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PLANNING COMMITTEE

Thursday, 11th March, 2021 at 7.30 pm

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PLEASE NOTE : VIRTUAL MEETING

Please click HERE to view the meeting or copy and paste the link below into your web browser:

https://bit.ly/3sYBJfR

MEMBERS
Councillors : Maria Alexandrou, Kate Anolue, Mahym Bedekova (Vice-Chair), Sinan Boztas (Chair), Elif Erbil, Ahmet Hasan, Michael Rye OBE, Jim Steven, Hass Yusuf, Susan Erbil, Doug Taylor and Daniel Anderson

N.B. Involved parties may request to make a deputation to the Committee by contacting Democracy@enfield.gov.uk before 10am on the meeting date latest.

AGENDA – PART 1

1. WELCOME AND APOLOGIES FOR ABSENCE

2. DECLARATION OF INTEREST

3. REPORT OF THE HEAD OF PLANNING (Pages 1 - 2)

To receive the covering report of the Head of Planning.

4. 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 3 - 160)

RECOMMENDATION:
1. That the updates set out in this report be noted
2 That delegated authority be given to the Head of Development Management

/Planning Decisions Manager to finalise conditions, the Design Code and the shadow section 106 Agreement heads of terms

3 That the application be referred to the Greater London Authority (GLA) and that the authority be given for the Council to enter into a section 106 legal agreement with any subsequent/non-Council landowner.

4 That the Head of Development Management/Planning Decisions Manager be given

delegated authority to grant conditional planning permission subject to:

i) The inclusion of any changes requested by the GLA in their stage 2 referral and/or government body.

ii) Prior to the decision being issued after consultation with the Chair, Vice Chair and Opposition lead on the materiality of any changes arising from any other development plan document or any new/altered other material planning consideration.

WARD: Upper Edmonton

5. FUTURE MEETING DATES

The next meeting of the Planning Committee will be 23 March 2021.

Agenda Item 3

MUNICIPAL YEAR 2020/21

AGENDA - PART 1	**ITEM** 3
SUBJECT - MISCELLANEOUS MATTERS	

COMMITTEE:
PLANNING COMMITTEE
11.03.2021

REPORT OF:
Head of Planning

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

3.1 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS

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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Agenda Item 4

LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		**Date:** 11 March 2021
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 Leeside 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:.

1 That the updates set out in this report be noted
2 That delegated authority be given to the Head of Development Management /Planning Decisions Manager to finalise conditions, the Design Code and the shadow section 106 Agreement heads of terms

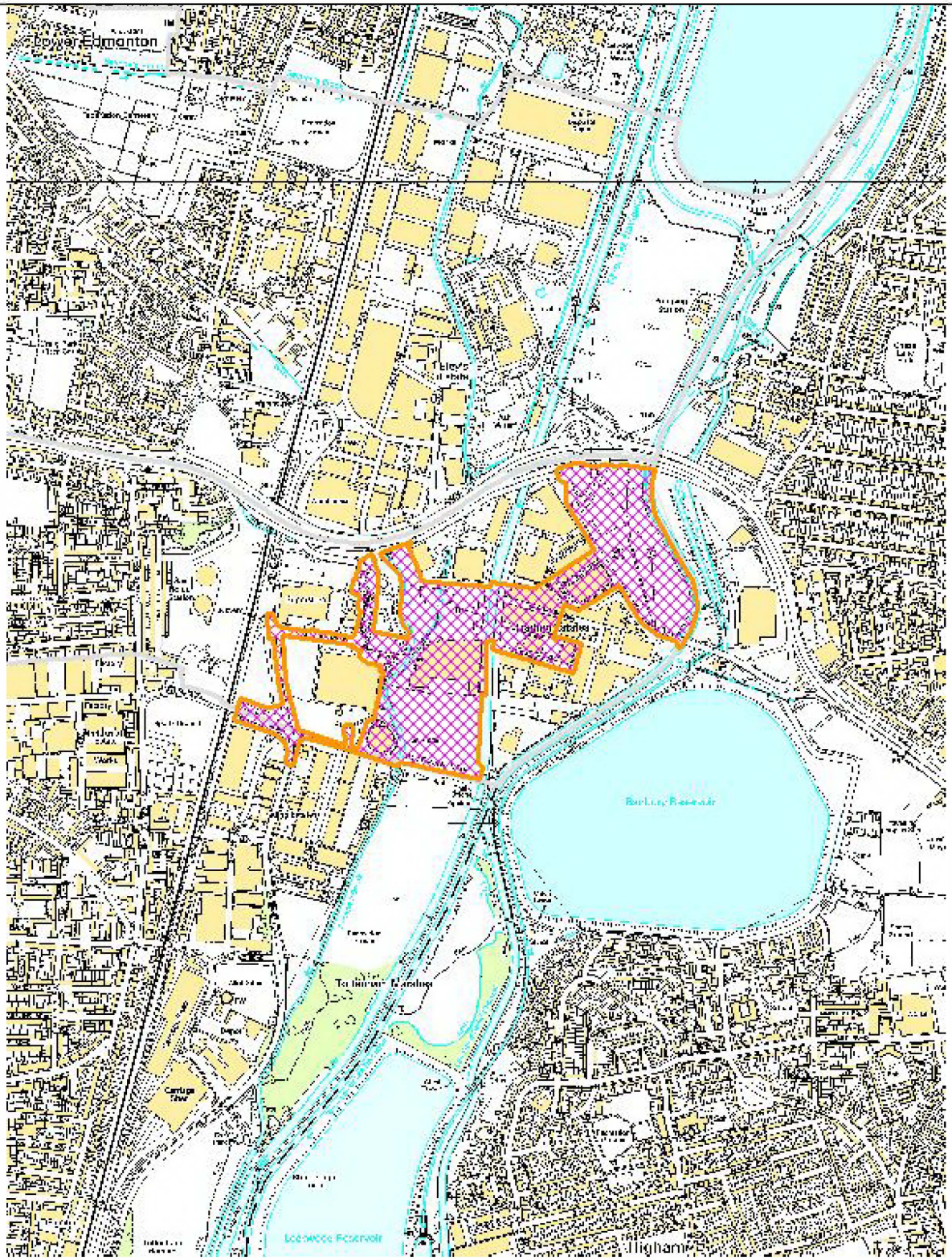
3 That the application be referred to the Greater London Authority (GLA) and that the authority be given for the Council to enter into a section 106 legal agreement with any subsequent/non-Council landowner.

4 That the Head of Development Management/Planning Decisions Manager be given delegated authority to grant conditional planning permission subject to:

i) The inclusion of any changes requested by the GLA in their stage 2 referral and/or government body.

ii)	Prior to the decision being issued after consultation with the Chair, Vice Chair and Opposition lead on the materiality of any changes arising from any other development plan document or any new/altered other material planning consideration.

Ref: 19/02717/RE3 LOCATION: 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,



ENFIELD Council

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North

1 Executive Summary

1.1 This application was originally brought before Planning Committee on 24th March 2020 when Members resolved:

- That delegated authority be given to the Head of Development Management /Planning Decisions Manager to finalise conditions, the Design Code and the shadow section 106 Agreement heads of terms

- That the application be referred to the Greater London Authority (GLA) and that the authority be given for the Council to enter into a section 106 legal agreement with any subsequent/non-Council landowner.

- That the Head of Development Management/Planning Decisions Manager be given delegated authority to grant conditional planning permission subject to:

i) The inclusion of any changes requested by the GLA in their stage 2 referral and/or government body.
ii) Prior to the decision being issued consultation with the Chair, Vice Chair and Opposition lead on the materiality of any changes arising from the adoption of the Draft London Plan or any other development plan document or any new/altered other material planning consideration.

1.2 Since the resolution of Planning Committee, officers have been working with the applicant on agreeing the final wording of conditions, the Design Code and the draft S106 Agreement.

1.3 The reason a report is now being brought back to full Committee to update, rather than just Chair, Vice-Chair and Opposition lead in accordance with the resolution is because of a change to the baseline level of affordable housing being referenced in the draft S106 Agreement, arising from discussions with the Greater London Authority on the obligations within that agreement.

1.4 Those residents/adjoining land owners who commented on the original application have been notified of the revised approach to referencing the baseline affordable housing threshold and given the opportunity to comment further. Their response is set out in Section 9 of this report.

1.5 The opportunity is also taken to provide Members with an updated list of planning conditions (Appendix A), a summary of some of the key obligations within the draft S106, (A table cross referencing these against the issues set out in the original report to committee is attached at Appendix B), an update on the Design Code, an update on the now adopted London Plan, and other legislative and policy changes since March 2020.

1.6 Since the March 2020 Planning Committee the Borough has been placed in the "presumption in favour of sustainable development category" by the Government through its Housing Delivery Test. This is referred to as the "tilted balance" and the National Planning Policy Framework (NPPF) states that for decision-taking this means granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole – which also includes the Development Plan.

1.7 Also, appended to this report is the original report to Planning Committee (Appendix C), the update report provided in advance of that meeting (Appendix D) and the minutes of that meeting (Appendix E).

1.8 This report does not therefore repeat the assessment of the application but focuses on updating Members on the obligations to be secured in the draft S106 and any material changes to planning legislation and policy that Members need to be aware of and have regard to in the context of considering the recommendation being put forward by officers.

2 Recommendation

1 That the updates set out in this report be noted

2 That delegated authority be given to the Head of Development Management /Planning Decisions Manager to finalise conditions, the Design Code and the shadow section 106 Agreement heads of terms

3 That the application be referred to the Greater London Authority (GLA) and that the authority be given for the Council to enter into a section 106 legal agreement with any subsequent/non-Council landowner.

4 That the Head of Development Management/Planning Decisions Manager be given delegated authority to grant conditional planning permission subject to:

iii) The inclusion of any changes requested by the GLA in their stage 2 referral and/or government body.

iv) Prior to the decision being issued after consultation with the Chair, Vice Chair and Opposition lead on the materiality of any changes arising from any other development plan document or any new/altered other material planning consideration.

3 S106 Updates

3.1 Since the application was considered by Members at Planning Committee on 24 March 2020, discussions on the draft S106 Agreement have led to:

- a revised approach to the referencing of the baseline affordable housing threshold;
- the approach to viability testing of the proposed Large Scale Purpose Built Shared Living Accommodation and/or Student Accommodation;
- the level of and mechanism to secure the bus contributions;

- the approach to delivery of the school;
- the carbon off set contribution to be secured;
- the mechanism for securing the obligations within the draft S106 given the Council is both applicant and LPA.

3.2 These will be explained in turn below

Affordable Housing Position

3.3 In reporting the application to Planning Committee in March 2020, officers advised that the application proposed the provision 43% affordable housing by habitable room and 40% affordable housing by unit number. However, this level of provision was dependent on grant and the financial viability statement (FVA) submitted alongside the application to test the maximum level of affordable housing that could be delivered, confirmed that the maximum amount deliverable without grant was 28% by unit. Nevertheless, the proposal was to proceed on the basis of grant, and therefore the draft S106 Agreement was to set the 40/43% figure as the baseline affordable housing threshold.

3.4 The FVA supporting the outline planning application was reviewed by the GLA who confirmed they were comfortable with the quantum of affordable housing to be secured noting in the Stage 1 response:

" *The applicant has submitted an FVA as part of the application. The FVA considers both the scenario where the development delivers its maximum commercial potential (maximum mixed-use) and the scenario where the development delivers its maximum residential potential. In both scenarios the FVA concludes the maximum the development can deliver is 28% affordable housing by habitable room, without grant. The FVA considers the proposal where the development receives grant funding and concludes that the development can achieve 43% by habitable room. As such, the FVA concludes that the delivery of the Mayor's strategic target of 50% affordable housing is unviable and the maximum amount of affordable housing the development can deliver is 43%"*

3.5 They did consider that the draft S106 agreement would need to include review mechanisms to enable the provision of additional affordable housing, should viability improve.

3.6 It is on this basis that the draft S106 was initially drafted and shared with the GLA, with an obligation within to deliver 40/43% affordable housing with grant, as agreed, and provisions for a review mechanism.

3.7 The Mayor will be providing future affordable housing grant funding under the new Homes for Londoners: Affordable Homes Programme 2021-2026. This programme and its associated guidance was launched in November 2020. A key element of this new funding programme is the focus on net additional affordable home provision, one element of which is a bar on funding for any affordable housing mandated within s106 Legal Agreements. The position being that this has been established as viable and deliverable by the scheme without the need for further subsidy and the clarity of this

position should be reinforced. On this basis if a 40/43% affordable housing level is stipulated within the draft s106, the GLA will not provide grant funding to enable the gap between the 28% (viable) and 40/43% (target) positions to be bridged.

3.8 As a consequence of the above, all S106 Agreements going forward are advised to reference the maximum amount of affordable housing that can be delivered without grant as the baseline level of affordable housing and the GLA have confirmed to the LPA and to the applicant that this is their preferred approach for this application. In referencing this figure in the draft S106 Agreement, the GLA have asked that an independent view of the scheme viability be undertaken to confirm if 28% provision remains the appropriate figure.

3.9 An independent review of the FVA has been undertaken. This confirms that 28% by unit affordable housing is the maximum deliverable without grant. This equates to 31% by habitable room. The viability consultants have stated:

"*Whilst allowing for a regeneration premium of 10% we identify a marginal surplus across all the development scenarios, therefore on this basis there would be potential for further affordable housing provision both with and without grant funding.*

However, we do note that the scheme is very sensitive to changes in this premium and that the premium itself is not evidenced but simply founded on an assumption the development itself would serve to create an uplift over current day values. While we would expect something like this effect to be evidenced over the life of the development, the precise scale of such improvements is really a matter of conjecture and would be a factor which given the length associated with scheme delivery, could be picked up through a staged viability review process through the life of the development.

The margin of surplus we identify as a percentage of overall scheme GDV is under 2% and well within a valuation tolerance for a margin of error, when GDV itself is founded on an assumption of unevidenced growth. Consequently we take the view the Council should consider the scheme to be effectively in a break even position.

The potential for uplift is however clear and in our view the appropriate basis for testing this is through staged reviews at appropriate points through the development on an open book basis. Typically, on large scale developments of this type, the trigger points would be at submission of RMA's".

3.10 The draft S106 will include review mechanisms that:

- secure an early stage review in the event that development does not substantially commence on site within 18 months of the issuing of the decision notice;
- require the submission of an updated FVA with each reserved matters submission to identify if the development can deliver additional affordable housing beyond the baseline threshold;
- a late stage review in the final phase to identify if additional affordable housing can be provided and either accommodated on site or by way of a cash in lieu contribution that can be secured to deliver affordable housing off site.

3.11 In addition, there will be a requirement to use all reasonable endeavours to ensure grant funding is obtained with the overarching objective being to deliver up to 50% affordable housing on the Phase 2 Development Site.

3.12 The draft S106 allows flexibility for the delivery of affordable housing across the development (some phases may provide more and some less) but with an absolute requirement that at no stage shall the level of provision be below 28%/31%.

3.13 This approach to viability is agreed with the applicant and the GLA. There is further work to do on the drafting of clauses to reflect this and therefore delegated authority remains to be sought to agree the final wording of the draft S106, which will require on going engagement with the GLA, in order to support the Stage II referral process.

Large Scale Purpose Built Shared Living (LSPBSL) and Student Accommodation

3.14 The outline application allows for the provision of up to 18,000 sq.m of LSPBSL or Student Accommodation. 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 housing in line with the Publication London Plan policies. The plan requirements are as follows:

> Policy H15 in respect of student accommodation would seek to provide 50% as affordable student accommodation. The definition of affordable student accommodation is a purpose built student bedroom that is provided at a rental cost for the academic year equal to or below 55% of the maximum income that a new full-time student studying in London and living away from home could receive from the Governments maintenance loan for living costs for that academic year.
>
> Policy H16 in respect of LSPBSL requires the delivery of a cash in lieu contribution towards conventional C3 affordable housing. The policy requires development to provide a contribution that is equivalent to 50% of the units (industrial land) to be provided at a discount of 50% of the market rent

3.15 The plan acknowledges that the level of provision is subject to viability testing where the plan requirements are not met.

3.16 The FVA submitted with the application tested Student Accommodation only and assumed 40% of bedrooms would be provided as affordable student accommodation. The use of this assumption informs the overall outcome of the viability review and the quantum of C3 affordable housing that can be delivered. On the basis of this FVA, if additional affordable student accommodation were provided, this would replace some of the C3 affordable housing and therefore a balance is required.

3.17 A viability assessment of LSPBSL is more difficult to undertake as this is a relatively new type of accommodation and there is little comparable evidence in the market to have any certainty about assumptions. Nevertheless, on the basis of the assumptions used through the independent viability review, it would suggest that this type of accommodation is ‘less profitable’ and at 40% affordable provision would deliver a value less than student accommodation. For the purpose of the viability review student accommodation was relied on to inform the quantum of general C3 affordable housing that could be delivered.

3.18 The application does include the option to provide LSPBSL and given this there are two key issues the draft S106 needs to address and safeguard:

i) that the inclusion of this type of accommodation does not undermine the delivery of general C3 affordable housing; and
ii) that this type of accommodation makes its own maximum contribution to affordable housing in the context of Policy H16.

3.19 Accordingly, the draft S106 will require that when viability testing a phase that includes LSPBSL, the blocks containing this type of accommodation are removed from the viability review of the main scheme and be subject to its own viability review to test the quantum of affordable housing contribution it can make. Such contributions would subsequently be fed into the main scheme to allow increased delivery of C3 affordable housing.

3.20 If student accommodation is proposed this will be required to deliver as a minimum either on site bedrooms equivalent to 40% of rooms or make the equivalent area contribution towards additional general C3 affordable housing on site

3.21 If a hotel is provided on site, this can be included in the overall viability review providing values exceed costs. If not, it must be excluded from the viability assessment.

Delivery of affordable housing, tenure and housing mix

3.22 In reporting the application to Planning Committee in March 2020, the officer update report confirmed that the affordable housing would be split 70/30 in favour of London Affordable Rent .

3.23 This remains the position and will be secured in the draft S106 Agreement.

3.24 The draft s106 includes a requirement for the submission of an affordable housing programme showing how the affordable housing will be delivered across the site, which shall be updated with each reserved matters submission. The affordable housing programme will amongst other things require the applicant to identify the location of the affordable housing within each phase, the number of affordable housing units, the cumulative total that have received approval , the sizes (per person and bedroom) and the tenures of the affordable units within each phase.

3.25 The report also made clear that the viability testing had confirmed that an overall all housing mix of 30% 1 bed,40% 2 bed, 20% 3 bed and 10% 4 bed was considered viable in the context of 28% affordable housing without grant. This position has not changed. This mix will be secured as a no less than figure in the draft S106 in the context of the 3 bed + provision. As scheme viability is retested with each reserved matters submission, then the ability to increase the quantum of family housing can also be tested but would need to be balanced against the impact that may have on the overall level of affordable housing, beyond 28% with grant, that could be delivered.

Bus Contributions

3.26 The March 2020 Planning Committee report and the update report circulated to Members before Planning Committee advised;

"*Transport for London have clarified that the point a contribution is required to deliver bus re-routing is 1 year prior to the opening of the new road. An agreement will be entered into between TfL and the applicant to pay TfL the bus re-routing contribution (£2.75m). The applicant intended to address this requirement in the Section 106 agreement linked to the Phase 2 application. However, TfL are concerned that bus re-routing could potentially be required before any development commences in the Phase 2 development and therefore require this to be secured before any planning permission is issued. One mechanism for delivering the bus re-routing contribution is through a bilateral agreement between TfL (using section 10 of the GLA Act) and Enfield Council as the applicant under section 111 of the Local Government Act. The applicant has agreed the contribution and that the agreement will be secured prior to the Stage 2 referral to the Mayor."*

3.27 Further discussions have taken place with TfL and the level of the bus re-routing contribution remains largely the same (£2,740,944) .

3.28 The March 2020 update report also confirmed that the draft S106 Agreement would secure a contribution of up to £4.175m towards bus capacity improvements, with either a review mechanism on the contribution as buses begin to generate income as occupation grows on site, or a fixed sum yet to be agreed, with the earliest payment (50%) linked to first 1000 residential units and the remainder by 2000 units, unless otherwise agreed by all relevant parties.

3.29 Discussions have been on going with TfL regarding the level of this contribution and the contribution agreed is now £1,754,709 for capacity improvements to bus routes with no clawback based on actual income generated.

3.30 Agreement has been reached with TfL on the phasing of payments for both contributions and this will be captured in the draft S106 Agreement.

School Provision

3.31 The outline application includes provision for a 3 form entry primary school. The March 2020 report advised that the school will be secured through a S106 Agreement and that 'an education plan that provides detail of the land to be transferred for school provision…. 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'.

3.32 The draft S106 agreement would require the following:

3.33 Prior to the commencement of development the owner is required to submit an Education Plan. The Plan is required to include various details around the phase in which it will be accommodated, how it will be provided as part of a mixed use development, the proposal for transferring to a school provider, proposals and timetable for delivery and operation of the school etc. The developer is required to use all reasonable endeavours to enter into an agreement for lease with a school provider to operate the school. Where the developer has reached agreement, the school shall be delivered as part of the phase identified in the Education Plan. However, where on occupation of the 900th dwelling, the developer has not been able

to enter an agreement with a school provider to secure the funding to develop the school, the developer shall have the discretion to be released from the requirement to deliver a school on the site (the agreement does require evidence to support such a request) and shall instead be required to make an education contribution in line with the S106 SPD requirement of £2535 per residential dwelling.

Carbon Off-set contribution

3.34 The energy assessment submitted with the outline application referenced a carbon off-set contribution of £60/tonne as the contribution to be paid to off- set any emissions above zero carbon. The New London Plan has increased that contribution to £95/tonne and this revised figure will be secured in the draft S106 Agreement.

Health contribution

3.35 The level of contribution discussed with the Clinical Commissioning Group (CCG) and arising from the model they use to calculate contributions generated a figure of £1912/unit. Some further discussion is needed with the CCG to finalise the phasing of the health contribution to align with need and delivery and also to maintain viability throughout scheme delivery. The phasing of payments is to be finalised in agreement with the CCG.

4 Conditions update and mechanism for securing draft S106 obligations

4.1 The March 2020 report highlighted to Members that this was not a conventional S106 Agreement as the Council is both the landowner and the LPA. An approach similar to that for Meridian Water Phase 1 was therefore suggested, which required a planning condition that effectively prevented the commencement of any development until such time as the draft S106 Agreement appended to the decision notice, had been completed by parties acquiring an interest in the site.

4.2 Matters are further complicated with this application as the Council may release development in individual plots rather than as a whole and the developer may not have sufficient interest in the land to be able to complete the S106 Agreement. Accordingly, additional conditions are recommended to tie the draft S106 which will be appended to the decision notice to ensure the obligations within it are met.

4.3 The additional draft conditions are included in the list of draft conditions attached at Appendix A. There may be a need for some further adjustment to the drafting following legal advice and in discussion with the applicant.

4.4 The Stage II referral process with the GLA also still needs to be undertaken and this may or may not require some changes to the conditions as drafted. Delegated authority therefore continues to be sought to agree any amendments to the precise wording of the draft conditions before the final decision is issued.

5 Design Code

5.1 The Design Code has been updated since the March 2020 report to address the majority of issues that officers had raised. There remain a few minor residual points, that the applicant has confirmed they are in the process of addressing and a final

Design Code is expected imminently. In the event that this is not available prior to the meeting, Officers are seeking delegated authority to agree this before the final decision is issued.

6 Policy Updates

6.1 Since consideration of the application in March 2020, the New London Plan has been adopted. The application was assessed against the Intend to Publish London Plan policies and the majority of these remain unchanged in the adopted plan. However, changes have been made to the following policies:

6.2 *D3 Optimising site capacity through the design-led approach* - additional text added to require the promotion of higher density development in locations well connected to jobs, services, infrastructure and amenities by public transport , walking and cycling and in other areas, incremental densification should be actively encouraged by Boroughs to achieve a change in densities in the most appropriate way.

