

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 15 December 2020

Report of
Head Of Planning

Contact Officer:
Andy Higham
Sharon Davidson
Tel: 0208 379 3841

Ward: Ponders
End

Application Number: 20/03070/FUL

Category: Minor

LOCATION: FALCON ROAD SPUR, EN3 4LX

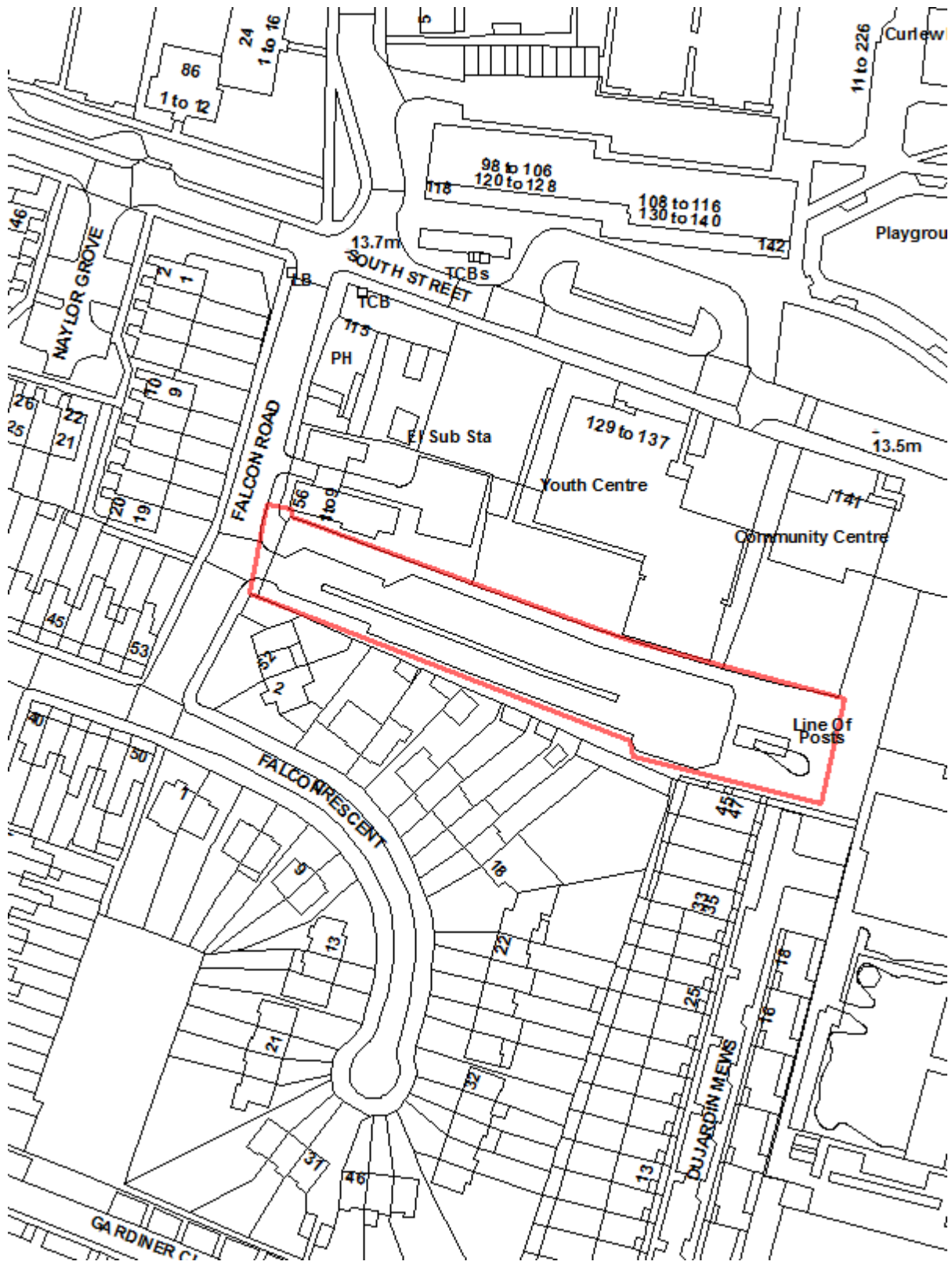
PROPOSAL: Reconfiguration of existing car park layout to provide car park spaces for residential, medical centre and community uses to be provided by Phase 2 of Alma Estate development, formation of vehicular access; and drop-off facility.

Applicant Name & Address:
Mr Alex Cook,
Countryside Properties (UK) LTD.
C/O Agent

Agent Name & Address:
Mr Greg Blaquiere,
Terence O'Rourke,
7 Heddon Street,
London,
BH7 7DU

RECOMMENDATION:

That subject to the completion of a Deed of Variation to the Section 106 Agreement, the Head of Development Management / Planning Decisions Manager be authorised to GRANT planning permission subject to conditions



1 Note for Members

- 1.1 This planning application is reported to Planning Committee as the Council has an interest in the land.

2 Executive Summary

- 2.1 The car park layout contained in this application was approved in August 2018 under reference 17/04816/FUL. This application formed part of a group of applications considered in relation to the Reserved Matters for Phases 2A, 2Ai and 2Aii and the S73 Variation to the original outline application for the Alma Estate Regeneration Project.
- 2.2 This application proposes an amendment to that application (ref 17/0816/FUL) to enable the allocation of 10 car parking spaces for the use of staff in the medical centre to be provided in Woodall Road, within Phase 2Ai, already approved as part of the Alma Estate Regeneration Project. The total number of car parking spaces and the layout will remain the same but the introduction of 10 spaces for the medical centre will result in a reduction of 5 residential car parking spaces and 5 community spaces. The drop off and pick up spaces contained in the turning circle for the Oasis Academy will remain unchanged.
- 2.3 The reasons for recommending approval are:
1. The reallocation of the car parking spaces to the medical centre use does not result in any unacceptable adverse impact to the safety and capacity of the surrounding highways network
 2. The development would not result in any unacceptable adverse harm to the residential amenity of surrounding residents in terms of noise, loss of privacy or disturbance.

