

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 22nd March 2022

Report of:

Head of Planning
Vincent Lacovara

Contact Officers:

Andy Higham
Gideon Whittingham
Maria Demetri

Ward:

Upper Edmonton

Application Number: 21/03468/FUL

Category: Major All Other

LOCATION: North Middlesex Hospital, Sterling Way, Edmonton, N18 1QX

PROPOSAL: Construction of a 4 level multi storey car park (MSCP) to the north of the site on an existing surface car park comprising up to 452 car parking spaces, to include reconfigured road layout, access, landscaping, disabled parking and electric car charging points.

Applicant Name & Address:

North Middlesex University Hospital NHS Trust
c/o Savills (UK) Limited
London
United Kingdom
W1G 0JD

Agent Name & Address:

Miss Tara Kemmitt
Savills
33 Margaret Street
London
W1G 0JD

RECOMMENDATION:

1. That subject to the completion of a Section 106 Agreement to secure the matters covered in this report, the Head of Development Management be authorised to GRANT planning permission subject to conditions.
2. That the Head of Development Management be granted delegated authority to agree the final wording of the conditions and the Section 106 Agreement to cover the matters in the Recommendation section of this report.

1. Note for Members

- 1.1 This application is a non-residential development in excess of 1,000 m². As such, it constitutes a “major” planning application. Under the scheme of delegation for planning applications, detailed applications for the erection of non-residential development (excluding extensions to existing buildings), in excess of 1,000 sq. metres (gross) cannot be determined under delegated authority but are required to be reported to Planning Committee.

2. Executive Summary

- 2.1 This report seeks approval for the construction of a 4 level multi storey car park (MSCP) adjacent to the northern boundary with the A406 North Circular Road] of the North Middlesex Hospital site. It would be sited on an existing surface car park and comprise up to 452 car parking spaces. The proposal also includes reconfigured road layout, access, landscaping, disabled parking and electric car charging points.
- 2.2 The scheme has been subject to extensive discussions and negotiations with the agent and the North Middlesex University Hospital NHS Trust, here on in known as the Trust. Revised plans as detailed in the report were received on the 4th February 2022. Additional information has also been submitted. After assessment, on balance, the proposal is considered to be acceptable.
- 2.3 The MSCP facilitates a more efficient use of the site and enables development of land in the south east corner of the site for residential housing. Whilst the residential housing element does not form part of this application, an indicative master plan has been submitted as part of this application providing Members with an understanding of how this application is key to the wider development objectives of the site.
- 2.4 The principle of development has been found to be acceptable. The revised design is deemed to be on balance, acceptable. Traffic and Transport implications have been found to be on balance acceptable, subject to conditions. All other matters have either been resolved or been found to be acceptable subject to the imposition of conditions and the completion of a Section 106 Agreement. Overall, the scheme has therefore been recommended for approval subject to conditions and completion of a Section 106 Agreement.

3. Recommendation

- 3.1 That subject to the completion of a Section 106 Agreement to secure the matters covered in this report , the Head of Development Management be authorised to GRANT planning permission subject to conditions to cover the following matters:

1. Time Limited Permission

2. Development to be carried out in accordance with approved plans and documents.
 3. Piling method statement (at the request of Thames Water)
 4. Ground Contamination (at the request of Environmental Health)
 5. Construction Logistics Plan (at the request of TfL, T&T and Environmental Health)
 6. Renewable energy details
 7. SuDS
 8. Landscaping (soft and hard)
 9. Access arrangements design
 10. Cycle parking
 11. Car parking management plan (update to existing Trust Car Parking policy)
 12. Disabled parking
 13. Electric vehicle charging (covers last minute changes)
 14. Travel Plan (update to existing as required in previous planning consents)
 15. Details of the zone for public art
 16. Materials including a sample board
- 3.2 That the Head of Development Management be granted delegated authority to agree the final wording of the conditions and the Section 106 Agreement to cover the matters in the Recommendation section of this report.

4. Site and Surroundings

- 4.1 The site lies within the demise of the North Middlesex University Hospital. The surrounding area is mixed-use comprising primarily residential use to the east and an industrial area / units to the south.
- 4.2 The actual application site comprises an existing surface car park to the north east of the hospital, adjacent to the boundary with the A406. The site also includes a section of parking which sits to the east of the existing maternity building. The existing car park is accessed from the A406 via an established vehicle and pedestrian access into the site.
- 4.3 The site has the following designations / constraints:
- North Circular Road Opportunity Site
 - Area Action Plan (North Circular Road)
 - Trunk Road Consultation Boundary

5. Proposal

- 5.1 This is an application for the construction of a 4 level multi storey car park (MSCP) to the north of the site adjacent to the northern boundary of the hospital with the North Circular Road. It would be sited on an existing surface car park and would provide up to 452 car parking spaces. The proposal also includes reconfigured road layout, access, landscaping, disabled parking, and electric car charging points.

6. Relevant Planning Decisions

- 6.1 21/03593/FUL

Demolition of three buildings to the south of the site to create a temporary surface car park comprising up to 300 parking spaces (150 replaced spaces and existing 150 surface spaces to be retained) and associated access.

This application is to be determined under delegated authority once a decision has been made on the application currently being presented to Members.

6.2 P12-00940PLA

Demolition of redundant hospital buildings and erection of 3-storey building providing accommodation for women's outpatient services, consultant and midwife led birthing units, obstetrics theatres and neonatal units linked to existing building by first floor covered walkway, with associated car parking, landscaping, plant compounds and buildings, and emergency vehicle access via Sterling Way slip road and north eastern site access.

Granted subject to conditions on 20th August 2012

7. **Consultation**

Public Consultation

- 7.1 In accordance with the Enfield Statement of Community Involvement in Planning (2020), consultation on the application involved notification letters being sent to 194 neighbouring properties on 4th November 2021, giving them until the 28th November 2021 to respond. Further, a site notice was erected, which allowed until the 1st December 2021 to respond to. Furthermore, a press notice was advertised, which allowed until the 24th November 2021 to respond to.
- 7.2 In total 1 letter of support has been received. The letter of support related to the provision of parking at the North Middlesex Hospital.

External Consultees

- 7.3 *Thames Water* – No objection subject to a condition regarding piling near a strategic sewer and standard informatives.
- 7.4 *GLA* – The application was referred to the GLA. They have advised that the application is not referable and will take no further action on the application. This is because Category 3F of The Town and Country Planning (Mayor of London) Order 2008 still applies. This category relates to “Development for a use, other than residential use, which includes the provision of more than 200 car parking spaces in connection with that use.” The GLA's interpretation of this is that it is any development associated with the car park that is referable rather than the car park itself. As the car park in this case is not connected to any other new development serving the hospital, it would not be referable under Category 3F or any other category. The GLA has also advised that TfL will provide separate comments to the LPA.
- 7.5 *Natural England* - No comment to make on this application and has directed the LPA to its standing advice.
- 7.6 *TfL* – Reiterate that the safe and free flow of pedestrian, vehicle, including public transport and associated bus stops, and cycle movement on the highway

and off the A406 cannot be impacted by the proposed development in terms of construction. They also reiterate that the proposal and its construction cannot impact Cycle Superhighway 1. They have requested a Construction Logistic Plan be secured via condition that is in line with TfL's best practice guidance.

- 7.6.1 Concern is raised with regards to the number of electric charging points and cycle spaces provided, as well as insufficient information regarding the lighting of the MSCP. Concern is also raised regarding the lack of sustainable travel to the hospital by staff and have requested a staff travel plan to be secured by way of condition.
- 7.6.2 TfL welcome the number of blue badge parking spaces as well as the mode share of staff spaces.
- 7.7 *GLAAS* - On the basis of the information provided, they do not consider that it is necessary for this application to be notified to Historic England's Greater London Archaeological Advisory Service under their consultation criteria.

Internal Consultees

- 7.8 *Traffic and Transportation* – Subject to negotiations and additional information, no objection is raised subject to the imposition of conditions and a Section 106 contribution.
- 7.9 *Environment and Operational Services* – The submitted details are lacking regarding SuDS.
- 7.10 *Environmental Health* – No objection subject to the imposition of conditions.
- 7.11 *Climate and Sustainability Lead Officer* – The applicant has not demonstrated that relevant policies have been met to deliver a net-zero building, therefore further review and information is required.
- 7.14 *Highway Services* - The existing footway within the extent of the proposed site plan will need to be assessed for damage during construction and after construction by Highway services and a fee must be taken purely as damage deposit.

8. Relevant Policies

Section 70(2) of the Town and Country Planning Act 1990 requires the Committee have regard to the provisions of the development plan so far as material to the application: and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.

National Planning Policy Framework

- 8.1 The National Planning Policy Framework 2021 (NPPF) sets out national planning policy objectives. It introduces a presumption in favour of sustainable development, which is identified as having three dimensions - an economic role, a social role and an environmental role. Other key relevant policy objectives are referred to as appropriate in this report

The London Plan 2021

- 8.2 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 following policies of the London Plan are considered particularly relevant:

GG1	Building Strong and Inclusive Communities
GG2	Making the Best Use of Land
GG3	Creating a Healthy City
GG6	Increasing efficiency and resilience
D1	London's form, character and capacity for growth
D4	Delivering Good Design
D5	Inclusive Design
D8	Public Realm
D11	Safety, Security and Resilience to Emergency
D12	Fire Safety
D13	Agent of Change
D14	Noise
E11	Skills and opportunities for all
HC1	Heritage Conservation and Growth
G5	Urban Greening
G6	Biodiversity and Access to Nature
G7	Trees and Woodlands
SI1	Improving Air Quality
SI2	Minimising Greenhouse Gas Emissions
SI3	Energy Infrastructure
SI4	Managing heat risk
SI5	Water infrastructure
SI7	Reducing Waste and Supporting the Circular Economy
SI 8	Waste capacity and net waste self-sufficiency
SI12	Flood Risk Management
SI13	Sustainable Drainage
T1	Strategic Approach to Transport
T2	Healthy Streets
T3	Transport Capacity, Connectivity and Safeguarding
T4	Assessing and Mitigating Transport Impacts
T5	Cycling
T6	Car Parking
T7	Deliveries, servicing and construction
T9	Funding Transport Infrastructure Through Planning
DF1	Delivery of the Plan and Planning Obligations

Local Plan – Core Strategy (2010)

- 8.3 The Core Strategy was adopted in November 2010 and sets out a spatial planning framework for the development of the Borough through to 2025. The document provides the broad strategy for the scale and distribution of development and supporting infrastructure, with the intention of guiding patterns of development and ensuring development within the borough is sustainable.
- 8.4 The following local plan Core Strategy policies are considered particularly relevant:

CP10	Emergency and Essential Services
CP20	Sustainable Energy Use and Energy Infrastructure

CP21	Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP24	The Road Network
CP25	Pedestrians and Cyclists
CP26	Public Transport
CP28	Managing Flood Risk Through Development
CP30	Maintaining and improving the quality of the built and open environment
CP32	Pollution
CP46	Infrastructure contributions

Local Plan - Development Management Document (2014)

- 8.5 The Council's Development Management Document (DMD) provides further detail and standard based policies by which planning applications should be determined. Policies in the DMD support the delivery of the Core Strategy. The following local plan Development Management Document policies are considered particularly relevant:

DMD 37	Achieving High Quality and Design-Led Development
DMD 38	Design Process
DMD 45	Parking Standards and Layout
DMD 47	Access, New Roads and Servicing
DMD 48	Transport Assessments
DMD 49	Sustainable Design and Construction Statements
DMD 50	Environment Assessment Methods
DMD 51	Energy Efficiency Standards
DMD 52	Decentralised Energy Networks
DMD 53	Low and Zero Carbon Technology
DMD 56	Heating and Cooling
DMD 58	Water Efficiency
DMD 59	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
DMD 64	Pollution Control and Assessment
DMD 65	Air Quality
DMD 66	Land Contamination and Instability
DMD 68	Noise
DMD 69	Light Pollution
DMD 70	Water Quality
DMD 79	Ecological Enhancements
DMD 80	Trees on Development Sites
DMD 81	Landscaping

Enfield Draft New Local Plan

- 8.6 Enfield Local Plan - Reg 18 Preferred Approach was approved for consultation on 9th June 2021. The Reg 18 document sets out the Council's preferred policy approach together with draft development proposals for several sites. It is Enfield's Emerging Local Plan.

8.7 The Local Plan remains the statutory development plan for Enfield until such stage as the replacement plan is adopted and as such applications should continue to be determined in accordance with the Local Plan, while noting that account needs to be taken of emerging policies and draft site proposals.

8.8 Key emerging policies from the plan are listed below:

DM SE2:	Sustainable design and construction
DM SE3:	Whole-life carbon and circular economy
DM SE4:	Reducing energy demand
DM SE5:	Greenhouse gas emissions and low carbon energy supply
DM SE6:	Renewable energy development
DM SE7:	Climate change adaptation and managing heat risk
DM SE8:	Managing flood risk
DM SE10:	Sustainable drainage systems
DM BG3:	Biodiversity net gain, rewilding and offsetting
DM DE1:	Delivering a well-designed, high quality and resilient environment
DM DE2:	Design process and Design Review Panel
DM DE3:	Inclusive design
DM DE4:	Putting heritage at the centre of place making
DM DE7:	Creating liveable, inclusive and quality public realm
DM DE8:	Design of premises
DM DE10:	Conserving and enhancing heritage assets
DM DE11:	Landscape design

Other Material Considerations and guidance

8.9 The following guidance is also considered particularly relevant:

North Circular Area Action Plan (2014)
Enfield Climate Action Plan (2020)
Enfield Biodiversity Action Plan
Enfield Local Heritage List (May 2018)
Enfield S106 SPD (2016)
Making Enfield: Enfield Heritage Strategy 2019-2024 SPD (2019)
London Councils: Air Quality and Planning Guidance (2007)
TfL London Cycle Design Standards (2014)
GLA: The Control of Dust and Emissions during Construction and Demolition SPG (2014)
GLA: Accessible London: Achieving an Inclusive Environment SPG (2014)
Healthy Streets for London (2017)
Manual for Streets 1 & 2, Inclusive Mobility (2005)
National Design Guide (2019)

9. Assessment

9.1 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.

9.2 Running alongside this is the presumption in favour of sustainable development that is at the heart of the National Planning Policy Framework – NPPF (paragraph 11). The NPPF (paragraph 120) also advocates the promotion and support of 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.

9.3 The main planning issues raised by the proposed development are:

- Principle of Development
- Design, local character and heritage
- Neighbouring Amenity including noise, air and dust
- Traffic, Highways and Transportation
- Trees and Landscaping
- Water Resources, Flood Risk and Drainage
- Environmental Considerations
- S106
- CIL
- Equalities Impact

Principle of Development

9.4 The principle of development involving a more intensive parking solution to release other land for development is considered to be acceptable. This is because the existing land is in use as a car park and the proposal seeks to introduce a multi-storey car park. Whilst the principle is accepted, the overall acceptability is dependent on a number of issues pertaining to design, heritage implications, traffic and transport implications and other such issues discussed and addressed within the Committee Report.

Design, Local Character and Heritage

Policy

9.5 London Plan Policy D1 has regard to local character and states in its overall strategic aim that 'development should have regard to the form, function, and structure of an area, place or street and the scale, mass and orientation of surrounding buildings'. Policy D8 of the London Plan outlines a similar aim and seeks for proposals in public places to be 'Secure...easy to understand and maintain, relate to local context, and incorporate the highest quality design'. In terms of design, Core Strategy Policy 30 requires all developments to be high quality and design led, having special regard to their context. Meanwhile Policy DMD 37 seeks to achieve high quality design and requires development to be suitably designed for its intended function that is appropriate to its context and surroundings. The policy also notes that development should capitalise on opportunities to improve an area and sets out urban design objectives relating to character, continuity and enclosure, quality of the public realm, ease of movement, legibility, adaptability and durability, and diversity.

Design

9.6 The site is located at a key entrance to the Hospital where pedestrians arrive from Silver Street station and an underpass that allows for pedestrian access from the north under the North Circular Road. This is a busy pedestrian route and therefore an important arrival point for the Hospital. The current entrance arrangement is unattractive with poor quality public realm due to it being adjacent to the North Circular Road, a dominant amount of surface car parks and an indirect route to the entrance of the hospital. This creates an unpleasant and confusing pedestrian experience. The proposals would address this and the new street layout is supported. It clearly follows pedestrian desire lines

allowing a clear route to the entrance of the hospital without crossing main vehicle routes (apart from the shared surface street) going towards the car park. It is understood that the shared surface route is only to be used by emergency vehicles and therefore will be less heavily trafficked than the entrances to the MSCP. The new car park entrance arrangement is supported, with a vehicle entrance located at both the east and west sides of the building. This allows more space for public realm to the east and makes efficient use of the service road running along the north of the site. Fundamentally the location of the car park within the hospital site is appropriate given the excellent access to the North Circular and the reduction in traffic on back streets roads that the relocation will allow.

- 9.7 At the request of Officers, an active frontage to the east side of the car park was explored. Options explored included, a managers office, a shop or a café but these were not supported by the Trust. However, it has been agreed that a zone for public art would be an appropriate approach to this elevation. This zone for public art has now been incorporated into the revised submission and is welcomed by the local planning authority.
- 9.8 The frontage along the North Circular Road and adjacent to other taller buildings on site allows scope for the car park to have height. The current 4 storey height, scale and massing is thus supported particularly as the MSCP is lower than the tower block on the site. The MSCP is proposed primarily to provide staff car parking and visitor parking for the maternity ward which is adjacent. With this in mind, any substantial advertising on the MSCP has been avoided to ensure that it is clear that the MSCP is not the main entrance into the hospital.
- 9.9 The darker green shown in the updated drawings is a marked improvement from the original proposals. The idea to create a backdrop to the greenery in Pymmes park is welcome as is the idea of introducing colour to an otherwise overwhelmingly grey environment. . The colour changes to the cores to a subtler “oyster grey” is also welcome. The use of the proposed Kalzip product is also an improvement. This perforated metal panel system appears to create a coloured but transparent effect although the final choice of perforation must allow visual permeance and not create a flat façade. Final choice of materials will be secured by condition.
- 9.10 It is considered that the use of “oyster grey” picks up on some of the surrounding buildings in terms of colour palette and the perforated mesh will remain a darker green. The design rationale is for the MSCP to blend in with the existing (and future proposed) buildings of the hospital and also the surrounding SuD’s landscaping and the green of Pymmes Park. The green colour has also been chosen as a restful and quiet colour, which symbolises nature when viewed from the maternity ward, with the aim of diffusing anxiety and helping new parents and NHS workers stay calm and refreshed. The strategically placed planting to the front and side elevation will introduce a further green / brown natural palate to ensure that the dark green is assimilated into the environment it is situated in.
- 9.11 The submission has been subject to extensive discussions and whilst there could be further improvements made in terms of the finer details, it is considered that on balance, there is no objection to the design approach to the scheme .