Officer comment – This change has no bearing on the assessment of the application, which has already considered the appropriateness of the density of development proposed.

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

The policy originally required that there should be no net loss of industrial floorspace capacity (and operational yard space capacity) within designated SIL and LSIS. This text has been removed from the policy. The requirement remains that any release of industrial land in order to manage issues of long term vacancy and to achieve wider planning objectives, including the delivery of strategic infrastructure, should be facilitated through the processes of industrial intensification, co-location and substitution and supported by Policy E5 Strategic Industrial Locations (SIL)

6.4 Table 6.2 that sat alongside this policy and identified whether each London Borough had capacity to release industrial land, was required to retain its industrial land capacity, or as in Enfield's case was identified to 'provide capacity' has been deleted.

Officer comment; This change has no bearing on the assessment of the application. The site is designated as non- designated industrial land. Policy E7 allows for the redevelopment of such land where identified through a plan making process and the adopted Core Strategy and ELAAP identify this and land within the Meridian Water Priority Area for the accommodation of up to 5000 homes.

6.5 *E5 Strategic Industrial Locations (SIL)*

Text added around the process for release or substitution of SIL

Officer comment: This change has no bearing on the assessment of the application as the application site is not designated SIL

6.6 *G2 London's Green Belt* – Text added to bring in line with NPPF. The presumption against de-designation of Green Belt has been removed and replaced with text that states "exceptional circumstances are required to justify either the extension or de-designation of the Green Belt through the preparation or review of a Local Plan".

Officer comment: This change has no bearing on the assessment of the application

7 Housing Delivery Test and Presumption in favour of sustainable development

7.1 The National Planning Policy Framework sets out at Para 11 a presumption in favour of sustainable development. For decision taking this means:

"(c) approving development proposals that accord with an up-to date development plan without delay; or

(d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date (7), granting permission unless:

(i) the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed (6); or

(ii) any adverse impacts of so doing would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

7.2 Footnote (7) referenced here advises "This includes, for applications involving the provision of housing, situations where the local planning authority cannot demonstrate a 5 year supply of deliverable housing sites (with the appropriate buffer, as set out in paragraph 73); or where the Housing Delivery Test indicates that the delivery of housing was substantially below (less than 75% of) the housing requirement over the previous 3 years."

7.3 The Council's recent housing delivery has been below our increasing housing targets. This has translated into the Council being required to prepare a Housing Action Plan in 2019 and more recently being placed in the "presumption in favour of sustainable development category" by the Government through its Housing Delivery Test.

7.4 The Housing Delivery Test (HDT) is an annual measurement of housing delivery introduced by the government through the National Planning Policy Framework (NPPF). It measures the performance of local authorities by comparing the completion of net additional homes in the previous three years to the housing targets adopted by local authorities for that period.

- Local authorities that fail to meet 95% of their housing targets needs to prepare a Housing Action Plan to assess the causes of under delivery and identify actions to increase delivery in future years.
- Local authorities failing to meet 85% of their housing targets are required to add 20% to their five-year supply of deliverable housing sites targets by moving forward that 20% from later stages of the Local Plan period.
- Local authorities failing to meet 75% of their housing targets in the preceding 3 years are placed in a category of "presumption in favour of sustainable development"

7.5 In 2018, Enfield met 85% of its housing targets delivering 2,003 homes against a target of 2,355 homes over the preceding three years (2015/16, 2016/17, 2017/18). In 2019 we met 77% of the 2,394 homes target for the three-year period delivering 1,839 homes. In 2020 Enfield delivered 56% of the 2,328 homes target and we now fall into the "presumption in favour of sustainable development" category.

7.6 This is referred to as the “tilted balance” and the National Planning Policy Framework (NPPF) states that for decision-taking this means granting permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole – which also includes the Development Plan. Under the NPPF paragraph 11(d) the most important development plan policies for the application are deemed to be ‘out of date’. However, the fact that a policy is considered out of date does not mean it can be disregarded, but it means that less weight can be applied to it, and applications for new homes should be considered with more weight (tilted) by planning committee. The level of weight given is a matter of planning judgement and the statutory test continues to apply, that the decision should be, as section 38(6) of the Planning and Compulsory Purchase Act 2004 requires, in accordance with the development plan unless material considerations indicate otherwise.

8 Changes to Use Classes Order

8.1 In September 2020 the government introduced far-reaching changes to the Use Classes Order, focused on the non-residential elements of the Order. The uses set out in the application are now as follows:

- Use classes B1a/ B1b/ B1c/ A1/ A2/ A3, as well as some uses within D1 and D2 now fall within use class E. Changes within a single use class do not require planning permission, but conditions can be applied to restrict activities within class E.
- Parts of the former D1 use class now fall within class F1. As above, changes within a single use class do not require planning permission, but conditions can be applied to restrict activities within class F1.
- Parts of the former D2 use class now fall within class F2. As above, changes within a single use class do not require planning permission, but conditions can be applied to restrict activities within class F2.
- Use class A4 is now sui generis. Planning permission would be required to change from this use.
- Residential (C3), hotel (C4) and PBSA/LSPBSL (sui generis) uses remain unchanged by the new Use Classes Order.

8.2 However, this application was submitted before these changes came into effect and in such circumstances the application must be determined using the former use classes rather than the new ones.

9 Consultation

9.1 Statutory Consultees

9.1.1 No further consultation has been necessary with the statutory consultees as the approach to the affordable housing baseline threshold raises no new issues in the context of those consultees. All other issues covered in this report are an update for Members benefit and have no bearing on the consultees response to the original consultation.. The GLA have been involved directly in the discussions around the drafting of the draft S106 , having regard for the need yet to undertake the Stage II referral, and the amendment to the approach comes as consequence of changes to their grant funding requirements.

9.2 Public

9.2.1 Those who made representations in respect of the original application have been notified of the proposed approach to the affordable housing baseline threshold to be set within the draft S106 Agreement to allow an opportunity to comment. In response 6 objections have been received. The objections can be summarised as:

- Objection to the proposal to reduce the proportion of affordable housing from a minimum of 40% to a baseline of 28%
- Objection to a change to the housing mix
- Meridian Water looks set to become a gentrified island, populated by well-off residents from elsewhere
- This reduction significantly alters the balancing factors that allowed other non- policy compliant elements to be acceptable (eg. Housing mix, greenspace provision)
- The change is so substantial that the entire application needs to be reconsidered.
- Concerns about the decision made at March 2020 Planning Committee given it was held without the public being present, with only 5 Members present due to COVID 19
- Numerous objections were made to the application – failure to provide 3bed + units in accordance with policy, Met Policy raised concerns, the amount of parkland proposed was around half what is required, Natural England raised concerns, Sport England raised concerns, Thames Water said foul and water infrastructure could not cope.

Officer response to objections raised

Affordable housing threshold

9.2.2 The viability position has not changed since the reporting of the application to Planning Committee in March 2020 and the quantum of affordable housing that can be delivered without grant remains the same at 28%. The quantum that can be delivered with grant (assuming grant levels at today's date and the availability of grant) equally remains the same at 43% by habitable room. What has changed is the manner which this will be referenced and secured through the draft S106 Agreement. The previous Committee authority meant that the draft S106 couldn't deliver less than 40/43% affordable housing. Given the change in the grant funding provisions, it is important that the baseline threshold is set to reflect the level of affordable housing that can be delivered without grant funding, or the grant funding that is essential to enable the delivery of 43% would not be available and as evidenced through the viability reviews, assessed by both the GLA and independent assessors, the scheme would therefore be unviable.

9.2.3 The draft S106 makes provision for viability reviews with the submission of each reserved matters application, at which point the scheme will be tested to establish whether the level of affordable housing can increase beyond the baseline threshold before grant and to understand what grant is available and what this does to the overall quantum of affordable housing being delivered.

Planning balance

9.2.4 As within any planning application, there needs to be a balancing of all the issues and consideration, the positives the development will deliver balanced against any areas of non-compliance with adopted planning policy.

9.2.5 The original report that set out the assessment of the scheme against adopted planning policy is attached, together with the update report presented to Planning Committee and the minutes of the meeting. The level of affordable housing as assessed in the viability review has not changed. The level of affordable housing deliverable without grant remains at 28% by unit number and 31% by habitable room. The level deliverable with grant remains at 40% by unit number and 43% by habitable room. The reasons for the change to how this is referenced and secured through the draft s106 are set out above.

9.2.6 In the context of housing mix, the FVA demonstrates that the following mix is viable: 30% 1 bed, 40% 2 bed, 20% 3 bed and 10% 4 bed. The draft S106 will secure this mix as a baseline position and in considering reserved matters applications the ability to increase the quantity of family housing can be tested in the context of floorspace required within the parameters consented and overall viability.

9.2.7 In the context of greenspace provision, the application is not failing to meet a policy requirement.

9.2.8 The objectors have previously referenced a standard of 2.37 hectares of open space per 1000 people. At Planning Committee in March 2020, as clear from the minutes attached, it was explained that the figure of 2.37ha per 1000 population for public parks is a local space standard arrived at through the 2010 Open Space Assessment and 2011 update which informed the Core Strategy and DMD respectively. It is not a policy requirement of DMD72 to be applied to each development proposal. However, where development is within areas of deficiency, schemes should be contributing to increased and enhanced provision.

9.2.9 ELAAP recognises that at MW there are currently very limited areas of open space with poor public access to recreational spaces and waterways. The Plan therefore recognises that development here must deliver a network of open spaces that can provide visual and leisure amenity. Whilst it is clear that new housing and employment development must be supported by appropriate open space and play space, it is recognised that MW is constrained in terms of accommodating open and green spaces within the development boundary and meeting the housing and jobs target, due to the limited availability of land. The development therefore needs to make provision in proportion to the quantum of development proposed and also look to improvements to the accessibility and quality of existing open space. An indicative green network is provided in the ELAAP and this was included in the original report pack. The application, alongside the Strategic Infrastructure Works, that Members also considered at the March 2020 Committee and that have now been granted planning permission, provide open space in accordance with that indicative plan.

Statutory Consultees responses to consultation

9.2.10 In response to the points raised regarding objections raised by statutory consultees to the outline application the position is and remains as follows:

Met Police

9.2.11 The Met Police were not objecting to any particular aspect of the development but expressing the view that the design of the development could contribute to and may increase the opportunity for crime. They requested therefore the imposition of their standard Secure by Design Certificate of Compliance condition.

9.2.12 In response officers advised:

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.

9.2.13 The updates contained in this report do not change this assessment which was accepted by Members.

Sport England

9.2.14 Sport England did raise objections to the outline application on grounds that the sporting needs from the increase in population would not be accommodated through existing and proposed sports provision.

9.2.15 In response to this objection the March 2020 report confirmed that the applicant had entered discussions with the Open Space and Parks team and proposed 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 contribution is secured in the draft S106 Agreement.

Natural England

9.2.16 Natural England do not object to the application. As previously reported they advised:

"*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."*

9.2.17 The report confirmed that a SAMM payment would be made of £16 per dwelling as agreed with Natural England and this is secured through the draft S106 Agreement.

Thames Water

9.2.18 Thames Water do not object to the development. They have recommended conditions to address issues around infrastructure for foul and surface water and water supply and a condition is included in the list of draft conditions attached at Appendix A

Committee process March 2020

9.2.19 Concerns about the consideration of the application at the March 2020 Planning Committee have been fully responded to in separate correspondence.

10 Conclusion

10.1 The application was fully assessed and considered in March 2020 when Members agreed with the officer recommendation to grant planning permission subject to conditions and a draft (shadow) S106 Agreement to secure the obligations listed in that report.

10.2 The application is brought back to you in order to explain the approach to affordable housing provision and delivery and why the baseline threshold referenced in the agreement will now be reflective of the no grant position, rather than as reported in March 2020, which was inclusive of grant.

10.3 The quantum of affordable housing that can viably be delivered has not changed since the application was first reported. This has been further tested through an independent viability review. The issue is how the minimum level of affordable housing is referenced in the draft S106 Agreement as a consequence of revised grant funding provisions. To ensure that the opportunity to secure grant to deliver the 40/43% level referenced in the March 2020 report is not prejudiced, it is important that the draft S106 Agreement sets the baseline threshold on a without grant basis and this is 28% by unit and 31% by habitable room.

10.4 The mechanism for reviewing this threshold and identifying if there is an opportunity to increase affordable housing provision will be through a viability review submitted at each reserved matters stage, this viability review will need to identify whether first there is an opportunity to increase the level of affordable housing due to viability improvements and therefore without grant, and then identify the level of affordable housing that can be delivered over and above this with grant.

10.5 All other matters regarding affordable housing provision in terms of tenure split and overall housing mix remain as per the original report and will be secured in the draft S106 Agreement.

10.6 The remaining matters referred to in this report are included to update members on discussions that have taken place since the March 2020 report, including with TfL and the GLA, and how these have influenced the obligations to be secured in the draft S106. They do not change the assessment of the application or the conclusion reached in March 2020.

10.7 It remains officer's view, that the development as proposed is acceptable and therefore the recommendation remains, subject to the referral of the application to the GLA, to grant planning permission subject to conditions and a draft S106 Agreement, to be appended to the decision notice. Members are asked to grant officers delegated authority to agree the final drafting of the conditions, the draft S106 Agreement and to agree the final design code

Appendices

A List of draft conditions

B Table of Draft S106 obligations

C March 2020 Planning Committee Report

D March 2020 Update report to Planning Committee

E March 2020 Planning Committee minutes

MERIDIAN WATER

PHASE 2

PARAMETER PLANS

MWP2-APP2-02 - REV03

July 2020

Report produced by:
Karakusevic Carson Architects
With:
Periscope ARUP

ENFIELD Council

MWP2-APP2-02 Parameter Plans					31.01.20	03.04.20	14.07.20
Drawing No	**Title**	**Scale**	**Size**	**Status**			
382-KCA-P2-02-DR-A-1101-P	Plot Boundaries	1:1000	A1	For Approval	2	4	4
382-KCA-P2-00-DR-A-1104-P	Predominant Land Use at Lower Floor Level	1:1000	A1	For Approval		0	1
382-KCA-P2-01-DR-A-1105-P	Predominant Land Use at Ground Floor Level	1:1000	A1	For Approval	3	5	6
382-KCA-P2-02-DR-A-1106-P	Predominant Land Use at First Floor Level	1:1000	A1	For Approval	3	5	6
382-KCA-P2-03-DR-A-1107-P	Predominant Land Use at Typical Upper Level	1:1000	A1	For Approval	3	4	5
382-KCA-P2-XX-DR-A-1108-P	Proposed Site Levels	1:1000	A1	For Approval	2	3	4
382-KCA-P2-XX-DR-A-1109-P	Open Space Plan	1:1000	A1	For Approval	2	3	3
382-KCA-P2-XX-DR-A-1110-P	Vehicular Access and Circulation	1:1000	A1	For Approval	2	4	5
382-KCA-P2-XX-DR-A-1111-P	Parking	1:1000	A1	For Approval	2	4	5
~~382-KCA-P2-XX-DR-A-1112-P~~	~~Protected Frontages at Ground Level~~	~~1:1000~~	~~A1~~	~~For Approval~~	~~2~~	~~4~~	~~4~~
382-KCA-P2-XX-DR-A-1113-P	Maximum AOD Building Heights	1:1000	A1	For Approval	2	4	5
~~382-KCA-P2-XX-DR-A-1114-P~~	~~Public Realm Areas~~	~~1:1000~~	~~A1~~	~~For Approval~~	~~2~~		
382-KCA-P2-XX-DR-A-1115-P	Green Infrastructure	1:1000	A1	For Approval	2	3	3
382-KCA-P2-XX-DR-A-1116-P	Frontages with special design provisions	1:1000	A1	For Approval	2	3	3

KEY PLAN

CLIENT

London Borough of Enfield
Civic Centre
Silver Street
Enfield EN1 3XA

SCALE BAR

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NOTES

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For landscaping and public realm proposal, please refer to Landscape Architect.

For civil and structural engineering works, please refer to Engineer.

Levels to be confirmed by detailed flood risk modelling by specialist consultant.

Rev	Reason for Issue	Date
4	Planning	18/03/20
3	Planning	04/03/20
2	Planning	31/01/20
1	Internal Review	09/01/20
0	Planning	21/06/19

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PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

Parameter Plan - Plot Boundaries

DRAWING NUMBER

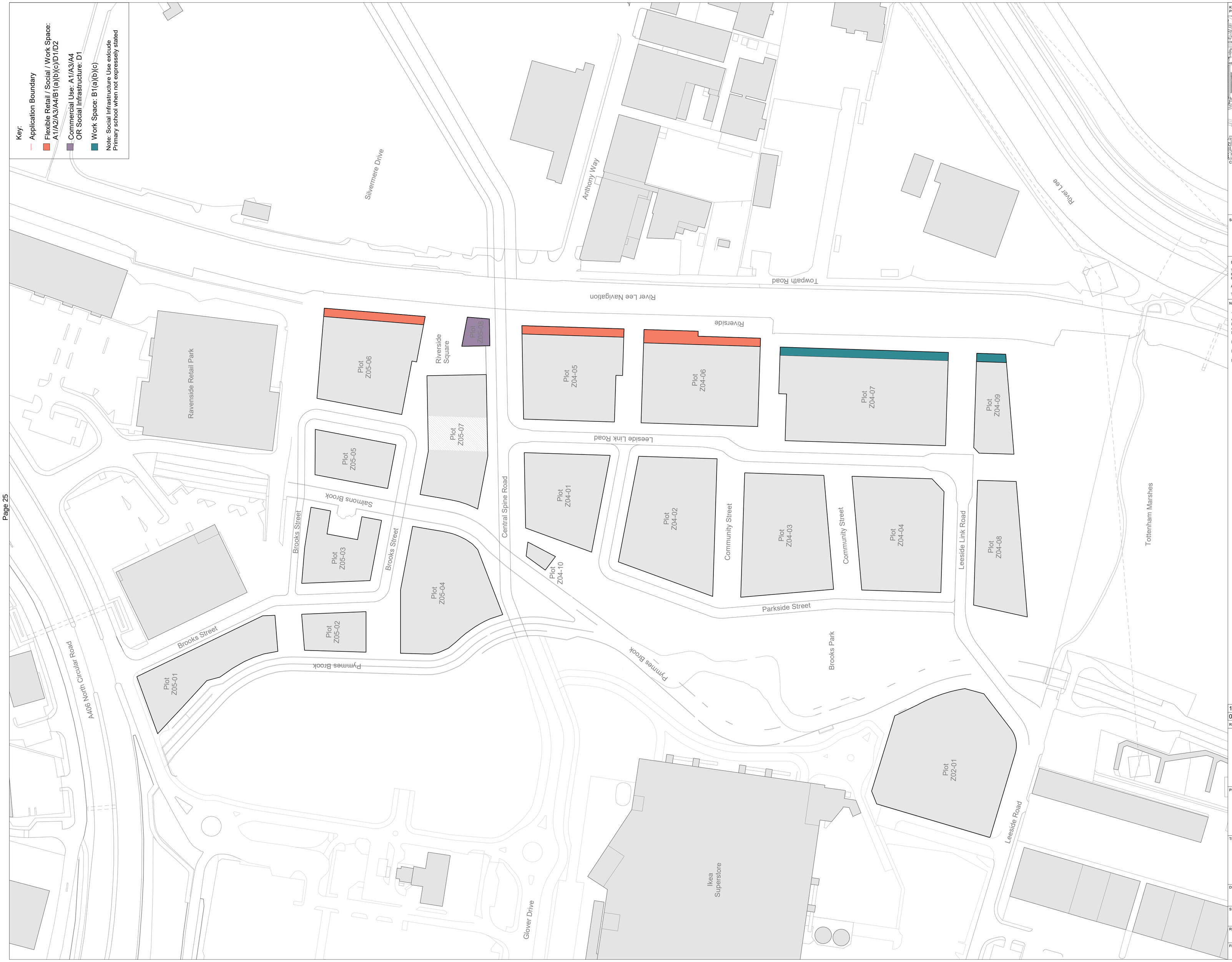
382-KCA-P2-02-DR-A-1101-P

REVISION 4

STATUS (Project | Originator | Zone | Level | Type | Role | Drawing Number | Stage)

For Approval

REVISION DATE	DRAWN BY	SCALE
18/03/20	PZ	1 : 1000 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382



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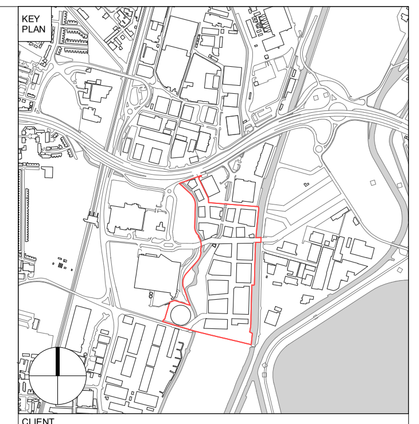

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Levels to be confirmed by detailed flood risk modelling by specialist consultant.

Rev	Reason for Issue	Date
1	Planning	10/06/20
0	Planning	18/03/20

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PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

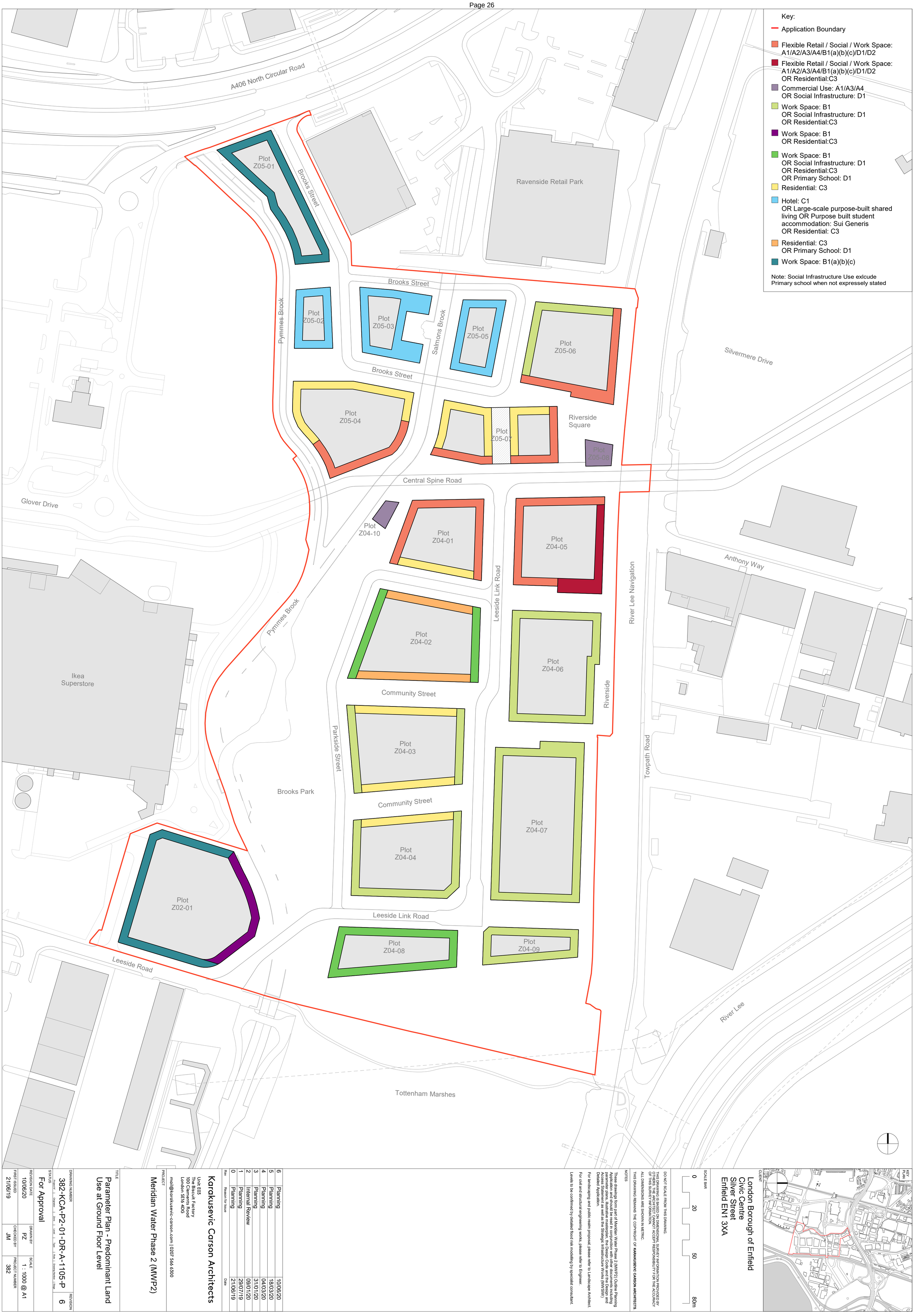
Parameter Plan - Predominant Land Use at Lower Ground Floor

DRAWING NUMBER: 382-KCA-P2-00-DR-A-1104-P (Project N° | Originator | Zone | Level | Type | Role | Drawing Number | Stage)

REVISION: 1

STATUS

REVISION DATE	DRAWN BY	SCALE
10/06/20	PZ	1 : 1000 @ A1
FIRST ISSUED	**CHECKED BY**	**PROJECT NUMBER**
18/03/20	JM	382



Key:

- Application Boundary
- Flexible Retail / Social / Work Space: A1/A2/A3/A4/B1(a)(b)(c)/D1/D2
- Flexible Retail / Social / Work Space: A1/A2/A3/A4/B1(a)(b)(c)/D1/D2 OR Residential:C3
- Commercial Use: A1/A3/A4 OR Social Infrastructure: D1
- Work Space: B1 OR Social Infrastructure: D1 OR Residential:C3
- Work Space: B1 OR Residential:C3
- Work Space: B1 OR Social Infrastructure: D1 OR Residential:C3 OR Primary School: D1
- Residential: C3
- Hotel: C1 OR Large-scale purpose-built shared living OR Purpose built student accommodation: Sui Generis OR Residential: C3
- Residential: C3 OR Primary School: D1
- Work Space: B1(a)(b)(c)

Note: Social Infrastructure Use exlcude Primary school when not expressely stated

KEY PLAN

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London Borough of Enfield
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For landscaping and public realm proposal, please refer to Landscape Architect.

