LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE	**Date:** 17 November 2020

Report of: Head of Planning	**Contact Officer:** Andy Higham David Gittens Sean Gallagher	**Ward:** Highlands

Application Number: 20/01923/OUT	**Category**: Major Planning Application

LOCATION: Former Chase Farm Hospital, The Ridgeway, Enfield, EN2 8JL

PROPOSAL: OUTLINE planning application (with all matters reserved, except access) for the redevelopment of site involving demolition of buildings to provide residential units in buildings up to 6 storeys high, together with car parking, cycle parking, plant, hard and soft landscaping, and associated works.

Applicant name & address: Department for Education C/o Agent Sanctuary Buildings	**Agent name & address**: Graham Allison Montagu Evans LLP 5 Bolton Street London United Kingdom W1J 8BA

RECOMMENDATION: That, subject to referral to the Great London Authority, and the completion of a S106 Agreement, the Head of Development Management/ Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

Ref: 20/01923/OUT **LOCATION: Former Chase Farm Hospital, The Ridgeway, Enfield, EN2 8JL**

ENFIELD Council

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1. Executive summary

1.1 The current proposal comprises 3.8 hectares and forms part of the wider and ongoing redevelopment of the former Chase Farm Hospital site. The site already benefits from planning permission for a replacement hospital, a three-form entry primary school and construction of up to 500 residential unit. The hospital and 138 homes have been completed. However, the need for an additional secondary school in the area has called for a revised masterplan across the balance of the land.

1.2 This application seeks outline planning permission for the redevelopment of site involving demolition of buildings to provide residential units in buildings up to six storeys high. The outline application seeks to establish the principle of development the site for residential purposes and the parameters within which such development could acceptably take place. However, there are only details of access provided for details consideration. Matters relating to appearance, landscaping, layout and scale reserved for future consideration

1.3 A Full Planning Application has been submitted alongside this for the two new schools. Although submitted separately, the Schools and Residential applications form part of a holistic masterplan for the site, which includes site wide landscaping, access arrangements, and public realm improvements. The proposed development would be controlled by the proposed Parameter Plans, Residential Design Code and recommended conditions, with detailed designs to be determined at reserved matters stage.

1.4 The proposed scheme is the product of extensive pre-application consultation and further refinement since the application was submitted. The site is currently occupied by redundant hospital buildings. The phased comprehensive redevelopment of the site for residential purposes is acceptable in principle. There is an established housing need across the borough and an adopted and emerging policy framework that encourages the optimisation of sites, particular those which are urban brownfield locations. Given the outline nature of the application, the exact number of homes is uncertain at this stage. However, based on the illustrative masterplan, it would be likely to deliver between 350 and 375 new homes. at a dwelling mix that responds to the existing neighbourhood makeup.

1.5 There is also a pressing need for affordable housing. It is noted that the grant outline permission, 13% affordable housing (by habitable room) with a tenure split of 80:20 intermediate housing: social housing was accepted. This offer was justified by the wider social imperative to deliver a modern hospital facility. This proposed scheme would similarly facilitate public benefit in the form of two new schools by cross subsidising the cost of their delivery. It must be noted that the viability appraisal undertaken supports no affordable housing in this context. However, the applicant acknowledges the policy requirement and has agreed to 20% affordable housing in recognition of the need in Enfield and the desirability of using publicly owned land for affordable housing. To ensure the maximum percentage possible is achieved by the scheme, it is recommended that a review mechanism is included and secured by s106, to ensure that any potential increase in affordability can be captured through the development process.

1.6 This report carefully and comprehensively assesses the proposed scheme against adopted and emerging planning policy and guidance and takes account of all other relevant material considerations. These include the representations made by local

people, in particular in relation to the proposed scale and density and their impact on character and amenity.

1.7 Overall, officers consider the proposed design to be acceptable. The proposed massing strategy responds to the larger institutional hospital and proposed school buildings and, combined with these elements, sets a new but appropriate urban character for the area. The Parameter Plans, Residential Design Code addresses form, scale and massing to ensure that the new scale creates a varied and distinctive character and provides an appropriate transition to the lower-scale suburban form in the surrounds. Furthermore, detailed interrogation of the design ensures that reasonable levels of amenity currently enjoyed by surrounding residents will be preserved.

1.8 Concern has been raised regarding the scale and massing of the building in this location. However, given the quality of their design, the limited harm that is found to be caused and the merits of the scheme as a whole, including optimising the housing potential of the site, officers consider them to be acceptable.

1.9 The development would also create a good 'internal' environment, optimising the amount of proposed open space, including active/playful streets and public realm and providing a meaningful green infrastructure connection between two large areas of metropolitan open land. Hard and soft landscaping and street trees would be of a high-quality, helping to create what should be a much greener, inclusive, safe, secure and attractive new place.

1.10 The site contains several non-designated heritage assets. The proposal intends to retain the Clock Tower, Morgue, and the Postgraduate Education Centre as part of the future residential development, which is welcomed.

1.11 With reference to climate change, the development proposes a suite of energy saving measures to reduce CO2 emissions. This will be achieved through the utilised passive energy efficiency measures such as improving building's fabric efficiency and employing higher efficiency equipment for building services. The development would also incorporate A site or building-wide Air Source Heat Pump central system and arrays of roof mounted solar photovoltaic (PV) panels. The total CO2 savings for the development is 50% with the carbon neutral shortfall to be addressed via Carbon Offset Contributions Payments.

1.12 Key environmental considerations are summarised as follows:

- The site is with Flood Risk Zone 1 with areas identified as having a medium to high risk of surface water flooding. It is currently proposed that the required attenuation volume will be provided in a single below ground attenuation tank, at the south-east corner of the site, just upstream of the discharge point to the public sewer system. However, during further design development further consideration will be required to establish the optimum number, location, and type of attenuation facilities.
- Following revisions to the proposals and subject to the recommended conditions to reserve detailed design of SuDs features and to manage the use and supply of water, officers consider the water resources flood risk and drainage aspects of the scheme to be acceptable
- The applicant has submitted an ecological appraisal of the proposed development based on surveys undertaken across the development site. The report concludes that further surveys and mitigation measures are necessary and these should be secured by way of condition covering mitigation for reptile, wildlife and bat habitat.

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1.13 Overall, while the proposed scheme is not fully compliant with all policies, it is considered to represneta an appropriate development response to the opportunities presented by this site and the compmpehensice objectices of supporting and delivering a primary and secondary schoolon the site. On balance, the proposal is therefore considered to be consistent with the 'development plan' as a whole, and as such it benefits from the statutory presumption in favour of the development plan as set out in section 38(6) of the Planning and Compulsory Purchase Act 2004. This policy support for the proposal is further reinforced by its compliance with important other material planning considerations, such as the Intend to Publish London Plan (which is close to adoption and has significant weight) and the NPPF.

1.14 Taking account of the above, the proposal is recommended for approval, subject to the recommended conditions and s106 planning obligations.

2. Note for Members

2.1 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.

3. Recommendation and conditions

3.1 That subject to the completion of a S106 to secure the matters covered in this report and referral of the application to the Mayor of London (Stage 2) and no objection being raised, the Head of Planning / Head of Development Management be authorised to **GRANT** planning permission subject to conditions.

3.2 That the section 106 legal agreement referred to in resolution (2.1) above is to be completed no later than 31/12/2020 or within such extended time as the Head of Planning/Head of Development Management may agree

3.3 That delegated authority be granted to the Head of Planning or the Head of Development Management to finalise the wording of the s106 obligations and the recommended conditions as set out in this report.

Conditions:

1. Accordance with plans
2. Phasing
3. Construction management
4. Design Code
5. Levels
6. Conservation
7. SuDS
8. Timing of reserved matters
9. Details of design
10. Landscaping and tree protection
11. Boundary treatments
12. Parking and turning facilities
13. Loading and unloading
14. Cycle parking
15. Parking management plan
16. Delivery and servicing plan
17. Electric vehicle charging points

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18. Disabled parking
19. Waste services
20. External lighting
21. Ecological surveys and mitigation
22. Water consumption
23. Rainwater harvesting
24. Greenroofs
25. CO2 emissions reductions
26. Energy Strategy
27. Green procurement plan
28. Site waste management plan
29. Telecoms
30. Permitted development
31. Water supply
32. Contamination
33. Air quality
34. Setback from sewer pump station
35. Noise
36. Daylight, sunlight and outlook
37. Inclusive access
38. Secure by design
39. Community use agreement with schools

4. Background

4.1 The current proposal forms part of the wider and ongoing redevelopment of the former Chase Farm Hospital site. The site already benefits from planning permission for a replacement hospital, a three-form entry primary school and construction of up to 500 residential units (reference: 14/04574/OUT).

4.2 This permission has been partially implemented: the new hospital to the north of the site has been constructed and is in operation. The site known as 'Parcel A' to the south of the site has also been constructed and comprises 138 residential units (ref: 16/05535/RM.

4.3 The remaining parcels of the former hospital site were purchased by the Department for Education (DfE) in 2017 with a view to delivering two new schools alongside a residential development. The Schools aspect of the proposal is currently under consideration under separate planning application reference: 20/01997/FUL and would deliver a six-form entry Secondary School (Wren Academy) and a three-form entry Primary School (One Degree Academy). It is proposed that the schools would occupy the largest parcels to be known as B2 and B3, and the remaining parcels B1, B4 and C are proposed to deliver approximately 362 residential dwelling units.

4.4 Although submitted separately, the planning applications for the schools and residential form part of a single comprehensive masterplan for the Chase Farm site, which includes site wide landscaping, access arrangements, and public realm improvements. It is important to note that the two planning applications are intrinsically linked and have evolved jointly, through the pre application and design process

4.5 The applicant has also advised that the costs of delivering both the primary and secondary schools are significant. For this reason, the applicant has emphasised the importance of certainty to deliver the Residential component, in order to cross-subsidise the capital costs of delivery of both schools and to fund significant infrastructure works to enable the schools to come forward to meet educational need.

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4.6 There is also an extant permission for a temporary single storey secondary school for 184 pupils on Parcel C to be used for a temporary period of 1 year (September 2020 - September 2021). However, due to changes to the delivery timetable for the permanent schools, the DfE are now proposing to open temporary schools for both Wren Academy and One Degree Academy on Parcel C. The schools, if approved, would open in 2021 for two academic years. A planning application for this has been recently submitted to the Local Planning Authority (LPA).

4.7 Prior approval was obtained for the demolition of existing buildings on the site under ref: 20/01018/PADE and 20/02140/PADE. This work has commenced on site in preparation for development of the new schools.

4.8 Thus, this outline planning application seeks planning permission for:

> *"OUTLINE planning application (with all matters reserved, except access) for the redevelopment of site involving demolition of buildings to provide residential units in buildings up to 6 storeys high, together with car parking, cycle parking, plant, hard and soft landscaping, and associated works."*

5. Site and surroundings

5.1 The application site comprises an area of approximately 3.8 hectares and is located within the Chase Farm Hospital estate. The site encompasses Parcels B1, B4 and C along with non-adopted private roads which serve the Hospital estate extending along Hunters Way to the adopted highway of Lavender Hill to the south and along Chace Village Road to The Ridgeway in the west. Refer to Figure 2 Below.

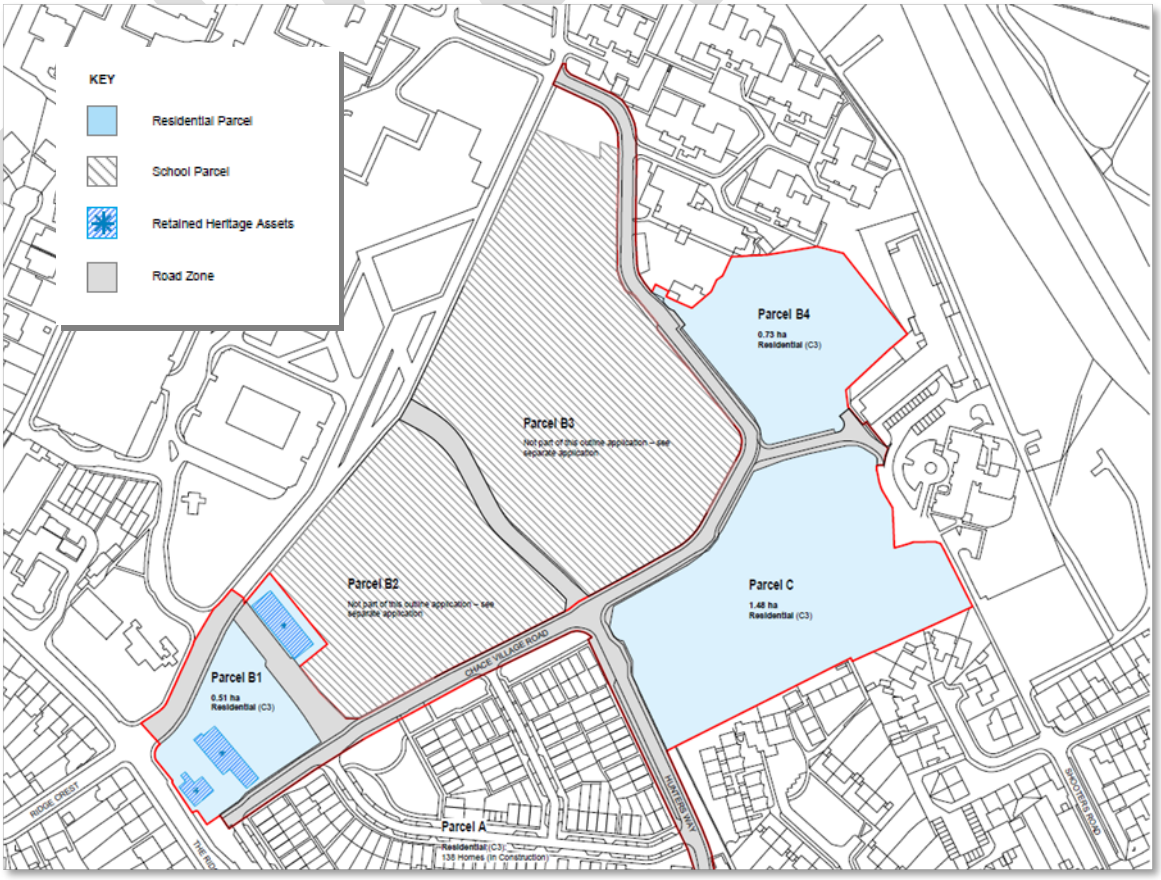

Figure 2. Site parcels (within red boundary) (source: PTE Architects)

5.2 The application sites are bound to the north and north west by Parcels B2 and B3, which form the application site for the two schools: the application for which is considered elsewhere on this agenda under ref: 20/01997/FUL. Adjoining to the north is the new Chase Farm Hospital.

5.3 To the east lies The Oaks Mental Health Trust and other Barnet, Enfield and Haringey NHS Hospital buildings. Beyond this is a national rail line and an open space corridor forming part of the Green Belt.

5.4 To the south east of the site lies established low-rise residential dwellings including those on Shooters Road and Albuhera Close. To the south of the site lies new residential development constructed under the existing outline permission and subsequent reserved matters submission by Linden Homes.

5.5 The former Chase farm Hospital site is bounded to the south and south-west by The Ridgeway and Lavender Hill and beyond these are areas of low rise residential.

5.6 Vehicular access to the site is directly from Chace Village Road which runs along the southern boundary. This internal unadopted road is connected via Hunters Way (also unadopted) to Lavender Hill). Access to the site can also be obtained from the hospital's internal access roads to the north west which connect with The Ridgeway.

5.7 The site has a mix of PTAL ratings from 1b to 3 - refer Figure 3 below. There are several bus stops in proximity to the site along Hunters Way, Chace Village Road and The Ridgeway. The nearest National Rail station is Gordon Hill which is approximately 950 metres to the south-east. This is on the London Moorgate to Hertford route which is served by trains at 15 minute intervals during the weekday daytime and additional services (up to eight per hour) at peak times.

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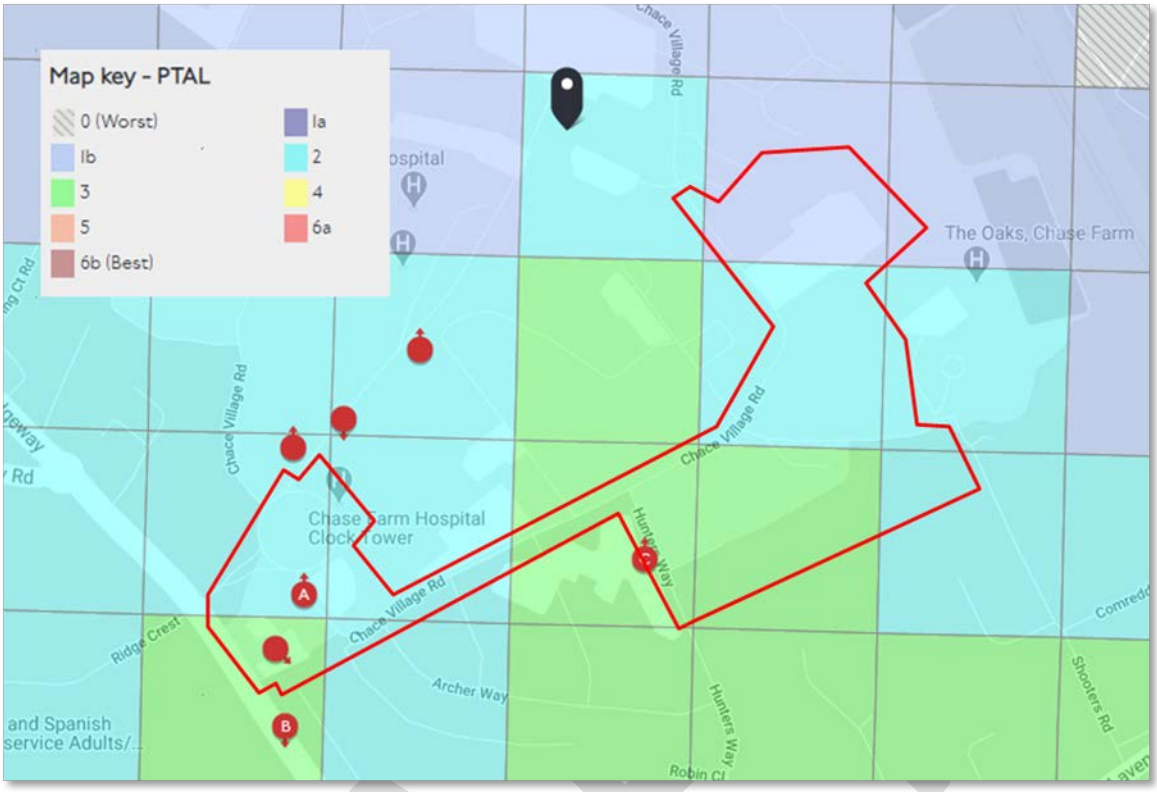

Figure 3. Site PTAL (source: Transport for London)

5.8 The site is currently occupied by a number of redundant buildings associated with the former Chase Farm Hospital together with areas of hardstanding and soft informal landscaping.

5.9 The site is not located within a Conservation Area and there are no Listed Buildings on the site. However, the site does retain contain three non-designated heritage assets within Parcel B1 (see Figure 2 above): these are the Clock Tower, Postgraduate Education Centre and the Morgue.

5.10 There are trees subject to Tree Preservation Orders within the application site as well as within the wider masterplan area. A number of established and vintage trees pepper the site and the area is known to have bat activity and established bat roosts.

5.11 The site is not within a flood zone but is at risk of surface water flooding.

6. Proposal

6.1 The application seeks outline planning permission for the redevelopment of site involving demolition of buildings to provide residential units in buildings up to six storeys in height, together with car parking, cycle parking, plant, hard and soft landscaping, and associated works.

6.2 The application is in outline form with all matters, except access, reserved for later consideration. The details which will be the subject of future 'reserved matters' applications would include layout, scale, appearance, and landscaping.

6.3 In this application, permission is sought for the means of access. It is proposed that the access will be taken from Hunters Way via its junction with Lavender Hill, and from Chace Village Road, at its junction with The Ridgeway. It is proposed that these roads would be laid out to an adoptable standard. These roads are also included with the application for the schools and it is envisaged that they will be delivered under that application. However, they are included in this application for completeness, and so that they can be secured if the residential development precedes that of the schools.

6.4 To determine if the potential quantum of development can be satisfactorily accommodated having regard to current policy and guidance, an illustrative masterplan has bene prepared demonstrating the potential form and layout a future development may take. However, it must be acknowledged that the future residential development could come forward in a different form and would be subject to approval as part of a future reserved matters application which would be reported to Planning Committee.

6.5 The illustrative concept is therefore defined by three-dimensional 'building envelopes', which set the maximum physical envelopes within which future development can take place. While the parameter envelopes set the maximum dimensions, future reserved matters applications will also be subject to a residential design code, which establishes the design principles and specific measures to ensure a high quality design that responds to the site and surroundings and associated public realm. This is achieved through place-based codes for key precincts of the masterplan, and site-wide codes that provide a design framework for:

- form, scale and massing;
- character and appearance;
- landscape and public realm; and
- access and movement.

6.6 Designed in accordance with the maximum building parameters and the residential design code, the illustrative masterplan demonstrates a potential future development of the site could be:

- *362 residential units across ten separate buildings, varying in height from one to six storeys*

The development would deliver 20% affordable housing alongside the funding the delivery of social infrastructure in the form of the two schools.

6.7 The masterplan including the two new schools on Parcels B2 and B3 (the subject of a separate application) are shown in Figure 4 below.

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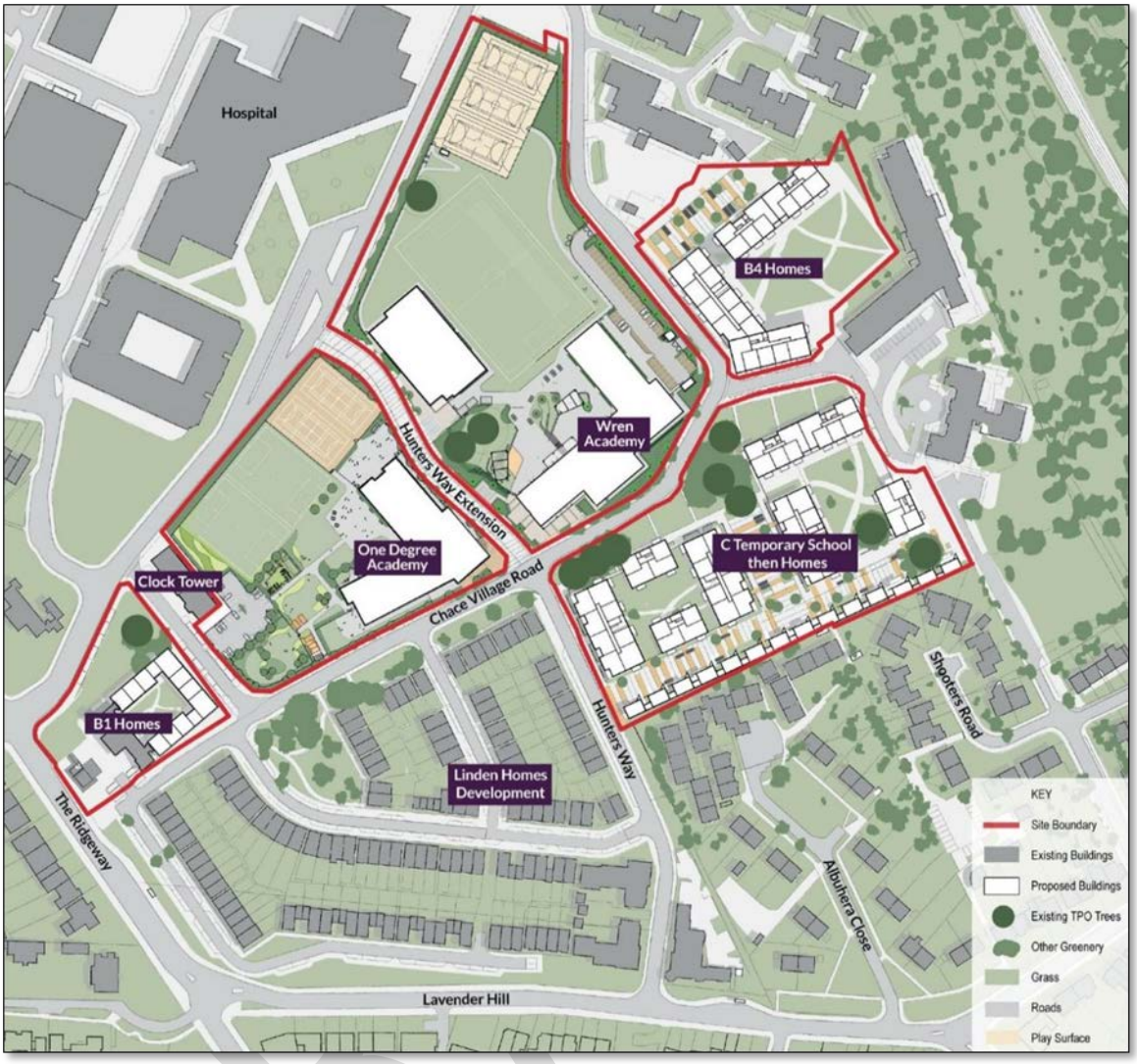

Figure 4. Illustrative Masterplan (source: PTE Architects)

6.8 While the illustrative masterplan indicates a potential housing yield of 362, it is noted that this number may change in the resultant design of future development, depending on ultimate building form, dwelling sizes and mix etc. Therefore, this permission does not limit the number of dwellings allowable across the site. Instead it will establish the design parameters to facilitate and guide future development in a manner that, among other things:

- Optimises the site in terms of delivery of housing in a manner that meets the borough's critical housing targets;
- Provides a dwelling mix that meets the housing needs of the wider neighbourhood;
- Is of a scale and appearance that sets a new tone for yet is sympathetic and responds to the character of the surrounding context; and
- Duly preserves reasonable levels of residential amenity of neighbouring occupants.

6.9 Having regard to the illustrative master plan at Figure 4 above, the following describes the key indicative design features of each individual development parcel.

Parcel B1:

6.10 This parcel is located to the east of the site adjacent to the Ridgeway and contains the buildings known as the Clock Tower, Morgue, and the Postgraduate Education Centre. These buildings are all locally listed, and this application proposes their retention. The Clock Tower would be converted into apartments and the Morgue into a single-family dwelling, while the Postgraduate Education Centre would be retained and extended to form part of a residential development arranged as a quadrangle. The extended buildings arranged around the quadrangle would be up to three storeys in height. The mature trees to the north of the Parcel would be retained.

6.11 In this configuration the development can accommodate up to 38 units, if split into the following mix as shown in the illustrative masterplan:

Table 1. Parcel B1 unit mix

No. bedrooms	No. dwellings
1	17
2	17
3	4

6.12 Chace Village Road to the rear of the Post Graduate Education Centre would be relocated to run in front of the Clock Tower and behind the new quadrangle to serve as the access for the three buildings. Access from The Ridgeway to Hunters Way via Chace Village would still be achievable.

Parcel B4:

6.13 This parcel is located to the east of the site adjacent to the proposed secondary school parcel. To the east of the parcel are the Barnet and Haringey Mental Health facilities, which are single storey in height and located on a lower site level than the parcel itself.

6.14 The indicative proposals envisage providing generous separation to the Mental Health Facilities with the proposed residential accommodation situated fronting to Chace Village Road and returning along the northern and southern boundaries of the parcel to provide a ‘C’ shaped building arranged around a communal residential courtyard.

6.15 The masterplan sets parameters of up to four and five storeys. In this configuration the proposals would deliver up to 108 units if the following mix were applied:

Table 2. Parcel B4 unit mix

No. bedrooms	No. dwellings
1	50
2	36

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3	22

6.16 Access is taken from Chace Village.

Parcel C:

6.17 The parcel is located to the south of the site at the eastern corner of Hunters Way and Chace Village to the east. The extent of the parcel to the west is the top of Shooters Road, while to the south is the existing residential accommodation located on Albuhera Close.

6.18 The masterplan sets parameters of up to two storeys along the southern boundary of the site to respond to the residential accommodation to the south. The masterplan shows this accommodation as a mews style development fronting the street to the south of the development.

6.19 North of this street is a series of apartment buildings of between four and six storeys in height across the parcel arranged to be higher where central to the site and stepping down to the south to Hunters Way and Shooters Road and to the east and west.

6.20 The existing mature trees to fronting Chace Village Road would be retained to provide a consistent green boulevard to Chace Village. The access to the Mental Health facilities which run through the site would be realigned to the north to sit between Parcels B4 and C.

6.21 In this arrangement the proposals would deliver up to 216 units if laid out in the following mix:

Table 3. Parcel C unit mix

No. bedrooms	No. dwellings
1	79
2	88
3	49

6.22 In addition, the application is supported by a variety of documents including:

- Planning Statement,
- Design and Access Statement,
- Townscape, Landscape and Visualisation Impact Assessment
- Illustrative Masterplan
- Indicative Masterplan with Relevant Parameter Layers, and
- Residential Design Code.

6.23 A suite of additional documentation has been supplied to demonstrate the suitability of the design and address the relevant planning policy, including:

- Statement of Community Involvement;

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- Affordable Housing Viability Statement;
- Heritage Technical Note;
- Energy Statement;
- Sustainability Statement;
- Circular Economy Statement;
- Daylight/ Sunlight Assessment;
- Transport Assessment;
- Travel Plan;
- Construction Logistics Plan;
- Flood Risk Assessment;
- Sustainable Drainage Strategy;
- Arboricultural Impact and Feasibility Assessments;
- Ecological Appraisal;
- Ground Contamination Study;
- Geotechnical Investigation;
- Air Quality Assessment;
- Noise Impact assessment;
- Utilities Assessment; and
- Fire Statement.