Heritage and policy background

- 9.12 Paragraph 195 of the NPPF requires local planning authorities to identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting its setting), taking account of the available evidence and any necessary expertise (i.e. statutory and non statutory consultees). Paragraph 189 of the NPPF states that heritage assets are an irreplaceable resource, and should be conserved in a manner appropriate to their significance, so that they can be enjoyed for their contribution to the quality of life of existing and future generations. That assessment should then be taken into account when considering the impact of the proposal on the heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal.
- 9.13 Paragraph 194 to 197 of the NPPF provides that in determining planning applications affecting heritage assets, local planning authorities should take account of:
- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality;
 - the desirability of new development making a positive contribution to local character and distinctiveness.
- 9.14 Paragraph 199 states that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance'.
- 9.15 With regard to non-designated heritage assets, paragraph 203 of the NPPF advises that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. 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. Unlike paragraphs 195-197 and 2001-202, paragraph 203 does not seek to prescribe how that balance should be undertaken, or what weight should be given to any particular matter. It requires a balanced judgement to be made by the decision maker, as set by Nathalie Lieven QC in the *Dorothy Bohm v SSCLG* ([2017] EWHC 3217 (Admin)).
- 9.16 London Plan Policy HC1 'Heritage conservation and growth' states that development proposals affecting heritage assets, and their settings, should conserve their significance, by being sympathetic to the assets' significance and appreciation within their surroundings. The London Plan outlines that heritage assets are valued components of the historic environment. They include buildings, monuments, sites, places, areas or landscapes positively identified as having a degree of historic significance meriting consideration in

planning decisions. They include both designated heritage assets and non-designated assets where these have been identified by the local authority (including local listing) during the process of decision-making or plan making.

- 9.17 Core Policy 31 (Built and Landscape Heritage) requires that special regard be had to the impacts of development on heritage assets and their settings, whilst Core Policy 30 supports high-quality and design-led public realm. DMD 44 (Preserving and Enhancing Heritage Assets) requires that developments should conserve and enhance the special interest, significance or setting of a heritage asset. Making Enfield: Enfield Heritage Strategy 2019-2024 SPD (2019) outlines the positive approach to managing heritage.

Listed Wall and Non Designated Heritage Asset

- 9.18 Pymmes Park on Victoria Road, has been included on Enfield's Local Heritage List as a non-designated heritage asset since 2018. The significance is stated as Age, Historic Association, Designed Landscape and Social Value. The description is as follows:

Pymmes takes its name from a 14th century land owner, William Pymme. The Cecil family were owners in the 16th and 17th century. Robert Cecil is believed to have spent his honeymoon there in 1589. The house was rebuilt in the 18th century and let out to tenants through the 19th. Edmonton Council acquired a short lease on the park and opened the first section to the public in 1897. They later negotiated the purchase of both house and park and officially opened the park in June 1906. The house burned down in 1940. Pymmes Brook runs through the park and the lake is an enlargement of the 19th century original. An "old English garden" was created out of the walled kitchen garden. The walls are Grade II listed. Lottery funding in 1996 enable restoration of the gardens and other improvements. A drinking fountain, originally located in Angel Road, was removed to Pymmes Park in the 1920s and was restored in 1993.

- 9.19 The Former Garden Walls in Pymmes Park on Silver Street have been Grade II Listed since the mid 1970s (entry number 1079502). English Heritage official list of entry describe the walls as "Late C17 or early C18 tall red brick walls with convex top slope to flat coping. They run round 3 sides of a garden and are all that remain of the original house and outbuildings in the park".
- 9.20 Pymmes Park is situated to the north east of the site, on the opposite side of the North Circular Road (A406): a main arterial route. Nevertheless, it means the proposed MSCP would be within the setting of the Listed Wall and the non-designated heritage asset. The Heritage Officer has advised that it is unclear how the Wall or the Park influenced the design of the MSCP and there have been no verified views provided from the park to demonstrate the visual prominence of the proposed car park in winter, in summer and at night making it difficult to assess in detail whether the development would harm the Grade II Listed Wall or the park as a non designated heritage asset.
- 9.21 It is prudent to note that the MSCP sits to the front of the tower block which is the most visible building from the wider area and in particular, when viewed from Pymmes Park. In addition, to the front of the site is Sterling Way, between the site and the heritage assets is the A406 and Silver Street. The MSCP would introduce a 4 storey structure to the front of the site, which would not only break up the tower block elevation but also add a green screen as a buffer. The green screen would not only come from strategically placed trees and landscaping,

but also the colour of the multi storey car park. Originally as submitted the green colour appeared too unnatural. The shade of green was revised to be darker thus giving it a more natural shade of green akin to the greening in Pymmes Park. This has been reflected in updated CGI's and it is thus considered that the MSCP would have a neutral impact to the setting of the Listed Wall and Non-Designated Heritage Asset not only due to the context it is situated in but also because the design approach has been well thought out. In this regard, it is considered that the harm to the heritage assets is less than substantial and outweighed by the public benefits of this investment in the hospital and the release of land for new housing including affordable housing, in the south east corner of the site.

Other

- 9.22 It should also be noted that the alteration of the former Infirmary of the Edmonton Union Workhouse is to occur under the accompanying application to be determined under delegated authority (ref: 21/03593/FUL). Although not listed or officially identified as a non designated heritage asset, it has been assessed as such. An assessment undertaken in connection with the proposal to demolish three existing buildings on site (ref: ref: 21/03593/FUL) raises no objection to the alteration of this building as part of these works to accommodate a temporary car park necessary to facilitate the implementation of this development .

Neighbouring Amenity

- 9.23 London Plan Policy D6 states that development proposals should provide sufficient daylight and sunlight to new and surrounding housing that is appropriate for its context, whilst avoiding overheating, minimising overshadowing and maximising the usability of outside amenity space. Meanwhile, at a local level, Policy CP30 of the Core Strategy seeks to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity. Secondly, policies DMD6 and DMD8 of the Development Management Document seek to ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment.

Noise and Disturbance

- 9.24 Guidance relevant for the assessment of noise affecting new developments is given in the National Planning Policy Framework (NPPF). This sets out that new development should be appropriate for its location, taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment, as well as the potential sensitivity of the site or the wider area to impacts that could arise from the development. In doing so they should seek to a) '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'.
- 9.25 Additionally, at a regional level, Policy D14 of the London Plan sets out that in order to reduce, manage and mitigate noise to improve health and quality of life,... development proposals should manage noise by, amongst other things: '3) mitigating and minimising the existing and potential adverse impacts of noise on, from, within, as a result of, or in the vicinity of new development

without placing unreasonable restrictions on existing noise-generating uses', and '4) improving and enhancing the acoustic environment and promoting appropriate soundscapes...'. At a local level policy DMD68 of the Development Management Document and CP32 of the Core Strategy are also relevant and seek to ensure developments appropriately deal with the issue of noise and any noise mitigation.

- 9.26 The proposal would result in a MSCP to replace the existing surface level car parking. In this respect, noise would still be generated but of no greater detriment than the existing arrangement. In addition, it is recognised that there is the potential for some level of light pollution arising from the development, however, given its siting on the site, and against the back drop of the wider hospital site, it is unlikely to be detrimental to existing residents to the east. Further, it is considered the temporary effects of construction dust and noise can be appropriately managed by the imposition of a condition.

Privacy, Overlooking and Outlook

- 9.27 Given the siting of the proposal and relationship to neighbouring residential properties, it is considered unlikely to cause harm to residential amenity in terms of sunlight, daylight, outlook and privacy.

Traffic, Highways and Transportation

Policy

- 9.28 The London Plan Policy T1 and the Mayor's Transport Strategy sets out an ambition for 80% of journeys to be made by sustainable transport modes – that is by foot, cycle or public transport – by 2041. In keeping with this approach, it is accepted that proposed development should support this aim by making effective use of land, reflective of connectivity and accessibility by sustainable travel modes. Meanwhile, the Mayor's 'Healthy Streets' driver looks to reduce car dominance, ownership and use, whilst at the same time increasing walking, cycling and public transport use.
- 9.29 London Plan Policy T2 requires development to facilitate and promote short, regular trips by walking or cycling and reduce car dominance. Policy T6 sets out the requirement for car-free development to be the starting point for all sites well-connected by public transport. Policy T9 notes that where development is car free, provision must be made for disabled persons parking and adequate space for deliveries and servicing and, in instances where a car-free development could result in unacceptable impacts off-site, these should be mitigated through planning obligations.
- 9.30 Core Strategy (2010) policies 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. Specifically, Core Policy 25 requires development to prioritise pedestrian and cycle public realm improvements that contribute to quality and safety; Core Policy 24 requires development to deliver improvements to the road network, and Core Policy 26 requires development to ensure a safe, accessible, welcoming and efficient public transport network. The underlying approach is to ensure that travel choice across the Borough is enhanced so as to provide everyone with the opportunity to decide how they choose to travel, be that by car, public transport or walking and cycling. Development Management

Document (2014) Policy DMD 45 Parking Standards and Layout states that the Council aims to minimise car parking and to promote sustainable transport options.

Staff Travel Arrangements Survey

- 9.31 A survey was undertaken to understand current and pre-pandemic staff travel patterns with 500 staff responding with a summary of the results below:
- 69% work set hours.
 - 70% work during “core hours” of 08:00 to 18:00.
 - 39% of staff pre-pandemic were a car driver as their main mode of transport.
 - 62% park on the hospital site.
 - Previous research also indicated that a high proportion of staff arrive in the AM peak.
- 9.32 Overall around 3,600 staff work on the site with 46% living in easy walking and cycling distance (less than 5km), which roughly corresponds with the percentage of staff using active and sustainable modes (47%). The Transport Assessment does highlight that only 400 car parking spaces are available so the remaining 3,200 must be using other modes. However, this does not take into account shift workers (21% of staff) or the high proportion who are car drivers but do not park onsite (38%). It also identifies opportunities to increase the use of active and sustainable travel, which is welcome and aligns with the Trust Green Travel Plan.
- 9.33 It is noted that the hospital administration have to balance factors such as staff recruitment and retention, alongside the health impacts of vehicle based travel and the disruptive nature of overspill parking. Given that there will be further reviews of hospital operations and staffing, including increasing numbers alongside moving to a wider community provision offer, it is assumed that staff numbers will be broadly similar in future years. There is reference in the Trust Car Parking Policy to the over-allocation of car parking permits for staff and the high demand, although there does not appear to be any information in the Transport Assessment as to the current level of over-allocation or the number of staff on a parking waiting list.

Parking Utilisation

- 9.34 Data has been provided that looks at peak utilisation of the car parking areas. However, it appears that the information relates to the average number of visits per day rather than the average utilisation of spaces. The data included in Appendix C of the submitted Transport Assessment was provided by the Trust’s car parking management company and relates to the use of the visitor’s car park only. The ANPR system was introduced during the Covid pandemic. Enquiries were made as to the availability of more detailed information related to staff use, however, this information cannot be ascertained.

Quantum of Car Parking

- 9.35 Currently the wider site provides parking for 787 vehicles. Around 5.7% of spaces are allocated for disabled bays and 43% for visitors, which means over 50% are used by staff. The breakdown of these parking spaces are demonstrated below:

Zone	Car Park Use	Staff	Blue Badge	Visitor	Total
CP1	Maternity staff	113	6	0	119
CP2	Maternity staff/visitor	51	8	50	109
CP3	Administration staff	47	0	0	47
CP4	Administration staff	65	4	0	69
CP5	Visitor	0	0	40	40
CP6	Mortuary staff	65	3	0	68
CP7	Main hospital entrance visitor	0	21	248	269
CP8	Energy centre staff	63	3	0	66
Total		404	45	338	787

- 9.36 The proposal is for the existing level of parking to be re-provided via the existing visitor car parks (335 spaces) and the new MSCP (452 spaces). Given the London Plan and Mayor's Transport Strategy are clear about the need for an increase in the use of active and sustainable travel, such an approach needs to be supported by mitigation measures which over time reduce private vehicle trips as a proportion of all trips.
- 9.37 The Transport Assessment does set out a case for re-provision based on current over-utilisation. The agent has advised that the proposal is to re-provide the current level of parking via the existing visitor car parks and the new MSCP. Travel Plan measures will be introduced to encourage an increase in the use of active and sustainable travel in line with the London Plan and Mayor's Transport Strategy which over time will reduce private vehicle trips as a proportion of all trips.
- 9.38 Some spaces within the MSCP will be allocated for Visitor use. These will be controlled using the ANPR system that differentiates staff and visitors. It should be appreciated that this would be primarily to replace current visitor spaces on the east side of the campus that would be lost, namely CP2 which is the maternity unit car park that is only for the use of maternity unit service users and CP5 which is the anti-coagulant blood tests clinic car park which only has a few short stay parking spaces and is for clinic users only and for drop off. It is important to note that the MSCP will not be signposted for general public use. CP7, on the west side of the campus and access from Bull Lane, is the main car park for A&E, outpatients and all services except maternity unit services. This will remain the position after the development.
- 9.39 TfL has advised that they have concerns that the re-provision of the full 452 car parking spaces, with a current staff travel mode shift of 43% using cars, is not in line with the Mayors Transport Strategy and undermines it. However, the Councils Transport Officer advises that the proposal provides no more car parking than currently exists, thus the mode share of 11-12% will be unchanged. The Trust has managed active travel and encouraged more sustainable patterns of travel and will continue to do this into the future through Travel Plan initiatives, for example a new bus route past the hospital has been introduced and promoted by the Trust.
- 9.40 The Design and Access statement also sets out proposed levels of disabled parking provision which is not only welcomed by the Transport Officer but also

TFL. The Council's Transport Officer has advised that this should be reviewed regularly and as part of the wider Car Parking Management Plan. It is also noted that a Trust Car Parking Policy has been appended to the Transport Assessment. The Transport Assessment section 2.7.3 notes that the "car parking management plan will be extended to include the temporary car park and the subsequent multi storey car park". This will need to be amended to take into account any changes arising from the changes to the configuration of car parking onsite. This can be secured by way of a condition.

Quantum of Cycle Parking

- 9.41 There is a dedicated sheltered space for parking bicycles located at the front of the hospital with some 20 stands. Additionally, there are a few spaces at the entrance to the Tower Block. These will remain unchanged as they are not related to the MSCP. TfL have requested the provision of 180 cycle spaces. The Transport Assessment notes that 12 cycle stands for 24 cycles will be provided in the MSCP (at ground floor level according to the Design and Access statement) mainly to facilitate car share and mixed mode travel. The provision of 24 cycle spaces appears to be a reasonable number of spaces given that there is no new hospital development and there are no formal or informal cycle parking stands in the existing car parks being removed. In essence therefore, there is no new development creating a demand for additional cycle parking nor is there a need to re-provide. Taking account of the Trusts on going initiatives to promote sustainable transport modes and the fact that the Trust through existing Travel Plan initiatives is working closely with the Council to provide more cycle parking spaces on campus, it is considered the proposed level of cycle parking is acceptable.

Electric Vehicle Charging

- 9.42 The applicant has stated that electric charging infrastructure would be provided for 20% of parking spaces which would be phased with 10% initial provision and the remainder at an agreed trigger level. TfL have advised that whilst they acknowledge there is no specific requirement regarding EVCs at hospitals, they would like to see a higher percentage. The agent and the Council's Transport Officer have advised that the London Plan Policy does not have a relevant policy to the employment use of the hospital. Consequently, a pragmatic approach has been taken by the Council and it is considered that the proposed provision is acceptable. It should also be noted, that the submitted Transport Assessment advises that the Trust will undertake a review in 3 years to assess the use and demand with the aim of increasing the number of charging points accordingly.

Impact of lighting to the A406

- 9.43 The Hospital is already externally lit for safety and wayfinding. Externally the MSCP scheme will continue the existing lighting strategy that exists upon campus. This includes lighting columns on pavements and road edges as appropriate. Internally the MSCP will be lit by suspended lighting gantries in the main body of the car park, the core and within the lifts. These lights will be level controlled and have movement sensors. Additionally, the MSCP is naturally ventilated so there will be a level of internal lighting during daylight hours.

Overall

- 9.44 Whilst TFLs comments are noted , it is considered that the traffic and transport implications raised by this scheme are, on balance, acceptable. A pragmatic approach has been taken by the LPA with the main material consideration, being that the MSCP is a re-provision of existing car parking spaces to enable the residential development to the south of the site. This is subject to conditions. Whilst it would have been preferable to have a reduced number of car parking spaces across the site, there is scope for the reduction of staff parking spaces and their replacement with cycle spaces over time, with updated Travel Plans and the Trusts own Trusts Car Parking Policy. In this regard, no objection is raised.

Trees and Landscaping

- 9.45 Policy G7 of the London Plan sets out that planting of new trees, especially those with large canopies, should be included within development proposals. Additionally, Policies G1 and G5 refer to green infrastructure and urban greening, which can be incorporated within the development. At a local level, Enfield Issues and Options Plan outlines the benefits that trees offer to people and the environment by improving air quality, reducing noise pollution, contributing to climate change adaptation and reducing the urban heat island effect. Additionally, Policy DMD81 of the Development Management Document refers to landscaping.
- 9.46 Trees are being strategically planted to the front and side of the MSCP facing the A406. The trees aid in assimilating the building and in creating a backdrop to the greenery in Pymmes park in a location otherwise devoid of landscaping. The landscaping details have not been developed and would need to be secured by condition. Details would also need to include a planting plan / schedule and a landscaping specification including a scheme of aftercare and maintenance. The proposal is considered to be acceptable in line with relevant policies including Enfield Policies DMD80 and DMD81 of the Development Management Document and Policy G7 of the London Plan.

Flooding and Drainage

- 9.47 London Plan Policies SI12 and SI13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Core Policy 28 confirms the Council's approach to flood risk, inclusive of the requirement for SuDS in all developments. Policy DMD59 confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties. Policy DMD 61 requires the submission of a drainage strategy that incorporates an appropriate SuDS scheme and appropriate greenfield runoff rates. Policy DMD61 of the Enfield Development Management Document requires that all major developments must maximise the use of SuDS in accordance to the London Plan Drainage Hierarchy and the principles of a SuDS Management Train.

- 9.48 The submission includes a Drainage Strategy. The Drainage consultant and the Council's Engineering team have been discussing the submission. The Engineering Officers latest comments advise that the shortfalls of the submission relate to missing or insufficient information. These outstanding matters can be secured by way of a condition and thus no objection is raised to this element of the scheme having regard to Policies CP28 of the Core Strategy, DMD60 and DMD61 of the Development Management Document and SI12 and SI13 of the London Plan as well as the guidance contained within the NPPF.

Energy and Sustainability

- 9.49 The NPPF (Para 157) 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.
- 9.50 Policy SI2 of the London Plan sets a target for all development to achieve net zero carbon following the energy hierarchy, minimising both regulated and unregulated carbon and maximising opportunities for renewable energy. The Councils Climate Action and Sustainability Lead Officer has revised the submitted Energy Statement by ARUP (dated October 2021) and has advised that the submission has not demonstrated that relevant policies have been met to deliver a net-zero building. The Councils Climate Action and Sustainability Lead Officer advises that the applicant has discounted the provision of any on site solar PV. The applicant has advised that the use of solar PV is not suitable however no evidence has been submitted to demonstrate whether solar PV is technically feasible or economically viable.
- 9.51 The applicant has acknowledged that the MSCP roof would be an appropriate location for the provision of PV's and has confirmed that it is the Trusts intention to provide PV's in this location at a later date. The roof structure and load bearing facility are capable of supporting PV's in the future and the MSCP has been designed to incorporate this infrastructure. However the provision of PV's at the current time is limited by the budget that is available to the Trust to build the MSCP in order to enable the residential development to the south of the site.
- 9.52 In addition to the above, it should also be noted that the Trust has a sustainability budget but this has already been allocated and/or spent for this year. However, they have stated that some/all of this could be allocated to PVs for a particular future year as required.
- 9.53 Given the budget constraints of the proposal and the fact that this site is enabling development elsewhere on the site, it is considered that on balance, the proposed approach to energy on the site is acceptable. The agents have advised that there is an opportunity to impose a time trigger condition for the delivery of PVs and ensure that the opportunity for renewable energy production at the MSCP has been maximised. This condition has been imposed.

