

**Formal Adjoining Borough Consultation from LB of Enfield relating to application that they have received in relation to the following site:**

**Address: Land Adjacent to Cockfosters Underground Station, Cockfosters Road, Barnet EN4 0DZ**

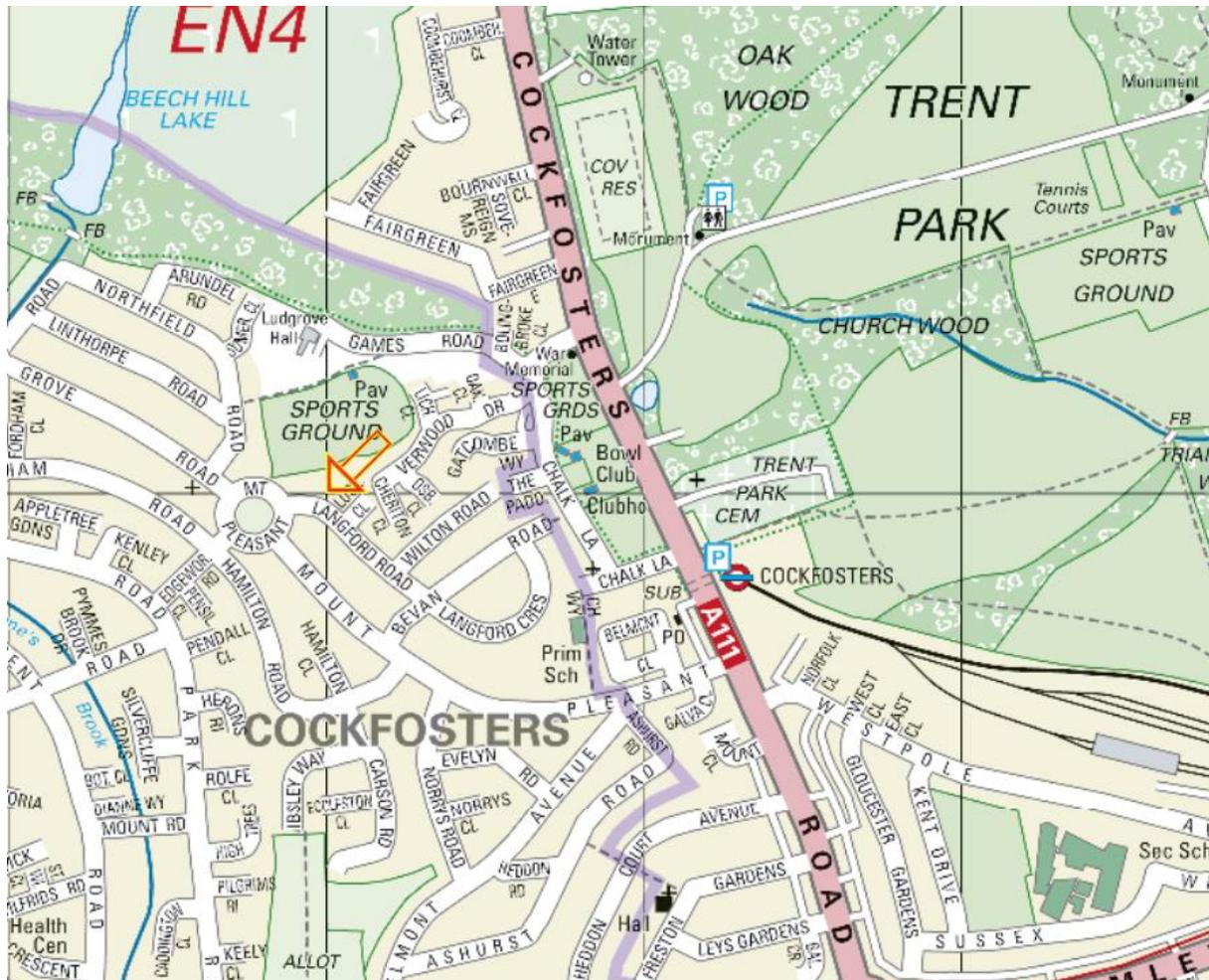
The Council has recently received a formal Adjoining Borough Consultation from LB of Enfield relating to an application that they have received in relation to the following site:

The consultation relates to a planning application submitted by TfL (Transport for London) seeking consent for:

LB Enfield Reference: 21/02517/FUL (LBB ref: 21/3810/NAC)

Proposed work: Demolition of existing two-storey Train Drivers Accommodation building and erection of four buildings, with part basement area, ranging in height between 5 and 14 storeys with recessed rooftop plant and lift overruns located behind a parapet and screens, and comprising 351 new residential dwelling units (Class C3) with flexible retail ground floor unit (Class E and/or drinking establishment (Sui Generis) uses), replacement Train Drivers Accommodation (Sui Generis), cycle parking, public realm and open space, car parking, hard and soft landscaping, access and servicing, plant and associated works.