For civil and structural engineering works, please refer to Engineer.

Levels to be confirmed by detailed flood risk modelling by specialist consultant.

Rev	Reason for Issue	Date
6	Planning	10/06/20
5	Planning	18/03/20
4	Planning	04/03/20
3	Planning	31/01/20
2	Internal Review	09/01/20
1	Planning	29/07/19
0	Planning	21/06/19

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PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

Parameter Plan - Predominant Land Use at Ground Floor Level

DRAWING NUMBER

382-KCA-P2-01-DR-A-1105-P

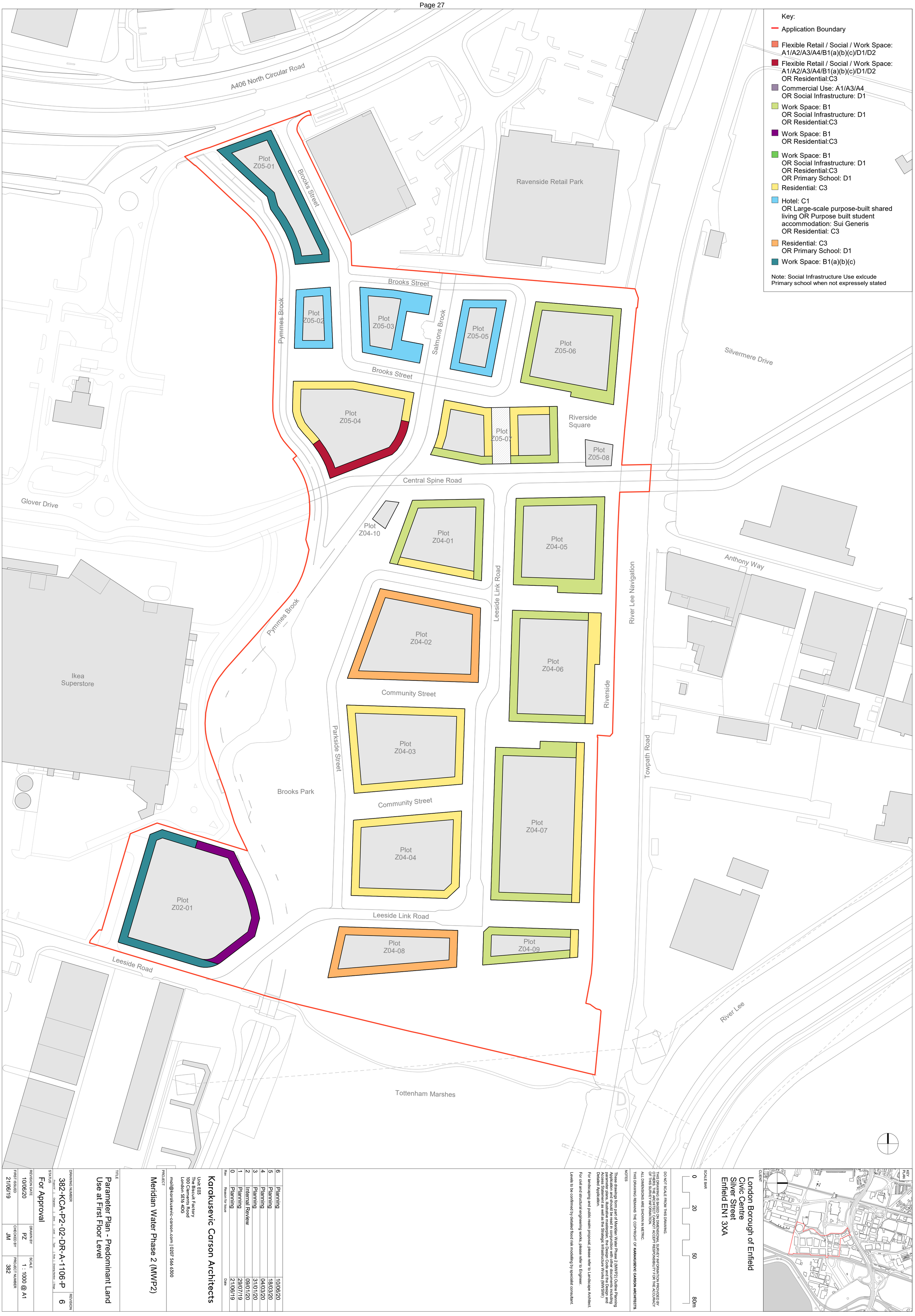
Project Nr. | Originator | Zone | Level | Type | Role | Drawing Number | Stage

REVISION 6

STATUS

For Approval

REVISION DATE	DRAWN BY	SCALE
10/06/20	PZ	1 : 1000 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382



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Detailed Application.

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6	Planning	10/06/20
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PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

Parameter Plan - Predominant Land Use at First Floor Level

DRAWING NUMBER

382-KCA-P2-02-DR-A-1106-P

REVISION 6

Project Nr. | Originator | Zone | Level | Type | Role | Drawing Number | Stage

STATUS

For Approval

REVISION DATE	DRAWN BY	SCALE
10/06/20	PZ	1 : 1000 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382

Key:

- Application Boundary
- Work Space: B1 OR Residential:C3
- Residential: C3
- Hotel: C1 OR Large-scale purpose-built shared living OR Purpose built student accommodation: Sui Generis OR Residential: C3
- Residential: C3 OR Primary School: D1
- Work Space: B1(a)(b)(c)

Note: Social Infrastructure Use exlcude Primary school when not expressely stated

A406 North Circular Road
Plot Z05-01
Brooks Street
Ravenside Retail Park
Brooks Street
Plot Z05-02
Plot Z05-03
Pymmes Brook
Salmons Brook
Plot Z05-05
Plot Z05-06
Silvermere Drive
Brooks Street
Plot Z05-04
Plot Z05-07
Riverside Square
Plot Z05-08
Central Spine Road
Glover Drive
Plot Z04-10
Plot Z04-01
Plot Z04-05
Leeside Link Road
Anthony Way
River Lee Navigation
Pymmes Brook
Plot Z04-02
Plot Z04-06
Community Street
Riverside
Ikea Superstore
Parkside Street
Plot Z04-03
Plot Z04-07
Towpath Road
Brooks Park
Community Street
Plot Z04-04
Plot Z02-01
Leeside Link Road
Plot Z04-08
Plot Z04-09
Leeside Road
River Lee
Tottenham Marshes

KEY PLAN

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PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

Parameter Plan - Predominant Land Use at Typical Upper Level

DRAWING NUMBER

382-KCA-P2-03-DR-A-1107-P

Project Nr | Originator | Zone | Level | Type | Role | Drawing Number | Stage

REVISION 5

STATUS

For Approval

REVISION DATE	DRAWN BY	SCALE
10/06/20	PZ	1 : 1000 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382

Key:

- Application Boundary
- Max. Building Line
- +XX.X Proposed level above AOD (subject to further revision if required by technical consideration linked to flood modelling or earthworks and remediation strategy)
- +XX.X Existing level above AOD retained as proposed

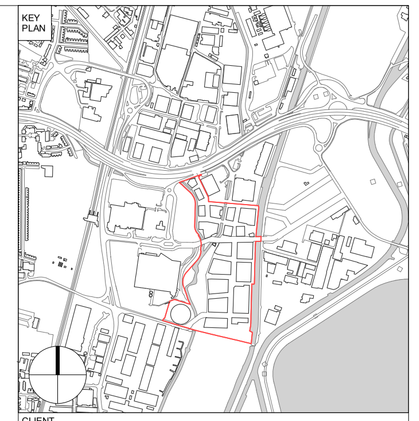
Silvermere Drive
Anthony Way
River Lee
Towpath Road
River Lee Navigation
Riverside
Leeside Link Road
Central Spine Road
Community Street
Community Street
Parkside Street
Brooks Street
Brooks Street
Brooks Street
Salmons Brook
Pymmes Brook
Pymmes Brook
Brooks Park
Tottenham Marshes
Leeside Road
Glover Drive
A406 North Circular Road
Riverside Square
Ravenside Retail Park
Ikea Superstore

+ 10.7 Towpath
+ 13.7 Safeguarded Bridge Deck Level
+ 10.4 Towpath
+ 15.5 Bridge Deck
+ 13.7 Safeguarded Bridge Deck Level

Plot Z05-01
Plot Z05-02
Plot Z05-03
Plot Z05-04
Plot Z05-05
Plot Z05-06
Plot Z05-07
Plot Z05-08
Plot Z04-01
Plot Z04-02
Plot Z04-03
Plot Z04-04
Plot Z04-05
Plot Z04-06
Plot Z04-07
Plot Z04-08
Plot Z04-09
Plot Z04-10
Plot Z02-01

+12.0 +10.7 +11.0 +10.7 +11.0 +11.0 +10.7 +10.7 +10.7 +10.7 +10.7 +11.2
+11.3 +11.3 +12.6 +12.6 +12.6 +12.2 +12.0
+10.8 +10.55 +13.0 +11.0 +11.0 +11.0 +12.0
+11.5 +11.3 +11.3 +12.5 +12.5 +11.0
+10.5

Page 29



CLIENT

London Borough of Enfield
Civic Centre
Silver Street
Enfield EN1 3XA

SCALE BAR

0 20 50 80m

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NOTES

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For civil and structural engineering works, please refer to Engineer.

Levels to be confirmed by detailed flood risk modelling by specialist consultant.

Rev	Reason for Issue	Date
4	Planning	10/06/20
3	Planning	04/03/20
2	Planning	31/01/20
1	Internal Review	09/01/20
0	Planning	21/06/19

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PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

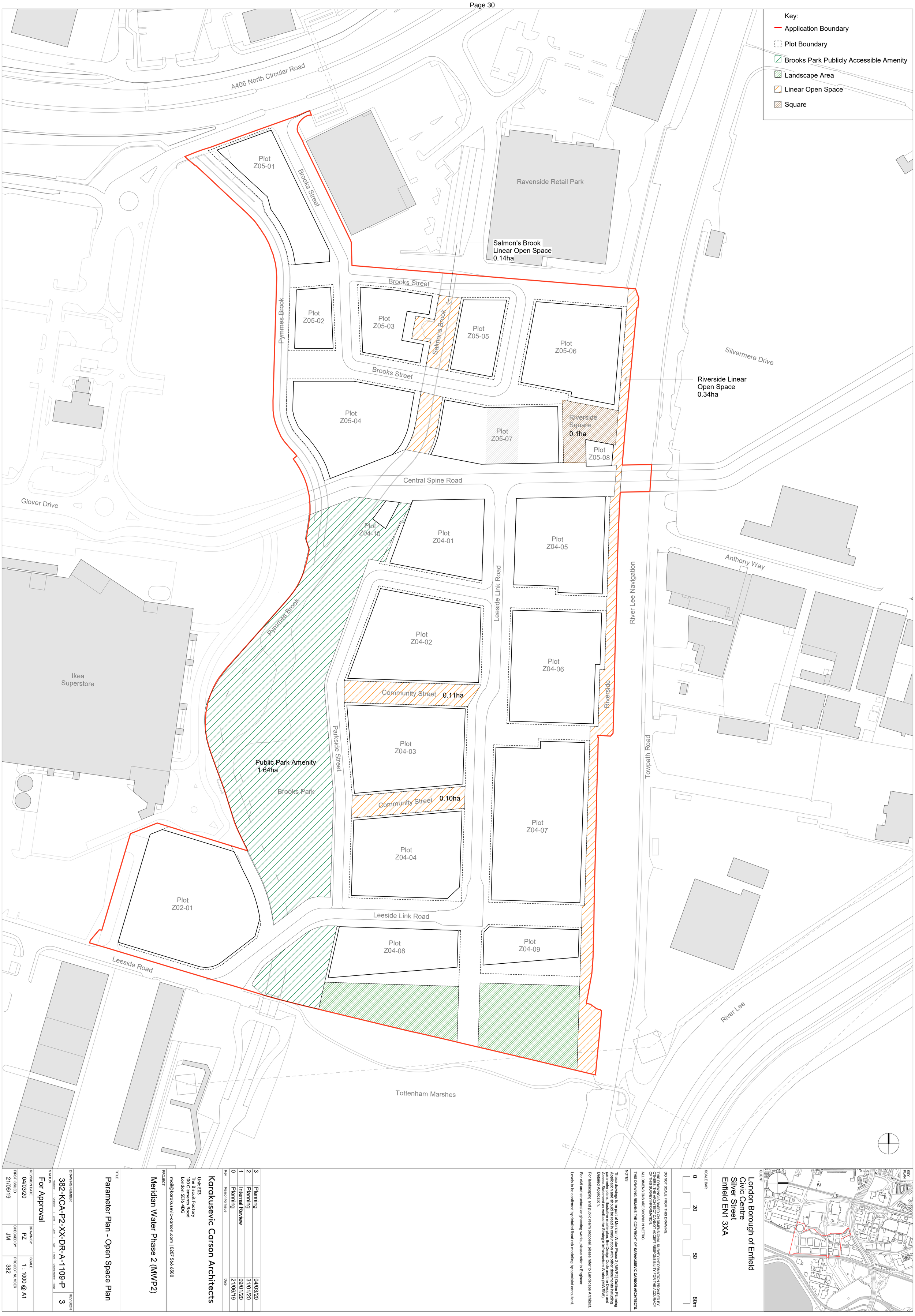
Parameter Plan - Proposed Site Levels

DRAWING NUMBER: 382-KCA-P2-XX-DR-A-1108-P (Project N° | Originator | Zone | Level | Type | Role | Drawing Number | Stage)

REVISION: 4

STATUS: For Approval

REVISION DATE	DRAWN BY	SCALE
10/06/20	PZ	1 : 1000 @ A1
FIRST ISSUED	**CHECKED BY**	**PROJECT NUMBER**
21/06/19	JM	382



KEY PLAN

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PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

Parameter Plan - Open Space Plan

DRAWING NUMBER

382-KCA-P2-XX-DR-A-1109-P

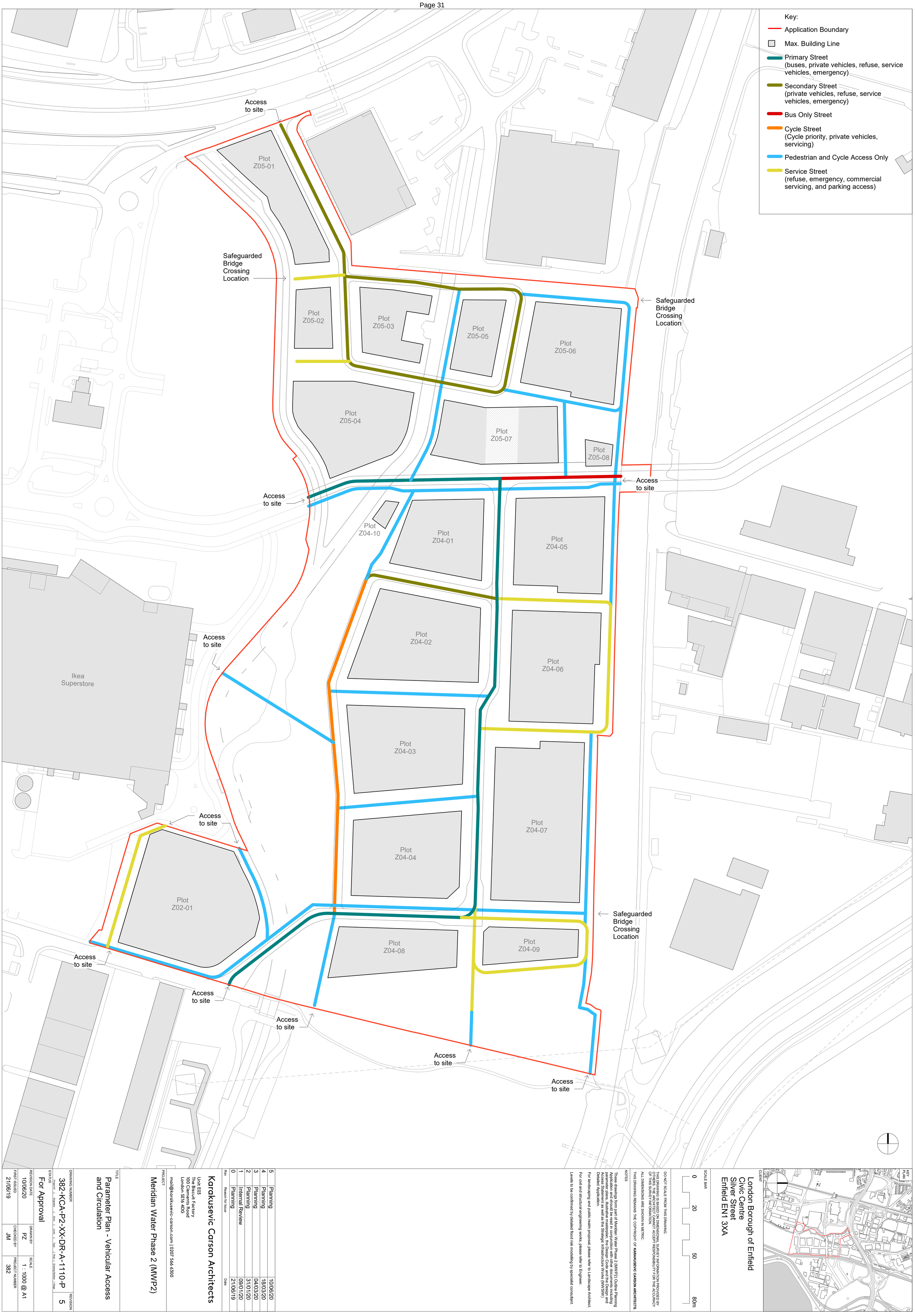
REVISION 3

STATUS

For Approval

Project Nr | Originator | Zone | Level | Type | Role | Drawing Number | Stage

REVISION DATE	DRAWN BY	SCALE
04/03/20	PZ	1 : 1000 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382



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4	Planning	18/03/20
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2	Planning	31/01/20
1	Internal Review	09/01/20
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PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

Parameter Plan - Vehicular Access and Circulation

DRAWING NUMBER

382-KCA-P2-XX-DR-A-1110-P

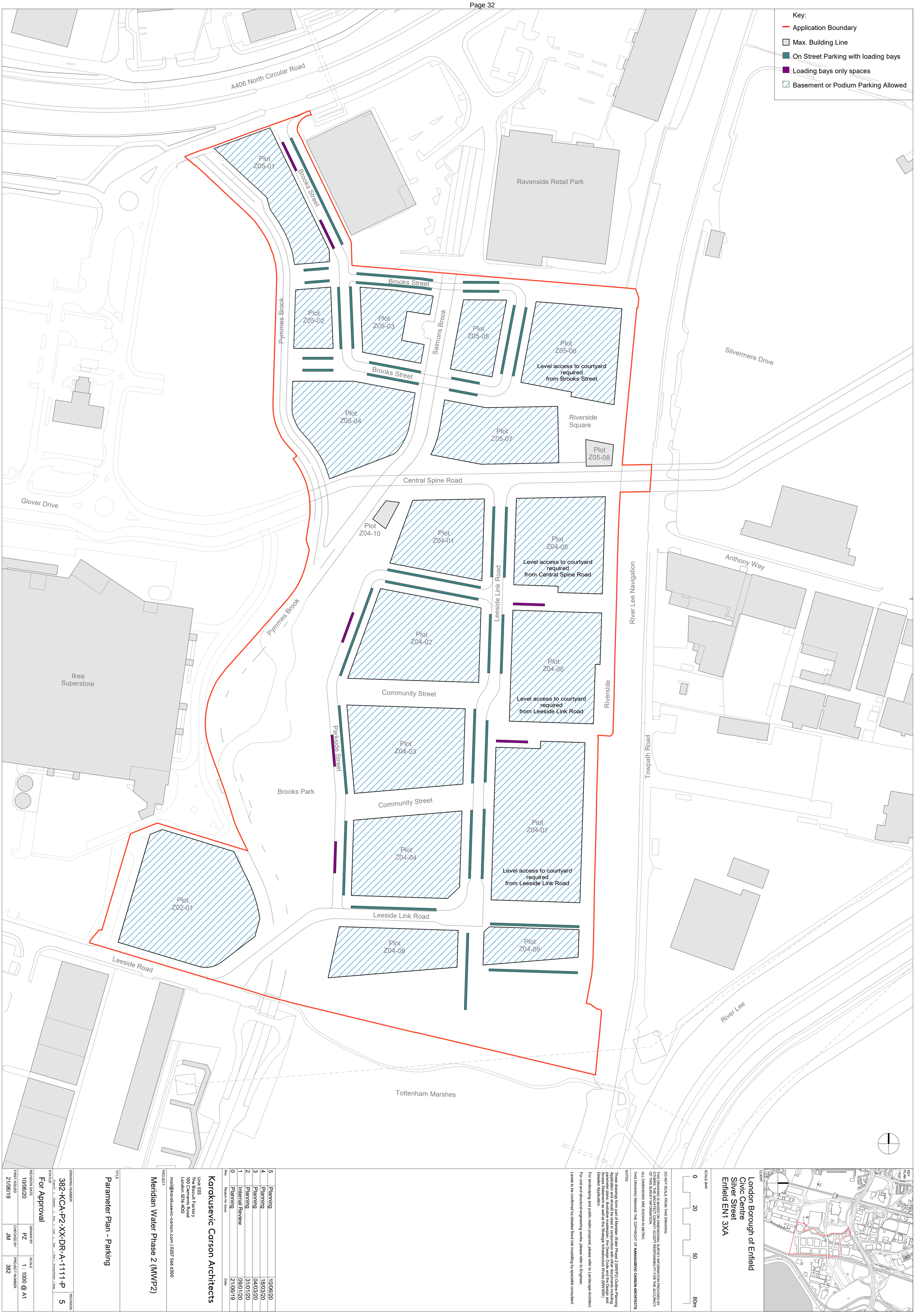
Project Nr | Originator | Zone | Level | Type | Role | Drawing Number | Stage

REVISION 5

STATUS

For Approval

REVISION DATE	DRAWN BY	SCALE
10/06/20	PZ	1 : 1000 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382



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For civil and structural engineering works, please refer to Engineer.

