in the form of two storey houses and four storey maisonettes with car parking within the site. Existing vehicle access is from Scotland Green Road.
- 9.58 The original outline application proposed 40 new homes on the site consisting of a 4-storey apartment block on Alma Road and three storey houses flanking the apartment block and in a courtyard behind the apartment block.
- 9.59 In this proposed revision maximum building height has increased for the apartment block from 4 storeys to 5 storeys plus a 6-storey recessed top floor at the corner of Alma Road and Scotland Green Road. A pair of 3 storey houses on Scotland Green Road will bridge the scale between the existing 2 storey houses and the proposed 6 storey apartment block. The proposed

apartment block has been sited to retain a green buffer for new tree planting. The proposed family houses have been re-arranged to create a back garden to back garden layout to the existing houses fronting Scotland Green Road maximising the distance between new and existing houses. The proposed communal garden has been centralised to be overlooked and shared by both the houses and apartments. Potential vehicle movements within the site have been minimised with this revised layout improving the quality of the communal amenity space.

- 9.60 The proposed apartment block on Alma Road is set back to re-create a green buffer in which new trees will be planted. Natural surveillance will be provided by the front doors of ground floor flats. The new terrace of houses will be arranged back to back with the existing houses. The communal amenity and play space will be positioned at the centre of the development, overlooked by the surrounding houses and flats. Parking is provided 17 cars (including two wheelchair accessible spaces) within the site.
- 9.61 The proposed layout aims to maximise active street frontage and communal amenity space as well as protecting privacy and reducing the impact of vehicle movement on the existing neighbourhood. Vehicle access is relocated to Alma Road to reduce the impact of internal vehicle movements and to allow the new houses to have their gardens back to back with the existing terraced houses.
- 9.62 The layout maintains the location of the existing sub station and provides convenient access for maintenance vehicles. A communal refuse store is located adjacent to the substation.
- 9.63 Apartment Block – Alma Road - the elevation treatment for the apartment block is inspired by the Art Deco architecture of the 1930s. The proposed apartment block varies in height between 4 and 6 storeys with the upper floor recessed. The use of contrasting red and white/cream bricks differentiate between the two layers of the façade. Corners of the building are chamfered and animated by entrance doors and recessed balconies. White/cream masonry bandings and pairing of windows reinforce the elevational proportions and patterned brickwork and balcony railings provide interest. Detail of the bricks and windows and balconies will be subject to a planning condition.
- 9.64 Apartment Block/Terraced Houses – Scotland Green Road – the elevation treatment of the apartment block as it turns the corner into Scotland Green Road reflects the same principles established for the Alma Road frontage and will mark the gateway into the Alma Regeneration area. The same design principles influence the façade of the two 3 storey houses which transition between the new apartment block and the existing two storey houses.
- 9.65 Terraced houses – The proposed terrace of three storey, three-bedroom family houses are located within a residential courtyard accessible via a private road. The houses are south-facing with gardens on the north side that back onto the existing terraced houses. Each house has a roof terrace the majority of which are south facing with views toward the elevated Lea Valley Road. The northern elevation contains a shallow pitched mansard. The east elevation gives the end terrace house an outlook over the communal amenity space. A pair of 4-bedroom houses 'bookend' the terrace with an outlook over the communal amenity space and entrance way.

### Inclusive Access

- 9.66 Accessible London SPG (GLA 2014) sets out inclusive and accessible design principles. These proposals have incorporated these principles to achieve high standards of accessibility and inclusion. In accordance with Condition 17 of the outline consent, 90% of the new homes have been designed to Part M Category 2 and 10% of the new homes are designed to Part M Category 3.
- 9.67 23 wheelchair adaptable homes are located in Phase 2A and are provided as a mixture of ground floor flats and flats on upper floors served by two lifts. They are spread across the tenures with 11 private wheelchair homes and 12 social rent wheelchair homes. These wheelchair homes are a mix of bedroom sizes. 14 wheelchair parking spaces are provided close to the new wheelchair homes.
- 9.68 8 wheelchair adaptable homes to Part M Category 3 are located in Phase 4. These are units are one- and two-bedroom units located in the shared ownership apartment block as ground floor flats. Two wheelchair parking spaces are provided in the courtyard parking area.

### Fire Safety

- 9.69 Fire strategies have been submitted for Phase 2A and Phase 4 and these provide detail of the internal access strategy. Whilst none of the blocks in Phase 2A and Phase 4 are above 30m and therefore are not required to provide sprinklers in line with current building regulations, three blocks in Phase 2A are above 18m and therefore, in line with Countryside's own requirements, will include provision of a sprinkler system. For those blocks above 18m where affordable housing units are to be provided sprinkler provision will be confirmed at the detailed design phase in consultation with the Council but all blocks over 18m have been designed to accommodate the addition of a sprinkler system.
- 9.70 In relation to Phase 2A there are external dry risers on each core which can be accessed within 18m of the fire engine. Where flats and commercial units are accessed directly from the street with a front door, all parts can be reached within a 45 metre hose length of the fire engine. In relation to Phase 4, the fire engine will enter the development via the new road and there is a sufficient turning circle. Each of the flat blocks has a dry riser within a 45 metre hose length from the fire engine.

### Open Space, Landscape and Play

- 9.71 London Plan Policies 7.3, 7.5, 7.18 and 2.18, London Plan Intend to Publish Policy S4 and G4, Core Strategy Policy 34 and DMD policy 71 support the creation of new open space a high-quality public realm to ensure satisfactory levels of provision and address areas of deficiency. These policies state that loss of local open space should be resisted unless equivalent or better provision is made. In addition in 2019 the GLA introduced an updated play calculator against which applications should be assessed.
- 9.72 The original outline application assessed the existing quantum of open space (public open spaces, communal gardens, public play and doorstep play) as 15,191 m<sup>2</sup>. The original outline application in 2015 was accompanied by an



Open Spaces and Play Strategy which developed the principles of 'Living Streets', 'Greening Alma' and 'Healthy and Active Community' and proposed defined functions for each public space and play provision that corresponded to the then applicable standards. The outline application resulted in a reduction in the total amount of public space to 14,806 m<sup>2</sup> but this reduction in quantity was considered acceptable as the quality of public spaces and play provision was much improved.

- 9.73 The increased number of residential units (93) proposed in this revised Reserved Matter application and the S73 variation to the outline permission also before the Committee tonight, will introduce a greater number of residents to the area and the strategy for open space and play space has been reviewed. The revised open space and play analysis submitted proposes a total of 16510 m<sup>2</sup> of open space and play space. This increase is accounted for by a change in the internal courtyards of the Phase 2A blocks from private gardens to communal gardens and changes to the building layout of Phase 4 which has generated a greater amount of usable public space. If the play space calculator in operation at the time of the original application is applied to these figures Phase 2A exceeds the play standards by 114m<sup>2</sup> and Phase 4 shows a small deficit of 9 m<sup>2</sup> with the overall Master Plan area showing a surplus of 261 m<sup>2</sup>. The detail of the play and open space provision for Phase 2A and Phase 4 are assessed in the S73 application also before the committee tonight.
- 9.74 It should be noted that since the original application was submitted the GLA has introduced a new 2019 Play Calculator and both Phase 2A and Phase 4 (and the overall Master Plan) area fail to meet these new standards. Phase 2A has a deficit of 181 m<sup>2</sup> and Phase 4 has a deficit of 100 m<sup>2</sup> with the overall Master Plan area showing a deficit of 1,175 m<sup>2</sup>.
- 9.75 The LBE Park and Open Spaces Strategy (2010-2020) identified public parks as a key area of deficiency in Ponders End . The ward has 1.92Ha of public park access per 1000 population which is below LBE recommended quantity standard of 2.43 Ha/per 1,000 population. Although the submitted landscape, open space and play space strategy is supported officers are concerned that public realm improvements should be adequate to support the increase in population that will result from the Alma Regeneration scheme.
- 9.76 As mitigation for the increase in population, S106 obligations are proposed and have been agreed by the applicant, for improvements to the wider public realm and in particular the area adjacent to the new Youth Centre and the Oasis Academy in order to create a cohesive network of public spaces along both sides of South Street and towards Station Square. In addition, a contribution will be made towards improvements in Ponders End Park to reflect increased use from new Alma residents
- 9.77 Phase 2A provides for a variety of public, private and semi- private spaces. A key principle is to create a visual gateway through the estate from Station Square and along the enhanced South Street frontage. This Phase also includes a central space (Community Park) which has been designed to provide secure play space for a range of age groups and residents communal gardens in the courtyards of the perimeter blocks.

