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PLANNING COMMITTEE

Tuesday, 18th April, 2023 at 7.00 pm
Conference Room, Civic Centre, Silver
Street, Enfield, EN1 3XA

Contact: Jane Creer / Metin Halil
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MEMBERS

Councillors : Sinan Boztas (Chair), Elif Erbil (Vice-Chair), Nawshad Ali,
Gunes Akbulut, Kate Anolue, Lee Chamberlain, Peter Fallart, Ahmet Hasan,
Mohammad Islam, Michael Rye OBE, Jim Steven and Doug Taylor

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

2. DECLARATIONS OF INTEREST

To receive any declarations of interest.

3. MINUTES OF PREVIOUS MEETING (Pages 1 - 8)

To agree the minutes of the meetings held on Tuesday 7 March 2023 and Tuesday 21 March 2023.

4. REPORT OF THE HEAD OF PLANNING (Pages 9 - 12)

To receive and note the covering report of the Head of Planning.

5. **22/00900/OUT - 368 COCKFOSTERS ROAD, BARNET, EN4 0JT** (Pages 13 - 40)

RECOMMENDATION:

That the Head of Development Management be authorised to Grant planning permission subject to the conditions detailed within the report.

WARD: Cockfosters

6. 23/00327/FUL - LAND WEST OF SILVER STREET STATION AND ON TO THE A406 VIA WILBURY WAY, ENFIELD (Pages 41 - 58)

RECOMMENDATION:

In accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, the Head of Development Management be authorized to Grant full planning permission subject to planning conditions.

WARD: Upper Edmonton

7. 22/04095/RE3 - LAND ADJACENT TO THE NEW RIVER EXTENDING FROM TENNISWOOD ROAD TO BULLSMOOR LANE (Pages 59 - 118)

RECOMMENDATION:

1. That in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992 the Head of Development Management be authorised to Grant planning permission subject to conditions.
2. That the Head of Development Management be granted delegated authority to finalise the wording of the conditions to cover the matters in the Recommendation section of this report.

WARD: Town, Whitewebbs, Southbury

8. SUMMARY OF APPEAL DECISIONS 2022/23

To receive and note a Summary of Appeal Decisions from the Head of Planning. 'To Follow'

8.1 Update Report (Pages 119 - 120)

9. DATE OF FUTURE MEETINGS

To note the dates of the future meetings will be confirmed following Annual Council on Wednesday 10 May 2023.

PLANNING COMMITTEE - 7.3.2023

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 7 MARCH 2023****COUNCILLORS**

PRESENT Sinan Boztas, Elif Erbil, Nawshad Ali, Gunes Akbulut, Kate Anolue, Lee Chamberlain, Peter Fallart, Ahmet Hasan (Associate Cabinet Member (Enfield North)), Mohammad Islam, Michael Rye OBE, Jim Steven and Doug Taylor

ABSENT

OFFICERS: Andy Higham (Head of Development Management), Sharon Davidson (Planning Decisions Manager), Dino Ustic (Senior Planning Officer), David Taylor (Head of Highways, Traffic & Parking), Michael Kennedy (Principal Urban Designer), Nicholas Page (Conservation & Heritage Adviser), John Hood (Legal Services) and Jane Creer (Secretary)

Also Attending: Members of the public, applicant and agent representatives, officers observing, and local press representative.

**1
WELCOME AND APOLOGIES**

The Chair welcomed everyone to the meeting.

Apologies were received from Brett Leahy (Director of Planning and Growth) and Jamie Kukadia (SuDS Engineer).

**2
DECLARATIONS OF INTEREST**

There were no declarations of interest received.

**3
MINUTES OF THE PLANNING COMMITTEE MEETINGS HELD ON
WEDNESDAY 28 SEPTEMBER 2022, TUESDAY 18 OCTOBER 2022,
TUESDAY 22 NOVEMBER 2022 & TUESDAY 13 DECEMBER 2022**

AGREED the minutes of the meetings held on 28 September 2022, 18 October 2022, 22 November 2022 and 13 December 2022. Members were grateful that the minutes had been amended as requested.

**4
REPORT OF THE HEAD OF PLANNING**

Received the report of the Head of Planning, which was **NOTED**.

PLANNING COMMITTEE - 7.3.2023

5

21/04020/FUL - COMMERCIAL PREMISES, 179 HERTFORD ROAD, ENFIELD, EN3 5JH

Dino Ustic, Senior Planning Officer, introduced the report and described the proposals and the key issues.