3 Recommendation

- 3.1 That subject to the completion of a Deed of Variation to the S106 to secure the matters covered in this report, the Head of Development Management/ the Planning Decisions Manager be authorised to GRANT planning permission subject to the following conditions.
1. The development hereby permitted shall be carried out in accordance with the approved plans including plans(s) that may have been revised or may be amended as set out in the attached schedule which forms part of this notice.
Reason: For the avoidance of doubt and in the interests of proper planning.
 2. No development shall take place until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, road and or hard surfaced area shall be submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.
Reason: To ensure that levels have regard to the level of surrounding development, gradients and surface water drainage.
 3. Within 3 months of commencement of works, but prior to any occupation of any part of the site details of any external lighting proposed shall be submitted

to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development of that part of the site is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

4. No development shall take place until full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. The landscape details shall include:
- Details of measures to prevent over-running by vehicles of landscaped areas.
 - Protective measures to prevent over-running of vehicles of pedestrian areas.
 - Planting plans.
 - Written specifications (including cultivation and other operations associated with plant and grass establishment)
 - Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities)
 - Full details of tree pits including depths, substrates and irrigation systems (N.B. We intend to issue the Enfield Tree Officer's preferred design for tree pits with the Decision Notice)
 - The location of underground services in relation to new planting
 - A maintenance and management strategy
- All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development on the relevant part of the site or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.
- Reason: To ensure the provision of amenity, and biodiversity enhancements, to afforded by appropriate landscape design, and to increase resilience to the adverse impacts of climate change the in line with Core Strategy policies CP36 and Policies 5.1 - 5.3 in the London Plan.
5. The development shall not commence details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change. The drainage system shall be installed/operational prior to the first occupation of that part of the development and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water in accordance with Policy CP28 of the Core Strategy, DMD61 of the Development Management Document, Policies 5.12 & 5.13 of the London Plan and the NPPF.

- 6 The development shall not commence (including the erection of site hoardings restricting access to Falcon Road Spur) until a Construction Logistics Plan has been submitted to and approved in writing by the local planning authority . This CLP to include measures to deal with temporary arrangements to allow access to a drop off area for the school
- The plan should also include:
- a. Background and key issues - Details of the applicant, name of the site, overview of the site and key issues to be addressed.
 - b. Site information - This should include the location of the site, and the size and nature of the development. A photographic condition survey of public carriageways, verges and footways in the vicinity of the site is also required.
 - c. Works programme - Details of the scheme including indicative dates for each stage of the construction process.
 - d. Possible trip generation - The developer will need to identify the number of trips associated with the construction project.
 - e. Routeing - Details of primary and secondary designated routes to show how vehicles will keep to main routes and comply with the restrictions of the London Lorry Control Scheme.
Monitoring the use of these routes is also required.
 - f. Delivery scheduling - The developer will need to efficiently manage the transport of supplies to the construction site;
 - g. Use of holding areas and vehicle call off - Where necessary developers should make provision for vehicles to be held off-site, acknowledging and taking into account local and route restrictions, and ensuring there is no on-road queuing.
 - h. Permit schemes and access - If required to manage the site effectively.
 - i. Impact on the highway - If changes to the highway are necessary for construction access. This should include maps of the extent of any encroachment on the public highway and related changes to routeing and signage.
 - j. Swept Path Analysis - Details of a swept path analysis for construction vehicles.
 - k. Parking, loading and unloading arrangements - It is necessary to include details of any parking bay suspensions needed to allow construction vehicles to enter and leave the site.
Also refer to any specific parking, loading and unloading arrangements.
 - l. Hours of operation - The CLP should provide details of the hours of operation that construction activities will be limited to.
 - m. Traffic management - Information on how traffic will be managed during the various phases of the construction, including the type of construction vehicles to be used and when, parking arrangements for delivery vehicles, pedestrian cyclists, bus and general traffic considerations.
 - n. Measures and training to reduce the danger posed to cyclists by HGVs - This should include membership of the Freight Operators Recognition Scheme or an approved equivalent.
 - o. Dust and dirt minimisation - Details of actions being taken to minimise the transfer of dust and dirt including construction vehicle wheel cleaning methodology and facilities.

- p. Waste minimisation - Actions to be taken to minimise the creation and transfer of waste from the site.
- q. Use of alternative modes of transport - show consideration of using water freight and rail, particularly for moving bulk raw materials.
- r. Arrangements for the storage of materials
- s. Monitoring compliance, reporting and review - This should focus on how the site performs against the elements set out in the CLP.
- t. CLP management - Details of how the CLP will be managed, including the contact details for the person who is responsible for the CLP before and during construction.
- u. A CLP written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition' or relevant replacement.

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

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

- 7. No demolition, construction or maintenance activities audible at the site boundary of any residential dwelling shall be undertaken outside the hours of 08.00 to 18.00 Monday to Friday and 08.00 to 13.00 Saturday or at any time on Sundays and bank or public holidays without the written approval of the Local Planning Authority, unless the works have been approved in advance under section 61 of the Control of Pollution Act 1974.

Reason: To minimise noise disturbance.

- 8 The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004

4 Site and Surroundings

- 4.1 Falcon Road Spur is located on the southern boundary of the Alma Estate and is accessed from Falcon Road. To the south, the access road adjoins the rear of residential properties in Falcon Crescent. To the north, the spur is adjacent to the site of the former Ponders End Youth Centre and Welcome Point Community Centre, now in the process of redevelopment to provide new replacement facilities. The end of the spur provides a drop off point for the Oasis Academy as well as providing emergency vehicular access to Dujardin Mews.
- 4.2 The existing Falcon Road Spur car park is a 37 space public car park (pay and display) with the first 15 minutes free to facilitate drop off for the Oasis Academy. Surveys carried out by the applicant in May 2017 showed that there was a clear peak in usage at around 1500 hours when the car park was at capacity, with illegal parking in the central reservation. The morning school drop off peak was less pronounced. At all other weekday times, usage was very low.