- 9.78 South Street (Phase 2A) – the area in front of Phase 2A and the new retail units will become a series of social, play, fitness and ecological pods that activate this area of South Street and produce significant social interaction. The aim is to connect spaces within the public realm. Some existing trees will be retained and new trees and rain gardens will be provided. The creation of a continuous landscaped public realm between Station Square and the new housing is supported but it is disappointing that the opportunity has not so far been taken to extend this landscape treatment to the south side of South Street to the area in front of the Oasis Academy and the new Youth Centre. Planning conditions will control the detail of the landscaping proposed including the proposed raised tables and a planning obligation is sought and has been agreed to improve the surface treatment and other environmental improvement to the area outside the Oasis Academy and the new Youth Centre.
- 9.79 Community Park (Phase 2A) – this large open space will cater for all ages and will form the social heart of this part of the regeneration project. A range of play facilities are provided as well as quieter areas and seating to allow enjoyment of this central public space.
- 9.80 Courtyard gardens (Phase 2A) – these spaces provide for a range of activities including play and self grow beds for resident's horticulture. Planting will provide privacy to ground floor patios.
- 9.81 Phase 4 – The central play area and communal amenity space provides a positive pedestrian environment and creates a variety of spaces for socialising, learning, rest and play. Although this area is physically separate from the majority of the Alma Estate, similar forms and materials will be used to create a connection with the wider development. The play area will utilise a naturalistic range of equipment including low level timber play elements within the main lawn area. The communal residents garden will create social spaces and ecological features as well as utilising planting to provide privacy to private patios and terraces. The detail of the surface treatment and the landscaping proposed will be controlled by planning condition.

### Trees

- 9.82 An Arboricultural Impact Assessment has been submitted as part of this application and highlights that although some trees will need to be removed this will be mitigated by the proposed replacement planting throughout the site. New tree planting will improve the streetscape along South Street as well as forming part of the landscape buffer to the proposed apartment block on Alma Road (Phase 4).
- 9.83 The information submitted demonstrates that for Phase 2A, 26 existing trees will be removed, 5 existing trees will be retained and 121 new trees will be planted resulting in a net gain of 95 trees. Two potential new trees proposed in the previous Reserved Matter application cannot now be accommodated as a result of the new cycle route on the west side of Alma road. This is regrettable but unavoidable if cycle provision is to be made. The retained trees remain as approved under the previous Reserved Matter application.
- 9.84 For Phase 4 - 41 trees will be removed, 16 trees will be retained and 48 new trees will be planted resulting in a net gain of 7 trees. This is an improvement over the outline application where there was a net loss of 20 trees. The

quality of trees to be lost include 9 in Category B2, 1 in Category B3 , 30 in Category C2 and 1 in Category U.

- 9.85 The information submitted is sufficient to discharge Condition 9 – Tree Protection.

#### Transport and Parking

- 9.86 This application has been assessed against the new standards as set out in the Intend to Publish London Plan. It is noted that the site is within the Upper Lee Valley Opportunity Area.
- 9.87 The original outline application (15/02039/OUT) included a Transport Assessment (TA) and draft Framework Travel Plan in accordance with London Plan Policy 6.3. The TA considered the accessibility of the site for trips made by all modes, assessed the net effect of the development, provided details of servicing and refuse collection and assessed the possibilities for improving public transport facilities. It concluded that the masterplan proposals will improve the highway infrastructure, improve road safety and encourage sustainable travel habits.
- 9.88 This application is supported by a Transport Statement which concludes that the Phase 2A and Phase 4 proposals will result in increased pedestrian and cycle connectivity with more crossing points and through routes. Traffic management measures have been introduced including reducing the width of Alma Road to 6.2m and tightening the turning radii onto side streets for South Street. Seven car club spaces are proposed for the development overall with one car club space proposed for Phase 1A. Provision for a safeguarded route for a cycle lane (for implementation by Cycle Enfield) is proposed along the western side of Alma Road. Officers consider that these proposals will improve road safety, significantly improve cycle infrastructure and encourage sustainable travel habits.
- 9.89 Access – Vehicular access to Phase 2A is largely unchanged from the previous Reserved Matter application with internal link roads, which are traffic calmed and operate as one way, between the blocks providing access from Alma Road, Napier Road and South Street.
- 9.90 It is proposed that Napier Road is access controlled via a bollard which prevents vehicles but allows cyclist and pedestrian access. This should reduce traffic volumes which will encourage cycling and walking along a new link from Ponders End High Street to Ponders End station. Additional works will be required to deliver this link (circa £50,000) but they are not within the scope of this application.
- 9.91 As well as Napier Road, the link will utilise Alma Road to provide a safe and convenient connection to the station via a pedestrian and cycling crossing close to South Street. Given that this is part of a wider route, with delivery linked to later phases of the development, it has been agreed that for Phase 2A the developer will provide an extended footway with a safeguarded area for a future cycle route and a contribution of £39,000 will be secured to cover future provision of a dedicated cycle lane.
- 9.92 Vehicular access to Phase 4 is via an access from Alma Road which allows vehicles to operate two way and avoids queuing vehicles on the public

highway. There is a separate and safe access for pedestrians. These arrangements are acceptable.

- 9.93 It is noted that there has been some discussion about the possible gating of Phase 4; there is no transport reason to do this and gating is more likely to lead to queueing on and reversing onto the public highway.
- 9.94 In terms of access to the wider active travel and public transport networks, as for the entire northern part of the Alma Estate, the links to and from Phase 4 are poor quality. The need to address this has been highlighted by Transport for London and is supported by T&T. Therefore, a contribution of £50,000 is being sought to deliver part of the wider package of works in the area.
- 9.95 Active Travel Zone Assessment – In line with TfL guidance the applicant has undertaken an Active Travel Zone assessment. This highlights the need for local public realm improvements as well as better links to active travel and public transport provision (particularly for Phase 4). Therefore, mitigation measures have been proposed which address some of these, bearing in mind that any request must be proportionate to the change in quantum of development and its associated impacts.
- 9.96 Traffic Calming – It is proposed that Alma Road is reduced to a width of 6.2 m to make drivers more aware of their speed. The existing mini roundabout on Alma Road will also be retained. To reduce speeds along South Street it is proposed that turning radii onto side streets are tightened. Raised table entry treatments will be provided to roads within the development. Vehicle Speed Activated Signs will be located at each end of Alma Road and South Street to improve speed conditions. The information submitted is sufficient to discharge Condition 59 – Traffic Calming.
- 9.97 Cycling – As outlined above, a safeguarded route for a segregated cycle lane has been provided down the west side of Alma Road. This is part of a wider cycle route to link Enfield Town and Ponders End Station. A temporary surface will be provided to safeguard the route until its future implementation with a sum of £39,000 to be secured through the Section 106 agreement as a contribution to its future delivery.
- 9.98 Cycle Parking - 570 residential secure long stay cycle parking spaces are proposed, along with 12 short stay visitor spaces. In addition, 3 long stay and 13 short stay are being provided for the retail space. This meets the required minimum standards so is acceptable. However, as has been discussed with the applicant, some of the provision (ideally at least 5%) should be suitable for larger cycles. Revised plans have been submitted removing some double stacking cycle stands and replacing them with Sheffield stands. Provision of Sheffield stands is now 5% and Condition 60 (Cycle Parking) can be discharged.
- 9.99 Parking - A parking strategy for Phase 2A and Phase 4 has been developed in accordance with current national, regional and local policy guidance, the current parking situation and the approved outline parking provision. In accordance with DMD Policy 45 an appropriate balance has been struck between providing new development and preventing excessive car parking that might undermine the use of more sustainable means of transport. The proposed parking approach also reflects Intend to Publish London Plan Policy T6 which states that parking should be restricted in line with levels of existing

and further public transport accessibility and connectivity. The parking strategy has assessed likely demand covering both on and off-street parking and is supported by parking surveys and analysis.