7. Relevant planning decisions

7.1 The following planning history is considered to be relevant:

Reference	Proposal	Decision	Date
20/01997/FUL	Demolition of buildings C3b, C3c and C3e and erection of a new 3FE Primary School with nursery (2 storey) and a new 6FE Secondary School with sixth form (part 3 and part 4 storey), together with associated community hub, parking, highways works to provide access to the proposed schools and community hub, landscaping and outdoor sport provision.	Pending decision	N/A
20/02140/PADE	Demolition of buildings C3b, C3c and C3e associated with the former Chase Farm Hospital Site located on Parcel B2.	Prior Approval not required	14.08.2020
20/01018/PADE	Demolition of all buildings associated with the former Chase Farm Hospital site on parcels B1, B2, B3, and B4 with the exception of the Clock Tower (buildings C3b, c, and e) Post Graduate Education Centre and the former Morgue building.	Prior Approval not Required	20.04.2020
19/02097/FUL	Demolition of all buildings on site (Parcel C) and erection of a single storey secondary school (184	GRANTED with conditions	14.10.2019

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	pupils) for use for a temporary period of 1 academic year (Sept 2020- Sept 2021), together with boundary fencing, new vehicular access from Hunters Way, associated areas of hard standing for vehicle parking and play space, together with other ancillary works.		
16/05535/RM	Submission of reserved matters and conditions approved under outline Ref: 14/04574/OUT as varied by 15/04547/FUL, for Parcel A (residential) in respect of reserved matters for siting (57), scale and design (58), appearance (59), landscaping (60) and conditions for tree protection (62 and 66) for the redevelopment of Parcel A and the erection of a total of 138 residential units comprising 24 self-contained flats (6 x 1-bed, 15 x 2-bed, 3 x 3-bed) and 114 houses (6 x 2-bed, 62 x 3-bed, 46 x 4-bed) within a mix of 2, 2.5 and 3-storeys, together with associated car parking.	GRANTED with conditions	29.06.2017
14/04574/OUT	Redevelopment of site for mixed use to provide up to 32,000sq m of replacement hospital facilities, construction of a 3-form entry primary school including temporary facilities pending completion of permanent school and construction of up to 500 residential units, provision of additional hospital access opposite Ridge Crest and provision of egress to the school site via Shooters Road, involving demolition of hospital buildings and associated residential blocks, partial demolition of Clock Tower complex, removal of microwave clinical waste treatment plant and fuel oil burner, retention of Highlands Wing, retention and extension of existing multi-storey car park, provision of associated car parking, cycle parking, plant, hard and soft landscaping, public realm improvements and associated works. (Outline application: Access)	GRANTED with conditions	28.10.2015

8. Consultation

8.1 Statutory and non-statutory consultees

External:

Greater London Authority

8.1.1 London Plan policies on housing, design, heritage, access, energy, flood risk and transport are relevant to this application. The application is broadly supported in strategic planning terms, but the following matters have been raised and should be addressed to ensure full compliance with the London Plan and the Mayor's Intend to Publish London Plan:

- **Principle of development**: The proposal residential development on this underutilised brownfield site is strongly supported in strategic planning terms.

- **Affordable housing**: The development proposes 14% affordable housing by habitable room split 80:20 in favour of intermediate housing. In the absence of a verified viability position this offer is wholly unacceptable. The applicant must seek to increase the level of affordable housing provision. GLA officers will continue to robustly scrutinise the viability appraisal to ensure that the maximum amount of affordable housing is delivered. Should the level of affordable housing remain below the threshold level, both early and late stage review mechanisms must also be secured in accordance with the Mayor's intend to publish London Plan and the Mayor's Affordable Housing and Viability SPG.

- **Urban design and heritage**: The layout principles, heights and massing arrangement across the development are broadly supported. Further detail on the proposed Green Link, ground floor activation and play space is sought. GLA officers consider that less than substantial harm would be caused to heritage assets; further information is required to establish if the full potential of public benefits to be secured before these can be weighed against this harm. The applicant is as such required to submit a Fire Statement.

- **Inclusive access**: The scheme provides appropriate levels of accessible accommodation. This is supported and should be secured by condition, along with Building Regulations standards M4(2) and M4(3) in line with London Plan Policy 7.2 and policy D3 of the Mayor's Intend to Publish London Plan. Confirmation is required that fire evacuation lifts would be provided throughout the scheme.

- **Climate Change**: The applicant should submit a completed Carbon Emissions Reporting spreadsheet to confirm the anticipated carbon performance of the development. Further information is sought on potential for connection to the Chase Farm Hospital district heating network, ASHP and renewable energy sources. Evidence should be provided on how the demand for cooling and the overheating risk will be minimised. Any shortfall in CO2 reductions should be met through an offset contribution. The applicant must submit a Circular Economy Statement.

- **Flood Risk**: The Flood Risk Assessment provided for the proposed development does not comply with London Plan policy 5.12 and Intend to Publish Plan policy SI.12, as it does not give appropriate regard to flood risks, and the need for resilience measures. The surface water drainage strategy for the proposed development does not comply with London Plan policy 5.13 and Intend to Publish

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policy SI.13, as it does not consider the full extent of the site or give appropriate regard to the drainage hierarchy and greenfield runoff rate and climate change

- **Transport:** Further work is required on trip generation and mode share assessment; walking/ cycling/ public realm improvements/ upgrade; secure adequate highway design to enable bus running on Hunters Way; review bus capacity assessment, and secure DSP, CLP and Travel Plans for respective elements of the proposal.

Design Review Panel:

8.1.2 The Panel welcomed the opportunity to review the proposals developed by the Department for Education and their design teams to provide a new secondary and primary school as well as an outline masterplan for housing around the site.

8.1.3 A summary of their review as it relates to the residential aspect is as follows:

Summary:

- A strong masterplan that embodies good urban design principles and positive residential aspects such as dual aspect and good amenity will be essential in ensuring that future detailed applications achieve a high level of design quality.

Layout:

- The use of a block typology in places is not in keeping with the surrounding context, urban grain or character of the area. These blocks also create issues around single aspect flats, poor amenity and poorly defined communal space..
- The panel encourage the design team to investigate a lower height but high density approach that takes inspiration from the historic and contextual context of the Ridgeway and the surrounding terrace housing.
- The mews model seems inappropriate for the site in its current form. A very urban typology, here it is inappropriately expressed with a wide street and long unbroken line which creates a hard edge to the development and potentially overshadows existing adjacent housing.

Landscape and public realm:

- The panel is pleased to see on street parking and no large car parking areas in the residential sites.
- The retention of trees is a positive move.

Massing and Scale:

- The linear flat blocks proposed for the residential element are too large, set apart and too tall where close to existing buildings in the surrounding context. It would be possible to deliver a similar density in a lower rise and more contextual form that also delivers a better designed place.

Transport for London:

8.1.4 The following matters should be resolved before the application can be considered in line with the transport policies of the Intend to Publish London Plan:

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- Detailed design for internal public realm, pedestrian and cycle route secured by condition for future approval by Reserved Matters application
- Secure appropriate financial contribution toward local pedestrian, cycle and public realm improvements;
- Provision of cycle parking and approval of details secured by condition for future approval by Reserved Matters application;
- Continuing work to develop detailed design enabling bus running within the site;
- Undertake further assessment on the impact to bus service capacity in light of comments;
- Secure the provision of all car parking (including ECVP) and Car Parking Management Plan;
- Secure legal restrictions to exempt future residents' eligibility for local parking permits and expand CPZ if needed;
- Secure the DSP and CLP by conditions;
- Review the Travel Plan ensuring it contribute positively toward the Mayor's sustainable travel goal and secure them by s106 agreement; and
- Secure appropriate Mayor CIL payment from the proposal toward Crossrail.

MPS Designing Out Crime Unit:

8.1.5 The Metropolitan Police Service (MPS) have site specific comments in relation to the proposed development and as a result, request the following condition be attached:

Condition:

a) Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve 'Secured by Design' Accreditation. The development shall only be carried out in accordance with the approved details.
b) Prior to the first occupation of each building or part of a building or use, 'Secured by Design' certification shall be obtained for such building or part of such building or use.
If applicable:
c) The Commercial aspects of the development must achieve the relevant Secured by Design certification at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority.

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

Informative:

In aiming to satisfy the condition the applicant must seek the advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs). The services of MPS DOCOs are available free of charge and can be contacted via *docomailbox.ne@met.police.uk* or 0208 217 3813.

Thames Water:

Waste comments:

8.1.6 The proposed development is located within 15m of a Thames Water Sewage Pumping Station. Given the nature of the function of the pumping station and the close proximity of the proposed development to the pumping station, Thames Water

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consider that any occupied premises should be located at least 15m away from the pumping station as highlighted as best practice in Sewers for Adoption (7th edition)'. In the event that the Local Planning Authority resolve to grant planning permission for the development, we would request that the following informative is attached to the planning permission:

> The proposed development is located within 15m of a Thames Water Sewage Pumping Station and this is contrary to best practice set out in Sewers for Adoption (7th edition). Future occupiers of the development should be made aware that they could periodically experience adverse amenity impacts from the pumping station in the form of odour; light; vibration and/or noise.

Foul water comments:

8.1.7 Thames Water are aware of some network constraints in the vicinity of the proposed development but are confident that should the planning application be approved, any investigations to understand the network performance in more detail and if required, to deliver any necessary associated upgrades, can be delivered in time to serve the development. No condition is therefore requested in this connection.

Surface water comments:

8.1.8 Thames Water advise that with regard to surface water network infrastructure capacity, there is no objection based on the information provided.

8.1.9 However, Thames Water recommend that petrol / oil interceptors be fitted in all car parking/washing/repair facilities.

Water comments:

8.1.10 To ensure the existing water network infrastructure is improved to accommodate the needs of this development proposal, Thames Water have requested that the following condition be added to any planning permission.

> No properties shall be occupied until confirmation has been provided that either:
>
> - all water network upgrades required to accommodate the additional flows to serve the development have been completed; or
> - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.
>
> Where a housing and infrastructure phasing plan is agreed no occupation shall take place other than in accordance with the agreed housing and infrastructure phasing plan.
>
> Reason: The development may lead to no / low water pressure and network reinforcement works are anticipated to be necessary to ensure that sufficient capacity is made available to accommodate additional demand anticipated from the new development"

8.1.11 Informative

> The developer can request information to support the discharge of this condition by visiting the Thames Water website at thameswater.co.uk/preplanning. Should the Local Planning Authority consider the above recommendation inappropriate or are unable to include it in the decision notice, it is important that the Local Planning

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Authority liaises with Thames Water Development Planning Department (telephone 0203 577 9998) prior to the planning application approval.

Supplementary comments:

8.1.12 Waste: Parcel C is within 15m of a Thames Water Pump Station located to the north east of Parcel C. Thames Water has undertaken a high level capacity assessment of the Pump Station, the outcome of this requires further modelling to determine any upgrade requirements. We will seek to work with the developer to resolve these outstanding issues with the Pump Station.

Enfield Disablement association:

8.1.13 Provided no comment on the proposal

Internal:

Economic Development:

8.1.14 Raised no concerns in respect to the development.

Environmental Health:

8.1.15 Raised no objections to the proposal, subject to conditions relating to contamination remediation, emissions standards for construction vehicles, an acoustic report in case of mechanical plant and impact piling. Refer to comments within the 'Analysis' section of this report.

Traffic and Transportation:

8.1.16 Raised no objections to the proposal, subject to conditions and S106. Refer to comments within the 'Analysis' section of this report.

Sustainable Drainage Systems:

8.1.17 Raised no objections to the proposal, subject to conditions to protect the non-designated heritage assets on the site. Refer to comments within the 'Analysis' section of this report.

Commercial Waste Services:

8.1.18 Raised one concern in respect to servicing distances. However, this aspect may be managed through an appropriate condition. Refer to comments within the 'Analysis' section of this report.

Regeneration, Leisure and Culture:

8.1.19 Provided no comment on the proposal.

Emergency Planning:

8.1.20 Raised no objections to the proposal, subject to conditions relating to details of emergency power supply. Refer to comments within the 'Analysis' section of this report.

8.2 Public

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8.2.1 Consultation letters were sent to 1293 neighbouring occupiers (expiring 29.09.2020). Site notices were displayed from 28.7.2020 (expiring 18.8.2020) and a public notice was displayed in the local press (Enfield Independent) from 22.7.2020 (expiring on 5.8.2020).

8.2.2 In total 62 individual responses were received at the time of writing this report along with one e-petition with 164 signatures. Three were in support of the application and 59 raised objections. There were 4 additional objection comments but on reading these related to the residential proposals submitted as part of the concurrent outline planning application and were not relevant to the current proposal.

8.2.3 In summary, the following support comments have been made:

- Additional housing is supported in this location
- Improvements to the public realm are supported
- Support for the School (the subject of a separate application.

8.2.4 In summary, the following objections have been raised:

- Height, scale and massing impacts on:
  - character of the area / greenbelt
  - transition to immediate surrounds
  - access to sunlight and daylight
  - overlooking (residences and school) and loss of privacy
  - adequate building separation
- Density impacts on
  - parking, traffic flow and public transport
  - access to and capacity of community facilities and services, local retail and open space
  - noise and pollution (air quality)
  - health and wellbeing of future residents
  - anti-social behaviour
- Impact on living conditions (inadequate living scape and private amenity areas)
- Impact on trees
- Impact on ecology / wildlife
- Impact on existing drainage problems
- Lack of contribution to the public realm
- Additional external active transport linkages required

8.2.5 The e-petition statement comprised:

"We the undersigned petition the Council to Reject the proposal of building 6 storey blocks on Parcel C of the Chase Farm Hospital building site.

Justification:

The buildings will be uphill of existing bungalow residences so will appear even taller to them. It with increasing evidence to how important daylight is, these blocks will also block out their afternoon and evening light which could be the only some residents will have. Since the clearing of the Parcel C site, there has already been a decrease of the number of bats and high blocks will affect these numbers and those of the rest of the wildlife in this area. Building high blocks will set precedence for more building of this kind which is not in keeping with the edge of the greenbelt. The blocks will be overlooking the site for the proposed new primary school which

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could then be a child protection issue. The local authority have already said that plans for 6 storey buildings in Parcel B4 were too high so they should also back up that they are too high for Parcel C. (Show truncated justification text)."

8.3 **Statement of Community Involvement:**

8.3.1 In November 2015, the Council adopted a Statement of Community Involvement (SCI), which sets out policy for involving the community in the preparation, alteration and review of planning policy documents and in deciding planning applications.

8.3.2 Paragraph 5.3.6 goes on to state:

"In the case of 'significant applications', additional consultation will be carried out depending upon the proposal and site circumstances: Developers will be encouraged to provide the community with information and updates on large scale or phased developments using websites, public exhibitions and newsletters"

8.3.3 The applicants' submitted Statement of Community Involvement (SCI) explains who, how and when they consulted individuals and organisations at the pre-application stage, as they were developing the application scheme. This sets out a programme of engagement which began in the earlier part of 2019 and included ward councillors, representative from the Hospital, the Mental Health Trust, the Enfield Society and from the proposed new schools. Due to the impacts of COVID-19, consultation was limited to activities that adhered to relevant social distancing regulations in place at the time.

8.3.4 A website was used to canvas responses from the public which attracted more than 3,500 website views;186 people filled in an online survey; whilst 32 people provided further comments via contacting the project team. The survey results show that 80% support the proposed development. The applicants' SCI sets out who responded, the issues that were raised and how the applications scheme responds to these issues.

9. Relevant Policies

9.1 The policies listed below are consistent with the NPPF and therefore due weight should be given to them in assessing the development:

<u>The London Plan (2016)</u>

Policy 2.6	- Outer London: vision and strategy
Policy 2.8	- Outer London: transport
Policy 2.14	- Areas for regeneration
Policy 3.3	- Increasing housing supply
Policy 3.4	- Optimising housing potential
Policy 3.5	- Quality and design of housing development
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 3.15	Coordination of housing development and investment
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 5.14 Water quality and wastewater infrastructure
Policy 5.15 Water use and supplies
Policy 5.16 Waste self sufficiency
Policy 5.18 Construction, excavation and demolition waste
Policy 5.21 Contaminated land
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.1 Building London's neighbours and communities
Policy 7.2 An inclusive environment
Policy 7.3 Designing out crime
Policy 7.4 Local character
Policy 7.5 Public realm
Policy 7.6 Architecture
Policy 7.7 Location and design of tall and large buildings
Policy 7.8 Heritage assets and archaeology
Policy 7.9 Heritage-led regeneration
Policy 7.14 Improving air quality
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.16 Green Belt
Policy 7.18 Protecting local open space and addressing local deficiency
Policy 7.19 Biodiversity and access to nature
Policy 7.21 Trees and woodlands
Policy 8.2 Planning obligations
Policy 8.3 Community infrastructure levy

<u>The London Plan – Intend to Publish (December 2019)</u>

9.2 The Examination in Public (EiP) on the draft London Plan was held between 15th January and 22nd May 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019.

9.3 The Mayor has considered the Inspectors' recommendations and, on the 9th December 2019, issued to the Secretary of State his intention to publish the London Plan. It is anticipated that the publication of the final London Plan will be in the latter stages of 2020, and as such its weight, as a material consideration, is increasing.

9.4 The current 2016 (The London Plan consolidated with alterations since 2011) is still the adopted Development Plan, but in accordance with Paragraph 48 of the NPPF (2019), the Intend to Publish Version is a material consideration in planning decisions. The significance given to it is a matter for the decision maker, but it continues to gain more weight as it moves through the consultation and examination process.

9.5 At this stage, it is only those policies of the Intend to Publish version of the London Plan that remain unchallenged to which weight can be attributed.

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GG1 Building Strong and Inclusive Communities
GG2 Making the Best Use of Land
GG3 Creating a Healthy City
GG4 Delivering the homes Londoners need
GG6 Increasing efficiency and resilience
D1 London's form, character and capacity for growth
D2 Infrastructure Requirements for Sustainable Densities
D3 Optimising site capacity through the design-led approach
D4 Delivering good Design
D5 Inclusive Design
D6 Housing quality and standards
D7 Accessible housing
D8 Public realm
D11 Safety, security and resilience to emergency
D12 Fire Safety
D14 Noise
H1 Increasing housing supply
H4 Delivering affordable housing
H5 Threshold approach to applications
H6 Affordable housing tenure
H7 Monitoring of affordable housing
H10 Housing size mix
HC1 Heritage conservation and growth
HC3 Strategic and Local Views
HC4 London View Management Framework
G1 Green infrastructure
G2 London's Green Belt
G3 Metropolitan Open Land
G4 Open space
G5 Urban greening
G6 Biodiversity and access to nature
G7 Trees
SI1 Improving air quality
SI2 Minimising greenhouse gas emissions
SI3 Energy Infrastructure
SI5 Water Infrastructure
SI7 Reducing Waste
SI12 Flood Risk Management
SI13 Sustainable Drainage
T1 Strategic approach to transport
T2 Healthy Streets
T4 Assessing and Mitigating transport Impacts
T5 Cycling
T6 Car Parking
T6.1 Residential parking
T7 Deliveries, servicing and construction
DF1 Delivery of the plan and planning obligations

Enfield Core Strategy (2010)

Strategic Objective 1: Enabling and focusing change
Strategic Objective 2: Environmental sustainability
Strategic Objective 3: Community cohesion
Strategic Objective 4: New homes
Strategic Objective 5: Education, health and wellbeing
Strategic Objective 6: Maximising economic potential

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Strategic Objective 7: Employment and skills
Strategic Objective 8: Transportation and accessibility
Strategic Objective 9: Natural environment
Strategic Objective 10: Built environment
CP1 Strategic growth areas
CP2 Managing the supply and location of new housing
CP3 Affordable housing
CP4 Housing Quality
CP5 Housing Types
CP6 Housing need
CP9 Supporting Community Cohesion
CP20 Sustainable Energy use and Energy Infrastructure
CP21 Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP22Delivering sustainable waste management
CP24 The Road Network
CP25 Pedestrians and Cyclists
CP26 Public transport
CP28 Managing flood risk through development
CP29 Flood management infrastructure
CP30 Maintaining and Improving the Quality of the Built and Open Environment
CP31 Built and landscape heritage
CP32 Pollution
CP33 Green Belt and countryside
CP34 Parks, playing fields and other open spaces
CP46 Infrastructure Contributions

Development Management Document (DMD) (2014)

DMD1 Affordable housing on sites capable of providing 10 units or more
DMD2 Affordable Housing on Sites of less than 10 units
DMD3 Providing a Mix of Different Sized Homes
DMD6 Residential Character
DMD8 General Standards for New Residential Development
DMD9 Amenity Space
DMD10 Distancing
DMD15 Specialist housing need
DMD37 Achieving High Quality and Design-Led Development
DMD38 Design Process
DMD42 Design of civic / public buildings and institutions
DMD43 Tall buildings
DMD44 Conserving and enhancing heritage assets
DMD45 Parking Standards and Layout
DMD47 Access, new roads, and servicing (peds, cyclists, vehicular access, refuse)
DMD48 Transport assessments
DMD49 Sustainable Design and Construction Statements
DMD50 Environmental Assessment Methods
DMD51 Energy Efficiency Standards
DMD52 Decentralised energy networks
DMD53 Low and zero carbon technology
DMD55 Use of roofspace / vertical surfaces
DMD57 Responsible sourcing of materials, waste minimisation and green procurement
DMD58 Water efficiency
DMD59 Avoiding and reducing flood risks
DMD60 Assessing flood risk

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DMD61	Managing surface water
DMD62	Flood control and mitigation measures
DMD63	Protection and improvement of watercourses and flood defences
DMD64	Pollution control and assessment
DMD65	Air quality
DMD66	Land contamination and instability
DMD67	Hazardous installations
DMD68	Noise
DMD69	Light pollution
DMD70	Water quality
DMD71	Protection and enhancement of open space
DMD72	Open space provision
DMD73	Child play space
DMD76	Wildlife corridors
DMD77	Green chains
DMD78	Nature conservation
DMD79	Ecological enhancements
DMD80	Trees on development sites
DMD81	Landscaping
DMD82	Protecting the Green Belt
DMD83	Development adjacent to the Green Belt

Other policy

NPPF
NPPG
Enfield Strategic Housing Market Assessment (SHMA) (2010)
Enfield Section 106 SPD
Enfield Characterisation Study
Enfield Heritage Strategy 2019-2024 SPD (2019)
Clay Hill Conservation Area Character Appraisal (2015)
Clay Hill Conservation Area Management Proposals (2015)
London Plan Housing SPG
Affordable Housing SPG
Providing for Children and Young People's Play and Informal Recreation SPG
Accessible London: achieving an inclusive environment SPG
Planning and Access for Disabled People: a good practice guide (ODPM)
London Plan Sustainable Design and Construction SPG
Mayor's Air Quality Strategy
Mayor's Climate Change Adaption Strategy
Mayor's Climate Change Mitigation and Energy Strategy
Mayors Water Strategy
Mayor's Ambient Noise Strategy
The Setting of Heritage Assets – Historic Environment Good Practice Advice in Planning: 3, Historic England (2017) London Councils: Air Quality and Planning Guidance (2007)
TfL London Cycle Design Standards (2014)
GLA: Homes for Londoners: Affordable Housing and Viability SPG (2017)
GLA: Housing SPG (2016)
GLA: Social Infrastructure SPG (2015)
GLA: The Control of Dust and Emissions during Construction and Demolition SPG (2014)
GLA: London Sustainable Design and Construction SPG (2014)
GLA: Accessible London: Achieving an Inclusive Environment SPG (2014)
GLA: Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)

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GLA: Shaping Neighbourhoods: Character and Context SPG (2014)
Mayor's Transport Strategy (2018)
Healthy Streets for London (2017)
Manual for Streets 1 & 2, Inclusive Mobility (2005)
National Design Guide

10. Analysis

Principle of development

Provision of housing:

10.1 The Planning and Compulsory Purchase Act 2004 and the Town and Country Planning Act 1990 seek to establish that planning decisions are taken in accordance with the Development Plan unless material considerations indicate otherwise.

10.2 Running alongside this is the presumption in favour of sustainable development that is at the heart of the NPPF (paragraph 11). The NPPF (paragraph 118) also advocates the promotion and support the development of under-utilised land and buildings, particularly where this would help to meet identified needs for housing; where land supply is constrained; and where it is considered sites could be used more effectively.

10.3 The NPPG (Paragraph: 010 Reference ID: 21b-010-20190315) also makes clear that previous planning permissions are material considerations in the determination of planning applications. The principle of residential and education development was established in the outline planning permission (reference: 14/04574/OUT), which has been implemented is capable of being completed through the submission of further reserved matters.

10.4 Notwithstanding the extant permission, Policies 3.3 and 3.4 of the London Plan and Core Policies 5 and 45 of the Core Strategy stress the need to realise brownfield housing capacity to meet the critical housing targets of the borough as well as the London-wide housing targets. The adopted policies encourage residential development that provides new housing to accommodate London's increasing population and changing demographics. In numerical terms, it is clear the proposal results aim to deliver the same number of new homes for the wider former Chase farm site as identified in the outline planning permission notwithstanding the land set aside for the two schools, compatible with the policy and meeting the pressing need for housing.

10.5 In terms of the two schools, proposals for these are contained in a separate planning application considered elsewhere on this agenda (reference: 20/01997/FUL). Taking both developments in concert, the outline application proposes the comprehensive redevelopment of the land to provide two new schools and approximately 362 dwellinghouses. The Linden Homes scheme has already delivered a total of 138 homes.

10.6 Therefore, a comprehensive redevelopment of the site to deliver 362 new dwellings along with public realm improvements is acceptable in principle. However, the position must be qualified in relation to other material considerations including:

1. Housing need and delivery;
2. Design and character (including views from the Greenbelt);
3. Heritage;
4. Residential quality;
5. Neighbouring amenity;

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6. Transport;
7. Flood risk and sustainable drainage;
8. Climate change;
9. Biodiversity;
10. Waste management;
11. Contaminated land; and
12. Air quality.

10.7 The development has been assessed against these relevant material considerations in the following sections.

Housing need and delivery

Need:

10.8 Published London Plan Policy 3.3 sets a 10-year target (2015-2025) for the provision of 423,887 new homes across London (42,389 per year), with a 10-year target for Enfield being 7,976 (798 homes a year). This target is set to increase, with Intend to Publish London Plan Policy H1 setting a 10-year London target (2019/20-2028/29) of 522,870 for London as a whole and 12,460 (or 1,246 per year) for Enfield.

10.9 Enfield Housing's Trajectory Report 2019 shows that during the preceding 7-years, the Borough had delivered a total of 3,710 homes which equates to around 530 homes per annum. Enfield's 2019 Housing Action Plan recognises that the construction of more affordable high-quality homes is a clear priority, with only 51% of approvals over the preceding 3-years actually being implemented.

10.10 The Council's Local Plan Issues & Options (Regulation 18) document (November 2018) acknowledges the sheer scale of the growth challenge for the Council and the Council's Housing and Growth Strategy 2020-2030 aims to deliver the emerging London Plan targets for the borough.

10.11 Consequently, the importance of this site to delivering homes for the Borough to meet this target has increased since the extant planning permission was first granted. This is particularly the case given the impact of this on the Council's five year housing land supply. Where a Local Authority is not delivering at least 85% of its housing need, Paragraph 73 of the NPPF requires the Authority to identify a 20% 'buffer' in their Five Year Housing Land Supply to ensure that their delivery is improved. The Government published its housing delivery test figures for 2019, in February 2020. This notes that the London Borough of Enfield's delivered 77% of the required housing over the past three years. This is based on the 798 dwellings per annum target (and not the 1,246 target in the Intend to Publish London Plan).

10.12 On this basis the borough maintains a five-year housing land supply in respect to the existing requirements. However, under the new targets in the emerging London Plan the five-year housing land supply would not be met unless additional land / housing supply is identified. The NPPF advises at Paragraph 11d that where such a land supply does not exist, planning permission should be granted unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits.

10.13 It is clear therefore that there is a need to optimise the housing on the site to make sure it still makes an appropriate and significant contribution to the Borough's housing delivery. Aside from 'need', the relevant considerations in terms of housing delivery are therefore deemed to be:

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- Density;
- Housing mix; and
- Affordability.

10.14 These matters are addressed below.

Density:

10.15 As noted above, the revised masterplan for the site (encompassing the two proposed schools and the subject planning application) now includes a new secondary school that was not part of the original outline masterplan which only included plans for a 3FE primary school. Therefore, in order to maintain housing delivery on this site it is necessary to reconsider the previous design approach to the site to optimise housing delivery.

10.16 The NPPF (Para.122) states that, in respect of density, consideration should be given to whether a place is well designed and 'the desirability of maintaining an area's prevailing character and setting…or of promoting regeneration and change'.

10.17 Published London Plan Policy 3.4 requires development to 'optimise' housing output taking account of public transport accessibility, local context and character and design principles and for proposals which compromise this policy to be resisted. The site has a 'suburban' character and a forecast PTAL of 1b to 3. For such sites, the current density matrix provides an indicative density of 200-250 habitable rooms per hectare (hr/ha) or 75 to 95 units per hectare (u/ha), for schemes with 2.7-3.0hr/unit – although Policy 3.4 makes clear that the matrix should not be applied mechanistically.

10.18 The Intend to Publish London Plan incorporates a different approach to assessing density which is not based on a density matrix approach. Draft Policy D3 is clear that development must make the best use of land by following a design-led approach that optimises the capacity of sites, with no use of a density matrix as a guide. Policy D3 states that a design-led approach requires consideration of design options to determine the most appropriate form of development that responds at a site's context and capacity for growth, and existing and planned supporting infrastructure capacity (as set out in Policy D2). In doing so it identifies a number of requirements in relation to form and layout, experience and quality and character.

10.19 Core Policies 4 and 30 stress the need for high-quality housing and the need to maintain and improve the quality of the built and open environment. Local Plan Policy DMD 37 calls for a design-led approach to 'capitalising' on opportunities in accordance with urban design objectives relating to character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability and diversity.

10.20 Based on the Illustrative Scheme with its indicative land use and dwelling mix (i.e. 362 units and a total of 653 habitable rooms) across an area of 3.8 hectares, the scheme would have an overall density of 95u/ha and 172hr/ha. Notably, this would generally sit within the range prescribed by the Published London Plan (2016).

10.21 However, given the significant weight that can be attached to Intend to Publish Policies D2 and D3, it is considered that the 'design-led' approach should be used to assess the acceptability of the proposed density. The proposed scheme is sited within a relatively low-scale suburban environment. It is therefore particularly important that physical, social and green infrastructure issues are fully considered. The following issues are assessed in subsequent sections of this report.

10.22 In summary, the assessment in the above section finds the proposed scheme to be acceptable, subject to securing necessary mitigation, and the proposed amount of development is considered to optimise its potential to deliver new housing as part of relatively higher density residential neighbourhood.

Housing mix:

10.23 The published London Plan policy states that new developments should "offer a range of housing choices in terms of the mix of housing sizes and types" (Policy 3.8Ba). The Intend to Publish London Plan H10 is similar, but also refers to the need for local evidence.

10.24 Local Plan Policy DMD3 states that a mix of different sized homes should be provided in line with the targets in Core Policy 5, as follows:

- Market housing – 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45%, 3 bed houses, (5-6 persons), 20% 4+ bed houses (6+ persons); and
- Social rented housing - 20% 1 bed and 2 bed units (1-3 persons), 20% 2 bed units (4 persons) 30% 3 bed units (5-6 persons), 30% 4+ bed units (6+ persons).

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10.25 Core Policy 5 calls for housing that should prioritise family units. Enfield's most recent draft Strategic Housing Market Assessment (SHMA) (2015) which indicates that the market sector in Enfield should deliver a 50% / 50% split between 1 and 2 bedroom accommodation and 3 and 4 bedroom accommodation. to create a more balanced housing stock and address the impact of demographic and household formation change.

10.26 The proposed dwelling mix for the illustrative masterplan is set out in Table 4 below.

Table 4: Proposed housing mix

	DfE Masterplan	Proposed % of overall
1 Bed	146	40%
2 Bed	141	39%
3 Bed	75	21%
4 Bed	0	0%
Total	**362**	**100%**

10.27 It is acknowledged the proposed mix would be weighted towards 1 and 2-bed homes, at 79% of the overall dwellings across the scheme. Noting this is a notional housing mix, whereby the actual dwelling mix would be determined at reserved matters stage, the current mix reflects the applicant's desire to maximise the dwelling numbers when compared to the numbers achieved under the extant planning permission (up to 500 dwellings). This is welcomed as we seek to optomise development and contribute to the overall delivery of homes towards our housing targets.