Levels to be confirmed by detailed flood risk modelling by specialist consultant.

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5	Planning	10/06/20
4	Planning	18/03/20
3	Planning	04/03/20
2	Planning	31/01/20
1	Internal Review	09/01/20
0	Planning	21/06/19

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PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

Parameter Plan - Parking

DRAWING NUMBER

382-KCA-P2-XX-DR-A-1111-P

REVISION 5

STATUS (Project Nr | Originator | Zone | Level | Type | Role | Drawing Number | Stage)

For Approval

REVISION DATE	DRAWN BY	SCALE
10/06/20	PZ	1 : 1000 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382

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For civil and structural engineering works, please refer to Engineer.

Levels to be confirmed by detailed flood risk modelling by specialist consultant.

Rev	Reason for Issue	Date
4	Planning	18/03/20
3	Planning	04/03/20
2	Planning	31/01/20
1	Internal Review	09/01/20
0	Planning	21/06/19

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London SE16 4DG
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PROJECT

Meridian Water Phase 2 (MW P2)

TITLE

Parameter Plan - Protected Frontages at Ground Level

DRAWING NUMBER

382-KCA-P2-XX-DR-A-1112-P

REVISION 4

STATUS (Project No. | Originator | Zone | Level | Type | Role | Drawing Number | Stage)

For Approval

REVISION DATE	DRAWN BY	SCALE
18/03/20	PZ	1 : 1000 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382

Key:
- Application Boundary
- Max. Building Line

Note: The parameters apply to predominant heights and breaks in blocks are acceptable.

KEY PLAN

CLIENT

London Borough of Enfield
Civic Centre
Silver Street
Enfield EN1 3XA

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Levels to be confirmed by detailed flood risk modelling by specialist consultant.

Maximum AOD building heights are measured to building parapet on the assumption that the average floor to floor height is 3.3m with an additional allowance for parapets or railings and roof build-up of 1.6m. In addition, an area of up to 25% of the footprint of each floor plate may exceed the maximum AOD building height by no more than 6m to allow for lift overruns, roof top access, plant and machinery only (no habitable floorspace is allowable above the maximum building heights AOD).

Rev	Reason for Issue	Date
5	Planning	10/06/20
4	Planning	18/03/20
3	Planning	04/03/20
2	Planning	31/01/20
1	Internal Review	09/01/20
0	Planning	21/06/19

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PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

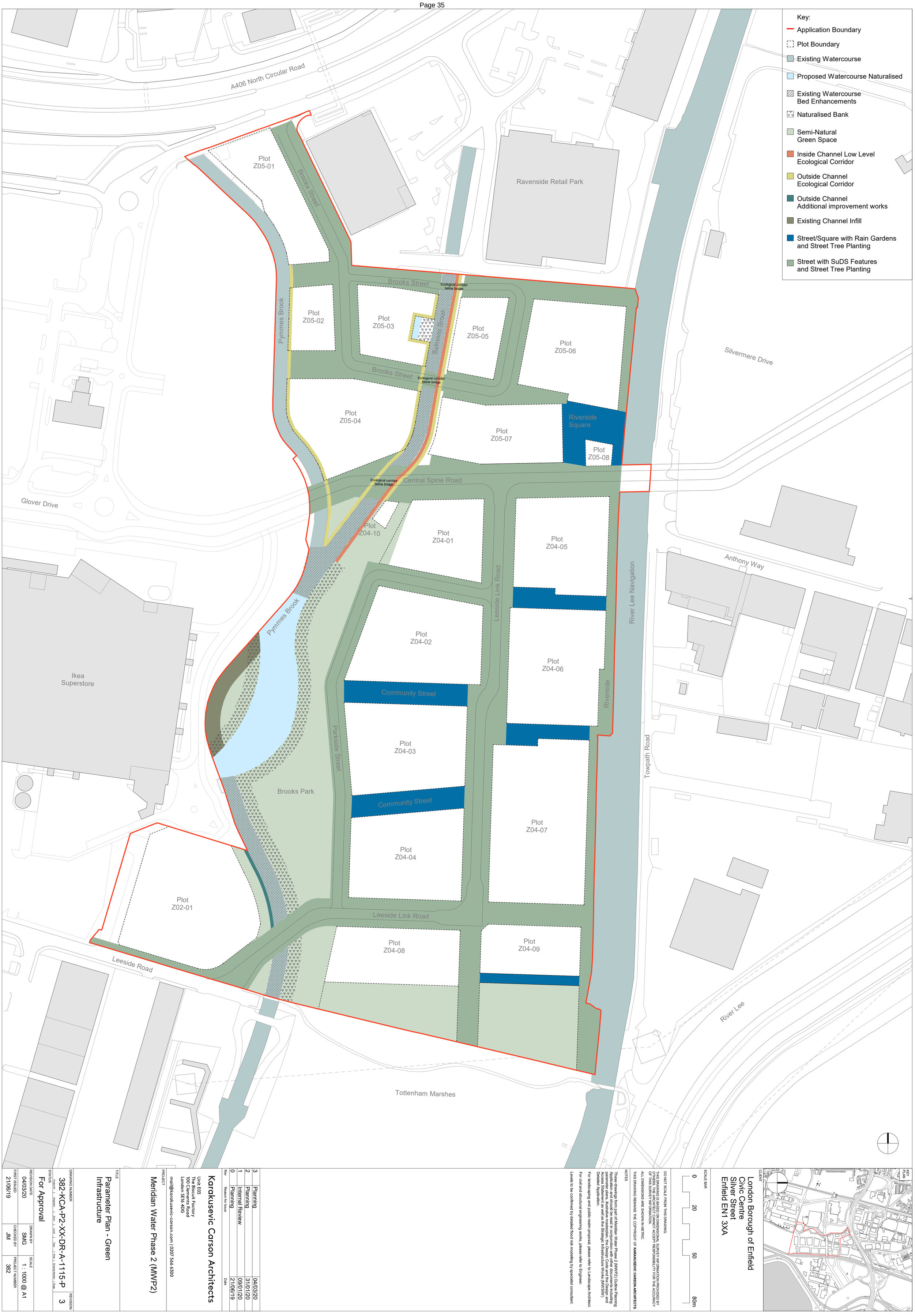
Parameter Plan - Maximum AOD Building Heights

DRAWING NUMBER: 382-KCA-P2-XX-DR-A-1113-P (Project N° | Originator | Zone | Level | Type | Role | Drawing Number | Stage)

REVISION: 5

STATUS: For Approval

REVISION DATE	DRAWN BY	SCALE
10/06/20	PZ/JL	1 : 1000 @ A1
FIRST ISSUED	**CHECKED BY**	**PROJECT NUMBER**
21/06/19	JM	382



KEY PLAN

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Levels to be confirmed by detailed flood risk modelling by specialist consultant.

Rev	Reason for Issue	Date
3	Planning	04/03/20
2	Planning	31/01/20
1	Internal Review	09/01/20
0	Planning	21/06/19

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Unit E03
The Biscuit Factory
100 Clements Road
London SE16 4DG

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PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

Parameter Plan - Green Infrastructure

DRAWING NUMBER: 382-KCA-P2-XX-DR-A-1115-P

REVISION: 3

STATUS: Project Nr | Originator | Zone | Level | Type | Role | Drawing Number | Stage

For Approval

REVISION DATE	DRAWN BY	SCALE
04/03/20	SMG	1 : 1000 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382

Key:

- Application Boundary
- Development Plot Frontages where design measures are required to provide residential occupiers with mitigation in relation to potential noise, vibration, dust and air quality effects from adjoining sites.

KEY PLAN

CLIENT

London Borough of Enfield
Civic Centre
Silver Street
Enfield EN1 3XA

SCALE BAR

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Rev	Reason for Issue	Date
3	Planning	04/03/20
2	Planning	31/01/20
1	Draft	06/01/20
0	Planning	17/12/19

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

PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

Parameter Plan - Frontages with special design provision

DRAWING NUMBER: 382-KCA-P2-XX-DR-A-1116-P (Project N° | Originator | Zone | Level | Type | Role | Drawing Number | Stage)

REVISION: 3

STATUS: For Approval

REVISION DATE	DRAWN BY	SCALE
04/03/20	PZ	1 : 1000 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
17/12/19	JM	382

Appendix A

Meridian Water Phase 2 Conditions - Working DRAFT

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).

1. **Grampian condition requiring completion of the S106 Agreement before commencement of the development.**

   No development shall take place on any part of the Site (save for 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, the temporary display of site notices or advertisements), unless and until all parties with (1) a legal interest to the extent it may enable them to carry out any part of the development in the relevant part of the Site and (2) a legal locus to enter a planning obligation pursuant to Section 106 of the Town and Country Planning Act 2 1990 (as amended) have entered into such a planning obligation (unless otherwise agreed by the Local Planning Authority) in accordance with and substantially in the form of, the draft agreement appended to this decision notice ("Shadow S106").

   Reason: The Council would have refused the planning application in the absence of the section 106 agreement and at the time of this permission being issued the applicant was not able to bind the legal interests in the development site under the section 106 agreement. Development must not commence on any part of the Site until the legal interests in that part are bound under the section 106 agreement and the obligations are enforceable in accordance with the aims and objectives of policies Core Policies 38 and 46 of the Enfield Core Strategy (2010) and to ensure all the terms of reference in Planning Committee reports of 24 March 2020 and 11 March 2021 are met.

2. **Grampian condition – obligations on all owners/developer**

   No development shall take place on any part of the Site without fully complying with all the obligations, covenants, restrictions, terms and conditions (together "Obligations") in the Shadow S106, as if the party carrying out the development was a party to a planning obligation in the same form of the Shadow S106. [Those Obligations that are for the Mater Developer shall be carried out by the party with an interest in or control of the majority of the Site unless and until the Local Planning Authority is notified to their satisfaction that this is no longer the case and any outstanding Master Developer Obligations in the Shadow S106 can be delivered].

   Reason: The Council would have refused the planning application in the absence of the section 106 agreement and at the time of this permission being issued the applicant was not able to bind the legal interests in the development site under the section 106 agreement. The obligations set out in the shadow 106 are reasonable and necessary to make the development acceptable in planning terms and to ensure compliance with the provisions of the Development Plan

3. Compliance with documents submitted for approval

The development hereby permitted shall be carried out in accordance with the approved plans and documents including plans(s) (and Shadow S106) that may have been revised or may be amended necessary to support the Reserved Matters application(s) required by the various conditions of this permission, as set out in the attached schedule which forms part of this notice:

Reason: For the avoidance of doubt and in the interests of proper planning.

4. Reserved Matters

Prior to the commencement of development on any individual phase approved pursuant to condition (10) the details listed below (herein called 'the Reserved Matters') shall first be submitted to and approved in writing by the Local Planning Authority:

i) Layout and Access (including car parking provision, access and servicing arrangements, and waste management)
ii) Scale (including existing and proposed levels)
iii) Appearance
iv) Landscaping

Each Reserved Matters shall relate to the entirety of a Phase identified pursuant to condition 10.

The development shall be carried out in accordance with the details approved.

Reason: To comply with the provisions of Section 92 of the Town and Country Planning Act 1990 (as amended).

5. Time limit for submission of reserved matters applications and the commencement of phases.

The first application for approval of Reserved Matters shall be made to the Local Planning Authority no later than three years from the date of this permission. The last application for Reserved Matters shall be made no later than 10 years from the date of this permission.

The commencement of each phase of development identified pursuant to condition 10 and pursuant to this outline consent shall begin before the expiration of two years from the date of the last reserved matter of that phase to be approved.

Reason: To prevent the accumulation of unimplemented planning permissions and in accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

6. Maximum number of residential units

The maximum number of residential units on the application site shall be restricted to 2,300 units.

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above quantum of development in accordance with policy 3.4 of the London Plan (2016) and CP1 and CP2 of Enfield's Core Strategy (2010).

7. Minimum of 8,500sqm of B1c floor space

A minimum of 8,500 sq m GEA of floorspace within Plot Z05-01 on the approved drawing no. 382-KCA-P2-00-DR-A-1101-P, shall be used for Class B1c - light industrial, in the Schedule to the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification and shall not be used for any other purpose.

Reason: In the interests of retaining industrial capacity to accommodate existing and future industrial demand in accordance with the London Plan and Enfield Local Plan.

8. Limits on non-C3 floor space

The non-residential floorspace hereby permitted under this permission shall be provided in accordance with the following schedule (all Gross External Area (GEA) sq m):

i) Business (Use Class B1a/B1b/B1c) Max: 26,500 Min: 15,000
ii) Hotel (Use Class C1) Max: 16,000
iv) PBSA/LSPBSL (Sui Generis) Max: 18,000
v) Retail (Use Class A1/A2/A3/A4) Max: 2,000 Min: 2,000
vi) Social Infrastructure (Use Class D1/D2) Max: 5,500 Min: 2,000
vii) Primary School Max: 4,750 Min: Three Form Primary School

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above quantum of development in accordance with policies 3.16 and 4.8 of the London Plan (2016) and DMD25 of the Enfield Development Management Document (2014).

9. In accordance with Design Code

Each application for the approval of Reserved Matters shall be in accordance with the Design Code Rev 01 unless otherwise agreed in writing by the Local Planning Authority through the Reserved Matters applications.

Reason: To ensure full compliance with the planning application hereby approved and to prevent harm arising through deviations from the approved plans in accordance with policies 3.3, 3.4, 3.5, 3.6, 3.7, 3.9, 3.9, 5.1, 5.2, 5.3, 5.5, 5.13, 6.4, 6.9, 6.10, 6.13, 7.1, 7.2, 7.3, 7.4, 7.5, 7.6 of the London Plan (2016), policies 1, 4, 21, 24, 25, 26, 28, 29, 30, 34, 36, 37, 38 and 46 of the Enfield Core Strategy (2010) and policies DMD3, DMD6, DMD8, DMD9, DMD10, DMD37, DMD38, DMD45, DMD47, DMD48, DMD49, DMD50, DMD51, DMD56, DMD57, DMD58, DMD59, DMD61, DMD65, DMD65, DMD68, DMD69, DMD72, DMD79, DMD80, DMD81 of Enfield's Development Management Document (2014).

10. Overarching phasing plan to define the extent of each phase

Prior to or in conjunction with the submission of first Reserved Matters, details of an overarching phasing plan for the site shall be submitted to and approved in writing by the Local Planning Authority. The overarching phasing plan shall clearly define the extent of each phase for the purpose of future Reserved Matters applications together with the

access arrangements (temporary and permanent) to be delivered to connect that phase to the public highway network.

Reason: To ensure that implementation of the development is undertaken in a planned manner with infrastructure and access to the site provided in association with occupation of development in accordance with core policy 38 of the Enfield Core Strategy (2010).

11. Detailed Phasing Plan - to include phasing and build out of development plots, public realm, supporting infrastructure, access and flood mitigation measures

With each Reserved Matters, a detailed phasing plan for development contained within that phase shall be submitted to and approved in writing by the Local Planning Authority. The detailed phasing plan shall include:

i) the phasing and build out of development plots within the phase;
ii) the identification of public realm within the phase;
iii) the phasing and timescale for delivery of public realm and any infrastructure within that phase (open spaces, streets, pavements, car and cycle spaces, social and community infrastructure) in relation to number of dwellings constructed;
iv) the phasing of construction and permanent access for all vehicles, pedestrian and cycle access points to the phase and their connection to the wider highway network;
v) the phasing of remediation work and interactions with the phasing of development plots;
vi) the phasing of implementation of plot based flood mitigation measures forming part of the approved MWP2-5 Flood Risk Assessment REV02.
vii) the phasing of implementation of the sustainable drainage strategy within the phase

The development shall be implemented in accordance with the approved detailed phasing plan or any subsequent amended or revised plan agreed formally in writing by the Local Planning Authority.

Reason: to ensure that implementation of the development is undertaken in a planned manner with infrastructure and access to the site provided in association with occupation of development in accordance with core policy 38 of the Enfield Core Strategy (2010).

12. Construction Environmental Management Plan (pre site preparation/investigation works)

Prior to the commencement of any development associated with 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 Construction Environmental Management Plan and Code of Construction Practice in general accordance with the draft CoCP ref: MWP2-2.5 or those works shall be submitted to and approved in writing by the Local Planning Authority.

The development shall be implemented in accordance with the approved plan and code of construction practice. The plan will include 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) how dust and emissions will be managed during demolition and construction in accordance with the Mayor of London's supplementary planning guidance 'The Control of Dust and Emissions During Construction and Demolition';
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;
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 Pymme's Brook.
xi) Details of the procedure of notifying neighbours that directly abut the site, of the nature and duration of works to be undertaken.

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 details of measures to control potential pollution events and sedimentation into the Pymmes Brook.
xiii) measures required for the protection of the waterways and other relevant environmental mitigation measures.

Reason: To ensure the implementation of the construction access does not lead to damage to the existing highway, harm ecological features during the construction phase and to minimise disruption to neighbouring properties and the environment in accordance with policies 5.21, 7.1 and 7.15 of the London Plan (2016), CP32 of the Enfield Core Strategy (2010) and policies DMD64, DMD65, DMD66, DMD68 and DMD70 of the Enfield Development Management Document (2014).

13. Construction Environmental Management Plan (prior to commencement on each phase)

Prior to the commencement of each phase (including construction phase and/ or development plot(s) identified pursuant to condition 3), and excluding 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, the temporary display of site notices or advertisements of development across the Site, a detailed Construction Environmental Management Plan and Code of Construction Practice for the relevant phase(s) shall be submitted to and approved in

writing by the Local Planning Authority. These shall comply and align with the Construction Environment Management Plan and Code of Construction Practice submitted pursuant to Condition 12. The development shall be implemented in accordance with the approved plan and code of construction practice. 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) how dust and emissions will be managed during demolition and construction in accordance with the Mayor of London's supplementary planning guidance 'The Control of Dust and Emissions During Construction and Demolition';
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;
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; and
x) measures required under EA Pollution Prevention Guidance on works in, near or over watercourses (PPG5) for works near Pymme's Brook.
xi) Details of the procedure of notifying neighbours that directly abut the site, of the nature and duration of works to be undertaken.

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, details of measures to control potential pollution events and sedimentation into the Pymmes Brook; and
xiii) measures required for the protection of the waterways and other relevant environmental mitigation measures.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway, harm ecological features during the construction phase and to minimise disruption to neighbouring properties and the environment in accordance with policies 5.21, 7.1 and 7.15 of the London Plan (2016), CP32 of the Enfield Core Strategy (2010) and policies DMD64, DMD65, DMD66, DMD68 and DMD70 of the Enfield Development Management Document (2014).

14. Plant and machinery emissions standards

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter 7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up to date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at https://nrmm.london/

Reasons: In the interests of good air quality with regard to London Plan policies 5.3 and 7.14

15. Flood Risk Assessment

The development hereby permitted must not be commenced until such time as a scheme to ensure there is no loss in flood storage area has been submitted to and approved in writing by the LPA. The scheme shall be fully implemented and subsequently maintained in accordance with the schemes timing/phasing arrangements, or within any other period as may subsequently be agreed in writing by the LPA

Reason To ensure there is no increase in flood risk as a result of the proposed development

16..Land affected by contamination – remediation strategy to deal with risks of contamination

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

1. 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.

2. 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.

3. 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.

Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the NPPF.

17. Contamination verification report demonstrating completion of works as per the approved remediation strategy

Prior to each phase of development being occupied, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation 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.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the NPPF.

18. Long term monitoring and maintenance plan of contamination

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.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the NPPF.

19.Previously unidentified contamination – no development if unidentified contamination identified

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.
Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the NPPF.

20. No SuDS/infiltration other than those approved by the LPA

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.
Reason: To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. In line with paragraph 170 of the NPPF.

21.Borehole decommissioning – scheme for managing the installation of boreholes

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.
Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 170 of the NPPF and *Position Statement N Groundwater Resources* of *The Environment Agency's approach to groundwater protection.*

22.Piling – no piling to take place until consent received from LPA

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.

Reason: To ensure that the proposed piling, deep foundations and other intrusive groundworks does not harm groundwater resources in line with paragraph 170 of the NPPF and *Position Statement N Groundwater Resources* of *The Environment Agency's approach to groundwater protection*.

23 Air Quality

Prior to the commencement of development on any individual phase identified pursuant to condition 3, an air quality assessment report shall be submitted to and approved by the local planning authority. The assessment shall compare the levels of nitrogen dioxide and PM10 to the objective levels set out in the Air Quality Standards Regulations 2010 and propose mitigation where the objective levels are exceeded for either pollutant at the façade of the development. Mitigation measures shall be fully implemented prior to occupation.

Reason: To prevent loss of amenity due to poor air quality consistent with Policies DMD64 and DMD65 of the Development Management Document (2014) and Policy CP32 of the Core Strategy (2010).

24.Site waste management plan

Prior to the commencement of development on each phase of development identified pursuant to Condition 3 a detailed Site Waste Management Plan for that phase 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.

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy, Policy DMD57 of the Development Management Document (2014), and strategic targets set by Policies 5.17, 5.18, 5.19, 5.20 of the London Plan (2016).

25. Control of hours of work on site and deliveries to site

No demolition, construction or maintenance activities audible at the boundary of any residential dwelling shall be undertaken outside the hours of 08.00 to 18.00 Monday to Friday and 08.00 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.

Reason: To ensure that the demolition of the existing buildings and the construction and maintenance of the development does not prejudice the amenities of occupiers of nearby premises due to noise pollution in accordance with policy DMD68 of the Enfield Development Management Document (2014).

26.Control of hours construction deliveries and demolition material

Deliveries of construction and demolition materials to and from the site by road shall take place between 09:00 – 16:00 Monday to Friday and 08:00 - 13:00 on Saturday and at no other time except with the prior written approval of the Local Planning Authority.

Reason: To protect future residents from noise and disturbance in accordance with Policies DMD64 and DMD68 of the Development Management Document and Policy CP22 and CP32 of the Core Strategy.

27. Larger scale drawings of sample panels through sections of buildings to show architectural detailing

Each Reserved Matters application pursuant to Condition 4 shall include detailed drawings and cross sections (to a minimum scale of 1:20) through all typical facades associated with that particular phase of development. The details 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.

Reason: To ensure a satisfactory external appearance in accordance with policy 7.6 of the London Plan (2016), CP30 of the Enfield Core Strategy (2010) and DMD37 of the Enfield Development Management Policy (2014).

28.Sample panels constructed on site to show materials proposed.

A) Before any superstructure work is commenced on any building plot within a phase identified pursuant to Condition 4, manufacturers technical information and samples of all external finishing materials visible on the façade of the buildings of the relevant plot shall be submitted to and approved in writing by the Local Planning Authority. This shall include but not be limited to:

i) Facing and roof materials;
ii) balcony treatment;
iii) window material details;
iv) the boundary treatment; and
v) external rainwater goods, where permitted.