Cockfosters underground station is located approx. 200 metres from the Borough boundary and the relationship between the two Boroughs is shown below. The boundary, which is indicated on the map below with a lilac line, runs in this location parallel to, and to the rear of, Cockfosters Road.



The site is located to the east and south of Cockfosters London Underground Station and the Piccadilly Line railway tracks. It currently comprises two car parks and a London Underground Ltd (LUL) staff and Train Drivers' Accommodation (TDA) building. The site is currently in use as a public car park and car wash, providing a total of 407 spaces, 37 of which are for LUL staff and train drivers whilst 12 are for Blue Badge holders.

The site extends to 1.36 hectares (ha) and comprises two triangular shaped areas, one to the east of the station (Site A) which is 1.15 ha in area and one to the south (Site B) of 0.21ha. A plan showing the two sites can be found below.

The A111 Cockfosters Road runs north to south here and lies adjacent to the west of the site. Existing vehicle access is located at two points, one either side of Cockfosters London Underground Station itself. The site has a moderate to good Public Transport Accessibility Level (PTAL) of 3 and 4.

## Site A

Located to the east of the Station and the Piccadilly Line railway tracks. It is currently in use as a car park providing 322 spaces and 12 spaces for Blue Badge holders. An additional 25 spaces are provided for LUL associated staff. A two-storey LUL staff and Train Drivers' Accommodation building is located along the western boundary within Site A.

## Site B

Located adjacent to the south of the station and fronts onto the A111 Cockfosters Road, opposite an existing parade of shops. It is currently in use as a hand car wash and a car park. The car park contains 48 spaces, 12 of which are for LUL staff.

The Station is Grade II listed, and the boundary of Trent Park Conservation Area, which excludes the Station, runs through Site A.

## The Proposed Development

The proposal is for 351 units of Build-to-Rent accommodation arranged in four buildings. The Pavilion (Block 1, Site A) would comprise 88 units, Station Mansion (Block 2, Site A) would comprise 94 units, Trent Mansion (Block 3, Site A) would comprise 107 units and Station House (Block 4, Site B) would comprise 62 units.

There would also be a flexible use (Class E and/or uses previously Class A4 (Sui Generis)) ground floor unit of 209sqm and a public cycle hub of 60 cycle spaces proposed to be located within Block 4 fronting Cockfosters Road. The existing Train Drivers' Accommodation (TDA) would be re-provided at ground and lower ground floor level within Block 3.

The development includes 40% affordable housing (by habitable room) amounting to 132 affordable units and comprises homes at a combination of Discounted Market Rent (DMR) and London Living Rent equivalent levels. The remainder of the homes would be for open market rent. There would be a range of external outside amenity spaces to serve the needs of future residents.

In terms of car parking in the scheme, there is a significant decrease in the spaces provided and virtually all the currently available commuter spaces will be removed from the development. The residential development itself would be car parking free, with no parking provided apart from for use by Blue Badge holders. 11 Blue Badge residential spaces are proposed (3% of the total number of homes), 9 on Site A and 2 on Site B, with the landscape scheme said as having been designed to allow for this provision to be extended by 24 residential Blue Badge spaces (10% in total, or a further 7%) up to 35 spaces in total, should the demand arise.