Fire Strategy

- 9.54 A plan indicating the access routes for fire appliances has been provided and demonstrates the development will provide suitable access for fire appliances and incorporate appropriate fire control measures.

Section 106 (S106)

- 9.55 The NPPF (para.57) states that planning obligations must only be sought where they meet all of the following tests:

- 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.

- 9.56 Traffic and Transportation have requested a sum of £30,000 to be secured through a Section 106 Agreement to be applied towards works in the vicinity of the site which would support active and sustainable transport. However, the Trust has advised that there is no budget for the £30,000 request. In addition to the funding, the agents have also advised that as the MSCP does not propose new development, it would not have an impact to the surrounding area that would require the funding for mitigation.

- 9.57 The MSCP is re-providing the existing car parking that is already on site in one location, rather than having it spread out. Whilst the building itself is 'new' the level of car parking proposed remains the same and the agent does not consider there are any identified impacts of development that need to be mitigated against. The LPA does not accept this argument as the MSCP reconfigures the primary access point to the north of the site, which will exacerbate an already very poor quality user experience for staff and members of the community walking or cycling to the hospital. However, in the interest of the Council's commitment to delivering sustainable transport enhancements, which in turn will support the Trust to deliver against its own sustainable travel plan targets, a contribution of £15,000 has been requested. Officers have also requested an Employment Skills Strategy to be submitted and secured by way of a Section 106 Agreement. The agent has confirmed its commitment to contribute £15,000 and provide an Employment Skills Strategy for the construction of the MSCP which is to be secured by way of a Section 106 Agreement .

Community Infrastructure Levy (CIL)

- 9.58 There will be a net increase in floor space and therefore such schemes would typically be liable to the both Enfield and Mayoral CIL. The applicant considers the development is not CIL liable given the nature of development however while there would be no charge for Enfield CIL, it is considered there would be a Mayoral CIL charge calculated at £60 per sqm. This remains under discussion

Equalities Impact

- 9.59 In line with the Public Sector Equality Duty the Council must have due regard to the need to eliminate discrimination and advance equality of opportunity, as set out in section 149 of the Equality Act 2010. Section 149 of the Act requires public authorities to have due regard to several equality considerations when

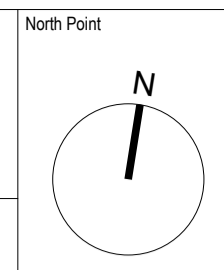
exercising their functions including decision making on planning applications. These considerations include: Eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act; Advance equality of opportunity between persons who share a relevant protected characteristic (explained in detail below) and persons who do not share it; Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

- 9.60 The main objective of the duty has been to ensure public policies and programmes are implemented fairly, in particular with regard to their impact on the protected characteristics identified above. In making this recommendation, due regard has been given to the Public Sector Equality Duty and the relevant protected characteristics (age, disability, gender reassignment, marriage / civil partnership, pregnancy and maternity, race, religion or belief, sex, and sexual orientation).
- 9.61 When determining the planning application (and thereby accounting for the representations resulting from public consultation), the Council has considered the potential effects of the proposed development on those with protected characteristics as defined under the Equality Act 2010. In doing this, the Council has had due regard to equality considerations and attribute appropriate weight to such considerations. In providing the recommendation to Members that planning consent should be granted, officers have considered equalities impacts in the balance, alongside the benefits arising from the proposed development. The Council has also considered appropriate mitigation to minimise the potential effects of the proposed development on those with protected characteristics.
- 9.62 There are no statutory or regulatory requirements for the form or content of an equalities assessment. The scale and significance of such impacts cannot always be quantified, and it is common to address this through descriptive analysis of impacts and identifying whether such impacts are adverse or beneficial. The key elements of the Proposed Development which have an impact that could result in an equalities effect include the design and physical characteristics of the proposals subject to the planning application. Officers do not consider there would be a disproportionate equalities effect.

10. Conclusion

- 10.1 It is acknowledged and recognised throughout this report, that consideration of this proposal has involved balanced judgements. Concessions have been made in the consideration of the proposal, in order to enable the residential development of the south of the site, which will lead to a considerable addition to contributing to the Borough's challenging housing delivery targets. Overall, it is concluded that the development for reasons set-out within this report broadly accords with the adopted policy framework as well as relevant emerging policy. Subject to the appropriate mitigations as set out within the recommended condition schedule and the conclusion of a Section 106 Agreement to secure the matters referred to in this report, the application is recommended for approval.

IVOR H CIRCULAR ROAD



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Scale Bar
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Scale: 1:500

Key Plan

Hazard

1
HAZ-xx
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX/IBI/WS-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

- Application Site
- Ownership Site
- GLA Site Boundary

298 Car Parking Spaces

P5	2021/07/22	Planning Application	LR	GS
P4	2021/06/14	Planning App Draft Updated	LR	GS
P3	2021/06/02	Planning App DRAFT	LR	GS
P2	2021/05/13	Pre-Planning Coordination Set	LR	GS
P1	2021/04/27	Temporary CP layout	LR	GS
Rev	Date	Revision Notes	Drawn	Review

Logos



Project
North Middlesex University Hospital MS Car Park

Drawing Title
Temporary Car Park Layout

Job Number 123676	Date 2021/04/27	Security Classification	Drawn By LR
Scale@A1 1 : 500	Purpose Planning		Reviewed By GS
Drawing Number 123676-IBI-WS-00-PL-A-001-0001	Revision P5	Subsidiary	

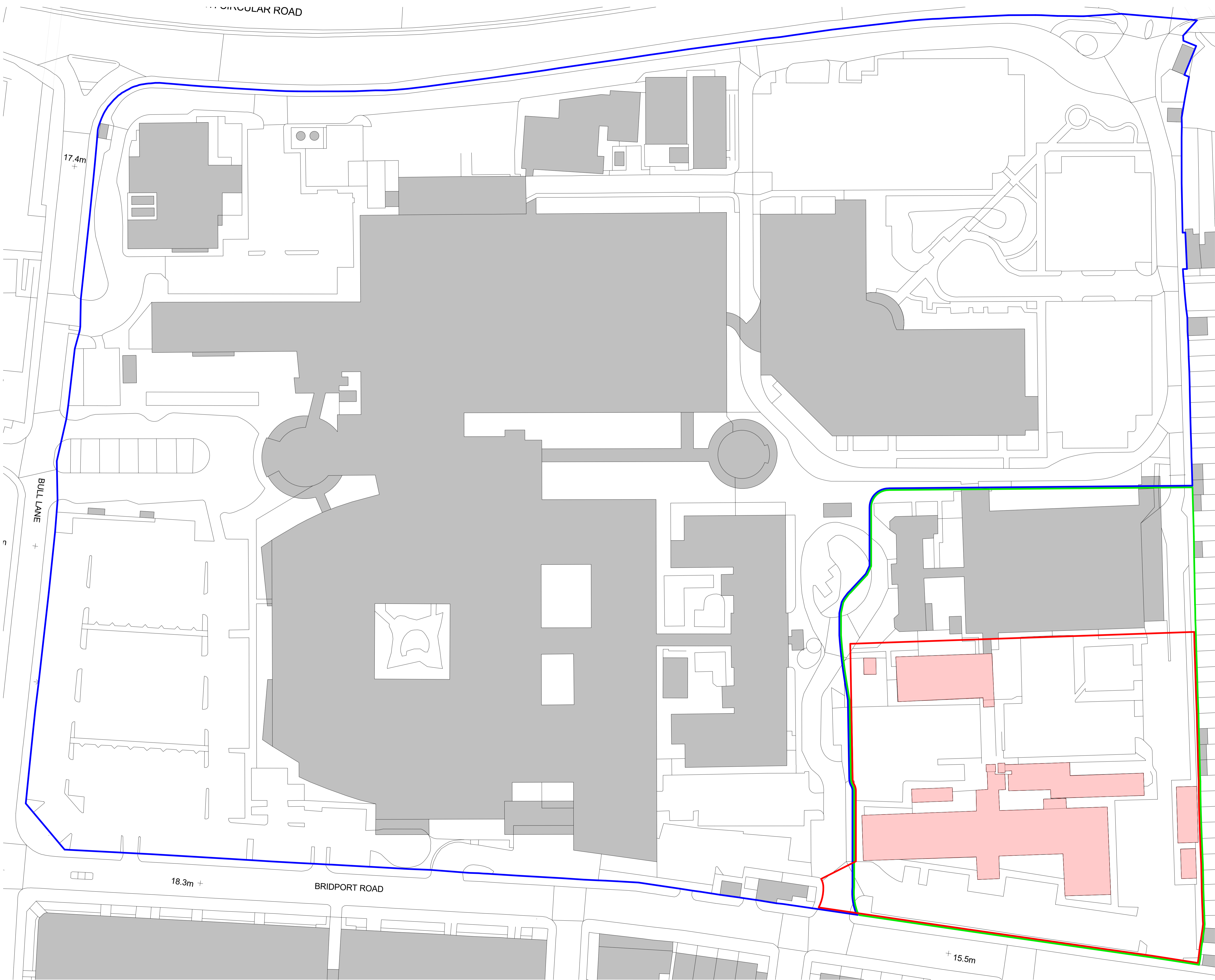
17.4m +

BULL LANE

18.3m +

BRIDPORT ROAD

+ 15.5m



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Scale Bar
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Scale: 1:500

North Point
N

Key Plan

Hazard

1
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX/IBI/WS-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

- Application Site
- Ownership Site
- GLA Site Boundary
- Buildings to be Demolished

P5	2021/07/20	Tenos Fire Strategy	LR	GS
P4	2021/06/14	Planning App Draft Updated	LR	GS
P3	2021/06/02	Planning App DRAFT	LR	GS
P2	2021/05/13	Pre-Planning Coordination Set	LR	GS
P1	2021/04/28	Revised Temp CP	LR	GS
Rev	Date	Revision Notes	Drawn	Review

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Project
North Middlesex University Hospital MS Car Park

Drawing Title
Demolition Plan

Job Number 123676	Date 2021/04/28	Security Classification	Drawn By LR
Scale@A1 1 : 500	Purpose Planning		Reviewed By GS
Drawing Number 123676-IBI-WS-00-PL-A-001-0003	Revision P5	Subsity	

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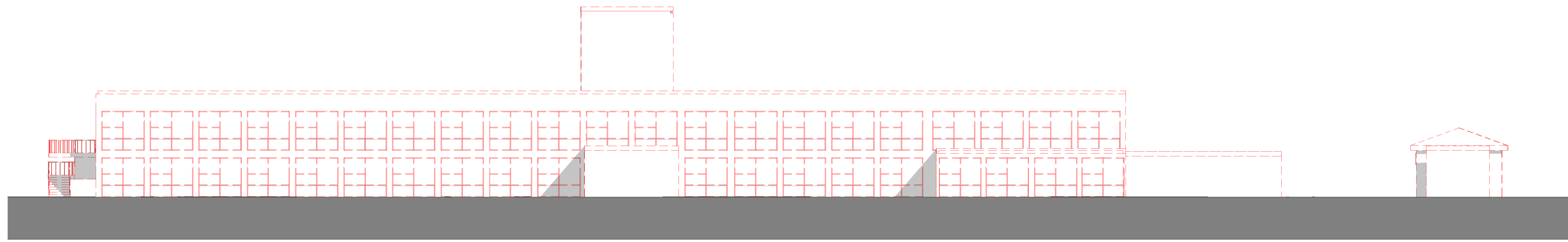
North Point

Key Plan

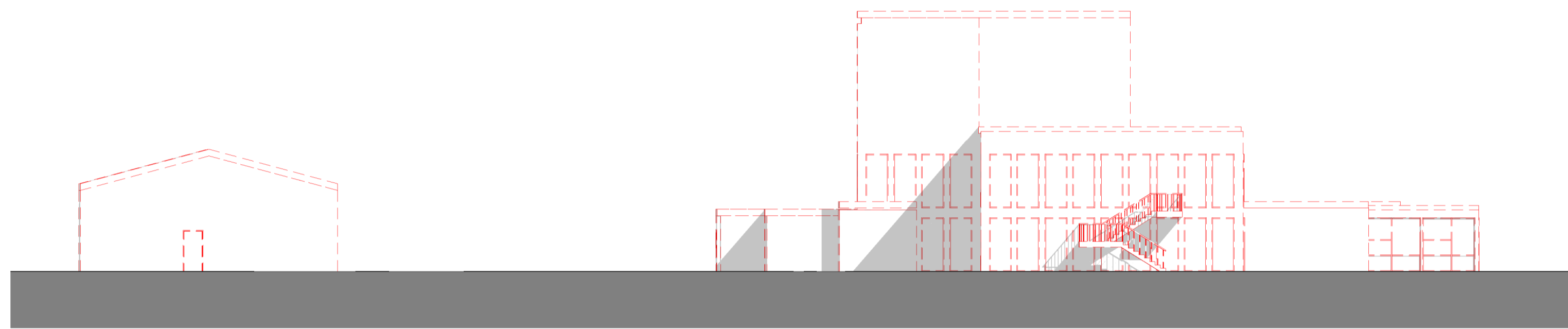
Hazard

HAZ-xx
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX

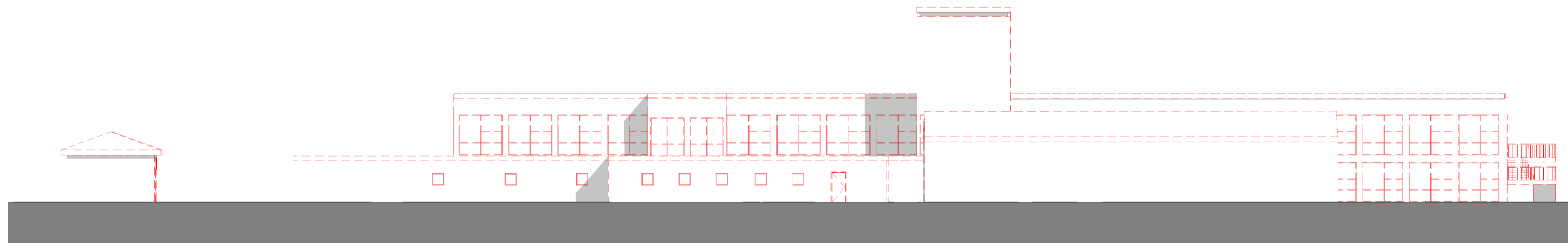
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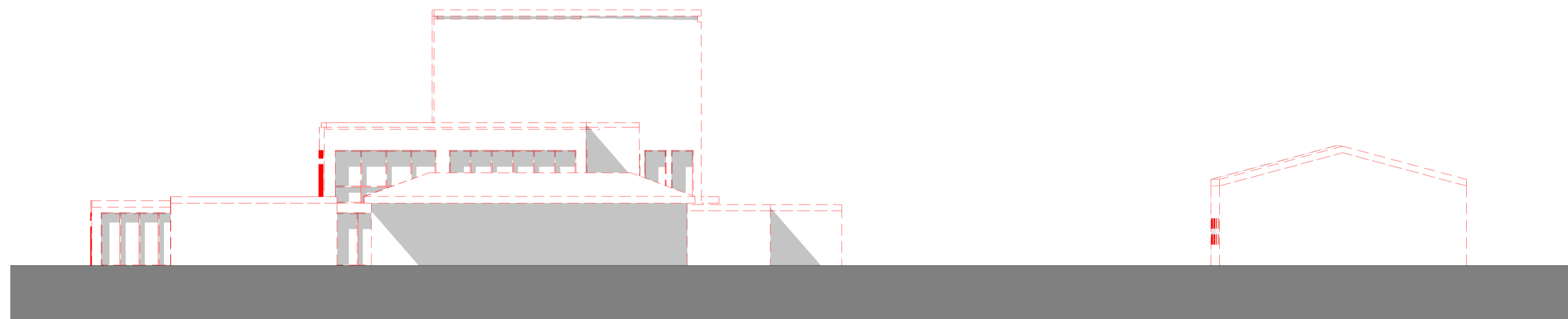
South Elevation - Demolition



West Elevation - Demolition



North Elevation - Demolition



East Elevation - Demolition

Rev	Date	Revision Notes	Drawn	Review
P4	2021/07/22	Planning Application	LR	GS
P3	2021/06/14	Planning App Draft Updated	LR	GS
P2	2021/06/02	Planning App DRAFT	LR	GS
P1	2021/04/28	Revised Temp CP	LR	GS

Logos

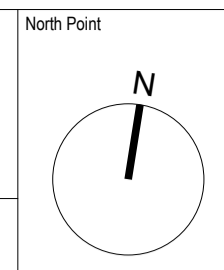
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Project
North Middlesex University Hospital MS Car Park

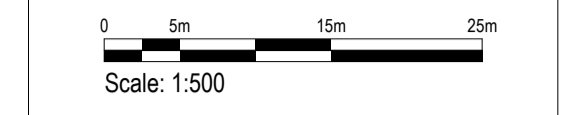
Drawing Title
Demolition Elevations

Job Number	Date	Security Classification	Drawn By
123676	2021/05/07		LR
Scale@A1	Purpose	Reviewed By	
1 : 200	Planning	GS	
Drawing Number	Revision	Suitability	
123676-IBI-WS-00-PL-A-001-0004	P4		

NORTH CIRCULAR



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Key Plan

Hazard	H42-xx	To warn of significant hazards or information that is unusual
	1	To be read in conjunction with all other consultant's information Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

- Application Site
- Ownership Site
- GLA Site Boundary

P4	2021/07/22	Planning Application	LR	GS
P3	2021/06/14	Planning App Draft Updated	LR	GS
P2	2021/06/02	Planning App DRAFT	LR	GS
P1	2021/05/13	Pre-Planning Coordination Set	LR	GS
Rev	Date	Revision Notes	Drawn	Review

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Project
North Middlesex University Hospital MS Car Park

Drawing Title
Existing Plans - Temporary Car Park

Job Number	Date	Security Classification	Drawn By
123676	2021/05/20		LR
Scale@A1	Purpose	Reviewed By	
1 : 500	Planning	GS	
Drawing Number	Revision	Subsidiary	
123676-IBI-WS-00-PL-A-001-0005	P4		