10.28 Notwithstanding the above, regard does however have to be given to the proportion of 2-bed/ 4-person homes forming part of the indicative scheme. Larger 2-bedroom dwellings such as these perform a role in accommodation younger/ emerging families and the indicative scheme proposes that 122 of the 141 x 2-bed dwellings would be

considered a larger 2-bed product capable of accommodating a smaller family unit. When considered in this way, the development would, in isolation, deliver approximately 55% family-sized homes.

Table 5: Wider housing mix comparison

	Extant Permission	Linden Homes (Parcel A)	Remainder to be delivered under extant permission	DfE Masterplan	Masterplan Total with Linden (Parcel A)
1 Bed	58	6	52	146	152
2 Bed	144	21	123	141	162
3 Bed	190	65	125	75	140
4 Bed	90	46	44	0	46
Total	**482**	**138**	**344**	**362**	**500**

10.29 It can be seen from Table 5 that the first phase of the consented development by Linden Homes has delivered a high proportion of 3 and 4-bedroom houses. Therefore, when viewed together with the Linden Homes development, the masterplan would deliver a split of approximately 60%/ 40% split of 1 and 2-bed dwellings to 3 and 4-bed dwellings.

10.30

10.31 Furthermore, it is noted that residential grain and density of the wider residential neighbourhood suggests a higher proportion of 3+ bedroom dwellings. This would mean that, with the inclusion of the subject development as proposed, the neighbourhood would likely deliver a circa 50%/ 50% split of 1 and 2-bed dwellings and 3 and 4-bed dwellings overall. This would achieve alignment with the split called for in the Strategic Market Housing Assessment (2015) and result in a more mixed and balanced community as a whole, providing a wider choice of accommodation to the local community.

10.32 On balance, it is considered the overall dwelling mix across the wider masterplan area and the wider neighbourhood would be acceptable.

Affordable housing:

10.33 Paragraph 62 of the revised NPPF states that where a need for affordable housing is identified, planning policies should specify the type of affordable housing required. Published London Plan Policy 3.12 states that Boroughs should seek the 'maximum reasonable amount' of affordable housing having regard to affordable housing targets, and the need to encourage rather than restrain residential development.

10.34 Intend to Publish London Plan Policy H5 and the Mayor's Affordable Housing and Viability SPG set a strategic target of 50% affordable housing where public land is to be redeveloped. Intend to Publish London Plan Policy H6 identifies criteria whereby applications can follow the 'fast track route' set out in the Mayor's Affordable Housing and Viability SPG; this means that they are not required to submit a viability assessment or be subject to a late stage viability review.

10.35 Intend to Publish London Plan Policy H7 and the Mayor's SPG sets out a preferred tenure split of at least 30% low cost rent, with London Affordable Rent as the default level of rent, at least 30% intermediate (with London Living Rent and share ownership being the default tenures), and the remaining 40% to be determined in partnership with the Local Planning Authority and the GLA.

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10.36 Local Plan Core Policy 3 sets of a borough-wide affordable housing target of 40% of units on all sites capable of accommodating 10 or more dwellings, aiming for a housing tenure mix ratio of 70% Social Rented and 30% Intermediate provision. Local Plan Policy DMD1 repeats Core Strategy policy objectives. It goes on to make clear that any negotiations will take into account the specific nature of the site; development viability; the need to achieve more mixed and balanced communities; particular priority to secure affordable family homes which meet both local and strategic needs; available funding resources; and evidence on housing need. It also states that mixed tenure residential development proposals must be designed to be 'tenure blind', so that the scheme as a whole is well integrated, cohesive and complementary and that tenure should be spread throughout the development to prevent concentrations or clear distinctions.

10.37 The need for affordable and especially for social housing remains high in the borough, which is evidenced in the draft Enfield Strategic Housing Market Assessment (SHMA) (2015). The Council's 2020-2030 Housing and Growth Strategy clearly notes the Borough's ambition to 'develop more homes that are genuinely affordable to local people, so that more people can live in a home where they spend a more reasonable proportion of their household income on housing costs'. In 2016/17, 30% of housing completions were affordable, whilst in 2017/18 this decreased further to 7% of housing completions being affordable, amounting to 37 units in total being delivered. These figures show that the target 40% affordable housing by unit is not currently being met.

10.38 It is noted that the outline planning permission secured 13% provision of affordable housing, with a tenure split of 80% intermediate housing and 20% social rent, acknowledging the development was cross funding the delivery of social infrastructure in the form of improved hospital facilities. While it was clear that the affordable housing provision did not accord with Policy CP3 of the Core Strategy, the Policy installs provisions to allow the Council to work with developers and other partners to agree an appropriate figure, taking into account site-specific land values, grant availability and viability assessments, market conditions, as well as the relative importance of other planning priorities and obligations. In relation to the application site, due regard was given in particular to the wider social imperative to deliver a modern hospital facility and a school.

10.39 The site circumstances have changed since the granting of the extant planning permission, whereby the hospital has now been delivered and the need for an additional secondary school has been identified. This re-emphasises the linked nature of these applications in terms of how subsequent applications have sought to fund the hospital and now the schools: both key infrastructure requirements

10.40 A viability assessment has been submitted with the scheme and assessed by an independent viability assessor. The assessment demonstrates that the development is unable to deliver requisite levels of affordable housing across the site, which, due to the cross-subsidising basis of the development proposal, would be unlikely to yield a surplus. In other words, the financial return from a development of circa 360 residential units would be grossly insufficient to cover the costs (land acquisition and procurement of the new buildings and associated infrastructure) associated with delivery of two new schools.

10.41 While 0% affordable housing may be justified in these terms, the intended objective of the proposed development is to maintain a similar proportion of affordable housing to that contained within the extant permission, by offering 14%. On this basis it is considered that the scheme would deliver more than the maximum reasonable proportion of affordable housing and is therefore consistent with Policy DMD1

(Affordable Housing). Notwithstanding, following further negotiation in light of the increasing need for affordable housing in Enfield as well as the Mayor's desire for public land to deliver the strategic target of 50% affordable housing, the applicant has confirmed that it is willing to increase the offering to 20% affordable housing. This would be delivered with a tenure split of 80% intermediate housing and 20% social rent in line with the previous agreement.

10.42 While it is acknowledged that the mix is not policy complaint, it is clear that the stated contribution lies at the very limit of viability for the scheme. To ensure the maximum percentage possible is achieved by the scheme, it is recommended the inclusion of a review mechanism, secured by s106, to ensure that any potential increase in affordability can be captured through the development process.

Design and character

10.43 The NPPF (Para. 122) states that in respect of development density, consideration should be given to whether a place is well designed and 'the desirability of maintaining an area's prevailing character and setting…or of promoting regeneration and change'. The National Design Guide identifies 10 key characteristics which work together to create physical character and help to nurture and sustain a sense of community.

10.44 The key relevant adopted and emerging development plan policies are referred to below, in relation to different sub-headings.

Layout, scale and massing:

10.45 Published London Plan Policies 7.1 and 7.4 and Intend to Publish London Plan Policies GG2, D1 and D2 seek to ensure that new developments respond positively to local form, style and appearance to successfully integrate into the local character of an area, with a positive relationship with the natural environment and respect and enhancement of the historic environment and are high quality. Intend to Publish London Plan Policy D3 requires developments to optimise capacity through a design-led approach, by responding to a site's context, capacity for growth and supporting infrastructure capacity.

10.46 Policy CP30 of the Core Strategy requires new development to be of a high-quality design and in keeping with the character of the surrounding area. This is echoed in Policy DMD8 which seeks to ensure that development is high quality, sustainable, has regard for and enhances local character, and can meet the existing and future needs of residents. Local Plan Policy DMD 37 requires high-quality, design-led development and sets out seven urban design principles around character, continuity of enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability and diversity.

10.47 While at outline stage, the applicant has developed an illustrative masterplan for the whole site. Regard must be given to this document particularly where principles relating to the quantum of development are to be established (see paras. 10.15-10.22 above relating to density) and in particular, the ability of the development site to accommodate relevant unit numbers whilst paying due regard to adopted standards. Through the pre-application stage, extensive feedback was provided to the applicant to better inform the illustrative Masterplan and, as can be evidenced from the Design and Access Statement, the Masterplan has evolved significantly from its inception. While two applications have been submitted, one for the schools and one for the residential, it is important to note that the pre-application and public consultation process was on

the basis of the comprehensive redevelopment of the site as a whole, namely, parcels B1, B2, B3, B4 and C, with parcels B2 and B3 containing the schools.

10.48 The surrounding area is predominantly residential, and the townscape can be most reasonably characterised as having a low-scale suburban form. As a result, particular attention was applied the overall height of development and its response and transition to the respect the prevailing character of the surrounding area. The Design Review Panel, in its comments dated 26 March 2020, acknowledged a flatted scheme of the typology proposed was at odds with this prevailing character. However, it is also acknowledged that the development responds well to the more utilitarian requirements of the hospital, which provides a clear 'ceiling' height that dictates the overall scale of surrounding development and informs the relationship to the adjacent Green Belt. The inclusion of the two schools in this scheme would further support this approach as they, by their very nature are of a similar institutional building typology. Moreover, this is a relatively substantial site and capable of establishing its own character and identify and together, t is considered the proposed School and Residential buildings are able to create their own context.

10.49 To this end, the development achieves a possible maximum height of 6 storeys in the masterplan. The maximum height of potential buildings at particular locations across the site is defined by the one of the parameter plans – Development Heights, as shown in Figure 5 below.

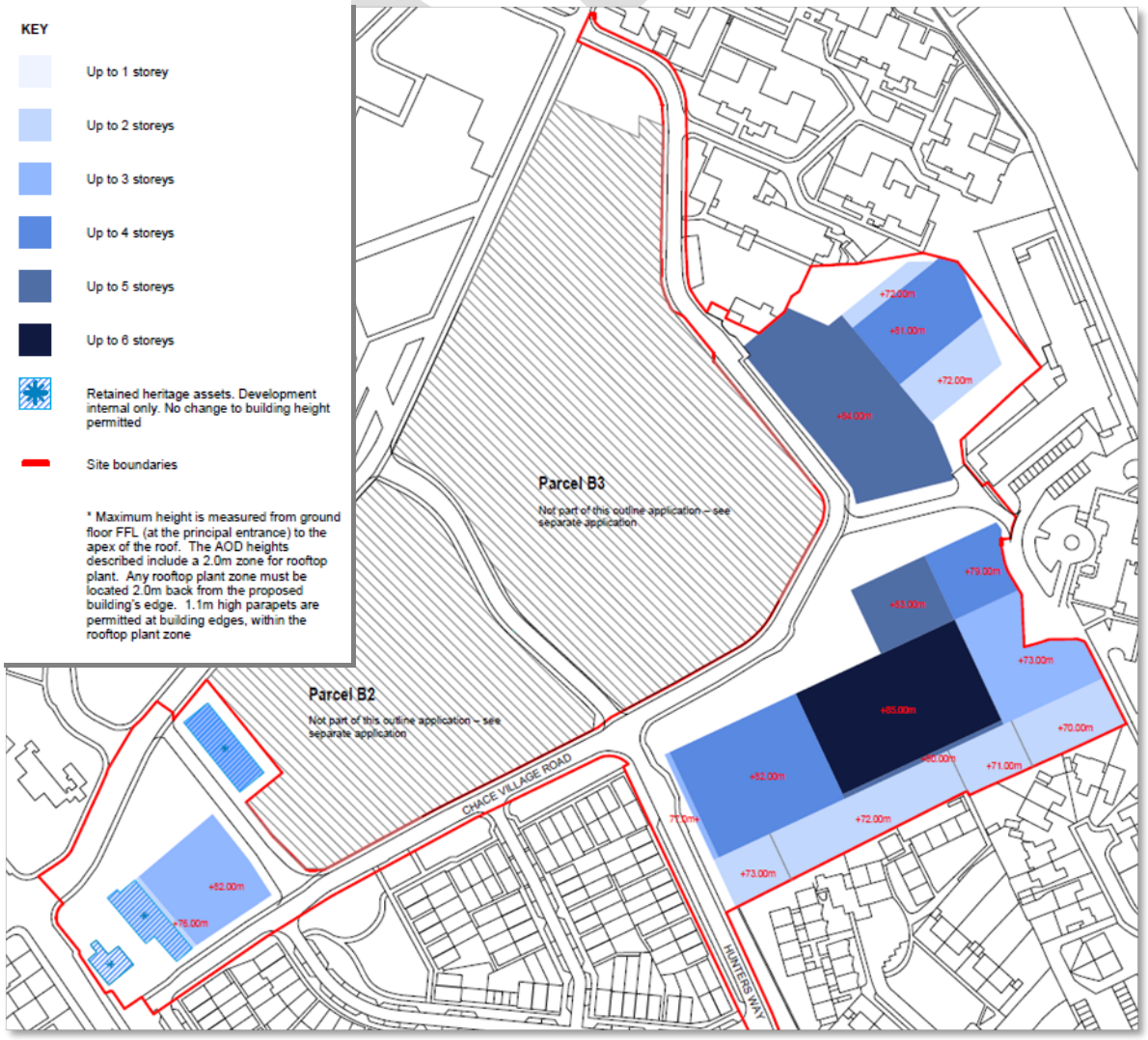

Figure 5. Development heights plan (Source: PTE Architects)

10.50 The bulk, scale and massing of the development, through negotiation achieves critical mass to the centre of the site, and, taking into consideration topology, steps down and away from the centre of the site, the hospital and education buildings to transition at the edges to the established residential interface. These transitions are most easily understood in the sections provided at p.41 of the Design and Access Statement.

10.51 While the parameter envelopes set the maximum dimensions, reserved matters will also be subject to a residential design code, which establishes the design principles and specific measures to ensure a high quality design is delivered. In this regard, the design code addresses form, scale and massing to further ensure that new development is appropriate and retains the right architectural quality. This is achieved by measures requiring:

- Building breaks, modulation and articulation
- Variations in building heights and roof forms
- Established building lines and setbacks
- Active frontages
- Fine grain, human scale facades and balconies

10.52 Therefore, the maximum height of buildings and identified in the parameter plans would only be considered suitable provided they are designed in accordance with the Residential Design Code and this forms a recommended condition.

Officers' view is that the illustrative masterplan successfully mediates the low-density suburban edge and the consolidated bulk of the hospital campus and the new schools. This follows extensive discussion on the number of urban design issues to address areas requiring improvements which led to the submission of an addendum to the Design and Access Statement and changes to the Residential Design Code.

Views from the Greenbelt:

10.53 Development Management Document Policy DMD 83 (development adjacent to the green belt) sets out a number of criteria when assessing development adjacent to the Green Belt. These include:

- the relative visual dominance and intrusiveness of new development,
- a retained distinction between the Green Belt and urban areas, and
- the maintenance of key vistas from the Green Belt into urban areas.

10.54 The original outline planning application for the hospital etc. assessed those proposals from four views during the winter and the summer. The selected wireline viewpoints originally agreed where again taken for the assessment of this scheme.

10.55 The Townscape, Landscape and Visual Impact Assessment ('TLVIA') was submitted in support of the application to assess the effect on the Green Belt's setting. The four views assessed show that the development would either by screened by interposing development and vegetation or seen within the context of an established and discernible urban edge. This includes key vistas from the Green Belt and important access roads like Hadley Road.

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It is acknowledged that the massing appears to replicate the bulk and mass of the hospital, albeit slightly lower in height and from longer views, this was seen to create a consistent mass/wall of development. However, it is noted that the wire frame used in the TLVIA represents the building envelope defined by the parameter plans as a 'worst case' scenario, and does take into account the actual form / articulation of the development when designed in accordance with the Residential Design Code at Reserved Maters stage. Furthermore, a future reserved matters application would need to satisfy Council that the development would comply with the requirements of DMD83 insofar as it would not represent a visually intrusive structure, nor would they undermine the distinction between the Metropolitan Green Belt and adjacent urban areas.

10.56 In terms of scale and form, the wirelines show that the new residential buildings would step down from the hospital and would not represent a visually intrusive structure, nor would they undermine the distinction between the Metropolitan Green Belt and adjacent urban areas.

10.57 Views from the Green Belt will also be enhanced by virtue of the significant number of new trees and vegetation that form part of a comprehensive planting and landscape strategy. This will enhance the character of this site and help to soften the visual impact of the redevelopment.

Public realm, open space, trees and urban greening:

10.58 Published London Plan Policy 5.10 promotes urban greening and multifunctional green infrastructure to help reduce effects of climate change and Policy 7.21 seeks to protect important trees and secure additional planting. Intend to Publish London Plan Policy G5 supports urban greening and introduces the concept of an Urban Greening Factor and Policy G7 requires existing trees of value to be retained, and any removal to be compensated by adequate replacement.

10.59 Local Plan Policy DMD 37 requires all new major residential development to be accompanied by proposals to improve open space provision (with justifying text referring to a borough-wide standard of 2.37 hectares per 1,000 population for park provision). Local plan Policy DMD Policy 80 requires all development that involves the loss of or harm to trees covered by Tree Preservation Orders or trees of significant amenity or biodiversity value, to be refused unless there are exceptional circumstances that can be justified.

10.60 Sited on the edge of Enfield adjacent to greenbelt land, the Chase Farm development has the opportunity to create a meaningful green infrastructure connection between two large areas of woodland and open space. This link is formed by creating open space along Chase Village Road, retaining the existing TPO Trees, and planting trees along the boundary of One Degree Academy and Wren Academy. Forming this link and allowing pedestrians and wildlife to use it creates an important connected landscape surrounding the development, encouraging active travel methods and creating a key habitat corridor. Figure 6 below illustrates the proposed 'green link' across the site.

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Figure 6. Proposed 'green link' (source: PTE Architects)

10.61 The protection and retention of the existing trees across the scheme are vital in achieving these links and the masterplan of the residential units and the schools have been designed around this. To ensure that the consistent character of green link is carried through the site, attention must be paid to the design of pedestrian routes, vegetation, landscape and the treatment of the public realm generally through all parcels B1, B4 and C.

10.62 The Addendum to the Design and Access Statement includes indicative sections demonstrating the space provided for the trees by setting back the buildings from the street and opening the link creating a continuous green corridor from east to west and connecting spaces and habitat. Typical street sections are also provided to ensure this link is brought forward in future reserved matters stages. This can be secured by way of a condition. It is also noted that the Residential Design code is informed by the key character areas identified in the Design and Access Statement and aims to provide any future developer with a prescriptive for the landscape elements to achieve an integrated masterplan approach.

10.63 Having regard to open space, the existing site consists of fragmented, small and low quality open green spaces. The building footprints contributed to a complex and unnavigable public realm prioritising the car over pedestrians and cyclists. The proposed development rationalises this and it is considered would create more

cohesive and responsive building arrangements and linked public realm and greenspace. This will enhance the legibility of the landscape, allow the creation of distinct character areas, and positively address pedestrians and cyclists to promote sustainable methods of travel.

10.64 The landscape and public realm across the residential areas of the Chase Farm masterplan can be broadly categorised into four key areas: open public greenspace, semi-private communal gardens, residential streets and threshold links. Open public green space will allow for the provision of a small park or a linear park (along Chase Village Road) for everyone to use and will likely form a key public space in the heart of the development. Benefiting from the existing trees, these parks will have instant character and appeal and create an inviting space with good passive supervision from nearby homes and the school building.

10.65 The residential streets prioritise pedestrian movements, using clear routes, high quality materials and focal points to allow space for residents to access their homes safely. Tree planting will be used to soften the streetscape whilst providing shade and benefits to air quality. Communal courtyards will be faced on all sides by homes creating visible gardens where children can play safely and with neighbourly supervision. These gardens will also be quiet havens, blocking noise from the surrounding area and encouraging all residents to use them; further promoting socially sustainable communities. The threshold links will be transition points between more public spaces to more private spaces. Typically, these will not be lingering points but will still use high quality planting, materials, and signage to enhance the pedestrian experience.

10.66 There are currently no areas of play provision, even for the existing residents. Providing a variety of play areas within the development will address this issue and create spaces for a range of ages to play. In line with GLA Guidance the applicant has indicatively shown in the Addendum to the Design and Access Statement areas where the provision of play equipment suited to various ages can be located.

10.67 The applicant has considered the play space in more detail and identified additional areas which are suitable for doorstep/ informal play and which of those spaces would be publicly accessible or private to the particular dwellings on each parcel. Officers consider the proposals are able to accommodate a significant number of play spaces that can provide a range of themes for informal play for different age groups. The reserved matters stage would develop these areas in more detail for each phase.

10.68 Based on the dwelling mix and proposed tenure split (as per the viability assessment) the GLA Child Play Space calculator indicates in the region of 380sqm of play space should be included, using the 5sqm standard or 760sqm using the 10sqm standard. The areas identified are significantly in excess of this. It is also understood that the schools will be making their facilities open to the public which is being secured by a Community Use Agreement under that planning application.

Materials and treatments:

10.69 While this Design and Access Statement does not prescribe materials or colours, guidance is provided for these elements through illustrations in order to create the basis for future detailed design. The chosen materials and tones should respond to site context and exiting local palette, whilst being sensitive to the design principles of the development. Further the Residential Design Code requires that all new development should use a limited palette of materials that respond to their immediate context, whilst referencing the wider setting.

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10.70 It is considered the materials palette is positive, along with approach to detailing (Pg. 37 and 38) as shown in the Residential Design Code. This is appropriate for application at the reserved matters stage to establish the detail of this across the future development.

Secured by Design:

10.71 Local Plan DMD Policy 37 require all developments to demonstrate and apply the principles and practices of the Secured by Design Scheme. The Metropolitan Police's Designing Out Crime Officer (DOCO) has reviewed the scheme and provided that a suite of further detail is required to ensure the safety of residents, visitors and other users of the space.

10.72 At the request of the DOCO, it is recommended that a planning condition ensures that subsequent phases at reserved matters stage achieve compliance with the relevant Secured by Design Guide (or suitable alternative). Secured by Design issues would be addressed in Design and Access Statements that support RMAs for the subsequent phases of development.

Fire safety:

10.73 Intend to Publish London Plan Policy D12 requires development proposals to achieve the highest standards of fire safety, embedding these at the earliest possible stage: "In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety..." Policy D5 requires proposals to ensure safe and dignified emergency evacuation for all building users.

The application is supported by a Fire Strategy, as required by emerging London Plan Policy D12. The Council's Building Control Officer has reviewed the strategy and provides it generally satisfactory although a condition is recommended to demonstrate how the emergency power supply for life safety systems is to be provided (is it from 2 separate substations, a generator or a PUS (uninterrupted power supply)) .

<u>Heritage</u>

Non-designated heritage assets:

10.74 The NPPF advises the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. The NPPF further advises, in weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset.

10.75 The NPPF provides that, in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

10.76 The site comprises the original Chase Farm Hospital building (now closed) which was originally built by the Edmonton Union Board of Guardians as a workhouse/ orphanage in the 1880s. Four locally listed buildings exist on the site, including the Clock Tower Building, Chase Farm Receiving Ward, The Lodge and Chase Farm Probationary Ward. All of the former workhouse buildings have been identified as being of significant local importance through their inclusion on the Local Heritage List. The former morgue and the clock tower buildings have been identified as landmark buildings of historic and architectural interest, whilst the postgraduate medical centre is noted for its architectural quality and historic interest.

10.77 As outlined in the Proposal section of this report, the Clock Tower, Morgue, and the Postgraduate Education Centre are to be retained as part of the future development. The Clock Tower would be converted into apartments and the Morgue into a single-family dwelling, while the Postgraduate Education Centre would be retained and extended to form part of a residential development arranged as a quadrangle. The extended buildings arranged around the quadrangle would be up to three storeys in height.

10.78 Whilst local listing affords no additional planning controls, the fact that a building or site is on the Local List means that its conservation as a heritage asset is an objective of the NPPF and a material consideration when determining the outcome of a planning application. A Heritage Technical Note was submitted by the applicant offering justification for the proposal.

10.79 The efforts to retain the majority of the existing locally listed buildings under the current outline scheme including the Clocktower, the Post-graduate building and the Morgue are welcomed and it is noted that their long term use will be secured through their conversion to residential use. Further details of any proposed alterations/ extensions are still required and can be determined at reserve matters stage. Although broadly content with the proposed scale and massing of the surrounding development (up to 6 storeys), further views showing the proposed development in the context of the locally listed buildings would be helpful in understanding how it will relate to their setting. This can be secured by way of a relevant planning condition.

Clay Hill Conservation Area:

10.80 The submitted TLVIA document shows that the development will also be partially visible from Strayfield Road Cemetery, Clay Hill Conservation Area. Key views are afforded from Strayfield Road Cemetery looking towards the impressive landmark of Rendlesham viaduct, built between 1902 and 1910 as part of the Great Northern Railway loop line to Stevenage. The proposed development will be partially visible above the treeline from the Conservation Area, to the left of the identified key view.

10.81 Based on the submitted information, no harm is identified to the setting of Clay Hill Conservation Area. The Conservation Officer is not of the opinion that visibility automatically equates to harm. An existing urban fringe of development is already visible in this location, including the new hospital building and historic railway viaduct. Direct views of the development will also be mostly screened by virtue of the separating distance and existing evergreen planting. However, it is recommended that rendered views are provided for the Strayfield Road Cemetery view, showing the proposed materials, detailing and fenestration. In addition to standard detail drawings, details should also be submitted of the proposed roof including any rooftop plant equipment, at a scale of 1:20 drawings or larger with 1:5 sections, to ensure that there is no increase in bulk above and beyond that which is shown on the outline plans. Samples of all external materials should be submitted and approved in writing by the LPA prior to the commencement of works. The materials should be carefully chosen so

as to both take cues from the existing locally listed buildings whilst not causing the development to appear unduly prominent in the skyline in long distance views from the Conservation Area.

Residential quality

10.82 The NPPF (Para. 12) identifies good design as a key aspect of sustainable development, stating that 'the creation of high-quality buildings and places is fundamental to what the planning and development process should achieve'.

Accommodation standards:

10.83 London Plan Policy 3.5 and Intend to Publish London Plan Policy D6 sets out detailed housing design requirements in relation to floorspace, storage space, layout, floor to ceiling heights, orientation and aspect, overheating, daylight and sunlight and outdoor amenity space. The Mayor's Housing SPG (2016) provides guidance on implementing these policies. Local Plan Core Policies 4 and 5 call for high-quality new housing, Local Plan Policy DMD 8 includes general standards for new residential development and Policy DMD 9 sets out standards in relation to amenity space. The most up-to-date housing quality standards are set out in Intend to Publish London Plan Policy D6.

10.84 As an outline planning application, internal layouts for the residential buildings are not for approval. However, the Residential Masterplan GIA plan includes a schedule which outlines the gross internal areas for each indicative block across the development site. The different assumed levels of housing included in the illustrative masterplan (i.e. 30,711sqm gross internal area and 362 homes) are based on minimum dwelling GIA as denoted in Table 1 of the Technical Housing Standards – Nationally Described Space Standard (March 2015).

10.85 A minimum of 75% dual aspect dwellings across a single scheme are normally sought and where that is not achievable, single aspect dwellings are one-bedroom only and not north-facing. The illustrative masterplan demonstrates the development is capable of achieving all of these requirements with the exception of minimum percentage of dual aspect dwelling, where only 70% of dwellings are shown to be dual aspect. However, it is considered that this shortfall is acceptable at this stage given the additional provisions included in the Residential Design Code that dictate additional activation of facades and fenestration to provide a window on an alternative face of any single-aspect dwelling which would lead to an expected increase when the more detailed reserved matters applications are assessed..

10.86 London Plan Policy 3.8 and Intend to Publish London Plan D7 Requires at least 10% of dwellings meet Building Regulation requirement M4(3) 'wheelchair user dwellings', and ii) all other dwellings meet Building Regulation requirement M4(2) 'accessible and adaptable dwellings.' Local Plan DMD Policy 8 has similar policy objectives.

10.87 The development is expected to provide at least 10% of homes to be 'wheelchair user' (M4(3) and all others to be 'accessible and adaptable (M4(2) and it is recommended that this is secured by planning condition.

Child playspace and recreation space:

10.88 Published London Plan Policy 3.6 seeks to ensure that development proposals include suitable provision for play and recreation noting the provision of play space should integrate with the public realm without compromising the amenity needs/enjoyment of

other residents and encourage children to play. Intend to Publish London Plan Policy S4 continues this policy approach.

10.89 Local Plan Policy DMD 73 requires developments with an estimated child occupancy of 10 or more children will be required to incorporate on-site play provision to meet the needs arising from the development.

10.90 The Mayor's 'Shaping Neighbourhoods: Play and Informal Recreation' SPG (2012) sets a benchmark of 10 sqm of useable children's playspace to be provided per child, with particular emphasis on playspace for children under five years old to be provided on-site.

10.91 Estimates of child yield and amount of required playspace in the scheme would be determined at the Reserved Matters Stage, when the specific dwelling mix and tenure on a particular plot is known. However, the illustrative scheme demonstrates the ability to accommodate a series of dedicated spaces within residential courtyards and the Design and Access Statement and Residential Design Code establishes mandatory and advisory codes for the amount and type of playspace.

Daylight, sunlight and overshadowing:

10.92 The submitted Daylight & Sunlight Assessment outlines the results of the analysis for the planning application, assessing the likely performance of the proposed residential elements. The methodology is in accordance with BRE's "Site Layout Planning for Daylight and Sunlight, A Guide to Good Practice". The daylight and sunlight potential assessments included in this report are based on the indicative massing provided by the architects for the residential blocks submitted in outline. This is considered to represent a more realistic view of the likely daylight and sunlight performance, than the Parameter Envelope.

10.93 In respect to daylight, the analysis results indicated that 74.3% of the assessed areas of the facade satisfy the recommendations set out by the BRE, which is accepted as good practice by Planning Authorities. Furthermore, the levels of Vertical Sky Component observed in most of the facades are likely to allow for good daylight levels to be achieved indoors. In order to ensure the internal layouts makes the most of the available daylight potential a few strategies have been set out in the report. Overall, the proposed residential development as a whole is anticipated to achieve good levels of daylighting and is therefore is likely to provide good quality accommodation to the future occupants in terms of daylight. Again, this would be finalised at the reserved matters stage

10.94 Having regard to sunlight, the assessment was carried out for all facades of the proposed indicative massing. Overall, the southern facades receive good levels of sunlight throughout the year (APSH) as well as in the winter period (WPSH). It can therefore be concluded that the proposed design offers optimum sunlight potential.

<u>Relationship to neighbouring properties – residential amenity</u>

10.95 London Plan Policy 7.6 makes clear that development should not cause unacceptable harm in relation to privacy. Intend to Publish London Plan D6 calls for high-quality housing and sets out a number of standards – including ensuring that site layout, orientation and design of homes and common spaces provides privacy for residents. The Mayor's Housing SPG (2016) Standard 28 is reinforces the need for privacy but cautions against adhering rigidly to minimum distance requirements.

10.96 Local Plan Policy DMD8 requires new development to preserve amenity, including privacy and overlooking. Policy DMD10 sets out minimum separation distances between buildings, unless it can be demonstrated that the proposed development would not result in housing with inadequate daylight/sunlight or privacy.