9.100 Condition 52 of the outline consent 15/02039/OUT requires a parking ratio of 0.6 spaces per residential unit. As a consequence of the proposed uplift in numbers of 93 units and other design changes (including the need to safeguard the route of a segregated cycle route on Alma Road) an amended parking ratio of 0.4 spaces per residential unit is sought as set out below.

| Phase        | Assessed Parking Spaces |           |             | Parking Spaces with Safeguarded Cycle Route |           |             |
|--------------|-------------------------|-----------|-------------|---|-----------|-------------|
|              | Units                   | Spaces    | Ratio       | Units                                       | Spaces    | Ratio       |
| Phase 2A     | 228                     | 69        | 0.3         | 228   | 62        | 0.27        |
| Phase 4      | 81                      | 17        | 0.21        | 81  | 17        | 0.21        |
| <b>Total</b> | <b>309</b>              | <b>86</b> | <b>0.28</b> | <b>309</b>                                  | <b>79</b> | <b>0.26</b> |

9.101 This compares to a ratio of 0.56 per unit across phases 2A and 4 under the existing consents. When looking at the development overall, these changes will see car parking provision per unit to fall from the consented level of 0.6 to 0.4

9.102 The amended level of car parking provision is policy compliant with the Intend to Publish London Plan which sets in Table T.1 a maximum ratio of 0.5 per unit in locations within Opportunity Areas in outer London.

9.103 However, this reduced car parking ratio does represent a significant change so a range of mitigation measures have been proposed and should be secured as set out below. These include the provision of a vehicle parking management plan which sets how spaces will be allocated, ideally on the basis of relative need with overall provision reducing over time. The applicant will also need to provide disabled parking bays (3% active and 7% passive provision) and electric vehicle charging will be provided (20% active with remainder passive) as well as the mechanisms for triggering the change from passive to active provision.

9.104 TFL officers have objected to the perpendicular parking proposed on the western boundary of Phase 2A and would prefer to see it replaced with parallel parking. Although officers are sympathetic to the views of TFL, in this particular case it is considered that the removal of perpendicular parking would result in an unacceptable further reduction in the parking ratio. It is estimated that the change to parallel parking would result in the loss of approximately 10 car parking spaces.

9.105 Officers consider that the parking provision made for Phases 2A and Phase 4 is in principal acceptable subject to mitigation measures being agreed. The applicant has applied to amend the parking ratio to 0.4 and discharge Condition 52 – Parking. Sufficient information has been submitted to permit the amendment and discharge of this condition.

9.106 Trip Generation - To ensure consistency of approach, the applicant has undertaken a forecast of trips rates using the same comparator sites as for the consented outline application.

These have then been applied using two scenarios:

- A 'worst case' unmitigated assessment which reflects the car driver mode share recorded in the local area in the 2011 Census
- A mitigated assessment with an adjusted mode share reflecting the reduced car parking provision.

9.107 The summary below focuses on total trips (combined to and from development) in the AM peak hour (08:00 to 09:00 is usually the busiest time on the transport network) and the split between private vehicles (including taxis) and active and public transport:

| <i>Mode</i>                        | <i>AM Peak Extant</i> | <i>AM Peak Worse Case</i> | <i>Change v Extant</i> | <i>AM Peak Mitigated</i> | <i>Change v Extant</i> |
|------------------------------------|-----------------------|---------------------------|------------------------|--------------------------|------------------------|
| <i>Active and Public Transport</i> | 86                    | 89                        | +3%                    | 150                      | +74%                   |
| <i>Private Vehicle</i>             | 53                    | 95                        | +79%                   | 34                       | -36%                   |

9.108 This indicates that there will be a significant increase in overall trips and that, without suitable mitigation to encourage mode shift to active modes (cycling and walking) and public transport, this would have an impact on the local highway network. To ensure that this does not happen, a range of mitigation measures have been proposed and / or should be secured as set out below.

9.109 Highway Stopping Up, Adoption and Works - Some public highway will need to be stopped up to facilitate the development and the applicant has committed to cover the cost of this.

9.110 It has been agreed that the Council will adopt as highway maintainable at public expense the public areas bordering the site, subject to the applicant entering into a S38 agreement which includes provision for the payment of ongoing contributions towards maintenance costs for non-standard features.

9.111 There will also be works on the public highway which will require a S278 agreement.

9.112 Delivery and Servicing - The proposals for delivery and servicing are broadly acceptable although it is noted that some of the stores are located more than 10 metres (the maximum specified in Council guidance) from the collection point. If the distance between a refuse store and the refuse truck exceeds the LBE Guidance, bins will be taken to a suitable location by the Estate Management Company (if applicable) on collection day. Condition 57 (Delivery and Servicing) can be discharged as can Condition 54 (Loading and Unloading).

9.113 Construction Logistics Plan (CLP) - The outline CLP is noted with details to be agreed with the Council prior to commencement. One area that will need

to be addressed is contractor parking which has been an issue with those phases of development already being delivered.

#### Mitigation Measures:

1. Access to active and public transport on Nags Head Road – A contribution of £50,000 has been agreed towards the delivery of a wider package of works which will improve the links from the Alma Estate area to Nags Head Road as well as the cycling and walking provision on Nags Head Road.
2. Car club provision – To provide additional capacity there will be an uplift in car club provision from 5 to 7 vehicles. This will allow more people who do not have access to a private vehicle to rent a car for occasional trips. It is noted that currently, 33% of the new residents in Phase 1A have signed up to the car club in the area so there is evidence that this approach can address some demand arising from the reduced car parking provision.
3. Controlled parking zone – The existing contributions should be confirmed although the change in phasing will need to be reflected in the amended S106 agreement. These contributions will allow design, consultation and delivery of parking controls in the area around the site which will mitigate against overspill parking on existing roads.
4. Cycling and walking links – As well as committed highway works, a £39,000 contribution is being sought to deliver a future dedicated cycle path on the western site of Alma Road in the vicinity of the site.
5. Public realm improvements – The applicant has committed to delivering high quality landscaping within the site as well as much improved public space (including areas for play and rest) along the southern boundary. A planning obligation has been agreed to improve the surface treatment and other environmental improvement to the area outside the Oasis Academy and the new Youth Centre.
6. Traffic calming and highway safety – The applicant has committed to deliver a range of measures to reduce vehicle speeds, provide improved pedestrian and cycling crossing facilities, and deter larger vehicles leaving Woodall Road from using Alma Road.
7. Travel Plan – The applicant has set out the overarching objectives and targets of a Travel Plan; the details will need to be agreed with the Council prior to occupation. The S106 should also be updated to reflect the new approach to larger developments which is to have a Framework Travel with Phased Travel Plans to follow. The monitoring contributions are: Framework - Flat contribution of £2,000 + annual contribution of £500 for the life of the travel plan, Phase - £4,024.80.

#### Climate Change and Sustainability

- 9.114 Chapter 5 of the London Plan and Chapter 9 of the London Plan Intend to Publish Version, Core Strategy Policy 20 and Chapter 10 of Enfield's DMD set out the policies and principles for achieving sustainable development. The proposals for Phase 2A and Phase 4 have been carefully considered to make the maximum contribution to the mitigation of, and adaptation to, climate change whilst minimising carbon dioxide emissions. A Sustainability Statement Addendum has been submitted with the application which summarises the sustainability measures included.

- 9.115 Climate change and energy – the proposals include design measures to reduce energy and resource demand including passive design measures such as low air leakage and low thermal bridging. A site-specific energy centre and heat network will be built and will form part of the future Lea Valley Heat network. All residential units will be connected to the energy centre for both heating and hot water. Site wide Co2 emissions will be above the required target of 36% contained in Condition 38 (Energy Strategy) and the information submitted is sufficient to discharge this condition in respect of these two Phases. In addition, the Section 73 variation proposes a reduction in car parking ratio from 0.6 to 0.4 and includes improvements to cycling infrastructure. These measures will contribute towards reduction in carbon emissions and improvements to air quality.
- 9.116 Sustainable Use of Materials – as outlined in the Green Procurement Plan there is a commitment to minimising waste during construction and the use of renewable and recycled materials will be promoted. To demonstrate that the procurement plan has been implemented for the Alma Estate detailed records will be compiled. Before ordering any materials or procuring any services it will be necessary to review the material or supplier/manufacture against the procurement plan. This will include maintaining a document trail for all the relevant materials. The information submitted is sufficient to discharge Condition 43 – Green Procurement Plan