17.4m

LANE

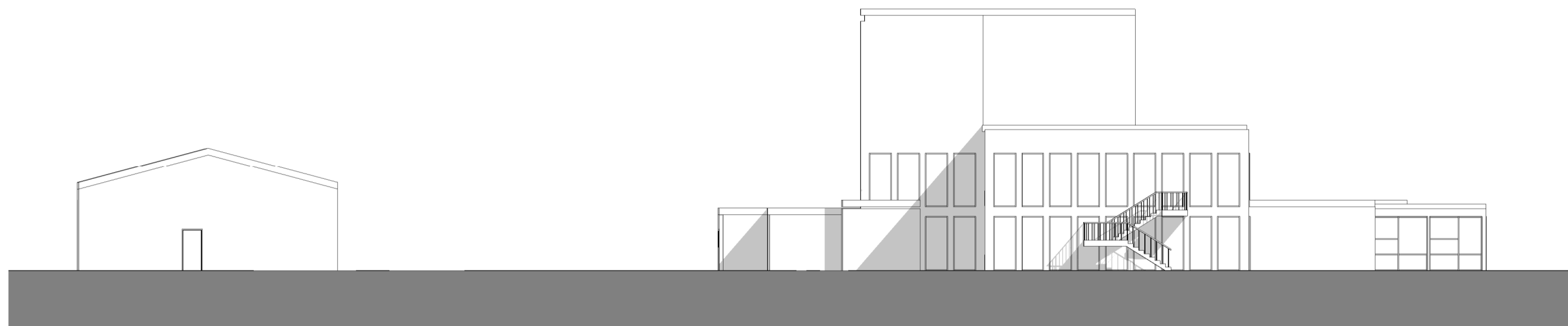
18.3m

BRIDPORT ROAD

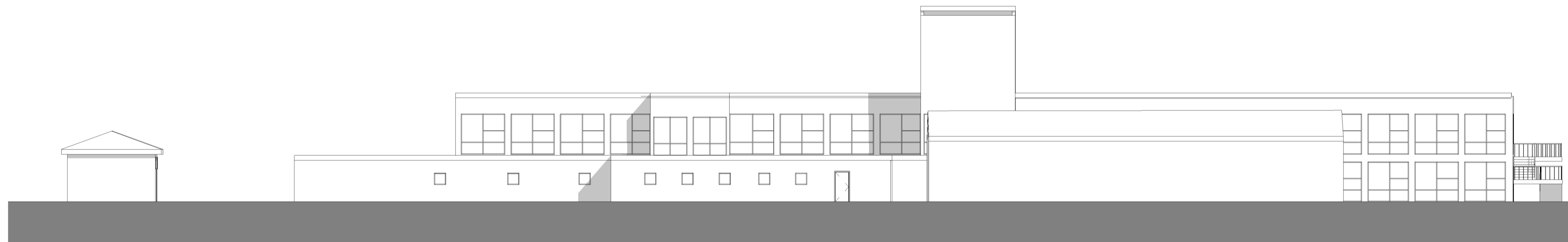
15.5m



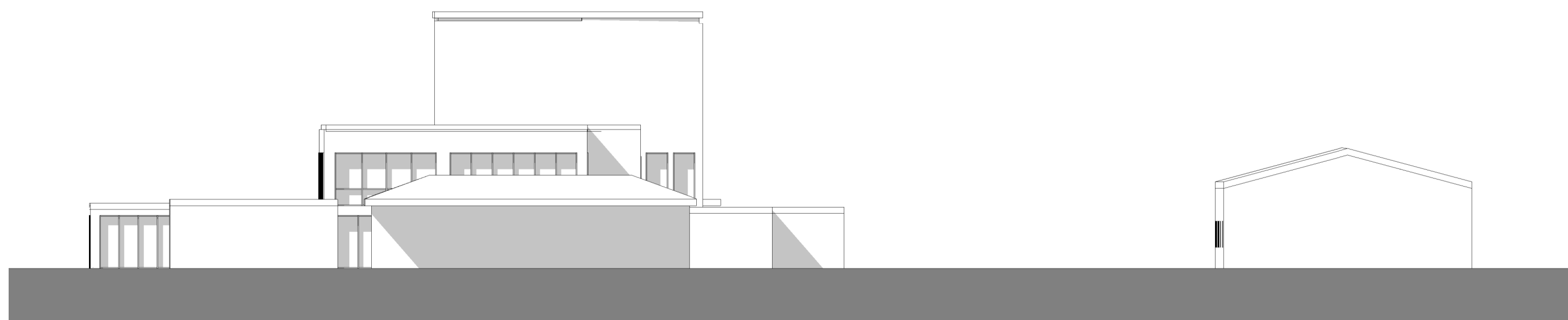
South Elevation - Existing TCP



West Elevation - Existing TCP



North Elevation - Existing TCP



East Elevation - Existing TCP

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Scale Bar
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Scale: 1:200

Key Plan

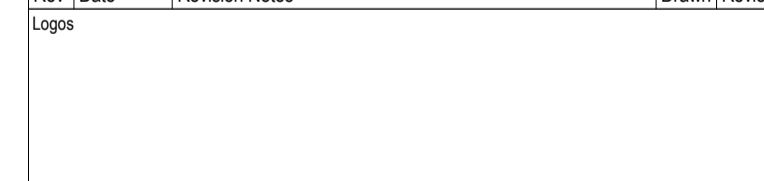
Hazard

HAZ-xx
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

Rev	Date	Revision Notes	Drawn	Review
P5	2021/07/22	Planning Application	LR	GS
P4	2021/06/14	Planning App Draft Updated	LR	GS
P3	2021/06/02	Planning App DRAFT	LR	GS
P2	2021/05/13	Pre-Planning Coordination Set	LR	GS
P1	2021/04/28	Revised Temp CP	LR	GS

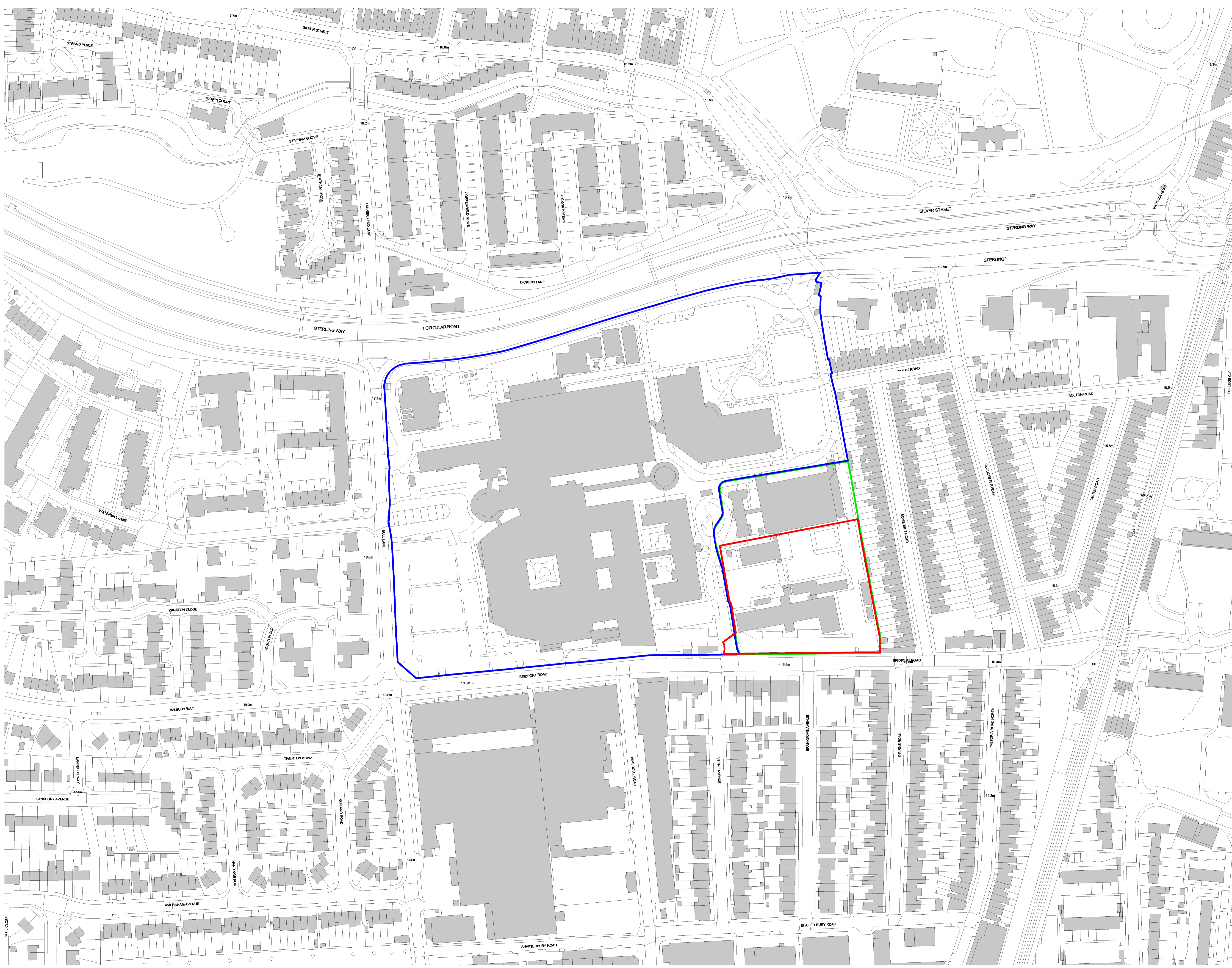
Logos



Project
North Middlesex University Hospital MS Car Park

Drawing Title
Existing Elevations - Temporary Car Park

Job Number 123676	Date 2021/09/04	Security Classification	Drawn By LR
Scale@A1 1 : 200	Purpose Planning	Reviewed By GS	
Drawing Number 123676-IBI-WS-00-PL-A-001-0006	Revision P5	Subsidiary	



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Scale Bar
0 12.5m 37.5m 62.5m
Scale: 1:1250

North-Point
N

Key Plan

Hazard

1 IHAZ-xx
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

Application Site
Ownership Site
GLA Site Boundary

Rev	Date	Revision Notes	Drawn	Review
P4	2021/07/22	Planning Application	LR	GS
P3	2021/06/14	Planning App Draft Updated	LR	GS
P2	2021/06/04	Updated Red line Boundary	LR	GS
P1	2021/06/02	Planning App DRAFT	LR	GS

Logos

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Project
North Middlesex University Hospital MS Car Park

Drawing Title
Site Location Plan_Temporary CP

Job Number 123676	Date 2021/06/02	Security Classification	Drawn By LR
Scale@A1 1 : 1250	Purpose Planning		Reviewed By GS
Drawing Number 123676-IBI-WS-00-PL-A-001-0007	Revision P4	Subsidiary	

NORTH CIRCULAR ROAD

Notes:

- This drawing is copyright.
- Do not scale dimensions from this drawing.
- This drawing is to be read in conjunction with all other relevant drawings.
- All discrepancies on this drawing are to be reported to the architect.
- Do not modify any element of this drawing.
- Use drawing only for purpose(s) issued.
- This drawing may contain colour.

Scale Bar
0 5m 15m 25m
Scale: 1:500

North Point
N

Key Plan

Hazard
1
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX/IB/WS-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

- Site Boundary
- Property Boundary
- GLA Site Boundary (Land disposal)
- Buildings to be Demolished

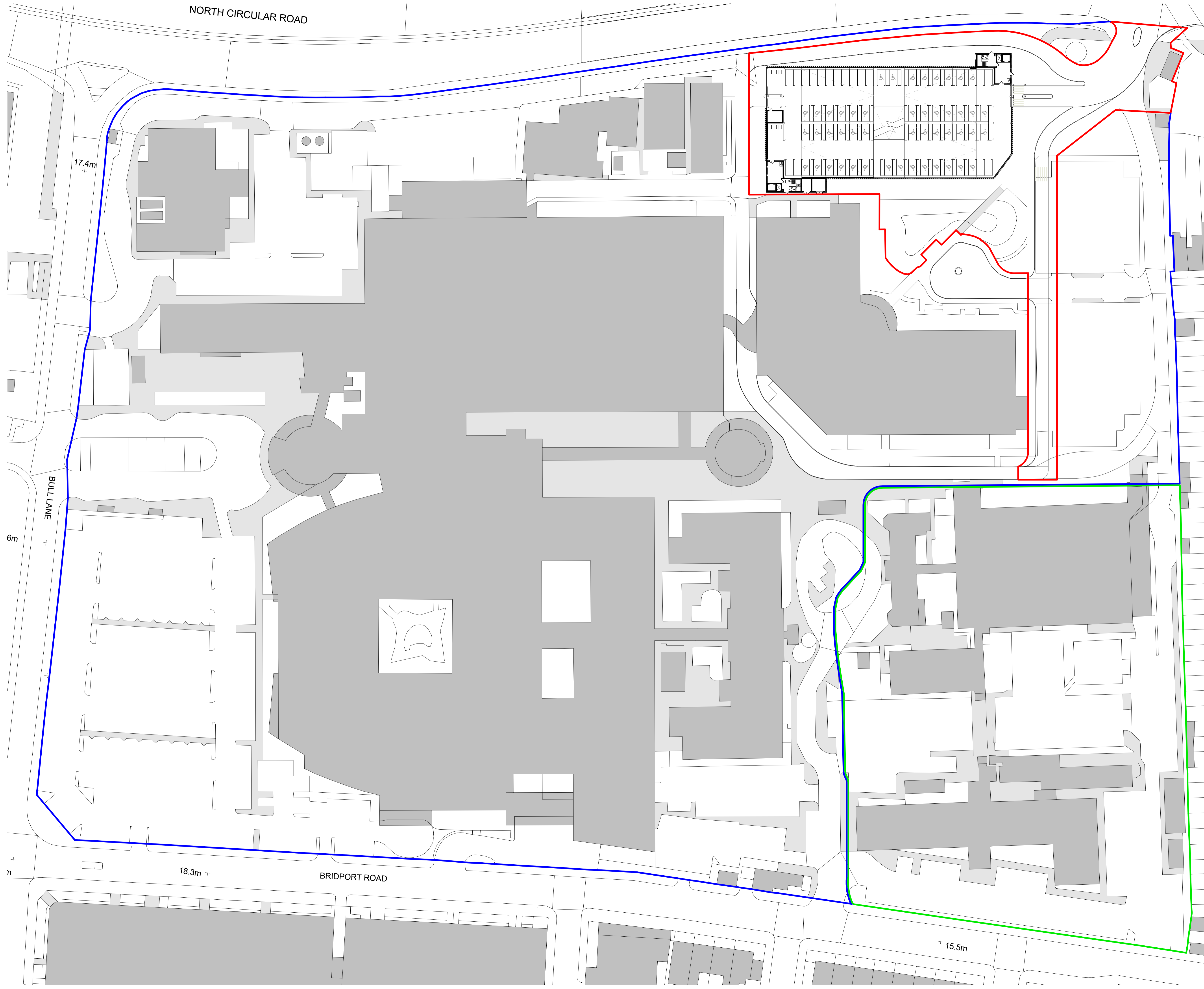
P6	2021/07/20	Tenex Fire Strategy	LR	GS
P5	2021/06/14	Planning App Draft Updated	LR	GS
P4	2021/06/02	Planning App DRAFT	LR	GS
P3	2021/02/22	Pre-App	LR	GS
P2	2021/02/16	Pre-App DRAFT	LR	GS
P1	2021/02/14	Layout Changes and developed design	LR	GS
Rev	Date	Revision Notes	Drawn	Review

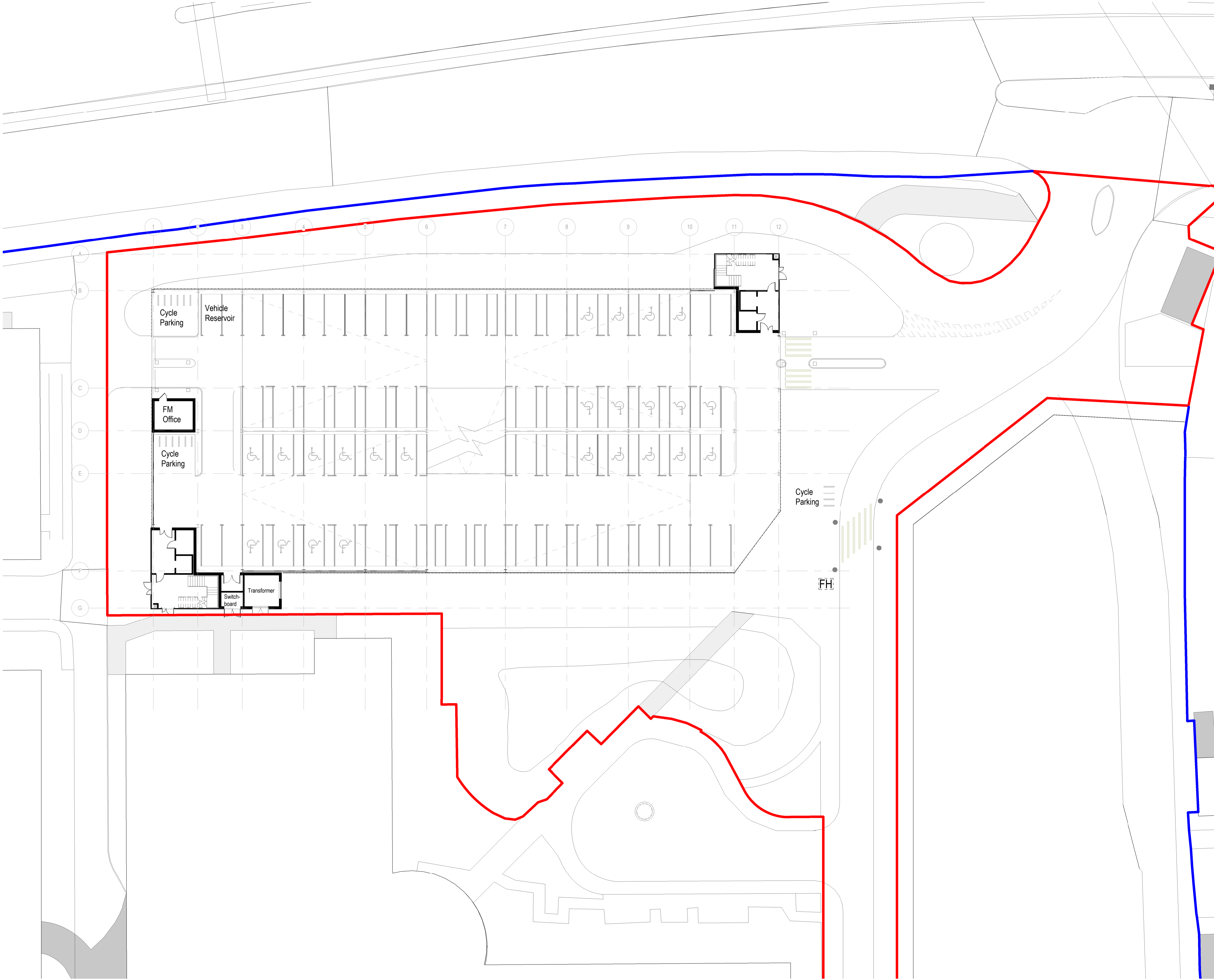
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Project
North Middlesex University Hospital MS Car Park

Drawing Title
Site Plan

Job Number 123676	Date 2021/02/12	Security Classification	Drawn By LR
Scale@A1 1 : 500	Purpose Pre-App		Reviewed By GS
Drawing Number 123676-IBI-WS-00-PL-A-100-0039	Revision P6	Subsidiary	





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- All discrepancies on this drawing are to be reported to the architect.
- Do not modify any element of this drawing.
- Use drawing only for purpose(s) issued.
- This drawing may contain colour.