5 Proposal

- 5.1 This application is to amend the allocation of parking spaces in Falcon Road Spur approved in August 2018 (17/04816/FUL).
- 5.2 There is no change to the previously approved application 17/04816/FUL other than in respect of the allocation of parking spaces and this proposal comprises the reconfiguration of the existing car park layout to provide the following:
- Provision of 30 car park spaces for the residential units of Phase 2Aii and 9 spaces for the wider community use (including the youth centre and community centre) and associated landscaping, together with 14 drop off bays around the turning area nearest the school.
 - Formation of vehicular access to the Youth Centre mechanics workshop as part of Phase 2Aii
 - Retention of emergency access to Dujardin Mews
 - Remodelled drop off facility for the school including a landscaped central area including a rain garden and tree planting.
- 5.3 With the construction of Phase 2Ai and 2Aii well advanced, an occupier for the ground floor medical centre unit in Phase 2Ai in Woodall Road has been secured. The proposed operator of the medical centre has requested additional car parking spaces to meet their operational needs. They have indicated that additional car parking spaces are required beyond the four designated at outline planning stage located outside the unit on Woodall Road. This application has therefore been submitted to reallocate spaces on Falcon Road Spur to facilitate medical centre staff parking.
- 5.4 It is proposed to reallocate 10 spaces in Falcon Road Spur for medical centre Use - 5 from the residential uses and 5 from the community uses. The layout would remain as approved, retaining the overall number of spaces (49). The drop off zone in the turning circle outside the school remains unchanged and will continue to provide an arrangement to allow drop-off adjacent to the school entrance.
- 5.5 The parking spaces for the community centre/youth centre use will reduce from 14 to 9. However, it is also proposed to make these 5 spaces reallocated from the community use to the medical centre available for school drop off and pick up during 08.30 to 9.00 in the morning and 15.00 to 15.30 in the afternoons. This has been agreed by the medical centre and the school.
- 5.6 The 10 spaces for the medical centre are required to support the operation of the essential service. The medical centre will be operated by Medicus which is the largest GP super partnership in London. They have 14 sites across Enfield and as a result, in addition to meeting local need, effectively the whole borough is the catchment area. It is envisaged however that for this facility, patients will predominantly be from EN3. It is an NHS organisation and is open to NHS patients. The medical centre will have 20 full time staff, including 10 on-call doctors who will undertake emergency visits during the day with travel required by car. There will be an operating theatre on site, which will require specialised staff and surgeons to visit. There will also be a pharmacy on site. In addition to emergency visits, the centre will employ paramedics and clinical pharmacists who will be doing home visits during the day for medication reviews and supporting the old and frail who are not able visit the practice.

- 5.7 The centre will operate between 8am-8pm Monday to Saturday and Sunday 9am-6pm. It will serve 10,000 registered patients. Whilst difficult to predict, particularly in current COVID-19 circumstances, the expected patient foot fall at a practice of this size is c.300 per day.
- 5.8 In order to make sure that the spaces are available for the designated users and for school drop off and pick up, it is proposed that the medical centre bays will be controlled by Traffic Order restrictions between 9am and 3pm for an Falcon Road Spur specific Controlled Parking Zone (CPZ). This will allow the school drop off to occur outside of these hours and also prevent all day parking. As the Medical Centre is due to open 7 days a week, the CPZ will align with this. It is proposed that a review of the CPZ be undertaken after 6 months occupation to ensure that the operation is effective. This is will be secured by planning obligation. (Please see extract from Transport Assessment below for details of the proposed car park management strategy).

Table 2 Proposed Management Strategy

FRS Space	Management and Enforcing Authority	Enforcement
Residential Bays	LBE Estate Management through parking wardens and tickets, information through signage.	<ul style="list-style-type: none"> ▪ Bollards ▪ Permits ▪ Road markings stating 'Private Parking' ▪ Signage to state 'Private Residential Parking only'
Community Centre Bays	LBE/ Community Centre staff/ School (for drop off spaces) through signage	<ul style="list-style-type: none"> ▪ Bollards ▪ Permits ▪ Signage to state 'Community Centre parking only between 0900 to 1500'
Medical Centre	Medical Centre and School for shared drop off spaces through parking warden/ school staff and signage	<ul style="list-style-type: none"> ▪ Road markings ▪ Bollards ▪ Signage to state 'Medical Centre parking only between 0900 to 1500 and 1530 to 1830'
Drop Off Area	School, through designated school personnel	<ul style="list-style-type: none"> ▪ LBE Parking ▪ Ticketing ▪ Signage to state 'Drop off and Pick up only at all times – No Parking'
Drop Off Area – Mechanics Workshop Access	Occupiers of Mechanics Workshop	<ul style="list-style-type: none"> ▪ Gated or similar
Drop Off Area – Dujardin Mews Access	Dujardin Mews development	<ul style="list-style-type: none"> ▪ Barrier system to the south

6 Relevant Planning Decisions

- 6.1 Outline permission was granted in June 2017 for the Alma Estate regeneration Master Plan (15/02039/OUT) and was amended by a S73 permission 17/04670/VAR dated 17 August 2018. Full planning permission was granted for Phase 1A of the Alma Estate (15/02040/FUL) in March 2017 and Reserved Matter Approval for Phases 2A, 2Ai and 2Aii on 17 August 2018. Phase 2Ai contained space for a medical centre for which the reconfiguration of the car parking in Falcon Road Spur proposed by an accompanying application (see below) was approved at the same time.

- 6.2 Planning permission was granted in August 2018 (ref. 17/04816/FUL) for the reconfiguration and extension of existing car park to provide a total of 35 spaces for residential use, a total of 14 spaces for community uses and a drop off zone (14 spaces) to be provided by Phase 2Aii of the Alma Estate redevelopment (15/02039/OUT and 17/04748/RM) including formation of vehicular access to youth centre and alterations to school drop off point

7. Consultations

7.1 Public Response

Consultation letters were issued to 46 neighbouring and nearby properties. Furthermore, 3 site notices were posted and surrounding residents have been consulted. No comments have been received.

7.2 Internal

Traffic and Transportation

- 7.2.1 No objections subject to amendments to the S106 agreement to secure the management arrangements and funding for the parking controls proposed.

Officer Comment – these provisions will be secured through amendment to the S106 agreement.

Waste Management

- 7.2.2 No Comment.

Suds Team

- 7.2.3 A condition is proposed to require the submission of sustainable drainage proposals.

Housing Development and Estate Regeneration

- 7.2.4 The Regeneration Team support the reallocation of parking spaces for the community centre/youth centre from 14 to 9 in order to accommodate 50% of the 10 spaces required by the medical centre to operate a large GP practice from their adjacent premises.

- 7.2.5 They consider that the proposed CPZ (specifically for Falcon Road Spur) between the hours of 9am to 3pm will prevent the spaces being used by commuters or businesses whilst still allowing enough flexibility to act, when vacant, as short term overspill spaces in addition to the drop off spaces located around loop in front of the school's nursery entrance as and when the need should arise.

- 7.2.6 They consider that 9 spaces for the community centre and youth centre should provide adequate availability of spaces for essential staff serving these facilities, with the majority of service users attending via foot or public transport.

- 7.2.7 In line with the Council's climate emergency declaration and commitment to healthy streets, it is our hope that both the medical centre and community/youth centre will work to reduce the reliance on car use over the coming years and we strongly encourage all those involved with the management of these buildings to commit to doing so. However, in recognition that this cannot happen overnight and the

importance of enabling a medical centre to open in this location, we are happy to support the application as it currently stands.

Officer Comment - the requirement to reduce reliance on the car will be addressed through an obligation in the S106 agreement to submit a travel plan for the medical centre staff and users.