#### Biodiversity

- 9.117 The proposals seek to maintain and provide new opportunities for wildlife within the site in accordance with national and local planning policy and guidance. A Biodiversity Management Plan for Phase 2A and Phase 4 has been submitted with this application.
- 9.118 The Master Plan seeks to maximise the extent of biodiversity delivered through the introduction of green linkages, high quality public open space and green roofs. In addition, significant additional tree planting of native species is proposed. New biodiversity opportunities will be created through the provision of rain gardens, biodiverse roofs and the provision of boxes suitable for bird and bat species. These have been targeted at species included within the London Biodiversity Strategy (e.g. the black redstart) and a nesting opportunity for peregrine falcon has also been incorporated as a nesting pair has previously been recorded within the Alma Regeneration Area. Officers consider that the Ecology and Biodiversity Strategy sets out adequate measures to increase and enhance the nature conservation and biodiversity interest of the site. Sufficient information has been submitted to discharge Condition 31 – Ecology and Biodiversity Strategy.
- 9.119 Green Roofs – A total area of 3,540m<sup>2</sup> of biodiverse roof will be incorporated into the Phase 2A and Phase 4 areas. The roofs will be installed by a specialist contractor and will provide an appropriate growing medium and be planted with a mix containing grasses, wildflowers and sedum. The biodiverse roofs will provide habitat for invertebrates and potentially support foraging birds and bats. The location, specification and maintenance strategy is specified in the application documents and the information supplied is sufficient to discharge Condition 36 – Green Roofs.
- 9.120 Living Walls - The Design and Access Statement includes an assessment of the potential for living walls. It concludes that on the basis of design and



layout, installation of a living wall is not feasible in Phase 2A and Phase 4. One potential location was identified on a north facing courtyard of Phase 2A but this was discounted as not viable as north facing walls do not support a good environment for plant growth as there is a lack of sunlight causing constant replacement of plants. It is considered that a living wall would not be viable in this location and the need to replace plants would place additional cost onto residents of the Alma Estate. Sufficient information has been submitted to discharge Conditions 37 – Living Walls.

#### Noise

- 9.121 An acoustic report accompanies this application and provides a glazing and ventilation strategy which is acoustically capable of achieving the internal noise criteria set out in Condition 27 of the outline permission. To meet the recommended standards facades facing South Street, Alma Road and Lea Valley Road will require acoustically enhanced glazing and ventilators to mitigate noise from road traffic. Glazing requirements are specified. This condition will be discharged prior to the commencement of development.

#### Waste and Recycling

- 9.122 Relevant policy requirements are set out in London Plan Policy 5.18, the Mayor's Sustainable Design and Construction SPG and DMD Policy 57. The Green Procurement Plan sets out that recycling and waste storage areas are to be incorporated within each unit – residential and non-residential – with communal storage space provided across the site.
- 9.123 Construction site waste will be managed, monitored and controlled via the use of a Site Waste Management Plan (SWMP). This SWMP is in accordance with Policy 5.18 of the London Plan which outlines procedures for the minimisation of construction waste consistent with the principles of the waste hierarchy – reduce, reuse, recycle, recover. It identifies potential opportunities to reduce waste sent to landfill from the site and provides details on recycling. The Site Waste Management Plan submitted is sufficient to discharge Condition 44 – SWMP.

#### Archaeology and Heritage

- 9.124 An assessment of potential effects to heritage assets was provided at outline stage and concluded that appropriate mitigation will ensure the proposals will not result in any harm to the heritage of the area. The Section 73 application (also before this Committee) includes an assessment of changes to the building heights and other minor amendments in the form of an Environmental Statement Addendum and concludes that the changes do not result in any new or different likely significant effects and do not change the conclusions of the 2015 Environmental Statement.

#### Flood Risk and drainage

- 9.125 Phase 2A and Phase 4 falls within Flood Zone 1 and are not therefore considered to be at significant risk of flooding. London Plan Policy 5.13 Sustainable Urban Drainage requires that SUDS be used to ensure surface water runoff is not increased due to the development. All surface water will be dealt with at source, using a combination of passive landscaping measures to enhance attenuation and infiltration characteristics. The use of

green and brown roofs has been reviewed and will provide an aid to attenuated water flows.

- 9.126 Condition 35 of the outline consent requires a site wide drainage plan based on SUDS principles to be produced before superstructure works commence in each Phase. Initial discussions have been held with specialist officers but further detailed work needs to take place to inform the proposals and a separate detailed SUDs strategy will be submitted for each Phase. A condition will be placed on this Reserved Matter application requiring this.

#### Lighting

- 9.127 An indicative lighting strategy has been prepared and is submitted as part of the Design and Access Statement. This sets out the key principles to be adopted informed by site context. These principles include the provision of safe well-lit thoroughfares for pedestrians and the use of different lighting patterns in private and public areas. Details of external lighting will be secured by condition.

#### Statement of Compliance with Environmental Statement

- 9.128 The original outline planning application was subject to an Environmental Statement and therefore changes to the permission through Section 73 application being considered by the committee necessitate an addendum to the Environmental Statement to establish if the changes proposed would have any additional or different impacts that need to be considered and/or mitigated.
- 9.129 The Environmental Statement Addendum concluded that there have been no material changes to the baseline or to policy since the original assessments were conducted within the May 2015 ES and the October 2017 ES Addendum and therefore previous assessments are not materially altered. With the exception of the minor adverse effects on daylight discussed earlier in this report to a small number of houses in Alma Road and Scotland Green Road, the proposed variations do not introduce any new or different significant effects. Six new committed schemes have been identified since the original ES was produced but it is not considered to result in new or different significant effects.
- 9.130 The Environmental Statement Addendum concludes that effects to the environment from the proposed variations are generally consistent with those identified in the 2015 ES and October 2017 Addendum. However, mitigation against potential traffic generation in terms of increased car club and cycling provision and improvements to the design of the scheme in terms of pedestrian environment (particularly in the South Street area) have been added.
- 9.131 A Statement of Compliance has been submitted with this Reserved Matter application which reviews the significance of effects within both the 2015 ES and ES Addendums of 2017 and 2019 against the details of the Reserved Matters application to identify whether they provide a sound basis to understand the likely significant effects of the proposed development. The Statement of Compliance concludes that the proposals are entirely within the parameters of the October 2019 ES Addendum and no further ES or ES

Addendum is required to understand the likely significant effects of the Reserved Matter proposals.

#### Discharge of Conditions

9.132 This application proposes the discharge of the following planning conditions that formed part of the original outline (15/2039/OUT) and have been re-imposed in the Section 73 variation also before this committee (19/03624/VAR):

- tree protection (9)
- ecology and biodiversity strategy (31)
- green roofs (36),
- living walls (37),
- energy strategy (38),
- green procurement plan (43),
- SWMP (44),
- Parking (52),
- loading/unloading (54),
- delivery and servicing (57)
- traffic calming (59),
- cycle parking (60).

9.133 The issues around the discharge of each of these conditions have been discussed in the appropriate section of this report and officers have concluded that sufficient information has been submitted to approve the discharge of these conditions.

#### S106 Deed of Variation

9.134 A S106 Agreement formed part of the original grant of Outline Permission for the Alma Estate Regeneration – 15/02039/OUT dated 20 June 2017. A Deed of Variation was agreed for the grant of permission for the previous Section 73 Variation (17/04670/VAR) in August 2018.

9.135 The original S106 and the Deed of Variation already secure:

- Affordable housing (399 units – 200 social rent, 126 intermediate and 73 flexible affordable housing units where the tenure and rent levels are yet to be agreed).
- Viability reassessment – phase by phase and with a requirement for a final viability assessment.
- Business and employment initiatives
- Education contributions in accordance with S106 SPD
- Youth and community centre – a strategy to ensure the on-going provision of community and youth facilities during the construction of the development and details of the specification for the youth and community centre.
- Connection to the Decentralised Energy Network
- Car Club – provision of car club spaces and a car club management plan.
- Controlled Parking Zone –parking surveys across each phase and following completion of the development, to establish the need for a

CPZ. Funding of a CPZ up to a £60,000. It was agreed to bring forward the CPZ as part of the Deed of Variation agreed in August 2018.