Scale Bar
0 2m 6m 10m
Scale: 1:200

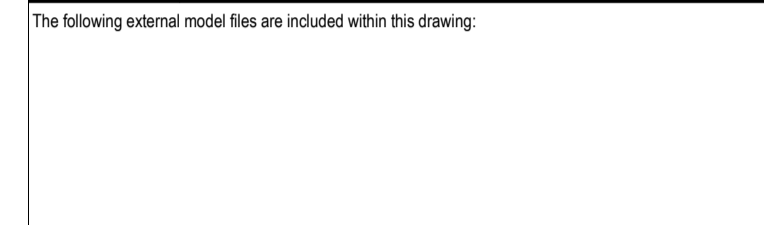
North Point
N

Key Plan

Hazard

HAZ-xx
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX/IBI/IB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:



Proposed MSCP Bay Numbers

Level	Number
Parking_Disabled_Space	
LEVEL 00	24
Parking_Reservoir_Space	
LEVEL 00	2
Parking_Standard_Space	
LEVEL 00	15
LEVEL 01	96
LEVEL 02	96
LEVEL 03	96
LEVEL 04	99
Parking_Widened_Space	
LEVEL 00	24
Grand total	452

Rev	Date	Revision Notes	Drawn	Review
P15	2022/01/21	Katzip	LR	GS
P14	2022/01/18	New Junction Crossing	LR	GS
P13	2021/09/30	VE Cladding	LR	GS
P12	2021/08/11	Planning Application	LR	GS
P11	2021/07/22	Planning Application	LR	GS
P10	2021/07/20	Tenos Fire Strategy	LR	GS
P9	2021/06/14	Planning App Draft Updated	LR	GS
P8	2021/06/02	Planning App DRAFT	LR	GS
P7	2021/05/13	Pre-Planning Coordination Set	LR	GS
P6	2021/03/11	Revised Exit/Entry Junctions	LR	GS
P5	2021/02/22	Pre-App	LR	GS
P4	2021/02/16	Pre-App DRAFT	LR	GS
P3	2021/02/14	Layout Changes and developed design	LR	GS
P2	2021/01/29	H/LIP info	LR	GS
P1	2021/01/20	Stage 2 cost report	LR	GS

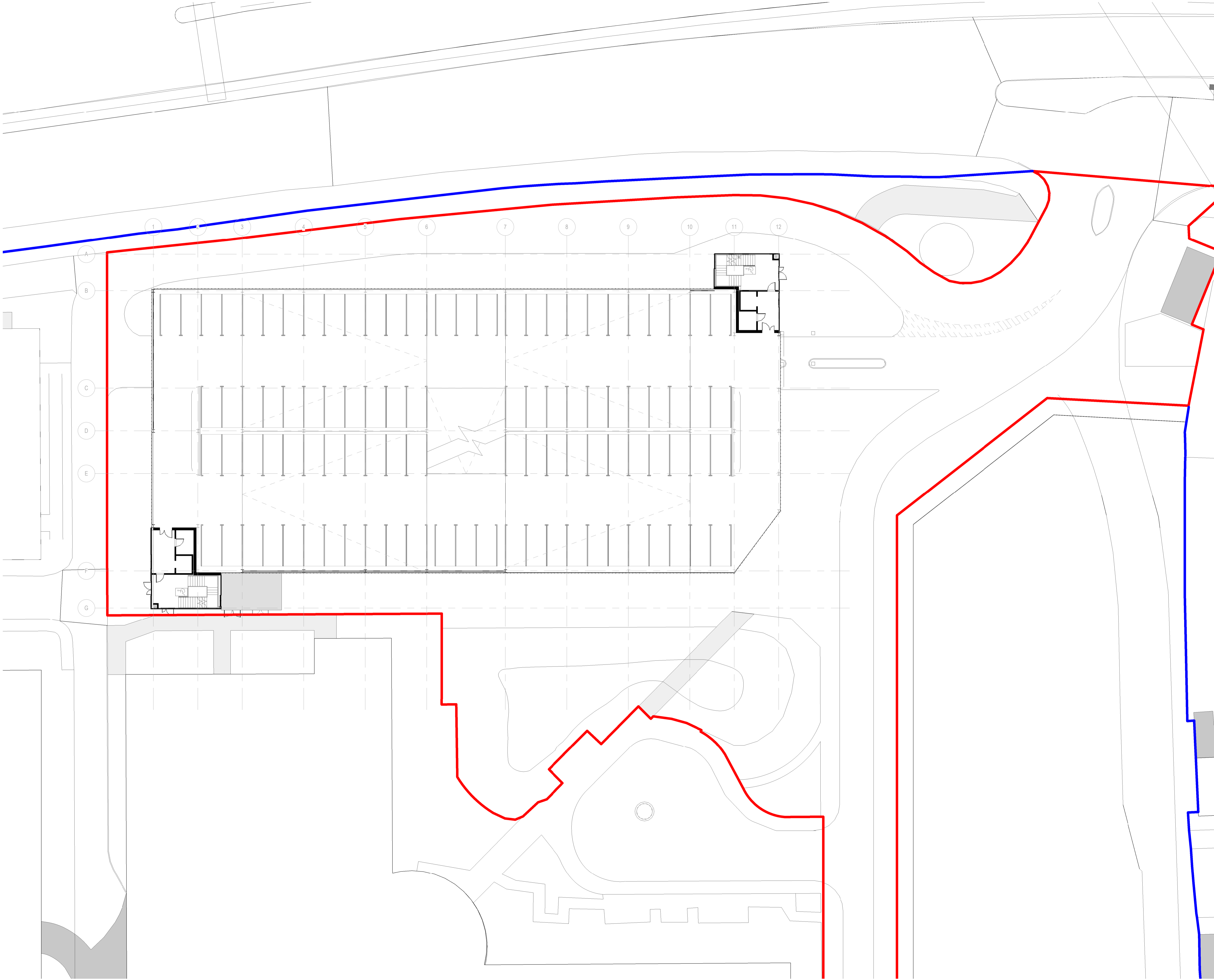
Logos

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Project
North Middlesex University Hospital MS Car Park

Drawing Title
MSCP 00_Ground Floor Plan

Job Number	Date	Security Classification	Drawn By
123676	2021/01/20	N/A	LR
Scale@A1	Purpose	Reviewed By	
1 : 200	Planning	GS	
Drawing Number	Revision	Subsidiary	
123676-IBI-WS-00-PL-A-100-0040	P15		



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- Use drawing only for purpose(s) issued.
- This drawing may contain colour.

Scale Bar
0 2m 6m 10m
Scale: 1:200

North Point
N

Key Plan

Hazard

1
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

— Site Boundary
— Property Boundary

P12	2022/01/21	Kalzip	LR	GS
P11	2021/09/30	VE Cladding	LR	GS
P10	2021/07/22	Planning Application	LR	GS
P9	2021/07/20	Tenos Fire Strategy	LR	GS
P8	2021/06/14	Planning App Draft Updated	LR	GS
P7	2021/06/02	Planning App DRAFT	LR	GS
P6	2021/05/13	Pre-Planning Coordination Set	LR	GS
P5	2021/02/22	Pre-App	LR	GS
P4	2021/02/16	Pre-App DRAFT	LR	GS
P3	2021/02/14	Layout Changes and developed design	LR	GS
P2	2021/01/29	H/LIP info	LR	GS
P1	2021/01/20	Stage 2 cost report	LR	GS

Rev | Date | Revision Notes | Drawn | Review

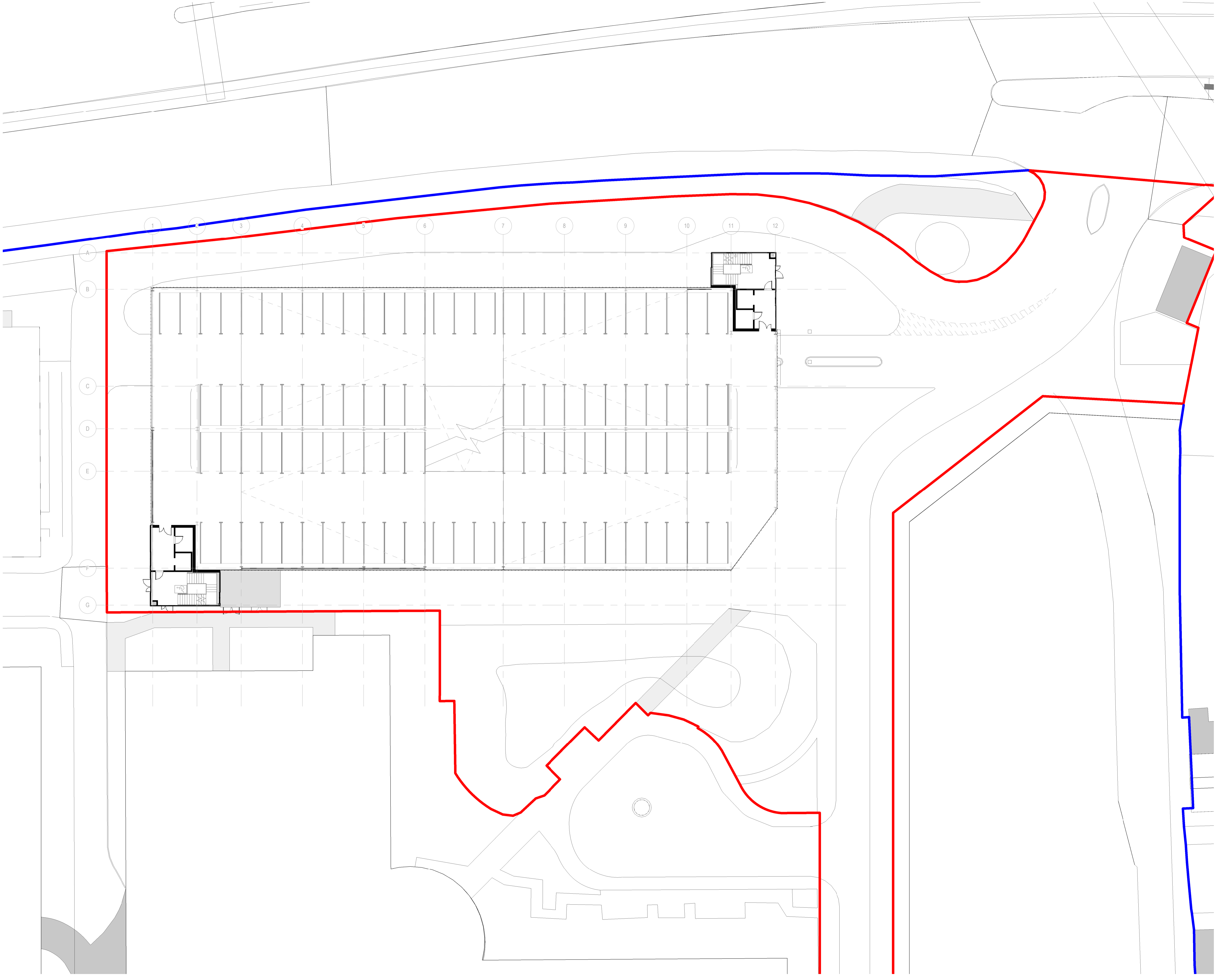
Logos

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Project
North Middlesex University Hospital MS Car Park

Drawing Title
MSCP 01_First Floor Plan

Job Number	Date	Security Classification	Drawn By
123676	2021/01/20	N/A	LR
Scale@A1	Purpose	Reviewed By	
1 : 200	Planning	GS	
Drawing Number	Revision	Subsidiary	
123676-IBI-WS-00-PL-A-100-0041	P12		



Notes:

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- Use drawing only for purpose(s) issued.
- This drawing may contain colour.

Scale Bar
0 2m 6m 10m
Scale: 1:200

North Point
N

Key Plan

Hazard

1 To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

— Site Boundary
— Property Boundary

Rev	Date	Revision Notes	Drawn	Review
P11	2022/01/21	Katzip	LR	GS
P10	2021/09/30	VE Cladding	LR	GS
P9	2021/08/11	Planning Application	LR	GS
P8	2021/07/22	Planning Application	LR	GS
P7	2021/07/20	Tenex Fire Strategy	LR	GS
P6	2021/06/14	Planning App Draft Updated	LR	GS
P5	2021/06/02	Planning App DRAFT	LR	GS
P4	2021/05/13	Pre-Planning Coordination Set	LR	GS
P3	2021/02/22	Pre-App	LR	GS
P2	2021/02/16	Pre-App DRAFT	LR	GS
P1	2021/02/14	Layout Changes and developed design	LR	GS

Logos

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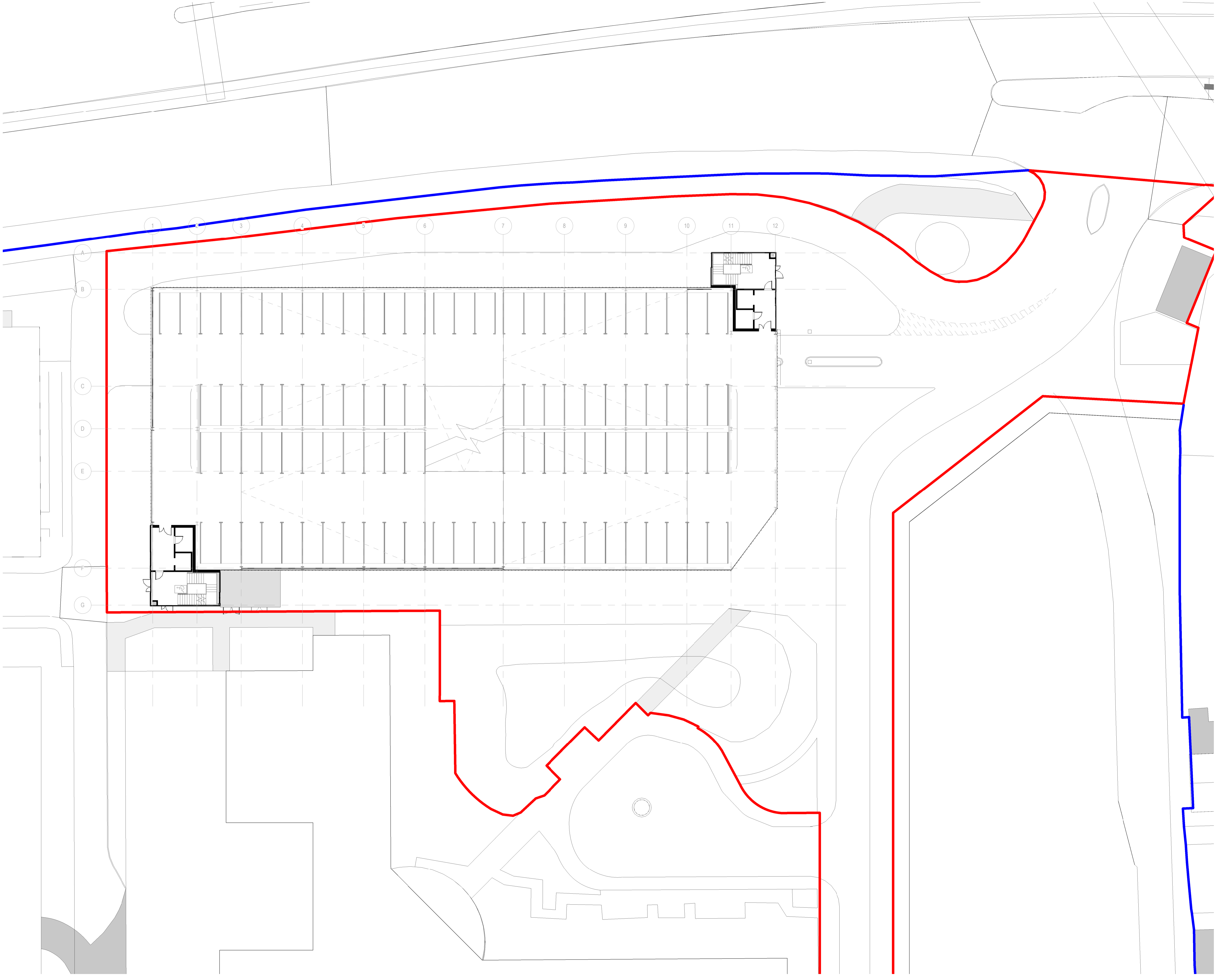
Project
North Middlesex University Hospital MS Car Park

Drawing Title
MSCP 02_Second Floor Plan

Job Number	Date	Security Classification	Drawn By
123676	2021/02/12		LR

Scale@A1	Purpose	Reviewed By
1 : 200	Planning	GS

Drawing Number	Revision	Subsidiary
123676-IBI-WS-00-PL-A-100-0042	P11	



Notes:

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- Use drawing only for purpose(s) issued.
- This drawing may contain colour.

Scale Bar
0 2m 6m 10m
Scale: 1:200

North Point
N

Key Plan

Hazard
1 To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

— Site Boundary
— Property Boundary

Rev	Date	Revision Notes	Drawn	Review
P11	2022/01/21	Katzip	LR	GS
P10	2021/09/30	VE Cladding	LR	GS
P9	2021/08/11	Planning Application	LR	GS
P8	2021/07/22	Planning Application	LR	GS
P7	2021/07/20	Tenex Fire Strategy	LR	GS
P6	2021/06/14	Planning App Draft Updated	LR	GS
P5	2021/06/02	Planning App DRAFT	LR	GS
P4	2021/05/13	Pre-Planning Coordination Set	LR	GS
P3	2021/02/22	Pre-App	LR	GS
P2	2021/02/16	Pre-App DRAFT	LR	GS
P1	2021/02/14	Layout Changes and developed design	LR	GS

Logos

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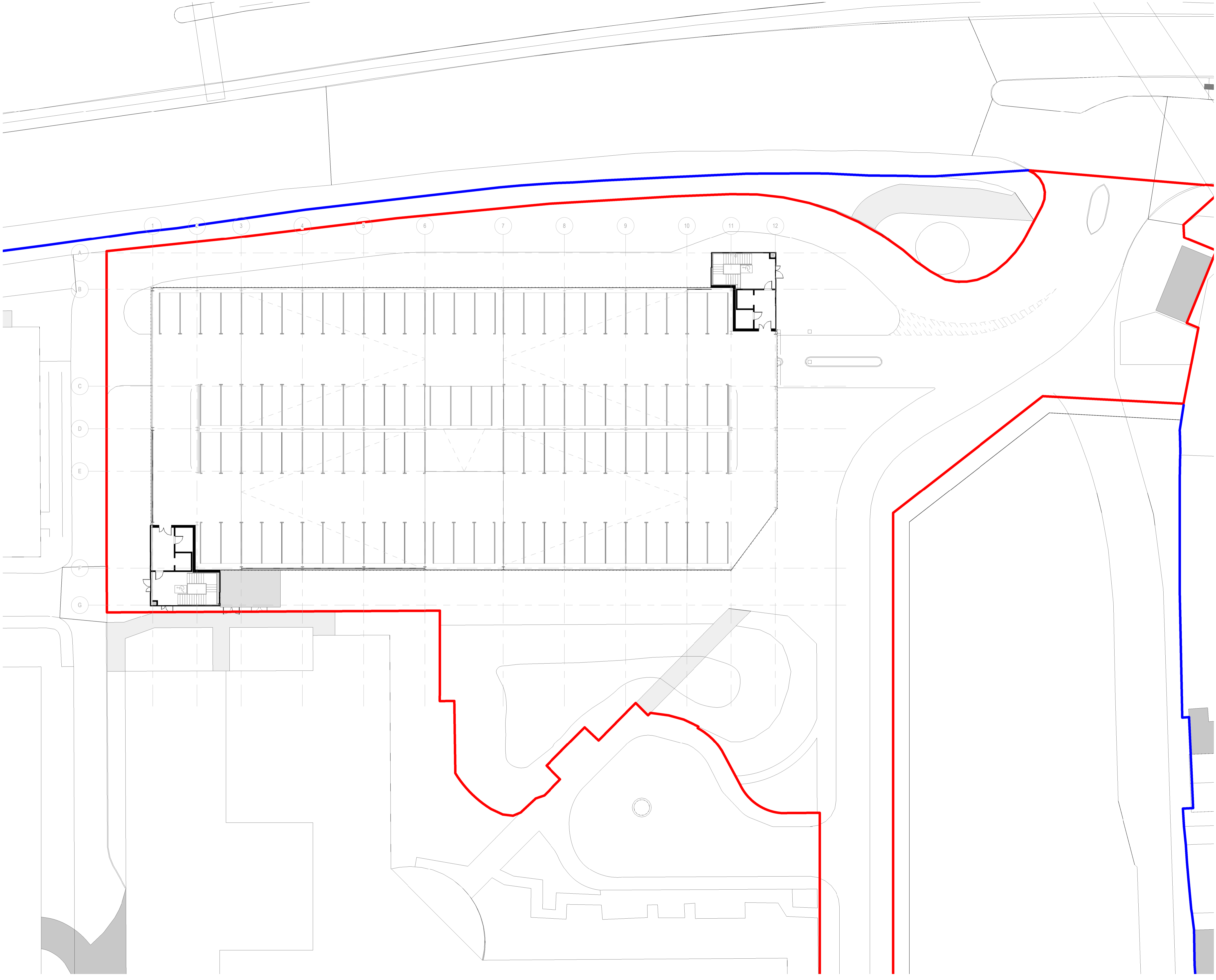
Project
North Middlesex University Hospital MS Car Park

Drawing Title
MSCP 03_Third Floor Plan

Job Number	Date	Security Classification	Drawn By
123676	2021/02/12		LR

Scale@A1	Purpose	Reviewed By
1 : 200	Planning	GS

Drawing Number	Revision	Subsidiary
123676-IBI-WS-00-PL-A-100-0043	P11	



Notes:

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- Use drawing only for purpose(s) issued.
- This drawing may contain colour.