8 Relevant Policy

8.1 The London Plan 2016

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

Policy 2.6 – Outer London: vision and strategy
Policy 2.7 – Outer London: economy
Policy 2.8 – Outer London: transport
Policy 2.14 – Areas for regeneration
Policy 3.1 – Ensuring equal life chances for all
Policy 3.2 – Improving health and addressing health inequalities
Policy 3.16 – Protection and enhancement of social infrastructure
Policy 3.17 – Health and social care facilities
Policy 4.12 – Improving opportunities for all
Policy 5.1 – Climate change mitigation
Policy 5.2 – Minimising carbon dioxide emissions
Policy 5.3 – Sustainable design and construction
Policy 5.10 – Urban greening
Policy 5.12 – Flood risk management
Policy 5.13 – Sustainable drainage
Policy 5.18 – Construction, excavation and demolition waste
Policy 5.21 – Contaminated land
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.12 – Road network capacity
Policy 6.13 – Parking
Policy 7.1 – Lifetime neighbourhoods
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.5 – Public realm
Policy 7.14 – Improving air quality
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 – Trees and woodlands

8.2 The London Plan – Intent to Publish Version - December 2019

8.2.1 The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. In the circumstances, it is only those policies of the Intention to Publish version of the London Plan, that remain unchallenged to which weight can be attributed.

8.2.2 Although there are a number of proposed changes from the London Plan 2016 of relevance to this application, none of these proposed changes would result in a different conclusion in relation to this application. Of relevance are:

- GG6 – Increasing efficiency and resilience – supports the move towards a low carbon circular economy contributing towards London becoming a zero-carbon city by 2050. Buildings and infrastructure should be designed to adapt to a changing climate, make efficient use of water and reduce impacts from natural hazards like flooding and heatwaves
- D 8 – Public Realm – development proposals should encourage and explore opportunities to create new public realm where appropriate. The quality of public realm has a significant influence on quality of life and should be seen as a series on connected routes and spaces.
- SI 13 – Sustainable drainage – development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source as possible. There should be a preference for green over grey features in line with the drainage hierarchy.
- T1 – Strategic approach to transport – development proposals should facilitate the delivery of the Mayor’s strategic target of 80% of all trips in London to be made by foot, cycle or public transport by 2041.
- T2 – Healthy Streets – development proposals should demonstrate how they will deliver improvements that support the ten Healthy Streets indicators in line with Transport for London guidance.
- T5 – Cycling – development proposals should help remove barriers to cycling and create a healthy environment in which people choose to cycle. This includes support for London wide cycle routes and minimum standards for cycle parking.
- T6 – Car Parking – car parking should be restricted in line with levels of existing and future public transport accessibility and connectivity. Car free developments should be the starting point for all development proposals in places well connected to public transport with developments elsewhere designed to provide the minimum necessary parking. Maximum car parking standards set out in Policy T6.1 (Residential) and T6.5 (Non-residential) should be applied. Sufficient electric car charging points should be provided in new developments.

8.3 Local Plan – Core Strategy

Core Policy 1: Strategic growth areas

Core Policy 8: Education

Core Policy 9: Supporting Community Cohesion

Core Policy 21: Delivering sustainable water supply, drainage and sewerage infrastructure

Core Policy 24: The road network

Core Policy 25: Pedestrians and cyclists

Core Policy 26: Public transport

Core Policy 28: Managing flood risk through development

Core Policy 29: Flood management infrastructure

Core Policy 30: Maintaining and improving the quality of the built and open environment

Core Policy 32: Pollution

Core Policy 36: Biodiversity

Core Policy 40: North East Enfield

8.4 Development Management Document

DMD 16: Provision of new community facilities

DMD 17: Protection of community facilities

DMD 18: Early Years Provision

DMD45: Parking Standards and Layout

DMD47: New Road, Access and Servicing

DMD48: Transport Assessments

DMD49: Sustainable Design and Construction Statements

DMD57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement

DMD59: Avoiding and Reducing Flood Risk

DMD 60: Assessing Flood Risk

DMD 61: Managing surface water

DMD 62: Flood control and mitigation measures

DMD 63: Protection and improvement of watercourses and flood defences

DMD64: Pollution Control and Assessment

DMD65: Air Quality

DMD 66: Land contamination and instability

DMD68: Noise

DMD69: Light Pollution

DMD 76: Wildlife corridors

DMD 77: Green chains

DMD 78: Nature conservation

DMD79: Ecological Enhancements

DMD80: Trees on development sites

DMD81: Landscaping

8.5 North East Enfield Area Action Plan

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

4.2 Improving the quality of the pedestrian and cycling environment

5.3 Improving the public realm

7.1 Providing community facilities

11.1 South Street Area

11.2 Alma Estate regeneration

11.3 Ponders End station

8.6 National Planning Policy Framework (19 February 2019)

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

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

Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole; or specific policies in the Framework indicate development should be restricted.

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

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

8.7 National Planning Practice Guidance (October 2019)

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

8.8 Other Material Considerations

S106 SPD (2016)

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

GLA: London Sustainable Design and Construction SPG (2014)

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

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

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

9 Analysis

9.1 The layout and design of the Falcon Road Spur parking and drop off areas as set out in this application, were previously approved in August 2018. The change proposed is to the allocation of spaces only. If this application is approved the total number of spaces will remain the same (49) but the number of residential spaces will be reduced from 35 to 30 and the number of community/youth centre spaces will be reduced from 14 to 9. This reallocation of spaces is considered acceptable.

9.2. It is accepted that national and local planning policy discourages the use of the private car and encourages the use of public transport wherever practical. In this case, it is considered that the efficient operation of the medical centre requires dedicated parking to be of maximum benefit to the local community. Were staff to be required to use public transport, then either the number of home visits or the number of patients seen each day would have to be reduced to accommodate staff travelling time.

9.3 It is proposed that the spaces are linked to the medical centre use, and in the event the medical centre ceases to operate, the use of the spaces does not automatically

transfer to an alternative / future use. This will be secured by planning obligation which will require that should the medical centre use cease the spaces will become general community spaces and managed through the CPZ process .

