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PLANNING COMMITTEE

Tuesday, 24th March, 2020 at 7.30 pm
Venue: Conference Room
Civic Centre, Silver Street,
Enfield EN1 3XA

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MEMBERS

Councillors : Mahmut Aksanoglu (Chair), Sinan Boztas (Vice-Chair),
Mahym Bedekova, Chris Bond, Elif Erbil, Ahmet Hasan, Tim Leaver, Hass Yusuf,
Michael Rye OBE, Jim Steven and Maria Alexandrou

**N.B. Any member of the public interested in attending the meeting
should ensure that they arrive promptly at 7:30pm
Please note that if the capacity of the room is reached, entry may not be
permitted. Public seating will be available on a first come first served basis.**

**Involved parties may request to make a deputation to the Committee by
contacting the committee administrator before 12:00 noon on 23/03/20**

AGENDA – PART 1

- 1. WELCOME AND APOLOGIES FOR ABSENCE**
- 2. DECLARATION OF INTEREST**
- 3. MINUTES OF THE PLANNING COMMITTEE HELD ON TUESDAY 25
FEBRUARY 2020 (Pages 1 - 8)**

To receive the minutes of the Planning Committee meeting held on Tuesday
25 February 2020.

- 4. REPORT OF THE HEAD OF PLANNING (REPORT NO.247) (Pages 9 -
10)**

To receive the covering report of the Head of Planning.

5. **20/00112/RE4 - LAND OPPOSITE 1A AND 1B TOWPATH ROAD, LONDON, N18 3QX** (Pages 11 - 20)

RECOMMENDATION: In accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be Granted subject to conditions

WARD: Upper Edmonton

6. **19/02717/RE3 - MERIDIAN WATER - ORBITAL BUSINESS PARK, ADJOINING LAND AT LEESIDE ROAD, SOUTH OF ARGON ROAD, AND LAND AT FORMER STONEHILL INDUSTRIAL ESTATE, ANTHONY WAY AND ADJOINING LAND, LAND EAST OF HARBET ROAD AND ADJOINING GLOVER DRIVE, LONDON N18** (Pages 21 - 74)

RECOMMENDATION: That subject to referral of the application to the Greater London Authority and the update of the drawing schedule to reflect minor amendments agreed, the Head of Development Management/Planning Decisions Manager in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992 be authorised to Grant planning permission subject to conditions

WARD: Upper Edmonton

7. **19/02718/RE3 - MERIDIAN WATER ORBITAL BUSINESS PARK (AND ADJOINING LAND INCLUDING LAND SOUTH OF ARGON ROAD AND LAND KNOWN AS IKEA CLEAR AND GAS HOLDER LEESIDE ROAD) 5 ARGON ROAD, LONDON, N18 3BZ** (Pages 75 - 146)

RECOMMENDATION: That Members give delegated authority to Officers to finalise the precise wording of the conditions and the Design Code and subject to referral of the application to the Greater London Authority and the completion of a Section 106 Agreement, the Head of Development Management / Planning Decisions Manager in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992 be authorised to GRANT planning permission subject to conditions

WARD: Upper Edmonton

PLANNING COMMITTEE - 25.2.2020

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 25 FEBRUARY 2020****COUNCILLORS**

PRESENT Mahmut Aksanoglu, Sinan Boztas, Mahym Bedekova, Chris Bond, Ahmet Hasan, Tim Leaver, Hass Yusuf, Michael Rye OBE, Jim Steven and Maria Alexandrou

ABSENT Elif Erbil

OFFICERS: Dominic Millen (Group Leader Transportation), Andy Higham (Head of Development Management), Claire Williams (Planning Decisions Manager), Ben Burgerman (Senior Regeneration Lawyer) and David Gittens (Planning Decisions Manager) and Metin Halil (Secretary)

Also Attending: 20 members of the public, applicant and agent representatives Dennis Stacey (Chair – Conservation Advisory Group).

501**WELCOME AND APOLOGIES FOR ABSENCE**

NOTED

1. Councillor Aksanoglu, Chair, welcomed all attendees.
2. Apologies for absence were received from Councillor E. Erbil.

502**DECLARATION OF INTEREST**

1. There were no declarations of interest.

503**MINUTES OF PREVIOUS MEETINGS**

NOTED

The minutes of the Planning Committee meeting held on Tuesday 17 December 2019, Tuesday 21 January 2020 and Tuesday 4 February 2020 were agreed.

504**REPORT OF THE HEAD OF PLANNING (REPORT NO.221)**

RECEIVED the report of the Head of Planning.

505

PLANNING COMMITTEE - 25.2.2020

ORDER OF THE AGENDA

AGREED to vary the order of the agenda. The minutes follow the order of the meeting.

506

19/04192/RE4 - BLOCK 1-8 BRADWELL MEWS, N18 2QX

NOTED

1. The Introduction by Claire Williams, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
2. At the 21st January 2020 planning committee, it was agreed that the Local Planning Authority could determine a number of planning applications which have been submitted by the Council's Housing Services team and are categorised as "Minor", under delegated authority rather than having to take Planning Committee. This was on the proviso that the permission is limited to a 2 year rather than a 3 year period and no objections to the planning applications are received. This application has been brought to planning committee because two objections have been received. As set out in paragraph 7.1 of the report, the objections received relate mainly to consultation outside of the planning application process which is not a material planning consideration.
3. The scheme forms part of a larger Council scheme to refurbish and modernise a number of low and medium rise blocks in the Upper Edmonton area and are based upon the results of a building condition survey conducted by Playle & Partners LLP in February 2016. Various elements within the building are now reaching the end of their working lives and consequently leading to significant defects. Planning permission for the proposed works were granted in 2017 however there were delays with implementing the works.
4. The application seeks planning permission for external works and communal upgrade works to the existing block. All refurbishment works will be 'like-for-like', ensuring the building maintains the same external appearance. The refurbishment works will be fully compliant with the current building regulations to provide suitable insulation for energy efficiency and seek to use sustainable materials. The scheme will improve the visual appearance of the building and its surroundings, create a more energy efficient building and in turn improve the quality of life of the existing and future residents of the building.
5. The deputation by Bini Shah, Council Housing, Project Manager, speaking in support of the officers' recommendation.
6. Members debate and questions responded to by officers.
7. The unanimous support of the Committee for the officers' recommendation.

AGREED that in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, planning permission be deemed to be granted subject to conditions and a 2 year limit.

PLANNING COMMITTEE - 25.2.2020

507

19/03108/FUL - 106A FOX LANE N13 4AX

NOTED

1. The introduction by Claire Williams, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
2. This application seeks planning permission for the redevelopment of the site and erection of a two-storey building with accommodation in the roof to provide 4 flats including one 3 bed unit.
3. The previous application that was dismissed at appeal was refused for four reasons relating to:
 - The effect of the proposals on living conditions of future occupiers of Flat 3 in respect of access to, and level of, external space;
 - The effect of the proposals on the supply of family housing in the Borough, and
 - The effect of the proposals on the living conditions of neighbouring occupiers, where it relates to noise, disturbance and overlooking.
4. The principle of the redevelopment of the site with flats is supported and has been supported by the council under previous applications and by the planning inspector of the dismissed appeal. The dismissed appeal decision is a material consideration in assessing this application and the scheme has been amended to fully address the previous reasons for refusal.
5. As the development is not a conversion of a dwelling into flats policy DMD5 of the Development Management Document that requires no more than 20% of self-contained residential dwellings along a road to be converted into self-contained flats and HMOs is not applicable.
6. In terms of parking and highway safety, a parking survey was submitted with the application which identified a maximum parking stress of 76% which indicates that adequate on street parking would remain to accommodate the development. As set out in paragraph 10.48 of the report the Planning Inspector concluded in the dismissed appeal that the proposal would not be detrimental to highway safety arising from an increase in car parking demand or traffic movements in the area.
7. No objections have been raised by Traffic and Transportation with regard to the parking proposed however the removal of the redundant dropped kerb would provide additional on street parking and this can be dealt with through condition.
8. 8 cycle parking spaces are provided, and Officers note that the site has the capability to deliver site parking in a more suitable location. A condition is suggested for further details on the type and location of the cycle parking.

PLANNING COMMITTEE - 25.2.2020

9. The balconies will be enclosed as can be seen on pages 112, 114 and 121. The design of the enclosed balconies (set 2m back from the external wall of the building) would result in any greater overlooking than could be achieved through the presence of windows at those levels.
10. The inspector concluded in the dismissed appeal that given the mix of dwellings proposed, it seems unlikely that significant noise and disturbance would result from the development overall. Whilst it is likely that there would be a higher level of occupation within the flats, the creation of internal balconies, private terrace areas and external private garden spaces would not, in my view, automatically lead to materially greater noise levels, above those already generated by a family occupying the existing 4 bedroom house. These comments remain relevant to this application.
11. The following conditions will need to be attached to any permission – energy statement, biodiversity enhancements (Update of condition 12 so that it refers to biodiversity enhancements, condition requiring details of the management of the communal amenity area and removal of the redundant dropped kerb.
 - Confirmation of CiL contributions:

Enfield CIL - £8458.69
Mayor of London CIL - £3480.00
12. The deputation of Andy Barker, neighbouring resident, speaking against the officers' recommendation.
13. The deputation of Bridget Miller, speaking in support.
14. Members debate and questions responded to by officers.
15. During discussion on planning application, reference made to weight, that must be attached to previous appeal decision. Cllr Bond requested replacement trees to be specifically referred to within the soft landscaping condition.
Deputee Andy Barker highlighted presence of two young tree on highway outside site – although we can't condition the protection of these trees because they lie outside of the planning application site, a directive will be added to the decision notice.
16. The support of the Committee for the officers' recommendation: 4 votes for, 4 votes against, 2 abstentions and the Chair's casting vote to approve the application.

AGREED that subject to the conditions, the Head of Development Management/the Planning Decisions Manager be authorised to grant planning permission subject to conditions and subject to amendment to landscaping condition.

508

**19/02276/FUL - OAKWOOD METHODIST CHURCH WESTPOLE AVENUE
BARNET EN4 0BD**

NOTED

PLANNING COMMITTEE - 25.2.2020

1. The introduction by David Gittens, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
2. This planning application is categorised as a “major” planning application and in accordance with the scheme of delegation, is reported to Planning Committee for determination.
3. The application follows an appeal against the Council’s decision to refuse planning permission for a previous similar proposal, after a second consideration by this committee in October 2018, on the basis of the lack of a sufficient financial contribution towards off site affordable housing provision.
4. The appeal process allowed the applicant an opportunity to undertake additional work to improve the scheme which allowed officers in turn to bring the amended appeal scheme back to committee to remove reasons for refusal relating to light penetration into the residential units as well as the objection in principle to the loss of a community facility.
5. The Public Inquiry was therefore fought based on the sole remaining difference between the Council and the applicant: the size of the proposed contribution. The applicant believed that a financial contribution of £186,916 from the development was sufficient and sustainable. However, the Council’s Consultant considered that a contribution of £2.224 million could and should be provided.
6. The Appeal was dismissed with the Inspector agreeing that a more substantial contribution could be made towards affordable housing and indicated that a sum around the £1 million mark would be more appropriate.
7. The current proposal is the same as the appeal proposal but with a revised offer towards off site provision of affordable housing of £1,216,000. This revised contribution has been considered by the Council’s Consultant and is now considered acceptable.
8. The ward councillor, Alessandro Georgiou supported the scheme.
9. The deputation of Richard Butler, the agent, speaking in support of the officers’ recommendation.
10. Members’ debate and questions responded to by officers.
11. The unanimous support of the Committee for the officers’ recommendation.

AGREED that planning permission be granted subject to conditions and a Section 106 Agreement.

509

19/04291/HOU - 29 ARNOS ROAD, N11 1AP

NOTED

1. The introduction by Claire Williams, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.

PLANNING COMMITTEE - 25.2.2020

2. Confirmed that the site had been inspected and the surrounding context considered – it is felt the scheme will not significantly impact on neighbouring residential amenity or the character and appearance of the area.
3. The deputation of Angela Konstantinidou, neighbouring resident, speaking against the officers' recommendation.
4. Members' debate and questions responded to by officers'.
5. The unanimous support of the Committee for the officers' recommendation.

AGREED that planning permission be granted subject to conditions.

510

15/04916/FUL - 20 AND REAR OF 18 -22 WAGGON ROAD, EN4 0HL

NOTED

1. The introduction by David Gittens, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
2. The application site comprises number 20 Waggon Road and parts of the rear gardens of numbers 18 and 22 Waggon Road. Number 20 Waggon Road is a 2 storey detached single family dwelling located on the southern side of the road. The site has a single point of vehicular access and parking for a number of 4 cars on the front driveway.
3. The surrounding area is residential in character, mainly characterised by large detached dwellings. Warner Close is located to the east of the application site and contains 4 dwellings to the rear of numbers 10-16 Waggon Road accessed via Sandridge Close.
4. The metropolitan Green Belt lies to north of the application site on the opposite side of Waggon Road whilst Monken Mead Brook defines the rear (southern) site boundary.
5. This application was originally considered by the Planning Committee on 19th December 2017. The Planning Committee resolved to grant planning permission subject to conditions and a S106 agreement to require a contribution towards affordable housing.
6. Members may recall seeing a similar scheme before them, at Planning Committee a few weeks ago, that sought to construct a similar tandem development on an adjacent site to the west in a further continuation of development from Sandridge Close.
7. The legislation in place at the time, The Town and Country Planning (Development Management Procedure) Order (DMPO 2015) required an affordable housing contribution for residential schemes of 10 units or more and/or those with a proposed General Internal Area (GIA) in excess of 1000sqm. As the proposed scheme had/has a floor area in excess of 1000sqm, a contribution towards affordable housing was therefore required.

As with many smaller schemes that are required to make a contribution towards affordable housing, there were extensive discussions on the issue of viability and what the development could reasonably sustain in

PLANNING COMMITTEE - 25.2.2020

terms of an appropriate financial contribution. This extended the timescales and resulted in the legal agreement not being completed.

8. However, in the intervening period, revisions were made to the National Planning Policy Framework (NPPF) which confirmed that affordable housing can only be sought in respect of schemes for 10 or more homes or if the site has an area of half a hectare or more, neither of which is applicable in this case. At the same time the requirement for an affordable housing contribution for residential schemes with a GIA in excess of 1000sqm was removed.
9. Other revisions to the NPPF resulted in changes that either do not affect this proposal or are covered by the original report. In the light of these changes, together with the previous resolution of the Planning Committee to grant planning permission for this scheme, the application needs to be reported to the Committee again to seek an amendment to the resolution to remove the reference to a S106 agreement which is no longer applicable.
10. In all other respects the planning application and proposed development remain as previously considered and accepted, although for information, the previous officer's report was published on the agenda.

Accordingly, Members were requested to consider the application without a legal agreement on the basis of the revised resolution.

11. A late representation was reported from Mr Henley of Covert Way
12. Members debate and questions responded to by officers'
13. Significant discussion regarding the impact of this development on the natural environment and the response of this development to the Council's Climate Change Declaration and the weight afforded to this alongside existing adopted policy within the "development plan" that relate to climate change. Confirmation was also sought by Members that there were no other changes in policy that needed to be reported particularly in the area of climate change / environmental / biodiversity.
14. Officers advised that the report had been reviewed in light of current policy and the addendum drew attention to the key material change – in other respects there were no changes or matters were covered by condition.

The legal officer warned of the cost consequences at appeal even if delaying the application by reading the relevant section of the Government's planning practice guidance. It was also noted that any previously approved application that was subject to a section 106 may have to return to Committee if new material considerations had arisen since the initial Committee approval, prior to the issuing of the permission.

15. The majority of the Committee did not support the officers' recommendation: 3 votes for, 7 votes against.
16. The majority of the Committee supported a deferral of the application with 4 votes for, 3 against and 3 abstentions.
This was proposed by Councillor Leaver and seconded by Councillor Rye.

AGREED that the application be deferred.

PLANNING COMMITTEE - 25.2.2020

Motion to defer was AGREED for the following reasons:

- 1.The application needs to be reconsidered in the light of the material change as a result of the Council's declared Climate Change Emergency;
- 2.The application and report to be reviewed and reconsidered to ensure that any material changes in environmental policy in the Draft London Plan, be reported particularly in relation to tree canopy and biodiversity.

511

**19/01904/VAR - CHURCH STREET TENNIS COURTS GREAT
CAMBRIDGE ROAD N9**

NOTED

1. The introduction by Claire Williams, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
2. The unanimous support of the Committee for the officers' recommendation.

AGREED that in accordance with Regulation 3 of the Town & Country Planning General Regulations 1992, the Head of Development Management/the Planning Decisions Manager be authorised to grant deemed consent subject to conditions.

512

MEMBER TRAINING - 3RD MARCH 2020

NOTED

1. Andy Higham, Head of Development Management, confirmed there would be a presentation from Transport for London (TfL) on their proposals for Cockfosters/Arnos Grove, an update / presentation on S106 agreements, and possibly training about climate change, with a start time of 7pm in the Conference Room.

MUNICIPAL YEAR 2019/2020 - REPORT NO 247

COMMITTEE:
 PLANNING COMMITTEE
 24.03.2020

AGENDA - PART 1	ITEM 4
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SUBJECT -

MISCELLANEOUS MATTERS

REPORT OF:
 Head of Planning

Contact Officer:
 Planning Decisions Manager
 David Gittens Tel: 020 8379 8074
 Claire Williams Tel: 020 8379 4372

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 270 applications were determined between 14/02/2020 and 13/03/2020, of which 221 were granted and 49 refused.

4.1.2 A Schedule of Decisions is available in the Members' Library.

Background Papers

To be found on files indicated in Schedule.

4.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS DEC

On the Schedules attached to this report I set out my recommendations in respect of planning applications and applications to display advertisements. I also set out in respect of each application a summary of any representations received and any later observations will be reported verbally at your meeting.

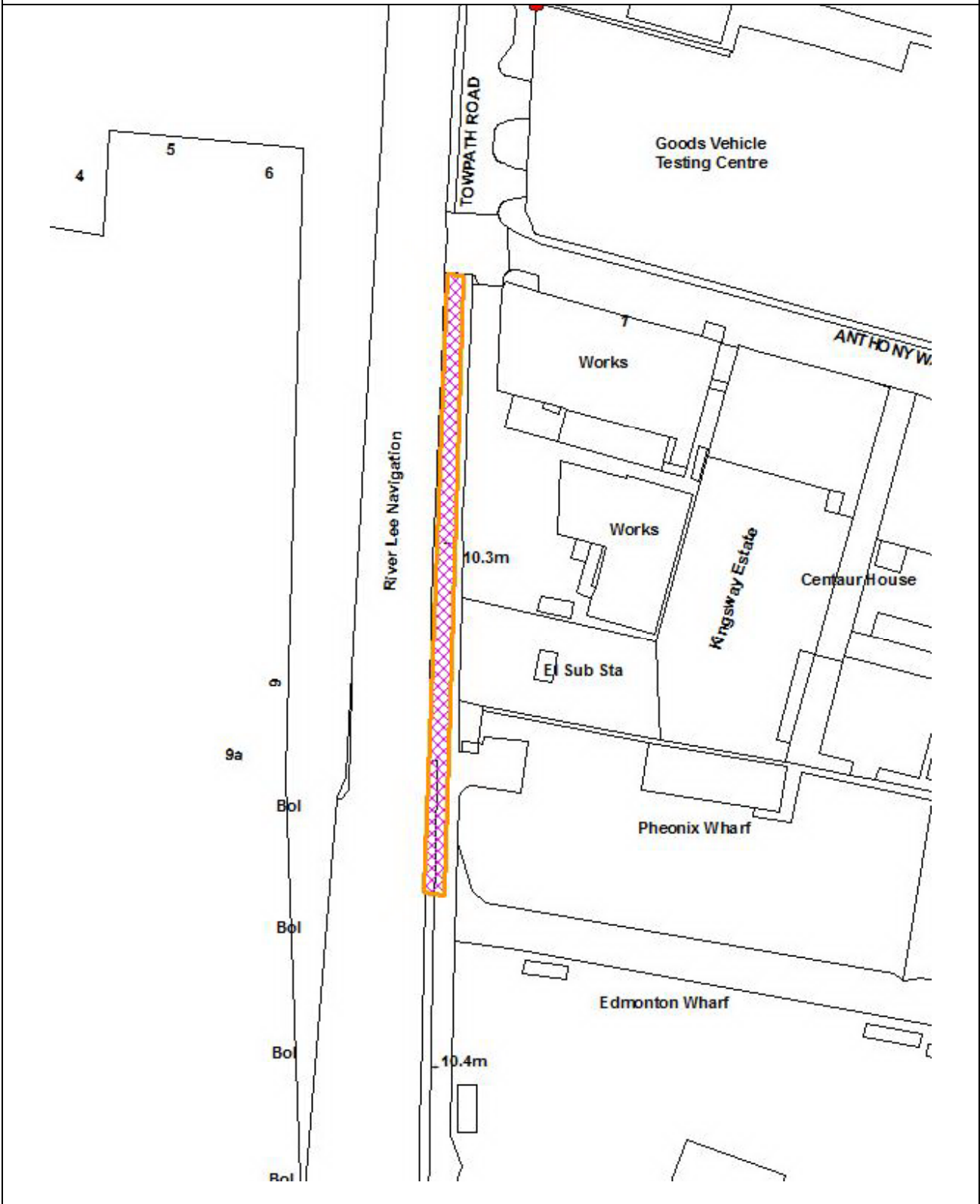
Background Papers

- (1) Section 70 of the Town and Country Planning Act 1990 states that the Local Planning Authority shall have regard to the provisions of the development plan, so far as material to the application, and to any other material considerations. Section 54A of that Act, as inserted by the Planning and Compensation Act 1991, states that where in making any determination under the Planning Acts, regard is to be had to the development, the determination shall be made in accordance with the plan unless the material considerations indicate otherwise. The development plan for the London Borough of Enfield is the London Plan (March 2015), the Core Strategy (2010) and the Development Management Document (2014) together with other supplementary documents identified in the individual reports.
- (2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date: 24 March 2020
Report of: Head of Planning	Contact Officer: Andy Higham Sharon Davidson Claire Williams	Ward: Upper Edmonton
Application Number: 20/00112/RE4		Category: Minor
LOCATION: Land Opposite 1A and 1B Towpath Road, London, N18 3QX		
PROPOSAL: Installation of a low level flood restraint barrier adjacent to Towpath Road.		
Applicant Name & Address: Mr Peter George London Borough of Enfield Civic Centre Silver Street Enfield EN1 3XA		Agent Name & Address: Mr Nick Finney 13 Fitzroy Street London W1T 4BQ
RECOMMENDATION: In accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be GRANTED subject to conditions.		
Note for Members: The application has been brought to the Planning Committee because the applicant is the Council.		

Ref: 20/00112/RE4 LOCATION: Land Opposite 1A And 1B Towpath Road, London, N18 3QX,



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North



1. Recommendation

1.1 That In accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be GRANTED subject to the following conditions.

1. Time Limited Permission
2. Approved Plans
3. The development authorised by this permission shall not begin until the Flood Conveyance Channel in the concurrent works within the Strategic Infrastructure Works planning application reference 19/02717/RE3 is completed.
4. Details of materials to be provided.
5. The development hereby permitted must not be commenced until such a time as a scheme to ensure protection and maintenance of the proposed flood defence has been submitted to, and approved in writing by, the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/ phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

2. Executive Summary

2.1 The report seeks approval to a scheme involving the installation of a low level flood restraint barrier adjacent to Towpath Road.

2.2 The reasons for recommending approval are:

- i) The proposed development would mitigate the increase in flood risk.
- ii) The mitigation measures have been detailed within the flood risk assessment for the strategic infrastructure works planning application.
- iii) The proposal would not impact on visual amenity within the street scene or neighbouring residential amenity.

2.3 Refined flood modelling for the scheme has been undertaken and shows that the flood water displacement and compensation measures proposed would result in a small increase in flood level south of the proposed central spine road. This results in slightly increased flood depths on Towpath Road. In order to mitigate this, the flood barrier extending approximately 170m south of the

central spine road to a level of 10.950m AOD would be required. The principle of the development to mitigate flood risk is acceptable.

3. Site and Surroundings

- 3.1 The application site is located to the east of the River Lee navigation, to the south west of Anthony Way within the Upper Edmonton ward. The site area measures approximately 580 square metres.

4. Proposal

- 4.1 The proposal is to introduce a 140m long and 0.5 metre high flood restraint barrier adjacent to the Towpath. It would be attached to the existing crash barrier to provide a continuous flood barrier. The proposal forms ancillary works to the proposed Strategic Infrastructure Works at Meridian Water which are subject to a current planning application which is also being considered at the 24th March 2020 Planning Committee meeting (ref. no. 19/02717/RE3). However, this application relates to land that falls outside of the application site of the SIW planning application.

5. Relevant Planning History

- 5.1 19/02717/RE3 - Full application for the redevelopment of the site to provide infrastructure works for the delivery of a mixed-use development comprising construction of an east-west link road between Glover Drive and Harbet Road (the Central Spine); alteration of access road between Argon Road and Glover Drive, construction of a link road between Leaside Road and the Central Spine, pedestrian and cycleway improvements to Glover Drive and Leaside Road, the construction of 4 no. bridges across the Pymmes and Salmon Brooks and River Lee Navigation; alteration to the Pymmes Brook channel, associated landscaping and formation of new public open space. Enabling works, comprising earthworks; remediation; flood conveyance channel, flood alleviation, outfall and new public open space works; utilities infrastructure; demolition of existing buildings, formation of new access's and associated works. – Pending consideration
- 5.2 19/02718/RE3 - Development of Phase 2 of Meridian Water comprising up to 2,300 residential units (Class C3), Purpose Built Student Accommodation and/or Large-Scale Purpose-Built Shared Living (Up to 18,000 sq m - Sui Generis); a hotel (Up to 16,000 sq m - Class C1), commercial development (Up to 26,500 sq m - Class B1a,b,c); retail (Up to 2,000 sq m - Class A1 and/or A2 and/or A3 and/or A4), social infrastructure (Up to 5,500 sq m - Class D1 and/or D2), a primary school up to three forms of entry, hard and soft landscaping, new public open spaces including equipped areas for play, sustainable drainage systems, car parking provision, and formation of new pedestrian and vehicular access (Outline- all matters reserved). – Pending consideration.

6. Consultation

Public Response:

- 6.1 Consultation letters were sent to 29 neighbouring properties and no responses were received.

External Consultees:

- 6.2 *Canal and River Trust:* Requested the information set out below. Following the receipt of additional information CRT agreed with the applicant to attach a Grampian condition

- Accurate plans showing the extent to which the flood barrier will narrow the width of the River Lee Navigation towpath.
- Plans showing how the proposal impacts on accessibility to the towpath in the event that the Central Spine Road bridge is not built.

Officer response: The applicant provided a revised plan that identifies the current location of the gap in the highway barrier. Consequently showing the extent of the flood barrier.

- 6.3 *Environment Agency:* No objection subject to a condition requiring details of a scheme to ensure protection and maintenance of the proposed flood defence.

Internal Consultees:

- 6.4 *Traffic & Transportation:* No comments received.

- 6.5 *SuDS Officer:* No objection raised.

7.0 Relevant Policies

7.1 London Plan (2016)

- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road network capacity
- 7.2 An inclusive development
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture

7.2 Intend to Publish London Plan

The Examination in Public (EiP) on the new London Plan was held between 15th January and 22nd May 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019. The Mayor has considered the Inspectors' recommendations and, on the 9th December 2019, issued to the Secretary of State his intension to publish the London Plan. In line with paragraph 48 of the NPPF, the weight attached to this Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF.

The scheme has been assessed against the policies in the Draft London Plan which has been subject to a full examination and is close to adoption and therefore the polices have significant weight.

D4 Delivering good design

SI12 Flood risk management

SI13 Sustainable drainage

SI16 Waterways – use and enjoyment

SI17 Protecting and enhancing London's waterways

7.3 Core Strategy

SO2	Environmental sustainability
SO6	Maximising economic potential
SO7	Employment and skills
SO10	Built environment
CP24	The road network
CP25	Pedestrians and cyclists
CP26	Public transport
CP30	Maintaining and improving the quality of the built and open environment

7.4 Development Management Document

DMD 37	Achieving high quality and design-led development
DMD 45	Parking standards and layout
DMD 46	Vehicle crossovers and dropped kerbs
DMD 47	Access, new roads and servicing
DMD 48	Transport assessments
DMD 64	Pollution control and assessment
DMD 65	Air quality
DMD 66	Land contamination and instability

7.5 Other Material Considerations

- National Planning Policy Framework (NPPF) 2019 (revised)
- National Planning Practice Guidelines (NPPG)

8.0 Assessment

8.1 The main issues arising from this proposal for Members to consider are:

1. Principle;
2. Design;
3. Amenity;
4. Transport;
5. SuDS;

Principle of Development

- 8.2 The proposed development forms ancillary works to the proposed strategic infrastructure works (SIW) at Meridian Water which are subject to a current planning application (Ref. no. 19/02717/RE3). The SIW application includes a comprehensive package of earthworks and flood alleviation infrastructure.
- 8.3 Refined flood modelling for the scheme has been undertaken and shows that the flood water displacement and compensation measures proposed would result in a small increase in flood level south of the proposed central spine road. This results in slightly increased flood depths on Towpath Road. In order to mitigate this, the flood barrier extending approximately 170m south of the central spine road to a level of 10.950m AOD would be required. The principle of the development to mitigate flood risk is acceptable.

Design and Appearance

- 8.4 In terms of design, Core Strategy Policy 30 and Policy DMD37 of the DMD requires all developments to be high quality and design led, having special regard to their context. Due to the nature and siting of the flood barrier there are no concerns that it would appear out of keeping within the street scene. Details of the materials have not been provided and will therefore need to be secured through a condition.

Highways Impact

- 8.5 The proposal, once implemented, would not impact on access along the Towpath Road and is therefore considered acceptable in this respect.

Flood Risk

- 8.6 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Policy CP28 ("Managing flood risk through development") of the Core Strategy confirms

the Council's approach to flood risk, inclusive of the requirement for SuDS in all developments. Policy DMD59 ("Avoiding and reducing flood risk") 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.

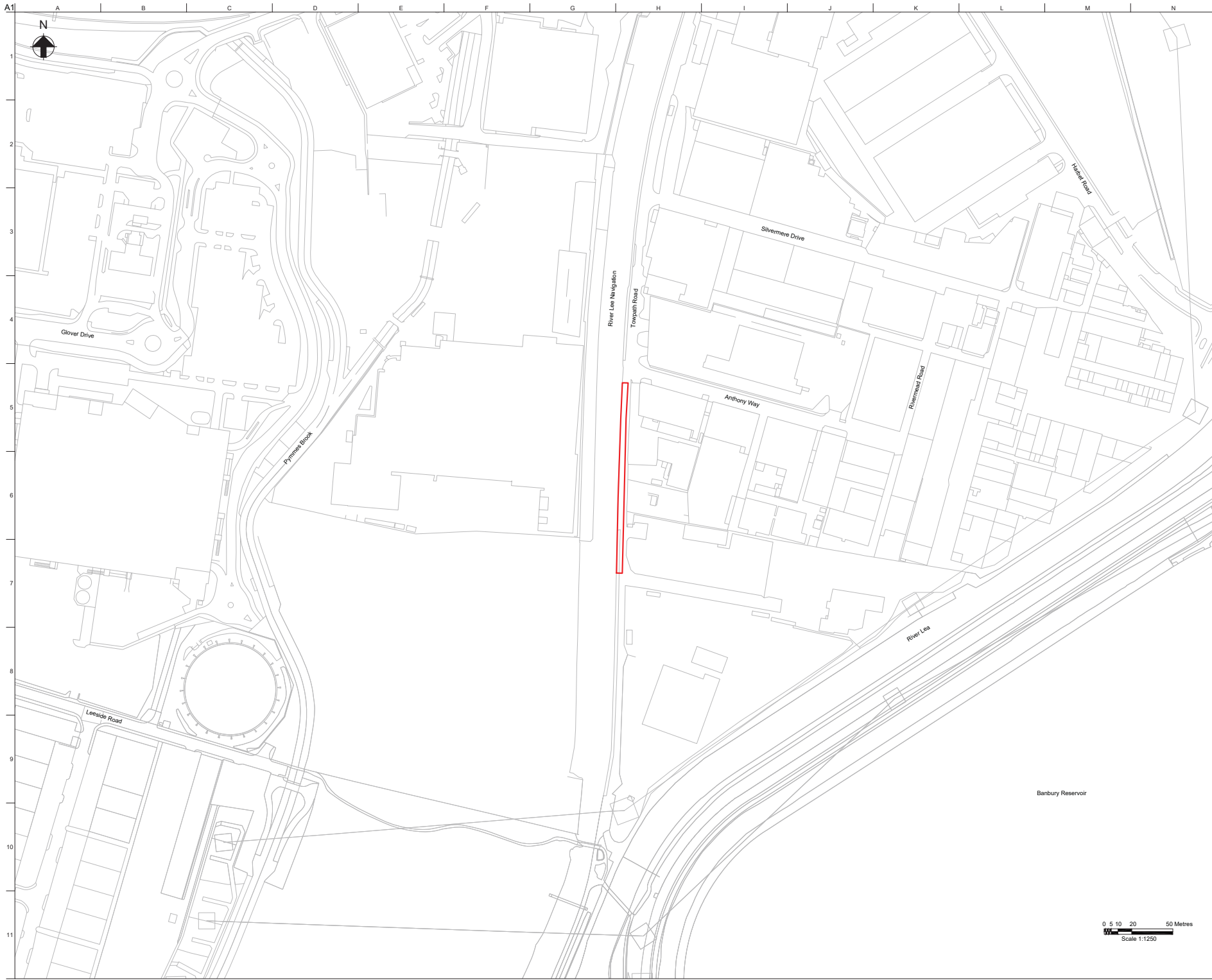
- 8.7 The proposed development would be in accordance with relevant flooding policies within the development plan as it would mitigate flood risk. The EA have been consulted on the scheme and have confirmed that subject to a condition being attached to any permission that the proposed development would not increase flood risk elsewhere.
- 8.8 A Grampian condition will be required to ensure that the proposed works are not implemented until the flood conveyance channel within the strategic infrastructure works application is implemented. This is to ensure a co-ordinated approach to flood mitigation measures.

9. CIL

- 9.1 The development would not be CIL liable.

10. Conclusion

- 10.1 The proposed development forms ancillary works to the proposed strategic infrastructure works and would mitigate the increase in flood risk to the south of the proposed central spine road. The mitigation measures have been detailed within the flood risk assessment for the strategic infrastructure works planning application. The proposal would not impact on visual amenity within the street scene or neighbouring residential amenity.
- 10.2 Having regard to the recommended conditions, it is considered the proposed development is acceptable when assessed against the suite of relevant planning policies and that planning permission should be granted.