Scale Bar
0 2m 6m 10m
Scale: 1:200

North Point
N

Key Plan

Hazard
1 To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

— Site Boundary
— Property Boundary

Rev	Date	Revision Notes	Drawn	Review
P11	2022/01/21	Katzip	LR	GS
P10	2021/09/30	VE Cladding	LR	GS
P9	2021/08/11	Planning Application	LR	GS
P8	2021/07/22	Planning Application	LR	GS
P7	2021/07/20	Fire Strategy	LR	GS
P6	2021/06/14	Planning App Draft Updated	LR	GS
P5	2021/06/02	Planning App DRAFT	LR	GS
P4	2021/05/13	Pre-Planning Coordination Set	LR	GS
P3	2021/02/22	Pre-App	LR	GS
P2	2021/02/16	Pre-App DRAFT	LR	GS
P1	2021/02/14	Layout Changes and developed design	LR	GS

Logos

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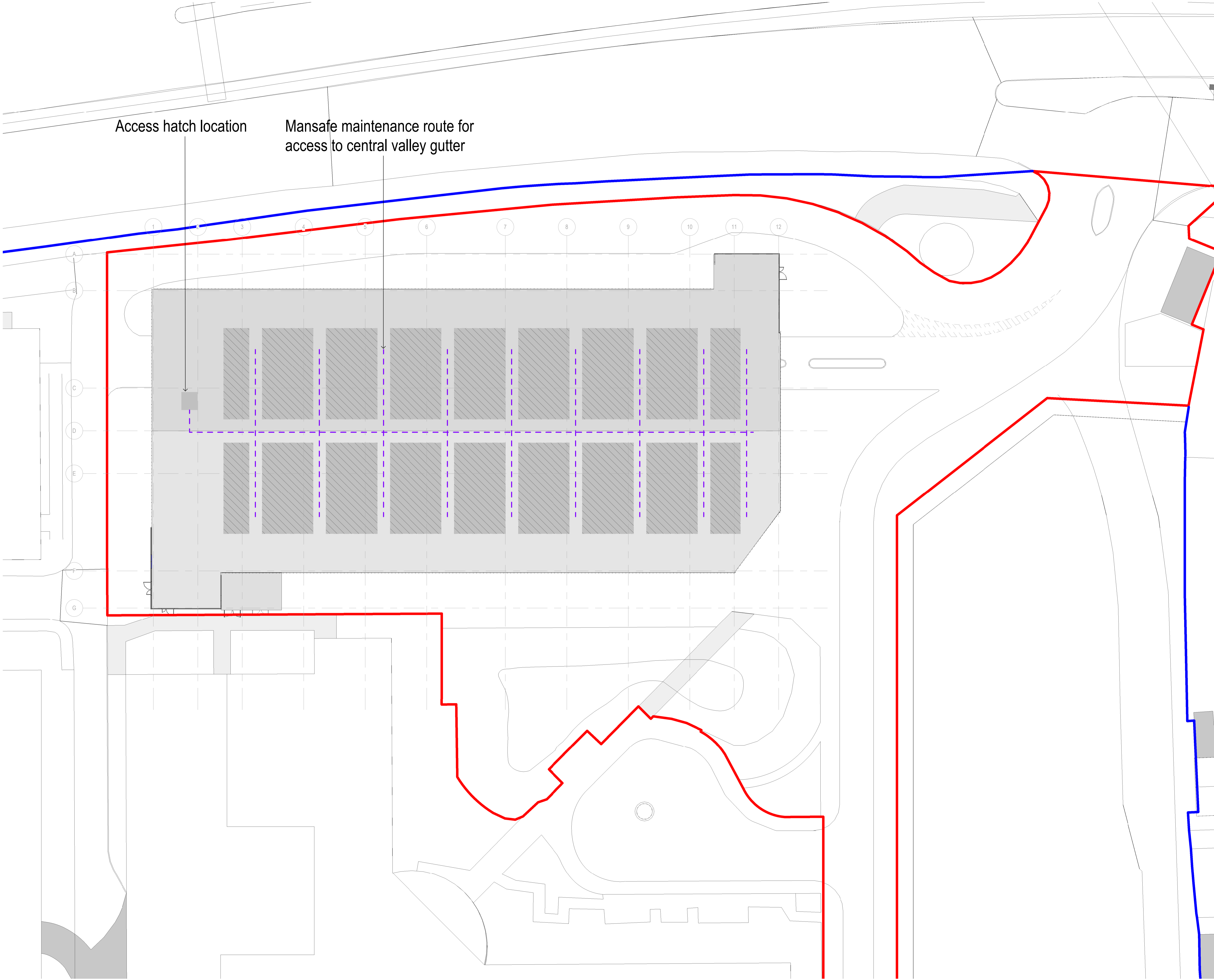
Project
North Middlesex University Hospital MS Car Park

Drawing Title
MSCP 04_Fourth Floor Plan

Job Number	Date	Security Classification	Drawn By
123676	2021/02/12		LR

Scale@A1	Purpose	Reviewed By
1 : 200	Planning	GS

Drawing Number	Revision	Subsidiary
123676-IBI-WS-00-PL-A-100-0044	P11	



Access hatch location

Mansafe maintenance route for access to central valley gutter

Notes:

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- Do not scale dimensions from this drawing.
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- This drawing may contain colour.

Scale Bar
0 2m 6m 10m
Scale: 1:200

North Point
N

Key Plan

Hazard

1

HAZ-xx
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

— Site Boundary
— Property Boundary

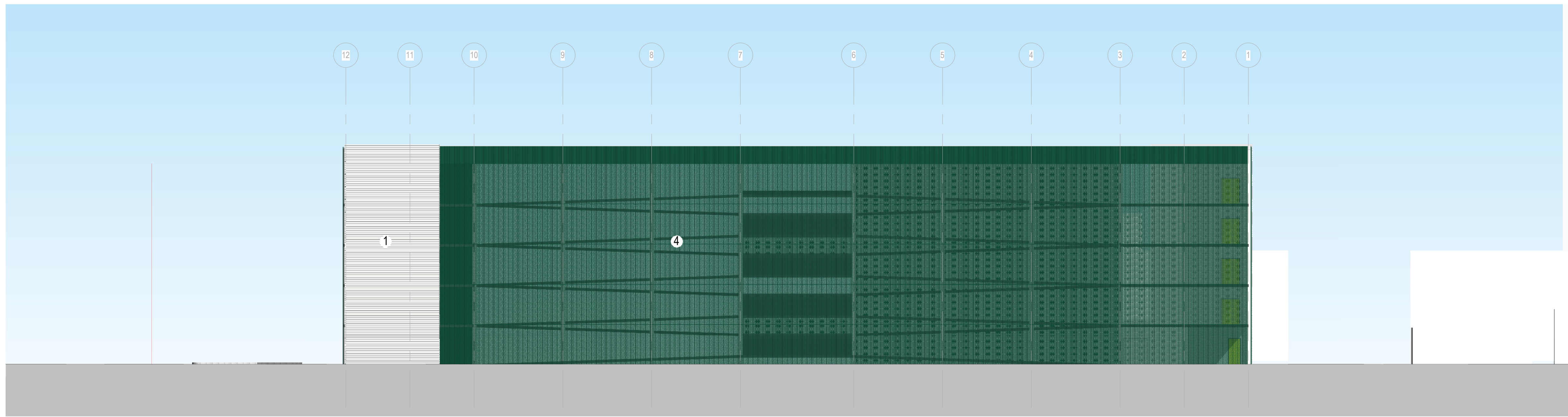
Rev	Date	Revision Notes	Drawn	Review
P7	2021/08/11	Planning Application	LR	GS
P6	2021/07/22	Planning Application	LR	GS
P5	2021/06/14	Planning App Draft Updated	LR	GS
P4	2021/06/02	Planning App DRAFT	LR	GS
P3	2021/02/22	Pre-App	LR	GS
P2	2021/02/16	Pre-App DRAFT	LR	GS
P1	2021/02/14	Layout Changes and developed design	LR	GS

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Project
North Middlesex University Hospital MS Car Park

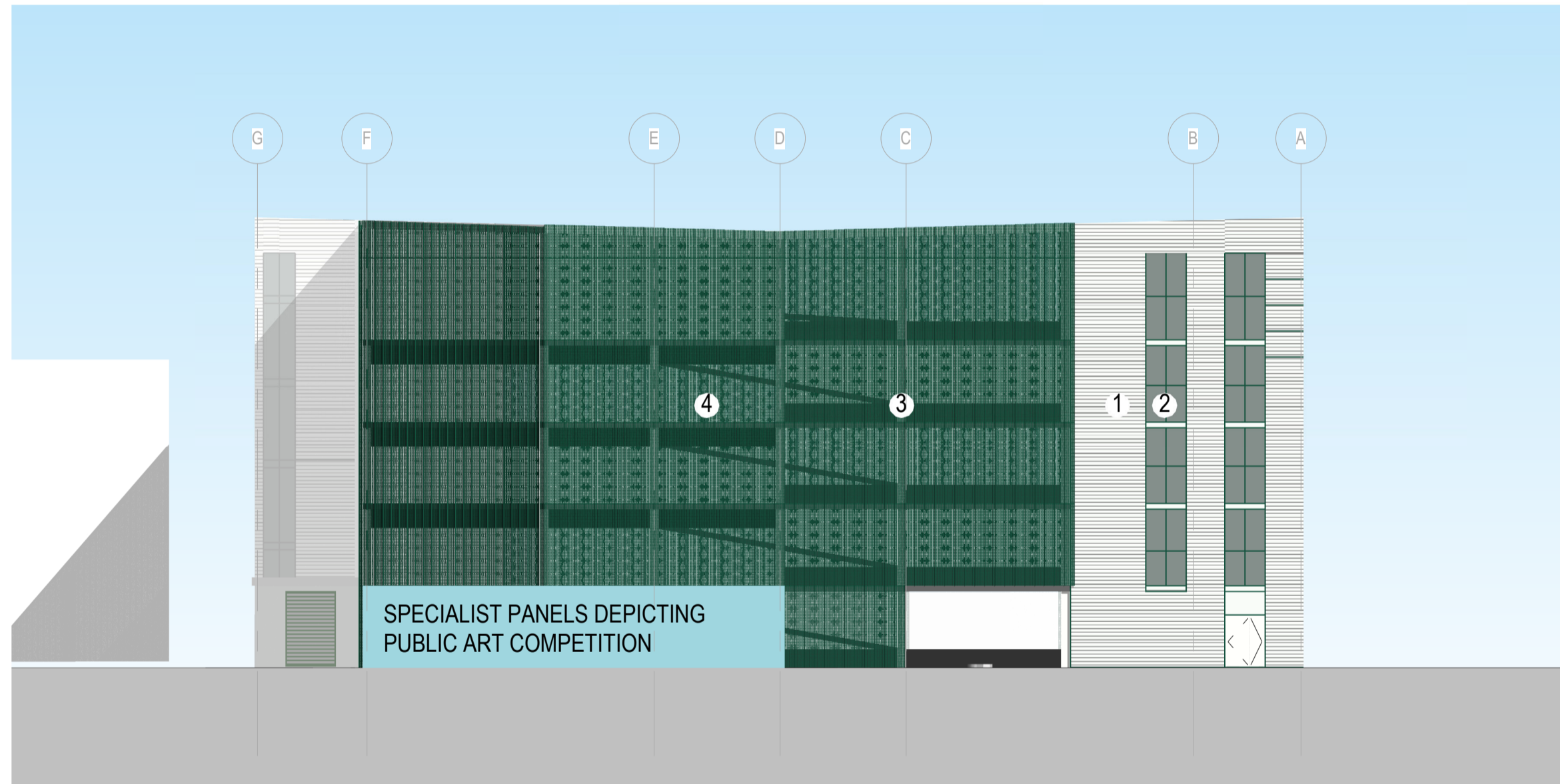
Drawing Title
MSCP 05_Roof Plan

Job Number 123676	Date 2021/02/12	Security Classification	Drawn By LR
Scale@A1 1 : 200	Purpose Planning		Reviewed By GS
Drawing Number 123676-IBI-WS-00-PL-A-100-0045	Revision P7	Subsidiary	



1. North Elevation Colour

1 : 200



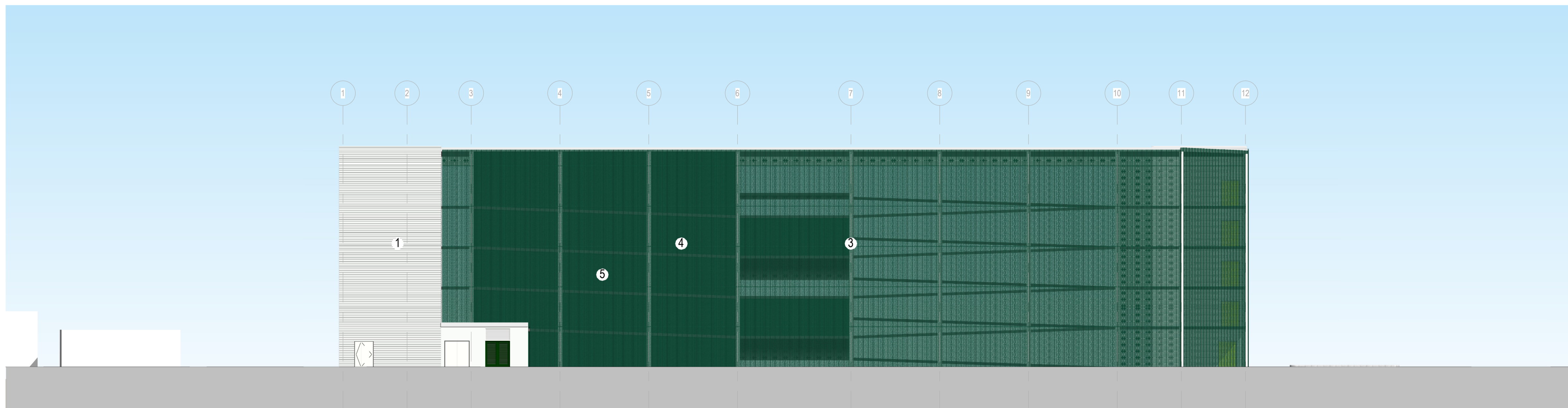
2. East Elevation Colour

1 : 200



3. West Elevation Colour

1 : 200



4. South Elevation Colour

1 : 200

Notes:

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- This drawing may contain colour.

Scale Bar
0 2m 6m 10m
Scale: 1:200

North Point

Key Plan

Hazard

1 To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX/IBI/WS/XX-SH-A-200-XXXX

The following external model files are included within this drawing:

Colours provided here indicative and to be read in conjunction with samples provided

- ① Rockspan - Composite cladding panel - Colour: Oyster Grey (Primsa)
- ② Powder-coated aluminium framed, glazed curtain walling RAL 6005
- ③ Structural Steel Frame
- ④ Perforated Aluminium Kalzip Panel, fixed with vertical seams - Colour RAL 6005
- ⑤ Fire rated cement board exterior face painted RAL 6005

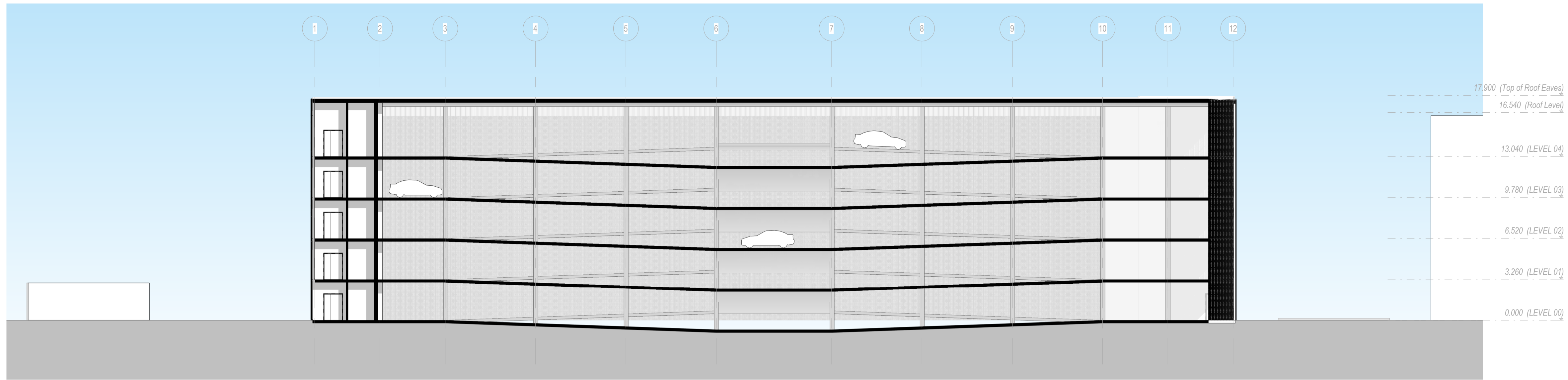
Rev	Date	Revision Notes	Drawn	Review
P10	2022/01/21	Kalzip	LR	GS
P9	2021/09/30	VE Cladding	LR	GS
P8	2021/07/22	Planning Application	LR	GS
P7	2021/07/20	Fire Strategy	LR	GS
P6	2021/06/14	Planning App Draft Updated	LR	GS
P5	2021/06/02	Planning App DRAFT	LR	GS
P4	2021/05/13	Pre-Planning Coordination Set	LR	GS
P3	2021/02/22	Pre-App	LR	GS
P2	2021/02/16	Pre-App DRAFT	LR	GS
P1	2021/02/14	Layout Changes and developed design	LR	GS



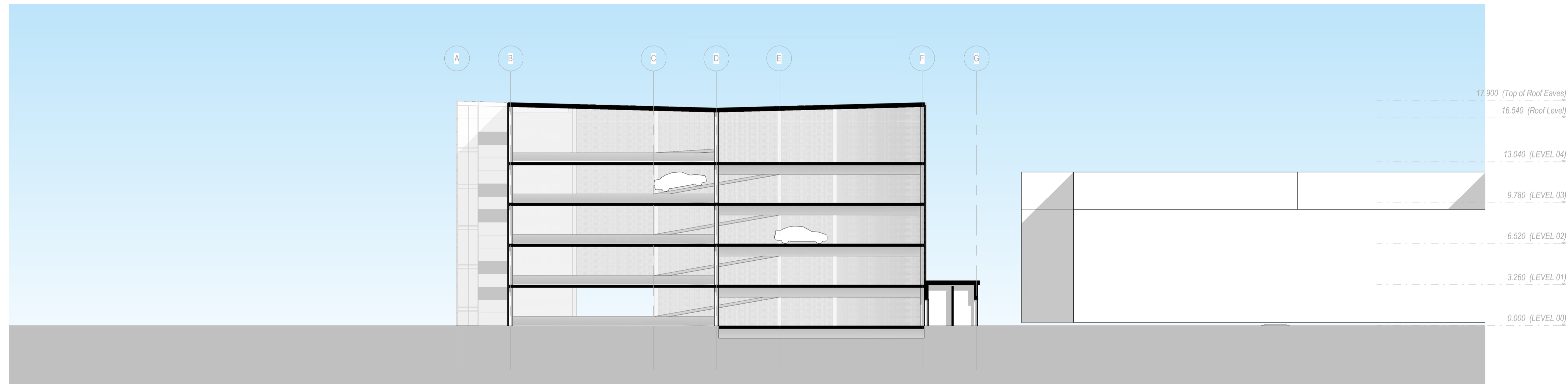
Project
North Middlesex University Hospital MS Car Park