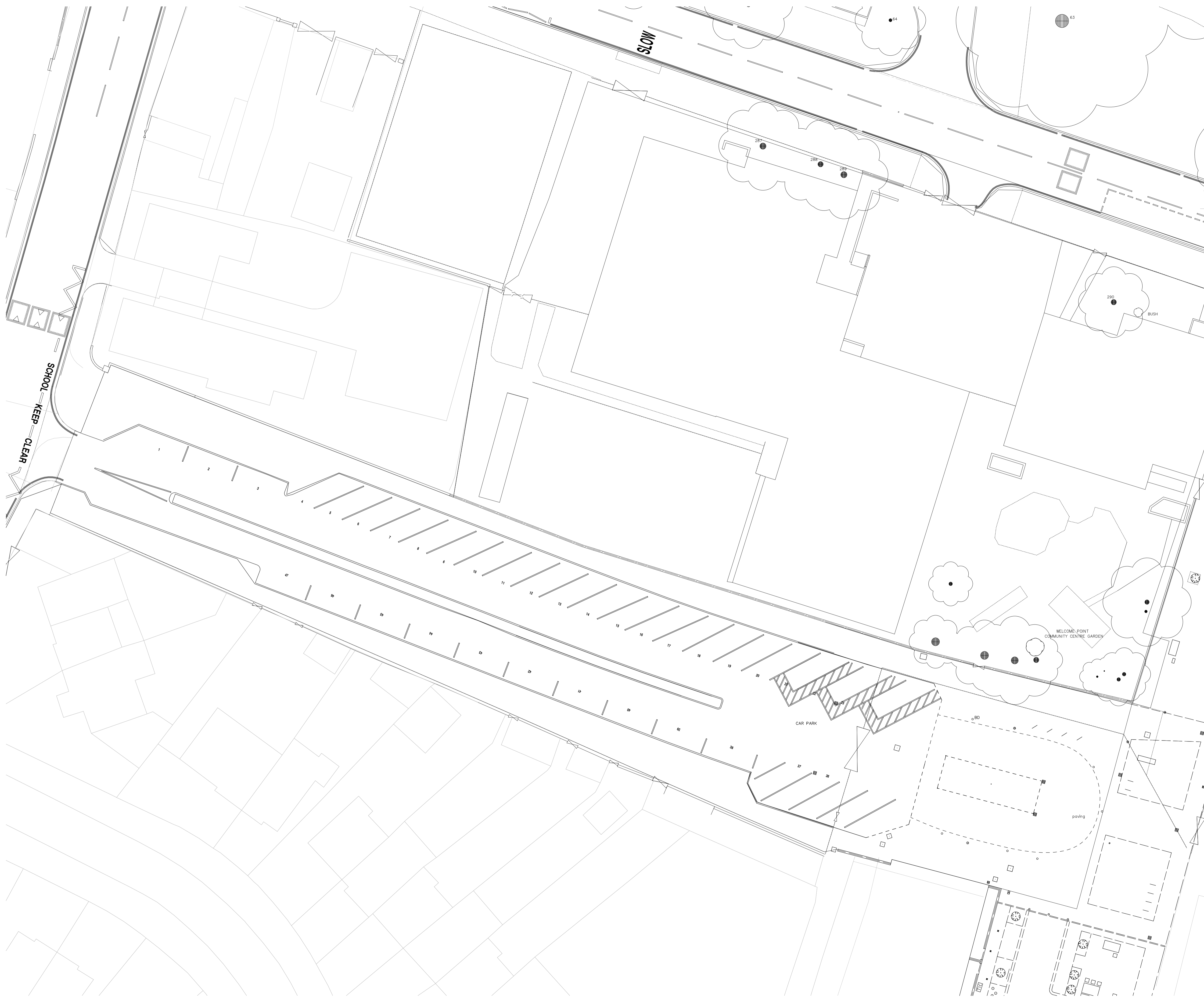
- 9.4 In order to make the fullest possible use of parking, the medical centre bays will be controlled by Traffic Order restrictions between 9am and 3pm as part of a specific Falcon Road Spur Controlled Parking Zone. This will allow the school drop off and pick up to occur outside of these hours and also prevent all day parking. As the Medical Centre is due to open 7 days a week, the CPZ will align with this. It has been agreed to include a review of the CPZ from 6 month from occupation to ensure operation is effective. The proposed CPZ and its review will be secured as a planning obligation as part of the S106 Deed of Variation.
- 9.5 The proposed reduction (5 spaces) in residential car parking spaces is not considered to be significant. As part of the previously consented scheme, there were a total of 66 units in phase 2Aii and a total of 376 units in Phase 2. The parking proposals for the consented scheme were 155 spaces providing a ratio of 0.41 spaces per unit. With the proposed amendments to Falcon Road Spur, the number of spaces will reduce to 150 for 376 units reducing the parking ratio to 0.39 parking spaces per unit.
- 9.6 With reference to the comments of Traffic and Transportation, it is considered that this is a scheme which will have limited impact on the public highway and the wider transport network. The context of this is that there is no change in overall car parking provision and contributions have already been secured to provide for, if required, parking controls on the public highway in the vicinity of the site. The proposed management arrangements are broadly similar to those in the consented scheme and are considered acceptable.
- 9.7 On the specific issue of the separate controlled parking zone, whilst the parking controls might be different from other areas across the wider site (in both timing and permit management), it would be preferable to include the FRS controls in any consultation for the wider area (this is likely to include Dujardin Mews). However, given that this proposal is still subject to approval and the Council has already started drawing down S106 contributions in respect of the parking controls for other phases, it appears that this might not be feasible. Therefore, the parking controls contribution will be higher. An appropriate payment trigger will also be required as construction appears to have commenced on the development adjacent to FRS.
- 9.8 The observation from the Regeneration Team that they would encourage the medical facility to seek to reduce car parking requirements over time is welcome. A travel plan/car parking management plan will be required to facilitate this and will be secured through the S106.
- 9.9 It is considered there are no implications under the terms of the Public Sector Equalities Duty arising from the reallocation of the parking spaces to the medical facility.
- 9.10 As this is a new application for the same site previously subject to a S73 application for the Alma Estate Regeneration Project in 2018, all the conditions and obligations proposed as part of the original Falcon Road Spur application (17/04816/FUL) will be re-imposed.