- Parking management strategy/delivery and servicing plan
- Travel Plans
- Review of travel plans, parking management strategy and servicing plan
- Highway works
- Signage contribution – vehicle speed activated signage on South Street and Alma Road
- Public Open Space and Public Realm – management strategy
- Sport England Contribution - £278,000 subject to viability
- Healthcare – not to commence development on any subsequent phase until the medical centre in Phase 2 has been constructed to shell and core
- Housing Mix
- Cycling Improvements
- Wayfinding signage – 2 wayfinding signs with directions to Lee Valley Regional Park
- Legal mechanism to tie the Falcon Road Spur application (17/04816/FUL) to the S73 Application (17/04670/VAR)

9.136 A further Deed of Variation (DOV) to the S106 will be required to accompany, the Section 73 Permission (19/03624/VAR) also before the Committee. Discussions with the applicant are ongoing and the finer detail of the changes are not yet fully agreed. However, changes can be expected to secure:

- An adjustment to affordable housing numbers to reflect the increase in total unit numbers from 993 to 1,086
- Various Highway matters including the confirmation of the bringing forward of the proposed CPZ and detailed issues agreed in relation to the discharge of conditions
- Contribution of £50,000 toward the delivery of improved cycling and walking provision on Nags Head Road and improved links from the Alma Estate to Nags Head Road
- Contribution of £39,000 to deliver a future dedicated cycle path on the western side of Alma Road
- Car club capacity to be increased from 5 to 7 spaces
- Public Realm improvements. A contribution of up to £174,000 towards the provision of paving and other improvements to the area in front of the Oasis Academy and Youth Centre has been agreed.
- Improvements to Ponders End Park. An obligation of up to £50,000 is sought towards improvements to Ponders End Park to mitigate the increase in population and increased usage of the park.
- Travel Plan provision will be updated to reflect the new approach to larger developments to have a Framework Travel Plan with Phase Travel Plans to follow with appropriately updated monitoring contribution.
- A contribution of £50,000 towards improvements in Ponders End Park

- 9.137 Once the DOV is completed the S73 permission can be issued and this in turn will allow the Reserved Matters consent to be issued.

#### Community Infrastructure Levy

- 9.138 CIL will be payable on this development to fund infrastructure necessary to enable development. Both Enfield CIL and the Mayor of London CIL will be payable. Formal determination of the CIL liability will be made by Enfield Council when a Liability Notice is issued should this application be approved.

### **10 Conclusion**

- 10.1 This Reserved Matter application for Phase 2A and Phase 4 of the Alma Estate will replace Merlin House, Cormorant House and Fairfield Close with 309 new homes in an improved environmental setting. New public realm and public open spaces will be created that will be easily accessible, legible and safe. The proposals will integrate the site back into the wider area, improving connections and creating a network of public spaces, particularly in the South Street area.
- 10.2 In developing these proposals, the applicant has fully engaged with council officers through the pre-application process and there has been engagement with local residents and community groups through meetings and public exhibitions.
- 10.3 Phase 2A and Phase 4 will increase the range of housing types and bring forward the delivery of affordable homes with 56% of the 309 units within these phases being affordable homes (104 social rent and 68 inter mediate tenure). Phase 4 in particular provides a focus on family homes for the social rent tenure with access to both private and public amenity space and play space. These changes will ensure that the development contributes to meeting housing needs, meets rehousing requirements and is economically viable and deliverable.
- 10.4 The proposed parking ratio will fall from 0.6 to 0.4 for the Master Plan area as a whole but sustainable travel modes will be promoted through increased provision of car club spaces and the provision of a safeguarded route for a new cycle lane on the west side of Alma Road.
- 10.5 Overall the proposals are considered to be compliant with both the strategic and local planning policy frameworks and are supported by officers.
- 10.6 The detailed wording of all the required conditions has not yet been fixed although the issues to be addressed by condition 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.
- 10.7 A Deed of Variation to the existing Section 106 will be necessary and discussions are ongoing with the applicant about the detailed content of this Deed of Variation.



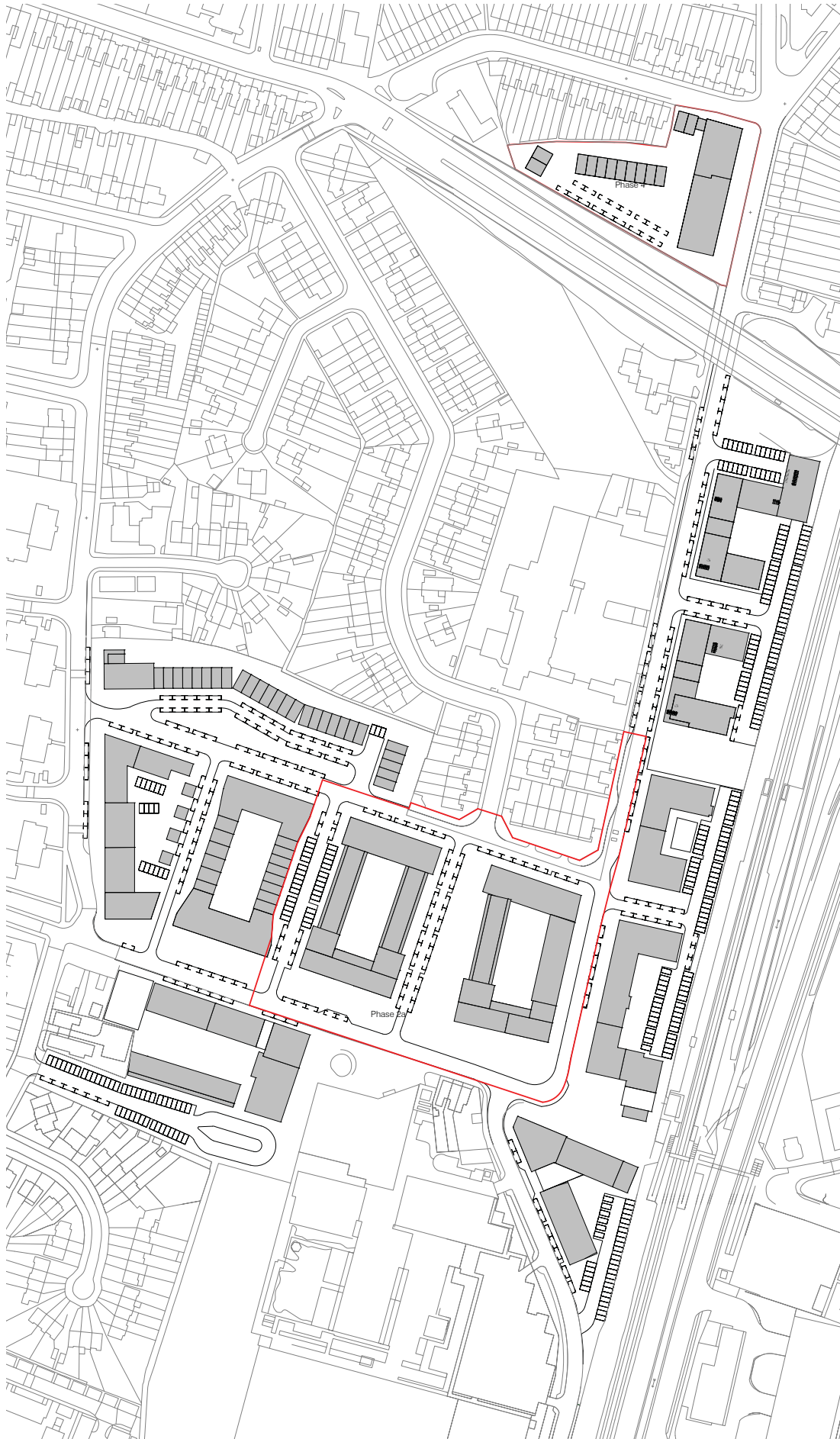
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**KEY**

— Phase Boundary Line



01.11.19 Issued for Planning LL HYT  
 DWG: [ ] REV: [ ] DATE: [ ]  
 DRAWING NAME: PLANNING

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| project                              | job number     | sheet        | scale | date created |
|--------------------------------------|----------------|--------------|-------|--------------|
| Alma Estate Regeneration             | 18-112 LL      | As           |       | Oct '19      |
| drawing title                        | drawing number | indicated@A1 |       |              |
| Alma Phase 2a + 4 Proposed Site Plan | 112_PL_002     |              |       | -            |

