



Cockfosters Station Car Parks

Thank you for attending our exhibition which is being hosted by Connected Living London, the partnership between Transport for London (TfL) and Grainger plc (Grainger).

Welcome

On display are our plans for a new residential development at Cockfosters station car parks. Please take your time to review the information on display, talk to the team, and provide your feedback. Our proposals seek to bring forward a Build to Rent development on this site. This development will deliver around 370 homes, 40% of which will be affordable.

This exhibition is designed to give you an understanding of the background to the proposed development, the design concepts, and how we have responded to ideas from residents to create our initial proposals for the site. The following boards will provide information about:

- The role of Connected Living London in developing TfL land and delivering homes for London in sustainable locations;
- The heritage and history of Cockfosters station and surroundings;
- The design context and proposals;
- Benefits of the proposed development;
- A transport analysis of the proposed removal of commuter car parking and car-free development.



Aerial image showing the location of proposed development



Meet the Team Event

In June 2019, we held a 'Meet the Team' event, providing local residents the opportunity to discuss the emerging development principles with the project team. It also enabled us to discuss future ideas and better understand the local community and area. We received useful feedback and look forward to showing you our emerging proposals.



June 2019 Meet the Team event

Your Role

We want to know what you think:

- Do you agree that a Built to Rent residential development is appropriate for the area?
- Is there a need for affordable rental properties in Enfield?
- What do you think about our emerging proposals?
- What would you like to see in terms of retail/amenity space?



About us

Connected Living London

Connected Living London is a major strategic partnership between TfL and Grainger, the UK's largest listed provider of private rental homes. Connected Living London is set to deliver more than 3,000 homes across London. Regardless of tenure, the partnership's intention is to deliver quality homes.

This partnership will boost the number of new homes available across London, whilst also generating significant revenue, which TfL aims to reinvest into the capital's transport network.

The homes delivered by the partnership will benefit from exceptional transport links. This will be achieved by promoting TfL's 'healthy streets' approach, whilst also maximising opportunities to walk, cycle and use public transport.

The proposals are consistent with the Mayor's strategic transport policies as well as the commitment to provide new homes on publicly owned land

Transport for London

TfL is responsible for London's transport system, which sees over 30 million journeys every day.

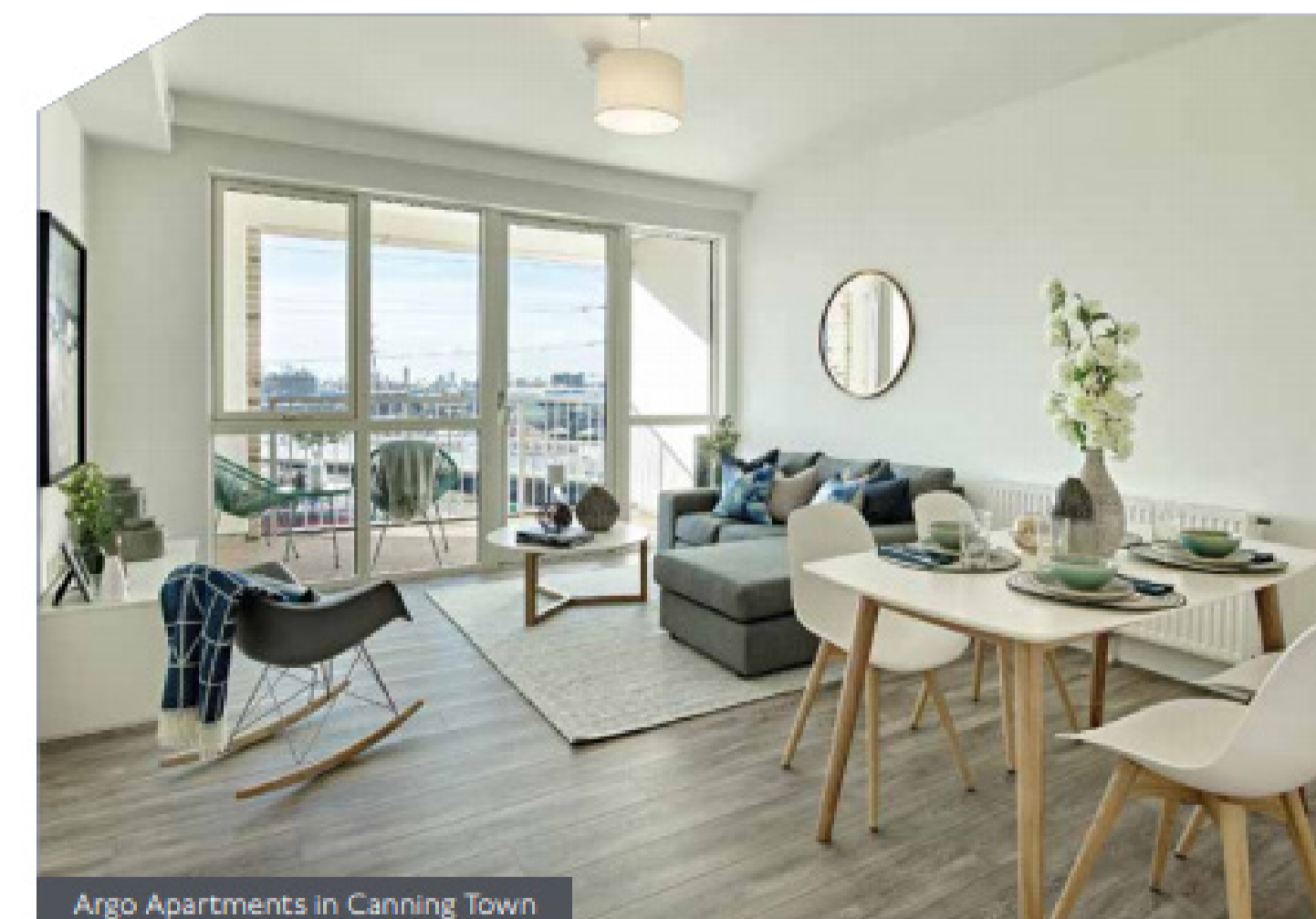
TfL is also one of the capital's largest landowners, with a 5,700-acre estate that has enormous potential to help deliver the much-needed new homes and jobs London needs.

TfL's landholdings have the potential to play a vital role in meeting the Mayor's priorities to build affordable homes.

Grainger plc

Grainger is the UK's largest listed residential landlord with over 8,900 rental homes and a further 9,100 homes in the development pipeline.

Grainger is a market leader within the Build to Rent space and is committed to improving rental standards across the UK. Grainger is dedicated to making a positive impact on communities and the environment and is leading the way in corporate responsibility and sustainability.



Argo Apartments in Canning Town

Argo Apartments, Canning Town, London by Grainger

- ◆ 134 new homes, featuring a mix of one and two bed apartments with balconies
- ◆ A range of amenities for residents, including a gym, library, roof terrace and secure cycle storage
- ◆ Co-working areas, including meeting rooms and conference facilities
- ◆ Flexible tenancy options
- ◆ On-site management team and concierge

- 1. We will** deliver around 3,000 homes with the potential for more
- 2. We will** deliver 40% affordable housing across the Connected Living London portfolio
- 3. We will** generate vital revenue to reinvest in the transport network
- 4. We will** create healthy streets and neighbourhoods where people want to live

Project Team

Applicants Connected Living London	Transport Pell Frischman
Planning Quod	Landscape Architect JCLA
Heritage Alan Baxter	Communications Concilio
Architect Hawkins/Brown and Mae	Principal Designer Hawkins/Brown



Quality Build to Rent Homes

The site is being redeveloped as a Build to Rent scheme.

All residents will be offered tenancy agreements of up to five years, on fair rental terms with reviews set out at the point of signing the tenancy agreement.

Should personal circumstances change, residents will also have the flexibility to move within the existing building or across our wider portfolio of sites.

We'll also be looking to provide our residents with an on-site management team, access to high speed Wi-Fi, shared workspace and a gym for all residents.