10.0 S106 Deed of Variation

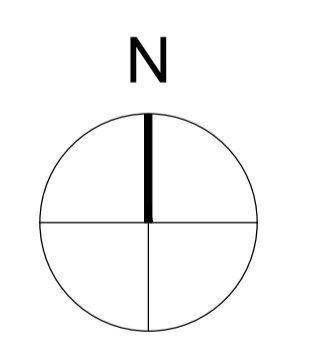
- 10.1 A S106 Agreement formed part of the original grant of Outline Permission for the Alma Estate Regeneration – 15/02039/OUT dated 20 June 2017.
- 10.2 A Deed of Variation to the original S106 was approved as part of the S73 Variation to the original outline permission approved on 16 August 2018. This included:
- Various Highway matters including the bringing forward of the proposed CPZ and detailed highways issues outlined in this report and raised by specialist officers.
 - Legal mechanisms to tie the Falcon Road Spur application (17/04816/FUL) to the S73 outline planning permission (17/04670/VAR) and occupation of units proposed within the Reserved Matter Application (17/04748/RM)
 - Management arrangements for Falcon Road Spur
- 10.3 Should the current application be approved a further Deed of Variation will be required to:
- re-affirm previously agreed obligations and to confirm minor changes to application references and users and numbers of spaces in Falcon Road Spur.
 - to establish and fund a Falcon Road Spur specific Controlled Parking Zone and enable a review of arrangements after six months,
 - to restrict the use of the re-allocated spaces for a medical centre use only unless the medical use shall cease in which case the spaces will be returned to general community use.
 - to require a travel plan for the medical centre staff and users.

11 Conclusion

- 11.1 This application is a change to the allocation of car park spaces only with both the layout and number of spaces remaining as originally approved.
- 11.2 This proposal to reallocate parking spaces to allow dedicated spaces for medical centre staff is fully supported by officers and will assist in the operation of this vital medical centre use. The proposals to operate a Controlled Parking Zone will make sure that the use of parking spaces is maximised.
- 11.3 Overall the proposals are considered to be compliant with the strategic and local planning policy frameworks.



GENERAL NOTES
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 All dimensions are in millimetres unless noted otherwise
 All levels are in metres above ordnance datum unless noted otherwise
 This drawing must be read in conjunction with all other relevant drawings and specifications from the Architect and other consultants
 If in doubt, ask



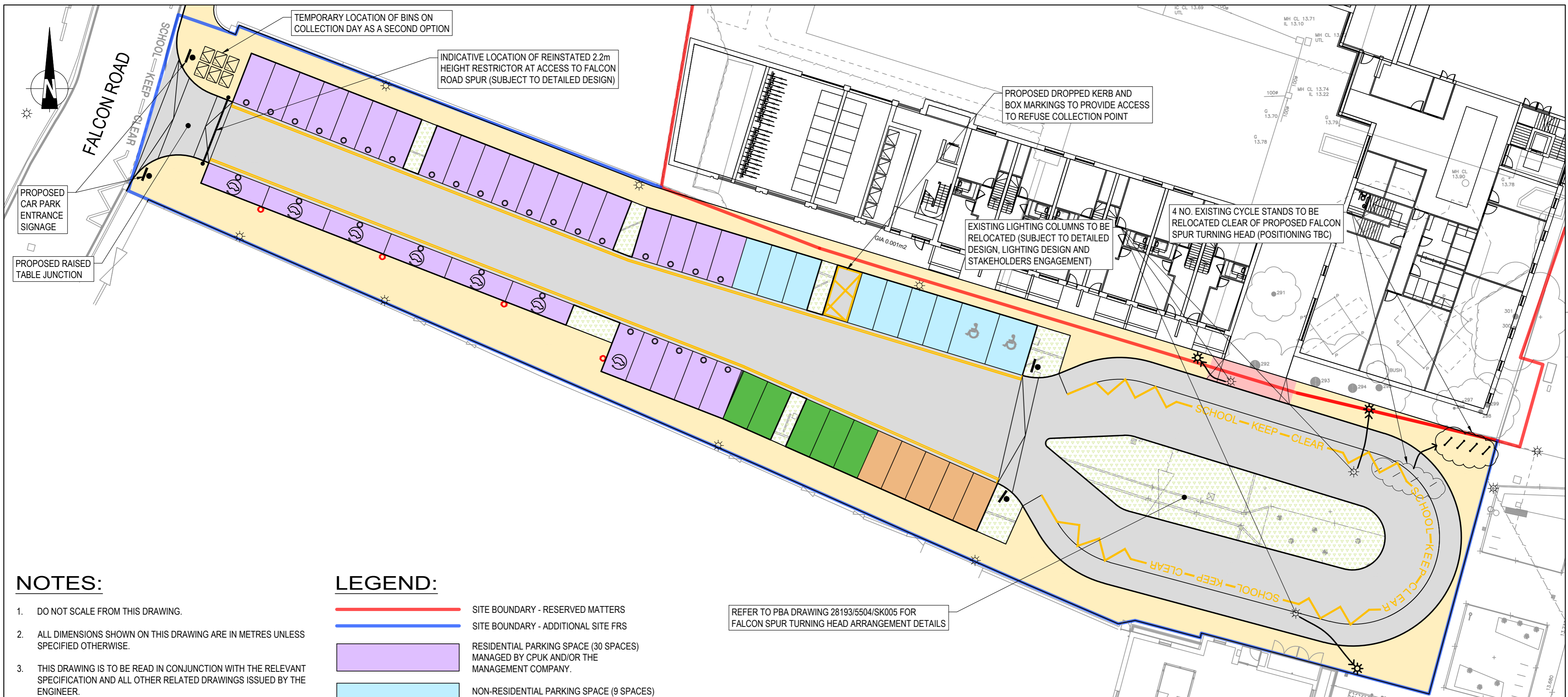
no.	date	description	drawn	checked
-	27.10.17	Planning submission	LF	LF

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 Thomas
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project	job no.	drawn	checked	scale	date
Alma Phase 2	16-084	LF	LF	1:200@A1	Oct'17
drawing title	drawing number	revision			
Falcon Road Spur Existing Layout	084_FRS_PL_100	-			



NOTES:

- DO NOT SCALE FROM THIS DRAWING.
- ALL DIMENSIONS SHOWN ON THIS DRAWING ARE IN METRES UNLESS SPECIFIED OTHERWISE.
- THIS DRAWING IS TO BE READ IN CONJUNCTION WITH THE RELEVANT SPECIFICATION AND ALL OTHER RELATED DRAWINGS ISSUED BY THE ENGINEER.
- ALMA ESTATE - PHASE 2 BUILDING LAYOUTS SHOWN ARE FROM LATEST REVISION OF RELEVANT PTEA ARCHITECTURAL LAYOUT PLANS RECEIVED 06.10.2017
- EXISTING TOPOGRAPHICAL SURVEY INFORMATION TAKEN FROM APR SERVICES DRAWING 914454 4 DATED FEB 2015 - ADDITIONAL TOPOGRAPHICAL INFORMATION ADDED TO END OF FALCON SPUR (INFORMATION TAKEN FROM COUNTRYSIDE PLAN SURV2509 DATED 14.12.2017 AND RECEIVED ON 08.01.2018)