LEGEND

Red Line Boundary

02	13/01/20	TB	JN	JN
Road Names Added				
01	08/01/20	TB	JN	JN
For Discussion				
Rev	Date	By	Chkd	Appd

ARUP
 13 Fitzroy Street
 London W1T 4BQ
 Tel +44(0)20 7536 1531
 www.arup.com

Karakusevic Carson Architects
 Unit E03, The Boat Factory
 100 Clerkenwell Road
 London EC2A 4DU
 Tel +44(0)20 7566 6300

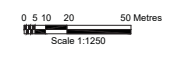
Client
ENFIELD Council

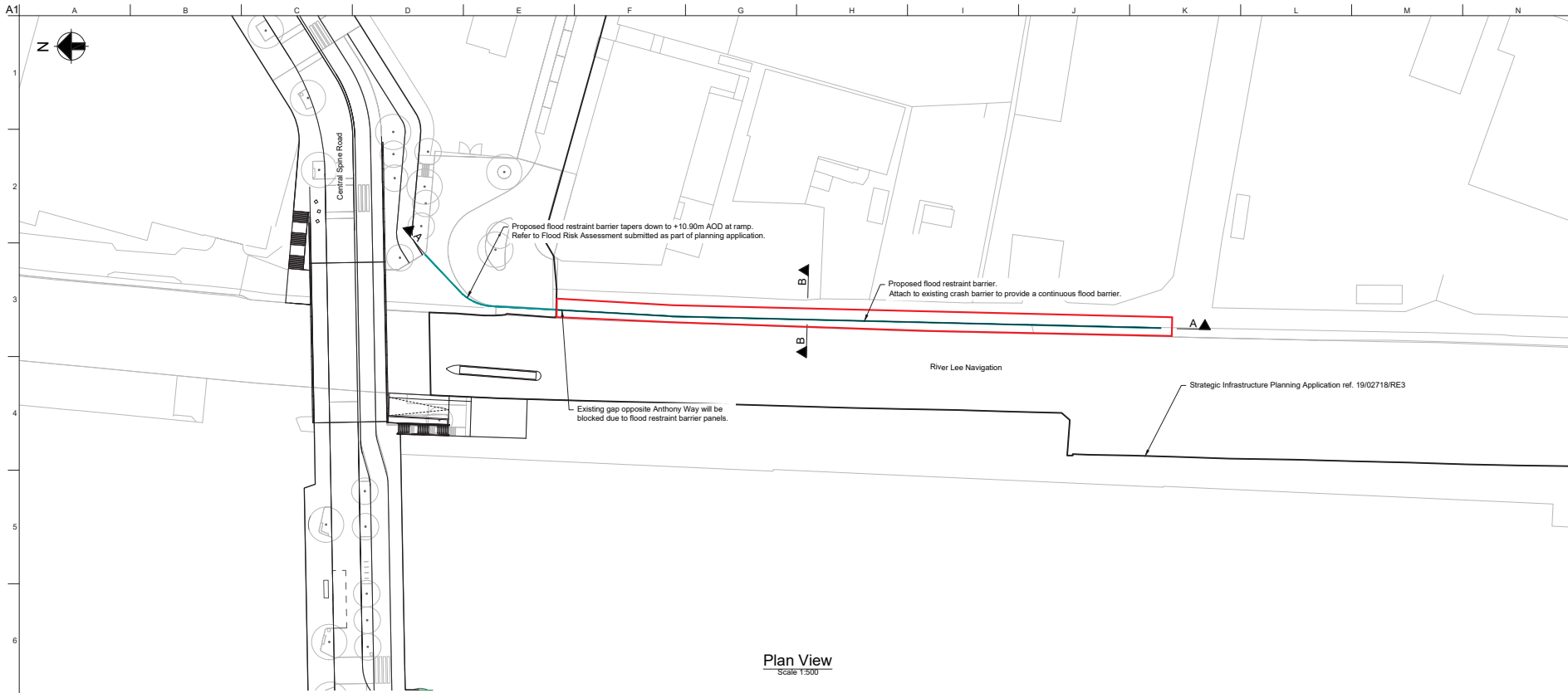
Project Title
Meridian Water Phase 2

Key Plan

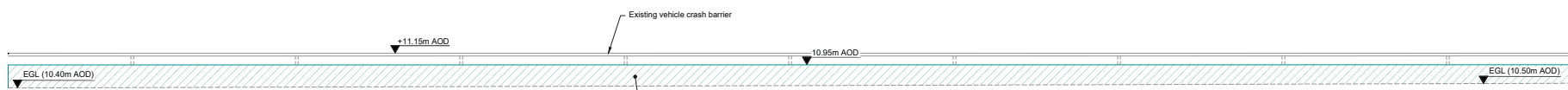
Drawing Title
**Red Line Plan
 Towpath Road**

Scale of A1: 1:1250
 Role: Civil Engineer - Utilities
 Suitability: S2 - Suitable for Information
 Arup Job No: **260637-00** Rev: **02**
 Name: **MWP2-ARP-XX-XX-SK-0001**

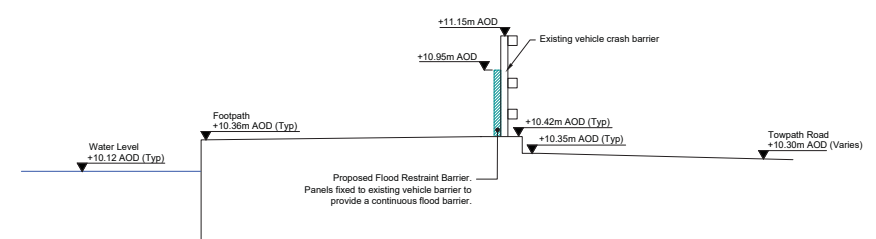




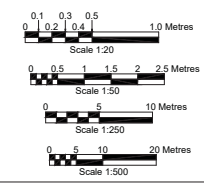
Plan View
Scale 1:500



Section A - Flood Mitigation Barrier
Scale H 1:250 V 1:50



Section B - Flood Mitigation Barrier
Scale 1:20



LEGEND
Red Line Boundary

Rev	Date	By	Chkd	Appd
01	08/01/20	TB	JN	JN

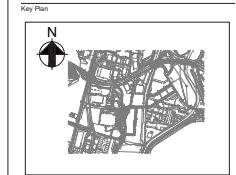
For Discussion

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100 Clerkenwell Road
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Client
ENFIELD Council

Project Title
Meridian Water Phase 2

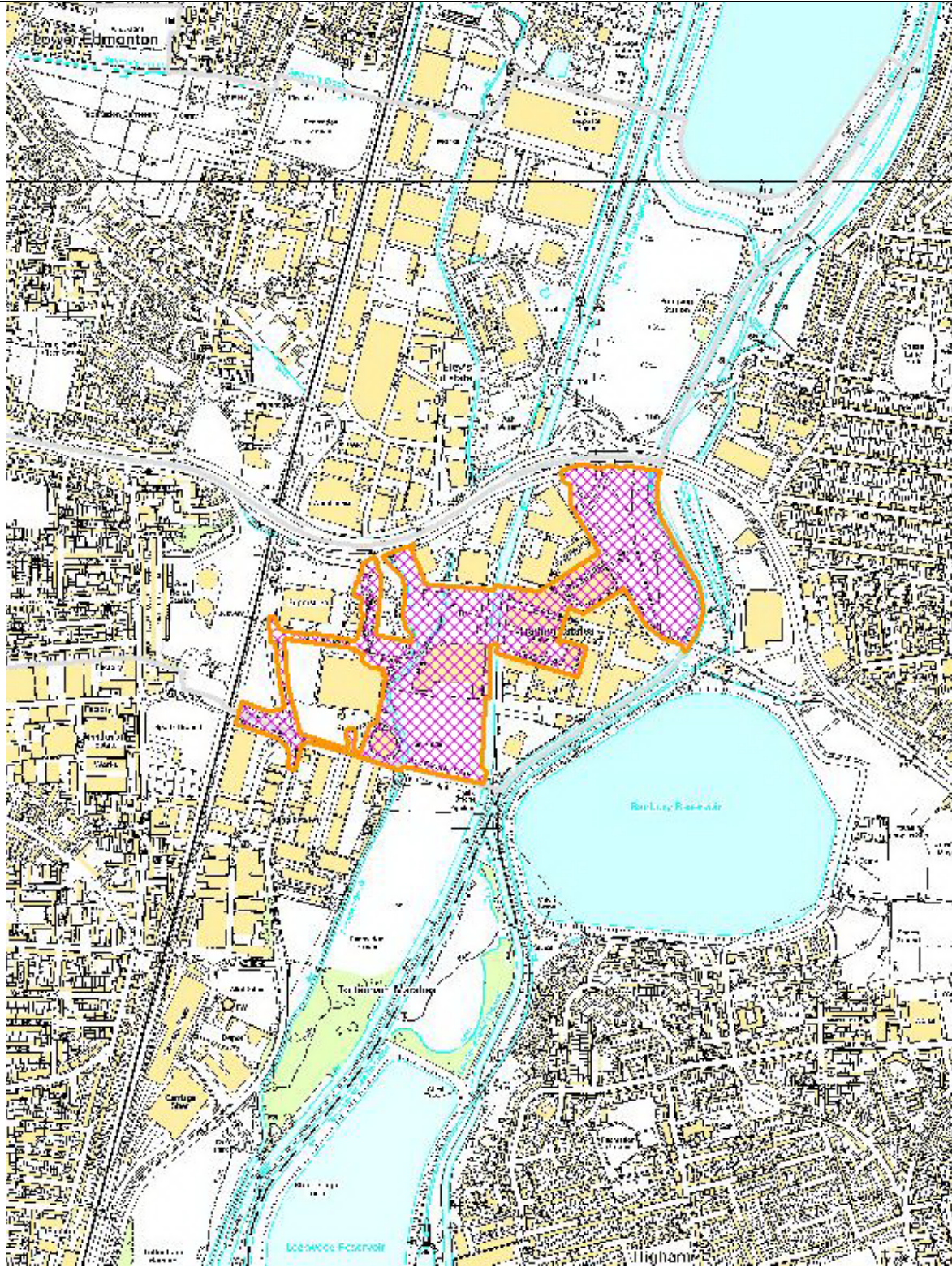


Drawing Title
Proposed Flood Mitigation Measures
Towpath Road
Plan & Section

Scale of A1 As Shown
Role Civil Engineer - Utilities
Suitability S2 - Suitable for Information
App. No. 260637-00
Name MWP2-ARP-XX-XX-SK-CF-00004

LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date: 24 March 2020
Report of: Head of Planning	Contact Officer: Andy Higham Sharon Davidson Claire Williams	Ward: Upper Edmonton
Application Number: 19/02717/RE3		Category: Major
LOCATION: Meridian Water - Orbital Business Park, Adjoining Land At Leaside Road, South Of Argon Road, and Land At Former Stonehill Industrial Estate, Anthony Way And Adjoining Land, Land East Of Harbet Road And Adjoining Glover Drive, London N18		
PROPOSAL: Full application for the redevelopment of the site to provide infrastructure works for the delivery of a mixed-use development comprising construction of an east-west link road between Glover Drive and Harbet Road (the Central Spine); alteration of access road between Argon Road and Glover Drive, construction of a link road between Leaside Road and the Central Spine, pedestrian and cycleway improvements to Glover Drive and Leaside Road, the construction of 4 no. bridges across the Pymmes and Salmon Brooks and River Lee Navigation; alteration to the Pymmes Brook channel, associated landscaping and formation of new public open space. Enabling works, comprising earthworks; remediation; flood conveyance channel, flood alleviation, outfall and new public open space works; utilities infrastructure; demolition of existing buildings, formation of new access's and associated works.		
Applicant Name & Address: Mr Peter George London Borough of Enfield Civic Centre Silver Street Enfield EN1 3XA		Agent Name & Address: Mr Nick Finney 13 Fitzroy Street London W1T 4BQ
RECOMMENDATION: That subject to referral of the application to the Greater London Authority and the update of the drawing schedule to reflect minor amendments agreed, the Head of Development Management/Planning Decisions Manager in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992 be authorised to GRANT planning permission subject to conditions		
Note for Members: The application has been brought to the Planning Committee because this is a major planning application and the applicant is the Council.		

Ref: 19/02717/RE3 LOCATION: Meridian Water, Orbital Business Park, Adjoining Land At Leaside Road, South Of Argon Road, and Land At Former Stonehill Industrial Estate, Anthony Way And Adjoining Land, , Land East Of Harbet Road And Adjoining Glover Drive, London N18,



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Scale 1:1250

North



1 Recommendation

- 1.1 That subject to referral of the application to the Greater London Authority and the update of the drawing schedule to reflect minor amendments agreed, the Head of Development Management/Planning Decisions Manager be authorised to GRANT planning permission subject to the following conditions:

Compliance with documents submitted for approval

- 1 The development hereby permitted shall be carried out in accordance with the approved plans and documents including plans(s) that may have been revised or may be amended necessary to support the further details Reserved Matters application(s) required by conditions of this permission, as set out in the attached schedule which forms part of this notice:

Drawing No	Drawing Title

Time Limit

- 2 The development to which this permission relates must be begun no later than the expiration of three years beginning with the date of the decision notice.

3 *Phasing*

Prior to the commencement of development a phasing plan of the proposed work sequence shall be submitted for approval. The works shall be carried out in accordance with the approved phasing plan

Landscape – compliance and implementation

- 4 Landscaping to be completed in accordance with soft landscape plans and planting schedule (drawing numbers to be inserted) within the first planting season following completion of the relevant phase of works in accordance with condition 3. Any planting which dies, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details

Construction Environmental Management Plan

- 5 Prior to the commencement of any development including operations consisting of site clearance, archaeological investigations, investigations for assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, and the temporary display of site notices or advertisements a detailed Construction Environmental Management Plan and Code of Construction Practice for

those works shall be submitted to and approved by the Local Planning Authority. These shall comply and align with the Draft Code of Construction Practice (MWSIW-2.5 June 2019). The plan will include detail on the following information with respect to contaminated land and ground conditions:

- i) relevant methods specified in CIRIA A Guide for Safe Working On Contaminated Sites (C132) when handling arisings, due to the potential for hydrocarbons, asbestos and other contaminants;
- ii) procedures and protocols to prevent or manage the exposure of construction workers, visitors to the construction area, and users of neighbouring areas to contaminated materials;
- iii) measures to limit dust generation during excavation, handling and storage of potentially contaminated materials;
- iv) boundary monitoring of dust, volatile organic compounds and asbestos fibres during excavation and soil handling at points of greatest sensitivity;
- v) appropriate procedures for handling and treatment of groundwater;
- vi) measures to protect workers from vapours and dermal contact if hydrocarbon contamination is excavated, for instance during piling;
- vii) measures required under the Control of Asbestos Regulations 2012 and associated code of practice;
- viii) measures to control potential odours from the hydrocarbon and gasworks contaminated soils and prevent nuisance for workers and off site residents; and
- ix) good practice operation and containment measures for storage of fuels or liquid chemicals to conform with government regulations and pollution prevention guidance (PPGs) issued by the EA.
- x) Measures required under EA Pollution Prevention Guidance on works in, near or over watercourses (PPG5) for works near Pymmes Brook.
- xi) specify the measures to be taken to ensure the protection of the structural stability, water quality and biodiversity of the River Lee Navigation, as well as protection of its users.

And with respect to biodiversity:

- xii) risk assessment of potentially damaging construction activities, identification of biodiversity protection zones, practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction, the location and timing of sensitive works to avoid harm to biodiversity features, identify the times during construction when specialist ecologists need to be present on site to oversee works, responsible persons and lines of communication, use of protective fences, exclusion barriers and warning signs.

The development shall be implemented in accordance with the approved Construction Environmental Management Plan and Code of Construction Practice.

- 6 Prior to the commencement of development a detailed Construction and Logistics Plan for that phase shall be submitted to and approved in writing by the Local Planning Authority, which considers the impact of the development on air quality and the surrounding transport network. These shall comply and align with the Outline Construction Logistics Plan (MWSIW- 7.2 June 2019) The plan shall include:
- i) A photographic condition survey of public carriageways, verges and footways in the vicinity of the site;
 - ii) Works programme;
 - iii) Trip generation associated with the construction project, swept path analysis and identification of any works needed to the public highway;
 - iv) Routeing – primary and secondary designated routes to show how vehicles will keep to main routes and comply with the London Lorry Control Scheme;
 - v) Delivery scheduling;
 - vi) Use of holding areas and vehicle call up;
 - vii) Permit schemes and access;
 - viii) Parking, loading and unloading arrangements;
 - ix) Traffic management;
 - x) Measures and training to reduce danger posed to cyclists by HGV's;
 - xi) Consideration of use of alternative modes of transport (water freight/rail);
 - xii) CLP management including contact details for the person responsible for ensuring compliance with the Plan during construction;
 - xiii) Provision of wheel cleaning facilities;
 - xiv) Details of any temporary construction access;
 - xv) A management plan setting out measures to control construction pressures on the Lee Valley Ramsar and site; and
 - xvi) A plan written in accordance with the Mayor of London's supplementary planning guidance 'The Control of Dust and Emissions During Construction and Demolition' detailing how dust and emissions will be managed during demolition and construction work.

The development shall be undertaken in accordance with the approved plan.

Control of hours of work on site and deliveries to site

- 7 No demolition, construction or maintenance activities audible at the boundary of any residential dwelling and no deliveries of construction and demolition materials shall be undertaken outside the hours of 07.00 to 18.00 Monday to Friday and 07.00 to 13.00 Saturday or at any time on Sundays and Bank or Public Holidays without the written approval of the Local Planning Authority, unless the works have been approved in advance under section 61 of the Control of Pollution Act 1974.

Green procurement plan

- 8 Development shall not commence until a Green Procurement Plan has been submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including by use of low impact, locally and/or

sustainably sourced, reused and recycled materials through compliance with the relevant CEEQUAL standard. The Plan must also include strategies to secure local procurement of materials. Wherever possible, this should include targets and a process for the implementation of this plan through the development process. The development shall be constructed and procurement plan implemented strictly in accordance with the Green Procurement Plan so approved.

Sample materials

- 9 That prior to relevant phase of works identified pursuant to condition 3 commencing on site sample materials and/or product specifications where not explicitly defined in document reference MWSIW_APP1_01A and 0052-PR-ZZ-ZZ-SP-L-0001 shall be submitted to and approved in writing by the LPA. Where sample materials are to be provided, these shall be made available on site for inspection, with the product specification submitted in writing. The works shall be completed in accordance with the approved details prior to the development being brought into use.

Access for existing occupiers

- 10 That access along Towpath Road shall not be severed until such time as the alternative access arrangements shown on drawing number MWP2-ARP-Z6-XX-DR-CH-70201 REV P03 have been completed and are available for use.

Enclosure of adjacent plots

- 11 That on completion of the relevant phase of works and before the development is brought into public use, the adjoining land plots shall be enclosed in accordance with drawing number 382 KCA P1 00 DR A 1005 P Rev 2

Archaeology

- 12 Prior to the commencement of development a Written Scheme of Investigation (WSI) shall be submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, which shall include:
 - i) the strategy for dealing with overlaps between phases;
 - ii) the statement of significance and research objectives;
 - iii) the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and
 - iv) the programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

Reason: To ensure the implementation of appropriate archaeological investigation, recording and publication in accordance with policy CP31 of the adopted Core Strategy 2011.

Hedge/shrub clearance outside bird nesting period

- 13 All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season

cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Eradication strategy for invasive species

- 14 Prior to the commencement of development details of an eradication strategy for invasive species shall be submitted to and approved in writing by the Local Planning Authority. Invasive species identified shall be treated in accordance with the approved eradication strategy.

Waste management plans

- 15 Prior to the commencement of development a detailed Site Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:
- i) Target benchmarks for resource efficiency set in accordance with best practice;
 - ii) Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste;
 - iii) Procedures for minimising hazardous waste;
 - iv) Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works);
 - v) Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups; and
 - vi) Evidence that no less than 85% by weight or by volume of non-hazardous construction and excavation waste generated by the development has been diverted from landfill.

The development shall be implemented in accordance with the approved plan.

Ikea access

- 16 That existing access to the IKEA northern car park shall not be altered until such time as the new points of access to the IKEA site shown on drawing number 382 KCA P1 00 DR A 1002 P, have been provided .
- 17 That prior to the construction of the new points of access to the IKEA site, including the new IKEA service yard access ramp, detailed drawings of the construction of the proposed works including junctions with the public highway, levels across the junctions and to adjacent thresholds and materials of construction shall be submitted to and approved in writing by the LPA. The accesses shall be constructed in accordance with the approved details prior to first use.
- . 18 That prior to the commencement of the Central Spine Road west of the Pymmes Brook and Glover Drive improvement works, details of the treatment, including landscaping, street furniture and surface treatments of the southern pedestrian and cycle route and associated landscape shall be submitted to and approved in writing by the LPA. The area shall be laid out in accordance with the approval details prior

to the new points of access to the IKEA car park covered by condition 17, being brought into use.

Flood Conveyance Channel

19 That works shall not commence on the construction of the flood conveyance channel identified on drawing number MWP2-ARP-XX-XX-DR-CF-80302 P05 until such time as detailed drawings of the interface of this channel with Harbet Road, including details of ramps/stairs and surface treatment at this interface and details of surface treatments and landscaping through the channel as a whole, have been submitted to and approved in writing by the LPA.

Gas Governor

20 That prior to the construction of the gas governor identified on drawing number 382-KCA-P1-01-DR-A-1105, details drawings of the design and external appearance of the building, including details of external materials, shall be submitted to and approved in writing by the LPA. The gas governor shall be constructed in accordance with the approved details prior to occupation of the development.

Shelter/kiosk in Brooks Park

21 That prior to the construction of the shelter/kiosk in Brooks Park, identified on drawing number 00520PR-ZZ-GF-DR-L-1102 Rev 08, details of the design and external appearance of the building, including details of external materials, shall be submitted to and approved in writing by the LPA. The shelter/kiosk shall be constructed in accordance with the approved details prior to occupation of the development.

SUDS

22 Prior to development within each phase identified pursuant to condition 3 being brought into use a Verification Report demonstrating that the approved drainage / SuDS measures have been fully implemented in accordance with the approved plans shall be submitted to and approved in writing by the Local Planning Authority.

Leeside Road works

23 That prior to works commencing on Leeside Road, details of the configuration and alignment of the cycle and pedestrian routes along this road, together with details of the location and construction details of all new planting, rain gardens and tree pits to Leeside Road shall be submitted to and approved in writing by the LPA. The works shall be undertaken in accordance with the approved details prior to the Leeside Link Road being available for use.

Tree Protection

24 Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan(s) (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details.

Flood Risk Assessment

- 25 The development shall be carried out in accordance with the submitted *Flood Risk Assessment* (updated document reference to be added), the earthworks and flood mitigation engineering plans (updated plan reference numbers to be added) and the following mitigation measures in detail, consisting of:
- The proposed new flood conveyance channel and culvert between the River Lee Navigation and the proposed flood storage area
 - The increased ground levels
 - The Salmons/ Pymmes Brooks naturalisation proposals
 - Pymmes Brook Wall additions
 - Towpath Road Flood Barrier

These mitigation measures shall be fully implemented prior to occupation and subsequently in accordance with the scheme's timing/ phasing arrangements. The measures detailed above shall be retained and maintained thereafter throughout the lifetime of the development.

Land affected by contamination

- 27 Prior to each phase of development approved by this planning permission no development shall commence until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority.

This strategy will include the following components:

1. A preliminary risk assessment which has identified:
 - all previous uses
 - potential contaminants associated with those uses
 - a conceptual model of the site indicating sources, pathways and receptors
 - potentially unacceptable risks arising from contamination at the site
 2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.
- Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Verification report

- 28 Prior to each phase of development being occupied or brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation, including verification reports for gas vapour and clean soil cover, shall be submitted to, and approved in writing by the

local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Long-term monitoring

29 The development hereby permitted shall not commence until a monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the local planning authority, has been submitted to, and approved in writing by, the local planning authority. Reports as specified in the approved plan, including details of any necessary contingency action arising from the monitoring, shall be submitted to, and approved in writing by, the local planning authority.

Previously unidentified contamination

30 If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

SuDs infiltration

31 No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Borehole decommissioning

32 A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of any part of the permitted development.

Piling

33 Piling, deep foundations and other intrusive groundworks using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Brooks Naturalisation

35 No development to alter the structure of the Pymmes or Salmons Brook shall take place until a scheme for the provision and management of compensatory habitat creation/ river restoration, including a suitable and sufficient methodology for protection of controlled waters, has been submitted to, and agreed in writing by the local planning authority (in consultation with the Environment Agency). Thereafter, the development shall be implemented in accordance with the approved scheme.

The scheme should include as a minimum;

- detailed structural design, including cross sections, long gradients, groundwater monitoring levels and elevations, and plan views of the proposed scheme.
- details of the proposed construction methodology, with particular reference to the protection of controlled waters.
- details of any proposed changes to the designs in light of simultaneous development within the riparian corridor.

Artificial lighting

36 There shall be no light spill from external artificial lighting into the watercourse or adjacent river corridor habitat. To achieve this the specification, location, and direction of external artificial lights should be such that the lighting levels within 8/5 metres of the top of bank of the watercourse are maintained at background levels. Background levels are taken to be a Lux level of 0-2.

Landscape management plan

37 No development shall take place until a landscape and ecological management plan, including long-term design objectives, management responsibilities and maintenance schedules for all public accessible landscaped areas, shall be submitted to, and approved in writing by, the local planning authority. The landscape and ecological management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements:

- details of maintenance regimes
- details of any new habitat created on site
- details of treatment of site boundaries and/or buffers around water bodies
- details of management responsibilities

External lighting

38 No external lighting related to the development hereby permitted shall be installed unless it is in accordance with details which have previously been submitted to and approved in writing by the LPA. Such details shall include location, height, type and direction of light sources and intensity of illumination. Any lighting that is so installed shall not thereafter be altered without the prior consent in writing of the LPA.

River Lee Navigation Bridge

39 Prior to the commencement of the River Lee Navigation Bridge, a survey of the condition of the River Lee Navigation waterway wall shall be undertaken, a schedule of repairs required and evidence that such works have been completed shall be submitted to and approved in writing by the LPA

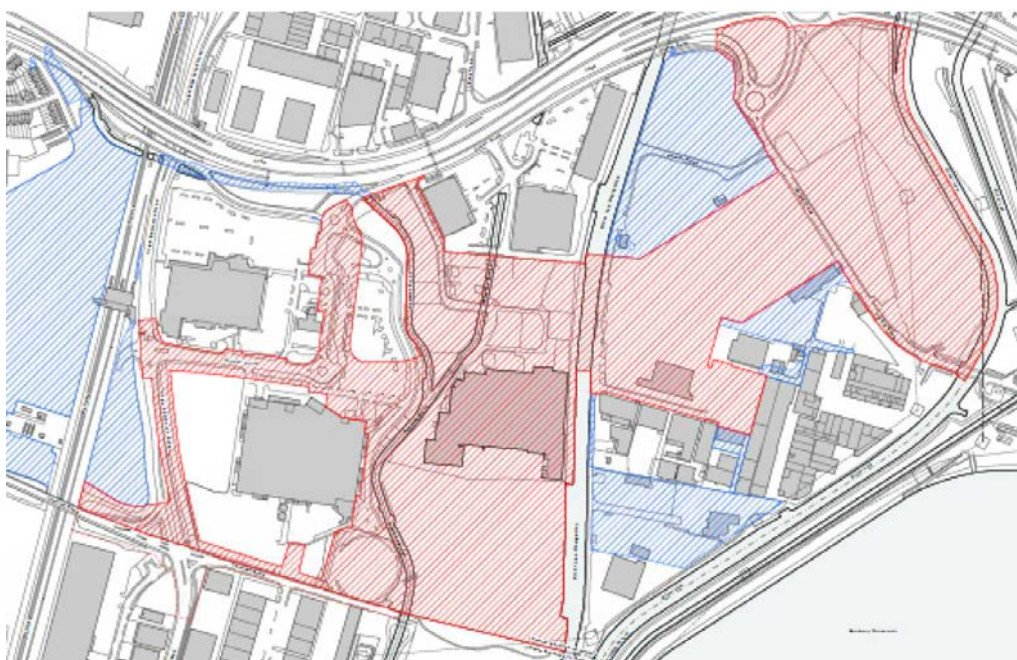
- 41 A risk assessment and method statement considering any potential impact of the construction of the River Lee Navigation Bridge on the River Lee Navigation and its infrastructure shall be submitted to and approved in writing by the LPA prior to the commencement of such works

2 Executive Summary

- 2.1 Meridian Water is the borough's largest residential led mixed use development and one of the largest brownfield development opportunities in Greater London. The Core Strategy (CS) and Edmonton Leaside Area Action Plan (ELAPP) identify a range of objectives for Meridian Water including the provision of 5000 new homes, 1500 new jobs, improvements to public transport provision, restoring and opening up access to the Lee Valley Regional Park and waterfront.
- 2.2 The Council has invested significant resources in land assembly, remediation and the provision of new infrastructure. Outline planning permission has already been granted for 725 homes on the former gas holder site off Willoughby Lane, to the west of Meridian Way and the railway line, known as Meridian One. This permission included the provision of the new Station which is now completed and operational.
- 2.3 The Council has also now secured funding of £156m through the Housing Investment Fund to support the provision of further new infrastructure in Meridian Water which in turn will support the delivery of new housing and commercial space. This application is the first of three related applications on this agenda. It proposes the new infrastructure, including a new east west route, remediation works and earthworks, a strategic framework for flood alleviation, landscaping and new green infrastructure. This infrastructure is integral to the delivery of new homes and jobs on the site and hence the associated outline application for the provision of up to 2300 new homes, new commercial and retail floor space and a three form entry primary school.
- 2.4 The application is recommended for approval because:
- i) It delivers the key infrastructure necessary to support much needed housing on the site;
 - ii) It provides the necessary infrastructure identified in policy to deliver east-west connectivity across the site, to enable active travel opportunities for future residents and improved connectivity for the existing community to access the Lee Valley Regional Park.
 - iii) It delivers new open spaces at an early stage to support the new residential community that will be established on the site
 - iv) Having regard to climate change it proposes a comprehensive strategy to address flood risk, enhances the biodiversity value of the site and improves connectivity and opportunities for active travel thus reducing reliance on the motor vehicle.

3 Site and Surroundings

- 3.1 The application site is approximately 30.4ha in extent and comprises predominantly non-designated industrial land along with lengths of existing highway: Meridian Way, Leaside Road, Glover Drive, Silvermere Drive, Harbet Road and undeveloped land to the east, between Harbet Road and the River Lea, some of which has been used for car parking to support former industrial uses, but has in the recent past been the subject of fly tipping. Most of the land east of the River Lea Navigation, is designated as Strategic Industrial Land (SIL) and is now predominantly open ground where buildings have been demolished. The site includes the Orbital Business Park to the west of the Navigation, a range of large industrial sheds formerly occupied by British Oxygen Company. These are now owned by LBE and currently used for a variety of storage uses, but also include a martial arts gymnasium and the meanwhile events space known as 'The Drumsheds' together with the field to the south, used for the recent Field Day event.

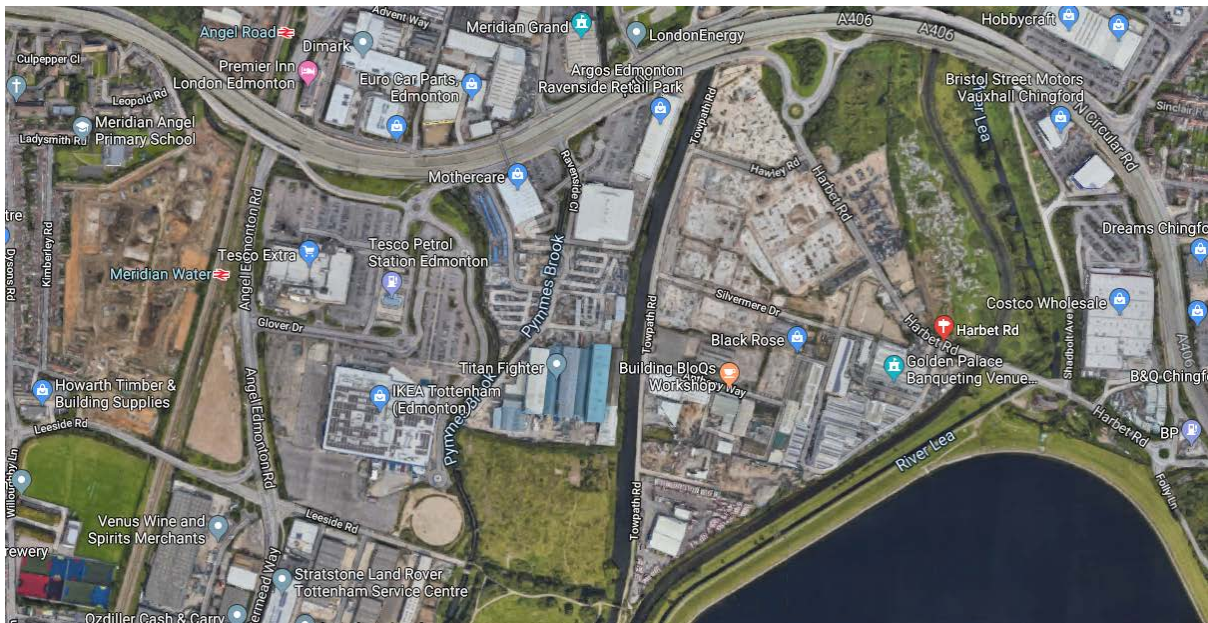


Application site

- 3.2 The site is traversed by three waterways:
- The Pymmes and Salmons Brooks run north-south through the western part of the site;
 - The River Lee Navigation runs north-south through the centre; and
 - The River Lea Overflow Channel runs along the eastern boundary of the site.
- 3.3 The north, north-eastern and southern parts of the site are located within groundwater Source Protection Zone (SPZ) 1 associated with the nearby active potable groundwater abstractions from the Chalk. The remainder of the site is within a SPZ 2.
- 3.4 The site is located within a borough-wide Air Quality Management Area (AQMA) and the Lea Valley East and West Bank Archaeological Priority Areas. Parts of the site

are located in Flood Zones 2 and 3, meaning it includes areas of medium to high risk of flooding.

- 3.5 The land to the east of Harbet Road is designated as Green Belt and forms part of the Lee Valley Regional Park, although it is neither actively managed nor publicly accessible and has been subject to extensive fly tipping.
- 3.6 To the north the site is bounded by Ravenside Retail Park, the North Circular Road – A406 and beyond this industrial land, including the Edmonton Eco -Park. To the east the site adjoins the River Lea channels and beyond a wholesale warehouse, car showroom and storage facility within the London Borough of Waltham Forest (LBWF). To the west is land occupied by Tesco's and Ikea. Beyond is the West Anglia Mainline Railway and new Meridian Water railway station.



Aerial phot showing surrounding land uses.

- 3.7 The site adjoins the Borough boundary with the London Borough of Haringey (LBH) to the south. Indeed, Leaside Road, is an adopted highway within LBH. It provides access to Mowlem Trading Estate and National Grid Tottenham Substation land, within designated Strategic Industrial Land, within LBH. This road also provides pedestrian and cycle access across Pymmes Brook to Tottenham Marshes in the Lee Valley Regional Park
- 3.8 The nearest existing residential properties are approximately 260m to the east of the site, beyond the River Lea Overflow Channel and within the LBWF or 290m to the west, beyond the West Anglia Mainline in Willoughby Lane and Kimberley Road within LBE.

4 Proposal

- 4.1 This application deals with the Strategic Infrastructure Works necessary to enable Phase 2 of the Meridian Water development to proceed and later phases of the Meridian Water development to be realised. The infrastructure works seek to remediate the site, introduce parks to provide flood attenuation, provide flood defence

measures and create new roads and utilities networks. The works comprise the following elements:

- **Central Spine Road** – a tree-lined east-west boulevard connecting to Glover Drive and the new Meridian Water Station in the west, crossing Pymmes and Salmons Brook and the River Lee Navigation to Harbet Road to the east.
- **Leeside Link Road** – a link road providing access for cars, pedestrians and cyclists from Leeside Road through to the Central Spine Road;
- **Bridges (x4)** – erection of bridges and associated works to enable the Central Spine Road and Leeside Link Road to span the Pymmes and Salmons Brook and River Lee Navigation (B1 River Lee Navigation Bridge, B2 Pymmes Brook Bridge, B4 Salmons Brook and B5 Pymmes Brook South Bridge);
- **Brooks Park and River Naturalisation** – naturalising the channelised Pymmes Brook to introduce an ecological river landscape, as well as providing riverside parkland;
- **Edmonton Marshes and Flood Alleviation Works** – re-levelling and remediation of land to the east of Harbet Road, providing comprehensive flood alleviation works and a new public open space within the Lee Valley Regional Park;
- **Access Works** – third party access works to provide new and altered accesses to the IKEA store, north-south link between Argon Road and Glover Drive, the creation of a link between the Central Spine Road and Anthony Way and other improvements to maintain access, along with other ancillary highway works to Glover Drive, Leeside Road and Meridian Way.
- **Earthworks, Remediation, Utilities and other ancillary works** – earthworks, retaining structures and remediation within Development Zones 4 and 5, installation of main utility networks and ancillary works including the demolition of existing building and structures

Environmental Statement

- 4.2 The application is supported by an Environmental Statement (ES). Effects have been assessed during the construction phase and operation phase. The ES considers the environmental impact of both this full planning application and the associated outline planning application for up to 2,300 residential units, Purpose Built Student Accommodation and/or Large-Scale Purpose-Built Shared Living; a hotel, commercial development (Class B1a,b,c); retail (Class A1 and/or A2 and/or A3 and/or A4), social infrastructure (Class D1 and/or D2), a primary school up to three forms of entry, hard and soft landscaping, new public open spaces including equipped areas for play, sustainable drainage systems, car parking provision, and formation of new pedestrian and vehicular access as applied for under application

reference 19/02718/RE3 and described in full under 'Relevant Planning History' below.

- 4.3 The Environmental Statement considers the likely significant effects of the whole proposed development in the context of other local developments likely to come forward, as well as the cumulative effects that may result from the proposed development and these other developments
- 4.4 The topics addressed in the ES are:
- Air Quality
 - Climate change (greenhouse gas assessment)
 - Daylight sunlight and shadow
 - Ecology and biodiversity
 - Environmental Wind
 - Ground conditions and contaminated land
 - Health
 - Historic environment
 - Noise and vibration
 - Socio-economic
 - Townscape and visual impact
 - Transport and access
 - Water resources and flood risk
- 4.5 The Environmental Impact Regulations require the applicant to set out in the ES an outline of the main alternatives to the proposed development considered by them, indicating the main reasons for the choice made, taking into account the environmental effects. The regulations do not require the applicant to undertake a sequential assessment of alternative sites but rather an assessment of the outline of main alternatives and an indication of main reasons for not pursuing them. The Central Spine Road's locational parameters are reflected in the now adopted Edmonton Leaside Area Action Plan (ELAAP), which now identifies a corridor within which the route and its detailed design should sit. Optioneering on the final design has been undertaken within this corridor. The applicant has confirmed that the environmental impacts of the alternatives did not vary significantly with the exception of the proposed Pymmes Brook Naturalisation. The applicant considered here 4 options of which the Environment Agency were only supportive of two. The option proposed within this application has been chosen on the basis of proportionality – offering less of a reduction of recreational space and space for storm attenuation, is more viable in requiring less engineering work and the contamination risks associated with it.
- 4.6 The ES discusses the impacts the project will have on climate in accordance with the EIA Regulations. It highlights the potential climate hazards and details the adaption measures which have been embedded within the design of the project. The ES also confirms that climate change projections have been embedded into the future baseline of the technical assessments which is in accordance with best practise.
- 4.7 Officers are satisfied with the assessment and conclusions provided.
- 4.8 All of the environmental information contained within the ES, including proposed mitigation measures (where relevant) has been taken into consideration. The additional information and revisions during the course of the application are all considered to be minor in nature and do not alter the conclusion that the proposal's environmental impact, subject to mitigations, is acceptable.

5 Relevant Planning History

5.1 Meridian Water Phase 1

16/01197/RE3 Granted subject to S106 Agreement and conditions

Development of Phase 1 of Meridian Water comprising up to 725 residential units, new station building, platforms and associated interchange and drop-off facilities including a pedestrian link across the railway, a maximum of 950 sqm retail (A1/A2/A3), floorspace, a maximum of 600 sqm of community (D1) floorspace, a maximum of 750 sqm of leisure (D2) floorspace, associated site infrastructure works including ground and remediation works, roads, cycle-ways and footpaths, utility works above and below ground, surface water drainage works, energy centre and associated plant, public open space and childrens play areas, and various temporary meantime uses without structures (landscaping and open space). OUTLINE APPLICATION - ACCESS ONLY. An Environmental Statement, including a non-technical summary, also accompanies the planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended by the 2015 Regulations).

The station consented through this permission is now complete. No works have yet commenced on the residential element of the permission.

5.2 Meanwhile Sites

19/02749/FUL- Meridian Works (Drumsheds) – Under consideration

Change of use of buildings (units 4, 5, 6, 9 and 9a) and adjacent land to an events and entertainment space ('The Drumsheds') for a temporary period of five years.

19/03044/RE4 - 2 Anthony Way Granted with conditions

Refurbishment and alterations to a former vehicle testing building to provide light industrial workshop space and ancillary accommodation, including new cafe, erection of a new light industrial workshop building and link volume, roof canopy, with associated service yard, parking, storage area, and landscaping.

Not yet commenced.

19/03151/FUL – 1 Hawley Road Granted with conditions

Relocation of the existing transport yard at the Edmonton EcoPark for a period of 15 years involving construction of maintenance workshop, offices, vehicle refuelling and wash-down areas, an electricity kiosk, external lighting and CCTV together with replacement perimeter fencing, junction improvements, site drainage system and associated vehicle parking and cycle storage.

Not yet commenced.

5.3 Meridian Water Phase 2

19/02718/RE3 – Also reported on this agenda

Development of Phase 2 of Meridian Water comprising up to 2,300 residential units (Class C3), Purpose Built Student Accommodation and/or Large-Scale Purpose-Built Shared Living (Up to 18,000 sq m - Sui Generis); a hotel (Up to 16,000 sq m - Class C1), commercial development (Up to 26,500 sq m - Class B1a,b,c); retail (Up to 2,000 sq m - Class A1 and/or A2 and/or A3 and/or A4), social infrastructure (Up to 5,500 sq m - Class D1 and/or D2), a primary school up to three forms of entry, hard and soft landscaping, new public open spaces including equipped areas for play, sustainable drainage systems, car parking provision, and formation of new pedestrian and vehicular access (Outline- all matters reserved).

