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By email

06 October 2021

Our ref: CFD/PA/2021

Dear Mr James Clark

Town and Country (General Permitted Development) (England) Order 2015 (as amended)

Re: Cockfosters Depot Redevelopment, Piccadilly Line Upgrade

As discussed in our meeting held 24 June 2021, Transport for London (TfL) propose to undertake works at Cockfosters Depot, as illustrated in the supporting documentation accompanying this letter. The proposed works are to rebuild the maintenance/lifting and cleaning shed and stabling areas to accommodate the new rolling stock to be introduced as part of the Piccadilly Line Upgrade (PLU). The new rolling stock fleet will provide air-cooled modern walk through trains for the Piccadilly Line with improved reliability, efficiency and accessibility. This will result in a 23% uplift in peak capacity with trains running at 27 trains per hour or a train every 2 minutes 13 seconds.

Please accept this submission as a formal application to gain Prior Approval under Schedule 2 Part 18, Class A of the Town and Country Planning (General Permitted Development) (England) Order 2015.

Description of development and proposed works

The proposed works are for the demolition of the existing depot and cleaning shed, and train wash, construction of a combined maintenance and cleaning shed, train wash, wheel lathe, new internal access road, car parking, vegetation removal and associated works.

A new combined maintenance and cleaning shed would replace the two existing main buildings on the depot site (maintenance / lifting shed and

cleaning shed), together with their associated ancillary accommodation. The new combined shed would be located along the southern boundary access road towards the Oakwood Station entrance to the depot, to allow the existing maintenance/lifting shed to be retained until the new building is complete and operational.

Justification

TfL is proposing to upgrade the existing Cockfosters Depot to accommodate the new rolling stock for the Piccadilly line. The proposed development at Cockfosters is part of wider works to the Piccadilly line, which in turn is part of the overarching PLU.

The Mayor's Transport Strategy 2018 highlights three priorities: healthy streets and healthy people; a good public transport experience; and new homes and jobs. Improvements to the Piccadilly line, as well as improvements through the wider PLU, will support these policies by improving the capacity and reliability of the London Underground network, which in turn could reduce the number of journeys made by private car.

The first trains from the new rolling stock are expected to arrive by August 2023 and be operational on the Piccadilly line by October 2024. The introduction of the new fleet requires changes to the maintenance procedures and facilities at the two sites of Cockfosters and Northfields depots, together with changes to several stabling berths including the expansion of stabling at South Harrow sidings. The proposed works to these sites are therefore required before the first trains arrive to meet the overall PLU programme.

A key objective of the proposed scheme at Cockfosters is to keep the existing depot operational while the proposed modifications take place. As such, existing buildings, structures, and assets within the site which are being replaced would remain in place until the new depot and stabling berths are operational.

Existing development

Cockfosters depot is located within the London Borough of Enfield and is a secure site which has an area of 10.4 ha, set within 16.2 ha of land owned by TfL. The site is accessed by a private road via a turning off the A110 (Bramley Road). The A110 links to the A10 east of Enfield. The site is an existing operational depot, with Oakwood Station at the eastern end of the site and Cockfosters Station at the western end of the site. The Piccadilly line runs to the north of the site, in a north-west south-east direction.

The existing layout of the depot and surrounds is shown on drawing DTUP-JEG-PRM-PD012_1-DR-W-1010, and comprises stabling berths, as well as several depot buildings, including a lifting and maintenance shed, cleaning shed, train wash, associated buildings, substation and other ancillary plant.

There are vegetated areas within the depot, including land adjacent to the Piccadilly line, along the depot access road, and to the south-west of the site. There is no access to the site for members of the public. The depot operates 24 hours a day, seven days a week.

The area surrounding the depot is predominately urban, with residential properties located adjacent to the southern boundary of the site (along Westpole Avenue), whilst Trent Park is located to the north. Community facilities near the depot include Southgate School, to the south of Westpole Avenue, Trent Church of England Primary School, west of Cockfosters station, and Trent Park Golf Club, to the north of Oakwood station.

Part 18 Legislation and Prior Approval

This proposal is submitted under Part 18 Class A to Schedule 2 of the General Permitted Development (England) Order 2015 (GPDO) as permitted development. This part of the GPDO provides for development under local or private acts, and under which the Local Planning Authority (LPA) must give its approval prior to implementation of such a scheme, and in this case for the siting and appearance of new buildings.