Two minor amendments to the report were reported: (1) additional condition to ensure commercial units remained in Class E; and (2) a carbon offset element had raised a £64,410 contribution to be secured by condition and Section 106 Agreement.

Members' debate included questions responded to by officers in respect of the percentage of affordable housing and viability assessment; flood risk assessment and mitigation measures; scale and massing; and likely level of parking overspill and options for car parking.

Officers noted Members' comments that, as there were no current proposals for a controlled parking zone, that it would have been better reported as 'possible future controlled parking zone'.

Officers noted Members' comments that a previous commitment was made that, for large scale projects, the Planning Committee should receive a physical example of the proposed materials to be used, and this was requested in future where possible.

The proposal having been put to the vote, Members voted:

**12 FOR
0 AGAINST**

and so, it was **AGREED**:

1. That subject to the completion of a Section 106 Agreement to secure the obligations set out in the report, the Head of Development Management be authorised to **GRANT** full planning permission subject to conditions and the amendment reported and additional conditions to cover submission of ground water strategy / mitigation and Class E restriction on use of commercial units.
2. That the Head of Development Management be granted delegated authority to agree the final wording of the conditions to cover those matters recommended in the report.

6

22/03818/ADV - 8 THE TOWN, ENFIELD

Andy Higham, Head of Development Management, introduced the report and described the application and the balance to be struck with supporting local

PLANNING COMMITTEE - 7.3.2023

businesses. Work already done to improve the overall appearance of the premises, including on the two pilasters, was confirmed.

An amendment to Condition 5 was reported in relation to evidence to be submitted within three months.

Members' debate included questions responded to by the Conservation and Heritage Officer in respect of the degree of harm to the Conservation Area.

Officers noted Members' concerns and comments in respect of future guidance to occupiers regarding consistency and quality of design in retail areas.

The proposal having been put to the vote, Members voted:

11 FOR
0 AGAINST
1 ABSTENTION

and so, it was **AGREED**:

1. That the Head of Development Management be authorised to **GRANT** planning permission subject to the conditions set out in the Recommendation section of the report and amendment to Condition 5.
2. That the Head of Development Management be granted delegated authority to agree the final wording of the conditions.

7

22/02990/FUL - 18 COVERT WAY. BARNET, EN4 0LT

Sharon Davidson, Planning Decisions Manager, introduced the report and described the proposals.

The applicant had submitted comments in response to objections raised. A summary was read out by the officer.

Members' debate raised no concerns in respect of the application.

The proposal having been put to the vote, Members voted:

12 FOR
0 AGAINST

and so, it was **AGREED**:

1. That the Head of Development Management be authorised to **GRANT** planning permission subject to conditions.
2. That the Head of Development Management be granted delegated authority to agree the final wording of the conditions to cover the matters in the Recommendation section of the report.

PLANNING COMMITTEE - 7.3.2023

8

DATE OF FUTURE MEETINGS

The dates of the future meetings, which would commence at 7:00pm in the Conference Room at the Civic Centre were **NOTED** as follows:

Tuesday 21 March 2023

Tuesday 18 April 2023

PLANNING COMMITTEE - 21.3.2023

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 21 MARCH 2023**

COUNCILLORS

PRESENT Sinan Boztas (Chair), Elif Erbil (Vice Chair), Nawshad Ali, Gunes Akbulut, Kate Anolue, Lee Chamberlain, Ahmet Hasan (Associate Cabinet Member (Enfield North)), Mohammad Islam, Michael Rye OBE, Jim Steven, Doug Taylor and Alessandro Georgiou (Leader of the Opposition and the Conservative Group)

ABSENT Peter Fallart

OFFICERS: Brett Leahy (Director of Planning and Growth), Andy Higham (Head of Development Management), Sharon Davidson (Planning Decisions Manager), Julie Thornton (Legal Services) and Jane Creer (Secretary)

Also Attending: Applicant and agent representatives, and officers observing.

**1
WELCOME AND APOLOGIES**

The Chair welcomed everyone to the meeting.

Apologies were received from Councillor Peter Fallart, who was substituted by Councillor Alessandro Georgiou.

**2
DECLARATIONS OF INTEREST**

There were no declarations of interest received.

**3
REPORT OF THE HEAD OF PLANNING**

Received the report of the Head of Planning, which was NOTED.