Drawing Title
Proposed Elevations

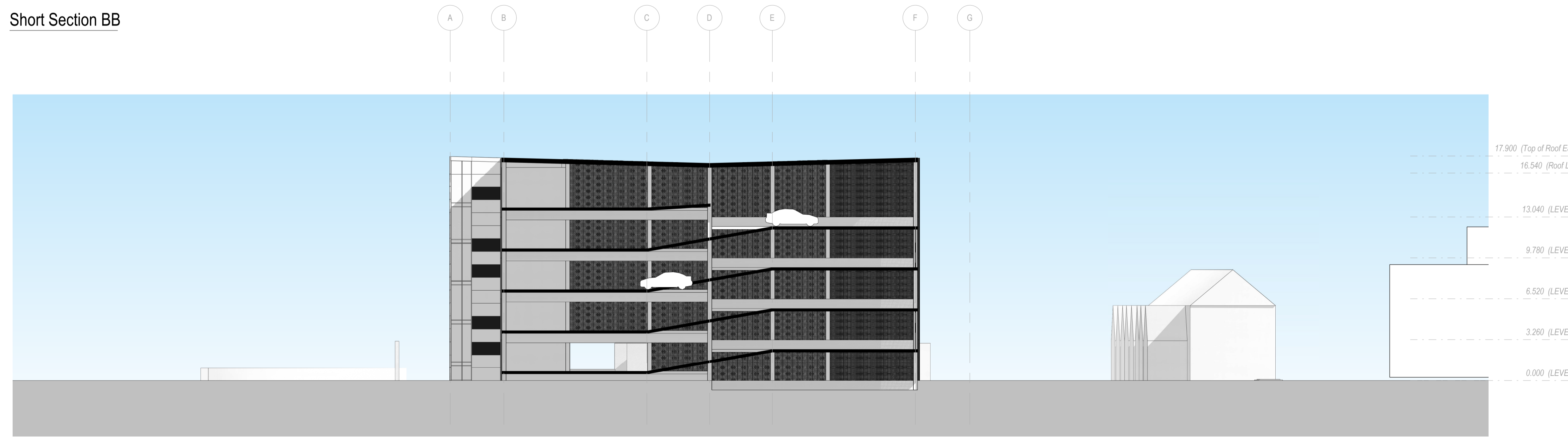
Job Number 123676	Date 2021/02/12	Security Classification	Drawn By LR
Scale@A1 1 : 200	Purpose Planning		Reviewed By GS
Drawing Number 123676-IBI-WS-00-PL-A-100-0046	Revision P10	Subsidiary	



Long Section AA



Short Section BB



Short Section CC

Notes:

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- Use drawing only for purpose(s) issued.
- This drawing may contain colour.

Scale Bar
0 2m 6m 10m
Scale: 1:200

North Point

Key Plan

Hazard

HAZ-xx
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX/IBI/WS-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

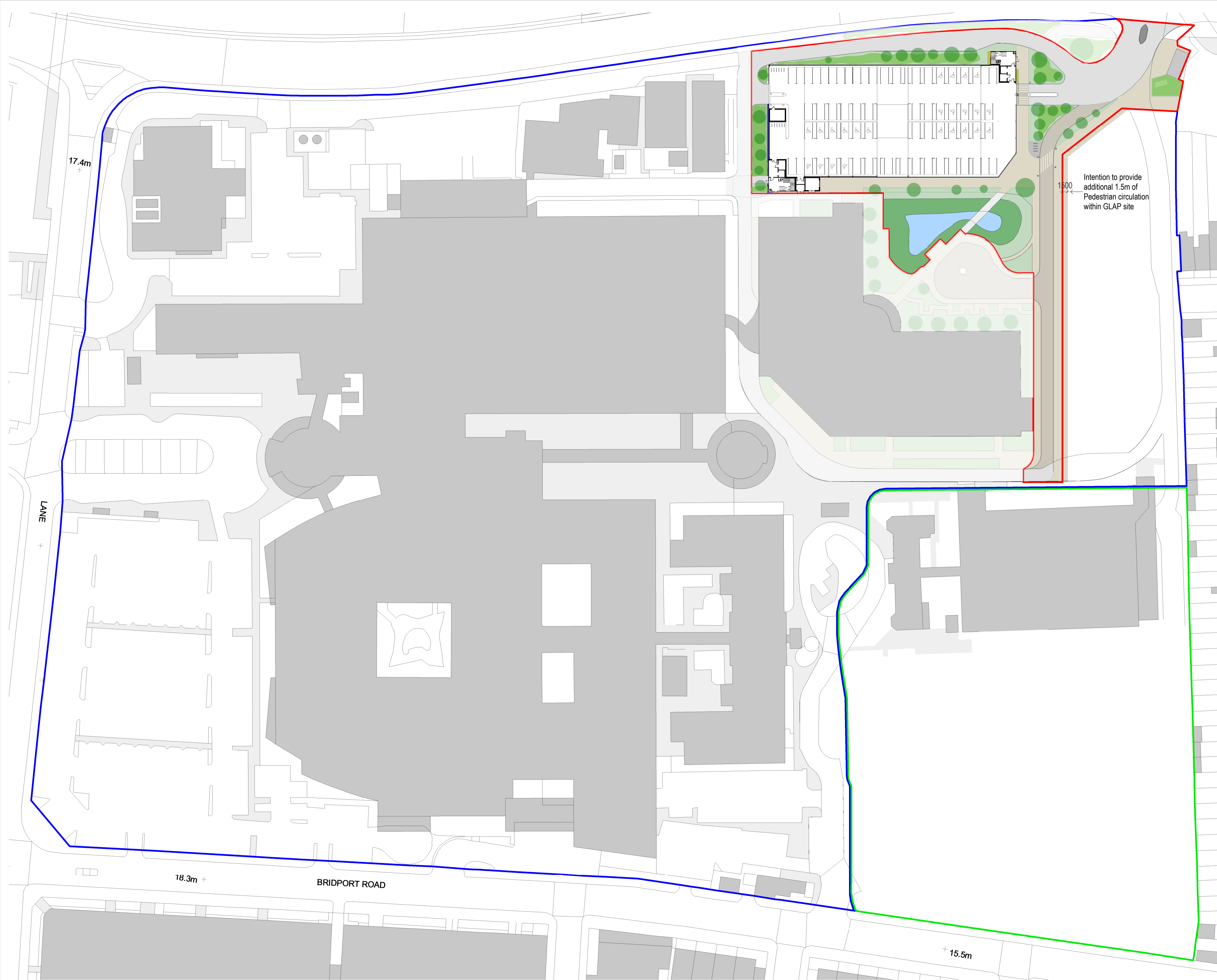
Rev	Date	Revision Notes	Drawn	Review
P10	2022/01/21	Katzip	LR	GS
P9	2021/09/30	VE Cladding	LR	GS
P8	2021/07/22	Planning Application	LR	GS
P7	2021/07/20	Tenex Fire Strategy	LR	GS
P6	2021/06/14	Planning App Draft Updated	LR	GS
P5	2021/06/02	Planning App DRAFT	LR	GS
P4	2021/05/13	Pre-Planning Coordination Set	LR	GS
P3	2021/02/22	Pre-App	LR	GS
P2	2021/02/16	Pre-App DRAFT	LR	GS
P1	2021/02/14	Layout Changes and developed design	LR	GS



Project
North Middlesex University Hospital MS Car Park

Drawing Title
Proposed Sections

Job Number 123676	Date 2021/02/12	Security Classification	Drawn By LR
Scale@A1 1:200	Purpose Planning	Reviewed By GS	
Drawing Number 123676-IBI-WS-00-PL-A-100-0047	Revision P10	Submittal	



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- Do not modify any element of this drawing.
- Use drawing only for purpose(s) issued.
- This drawing may contain colour.

Scale Bar
0 5m 15m 25m
Scale: 1:500

North Point
N

Key Plan

Hazard

1
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX/IB/IB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

Landscape proposal

- Climbers in pits - adjacent to staircase
- Cycle Parking
- Gravel Fringe
- Pavement
- Planting
- Planting - Clipped to 600mm to maintain visibility splays
- Planting - Shrubs
- Planting - SUDS Pond
- Raised curb
- Road
- Road (Shared Surface)
- Proposed Trees

Rev	Date	Revision Notes	Drawn	Review
P7	2022/01/21	Katip	LR	GS
P6	2022/01/18	New Junction Crossing	LR	GS
P5	2021/09/30	VE Cladding	LR	GS
P4	2021/07/22	Planning Application	LR	GS
P3	2021/07/20	Tenos Fire Strategy	LR	GS
P2	2021/06/14	Planning App Draft Updated	LR	GS
P1	2021/04/13	Design and Access Statement	LR	GS

Logos

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Project
North Middlesex University Hospital MS Car Park

Drawing Title
Proposed Landscape Plan_Site Wide

Job Number	Date	Security Classification	Drawn By
123676	14/04/2021		LR
Scale@A1	Purpose		Reviewed By
1 : 500	Planning		GS
Drawing Number	Revision	Subsidiary	
123676-IBI-WS-00-PL-A-100-0048	P7		



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- Do not modify any element of this drawing.
- Use drawing only for purpose(s) issued.
- This drawing may contain colour.

Scale Bar
0 5m 15m 25m
Scale: 1:500

North Point
N

Key Plan

Hazard

1 HAZ-xx
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

Landscape proposal

- Climbers in pits - adjacent to staircase
- Cycle Parking
- Gravel Fringe
- Pavement
- Planting
- Planting - Clipped to 600mm to maintain visibility splays
- Planting - Shrubs
- Planting - SUDS Pond
- Raised curb
- Road
- Road (Shared Surface)
- Proposed Trees

Intention to provide additional 1.5m of Pedestrian circulation within GLAP site

P7	2022/01/21	Katip	LR	GS
P6	2022/01/18	New Junction Crossing	LR	GS
P5	2021/09/30	VE Cladding	LR	GS
P4	2021/07/22	Planning Application	LR	GS
P3	2021/07/20	Tenos Fire Strategy	LR	GS
P2	2021/06/14	Planning App Draft Updated	LR	GS
P1	2021/06/02	Planning App DRAFT	LR	GS
Rev	Date	Revision Notes	Drawn	Review



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Project
North Middlesex University Hospital MS Car Park

Drawing Title
Proposed Landscape Plan

Job Number 123676	Date 2021/05/27	Security Classification	Drawn By LR
Scale@A1 As indicated	Purpose Planning	Reviewed By GS	
Drawing Number 123676-IBI-WS-00-PL-A-100-0050	Revision P7	Subsidiary	



Notes: • This drawing is copyright. • Do not scale dimensions from this drawing. • This drawing is to be read in conjunction with all other relevant drawings. • All discrepancies on this drawing are to be reported to the architect. • Do not modify any element of this drawing. • Use drawing only for purpose(s) issued. • This drawing may contain colour.		North Point		
Scale Bar				
Key Plan				
Hazard  To warn of significant hazards or information that is unusual To be read in conjunction with all other consultant's information Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX.				
The following external model files are included within this drawing:				
P1	2022/01/21	Kalzip	LR	GS
Rev	Date	Revision Notes	Drawn	Review
Logos				
		Intelligence Buildings Infrastructure www.ibigroup.com		
Project				
North Middlesex University Hospital MS Car Park				
Drawing Title				
Pymmes Park View				
Job Number	Date	Security Classification	Drawn By	
123676	20/01/2022		LR	
Scale@A1	Purpose	Reviewed By		
	For Planning	GS		
Drawing Number	Revision	Subsidiary		
123676-IBI-WS-00-PL-A-100-0052	P1			

GLA SITE BOUNDARY



<p>Notes:</p> <ul style="list-style-type: none"> This drawing is copyright. Do not scale dimensions from this drawing. This drawing is to be read in conjunction with all other relevant drawings. All discrepancies on this drawing are to be reported to the architect. Do not modify any element of this drawing. Use drawing only for purpose(s) issued. This drawing may contain colour. 		North Point						
Scale Bar								
Key Plan								
<p>Hazard</p> <p> HAZ-xx To warn of significant hazards or information that is unusual To be read in conjunction with all other consultant's information Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX</p>								
The following external model files are included within this drawing:								
<table border="1"> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>								
P1	2022/01/21	Katzip	LR	GS				
Rev	Date	Revision Notes	Drawn	Review				
Logs								
		www.ibigroup.com						
Project								
North Middlesex University Hospital MS Car Park								
Drawing Title								
North Circular Entrance View								
Job Number	Date	Security Classification	Drawn By					
123676	20/01/2022		LR					
Scale@A1	Purpose	Reviewed By						
	For Planning	GS						
Drawing Number	Revision	Suitability						
123676-IBI-WS-00-PL-A-100-0053	P1							



Notes:

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- This drawing may contain colour.

Scale Bar
0 5m 15m 25m
Scale: 1:500

North Point
N

Key Plan

Hazard

1 IHAZ-xx
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX/IBI/WS-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

Urban Greening Factor Area Schedule (MSCP red-line) Existing

Surface Cover Type	Area	Urban Greening Factor	UGF calculation
Wetland or Open Water	554.4 m ²	1	554.4 m ²
Trees	69.1 m ²	0.8	55.3 m ²
Hedges	1074.2 m ²	0.6	644.5 m ²
Amenity Grassland	51.7 m ²	0.4	20.7 m ²
	262.2 m ²	0.1	26.2 m ²
Sealed Surfaces	4707.8 m ²	0	0 m ²
	6719.3 m ²		1301.1 m ²

Urban Greening Index

- Amenity Grassland
- Hedges
- Permeable Paving
- Sealed Surfaces
- Trees
- Wetland or Open Water

P5	2021/07/22	Planning Application	LR	GS
P4	2021/06/14	Planning App Draft Updated	LR	GS
P3	2021/06/04	Updated Red line Boundary	LR	GS
P2	2021/06/02	Planning App DRAFT	LR	GS
P1	2021/04/13	Design and Access Statement	LR	GS

Rev | Date | Revision Notes | Drawn | Review

Logos

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Project
North Middlesex University Hospital MS Car Park

Drawing Title
UGI_Existing RL_Existing

Job Number 123676	Date 13/04/2021	Security Classification	Drawn By LR
Scale@A1 1 : 500	Purpose Planning		Reviewed By GS

Drawing Number 123676-IBI-WS-00-PL-A-110-0001	Revision P5	Subsidiary
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NORTH CIRCULAR R



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- Use drawing only for purpose(s) issued.
- This drawing may contain colour.

Scale Bar
0 5m 15m 25m
Scale: 1:500

North Point
N

Key Plan

Hazard

HAZ-xx
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX/IB/IB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

Urban Greening Factor Area Schedule (MSCP red-line) Proposed

Surface Cover Type	Area	Urban Greening Factor	UGF calculation
Wetland or Open Water	554.4 m ²	1	554.4 m ²
Trees	223.6 m ²	0.8	178.9 m ²
Hedges	630.3 m ²	0.6	378.2 m ²
Amenity Grassland	8.7 m ²	0.4	3.5 m ²
Permeable Paving	2561 m ²	0.1	256.1 m ²
Sealed Surfaces	2731.5 m ²	0	0 m ²
	6709.3 m ²		1371 m ²

Urban Greening Index

- Amenity Grassland
- Hedges
- Permeable Paving
- Sealed Surfaces
- Trees
- Wetland or Open Water

P6	2022/01/21	Katip	LR	GS
P5	2021/07/22	Planning Application	LR	GS
P4	2021/06/14	Planning App Draft Updated	LR	GS
P3	2021/06/04	Updated Red line Boundary	LR	GS
P2	2021/06/02	Planning App DRAFT	LR	GS
P1	2021/04/13	Design and Access Statement	LR	GS

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Project
North Middlesex University Hospital MS Car Park

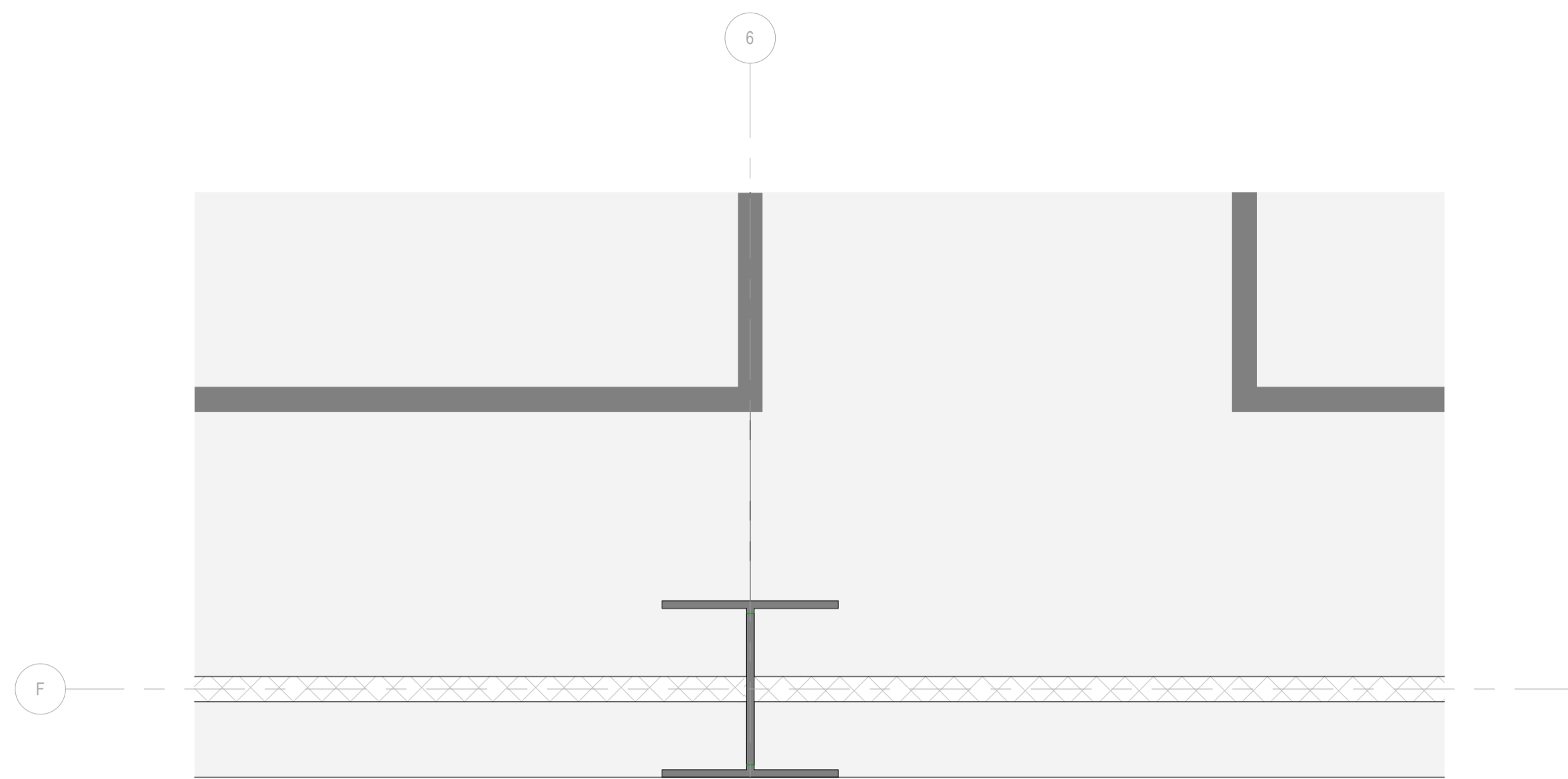
Drawing Title
UGI_Existing RL_Proposed

Job Number 123676	Date 13/04/2021	Security Classification	Drawn By LR
Scale@A1 1 : 500	Purpose Planning		Reviewed By GS