B) Sample panels of a typical structure bay shall be provided in proximity to the application site or at a location agreed and approved in writing by the Local Planning Authority for each plot within the phase of development. The sample panels must be approved in writing by the LPA and must show the brickwork, mortar mix, windows, reveals and window detailing, brickwork detailing, balcony detailing, balustrades, cills and copings. The sample panels shall be retained on site for the duration of the build.

The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason: To ensure a satisfactory external appearance in accordance with policy 7.6 of the London Plan (2016), CP30 of the Enfield Core Strategy (2010) and DMD37 of the Enfield Development Management Policy (2014).

29.Shopfront/signage strategy for retail/leisure/community space

With the submission of the each Reserved Matters application that includes a development plot providing either retail (class A1/A2/A3/A4), social infrastructure (class D1/D2) or commercial floorspace (class B1a,b,c), details of the phase wide shopfront design and signage strategy shall be submitted to and approved in writing by the Local Planning Authority in accordance with the approved Design Code or any updated version(s). Each Reserved Matters submission shall comply with the approved strategy.

Reason: To ensure a satisfactory external appearance of retail, leisure and community units in accordance with policy 7.6 of the London Plan (2016), CP30 of the Enfield Core Strategy (2010) and DMD37 of the Enfield Development Management Policy (2014).

30. Telecommunications/satellite strategy

Prior to the commencement of development on any individual plot pursuant to Condition 4, details of any communal telecommunications infrastructure and plant for that plot shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details approved and maintained as such thereafter.

Reason: To ensure satisfactory appearance and facilitate equitable access to telecommunications services in accordance with policy 7.6 of the London Plan (2016), CP30 of the Enfield Core Strategy (2010) and DMD37 of the Enfield Development Management Policy (2014).

31.Green procurement plan

Each Reserved Matters application pursuant to Condition 3 shall include a Green Procurement Plan to be 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 former requirements of MAT1, MAT2 and MAT3 of the Code for Sustainable Homes and/or relevant BREEAM 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.

Reason: To ensure sustainable procurement of materials which minimises the negative environmental impacts of construction in accordance with Policy CP22 and CP23 of the Core Strategy (2010) and Policy 5.3 of the London Plan (2016).

32 Surface water/infiltration and drainage management plan

Notwithstanding the details set out in the submitted Preliminary Drainage Strategy (MWP2-10 SWD Strategy REV03, dated March 2020), prior to the commencement of each phase pursuant to condition 10and alongside the relevant reserved matters submission, a Sustainable Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and should be in line with our DMD Policy SuDS Requirements:

a) Shall be designed to attenuate a 1 in 2 year (Zone 4) and 1 in 10 year (Zone 5) storm event
b) Follow the SuDS management train and London Plan Drainage Hierarchy by providing a number of treatment phases corresponding to their pollution potential – including source control SuDS measures across the whole site
c) Should maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value
d) The system must be designed to allow for flows that exceed the design capacity to be stored on site or conveyed off-site with minimum impact
e) Clear ownership, management and maintenance arrangements must be established
f) The details submitted shall include levels, sizing, functionality calculations, cross sections and specifications for all drainage features

The development shall be implemented in accordance with the approved details prior to the first occupation of the phase.

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy, DMD Policy 61, and Policies 5.12 & 5.13 of the London Plan and the NPPF and to maximise opportunities for sustainable development, improve water quality, biodiversity, local amenity and recreation value.

33 Surface water verification report

Prior to occupation of any building plot, a Verification Report demonstrating that the approved drainage / SuDS measures for that plot and identified pursuant to condition 4 have been fully implemented shall be submitted to the Local Planning Authority for approval in writing. This report must include:

- As built drawings of the sustainable drainage systems including level information (if appropriate)
- Photographs of the completed sustainable drainage systems
- Any relevant certificates from manufacturers/ suppliers of any drainage features
- A confirmation statement of the above signed by a chartered engineer

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the property and ensure that the drainage system will remain functional throughout the lifetime of the development in accordance with Policy CP28 of the Core Strategy, DMD 61, and Policies 5.12 & 5.13 of the London Plan and the NPPF.

34 Flood evacuation report

Prior to the occupation of each phase of development identified pursuant to Condition 3, an interim and permanent Flood Evacuation Report shall be submitted to and approved in writing by the Local Planning Authority confirming:

i) The approved flood risk measures for that phase have been fully implemented;
ii) Residential developments are provided with a dry access route within the low hazard area of the floodplain (as defined by the Environment Agency's Flood Risk Assessment Guidance for New Development R&D Technical Report FD2320); and
iii) Finished floor levels are at least 300mm above the fluvial flood level, and 100mm above the surface water flood level for a 1 in 100 year plus climate change event.
iv) Overland flow routes will not be obstructed.

Reason: To ensure minimise flood risk in accordance with Policy CP28 of the Core Strategy (2010) and Policies 5.12 of the London Plan (2016) and the NPPF.

35 Archaeology

Prior to the commencement of development on any phase pursuant to Condition 10, 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 DMD44 of the Development Management Document 2014 and CP31 of the adopted Core Strategy 2011.

36. Schedule of tenure/mix per phase

Each reserved matter submission submitted pursuant to condition 4 of this permission shall include a schedule of accommodation including details of tenure and mix to be provided within each phase. The development shall be implemented in accordance with the approved details.

Reason: To encourage the creation of a balanced and sustainable community in accordance with Policies DMD1 and DMD3 of the Development Management Document (2014) and Policies CP3 and CP5 of the Core Strategy (2010).

37. Compliance with inclusive access requirements M4(2) (90%) and M4(3) (10%)

A minimum of 90% of residential units shall meet Building Regulations requirement M4(2) accessible and adaptable dwellings and a minimum of 10% of units shall meet Building Regulations requirement M4(3) wheelchair user dwellings unless demonstrated through the submission of a Reserved Matters Application that this is not feasible.

Reason: To ensure the development adequately engages with the principles of inclusive access in accordance with policy 7.2 of the London Plan (2016).

38. Scheme for noise impact of free weights for a gym use

Prior to the occupation of any phase of development that includes provision of Class D2 gym space, a scheme to address impact of noise shall be submitted to the Local Planning authority. The scheme will include from the use of free weights and weight machines and exercise classes and amplified music shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details prior to occupation.

Reason: To ensure that the occupiers of the buildings are protected from external noise pollution in accordance with policy DMD68 of the Enfield Development Management Document (2014).

39. Public realm strategy – hard and soft landscaping/traffic calming/ street furniture etc

With each Reserved Matters, a Public Realm Strategy to cover the areas of public realm identified within that phase pursuant to Condition 10 shall be submitted to and approved in writing by the Local Planning Authority, to include:
i) The treatment of the perimeter of the phase and its interface with adjacent phases or existing development.

ii) Typical treatment of roads and pedestrian and cycle routes.
iii) Details of any traffic calming measures in line with the Design Code Rev 01
iv) Typical details of hard surface materials (size, type, colour and typical cross sections).
v) Typical details of minor artefacts and structures, including furniture and signs.
vi) Typical tree pit details in both soft and hard surfacing.
vii) Details of the wayfinding strategy for that phase.
viii) Surface treatment details to a minimum scale of 1:20 including cross sections of all Interface Areas.
ix) Details of lighting
x) CCTV provision and details of siting and design of necessary equipment, in addition to management proposals.

The Public Realm Strategy will be consistent with the approved Design Code Rev 01 and any updated version(s). Each Reserved Matters submission shall demonstrate compliance with the approved strategy. The development shall be carried out in accordance with the approved details.

Reason: To ensure a high-quality design and satisfactory appearance to public realm in accordance with CP30 of the Enfield Core Strategy (2010) and policies DMD37 and DMD81 of Enfield's Development Management Document (2014).

40. Details of laying out/planting of open spaces/ layout and type of play equipment

Prior to the commencement of development on any individual phase identified pursuant to Condition 10, details of the laying out and planting of open spaces within that phase and the layout, design and type of play equipment to be provided shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

Reason: In the interests of the amenity of residents and to ensure that sufficient, suitable and high quality playspace is provided with each relevant phase of development in accordance with policy 3.6 of the London Plan (2016).

41. Details of additional naturalisation works to Pymmes Brook and Salmons Brooks

Prior to development of plot Z05-01, Z05-02 and Z05-04, a scheme for the provision of river restoration, to the Pymmes Brook north of the confluence with the Salmons Brook and prior to development of plot Z05-03, Z05-04, Z05-05 and Z05-07 a scheme for the provision of river restoration to the Salmons Brook north of the confluence with the Pymmes Brook (in keeping with the works identified in the Design Code MWP2-4), 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 flood risk modelling, demonstrating that the proposed scheme will not result in an increase in flood risk elsewhere;
- an assessment of the infiltration associated with any landscaping of the brooks, demonstrating that infiltration will be minimised and works (including associated

structures e.g. flood return pipes) will not result in an unacceptable risk to controlled waters;
- a construction and management plan setting out methods to prevent contamination and migration between/ to controlled waters during the river restoration/ habitat creation works;
- construction details to prevent contamination, transportation and mitigation between/ to controlled waters along utility trenches or other structures;
- details of the location, specification, and direction of any external artificial lighting within 8/15 metres of the top of the bank of the watercourse, ensuring that such lighting is maintained at background levels (considered by the Environment Agency to be a Lux level of 0-2);
- detailed structural design, including cross sections, long gradients, groundwater monitoring levels and elevations, and plan views of the proposed scheme; and
- details of any proposed changes to the designs in light of simultaneous development within the riparian corridor.

Reason: In the interests of preventing flooding and contamination and increasing ecological value in accordance with the NPPF, London Plan and Enfield Local Plan.

42. External lighting details

Prior to the commencement of any superstructure works on any building plot, details of any external lighting to be affixed to buildings, provided within private amenity areas/courtyards, to surface level parking courts or within the school curtilage where relevant shall be submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before that building plot is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area in accordance with policy DMD69 of the Enfield Development Management Document (2014).

43. Meanwhile security and condition

With each Reserved Matter, a strategy to deal with the enclosure and treatment of building plots until development commences on the building plot shall be submitted to and approved in writing by the Local Planning Authority, to include details of the treatment (landscaping, enclosure, security), management and maintenance and access arrangements until brought into meanwhile or permanent use;

The plots shall be secured, maintained and managed in accordance with the approved strategy.

Reason: To safeguard the amenities of neighbouring residential occupiers and ensure a satisfactory appearance to the development in accordance with policy CP30 of the Enfield Core Strategy (2010) and DMD81 of the Enfield Development Management Document (2010).

44. Bat/badger checks pre commencement

Prior to the commencement of development within each phase (unless the phase is clear of development and trees) roost checks shall be undertaken by a suitably qualified ecologist. A report outlining the findings and confirmation that no bats or badgers are

present on site shall be submitted to and approved in writing by the local planning authority prior to the commencement of development

Reason: To ensure that the development within the Main Site contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, policy 7.19 of the London Plan (2016) and policy CP36 of the Enfield Core Strategy (2010) and DMD79 of the Enfield Development Management Document (2014).

45. Hedge/shrub clearance outside bird nesting period

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.

Reason: To ensure that wildlife is not adversely impacted by the proposed development in accordance with national wildlife legislation and in line with CP36 of the Core Strategy. Nesting birds are protected under the Wildlife and Countryside Act, 1981 (as amended).

46. Eradication strategy for invasive species

Prior to the commencement of each phase of development approved pursuant to condition 10 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.

Reason: To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, policy 7.19 of the London Plan (2016) and policy CP36 of the Enfield Core Strategy (2010) and DMD79 of the Enfield Development Management Document (2014).

47. Details of biodiverse/green roofs per phase in compliance with Design Code/ongoing maintenance and management

Each Reserved Matters application shall include details of the biodiverse (green/brown) roof(s) for that phase in compliance with the Design Code Rev 01 and any updated version(s). Details shall include an ongoing management plan and maintenance strategy for the green/brown roof. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To minimise the impact of the development on the ecological value of the area and to ensure the development provides the maximum possible provision towards the creation of habitats and valuable areas for biodiversity in accordance with Policy CP36 of the Core Strategy, the Biodiversity Action Plan and Policies 5.11 & 7.19 of the London Plan (2016).

48. Biodiversity enhancements per phase

With each Reserved Matter details of the siting and maintenance of permanent nesting and roosting boxes within the facades and roof ledges of built structures within that phase shall be submitted to and approved in writing by the Local Planning Authority.

Nesting and roosting boxes shall be provided in accordance with the approved details prior to occupation of the relevant building.

Reason: To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, policy 7.19 of the London Plan (2016) and policy CP36 of the Enfield Core Strategy (2010) and DMD79 of the Enfield Development Management Document (2014).

49. Energy statement per phase, to include overheating and cooling

Each Reserved Matters application shall include a report detailing how requirements set out in the Energy Statement (MWSIW-7 Sustainability & Energy Statement) have been met, to include overheating and cooling demand, to be submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate compliance with London Plan (2016) policy 5.9 on avoiding overheating and minimising cooling demand and DMD56 of the Enfield Development Management Document (2014).

50. Renewable energy technologies – provision/maintenance/noise assessment per phase

A With each Reserved Matter details shall be submitted to and approved in writing by the LPA of the renewable energy technologies to be provided for that phase:

B Prior to occupation of a building plot details of:
i) The management plan and maintenance strategy/schedule for the operation of the renewable technologies on that plot;
ii) (if applicable) A servicing plan including times, location, frequency and method; and
iii) (if applicable) A noise assessment regarding the operation of the technology.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter, unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets by renewable energy are met in accordance with Policy CP20 of the Core Strategy (2010), DMD51-54 of the Development Management Document (2014), Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2016 and the NPPF.

51. Minimum Sustainability/energy standards for non-residential development

Evidence confirming that the non-residential part of the development achieves a BREEAM New Construction 2014 rating (or subsequent equivalent quality assured scheme) of no less than 'Excellent'' shall be submitted to and approved in writing by the Local Planning Authority. The evidence required shall be provided in the following formats and at the following times:
i) a design stage assessment, conducted by an accredited Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage within 3 months of commencement of superstructure works of any building plot identified pursuant to Condition 4; and

ii) a post construction assessment, conducted by an accredited Assessor and supported by relevant BRE accreditation certificate, shall be submitted within 6 months of first occupation of the non-residential uses of any building plot

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter, and no change there from shall take place without the prior approval of the Local Planning Authority.

Reason: In the interests of addressing climate change and to secure sustainable development in accordance with the strategic objectives of the Council, Policy DMD50 of the Development Management Document (2014), and Policies 3.5, 5.2, 5.3, 5.7, 5.9, 5.12, 5.13, 5.15, 5.16, 5.18, 5.20 & 6.9 of the London Plan (2016) and the NPPF.

52. Each reserved Matters to include detailed assessment of wind effects and related mitigation

Each Reserved Matters application shall include a detailed assessment of the wind effects and related mitigation for that phase of development as identified pursuant to Condition 10. The assessment shall include wind tunnel testing to assess the comfort and safety levels at relevant locations around and within the site. The assessment will demonstrate that all locations assessed meet appropriate safety and comfort criteria in accordance with the Lawson distress criteria (LDDC method).

Reason: To ensure the development does not prejudice the amenities of existing and future residents due to wind effects and in accordance with policy 7.6 of the London Plan (2016).

53. Agent of change – a building envelope design report detailing mitigation measures

Each application for the approval of Reserved Matters in relation to plot no's Z02-01, Z04-05, Z04-06, Z04-07, Z04-09, Z05-06 and Z05-06 must provide a building envelope design report in relation to the facades identified on approved drawing no. detailing the provision of sound attenuation against external noise, with windows shut and other means of ventilation provided, and associated dust, air quality and overheating mitigation in accordance with CIBSE Guidance TM52 and TM49 (or any other guidance that replaces this) and all such applications shall be in accordance with the Design Code section XXX.

Reason: To protect residential amenity from neighbouring industrial land use.

54. Daylight/Sunlight report

With each Reserved Matters pursuant to condition 4, a daylight/sunlight report shall be submitted to and approved in writing by the LPA.

Reason: To ensure a development which complies with adopted policies and has appropriate regard to adjoining sites and the amenities of the occupiers of adjoining properties.

55. Delivery and servicing plan

Prior to the occupation of each phase of development identified pursuant to Condition 10, a Delivery and Servicing Plan for that phase shall be submitted to and approved by the Local Planning Authority. The Plan shall include:

i) Management of servicing and deliveries to each phase (including processes for minimising deliveries in peak network periods);
ii) Vehicle types, expected frequencies, loading / unloading locations, adequacy for each phase;
iii) Management measures – booking systems, coordination at point of order, work with suppliers etc.;
iv) Use classes utilising and benefitting from the plan;
v) Links to the Travel Plans and Car Park Management Plans;
vi) Access routes; and
vii) Review processes, opportunities for improvement.

The development shall then be carried out in accordance with the approved Delivery and Service Plan.

Reason: In order to ensure that deliveries and servicing of the site is managed effectively so as to minimise impact upon the road network and to safeguard the amenities of the occupiers of residential properties and in the interests of road safety in accordance with CP24 of the Enfield Core Strategy (2010) and DMD47 and DMD48 of the Enfield Development Management Document (2014).

56. Logistics Plan – considers the impact of the development on air quality and the surrounding transport network

Prior to the commencement of development on each individual phase identified pursuant to condition 3 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. 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) Details of contractor FORS membership.
xi) Measures to reduce Work Related Road Risk.
xii) Consideration of use of alternative modes of transport (water freight/rail);
xiii) CLP management including contact details for the person responsible for ensuring compliance with the Plan during construction;
xiv) Provision of wheel cleaning facilities;
xv) Details of any temporary construction access;
xvi) a management plan setting out measures to control construction pressures on the Lee Valley Ramsar and site; and
xvii) 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.

Reason: In order to ensure that the impact of the development on the surrounding transport network is sufficiently assessed and where necessary appropriately mitigated in accordance with policy DMD48 of the Enfield Development Management Document (2014).

57. Cycle parking details

Each Reserved Matters application shall include details of the provision of cycle parking for all uses within that phase, including the distribution (resident/visitor parking and location in the development), type of rack, spacing and any secure or non-secure structures associated with the storage of cycles. Cycle parking shall be designed in line with London Cycle Design Standards. At least 5% of provision should be accessible including for those with larger and adapted cycles. Cycle parking for each development plot shall be provided in accordance with the approved details prior to occupation of any unit within that development plot.

Reason: To secure adequate and high quality cycle parking provision in line with policy 6.9 of the London Plan (2016).

58. Car parking provision per phase

Each Reserved Matters Application shall include details of the layout and number of car parking spaces, including the identification of disabled/ blue badge spaces, car club bays, electric vehicle charging, loading and other proposed uses, to be allocated to each development plot including those that are in the public realm. Details shall include any temporary or interim arrangements for parking provision for the relevant phase during construction. The parking spaces shall be provided in accordance with the approved details.

Reason: To ensure adequate parking is provided in accordance with CP24 of the Enfield Core Strategy (2010) and DMD45 of the Enfield Development Management Document (2014).

59. Electric parking provision

Before any superstructure work is commenced on a phase of the development pursuant to Condition 10, details of siting, type and design of plugs, the energy sources and the strategy/management plan of supplying and maintaining the electric vehicle charging points including the mechanism for making passive provision active to be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and the remaining 80% with passive provision for electric vehicles in the future) shall be submitted to and approved in writing by the Local Planning Authority. All active electric vehicle charging points shall be installed within each respective phase in accordance with the approved details prior to occupation of any of the units within that phase and thereafter permanently maintained and retained. Each phase of development shall be accompanied by a plan that identifies those spaces to be fitted with active electric vehicle charging facilities and that shows the infrastructure to be provided to increase provision as set out above.

Reason: To ensure that the development complies with emerging London Plan Policy T6.

60. Details of all access points to the site – materials/detailing

Prior to the commencement of development on each phase of development identified pursuant to Condition 10 details of all access points including siting, levels, materials and detailing for that phase 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 and in accordance with the approved Phasing Plan.

Reason: To ensure that the development complies with adopted Policy and does not prejudice conditions of safety or traffic flow on adjoining highways in accordance with Planning Policy DMD47 of the Development Management Document (2014) and Policies CP24, CP25, CP26 and CP27 of the Core Strategy (2010).

61. Details of siting/design of refuse facilities per plot

With each Reserved Matters details of the siting and design of refuse and recycling facilities in accordance with the London Borough of Enfield - Waste and Recycling Planning Storage Guidance ENV 08/162 to support the level of development proposed within that phase shall be submitted to and approved in writing by the Local Planning Authority. The facilities shall be provided in accordance with the approved details before the development is occupied or use commences.

Reason: In the interests of amenity and the recycling of waste materials in support of the Boroughs waste reduction targets in accordance with Policies DMD47 and DMD57 of the Development Management Document.

62. Acoustic report where noise generating plant proposed

Prior to the commencement of development on each phase of development as identified pursuant to Condition 10 an acoustic report shall be submitted to and approved by the Local Planning Authority. The report must set out the sound level generated from the combined noise of any mechanical plant proposed within that phase and state the noise control measures to be employed to ensure the noise from the combined plant does not exceed a level of 5dB(A) below the lowest background noise levels measured as L(A)90 15 minutes, during operational hours, at the façade of the nearest residential property.

Reason: To ensure the use of the premises does not prejudice the amenities of occupiers of nearby premises due to noise pollution and in accordance with CP 32 of the Enfield Core Strategy (2010) and DMD68 of the Enfield Development Management Document (2014).

63 Sound insulation

. The development shall be constructed so as to provide sufficient air-borne and structure-borne sound insulation against externally generated noise and vibration. This sound insulation shall ensure that the level of noise generated from external sources shall be no higher than 35 dB(A) from 7am – 11pm in bedrooms, living rooms and dining rooms and 30 dB(A) in bedrooms from 11pm – 7am measured as a LAeq,T. The LAF Max shall not exceed 45dB in bedrooms 11pm – 7am more than 10 times per night. A scheme for mitigation measures shall be submitted to and approved by the Local Planning Authority prior to development taking place. The scheme of mitigation shall include mechanical ventilation where the internal noise levels exceed those stated in BS8233: 2014 with the windows open. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied/the use commences.

Reason: To protect future residents from noise and disturbance

64. Impact studies of existing foul, surface and water supply infrastructure (requires amendment)

Development shall not commence on any phase until impact studies of the proposed development on the existing water supply, waste water and surface water infrastructure have been submitted to and approved in writing by the Local Planning Authority (in consultation with Thames Water). The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point, together with a plan for the delivery of any identified works. The works shall be implemented in accordance with the approved plan.

Reason: To ensure that the water supply, waste water and surface water infrastructure has sufficient capacity to cope with the additional demand in accordance with policies 5.15 and 5.14 of the London Plan (2016).

65. No roller shutters to be fixed to the external face of buildings

No roller shutters or roller shutter housing shall be fixed to the external face of the buildings.

Reason: To ensure a satisfactory appearance and safeguard amenity.

66. No more than 10% of windows shall be obscured

No more than 10% of the shopfront windows to ground floor commercial units shall be obscured by vinyls or signage affixed to the internal face of the windows.

Reason: To ensure a satisfactory appearance and safeguard amenity.

67. Landscape management plan

Prior to each phase of development, details of a landscape and ecological management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens) within that phase, 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

Reason: To ensure the protection of wildlife and supporting habitat. Also, to secure opportunities for enhancing the site's nature conservation value in line with the NPPF, the Enfield Core Strategy (2010-2025), and Development Management Document (2014).

68. School to have no more than 630 pupils (traffic impact assessed on these numbers)

The number of pupils within the primary school shall not exceed 630 pupils.

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above quantum of development in accordance with policy 3.4 of the London Plan (2016) and CP1 and CP2 of Enfield's Core Strategy (2010).

69.Restricting hours of use for retail/leisure/community

The approved uses Use Class A1/A2/A3/A4 and D1/D2 shall not be open to the public outside of the following times 06.30 to 24.00 Monday to Saturday and between 06.30 and 23.30 hours on Sundays and Bank Holidays.