**4
22/03699/VAR - THE ROYAL CHACE HOTEL, 162 THE RIDGEWAY,
ENFIELD, EN2 8AR**

Sharon Davidson, Planning Decisions Manager, introduced the report and clarified background information in relation to this application and the next application on the agenda. The detailed proposals of this application were described. Confirmation was given that there would be no additional impact, that there had been no material change in planning policy that would impact

PLANNING COMMITTEE - 21.3.2023

consideration of this application, and all other matters remained unchanged. A deed of variation was required to link the provisions of the Section 106 legal agreement for the planning permission 21/01816/FUL to this application. Also, the same conditions would need to be imposed with the exception of Condition 1.

It was advised in respect of recent issues around mud on The Ridgeway road from construction vehicles, that Enfield Council enforcement officers had visited and that the issue was now resolved to their satisfaction and there had been no further complaints.

Members' debate included questions responded to by officers in respect of no reason given by the applicant for the proposed amendment.

Officers noted Members' comments in respect of the Planning Committee's concerns expressed in January 2022 during consideration of the original planning permission regarding a crossing point on The Ridgeway.

The proposal having been put to the vote, Members voted:

**12 FOR
0 AGAINST**

and so, it was **AGREED**:

1. That subject to the completion of a Deed of Variation to link the development to the Section 106 Agreement previously secured for 21/01816/FUL, the Head of Development Management be authorised to GRANT full planning permission subject to conditions.
2. That the Head of Development Management be granted delegated authority to agree the final wording of the Deed of Variation and conditions to cover those matters recommended in the report.

**5
22/03700/VAR - THE ROYAL CHACE HOTEL, 162 THE RIDGEWAY,
ENFIELD, EN2 8AR**

Sharon Davidson, Planning Decisions Manager, introduced the report and clarified the detailed proposals of this application. Confirmation was given that the remainder of the development would be unchanged, environmental impacts would remain unchanged, and that there had been no material change in planning policy that would impact consideration of this application. A deed of variation was required to link the provisions of the Section 106 legal agreement for the planning permission 21/01816/FUL to this application. Also, the same conditions would need to be imposed with the exception of Condition 1.

PLANNING COMMITTEE - 21.3.2023

Members' debate included questions responded to by officers in respect of the housing mix, compliance with policy, and confirmation that there were no design changes proposed to the blocks.

The proposal having been put to the vote, Members voted:

12 FOR
0 AGAINST

and so, it was **AGREED**:

1. That subject to the completion of a Deed of Variation to link the development to the Section 106 Agreement previously secured for 21/01816/FUL and to reflect the resulting changes to the shared ownership provisions within the current Section 106, the Head of Development Management be authorised to GRANT full planning permission subject to conditions.
2. That the Head of Development Management be granted delegated authority to agree the final wording of the Deed of Variation and conditions to cover those matters recommended in the report.

6
DATE OF FUTURE MEETINGS

Noted the date of the next meeting:

Tuesday 18 April 2023 at 7:00pm in the Conference Room at the Civic Centre.

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London Borough of Enfield

Report Title	Head of Planning Report.
Report to:	Planning Committee
Date of Meeting:	18 th April 2023
Directors:	Sarah Cary – Executive Director Housing Regeneration and Development Brett Leahy – Director Planning & Growth
Report Author:	Andy Higham Head of Development Management andy.higham@enfield.gov.uk
Ward(s) affected:	All
Classification:	Part I Public

Purpose of Report

1. To advise members on process and update Members on the number of decisions made by the Council as local planning authority.

Recommendations

2. To Note

Background and Options

- 3 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.

4. 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.
8. On the Schedules attached to this report, recommendations in respect of planning applications and applications to display advertisements are set out.
9. Also set out in respect of each application a summary of any representations received. Any later observations will be reported verbally at your meeting.
10. In accordance with delegated powers, 298 applications were determined between 08/03/2023 and 03/04/2023, of which 99 were granted and 64 refused..
11. A Schedule of Decisions is available in the Members' Library.