The spaces within a Build to Rent scheme can be divided into four main 'zones':

Zone 1: Front of House

- Publicly accessible and visible
- Linked to high-quality public realm
- Entrance foyer with concierge desk (including secure parcel storage)
- Access to cores and residential amenity zones
- Access to loading and back of house areas for deliveries



Hawkins & George, Bristol, Grainger (concierge/front of house)

Zone 2: Residents' shared areas

- Accessible to residents only
- A variety of internal and external shared amenity spaces such as roof terrace, gym, lounge area and workspace
- Encourage community and social connections between residents
- Suitable for resident events e.g. wine tasting, quiz nights



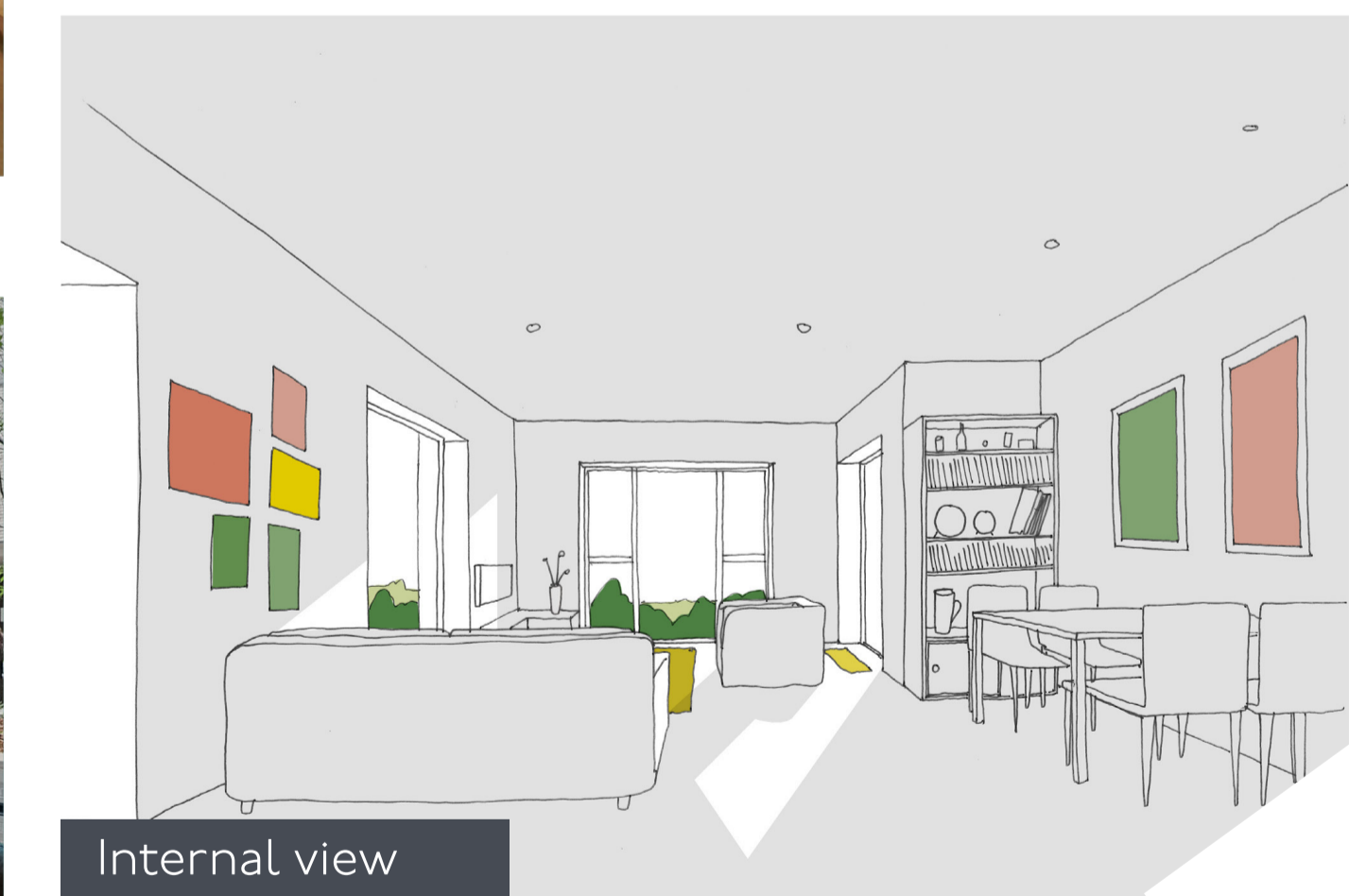
Clippers Quay, Manchester, Grainger (residents' lounge)

Zone 3: Private residents' areas

- Designed to maximise views of Trent Park
- Designed to cater for sharers and families
- Minimal overlooking to neighbours
- Private amenity spaces e.g. balconies
- Neutral palette with opportunity to personalise

Zone 4: Back of house

- Clearly separated from public-facing area, and easily accessible from concierge for deliveries
- Routes designed specifically for ease of servicing
- Easy access to all homes
- Dedicated management service for the entire development



Internal view



Clippers Quay, Manchester, Grainger (concierge desk)



Hawkins & George, Bristol, Grainger (residents lounge)



Site History & Context

The site is on the edge of the urban area, benefiting from the station, the amenities of the High Street and also from the proximity of the Green Belt and Trent Country Park.

Trent Park Context

The adjacent Trent Country Park features a unique setting of open spaces, rolling hills, a varied ecology and large country trees. In early medieval times, the Trent Park area was part of Enfield Chase, a hunting park attached to the manor of Enfield. The park formed blocks of ancient woodland within a landscape of ridges and valleys.

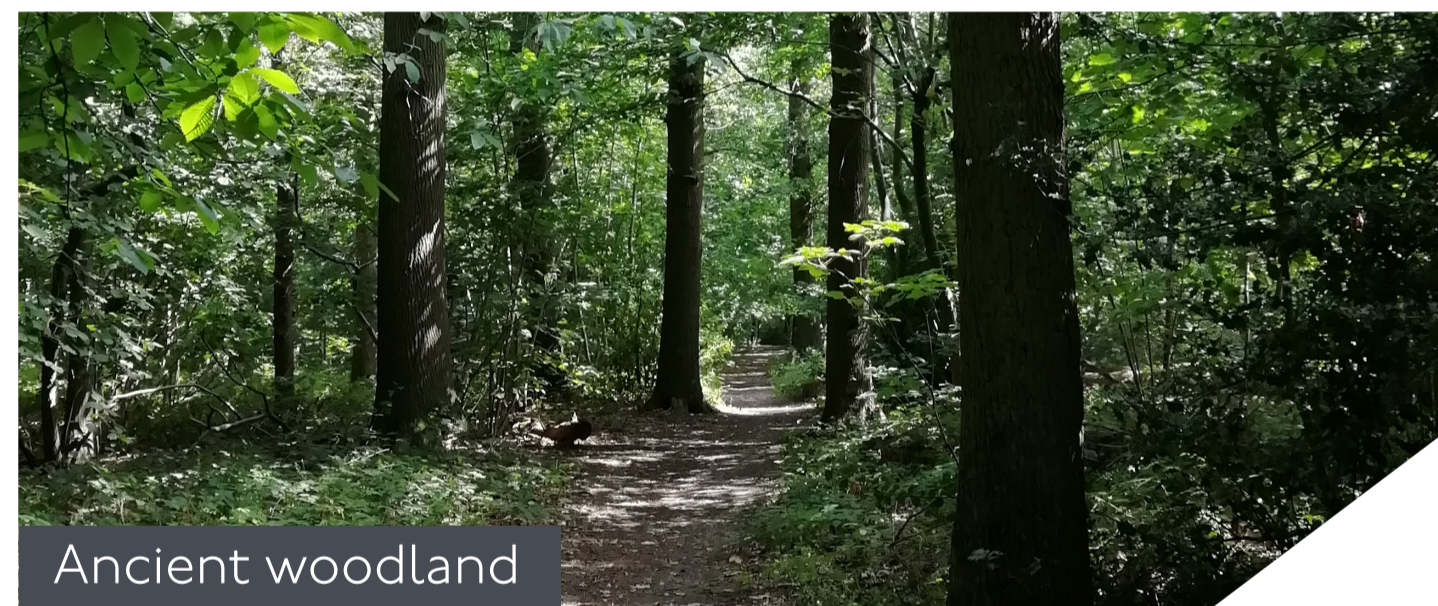
The Trent Park Conservation Area was originally adopted in 2006 and covers Site A of the proposed development. The listed landscape and its rich history is fundamental to the approach of the design proposals for this site. The High Street also has a strong presence of green, holding ecologically important pockets of green space and 'urban wild', characteristic of Cockfosters.