10.97 The context of the site is such that the only likely impact of the development to neighbouring properties would be limited to the residential units lying to the south of Parcel C (namely to Albuhera Close and Shooters Road) and Spring Court Road adjacent to the proposed extended multi-storey car park to the north-west. Letters of objection have been received from residents surrounding the site and notably from the most affected roads. Whilst objections have bene received from residents on The Ridgeway and Lavender Hill, it is considered that the degree of separation afforded by these classified roads is such that the development will not have an adverse impact upon residential amenity through a loss of light, privacy, outlook or indeed a sense of overbearing, notably where it is clear that the illustrative masterplan has concentrated the bulk and massing of the site to its centre allowing low rise single family dwellings to the periphery.

10.98 In terms of the relationship to Albuhera Close and Shooters Road, the indicative layout shows dwellings on the common boundary, between one and two storeys in height; with a 14m building separation to apartment blocks with a height of up to six storeys in height. This is illustrated in Figure 7 below. It its noted that the intended form of the apartment blocks would not be continuous along the length of the mews due to provisions in the Residential Design Code that dictate building breaks, variations in architectural form and, most notably, a 2m setback of the top level of these buildings

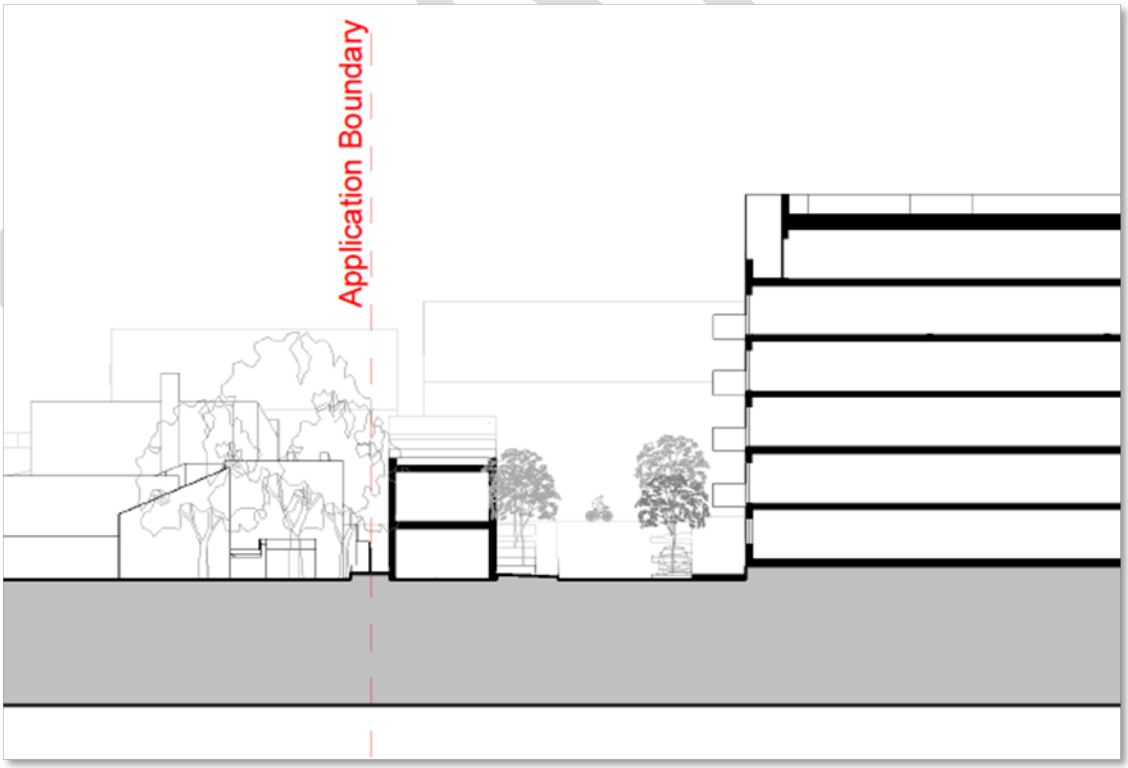

Figure 7. Site Section B-B (source: PTE Architects).

Outlook:

10.99 From observations, the adjoining dwellings to the south are a mix of typology, height, separation distance and orientation – refer to Figure 8 below.

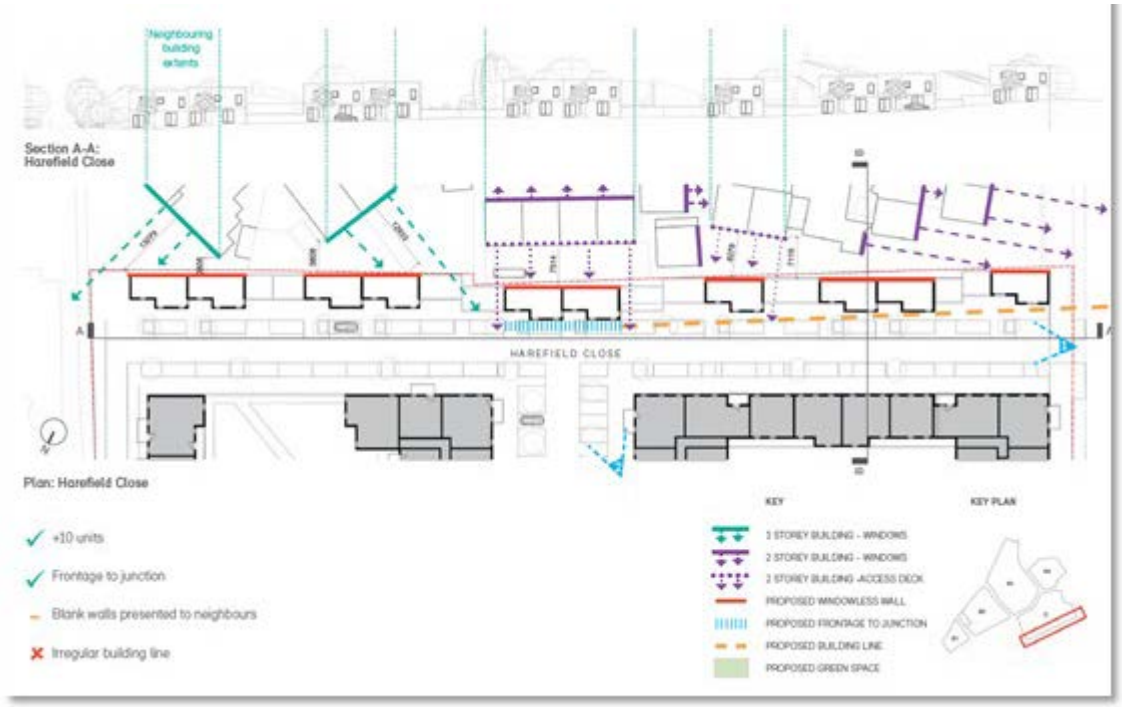

Figure 8. Adjoining outlook (source: PTE Architects)

10.100 Based on this assessment it appears that most windows facing and in close proximity to the proposed development would be off the access walkways to galley apartments. While the outlook from the windows would currently be uninterrupted views north, these outlooks would not likely constitute the primary vantages for these properties, given such windows typically serve secondary habitable rooms such as kitchen, and where the southern aspect of these properties would offer much improved access to light.

10.101 It is therefore considered that it would be unlikely for the proposed development to have a material effect on northern outlooks current enjoyed by adjoining properties. However, this opinion is based on probable outcomes and any application at reserved matters stage would need to demonstrate that reasonable outlook is maintained from the rear of all adjoining properties based on proximity, orientation and the rooms that windows serve. Without adequate information to substantiate this, dwellings adjoining the property boundary would need to be limited to a single storey where outlook is impeded. This will also serve to achieve better natural light to the rear gardens of affected properties and minimise any sense of enclosure.

Daylight, sunlight and overshadowing:

10.102 As per the above, given the height and proximity of proposed buildings to adjoining dwellings to the south of Parcel C, it is important that appropriate access to daylight and sunlight is maintained to these properties.

10.103 A Daylight and Sunlight Assessment has been prepared on a site-wide basis and accompanies the application. This report has run two scenarios. Firstly, the report assesses the full scope of the submitted parameter plans, which provide a notional developable area. The second assessment considers the indicative scheme.

10.104 From observing the architectural configuration of the Albuhera Close Court, it is likely that the vast majority of the main habitable spaces (living areas) are primarily facing the courtyard/gardens located to the south and away from the proposed development to the north. This assumption is reinforced given the presence of access decks on the northern orientation.

10.105 Therefore, the proposed development is anticipated to have a minor to moderate impact on the daylight levels received by neighbouring properties. The vast majority of the windows and rooms seeing a reduction in the levels of daylight and sunlight will still retain levels of light commensurate with those experienced in urban areas (20% VSC) and therefore, these effects are considered acceptable.

10.106 The results provide comfort that a reserved matters application can come forward within the parameters set to provide a scheme which could be in accordance with Development Plan Policy DMD 8 (General Standards for New Residential Development). Given the outline nature of the application and the changes in daylight levels resulting from detailed architectural designs, the proposal is considered acceptable at this stage.

Noise and disturbance:

10.107 The NPPF (Para.180) makes clear that development should be appropriate for its location and that it should 'mitigate and reduce to a minimum, potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life'.

10.108 Published Plan Policy 7.15 seeks to separate noise generating uses from housing or ensure that there is appropriate mitigation, where this is not possible, and minimise noise from development. Intend to Publish London Plan introduces the concept of 'Agent of Change' and Policy D14 sets out requirements to reduce, manage and mitigate noise to improve health and quality of life.

10.109 Local Plan Core Policy 32 seeks to minimise noise pollution. Local Plan Policy DMD 68 makes clear that development must be sensitively designed, managed and operated to reduce exposure to noise, highlighting building design, layout, positioning of building services, landscaping, sound insulation and hours of use.

10.110 Having regard to the current proposal, the introduction of additional residents to the area will undoubtedly result in some additional noise and general disturbance, due to additional comings and goings, as well as private and public amenity areas across the scheme. However, it is expected that the proposals are unlikely to have an unacceptably detrimental impact on residential development particularly having regard to the separation to the neighbouring residential occupiers (existing and proposed) and the expectation of a certain base level of noise emitted from a typical residential area.

10.111 The Council's Environmental Health Officer has considered the proposed development and has not raised any objections. Conditions in relation to contamination, emissions standards, submission of an acoustic report and impact piling have been recommended should outline planning permission be granted.

Overlooking and privacy:

10.112 London Plan Policy 7.6 makes clear that development should not cause unacceptable harm in relation to privacy. Intend to Publish London Plan D6 calls for high-quality housing and sets out a number of standards – including ensuring that site layout,

orientation and design of homes and common spaces provides privacy for residents. The Mayor's Housing SPG (2016) Standard 28 is reinforces the need for privacy, providing that planning guidance for privacy has been concerned with achieving visual separation between dwellings by setting a minimum distance of 18-21m between facing homes (between habitable room and habitable room as opposed to between balconies or terraces or between habitable rooms and balconies/terraces). These can still be useful yardsticks for visual privacy but cautions against adhering rigidly to minimum distance requirements.

10.113 Local Plan Policy DMD8 requires new development to preserve amenity, including privacy and overlooking. Policy DMD10 sets out minimum separation distances between buildings, unless it can be demonstrated that the proposed development would not result in housing with inadequate daylight/sunlight or privacy.

10.114 The proposed siting, layout and detailed design of Blocks C will result in views to the south over the rear of adjoining residential properties to the south. However, the illustrative scheme demonstrates that an acceptable relationship between these Plots exists with a separation distance of 25-30m between new balconies and the rear windows of existing dwellings, well outside the Mayor's Housing SPG guidance. Therefore, the future development will ensure the ongoing privacy of neighbouring occupants.

Transportation

10.115 London Plan Policy 6.1 seeks to support development that generates high levels of trips at locations with high levels of public transport accessibility. This policy also supports measures that encourage shifts to more sustainable modes and promotes walking by ensuring an improved urban realm. Polices 6.9 and 6.10 address cycling and walking, while Policy 6.13 sets car parking standards.

10.116 Intend to Publish London Plan Policy T1 sets a strategic target of 80% of all trips in London to be by foot, cycle or public transport by 2041 and requires all development to make the most effective use of land. Policy T5 encourages cycling and sets out cycle parking standards and Policies T6 and T6.1 to T6.5 set out car parking standards.

10.117 Other key relevant published London Plan policies include:

- Policy 6.3 – which sets out an approach to assessing effects on capacity by transport assessments and calls for Construction Logistics Plans and Delivery and Servicing Plans and Travel Plans;
- Policy 6.7 – which seeks to ensure improvements to bus travel and other surface level public transport;
- Policy 6.11 – which requires smoothing out traffic flow and tackling congestion; and
- Policy 6.12 – which supports the need for limited improvements to the road network.

10.118 Other key relevant Intend to Publish London Plan policies include:

- Policy T2 – which sets out a 'healthy streets' approach to new development and requires proposals to demonstrate how it will deliver improvements that support the 10 Healthy Street Indicators;
- Policy T3 – which requires new development to safeguard sufficient and suitable located land for public and active transport;
- Policy D13 – which requires promoters of housing close to noise generating uses (including transport facilities) to be deigned in accordance with Agent of Change principles

- Policy T4 – which calls for development to reflect and integrate with current and planned transport access, capacity and connectivity and, where appropriate, mitigate impacts through direct provision or financial contributions; and
- Policy T7 – which makes clear that development should facilitate safe, clean and efficient deliveries and servicing and requires Construction Logistics Plans and Delivery and servicing Plans.

10.119 Local Plan Core Policies 24, 25 and 26 aim to both address the existing deficiencies in transport in the Borough and to ensure that planned growth is supported by adequate transport infrastructure that promotes sustainable transport choices. Local Plan DMD 45 makes clear that the Council aims to minimise car parking and to promote sustainable transport options.

10.120 It should be noted that there is an existing outline planning permission on this site which has been partially implemented which includes hospital, school and residential provision. The proposal is for delivery of the remaining 362 homes permitted under the existing planning application but must also have regard to the proposed primary and secondary schools also being proposed on adjacent sites.

Access and circulation:

10.121 The proposed main vehicular access points build on the existing permission with routing from the main hospital access on The Ridgeway through the wider site and also from Hunters Way. The main difference is that the proposed access onto Shooters Road will not be progressed. This potentially has an impact on traffic flows across the wider site so junction capacity on the adjacent public highway network has been assessed – see 'highway network', below.

10.122 The TA notes that the existing S38 agreement will need to be updated to reflect any changes to the configuration of the internal highway network. The Council's view remains that only roads providing a strategic function and linking to the public highway network will be considered for adoption.

10.123 The indicative plot diagrams showing only cycling and waking routes are welcome, the internal layouts of each housing plot are designed to promote low speed traffic environments which are designed with a 'human-led' approach as opposed to a vehicle-dominated environment. As the residential application is in outline only, with all matters reserved (except for access), further details can be provided as part of reserved matters applications to demonstrate the detailed servicing arrangement.

10.124 Pedestrian and cycling access into the site are covered as part of the Active Travel Zone assessment (see below) so are not considered here.

Delivery and servicing:

10.125 It is noted that all servicing and delivery activity will be accommodated within the site boundary and will not require the use of adjacent roads. This approach is consistent with current policies and the original Chase Farm Hospital permission.

10.126 Within the TA it is set out that the proposed residential dwellings are expected to generate a demand for 0.08 deliveries per dwelling (according with the principal set out in the original outline application) which equates to approximately 30 servicing vehicles per day. The assessment undertaken by TRICS demonstrates that the site could be expected to generate only 1-3 more servicing vehicles per day than were considered in the TA. It is therefore considered that the assessment undertaken within the TA is appropriate and sufficient.

Public transport accessibility and Active Travel Zones:

10.127 The site is PTAL 2 and 3, with the frequent bus services for the hospital having a beneficial impact on public transport accessibility to the site.

10.128 The three bus routes that serve the Chase Farm site (W8, W9 and 313) connect to a multitude of other buses a short distance away, largely focussed around Enfield Town Centre. These other bus services (e.g. 307/121/377/191) provide additional links to the north east and west of the Borough.

10.129 The TA also outlines the possible catchment for active modes (walking and cycling) which extends into surrounding areas. This indicates that a significant number of locations can be reached within generally accepted travel distances. However, the site is not directly served by a recognised cycle route so, given the increase in related trips, there should be some consideration of how these links can be improved and contribution would be expected given that the Council is prioritising active travel.

10.130 There is a Healthy Streets Active Travel Zone assessment identified five active travel routes:

1 The Ridgeway – Generally meets the Healthy Streets indicators. Issue with vegetation maintenance. Opportunities include more benches, reduced vehicle flows, more local businesses, improved active travel wayfinding, cycle lanes.
2 Lavender Hill - Generally meets the Healthy Streets indicators. Issue with location of tree on footway. Opportunities include more benches, reduced vehicle flows, more local businesses, improved active travel wayfinding, cycle lanes.
3 Holtwhites Hill - Generally meets the Healthy Streets indicators. Issue with footways needing maintenance. Opportunities include more benches, reduced vehicle flows, improved active travel wayfinding, cycle lanes.
4 Drapers Road - Generally meets the Healthy Streets indicators. Opportunities include more benches and trees, continuous footways, improved footways.
5 Shooters Hill - Opportunities include more benches and trees, reduced vehicle flows, continuous footways, improved footways.

10.131 The section concludes that these areas should be further considered with improvements potentially supported by a financial contribution which is welcome:

- Maintenance of vegetation along walking routes to ensure sufficient width is available to pedestrians.
- Reinstatement of the footway in places where it has been subject to damage.
- Provision of dropped kerbs where lack of provision exists.

10.132 In line with the previous residential development on the wider site, the applicant should also deliver measures to support active and sustainable travel:

- Car club membership and credit per unit.
- London cycling campaign membership per bedroom.
- Promotional materials.

10.133 These requirements will be reflected in the S106 Heads of Terms.

Trip generation:

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10.134 The forecast residential trip generation has been calculated using the industry standard TRICS trip rates with mode split attributed using Census data on travel to work patterns.

10.135 The secondary school trip generation has been calculated using the same approach as for the temporary school provision on the site, with an adjustment to reflect reduced staff parking being available on the proposed school site. There are also adjustments for factors such as pupil absence and after school clubs with assumptions based on experience from other sites. The primary school trip generation is based on the Chase Farm Hospital outline application with an adjustment to reflect staff travel patterns, then adjustments are made for factors such as pupil absence and after school clubs. For both there is then direct distribution of trips by mode.

10.136 For vehicle trips this means 480 in total (in and out) AM peak trips, while for bus services there will be 436 trips in during the AM peak. Trips on foot are the highest with 782 into the wider site during the AM peak hour.

10.137 The TA states that all of these impacts can be reasonably accommodated on existing transport networks and services. Taking into account the cumulative impact these trips will have when added to those forecast as part of the original outline planning permission, the analysis shows the additional demand created by a further 7 person bus trips would not affect the conclusions of the Transport Assessment. The above cumulative assessment demonstrates that no additional bus services would be required to serve the development.

Highway network:

10.138 Junction capacity assessments using industry standards models have been undertaken with data from 2014 which, in terms of vehicle volumes, is broadly comparable to counts undertaken in 2019. Of the six junctions assessed, whilst more capacity is utilised (notably Hunters Way / Lavender Hill) they all continue to operate within maximum capacity.

10.139 There is a query about this model output: Site 1 - The Hadley Road and The Ridgeway Southbound RFCs and Queue lengths seem to vary significantly between do nothing and do minimum. This is despite the flows being broadly similar.

10.140 The traffic impact analysis undertaken is underpinned by robust, worst-case assumptions in any regard. Nevertheless, consideration has been given to the spare capacity available at each junction. To contextualise the volume of traffic at each of the six junctions assessed, the volume of traffic as surveyed across each junction is summarised Table 6.1 of the Transport Assessment.

10.141 Across each junction, spare capacity exists in the arm which has the highest RFC. The arm with the least spare available capacity is ‘The Ridgeway Northbound’ on Junction 3 where 4% spare capacity exists. However, across the remaining junctions as much as 14%-95% spare capacity exists which represents a notable level of spare capacity available before the junctions reach their mathematical capacity. It is therefore considered that there is available spare capacity across the local highway network.

Parking:

10.142 Cycle parking, including space for larger cycles, is to be provided in line with the Intend to Publish London Plan. This is acceptable although it is noted that this will be part of detailed applications which are yet to be submitted.

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10.143 The proposed level of car parking at 0.35 spaces per unit is acceptable in terms of the maximum figures set out in the Intend to Public London Plan. Whilst Parcel A delivered an average of approximately 1 space per unit, this has not been evenly provided across the development. The Linden Homes site is principally formed of large family sized dwellings, formed of traditional houses with the largest properties (semi-detached family houses) served by as many as 2 cars. By contrast, the proposed dwellings are principally formed of flatted dwellings. The proposed quantum of 0.35 spaces per dwelling is approximately double the quantum which was considered acceptable to serve the flatted dwellings at the Linden Homes Site.

10.144 The level of parking proposed wholly accords with the principals of the Intend to Publish London Plan and, owing to the accessible location of the site, car-light development is proposed. The Applicant welcomes a discussion with LBE to confirm the appropriate financial contribution it is felt necessary to deliver current and future Controlled Parking Zones. Residents of the proposed dwellings will be restricted from current and future parking permits.

10.145 It is considered the level of parking proposed is entirely appropriate and adequate as it seeks to take advantage of the good access to public transport locally and is supported by planning policy. To complement and control the potential impacts of car parking, the implementation of expanded CPZ restrictions and provision of car club facilities will provide effective mitigation.

Travel Plan:

10.146 The provision of a Framework Travel Plan is noted and a condition to provide a detailed Travel Plan which is supported by financial contributions and underpinned by TRICS compliant surveys is agreed

Mitigations:

10.147 The TA notes that various transport improvements were secured as part of the original Chase Farm Hospital application. However, given the overall increase in the intensity of use proposed for these parcels it could be appropriate to seek further contributions to mitigate the cumulative impacts of the intensification of use:

- Active travel zone improvements as highlighted previously.
- Active and sustainable travel supporting measures as highlighted previously.
- Bus network enhancements to improve connectivity and possibly capacity.
- Cycling and walking enhancements.
- Parking controls.
- Travel plan monitoring.

Conclusion:

10.148 Based on the above, the development is considered acceptable at this outline stage, subject to relevant planning conditions and obligations under a s106 agreement.

<u>Flood risk and sustainable drainage</u>

Flood risk:

10.149 The Flood and Water Management Act 2010 (FWMA) was introduced to address the increasing risk of flooding and water scarcity, which are predicted to increase with climate change. The act sets out requirements for the management of risks in

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connection with flooding and coastal erosion. Whilst the Environment Agency is responsible for developing a new national flood and coastal risk management strategy Lead Local Flood Authorities (LLFA), such as the Council will have overall responsibility for development of a Local Flood Risk Management Strategy for their area and for co-ordinating relevant bodies to manage local flood risks.

10.150 London Plan Policy 5.12 requires development to meet assessment and management requirements of the NPPF and (where necessary) pass the Sequential and Exceptions tests. Intend to Publish London Plan Policy SI 12 includes similar policy objectives.

10.151 The applicant has submitted a Flood Risk Assessment to identify and evaluate the existing level of flood risk to the site.

10.152 The site lies entirely within fluvial Flood Zone 1, although there are some small areas within the site, particularly towards the south-east, that have been identified as having a medium to high risk of surface water flooding. A more significant area of surface water flood risk has been identified on Shooters Road south-east of the site, which has been considered, as this is highlighted within local policy documents. In particular, the area is identified as a Critical Drainage Area, and the local SWMP specifically mentions the opportunity to reduce flood risk to the wider area should the hospital site be re-developed.

10.153 Local policy dictates that the peak rates of surface water runoff from the redeveloped site would be expected to be reduced to greenfield runoff rates. This report has described that a continuation of the existing discharge to the public sewer system in Shooters Road is proposed, but at a reduced rate.

10.154 The greenfield runoff rate for the site was determined to be 25.7 l/s for the whole 5.84-hectare site, or 4.4 l/s/ha. A volume of attenuation of around 1,750m3 will be required on the site to appropriately manage runoff from storm events up to the 1 in 100-year events, including a 40% allowance for climate change.

10.155 It is currently proposed that the required attenuation volume will be provided in a single below ground attenuation tank, at the south-east corner of the site, just upstream of the discharge point to the public sewer system. However, during further design development further consideration will be required to establish the optimum number, location, and type of attenuation facilities. A condition is recommended.

10.156 The Flood Risk Assessment has concluded that the flood risk to the existing site generally low, and that the redevelopment of the site offers the potential to further reduce existing levels of surface water flood risk both to the site and the surrounding area. It is therefore concluded that the proposed development is appropriate.

Sustainable drainage systems (SuDS):

10.157 London Plan Policy 5.13 requires use of SuDS unless there are practical reasons for not doing so, achieve greenfield run-off rates and follow the Mayor's drainage hierarchy. Intend to Publish London Plan Policy SI 13 includes similar policy objectives and includes an updated drainage hierarchy. The Mayor of London Housing SPG (Standard 39) and Sustainable Design and Construction SPG are also relevant.

10.158 Local Plan Core Strategy Policy 28 makes clear that SuDS will be required in all development, irrespective of the flood risk at individual sites. Local Plan Policy DMD 61 requires development proposals to demonstrate how they propose to manage surface water as close to its source as possible and follow the Mayor of London's drainage hierarchy. The policy also calls on SuDS to maximise the opportunity for improved

water quality, biodiversity, local amenity and recreation value. The Council has prepared a Suds Design and Evaluation Guide (2018).

10.159 Suitability: The London Plan Infiltration has been deemed inviable across all parcels within the Chase Farm development, as noted in the drainage strategy report, due to unsuitable ground conditions for soakaways. However above ground attenuation in the form of rain-gardens and dry swales have been explored and specified where appropriate. Whilst the outline planning scheme does not propose green roofs, source control SuDS will be utilised at ground level.

10.160 Impermeable liners have only been employed where imperative. It is noted that a depth of freeboard has been allowed above this GWL to ensure fluctuations throughout the year do not inundate the drainage network, undermining the available storage volumes and discharging groundwater to the public sewers. It is noted that this is a building regulations requirement and therefore unable to be revised.

10.161 Quantity: Discharge rates have been amended to the equivalent greenfield runoff rates as requested and the associated storage capacities have been revised accordingly. The increase in storage requirements listed below, will be accommodated within SuDS features, such as swales, rain gardens and permeable paving areas, that are already presented within the drainage layouts. The Surface Water drainage layouts incorporating the this have been submitted and agreed to by the SuDS Officer.

10.162 Quality: All RWP's from the roofs will follow the principle of discharging onto a planter, as demonstrated on the revised drainage layouts. All hard-standing areas will be designed to directly runoff, onto a filter drain, permeable paving, raingarden etc. and percolate/migrate through to the below ground network. Where there can be no direct runoff, catchment areas will be connected to a dry swale, detention basin etc. which will allow flows to go solely through the stone sub-base (filter medium), without the employment of an under-drain/pipe.

10.163 Given the outline status of this scheme, further information and illustrations on how the above will integrate, can be provided within the detailed drainage layouts that will be submitted at the reserved matters stage. It is considered that this requirement can be suitably managed by way of a planning condition.

Climate change

10.164 The NPPF (Para. 153) requires new developments to comply with local requirements for decentralised energy supply and minimise energy consumption by taking account of landform, layout, building orientation, massing and landscaping.

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

10.166 Intend to Publish London Plan Policy SI2 adds Be Seen to the Mayor's energy hierarchy. It sets a target for all development to achieve net zero carbon, by reducing CO2 emissions by a minimum of 35% on-site, of which at least 10% should be achieved through energy efficiency measures for residential development (or 15% for commercial development) and calls on boroughs to establish an offset fund (with justifying text referring to a £95/tonne cost of carbon). Intend to Publish London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a

communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top).

10.167 Local Plan Policy DMD Policy 51 calls for energy efficient buildings as the first step in applying the energy hierarchy, DPD Policy 52 requires connection to a decentralised energy network where possible, DMD Policy 53 requires the use of zero carbon green technologies and DMD Policy 54 requires financial contributions to off-set carbon where specific targets are not met. The Council published the Enfield Climate Action Plan in July 2020.

Carbon emission reductions and offsetting:

10.168 An Outline Energy Strategy has been submitted which demonstrates significant CO2 emissions saving can be made through three stages of energy analysis. The first stage, applied to the whole development, utilised passive energy efficiency measures such as improving building's fabric efficiency and employing higher efficiency equipment for building services, achieving a 39% CO2 emissions saving through demand reduction.

10.169 The second stage considered a connection to a heating network local to the proposed development. Analysis of the proposals for a community CHP network from within the nearby hospital was not feasible due to uplifts in both capital and running costs as well as not being the best energy efficiency measure in terms of site-wide heat generation network. A site or building-wide Air Source Heat Pump central system would be applicable and is proposed to provide an ambient loop system, serving water source heat pumps within each individual dwelling. This would offer more benefits in terms of energy efficiency, by increasing the systems CoP, as well as reducing refrigerant volumes of the air source heat pump system, thereby minimising requirements for leak detection and risks associated with a leak.

10.170 The final stage considered the incorporation of renewable energy to further improve CO2 emissions savings possible for the development. The appraisal demonstrated a benefit installation of an array of roof mounted solar photovoltaic (PV) panels. At this stage, 1,308sqm of PV panels are proposed throughout the site to provide a further CO2 emission saving of 11% against SAP10 carbon emission factors.

10.171 The total CO2 savings for the development is 50% with the carbon neutral shortfall to be addressed via Carbon Offset Contributions Payments.

Sustainability:

10.172 The applicants' Sustainability Statement sets out how the proposed development would address relevant policy objectives. The residential units with elements connecting to the existing Clock Tower and Post Graduate Centre are targeting the achievement of BREEAM Domestic Refurbishment 'Excellent', potentially aiming for 'Outstanding', with feasibility to be determined at Detailed Application Stage. As provided above, the overall residential development is expected to reduce on-site regulated carbon emissions by 50% with SAP 2010 emission factors.

Circular economy:

10.173 Following comments in the Mayor of London's Stage 1 Report, the applicants' Energy Assessment and Sustainability Statement has been supplemented by a draft Circular Economy Statement. The draft Statement sets out the measures to be implemented where feasible to conserve resources, eliminate waste and manage waste sustainably.

The report should be reviewed throughout all project stages, alongside the following corresponding reports to be developed at Reserved Matters Application stages and the subsequent detailed design stages:

- Material Efficiency Report
- Functional Adaptability Study
- Climate Change Adaptation Strategy
- Material Durability Report
- Material Efficiency Report
- Sustainable Procurement Plan
- Site Waste Management Plan

10.174 The GLA provide that the following condition should be applied to ensure appropriate energy and sustainability measure are applies at detailed application stage:

> "Prior to the commencement of each phase of development, the applicant shall submit a full energy assessment for the relevant phase, following the principle set out in the approved energy strategy prepared by Couch Perry Wilkes. The assessment shall include full details of the carbon savings to be made at each stage of the London Plan Energy Hierarchy, as set out in the 'London Plan Intend to Publish Version 2019'. The applicant shall not start work on the relevant phase until the strategy for the relevant phase has been approved. The development shall be carried in accordance with the approved energy strategy for each phase."