The existing Cockfosters Depot, associated sidings and rail lines were initially authorised by the London Electric, Metropolitan District and City and South London Railway Companies Act 1931 (1931 Act) which includes section 16 of the Railway Clauses Consolidation Act 1845 (section 3 of the 1931 Act). Section 5 of the 1931 Act provides that the company may:

*Make and maintain in the lines and according to the levels shown on the deposited plans and sections the subways deviations and other works in this Part of this Act described **with all necessary and convenient tunnels stations platforms lifts escalators inclines stairs approaches passages subways sidings lay-byes stagings buildings sewers drains pipes wires apparatus plant depots machinery appliances works and conveniences connected therewith or incidental thereto** and may subject as aforesaid enter upon take and use such of the lands delineated on the deposited plans and described in the deposited book of reference as may be required for those purposes and for any other purpose connected with its undertaking ... (emphasis added)*

This site has been in the ownership of TfL (and its predecessors) since the original acquisition was made to construct and operate the railway.

These Acts bestow the railway company and its successors the power to make developments necessary to the running and management of the railway; including the erection, construction, alteration or extension of any building and

the formation, laying out or alteration of a means of access to any highway used by vehicular traffic.

Under Schedule 2, Part 18 Class A, paragraph A.2 sets out the LPA's considerations when assessing the new buildings, the proposed works are not to be refused nor are conditions to be imposed unless they are satisfied that-

- (a) The development (other than the provision or works carried out to a dam) ought to be and could reasonably be carried out elsewhere on the land; or
- (b) The design or external appearance of any building, bridge, aqueduct, pier or dam would injure the amenity of the neighbourhood and is reasonably capable of modification to avoid such injury.

The LB Enfield can only consider the design, materials, or siting of the new depot and associated buildings, to ensure that the development 'would not injure the amenities of the neighbourhood', and be satisfied that it 'could not reasonably be carried out elsewhere'. Details of the siting are outline below along with an assessment of the proposals impact on the adjoining residential properties.

Siting and Appearance

The proposed scheme would be in keeping with the existing and historical land use for the site, set within the context of an existing operational depot, the siting and appearance of the proposed scheme would not result in a significant effect on landscape character. Once the new combined maintenance/ cleaning shed is complete, the existing sheds would be removed as well as other smaller buildings within the site decluttering and improving the visual cohesion of the site. As previously mentioned, the depot must remain operational and this is a key driver for the siting of the new maintenance shed and accommodation building.

Please refer to the drawings plus table 1 for a list of sample materials for the new maintenance shed and accommodation block.

Accommodation block

The building has been designed as a two-storey structure attached to the side of the maintenance shed. Because of the existing site levels, the ground floor is set at track level, whilst the first floor is approximately a level above the adjacent site access road. The building is a combination of both traditional steel framed and modular construction. The proposal is to provide the track level accommodation as a traditional structure in combination with the retaining wall, whilst the upper levels will be modular units.

The main façade material will be vertical metal rainscreen cladding, in a light colour. Visual interest could be aided further by the introduction of a wide strip

of Piccadilly line blue colour to the external cladding around the perimeter of the buildings to add visual “rhythm” and unity to the elevations.

It is proposed to have vertical rectangular glazing, combined into long horizontal “slots” forming a “ribbon” set within the external cladding on the upper floor. Long horizontal and shallow in height strip or slot windows are also proposed. These are located at high level in the double height spaces (workshops, stores and changing/showers) to allow natural daylight to penetrate the depth of the building.

The plant areas are surrounded by a louvred screen wall. The remainder of the roof will be a nature roof green roofing system which can be accessed for maintenance purposes from the plant areas.

Combined maintenance shed

Overall height of the proposed building is approx. 13.0m (at its highest point) from track level, although this will appear considerably less from the access road which is approx. 4.5 above the proposed combined shed. This compares with the existing Lifting Shed, which rises to approximately 10.6m above track level. The difference in levels between the Southern access road and the track level would reduce the visible height of the building facing adjacent residential properties (further assessed in following section).

The maintenance shed is a steel framed structure with roof pitches of 7.5° and is split between a standing seam roof to the higher southern section and a full-length green roof to the lower northern section. The roof construction will generally be steel, with the green roof added on top. Valley and boundary gutters will be polymeric lined galvanised steel. Rooflights in polycarbonate are provided as part of the system and will run along the full length of the shed for natural daylighting, together with roof mounted photo-voltaic cells to provide economic electricity generation, given the vast expanse of roofing available.