Streams



Acid grassland



Ancient woodland



1879



1912

The Changing Face of Cockfosters

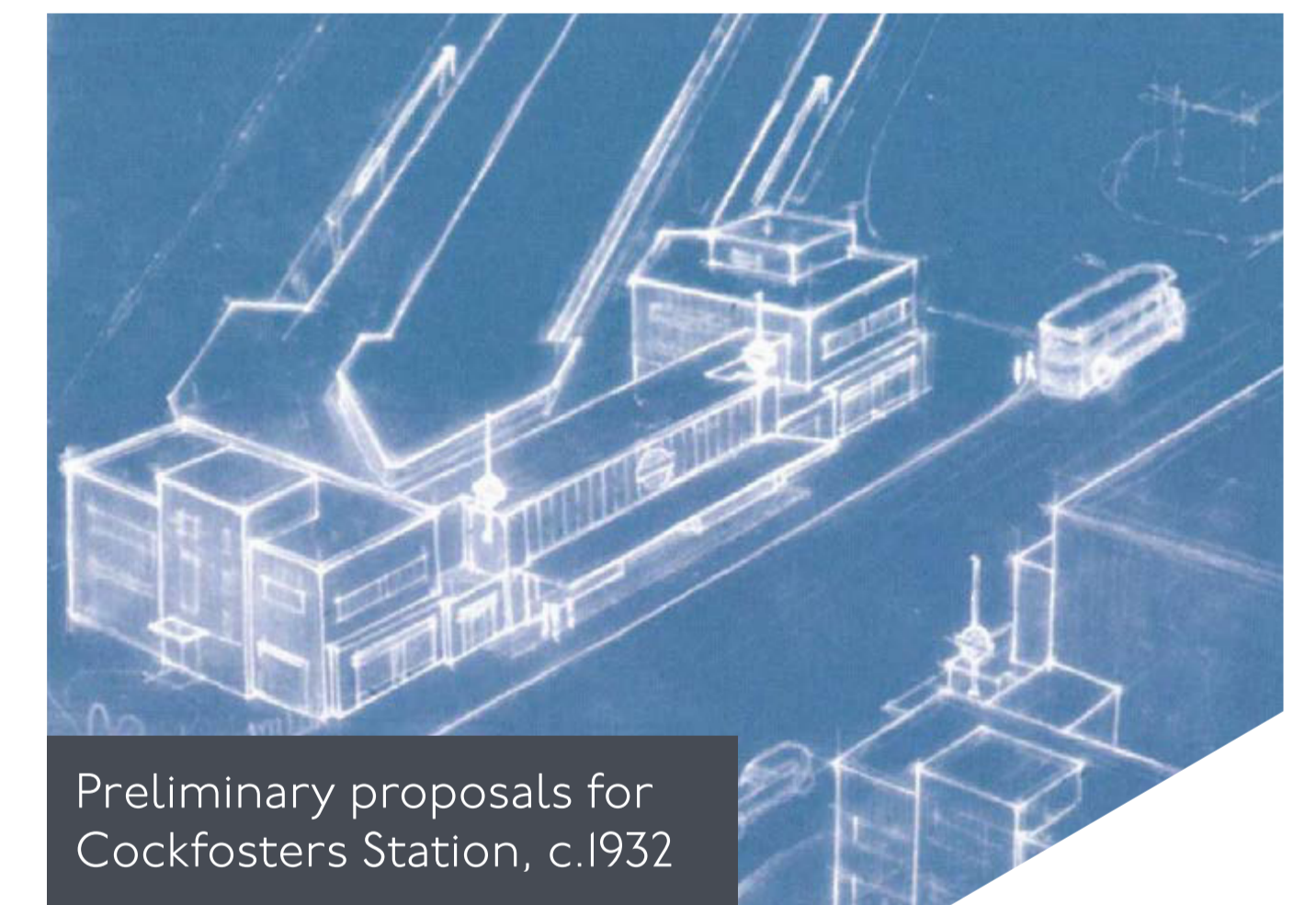
Cockfosters Station was opened on 31 July 1933 following the extension of the Piccadilly Line from Finsbury Park.

For most of its history, Cockfosters was a small village within the former royal hunting ground of Enfield Chase, but by the early twentieth century, London's expansion was approaching the former southern outskirts of the village. Following the northern extension of the Piccadilly Line, Cockfosters developed as a new suburb of the burgeoning city, with development extending north as far as the new station and west to meet New Barnet.

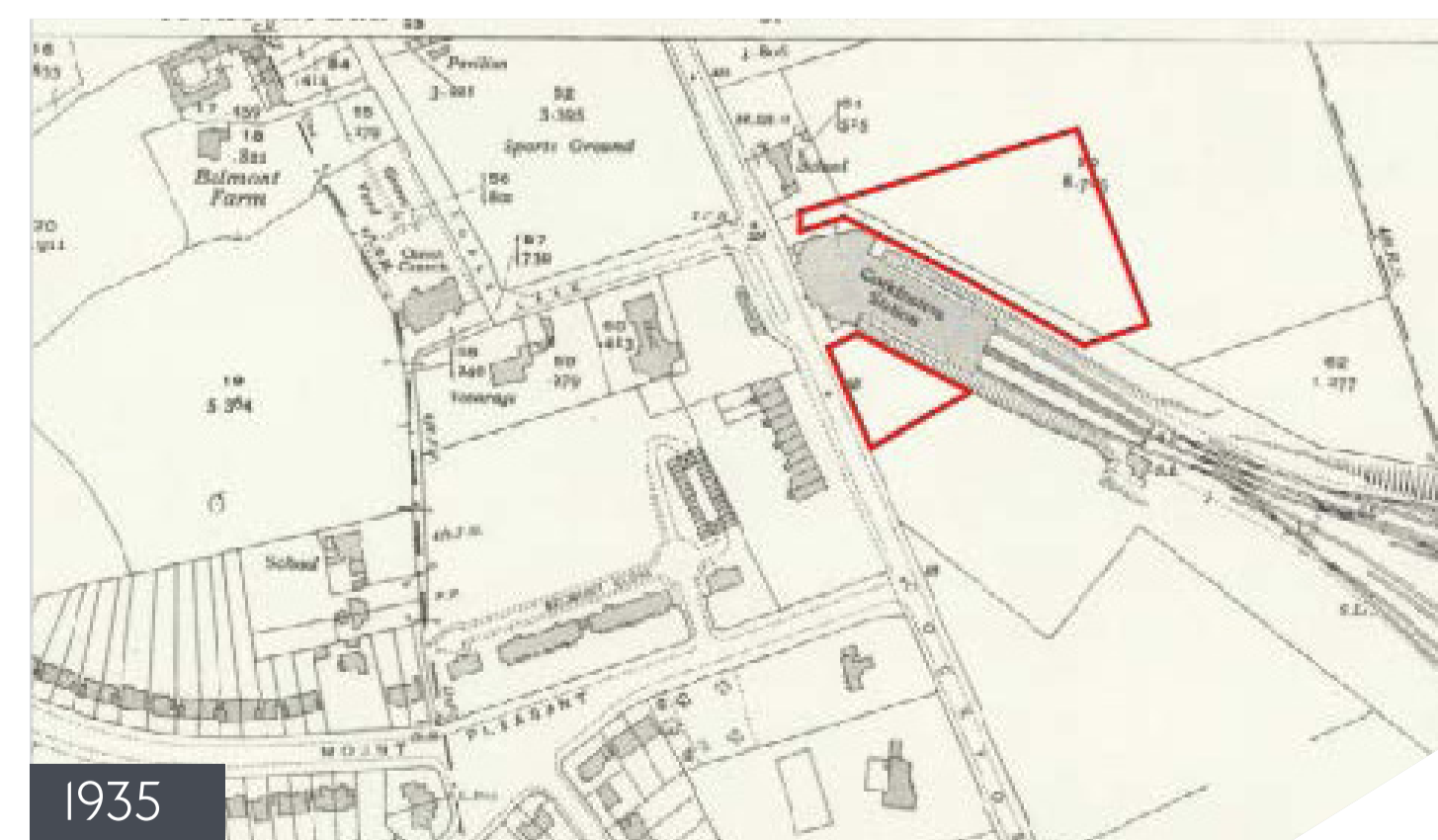
Cockfosters Underground Station was listed at Grade II in 1987. The primary significance of the station lies in the design of its lofty ticket hall and train shed, which represent possibly the most dramatic interior among the architect Charles Holden's iconic Piccadilly Line stations. Arguably, the exterior is of less significance than the station's interior spaces. The design went through several iterations, with one version comprising a building with a flat-roofed, two-storey central section, flanked at either end by larger three-storey pavilions. In the end, Holden's plans were much reduced in scale.