<u>Biodiversity</u>

10.175 The NPPF (Para. 170) requires planning decisions to protect and enhance sites of biodiversity value, providing net gains for biodiversity and establishing resilient ecological networks.

10.176 London Plan Policy 7.19 makes clear that whenever possible development should make a positive contribution to the protection, enhancement, creation and management of biodiversity. Intend to Publish London Plan Policy GG2, G6 and G14 require development to protect and enhance designated nature conservation sites and local spaces, secure net biodiversity gains where possible and incorporate urban greening.

10.177 Core Policy 36 requires development to protect, enhance, restore or add to existing biodiversity including green spaces and corridors. DMD Policy 78 makes clear that development that has a direct or indirect negative impact upon important ecological assets will only be permitted where the harm cannot reasonably be avoided, and it has been demonstrated that appropriate mitigation can address the harm caused.

Trees and urban greening:

10.178 Public realm, open space, trees and urban greening are addressed under the 'design and character section above whereby meaningful green infrastructure connection between two large areas of woodland and open space is proposed.

10.179 Tree planting will be imperative to the function and success of the design. Utilising just the existing mature trees, the spaces created will have character and permanence. Proposed street trees and parkland tree planting will create pleasant spaces, create shade on hot days, and provide opportunity for edible landscapes within the communal courtyards. They will also contribute to the local ecology and link with the existing

adjacent woodland belt adjacent to the east, providing habitats for birds and other local wildlife. Colour and bark texture can be used to provide contrast and delight throughout the season further improving the aesthetic of the area. The associated design code goes into further detail on tree size and species selection for the different areas

It is noted in that section the site contains several TPOs and it will be important to ensure proposed works are carried out sensitively to them. A condition will therefore be imposed on any reserved matters application to secure the necessary plans showing root protection zones and construction methodology.

Ecology:

10.180 The applicant has submitted an ecological appraisal of the proposed development based on surveys undertaken across the development site. The report concludes that further surveys and mitigation measures are necessary and these should be secured by way of condition covering mitigation for reptile, wildlife and bat habitat.

Waste management

10.181 The NPPF refers to the importance of waste management and resource efficiency as an environmental objective. London Plan Policies 5.17 and 5.18 and Intend to Publish London Plan Policy SI7 encourages waste minimisation and waste prevention through the reuse of materials and using fewer resources. Intend to Publish London Plan Policy SI7 also requires referable schemes to promote circular economy outcomes and aim to achieve net zero-waste.

10.182 Local Plan Core Policy 22 encourages the inclusion of re-used and recycled materials and encourage on-site re-use and recycling of construction, demolition and excavation waste while Local Plan Policy DMD 57 sets out detailed criteria and standards. The Council has also prepared Waste and Recycling Storage Planning Guidance.

10.183 The applicant provided a Refuse Strategy in the Design and Access Statement. The majority of the refuse stores were within 10 metres or less of a vehicle access location. One store is shown at 10.5m but this is not considered significant in terms of collection and also ensures works avoid a grouping of existing mature TPO trees and their associated RPAs.

Contaminated land

10.184 London Plan Policy 5.21 and Intend to Publish London Plan Policy D11 require appropriate measures to ensure that development on previously contaminated land does not activate or spread contamination. Local Plan Core Strategy Policies 32 and DMD 66 include similar objectives.

10.185 Chapter 12 of the ES provides an assessment on the impact of potentially contaminated soil and groundwater on the redevelopment of the site as well as the effects on ground conditions as a result of the proposed scheme and risks to (future) buildings and structures. Whilst it is reported that ground-based contamination from various sources is likely to be present, it identifies a number mitigation measures to ensure that this would be managed. It is recommended that these are secured by planning condition.

10.186 The contamination reports submitted with the application have been reviewed by the Environmental Health Officer who find states that remediation is required and recommends relevant planning conditions to remediate the site prior to development.

Air quality / noise

10.187 The NPPF (Para. 103) recognises that development proposals which promote sustainable means of travel can have a direct positive benefit on air quality and public health by reducing congestion and emissions.

10.188 London Plan Policies 3.2, 5.3 and 7.14 and Intend to Publish London Plan Policy SI1state that development should (a) not lead to further deterioration of existing poor air quality; (b) not create new areas that exceed limits or delay the date at which compliance will be achieved; (c) not create unacceptable risk of high levels of exposure to poor air quality and (d) be at least air quality neutral. The Mayor of London's Control of Dust and Emissions during Construction and Demolition SPG (2014) sets out relevant guidance

10.189 Local Plan Core Policy 32 seeks to improve air quality by reducing pollutant emissions and public exposure to pollution while Local Plan Policy DMD 65 requires development to have no adverse impact on air quality and states an ambition that improvements should be sought, where possible.

10.190 The Acoustic Report for the site has been reviewed by the Environmental Health Officer who finds the report shows that there will be mechanical plant for the residential properties and, as at this stage the mechanical plant specification is unknown, a suitable planning condition should be applied to ensure the Council's noise requirements will be met. It is further noted that impact piling would severely impact on local residents and for this reason a further condition is required by the Environmental Health Officer. The whole of London is a low emission zone for non-road mobile machinery and an appropriate condition is also called for to address this.

10.191 Environmental Health does not object to the application for planning permission as there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality or noise.

11. S106 Heads of Terms

11.1 The NPPF requires that planning obligations must be:

(a) Necessary to make the development acceptable in planning terms;
(b) Directly related to the development; and,
(c) Fairly and reasonably related in scale and kind to the development.

11.2 Regulation 122 of the CIL Regulations 2010 brought the above policy tests into law, requiring that planning obligations can only constitute a reason for granting planning permission where they meet such tests. Section 106 obligations should be used where the identified pressure from a proposed development cannot be dealt with by planning conditions and the infrastructure requirement relates specifically to that particular development and is not covered by CIL.

11.3 The Council's Planning Obligations SPD (November 2016) provides guidance on, amongst other things, the range and nature of planning obligations that the Council will seek, including details of the formulas used for calculation. The Council's Infrastructure

Funding Statement (2019/2020) sets out planned expenditure over the current reporting period (2020/21).

11.4 These are the Heads of Terms are proposed:

1. Affordable housing
2. Viability Review Mechanisms
2. Open space/public realm/play/sport
3. Transport - On-site Car Club
4. Transport - Travel Plan and Travel Plan Monitoring
5. Public transport improvements
6. Pedestrian and cycle improvements
7. Car parking controls
8. Electric Vehicle Charging – Rapid Charger
9. Energy
10. Carbon Offsetting financial contribution
11. Health Care
12. Employment & Training
13. Design Quality

12. Community Infrastructure Levy (CIL)

12.1 Given the proposal involves the creation of nine new dwellings, the development would be CIL liable. the As of April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development.

12.2 Since April 2019 the Mayor of London has been charging CIL in Enfield at the rate of £60 per sqm. The site is identified within the Intermediate CIL zone, which attracts a charge of £60 per sqm. Combined, the development is liable for a charge of £100 per sqm (£60 + £60).

13. Conclusion

13.1 The proposed scheme has followed extensive pre-application consultation and further refinement since the application was submitted. The application seeks outline permission for residential development comprising a series of plots that would come forward in sub-phases. Development here would be controlled by the proposed

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Parameter Plans, Residential Design Code and recommended conditions, with detailed designs to be determined at reserved matters stage.

13.2 While submitted separately, the subject application is viewed as part of a wider masterplan including two new schools and follows an extant permission that allows for the development of one school and up to 500 dwellings across the wider site.

13.3 The site is currently occupied by redundant hospital buildings. The phased comprehensive redevelopment of the site for residential purposes is acceptable in principle. There is an established housing need across the borough and an adopted and emerging policy framework that encourages the optimisation of sites, particular those which are urban brownfield locations. Given the outline nature of the application, the exact number of homes is uncertain at this stage. However, based on the illustrative masterplan, it would be likely to deliver between 350 and 375 new homes. at a dwelling mix that responds to the existing neighbourhood makeup.

13.4 There is also a pressing need for affordable housing. It is noted that the grant outline permission, 13% affordable housing (by habitable room) with a tenure split of 80:20 intermediate housing: social housing was accepted. This offer was justified by the wider social imperative to deliver a modern hospital facility. This proposed scheme would similarly facilitate public benefit in the form of two new schools by cross subsidising the cost of their delivery. It must be noted that the viability appraisal undertaken supports no affordable housing in this context. However, the applicant acknowledges the policy requirement and has agreed to 20% affordable housing in recognition of the need in Enfield and the desirability of using publicly owned land for affordable housing. To ensure the maximum percentage possible is achieved by the scheme, it is recommended that a review mechanism is included and secured by s106, to ensure that any potential increase in affordability can be captured through the development process.

13.5 This report carefully and comprehensively assesses the proposed scheme against adopted and emerging planning policy and guidance and takes account of all other relevant material considerations. These include the representations made by local people, in particular in relation to the proposed scale and density and their impact on character and amenity.

13.6 The proposed massing strategy responds to the larger institutional hospital and proposed school buildings and, combined with these elements, sets a new urban character for the area. The Parameter Plans, Residential Design Code addresses form, scale and massing to ensure that new scale provides an appropriate transition to the lower-scale suburban form in the surrounds.

13.7 The wireline views illustrating the maximum Parameter Plans show the development would be visible from vantages within the Green Belt. Whilst some concerns were raised about the potential ‘wall of development’ that might be created, it is concluded that the development would be less prominent than the existing hospital and, when brought forward at reserved matters stage would not represent a visually intrusive structure.

13.8 The development would also create a good ‘internal’ environment, optimising the amount of proposed open space, including active/playful streets and public realm and providing a meaningful green infrastructure connection between two large areas of metropolitan open land. Hard and soft landscaping and street trees would be of a high-quality, helping to create what should be a much greener, inclusive, safe, secure and attractive new place.

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13.9 The site contains several non-designated heritage assets. The proposal intends to retain the Clock Tower, Morgue, and the Postgraduate Education Centre as part of the future residential development, which is welcomed by Council. As with the extant approval, several locally listed buildings will be removed as part of the proposal. The substantial public benefit (in the form of two new schools) could not be achieved without the redevelopment of the site, and these would outweigh the harm cause by the loss of these locally listed buildings.

13.10 Overall, while the proposed scheme is not fully compliant with all policies, it is considered to represent an appropriate development response to the opportunities presented by this site and the comprehensive objectives of supporting and delivering a primary and secondary school on the site. On balance, the proposal is therefore considered to be consistent with the 'development plan' as a whole, and as such it benefits from the statutory presumption in favour of the development plan as set out in section 38(6) of the Planning and Compulsory Purchase Act 2004. This policy support for the proposal is further reinforced by its compliance with important other material planning considerations, such as the Intend to Publish London Plan (which is close to adoption and has significant weight) and the NPPF.

13.11 Taking account of the above, the proposal is recommended for approval, subject to the recommended conditions and s106 planning obligations.

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For setting out and specification of structure refer to Structural Engineer's documents.

N

10 0 10 20 50 m
Metres 1:1000

KEY

- Up to 1 storey
- Up to 2 storeys
- Up to 3 storeys
- Up to 4 storeys
- Up to 5 storeys
- Up to 6 storeys
- Retained heritage assets. Development internal only. No change to building height permitted
- Site boundaries

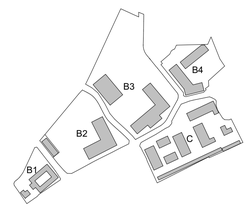
* Maximum height is measured from ground floor FFL (at the principal entrance) to the apex of the roof. The AOD heights described include a 2.0m zone for rooftop plant. Any rooftop plant zone must be located 2.0m back from the proposed building's edge. 1.1m high parapets are permitted at building edges, within the rooftop plant zone

Parcel B3
Not part of this outline application – see separate application

Parcel B2
Not part of this outline application – see separate application

+72.00m
+81.00m
+72.00m
+84.00m
+79.00m
+83.00m
+73.00m
+85.00m
+70.00m
+82.00m
+80.00m
+71.00m
+72.00m
+73.00m
+82.00m
+76.00m

HADLEY ROAD
CHACE VILLAGE ROAD
RIDGE CREST
THE RIDGEWAY
HUNTERS WAY
SHOOTERS ROAD
LAVENDER HILL



1 Development Heights
Scale: 1 : 1000

rev	date	description	drawn	audited
P1	18.06.2020	OUTLINE PLANNING SUBMISSION	JC	PW

drawing status: PLANNING

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project	job number	drawn	scale	date created
Chase Farm Masterplan	18-070	JC	As indicated@A1	May 20'

drawing title	drawing number	revision	suitability
Building Heights Parameter Plan	**CHF-PTE-ZZ-XX-DR-A-10002**	**P1**	

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10 0 10 20 50 m
Metres 1:1000

N

KEY

- Residential Parcel
- School Parcel
- Retained Heritage Assets
- Road Zone

Parcel B4
0.73 ha
Residential (C3)

Parcel B3
Not part of this outline application – see separate application

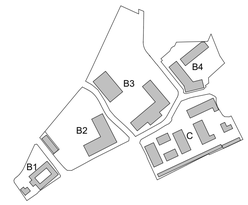
Parcel B2
Not part of this outline application – see separate application

Parcel C
1.48 ha
Residential (C3)

Parcel B1
0.51 ha
Residential (C3)

Parcel A
Residential (C3):
138 Homes (In Construction)

HADLEY ROAD
CHACE VILLAGE ROAD
HUNTERS WAY
SHOOTERS ROAD
RIDGE CREST
THE RIDGEWAY
LAVENDER HILL



1 Site Wide Masterplan
Scale: 1 : 1000

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drawing title: **Development Parcels Parameter Plan**
drawing number: **CHF-PTE-ZZ-XX-DR-A-10001**
revision: **P1**
suitability:

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10 0 10 20 50 m
Metres 1:1000

N

KEY

- Development Zones B1/B4/C
- Retained Heritage Assets
- Allocated Green Space
- Flexible Build-Line permitting setback or projection from development zone (Max 2.5m)
- Flexible Build-Line permitting setback only (Max 2.5m)
- Flexible Build-Line permitting setback or projection from development zone (Max 3.5m)
- Flexible Build-Line permitting setback only (Max 3.5m)
- Retained TPO trees

Parcel B3

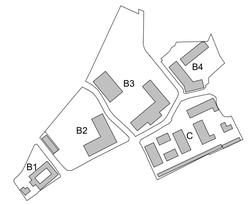
Not part of this outline application – see separate application

Parcel B2

Not part of this outline application – see separate application

21.0m Min
21.0m Min
10.0m Min
21.0m Min
21.0m Min
10.0m Min
18.0m Min

HADLEY ROAD
CHACE VILLAGE ROAD
RIDGE CREST
THE RIDGEWAY
HUNTERS WAY
SHOOTERS ROAD
LAVENDER HILL



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Chase Farm Masterplan	18-070	JC	As indicated@A1	May 20'

drawing title	drawing number	revision	suitability
Development Zones and Limits of Deviation Parameter Plan	**CHF-PTE-ZZ-XX-DR-A-10003**	**P1**	

1 Development Plots & Limits of Deviation
Scale: 1 : 1000

1 Ground Floor Masterplan
Scale: 1 : 1000

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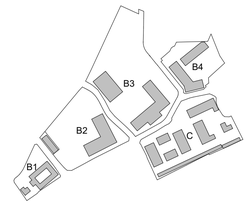
10 0 10 20 50 m
Metres 1:1000

N

Unit type

- 1B2P
- 1B2P WCH
- 2B3P WCH
- 2B4P
- 2B4P WCH
- 3B5P
- Bins / bikes
- Core



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Chase Farm Masterplan	18-070	JC	1 : 1000@A1	May 20'

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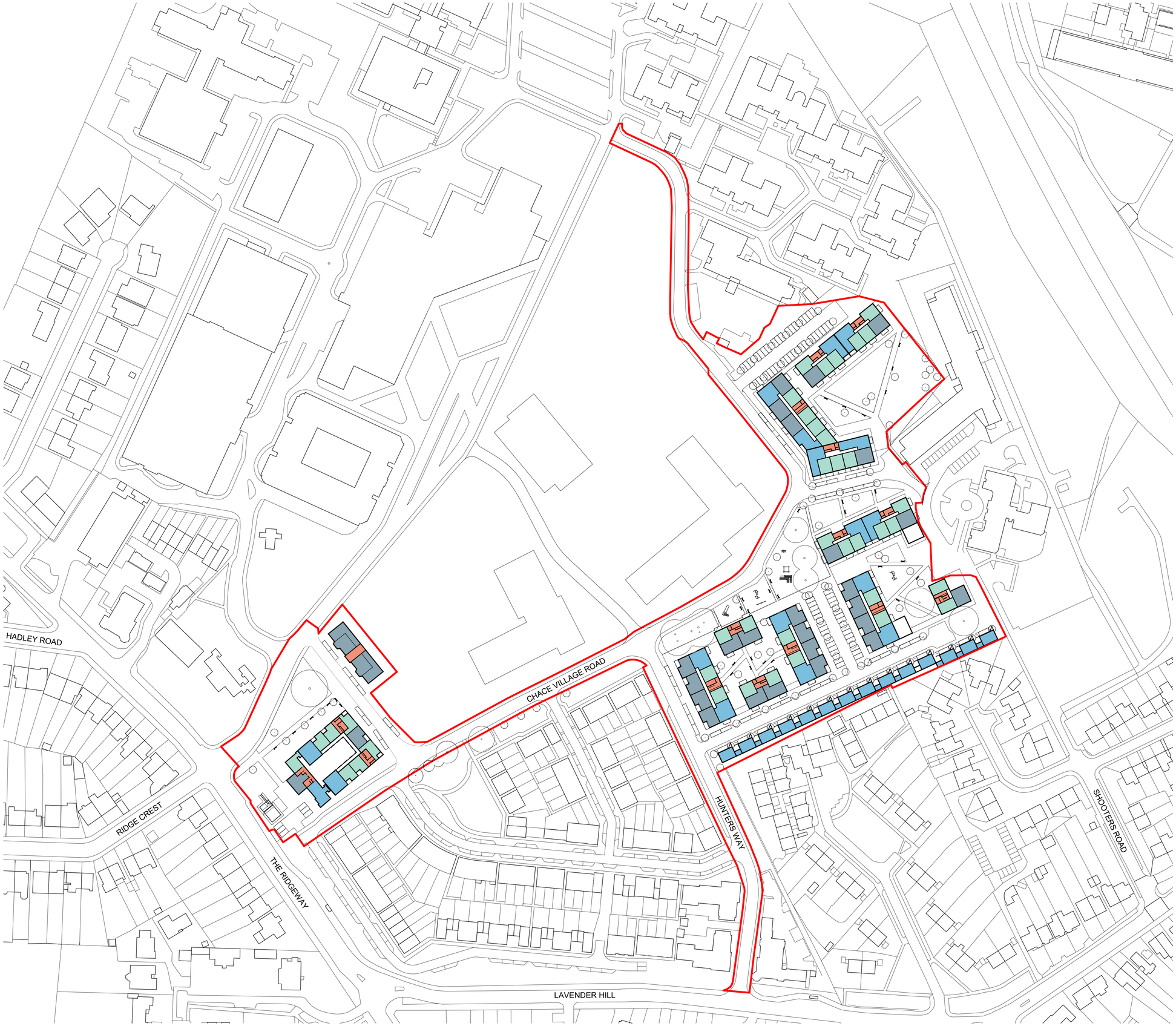
Indicative Masterplan Ground Floor Plan	**CHF-PTE-ZZ-00-DR-A-10000**	**P1**	



1 Typical Floor Masterplan
Scale: 1 : 1000

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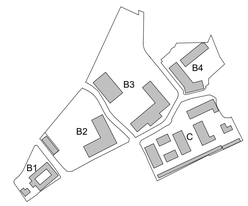
10 0 10 20 50 m
Metres 1:1000

N

Unit type

- 1B2P
- 2B4P
- 3B5P
- Core



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Chase Farm Masterplan	18-070	JC	1 : 1000@A1	May 20'

drawing title	drawing number	revision	suitability
Indicative Masterplan Typical Floor Plan	**CHF-PTE-ZZ-02-DR-A-10000**	**P1**	

1 Indicative Masterplan
Scale: 1 : 1000

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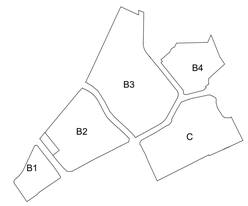
10 0 10 20 50 m
Metres 1:1000

N



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Indicative Masterplan	**CHF-PTE-ZZ-XX-DR-A-10006**	**P1**	

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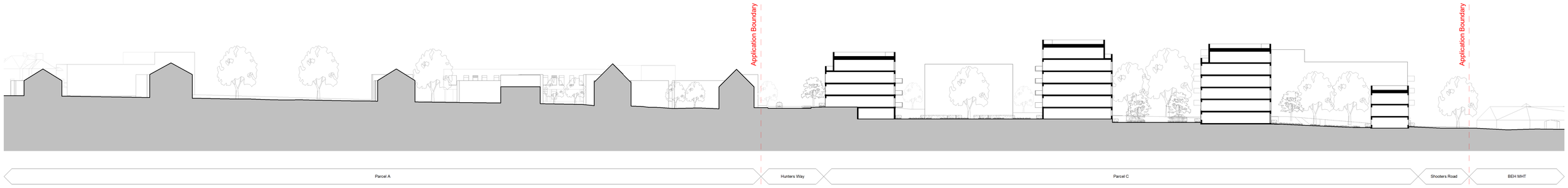
5 0 5 10 25 m
Metres 1:500



1 Site Section A-A
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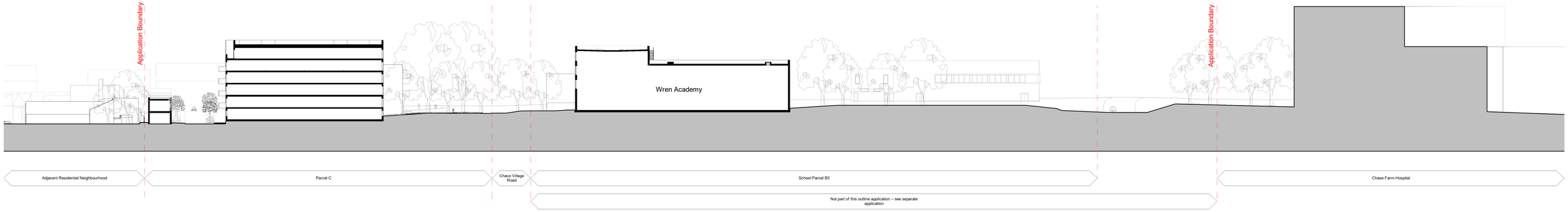
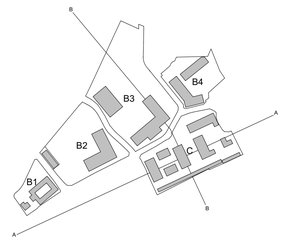


2 Site Section B-B
Scale: 1 : 500



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Chase Farm Masterplan	18-070	JC	1 : 500@A1	May 20'

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Indicative Site Sections Sheet 1	**CHF-PTE-ZZ-ZZ-DR-A-10200**	**P1**	

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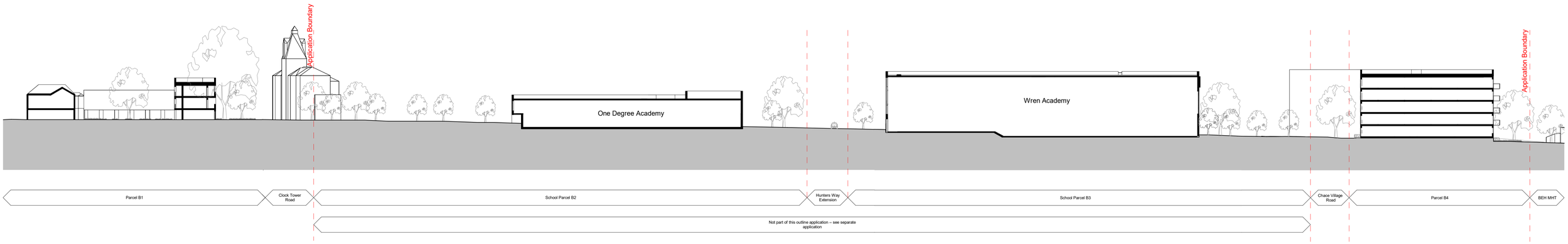
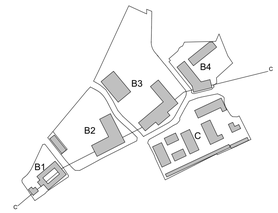
5 0 5 10 25 m
Metres 1:500



1 Site Section C-C
Scale: 1 : 500



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Chase Farm Masterplan	18-070	JC	1 : 500@A1	May 20'

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Indicative Site Sections Sheet 2	**CHF-PTE-ZZ-ZZ-DR-A-10201**	**P1**	

Chase Farm
Residential Masterplan
Design Codes
June 2020

Pollard Thomas Edwards

Project Partners

Client
Department for Education (DfE)
LocatED

Residential Architects
Pollard Thomas Edwards (PTE)

Education Architects
Jestico + Whiles

Landscape Architects
Ares Landscape Architects

Planning Consultant
Montagu Evans

Technical Advisors to DfE
Arcadis

Highways Consultants
Caneparo Associates

Community Consultation
Concilio Communications
Stonyrock

Air Quality
XCO2

Daylight and Sunlight
XCO2

Sustainability
XCO2

Energy
CPW

Revisions

Rev	Date	Notes
P1	18.06.20	Outline Planning Application

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1.0 Introduction

1.1 Project Vision

1.2 Document Context and Objectives

Introduction

1.1 Project Vision

The Chase Farm masterplan looks to create a vibrant new neighbourhood combining education, community and health facilities with new homes in a high quality and sustainable place to learn, teach and live.

This will be delivered through high quality homes and new public landscaped spaces, the refurbishment of existing heritage buildings, two outstanding new schools and facilities for the existing and new community, all delivered with a robust environmental focus.

The schools will act as a community hub at the heart of the development, offering varied opportunities for public use including hiring of sports facilities and internal spaces for adult learning and clubs.

1.2 Document Context and Objectives

This Design Code is submitted as part of an application for outline planning permission for the redevelopment of the Chase Farm Hospital site in the London Borough of Enfield.

This Design Code has been prepared to establish the design principles to ensure a high quality, enduring environment for the housing and associated public realm. The purpose of the Design Code is to create a framework for the development of a new residential community at Chase Farm, which will serve and support the existing communities and new development on the neighbouring hospital and school sites.

The Outline Planning Application will help to ensure that the proposed residential development:

- Creates a vibrant mixed-use community comprised of the hospital, new schools and new homes;
- Establishes new routes and enhances existing routes that will improve connectivity, accessibility and legibility of the area;
- Establishes new public spaces;
- Provide a legible framework for any future development in the immediate area.

The architectural approach to the site and the indicative masterplan have been carefully developed to meet Enfield's vision for Chase Farm as an identifiable, sought-after place to live.

The planning authority will use this Design Code to review and evaluate future proposals. Applicants are advised to work closely with LB Enfield to establish a shared vision and continued dialogue throughout the design and planning process.

2.0 Site and Context

2.1 Site Location
2.2 Existing Site
2.3 Surrounding Context

2.1 Site Location

The site is located in the London Borough of Enfield within the Highlands Ward. It is located to the north-western edge of the developed area of Enfield in a predominantly residential setting.

The wider residential area includes a range of suburban properties, including flats, terraced, semi-detached and detached houses of varying ages and quality.

The immediate surrounding area to the north-west is dominated by the Chase Farm Hospital site which is undergoing significant change. The new Chase Farm Hospital building incorporates the existing hospital buildings and functions into a new building fit for 21 century healthcare. The hospital site is bounded to the west by The Ridgeway.

To the east of the site is the railway line running north out of Gordon Hill station, which is situated in an area of green belt. The site is approximately 800-900m walk to Gordon Hill Station (National Rail).

To the immediate south of the site is an area of residential development containing a mix of retirement accommodation (Housing 21) and semi-detached properties around Albuhera Close and Shooters Road. This area is bounded to the south by Lavender Hill.

To the west of the site is a new residential development by Linden Homes, which at the time of writing, is under construction with the early phases now occupied.

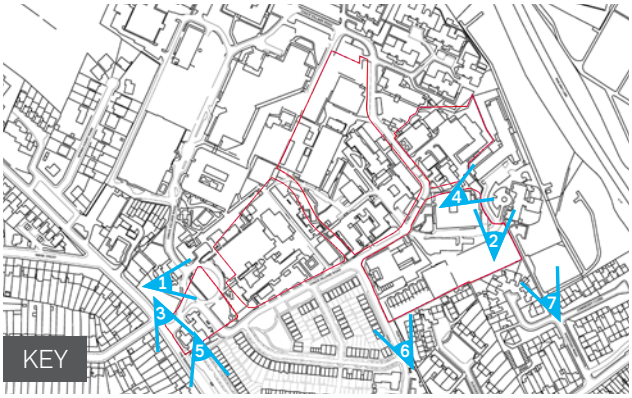
FIG 1 - AERIAL PHOTOGRAPH

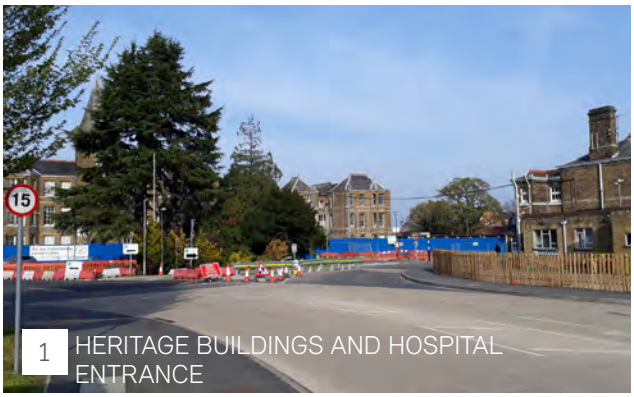
2.2 Existing Site

Please refer to the accompanying Design and Access Statement submitted as part of the Outline Application for further details on the existing site and location.

FIG 2 - AERIAL PHOTOGRAPHS FROM SOUTH AND WEST

2.3 Surrounding Context





1 HERITAGE BUILDINGS AND HOSPITAL ENTRANCE

2 HOSPITAL ENTRANCE PLAZA

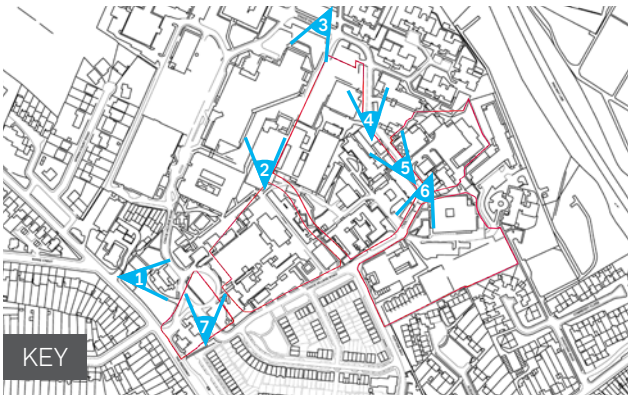
3 HOSPITAL CAR PARK ON PARCEL B3

4 CHACE VILLAGE ROAD

5 CHACE VILLAGE ROAD BETWEEN PARCELS B3 AND B4

6 CHACE VILLAGE ROAD AND MATURE TREES

7 THE CLOCKTOWER



KEY

3.0 Area Specific Codes

3.1 Heritage Quarter
3.2 Harefield Close
3.3 Chace Village Place

Introduction to Area Specific Codes

The following section details the area specific codes and urban design approach to the key areas of the masterplan; The Heritage Quarter, Chace Village Place and Harefield Close.