The approved Use Class A1/A2/A3/A4 and D1/D2 premises shall not be open at any other time.

Reason: To safeguard the amenities of neighbouring residential occupiers in accordance with Policies DMD68 of the Development Management Document and Policy CP32 of the Core Strategy.

70. Arboricultural Report recommendations complied with, details of tree protection measures per phase and controls over works within protection zones

The development (including demolition) shall be undertaken in accordance with the recommendations and Tree Protection Plan contained within the submitted 'Arboricultural Impact Assessment Report'. There shall be no deviation without the prior written approval of the Local Planning Authority.

Reason: To ensure that retained trees are not adversely affected by any aspect of the development in accordance with Policy DMD80bus stands of the Development Management Document.

71. Bus stands on Glover Drive to remain operational until replacement or interim bus stands/stops provided

The existing bus stands located along Glover Drove shall remain operational until replacement or interim bus stands/ stops are provided.

Reason: In the interests of public transport and sustainability in accordance with Policies DMD45 and DMD49 of the Development Management Document (2014) and Policies CP24 and CP26 of the Core Strategy (2010).

72. Permitted Development restrictions on use of retail/leisure/community space

Notwithstanding the provisions of the Town and Country Planning (Use Classes) Order 1987 (as amended) and the Town and Country Planning (General Permitted Development) Order 2015 or any amending Order, the approved and implemented retail floor space (class A1/A2/A3/A4), social infrastructure floor space (class D1/D2), commercial floorspace (class B1a,b,c) shall not be used for any other uses whatsoever. This is with the exception of Part 3, Schedule 2 Class V of the of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order.

Reason: To ensure the retention of active frontages, appropriate infrastructure is retained to support the new residential community and because highway and other impacts have been assessed on the basis of the above uses in accordance with policies DMD25, DMD37, DMD39 and DMD48 of the Enfield Development Management Document (2014).

73. No plant/equipment to be affixed to external face of buildings

Unless agreed through the approval of Reserved Matters pursuant to Condition 4, no plant or equipment shall be affixed to any external face of a building or added to the roof of a building.

Reason: In the interest of amenity and to ensure a satisfactory external appearance in accordance with policy 7.6 of the London Plan (2016), CP30 of the Enfield Core Strategy (2010) and DMD37 of the Enfield Development Management Policy (2014).

74. Permitted Development restriction on satellite equipment

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any amending Order), no satellite dishes or any other external telecommunications equipment or infrastructure shall be erected on the roof or to any external face of a building within the Site, other than as agreed through the approval of reserved matters pursuant to condition 5.

Reason: To retain the high quality external design promoted by this development in accordance with policy 7.6 of the London Plan (2016), CP30 of the Enfield Core Strategy (2010) and DMD37 of the Enfield Development Management Policy (2014).

74 Brooks Park Bridge

That prior to the construction of the Brooks Park Bridge detailed drawings of the design and external appearance of the bridge in accordance with the approved Design Code (Section 4.2.5), shall be submitted to and approved in writing by the LPA. The bridge shall be constructed in accordance with the approved details and in accordance with the Playspace Delivery and Phasing Plan.

Reason: To ensure appropriate access is provided to playspace to support the development of the site with policy 3.6 of the London Plan (2016) and to ensure a satisfactory external appearance in accordance with policy 7.6 of the London Plan (2016), CP30 of the Enfield Core Strategy (2010) and DMD37 of the Enfield Development Management Policy (2014).

75 Urban Greening Factor

That the development shall achieve as a minimum an urban greening factor of 0.4 . Each reserved matters submission pursuant to condition 4 shall include a statement demonstrating how this is achieved within that phase.

Reason: To ensure the development makes provision for appropriate greening and to comply with Policy G5 of the Publication London Plan.

76. Fire Statement per phase

That a Fire Statement shall be submitted to and approved in writing by the LPA in conjunction with the submission of each reserved matters application. The Fire Statement shall set out how the development will function in terms of the building's construction, means of escape, features which reduce the risk to life, access for fire appliance to the building (s), and access for fire service personnel and equipment. The development shall be constructed in accordance with the approved Fire Statement prior to first occupation

Reason: To ensure compliance with Policy D12 of the Publication London Plan

77 River Wall Survey

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

Reason:

78 Feasibility of using Navigation for transport of construction/demolition waste

Prior to the commencement of the development hereby approved, a feasibility study shall be carried out to assess the potential for moving freight by water during the demolition and construction cycle (waste and bulk materials). The use of waterborne transport shall be maximised during the demolition and construction cycle of the development unless the above assessment demonstrates that such use of the canal is not physically or economically feasible.

Reason:

79 EIA compliance

That the development shall be undertaken in accordance with environmental statement (XXXX) the development (including reserved matters and other matters submitted for approval pursuant to this permission) shall be carried out in accordance with the mitigation measures set out in annex XX unless otherwise provided for in any of these conditions or subject to any alternative mitigation measures as may be approved in writing by the LPA, provided that such measures do not lead to there being any signification environmental effects other than those assessed in the ES

Reason:

Additional Information

1 Commencement:
Means the initiation of development as defined in Section 56(4) of the Town and Country Planning Act 1990 (as amended) and commence shall be construed accordingly.

2 Design Code:
Means the Design Code document submitted with the application dated

3 Environmental Statement:
Means the Environmental Statement submitted with the application dated
together with the supplementary Environmental Statement dated.

5 Meanwhile Use:
Means plots of land included within the application site that are temporary vacant and secure plots which would be landscaped and maintained, in accordance with
the requirements of the Design Code 4.

6 Phase:
Means a phase or sub-phase, including construction phase, of the development as identified on a phasing plan submitted pursuant to condition 4 of this permission.

7 Phase 2:
Means Phase 2 of the wider Meridian Water Project and refers to the land to which this Outline Planning Permission (OPP1) relates.

8 Phasing Plan:
Means the submission of a plan and supporting strategy describing how development will be brought forward across the application site including the site preparation and the construction of roads, buildings and infrastructure, pursuant to condition 4 of this permission. The phasing plan should also include the delivery and distribution of Affordable Housing per phase. Submission of the plan should outline any temporary arrangements during construction including public access to the station and other areas of public realm.

9 Reserved Matters Application Specification:

No Reserved Matters Application shall be submitted in relation to any building or phase unless it is accompanied, as appropriate, by the following documents and/or information:

i) A report that assesses any areas of non-compliance or deviation from the approved drawings, parameters or Design Code and an assessment of any additional environmental effects as a result of these areas of non-compliance/ deviation.

Additional mitigation measures (if required) should also be detailed;
ii) An explanatory statement demonstrating how the proposed quantum and mix of land uses proposed within the phase are consistent with the limitation set in conditions (specify) and obligations (of the s106 to be specified)
iii) An Affordable Housing plan setting out the delivery and distribution of affordable housing across the phase.

And in relation to the matter of LAYOUT, a Reserved Matters Application shall include:

i) A report and plans detailing layout of the proposed building or buildings and any

relevant roads or landscaping associated with the Development Plot(s) identified on the Outline Planning Permission to which the reserved matter application relates;
ii) A reconciliation plan showing how the proposed detailed layout of the roads, pedestrian and cycle routes and the detailed layout of open spaces within the phase are consistent with the parameters and principles for the layout of the wider development set out in the Design Code.
iii) A report and plans detailing any necessary temporary layout associated with boundary treatment and condition between phases of the development;
iv) A report and plans detailing the internal layout of any buildings;
v) Where new residential units are included, an explanatory statement demonstrating how the proposed units comply with the standards set out in the Mayor's Housing SPG (2016), the Nationally Described Space Standards and shall include the identification of Wheelchair Accessible and Wheelchair Adaptable units.

And in relation to the matter SCALE, a Reserved Matters Application shall include:
i) A statement (including accompanying design material) to demonstrate that the scale of the development accords with the relevant maximum and minimum parameters set out in the parameter plans.

And in relation to the matter of APPEARANCE a Reserved Matters Application shall include:
i) Plans, drawings, sections and elevations to explain full details of the materials to be used on all external surfaces (including hard landscaping) and where practicable, samples shall be provided; and
ii) A statement (including accompanying design material) to demonstrate the selection of materials accords with the Design Code.

And in relation to the matter of LANDSCAPING a Reserved Matters Application shall also include:

i) Plans, drawings, sections and specifications to explain full details of proposed landscaping works, including finished ground levels and proposed drainage arrangements;
ii) A statement (including accompanying design material) to demonstrate the landscape works substantially accord with the Design Code;
iii) Specification for surface treatments and the size, type and appearance of all paving or other hard surfaces;
iv) Outline specification for street furniture;
v) Tree planting details and outline specification of all other planting and cultivation;
vi) Management and maintenance details;
vii) Details of proposed green or brown roofs;
viii) Details of external lighting;
ix) Details of hard landscaping, including, means of enclosure, means of access to each building, any shared vehicular and pedestrian surfaces (including surface materials and kerb details that ensure a safe and convenient environment for blind and partially sighted people), car parking layouts, pedestrian access and circulation areas, cycle parking layouts, hard surfacing, external furniture, play equipment and refuse storage;
x) Details of soft landscape works including planting plans, written specifications (including cultivation and other operations associated with grass and plant establishment, aftercare and maintenance), schedule of plants, species, plant sizes, proposed numbers or densities (where appropriate), height and maturity of any trees, shrubs, sections through mounds, tree containers and raised shrub beds above the basement car park and communal roof top gardens; and
xi) Details of the programme for implementing and completing the planting.

Appendix B

Appendix B

Draft S106 Obligations

Below is matrix that sets out the obligations referenced in the March 2020 report and reference to if and how addressed in the draft S106

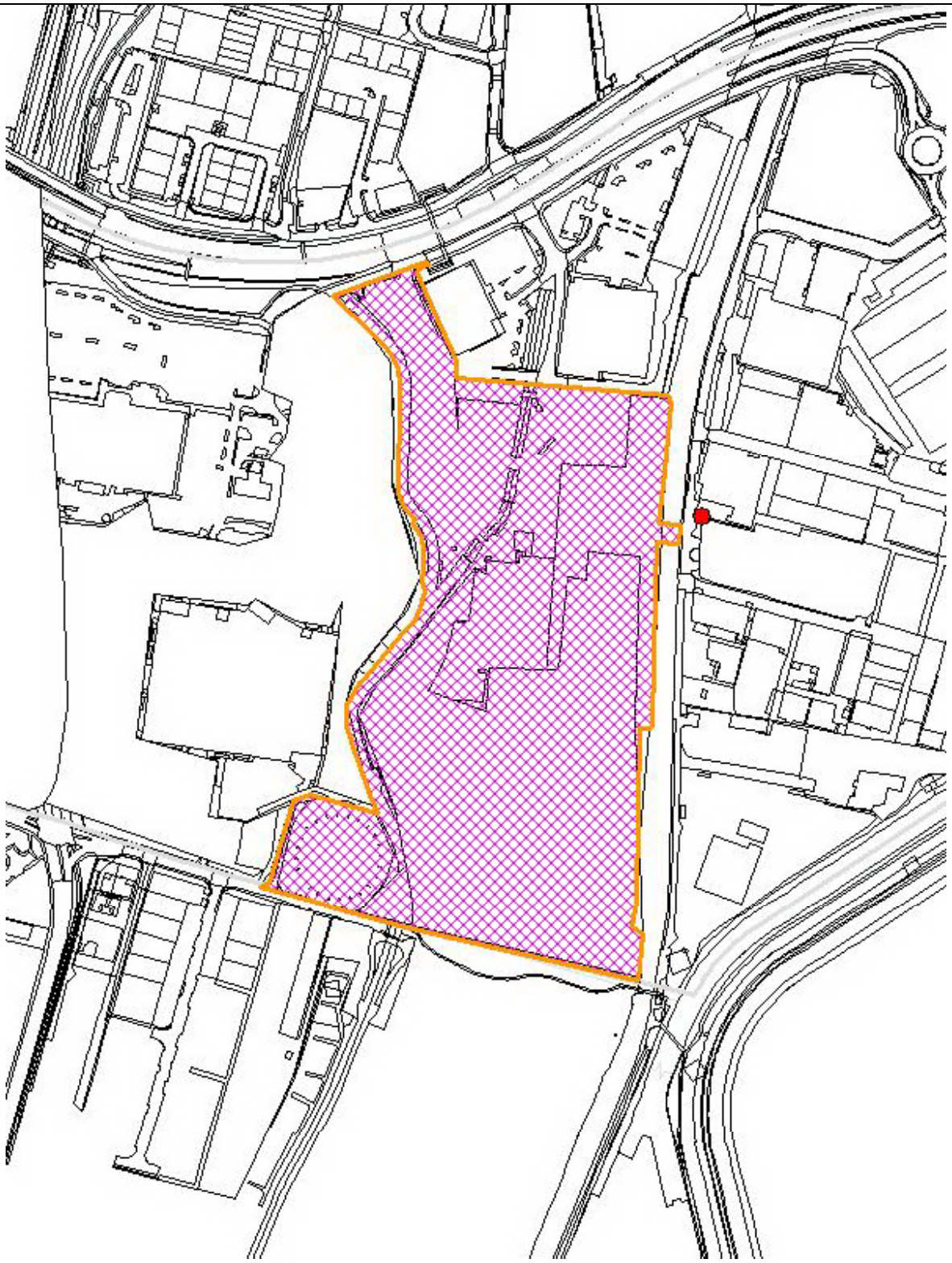
March 2020 Committee report	Draft S106	Comments
Affordable Housing Quantum - 43% hab room/40% unit number	Baseline threshold set at 28% without grant as set out in this report	Reason for this change set out in the body of the report
Affordable housing mix tenure split 70/30 low cost rent/intermediate	Secured	70% LAR/social rent, 30% intermediate
Affordable housing programme – delivery and management	Secured as set out in the report	
Viability review mechanism	Secured as set in the report	
Housing mix (30% 1 bed,40% 2 bed, 20% 3 bed and 10% 4 bed)	Secured	
Build to rent Management Plan	Secured	
Student and Shared Living management plans	Secured	
Employment and Skills strategy	Secured	
Design review Panel requirement before submission of each RM	Secured	
Architect Retention	Secured	
Public Art Strategy	Secured	
Phasing of Public Realm Playspace	secured	
CCTV Plan	Secured	
Travel Plan	Secured	
Car club membership	Secured	
Parking controls and parking management	Secured	
Bus re-routing contribution	Secured as set out in the report	
Bus capacity contribution	Secured as set out in the report	
Highways works	Secured	
Air Quality Monitoring contribution	Secured	£10k contribution

Active travel contribution	Secured	£150K
Connection to district heating network	Secured	
Energy Assessment and carbon off set contribution	Secured as set out above	£95/tonne
Community facilities plan	Secured	
Health contribution	Secured	£1912/dwelling phasing of payments to be agreed with CCG through on going discussion
Education Plan and programme for delivery of off site contributions	Secured as set out above	Off site contribution (£2535/dwelling) only payable if school not delivered on site
Library contribution	Secured	£294 per unit
Sports pitch improvements	Secured	£150k
Open space Enhancements as mitigation for impact of visitor pressure on Epping Forest	Secured	£50/dwelling
Suitable Alternative Natural Green Space (SANG) Brooks Park and Edmonton Marshes to be maintained as natural open space	Secured	
Strategic Access Management Measures – contribution to Epping Forest Conservators	Secured	£16/dwelling
School community use plan	Secured	
Strategic Infrastructure Works (SIW)	Secured	Linkage between delivery of SIW and dwellings on site
Commercial Unit (Ground Floor) Marketing Strategy	Secured	This was a GLA requirement to ensure vacancy rates minimised.

March 2020 Planning Committee Report

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 Leeside 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 Leeside Road), 5 Argon Road, London



ENFIELD Council

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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 - ClassA1 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 complaint 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.

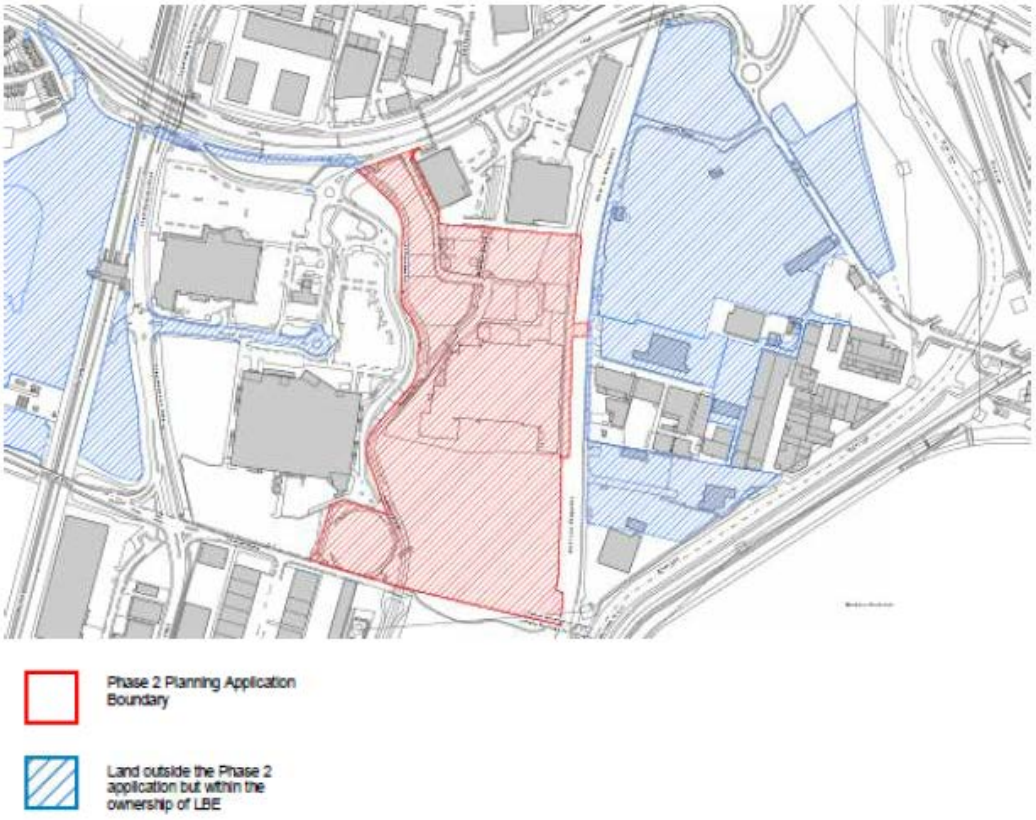


Figure 2.1 MWP2 Planning Application Boundary

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 Leeside 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 Leeside 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 Leeside 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 Leeside 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 Leeside 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 Leeside Road and the Central Spine, pedestrian and cycleway improvements to Glover Drive and Leeside 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 aggreable 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 Leeside 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 naturalisaiton 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 Leeside

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 Leeside 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 Leeside

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 Leeside Area Action Plan (ELAAP) and the Meridian Water Regeneration area, both of which occupy a strategic location within the London-Stanstead-Cambridge corridor. Edmonton Leeside 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 Leeside. Policy EL15 states that new development in the industrial estates of Edmonton Leeside 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 accessibly 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 Leeside 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 / Leeside 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 Leeside 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 Leeside 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 Leeside 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 Leeside Link Road.
- Public realm improvements along Glover Drive and Leeside Road.
- Cycle crossing improvements at the Meridian Way / Leeside 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 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

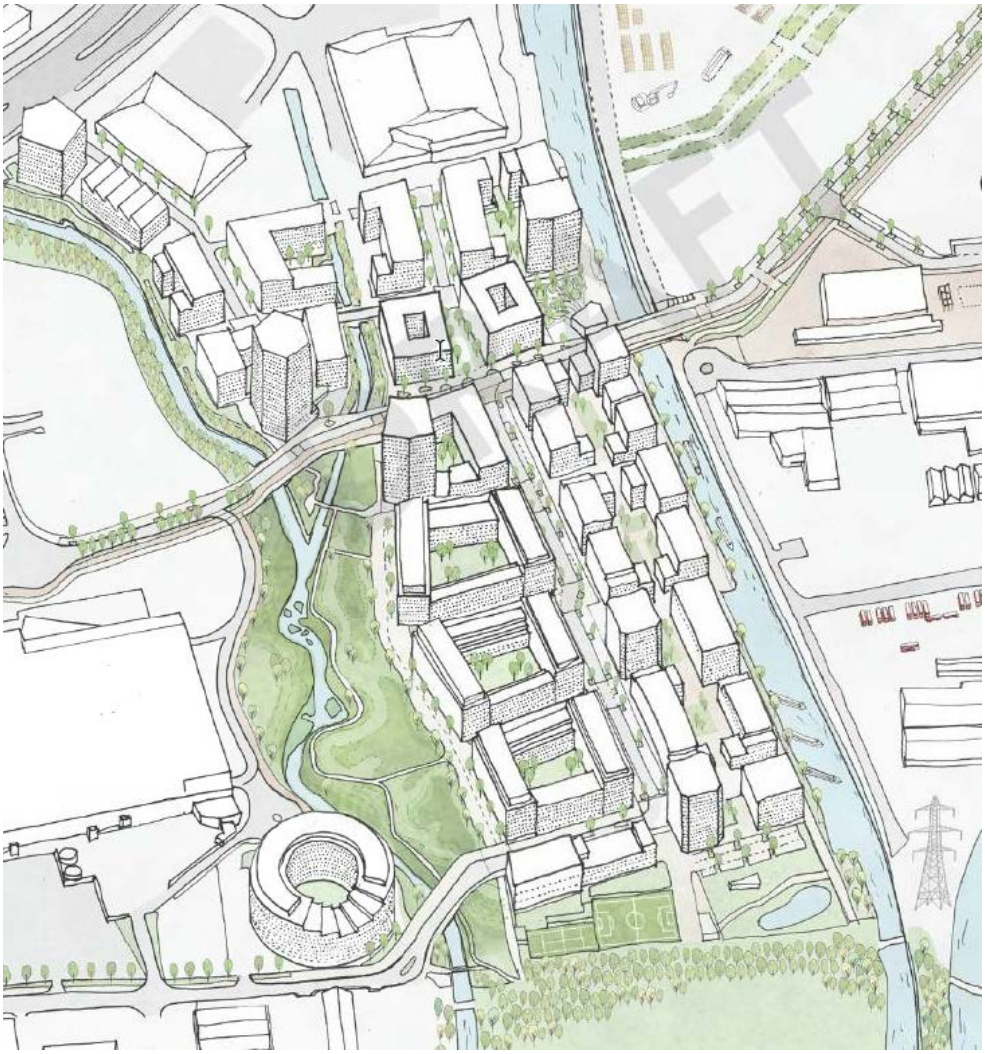
application is supported by parameter plans that sets the maximum parameters for development, including footprint and height for instance, and a design code which seeks to set the design framework to be followed in the subsequent submission of reserved matters.

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 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 withinthe 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 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 naturalisaiton 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 Leeside 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 Leeside 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 protections 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.

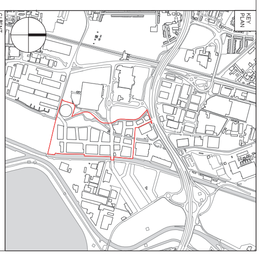
10.2 The application, whilst in outline form, has demonstrated the ambition to provide a high-quality mixed-use development supported by a mix of residential units and local retail and community facilities. This is reflected in the Design Code, which will set the parameters for future Reserved Matters 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.



CLIENT

London Borough of Enfield
Civic Centre
Silver Street
Enfield EN1 3XA

SCALE BAR

0 20 50 80m

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NOTES

These drawings form part of Meridian Water Phase 2 (MWP2) Outline Planning Application and should be read in conjunction with other documents including parameter plans, illustrative masterplan, the Design Code and the Design and Access Statement as well as the Strategic Infrastructure Works (MWSIW) Detailed Application.