Cockfosters Station c. 1933



Preliminary proposals for Cockfosters Station, c. 1932



1935



1956





The Vision

The emerging proposals are seeking to deliver a Build to Rent development of around 370 new homes, with 40% affordable housing.

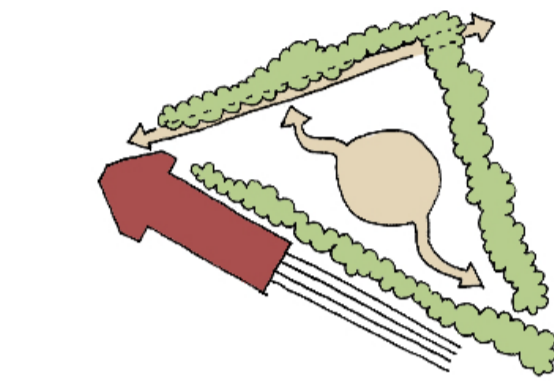
London is growing, and there is increasing pressure to provide homes across the capital. We are working to deliver sustainable growth that does not encroach on the Green Belt and is developed close to public transport and local amenities. Providing housing along the urban edge of Cockfosters will help to protect the Green Belt and make the countryside and Green Belt more accessible to Londoners.

This project is a unique opportunity to deliver new high quality homes for Londoners with immediate access to the beautiful Trent Park landscape, superb Cockfosters high street, and excellent connectivity to central London.

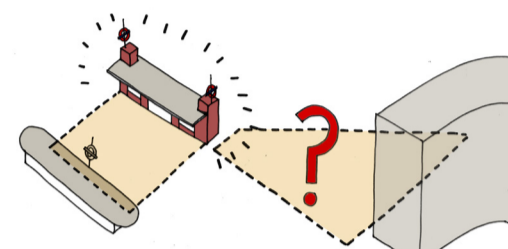
Project objectives:

- c.370 Built to Rent homes
- 40% affordable homes at Discount Market Rent, including London Living Rent Levels
- c.50 space cycle hub for commuters and residents, car club and blue badge car parking
- Generous internal and terrace amenity space
- Retail/amenity space
- Landscape led, with generous green space