5.4 Ikea West Car Park

20/00111/RE4 - Also reported on this agenda

Relocation of 393 parking spaces from the existing northern car park and store front to the existing hard standing areas to the west and south of the store together with hard and soft landscaping and associated works.

5.5 Land Opposite 1A and 1 B Towpath Road

20/00112/RE4 - Also reported on this agenda

Installation of a low level flood restraint barrier adjacent to Towpath Road

6 Consultation

6.1 Pre-app consultation

6.1.1 In preparing this planning application significant pre-application engagement was undertaken by the applicant, including with local business and the residential community, statutory and non-statutory consultees and the officers. Community consultation exercises were undertaken in April and May 2019. The proposals, together with those proposed under phase 2 outline planning application, also under consideration, were also taken through a series of Design Review Panels and the proposals have been developed to respond to the feedback received.

6.2 Public Response

6.2.1 Letters have been sent to 859 properties adjoining and surrounding the site. In addition, the application has been advertised in the local press and 10 notices have been posted around the site.

6.2.2 Two neighbour responses have been received.

6.2.3 Costco Wholesale, within the London Borough of Waltham Forest and located to the east of the site, ask that the construction traffic management plan discourages the use of Harbet Road by construction vehicles for any lengthy phases of the project and in particular deters construction activity on Harbet Road between Shadbolt Avenue and the A406 North Circular Road, in the interests of directing construction traffic to the most suitable routes and away from the Folly Lane roundabout.

Officer response. A condition is recommended requiring the submission of a construction traffic management plan to be submitted prior to the commencement of works and this will be taken into consideration in managing the traffic impacts of the construction works.

6.2.4 IKEA originally submitted a holding objection outlining the following principal concerns in relation to this application:

- Impact on Ikea's Operations – The proposed works will sever IKEA's northern car park from the store, making it redundant and unusable. Similarly the proposals involve land at the front of the store, which is included in the red line, which has the prospect of adversely affecting the pedestrian and vehicular circulation to this area.
- Design and Parameter Plans – these are not consistent with the submitted illustrative plans.
- Flood Risk Modelling – The flood risk modelling submitted is insufficient to draw firm conclusions on the impact on IKEA's site and operation.
- Transport/Highway Modelling – the Transport Assessment does not contain the models used to assess the junction capacities in the local highway network

6.2.5 Since then discussions have been on going with the applicant team. In response in each point:

- IKEA have acknowledged that a separate planning application has been submitted for the provision of replacement car parking on land to the south and west of their store. They would expect a planning condition to be imposed on this permission to require the delivery of this replacement car parking.
- The design inconsistencies they confirm have been resolved.
- IKEA maintain their objection on flood risk on the grounds that it is inappropriate to permit development that increases the risk of flooding elsewhere and they are unclear whether the mitigation proposed within this application is agreeable to the Environment Agency or Enfield as Lead Local Flood Authority. They are also unclear as to how resilient the flood mitigation will be.
- They consider the strategic traffic modelling required to understand the impact of this development on IKEA's operations remains outstanding and consequently it is unclear how the proposals can be accommodated on the highway network without causing unacceptable highway conditions

Officer response;

- *This planning application includes the creation of new points of vehicle accesses to facilitate the use of existing land to the south and west of the Ikea store for car parking to compensate for the loss of car parking within the Ikea northern car park. In addition, a further application has been submitted for the engineering works necessary to facilitate customer parking on the land to the south and west of the store (20/00111/RE4). A condition is recommended requiring that the existing*

northern car park access should not be altered until such time as the new access points to the IKEA land to the south and west of the store are in place

- *Flood Risk Modelling – A series of mitigation measures have been developed to ensure that the proposed works create no increased risk of flooding elsewhere. The proposal to raise the existing levels of the Pymmes Brook’s west bank by approximately 200mm will ensure no increased risk of flooding. The June 2019 Flood Risk Assessment is supported by the EA. Subsequently the flood model has been refined following further detailed design work and the receipt of more accurate site survey information. This update is currently being reviewed by the EA but as a minimum the measures contained in the 2019 FRA could be delivered*
- *Transport/Highway Modelling – The Edmonton Leaside AAP (ELAAP) adopted in January 2020 sets out how, with sustainable mitigations including a spine road and active and sustainable travel improvements, there is capacity for at least 5,000 homes in the area. The ELAAP was supported by transport modelling and was subject to examination by a planning inspector. Alongside this, the Transport Assessment submitted with this application includes a combined assessment and so considers the impact of the Phase 2 development and associated vehicle movements. Therefore officer’s view and that of the regional transport authority (TfL) is that there is sufficient information to assess the highway network impacts of the proposed development, including in relation to existing land uses.*

6.3 External Consultees

Greater London Authority

- 6.3.1 The GLA recognise that the SIW enable the redevelopment of brownfield land identified for major redevelopment within the local development plan and within the Upper Lea Valley Opportunity Area in line with the master plan proposals in place for the site. However, they note that the Stonehill Industrial Estate, where part of the proposed spine road, access roads and flood conveyance channel is proposed, is designated as SIL. They have asked the applicant to demonstrate that these infrastructure works could facilitate a wholly industrial, or mixed residential and industrial development, to ensure that future development options are not prejudiced. Subject to this, the principle of the proposed infrastructure works are in line with London Plan policy and support strategic growth aspirations for the site.
- 6.3.2 They note that the proposed infrastructure works include the creation of flood alleviation storage within the LVRP which is designated Metropolitan Green Belt Land. The proposed works would see an enhancement in the visual amenity, biodiversity and recreational value of the land, through the removal of existing hard standing and landscaping works to provide a new publicly accessible park. The proposals will restore the verdant character and openness of the Green Belt land with clear demarcation of Green Belt and the urban area established by Harbet Road. Accordingly, the development is appropriate development within Green Belt and is supported.
- 6.3.3 Edmonton Bus Garage is currently located to the east of the Lee Navigation. Vehicular access via Towpath Road will be severed by the addition of the central spine road. The continued safe and efficient operation of this transport facility must be safeguarded as up to 200 buses currently operate from the site. Proposals and phasing of the diverted road to mitigate the loss of the current bus garage access are welcomed and the GLA advise that these must be secured by conditions and/or S106 obligations as necessary in accordance with draft New London Plan policy T3.

- 6.3.4 The general approach to flood risk management and drainage is generally supported. However, there were elements of the proposal that do not fully comply with current and draft policy and the applicant was asked to provide further information to address the matters raised. This matter has since been addressed and the GLA are satisfied with the surface water drainage strategy.
- 6.3.5 The provision of public open space, diversity of vegetation, proposed green connections and the multifunctionality of the proposed green infrastructure is strongly supported.
- 6.3.6 The GLA have provided a more detailed and comprehensive response to the wider proposals for Phase 2. This response is set out in the report under 19/02718/RE3 also included on this agenda.

Officer response:

- 1. *The applicant has confirmed that the Central Spine Road and Flood Conveyance Channel have been developed having regard to wider land use considerations. They have been spaced to allow secondary road network access and plot definition suitable for industrial use given the existing SIL designation. This will allow more efficient plot development than the existing road network provides for. The site has equally been tested for mixed use residential development and access roads spaced accordingly.*
- 2. *A condition is recommended to ensure that the existing access to Edmonton Bus Garage is not severed until such time as the alternative access arrangements proposed within this application are in place.*

Environment Agency

- 6.3.7 The Environment Agency have confirmed they have no objection to the June 2019 Flood Risk Assessment and are satisfied that this demonstrates that there will be no increased flood risk as a result of the works. Subsequently the flood modelling work has been refined following further detailed design work and more accurate site survey information. The EA are in the process of reviewing the updated modelling information but this is not yet completed given their resourcing constraints.
- 6.3.8 The EA have confirmed that subject to conditions they are satisfied with the approach to remediation and that they are supportive of the plans to naturalise a stretch of Pymmes Brook.

Officer response: An update on the EA's position in the updated flood modelling will be provided at the meeting. All conditions recommended by the Environment Agency are included in the above recommendation.

Canals and River Trust

- 6.3.9 The main issues relevant to the Trust are;
 - a) The impact of the proposed River lee Navigation Bridge on the canal environment and its users

- b) The impact of the proposed bridge on the structural integrity of the waterway and its infrastructure
- c) The impact of the proposed flood conveyance channel on waterway infrastructure

Impact on the canal environment and its users

- 6.3.10 The Trust have been engaged in a number of rounds of pre-application discussions. They have indicated through this that their preference would be for a narrower bridge with a single vehicular carriageway accommodating bus movements in both directions, controlled by signals, to reduce impact on the canal. However, they advise that if it accepted that the level of bus traffic warrants the proposed two way carriageway, then they have no objection to the design proposed. They welcome the effort that has gone in to elevating the design beyond a standard highway bridge, the generous towpath space that will be provided and the clearance above the towpath and water. They expect this to be carried through into the delivery stage.
- 6.3.11 They have discussed the safety implications of the steps down to the towpath on the north side of the proposed bridge and the risk of collisions between cyclists and pedestrians and the risk of people entering the canal. They are pleased to see that tactile paving will be employed at the bottom of the steps. However, they consider more may be needed to manage risks, including railings along the waters edge. They suggest this could be address by a condition requiring further landscaping details.
- 6.3.12 The application documents show surfacing is proposed as 'in situ concrete with exposed aggregate to tow path', but it is not clear if that is to include the towpath surface itself under the bridge. They suggest this should be a more sympathetic, hard wearing surface rather than concrete, but have no issue in this high-use area to draw attention to a change in activity levels. They advise this can be dealt with by condition.
- 6.3.13 The Trust have confirmed they will want to see further details of the lighting proposed under the bridge and a Lux plan showing the light levels falling on the waterspace. Whilst welcoming the lighting in principle, consideration needs to be given to the biodiversity impact. They request further lighting details are secured by condition in order to avoid adverse impact on bat foraging opportunities.
- 6.3.14 When constructed, the bridge will allow access to areas of land on the offside of the canal that are currently not available to the public and are afforded little passive surveillance. Until the adjacent plots are brought forward, an appropriate means of managing access to this space should be put in place to minimise the risks of anti-social behaviour. The Trust have asked to be consulted on such plans.

Impact on the structural integrity of the waterway and its infrastructure

- 6.3.15 In order to ensure that the development does not result in land instability adversely affecting the Lee Navigation and its infrastructure, the applicant will need to undertake an underwater survey of the river walls prior to works commencing to determine whether they need to be replaced or repaired. Where works are required, evidence should be submitted to show that it has been completed. They recommend a condition to address this.
- 6.3.16 The Trust will want to see the piling works design and detailed risk assessment and method statement identifying how the canal will be protected during the bridge construction works, as this may also impact on the structural integrity and stability of the canal infrastructure. They recommend a condition to address this.

Impact of the proposed flood relief channel

- 6.3.17 The Trust requires more detailed information about how the flood conveyance channel will interact with the River Lee Navigation. The applicant provided further explanation that no works are proposed to the towpath and that it will operate as a weir at its existing level. This solution relies on the preservation of access and suitable maintenance on the Trusts land and their consent would be need for this to occur. This is intended to be addressed in the commercial agreement being developed to enable the construction of the River Lee Navigation Bridge.

Officer response – Conditions are recommended in accordance with Canals and River Trust advice, to address all the matters that they have requested be covered by conditions. In addition, a condition is recommended requiring details of enclosure of the plots either side of the road and bridge infrastructure proposed as part of this application until such time as development plots come forward

Historic England

- 6.3.18 No comments on this application

Greater London Archaeological Advice Service (GLAAS)

- 6.3.19 GLAAS have advised that the application site lies in an area of archaeological interest. Overall they are pleased at the thoroughness of the assessment submitted with the application. However, they requested additional information in order to formulate an appropriate response in regards to the need for further archaeological work.:

- 6.3.21 Discussions between the applicant and officers at GLAAS have been on going and the following has been agreed:

1. Continuing to geoarchaeologically monitor the ongoing contaminated land ground investigation boreholes and test pits. The results of this monitoring will feed into a resultant updated archaeological deposit model, which will include reference to the known depth of the early medieval Crannog remains located under the present day IKEA site. The current programme suggests the updated deposit model should be available in the first quarter of 2020.
2. An overarching Written Scheme of Investigation (WSI) will be provided, which will outline the agreed approach to archaeological evaluation at the Meridian Water site. The purpose of this WSI will be to set out the archaeological approach as agreed with GLAAS to enable :
 - a. further understanding of the below-ground conditions at the site with a particular focus on the existing hydrological conditions at the site;
 - b. further evaluation of the potential for encountering below-ground archaeology within the site and the potential extent or survival of any identified archaeological deposits, with attention to the survival of any deposits which may be associated with the early medieval Crannog; and
 - c. contributing further towards making an assessment of the potential significance of any surviving archaeological deposits.

As the design of the Phase 2 site progresses from outline planning to detailed design, the results of the archaeological evaluation works (as managed through the overarching WSI) will feed into an assessment of the effects of the development on the archaeology of the site and allow for the consideration of any opportunities to

3. Avoid or minimise potential effects through changes to the design during the detailed design stages.

4. As requested, the applicant team has reviewed the 2008 AOC post excavation report regarding the archaeological investigation of the Crannog site and also the latest guidance regarding archaeology and both piling and contaminated land. These will all be incorporated into the ongoing approach to archaeology at the Meridian Water site.

6.3.22 GLAAS have indicated that they are happy with the suggested approach. A condition is recommended to cover the requirement for a WSI.

Lee Valley Regional Park Authority (LVRPA)

6.3.23 The Authority welcomes this application and supports the creation of Edmonton Marshes within the Regional Park. Reassurances are sought that:

- (a) the Lee Valley Biodiversity Action Plan will be taken into account in the detailed design and the choice and creation of habitats within Edmonton Marshes;
- (b) options to improve access connections between Edmonton Marshes and land within the Park to the north of the North Circular, are included at this stage as part of the Design & Access Statement even if delivery forms part of a later phase of development; and
- (c) the Authority is involved in further detailed planning and delivery of the proposed link between the southern end of Brooks Park and Tottenham Marshes to ensure an appropriate and attractive treatment of the access between the two areas; and

6.3.24 The Authority have indicated that they would wish to be involved with and consulted on:

- (a) any bespoke lighting solution for the River Lee Navigation and River Lee Navigation Bridge to ensure the design and use of lighting takes account of the need to mitigate impacts on habitats, protected species and the foraging and commuting routes used by wildlife, in particular along the Lee Navigation corridor;
- (b) details for the provision of access along the waterways within the Park, particularly where this is on both sides of the watercourse;
- (c) provision for Water Voles and Otter along the waterways within the development site, for example development of protected otter holts, consideration to Otter movement given during the construction of any new river crossings and linking marginal vegetation for Water Voles. Further discussion between the Authority and the Council would be welcome on these matters;
- (d) clarification is also sought as to the management of the waterways within the new park Edmonton Marshes and the wider Meridian Water development so as to ensure water quality is maintained and enhanced;
- (e) further detail on the Lee Navigation bridge design and use of materials particularly in terms of the relationship to the canal and waterway heritage;

Officer response:

The applicant has confirmed that the design for Edmonton Marshes the choice and creation of habitats has taken account of both the findings of the Environmental Impact Assessment and ecology surveys. As part of the ecology assessment for the site, the Lee Valley Biodiversity Action Plan has been considered and accounted for.

The Design and Access Statement (DAS) does illustrate the Future Anticipated Lee Valley Connection to the north of the North Circular. This connection does not form part of this application but is envisaged to form part of a later phase of development. The DAS also details how the works proposed in this application seek to connect the LVRP by stitching together the current north-south gap by creating green infrastructure along the waterways and enhancing the quality of the Park at Edmonton Marshes, as well as introducing new bridges and opening up connectivity

The applicant is keen to engage with the LVRPA to ensure connections from Brooks Park are delivered and successfully integrated with the LVRP.

The LVRPA will be consulted when details of lighting are submitted pursuant to the condition recommended.

The application provides for improved access along Pymmes and Salmons Brook for mammals through a range of naturalisation measures.

Waterways are not proposed within Edmonton Marshes. There will be a SuDs channel and flood attenuation basins which flow out to the River Lee Overflow Channel. The tree pits, permeable paving and attenuation provide treatment as well as the park, which functions as a bioretention system.

The detailed bridge design is included in the application.

Natural England

- 6.3.25 No objection. Natural England considers that the proposed development will not have significant adverse impacts on designated sites.

National Grid

- 6.3.26 No objection providing access to the overhead lines is not be obstructed. An informative setting out National Grids requirement for access will be attached to the decision notice.

Met Police

- 6.3.27 The Met Police following the consultation on the application raised objections on the grounds that whilst they had no objection in principle to the infrastructure works, they sought in the context of this application further information on landscaping, including street furniture, boundary treatment and lighting. The applicant team met with the Secure by Design Officer on 23rd October 2019 and explained the proposals for landscaping, street furniture boundary treatments and lighting. Further contact has since been made by officers with the Secure by Design Officer since this meeting to establish if he considers his concerns have been addressed. No response has been received.

Thames Water

- 6.3.28 Thames Water in their capacity as statutory undertaker responsible for drainage and water raise no objection in the context of waste water network, sewerage treatment

works or surface water infrastructure capacity. They note that there are public sewers crossing or close to the site and advise that the applicant should read their guidance on working near or diverting pipes. They also note that the proposed development is located within 15m of a strategic water main. They therefore request the imposition of condition requiring the submission of a piling method statement.

Officer response: The condition required by Thames Water is included within the recommendation above. An informative will be attached to the decision notice covering all other guidance that Thames Water have indicated the applicant needs to have regard to.

6.3.29 Thames Water in their capacity as property owner of land included within the application site object to the application. Thames Water's position is that their land included within the application site is retained operational land. Until such time that Thames Water can confirm the land is surplus to current/future operational needs, they will maintain an objection to the planning application.

Officer response: The application includes a number of parcels of land that are not within the ownership of the applicant (the Council). An applicant does not need to own all the land covered by a planning application to allow that application to be determined. The legislation allows for such circumstances through a notice procedure whereby the applicant is required to serve notice on any land owner with an interest in the land. Notice has been served on Thames Water and therefore this is a lawful planning application. Moreover, the applicant has reasonable 'genuinely' held intentions to acquire the interest in the land which can be demonstrated by the following:

- o It has resolved to use CPO powers in principle to deliver the Meridian Water scheme;*
- o It has made a first CPO to support redevelopment of Zone 1 (Willoughby Lane);*
- o It is in productive discussions with all landowners required for the Strategic Infrastructure Works, including the Lee Valley Regional Park Authority and Thames Water land;*
- o If agreement cannot be reached, full Cabinet on 24th January 2020, agreed to proceed with a Compulsory Purchase Order of all land necessary to allow for the implementation of this planning application.. The anticipated timetable is that the Council will make the CPO in February/March, with a view to a Public Inquiry being scheduled late summer/early Autumn. If the CPO is confirmed the Council would look to secure control of the land in summer 2021.*

With respect to the current use of the land, it is currently inaccessible to the general public and in a poor state of maintenance with extensive fly tipping and large areas of invasive species coverage. The current proposals offer the benefit of cleaning up the land and providing access for the general public.

Asset records indicate the presence of a number of Thames Water services through this land: 2 x 305mm ID sludge rising mains; 84" conduit to Coppermills Stream; 54" Raw Water; and 2540mm Lee Valley Spine Tunnel (constructed in the 1980's with a depth of cover of approximately 10m over the tunnel). In discussions between Thames water and the applicant they have not indicated there are any current plans for further operational use, other than the current services that run through the land. The pipes and infrastructure currently on the site would be retained and maintained within the current proposed works.

London Borough of Waltham Forest

6.3.30 No specific comments made on the Strategic Infrastructure Works

London Borough of Haringey

6.3.31 No comments received

6.4 Internal Consultees

Traffic and Transportation

6.4.1 No objection. The proposed works as a stand alone application do not appear to raise any significant transport network issues and will improve connectivity through the area.

Environmental Protection

6.4.2 No objections are raised. However, the development could have significant impacts on the local environment during construction and therefore conditions are recommended to deal with contamination and remediation, air quality through the submission of a Construction Management Plan, and noise through conditions controlling hours of construction and demolition activity.

Officer response: Conditions as suggested are included within the recommendation

SUDS

6.4.3 No objection subject to conditions as recommended.

7 Relevant Policies

7.1 London Plan (2016)

- 2.13 Opportunity areas and intensification areas
- 2.14 Areas for regeneration
- 2.16 Strategic Outer London development centres
- 2.17 Strategic Industrial Locations
- 2.18 Green Infrastructure: The multi functional network of green and open spaces
- 3.2 Improving health and addressing health inequalities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.10 Urban greening
- 5.12 Flood Risk Management
- 5.13 Sustainable Drainage
- 5.14 Water quality and wastewater infrastructure

- 5.21 Contaminated land
- 6.2 Providing public transport capacity and safeguarding land for transport
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.13 Parking
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Heritage Assets and archaeology
- 7.14 Improving air quality
- 7.16 Green Belt
- 7.18 Biodiversity and access to nature
- 7.21 Trees and woodland
- 7.25 Restoration of the Blue Ribbon Network
- 7.30 London's canals and other rivers and waterspaces
- 8.2 Planning Obligations

7.2 London Plan - Intend to Publish (2019)

- 7.2.1 The Intend to Publish London Plan was published on 9 December 2019. It is currently with the Secretary of State for a six-week consultation period with the intention to publish a final London Plan in March 2020. The draft plan is a material consideration of considerable weight and although there are a number of proposed changes from the London Plan 2016 of relevance to this application, none of these proposed changes would result in a different conclusion in relation to this application. Policies of relevance:

GG6 – Increasing efficiency and resilience – supports the move towards a low carbon circular economy contributing towards London becoming a zero-carbon city by 2050. Buildings and infrastructure should be designed to adapt to a changing climate, make efficient use of water and reduce impacts from natural hazards like flooding and heatwaves
SD1 Opportunity Areas

D3 Optimising site capacity through the design-led approach

D4 Delivering good design

D5 Inclusive design

D8 Public Realm

D11 Safety, security and resilience to emergency

E4 Land for industry, logistics and services to support London's economic function

E5 Strategic Industrial Locations (SIL)
E11 Skills and opportunities for all
HC1 Heritage conservation and growth
G1 Green Infrastructure
G2 London's Green Belt
G4 Open space
G5 Urban Greening
G6 Biodiversity and access to nature
G7 Trees and woodlands
SI1 Improving air quality
SI5 Water infrastructure
SI6 Digital connectivity infrastructure
SI7 Reducing waste and supporting the circular economy
SI12 Flood risk management
SI13 Sustainable drainage
SI16 Waterways – use and enjoyment
SI17 Protecting and enhancing London's waterways
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
T9 Funding transport infrastructure through planning

7.3 Core Strategy

CP2 Housing supply and locations for new homes
CP9 Supporting community cohesion
CP14 Safeguarding Strategic Industrial Locations
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

- CP29 Flood management infrastructure
- CP30 Maintaining and improving the quality of the built and open environment
- CP31 Built and landscape heritage
- CP32 Pollution
- CP33 Green Belt and countryside
- CP34 Parks, playing fields and other open spaces
- CP35 Lee Valley Regional Park and waterways
- CP36 Biodiversity
- CP37 Central Leaside
- CP38 Meridian Water

7.4 Development Management Document

- DMD19 Strategic Industrial Locations
- DMD22 Loss of employment outside of designated areas
- DMD 37 Achieving high quality and design-led development
- DMD 38 Design process
- DMD44 Conserving and enhancing heritage assets
- DMD47 Access, new roads and serving
- DMD48 Transport Assessments
- DMD49 Sustainable design and construction
- DMD 57 Responsible sourcing of materials, waste minimisation and green procurement
- DMD59 Avoiding and reducing flood risk
- DMD60 Assessing flood risk
- DMD61 Managing surface water
- DMD62 Flood control and mitigation measures
- DMD63 Protection and improvement of watercourses and flood defences
- DMD64 Pollution control and assessment
- DMD65 Air quality
- DMD66 Land contamination and instability
- DMD69 Light pollution
- DMD70 Water quality
- DMD72 Open space provision
- DMD75 Waterways

- DMD76 Wildlife corridors
- DMD77 Green chains
- DMD78 Nature conservation
- DMD80 Trees on development sites
- DMD81 Landscaping
- DMD82 Green Belt

7.5 Edmonton Leaside Area Action Plan

- 7.5.1 The Edmonton Leaside Area Action Plan (ELAAP) was adopted by the Council on 29th January 2020. The following policies are of relevance:

- EL2 Economy and employment in Meridian Water
- EL6 The central spine and central corridor
- EL7 Rail and bus improvements
- EL8 Managing flood risk in Meridian Water
- EL9 Leisure facilities and open space at Meridian Water
- EL12 Public realm at Meridian Water
- EL13 Infrastructure delivery in Meridian Water
- EL15 Improving existing industrial areas
- EL21 Improving the quality of the pedestrian and cycling environment
- EL22 Proposed Route – Improvement Principles
- EL23 Enhancing the bus network and services
- EL25 Design of the road network
- EL26 The Meridian Water Heat Network
- EL27 Watercourses at Edmonton Leaside
- EL28 New and existing green spaces

7.6 Other Material Considerations

- National Planning Policy Framework (NPPF) 2018 (revised)
- National Planning Practice Guidelines (NPPG)
- Upper Lee Valley Opportunity Area Planning Framework (2013)
- Enfield Characterisation Study
- Meridian Water Masterplan (July 2013)
- GLA: Land for Industry and Transport SPG (2012)

Mayors Transport Strategy (May 2018)
London Environment Strategy (May 2018)
Travel Planning for new development in London 2011 (TfL)
Manual for Streets 1 & 2, Inclusive Mobility 2005 (DfT)

8 Assessment

8.1 The main issues arising from this proposal for Members to consider are:

- The principle of development
- Development within the Green Belt
- Traffic impact, connectivity, permeability and access
- Flood Risk and Mitigation
- Contamination and Remediation
- Open space
- Ecology and natural environment
- Design

Principle of Development

- 8.1 The Upper Lee Valley Opportunity Area Planning Framework (OAPF) was adopted by the London Mayor in July 2013. It is supplementary planning guidance to the London Plan. The OAPF sets the overarching framework for regeneration across the area and identifies growth at Meridian Water as one of the eight key objectives of the OAPF. Chapter 7 of the OAPF sets out a number of guiding principles for the development of Meridian Water, which include an ambition for 5,000 new homes and 3000 new jobs across the masterplan area. It also highlights objectives of improving transport connectivity, delivering sustainability across the area and improving the health and lifestyles, particularly through improved green links. In particular, the document highlights the need to open up connectivity east-west within and beyond the application site to provide greater access to the surrounding communities and the nearby Lee Valley Regional Park.
- 8.2 The application site falls within the Upper Lee Valley Opportunity Area, introduced in Policy 2.13 of the London Plan. Specific reference is made to the wider Meridian Water masterplan in Annexe One, which states the need for improved rail services in order to unlock development. The Opportunity Area is also identified as a strategic outer London development centre in Policy 2.16 and falls within one of the 'Area for Regeneration' as identified in Policy 2.14.
- 8.3 Core Policy 37 confirms the potential for a new sustainable urban mixed use community at Meridian Water of up to 5000 homes and 1500 jobs and that central to the wider transformation is improved accessibility, through public transport provision and a greater ease of vehicular movements along the existing road networks, including greater access for pedestrians and cyclists, with better routes and connections to surrounding areas. Core Policy 38 identifies some of the necessary infrastructure to support the delivery of the homes and jobs including:

- A new spine road through the area connecting all parts of Meridian Water, linking new and existing communities, the station and the Lee Valley Regional Park;
- Improved connectivity, both north-south and east-west;
- New open space at the heart of the new community, designed to connect the currently disjointed part of the Lee Valley Regional Park either side of the North Circular Road;
- A coordinated strategy to manage flood risk, and a coordinated strategy for the decommissioning of gas holders and other contaminated land in the area;
- Restoration of waterways which run through the development site as an integrated approach to water management.

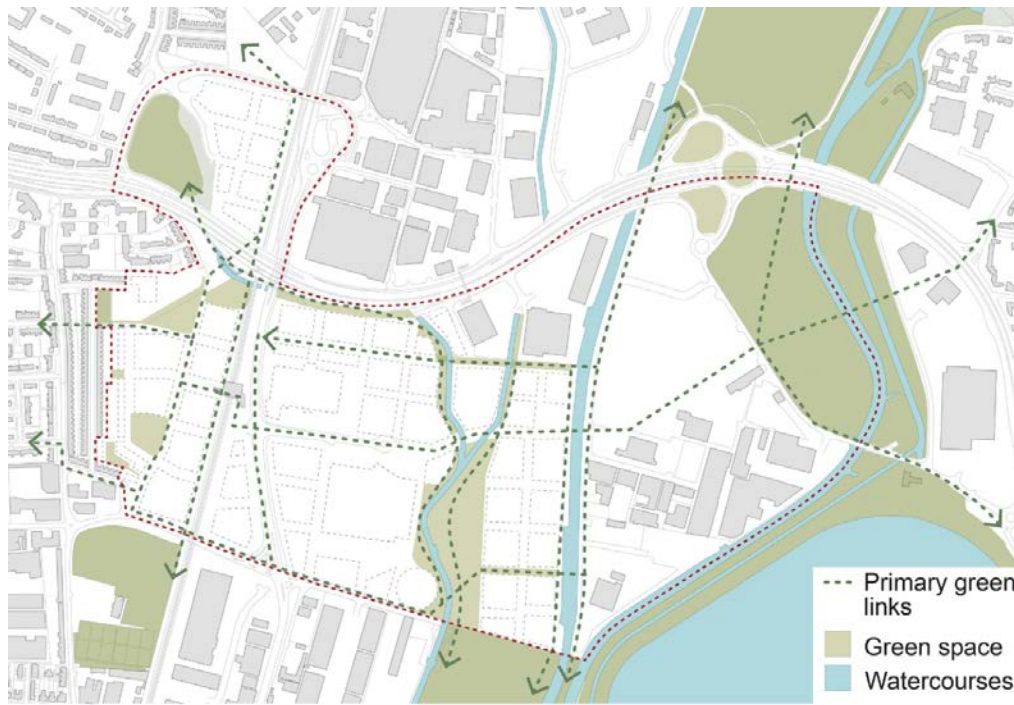
8.4 The ELAAP takes forward the concept of a new spine road through the area and identifies the Central Spine Corridor within which a proposed central spine road will sit, a core spine road around which Meridian Water can be structured and delivered. Policy EL6 advises:

“the identification of the route of the Central Spine within the Corridor shown in Figure 5.2 and its detailed design will be set out in a detailed planning application... The route and the detailed design of the Central Spine will be developed to take account of third party land interests as far as possible”.



Extract from ELAAP identifying Central Spine Corridor

- 8.5 This application proposes the construction of Central Spine Road within the corridor identified on the above plan and is therefore supported in principle.
- 8.6 At Meridian, ELAAP confirms that there are currently limited areas of open space with poor access to recreational spaces and waterways. Development at Meridian must deliver a network of open spaces that can provide visual and leisure amenity. These are indicated on the plan below.



Indicative green network plan included within ELAAP

- 8.7 This application makes provision for the creation of two new substantial areas of open space:
- a new park entitled Brooks Park for the purpose of this planning application, adjacent to Pymmes Brook and extending to 2ha in extent; and
 - a further new park entitled Edmonton Marshes for the purpose of this planning application, to the east of Harbet Road and extending to 6.4ha in extent.
- 8.8 The open space proposed within this application is therefore in accordance with the indicative plan above and is supported in principle.
- 8.9 On the issue of flood risk, the ELAAP confirms that adequate flood risk measures must be in place for any development prior to the loss of any flood storage associated with the development. This may include the early provision of strategic area-wide flood compensation where appropriate. Policy EL8 therefore confirms the Council will continue to work in partnership with relevant statutory undertakers and land owners to secure an integrated and sustainable approach to the management of development and flood risk and requires that all developments must be safe from flooding and must not increase flood risk elsewhere.
- 8.10 The application takes a comprehensive approach to flood risk which includes earthworks to set new site levels above the level of flood risk. The application proposes comprehensive re-levelling using cut and fill from the Lee Valley Regional Park (LVRP) to bring the development plots within the outline planning application also under consideration, above flood levels, whilst creating the two large parks referred to above, capable of absorbing extreme flood events. It is proposed to use the Edmonton Marshes new open space to compensate for the fluvial flood volume loss by lowering levels. A Flood Conveyance Channel is proposed to allow the passage of extreme flood event waters to Edmonton Marshes from the River Lee Navigation.
- 8.11 It is also proposed to naturalise Pymmes Brook on its eastern side, linked with the provision of Brooks Park, referred to above, to provide additional flood attenuation.

The brook will be partially re-routed outside of its existing channel with the existing channel partially infilled. The new channel will have a naturalised river bed. The remainder of the Brook will be subject to riverbed naturalisation works within the existing channel and the cutting down of the existing sheet pile wall to allow parkside access to the river course.

- 8.12 The flood strategy proposed is supported by the Environment Agency, subject to an update on their position on the most recent modelling work, and is therefore acceptable in principle

Development within the Green Belt

- 8.13 The land east of Harbet Road is designated a Green Belt
- 8.14 The NPPF (para 133) is clear that the Government attaches great importance to Green Belts, the fundamental aim being to protect against urban sprawl by keeping land permanently open. Planning authorities are also encouraged to plan positively for the beneficial use of Green Belts, such as looking for opportunities to provide access; to provide opportunities for outdoor sport and recreation; to retain and enhance landscapes, visual amenity and biodiversity; or to improve damaged and derelict land. Engineering operations that preserve the openness of the Green Belt are not considered to be inappropriate.
- 8.15 London Plan policy (adopted and emerging) strongly supports the continued protection of London's Green Belt as does local policy.
- 8.16 This application proposes the creation of flood alleviation storage, achieved through earthworks and landscaping within the Green Belt to create a new publicly accessible park (Edmonton Marshes). These proposed works would preserve the openness of the Green Belt, see an enhancement of visual amenity, biodiversity and recreational value of the land, with clear demarcation of Green Belt from the urban area established by Harbet Road. The development is appropriate development in the Green Belt and is supported.

Traffic Impact, connectivity, permeability and access

- 8.17 At present much of Meridian Water is severed from its surroundings by road, rail and waterways infrastructure; the West Anglia main Line and A1055 Meridian Way to the west, the A406 North Circular Road to the north, the Pymmes and Salmons Brooks and the River Lee Navigation. There is no direct access - vehicle, pedestrian or cycle access east-west across the site.



Existing site transport infrastructure

- 8.18 The delivery of the Central Spine Road (CPR) and Leaside Link Road (LLR) included in this application will overcome existing severance issues and enable east-west active travel and public transport connectivity. These new roads are also required to enable the development proposed with the outline application for Phase 2, also under consideration on this agenda.



Overview of proposed pedestrian, cycle and vehicle routes proposed

Traffic impact

- 8.19 Extensive modelling work has been undertaken for the local junctions within the vicinity of the proposed development. The results show that some of the existing junctions operate close to capacity in the existing baseline situation. With the proposed development, a few junctions will be affected by localised redistribution of vehicle trips due to the introduction of new highway infrastructure and there will be the generation of new trips associated with the Phase 2 application. When the junctions are tested with the proposed development, most will continue to operate with more than sufficient capacity and overall it is considered that there are minimal effects on the local highway network.
- 8.20 The new road infrastructure proposed as part of this application has been designed to take into account the redistribution of trips and the small increase in traffic volumes, whilst taking a balanced view on the provision for pedestrians and cyclists and has sought not to further encourage existing through traffic, rat running through the site. Some mitigation measures have also been suggested to existing junctions – minor signal timing changes are proposed to the signal controlled junctions at Meridian Way and Montagu Road in order to resolve capacity issues at these locations. These works only become necessary at the point new housing is delivered on the site and therefore the S106 Agreement to be linked to that application will require the implementation of the works.

Walking and Cycling

- 8.21 The long- term aspiration for the CSR in the completed Meridian Water masterplan is that it will be a sustainable transport corridor that will prioritise walking, cycling, and public transport with limited access for general traffic. At this stage, the proposed development within the Phase 2 application also under consideration, has been designed based on the principle of limited vehicle access to the Central Spine and the proposed bridge over the Lee Navigation being bus only.
- 8.22 The proposed development will significantly improve the quality of pedestrian access across the site. All the streets are designed to create a permeable, accessible network of footways, linking across the waterways and creating strategic east-west routes between the new station and the Lee Valley Park and Edmonton Marshes. The bridges not only provide access across the water; Bridge B1 River Lee Navigation Bridge also connects to the existing towpath via an accessible ramp and Bridge B5 Pymmes Brook South, creates a walking and cycling route underneath to extend Brooks Park under the new road. Brooks Park will also include footpaths providing additional options for pedestrians to travel north south through the site.
- 8.23 Dedicated, segregated two-way cycle tracks are proposed along the CSR and Glover Drive to provide a direct route across Meridian Water masterplan area. A segregated cycle route will be provided along Leaside Road, leading into the development across the new Bridge B5 to the south of the site.
- 8.24 There are also works proposed as part of this application at the Meridian Way/Leaside Road junction to improve both pedestrian and cycle crossing facilities.

Public transport

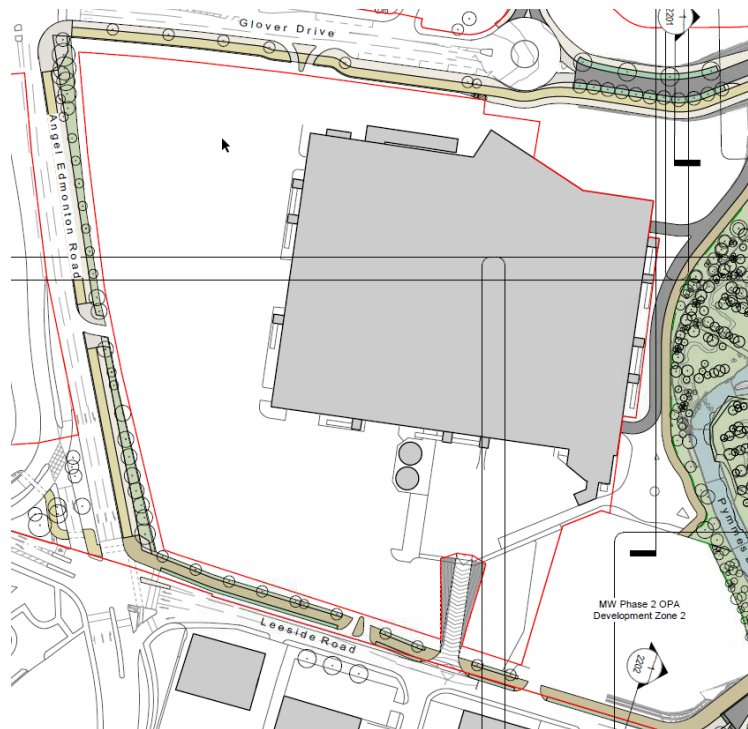
- 8.25 The existing bus stops within Meridian Water or within walking distance of the site, are on Glover Drive and the A406. These bus stops serve routes 34,192,341 and 344. The existing walking routes to these bus stops are along Glover Drive and

Argon Road. There is a footbridge across the A406 to the north of the site which provides access to the east bound bus stop.