External personnel doors at track level will be bright in colour, which will help to emphasis the entrances. Larger roller shutter doors for the track entrances/exits will continue the theme and be with integral glazed horizontal vision strips to match the current patterns used at other depots.

A new train wash facility and automatic vehicle inspection facility is proposed towards the West end of the site (towards the Cockfosters station). New external plant rooms would also be located near the new train wash. External lighting for general access illumination, access road lighting and lighting for car park area will operate under automatic timer control. Low level lighting and daylight sensors are proposed to reduce light pollution for external areas.

A wheel lathe building is also proposed at the western end of the site (towards Cockfosters station), the structure is comprised of a vertical metal rainscreen cladding main body and an insulated standing seam roof system. The building

is approximately 7.5 m high, 16.8 m wide and 65 m long. This is shorter than both the existing lifting shed, and the proposed maintenance shed.

Impact on residential amenity

The new combined maintenance and cleaning shed will be located 20m from the Southern boundary of the site. The private access road creates a buffer within the site from the residential properties to the South. The access road levels will remain unchanged on completion of the depot works.

The full length of the access road slopes from East to West until it terminates at track level in the centre of the site (near to the existing lifting shed). At this point a bank approx. 3-4m in height rises to the South, elevating the residential properties above. The bank contains dense vegetation which will be retained as a part of the proposed works.

Upon entrance to the site via Bramley Road (A110), the private road remains level with the residential properties to the South. A bank descends to the North of the access road at this point, the proposed combined shed and accommodation block will be constructed at track level approx. 4.5m below. The vegetation on this bank will need to be removed as a part of the proposed works. It is proposed to cut into this bank and retain the cut with the proposed accommodation block and wall, replanting the remaining areas upon completion of the works with a mix of vegetation as specified on drawing UIP3230-TFL-MAC-PD012-DRG-GL-00001. This vegetation includes medium to large trees as well as smaller shrubs (zones 4 and 5), all planting must be in compliance with the London Underground planting standards given the operational nature of this environment.

The combined shed and accommodation block's design are stepped in profile, with the bulk of the shed set behind the accommodation block when viewed from the Southern elevation. The accommodation block which is commensurate in scale and form to the adjoining residential properties visually presenting as two storeys in height.

As demonstrated on drawings UIP3230-TFL-PRM-PD012-DRG-AR-00002, UIP3230-TFL-PRM-PD012-DRG-AR-00003 (cross section 4 and 5) and DTUP-JEG-PRM-PD012_1-DR-W-1013 (Site Plan Proposed), views of the new accommodation block from the Southern elevation will be limited to the top story, with vegetation proposed to be planted on the remaining bank area in front of the accommodation block as mentioned. The Southern elevation contains high level (slot) windows, restricting any direct views towards the residential properties and the retirements apartments. Where windows are full sized these will be glazed, the number of these used has also kept to a minimum.

Predominately dwellings are setback approximately 25m from the Southern boundary with large gardens, screened with vegetation backing onto the depot

site. The exception being the retirement apartments under construction when a site visit was undertaken on the 14th July 2021, and the existing apartments at Ridgeview Court.

As demonstrated on drawing DTUP-JEG-PRM-PD012_1-DR-W-1011 the bulk of the combined shed will be stepped back in the location of the Ridgeview apartments. The visible height of the depot will be approx. 9m (13m highest point) due to the change in levels within the site and will be visible at a distance of at least 25m. The combined shed's roof will angle away from the Southern boundary further reducing any dominance impacts. The remainder of the apartments are screened behind the boundary fence and vegetation located within the site (refer photo montage, photo 1).

In addition, approved drawings for Samuel House retirement apartments show a stepped form with the bulk of the building setback from the Northern boundary (depot Southern boundary) of the site. Main windows and doors are oriented East and West towards the open space within the site, with smaller windows on the Northern elevation. Where the windows of the retirement apartments are orientated towards the North, these portions of the building are setback and overlook the open space within the site, the depot will be visible beyond at a distance of at least 20m.

The proposed development will not introduce any additional noise or disturbance once operational beyond that which currently occurs on the site. This includes the related plant room within the accommodation block which will house standard kit such as is currently on site.

Overall, the separation and stepped form of the proposed combined shed and accommodation block including the proposed planting, as well as the setback and form of the adjoining residential properties mitigate any potential adverse impacts or harm to the amenity of the residential properties.