Design Principles



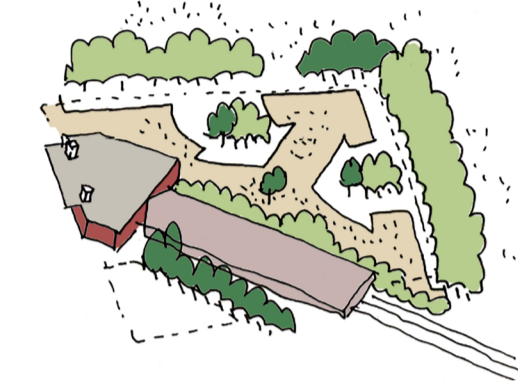
1 Form wider connections



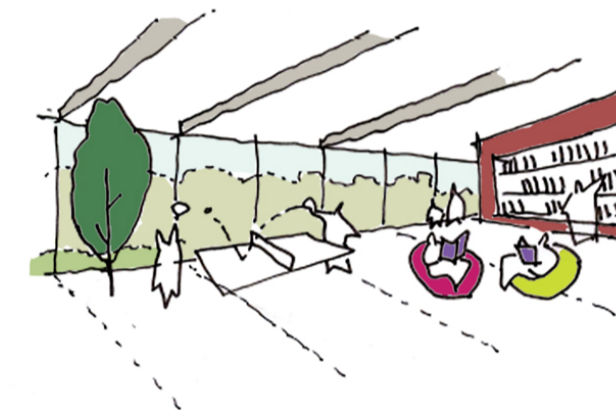
2 Improve Station setting



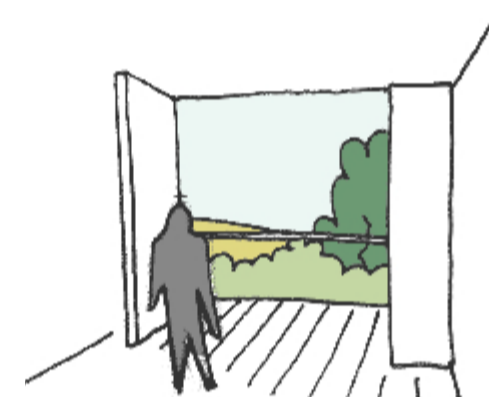
3 Respond to the local context



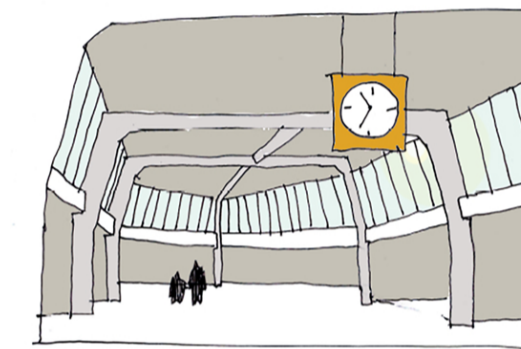
4 Respond to Character of Trent Park



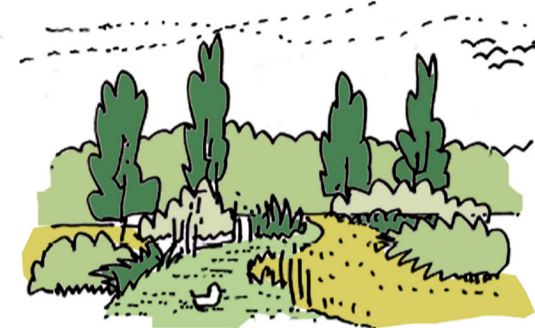
5 Provide High quality amenity



6 Maximise views



7 Preserve experience of the station interior

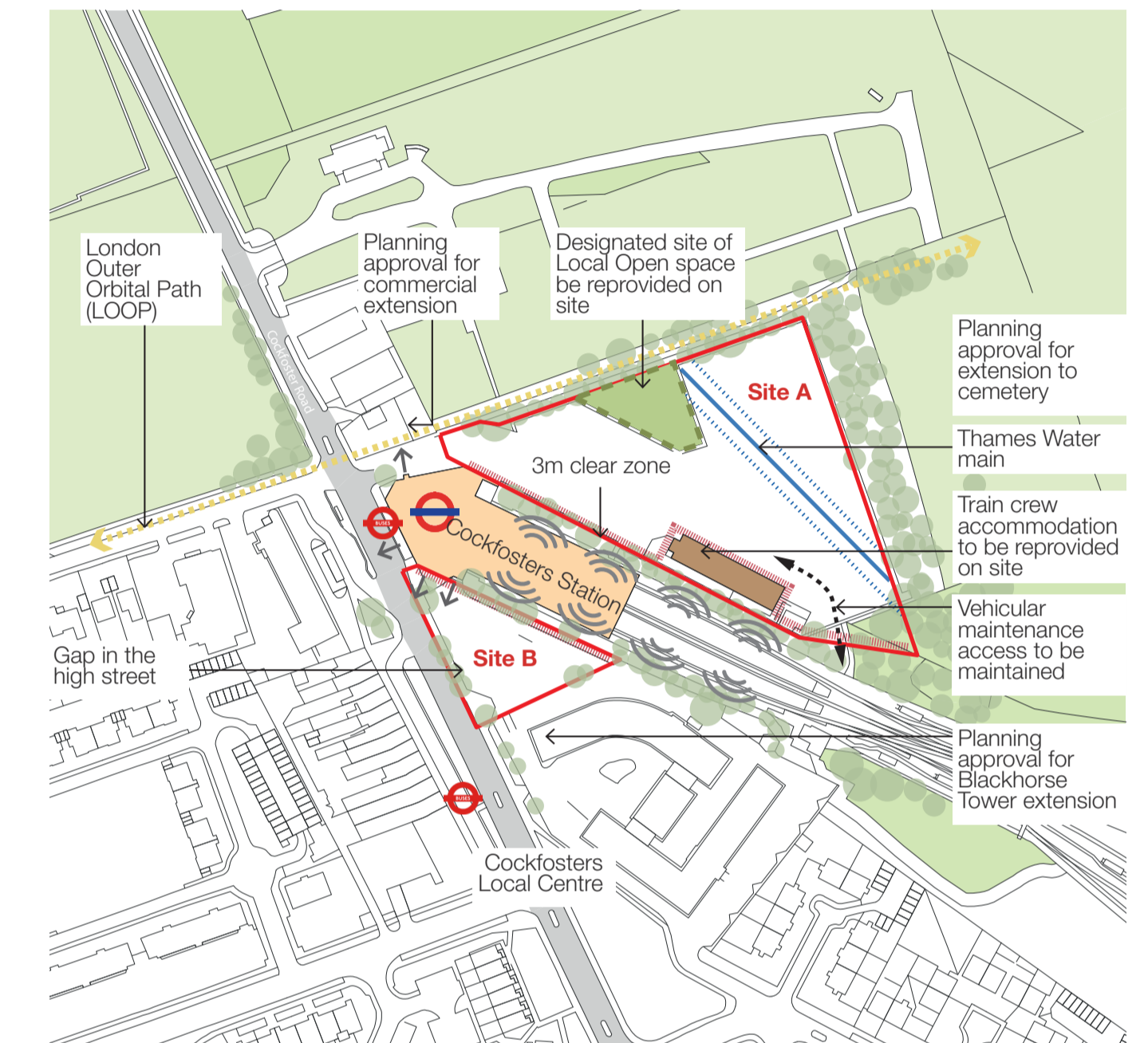


8 Achieve robust, sustainable and biodiverse planting



Aerial view of emerging proposals

Opportunities and Constraints



Landscape: The position of the site offers a chance to extend the character of Trent Park, increasing biodiversity and maximising sustainable urban drainage.

Public realm: The development will introduce new public spaces around the station extending the vibrant high street.

Historical setting: The surrounding car parking, car wash and advertising billboards detracts from the listed station. This development is an opportunity to improve the station's visibility and its identity at the heart of Cockfosters.

Connectivity: The development will improve pedestrian access from the station to Trent Park for the local community and visitors to enjoy.



Design Proposals

We are developing the design to deliver high-quality buildings and vibrant external spaces that will be a positive addition to the local neighbourhood.

The layout of the scheme is being developed to respond to the two distinct characters surrounding the site: the Trent Park landscape to the north and east of Site A and the Cockfosters Road high street to the west of Site B. The height of the proposed buildings will range from 6 to 14 storeys.

Trent Park Landscape

The landscape proposals seek to bring woodland and grassland into the heart of the site in a way which transitions from the landscape of Trent Park. Extensive planting and wetland swales echo the local woods and streams. Closer to the high street the active public spaces are softened with trees and planting, reflecting the relaxed character of the surroundings. New connections are formed to the London LOOP path and adjacent woodlands.

Cockfosters High Street

As part of this project, we are aiming to improve the station's visibility and setting and celebrate its identity at the heart of Cockfosters. The proposals involve removing the metal fencing and billboards that crowd the area and creating new civic spaces on either side of the station. The new public spaces will incorporate seating in landscaped plazas set back from the busy road, offering local residents and station users a place to stop, rest and meet.

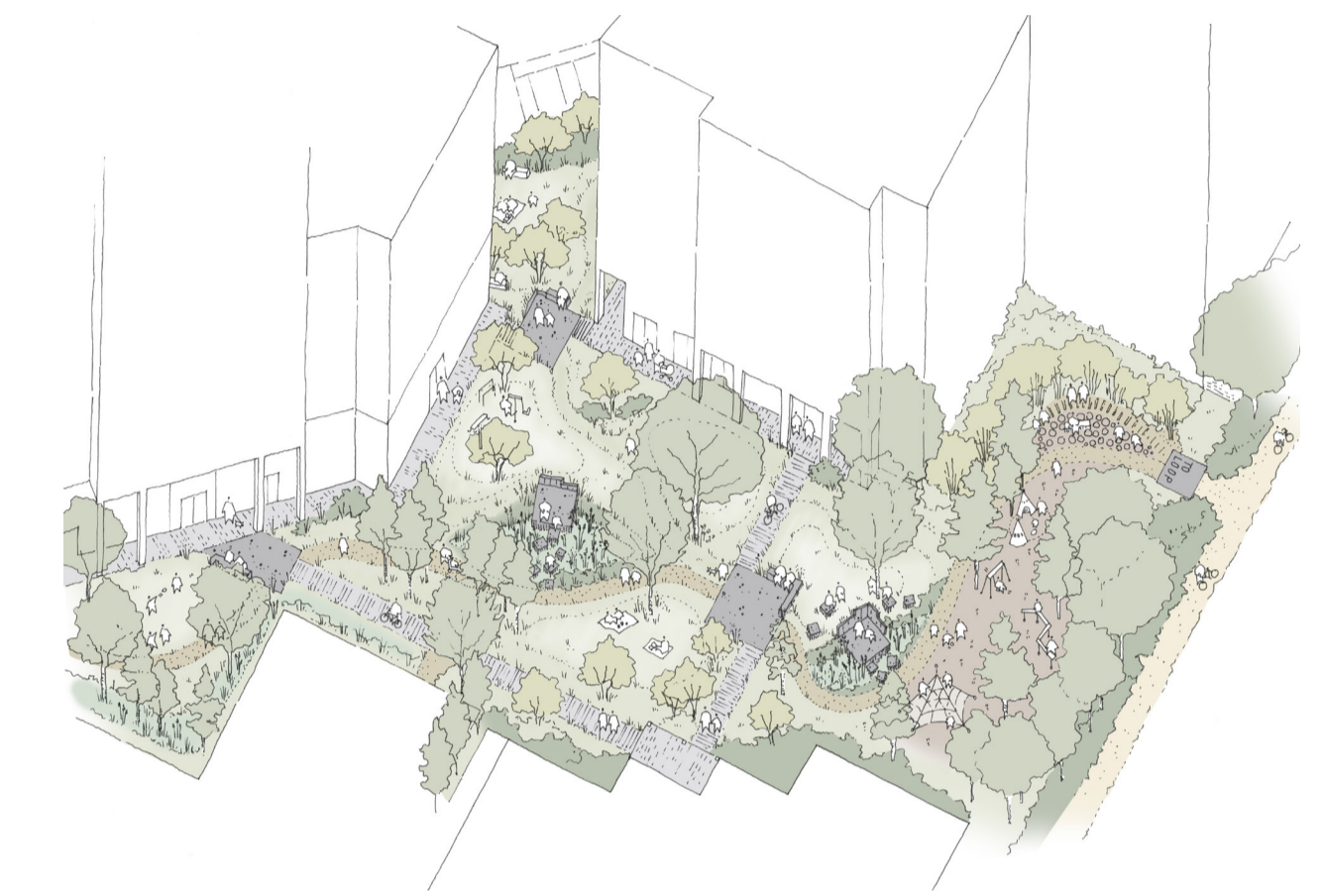


Design Approach

For the design of the new buildings we are looking to the 1930s architecture of Cockfosters Station designed by Charles Holden for inspiration in the materials and details of the buildings. As they will be visible in some key local views, it is important that they are elegant and constructed of high quality materials that will stand the test of time.