For landscaping and public realm proposal, please refer to Landscape Architect.

For civil and structural engineering works, please refer to Engineer.

Levels to be confirmed by detailed flood risk modelling by specialist consultant.

Maximum AOD building heights are measured to building parapet on the assumption that the average floor to floor height is 3.3m with an additional allowance for parapets or railings and roof build-up of 1.6m. In addition, an area of up to 25% of the footprint of each floor plate may exceed the maximum AOD building height by no more than 6m to allow for lift overruns, roof top access, plant and machinery only (no habitable floorspace is allowable above the maximum building heights AOD).

Rev	Reason for Issue	Date
0	Planning	21/06/19

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PROJECT
Meridian Water Phase 2 (MWP2)

TITLE
Parameter Plan - Maximum AOD Building Heights

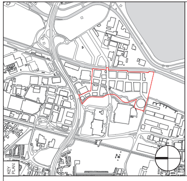
DRAWING NUMBER
382-KCA-P2-XX-DR-A-1113-P
Project N° | Originator | Zone | Level | Type | Role | Drawing Number | Stage

REVISION
0

STATUS
For Approval

REVISION DATE	DRAWN BY	SCALE
21/06/19	PZ/JL	1 : 1000 @ A1

FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382



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London Borough of Enfield
Civic Centre
Silver Street
Enfield EN1 3XA

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NOTES

These drawings form part of the Outline Planning Application to deliver Illustrative Design Works (MWP2) to enable the Meridian Water development including the mixed-use development of Phase 2 and should be read in conjunction with the Detailed Planning Application (MWSIW) for the Phase 2 development (MWP2).

For landscaping and public realm proposal, please refer to Landscape Architect.

For civil and structural engineering works, please refer to Structural Engineer.

Levels to be confirmed by detailed flood risk modelling by specialist consultant.

Key

Phase 2 Planning Application Boundary

Existing building

Borough boundary

Rev	Reason for issue	Date
0	Planning	21/06/19

Karakusevic Carson Architects
Unit E03
The Biscuit Factory
100 Clements Road
London SE16 4DG

mail@karakusevic-carson.com | 0207 566 6300

PROJECT
Meridian Water Phase 2 (MWP2)

TITLE
Location Plan

DRAWING NUMBER
382-KCA-P2-00-DR-A-1001-P

REVISION
0

STATUS
For Information

REVISION DATE
21/06/19

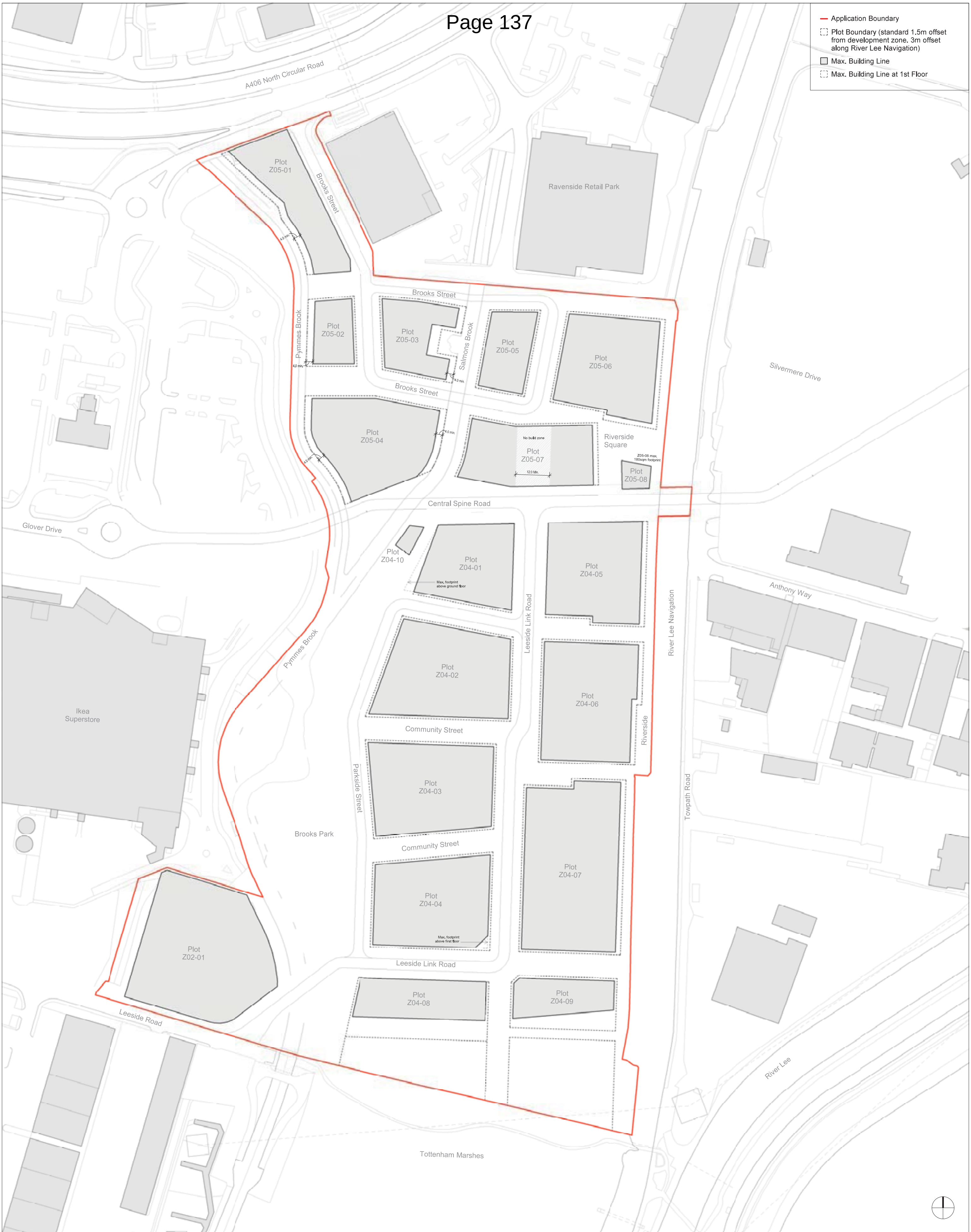
DRAWN BY
SMG

SCALE
1 : 2500 @ A0

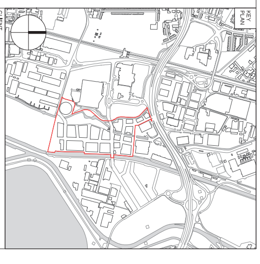
FIRST ISSUED
21/06/19

CHECKED BY
JM

PROJECT NUMBER
382



KEY PLAN



CLIENT

London Borough of Enfield
Civic Centre
Silver Street
Enfield EN1 3XA

SCALE BAR

0 20 50 80m

DO NOT SCALE FROM THIS DRAWING.

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NOTES

These drawings form part of Meridian Water Phase 2 (MWP2) Outline Planning Application and should be read in conjunction with other documents including parameter plans, illustrative masterplan, the Design Code and the Design and Access Statement as well as the Strategic Infrastructure Works (MWSIW) Detailed Application.

For landscaping and public realm proposal, please refer to Landscape Architect.

For civil and structural engineering works, please refer to Engineer.

Levels to be confirmed by detailed flood risk modelling by specialist consultant.

Rev	Reason for Issue	Date
0	Planning	21/06/19

Karakusevic Carson Architects

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PROJECT

Meridian Water Phase 2 (MWP2)

TITLE

Parameter Plan - Development Zones and Plot Boundaries

DRAWING NUMBER	REVISION
382-KCA-P2-02-DR-A-1101-P	0

Project N° | Originator | Zone | Level | Type | Role | Drawing Number | Stage

STATUS

For Approval

REVISION DATE	DRAWN BY	SCALE
21/06/19	PZ	1 : 1000 @ A1

FIRST ISSUED	CHECKED BY	PROJECT NUMBER
21/06/19	JM	382

March 2020 Update Report To Planning Committee

PLANNING COMMITTEE

24th March 2020

REPORT OF:

Executive Director – Place

Subject:

Update for Planning Committee Members

Contact officer:

Andy Higham

E mail: andy.higham@enfield.gov.uk

Tel: 0208 132 0711

Update to Planning Committee

Ahead of Tuesday's Planning Committee meeting, there a number of additional items that you should be aware of and which will be of assistance to Members in your assessment of the proposals.

All Reports

Since the report was completed the Secretary of State for Housing, Communities and Local Government has responded to the Intention to Publish version of the London Plan (the Plan). He has directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. Directions relevant to these applications include optimising density so that development is brought forward to maximise site capacity to compliment the surrounding area and to ensure that high density developments will be directed to the most appropriate sites such as in and around train stations. Directing the Mayor to remove the no net loss requirement on existing industrial land sites whilst ensuring Boroughs bring new industrial land into the supply; and directing the Mayor to ensure that there is an appropriate dwelling mix across London given the significant reduction in the overall housing requirement in the draft London Plan

In the circumstances, it is only those policies of the Intention to Publish version of the London Plan, that remain unchallenged to which weight can be attributed.

The current position of the draft London Plan does not impact on the Officer's recommendation on any of the applications on this agenda.

1. Agenda Item 1: 20/00112/RE4 - Land Opposite 1A and 1B Towpath Road, London N18 3QX

1.1 The Environment Agency (EA) have reviewed the revised flood risk assessment and have confirmed that they have no further comments to make with regard to flood risk. Their position of no objection subject to a condition still stands.

2. **Agenda Item 2: 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**

Environment Agency

2.1 The EA have reviewed the revised flood modelling and flood risk assessment and confirm that they have no objection subject to the imposition of the 11 planning conditions that they previously recommended, with an amendment of the wording of condition 25 as drafted in the report to read instead

Revised condition 25 Flood Risk Assessment

> The development shall be carried out in accordance with the submitted Flood Risk Assessment (reference MWP2-6/MWSIW-5 - Rev02, produced by Arup, January 2020) and the following mitigation measures it details:
> The naturalisation of Pymmes Brook (increasing in-channel flood storage)
> Flood storage compensation within the Lee Valley Regional Park and Edmonton Marshes
> Flood conveyance channel
> Bunds and local land raising and lowering of walls
>
> 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 by the London Borough of Enfield, unless alternative legal arrangements are made.

Transport for London

2.2 Transport for London have clarified that the point a contribution is required to deliver bus re-routing is 1 year prior to the opening of the new road. An agreement will be entered into between TfL and the applicant to pay TfL the bus re-routing contribution (£2.75m). The applicant intended to address this requirement in the Section 106 agreement linked to the Phase 2 application. However, TfL are concerned that bus re-routing could potentially be required before any development commences in the Phase 2 development and therefore require this to be secured before any planning permission is issued. One mechanism for delivering the bus re-routing contribution is through a

bilateral agreement between TfL (using section 10 of the GLA Act) and Enfield Council as the applicant under section 111 of the Local Government Act. The applicant has agreed the contribution and that the agreement will be secured prior to the Stage 2 referral to the Mayor.

2.3 TfL have also suggested an additional condition

.

Additional Condition – Bus stands and bus re-routing

No works to existing bus stops, stands, infrastructure or shelters or any works that affect bus operations shall be carried out until a Bus Facilities Works Programme has been submitted to and approved in writing by the local planning authority. The Works Programme shall include infrastructure specification, maintenance and transitional arrangements, The approved facilities shall thereafter be implemented in accordance with the approved arrangements.

GLAAS

2.4 GLAAS have updated their position since the completion of the Committee report. They have confirmed that they are satisfied that any archaeological impact from the infrastructure and enabling works can be mitigated through planning conditions. A 2 stage archaeological condition and a foundation condition is recommended. The latter will ensure that the final foundation designs will not have a significant archaeological impact and enable preservation in situ of any nationally significant archaeological remains.

2.5 Condition 12 in the report to be deleted and replaced by:

Archaeology

Condition No demolition or development shall take place until a stage 1 written scheme of investigation (WSI) has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, and the programme and methodology of site evaluation and the nomination of a competent person(s) or organisation to undertake the agreed works. If heritage assets of archaeological interest are identified by stage 1 then for those parts of the site which have archaeological interest a stage 2 WSI shall be submitted to and approved by the local planning authority in writing. For land that is included within the stage 2 WSI, no demolition/development shall take place other than in accordance with the agreed stage 2 WSI which shall include:
A. The statement of significance and research objectives, the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
B. Where appropriate, details of a programme for delivering related positive public
benefits
C. 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 stage 2 WSI.

Informative Written schemes of investigation will need to be prepared and implemented by a suitably qualified professionally accredited archaeological practice in accordance with Historic England's Guidelines for Archaeological Projects in Greater London. This condition is exempt from deemed discharge under schedule 6 of The Town and Country Planning (Development Management Procedure) (England) Order 2015.

2.6 Additional conditions required:

Foundation Design

No development shall take place until details of the foundation design and construction method to protect archaeological remains have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved details.

Public engagement

No development shall commence until details of an appropriate programme of public engagement including a timetable have been submitted and approved in writing by the local planning authority. The development shall be carried out in accordance with the approved programme.

SUDS

2.7 The Sustainable Drainage Officer has requested an additional condition and an amendment to condition 22 as drafted

Additional condition – Detailed SUDS drainage strategy

Notwithstanding the details set out in the submitted Preliminary Drainage Strategy (MWP2-ARP-XX-XX-RP-CD-40001, dated 12 March 2020), prior to the commencement of any construction work, details of the Sustainable Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority and must conform with the Landscaping Strategy. The details shall include:

- Location, sizes, storage volumes, cross-sections, long-sections (where appropriate) invert levels (where appropriate) and specifications of all proposed SuDS measures including rain gardens and permeable paving. Include calculations demonstrating functionality where relevant
- Management Plan for future maintenance
- Overland flow routes for exceedance events

Amendment to condition 22 – SUDS Verification

Prior to first use, a Verification Report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing. This report must include:

- As built drawings of the sustainable drainage systems including level information (if appropriate)

- Photographs of the completed sustainable drainage systems
- Any relevant certificates from manufacturers/ suppliers of any drainage features
- A confirmation statement of the above signed by a chartered engineer

3 Agenda Item 3: Meridian Water Orbital Business Park (and adjoining land including land south of Argon Road and land known as IKEA clear and Gas Holders Leeside Road) 5 Argon Road, London N18 3BZ

3.1 Members are drawn to some clarifications on the planning committee report:

- Paragraph 5.6 of the report – The IKEA car park planning application is not on the 24th March 2020 planning committee agenda.
- Paragraph 8.28 of the report states that *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* and paragraph 8.97 of the report states that *Policy H4 of the draft London Plan requires residential development on public sector land to deliver at least 50% affordable housing on site.* To clarify, in the interests of affordable housing the definition of public sector land excludes land that was disposed of prior to the publication of the Mayor's Affordable Housing and Viability SPG and in these cases the 35% affordable housing threshold should apply. However, for this application the 50% affordable housing policy is applicable due to the former industrial use of the land.

3.2 There are ongoing discussions between the applicant and the Housing department regarding the tenure mix. Members will be provided an update at the planning committee meeting.

3.3 The EA have reviewed the revised flood risk assessment and have confirmed that they have no further comments to make with regard to flood risk. Their position of no objection subject to 9 conditions still stands as there will be no increased risk of flooding.

3.4 The EA have reviewed the additional naturalisation options proposed to Pymmes Brook set out in the design code and referenced at paragraph 8.105 of the report together with the revised flood modelling and have suggested a river restoration condition which will include a scheme for the provision and management of compensatory habitat creation and river restoration including a suitable and sufficient methodology for the protection of controlled waters.

3.5 GLAAS have explained that they have been in discussion with the applicant and are satisfied that any archaeological impact from the infrastructure and enabling works can be mitigated through conditions. The written scheme of investigation is already listed within appendix 1. GLAAS has also suggested conditions requiring details of an appropriate programme of public engagement to secure public interpretation and presentation of the site's archaeology and details of the foundation design and construction method to protect archaeological remains.

3.6 The bus re-routing financial contribution will now be secured under a separate mechanism to the s106 agreement for phase 2 of the Meridian Water development. One mechanism being a bilateral agreement between TfL (using section 10 of the GLA Act) and Enfield Council under section 111 of the LGA Act.

3.7 The S106 Agreement will secure a contribution of up to £4.175m towards bus capacity improvements, with the S106 Agreement including either a review mechanism on the contribution as buses begin to generate income as occupation grows on site, or a fixed sum yet to be agreed, with the earliest payment (50%) linked to first 1000 residential units and the remainder by 2000 units, unless otherwise agreed by all relevant parties.

3.8 A condition is required requiring that each reserved matters application is in accordance with the approved Design Code.

3.9 Officers are seeking to update the recommendation to obtain delegated authority to amend and add any conditions required. In addition, the final wording and list of conditions is to be agreed by the chair and deputy chair of the planning committee and the opposition lead.

March 2020 Planning Committee Minutes

MINUTES OF THE MEETING OF THE PLANNING COMMITTEE HELD ON TUESDAY, 24 MARCH 2020

COUNCILLORS

PRESENT	Mahmut Aksanoglu, Sinan Boztas, Elif Erbil, Ahmet Hasan and Michael Rye OBE
ABSENT	Mahym Bedekova, Chris Bond, Tim Leaver, Hass Yusuf, Jim Steven and Maria Alexandrou
OFFICERS:	Andy Higham (Head of Development Management), Sharon Davidson (Planning Decisions Manager), Claire Williams (Planning Decisions Manager) and Dominic Millen (Group Leader Transportation) Jane Creer (Secretary) and Metin Halil (Secretary)
Also Attending:	Remote Attendance by telephone – Ian Russell (Principal Engineer) and Ben Burgerman (Senior Regeneration Lawyer)

521
WELCOME AND APOLOGIES FOR ABSENCE

NOTED

1. Councillor Aksanoglu, Chair, welcomed all attendees.
2. Apologies for absence were received from Councillors Bond, Bedekova, Leaver, Yusuf, Stevens and Alexandrou.
3. Apologies for absence were also received from Dennis Stacey (Chair – Conservation Advisory Group).
4. Officers' Ian Russell (Principal Engineer) and Ben Burgerman (Senior Regeneration Lawyer) dialled into the meeting to participate.
5. Councillor Rye's comments that the meeting should not go ahead due to the very nature of these major applications, a small number of people that have attended the meeting who are members of the planning committee and the objections received from members of the public makes it unacceptable to proceed on this basis. The Government have put forward legislation to allow us to do these things remotely soon and it would be far better to defer the meeting today so there can be full attendance of members and full participation. So proper justice can be given to very significant applications.
6. The Chair clarified that guidance had been received from Government and we must emphasise this. We have made a decision, we have taken into consideration every effort we need to take tonight, i.e. social distancing policy put forward by government, so everything we need to protect officers and members of the committee has been done.
7. An audio recording of the meeting would be available.

8. Due to Covid-19 restrictions no members of the public were permitted to attend the meeting.

522
DECLARATION OF INTEREST

There were no declarations of interest.

523
MINUTES OF THE PLANNING COMMITTEE HELD ON TUESDAY 25 FEBRUARY 2020

NOTED

The minutes of the Planning Committee meeting held on Tuesday 25 February 2020 were agreed.

524
REPORT OF THE HEAD OF PLANNING (REPORT NO.247)

RECEIVED the report of the Head of Planning.

525
ORDER OF THE AGENDA

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

526
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

NOTED

1. The introduction by Sharon Davidson, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
2. There are three applications on the agenda this evening and all are interrelated.
   Firstly, by way of context it is important to set out what the development plan says about the role of and expectations for Meridian Water.
3. Meridian Water lies within the boundary of the Edmonton Leeside Area Action Plan (ELAAP) and is a priority area for regeneration, jobs and housing. It is a long-established opportunity area through Enfield's Core Strategy, the London Plan and the Upper Lee Valley Opportunity Area Framework. The Core Strategy and ELAAP identify the site as being able to accommodate around 5000 homes and 1500 new jobs.

So far planning permission has been granted for 725 homes on the Phase 1 site. The Phase 2 application before you, proposes up to a further 2300 and therefore well within the capacity identified through the plan process for this site.

4. It is recognised in the ELAAP that additional growth in housing, jobs and supporting services at Meridian Water will lead to higher densities and building heights. To achieve this change, the transport infrastructure of the area must be transformed with a focus on improved public transport accessibility and connectivity. The plan identifies the need for:
   i) relocation of the station;
   ii) a more frequent and comprehensive bus service
   iii) a network of walking and cycling routes that enable better connectivity across MW;
   iv) a transformed road network that includes a new route over the River Lee Navigation.
5. The ELAAP identifies a Central Spine Corridor within which a new east -west spine road will sit.
6. ELAAP recognises that at MW there are currently very limited areas of open space with poor public access to recreational spaces and waterways. The Plan therefore recognises that development here must deliver a network of open spaces that can provide visual and leisure amenity. Whilst it is clear that new housing and employment development must be supported by appropriate open space and play space, it is recognised that MW is constrained in terms of accommodating open and green spaces within the development boundary and meeting the housing and job targets, due to the limited availability of land. The development therefore needs to make provision in proportion to the quantum of development proposed and also look to improvements to the accessibility and quality of existing open space. An indicative green network is provided in the ELAAP and this included at p 54 of your report pack.

   MW is crossed by two brooks, one canalised river and an overflow channel. Fluvial flood risk is therefore a key consideration to the development of the site – parts of the site are located in Flood Zone 2 and 3. In conjunction with the green infrastructure, waterways must be managed to ensure MW resilience to climate change, bringing benefits to immediate communities and the wider region. The plan requires that all developments must be safe from flooding and must not increase the flood risk elsewhere. Adequate flood risk mitigation measures must be in place for any development prior to the loss of any existing flood storage associated with the development. This may include the early provision of strategic area-wide flood compensation where appropriate, or compensation may be provided on a phased basis, providing no net reduction in flood volumes occurs during or after development.
7. The Strategic Infrastructure Works application proposes in summary:

   - The construction of a new east-west spine road – the Central Spine Road. This sits within the Central Spine Corridor that is identified with ELAAP. It will deliver significant improvements to

east-west connectivity across the site for buses, pedestrians and cyclists. The spine road will provide direct and visual connectivity to the new Meridian Water Station which is now operational and also through the centre of the site to the new Edmonton Marshes park included with this application;

- The construction of a new north south connection through the Phase 2 site connecting from Leeside Road through to the Central Spine Road – Leeside Link Road. This will provide improved north-south connectivity for vehicles, pedestrians and cyclists, accommodating facilities for buses to enter/exit the site using Leeside Road.

- The proposed new roads generate the need for the construction of 4 new bridges– B1 River Lee Navigation Bridge, B2 Pymmes Brook Bridge, B4 Salmons Brook Bridge and B5 Pymmes Brook Bridge South. The bridges have been designed in consultation with key statutory undertakers, the Environment Agency and Canals and Rivers Trust to ensure their requirements are met. The bridge across the River Lee Navigation (B1) also includes provision for cycle and pedestrian access down from bridge level to the towpath and down to the new riverside walk and riverside square that will be created through the Phase 2 application, Pymmes Brook Bridge South which connects to the Leeside Link Road makes provision for pedestrian connectivity beneath to facilitate access from Tottenham Marshes into Brooks Park and vice versa. The bridges therefore support improved access to existing and new open space provided through this application.

8. The new roads deliver the infrastructure on which to run/extend new and existing bus routes. Transport for London have identified that contributions will need to be secured to deliver both bus re-routing along the new infrastructure, and additional capacity. It has also been clarified, as set out in the update report circulated on Friday, that the bus re-routing contribution may be required in advance of any residential units being provided on site. A mechanism for securing this prior to the application being referred back to the Mayor and the issue of any planning permission has been agreed with them.