Additional to this, the wheel lathe building proposes minimal impact to residential amenity as this building is shorter than both the existing lifting shed and proposed combined maintenance shed and the residential properties are elevated above this level. This building is also screened by vegetation (as can be seen in drawing UIP3230-TFL-MAC-PD012-DRG-GL-00001).

Construction considerations

It is likely there would be impacts from noise, dust, and construction traffic during the construction phase. The construction works would be undertaken in accordance with a Code of Construction Practice (CoCP) and Construction Environment Management Plan, both of which will set out measures to avoid and mitigate potential adverse environmental effects from construction activities, including noise and dust. It is considered, with the implementation of mitigation it is unlikely that any significant effects would result from the proposed scheme.

Biodiversity considerations

The modifications to the depot would result in a loss of vegetation, however, the scheme is seeking to compensate or enhance habitat, including within the depot (refer landscape drawing UIP3230-TFL-MAC-PD012-DRG-GL-00001) and by the inclusion of a green roof on the maintenance shed. Work to understand inclusion within the wider Enfield Borough and/or through biodiversity offsetting payments will also be undertaken. The drawing demonstrates general areas within TfL's land ownership where mitigation and enhancements could be possible.

The biodiversity hierarchy and TfL's Biodiversity Toolkit has been used during the design development to significantly reduce land take to inform appropriate mitigation and develop proposals for habitat enhancements to compensate for the area of removal from the site. There are no trees within the site protected by a Tree Preservation Order (TPO). The proposal will have no significant environmental effects, with construction activities short term and managed through standard mitigation and construction management practices as mentioned.

TfL will engage with LB of Enfield on the detail and means of securing appropriate mitigation.

The proposed mitigation falls outside of the considerations of the Prior Approval Application for which this application applies to. However as far as replanting relates to screening of the maintenance shed for the purposes of residential amenity, this has been considered as a part of the assessment of the proposal, refer 'Residential Amenity' above.

Heritage considerations

The depot is located between Cockfosters (Grade II listed) and Oakwood Stations (Grade II listed), the curtilage and associated listed status for these are considered to extend only to each end of the platform ramps and/or the front buildings line on any street frontage, as such the existing depot buildings and associated surrounds are not considered to form part of the listings. The depot sheds however were designed by the Charles Holden Architectural Practice, but have been assessed as having low historic value, as they are utilitarian with low architectural or historic interest. The demolition of the sheds is therefore unlikely to have a significant effect on the historic environment. The proposed developments of the maintenance shed, train wash, wheel lathe building and associated buildings are not within the setting of either Cockfosters or Oakwood stations and therefore do not invoke any heritage considerations.

In addition, advice was sought from LB Enfield's Head of Conservation, Christine White, who confirmed that the depot had not been assessed as a part of any shortlisting for the Borough Local List Review.

Submission

Enclosed with this covering letter are the following drawings and photographs to support the consideration of the application:

Existing

- DTUP-JEG-PRM-PD012_1-DR-W-1010- Location Plan Existing (Red line)
- DTUP-JEG-PRM-PD012_1-DR-W-1012- Site Plan Existing
- DTUP-JEG-PRM-PD012_1-DR-W-6010- Demolition Drawing

Proposed

- DTUP-JEG-PRM-PD012_1-DR-W-1011- Location Plan Proposed
- DTUP-JEG-PRM-PD012_1-DR-W-1013-Site Plan Proposed
- DTUP-JEG-PRM-PD012_1-DR-W-1110- Proposed Depot Ground Level (sections reference)
- DTUP-JEG-PRM-PD012_1-DR-W-1111- Depot Layout Ground Floor 1 of 2
- DTUP-JEG-PRM-PD012_1-DR-W-1112- Depot Floor Layout Ground Floor 2 of 2
- DTUP-JEG-PRM-PD012_A-DR-W-1210- Full Depot Floor plan
- DTUP-JEG-PRM-PD012_A-DR-W-1211- Depot First Floor plan 1 of 2
- DTUP-JEG-PRM-PD012_A-DR-W-1212- Depot First Floor plan 2 of 2
- DTUP-JEG-PRM-PD012_Z-DR-W-3111- Long Section
- UIP3230-TFL-PRM-PD012-DRG-AR-00001- Cross section 3a
- UIP3230-TFL-PRM-PD012-DRG-AR-00002- Cross Section 4a
- UIP3230-TFL-PRM-PD012-DRG-AR-00003- Cross section 5a
- DTUP-JEG-PRM-PD012_B-DR-W-1312- Shed Roof 1 of 2
- DTUP-JEG-PRM-PD012_B-DR-W-1313- Shed Roof 2 of 2
- DTUP-JEG-PRM-PD012_Z-DR-W-1120- Accommodation floor plans proposed
- DTUP-JEG-PRM-PD012_Z-DR-W-1130- Accommodation floor plans
- DTUP-JEG-PRM-PD012_Z-DR-W-2112- Proposed South elevation
- DTUP-JEG-PRM-PD012_Z-DR-W-2111- Proposed East-West elevations
- DTUP-JEG-PRM-PD012_Z-DR-W-2110- Proposed North Elevation
- DTUP-JEG-PRM-PD012_1-DR-W-1014- Walking Routes and Car Parking
- UIP3230-TFL-MAC-PD012-DRG-GL-00001-Landscaping Drawing
- UIP3230-TFL-PRM-PD012-DRG-AR-00004- Wheel Lathe Building Elevations
- DTUP-JEG-PRM-PD012_1-DR-W-1013- Wheel Lathe Building Site plan