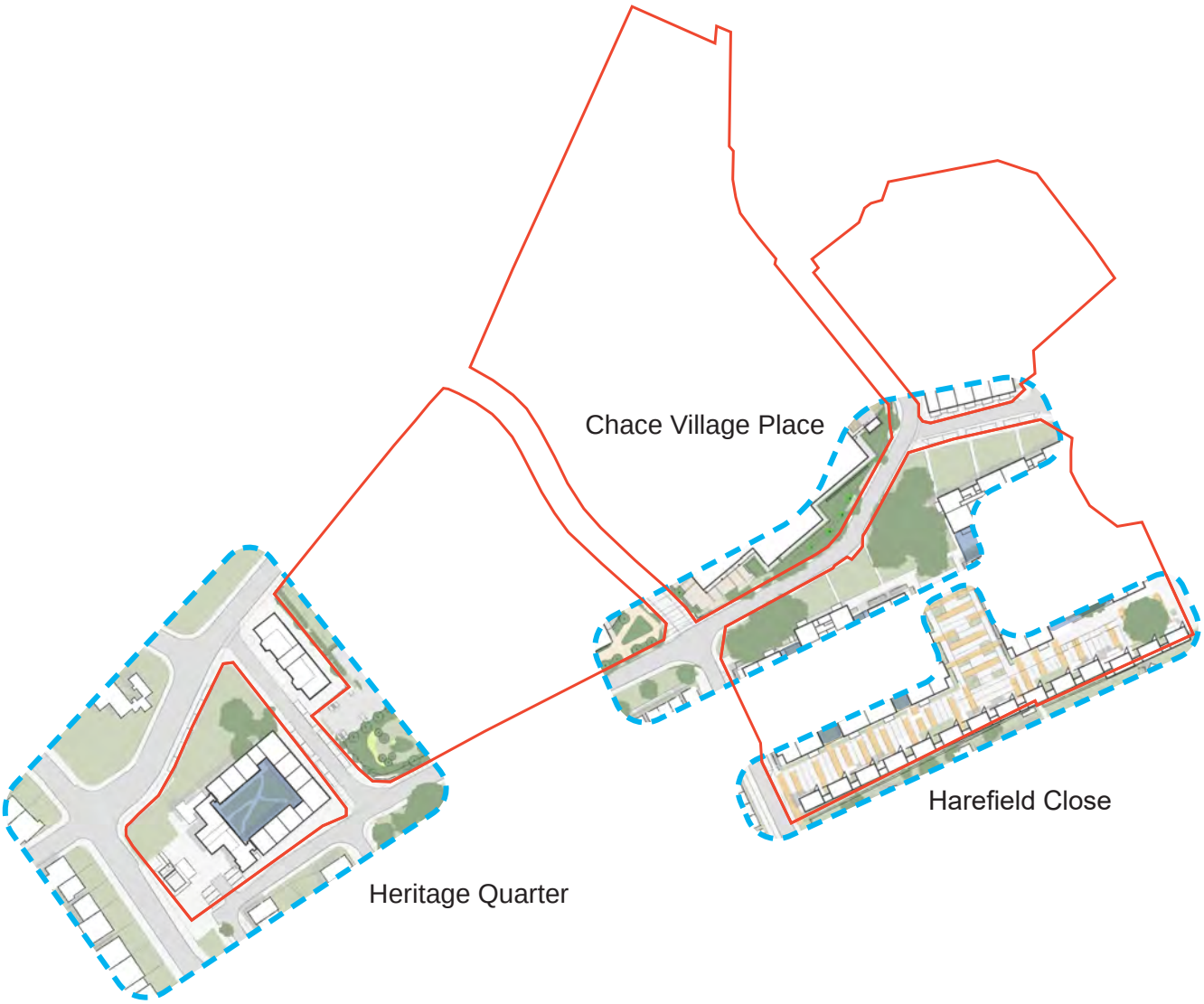
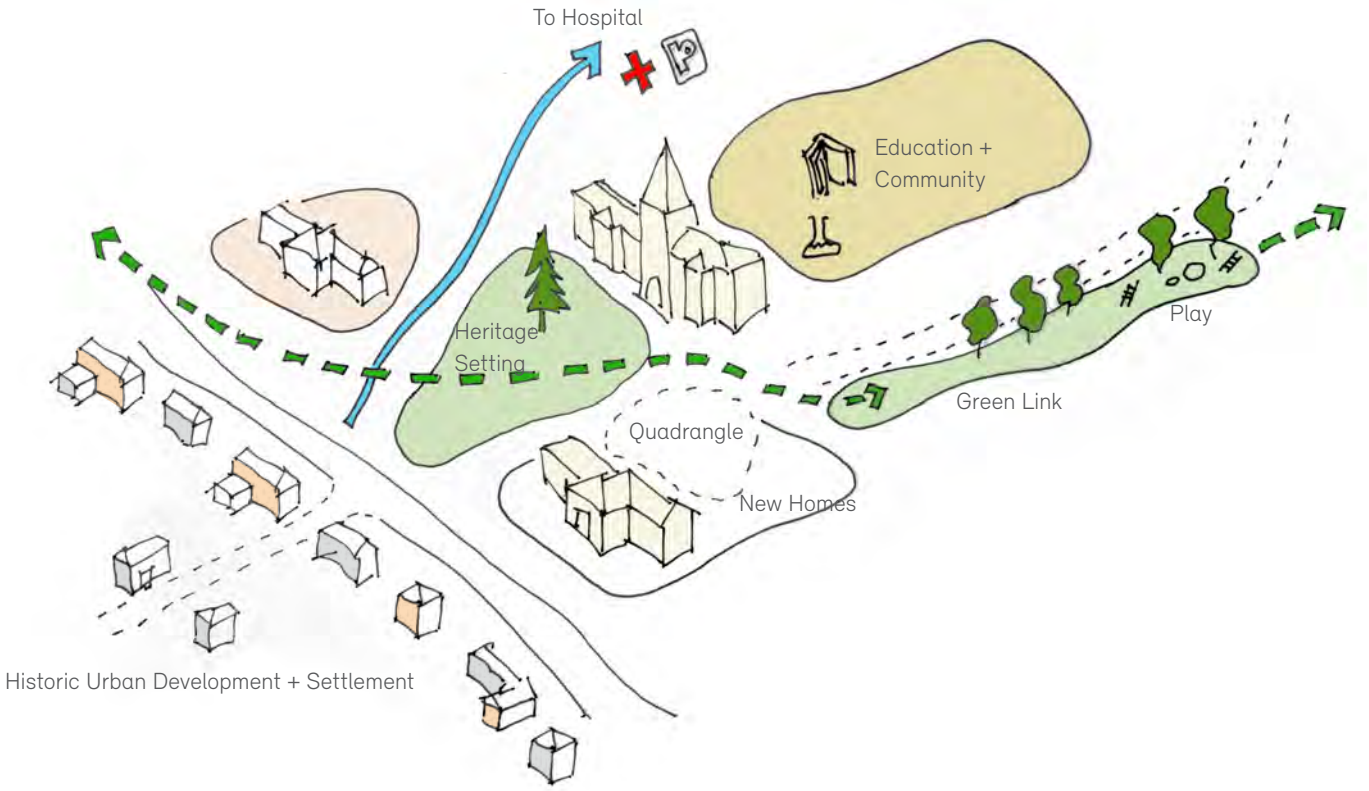


FIG 3 - KEY AREAS OF THE MASTERPLAN

3.1 Heritage Quarter

The Heritage Quarter forms the entrance to the newly configured Hospital site. It is strongly characterised by the three retained heritage assets within: The Clock Tower, Post-graduate Building and the former Morgue.



3.1.1 Urban Design Approach

The Heritage Quarter is located next to the historic route of The Ridgeway. It provides the setting for the improved entrance into the hospital site and the opportunity to re-frame the significant Clock Tower building and set it behind a new landscaped 'green'.

The new development within this area creates an opportunity for the site to once again relate to the historic development along The Ridgeway and reintegrate the local neighbourhood and the hospital campus.

The urban design approach in this area should be as follows:

- Retain and redevelop the existing heritage buildings of The Morgue, Postgraduate building and the Clocktower.
- Create an improved setting for the existing buildings, framing the central Clocktower through a coordinated landscaped arrival.
- Sensitively develop the rear elevation of the Postgraduate buildings with a residential block that responds to the existing scale and massing, and respects the existing architectural vernacular through contemporary detailing.
- Reinstate the entrances of the heritage buildings to enhance and celebrate the journey home for new residents.

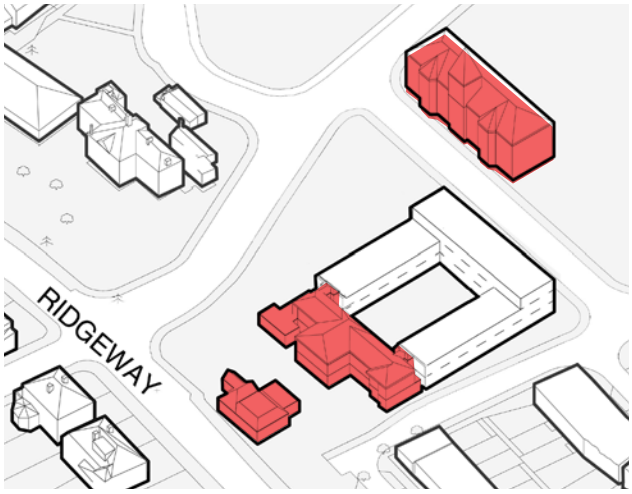


FIG 4 - RETAIN THE HERITAGE BUILDINGS

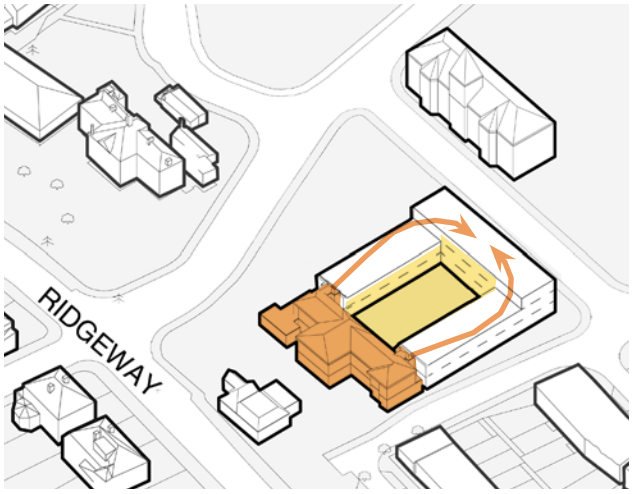


FIG 5 - SENSITIVE DEVELOPMENT OF POSTGRADUATE BUILDING

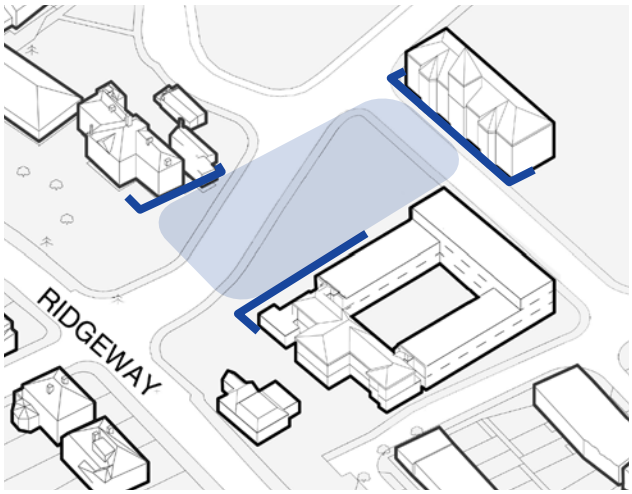


FIG 6 - PROVIDE A SETTING FOR THE CLOCKTOWER

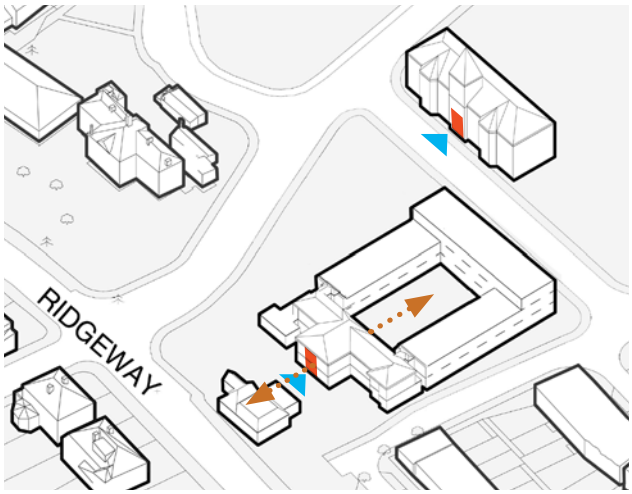


FIG 7 - REINSTATE THE HISTORIC ENTRANCES

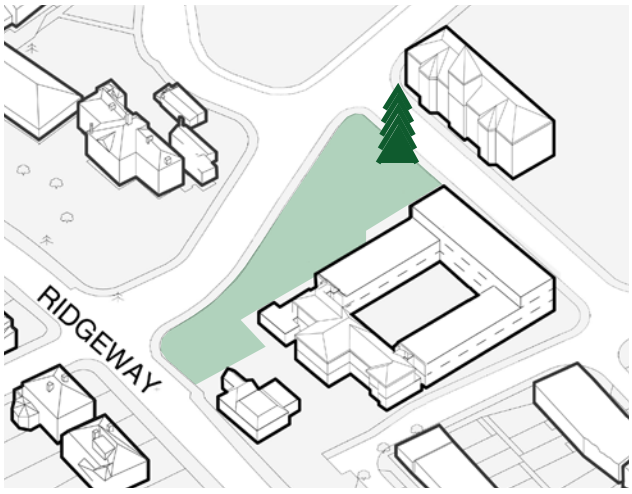
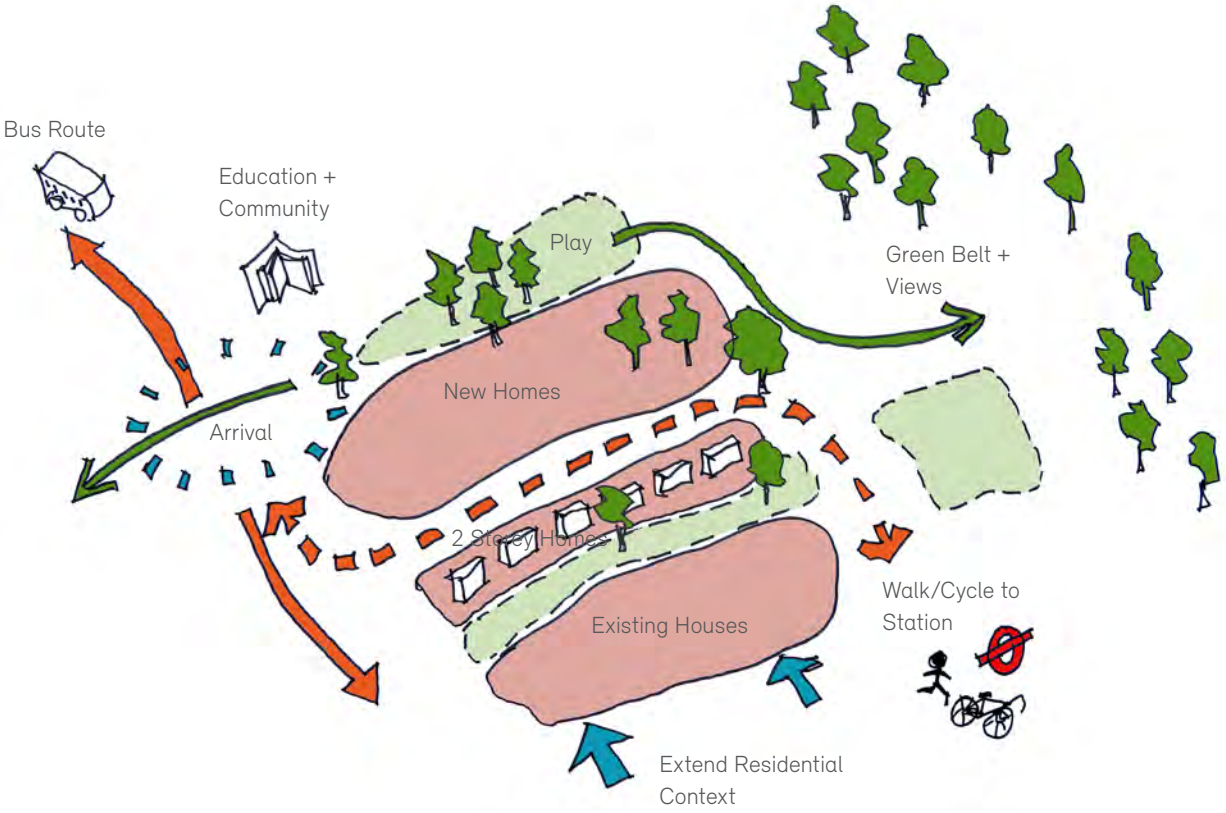


FIG 8 - A NEW LANDSCAPED ARRIVAL

3.2 Harefield Close

Harefield Place takes its name and context from the residential cul-de-sac that was present on the former hospital site. It is characterised by its location next to the southern boundary of Parcel C and its relationship with existing neighbours.



3.2.1 Urban Design Approach

Harefield Close is a new residential street which forms the transition from the existing residential area to the south towards the new school and hospital to the north.

The urban design approach in this area should be as follows:

- Line the southern boundary with 2-storey dwellings to provide a sensitive back-to-back relationship with existing neighbours.
- Complete the street with residential buildings with articulated massing and suitable breaks in form.
- Arrange residential buildings to create communal courtyards and a clear delineation of public and private space.
- Create clear, human-scaled spaces within the Parcel.

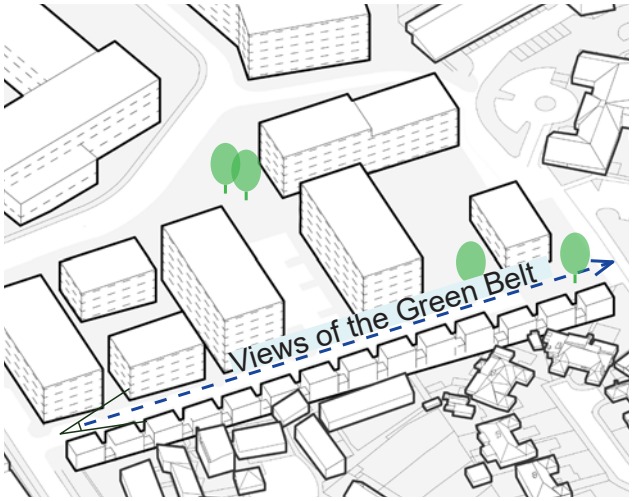


FIG 9 - MAXIMISE VIEWS TOWARDS THE GREENBELT

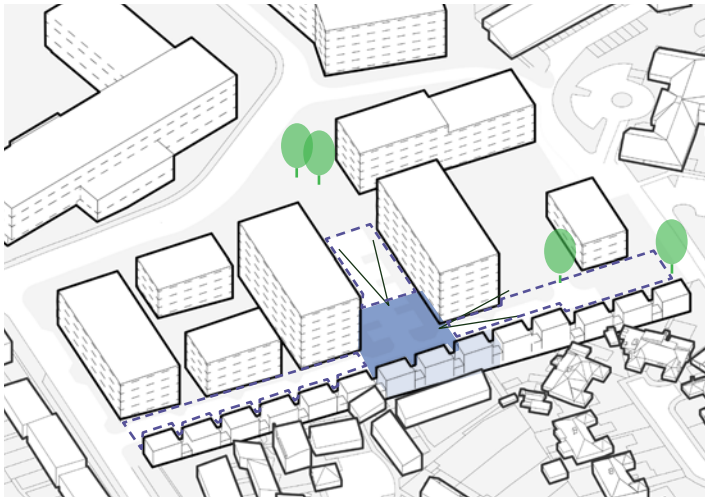


FIG 10 - CREATE CLEAR PLACES OF CHARACTER WITHIN THE PARCEL

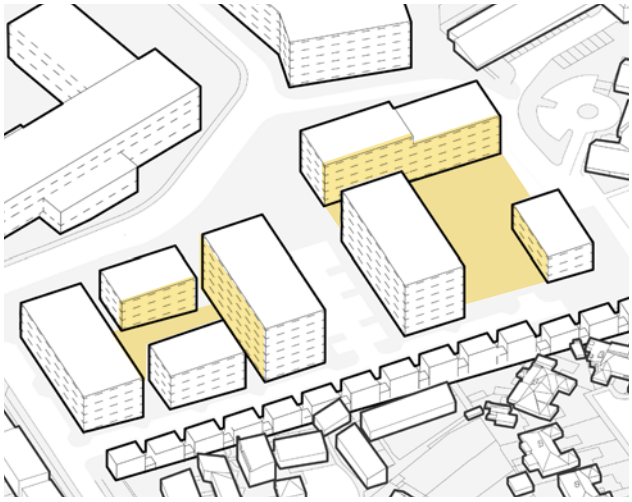


FIG 11 - ARRANGE BUILDINGS TO FORM RESIDENTIAL COURTYARDS

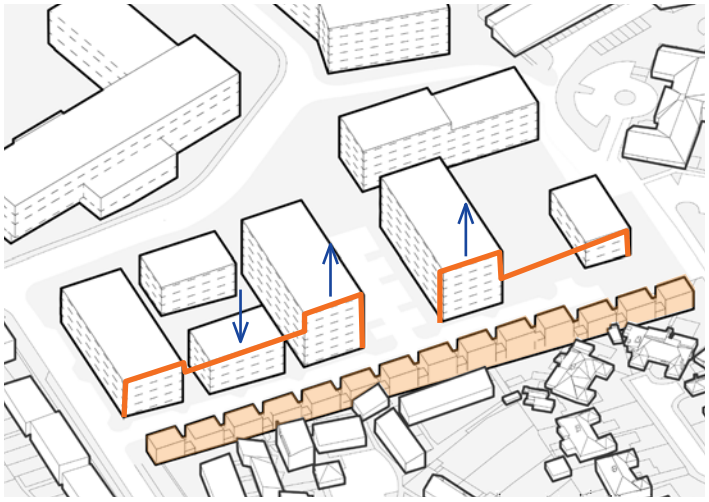
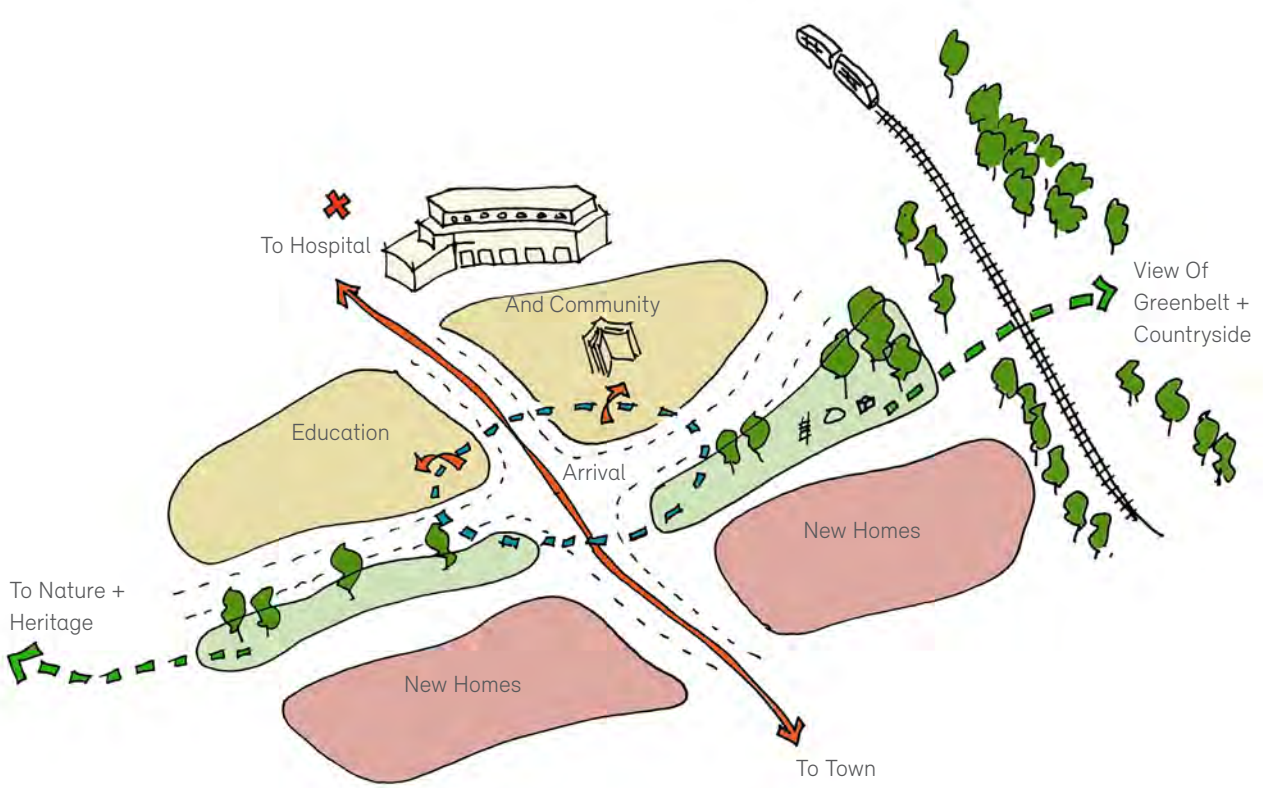


FIG 12 - LINE SITE BOUNDARY WITH 2-STOREY DWELLINGS

3.3 Chace Village Place

Chace Village Place is the geographic and metaphorical heart of the masterplan. The following section details the urban design approach of bringing the new homes, new schools and journey to and from the hospital together at this key node.



3.3.1 Urban Design Approach

Chace Village Place is the gateway towards the new hospital building, opening up direct views towards the hospital entrance plaza, along Hunters Way Extension.

The crossroads of Chace Village Road and Hunters Way are a central node for arrival and onward journeys to the schools, hospital and homes, and provide a gathering space for pupils arriving and leaving the primary and secondary schools.

Running through Chace Village Place is a new green space; a continuation of the Linden Homes landscaping, widening into a place for relaxation, play and sustainable urban drainage between the new homes and the secondary school site. This greenspace and landscaping is a physical link to the wider countryside setting and provides views of Lavender Hill to the east along to the greenbelt fields to the west.

The urban design approach for this area should be as follows:

- Establish a key arrival node at the junction of Chace Village Road and Hunters Way.
- Bring the greenbelt and countryside into the site through the landscaped green link running alongside Chace Village Road.
- School and residential buildings to enclose this landscaped place.
- Use key buildings to layer and screen longer views towards the surrounding greenbelt.
- The scale and massing of the residential buildings should complement the new school buildings.

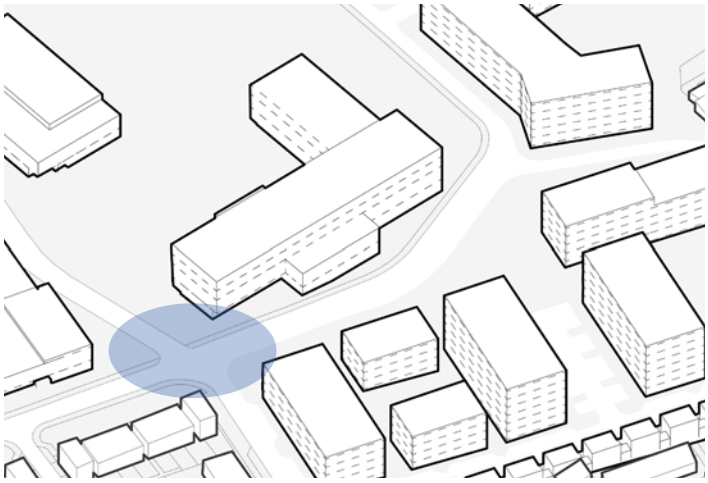


FIG 13 - ESTABLISH A KEY ARRIVAL NODE ON HUNTERS WAY

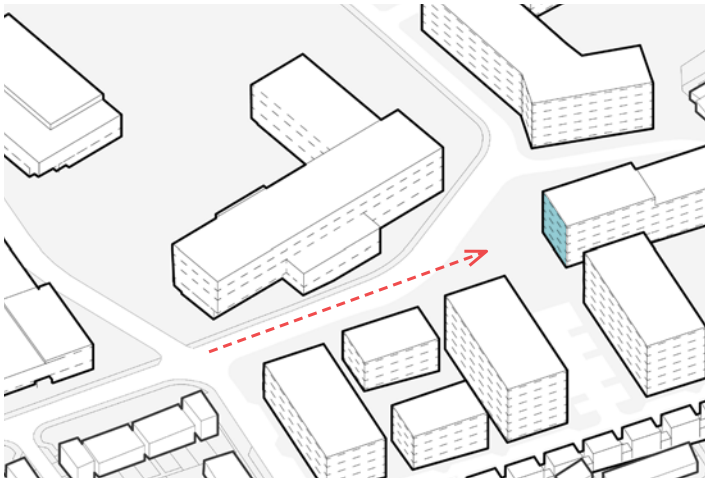


FIG 14 - USE KEY BUILDINGS TO TERMINATE LONG VIEWS

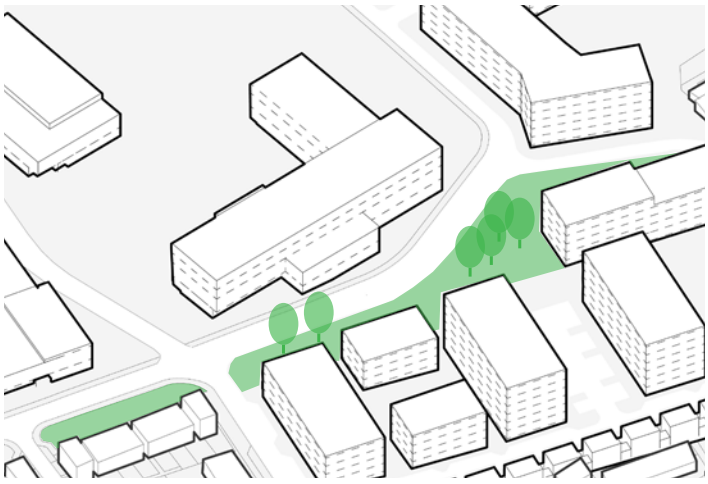


FIG 15 - BRING THE GREENBELT AND COUNTRYSIDE INTO THE SITE

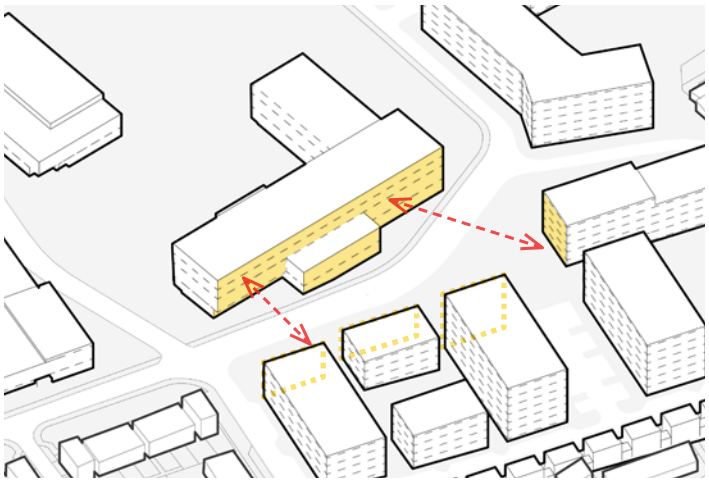


FIG 16 - SCALE AND MASSING TO COMPLEMENT THE SCHOOL BUILDINGS

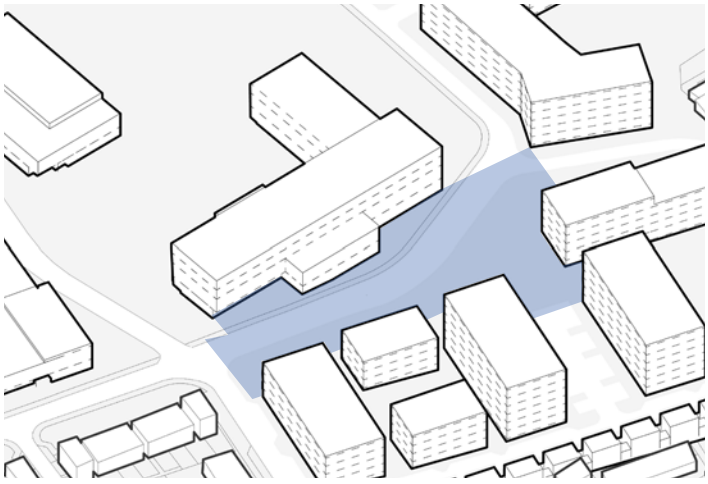


FIG 17 - RESIDENTIAL AND SCHOOL BUILDINGS TO PROVIDE ENCLOSURE

4.0 Site Wide Codes

4.1 Form, Scale and Massing

4.2 Character and Appearance

4.3 Landscape and Public Realm

4.4 Access and Movement

Introduction to Site Wide Codes

The Design Code is structured around site wide codes and area specific codes.