LEGEND:

- SITE BOUNDARY - RESERVED MATTERS
- SITE BOUNDARY - ADDITIONAL SITE FRs
- RESIDENTIAL PARKING SPACE (30 SPACES) MANAGED BY CPUK AND/OR THE MANAGEMENT COMPANY.
- NON-RESIDENTIAL PARKING SPACE (9 SPACES) MONITORED BY OCCUPIER.
- MEDICAL CENTRE PARKING (5 SPACES) MONITORED BY OCCUPIER.
- MEDICAL CENTRE SPACES ALSO USED FOR SCHOOL DROP OFF (5 SPACES) MONITORED BY OCCUPIER.
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY (KERB HEIGHT TBC)
- PROPOSED VEHICLE CROSSOVER
- PROPOSED LANDSCAPING
- EXISTING LIGHTING COLUMN FROM TOPOGRAPHICAL SURVEY
- RELOCATED LIGHTING COLUMN. SUBJECT TO DETAILED DESIGN
- MARSHALLS RHINO TELESCOPIC BOLLARD (OR SIMILAR) TO CONTROL RESIDENT'S PARKING
- ELECTRIC CAR CHARGING BAY AND POD POINT TWIN (OR SIMILAR) CHARGING POINT

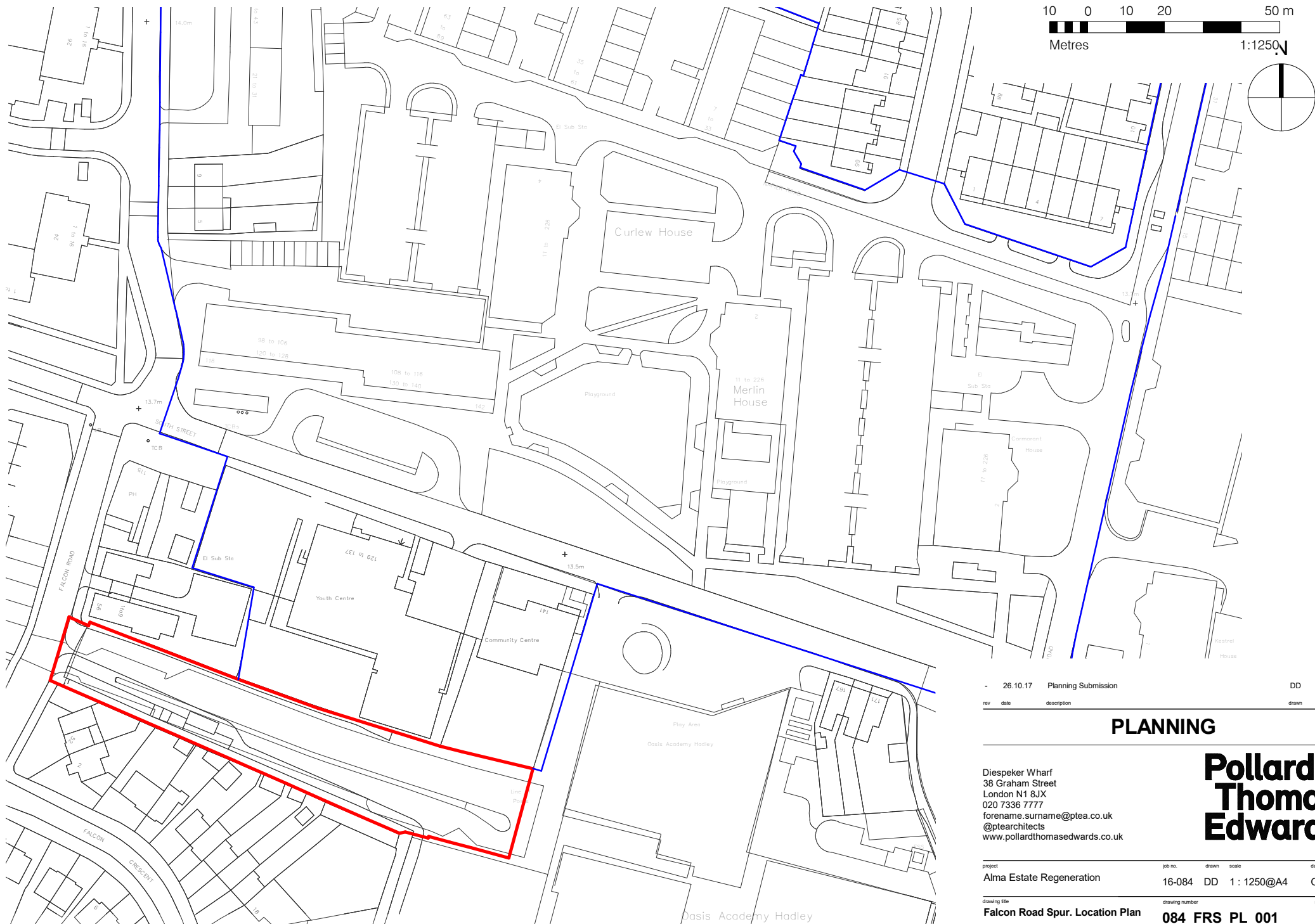
C	KEY WORDINGS UPDATED	19.11.20	JAD	MD	MD
B	KEY REVISED	22.10.20	REM	MD	MD
A	CHANGE THE PARKING AREA FOR SCHOOL DROP OFF	02.09.20	JAD	MD	MD
Mark	Revision	Date	Drawn	Chkd	Appd

SCALING NOTE: Do not scale from this drawing. If in doubt, ask.
 UTILITIES NOTE: The position of any existing public or private sewers, utility services, plant or apparatus shown on this drawing is believed to be correct, but no warranty to this is expressed or implied. Other such plant or apparatus may also be present but not shown. The Contractor is therefore advised to undertake their own investigation where the presence of any existing sewers, services, plant or apparatus may affect their operations.