- 8.26 The CSR will facilitate improved bus connections and the section which bridges over the River Lee Navigation is proposed to be bus only, providing a bus priority route through the site. There will be bus stops provided along the length of the CSR and one set of bus stops will also be provided on the Leaside Link Road. New bus stops will be provided near the River Lee Navigation and Edmonton Marshes. The stops on Glover Drive will be reconfigured to create an improved experience for users and better access to the Meridian Water Station. A new bus stand on Harbet Road will allow services that currently terminate at IKEA to be extended through the site and return along the same route, serving meanwhile uses that may come forward and emerging development. Bus stops will be delivered along the LLR to future proof additional bus routes and further improve connectivity. The report on the Phase 2 application also under consideration on this agenda sets out the bus service enhancements to be delivered alongside that development and secured through a S106 Agreement.
- 8.27 The nearest rail station to the site is Meridian Water station, now operational. The CSR will provide a direct route across the site to the station, resulting in significantly shorter walking routes to access the station. A new pedestrian crossing is in place on Meridian Way as part of the station works already completed. The station also provides an overbridge which improves permeability across the rail lines east-west.

Impact on Access for existing users

- 8.28 Meridian Water includes a number of uses which are currently in operation. It is important to maintain successful operation of these uses as development progresses. This application takes into account issues such as maintaining access, retail store visibility and quality of the customer journey, and the continuation of servicing and delivery arrangements for adjacent occupiers.
- 8.29 To the west of Pymmes Brook, the existing Ikea and Tesco stores and the petrol station are accessed from Argon Road, Glover Drive and a network of private internal roads. To the east of the Lee Navigation there are industrial uses, including the Arriva Bus Depot which are accessed from private roads off Harbet Road.
- 8.30 The proposed CSR will be a connection between Glover Drive and Harbet Road. However, it will affect access to the existing Ikea surface car park to the north of their store and internal access roads. There will be minimal impact on Tesco's access routes as a result of the CSR.
- 8.31 To address the impact on the Ikea car park, the application proposes alternative access to Ikea land to the south and west of the store that has in the past been used for overspill car parking.



- 8.32 The alternative access points are to Leaside Road and Glover Drive and will provide access to the alternative customer car parks to compensate for the severance of spaces within the northern car park. A separate planning application has been submitted providing details of the parking arrangement proposed to deliver those 393 parking spaces. The new access points proposed minimises the Ikea customer and servicing circulation route from the local highway network into the store. It also helps reduce traffic within the vicinity of the CSR, in keeping with the aspiration to deliver Healthy Streets.
- 8.33 IKEA have acknowledged that a separate application has been submitted to provide for the replacement car parking. They have advised that they would expect a condition to be attached to this permission to require the delivery of the replacement car parking. A condition is recommended to require that the access to the existing car park is not altered until such time as the new points of access proposed within this application are provided. These will enable the access to the land to deliver the replacement car park that is the subject of the separate application. The separate planning application demonstrates that the land to the south and west of the store can accommodate the number parking spaces required by IKEA to address their concerns about the impact of the Central Spine Road on their existing northern car park.
- 8.34 A new north- south link road will be provided incorporating part of the existing Tesco southbound exit carriageway and part of Ikea's northern car park. This new two way road will have a dual purpose of retaining south bound access from Argon Road to Glover Drive but also allowing exiting Ikea traffic a route to the north. As a result of the introduction of this new route a few changes are needed to the existing arrangements along the new route. All indicative works are considered acceptable in highway terms. No objections have been raised by Tesco.
- 8.35 The application also includes a highway arrangement to maintain access for the Arriva bus depot and other industrial uses which currently use Towpath Road. The existing roads are narrow and widening works are proposed, together with a 'jug

handle' turn to provide visibility before entering the existing single track access road. There will also be a re-provision of some car parking spaces and the introduction of a new pedestrian footway on one side of the road where space allows.



Proposed access works to enable continued access to Arriva bus depot and other occupiers

- 8.36 All industrial occupiers and Arriva have been consulted on this application and no objections have been received to the arrangements proposed.
- 8.37 The GLA point out that the phasing of delivery of the proposed new road to mitigate the loss of the current bus garage access are welcomed and must be secured by conditions and S106 obligations as necessary. A condition is included in the recommendation to cover this point.

Construction Traffic Management

- 8.38 An outline Construction Logistics Plan has been prepared to support both this and the associated outline planning application. The exact details of the construction programme will be developed and a condition is recommended requiring the submission of a detailed Construction Logistics Plan. However, at this stage, the proposed construction traffic routes are considered as follows:
- A406 will be the main strategic construction route to the site. Access will be from Cooks Ferry roundabout or the A406/Montagu Road junction;
 - From the A406, Harbet Road and/or Meridian Way will be used. Harbet Road will be used for work packages 1 and 2 (enabling works, Edmonton Marshes and the land to the east of the Lee Navigation) and Meridian Way for work packages 3 and 4 (Ikea Clear site, Orbital Business Park and Brooks Park).
 - It is likely that Leaside Road off Meridian Way and the Central Spine Road from Harbet Road will be used as the main access to the site for the purposes of implementation of the Phase 2 planning application works. This will be subject to the timing of proposed highway routes being built but these routes are expected to have

less disruption to the operation of adjacent users, when compared to Glover Drive and Argon Road.;

- In some instances, alternative routes may be required, such as Argon Road and Glover Drive, e.g for works to the Glover Drive Roundabout.

8.39 During the construction works, the peak traffic movements can be expected to be 75 HGV's and 5 LGV's a day (150 HGV and 10 LGV two-way movements). The working hours are expected to be Monday to Friday 08.00 to 18.00 and Saturday 08.00 to 13.00. Therefore, during the highest construction traffic period, based on a typical 10-hour day, the average peak construction movement would be 8 vehicles per hour (16 two-way movements). This is not considered significant in the context of the existing highway network design and the range of industrial and retail uses in the area.

Flood Risk and Mitigation

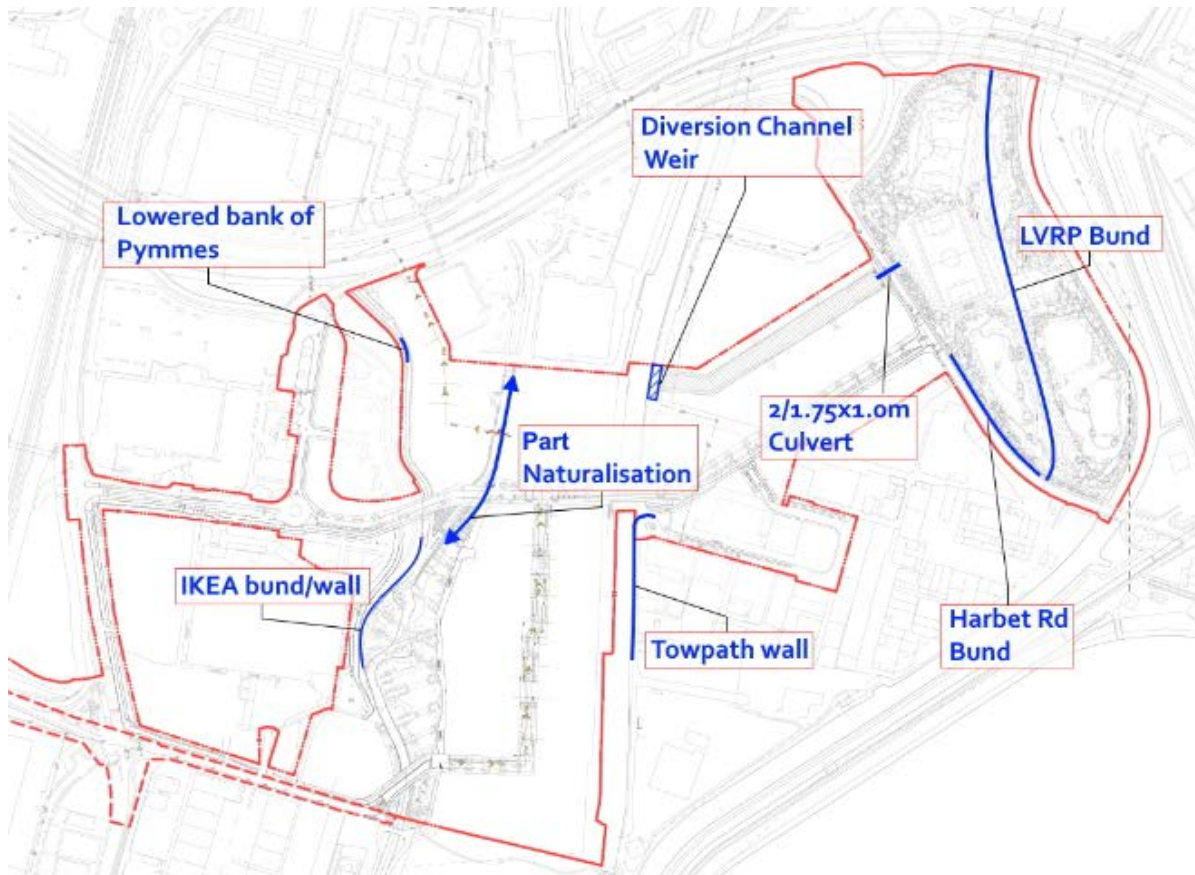
8.40 Core Strategy Policy 28 states that "the Council take a risk-based approach to development and flood risk, directing development to areas of lowest risk in accordance with Planning Policy Statement 25: Development and Flood Risk". This is reiterated in Policy DMD 59 which requires that 'new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere'. These policies seek to ensure that the requirements of NPPF paragraph 163 are met.

8.41 The Meridian Water development is located in Flood Zones 2 and 3. Flood Zone 2 is defined as having a medium probability of flooding and Flood Zone 3 is defined as having a high probability of flooding. The site is also at risk of surface water flooding. The risk of flooding from reservoir failure remains a high impact low probability risk.

8.42 The Environment Agency advised in their scoping opinion to inform the Environmental Statement needed to support this application that the flood modelling strategy would only be considered acceptable if the modelling can sufficiently demonstrate that there will be no increase in flood risk as a result of the works, and that adequate flood storage compensation can be provided.

8.43 The main mitigation measures proposed for managing flood risk include:

- i) proposed earthworks, which include ground raising where required;
- ii) proposed new Flood Conveyance Channel and culvert between the River Lee Navigation and the proposed flood storage area;
- iii) Proposed flood storage area adjacent to the existing Lee Flood Relief Channel;
- iv) Increase in ground level as bunds or walls at four locations;
- v) Salmons/Pymmes Brooks naturalisation proposals comprising modified river cross-section geometry and bed/bank material and modified alignment of the Pymmes Brook along a certain length downstream of its confluence with the Salmons Brook



Summary of proposed mitigation measures

- 8.44 To address the risk of surface water flooding, a strategy has been developed using the proposed earthworks and soft landscaping proposed in this application to provide the necessary surface storage.
- 8.45 Infiltration is not acceptable on the site due to the contamination risks and designated Ground Water Protection Areas. As a result, the strategy relies on attenuation and discharge either directly or indirectly via a surface water sewer, to an open watercourse. For the CSR east of the River Lee Navigation it will comprise tree pits and permeable paving conveyed by carrier drain to Edmonton Marshes. On the west side of the Navigation, including the LLR drainage into tree-pits and permeable paving conveyed into Brooks Park where attenuation will be provided.
- 8.46 The applicant has supplemented the Surface Water Drainage Strategy with an additional chapter assessing water quality and treatment.
- 8.47 The Environment Agency have confirmed that having reviewed the submitted June 2019 Flood Risk Assessment and associated documents they are satisfied that there will be no increase in flood risk and that adequate flood compensation can be provided. They are currently reviewing the 2020 update of the modelling work and an update on their position will be provided at the meeting. They do recommend a number of conditions and these are included in the recommendation section of this report.
- 8.48 A sustainable urban drainage strategy has been developed to address surface water attenuation throughout the development whilst also contributing to the green and blue networks proposed throughout the site. Street levels have been set to ensure all surface water from carriageways and footways drain into rain gardens or permeable

parking bays, eliminating the need for conventional gullies. Water is stored and filtered with gravel attenuation layers beneath the rain gardens and parking bays, before being conveyed below ground to further attenuation and filtration zones within Brooks Park. The Surface Water Drainage Strategy submitted with the application accords with SuDs policy and good design practice and demonstrates a suitable approach to delivering sustainable drainage across the site.

Contamination and Remediation

- 8.49 The application site has previously been occupied by a variety of polluting industrial uses, including former gas holders, engineering and manufacturing works, made ground and historic landfill, which have contaminated the soil and underlying ground water. Potential sources of contamination have been identified based on these historical uses and existing investigations undertaken. Further ground investigation work was undertaken towards the end of 2019 to inform the design and construction activities going forward, including the gas and vapour risk assessment, the remediation strategy and piling risk assessment.
- 8.50 The application confirms that the results of the ground investigation will be used to undertake a detailed risk assessment for human health, controlled waters and other relevant receptors. The outcomes of the risk assessment will be agreed with the LPA and the Environment Agency and will inform the options for remediation. A remediation options appraisal will be undertaken and a remediation strategy agreed with the LPA and Environment Agency.
- 8.51 The ground investigations will include at least 6 months of groundwater monitoring as agreed with the Environment Agency, to define the baseline and remediation options. Following investigation, a ground water monitoring plan will be developed and agreed, setting out the monitoring to be undertaken before, during and after the proposed development.
- 8.52 It is likely that remediation will be required. This will likely form a mixture of both ex-situ and in-situ options depending on the ground conditions encountered and the requirement to treat excavated material to make it physically and chemically suitable for use. The remediation framework set out in the Environmental Statement describes the proposed approach to remediation and risk management.
- 8.53 Remediation will be phased, with the initial strategic remediation required as a result of works proposed in this application undertaken by the LBE at a site wide scale, and residual actions for plot developers coming forward to implement any permission granted through the outline phase 2 application, also under consideration on this agenda, being undertaken by the plot developers on a plot by plot basis.
- 8.54 The Environment Agency has been consulted on the application. They have advised that given the history of industrial uses on the site there is a high risk of contamination being mobilised during construction which could pollute controlled waters. However, they have confirmed that the supporting documents submitted and forming this application demonstrate that it will be possible to manage these risks. Further detailed information will be required before the work proposed under this application are commenced (including the results of the additional ground investigation undertaken at the end of 2019) but the EA are satisfied that the development will be acceptable subject to conditions being imposed. All conditions recommended by the EA to address the risks associated with contamination are included in the recommendation section of this report.
- 8.55 The risks to human health, both construction and operational effects, are also set out in the Environmental Statement along with the appropriate mitigation measures to ensure no significant effects. Mitigation through the construction process for those

working on site is dealt with under Health and Safety legislation and the use of construction management plans, secured by condition, will address air quality impacts through the construction process for those living or working in the vicinity. Operational effects will be mitigated through the requirement through condition to submit verification reports to demonstrate that remediation measures identified have been implemented. The Environmental Protection Officer has confirmed that with such conditions the development is acceptable.

Open space

- 8.56 London Plan policy 7.18 “Protecting Open Space and addressing deficiency’ provides a strategic aim to address areas with a deficiency of open space. DMD Policy 72 requires all new major residential development to be accompanied by proposals to improve open space provision.
- 8.57 This application secures over 8 hectares of public open space in the form of Brooks Park and Edmonton Marshes. The CSR and other infrastructure proposed as part of this application will also significantly improve east-west and north-south linkages, for pedestrians and cyclists, to the wider green network, including the LVRP and Tottenham Marshes. The proposed development is therefore welcomed in this respect.

Ecology and Natural Environment

- 8.58 The NPPF paragraphs 170 and 175 recognise that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible. London Plan policy 7.19 seeks to ensure development makes a positive contribution to the protection, enhancement, creation and management of biodiversity, improving access to nature and not adversely affecting the integrity of European sites or the population or conservation status of a protected species or habitat. Enfield’s Core Strategy Policy 29 encourages the removal of culverts, river restoration and naturalisation and DMD 63 requires new development to be set back from main rivers and ordinary watercourse and maintain a minimum of 8m buffer strip, which should be free of development and naturalised where feasible. Core Policy 36 outlines the Council’s ambition to ‘protect, enhance, restore or add to biodiversity interests within the Borough and DMD 81 requires developments to provide high quality landscaping that enhances the environment.
- 8.59 The site comprises a mosaic of urban habitats, including buildings and hard standing, introduced shrub, amenity grassland and two small areas of plantation woodland. These habitats are typical of similar sites across the region and contain mostly widespread or introduced species. They are therefore generally considered to be of low ecological value and have limited potential to support protected or notable species.
- 8.60 The site also includes an area of brownfield land in the south of the site, bordering Tottenham Marshes, and scrub habitat to the east, bordering the River Lea. These habitats have a greater potential to support protected or notable species, including reptiles, invertebrates, European Otter and European Water Vole.
- 8.61 The Ecology Chapter of the Environmental Statement takes account of existing habitats and the potential ecological effects of the proposed development. It concludes that the proposed development will cause no likely significant adverse effects relating to ecology. This includes the statutory designated sites such as Lee Valley SPA and Ramsar, Chingford Reservoirs SSSI and Epping Forest SAC, as well as non-statutory designated sites such as Lee Valley Site of Metropolitan Importance for Nature Conservation (SMINC). Indeed the development will result in a significant

biodiversity net gain, reflecting the multiple benefits of the proposed natural flood management approach to increasing flood alleviation storage and infrastructure and associated habitat for a range of plant and animal species. The proposed naturalisation of Pymmes Brook will create an ecologically richer environment, where the waterway is currently channelised.

- 8.62 The Environment Agency are supportive of the plans to naturalise a stretch of the Pymmes Brook but consider it important to develop these proposals in consultation with them, due to the site's extensive industrial history and the resulting presence of contamination. They therefore suggest a number of conditions to ensure that the detailed river restoration plans are sufficient and suitable for the site. The EA also suggest a condition requiring a landscape management plan to ensure the ecological enhancements and SUDs proposed are adequately maintained, All conditions recommended are included in the recommendation section above.
- 8.63 Natural England consider that the proposed development will not have any significant adverse impacts on designated sites and raise no objection.

Trees

- 8.64 An Arboricultural Impact Assessment has been undertaken to support both this and the outline planning application under consideration. The survey has identified 169 trees or tree groups within the totality of the site. There are no trees the subject of a Tree Preservation Order on the application site.
- 8.65 Using the recognised British Standard for assessing the arboricultural value of the trees, this confirms the following:

Category	Individual Trees	Tree Group/Hedge	Total
A	0	0	0
B	34	8	42
C	104	18	122
U	5	0	5
Total	143	26	169

- 8.66 In order to address on-site flooding and contamination constraints, a site-wide approach to earthworks is required to alleviate flood risk and remediate ground materials, including raising development plots within the Phase site and creating compensatory flood alleviation storage. Extensive earthworks are also proposed to naturalise a section of Pymmes Brook, which is currently canalised with a concrete base. The comprehensive nature of these site wide works therefore necessitates the removal of a number of trees which for this application includes 10 Category B trees and one small woodland group and 46 Category C trees (and 11 Category C groups).
- 8.67 Significant new planting is proposed as part of this application to compensate for this loss. A total of 155 trees would be planted within the new streets to be created and 1250 trees would be planted within the proposed new parks.

Design

- 8.68 Good design is central to all objectives of the London Plan. London Plan Policy 7.1 sets out a series of overarching design principles for development in London. New development is required to have regard to its context and make a positive contribution to local character. These objectives are mirrored in the draft New London Plan, with the concept of Good Growth, growth that is socially and economically inclusive and environmentally sustainable with policies that promote development that reinforces or enhances the character, legibility, permeability and accessibility of neighbourhoods.
- 8.69 Local Policy equally promotes good design through Core Strategy policy CS30, DMD Policies 37,38, 63 and 75.
- 8.70 Policy EL6 of the ELAAP seeks in relation to the CSR to ensure that it is designed to be navigable along its length by pedestrian and cyclists, with clear, safe and direct pedestrian and cycle provision. It should be led by a public realm and landscaping approach to ensure a quality development, allow for the accommodation of meanwhile uses and temporary activities , and act as a key route for infrastructure, including high speed broadband, decentralised energy, gas and electricity networks, demonstrating how the design seeks to minimise disruption for future maintenance and road works, wherever possible using shared channels and space set away from the main highway in order to allow maintenance and servicing to take place without disrupting the highway network
- 8.71 Policy EL12 Public realm at Meridian Water seeks to ensure landscaping is incorporated along movement corridors to enhance amenity, provide visual interest and contribute to biodiversity, ensure public realm surfaces are porous and/or enable natural drainage, support safe access, promote legibility and a sense of place and improve visual connectivity between meridian Water and the surrounding area, including the Lee Valley Regional Park.
- 8.72 The design and alignment of the key infrastructure included in this application has been informed by the plan-led approach and the above policies:
- 8.73 The proposed CSR aligns with Policy EL6, provides active travel and transport connectivity between Meridian Water and existing communities and provides visual connectivity to the Lee Valley Regional Park. Surface treatments and finishes seek to deliver a consistent material palette which will contribute to a coherent sense of place, and aid legibility. Street trees and soft landscaping will be included within the CSR and LLR, the key road infrastructure included within this application. Semi mature trees are proposed along the CSR and LLR. Street furniture is to be high quality and robust with a consistent approach across the development, proposed within this application and secured for the Phase 2 application through a design code.
- 8.74 The proposed bridges spanning the Pymmes Brook and River Lee Navigation seek to enhance the riverside character. Whilst the 4 bridges differ in appearance and context, there is a standardised approach to common elements such as balustrade design, edge details and concrete abutments, drawing on a palette of materials that are influenced by the newly completed Meridian Water Station. This will support a coherent character across Meridian Water. The bridge designs have evolved through consultation with stakeholders, including the Canals and River Trust and the Environment Agency, to satisfy their requirements.
- 8.75 The proposed green infrastructure along the Pymmes Brook and in the Lee Valley Park accords with Policies CS38 and EL12 creating open spaces that will frame future phases of development. Brooks Park (approximately 2ha in extent) will connect Tottenham Marshes to the south to the CSR and into the heart of Meridian

Water. The park seeks to deliver a rich diversity of habitat, strengthening ecological value and connectivity to Tottenham Marshes. It will be a primarily riverine character, combining industrial relics of the sites past within a natural setting. A boardwalk will be provided along 120m of the waters edge, providing the opportunity for people to get close to the water. Lighting of Brooks Park is minimal to avoid disturbing habitat and to deter public use after dark in accordance with Metropolitan Police advice

- 8.76 Edmonton Marshes will provide a new 6.4ha publicly accessible park, connected to the LVRP string of green spaces that run to the north and south. The requirements for flood alleviation earthworks establish the future parkland planting and habitats. The park incorporates a number of infrastructure elements including the existing electricity pylons and canalised river edge.
- 8.77 The design strategy works with these constraints to shape the park as four sunken bowls, each of which is defined by a specific character and ecological habitat. The northern part of the park creates two large spaces for grassland habitats for future recreational use e.g. sports pitches area. This allows flexibility for the park to develop with future recreational needs. The requirement for a sunken park creates opportunity to shape the terrain and topographical terraces are to be formed facing into the large grassland. The south of the park forms a seasonal wet meadow. The park has two primary entrances from Harbet Road, with the central entrance connecting to the new CSR and to the new bus stops. Secondary entrance points provide connections to local streets. A path network within the park connects north south, connecting to the existing crossing point below the North Circular Road. The Harbet Road park edge is designed to provide a barrier to unwanted entry through the use of topography along the length of the road and bollards at entrance points.
- 8.78 Existing on-site utilities infrastructure is not currently capable of supporting the plan - led vision for the delivery of up to 5000 homes and 1500 jobs. This application has been designed to accommodate this scale of growth, including the development proposed within the Phase 2 application also under consideration. In order to avoid abortive highway works, the CSR, LLR and the parkside cycle street provide for utility corridors capable of accommodating servicing for gas, water electricity, telecommunications and heat network required for comprehensive redevelopment.
- 8.79 As much of the site will potentially be inaccessible to the public for a number of years (subject to what meanwhile uses may come forward which would be the subject of separate planning applications), a boundaries strategy is proposed which ensure that the area feels safe, secure and visually interesting. Metal fences are proposed around development zones prior to construction to allow views through. A condition is recommended requiring the fencing to be in place in accordance with the submitted strategy before the relevant phase of works are open to public use.

Climate change and sustainable development

- 8.80 The NPPF advises that the 'planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure.'
- 8.81 London Plan policy 5.2 requires development proposals to make the fullest contribution to minimising carbon dioxide emissions. Policy 5.3 requires the highest standards of sustainable design and construction, including efficient use of natural resources and making the most of natural systems both within and around buildings,

minimising pollution, avoiding impacts from natural hazards, securing sustainable procurement of materials and promoting and protecting biodiversity. Policy 5.6 encourages the use of decentralised energy systems. Policy 5.10 requires development proposals to integrate green infrastructure from the beginning of the design process to contribute to urban greening. Policies 5.12 and 5.13 deal with flood risk and sustainable urban drainage. These policies are taken forward in Chapter 9 of the new London Plan, yet to be adopted.

8.82 These policies are also echoed in DMD in policies 49, 51, 52, 57, 59, 61, 62 and 63.

8.83 This strategic infrastructure works that form this planning application have regard to climate change and seek to address some of the key elements to delivering a sustainable development at Meridian Water by proposing:

- a strategy to deal with the natural hazards,(in this case flood risk both fluvial and surface water);
- providing a new east-west link to improve connectivity and active travel opportunities for future residents to access local services and public transport nodes, reducing reliance on the private motor vehicle;
- additional pedestrian and cycle connections north-south and improved links to the existing network;
- enhancing the biodiversity value of the site through the naturalisation of part of Pymmes Brook and the creation of two new parks;
- the use of SUDS features throughout the public realm; and
- the provision of the necessary infrastructure to facilitate future connectivity to the decentralised energy network.

8.84 In this respect the development is considered to address the requirements of policy. A condition is recommended relating to the sustainable procurement of materials required for the development proposed.

Planning Obligations

8.85 There are no planning obligations linked to this application. All matters arising as a consequence of the redevelopment of the site for a residential led development are covered under the Phase 2 outline planning application also under consideration on this agenda.

Community Infrastructure Levy

8.86 The works included within this application are not CIL liable.

9 Conclusion

9.1 The design of the infrastructure proposed within this planning application has been informed by a master planned approach to development, and has been subject to extensive review by statutory and non-statutory agencies and the Design Review Panel throughout, to ensure all comments and opinions have been fully considered and taken into account to reach today's position and the proposed works the subject of this planning application .

9.2 The works contained in this application are necessary to unlock the development potential of this significant brownfield site by providing key infrastructure to support a

new residential community of circa 5000 homes and 1500 jobs. The application includes a comprehensive package of works to address:

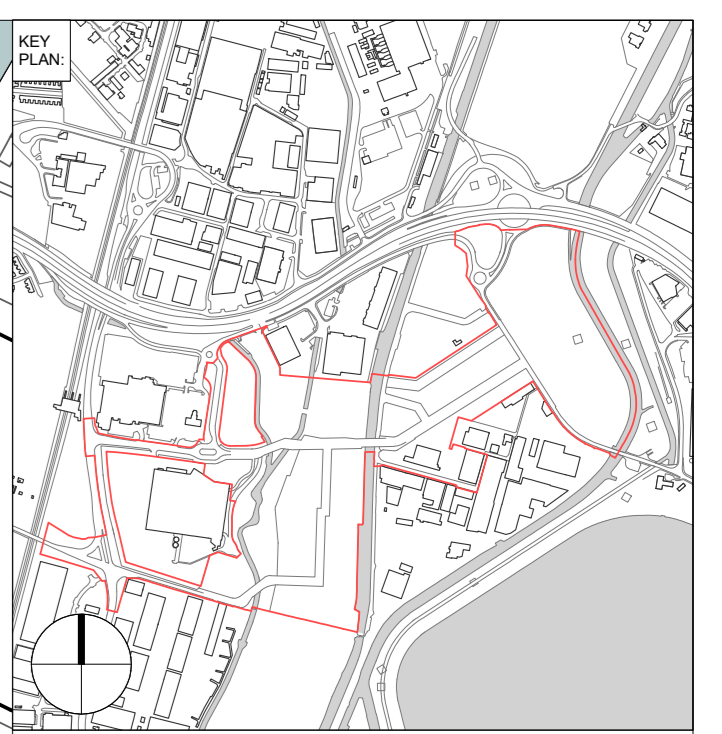
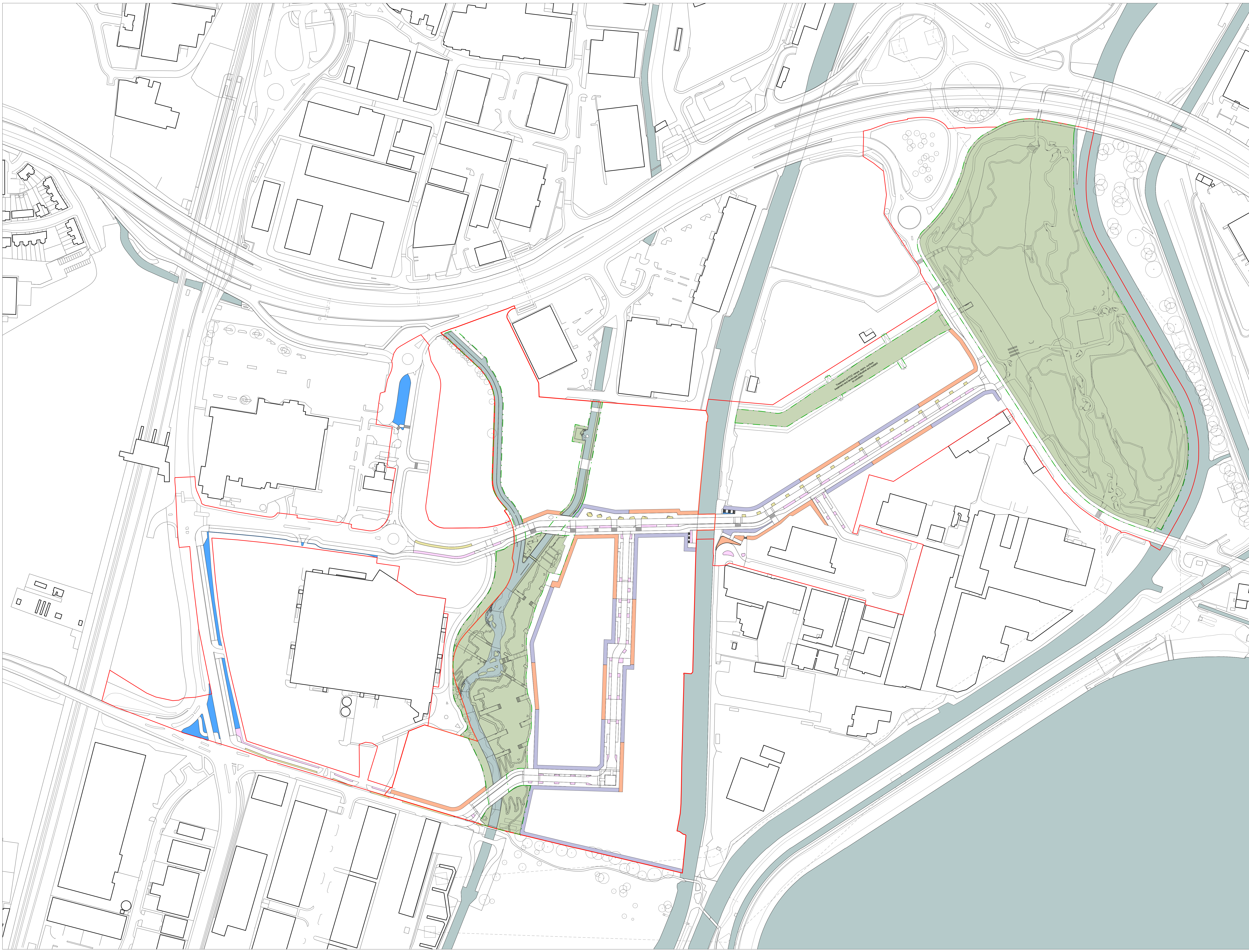
- Flood risk across the site by taking a site wide approach and creating developable plots to support the Phase 2 outline planning application, whilst delivering compensatory storage within the Lee Valley Regional Park;
- Creating a network of green infrastructure to deliver multiple benefits for future residents and the wider community, including biodiverse habitats, high quality open spaces and incorporating flood risk alleviation measures;

- East-west and north south severance by providing a new east-west Central Spine Road and north south Leaside Link Road, prioritising pedestrians, cyclists and public transport users;
- Post- industrial legacy of contamination by remediating the site at the same time as releveling the site for the purpose of addressing flood risk; and
- Delivering the key utilities infrastructure corridors required to support the scale of housing and employment growth envisaged across the site.

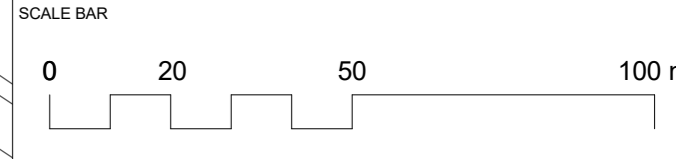
9.3 The works proposed are well considered and policy compliant and are therefore supported, with a recommendation that permission be granted subject to conditions to cover matters raised by third party consultees and to secure final details of certain elements before works commence.

9.4 As this is a full planning application and therefore covers a considerable amount of detail, there remain a small number of minor non material issues relating to detailed elements of the construction that officers are continuing to work with the applicant on. Officers are satisfied that this fine detail can be agreed. For example – detailed surfacing arrangements for the prow at the confluence of the Pymmes and Salmons Brook and the enclosure details for a section of the watercourse adjacent with Brooks Park. The final drawings to reflect these detailed discussions are still in preparation. All drawings will be available before the application is referred to the Mayor as part of the Stage 2 referral process. Members are therefore asked, in considering the officer recommendation to grant planning permission, to also grant delegated authority to agree these final update drawings before the application is referred to the Mayor and any decision notice is issued. This will in turn require the drawing numbers in many of the conditions listed above to be updated to reflect the latest revision to the drawing.

9.5 This application will need to be referred back to the Mayor prior to the issuing of any decision in accordance with the provisions of the Town and Country Planning (Mayor of London) Order 2008 and this requirement is therefore also covered in the recommendation.