    - The creation of a new park – known as Brooks Park linked to the naturalisation of part of the Pymmes Brook channel – central to the site. This park is approximately 2ha in extent and would sit at the heart of the Phase 2 development. The park will contribute to the flood alleviation strategy and the naturalisation of this channel would deliver significant ecological benefits.

    - The creation of a new park – known as Edmonton Marshes, approximately 6.4ha in extent following the re-levelling and remediation to form part of the strategic flood alleviation strategy. The land on which this park would be accommodated is designated as Green Belt. Policy supports the use of such

land for open recreational uses and the proposals would also bring benefits in terms of the ecological and visual quality of the site.

9. For clarity, it is the SIW application that proposes the creation of the new parks and not the Phase 2 application, but Brooks part lies within the red line site for that application. This is because it is the intention to deliver these parks at the outset, linked to the flood alleviation strategy and possibly before there is a significant amount of new housing on the site. However, the parks are needed to support the new housing and provide recreational opportunities for future residents. They are not double counted but the applications are intrinsically linked, and the Phase 2 application will include obligations within the S106 agreement to ensure that the infrastructure proposed within this application is delivered up front.
10. Both parks are designed to support the flood alleviation strategy and it is recognised that they will flood during extreme events. The parks and the landscaping have been designed with this in mind. It is accepted that in such events the parks would not be available for use as 'open space' where residents can walk, play, exercise etc. However, this is normal practice when seeking to balance a number of competing demands including an expectation to deliver new homes and jobs whilst building a safe and sustainable community – the least vulnerable parts of a site are capable of dealing with extreme flood events. The approach proposed is supported.
11. One of the issues raised as an objection to these applications relates to the failure of the development to provide open space at a standard of 2.37 hectares per 1000 people.
    The figure of 2.37 ha per 1000 population for public parks is a local standard arrived at through the 2010 Open Space Assessment and 2011 update which informed the Core Strategy and DMD respectively. These studies were undertaken in line with PPG17 and Assessing Needs and Opportunities, the Companion Guide to PPG17, which encouraged local authorities to establish local standards.
    This guidance has subsequently been superseded by NPPF 2019. Para 96.
12. These studies concluded Enfield has a relatively high quantity of public park provision for an outer London Borough, with some 2.42 ha of public parks per 1,000 / population, (this based on 2026 population projections). However, as we know the distribution of public park provision and accessibility to green spaces varies significantly, with areas in the eastern corridor showing deficiency.
13. The local standard of 2.37ha per 1000 population is a borough-wide standard (as set out in para 10.1.4) and is not a policy requirement of DMD72 to be applied to each development proposal. However, where development is within areas of deficiency schemes should be contributing to increased and enhanced provision.
    The provision for both new and enhanced open spaces should be considered in the context of the borough's rising population, growth and land use challenges. The emerging policy approach will be looking at a

combination of improving quantity, quality and improved accessibility of both green and blue infrastructure.
The application also includes:

- Access works – third party access works to provide new and altered accessed 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 works to Glover Drive, Leeside Road and Meridian Way.

14. These are the works necessary to ensure that existing occupiers on adjacent land can continue to operate once the Central Spine Road is in place. The CSR will sever the existing access to the Arriva Bus Depot for example, which is served from Towpath Road. The new access arrangements proposed with in this application deliver an alternative access and a condition is recommended to ensure these new arrangements are in place prior to the existing point of access being altered to ensure there is no interruption to their operation.
15. The provision of the Central Spine Road results in the existing IKEA northern car park being separated from the store entrance by the new road, it also prevents access to the car parking spaces under the building. IKEA therefore raised at pre-application stage concerns about this and the implications for the operation of their store.
16. Following discussions with the applicant team, the planning application included the provision of alternative points of access to land in IKEA's control to the south and west of their store to facilitate replacement car parking provision on this land. A separate planning application has been submitted that provides for the laying out of this land for parking purposes and the engineering works necessary to make it fit for purpose. That planning application is currently under consideration as the Environment Agency have sought further explanation and justification from the applicant that the risk of contamination posed to controlled waters in this area has been considered, assessed, and adequately mitigated. Further information has been submitted by the applicant, which they are in the process of reviewing. If sufficient they would expect to raise no objection but will likely request a series of conditions to ensure that the development takes appropriate measures to protect controlled waters.
17. With respect to this planning application, a condition is recommended that would essentially prevent the access to the existing northern car park being altered until such time as the new points of access to the IKEA land, as included within this application, are available. These points of access are on land within IKEA's control and therefore, whilst there is the fallback position of a CPO process, the applicant team would be continuing to work with IKEA to ensure any commercial terms were agreed to enable these access points to be delivered. Those discussions are likely to extend to commercial discussions around the replacement car parking provision. However, they are commercial discussions are not part of the planning considerations. The planning

application demonstrates that there is an acceptable way to deliver access to land capable of accommodating replacement car parking.

18. Finally, the application includes:
    Earth works – remediation utilities and other ancillary works – earthworks, retaining structures and remediation within the Phase 2 site, installation of main utility network and ancillary works including the demolition of existing building and structures.
    Excavation will occur primarily in three areas of the site, within Brooks Park for naturalisation, within Edmonton Marshes for flood alleviation and shallow excavations within Stonehill Business Park for the flood relief channel. Excavated material will be segregated, treated (where possible and required) and stockpiles on site before being placed within the west of the Orbital Business Park and IKEA clear to raise levels ready for plot developers to implement the development proposed within the Phase 2 application. The site will be remediated and condition 27 requires the remediation strategy for each phase of the delivery to be agreed prior to works commencing on that phase. This is a condition required by the EA
19. The SIW includes the provision of utility corridors within the road infrastructure proposed to accommodate all normal utilities and to allow for the provision of the decentralised energy network to which the Phase 2 development would be connected.
20. Additional Matters to report. Members were reminded that written deputations had been submitted and circulated from 2 residents, IKEA and Thames Water for this application. The applicant has provided a consolidated response to concerns related to all applications which I will read at the end:
    - Amendment to condition 7 to ensure Saturday working hours are 0800 to 1300 in accordance with normal practice.
    - Amendment to condition 12 – Archaeology in accordance with Fridays update note plus the additional conditions GLAAS have requested.
    - Amendment to condition 18 - details of the treatment, including landscaping, street furniture and surface treatments of the southern pedestrian and cycle route and associated landscape tie in to the IKEA forecourt
    - Amendment to condition 22 and an additional SUDS condition as referenced in Fridays update report
    - Amendment to condition 25 as required by the EA and referenced on Fridays update report.
    - Additional condition bus re-routing as per the update note in Friday's update report.
21. Members were advised that this application contains a significant amount of detail and officers have been working with the applicant to address a number of minor non- material issues relating to detailed elements of the construction. The drawings to reflect the minor changes agreed are still in preparation but will be available before the application is referred to the Mayor. All the final drawing numbers

would be entered into the table in condition 1 before a decision is issued.

22. Deputations were circulated ahead of the meeting to Members of the Committee and tabled.
23. A response from Peter George (Programme Director – Meridian water) was reported.
24. Members' debate and questions responded to by officers.
20. Councillor Rye raised several points including the remediation and extent of contamination of the site, future remediation and protection of workers, building on a flood plain and the strategy for flood risk mitigation, contaminants on the site, River Lea bio-diversity, temporary access to the site, nesting birds on the site, the objection by Ikea, number of trees on the site and tree planting numbers, lighting illuminations, the 3-form entry school, Edmonton bus garage access issues, the Thames Water objection, any objections from the canal & Rivers Trust, CPO regarding Thames Water land and if there was enough open space. Councillor Boztas enquired about the number of residential units and if there was enough open space.
21. The support of the Committee for the officers' recommendation: 4 votes for and 1 abstention.

AGREED 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 & Country Planning General Regulations 1992 be authorised to Grant planning permission subject to conditions, additional conditions and amendments to existing conditions.

527
20/00112/RE4 - LAND OPPOSITE 1A AND 1B TOWPATH ROAD, LONDON, N18 3QX

NOTED

1. The introduction by Sharon Davidson, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
2. There are three applications on the agenda this evening and all are interrelated.
   Firstly, by way of context it is important to set out what the development plan says about the role of and expectations for Meridian Water.
3. Meridian Water lies within the boundary of the Edmonton Leeside Area Action Plan (ELAAP) and is a priority area for regeneration, jobs and housing. It is a long-established opportunity area through Enfield's Core Strategy, the London Plan and the Upper Lee Valley Opportunity Area Framework. The Core Strategy and ELAAP identify the site as being able to accommodate around 5000 homes and 1500 new jobs. So far, planning permission has been granted for 725 homes on the Phase 1 site. The Phase 2 application before you, proposes up to a

further 2300 and therefore well within the capacity identified through the plan process for this site.

4. It is recognised in the ELAAP that additional growth in housing, jobs and supporting services at Meridian Water will lead to higher densities and building heights. To achieve this change, the transport infrastructure of the area must be transformed with a focus on improved public transport accessibility and connectivity.
   The plan identifies the need for:
   - relocation of the station;
   - a more frequent and comprehensive bus service
   - a network of walking and cycling routes that enable better connectivity across MW;
   - a transformed road network that includes a new route over the River Lee Navigation.
5. The ELAAP identifies a Central Spine Corridor within which a new east -west spine road will sit.
6. ELAAP recognises that at MW there are currently very limited areas of open space with poor public access to recreational spaces and waterways. The Plan therefore recognises that development here must deliver a network of open spaces that can provide visual and leisure amenity. Whilst it is clear that a new housing and employment development must be supported by appropriate open space and play space, it is recognised that MW is constrained in terms of accommodating open and green spaces within the development boundary and meeting the housing and job targets, due to the limited availability of land. The development therefore needs to make provision in proportion to the quantum of development proposed and also look to improvements to the accessibility and quality of existing open space. An indicative green network is provided in the ELAAP and this included at p 54 of your report pack.
7. MW is crossed by two brooks, one canalised river and an overflow channel. Fluvial flood risk is therefore a key consideration to the development of the site – parts of the site are located in Flood Zone 2 and 3. In conjunction with the green infrastructure, waterways must be managed to ensure MW resilience to climate change, bringing benefits to immediate communities and the wider region. The plan requires that all developments must be safe from flooding and must not increase the flood risk elsewhere. Adequate flood risk mitigation measures must be in place for any development prior to the loss of any existing flood storage associated with the development. This may include the early provision of strategic area-wide flood compensation where appropriate, or compensation may be provided on a phased basis, providing no net reduction in flood volumes occurs during or after development.
8. Moving on [to this application], this is for the installation of a low-level flood restraint barrier adjacent to towpath road. This work is linked to the flood alleviation work contained in the SIW application.
9. The refined flood modelling work demonstrated that flood water displacement and compensation measures proposed would result in a small increase in the flood level south of the proposed spine road. This results in slightly increased depths on towpath road (maximum 21mm).

In order to mitigate this, this application proposes a flood barrier extending approximately 170m south of the central spine road.

10. The flood mitigation strategy proposed within the SIW and including this additional measure are supported by the Environment Agency who are satisfied that the development will not lead to an increase in flood risk and that adequate flood storage compensation can be provided.
11. Members' debate and questions responded to by officers.
12. During the discussion, Councillor Rye raised concern regarding the impact elsewhere due to the consequence of works and re-assurance as regards the flood barrier not being substantial and was responded to by officers.
13. The unanimous support of the Committee for the officers' recommendation.

AGREED that in accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be Granted subject to conditions.

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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

NOTED

1. The introduction by Sharon Davidson, Planning Decisions Manager, clarifying the proposals and highlighting the key issues.
2. There are three applications on the agenda this evening and all are interrelated.
   Firstly, by way of context it is important to set out what the development plan says about the role of and expectations for Meridian Water.
3. Meridian Water lies within the boundary of the Edmonton Leeside Area Action Plan (ELAAP) and is a priority area for regeneration, jobs and housing. It is a long-established opportunity area through Enfield's Core Strategy, the London Plan and the Upper Lee Valley Opportunity Area Framework. The Core Strategy and ELAAP identify the site as being able to accommodate around 5000 homes and 1500 new jobs. So far planning permission has been granted for 725 homes on the Phase 1 site. The Phase 2 application proposes up to a further 2300 and therefore well within the capacity identified through the plan process for this site.
4. It is recognised in the ELAAP that additional growth in housing, jobs and supporting services at Meridian Water will lead to higher densities and building heights. To achieve this change, the transport infrastructure of the area must be transformed with a focus on

improved public transport accessibility and connectivity. The plan identifies the need for:

- relocation of the station;
- a more frequent and comprehensive bus service;
- a network of walking and cycling routes that enable better connectivity across MW;
- a transformed road network that includes a new route over the River Lee Navigation.

5. The ELAAP identifies a Central Spine Corridor within which a new east -west spine road will sit.
6. ELAAP recognises that at MW there are currently very limited areas of open space with poor public access to recreational spaces and waterways. The Plan therefore recognises that development here must deliver a network of open spaces that can provide visual and leisure amenity. Whilst it is clear that new housing and employment development must be supported by appropriate open space and play space, it is recognised that MW is constrained in terms of accommodating open and green spaces within the development boundary and meeting the housing and job targets, due to the limited availability of land. The development therefore needs to make provision in proportion to the quantum of development proposed and also look to improvements to the accessibility and quality of existing open space. An indicative green network is provided in the ELAAP and this included at p 54 of your report pack.

   MW is crossed by two brooks, one canalised river and an overflow channel. Fluvial flood risk is therefore a key consideration to the development of the site – parts of the site are located in Flood Zone 2 and 3. In conjunction with the green infrastructure, waterways must be managed to ensure MW resilience to climate change, bringing benefits to immediate communities and the wider region. The plan requires that all developments must be safe from flooding and must not increase the flood risk elsewhere. Adequate flood risk mitigation measures must be in place for any development prior to the loss of any existing flood storage associated with the development. This may include the early provision of strategic area-wide flood compensation where appropriate, or compensation may be provided on a phased basis, providing no net reduction in flood volumes occurs during or after development.
7. The Phase 2 application. This is an outline application with all matters reserved. The application however seeks to establish the parameters within which future reserved matters submission would need to fit. These parameters include the maximum quantum of development that is proposed:

   - up to 2300 residential units
   - up to 18,000 sq.m of purpose-built student accommodation or large -scale purpose built living accommodation
   - up to 16,000sq.m hotel
   - up to 26,500sq.m of commercial floor space
   - up to 2000 sq.m of retail floor space
   - up to 5500 sq.m of social infrastructure floor space

- and a new up to 3 form entry primary school

8. The parameter plans which are for approval demonstrate how this might be accommodated on the site by establishing the extent of building plots, the points of access and siting/layout of internal access roads and public realm, levels to roads and public realm, maximum heights of buildings, the distribution of uses around the site and the location of protected frontages where there is a need for activation.
9. The parameter plans show the maximum extent of the scale of the development and an illustrative scheme has been submitted to demonstrate one form in which the development may be implemented to comply with these parameters. This however only illustrative and is not for approval.
10. The parameter plans provide for buildings heights varying from 2 storeys (the small pavilion buildings identified in the new 'squares/public realm' and up to 22 storeys for the plot north of the confluence of the Pymmes and Salmons Brooks. There are 2x 18 storey building north of Riverside Square and south of the Central Spine Road and a 16-storey building at the southern end of the site. Beyond that buildings range between 5 and 12 storeys across the site.
11. The application is supported by a design code. This will inform the future reserved matters applications and will establish design parameters for the site. The Design Code breaks the site down into a number of character areas – for example Bridge Street (the CSR), the riverside, the community streets etc. The code then seeks to establish approaches to design in these character areas that will help create their identity. A design code seeks to deal with matters such as the material palette for the character areas, the approach to balconies, how frontages can be broken up, how cycle and bin stores are to be dealt with etc. Officers have spent a considerable amount of time working with the applicant to produce a code which is clear, legible and robust. Discussions are still on-going to refine the detailed wording within the code and therefore we are seeking delegated authority to allow us to continue these discussions and agree the final design code before any decision is issued.
12. This application seeks to provide 43% affordable housing by habitable room. This is in accordance with local policy which presently seeks 40% provision. It is recognised that the draft London Plan policy seeks 50% provision on industrial land but the GLA themselves have reviewed the viability report submitted with this application and have that this is not deliverable at the present time and have accepted that the level of affordable housing proposed is the maximum that can currently be supported. Nevertheless, and in the context of the timescale for this development the S106 will include review mechanisms to provide the opportunity to update the viability position as development progresses with a view to securing additional affordable housing.
13. In terms of tenure mix, the Core Strategy requires a split of 70% social rent and 30% intermediate. The draft London Plan seeks to secure a minimum of 30% low cost rent homes as either London Affordable Rent or Social Rent, a minimum of 30% intermediate products, which meet

the definition of genuinely affordable housing including London Living Rent and London Shared Ownership, with the remaining 30% to be determined by the borough as low cost rented homes or intermediate products.

14. The applicant is proposing 70% in the form of low cost rented housing and 30% as Discounted Market Rent/Intermediate Housing. Notwithstanding the objector's position on the affordability of the housing products proposed, the proposals meets the requirements of planning policy.
15. One objector has raised questions regarding the loss of existing businesses on the site and what this means for jobs.

    It should be noted that this site has been identified for regeneration to provide up to 5000 new homes and 1500 jobs since the adoption of the Core Strategy in 2010. Therefore, businesses within MW have been aware of the likelihood of development for some time. Indeed, the Council has now acquired the industrial land within the application site and the existing businesses have occupied in the knowledge of short leases that facilitate regeneration going forward. It is estimated that there are 205 full time equivalent jobs on the site at present. The Phase 2 application makes provision for 26,500sq.m of new workspace which will provide the opportunity for new job creation. Excluding construction, it is estimated that this quantum of floorspace would generate approximately 1000 jobs.
16. Sports provision is another issue raised by an objector. Sport England have indeed raised an objection to the development as set out on p.97 of the report. As already stated, the development is only capable of making provision for a certain quantum of open space if the site as a whole is going to be able to deliver the homes and jobs needed. There is only a finite amount of land. However, within the space available the SIW application does provide an opportunity for a sports pitch on Edmonton Marshes, there would be a MUGA associated with the school and sports clubs could come forward to take up some of the social infrastructure space. In addition, a contribution of £150k will be made to enhance existing local facilities.
17. Additional items to report -
    Members were again reminded that written deputations had been submitted and these had been circulated and the applicant's response has been read out in full. Recommendation clarification as per the note circulated Monday.
18. In conclusion, regional and local policy is supportive of the delivery of a new community at MW. This application will bring forward much needed new housing, central to the Council's aspirations for the delivery of around 5000 new homes in the wider area. The application, whilst in outline form has demonstrated the ambition to provide high-quality development, supported by workspace, retail and community facilities and is supported by officers.
19. Members' debate and questions responded to by officers.
20. Councillor Rye raised several points responded to by officers:

- That the decision should not be delegated to officers but agreed by the committee.
- Why there was student accommodation included in the application. To perhaps reduce this and increase affordable housing.
- Tall buildings issue and concern.
- The Police objection to increased crime opportunities within the development.
- Sewage problems linked to foul water network.
- The significant objection relating to Sport England.
- The requirement for a good mixed development.

21. The support of the Committee for the officers' recommendation: 4 votes for and 1 vote against.

AGREED the new Recommendation as follows:

- That Members give delegated authority to Head of Development Management / Planning Decisions Manager to finalise the conditions, the Design Code and the s106 agreement heads of terms.

- That the application be referred to the Greater London Authority ("GLA") and that authority be given for the Council to enter into a section 106 legal agreement with any subsequent/non-Council landowner.

- The Head of Development Management / Planning Decisions Manager be given delegated authority to grant conditional planning permission subject to:

  i) the inclusion of any changes requested by the GLA in their Stage 2 referral and/or government body.
  ii) prior to the decision being issued consultation with the Chair, Vice Chair and Opposition lead on the materiality of any changes arising from the adoption of the Draft London Plan or any other development plan document or any new / altered other material planning consideration.

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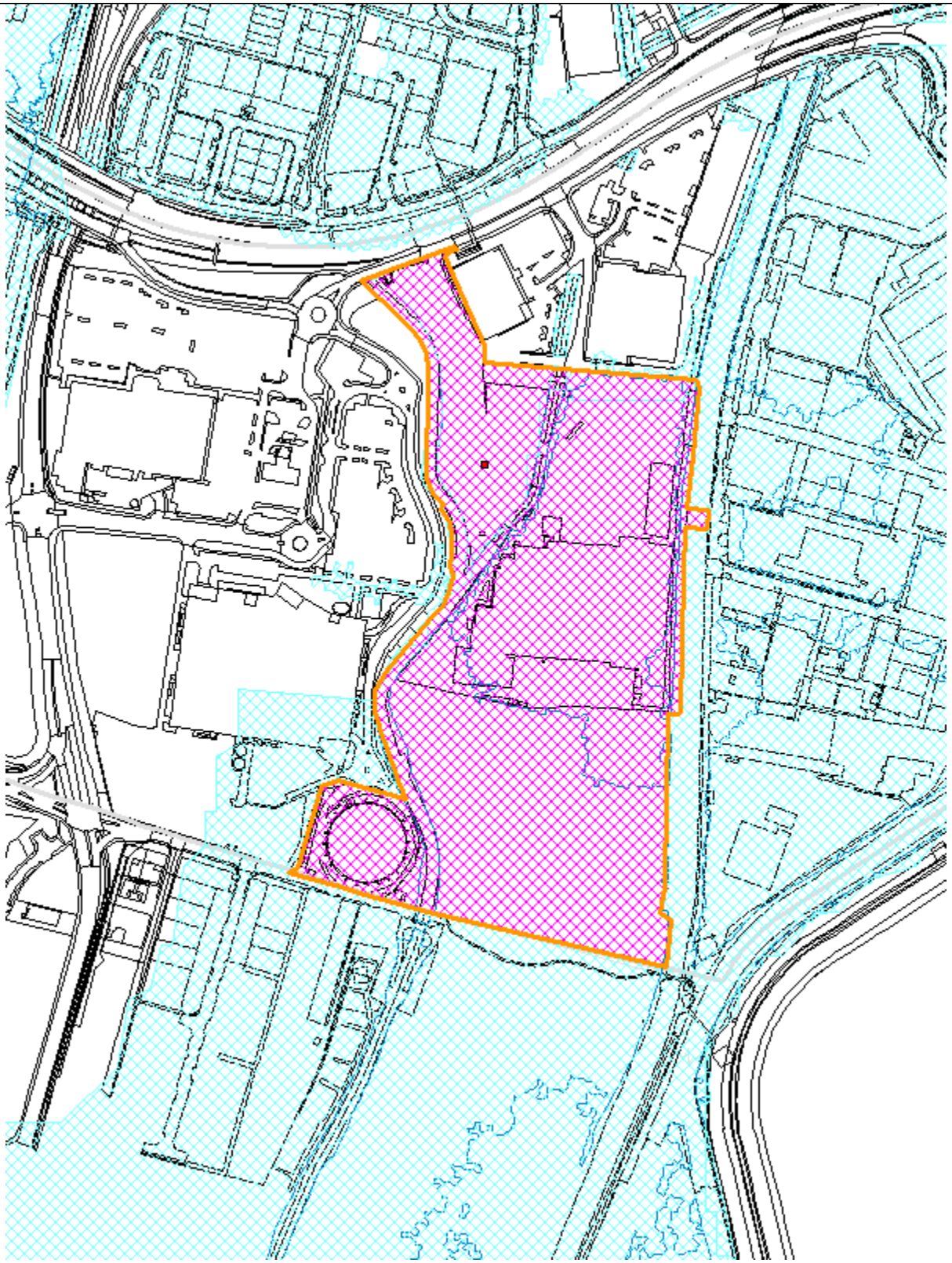
AUDIO RECORDING

Audio Recording:

Please use the following link below to download the recording:

https://we.tl/t-kJG2yLqQUB

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 Leeside Road), 5 Argon Road, London



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