Ground floor plan

- | | |
|--|-------------------------------------|
| 1. Public plaza site B | 10. Woodland play |
| 2. Residential entrance to Block 4 | 11. Sunny mounds |
| 3. Retail unit | 12. Swale |
| 4. Public plaza site A | 13. Woodland path |
| 5. Proposed entrance to London Loop | 14. Residential entrance to Block 1 |
| 6. Residential plaza | 15. Residential entrance to Block 3 |
| 7. Residential main lobby | 16. TfL staff entrance |
| 8. Pergola with climbers above parking | 17. Link to woodland area |
| 9. Orchard | 18. New cycle hub |



Site A central area landscaping sketch



Improving the station setting to the north and creating a new public space and entrance to the LOOP.





The benefits of the development



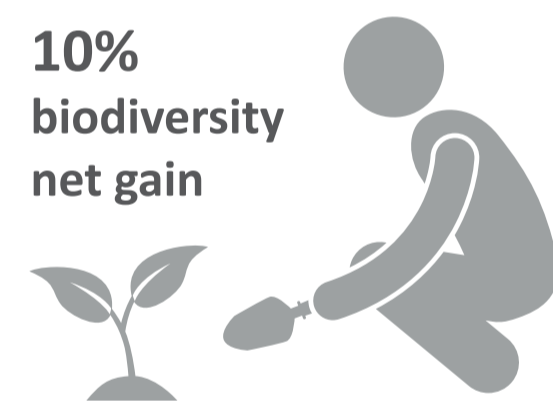
01 REDEVELOPMENT & CONSTRUCTION BENEFITS



c. **130 jobs** over the duration of the construction period

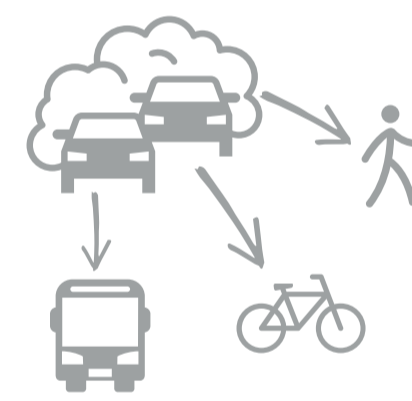


Construction **training opportunities** and **apprenticeships**



10% biodiversity net gain

Removal of the **car park** allowing new habitat creation



Reducing **c.1,400** daily vehicle trips from local roads

03 FINANCIAL BENEFITS



c. **£3.8m**

in Community Infrastructure Levy - **15%** of which could be spent on local priorities



£5.4m per year additional household spending, which can benefit local shops and services



£2.7m

New Homes Bonus Payments (total payments over a 4 year period)



£600k per year in council tax payments

02 BUILD TO RENT BENEFITS



Housing security

fair terms for tenants with a choice of 1-5 year agreements



Transparent rents

fixed rent increases during tenancies



Meeting local needs

providing an affordable, quality alternative to home ownership



Placemaking

long term investment in placemaking

04 COMMUNITY BENEFITS



c.370 new homes in a sustainable location



Increasing **housing affordability** with 40% affordable homes



Improved station setting for residents and commuters to enjoy

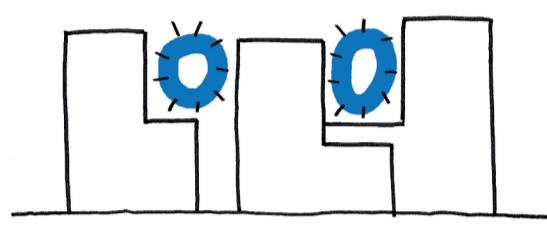


Enhanced connections to the **London Outer Orbital Path** and **Trent Park**

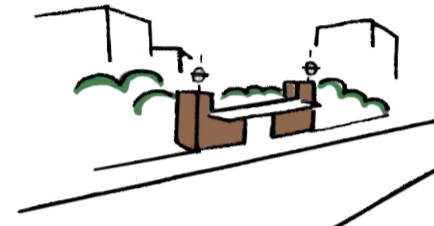


Key Views

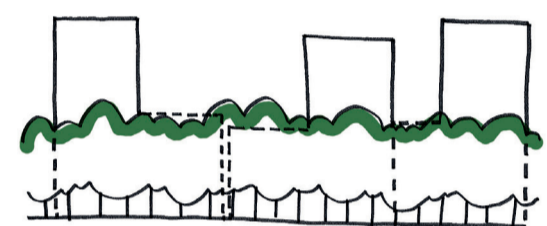
Massing principles



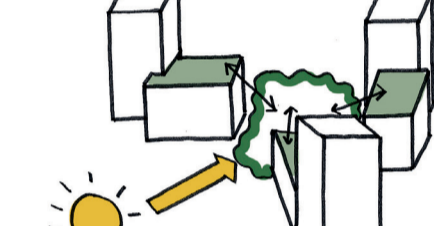
Create visible sky between buildings to break up massing



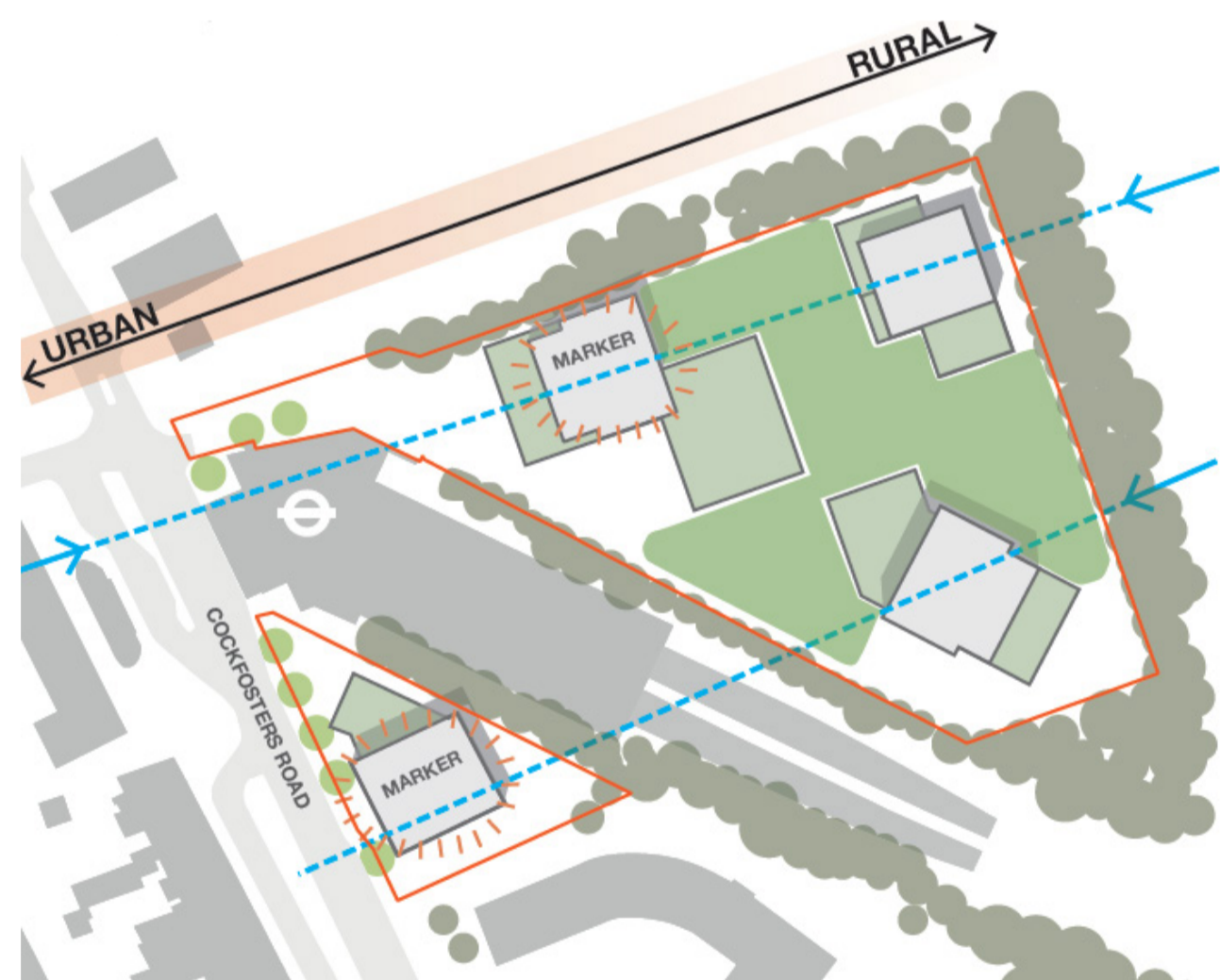
Consider the dynamic experience of the massing behind the station