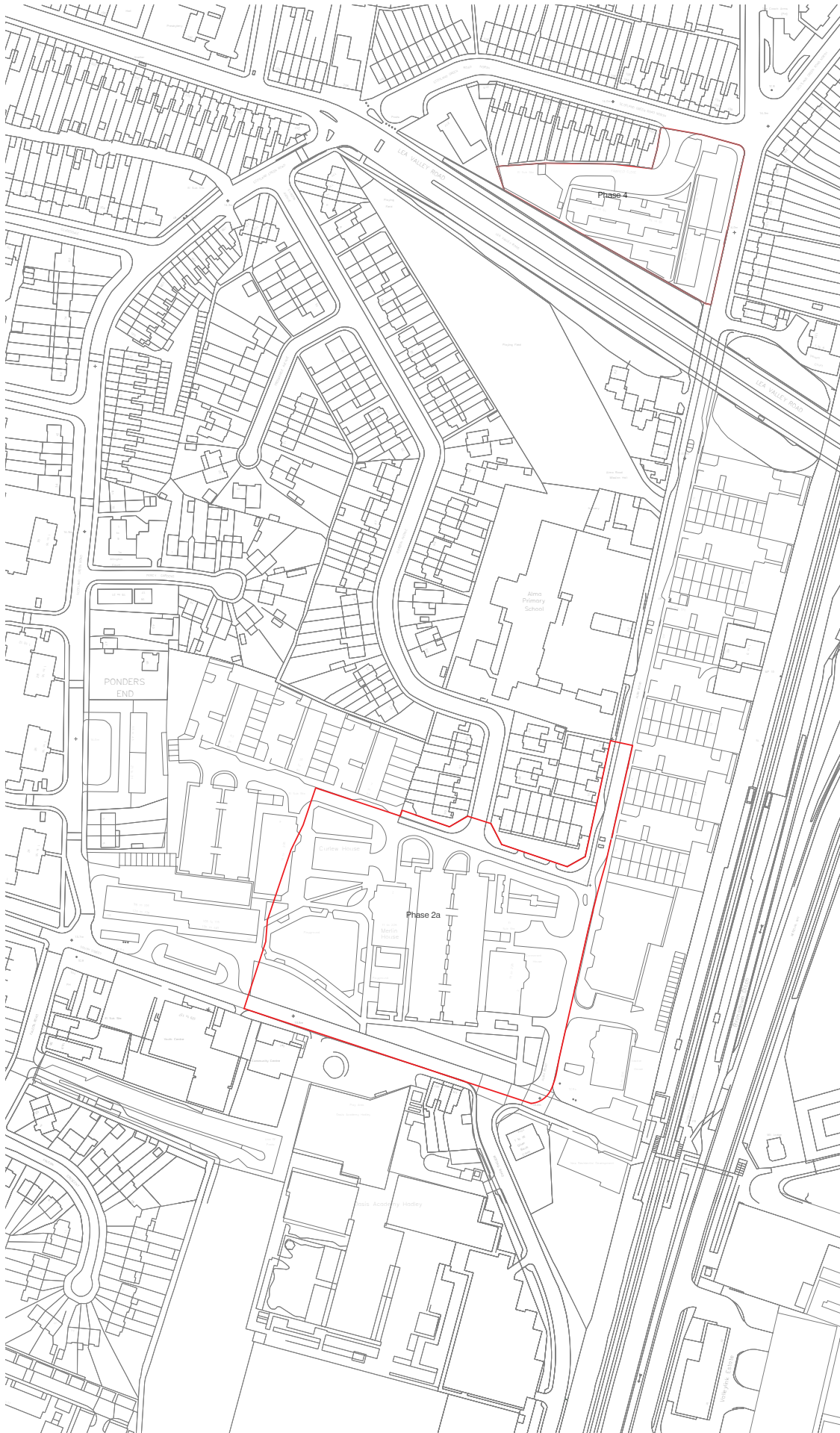
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**KEY**

— Phase Boundary Line



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| Alma Estate Regeneration           | 18-112 LL      | As           |       | Oct '19      |
| drawing title                      | drawing number | indicated@A1 |       |              |
| Alma Phase 2a + 4 Existing Context | 112_PL_001     |              |       |              |



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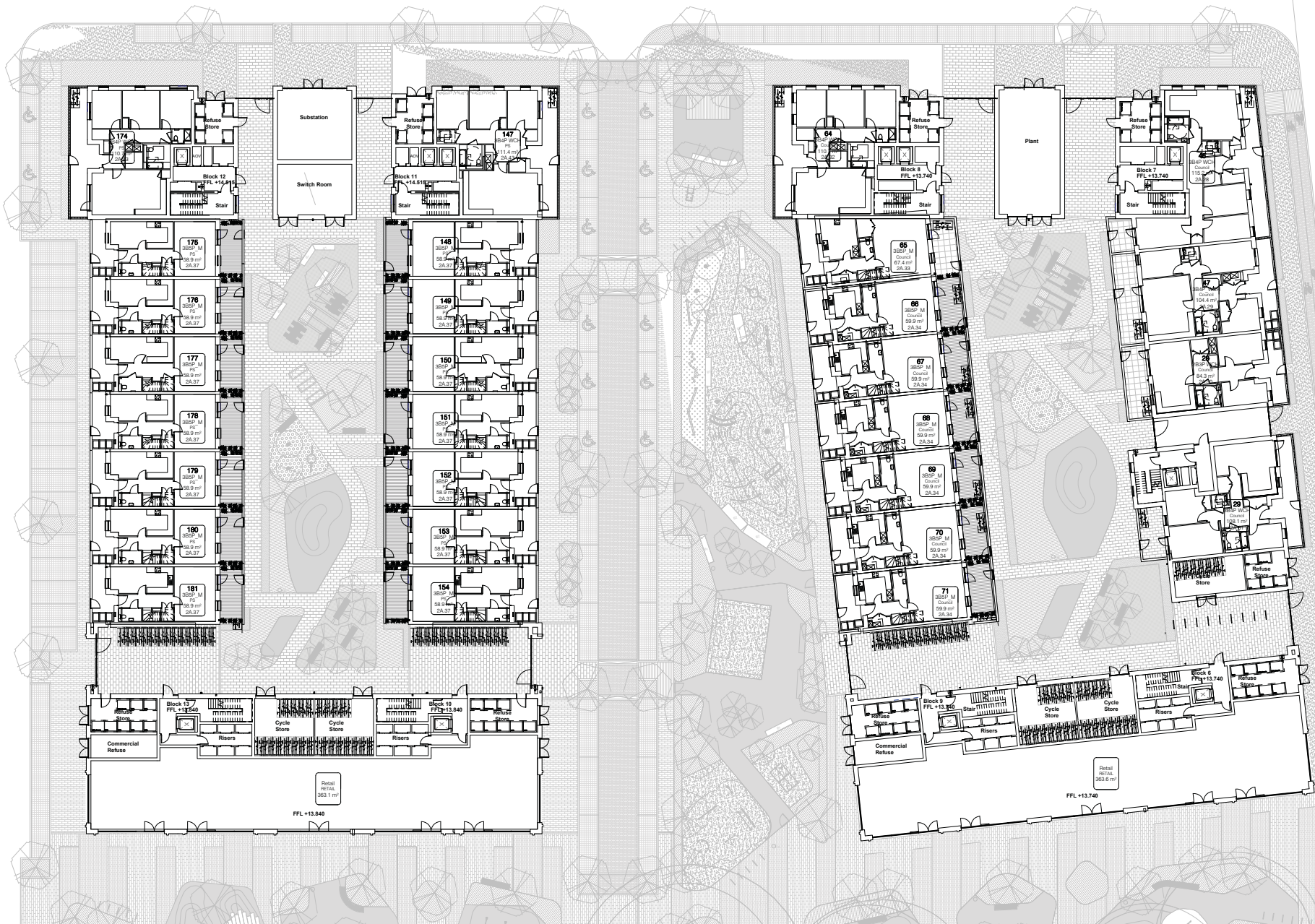
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30/10/19 PLANNING ISSUE  
 Revision  
 Description  
 Date  
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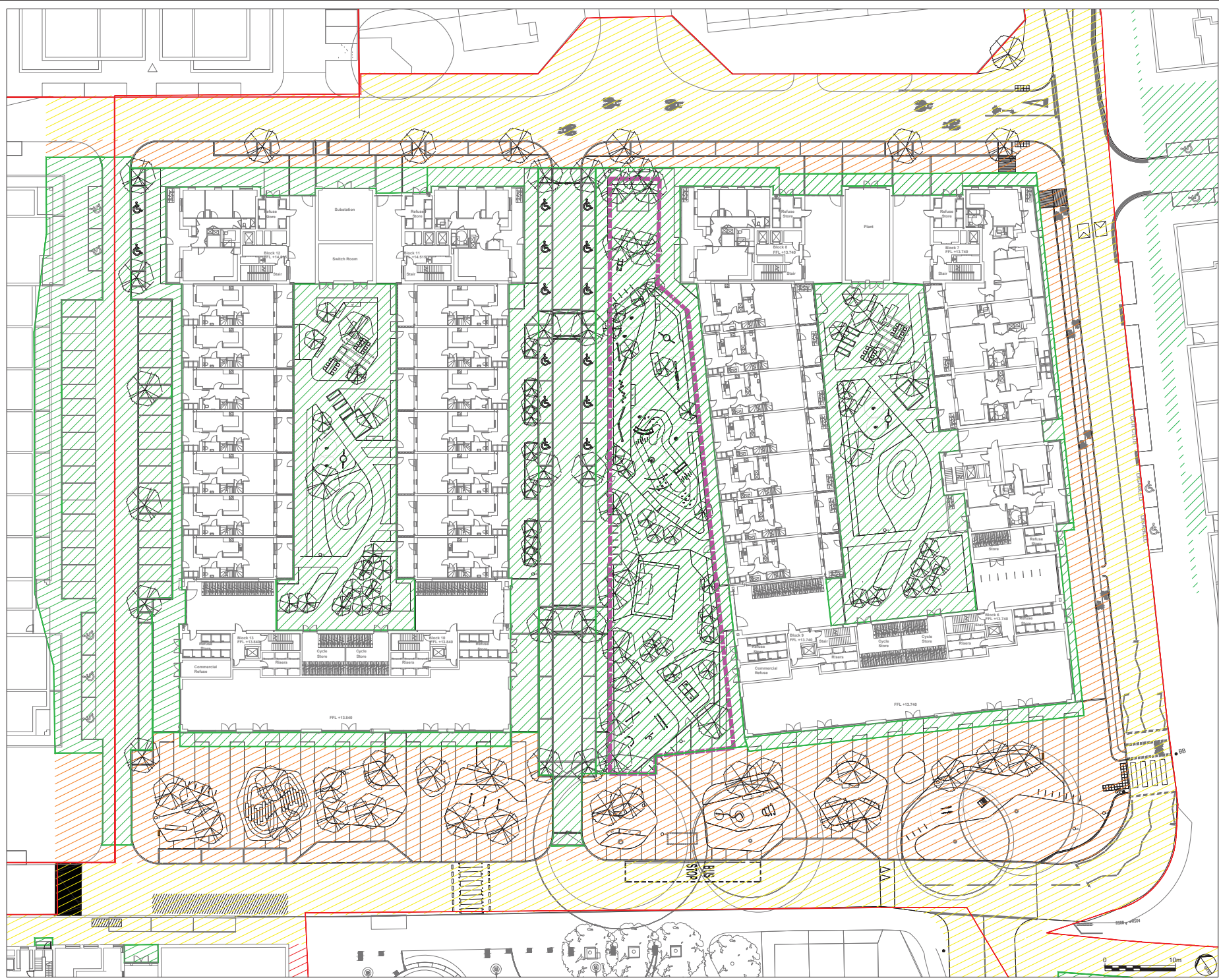
Project  
 Alma Estate Regeneration Phase 2  
 Reserved Matters  
 Phase 2A  
 Ground Floor Plan