Historic Documents

- DTUP-LU-MAC-PD012_Z-DR-K-0001-London Electric, Metropolitan District and City and South London Railway Companies Act 1931 and Deeds Boundary 1933
- Section 16 Railway Clauses Consolidation Act 1845

Photomontage

Photo ref	Description
1	West towards Ridgeview apartments and vegetated bank area as viewed from private access road within the depot site
2	Eastwards along private road within the depot, vegetated bank to the south, with residential properties elevated above. Proposal will result in the removal of all containers as shown in photo, vegetation to remain
3	Eastwards with vegetated bank to the north and outbuildings of residential properties to the south (approximately 9 Westpole Avenue)
4	Entrance to depot's private road from Bramley Road (A110)
5	Eastwards within site towards substation to remain on completion of works. Vegetation on bank also to remain
6	Samuel House retirement apartments under construction
7	Substation to remain on completion of works
8	East towards heavy plant room
9	West towards existing maintenance/lifting shed
10	East towards train wash and Cockfosters Station beyond

NOTE: All information has only been provided electronically via email given there is no ability to submit a Part 18 Prior Approval application via the Planning Portal. This submission is also not covered by the Planning Fee Schedule for England 2018, as such there is no associated fee.

If you require any further information, please do not hesitate to contact me at iangilbert@tfl.gov.uk

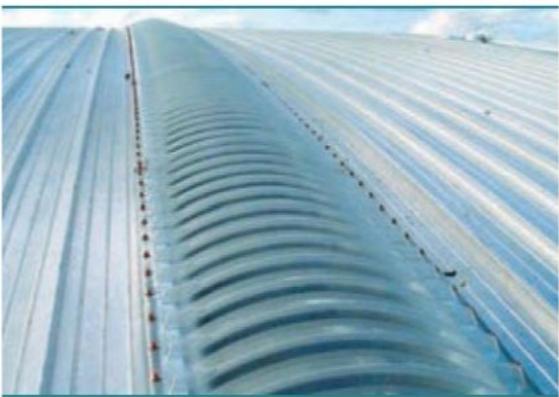
Yours sincerely,

A handwritten signature in black ink, appearing to read 'I Gilbert', written in a cursive style.

Ian Gilbert
TfL Operational Consents Team

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Direct line: 07973 770 765

**Table 1:
Schedule of sample materials**

Building Section	Material	Sample Photo
Accommodation block First floor (modular construction)	Vertical metal rainscreen cladding	
Accommodation block windows	Vertical rectangular glazing, combined into long horizontal "slots" forming a "ribbon"	
Plant room areas	Louvred screen wall	
Roof (maintenance shed & accommodation block)	Green roof & standing seam steel	
Gutters	Polymeric lined galvanised steel	
Rooflights	Polycarbonate	

		 <p data-bbox="756 685 1331 719">Roof substrate and nature living blanket</p>
<p>Maintenance shed</p>	<p>Steel framed structure</p>	
<p>Maintenance shed doors</p>	<p>Roller shutters, brightly coloured</p>	 <p data-bbox="788 1227 1299 1263">Sample of existing shed roller doors</p>
<p>Solar panels</p>	<p>Photo-voltaic cells</p>	 <p data-bbox="644 1294 979 1339">Kalzip® SolarClad parallel to standing seams, vertical</p>
<p>External depot lighting</p>	<p>Low level with daylight sensors</p>	