Set 'shoulder' height below top of tree canopy line to reduce impact on green belt views



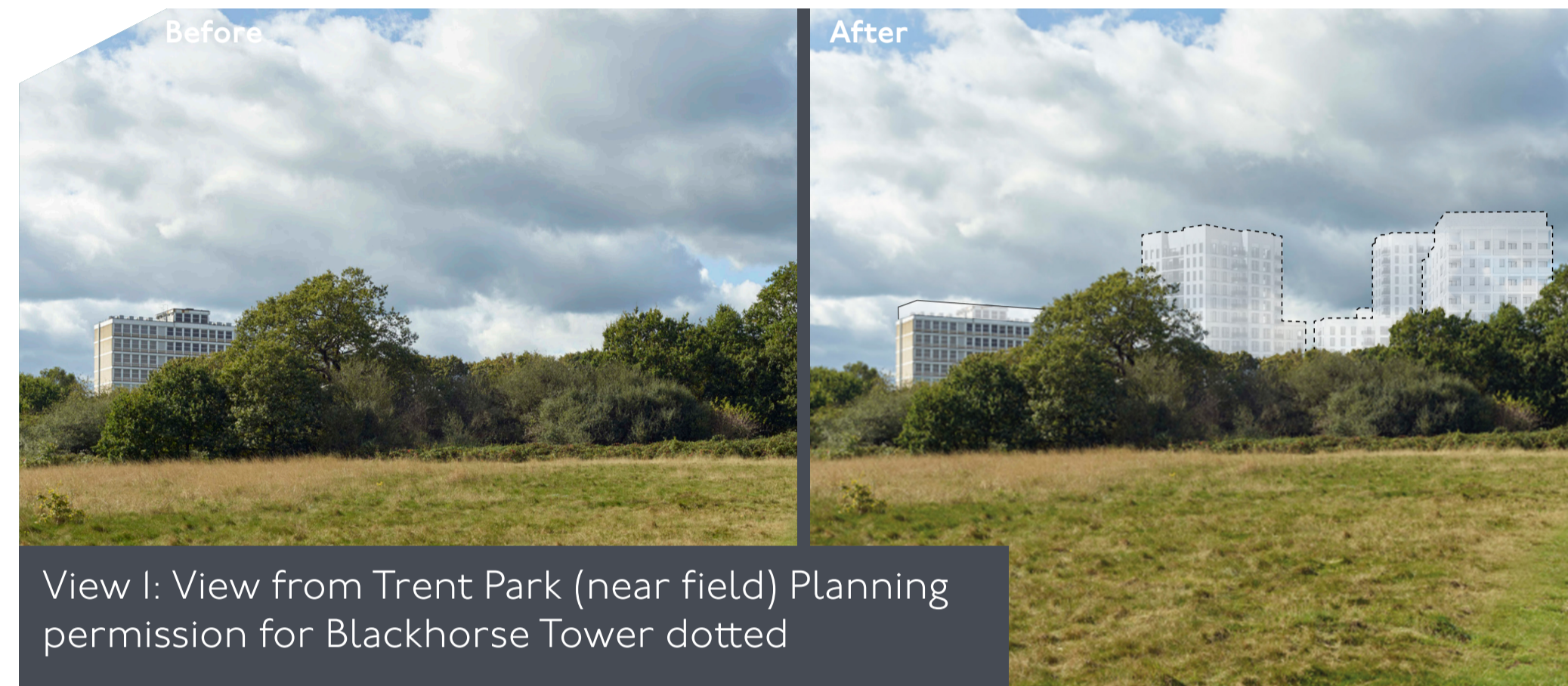
Arrange massing to maximise sunlight and quality landscape at the centre of the site



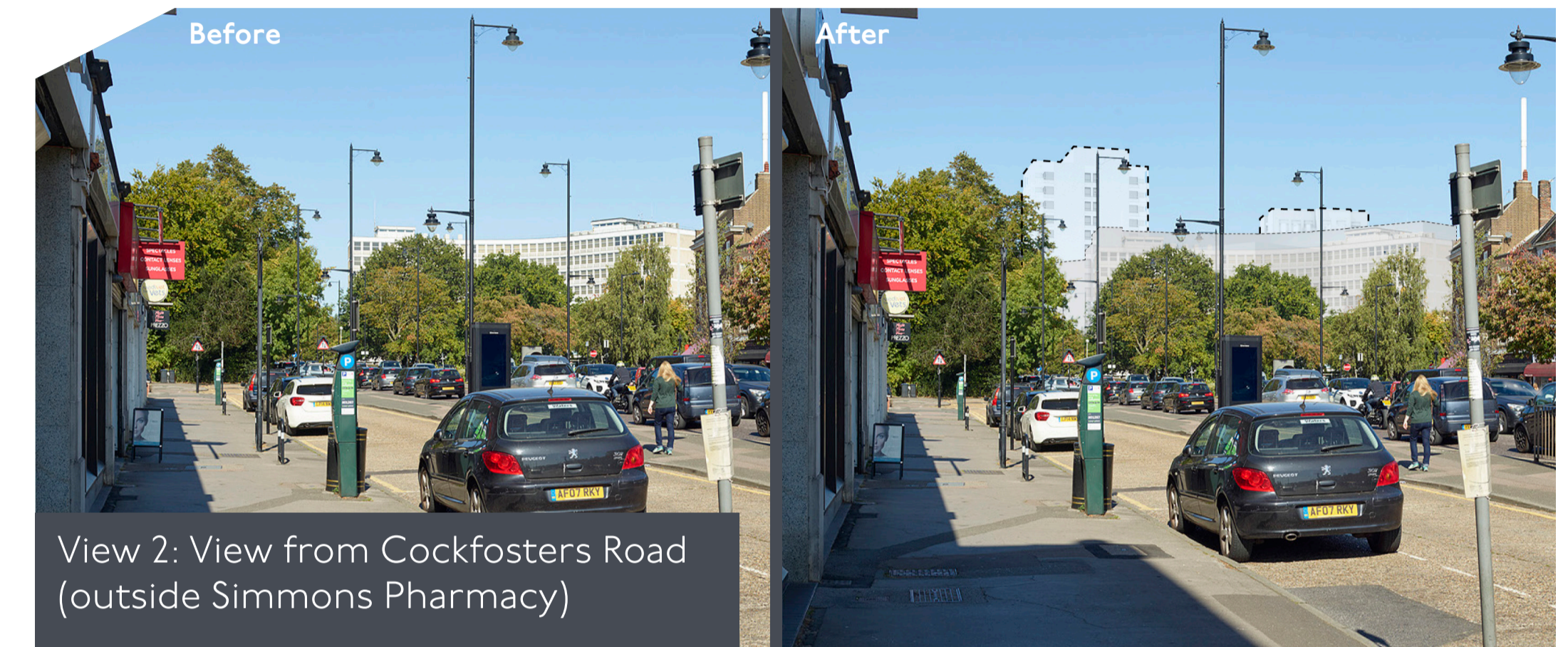
Massing concept diagram

The massing is stepped away from the station to avoid imposing on the listed building and Trent Park. On Site B, the buildings are set back to frame the station with a new civic space.

Height is concentrated towards the high street, closer to the urban character of Cockfosters local centre.