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- Key**
- Application boundary containing road & bridge geometry & design by Karakuvevic Carson Architects; Services, structures and groundworks by ARUP
 - Landscape Architect's Scope: Areas within the GREEN line are indicated. Refer to Landscape Architect's working drawing (382-KCA-P1-00-DR-A-1006-DR) and related drawings for all landscape softscape Package for further detail and reference
 - Landscape Scope - Refer to Landscape Drawings
 - Tree Pit Flora-spec: ref: Q21425A
 - Verge Planting-spec: ref: Q21425B
 - Water Intercept measure Hydroseed Mix 01 spec: ref: Q21425C
 - Water Intercept measure Hydroseed Mix 02 spec: ref: Q21425D
 - Water Intercept measure Flora Type D spec: ref: Q21425E

- General Notes**
1. These drawings form part of the detailed planning application to deliver Strategic Infrastructure Works (SIW) to the Meridian Water development including the comprehensive road-use development of Phase 2 and should be read in conjunction with the Outline Planning Application for Phase 2 development details.
 2. Sites have been investigated for indication of the Gas Governor from the existing gas network to a level of 100mm below the ground level of Prime Cost with gas piping provision for three users. The Gas Governor building will be subject to future design development and agreement between the Client and the relevant utility provider.
 3. All trees and shrubs to be retained are to be protected in accordance with BS:5822:2015.
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 6. The trees, shrubs and other landscape elements are to be protected in accordance with BS:5822:2015.
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2	FOR APPROVAL	03/03/20
1	FOR APPROVAL	27/06/19
0	FOR APPROVAL	21/06/19

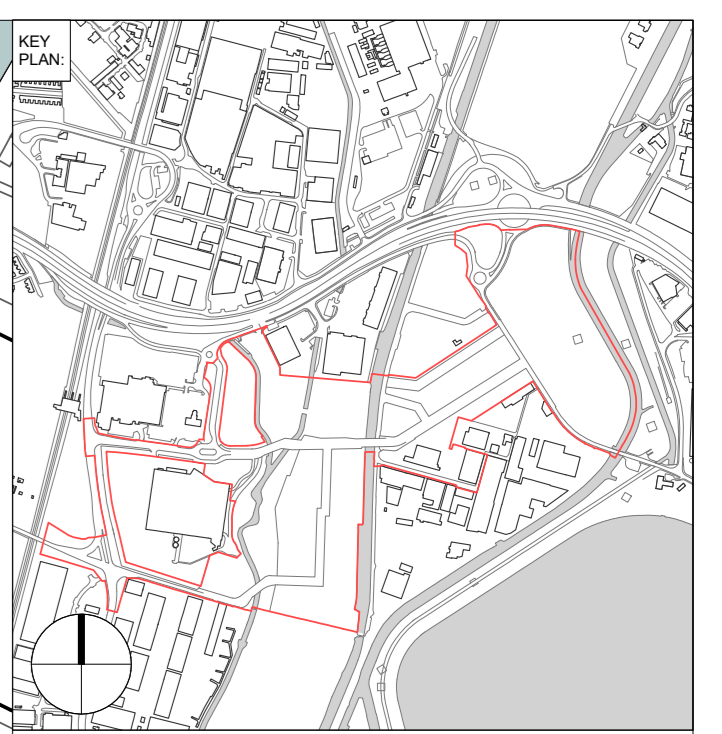
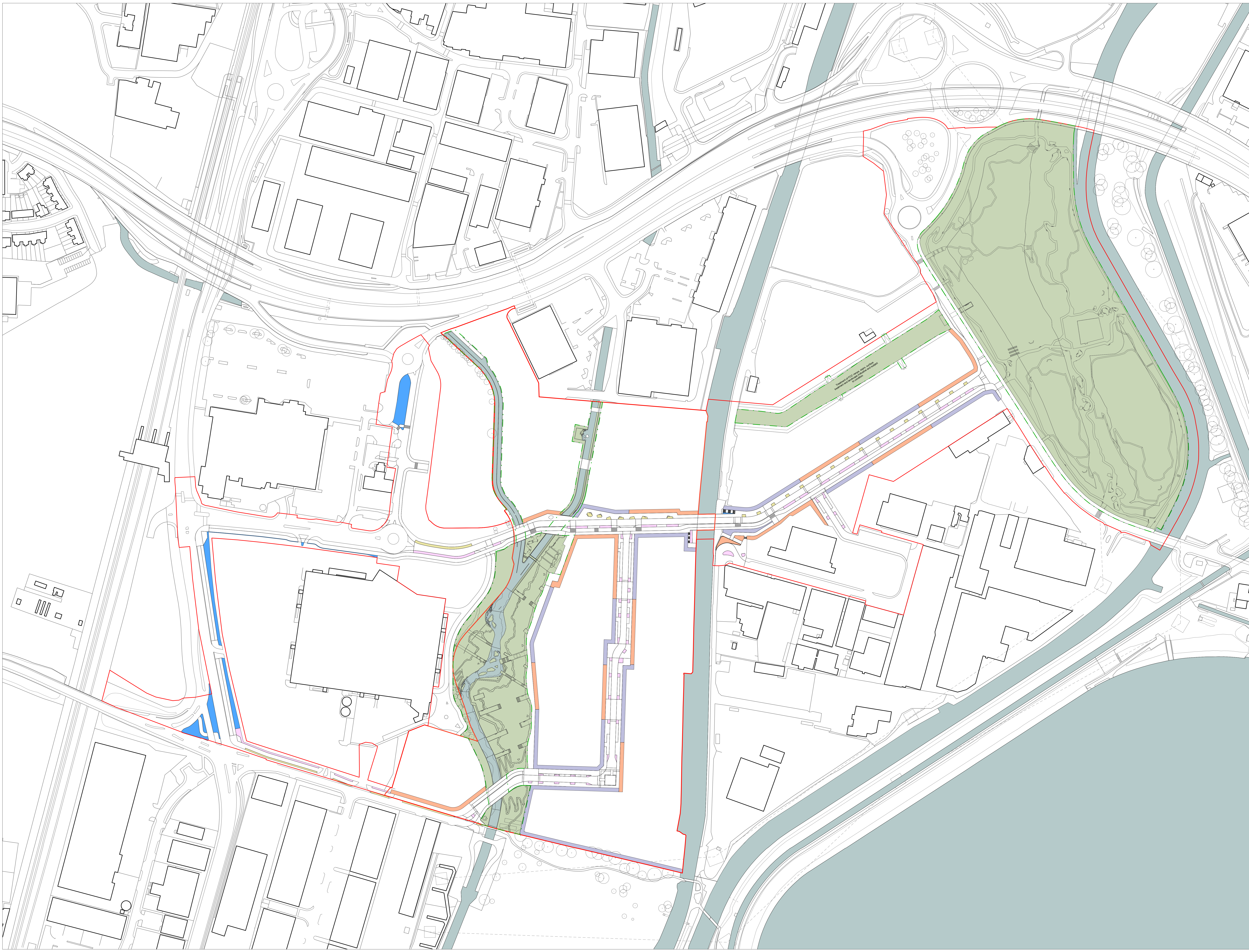
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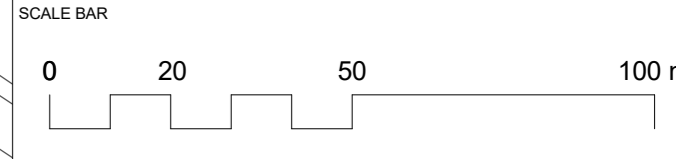
PROJECT
**Meridian Water Strategic
 Infrastructure Works (MWSIW)**

TITLE
Soft Landscaping

DRAWING NUMBER	REVISION	
382-KCA-P1-00-DR-A-1006-P	2	
STATUS		
FOR APPROVAL		
REVISION DATE	DRAWN BY	SCALE
03/03/20	JB	1:1250 @ A0
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382



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 - Tree Pit Flora-spec ref: Q21425A
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 3. The Gas Governor building will be subject to future design development and agreement between the Client and the relevant SIW contractor.
 4. For tree and planting details, refer to the relevant SIW drawings: Q21425A-P1-00-DR-A-1006-P-0001 and Q21425B-P1-00-DR-A-1006-P-0002.
 5. The final planting schedule will be subject to the relevant SIW drawings: Q21425A-P1-00-DR-A-1006-P-0001 and Q21425B-P1-00-DR-A-1006-P-0002.
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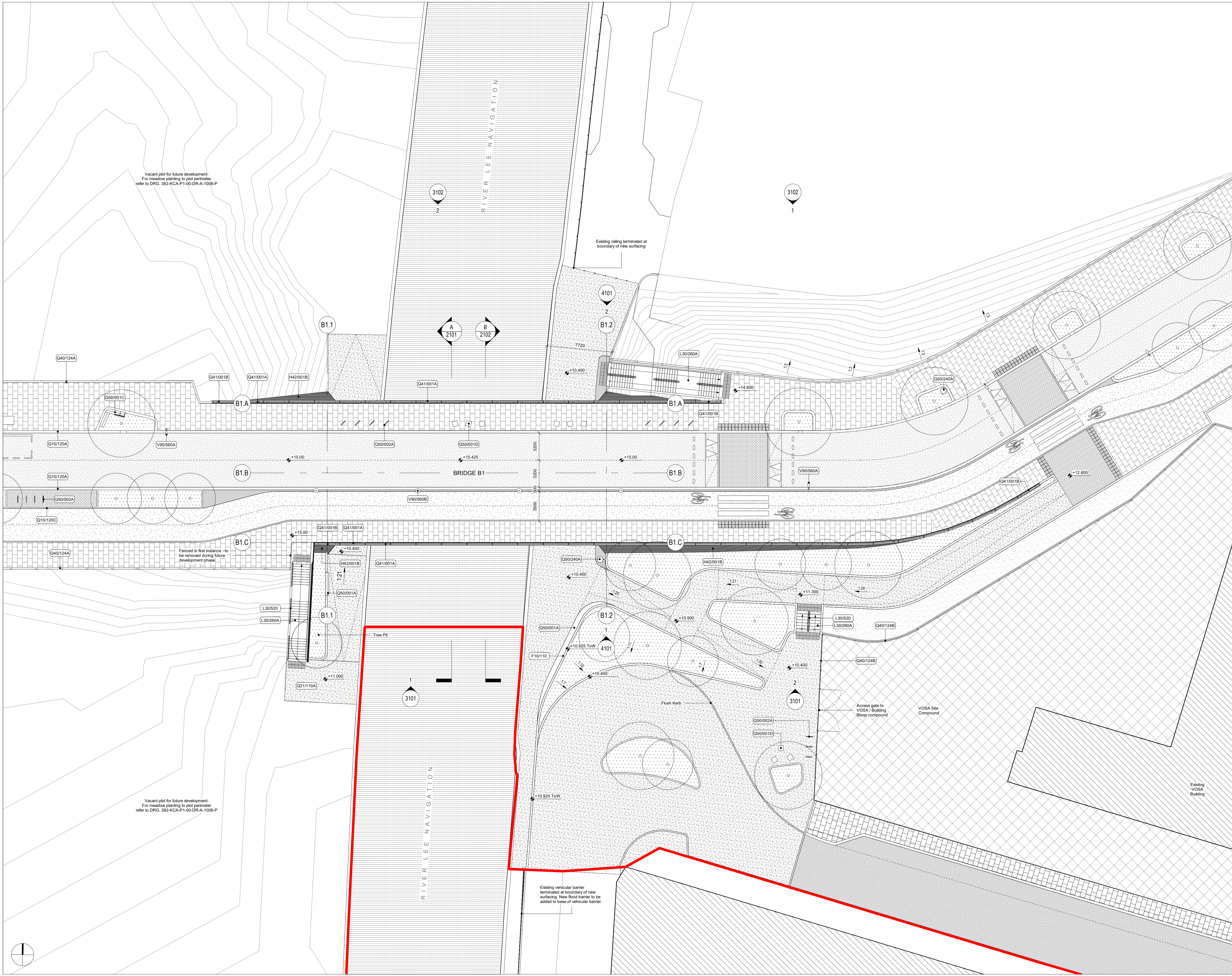
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PROJECT
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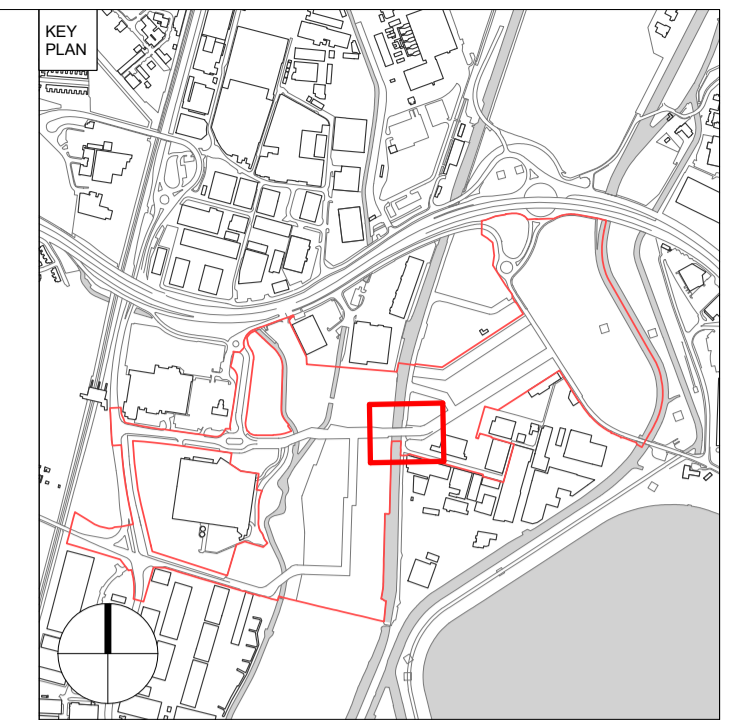
TITLE
Soft Landscaping

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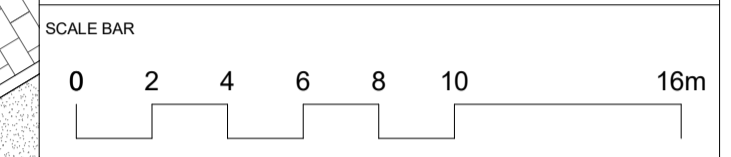


Vacant plot for future development.
For meadow planting to plot perimeter
refer to DRG. 382-KCA-P1-00-DR-A-1006-P

Vacant plot for future development.
For meadow planting to plot perimeter
refer to DRG. 382-KCA-P1-00-DR-A-1006-P



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- NOTES
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 - Space has been safeguarded for relocation of the Gas Governor building with parking provision for 2no. vans. The Gas Governor building will be subject to future design development and agreed between the IA and the relevant utility provider.
 - For fences and boundary conditions refer to DRG. 382-KCA-P1-00-DR-A-1006-D.
 - For tree types and planting DRG. 382-KCA-P1-00-DR-A-1006-D, DRG. 382-KCA-P1-00-DR-A-1007-D and landscape architects documentation.
 - For specifications referenced by keynotes refer to 'Pictorial Specification 382-KCA-P1-XX-SP-A-0100-P'.
 - The brooks, Brooks Park and Flow and ecology corridor fall within Landscape Architects scope, where these items are shown they are indicative only.
 - Contour lines are shown indicatively and levels may be subject to refinement subject to a developed ground level strategy. Existing levels based on survey information and estimates where survey not available.
 - Existing brick wall and embankment concrete structures will be subject to SE design.
 - Final lighting column positions subject to future lighting calculations and highways approvals.
 - Road and crossing markings to be painted, subject to detailed design and highways approvals.

LEGEND

	Application boundary containing road & bridge geometry & structure and groundworks by ARUP		Landscape Architect's Scope. Areas within this GREEN line are indicative. Refer to landscape architects overview drawing 005-PR-22-01-DR-A-0002
	Earth fill		Q22/140A - Coloured asphalt to segregated cycleway
	Q25/200A or Q25/215A - 600x450mm flags to footways		Q22/150B - Hot rolled asphalt w/ flint surface dressing to polycyde placed surface & bus only way
	Q24/130A - 100 x 300mm Granite sets with mortar		Q22/150A - Black top asphalt to carriageway
	Q25/610B - 240 x 160 Concrete sets with mortar joints		Q21/110A - In situ concrete with exposed aggregate surface to footway
	Q24/130B - 100 x 100mm Granite sets with mortar joints		Q21/110B - In situ concrete with exposed aggregate surface to carriageway
	Q31/425 - Rainwater / Trench		Waterway
	Q23/100A - Permeable reinforced surface to tree pit		Ecology Corridor - Refer to Landscape Architects Design
	Q25/800A - Precast concrete and grass paving		Existing Building
	Q25/210A - Tactile blister paving		VOSA Site compound
	Q25/210B - Tactile corduroy paving		

KEYNOTE LEGEND - Refer to Pictorial Specification 382-KCA-P1-XX-SP-A-0100-P

KEYNOTE	DESCRIPTION
F10/110	Clay facing brickwork
H42/001B	Smoked brick faced precast concrete panels to retaining wall
L30/260A	Precast concrete slabs with integrated base turner in stronger
L30/520	Metal balustrades and handrail with integrated lighting where required
Q10/120A	Granite kerb - 300mm wide
Q10/120C	Granite kerb - 150mm wide
Q21/110A	In Situ concrete surfacing with exposed aggregate surface (pedestrian)
Q40/124A	Open mesh steel fence to vacant plots
Q40/124B	Secure by Design Open mesh steel panel fencing to VOSA Site
Q41/001A	Composite bridge parapet (typical) - Pigmented precast concrete base with coloured aggregate, grit blasted finish to exterior, polished finish to interior - Metal railings/guarding to top
Q41/001B	Composite bridge parapet (terminations) - Pigmented precast concrete base with coloured aggregate, grit blasted finish to exterior, polished finish to interior - Metal railings/guarding to top
Q50/001A	Street Furniture - Seat type 01 - Straight timber bench without back
Q50/001C	Street Furniture - Seat type 03 - Angled timber bench with back
Q50/001D	Street Furniture - Seat type 04 - Concrete Perch
Q50/002A	Street Furniture - Sheltered cycle stand
Q50/240A	Litter bin
V90/560A	Street Lighting Type 01
V90/560B	Street Lighting Type 02

1	FOR APPROVAL	03/03/20
0	FOR APPROVAL	21/06/19

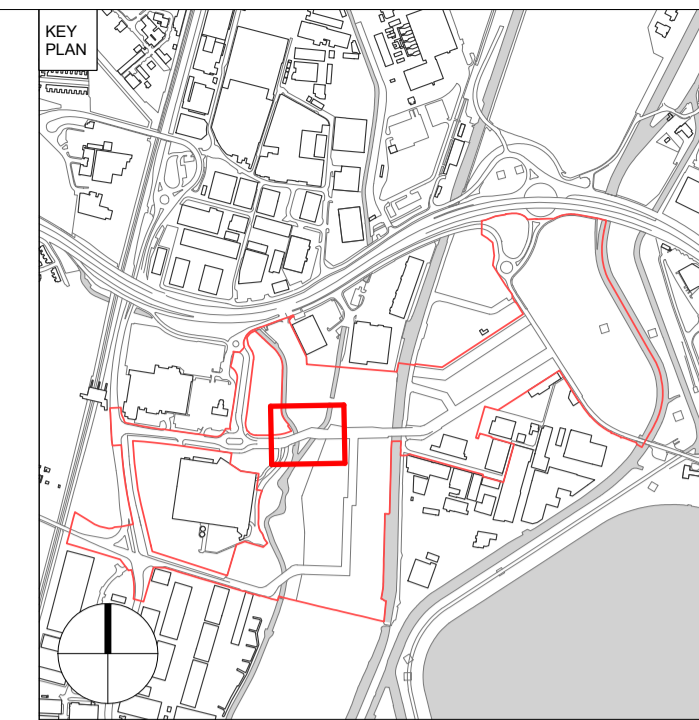
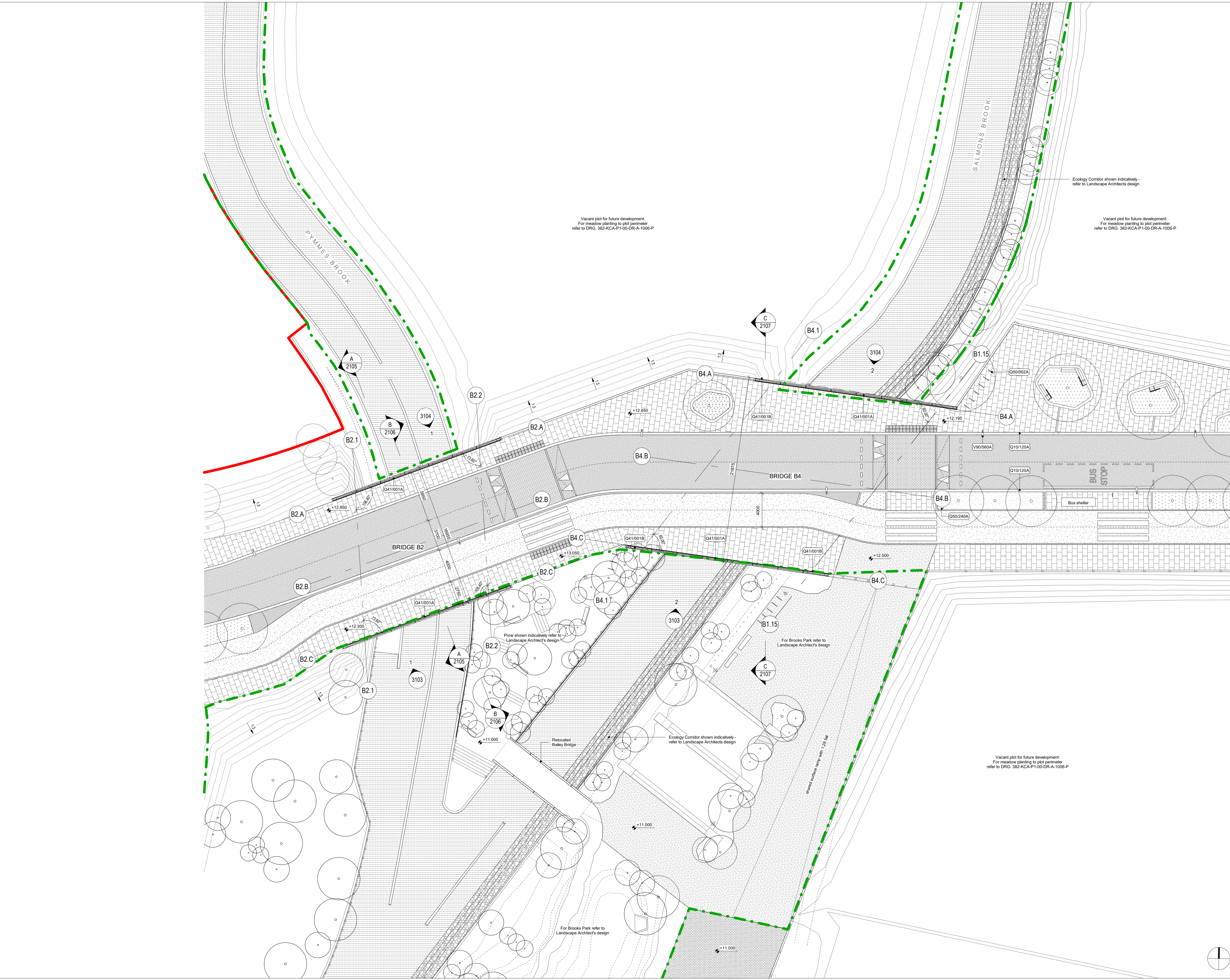
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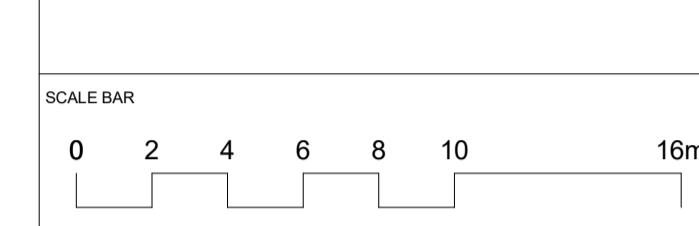
PROJECT
Meridian Water Strategic Infrastructure Works (MWSIW)

TITLE
Bridge B1 - Lee Navigation - Deck Level Plan

DRAWING NUMBER	382-KCA-P1-01-DR-A-1101-P	REVISION	1
STATUS	FOR APPROVAL		
REVISION DATE	DRAWN BY	SCALE	
03/03/20	JB	1 : 200 @ A1	
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 - For fences and boundary conditions refer to DRG. 382-KCA-P1-00-DR-A-1005-D.
 - For tree types and planting DRG. 382-KCA-P1-00-DR-A-1005-D, DRG. 382-KCA-P1-00-DR-A-1007-D and Landscape architects documentation.
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	Q25/200A or Q25/215A - 600x450mm flags to footways
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	Q21/110A - In situ concrete with exposed aggregate surface to footway
	Q24/130B - 100 x 100mm Granite sets with mortar joints
	Q21/110B - In situ concrete with exposed aggregate surface to footway
	Q31/425 - Raingarden / Trenchpit
	Waterway
	Q23/100A - Permeable resinbound surface to tree pit
	Ecology Corridor - Refer to Landscape Architects Design
	Q25/800A - Precast concrete and grass paving
	Existing Building
	Q25/210A - Tactile blister paving
	VOSA Site compound
	Q25/210B - Tactile corduroy paving

KEYNOTE LEGEND - Refer to Pictorial Specification 382-KCA-P1-XX-SP-A-0100-P

KEYNOTE	DESCRIPTION
Q10/120A	Granite kerb - 300mm wide
Q41001A	Composite bridge parapet (topical) - Pigmented precast concrete base with coloured aggregate, grit blasted finish to exterior, polished finish to interior - Metal railings/guarding to top
Q41001B	Composite bridge parapet (dermatation) - Pigmented precast concrete base with coloured aggregate, grit blasted finish to exterior, polished finish to interior - Metal railings/guarding to top
Q50/020A	Street Furniture - Sheffield cycle stand
Q50/040A	Street Lighting Type 01
V90/560A	Street Lighting Type 01

1	FOR APPROVAL	03/03/20
0	FOR APPROVAL	21/06/19
Rev	Reason for Issue	Date

Karakusevic Carson Architects
 Unit E03
 The Biscuit Factory
 100 Clements Road
 London SE16 4DG
 mail@karakusevic-carson.com | 0207 566 6300

PROJECT
Meridian Water Strategic Infrastructure Works (MWSIW)

TITLE
Bridge B2/4 - Pymmes Brook North / Salmons Brook - Deck Level Plan

DRAWING NUMBER	382-KCA-P1-01-DR-A-1103-P	REVISION	1
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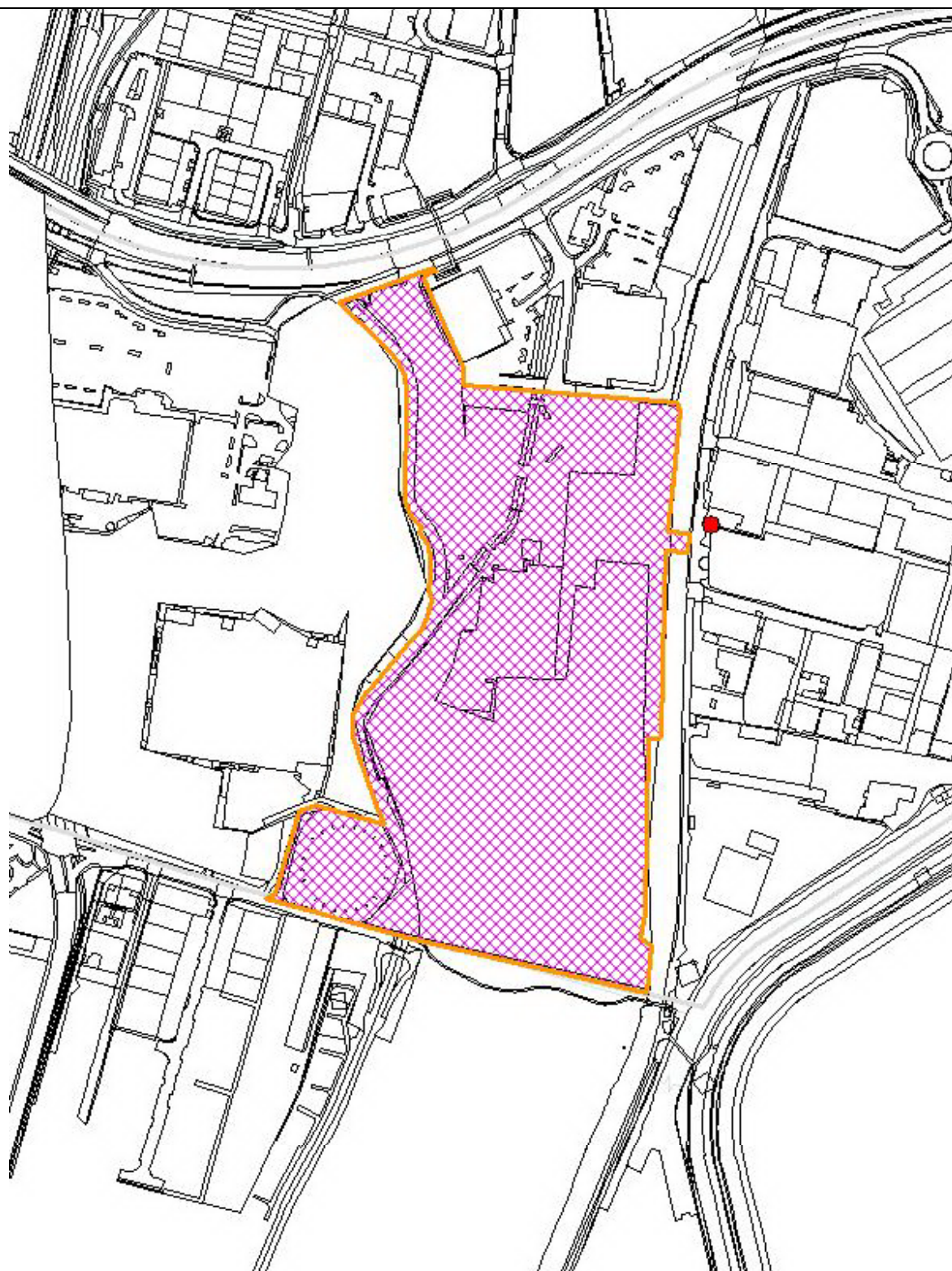
STATUS
FOR APPROVAL

REVISION DATE	DRAWN BY	SCALE
03/03/20	JB	1:200 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date: 24 March 2020
Report of: Head of Planning	Contact Officer: Andy Higham Sharon Davidson Claire Williams	Ward: Upper Edmonton
Application Number: 19/02718/RE3		Category: LBE – Dev by others
LOCATION: Meridian Water Orbital Business Park (and Adjoining Land Including Land South of Argon Road and Land Known as Ikea Clear and Gas Holder Leaside Road) 5 Argon Road, London, N18 3BZ		
PROPOSAL: Development of Phase 2 of Meridian Water comprising residential (Class C3), Purpose Built Student Accommodation and/or Large-Scale Purpose-Built Shared Living (Sui Generis); hotel (Class C1), commercial development (Class B1a,b,c); retail (Class A1 and/or A2 and/or A3 and/or A4), social infrastructure (Class D1 and/or D2), a primary school up to three forms of entry, hard and soft landscaping, new public open spaces including equipped areas for play, sustainable drainage systems, car parking provision, and formation of new pedestrian and vehicular access (all matters reserved).		
Applicant Name & Address: Mr Peter George London Borough of Enfield Civic Centre Silver Street Enfield EN1 3XA		Agent Name & Address: Mr Nick Finney 13 Fitzroy Street London W1T 4BQ
RECOMMENDATION: That Members give delegated authority to Officers to finalise the precise wording of the conditions and the Design Code and subject to referral of the application to the Greater London Authority and the completion of a Section 106 Agreement, the Head of Development Management / Planning Decisions Manager in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992 be authorised to GRANT planning permission subject to conditions		
Note for Members: The application has been brought to the Planning Committee because the applicant is the Council and the scheme is a major development.		

Ref: 19/02718/RE3 LOCATION: Meridian Water, Orbital Business Park (and Adjoining Land Including Land South Of Argon Road And Land Known As Ikea Clear And Gas Holder Leaside Road), 5 Argon Road, London



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Scale 1:1250

North



1. Recommendation

- 1.1 That Officer's be granted delegated authority to finalise the precise wording of the conditions and to finalise the Design Code.
- 1.2 That subject to referral of the application to the Greater London Authority and the completion of a Section 106 Agreement, the Head of Development Management / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions as set out in Appendix 1.

2.0 Executive Summary

- 2.1 The report seeks approval for the redevelopment of Phase 2 of Meridian Water for residential led, mixed use development to include workspace, retail, a new primary school, purpose built student accommodation and/or large scale purpose built shared living, a hotel and open spaces including a new park. The documents submitted with the application propose up to 2,300 residential units (Class C3), Purpose Built Student Accommodation and/or Large-Scale Purpose-Built Shared Living (Up to 18,000 sq m - Sui Generis); a hotel (Up to 16,000 sq m - Class C1), commercial development (Up to 26,500 sq m - Class B1a,b,c); retail (Up to 2,000 sq m - Class A1 and/or A2 and/or A3 and/or A4), social infrastructure (Up to 5,500 sq m - Class D1 and/or D2), a primary school up to three forms of entry, hard and soft landscaping, new public open spaces including equipped areas for play, sustainable drainage systems, car parking provision, and formation of new pedestrian and vehicular access (Outline- all matters reserved).
- 2.2 Meridian Water is the borough's largest residential led mixed-use development and one of the largest brownfield development opportunities in Greater London. The Core Strategy (CS) and Edmonton Leaside Area Action Plan (ELAPP) identify a range of objectives for Meridian Water including the provision of 5000 new homes, 1500 new jobs, improvements to public transport provision, restoring and opening up access to the Lee Valley Regional Park and waterfront.
- 2.3 The proposed development has been designed based on the three pillars of Meridian Water which is to 'mix uses and animate streets', 'park life at your doorstep' and 'your place to make and create'. This application is the second phase of Meridian Water that will unlock further wide scale mixed-use development in the borough. A sense of place will be created through the creation of different character areas across the site including community streets, the inclusion of a park to the west, flexible uses at ground floor level within the high street along the main central spine, the waterfront and a square fronting the River Lee Navigation. The scheme will deliver 43% affordable housing with a policy compliant tenure mix. A mix of residential units including much needed family housing will be provided. A primary school that could also act as a community hub is proposed. There is scope to accommodate a hotel, Purpose Built Student Accommodation (PBSA) or Large Scale Purpose Built Shared Living (LSPBSL) on the site in addition to commercial floorspace to attract both small scale start-ups up to larger scale operations.

- 2.4 As the application is outline, the finer detail of the scheme will be secured through future reserved matters applications. However, the design principles, expectations and quality of the development will be set through parameter plans and a design code. All future details to be secured through reserved matters and conditions will need to be in accordance with the parameter plans and design code. Contributions to mitigate the impact of the development will be secured through a s106 legal agreement.
- 2.5 The reasons for recommending approval are:
- i) The proposed development forms part of Meridian Water and is a key regeneration priority for the London Borough of Enfield.
 - ii) The development overall represents and optimises the potential benefits for the site, the surrounding area and local community.
 - iii) The scheme is supported in strategic planning terms by the GLA and the majority of issues that were raised by the GLA have been addressed.
 - iv) The scheme will bring much needed housing to the borough including affordable housing and a mix that includes both smaller and larger family housing.
 - v) The proposal will be car free with the creation of strong pedestrian and cycle links across the site. There will also be improved public transport provision that will benefit both existing and future residents, employees and visitors.
 - vi) A new primary school will be delivered on the site that would also act as a community hub.
 - vii) In line with the industrial heritage of the site a range of commercial uses will be provided across the site that will range from small scale start-ups to larger scale operations.
 - viii) Flexible uses are proposed at ground floor level along the high street, the riverfront and the main square to activate streets and to create a sense of place for this new development for both residents, employees and visitors.
 - ix) A new park known as Brooks Park will be created along with green corridors across the site.
 - x) Part of Pymmes Brook will be naturalised bringing great benefits to enhance local biodiversity and the self-sustainability of the river and also the local community in terms of its visual appearance.
 - xi) The scheme will not impact on any residential units in the area due to the location and industrial nature of the site surrounded by industrial units, set significantly away from residential properties.
 - xii) The development would create a significant number of jobs at both the construction stage and on completion which support the local economy.
 - xiii) High quality accommodation will be provided for future residents of the residential units as all units will meet or exceed minimum space standards and have their own private amenity space.
 - xiv) The parameter plans and the design code will set the principles of the development and the high standard expected for the detailed design

to come forward through the reserved matters applications and conditions.

- xv) Both financial and non-financial contributions will be secured through a s106 legal agreement that will benefit both existing and future residents, workers and visitors to the borough.

3.0 Site and Surroundings

- 3.1 The application site measures 11.9 hectares and comprises former and existing industrial and commercial buildings and vacant open land. To the south west is a former site of a gasholder which has been decommissioned. The above ground structure and surface features of the gas holder have been removed and the remaining structure has been backfilled. The site is currently used for open vehicle storage by a vehicle pound operator.
- 3.2 To the south of the site is a cleared site known as Ikea Clear. A capping layer of granular material has been implemented to enable temporary meanwhile activities to take place before the redevelopment of phase 2 of Meridian Water. The Orbital Business Park is located to the north of the site. Approximately half of this business park is vacant with the other half of the site comprising different uses and activities such as scaffolding yards, warehouse storage and open vehicle storage. Many of the businesses are subject to short term periodic leases which will enable the closure of businesses with minimal disruption and over a reasonable timeframe.

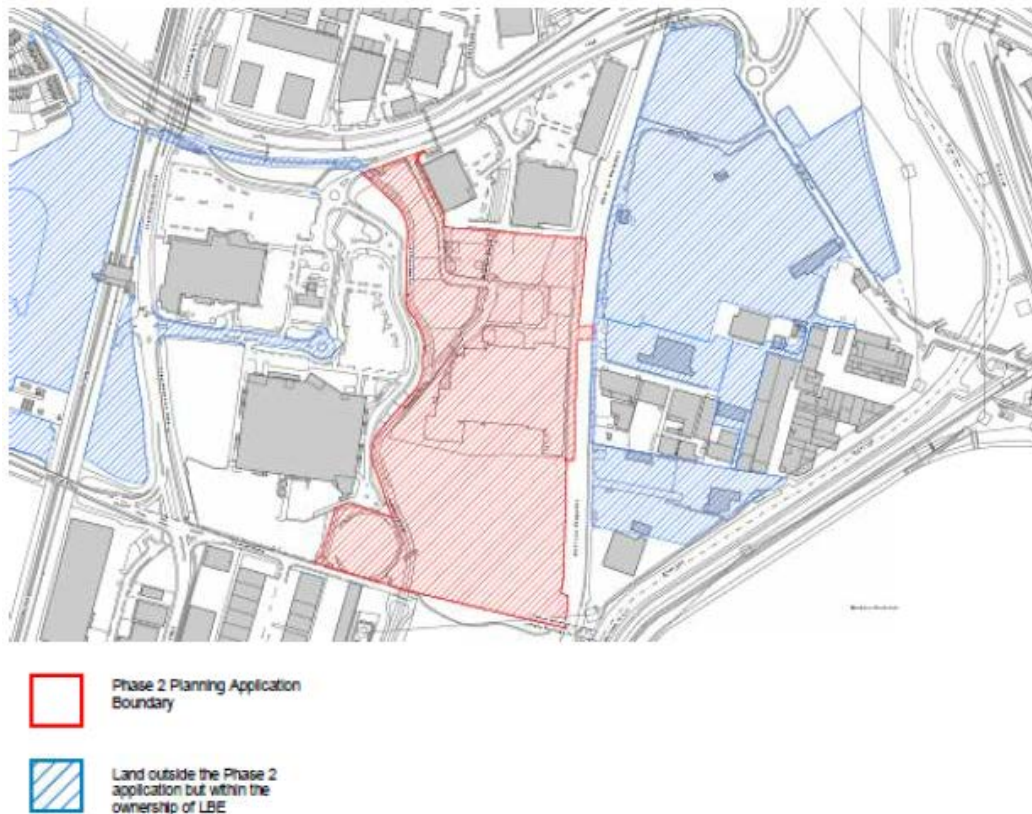


Figure 2.1 MWP2 Planning Application Boundary

Figure 1: Application Site

- 3.3 To the north of the application site is the Ravenside Retail Park and the North Circular Road, to the east of the site is the River Lee Navigation beyond which is land designated as a Strategic Industrial Land (SIL) which includes the former Stonehill Industrial Estate to the north. To the south of the site is Leaside Road and the Mowlem Trading Estate, another Strategic Industrial location located within the London Borough of Haringey (LBH), comprising a mix of light industrial uses. Tottenham Marshes is located to the east of the Mowlem Trading Estate. To the west is Pymmes Brook beyond which is Tesco and Ikea. The new Meridian Water train station and phase 1 of Meridian Water is located further west of the application site. Service frequency recently increased to 4 trains per hour in the morning peak period at the Meridian Water train station. The Lee Valley Regional Park is located to the south, east and north of the site. The site adjoins the Borough boundary with the London Borough of Haringey to the south.
- 3.4 The site is located within a borough-wide Air Quality Management Area ('AQMA') and the Lea Valley West Bank Archaeological Priority Area. Parts of the site are located in Flood Zones 2 and 3. There are 169 trees and tree groups across the Meridian Water phase 2 site and the wider strategic works area. The Public Transport Accessibility Level (PTAL) of the site currently ranges between 0 and 2 (with 0 being the lowest level and 6b being the highest accessibility level possible). This is expected to increase to PTAL 3 with the addition of a direct walking link to the station and with new and re-routed bus services along the Central Spine Road and Leaside Link Road (delivered through the application for strategic infrastructure works the subject of an application also under consideration on this agenda).

- 3.5 The site is identified in the Edmonton Leaside Area Action Plan within design and delivery zones 4 and 5 and part of zone 2.