Site Wide Codes provide guidance which applies across the masterplan. The site wide codes are as follows:

– Form, scale and massing
– Character and appearance
– Landscape and public realm
– Access and movement

4.1 Form, Scale and Massing

This sections sets out the approach to built form to support the character and place-making principles of the masterplan. The guidance aims to ensure new development fits in with the surrounding urban grain, whilst being mindful of the aspiration to establish a new neighbourhood for Enfield.

4.1.1 Block Massing Principles

Large blocks should be articulated through defined breaks in their massing. A break must be a distinct step in massing or a break in form.

Where longer buildings are proposed, these must be articulated through clear and proportional breaks in massing and form. Block lengths must be limited to 45m before a break or step in massing is required.

Breaks in massing and form must be clear and purposeful.

Terraces of houses must establish a continuous frontage along the street with occasional breaks.

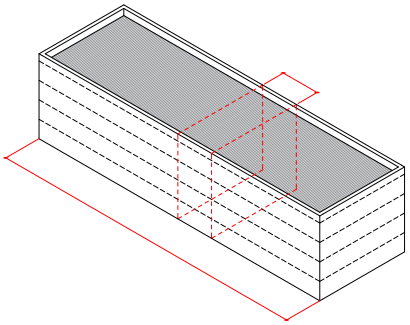


FIG 18 - NO ARTICULATION

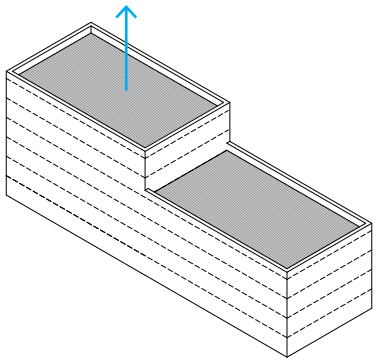


FIG 19 - STEP DOWN IN HEIGHT

4.1.2 Maximum Heights

Residential development is to comply with the maximum heights as detailed in the Building Heights parameter plan. The building heights strategy is a response to a number of criteria:

- The different perimeter conditions around the site;
- The retained heritage buildings of the Clocktower, Post-graduate building and Morgue;
- Regards to the neighbouring hospital development;
- The proposed primary and secondary school developments;
- The topography of the site;
- Views of the site from the surrounding green belt;

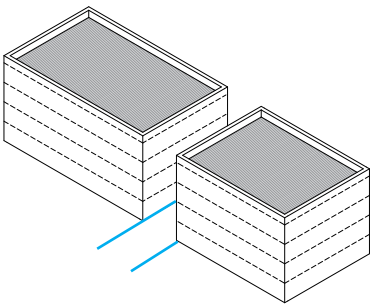


FIG 20 - FULL BREAK IN BUILDING MASSING

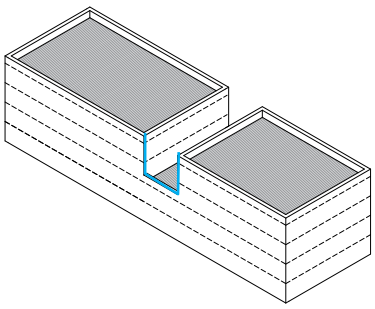


FIG 21 - 2-STOREY BREAK AT UPPER LEVELS

4.1.3 Block Layout

Apartments
Buildings should be arranged to create a courtyard where practical to enable a clear definition between the public realm and semi-private communal space.

Apartment buildings forming a courtyard should appear as a collection of individual elements. This is to provide a level of visual permeability both into and out from the internal courtyards and to allow for a degree of openness in the urban grain which is appropriate to this location.

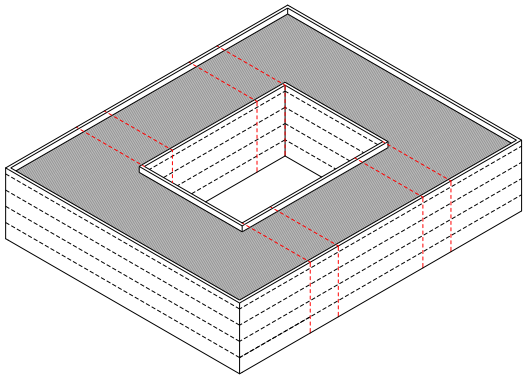


FIG 22 - CONTINUOUS PERIMETER BLOCK

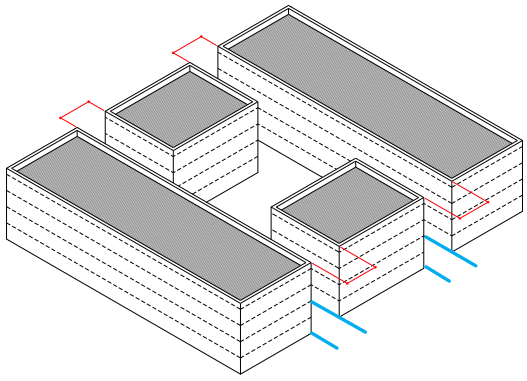


FIG 23 - COURTYARD BLOCK FORMED FROM A COLLECTION OF BUILDINGS

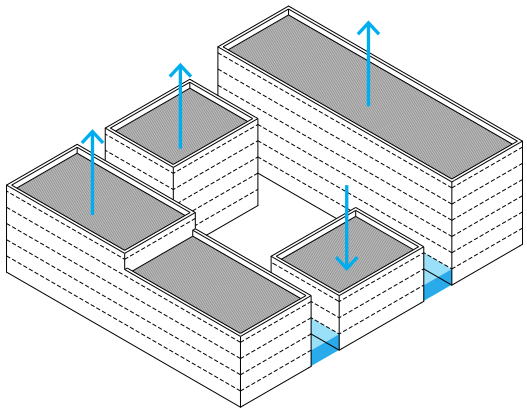


FIG 24 - VARIATIONS IN HEIGHT APPROPRIATE TO CONTEXT. POTENTIAL TO COMPLETE COURTYARD AT LOW LEVELS

4.1.4 Building Lines

Proposed development must have well-defined frontages with the building line and associated planting zone located at the back of the footway.

The building line should be parallel to the associated street edge.

Deep articulation of the building facade should be avoided at ground floor. The maximum depth of articulation should not exceed 2.5m

Where longer buildings are proposed, these must be articulated through clear and proportional breaks in massing and form. Block lengths must be limited to 45m before a break or step in massing is required.

Breaks in massing and form must be clear and purposeful.

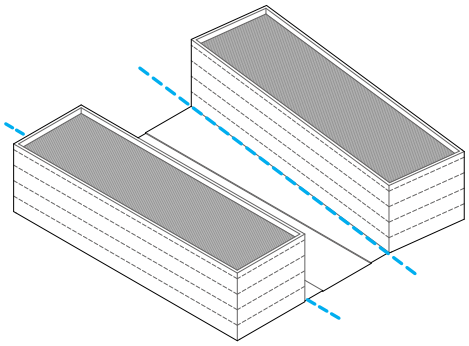


FIG 25 - BUILDING NOT ALIGNED WITH STREET

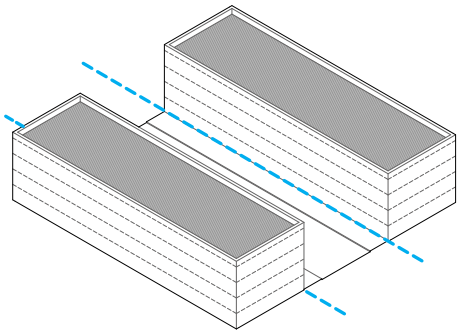


FIG 26 - PARALLEL BUILDING ALIGNMENT

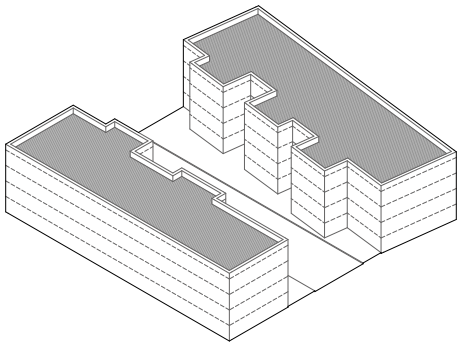


FIG 27 - DEEP ARTICULATION CONTINUED TO GROUND

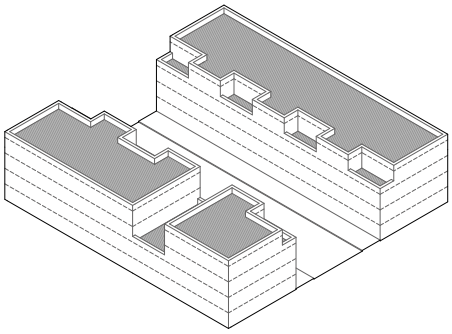


FIG 28 - BUILDING ARTICULATION AT UPPER FLOORS ONLY

4.1.5 Active Frontage

New residential buildings must create active frontages on to the public realm. These frontages must animate the street and not be dominated by car parking.

Active frontages must be balanced with appropriate privacy measures and defensible space and buffer planting to homes.

Building corners should have active frontages on both sides to avoid areas with poor surveillance.

Bin and cycle stores and plant rooms should not dominate façades and blight street frontages.

Bin and cycle stores and plant rooms must be separated by active frontages such as entrances and wherever possible they should not be positioned opposite one another across any public realm

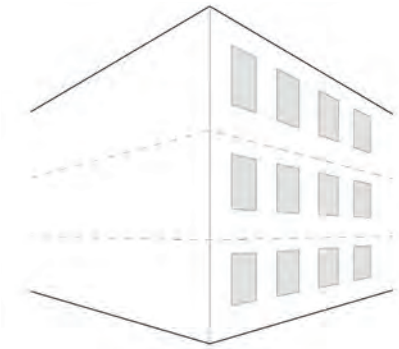


FIG 29 - NO ACTIVE FRONTAGE TO GABLES

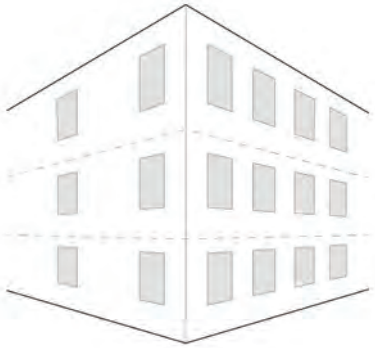


FIG 30 - ACTIVE FRONTAGE TURNING THE CORNER

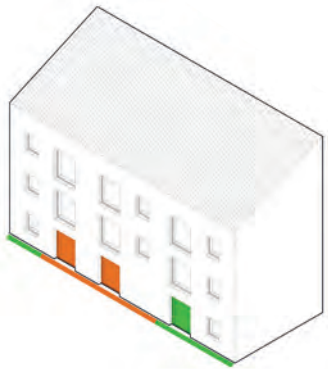


FIG 31 - BIN AND BIKE STORES DOMINATING THE GROUND FLOOR

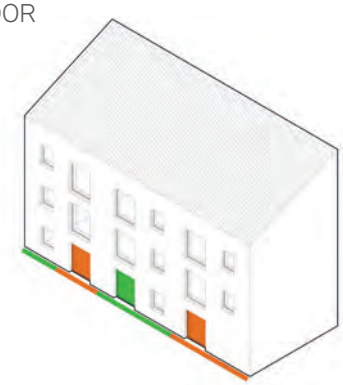


FIG 32 - ENTRANCES BETWEEN STORES

4.1.6 Roof Form

Articulation in roof forms should be meaningful and integral to the architectural language of the development.

Roof forms that are articulated as independent elements should be consistent with the area's historic character.

Roof forms should be designed to integrate roof top PVs at an optimized orientation.

Steps in height within and between blocks should be deliberate and purposeful

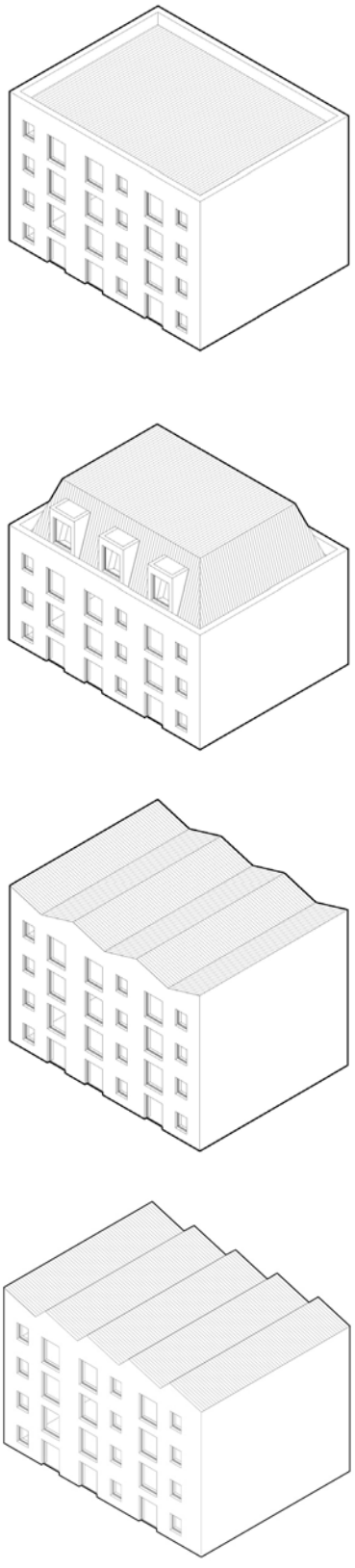


FIG 33 - INDICATIVE ROOF FORMS

ROOF FORMS ADJACENT TO SITE

WHARF ROAD, ISLINGTON, PTE

EXISTING ROOF FORMS ON SITE

ST LUKES, MUSWELL HILL, PTE

HISTORIC ROOF FORMS ON SITE

DOVER COURT, ISLINGTON, PTE
ROOF FORMS ECHOING SITE HISTORY AND USE

4.1.7 Rooftop Plant

The Building Heights parameter plan makes allowance for a 2 metre high rooftop plant zone.

There should be a 1.1 metre high parapet to roof areas containing plant or requiring access for maintenance.

There must be a 2 metre set back from any building edge before a rooftop plant zone.

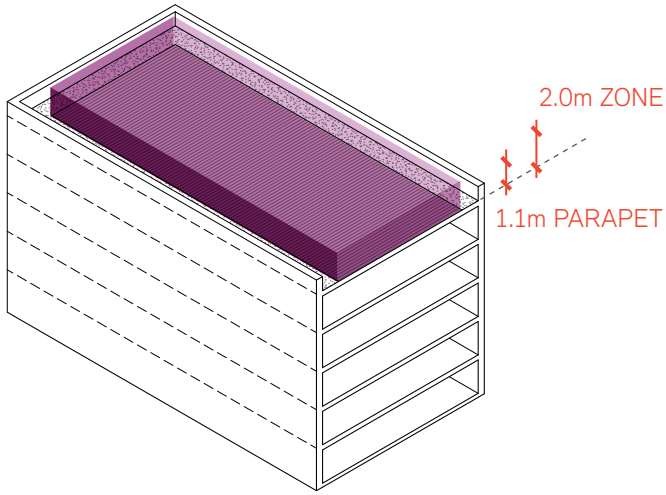


FIG 34 - ROOFTOP PLANT ZONE HEIGHT

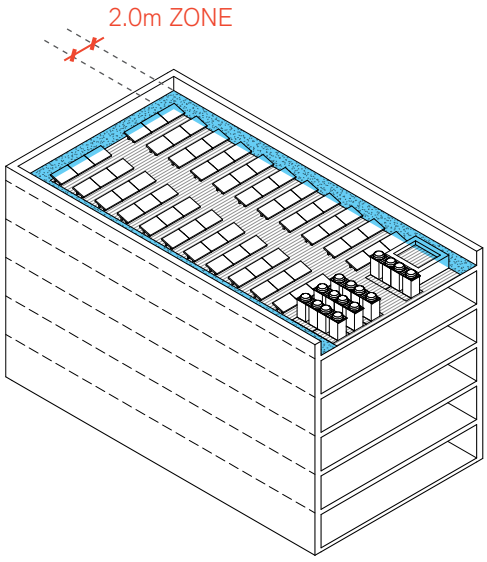


FIG 35 - ROOFTOP PLANT ZONE SET BACK

4.1.8 Privacy, Set-backs and Balconies

Distance between habitable rooms across communal courtyards to be a minimum of 21m.

Distance between balconies across communal courtyards to be a minimum of 18m.

Distances between habitable rooms on side elevations can be reduced provided that the privacy of residents is sufficiently protected through agreed design solutions. These could include careful placement of windows to avoid direct overlooking or angled windows.

The minimum distance between habitable rooms on flank elevations is 8m.

Building elements on top floors may be set back to reduce the impact of the block on the surrounding streets.

The minimum depth of any set-back is 2.0m.

Setbacks with more than one single storey step should not be permitted.

The location of inset and projecting balconies should meet the guidance provided in FIGURES 39-41.

Balcony positions should respond to building orientation in order to ensure direct sunlight.

Projecting balconies are permitted on communal courtyards.

Privacy to balconies should be considered as with habitable rooms.

Deviations from the orthogonal line of the façade may be acceptable.

Balconies should have solid drained floors and must have a soffit treatment

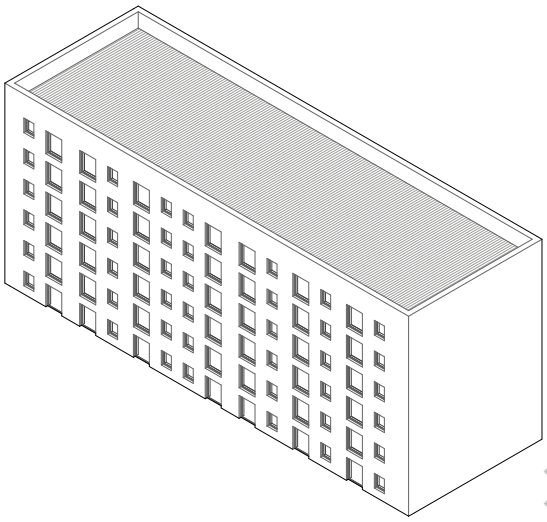


FIG 36 - NO SET-BACK ON TALLER BUILDING

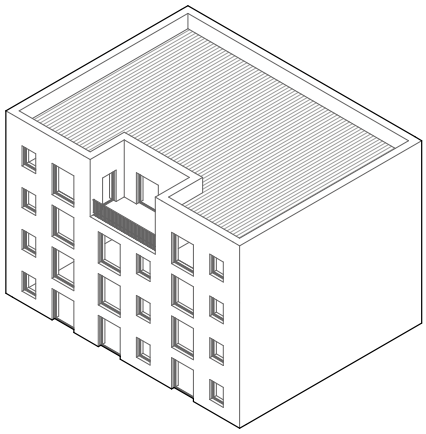


FIG 37 - ARTICULATED SET-BACKS ON TOP STOREY

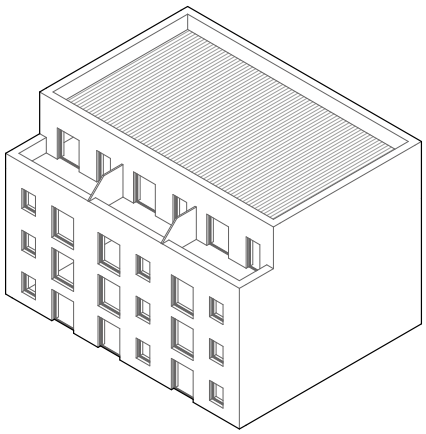
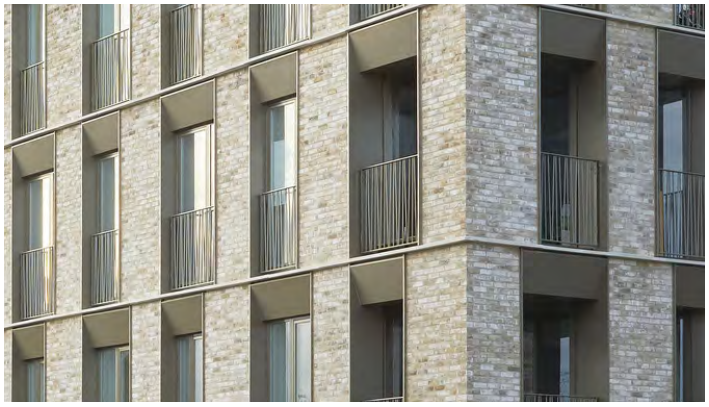


FIG 38 - CONTINUOUS SET-BACK AT UPPER STOREY

INSET BALCONY TYPOLOGY PERMITTED

VARIED BALCONY TYPOLOGY PERMITTED

FIG 39 - PARCEL B1



ATHENA, CAMBRIDGE, ALISON BROOKES & PTE

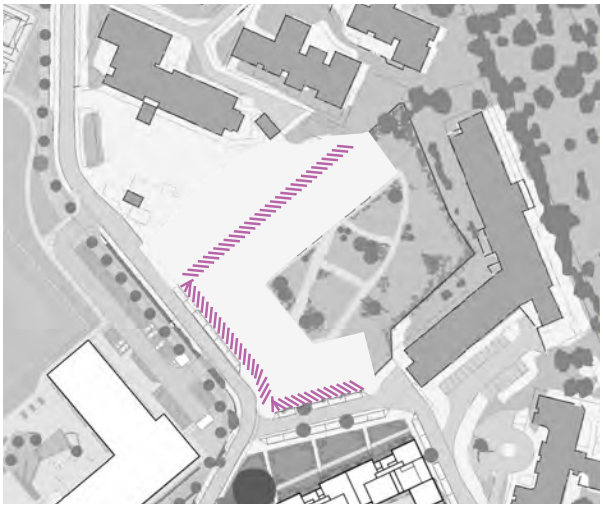


FIG 40 - PARCEL B4

ST LUKES & THE SCENE, PTE

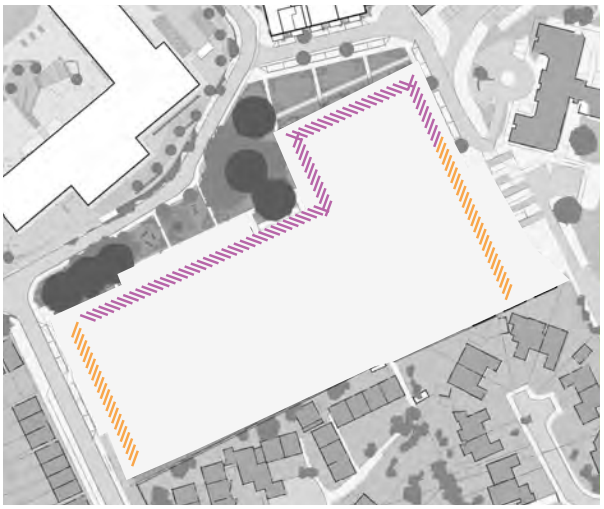
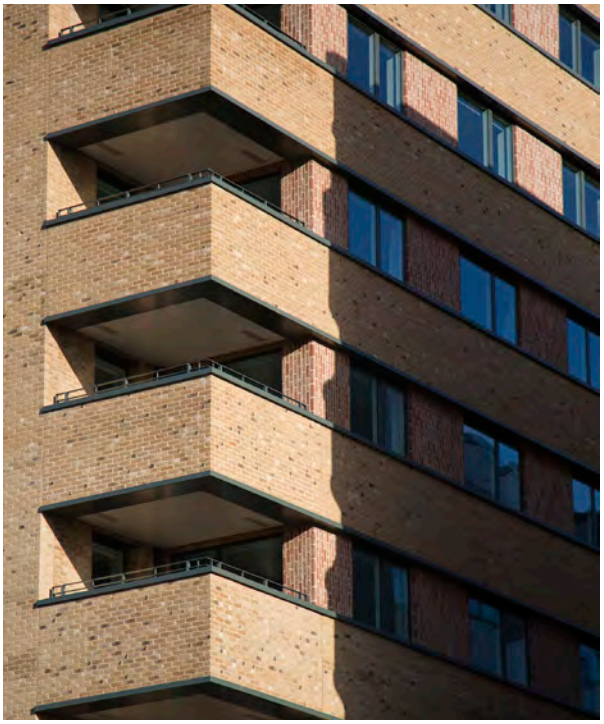


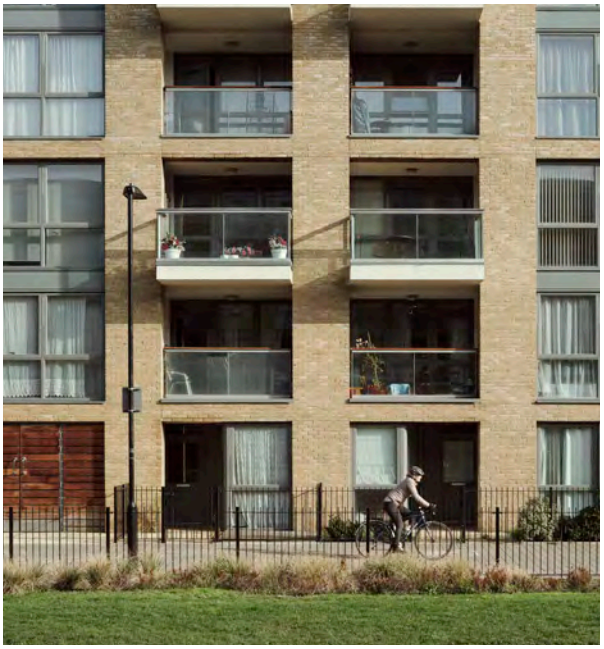
FIG 41 - PARCEL C

BALCONY TYPE APPROACH BY PARCEL



INSET BALCONY
FORMER HOUNSLOW HOUSE - PTE

TERRACE BALCONY
HARROW VIEW EAST - PTE



SEMI-RECESSED BALCONY
PACKINGTON ESTATE - PTE

PROJECTING BALCONY WITH PRIVACY SCREEN
DOVER COURT - PTE

4.1.9 Dual Aspect Homes

Housing development should maximise the provision of dual aspect dwellings and avoid the provision of single aspect dwellings where possible.

Single aspect dwellings should only be provided where it is considered a more appropriate design solution than a dual-aspect home, to optimise site capacity with a design-led approach.

Where single aspect homes are proposed, these should incorporate satisfactory articulation of the facade in order to provide a window on an alternative face.

RECESSED BALCONIES

PROJECTING ANGLED FACADE

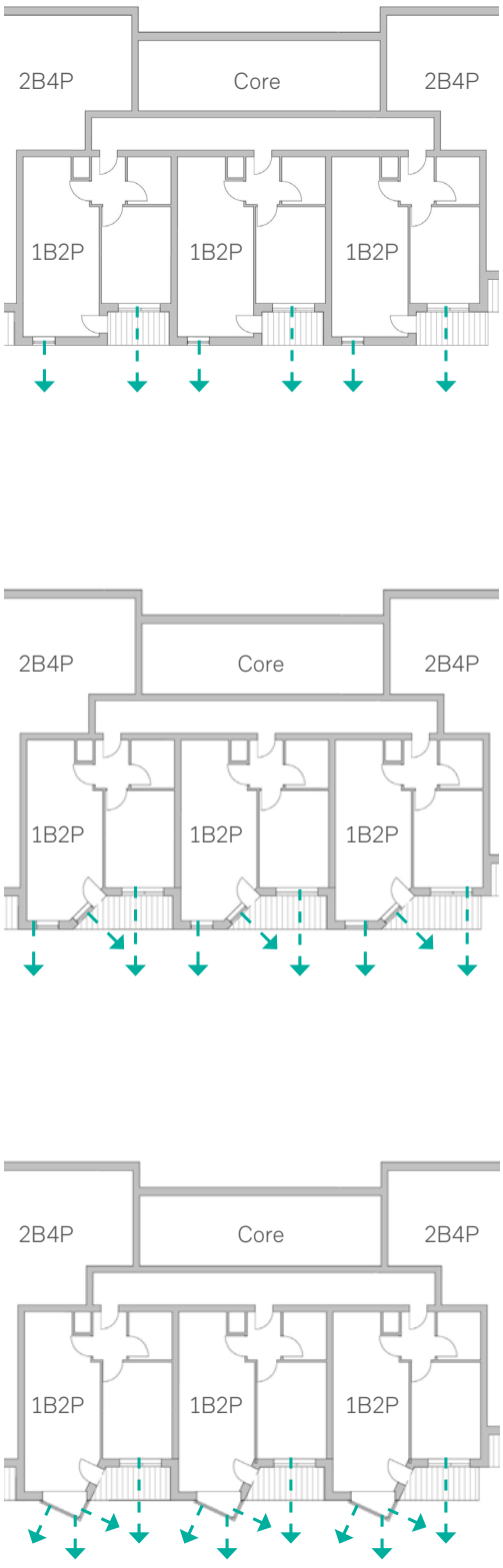


FIG 42 - FACADE ARTICULATION

4.2 Character and Appearance

This section details the architectural approach that supports the character of the masterplan and establishes a baseline for quality and materiality.