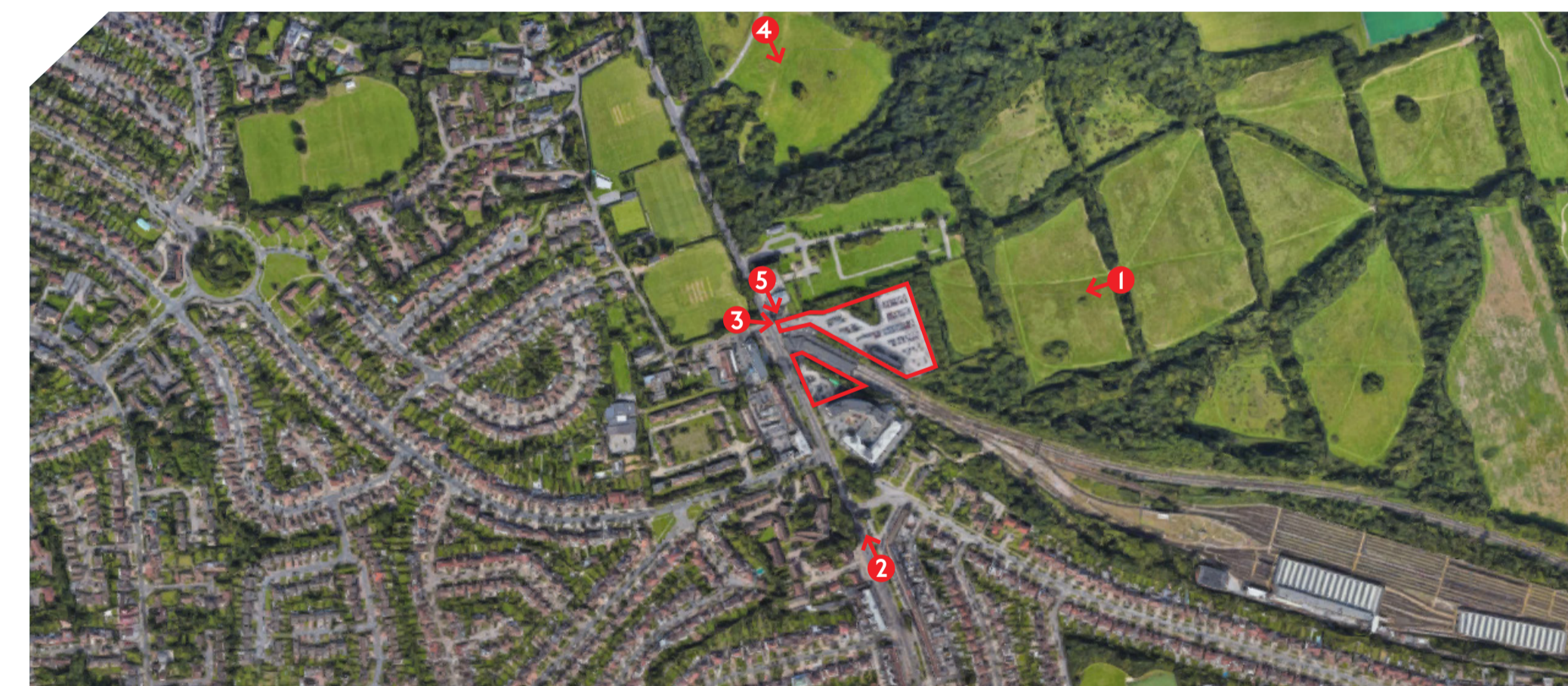
View 1: View from Trent Park (near field) Planning permission for Blackhorse Tower dotted



View 2: View from Cockfosters Road (outside Simmons Pharmacy)



View 5: View from Cockfosters Road, petrol station



View 4: View from Trent Park (access road)



View 3: View from Cockfosters Road (Chalk Lane)



Cockfosters Car Park

Between June 2018 and October 2019 we undertook a number of detailed surveys to understand how this car park is used:

- The car park is well used during the day and at weekends, with an average utilisation of around 90%
- The majority of car park users do so to access the Piccadilly Line and continue their onward journey
- Around 1,650 car trips are generated by this car park on a typical weekday, adding to local traffic issues, including air quality and congestion
- 18.5% car park users come from Enfield and Barnet and 75% travel in from outside the M25

Car park users have alternative travel choices available to them other than driving to and parking at the station.

These include:

- Walking or cycling to Cockfosters, an alternative Underground or Network Rail station
- Taking a bus to connect to Cockfosters station or another local transport hub

The current car park at Cockfosters has 407 total parking spaces. We are proposing a full closure of this car park, replacing it with a car free development with the exception of:

- 12 publicly accessible Blue Badge car parking spaces re-provided in close proximity to their existing location
- 3% Blue Badge parking spaces for residents, with the capacity to increase this to 10% should demand from residents increase in the future
- Up to 35 spaces, re-provided on site for station staff – to support the efficient running of the transport network
- We are working with local car club providers to investigate the need/demand for car club spaces in the local area
- A new public cycle hub for commuters and public use, providing space for c.50 bicycles

Key Facts

- **94.6%** of current car park users have a closer Underground, Overground or National Rail station to their home
- **75%** have their trip origin outside of the M25
- The removal of the car parks could reduce net-change in vehicle trip generation by around **1,400** each day



Photo of current Cockfosters car park, site A

01 UTILISATION OF THE EXISTING CAR PARK



The car park has a capacity of **407 spaces**

The peak average utilisation rate of the car park is:

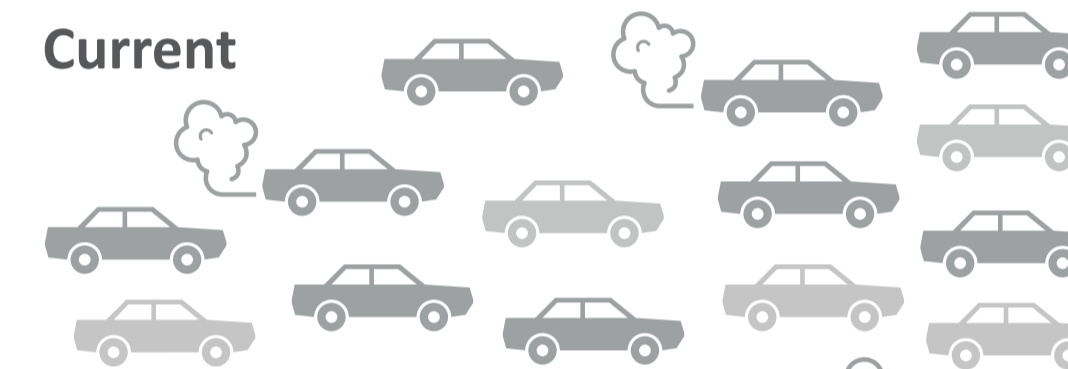
90%



12 Blue Badge parking spaces will be reprovided

02 VEHICLE MOVEMENTS

Current



1,650 two-way daily vehicle movements generated by the car park

c. 85% reduction in two-way daily vehicle movements

Future



270 two-way daily vehicle movements generated by the development

03 CURRENT CAR PARK USERS



75% car park users come from outside the M25



94.6% of users have a closer underground, overground or national rail station closer to their home

The closure of the car park and redevelopment of the site:

- Aligns with London Plan policy and the Mayor's Transport Strategy
- Allows highly accessible, public sector land to be put to better use, enabling much needed new homes and affordable homes to be delivered
- Promotes more sustainable and healthy travel choices
- Significantly reduces the number of vehicle trips generated by this site, having a potentially positive impact on local traffic issues including air quality and congestion



Next steps

Thank you for attending our public consultation.

We value your feedback and welcome your suggestions in relation to our scheme.

We would be grateful if you could take a few moments to complete our feedback form, sharing your views on our proposals.

Alternatively, please take a feedback form away and return it via Freepost or complete it online via our website www.givemyview.com/cockfosters

Contact us

If you would like further information, or if you have any questions, please do not hesitate to get in touch. You can contact Keir Harris at:

Phone: 020 3890 7318
Email: kharris@conciliocomms.com
Website: www.givemyview.com/cockfosters



Timeline

Second round of Public Consultation
January 2020

Planning Application Submitted
Spring 2020

Application Determined
Summer/Autumn 2020

Construction to start on site
Spring 2021

Construction Complete
2025