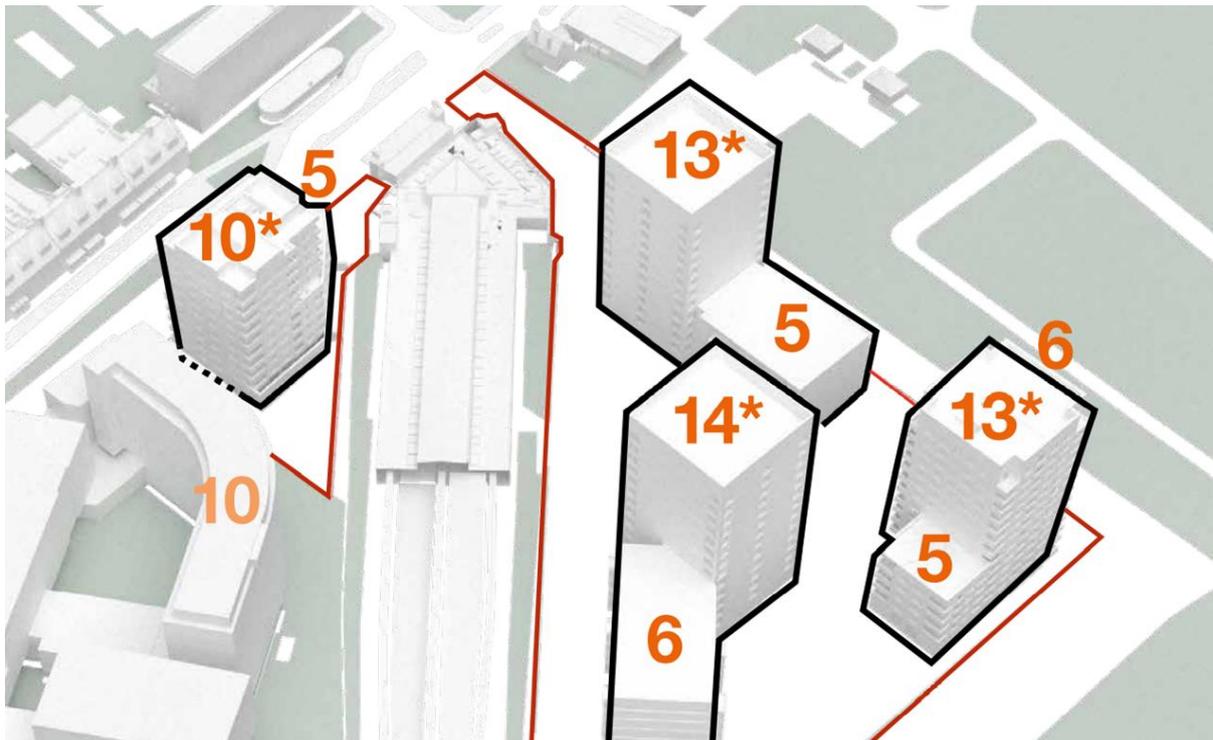
The site would also provide a total of 47 publicly accessible car parking spaces on site A. This comprises 35 general use spaces and reprovision of the existing 12 Blue Badge spaces. A drop off/pick-up area comprising 7 spaces in close proximity to the station entrance and the new step-free access to the station would also be provided.

One Blue Badge car parking space is proposed for LUL staff. A designated “Car Club” bay is also proposed for use by future residents and the local community. In an effort to encourage sustainable travel, and in line with London Plan requirements, the development includes 597 long stay cycle parking spaces to be provided within the buildings (secure and covered) and 9 residential short stay cycle parking spaces to be provided outside the buildings. An additional 60 spaces are proposed to be provided within a public cycle hub adjacent to the station entrance on Site B, aimed predominantly at users of the Station.



The proposed development is considered to be far enough away from Barnet, and specifically any Conservation Areas or designated Heritage Assets within the Borough, so as not to have any physical impact on the Borough as a result of the proposed buildings themselves. The drawing below indicates the proposed storey heights as at the time of the original submission to Enfield Council. The \* on the drawing indicates the storey heights not including any likely lift overrun.

Although the proposed buildings are evidently taller than anything nearby, with the exception of the 10 storey Black Horse Tower to the immediate south of the site, it is not considered that there would be grounds for Barnet Council as the adjoining Local Planning Authority to object to the application on the grounds of the height of the buildings. This view has been endorsed by the Councils' Heritage Team Leader.



However, there is concern that there will be a consequential impact on Barnet, principally as a result of the removal of almost all the commuter car parking spaces from the site and the likelihood that in the future commuters will look to park their cars as close to the station as possible before walking to the station to catch their train. Given the proximity of the station to the Borough boundary there is the possibility that some of these commuters will be looking to take advantage of available on-street parking capacity in Barnet. The areas in the extreme east of the Borough which are, therefore, closest to the application site are not currently subject to any Controlled Parking Zones (CPZs) meaning that on-street car parking is currently unrestricted.

Whilst it is evident that there may be capacity on these streets to accommodate some additional parking, it is far from clear that they would be able to deal with the possible implications of the almost complete removal of the existing public car parks on the site (not to mention the fact that the future occupiers of the proposed 351 residential units proposed for the site will not be able to park any cars that they might own on the site itself). On this basis, the LPA is concerned that the proposed development could lead to an unacceptable impact on highway conditions as a result of increased pressure on parking on-street without any mitigation incorporated into this proposal.

A further consideration here is that it is unlikely that, despite the proximity of the site to the Borough boundary, the Mayor's CIL that would arise as a result of the development would be used to address the impacts in Barnet. The CIL Regulations indicate that a Borough's CIL can be used to fund infrastructure projects outside its

area where to do so would support the development of its area, but Officers are not aware of any practical examples of where this has happened. In the circumstances, it is recommended that the applicants are asked to investigate the impact of the development, not only on displaced car parking, but also the issue of increased pressure on schools' places and other similar infrastructure in Barnet.

In the absence of a planning obligation in place to mitigate any harm, for example by means of a financial contribution towards a CPZ review that includes Barnet, then there would be concern over the impact of the development.