4.2.1 Variations of Residential Typologies

Apartments
Parcels B4 and C should predominantly comprise apartment buildings.

Apartment blocks should be arranged to form internal courtyards with private amenity terraces at ground floor around a central communal landscaped area.

The courtyards should contain sustainable urban drainage features and doorstep play.

Apartment buildings should contain duplex apartments or maisonettes at ground floor where practical. Entrances to these homes should be directly onto the street with habitable room windows providing natural surveillance.

Apartment blocks should proposed gallery access dwellings where practical to optimise the provision of dual aspect homes.

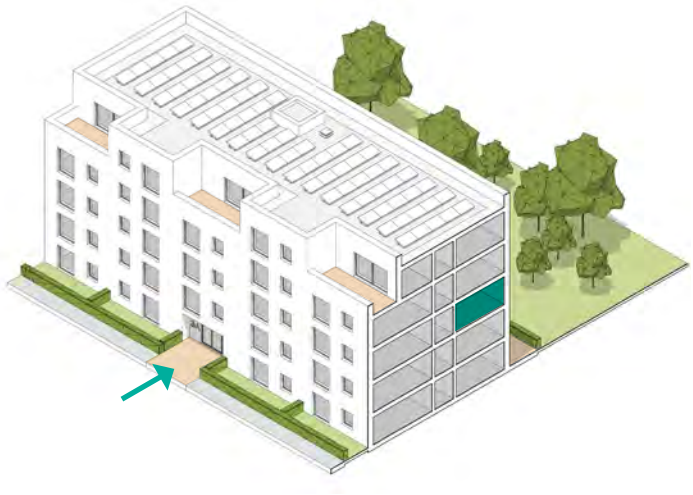


FIG 43 - APARTMENTS

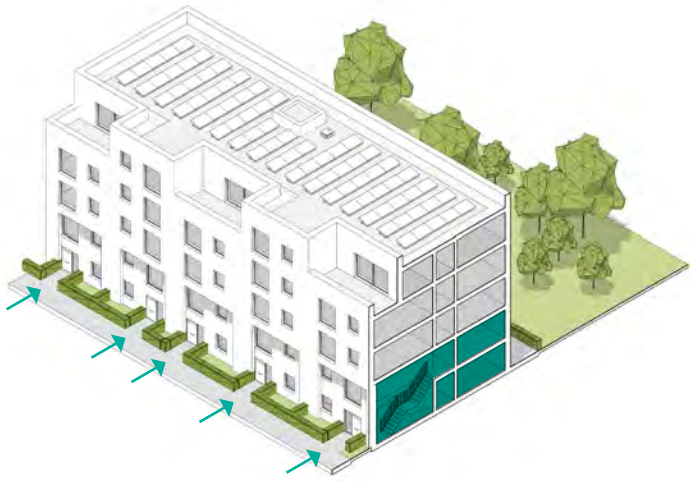


FIG 44 - DUPLEX OR MAISONETTE APARTMENTS

FIG 45 - GALLERY ACCESS APARTMENTS

Houses
The southern boundary of Parcel C should comprise 2-storey houses.

A mews house typology should direct views and aspect into the site. This typology allows for development close to the site boundary whilst minimising impact to existing neighbours and avoiding overlooking.

Terrace houses are also an appropriate typology in this area, providing rear gardens against the site boundary. A minimum back-to-back distance of 21m distance between habitable rooms should be maintained to existing dwellings.

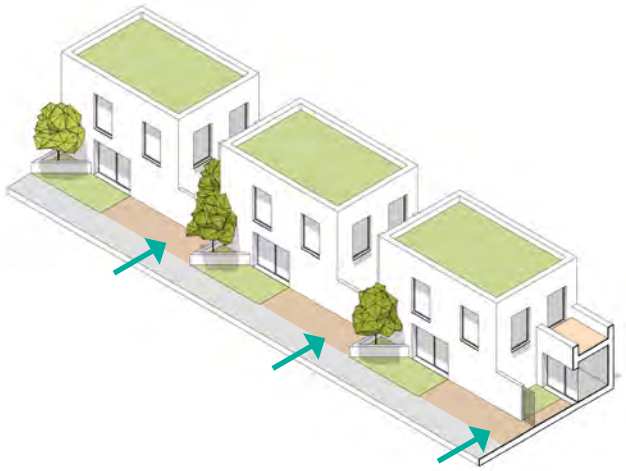


FIG 46 - MEWS HOUSES

FIG 47 - TERRACE HOUSES

4.2.2 Materials, Appearance and Quality

New development should use a limited palette of materials that respond to their immediate context, whilst referencing the wider setting.

Brick and masonry should be the main facade material.

All flashings, trims and secondary facade elements should be metal.

All residential windows should be metal or timber with natural or metallic finishes.

ST LUKES MUSWELL HILL
POLLARD THOMAS EDWARDS

HARVARD GARDENS
PTE

4.2.3 Fenestration

Window design and arrangement should support the character of development and contribute to variety in the architectural character.

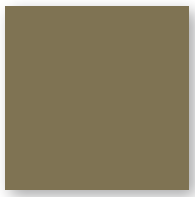
Oriel or bayed windows should be considered to direct views obliquely where their use is appropriate and they can be successfully integrated into the facade composition. Oriel or bay windows in themselves must not be used as the sole means for achieving dual aspect homes.

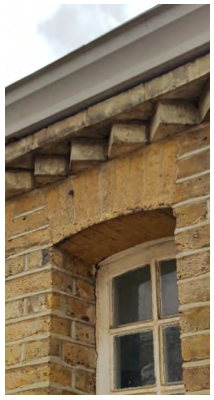
Window reveals should be at least a full brick deep to bring depth and definition to the elevation. Deeper window reveals are encouraged, particularly on south facing elevations to provide solar shading.

All habitable rooms must have opening windows or vents.

CERES, CB1
PTE

WINDOW ARRANGEMENTS AND REVEAL DEPTHS





INDICATIVE MATERIAL PALETTE

BRICK DETAILING ON HERITAGE BUILDINGS
WINDOW CILL BANDING

HORIZONTAL BANDING LINKING WINDOW CILLS
STEFAN FORSTER ARCHITEKTEN

EXPRESSED WINDOW HEADERS

CARE HOME, WINGENE
SERGISON BATES

PROJECTING WINDOW CILLS

HESSENBERG, NETHERLANDS, HANS VAN DER
HEIJDEN ARCHITECTS

4.2.4 Private and Communal Entrances

A building's ground entrance is critical to animating the public spaces, creating activity at street level, while also maintaining security and privacy for residents. Primary access to all apartment building should be via the street.

Common entrances to apartment blocks must be via a generous and secure entrance space clearly visible from the street Communal entrances should be recessed rather than have a canopy

Communal doors should be glazed to provide natural surveillance and natural light to the communal parts. An adjacent solid panel should be provided with an integrated entry system.

Communal entrances should always be in close proximity to refuse and cycle stores to provide a legible journey to and from the home.

Secure individual mail boxes should be located in the entrance lobby

4.2.5 Cycle Parking and Bin Storage

Refuse and Cycle storage should be located within the footprint of the building and not as standalone stores within the landscape. Stores should be located close to primary entrances.

The design of Cycle and Bin stores should ensure a coherent and welcoming approach to the building.

NWCC, SOUTH KILBURN, PTE

BOURNE ESTATE, CAMDEN, MATTHEW LLOYD ARCHITECTS

SILCHESTER HOUSING, LATIMER RD, HAWORTH TOMPKINS

4.3 Landscape and Public Realm

This section is to be read in conjunction with the Design and Access Statement for further information and rationale around each of the key areas described.

The strategy is informed by the key character areas identified in the DAS and aims to provide any future developer with a prescriptive for the landscape elements to achieve an integrated masterplan approach.

4.3.1 Tree Planting

Trees within the open public areas will be a mix of single stem and multistem trees.

- Broad spreading canopies
- Mature height of 8+m
- Advanced Nursery Stock Planting - minimum 5m height (single stem) and 2.5m height (multistem)
- Minimum 12m3 of soil volume for each tree

OPEN PUBLIC GREEN SPACE

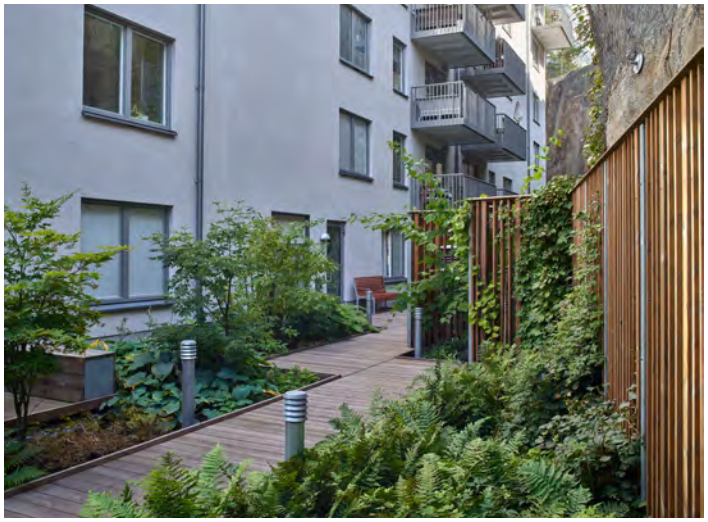
Only street trees to be used which are capable of surviving in urban environments

- Single Stem Trees only
- Minimum 2m clear stem
- Mature height of 8+m
- Advanced Nursery Stock Planting - minimum 5m height (single stem)
- Minimum 12m3 of soil volume for each tree utilising structural tree sand system or soil cell systems.

RESIDENTIAL STREET

Only street trees to be used which are capable of surviving in urban environments

- Single Stem Trees only
- Minimum 2m clear stem
- Mature height of 8+m
- Advanced Nursery Stock Planting - minimum 5m height (single stem)
- Minimum 12m3 of soil volume for each tree utilising structural tree sand system or soil cell systems.



THRESHOLD LINKS

4.3.2 Materiality

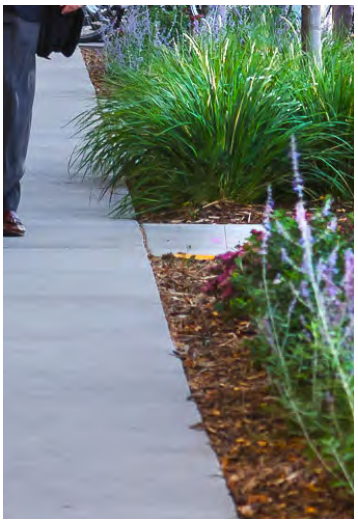
– To be predominantly soft in character using planting , grass and tree planting
– Utilise dry swale systems within the area
– High quality paving, Resin based aggregate paving to be used
– Textured concrete aggregate edging or metal edging to be used

OPEN PUBLIC GREEN SPACE

– High quality concrete block / flag paving required in all pedestrian areas
– Robust Vehicular use Concrete block paving to be used for highways and car parking bays
– Desirable to have permeable paving system in all locations
– Textured concrete aggregate edging suitable for highway use to be used.

RESIDENTIAL STREET

– Distinct paving difference should be used for the threshold spaces to define the entrances
– High quality paving, Resin based aggregate paving to be used
– Textured concrete aggregate edging or metal edging to be used



THRESHOLD LINKS

4.3.3 Street Furniture

– Large variety of seating opportunities should be available.
– Requirement for benches with backrests and armrests
– Timber top seating required
– Litter Bins required
– Bollards to be used where there is a risk of vehicular entry to the public realm
– Columnar and feature lighting to be used

OPEN PUBLIC GREEN SPACE

– Where the opportunity is available, seating should be used to encourage social interaction
– Litter bins required
– Lighting required for safety and must be appropriate lux levels for residential areas

RESIDENTIAL STREET

– Where the opportunity is available, seating should be used to encourage social interaction
– Lighting required for safety and must be appropriate lux levels for residential areas
– Gates only required if necessary for the development.

THRESHOLD LINKS

4.3.4 Play

– Bespoke features required that provide a different play space for each area
– Use of natural materials and elements required
– Accessible to children of all abilities
– Informal in character. It doesn't have to be a designated area, it can be built into the landscape without defined boundaries
– Suitable play equipment for children ages 0-5yrs
– Equipment and surfaces used must be safe for use

DOORSTEP PLAY

– More formal in character - seen as a designated local play area for children aged 5 and above
– Use of natural materials and elements required
– Accessible to children of all abilities
– Features to build in risk and challenges to encourage play and development
– Equipment and surfaces used must be safe for use

LOCAL PLAYABLE SPACE

4.3.5 Private Residential Space

– Evergreen clipped hedging to be utilised to define space i.e. Grisellinia littoralis, Prunus laurocerasus
– Concrete Block Paving to be used for surfacing
– Minimum 1.5m width of area. 2m desirable

1.5 - 2M WIDTH PRIVATE SPACE

– Evergreen clipped hedging to be utilised to define space i.e Grisellinia littoralis, Prunus laurocerasus
– Concrete Block Paving to be used for surfacing
– Minimum 2.5m width. 4m desirable.
– Grass or planting area desirable for mix of surfacing types

2.5 - 4M WIDTH PRIVATE SPACE

– Evergreen clipped hedging to be utilised to define space i.e Grisellinia littoralis, Prunus laurocerasus
– Concrete Block Paving to be used for surfacing
– 4.5 x 4.5m minimum space required in areas where space is limited
– Grass or planting area desirable for mix of surfacing types

4.5 X 4.5M PRIVATE PATIO

4.3.6 Communal Courtyards

– Mosaic of character areas required - lawns, planting, rain gardens, trees
– Opportunity for seating areas required in the sunniest aspect spots
– Soil volume for trees to be minimum 12m3
– Minimum 450mm depth topsoil for planting areas
– Minimum 150mm depth topsoil for grass areas
– High quality surfacing to be used : concrete block paving / natural materials / resin based aggregate mix.

COMMUNAL COURTYARDS

4.4 Access and Movement

These codes set out the guidance for how pedestrian, cycle and vehicular movements will be organised and arranged across the masterplan.

4.4.1 Hierarchy of Routes

The main route into the site must be along Hunters Way, connecting to the new Hunters Way Extension and providing pedestrian, cycle and bus access to the schools and Chace Village Road.

Chace Village Road in turn provides access to Parcel B1 and B4 and ensures continued access to the existing hospital and MHT buildings.

Within the parcels themselves, new tertiary roads should provide access to new homes, on street parking and ensure permeability through the development.

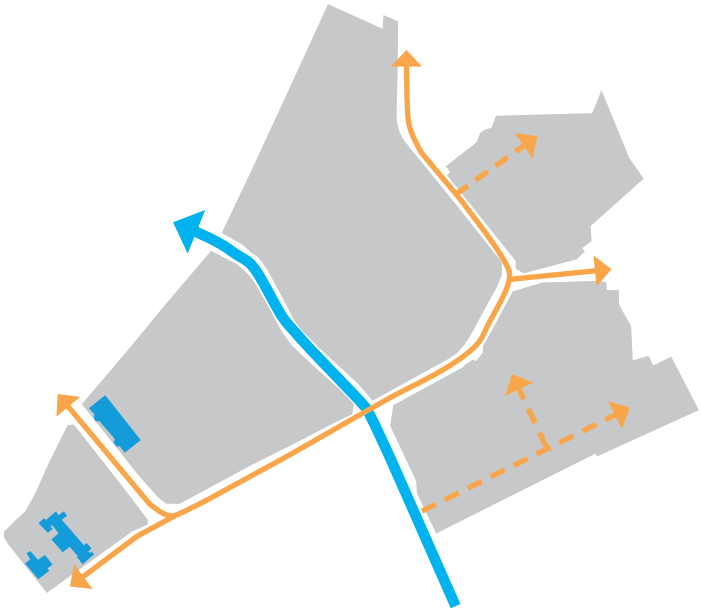


FIG 48 - HIERARCHY OF ROUTES

4.4.2 Public Transport

The existing bus route which services Hunters Way and the Hospital will be rerouted to continue along Hunters Way Extension, providing direct access to the Hospital.

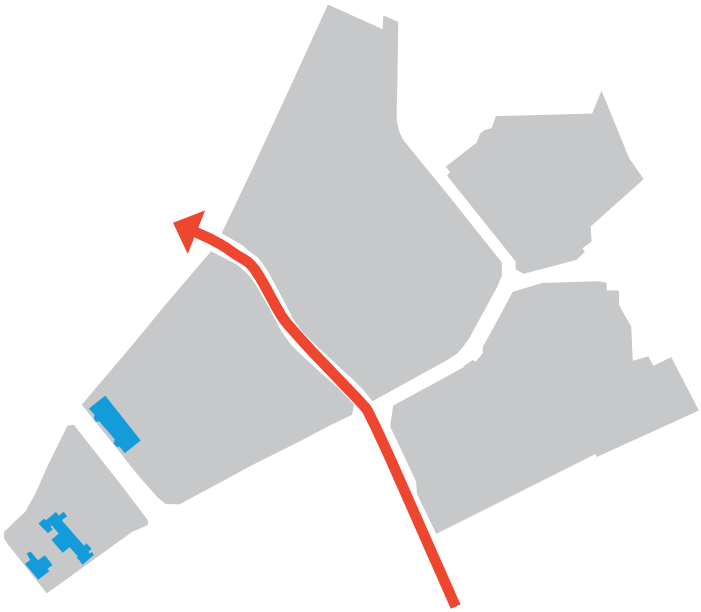


FIG 49 - PUBLIC TRANSPORT

4.4.3 Vehicular Routes

Vehicular traffic accesses the site via Hunters Way. This connects to Chace Village Road which provides further connections to the individual residential parcels, and the existing hospital and MHT buildings and facilities.

Shooters Road should be a pedestrian and cycle-only link into the site, with no vehicular traffic.

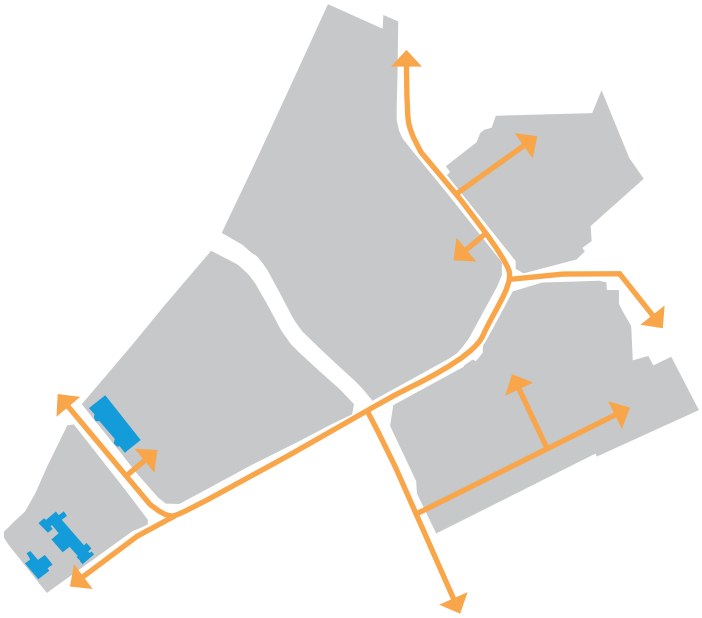


FIG 50 - VEHICULAR ROUTES

4.4.4 Pedestrian Routes

The Cycle and Pedestrian networks must ensure a legible and safe journey for residents and visitors.

Pedestrian routes should run next to residential buildings to ensure overlooking and natural surveillance.

Pedestrian routes must be well defined with pavements typically on both sides of a vehicle route.

All residential entrances should face onto street so they are overlooked and provide activity on streets

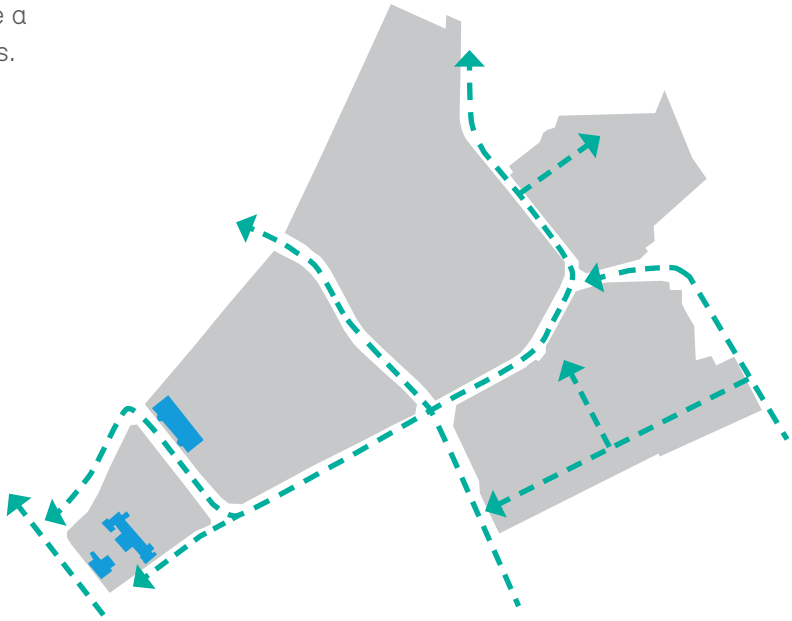


FIG 51 - CYCLE ROUTES

4.4.5 Cycle Routes and storage

Residential cycle storage should be located close to cycle routes and easy to access from the street.

All apartment building must be provided with an integrated communal cycle store within the footpint of the buildings.

Housing and maisonettes should be provided with individual covered cycle storage. Cycle storage should not blight the streetscape.

Visitor and non-residential cycle parking must be provided in public areas. Locations must be well overlooked and easy to access from cycle routes and the street

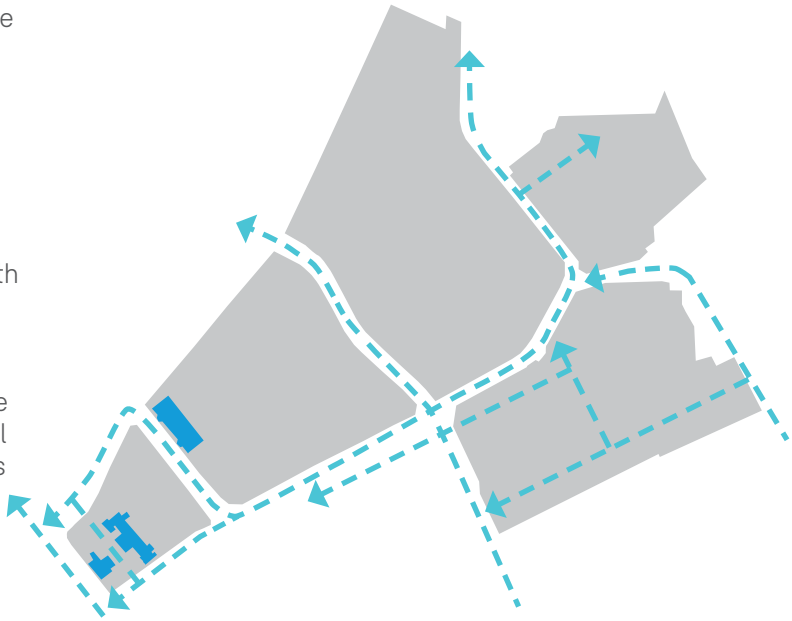


FIG 52 - PUBLIC TRANSPORT

4.4.6 Car Parking

Car parking should be provided via on-street spaces. Car parking should not dominate the street scene.

Parking should be integrated with street tree planting and designed in accordance with the guidance provided in Section 3.3 Landscaping and Public realm.

In order to mitigate the impact of parking on the streetscape, parking spaces should be staggered in relation to spaces on the opposing side of the street as described in FIGURES 55-57

The maximum number of continuous street parking spaces is 4 before a landscaped bay is provided as described in FIGURE 56. Landscaped bays should vary in width to avoid uniform arrays of parking grids.

Street parking bays should be parallel or perpendicular to the street.

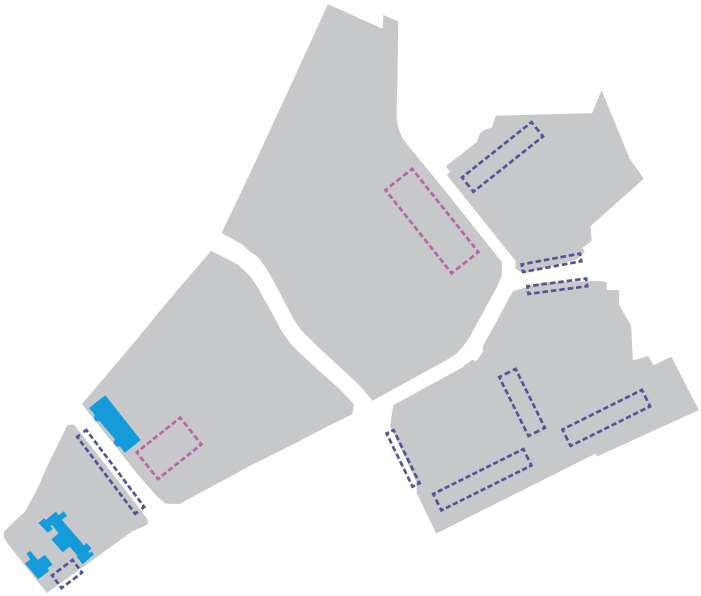


FIG 53 - INDICATIVE CAR PARKING DISTRIBUTION

4.4.7 Servicing

Adequate servicing must be provided to allow intermittent access and deliveries from small vehicles and vans.

Designs must consider the arrangement of access and servicing to ensure residents can be serviced without detriment to the public realm or adjoining dwellings.

Detailed proposals should consider grocery deliveries, couriers and online retail servicing as an integrated approach to residential entrances.

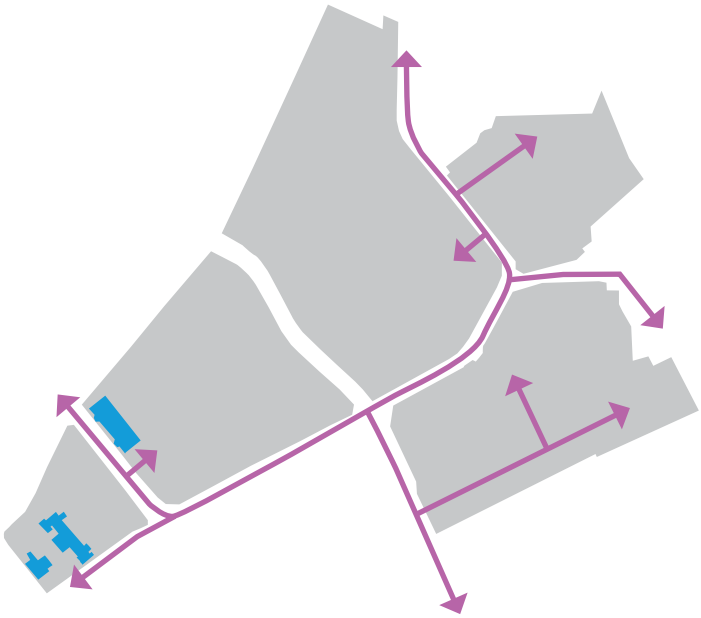


FIG 54 - SERVICING

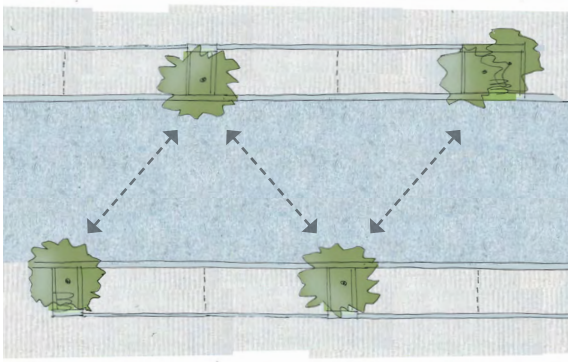
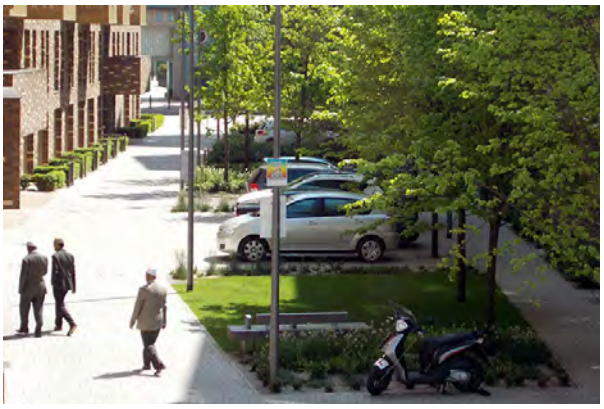


FIG 55 - PARALLEL-TO-PARALLEL PARKING



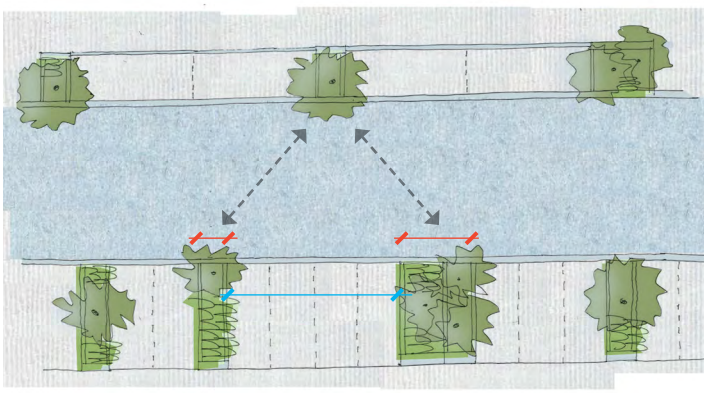


FIG 56 - PARALLEL-TO-PERPENDICULAR PARKING

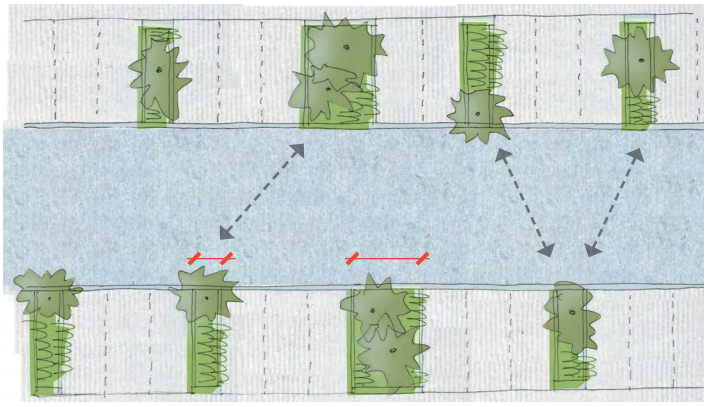


FIG 57 - PERPENDICULAR-TO-PERPENDICULAR PARKING