Job Number  
 18-112DS

Drawn  
 1:200@A1  
 1:400@A3

Date Created  
 OCT '19

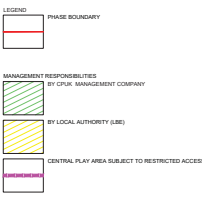
Drawing Title  
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Client  
**COUNTRYSIDE**



| Rev   | Description | Date  |
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Project title  
**ALMA OPTIMISATION**

Drawing title  
**PHASE 2A MANAGEMENT PLAN**

|           |            |                  |
|-----------|------------|------------------|
| Issued By | London     | T: 020 7978 2101 |
| Scale     | 1:250 @ A1 | Drawn EXA        |
| Status    | PLANNING   | Checked EXA      |
| Date      | 22.10.2019 | Approved EXA     |

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| Drawing number | ExA_1917_P2A_151 | Revision | - |
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- LEGEND**
- SITE BOUNDARY
- SURFACES**
- SURFACE TYPE 01 - 300X300X30MM BLOCK PAVING  
 COLOUR: LIGHT GREY GRANITE  
 MARSHALLE SOCIAL TEXTURED  
 REFER TO EXA\_1917\_P4\_001
  - SURFACE TYPE 02 - 450X450X20MM PATIO FLAG PAVING  
 COLOUR: BUFF  
 MARSHALLE  
 REFER TO EXA\_1917\_P4\_001
  - SURFACE TYPE 03 - 200X100X50MM PERMEABLE BLOCK PAVING TO SHARED ROOF SURFACE  
 COLOUR: RED BROWN GREEN MAX  
 MARSHALLE SOCIAL PROCA  
 REFER TO EXA\_1917\_P4\_002
  - SURFACE TYPE 04 - 200X100X50MM PERMEABLE BLOCK PAVING TO PARKING BAYS  
 COLOUR: HARVEST BUFF  
 MARSHALLE SOCIAL PROCA  
 REFER TO EXA\_1917\_P4\_002
  - SURFACE TYPE 05 - RESIN BOUND GRAVEL TO COMBING GARDEN PATIO  
 COLOUR: HARVEST BUFF  
 SUBEST RESIN BOUND GRAVEL  
 REFER TO EXA\_1917\_P4\_003
  - SURFACE TYPE 06 - RUBBER MULCH SAFETY SURFACE  
 COLOUR: RED BROWN GREEN MAX  
 RFS SAFETY BOUND RUBBER MULCH SURFACING  
 REFER TO EXA\_1917\_P4\_003
  - SURFACE TYPE 07 - RUBBER MULCH SAFETY SURFACE  
 COLOUR: GREEN AND BROWN MAX  
 RFS SAFETY BOUND RUBBER MULCH SURFACING  
 REFER TO EXA\_1917\_P4\_003
  - ADAPTABLE PAVING  
 600X75 ARTIFICIAL STONE PAVING  
 REFER TO MARSHALLE SOCIAL STREETSCAPE POLICY AND GUIDANCE - VOLUME 2
- SOFT LANDSCAPE**
- EXISTING TREE PLANTING RETAINED
  - PROPOSED TREE PLANTING
  - PROPOSED AMENITY PLANTING
  - PROPOSED LAWN
- FURNITURE**
- TIMBER BENCH  
 2000X500X450MM  
 STREETLIFE 6 SERIES
  - SELF GROW BEDS  
 2000 X 1200 X 80MM  
 WATERLIFE - FSC MEROYWOOD
  - CONCRETE SLEEPERS  
 TRANSFORMER
  - CYCLE STAND  
 1200X500MM
  - STAINLESS STEEL SHEPHERD STAND
- PLAY EQUIPMENT**
- SWINGING DISC  
 BY TIMBER PLAY  
 SIZE: 800X400MM
  - TABLE NEST SPECIAL  
 BY TIMBER PLAY  
 SIZE: 1150X400MM
  - LOG WALK  
 LOG WALK MADE BY TIMBER STEPPING STONES IN  
 HANGOUS SIZE
  - SULTIC BOULDER  
 600X300MM  
 SIZE ABOUT 3000X600X200MM
  - SLIMMING STRUCTURE 18  
 BY TIMBER PLAY  
 SIZE: 1150X400MM

| Rev | Description       | Updates | Date       |
|-----|-------------------|---------|------------|
| A   | Planning Comments |         | 28.02.2020 |

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Project title  
**ALMA OPTIMISATION**

Drawing title  
**PHASE 4 GENERAL ARRANGEMENT PLAN**

Issued By London T: 020 7978 2101  
 Scale 1:200 @ A1 Drawn EXA  
 Status PLANNING Checked EXA  
 Date 22.10.2019 Approved EXA