Figure 2: Meridian Water Design and Delivery Zones

4.0 Proposal

- 4.1 The proposal is for the development of Phase 2 of Meridian Water comprising residential (Class C3), Purpose Built Student Accommodation and/or Large-Scale Purpose-Built Shared Living (Sui Generis); hotel (Class C1), commercial development (Class B1a,b,c); retail (Class A1 and/or A2 and/or A3 and/or A4), social infrastructure (Class D1 and/or D2), a primary school up to three forms of entry, hard and soft landscaping, new public open spaces including equipped areas for play, sustainable drainage systems, car parking provision, and formation of new pedestrian and vehicular access (all matters reserved).
- 4.2 An outline application with all matters reserved has been submitted to establish the principle of the proposed development and allow the necessary flexibility for the development of detailed design as part of a phased delivery across the application site.
- 4.3 A set of parameter plans have been submitted and through the application process a few minor amendments have been sought. The parameter plans seek to establish the key development principles associated with the outline elements of the proposed development including development plots, access and public realm which set the masterplan structure, site levels, building heights and predominant distribution of different land uses at ground and

upper floor levels. The parameter plans show the maximum potential scale of development.

- 4.4 Illustrative plans have been submitted that demonstrate one way that the development applied for could be accommodated on the site. Further details on the final design proposals will come forward as part of reserved matters applications.
- 4.5 A Design Code has been submitted and updated during the application process that seeks to establish a robust design framework for the proposed development. The Design Code sets out the parameters within which the design of the development, including architectural style and materiality, public realm design, layout and scale will be expected to comply at the reserved matters stage.
- 4.6 There are five sub phases proposed as shown in figure 3. The first phase is the gasholder site which will be delivered independently from the main site as it is not reliant on the completion of the strategic infrastructure works proposed under application reference 19/02717/RE3. It is intended for works to commence on the first sub phase in December 2021 with the final phase envisaged to be completed by 2031.



Figure 3: Development Phasing

- 4.7 The Design Code seeks to identify different character areas across the site to create a sense of place as shown in figure 3. A new Local Centre comprising retail and leisure uses will be delivered to meet the needs of the future residents and businesses of Meridian Water. A range of uses within use class A1 (Shops), A2 (financial and professional services), A3 (Restaurants and cafes), A4 (Drinking Establishments); and D1 (non-residential institutions), D2 (Assembly and Leisure) is proposed predominantly along Bridge Street, the Riverside Square and alongside the River Lee Navigation. A number of development plots have been identified as suitable for commercial floor space (class B1) throughout the development offering a range of unit types and servicing options, including standalone multi-storey commercial floorspace and commercial floorspace as part of mixed-use blocks to allow small scale start-ups to larger scale operations. The proposed development includes

flexibility to provide up to 16,000 sq.m of hotel floorspace (Class C1) and up to 18,000sqm of PBSA or LSPBSL (sui generis) accommodation. If the hotel and PBSA or LSPBSL accommodation were to be provided this would result in a proportionate reduction in total C3 residential floorspace. Table 1 sets out the possible uses that could come forward on the site and the maximum and minimum floor areas for those uses.



Figure 4: Character Areas for Meridian Water Phase 2

- 4.8 The scheme makes provision for an up to three-form entry primary school on two potential sites, one to the south of the site and the other located within the centre of the application site. The primary school would have the capacity to accommodate up to 630 pupils and associated early years provision. If one of the sites is not developed for a primary school the alternative use proposed for the site is solely residential.

Use	Use Class	Maximum Floor Space GEA (sq m)	Minimum Floor Space GEA (sq m)
Business	B1a / B1b / B1c	26,500	15,000
Residential *	C3	248,918	N/A
Hotel	C1	16,000	N/A
PBSA/LSPBSL	Sui Generis	18,000	N/A
Retail	A1-A4	2,000	2,000
Social Infrastructure	D1 / D2	5,500	2,000
Primary School		Masterplan provides for a 3-form entry primary school with an assumed floorspace of 4,750 sq m	
Excludes Plant and Parking Undercrofts/Basements			

Table 1: Proposed uses and minimum and maximum floor space in Meridian Water phase 2

- 4.9 The scheme will provide 43% affordable housing by habitable room including a minimum of 50% and maximum of 70% of low-cost rent (London affordable rent) and up to a maximum of 50% shared ownership (London shared ownership/London Living Rent). It has been demonstrated that a mix of unit sizes can be provided including 30% 1 bed, 40% 2 bed, 20% 3 bed and 10% 4+ bed. At least 10% of the units provided will be wheelchair accessible.
- 4.10 The access to the site is provided for by the Strategic Infrastructure Works, which are the subject of a full planning application submitted in parallel to this application. This includes an east-west Central Spine Road, referenced as Bridge Street within the Meridian Water 2 masterplan. The Central Spine Road provides access via bridges over the Pymmes and Salmons Brook to the west and the River Lee Navigation to the east. Access from the south west is provided by the proposed Leaside Link Road and Pymmes Brook Bridge South. The Central Spine Road east of the River Lee Navigation will only provide a through-route for active travel and public transport modes and not private cars. The car parking ratio is 0.25. and the maximum car parking spaces to be provided would be approximately 500 spaces to provide for disabled parking and visitors.
- 4.11 In terms of cycle access, north-south pedestrian and cycle access within the site will be improved through the formation of a new towpath along the western bank of the River Lee Navigation connected to Tottenham Marshes to the south of the Site. There will also be segregated cycle paths along the Central Spine Road and part of Leaside Link Road.
- 4.12 The building heights vary across the site from 2 to 22 storeys, in order to optimise housing delivery, create a sense of place and minimise the impact on river ecology. The average height of buildings across the site is 8 - 10 with taller buildings in key locations such as along Bridge Street and to the north of the site adjacent to the North Circular Road.
- 4.13 The scheme proposes to provide approximately 2.43ha of publicly accessible open space to include:
- A new Local Park ('Brooks Park') comprising approximately 1.64ha.
 - Riverside Linear Open Space and Salmons Brook Linear Open Space. comprising approximately 0.34ha and 0.14ha respectively.

- A new public square ('Riverside Square') comprising approximately 0.1h.
- Community Streets comprising approximately 0.21ha.

Environmental Statement

- 4.14 The application is supported by an Environmental Statement. Effects have been assessed during the construction phase and on completion. The Environmental Statement considers the likely significant effects of the proposed development in the context of other local developments likely to come forward including Meridian Water Phase 1, as well as the cumulative effects that may result from the proposed development and these other developments. The topics addressed in the Environmental Statement are:
- Air Quality
 - Climate Change
 - Daylight and sunlight
 - Ecology and biodiversity
 - Environmental Wind
 - Ground conditions and contamination
 - Health
 - Historic Environment
 - Noise and vibration
 - Socio-economic effects
 - Townscape and visual impact
 - Transport and access
 - Water resources and flood risk
- 4.15 The Environmental Impact Regulations 2017 (as amended) require the applicant to set out in the ES an outline of the main alternatives to the proposed development considered by them, indicating the main reasons for the choice made, taking into account the environmental effects. The regulations do not require the applicant to undertake a sequential assessment of alternative sites but rather an assessment of the outline of main alternatives and an indication of main reasons for not pursuing them. The applicant's position is that the alternative 'no development' option would see a continuation of the existing situation and this is not considered to represent a beneficial option in economic or environmental terms. There is a clear and pressing need for housing. The applicant has tested several possible layouts for the site, with respect to viability, existing infrastructure and environmental considerations. The plans submitted set out the approach that has developed through these tests. Officers are satisfied with the assessment and conclusions provided.
- 4.16 All of the environmental information contained within the ES, including proposed mitigation measures (where relevant) has been taken into consideration. The additional information and revisions during the course of the application are all considered to be minor in nature and do not alter the conclusion that the proposal's environmental impact, subject to mitigations, is acceptable. To ensure that the impact of wind on the future development is fully taken into consideration, a condition requiring an assessment of comfort and safety levels across the site using wind tunnel testing will be attached to any permission.

5.0 Relevant Planning History

Application Site

- 5.1 18/04932/SCOP - Request under Regulation 15 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 (as amended) for an EIA Scoping Opinion for Meridian Water Phase 2 for an outline planning application for a residential led mixed use development of approximately 2000 homes and Meridian Water Strategic Infrastructure Works including roads, bridges, remediation, earthworks, utilities and flood

Land to the South and Industrial Sheds

- 5.2 19/02749/FUL - Retrospective change of use of buildings (units 4, 5, 6, 9 and 9a) and adjacent land to an events and entertainment space including use as a filming studio ('The Drumsheds') for a temporary period of five years and associated installation of hoarding, gates, lighting and two container offices. – Under consideration.
- 5.3 19/00632/FUL - Use of buildings and adjacent land to host the Field Day 2019 music festival on 7th-9th June 2019 for up to 25,000 visitors. Festival opening times 7th/8th June 12pm-3am, 8th/9th June 12pm-3am with no outdoor performances after 10.30pm on both days. Associated works to the adjacent land (Amended Description). – Granted with conditions on 24th May 2019.
- 5.4 18/04914/RE4 - Capping of the site with a maximum of 400mm material across the existing ground levels of the site. – Granted with conditions on 20th March 2019 and implemented.

Wider Meridian Site

- 5.5 19/02717/RE3 - Full application for the redevelopment of the site to provide infrastructure works for the delivery of a mixed-use development comprising construction of an east-west link road between Glover Drive and Harbet Road (the Central Spine); alteration of access road between Argon Road and Glover Drive, construction of a link road between Leaside Road and the Central Spine, pedestrian and cycleway improvements to Glover Drive and Leaside Road, the construction of 4 no. bridges across the Pymmes and Salmon Brooks and River Lee Navigation; alteration to the Pymmes Brook channel, associated landscaping and formation of new public open space. Enabling works, comprising earthworks; remediation; flood conveyance channel, flood alleviation, outfall and new public open space works; utilities infrastructure; demolition of existing buildings, formation of new access's and associated works. – Pending consideration. To be considered by Members at the 24th March 2020 Planning Committee.

IKEA Car Park

- 5.6 20/00111/RE4 - Relocation of 393 parking spaces from the existing northern car park and store front to the existing hard standing areas to the west and south of the store together with hard and soft landscaping and associated works. – Pending consideration. To be considered by Members at the 24th March 2020 Planning Committee.
- 5.7 20/00115/SO - Environmental Impact Assessment Screening Opinion Request under Part 2, Regulation 6 of the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 in relation to the upgrading of existing hardstanding areas to the west and south of the IKEA store to accommodate approximately 400 relocated car parking spaces from the existing northern car park and front of store areas. – Response issued – EIA not required 11.02.2020.

Towpath Road

- 5.8 20/00112/RE4 - Installation of a low level flood restraint barrier adjacent to Towpath Road. – Pending consideration. To be considered by Members at the 24th March 2020 Planning Committee.

2 Anthony Way

- 5.9 19/03044/RE4 - Refurbishment and alterations to a former vehicle testing building to provide light industrial workshop space and ancillary accommodation, including new cafe, erection of a new light industrial workshop building and link volume, roof canopy, with associated service yard, parking, storage area, and landscaping. – granted subject to conditions. Not yet implemented.

Meridian Water Phase 1

- 5.10 16/01197/RE3 – Development of Phase 1 of Meridian Water comprising up to 725 residential units, new station building, platforms and associated interchange and drop-off facilities including a pedestrian link across the railway, a maximum of 950 sqm retail (A1/A2/A3), floorspace, a maximum of 600 sqm of community (D1) floorspace, a maximum of 750 sqm of leisure (D2) floorspace, associated site infrastructure works including ground and remediation works, roads, cycle-ways and footpaths, utility works above and below ground, surface water drainage works, energy centre and associated plant, public open space and childrens play areas, and various temporary meantime uses without structures (landscaping and open space). OUTLINE APPLICATION - ACCESS ONLY. An Environmental Statement, including a non-technical summary, also accompanies the planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended by the 2015 Regulations). - Granted subject to S106 Agreement and conditions. The station consented through this permission is now complete. No works have yet commenced on the residential element of the permission.

6.0 Consultation

Public Response:

Pre-Application Consultation

- 6.1 A wide range of consultation has been undertaken by the applicant prior to the submission of this application with local businesses, residents, the LPA, statutory and non-statutory consultees. Community consultation exercises were undertaken in April and May 2019 including two engagement days on the 23rd April 2019 and the 18th May 2019.
- 6.2 Enfield Place and Design Quality Review Panel workshops between October 2018 – May 2019, which informed the concept and design approach.
- 6.3 Pre-application meetings with planning, highway and design officers since August 2018, and engagement with officers on technical matters, including noise, drainage, air quality, open space, conservation, archaeology and housing provision.

Consultation on Planning Application

- 6.4 Consultation letters were sent to 849 neighbouring properties. Ten site notices were posted around the vicinity of the site and a press notice published in the Enfield Independent. Five responses were received (3 residential properties, Tesco and Ikea) and are summarised below.
- Affordable housing offer is not policy compliant in terms of the percentage and the tenure mix.
Officer response: The scheme provides the maximum affordable housing viable. The tenure mix is policy compliant and will be secured through the reserved matters applications.
 - Mix of unit sizes is not policy compliant, there is a lack of family housing.
Officer response: Although the unit sizes does not fully comply with the Enfield Local Plan, a number of 2 bed 4 units are proposed which are also considered to meet a need for smaller families. The proposal will provide a mix of smaller and large sized units to meet the needs of the borough.
 - Lack of private outdoor space.
Officer response: Each residential unit will have their own private amenity space in accordance with policy requirements as shown in the illustrative scheme and as identified in the design code.
 - Proposals support social exclusion and segregation.
Officer response: The scheme does not support social exclusion and segregation. The scheme has been designed to create active uses at the ground floor level in certain parts of the site and for people to come together and use different spaces whether that be in the park, the High Street, along the riverfront or the community streets. Communal spaces in the residential blocks and communal gardens

within perimeter blocks will be shared. Affordable housing will be pepper potted throughout the site and the s106 will require no single tenure phases.

- Tesco - Comments to be provided following expert planning advice.
Officer response: *No follow up comments were received.*
- IKEA comments – IKEA originally submitted an objection to the proposed development raising concerns with the following: inconsistent plans, impact on IKEA's operations, development in the form of pedestrian/cycle links proposed on Ikea land, insufficient flood risk modelling to draw conclusions on the impact on IKEA' site and operation, unclear of how the education needs of the development in the intervening period will be accommodated and the transport assessment does not contain the models used to assess the junction capacities in the local highway network.
- Following the receipt of the original objection, discussions between the applicant and IKEA have taken place with many of IKEA's concerns now resolved. A separate planning application for replacement car parking (ref: 19/02718/RE3), in recognition of the impact on the store's operation from the loss of car parking arising from its severance from the main store by the proposed new Central Spine Road has been submitted. Inconsistencies with the plans have been resolved and the agent of change principle has been addressed. However, an objection remains relating to the phasing of the social infrastructure as it is dependent on the wording of the s106; concerns with the flood modelling and unclear whether the flood mitigation measures to reduce the impact on the increase in flood risk on the Ikea site are agreeable to the EA and Enfield Council Lead Local Flood Authority.

Officer response:

Flood Risk Modelling – A series of mitigation measures have been developed to ensure that the proposed works create no increased risk of flooding elsewhere. The June 2019 Flood Risk Assessment is supported by the EA. Subsequently the flood model has been refined following further detailed design work and the receipt of more accurate site survey information. This update is currently being reviewed by the EA but as a minimum the measures contained in the 2019 FRA could be delivered

A suitable legal agreement will be agreed between the relevant parties to ensure that the necessary social infrastructure is delivered at the appropriate time.

External Consultees:

6.5 Greater London Authority (GLA): The GLA Stage 1 response confirmed that the application is broadly supported in strategic planning terms but does not fully comply with the London Plan and Draft London Plan policies as set out below.

- **Principle of Development** – The principle of a residential-led redevelopment of the non-designated industrial land and SIW is broadly supported and in line with the strategic objectives of the site. However, the proposal would result in the significant loss of industrial land in an area where industrial provision is uncertain. Accordingly, the applicant is strongly advised to secure a quantum of new floorspace for industrial use only in order to achieve compliance with draft London Plan policies E4 and E7 in this regard. Further to this, on-going discussion is required on social infrastructure provision, student housing and LSPBSL. The principle of the proposed temporary use is acceptable.

Applicant response: A minimum of 8,500sqm of B1(c) condition to be imposed. A further informative noting that the northern plot may be suitable for B2 or B8 use subject to satisfactory resolution of inter-relationship with residential, but this would require a further application be added to the permission.

- **Affordable Housing** - The 43% affordable housing offer (split 70:30 in favour of London Affordable Rent) is supported and the Financial Viability Assessment has been assessed concluding that the scheme is delivering the maximum amount of affordable housing viable.

Officer response: The affordable housing quantum and mix will be secured through the s106 agreement. Review mechanisms will be incorporated within the scheme to enable later phases to include more affordable housing should viability improve.

- **Urban Design** - The massing and layout of the development is well considered and responds positively to its context. The new high street and a series of well-defined character areas are broadly supported in strategic planning terms and proposed a high-quality development. Further refinement of the southern entry into the site from Leaside Road Site and further information on the Riverside Yards and Riverside Path are required. A high standard of residential quality, including PBSA and LSPBSL should be more robustly secured in the Design Code.

Officer response: The design code has been updated accordingly.

- **Agent of Change** - Further information is required to demonstrate that consideration has been had to the Agent of Change principle due to the proximity of the proposed development to Strategic Industrial Land. The agent of change principle places the responsibility of mitigating the impact of nuisances from existing nuisances generating uses on proposed new

development close by, thereby ensuring that residents and users of the new development are protected from nuisances, and existing uses are protected from nuisance complaints.

Applicant response: The parameter plans have been supplemented to identify those plot frontages where additional design mitigation measures may be needed given their relationship to SIL. Building envelope design report condition to be imposed of each relevant plot detailing compliance with agent of change principles.

- **Inclusive Access** - The schemes provides appropriate levels of accessible accommodation and public realm. This is supported and should be secured by condition, along with Building Regulations standards M4(2) and M4(3) in line with London Plan Policy 7.2 and draft London Plan Policy D3.

Officer response: To be dealt with by condition.

- **Climate Change** - The Energy Hierarchy has been followed as required in London Plan policy 5.2 and draft London Plan policy SI3. The applicant should provide a commitment to ensure that the development is designed to allow future connection to a district heating network, and to provide a site-wide heat network served by a single energy centre, this should be secured by obligation or planning condition.

Officer response: The applicant has agreed to connect to a DEN and this will be secured through a s106 agreement.

- **Flood Risk, Drainage and Water** - The general approach to flood risk management drainage and water use, for the proposed development emphasising natural flood management solutions is generally supported; however, there are elements of the proposal that do not fully comply with London Plan policy 5.12 and draft New London Plan policy SI12, 5.13 (and draft policy SI13) and 5.15 (and draft New London Plan policy SI5). The applicant should provide further information to address the matters raised.

Officer response:

A series of mitigation measures have been developed to ensure that the proposed works create no increased risk of flooding elsewhere. The June 2019 Flood Risk Assessment is supported by the EA. Subsequently the flood model has been refined following further detailed design work and the receipt of more accurate site survey information. This update is currently being reviewed by the EA but as a minimum the measures contained in the 2019 FRA could be delivered

- **Green Infrastructure:** The provision of public open space, diversity of vegetation, proposed green connections and the multifunctionality of the proposed green infrastructure is strongly supported. Commitment should be made for commercial-led development meeting an Urban Greening

Factor of 0.3 and tree protection measures should be secured by condition.

Applicant response: The Design Code refers to the Urban Greening Factor standard of 0.4 for a residential led development. This standard is to be applied to all Reserved Matters application on a masterplan wide basis to ensure shared parkland is accounted for.

· **Transport (Transport for London TfL):** For the development to be acceptable in strategic transport terms, bus services must be enhanced and integrated to better serve the development (Phase 2 and SIW) in accord with Good Growth GG2 policy, Active Travel and Healthy Streets approach. The total financial contribution is £7,128,716.00 which requires £2,741,944 for diversions on completion of the SIW and £4,175m paid at two trigger points as development is built out. The bus capacity enhancements will be for the betterment of future residents, visitors and workers. The phasing of the development also needs to be coordinated with delivery of the SIW infrastructure, using Grampian conditions or Section 106 obligations as appropriate. Additional funding and modelling will be required to ensure the area is served by a reliable bus network and work associated with reducing pedestrian and cycle severance caused by Meridian Way.

Officer response: The financial contribution and the trigger points for these will be secured through a s106 agreement.

6.4 Environment Agency: No objection subject to the attachment of 9 conditions relating to flood risk, land contamination, ecology, biodiversity and water quality. Additional information has been provided through the application process that adequately assesses and mitigates the development having a detrimental impact on the surface water quality of the adjacent brooks. The EA are also supportive of further naturalisation of the Pymmes and Salmons Brook north of the confluence and will be providing the wording of a condition to secure the design of future naturalisation.

6.5 Thames Water:

Waste comments - Thames Water identified an inability of the existing foul water network infrastructure to accommodate the needs of the proposal. A condition is suggested requiring confirmation that either: - 1. All wastewater network upgrades required to accommodate the additional flows from the development have been completed; or- 2. A housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

Water: Thames Water identified an inability of the existing water network infrastructure to accommodate the needs of this proposal. A condition has been suggested requiring confirmation that either: - all water network upgrades required to accommodate the additional flows from the development have been completed; or - a housing and infrastructure phasing plan has been agreed with Thames Water to allow additional properties to be occupied.

6.6 National Grid: No objection.

6.7 Metropolitan Police: Concerns that the proposed design will contribute to and may increase the opportunity for crime, consequently the Metropolitan Police have raised an objection if a Secured by Design condition is not attached to any permission.

Officer response: *There is a need to ensure that the scheme is safe, secure, accessible and sustainable in line with adopted planning policies. However, there is no explicit policy requirement that requires schemes to achieve a Secured by Design Certificate of Compliance and therefore a condition to require this is not recommended.*

The application is an outline application and therefore the details of the scheme will need to be secured through reserved matters applications. The Design Code will be an approved document that all applications for reserved matters would need to accord with. The Design Code sets out the parameters for the detailed design of the development to come forward and covers all aspects of design to ensure that a high quality sustainable development is achieved. The Design Code states that the design of buildings and public realm must be in accordance with Secured by Design principles. Aspects raised in the formal response from the Met Police such as lighting, boundary treatments and the public realm are covered in the Code. The need to achieve secure by design also needs to be balanced against other objectives and this assessment would be undertaken at reserved matters stage. A requirement to achieve a specific accreditation could direct design in a particular direction at the expense of other equally valuable objectives.

6.8 Natural England: Have advised that the application could have potential significant effects on Epping Forest Special Area of Conservation (SAC). Natural England requested further information in order to determine the significance of these impacts and the scope for mitigation. Without this information Natural England explained that they may need to object to the proposal.

The proposed development is for the provision of 2,300 residential units within the 0-3km Zone of Influence for Epping Forest SAC. As a result, it poses a Likely Significant Effect to the SAC, which must be mitigated. In line with Natural England's interim advice, the development needs to provide:

1. Appropriate Strategic Access Management and Monitoring Measures (SAMM contributions)
2. A suitable package of avoidance and mitigation measures.

The applicant developed the mitigation options to address the potential impact on the Epping Forest SAC to include:

On Phase 2 site

- 1 SANG- Brooks Park comprising 1.5ha. This SANG would include the naturalisation of the currently channelized Pymmes Brook.

- *0.79ha additional Public Open Space comprising of Riverside Linear Open Space (0.34ha); Salmons Brook Linear Open Space (0.14ha); Riverside Square (0.1ha); Community streets (0.21ha) alongside smaller communal open spaces within urban squares. Many of these open spaces will include prescribed play space for younger children.*
- *Elements of Green Infrastructure including rain gardens, soft landscaped filter strips and ponds.*

Within wider Meridian Water site

- *1 SANG – Edmonton Marshes within the Lee Valley Regional Park comprising 6.41 ha. As detailed in planning application 19/02717/RE3*
- *Footpaths to create a network of recreational spaces from the River Lee Navigation (proposed tow-path on the west side of the River Lee Navigation) to the River Lea, linking to Tottenham Marshes Site of Importance for Nature Conservation (SINC), Tottenham Marshes East SINC and the wider Lea Valley. The purpose of these footpaths is to provide connectivity and reduce pressure on Epping Forest SAC that might be otherwise used for recreation.*

Off site

An Enfield Open Space Enhancement (EOSE) payment mechanism to secure funds to enable improvements and enhancements to adjoining areas of open space within the borough.

Natural England has welcomed the addition of an Enfield Open Space Enhancement (EOSE) payment mechanism to secure funds to enable improvements and enhancements to nearby areas of open space. The payment scheme will help uplift of local open spaces which will help in increasing their own visitor capacities thus absorbing some of the visits to Epping Forest SAC. However, in order to fully satisfy the Habitats Regulations and ensure no Likely Significant Effect on Epping Forest SAC, a SAMM payment collected on a per residential unit basis is still required.

Officer response:

Epping Forest is a Special Area of Conservation (SAC) designated under the Conservation of Habitats and Species Regulations 2017 (“the Habitats Regulations”). These sites are of European level importance and are afforded a very high level of protection from damage arising from development plans or projects, whether directly or indirectly. To ensure this protection, the Habitats Regulations set out a precautionary regime. It is the legal responsibility of the Council as planning authority to implement this legislation when determining planning applications for development which is “...likely to have a significant effect on a European site (either alone or in combination with other plans or projects)” (regulation 63).

It is understood that increasing recreational pressures on Epping Forest SAC are causing damage to its special nature conservation features. Surveys have indicated that 75% of visitors to the SAC travel there from up to 6.2km away, and although, most probably do not come from within the Borough of Enfield, the Meridian Water Phase 2 site at 2.7km is within this zone. Although there

remain some doubts about the evidence available, on a precautionary basis it is accepted that some residents of the new homes may add to visitor pressures, and so the possibility of significant effects on the SAC cannot be ruled out.

Under the Habitats Regulations, this triggers the need for an “Appropriate Assessment” of the implications of the development for the conservation objectives of the SAC. If it is found that the development – including any measures to avoid and mitigate harm - would not have an adverse effect on the integrity of the SAC, then planning permission may be granted. But if that cannot be established, the development cannot be permitted unless further tests are satisfied, including whether there are alternative solutions available; followed by considering whether there are imperative reasons of overriding public interest; and finally securing any necessary compensatory measures. Natural England is an important statutory consultee in this process.

An Epping Forest Mitigation Strategy is being developed through an oversight group comprised of local authorities in the wider area, in conjunction with others including Natural England. Whilst not yet complete, this work seeks to develop a consistent, strategic approach which will enable development plans and proposals to progress whilst still addressing potential impacts on the SAC. Alongside this, the City of London Conservators have drawn up a programme of Strategic Access Management Measures (SAMMs) which aims to deal with management and enhancement of the SAC over a period up to 2033.

Consultants for the applicant have carried a Habitats Regulations Assessment to inform the decision of the Council. The HRA has found that the mitigation measures proposed as part of the Meridian Water Phase 2 development – including the substantial Strategic Areas of Natural Greenspace (SANG) provided within and near to the development site – will provide a valuable network of accessible land which will be a reasonable alternative for new residents to visiting Epping Forest SAC. Natural England agrees, but maintains that some additional visits will be made to the SAC, and that therefore additional mitigation should be provided in the form of financial contributions to the SAMM programme. If those SAMM payments are secured and delivered prior to occupation of the new dwellings, Natural England is satisfied that the development will not have an adverse effect on the integrity of the SAC and can be allowed to proceed. Natural England have indicated that a sum of £16 per dwelling would satisfy their concerns in this respect. This would mean a total contribution of £36,800 if the upper limit of 2,300 new homes sought in the outline application is constructed.

The applicant has confirmed that in the context of this development a SAMM payment will be made and this will be secured through the S106 Agreement. However, Natural England will be advised that this payment relates only to this development and further work is required to improve the evidence base to support such payments on any further planning applications within this Borough that fall within the Zone of Influence. The emerging Local Plan will itself be subjected to the Habitats Regulations, and that process will seek to address potential effects on European sites as part of a more strategic approach. This may lead to changes in the way’s mitigation is provided, possibly including adjustments in the levels of contributions to SAMMs provided.

- 6.9 Sport England: Concerns that the future sporting needs from the increase in population would not be accommodated through existing and proposed sporting provision. Consequently, Sport England have raised an objection to the scheme.

The population of the proposed development is estimated to be 5,520 (calculated by multiplying the number of residential units by the average household size, 2.4). This additional population will generate additional demand for sports facilities. If this demand is not adequately met then it may place additional pressure on existing sports facilities, thereby creating deficiencies in facility provision. In accordance with the NPPF, Sport England seeks to ensure that the development meets any new sports facility needs arising as a result of the development. In this respect, the only sports facilities are the Multi-Use Games Areas and a playing pitch/field at the proposed primary school (which would appear to be available for community use) and potentially a D2 space elsewhere within the development. The latter, however, also may not be a sports facility. It does not appear that the proposed sports provision reflects current needs or, most notably, the needs from the increase in the local population thereby increasing demand on nearby sports facilities.

Officer response: The sports facilities within the vicinity have been identified and the applicant recognises that the proposed development will drive demand for playing pitch use however the demand has not been quantified as a detailed assessment of quality, accessibility and capacity of existing facilities is required as well as an understanding of the demand of the wider Enfield growth. This data is not currently available. However following discussions with the Open Space and Parks team the applicant is proposing mitigation in the form of a financial contribution of £150,000 to sports and recreation to ensure play on the right sized pitches and the resurfacing and floodlighting of three tennis courts at the nearby Craig Park. This is the proportion of the budget estimate identified in the Playing Pitch Strategy and the exact amount to be provided is to be agreed with the LPA.

- 6.10 Historic England: Confirmed that the scheme would not have any direct impacts on designated heritage assets. The tallest proposed building will reach a height of up to 87.5m AOD (around 22 storeys). According to the view shed analysis the development could be visible from Grade I listed Bruce Castle and in the setting of other listed buildings and conservation areas. Suggested the submission of illustrative material to show wirelines_or rendered visualisations of the proposed scheme in its wider context in order to assess their affect on heritage sites and the surrounding townscape.

Officer response: Additional information submitted to demonstrate that the proposal would not result in any undue harm to the significance of any heritage assets.

6.11 Historic England Greater London Archaeological Advisory Service: Further information requested which included the following:

1. The assessment should include the levels at which the Crannog was found as this will help to give us a better idea at what level similar remains could be encountered within the site.
2. Given that the Crannog is a rare example in the south-east of England we would consider the remains of the Crannog and any associated remains to be of national significance.
3. The impacts to hydrology would need to be considered to help us understand the long term survival potential for organic remains/deposits both during and following development.
4. The location of the Crannog should be highlighted on the deposit modelling.
5. It is important for the archaeological assessment and ES Chapter to include a detailed assessment of the significance of the proposed impact (i.e. from basements, foundation, remediation etc.) to the archaeological resource.

Officer response: Further discussions have taken place with GLAAS who have confirmed agreement with the archaeological approach. Archaeological requirements will be secured through conditions and the reserved matters applications.

6.12 Waltham Forest:

- Trip generation and parking – individual junction modelling has been carried but no other strategic area modelling.
- Highway network – question whether traffic accessing the A406 eastbound would increase with 25% parking and overall trip generation from proposed uses
- Temporary construction arrangements – Further details required on the Construction Logistics Plan of the numbers of HGV's expected through the Hall Lane junction. Requested to be consulted on the detailed construction logistics plan. requested mitigation at the Hall Lane Junction to offset the impact of the additional HGV's on other junction users.
- Walking and Cycling – cross borough talks required to improve connections and unlock growth.
- Impact on public transport – the planning of new bus routes for phase 2 and the wider Meridian Water site. A high priority is to improve the bus network in the north of the borough where public transport accessibility is generally lower. Cross borough approach is needed.

Officer response: The Planning Policy team in conjunction with adjoining boroughs are working to produce a strategic integrated transport study that will come forward through the new local plan and will support cross borough walking, cycling and public transport connectivity.

The ELAAP adopted in January 2020 sets out how, with suitable mitigations including a spine road and active and sustainable travel improvements, there is capacity for at least 5,000 homes in the area. The ELAAP was supported

by transport modelling and was subject to examination by a planning inspector.

Alongside this there is more detailed junction modelling which supports the phase 2 application. There is sufficient information to assess the highway network impacts of the proposed development, including in relation to existing land uses.

In terms of phase 2 highway modelling, there is a scenario (Future Baseline 2023 & MWSIW) which takes into account the proposals for reconfigured access arrangements to the Ikea site (these address the loss of access to the northern car park site) and indicates that, while there are some impacts on the highway network arising from the delivery of the proposed development, overall these are not significant given existing network performance. Where there are possibly adverse impacts on specific junctions, these have been identified and traffic signal interventions proposed, which will be secured by way of legal agreement.

- 6.13 Canal and River Trust: No objection subject to a legal agreement to secure developer contributions to upgrade the canal towpath between the site and Tottenham Hale and around the North Circular bridge and conditions to address matters relating to the impact on the character and appearance of the waterway corridor, the use and quality of the canal towpath, the structural integrity of the waterway and its infrastructure, drainage proposals on water quality and canal infrastructure and biodiversity.

Officer response A legal agreement is not necessary as suitable conditions that cover the matters raised by the Canal and River Trust are suggested and the design code incorporated with design principles to cover the issues raised.

- 6.14 Lee Valley Regional Park Authority: No objection. Would like to be consulted on the reserved matters applications for the development plots that lie adjacent or close to the Park boundary on the western side of the River Lee Navigation including provision of a 'riverside' path; and development plots to the north of Tottenham Marshes in order to safeguard the amenity, ecology and enjoyment of the Park.

Officer response: Suitable conditions that cover the above matters are suggested and the design code incorporated with design principles to cover the issues raised. Consultation will take place on relevant RM submissions

- 6.15 NHS Enfield Clinical Commissioning Group (CCG) & NHS London Healthy Urban Development Unit (HUDU): A s106 contribution of £3,865,345 or £1,912 per residential unit is required to address the health impacts arising from the development. The contribution would be used to expand existing healthcare facilities in the vicinity or used to help deliver a new onsite or offsite facility. The CCG suggests that the section 106 agreement sets out the appropriate trigger points for the payment of the financial contribution which could be upon commencement of a phase or a specified number of residential units. The agreement could also include a requirement for a healthcare delivery plan to identify options for the provision of an onsite facility in Phase 2 if required, setting out details of the space required, including design and specification,

location, timing and delivery options. Design principles should be secured through the design code with a focus on the design of buildings and spaces and measures to prevent ill health and support healthy lifestyles.

Officer response: The contribution will be secured through a s106 agreement.

Internal Consultees:

- 6.16 Traffic & Transportation: No objection subject to conditions and contributions secured through a s106 agreement.
- 6.17 SuDS Officer: No objection subject to conditions.
- 6.18 Environmental Health Officer: No objection subject to conditions and an air quality monitoring financial contribution.
- 6.19 Housing: No objection. At least 10% of the new build dwellings meet BR requirement M4(3) - wheelchair user dwellings and all other new build dwellings meet BR requirement M4(2) - accessible and adaptable dwellings
- 6.20 Education: No objections subject to the completion of s106 legal agreement to secure the delivery of the new school.

7.0 Relevant Policies

7.1 London Plan (2016)

- 2.13 Opportunity areas and intensification areas
- 2.14 Areas for regeneration
- 2.16 Strategic Outer London development centres
- 2.17 Strategic Industrial Locations
- 2.18 Green Infrastructure: The multi- functional network of green and open spaces
- 3.2 Improving health and addressing health inequalities
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.10 Urban greening
- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.21 Contaminated land
- 6.2 Providing public transport capacity and safeguarding land for transport

- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road network capacity
- 6.13 Parking
- 7.2 An inclusive development
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 7.14 Improving air quality
- 7.16 Green Belt
- 7.18 Biodiversity and access to nature
- 7.21 Trees and woodland
- 7.25 Restoration of the Blue Ribbon Network
- 7.30 London's canals and other rivers and waterspaces
- 8.2 Planning Obligations

7.2 Intend to Publish London Plan

The Examination in Public (EiP) on the new London Plan was held between 15th January and 22nd May 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019. The Mayor has considered the Inspectors' recommendations and, on the 9th December 2019, issued to the Secretary of State his intension to publish the London Plan. In line with paragraph 48 of the NPPF, the weight attached to this Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF.

The scheme has been assessed against the policies in the Draft London Plan which has been subject to a full examination and is close to adoption. The development will be delivered over a number of years, so there would be inconsistencies if the outline application is assessed against solely the existing London Plan standards, then the reserved matters applications are assessed against the new standards set out in the Draft London Plan. This approach has been agreed with the applicant and the GLA/TfL.