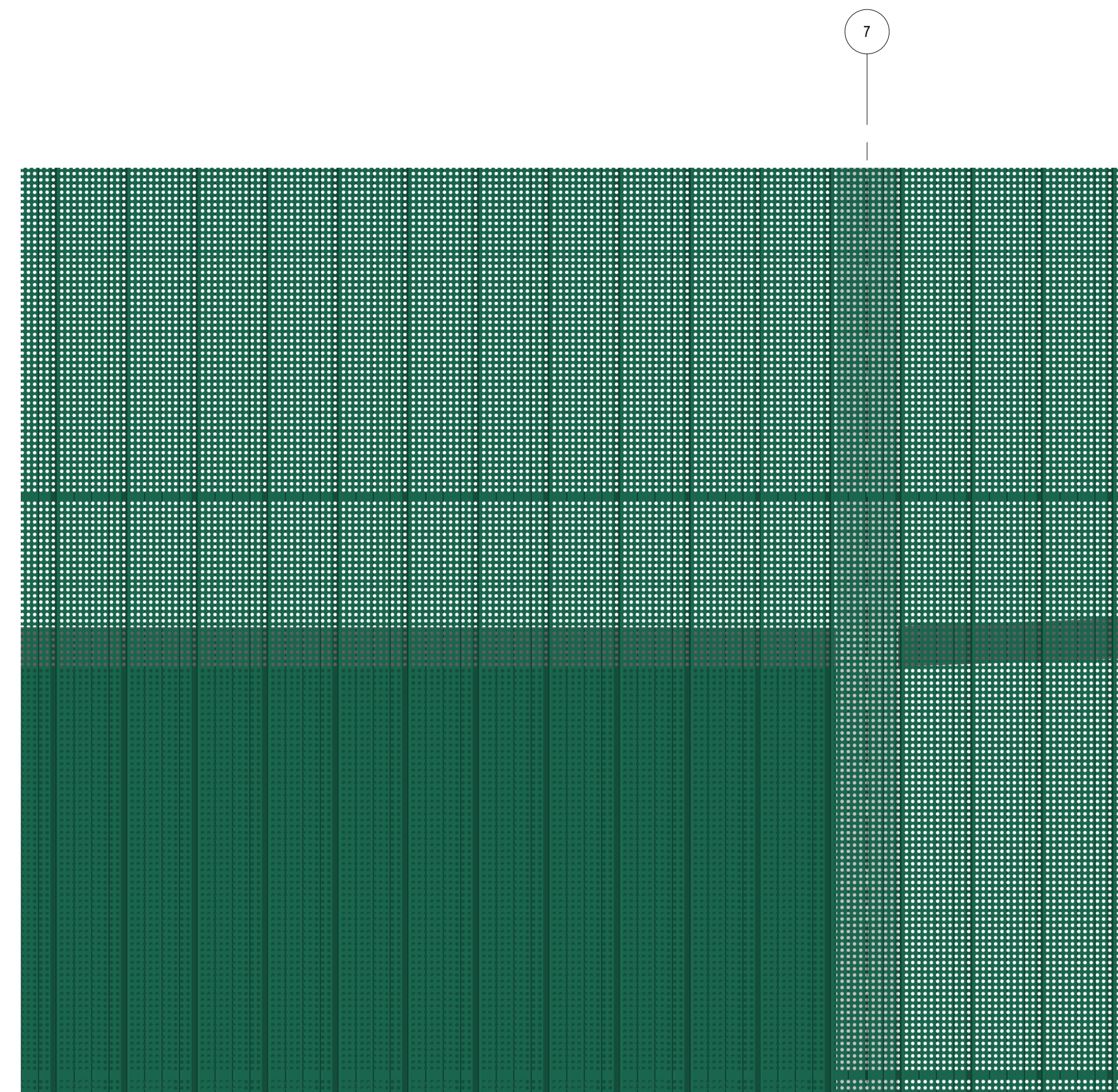
Drawing Number
123676-IBI-WS-00-PL-A-110-0002

Revision
P6

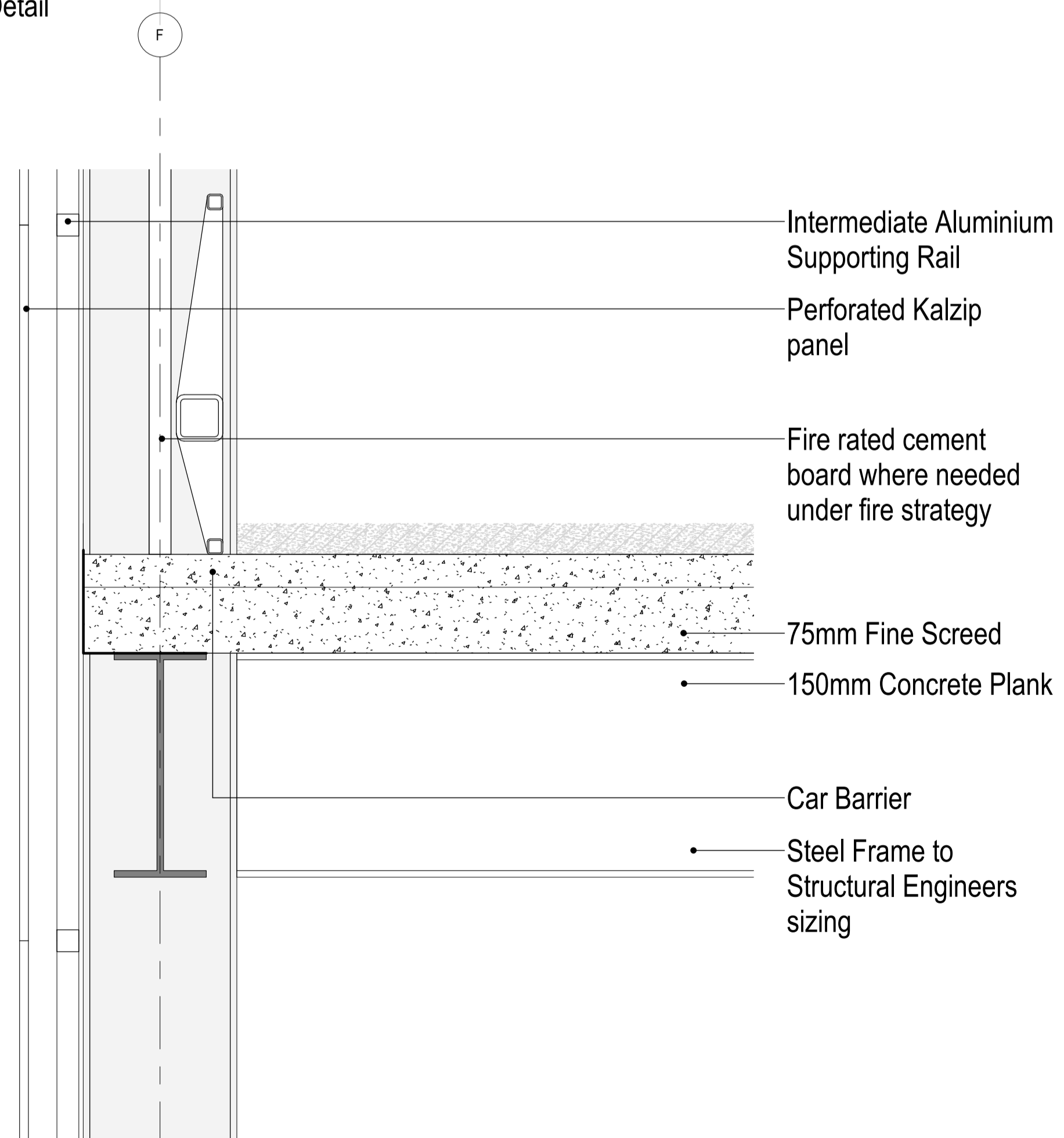
Subsidiary



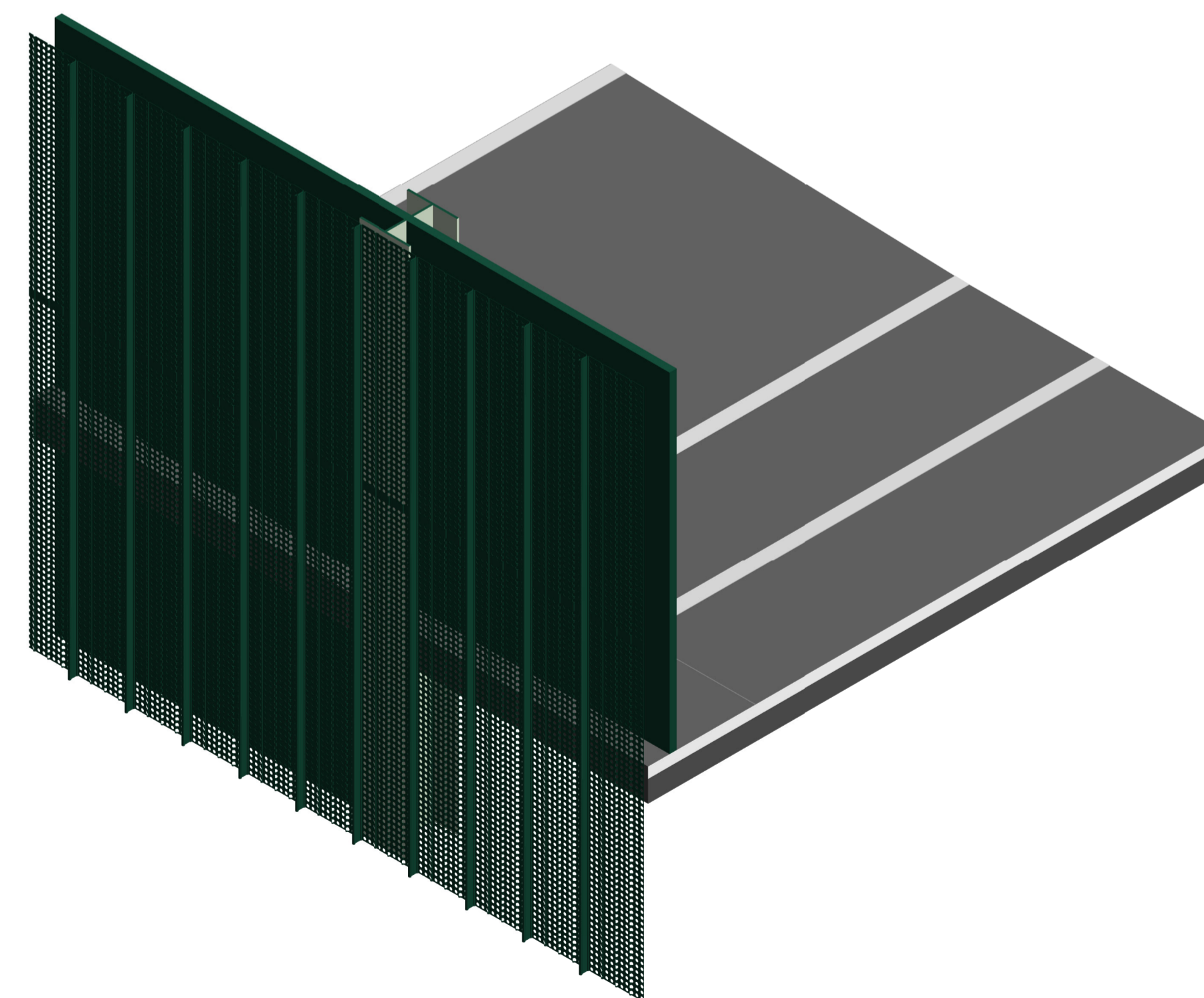
Fire Wall to Column - Plan Detail
1 : 10



Courtyard Elevation Detail
1 : 25



Floor to Wall Junction Section Detail
1 : 10



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Scale Bar
0 100mm 300mm 500mm
Scale: 1:10

North Point

Key Plan

Hazard
1
To warn of significant hazards or information that is unusual
To be read in conjunction with all other consultant's information
Refer to CDM Schedule XXXX-IBI-WB-XX-SH-A-200-XXXX

The following external model files are included within this drawing:

Rev	Date	Revision Notes	Drawn	Review
P4	2022/01/21	Kalzip	LR	GS
P3	2021/09/30	VE Cladding	LR	GS
P2	2021/07/22	Planning Application	LR	GS
P1	2021/04/13	Design and Access Statement	LR	GS

Logos

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Project
North Middlesex University Hospital MS Car Park

Drawing Title
Cladding Details

Job Number	Date	Security Classification	Drawn By
123676	13/04/2021		LR

Scale@A1	Purpose	Reviewed By
As indicated	Planning	GS

Drawing Number	Revision	Subsidiary
123676-IBI-WS-00-PL-A-251-0251	P4	

	RESIDUAL RISK ACCESS FOR INSPECTION, CLEANING & MAINTENANCE AT HIGH LEVEL INCLUDING GUTTER TO MAIN CAR PARK & STAIR CORE ROOFS, LIGHT SYSTEM AT HIGH LEVEL, CURTAIN WALLING AND WINDOWS. ANY MAINTENANCE ACCESS TO ROOF AREAS TO BE CONTROLLED UNDER PERMIT TO WORK PROCEDURE WITH APPROPRIATE PPE TO BE WORN AT ALL TIMES.
--	--

	DESIGN RISK COLLAPSE OF EXCAVATIONS SIDES DUE TO NATURE OF SOILS AND ADJACENT GROUND LOADING. DEPTH OF EXCAVATION TO BE KEPT TO A MINIMUM REDUCE WHERE POSSIBLE THE NEED FOR WORKERS TO ENTER TRENCHES OR EXCAVATIONS
--	--

	DESIGN RISK CRANE INSTABILITY CHECK AND VARY LIFTING PLAN AND LOADINGS. PLATE LOAD TESTS REQUIRED ON EXISTING SURFACE DESIGN CHECKS.
--	--

	DESIGN RISK PILING RIG INSTABILITY REVIEW PILING RIG MANEUVERING LOCATIONS AND PROVIDE PROTECTION TO EXISTING SERVICES AND MANHOLES AS NECESSARY. PLATE LOAD TESTS REQUIRED ON EXISTING SURFACE DESIGN CHECKS.
--	--

	DESIGN RISK COLLAPSE OF PARTLY ERECTED STEELWORK / STRUCTURE ENSURE ALL TEMPORARY BRACING REQUIREMENTS ARE DETAILED ON THE DESIGN DRAWINGS. PROVIDE ROBUST DESIGN OF CONNECTIONS, INCORPORATE ADDITIONAL TEMPORARY BRACING. FOLLOW ERECTION SEQUENCE AND INCLUDE TEMPORARY BRACING WHERE NECESSARY. AVOID COMPLEX EXCESSIVE MEMBER LENGTHS AND HEIGHTS WHERE POSSIBLE. PROVIDE TEMPORARY PROPPING TO ALL NEW MEMBERS UNTIL PERMANENT STRUCTURE IS COMPLETE AND APPROVED.
--	--

	DESIGN RISK EXISTING SERVICES REFER TO CONTRACTORS RISK AND METHOD STATEMENTS ALONG WITH INVESTIGATIVE WORKS UNDERTAKEN BY THE CONTRACTOR
--	--

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DO NOT SCALE FROM THIS DRAWING. USE ONLY FIGURED OR GRID DIMENSIONS

NOTES:
All workmanship is to be in accordance with the latest amendment of the relevant section of BS 8000, to the extent that recommendations define quality of finished work. All materials, products and systems are to be installed and fixed in strict accordance with the latest manufacturers written instructions, in line with the requirements of any relevant British Board of Agreement Certificates, British or European Standards and the section of BS 8000 applicable to that trade.
All dimensions must be checked on site prior to commencement of related works.
Any discrepancies should be notified to the design office immediately.

CONSTRUCTION [DESIGN AND MANAGEMENT] REGULATIONS 2015:
Design, Construction or Residual Risks beyond the expected knowledge of a competent Contractor, End User/Operator, and/or residual risks that cannot be entirely mitigated through design are identified on this drawing. This drawing should be read alongside any project specific Design Risk Assessments prepared by CDG and/or other designers (including subcontractor or specialist designers).



- LEGEND**
- PAVING - FINISHES TBC BY CLIENT ARCHITECT
 - PLANTING - SPECIFICATION TO BE BY LANDSCAPE ARCHITECT
 - PLANTING TO BE MAINTAINED AT (MAX) 600MM TO MAINTAIN VISIBILITY SPLAYS- SPECIFICATION TO BE BY LANDSCAPE ARCHITECT
 - GRAVEL MARGIN
 - GRAVEL MARGIN TO ALLOW SUFFICIENT FIRE TENDER ACCESS (MAX) 4.9M AWAY FROM FACADE
 - PROPOSED TREE LOCATIONS. FOR PLANTING LEGEND REFER TO LANDSCAPING DRAWINGS.
 - ROAD (SHARED SURFACE) AS IBI DESIGN DEVELOPMENT
 - BOL BOLLARD. SPEC TBC
 - DK DROPPED KERB.
 - SITE BOUNDARY

NOTE: M&E CONSULTANT TO DESIGN LIGHTING STRATEGY.

VEHICLE TRACKED (CAR PARK EXIT) VEHICLE TRACKED (ACCESS ROAD)

	4.922m 0.887m 2.975m	BMW X5 Overall Length 4.922m Overall Width 2.004m Overall Body Height 1.849m Min Body Ground Clearance 0.243m Max Track Width 1.685m Lock to lock time 4.00s Kerb to Kerb Turning Radius 6.300m
	7.7m 1.382m 4.2m	Dennis Sabre Fire Tender (LWB) Overall Length 7.700m Overall Width 2.430m Overall Body Height 3.512m Min Body Ground Clearance 0.397m Track Width 2.380m Lock to lock time 5.00s Kerb to Kerb Turning Radius 7.400m

	DESIGN RISK CLIENT TO CONFIRM GOODS VEHICLES ACCEPTED ON TO HOSPITAL ROAD NETWORK.
--	--

- SOLID RED LINES DENOTE POSITIONING OF WHEELS DURING THE MANUVRE
- DASHED BLUE LINES DENOTE EXTENTS OF VEHICLE BODY DURING THE MANUVRE

	DESIGN RISK CLIENT TO CONFIRM GOODS VEHICLES ACCEPTED ON TO HOSPITAL ROAD NETWORK.
--	--

Gravel margin added to western elevation	AC01	04/01/2022	04/02/2022	SS	JAG
Cladding around stair cores changed to eurobond Rockspan panels at 150mm thick. Issued for Construction	AC00	04/01/2022		SS	
revisions	no	date	author	drawn	LP

CONSTRUCTION

Project: North Middlesex University Hospital
MSCP
drawing title: Site Plan
AS Proposed

CDG
carter design group

8404.CDG.XX.XX.DR.A.0900	A.C01
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