Drawing number ExA\_1917\_P4\_101 Revision A



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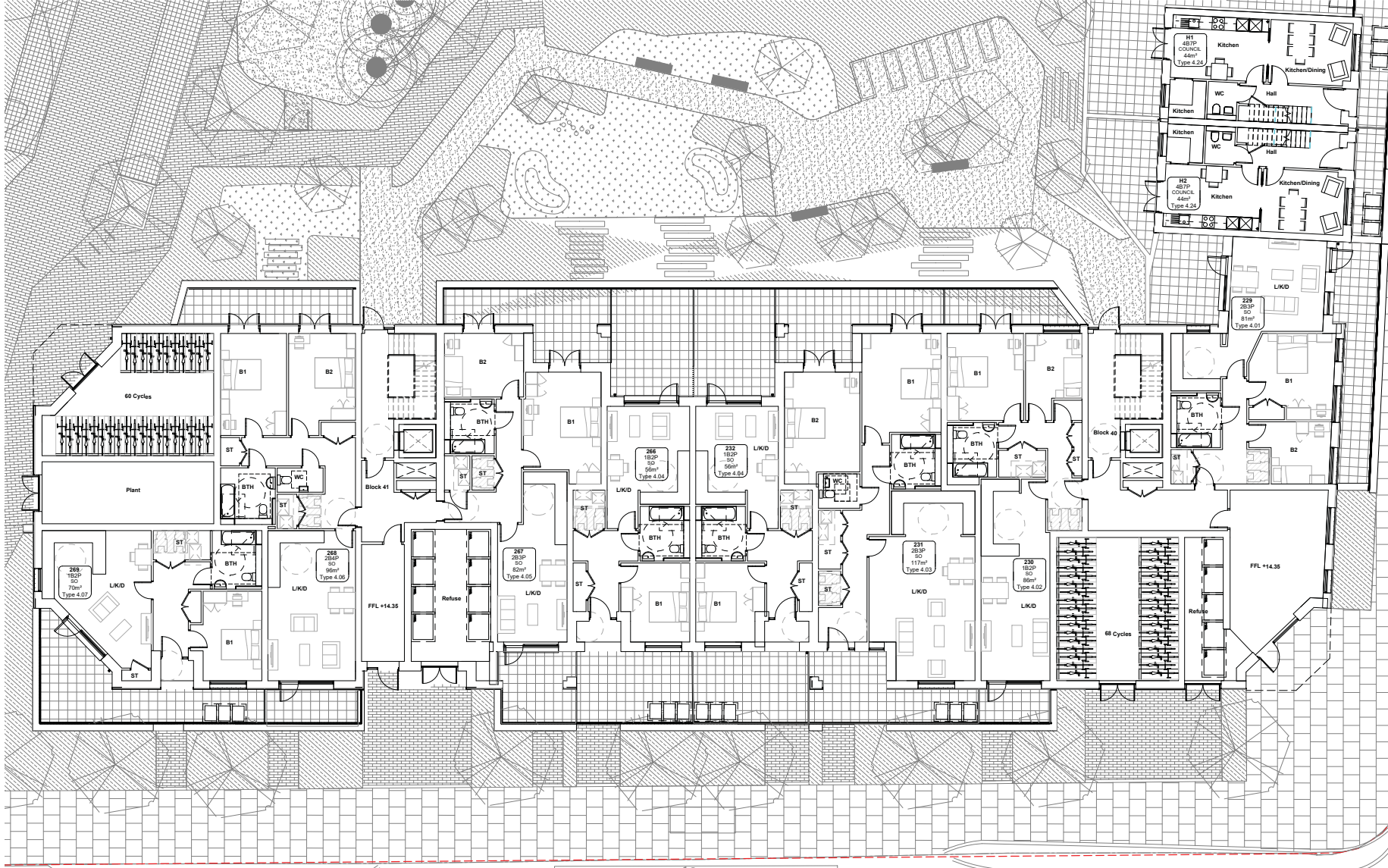
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BUS STOP

35.10.19 PLANNING ISSUE  
 Drawing number: 112\_PL\_161

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| Project  | Job Number | Sheet    | T: 100@A1  | Date Issued |
|--|------------|----------|------------|-------------|
| Alma Estate Regeneration<br>Phase 4 - Reserved Matters | 18-112 LL  | 1:200@A3 |            | Oct '19     |
| Block 40 & 41 - Ground Floor Plan                      |            |          | 112_PL_161 |             |

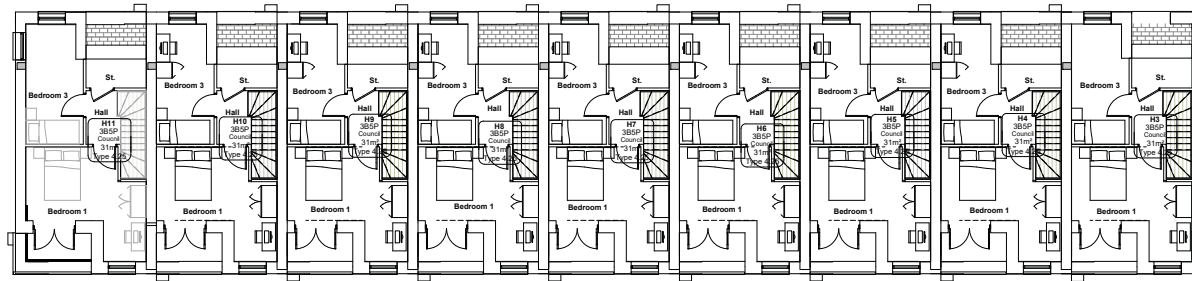
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|  |                   |          |            |
|--|-------------------|----------|------------|
| 35.10.19   | PLANNING ISSUE    | A11      | H11        |
| Issue  | Description       | Sheet    | Number     |
| <b>PLANNING</b>  |                   |          |            |
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| Project  | Job Number        | Drawn    | T: 200@A1  |
| Alma Estate Regeneration   | 18-112            | AH       | 1:400@A3   |
| Phase 4 - Reserved Matters   | Drawing Number    | Revision | Subsidiary |
| <b>Ground Floor Plan</b>   | <b>112_PL_110</b> |          |            |

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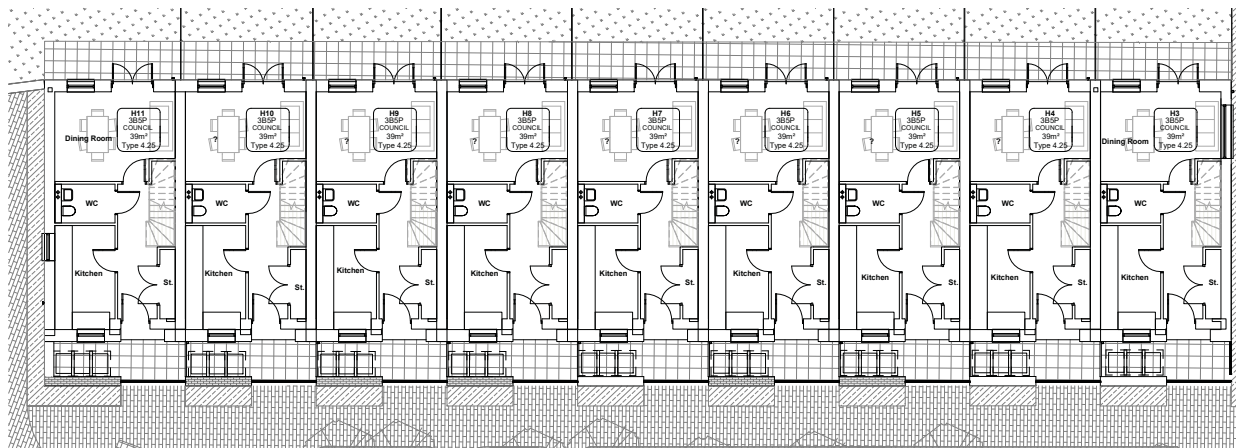
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3 | 1-100 Level 2 - TERRACE HOUSES - PLANNING  
 Scale: 1: 100



2 | 1-100 Level 1 - TERRACE HOUSES - PLANNING  
 Scale: 1: 100



1 | 1-100 Level 0 - TERRACE HOUSES - PLANNING  
 Scale: 1: 100

|   |                |         |             |
|---|----------------|---------|-------------|
| 35.10.19  | PLANNING ISSUE | A11     | HYT         |
| DATE  | DESCRIPTION    | DRAWN   | CHECKED     |
| <b>PLANNING</b>   |                |         |             |
| Designer: Wharf<br>38 Graham Street<br>London N1 6JX<br>020 7338 7777<br>forename.surname@pte.a.co.uk<br>@ptearchitects<br>www.potatohomesteadwards.co.uk |                |         |             |
| PROJECT   | JOB NUMBER     | DRAWN   | DATE ISSUED |
| Alma Estate Regeneration  | 18-112         | AH      | 1:100@A1    |
| Phase 4 - Reserved Matters  | 1:200@A3       |         | Oct '19     |
| DRAWING TITLE   | DRAWING NUMBER | SECTION | SUBSECTION  |
| Terrace House Floor Plans   | 112_PL_167     |         |             |