SD1 Opportunity Areas

D3 Optimising site capacity through the design-led approach

D4 Delivering good design

D5 Inclusive design

D8 Public Realm

D11 Safety, security and resilience to emergency

E4 Land for industry, logistics and services to support London's economic function

E5 Strategic Industrial Locations (SIL)

E11 Skills and opportunities for all

HC1 Heritage conservation and growth

G1 Green Infrastructure

G2 London's Green Belt

G4 Open space

G5 Urban Greening

G6 Biodiversity and access to nature

G7 Trees and woodlands

SI1 Improving air quality

SI5 Water infrastructure

SI6 Digital connectivity infrastructure

SI7 Reducing waste and supporting the circular economy

SI12 Flood risk management

SI13 Sustainable drainage

SI16 Waterways – use and enjoyment

SI17 Protecting and enhancing London's waterways

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

T9 Funding transport infrastructure through planning

7.3 Core Strategy (2010)

CP2 Housing supply and locations for new homes

CP9 Supporting community cohesion

CP14 Safeguarding Strategic Industrial Locations

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

CP29 Flood management infrastructure

CP30 Maintaining and improving the quality of the built and open environment

CP31 Built and landscape heritage

CP32 Pollution

CP33 Green Belt and countryside

CP34 Parks, playing fields and other open spaces

CP35 Lee Valley Regional Park and waterways

CP36 Biodiversity

CP37 Central Leaside

CP38 Meridian Water

7.4 Development Management Document (2014)

DMD19 Strategic Industrial Locations

DMD22 Loss of employment outside of designated areas

DMD 37 Achieving high quality and design-led development

DMD 38 Design process

DMD44 Conserving and enhancing heritage assets

DMD47 Access, new roads and serving

DMD48 Transport Assessments

DMD49 Sustainable design and construction

DMD 57 Responsible sourcing of materials, waste minimisation and green procurement

DMD59 Avoiding and reducing flood risk

DMD60 Assessing flood risk

DMD61 Managing surface water

DMD62 Flood control and mitigation measures

DMD63 Protection and improvement of watercourses and flood defences

DMD64 Pollution control and assessment

DMD65 Air quality

DMD66 Land contamination and instability

DMD69 Light pollution

DMD70 Water quality

DMD72 Open space provision

DMD75 Waterways

DMD76 Wildlife corridors

DMD77 Green chains

DMD78 Nature conservation

DMD80 Trees on development sites

DMD81 Landscaping

7.5 Edmonton Leaside Area Action Plan (ELAAP) (2020)

EL2 Economy and employment in Meridian Water

EL6 The central spine and central corridor

EL7 Rail and bus improvements

EL8 Managing flood risk in Meridian Water

EL9 Leisure facilities and open space at Meridian Water

EL12 Public realm at Meridian Water

EL13 Infrastructure delivery in Meridian Water

EL15 Improving existing industrial areas

EL21 Improving the quality of the pedestrian and cycling environment

EL22 Proposed Route – Improvement Principles

EL23 Enhancing the bus network and services

EL25 Design of the road network

EL26 The Meridian Water Heat Network
EL27 Watercourses at Edmonton Leaside
EL28 New and existing green spaces

7.6 Other Material Considerations

Decentralised Energy Network Technical Specification SPD (2015)
S106 SPD (2016)
Upper Lee Valley Opportunity Area Planning Framework (2013)
Enfield Characterisation Study
Meridian Water Masterplan (July 2013)
Manual for Streets 1 & 2, Inclusive Mobility 2005 (DfT)
GLA: Shaping Neighbourhoods: Play and Informal Recreation SPG (2012)
GLA: Land for Industry and Transport SPG (2012)
GLA: London Sustainable Design and Construction SPG (2014)
GLA: Shaping Neighbourhoods: Character and Context SPG (2014)
GLA: The Control of Dust and Emissions during Construction and Demolition SPG (2014)
GLA: Accessible London: Achieving an Inclusive Environment SPG (2014)
GLA: Social Infrastructure SPG (2015)
GLA: Housing SPG (2016)
GLA: Homes for Londoners: Affordable Housing and Viability SPG (2017)
National Planning Policy Framework (NPPF) 2019
National Planning Practice Guidelines (NPPG)

8.0 **Assessment**

8.1 The main issues arising from this proposal for Members to consider are:

1. Connection with the strategic infrastructure works
2. Principle of development
3. Land uses
4. Traffic and Transportation
5. Design
6. Housing mix and affordable housing
7. Amenity
8. Sustainable Design & Construction
9. Biodiversity
10. Flood Risk and SuDS
11. Pollution

12. s106 contributions
13. CIL

Connection with the Strategic Infrastructure Works

- 8.2 This planning application has been submitted in parallel with an application for Strategic Infrastructure Works (19/02717/RE3) which provides enabling development for the Meridian Water Phase 2 development and later phases of the Meridian Water development. Whilst this is a standalone application, it must be viewed in the context of the wider Meridian Water development area, including the consented Phase 1 development, and the related Strategic Infrastructure Works. The infrastructure works seek to remediate the site, introduce parks to provide flood attenuation, provide flood defence measures and create new roads and utilities networks. Given that some of these works are a pre-requisite for the delivery of phase 2, the delivery of these works will be bound through a s106 legal agreement. The s106 will ensure that development plots do not commence until certain aspects of the strategic infrastructure works such as the flood alleviation works, Brooks Park and the central spine road have been completed.

Principle of Development

- 8.3 The application site lies within the boundary of the Edmonton Leaside Area Action Plan (ELAAP) and the Meridian Water Regeneration area, both of which occupy a strategic location within the London-Stanstead-Cambridge corridor. Edmonton Leaside is a priority area for regeneration, jobs and housing. Meridian Water is long established as a significant opportunity area for regeneration, through Enfield's Core Strategy (2010), the London Plan (2016) and the Upper Lee Valley Opportunity Area Framework (2013). It is the Council's largest regeneration priority area, identified in the Core Strategy as a location where a comprehensive approach to development will take place. Meridian Water will bring forward housing, retail, leisure uses and provide new educational, health and community facilities as set out in the recently adopted ELAAP (2020).
- 8.4 Meridian Water is identified within the ELAPP (2020) to provide approximately 5,000 new homes and 1,500 net new full-time jobs. London Plan Policy 3.3 and draft London Plan Policy H1 seek to significantly increase the supply of housing in London. Enfield Council is assigned a ten-year housing target of 7,976 units by 2025 within the current London Plan, whilst the draft New London Plan increases the ten-year target to 18,760 units by 2029, although the Panel Report revises this figure down to 12,460. The proposal includes up to 2,300 new homes, equating to approximately 29% of the boroughs ten-year housing target within the adopted London Plan. Consequently, the proposal would make a significant contribution to increased housing supply within the London Borough of Enfield in response to the strategic targets set out above.
- 8.5 A key objective of the ELAAP is supporting economic growth and a net increase in jobs in Edmonton Leaside. Policy EL15 states that new development in the industrial estates of Edmonton Leaside will be expected to deliver buildings and services to meet modern business needs and a better range of employment opportunities, which could secure higher job densities and opportunities for local people. The proposed development seeks to accord with this policy

requirement through the jobs that would be created at the construction stage and the many jobs that will be created on implementation through the varying uses and the extent of workspace proposed.

Non-Designated Industrial Land

- 8.6 The application site is designated as non-designated industrial land due to the existing and former industrial land uses on the site. Land to the east of the site beyond the River Lee Navigation is currently designated as a Strategic Industrial Location (SIL). London Plan Policy 4.4 states that a rigorous approach is required to ensure a sufficient stock of land and premises to meet the future needs of different types of industrial and related uses, including good quality and affordable space; and that any release of surplus industrial land must be planned, monitored and managed. This applies to SIL, locally significant industrial sites and non-designated industrial sites. Enfield is classified as a 'limited release' borough in the London Plan and in the draft London Plan is classified as a 'provide capacity' borough. London Plan Policy 2.17 states that development proposals within or adjacent to SIL should not compromise the integrity or effectiveness of these locations in accommodating industrial type activities.
- 8.7 The Draft New London Plan Policy E7 supports mixed use developments on non-designated industrial sites where the site has been allocated in the adopted local development plan document for residential or mixed-use development. Whilst the site is not allocated within Enfield's Local Plan, the site is identified as a major residential-led growth area in the Core Strategy (Policy CP38); the Upper Lee Valley Opportunity Area Planning Framework; the Meridian Water Master plan; and the ELAAP. As such, a residential-led redevelopment of the site follows a plan-led approach and is considered to be in line with part D of Policy E7.
- 8.8 The scheme seeks permission for up to 26,500sqm of commercial floor space (use class B1 (B1a Offices, B1b Research and development of products or processes and B1c Industrial processes)). To overcome the GLA concerns with the potential loss of approximately 16,000sqm of non-designated industrial floorspace through this application, the scheme proposes to secure a building to the most northern part of the site dedicated to B1c industrial floorspace with appropriate servicing capacity. A minimum of 8,500sqm of B1(c) floor space will be secured through a condition. The GLA are happy with this approach. The remaining B1 floorspace proposed within the application could also be used for B1(c) purposes but could also be used for the broader range of B1 uses, that would include offices and research and development uses.

Potential impact on Strategic Industrial Land

- 8.9 Policy E5 and E7 of the draft New London Plan states that the introduction of residential uses must be delivered in a way that does not compromise the integrity or effectiveness of these locations in accommodating industrial type activities and their ability to operate on a 24-hour basis. This is reflected in Policy D12 'Agent of Change' of the draft London Plan, which places the responsibility for mitigating impacts from existing noise-generating activities or uses, on the proposed new noise-sensitive development. The adjacent SIL to

the east (Stonehill Industrial Estate) is physically separated from the site by the River Lee Navigation, the development plots would be further set back behind the proposed riverside open spaces, with commercial uses at ground floor level. To the South is Mowlem Trading Estate, which is a SIL within the neighbouring borough of Haringey. The proposed Gasholder plot is nearest this industrial site and the GLA originally raised concerns regarding the introduction of residential uses within this plot, given the proximity to SIL and the lack of buffer space between the development site and the industrial designation.

- 8.10 The application has been amended to include an additional parameter plan where to identify where additional mitigation may be required to accord with the agent of change principles. The scheme will manage noise and other potential nuisances by ensuring good acoustic design to mitigate and minimise noise, incorporate appropriate screening, internal layouts, sound proofing, insulation and also incorporate measures to deal with dust and odour. Expectations for development coming forward on the site has been secured in the design code and will be detailed and approved through reserved matters applications and conditions.

Land Uses

- 8.11 Planning permission is sought for a range of uses to create a sense of place. Due to the outline nature of the application it is not yet known exactly where each use would be located across the site. However, the parameter plans identify where residential and non-residential uses are permitted and also identifies the building frontages where ground floor non-residential uses should be focused.
- 8.12 Flexibility in the location of ground floor non-residential uses (Classes A1-A4, B1, D1, D2) is sought to ensure that the scheme can respond to market conditions, scheme phasing and detailed building design, whilst delivering the masterplan vision for a truly mixed-use development. Table 1 sets out the possible uses that could come forward on the site and the maximum and minimum floor areas for those uses. Conditions will be required to control the maximum and minimum uses that come forward on the site to ensure that a sustainable mixed and vibrant community is created.
- 8.13 The land use proposed at ground level fronting the towpath along the River Lee Navigation and the central spine road can accommodate a variety of non-residential uses including retail, commercial, research and development, light industrial and social infrastructure uses to activate these frontages. In order to achieve the masterplan vision of mixing uses and animating streets, non-residential uses in the blocks is maximised at ground floor level, with residential units on the upper floors in the majority of plots. This vertical mixing of compatible uses has been proposed with the intention of creating a vibrant neighbourhood and support face-to-face interactions, as well as enabling residents and employees to access a variety of services and opportunities within easy walking or cycling distance.

Retail

- 8.14 Policy CP17 of the Core Strategy identifies a new Local Centre in Meridian Water within the ELAAP boundary to cater for the day to day needs of the new local community that is to be established there. Policies set out in the ELAAP and MWMP provide for 2,000sq.m of retail floorspace as part of the Meridian Water local centre, to the east of the site.
- 8.15 The proposed development seeks to provide 2,000sqm retail floor space. The retail uses are concentrated on the Central Spine and the Riverside Square as part of a new Local Centre at Meridian Water. The provision of a local centre within Phase 2 would support the consented retail provision within Phase 1, with it becoming an 'edge-of-centre' retail location well connected to the proposed local centre. The proposed retail provision is in line with London Plan and draft London Plan policies and is supported

Social Infrastructure

- 8.16 Draft New London Plan policy S5 states that in areas of major new development and regeneration, social infrastructure needs should be addressed via area-based planning such as Opportunity Area Planning Frameworks, Area Action Plans, Development Infrastructure Funding Studies, Neighbourhood Plans or master plans. London Plan Policies 3.16 'Protection and Enhancement of Social Infrastructure' and 3.17 'Health and Social Care Facilities' support proposals that provide high quality health and facilities in areas of identified need, particularly in places accessible to public transport, cycling and walking. Policy 3.16 also supports the provision of community uses.
- 8.17 Policy CP9 of the CS requires the provision of necessary community facilities to support local need within the strategic growth areas. Policy CP38 seeks to ensure the delivery of the necessary infrastructure to support the new community, including school, new healthcare facilities, a library, community rooms, a police presence and local shops.
- 8.18 Policy EL15 of the ELAAP seeks in summary to ensure:
- Community facilities in Meridian Water which cater for the needs of both the existing and new communities, support co-location and multi-functional uses so they can accommodate a variety of different uses, are situated in a location which is highly accessible to these communities and that buildings are adaptable.
 - Development within Meridian Water is supported by new primary schools, secondary schools and early years facilities at a level consistent with expected child yield and in locations accessible to the homes in that phase of development.
 - Provision within Meridian Water of a new GP surgery within close proximity to new residential areas and located close to a community hub or Meridian Water Local Centre.
- 8.19 There is flexibility to accommodate a range of social infrastructure (Classes D1/D2) uses within the ground floors of residential blocks, which will support the wellbeing of residents and employees at Meridian Water. The uses could

include a library, healthcare, fitness and leisure uses or early years provision such as nurseries. The floorspace available in each plot will be limited in scale so large-scale Class D2 uses such as multiplex cinemas or bingo halls will not be accommodated.

- 8.20 The GLA has sought clarity on the delivery model of social infrastructure within the development to be provided to ensure new services are inclusive and cater to residents on a range of incomes. A community facilities plan and management plan will be secured through a s106 agreement. It will include a programme for the delivery of community facilities, proposed locations, details of the size, design and construction of the facilities and the process for the selection of an operating body.

Primary School

- 8.21 A new primary school is proposed which will address the requirements of future residents. The school will accommodate up to 3 forms of entry. The need for the school has been generated taking into consideration the implementation of Phase 1 of Meridian Water and that the school capacity is ringfenced; the spaces at Meridian Angel will be taken including the expansion of the school; and the uplift in Meridian Water phase 1. No additional secondary provision is proposed as there is currently sufficient capacity to accommodate the demand for secondary school places through the development proposed. Furthermore, secondary school students can travel further to school compared to primary school children, this approach is agreed by both the LPA and the GLA.
- 8.22 The school will be secured through a s106 agreement. An education plan that provides detail of the land to be transferred for school provision, to offset pressure on school places in lieu of a financial contribution will be required. The plan will need to include details of whether the land will be transferred to the council or relevant school operator as a serviced land parcel or developed as a school according to a specification agreed with the Education department and transferred to the council or relevant school operator upon completion. Community use of school facilities will also be secured through the S106 agreement. The s106 will cover the process of land transfer, valuation and clawback of oversite development. If the school were not brought forward on the site a financial contribution in accordance with the S106 SPG formula will be required.

Healthcare

- 8.23 The CCG have stated that as is not possible at this stage to identify precise health requirements for the development, a flexible approach is required to address and mitigate the healthcare impact from the Phase 2 proposals. In accordance with the Council's Section 106 Supplementary Planning Document, the NHS Healthy Urban Development Unit's Planning Contributions Model (HUDU Model) has been run on the Phase 2 application. It calculates a capital financial contribution of £1,912 per residential unit. The s106 contribution would be used to expand existing healthcare facilities in the vicinity or used to help deliver a new onsite or off-site facility. However, with

this approach there are concerns whether the financial contribution would be spent within Meridian Water Phase 2 and to benefit the residents of phase 2.

- 8.24 The CCG has explained that the s106 agreement could offer the flexibility for a 'Healthcare Delivery Plan' which would identify opportunities for onsite provision. This would need to be either a process that identifies a suitable unit which the CCG would take on normal commercial terms or the provision of a property (shell and core and/or fit out) in lieu of the per unit financial contribution. This approach is considered to be the most suitable approach and will be secured through the s106.
- 8.25 Through the new Local Plan, work will be undertaken to consider future health needs and provision for the Meridian Water re-development and this work could potentially feed into the healthcare delivery plan. The needs for phase 2 will be secured through a s106 and the details secured through the reserved matters applications.

Commercial Space (B1)

- 8.26 Draft London Plan Policies E1 (Part G) and E2 encourages proposals to take into account the need for a range of suitable workspace. In line with the masterplan vision for Meridian Water as a place to make and create, a variety of workspace typologies is proposed as part of the non-residential ground floor uses. This will deliver high quality employment (Class B1) floorspace in an urban context, creating an attractive proposition for higher valued added growth sectors and maintain activity throughout the site during the working day. The workspaces provided will accommodate business of varying types and sizes which is in line with London Plan policy 4.1 and draft New London Plan policies E2 and E4. The Parameter Plans provide space for an employment-led development within the building to the most northern part of the site, which benefits from convenient access for freight and employees to the Strategic Road Network.
- 8.27 The GLA has requested suitable mechanisms, such as marketing and further actions strategies to be secured by condition to minimise the number of vacant ground floor commercial units. This requirement will be secured in the s106 agreement.

Hotel/Purpose Built Student Accommodation (PBSA)/Large Scale Purpose Built Shared Living (LSPBSL)

- 8.28 Policy H15 states that local and strategic need for purpose-built student accommodation is addressed and Policy H16 relates to large scale purpose built shared living. LSPBSL is seen as an alternative to traditional flat shares and includes additional services and facilities such as room cleaning, bed linen, on-site gym and concierge service. Both types of accommodation are required to provide affordable accommodation in line with the Draft London Plan requirements i.e. 50% on public sector land.
- 8.29 The parameter plans provide flexibility to provide up to 18,000 sqm of PBSA or LSPBSL (Sui Generis) accommodation, which has an indicative capacity of around 450 bed spaces, depending on the quantity of floorspace to be

provided as private or shared indoor and outdoor amenity space. Or up to 16,000 sqm of hotel floor space. A flexible approach is proposed to the location of these uses with a number of alternative locations proposed with the option that residential is delivered in their place. Further information on these types of uses would need to come forward at the reserved matters applications stage. The S106 Agreement will require the relevant provision of affordable accommodation for these housing types.

Open Space

- 8.29 London Plan Policy 7.18 'Protecting Open Space and Addressing Deficiency' provides a strategic aim to address areas with a deficiency of open space. Policy CP34 of the CS seeks to protect and enhance existing open spaces and seek opportunities to improve the provision of good quality and accessible open space. The policy requires the provision of new open space as part of the regeneration of Meridian Water. Policy DMD72 requires that all new major residential developments to be accompanied by proposals to improve open space provision and in the supporting text gives a Borough-wide standard of 2.37 hectares per 1,000 population of public park provision.
- 8.30 The SIW application secures approximately 8 hectares of public open space to be delivered in the form of a new local park (Brooks Park) and Edmonton Marshes. This application supplements that with new linear open space along Salmons Brook and the River Lee Navigation, a new public square (Riverside Square) and community streets. A parameter plan has been provided that sets the parameters for the location and minimum extent of publicly accessible open space. The amount of space provided within the Phase 2 site is below the Local Plan requirement for open space provision in relation to the expected population of the site. However, it should also be acknowledged that significant public open space is proposed at Edmonton Marshes under the accompanying SIW planning application and east-west and north-south linkages, for pedestrians and cyclists, to the wider green network, including the LVRP and Tottenham Marshes will be improved. Any increase in public open space within the application site beyond that proposed would be at the expense of residential development and would consequently impact on the viability of the scheme and the ability to deliver affordable housing. The proposed level of public open space along with the access improvements delivered through this application and the SIW application are considered acceptable.

Children's Play Space

- 8.31 Policy S4 of the draft London Plan requires developments to increase opportunities for play and informal recreation, incorporate good quality play provision for all ages and incorporate incidental play space. Policy DMD73 of the DMD relates to children's playspace.
- 8.32 The open space proposals incorporate prescribed and incidental play spaces, including doorstep, local and neighbourhood play space for children ranging from 0-12+ years of age. The majority of prescribed play space for younger children will be centred in residential courtyards and the Community Streets to provide doorstep play, with dedicated Local Equipped Areas of Play

(‘LEAPs’) located within Brooks Park. A detailed play space strategy will be required for each phase of the development and this will be secured through a s106 agreement.

Summary

- 8.33 In summary, the overall mix of uses proposed for the site is considered consistent with policy and is therefore acceptable in principle.

Phasing

- 8.34 There are five sub phases proposed as shown in figure 3 below. The first phase is the gasholder site which can be delivered independently from the strategic infrastructure works. It is intended for works to commence on the first sub phase in December 2021 with the final phase 2D envisaged to be completed by 2031. A condition is recommended to require the submission of an overall phasing plan as this could change over the lifetime of the development and a detailed phasing plan for each sub phase. The plans would need to identify how the housing will be delivered across phases, including delivery of affordable housing, identify the supporting infrastructure, access arrangements and car parking provision associated with each phase.

Traffic and Transportation

- 8.35 This is an outline application with access arrangements reserved. A Healthy Streets Transport Assessment was submitted with the application. The principle of the development in terms of transport has been assessed and the details on all traffic and transportation matters will be secured via planning conditions and a s106 agreement.

Strategic Modelling

- 8.36 A junctions modelling report was submitted with the transport assessment and includes extensive modelling work that has been undertaken for the local junctions within the vicinity of the proposed development. There is sufficient information to assess the highway network impacts of the proposed development, including in relation to existing land uses.
- 8.37 There is a scenario (Future Baseline 2023 & MWSIW) which takes into account the proposals for reconfigured access arrangements to the Ikea site (these address the loss of access to the northern car park site) and indicates that, while there are some impacts on the highway network arising from the delivery of the proposed development, overall these are not significant given existing network performance. Where there are possibly adverse impacts on specific junctions, these have been identified and traffic signal interventions proposed, which will be secured by way of legal agreement.
- 8.38 With regard to the recently adopted ELAAP, it sets out how, with suitable mitigations including a spine road and active and sustainable travel improvements, there is capacity for at least 5,000 homes in the area. The ELAAP was supported by transport modelling and was subject to examination by a planning inspector.

- 8.39 The Planning Policy team in conjunction with adjoining boroughs are working to produce a strategic integrated transport study that will come forward through the new local plan and will support cross borough walking, cycling and public transport connectivity.

Trip Generation

- 8.40 A detailed trip generation assessment was submitted with the application. The assessment concentrates on the total trip generation during the weekday AM and PM peak periods (8:00 – 9:00 and 17:00 – 18:00) and Inter peak period (13:00 – 14:00) for all land uses and journey purposes. Given that these periods are likely to generate the highest travel demand (they correspond to when people are going to / returning from work and school as well as lunchtime) T&T have confirmed that this approach is acceptable.
- 8.41 The trip generation assessment notes: “The total two-way person external trips are 2,167 in the AM peak and 1,716 in the PM peak. The majority of the trips are expected to be walking, cycling and public transport trips. In vehicle terms, it could be expected that there will be 366 vehicles in the AM peak and 261 in the PM peak.” Given the proposals for car parking, public transport and active travel links which underpin the proposed development, T&T have confirmed that this is a reasonable assessment.

Road Safety

- 8.42 The Transport Assessment includes an assessment of Personal Injury Accident (PIA) data for the 3 years to June 2018. More up to date data is available but due to a change in reporting methodology this is not directly comparable, so this approach to historic road safety trends is acceptable. The data when mapped highlights that the PIAs are clustered around junctions and that the details of each incident indicate that they were not related directly to the local highway infrastructure.
- 8.43 However, as part of the commitment to Vision Zero (where by 2041 nobody should die on London’s roads as a result of a traffic collision) the proposed development includes improvements to existing roads and new streets which will be more focused around people and place. This will include designs which create low traffic neighbourhoods and prioritise cycling and walking, in line with regional and local priorities.

Access

- 8.44 The existing character of the wider proposed development site is largely industrial and car dominated. There are limited walking and cycling links, and the local roads have a high proportion of HGV movements. There are major severance issues in the area caused by watercourses, roads and railway lines. To address these issues a range of access improvements are proposed with details set out in an Active Travel Strategy which accompanies the application.

Cycling Access

- 8.45 There are some cycle routes in the area however these are generally not of the highest quality and there is a lack of high quality provision through the site both north to south and east to west. As part of the SIW and the phase 2 development a range of improvements are planned. The main pedestrian and cycle improvements i.e. along the Central Spine Road will be delivered through the strategic infrastructure works and will therefore come before works commence on phase 2.
- Public realm improvements along Glover Drive and Leaside Road to help provide improved cycling access into the site and mitigate against the effects of existing and future levels of vehicular traffic.
 - Works at the Meridian Water / Leaside Road junction to improve both pedestrian and cycle crossing facilities.
 - Dedicated, segregated two-way cycle tracks, 4.0m in width, will be provided along the Central Spine Road and Glover Drive.
 - A cycleway is also proposed along the length of Leaside Road on the northern side.
- 8.46 Overall the proposals will significantly improve cycling access through and to the site. Alongside related schemes, including Cycle Enfield links to the north and proposed improved links beyond to the east, this will mean that cycling should make up a significant share of trips.

Public Transport Access

- 8.47 The site is currently PTAL 0 to 2 which means there is poor access to public transport. A range of improvements are highlighted in the TA as set out below which will increase the PTAL to 3.
- Increase in bus services through re-routing and extension of existing routes.
 - Introduction of new bus stops along the main roads through the site.
 - Bus only section along the central section of the Central Spine road.
 - Improved walking and cycling links to bus stops and rail stations.
- 8.48 The TA includes a summary of likely additional demand for bus services based on the trip generation assessment. The TA highlights significant increases in demand on all routes with the 341 southbound seeing a 46% increase. To address this, the application is accompanied by a Bus Strategy which sets out details of the route extensions and changes which will support the development. There has been in principle agreement to the overarching strategy, however post-application discussions regarding securing these changes will be required and will come forward through the new Local Plan and the s106 contributions. This will accord with the concerns raised by Waltham Forest.
- 8.49 There has also been an assessment of demand for rail services and it is considered that there would be no significant impact on train capacity at Meridian Water train station or underground services at Tottenham Hale.

- 8.50 Based on the assumptions set out in the TA it appears that the combined demand from the proposed development and Meridian Water Phase 1 will represent about 23% of assumed capacity. However, what is likely to happen is that the demand will concentrate on the trains that start at Meridian Water and then only serve the stations to Stratford. This will spread the demand in line with available capacity.
- 8.51 In terms of the proposed improvements, T and T has suggested that there should be an overall plan with timescales which links improvements to various phases / quantum of development. The details of this should be secured by planning condition or obligation to make sure that sufficient capacity is delivered in a timely manner so that it matches growth in demand. This will also mean that if development comes forward on other sites within the wider Meridian Water area, they can make a commensurate contribution to improving public transport provision.

Highway Network Access

- 8.52 A number of changes to the highway network have been proposed. T&T have confirmed that the general principles are acceptable subject to the following:
- Appropriate permits and legal agreements (S8, S278, stopping up and traffic orders) being secured.
 - A Stage 2 (detailed design) Road Safety Audit prior to delivery.
 - Consistent quality of materials and design details being secured across the development phases.
 - Details being subject to final approval by the Council prior to implementation.
- 8.53 Traffic calming measures in the form of raised tables, changing surface materials and vertical and horizontal deflection in street designs are proposed along the length of the Central Spine Road and Leaside Link Road in order to ensure a design speed of 20mph across development. These features should be supported by appropriate signage and speed designations.

Highway Network Assessment

- 8.54 The assessment of highway network impacts is based on a range of traffic surveys, which cover weekdays and weekends, undertaken around the wider Meridian Water area including key junctions. These surveys have then informed local junction modelling to assess changes in flows and junction capacity.
- 8.55 The modelling indicates that while there are some impacts on the highway network arising from the delivery of the proposed development, overall these are not significant given existing network performance. It is assumed that this assessment represents a worse case scenario because it is based on existing travel demand for vehicle trips, so does not take into account regional targets for reducing trips by private car.
- 8.56 The scheme has been designed to adoptable standards however it remains unclear at this stage whether the council will adopt the roads and paths as public highway. The adoption of roads however is a matter that falls outside of the planning remit.

Highway Design

- 8.57 Broad principles have been adopted for the design of the highways within the development as set out below. The design of the highway will ensure that high quality routes are created for pedestrians and cyclists to encourage active travel. The details will be secured through reserved matters applications.
- All footways over 2.0m wide with the majority 3.0m in width.
 - Segregated two-way cycle lanes at least 4.0m in width on the main routes to and through the site.
 - Pedestrian and cycle priority on secondary routes.
 - Regular crossing points.
 - Measures to reduce vehicle speeds including vertical and horizontal deflection as well as tight junction geometries.
 - Provision of street trees and sustainable urban drainage.
 - On-street loading and servicing.
 - Parallel car parking provision on-street which can be re-purposed for more sustainable uses such as rain gardens and cycle parking.

Servicing

- 8.58 A draft Delivery and Servicing Plan (DSP) for the outline application has been provided. T&T have confirmed that the principles underlying the approach to servicing are acceptable. The specific approach to delivery and servicing for each phase will be secured through conditions.

Parking

Car Parking

- 8.59 The proposed development will be “car-lite” which are developments designed to provide the minimum necessary parking. It will comprise a maximum provision of up to 0.25 spaces per residential unit and an aspiration to be car free in the future. This approach is below the Draft London Plan maximum standards as there are no minimum standards with car free and car-lite developments being encouraged, so is policy compliant.
- 8.60 Whilst this level of provision could be considered low given the current PTAL of the site, it is important to note that there are range of factors which support this approach:
- There will be public transport improvements with higher frequency train services from Meridian Water station and increased provision of bus services to and through the site. These will increase the PTAL to 3.
 - New and improved cycling and walking routes which will encourage active travel.
 - As the wider development is built out there will be a greater variety of goods and services offered so internal (within the site) trips will make up a higher proportion of all trips.

- 8.61 The Parking Strategy includes a range of proposals to make sure that car parking provision is allocated equitably, there are suitable enforcement measures (bearing in mind that only the Council can undertake enforcement on land it owns) and mechanisms to manage the reduction of future car parking provision. These include a proposal to allocate parking according to a hierarchy of need (for example disabled drivers would be the highest priority) and that nobody is provided parking in perpetuity.
- 8.62 It is noted that disabled car parking will be provided in line with Draft London Plan standards which is acceptable. There will also need to be electric vehicle charging provision with 20% of parking spaces provided with active points and the rest covered by passive provision. In addition, there should be the provision of rapid chargers in public locations to support the use of electric delivery and private hire vehicles as well as London's taxi fleet. The details will be secured through conditions. Car clubs will be secured through the s106 agreement.
- 8.63 The car parking provision for non-residential uses is in line the Draft London Plan guidance and appears to be proportionate to demand given that there will be limited options for visitors to the site.
- 8.64 A range of measures will be put in place to limit vehicle trips and parking demand, including the following:
- Delivery and Servicing Plan.
 - Improvements to pedestrian and cycle routes including access to the site.
 - Cycle parking provision.
 - Travel Plans with associated monitoring.
 - Car club provision.
 - New station and enhanced rail services.
 - Consultation on a Controlled Parking Zone in the adjacent area.

Cycle Parking

- 8.65 Cycle parking will be provided in accordance with the Draft New London Plan (2018) which is a welcome approach given the standards are higher than the current London Plan. Whilst details will be dealt with on a phase by phase basis, the outline application does make reference to the London Cycling Design Standards as the first point of reference for the design of cycle infrastructure. There is also a Cycle Parking Strategy which sets out the minimum standards for cycle parking. This is a positive approach and the final documents should provide a sound basis for delivering high quality cycling infrastructure across the development. The level, location and type of cycle parking provision will be secured by way of a condition.

Healthy Streets Check

- 8.66 The main routes across the site have been assessed using the Healthy Streets Check for Designers (HSCD) which considers 31 different elements such as vehicle traffic characteristics (e.g. volume, speed, noise etc), design for pedestrians (e.g. crossing points, footpath width, lighting, surveillance etc), design for cycling (e.g. type and width of facility, priority at junctions, cycle

parking etc), and down to more detailed items such as street trees and planting, spacing of benches, location of public transport stops etc.

8.67 Despite some issues being highlighted mainly around the sharing of space by different modes, the proposed designs all have high overall HSCD scores which is positive. To ensure that the final and future designs continue to offer high quality Healthy Streets, it is proposed that consideration is given to the provision of certain elements:

- Priority for pedestrians and cyclists.
- Street lighting should meet minimum standards.
- Street planting should integrate sustainable urban drainage features.
- Street trees should have less than 15m between canopies.
- Resting places including informal seating should be located less than 50 metres apart.
- All streetscape features should be designed to be wheelchair accessible.

8.68 Suitable tactile paving and changes in surface material or height should be provided for visually impaired people to indicate changes in the nature of the highway. Although elements of this will come forward through the SIW the detail for the additional streets to come forward through Phase 2 will be secured through future reserved matters applications.

Active Travel Zone

8.69 As per TfL guidance, an Active Travel Zone (ATZ) assessment has been undertaken. This looks at an area which is a 20-minute cycle distance from a site because it represents a comfortable and realistic time people might be willing to travel without use of a motor vehicle. The TA does note that, when the wider Meridian Water development is completed, a significant number of trips will remain in the local area. However, given this is a standalone application, the TA also includes a range of measures to encourage active travel:

- The Central Spine Road and Leaside Link Road would reduce walking and cycling distances to Meridian Water station and other key destinations.
- Provision of high quality and generous walking and cycling routes, with off-road segregated cycle routes provided along the Central Spine Road and shared off-road routes provided along the Leaside Link Road.
- Public realm improvements along Glover Drive and Leaside Road.
- Cycle crossing improvements at the Meridian Way / Leaside Road junction.
- Bus only section on the Central Spine Road to limit traffic flows and prevent through traffic. This will need to be enforced with details to be agreed.
- New bus services through the development.
- Cycle parking to be provided for each land use.
- Low car parking provision (up to 0.25 spaces per residential unit).

Construction Logistics Plan

8.70 It is noted that during peak construction phases additional HGVs (up to 150 two-way HGV movements a day) would operate in the area. To address this, an overarching approach has been set out in a draft Construction Logistics

Plan. This can be further refined as the application progresses. There also needs to be the provision of phase by phase construction traffic management plans.

- 8.71 Given the scale of the development and the impact it could have on the highway network and the amenity of local residents a Construction Logistics Plan will be required. The Plan will need to be agreed prior to development commencing so will be secured by way of a planning condition.

Travel Plan

- 8.72 A draft Framework Travel Plan has been submitted. It sets out a strategy with clear objectives, targets, management and monitoring arrangements, which are supported by a package of measures to encourage people to use sustainable and active travel modes. Phase specific Travel Plans will be required and this will be secured through the S106 Agreement

Sustainable Transport Package

- 8.73 In line with Meridian Water Phase 1, to support the delivery of the site Travel Plan and mode shift to sustainable and active transport, first occupiers should be offered a package of the transport incentive set out below.
- Membership of the London Cycling Campaign.

Refuse and Recycling

- 8.74 The indicative locations and capacities for refuse and recycling are acceptable. However, the detailed layouts and designs will still be subject to approval as future applications for the residential and other uses are brought forward. These details will be secured by way of a condition.

Design and Appearance

- 8.75 Policy 7.1 of the London Plan sets out a series of overarching design principles for development in London. Design policies in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites, the quality of new housing provision, tall and large-scale buildings, built heritage, views and the public realm. New development is also required to have regard to its context and make a positive contribution to local character within its neighbourhood (policy 7.4)
- 8.76 Policy CP30 of the Core Strategy requires all developments and interventions in the public realm to be high-quality and design-led. The DMD contains a number of specific policies seeking to influence design quality in terms of density, amenity space provision, distancing standards, daylight and sunlight and appropriate access to parking and refuse facilities for example.
- 8.77 This is an outline application with all matters relating to the design, landscaping, layout and scale of development reserved. However, the

application is supported by parameter plans that sets the maximum parameters for development, including footprint and height for instance, and a design code which seeks to set the design framework to be followed in the subsequent submission of reserved matters.

- 8.78 The Design Code sets a series of design principles such as the layout of buildings and the highway, distribution of non-residential uses; parking; privacy; heights and set backs of buildings; yards, courts and podiums; tall buildings; access arrangements; public realm, re-naturalisation of the Pymmes Brook and the Salmons Brook; location, character and materiality; building appearance and architecture; thresholds; balcony design and soft landscaping including trees and tree pits.
- 8.79 The design code comprises absolute parameters which are design characteristics that must be followed as they are an essential design characteristic of the development, and interpretative parameters that should be followed which allows for greater scope for interpretation and can be presented in different solutions as long as they address the issue raised by the design characteristic with an equal or greater level of quality as the design code guidance.
- 8.80 As set out in the Draft London Plan, design codes submitted with an outline planning application for large developments can be one way to ensure that design quality is upheld throughout the planning process. The LPA is continuing to liaise with the design team to finalise the detailed wording with the design code to ensure that the document is robust for the purposes of assessing future reserved matters applications against. Members are therefore asked to give officers delegated authority to agree the final design code before a decision is issued.
- 8.81 To further ensure that a high quality development is secured across the site, an architect retention clause will be secured in the s106 agreement to ensure the architect employed to design the scheme for the purposes of a reserved matters submission is retained throughout the phase. Members are asked to give delegated authority to Officers to finalise the design code.



Density

- 8.82 The draft London Plan has moved away from the prescriptive density matrix set out in the current London Plan and now seeks sites to be optimised through a design led approach - Policy D3 of the draft London Plan. Both Enfield and London Plan policies including Policy EL1 of the ELAAP acknowledge and make clear that high density levels will only be permitted where it is justified through site-specific planning strategies, and where there are opportunities to comprehensively consider and address specific issues such as transport and social/ community infrastructure. Phase 2 of the Meridian Water development given the location and nature of the site provides a great opportunity to support higher densities. It can provide a mix of housing along with the associated infrastructure required for new developments. With the introduction of the new and more accessible train station in phase 1 and improvements to bus services through phase 2, access to public transport and connectivity within and beyond the site will be improved for both existing and future residents, employees and visitors.
- 8.83 The ELAAP states that development in Meridian Water should 'optimise housing and where appropriate, achieve higher housing density levels than

the London Plan'. It is acknowledged that due to the potential scale of development at Meridian Water and its industrial location with no residential dwellings within the vicinity of the site, phase 2 of Meridian Water has the ability to create its own setting and character. The overall residential density proposed on-site can be calculated based on 2,300 units across 11.9ha. This equates to 193 units per ha or 599 habitable rooms per ha. The proposed density relates to improved accessibility provided by Meridian Water station and extended bus services. The density is generally distributed equally across the site and the location of tall buildings has been driven by urban design concepts such as providing landmarks for orientation and wayfinding. The density is supported by both the GLA and LPA.

Layout and Public Realm

- 8.84 The layout of the proposed development has been designed to integrate with the transport, public realm and green infrastructure linkages created by the SIW. The proposals consist of a legible network of streets that link with surrounding streets and are addressed with active frontages.
- 8.85 The plots are orientated along key infrastructure routes, the River Lee Navigation, the Brooks Park and the Central spine. The massing of the development has been designed to create distinctive characters with buildings of different heights. It incorporates the opportunities around waterfront development, responding to the green and blue infrastructure at the waterways and the Lee Valley Regional Park.
- 8.86 To the south of the Central Spine Road, a regular street grid sits between the Brooks Park and the River Lee Navigation. In contrast, a less regular street patterns is proposed to the north of the Central Spine Road, responding to the Riverside Square and the Pymmes and Salmons Brooks.
- 8.87 Protected Frontages at ground level will be secured, which identifies the development plot frontages that are required to have an active frontage, i.e. where car park and servicing access for development plots are not permitted. This will ensure that development brought forward at reserved matters stage will contribute to the masterplan vision of animating streets and creating a sense of activity at Meridian Water. This will contribute to secured by design objectives of designing out crime, by maximising passive surveillance of the public realm and supporting activity at all times of day.
- 8.88 Development zones and plot boundaries set parameters for the approximate siting of and maximum extent of development plots within which development can take place and includes: 3m standard 1.5m offset to be provided between the building edge at the ground floor level and the public realm; standard 3m offset to be provided between the building edge at the ground floor level and the waterfront public realm along the River Lee Navigation, to provide for sufficient 'spill-out' space for active frontages; and, minimum distances between the building edge at ground floor level of neighbouring Development Plots. There are ongoing discussions through the design code on the spill out space to be created. This would not impact on the parameter plans however can be secured through the design code as building frontages can be set back at ground floor level to create more spill out space.