FOR COMMENT

**ALMA ESTATE, ENFIELD
FALCON ROAD SPUR CAR PARK
PROPOSED GENERAL ARRANGEMENT**

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Date of 1st Issue 07.05.2020	Designed -	Drawn JAD	
##### 1:250	Checked MD	Approved MD	
Drawing Number 46051/5501/SK001	Revision C		



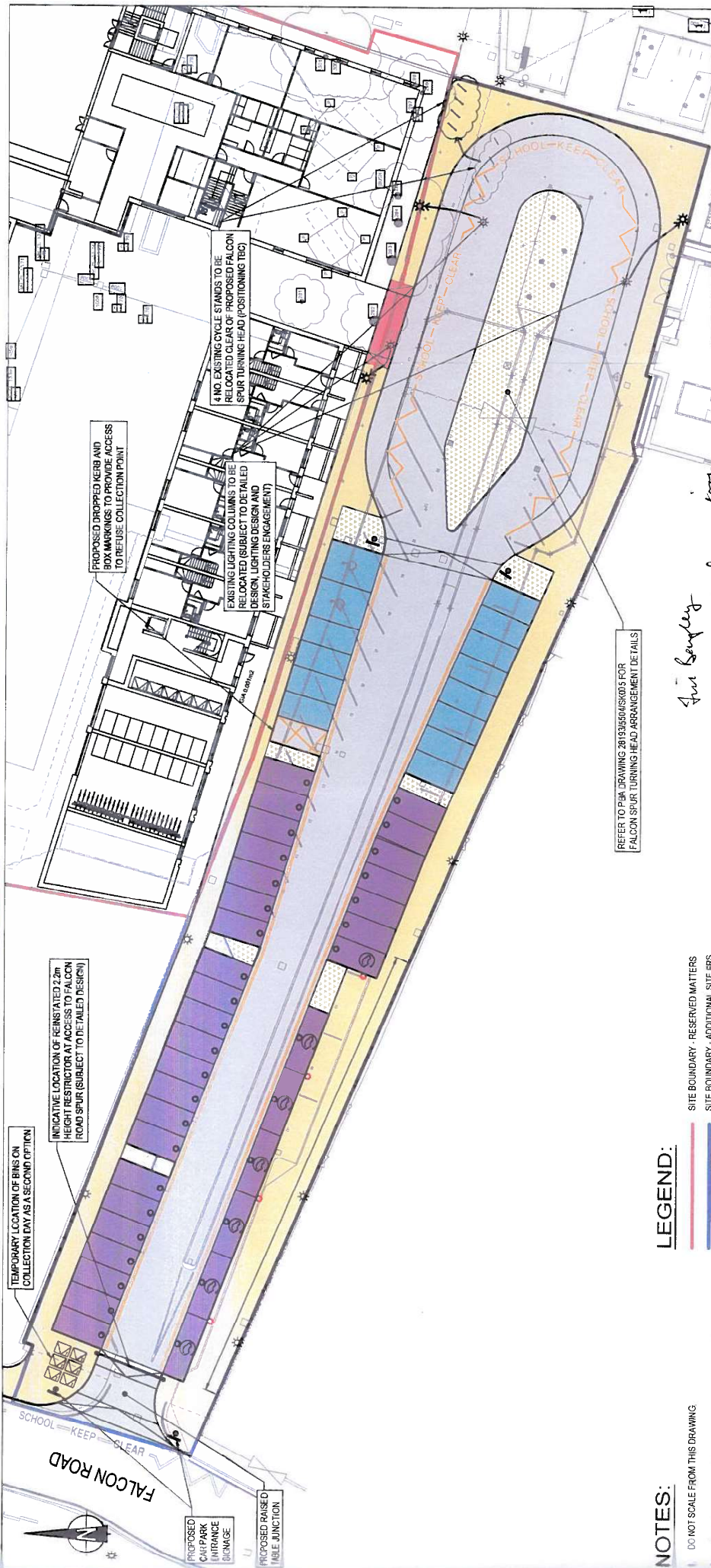
26.10.17	Planning Submission	DD	LF
rev	date	description	drawn audited

PLANNING

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project	job no.	drawn	scale	date created
Alma Estate Regeneration	16-084	DD	1: 1250@A4	Oct '17
drawing title	drawing number	revision		
Falcon Road Spur. Location Plan	084_FRS_PL_001	-		



NOTES:

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- ALMA ESTATE - PHASE 2 BUILDING LAYOUTS SHOWN ARE FROM LATEST REVISION OF RELEVANT PTEA ARCHITECTURAL LAYOUT PLANS RECEIVED 06.10.2017
- EXISTING TOPOGRAPHICAL SURVEY INFORMATION TAKEN FROM APR SERVICES DRAWING 914454.4 DATED FEB 2015 - ADDITIONAL TOPOGRAPHICAL INFORMATION ADDED TO END OF FALCON SPUR (INFORMATION TAKEN FROM COUNTRYSIDE PLAN SURV289 DATED 14.12.2017 AND RECEIVED ON 08.01.2018)

LEGEND:

- SITE BOUNDARY - RESERVED MATTERS
- SITE BOUNDARY - ADDITIONAL SITE FRIS
- RESIDENTIAL PARKING SPACE (35 SPACES) OWNED & MAINTAINED BY CPFLC
- NON-RESIDENTIAL PARKING SPACE (14 SPACES) OWNED & MAINTAINED BY OCCUPIER
- PROPOSED CARRIAGEWAY
- PROPOSED FOOTWAY (KERB HEIGHT TBC)
- PROPOSED VEHICLE CROSSOVER
- PROPOSED LANDSCAPING
- EXISTING LIGHTING COLUMN FROM TOPOGRAPHICAL SURVEY
- RELOCATED LIGHTING COLUMN SUBJECT TO DETAILED DESIGN
- MARSHALLS RHINO TELESCOPIC BOLLARD (OR SIMILAR) TO CONTROL RESIDENT'S PARKING
- ELECTRIC CAR CHARGING BAY AND POD POINT TWIN (OR SIMILAR) CHARGING POINT

Jim Sealey
Authorised Signatory



Mark	Revision	Date	Drawn	Chkd	Appd
C	GENERAL REVISION	10.01.18	JJF	JC	-
B	CAR PARK AND DROP OFF AREA LAYOUT UPDATED FOLLOWING CLIENT COMMENT	15.09.17	MSW	JC	MD
A	SPACE OWNERSHIP ADDED	13.09.17	MSW	JC	WD

FOR COMMENT

**ALMA ESTATE, ENFIELD
 FALCON ROAD SPUR CAR PARK
 PROPOSED GENERAL ARRANGEMENT**

Client
COUNTRYSIDE PROPERTIES (UK) LTD

Drawn: MSW
 Checked: JC
 Approved: MD

Date of 1st Issue: 04.01.2017
 AC Scale: 1:250
 Drawing Number: 28193/5504/SK002
 Revision: F

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Mark	Revision	Date	Drawn	Chkd	Appd
F	NOTE REGARDING TEMPORARY BIN LOCATION UPDATED	02.02.18	JJF	JC	-
E	LEGEND UPDATED REGARDING NON-RESI SPACES	22.01.18	JJF	JC	-
D	GENERAL REVISION	16.01.18	JJF	JC	-