- 8.89 The Design Code will also secure the quality of the proposed public realm to come forward.

Residential Quality

- 8.90 The application confirms that the proposed housing typologies meet or exceed the minimum space standards identified in the London Plan. The Design Code secures that developers should aim to achieve 100% of residential units as dual aspect and single aspect north facing units must be avoided. The Code also confirms the requirement for all habitable rooms to meet the BRE daylight requirements.
- 8.91 DMD 10 sets minimum distancing standards between facing residential buildings. The policy does allow for development below these standards providing that it can be demonstrated that the proposed development would not result in housing with inadequate daylight/sunlight or privacy for the proposed or surrounding development.
- 8.92 The EIA comprises a daylight and sunlight availability assessment on adjacent watercourses (River Lee Navigation, Pymmes and Salmons Brooks) and residential users of the River Lee Navigation (i.e. residential boats with mooring rights) as a result of the existence and operation of the proposed development.
- 8.93 The Daylight and Sunlight Assessment provides an assessment of daylight and sunlight availability achieved for the illustrative scheme described in the DAS according to BR 209 guidance and the Arup Daylight Signature methodology. The Assessment found that the future occupants of the proposed development will benefit from good sunlight and daylight availability, with the vertical sky component threshold for achieving good daylight exposure exceeded for most receptors. The proposed massing allows for good sunlight availability for nearly 80% of receptors and the remaining 20% will need to be designed to accord with the BRE Guidelines through the introduction of large windows for instance. The assessment found that direct solar penetration in the open areas is also above the recommended BR 209 threshold of two hours of sunlight on the 21st March in large areas of the public realm in the proposed development. A daylight and sunlight assessment will need to be submitted for each phase that comes forward following the permission of the outline application.

Amenity Space

- 8.88 The applicant confirms that all units will be provided with amenity space that meets or exceeds the standards set down in the London Plan and as reiterated in DMD 9. Amenity space requirements will be met through the provision of private gardens and/or balconies depending on the unit type.

Height and Massing

- 8.89 The height of the buildings across the site will generally be between 8 – 10 storeys with taller buildings (11 - 22 storeys) in key locations such as along Bridge Street, the waterfront and to the north adjacent to the North Circular.

There are no concerns with the proposed building heights given they would not result in any undue harm to heritage assets, neighbouring residential properties and there is no established character to have regard to within this site.

- 8.90 The Parameter Plans and Design Code (MWP2-4) have incorporated mitigation measures to create a suitable microclimate for pedestrians at ground floor level and avoid overshadowing. Appropriate conditions will be attached to the permission and will include a condition requiring an assessment of comfort and safety levels at relevant locations around and within the site using wind tunnel testing. During the application process the design code was updated to include a section on wind and microclimate to state that the detail of the wind mitigation must be determined at the detailed design stage to take account of the specific additional understanding of use and location of pedestrian routes and entrances. Wind mitigation measures have been included with the design code and include for instance that amenity courtyards must have minimal openings in the prevailing wind directions and must be surrounded by buildings of similar heights to create a sheltered wind environment.
- 8.91 DMD43 considers the impact of tall buildings upon important local views and requires the developers to demonstrate how proposals will avoid negative impacts associated with these. It designates a series of 'local long views' which are important to townscape in the Borough. A townscape and visual impact assessment has been undertaken as part of the EIA, which assesses the impact of the proposed development upon local townscape and these designated views. The proposal would not infringe on any identified important views.
- 8.92 Mitigation measures should be applied at the detailed design stage and are primarily set out in the design code and include measures such as ensuring the level of lighting is minimised, tree planting is incorporated to soften the built form and high quality materials are used for the buildings and public realm. The design approach to tall buildings as part of the proposed building, including high quality design and the provision of open space, would result in a marked improvement of the existing landscape character of the application site, as it would create a high quality public realm. The applicant concludes that therefore that the proposed development would have a significant, beneficial impact upon townscape improvement.

Architecture and materials

- 8.93 This is an outline application with all matters reserved except for access to the public highway. Accordingly, there is limited detail in the applications on architecture and materials. However, the Design Code will provide sufficient information to ensure that good quality architecture, materials and detailing will be achieved. This is demonstrated further in the illustrative scheme provided. Conditions are recommended requiring details of proposed finishing materials, including sample panels being constructed on site, together with larger scale sections through typical panels of the proposed building to ensure the parameters set down in the design code are evidenced in the reserved matters submission and through to build on site.

Inclusive design

- 8.94 London Plan Policy 7.2 'An Inclusive Environment' seeks to ensure that proposals achieve the highest standards of accessibility and inclusion. Policy 3.8 'Housing Choice' requires that ninety percent of housing meets Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten percent of new dwellings to meet Building regulation requirement M4(3) 'wheelchair user dwellings' that is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.
- 8.95 Core Policy 4 of the Core Strategy requires all homes to be built to Lifetime Homes standards and 10% of all new homes to suitable or easily adaptable for wheelchair users. This is further reinforced in DMD8. These standards are updated by the Building Regulation requirements referenced above.
- 8.96 In line with policy requirements the development will need to be designed to meet Building Regulation requirement M4(2) and 10% will meet Building Regulations requirement M4(3). Indicative layouts have been provided for the wheelchair accessible units. A condition is recommended to ensure these requirements are met.

Affordable Housing and Mix

- 8.97 Policy 3.9 'Mixed and Balanced communities' Of the London Plan seeks to promote mixed and balanced communities by tenure and household income. Policy 3.12 'Negotiating Affordable Housing' seeks to secure the maximum reasonable amount of affordable housing. Core Policy 3 and DMD1 seek to achieve a target of 40% affordable housing units applicable on sites capable of accommodating ten or more dwellings. Policy H4 of the draft London Plan requires residential development on public sector land to deliver at least 50% affordable housing on site. The scheme will provide 43% affordable housing by habitable room and 40% affordable housing by unit which has been concluded to be the maximum affordable housing viable at this moment in time and is accepted by the GLA.
- 8.98 Policy H6 of the draft London Plan requires that of the affordable housing provision, a minimum of 30 per cent should be low cost rented homes, as either London Affordable Rent or Social Rent, a minimum of 30 per cent intermediate products which meet the definition of genuinely affordable housing including London Living Rent and London Shared Ownership with the remaining 40 per cent to be determined by the borough as low cost rented homes or intermediate products. The applicant proposes to provide a minimum of 50% low cost rent and up to a maximum of 70% and intermediate product up to a maximum of 50%. The Housing department have requested a tenure mix of 70% low cost rent and 30% intermediate. Discussions are ongoing and Members will be updated on the tenure mix in advance of the planning committee meeting.
- 8.99 A financial viability assessment was submitted with the application and has been independently reviewed by the GLA. The GLA has confirmed that the development delivers the maximum amount of affordable housing viable and is therefore supportive of the amount of affordable housing proposed. Review

mechanisms will need to be secured through a s106 agreement to maximise the amount of affordable housing on the site as the scheme comes forward in the future. With the S106 Agreement obligations being sought, the level of affordable housing proposed as minimum is considered acceptable. The phasing of delivery of the affordable housing across the site will need to be dealt with through a combination of condition and/or S106 obligation.

	1 bed / studio	2 bed	3 bed	4 bed	%
Social Rent	193	258	129	64	28
London Living Rent / London Shared Ownership	83	110	55	28	12
Market Sale / Rent	414	552	276	138	60
TOTAL	690	920	460	230	2,300
% of total dwellings	30	40	20	10	100

Table 2: Proposed Housing Sizes and tenure

8.100 It has been demonstrated that a mix of unit sizes can be provided including 30% 1 bed, 40% 2 bed, 20% 3 bed and 10% 4+ bed. At least 10% of the units provided will be wheelchair accessible. The mix of units will be secured through the s106 agreement.

Flood Risk

8.101 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Policy CP28 (“Managing flood risk through development”) confirms the Council’s approach to flood risk, inclusive of the requirement for SuDS in all developments. Policy DMD59 (“Avoiding and reducing flood risk”) 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.

8.102 The application site falls within Flood Zone 2 and 3 is therefore considered to have a high to medium probability of flooding. In line with advice contained within the NPPF, this application should not be determined until the Local Planning Authority is satisfied that the Sequential Test has been applied and passed. A flood risk assessment has been submitted and the EA has raised no objection to the scheme subject to conditions. The flood mitigation strategy

for the development includes raising ground levels within the application site and conveying flood water to the Pymmes Brook and also the Lee Valley Regional Park by the flood conveyance channel to come forward under the SIW proposal. As the acceptability of the development in terms of flood risk is reliant on the works proposed within the SIW application, there will be an obligation within the s106 agreement that requires the SIW to be completed before certain parts of the development can commence. The gasholder site however does not need the SIW to be completed before development comes forward on this site as there are no flood risk issues.

- 8.103 In terms of SuDS the Environment Agency has advised against the use of infiltration-based SuDS, to minimise the potential for new contamination pathways. A combination of on-plot attenuation through use of green roofs and landscaping, as well as green infrastructure between development plots in the form of on-street swales and landscaping is proposed, in order to minimise surface water runoff.
- 8.104 The SuDS Officer has recognised the impact of contamination on the ability to use infiltration measures on this site and is generally supportive of the proposed drainage approach of drainage attenuation and discharge, either directly or indirectly via an existing TWUL surface water sewer to an open watercourse, Pymmes Brook, Salmons Brook and River Lee. However, conditions are recommended requiring details of a SuDS/Drainage strategy pre-commencement of any phase of development. The development will need to use SuDS in accordance with the London Plan Drainage Hierarchy and the principles of a SuDS Management Train i.e. using source control SuDS measures across the site before discharging into drains.
- 8.105 The Pymmes Brook will be naturalised on the eastern bank which is a welcomed feature of the SIW works and would increase the channel flood storage. During the application process further work was undertaken on the options for further naturalisation of the Pymmes Brook North and Salmons Brook. The modelling showed that it is possible to place one marginal planting shelf, 100mm in width, within the Pymmes channel without detrimental impacts upstream. It was also found that the central wall can be removed without detrimental impacts. This further naturalisation work does require support from the Environment Agency who have yet to complete their assessment of the updated flood modelling. However, it is supported in principle by all and therefore the design code will include the provision for this when the relevant adjacent plots come forward for development and subject to the EA confirming it has no consequential adverse impacts.
- 8.106 Thames Water have advised that they require the extent of the catchment and calculated peak discharge rates of the proposed surface water sewers, to assess the impact that the increase in flow will have on the public sewer system. They require an impact assessment to be completed to identify the ability of the public sewer system to accommodate the proposals and appropriate infrastructure upgrades. A condition will be attached to the permission for this information to be submitted and approved by the LPA.

Climate change

- 8.107 The draft London Plan sets out the need for London to limit its impact on climate change. Policy GG6 Increasing Efficiency and Resilience sets out that development must seek to improve energy efficiency and support the move towards a low carbon circular economy, contributing towards London becoming a zero-carbon city by 2050. Furthermore, ensuring buildings and infrastructure are designed to adapt to a changing climate, making efficient use of water, reducing impacts from natural hazards like flooding and heatwaves, while mitigating and avoiding contribution to the urban heat island effect.
- 8.108 In accordance with the EIA Regulations, the impact of the project on climate has been included. Potential climate hazards relevant to the proposed development have been identified in the ES such as fluvial and surface water flooding, drainage design due to increases in winter rainfall and wind conditions. To address these, adaptation measures have been embedded within the design of the development.
- 8.109 The design code sets out design parameters for the proposed development to adapt to climate change. For instance, passive design measures must be incorporated into building design and to control the energy efficiency of buildings and combat increased summer temperatures caused by climate change, shading and ventilation must be considered to limit overheating. The development mitigates the risk of fluvial flooding through elevated development achieved through raising ground levels and the use of a flood conveyance channel through the SIW application. The displaced floodplain storage has been considered and several flood compensation areas are provided for.

Sustainable Design and Construction

- 8.110 Policy DMD49 states that all new development must achieve the highest sustainable design and construction standards having regard to technical feasibility and economic viability. An energy statement in accordance with Policies DMD49 and DMD51 is required to demonstrate how the development has engaged with the energy hierarchy to maximise energy efficiency.
- 8.111 An energy strategy has been produced that outlines proposals to reduce the on-site energy demand as much as possible through passive design and innovative energy efficient buildings systems. Measures include passive measures where glazing, walls and build quality are improved, and building systems interventions such as energy consumption devices.
- 8.112 The proposed site is to be provided with heat via the Meridian Water Heat Network. Key considerations for policy on heat networks in the Edmonton Leaside area include the establishment of an energy centre on the EcoPark site to the north of Meridian Water and delivering a network route linking the EcoPark energy centre to the Meridian Water development.
- 8.113 The Meridian Water Heat Network (MWHN) to be provided by Energetik will initially use a combination of heat from combined heat and power plants

(CHP) and then heat from the new Energy Recovery Facility (ERF) at the Edmonton EcoPark when it is operational, which it is predicted to be in 2025. The MWHN will move energy in the form of hot water through a system of pipes to buildings and industry across the Lee Valley, including to the Meridian Water development, a westward extension to Meridian Water and Edmonton Green.

- 8.114 The scheme has been designed to connect to the Meridian Water Development decentralised heat network. The placement of the primary heat network pipe is proposed underneath the footways and cycleways within the proposed Central Spine Road and Leaside Link Road corridors, in order to avoid heating potable water mains. The delivery of the DEN will be secured through a s106 agreement.
- 8.115 In the absence of a local existing or planned cooling networks, and the priority of connecting to the MWHN, it is not proposed that the development incorporates a cooling network, in accordance with the cooling hierarchy. Instead it is proposed that cooling demand for the non-domestic buildings is met by individual building cooling systems. No cooling will be supplied to the residential units in phase 2.
- 8.116 Photovoltaic panels will be installed contributing to a small percentage of the total electricity consumption of the Proposed Development. A total of 6,557m² of roof space is available for PV panels, generating a total of 550MWh/year.
- 8.117 The design code encourages future development to be highly sustainable and the details for each phase of the development will be secured through reserved matters applications and conditions.

Biodiversity

- 8.118 Paragraph 175 of the NPPF requires local planning authorities to encourage development which incorporates biodiversity improvements in and around developments, especially where this can secure measurable net gains for biodiversity. The London Plan, adopted Core Strategy and DMD seeks to protect and enhance biodiversity. Policy DMD79 of the DMD requires developments to provide on-site ecological enhancements.
- 8.119 The proposed development will include a new 2ha park known as Brooks Park, 0.79ha public open space comprising of riverside linear open space (0.34ha); Salmons Brook linear open space (0.14ha); riverside square (0.1ha) and community streets (0.21ha) alongside smaller communal open spaces within urban squares. The Pymmes Brook will be re-naturalised which will include moving a section of river from its current concreted lined bed to a new naturally lined channel which will meander through the park surround by parklands and a boardwalk. The river will then re-join the existing concrete lined channel in the south and north of the naturalisation area. Green infrastructure will also be provided across the site through rain gardens, soft landscaped filter strips and ponds.
- 8.120 The ES assesses the impact of construction and operational development on ecology and biodiversity. AECOM have reviewed the ES and requested clarification on some matters on the ecology and biodiversity section which was

provided during the application process. The additional information was provided by the applicant and the independent consultants have confirmed that the proposal would not have any significant effects on on-site biodiversity and ecology and have not requested any further clarification. In fact, the Environmental Statement confirms that the development will deliver a significant biodiversity net gain.

- 8.121 The proposed development has been designed to avoid and minimise ecological impacts, mitigate effects where necessary and provide ecological enhancements. For example, no direct lighting will be sited along watercourses to reduce the potential impacts to aquatic fauna/flora and commuting and foraging bats and buildings will incorporate at least one façade integrated bird and bat boxes.
- 8.122 Canal and River Trust were consulted on the application and are encouraged that the aquatic habitat of the River Lee Navigation is enhanced. A condition has been suggested to prepare a canal edge enhancement strategy and the introduction of green roofs. Reserved matters and conditions will be attached to any permission. All reserved matters submissions will need to be developed in accordance with the design code that sets out the requirement for biodiversity improvements, habitat features, biodiverse roofs, lighting and soft landscaping.
- 8.123 Natural England has been consulted on the application and set out the mitigation they consider necessary. This will be secured through the S106 Agreement as set out above.

Trees and Landscaping

- 8.124 Policy G5 of the Draft London Plan states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs, green walls and nature-based sustainable drainage. Urban greening can help to meet other policy requirements and provide a range of benefits including amenity space, enhanced biodiversity, addressing the urban heat island effect, sustainable drainage and amenity
- 8.125 Policy G7 of the Draft London Plan advises that development proposals should ensure that, wherever possible, existing trees of value are retained. If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the site.
- 8.126 A total of 16 trees are proposed to be removed including 3 Category B, 9 Category C and 3 Category U trees. loss of 4 Category B trees, 6 Category C trees (and 3 Category C groups) and 3 Category U trees. However, through the SIW application a total of 155 trees would be planted within the new streets to be created and 1250 trees would be planted within the proposed new parks. Additional planting will be delivered as each phase comes forward, within any communal amenity space that would be provided

Pollution

- 8.127 Policy DMD64 sets out that planning permission will only be permitted if pollution and the risk of pollution is prevented, or minimised and mitigated during all phases of development.

Noise

- 8.128 The northern part of the MWP2 site is particularly affected by road traffic noise arising from the A406 North Circular Road, the Parameter Plans and Design Code seek to create a non-residential buffer to this noise by locating less sensitive employment and hotel uses closer to the northern boundary. The noise impacts arising from continued operation of businesses within the SIL land to the east of the River Lee Navigation and Towpath Road is also considered in the development of MWP2. Any amenity issues associated with noise arising from the operation of the different uses, including business, retail and social infrastructure uses, will be managed effectively through detailed design and mitigation measures, such as opening hours, at reserved matters stage.
- 8.129 Piling will be required across the site. Piled foundations would be designed such that they would not create preferential pathways for contaminant migration to the underlying aquifer associated with the soil protection zones. Plot developers will be required to undertake a foundations work risk assessment for each piling scheme, which will be submitted to and agreed with the Environment Agency at the detailed design stage.
- 8.130 The Noise and Vibration chapter of the ES provides an assessment of the significant environmental effects associated with construction and operation of the proposed development with respect to noise and vibration. The assessment concludes that the proposed development has the potential to cause adverse noise and vibration effects during construction. However, impacts would be controlled and minimised through a construction management plan which would be secured by condition.

Air quality

- 8.131 Policy SI 1 Improving Air Quality of the draft London Plan seeks to tackle poor air quality, protect health and meet legal obligations through ensuring developments address aspects of a particular criterion.
- 8.132 The northern part of the site is in close proximity to air pollution arising from road traffic using the A406 North Circular Road. The Parameter Plans and Design Code seek to create a non-residential buffer to this air pollution source by locating less sensitive employment and hotel uses closer to the northern boundary. The proposed primary school will be located away from this source of air pollution, located either within the centre of phase 2 or to the south of the site. A low level of car parking provision is also proposed, with an emphasis on encouraging active modes of travel or public transport use.

- 8.133 The application site is located within the Borough's Air Quality Management Area (AQMA) and therefore in accordance with London Plan policy 7.14 and Policy DMD65, it is essential that the development be air quality neutral. The scheme has been developed in accordance with best practice, including the Sustainable Design and Construction SPG. An Air Quality Neutral Assessment is provided in the Air Quality chapter of the ES demonstrating accordance with the Air Quality Neutral requirements within planning policy. It will ensure that the development does not lead to an incremental increase in background concentrations. Sustainable modes of transport are encouraged within the proposed development.
- 8.134 The Air Quality chapter of the ES provides an assessment of the significant environmental effects associated with construction and operation of the proposed development with respect to air quality, in accordance with Policy DMD 64. Once mitigation measures are taken into account, the assessment identifies no significant adverse air quality impacts are identified during operation or construction.
- 8.135 The Environmental Health Officer was consulted on the proposed development and raised no objection as there is unlikely to be a negative environmental impact subject to conditions and an air quality monitoring financial contribution of £10,000. There is an existing air quality monitoring site at Derby Road, the financial contribution would assist with maintenance of this equipment and data management costs. This will be secured through the S106.

Contaminated Land

- 8.136 Policy CP32 and London Plan Policy 5.21 seeks to address the risks arising from the reuse of brownfield sites to ensure its use does not result in significant harm to human health or the environment.
- 8.137 The site remains contaminated and is occupied by various types of construction waste. Part of the site to the south has been cleared, and a capping layer of granular material installed to enable its temporary use for meanwhile activities prior to redevelopment.
- 8.138 The Environmental Health Officer and the EA were consulted on the proposed development and raised no objection as there is unlikely to be a negative environmental impact subject to appropriate conditions.

Archaeology

- 8.139 NPPF paragraphs 193 - 194 places great weight on conserving designated heritage assets, including non-designated heritage assets with an archaeological interest equivalent to scheduled monuments. Non-designated heritage assets may also merit conservation depending upon their significance and the harm caused (NPPF paragraph 197). Conservation can mean design changes to preserve remains where they are, and if preservation is not achievable then if planning permission is granted, paragraph 199 of the NPPF says that applicants should record the significance of any heritage assets that the development harms. Policy CP31

and Policy DMD44 states that development proposals should enhance and conserve the special interest, significance or setting or a heritage asset.

- 8.140 The site lies with an archaeological priority area, the Lea Valley East Bank and Lea Valley West Bank. During the application process ground investigations commenced and was supported by an archaeological watching brief. GLAAS confirmed that the watching brief would help inform the archaeological potential of the site however it may not be sufficient to provide a full understanding of the archaeological significance and impact of the proposal. Consequently, a pre-commencement condition will be attached to the permission requiring each phase of the development to submit a written scheme of investigation which will include for instance a programme and methodology of site investigation and recording.

Environmental Wind

- 8.141 Policy D9 of the draft London Plan relates to tall buildings and requires developments to consider the environmental impact of tall buildings.
- 8.142 The ES included a qualitative assessment of the environmental wind conditions on the basis of the outline massing, which specifies the maximum building envelopes, areas of public amenity space and road locations. Wind at ground level is determined by the detailed massing and orientation of the buildings within each development plot and its acceptability is evaluated on the intended use of the spaces. Consequently, a detailed assessment of wind effects and related mitigation will need to be carried out at the Reserved Matters stage. A condition will be attached to the permission requiring an assessment of comfort and safety levels at relevant locations around and within the site using wind tunnel testing. During the application process the design code was updated to include a section on wind and microclimate to state that the detail of the wind mitigation must be determined at the detailed design stage to take account of the specific additional understanding of use and location of pedestrian routes and entrances. Wind mitigation measures have been included with the design code and include for instance that amenity courtyards must have minimal openings in the prevailing wind directions and must be surrounded by buildings of similar heights to create a sheltered wind environment.

Impact on Adjoining Occupiers

- 8.143 The nearest residential units are located approximately 500m to the west of the site on Kimberley Road. Ikea, Tesco, Meridian Way and the railway line are situated between the application site and the nearest residential units. Given the significant distance of the proposed development from residential units it is not considered that the proposal would not result in any undue harm to the residential amenity of any residents within the vicinity of the site. It should also be noted that contributions such as improvements to bus services will be secured through a s106 agreement that would benefit both future and existing residential units.
- 8.144 With regard to the impact on adjoining businesses, through the attachment of appropriate conditions and further information submitted through reserved

matters applications and s106 obligations the proposal will not impact on surrounding businesses.

Fire Strategy

- 8.145 Policy D11 Fire safety of the draft London Plan seeks to ensure that development proposals achieve the highest standards of fire safety and that fire safety of developments should be considered from the outset. As this application is an outline planning application with all matters reserved, a detailed Fire Strategy has not been developed at this stage. A fire strategy will be required under reserved matters applications which will set out how the buildings will function in terms of their construction, means of escape for all building users, passive and active fire safety features, access for fire service personnel and equipment and how provision will be made within the curtilage of the site to enable fire appliances to gain access to the building. The detailed design of the residential and non-residential buildings to be submitted at reserved matters stage will comply with relevant requirements set out in Part B of the Building Regulations.

Planning Obligations

- 8.146 Policies 8.1 and 8.2 of The London Plan (2016) and Core Policy 46 seek to ensure that development proposals make adequate provision for both infrastructure and community facilities that directly relate to the development. Developers will be expected to meet the full cost of facilities required as a consequence of development and to contribute to resolving deficiencies where these would be made worse by development.
- 8.147 A payment or other benefit offered pursuant to a Section 106 Agreement cannot be required unless it complies with the provisions of the Community Infrastructure Levy Regulations 2010 (Regulation 122), which provide that the planning obligation must be:
- (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.
- 8.148 The S106 SPD identifies affordable housing, transport, education followed by public realm, public art and cultural initiatives; business, employment and skills; flooding and climate change, green infrastructure, open space and recreation and community facilities as the highest priorities when considering the contributions for the scale and type of development proposed within the Meridian Water regeneration priority area.
- 8.149 A Section 106 Agreement will be required for the scheme and will comprise the following Heads of Terms:

Affordable Housing

- Affordable Housing Delivery – Requirement to deliver affordable housing at not less than 43% habitable rooms and not less than 40% by dwelling numbers. Tenure mix secured.
- Affordable Housing Programme – A means to control and monitor the delivery and management of affordable homes.
- Viability Reviews – Future review of scheme viability to assess potential for uplift in affordable housing provision.

Employment and Skills Strategy

- An Employment and Skills Strategy will establish requirements for local resident engagement in employment opportunities, recruitment of apprentices, reporting and associated targets.

Design and Quality

- Design Review Panel – Requirement for future Reserved Matters applications to be subject to a design review prior to submission.
- Architect – Requirement that the Reserved Matters architect is retained through delivery to ensure quality of outcome.
- Public Art Strategy – To deliver a programme of public art for the development including the programme for delivery and outreach as part of the commissioning process.
- Phasing of Public Realm / Playspace – Mechanisms to ensure the delivery, phasing and management of public realm within the masterplan including the provision of playspace.
- CCTV Plan – To provide a site wide strategy for CCTV to ensure safety and security within the development.
- Build to Rent management plan – To ensure that any Build to Rent units delivered are of a suitable quality with appropriate on-site management.
- Student and shared living management plans – If a block is delivered as student or shared living accommodation then in accordance with the Design Code a management plan is required to detail how the development will be managed by a single operator and in terms of the services and communal facilities provided.

Sustainable Transport Measures

- Travel Plan – To identify measures and initiatives to achieve reductions in vehicle trips.
- Car Club Membership – To be provided to new residents to encourage use of Car Club facilities.
- Parking Controls – To ensure parking is restricted to designated spaces and that there is a consistent approach to parking management on the site.

- Bus Re-Routing – Payment to TfL to provide for the re-routing of bus routes on Glover Drive to improve services and connectivity to the development.
- Bus Capacity – Payment to TfL to accommodate future upgrades to bus capacity subject to review of demand and funding gaps.
- Highways Works – Minor modification to signal controls at adjoining junction to manage change in traffic flows.
- Air Quality Monitoring – An allowance for air quality monitoring to review the impact of traffic movements.
- Active Travel Improvements – To provide support to people to cycle and walk, via the provision of active measures such as cycle training, bike maintenance sessions, guided walks and investment in associated facilities.

Energy and Sustainability

- District Energy Network – Measures to ensure connection to a district energy network to supply low carbon heat.
- Energy Assessment – To ensure that each Reserved Matters application undertakes an assessment of the contribution to meeting carbon reduction targets with an offsetting payment if applicable.

Social and Community Infrastructure

- Community Facility Plan – To develop a programme for the delivery of a community facility with potential to provide a range of functions including community hall, adult learning and training and youth space.
- Health – A contribution for the provision of expanded health services within the vicinity of the development.
- Education Plan – To manage the programme for the delivery of the proposed Primary School. Off site contributions if the school is not delivered on the site.
- Library Contribution – A contribution to the library service to meet the needs of the increased population if scheme viability allows and library facilities is not provided on site and a survey demonstrates that there is a need.

Open Space and Recreation

- Sports Pitch Improvements – To provide for improvements to local outdoor sports facilities to ensure the needs of the new development are met.
- Open Space Enhancements – To provide for improvements to existing local parks to provide improved recreational assets to act as a mitigation to the impact of visitor pressure on Epping Forest.
- Suitable Alternative Natural Green Space (SANG) – To ensure that the proposed Brooks Park and Edmonton Marsh parks are maintained as natural open space to ensure their role in meeting resident need acts as a mitigation to the impact of visitor pressure on Epping Forest.

- Strategic Access Management Measures (SAMM) – To make contribution to Epping Forest Conservators to act as a mitigation to the impact of visitor pressure on Epping Forest.
- School Community Use – To ensure community access to sports facilities within the proposed primary school.

Mechanism for securing S106 Obligations

- 8.150 The Council is both the landowner and local planning authority (LPA) and this therefore raises issues about the ability of the Council as landowner to enter into an agreement with itself as LPA. In line with Counsel's advice and as per phase 1, a Grampian condition will be attached to the outline planning permission, restricting development pending completion of a S106 Agreement.
- 8.151 Planning Practice Guidance (PPG) allows for use of Grampian conditions although states such conditions should not be used where there are no prospects at all of the action in question being performed within the time-limit imposed by the permission. There are exceptional circumstances in this case that would justify this approach being pursued. The delivery of housing on phase 2 is reliant on a development programme that will unlock development across the site and the wider area. This requires that the process of developer procurement and submission of Reserved Matter applications are de-coupled, so that any delay in the former does not compromise the programme delivery.

9. CIL

- 9.1 The development would be liable to both the Mayoral and Enfield CIL. The Mayoral CIL is charged at £60 per square metre and applies to all new floor space. In terms of the Enfield CIL, residential, community, leisure, hotel, office and industrial development within the Meridian Water masterplan area have a nil CIL rate. However retail, financial and professional services including betting shops, restaurants and cafes, drinking establishments and hot food takeaways floor space (use classes A1 – A5) are subject to a £60 per square metre rate.
- 9.2 Given the phased nature of the development and the intention to discharge reserved matters on a phase by phase basis, the CIL will be calculated and paid on a phase by phase basis.

10. Conclusion

- 10.1 Regional and local policy is supportive of the delivery of a new community at Meridian Water, designated as a major regeneration area. This application represents the second phase of development, would bring forward much needed new housing and is central to helping to achieve the Council's aspirations for over 5000 new homes in the wider area.

- 10.2 The application, whilst in outline form, has demonstrated the ambition to provide a high-quality mixed-use development supported by a mix of residential units and local retail and community facilities. This is reflected in the Design Code, which will set the parameters for future Reserved Matters submissions. Meridian Water needs to establish its own character if it is to deliver the housing numbers identified in policy and the increased housing numbers necessary to meet increased housing targets.
- 10.3 Within the constraints of viability, the development seeks to maximise the amount of affordable housing that can be delivered (minimum 42% by habitable rooms), and achieve a housing mix, that whilst not fully policy compliant, delivers a mix of tenures and unit sizes, along with a substantial number of family size units, to create a sustainable community.
- 10.4 Overall, it is considered that the development proposed will provide a high-quality residential development that will kick-start the regeneration of the wider area and is supported.
- 10.5 As this is a large and complex scheme, the wording of conditions has not yet been fixed although the issues to be addressed by condition and or legal agreement have been highlighted throughout this report and the matters to be covered by condition are summarised in Appendix 1. Members are being asked in considering the officer recommendation to grant planning permission, to also grant delegated powers to officers to agree the final wording for these conditions and to agree the final wording of the S106 Agreement to be appended to the decision notice to secure the delivery of those aspects of the scheme, summarised at paragraph above, that cannot be dealt with through condition.
- 10.6 This application will need to be referred back to the Mayor prior to the issuing of any decision in accordance with the provisions of the Town and Country Planning (Mayor of London) Order 2008 and this requirement is therefore also covered in the recommendation.



FOR APPROVAL

382-KC-A-P2-XX-DR-A-113-P 0

DATE: 21/06/19

SCALE: 1:1000 @ A1

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PROJECT NO: 382

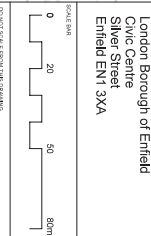
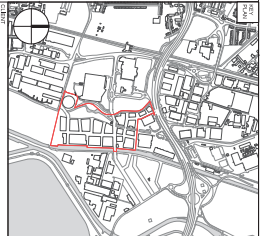
FOR APPROVAL

382-KC-A-P2-XX-DR-A-113-P 0

DATE: 21/06/19

SCALE: 1:1000 @ A1

PROJECT NO: 382



NOTES:

1. The site is shown in grey on the site plan. The site is shown in grey on the site plan. The site is shown in grey on the site plan.

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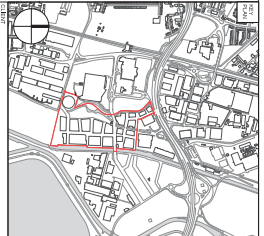
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10. The site is shown in grey on the site plan. The site is shown in grey on the site plan. The site is shown in grey on the site plan.

- Application Boundary
- Plot Boundary (standard 1.5m offset from development zone, 3m offset along River Lee Navigation)
- Max. Building Line
- Max. Building Line at 1st Floor



London Borough of Enfield
 Civic Centre
 Silver Street
 Enfield EM1 3XA



NOTES:
 1. The site plan is based on the current planning application and is subject to change without notice.
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DATE	21/08/19	DRAWN BY	[Signature]	CHECKED BY	[Signature]
PROJECT	Meridian Water Phase 2 (MWP2)				
CLIENT	Kokuseic Construction				
ARCHITECT	Kokuseic Construction				
SCALE	1:1000 @ A1				
PROJECT NO.	382-KCA-P2-02-ORA-A-1101-P				
DATE	21/08/19				

13. Appendix 1 – Conditions

1. Grampian condition requiring completion of the S106 Agreement before commencement of the development.
2. Compliance with documents submitted for approval
3. Overarching phasing plan to define the extent of each phase.
4. Detailed Phasing Plan - to include phasing and build out of development plots, public realm, supporting infrastructure, access and flood mitigation measures.

As this is an outline planning application further details relating to layout, scale, appearance, landscaping and access will need to be secured through future reserved matters applications.

5. Reserved Matters – siting/layout
6. Reserved Matters – Scale/design
7. Reserved Matters – Access
8. Reserved Matters- external appearance
9. Reserved Matters – landscaping
10. Time limit for submission of reserved matters applications and the commencement of phases.
11. Construction Environmental Management Plan – Enabling Works & Each Phase – details of the construction to ensure there is no impact on the environment and neighbouring people.
12. Control of hours of work on site and deliveries to site
13. Larger scale drawings of sample panels through sections of buildings to show architectural detailing
14. Sample panels constructed on site to show materials proposed.
15. Shopfront/signage strategy for retail/leisure/community space
16. Restricting hours of use for retail/leisure/community
17. Permitted development (PD) restrictions on use of retail/leisure/community space
18. No plant/equipment to be affixed to external face of buildings
19. PD restriction on satellite equipment – no equipment to be installed on buildings
20. Telecommunications/satellite strategy
21. Green procurement plan – details of how the procurement of materials for the development will promote sustainability.
22. Confirmation of source of material imported to site/ depth of cover layers/ methods of construction of cover layers/ verification methods
23. Surface water/infiltration and drainage management plan
24. Surface water verification report
25. Flood evacuation report
26. Ground water monitoring plan
27. Archaeology – submission of a written scheme of investigation, foundation design to safeguard archaeology and public engagement in archaeology
28. Maximum number of residential units
29. Maximum numbers for student accommodation, hotel or LSPB accommodation
30. Minimum of 8,500sqm of B1c floor space
31. Limits on retail/leisure/community floor space
32. Details of housing mix
33. Schedule of tenure/mix per phase
34. Compliance with inclusive access requirements M4(2) (90%) and M4(3) (10%)
35. Scheme for noise impact of free weights for a gym use

36. Public realm strategy – hard and soft landscaping/traffic calming/ street furniture etc
37. Details of laying out/planting of open spaces/ layout and type of play equipment
38. Playspace strategy per phase – details of how playspace will be provided and the level of provision
39. Details of additional naturalisation works to Pymmes Brook and Salmons Brooks
40. External lighting details
41. Meanwhile use strategy
42. Details of ecological corridor & maintenance
43. Bat surveys
44. Bat/Badger checks pre commencement
45. Hedge/shrub clearance outside bird nesting period
46. Eradication strategy for invasive species
47. Details of biodiverse/green roofs per phase in compliance with Design Code/ongoing maintenance and management
48. Biodiversity enhancements per phase
49. Energy statement per phase, to include overheating and cooling
50. Renewable energy technologies – provision/maintenance/noise assessment per phase
51. Minimum obligations on reduction in Co2 emissions when connected to LVHN
52. Minimum Sustainability/energy standards for non-residential development
53. Delivery and servicing plan
54. Logistics Plan – considers the impact of the development on air quality and the surrounding transport network
55. Cycle parking details
56. Car parking provision per phase
57. Car parking management plan
58. Electric parking provision
59. Details of all access points to the site – materials/detailing
60. Site waste management plan
61. Details of siting/design of refuse facilities per plot
62. Sound insulation against externally generated noise
63. Acoustic report where noise generating plant proposed
64. Each reserved Matters to include detailed assessment of wind effects and related mitigation
65. Drainage strategy – site wide and to address drainage hierarchy
66. SUDS verification report
67. Flood management report
68. Impact studies of existing water supply infrastructure
69. CCTV provision
70. No roller shutters to be fixed to the external face of buildings
71. No more than 10% of windows shall be obscured
72. Flood risk assessment to ensure that there is no loss of flood storage in accordance with phases
73. Land affected by contamination – remediation strategy to deal with risks of contamination
74. Contamination verification report demonstrating completion of works as per the approved remediation strategy
75. Long term monitoring and maintenance plan of contamination
76. Previously unidentified contamination – no development if unidentified contamination identified
77. No SuDS/infiltration other than those approved by the LPA

78. Borehole decommissioning – scheme for managing the installation of boreholes
79. Piling – no piling to take place until consent received from LPA
80. Landscape management plan
81. Minimum amount of B1c floor space
82. Agent of change – a building envelope design report detailing mitigation measures
83. Canal edge enhancement strategy
84. School to have no more than 630 pupils (traffic impact assessed on these numbers)
85. Arboricultural Report recommendations complied with, details of tree protection measures per phase and controls over works within protection zones
86. Details of the marketing strategy for commercial floorspace to minimise vacancy
87. Bus stands on Glover Drive to remain operational until replacement or interim bus stands/stops provided

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