Reasons For Preferred Option

12. To assist members in the assessment and determination of planning applications

Relevance to Council Plans and Strategies

13. The determination of planning applications supports good growth and sustainable development. Depending on the nature of planning applications, the proposals can deliver new housing including affordable housing, new employment opportunities, improved public realm and can also help strengthen communities

Financial Implications

14. None

Legal Implications

15. None

Equalities Implications

16. None

Report Author: Andy Higham
Head of Development Management
Andy.Higham@enfield.gov.uk
020 8132 0711

Appendices

None

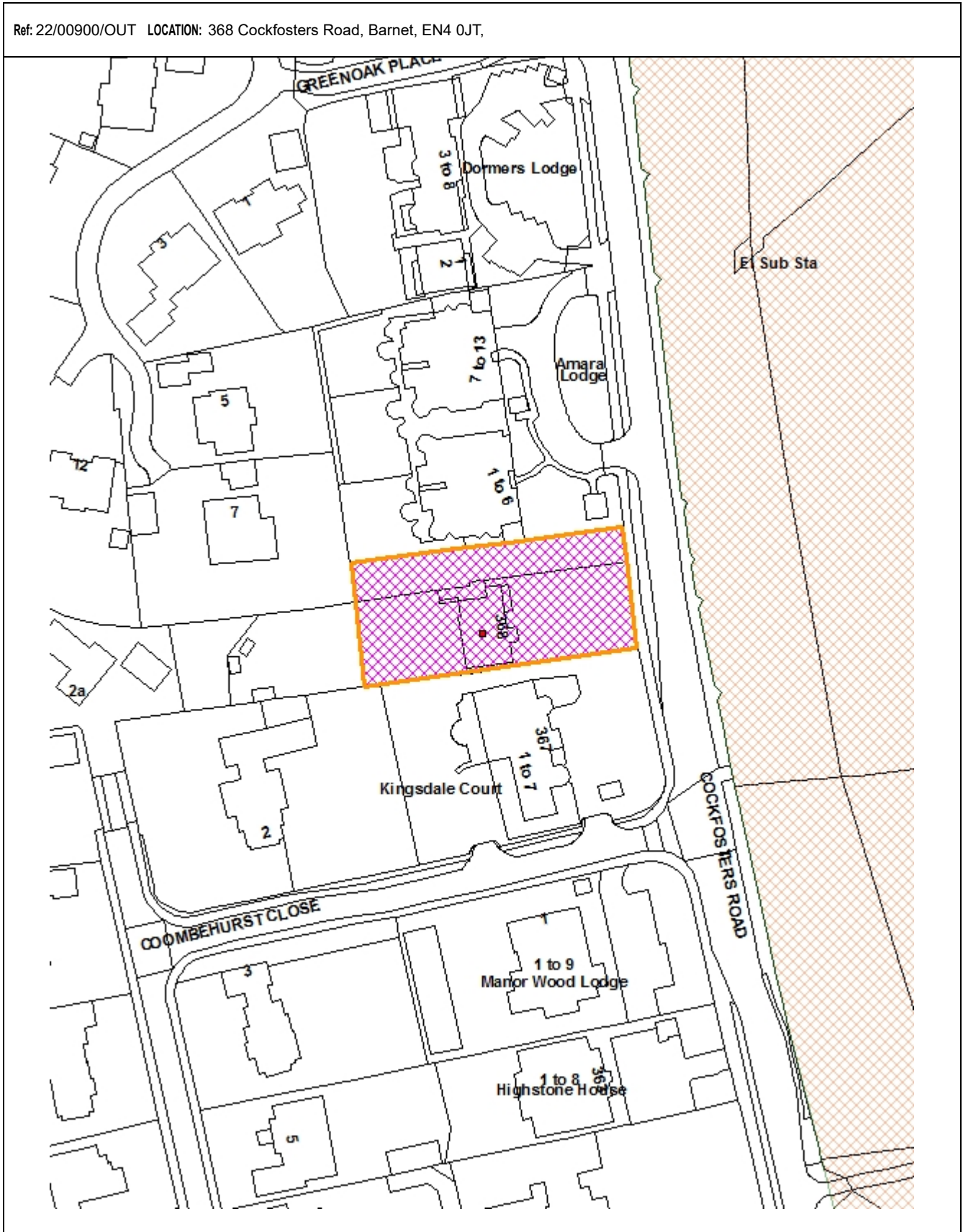
Background Papers

To be found on files indicated in the report

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE		Date : 18th April 2023
Report of Director of Growth and Planning - Brett Leahy	Contact Officer: Andy Higham Dino Ustic Tel No: 02081321376	Category: Outline Application
Ward: Cockfosters	Councillor Request:	
LOCATION: 368 Cockfosters Road, Barnet, EN4 0JT,		
APPLICATION NUMBER: 22/00900/OUT		
PROPOSAL: Erection of a three storey block of nine flats (OUTLINE- Access).		
Applicant Name & Address: Nicon Developments Limited 45 Silver St Enfield EN1 3EF	Agent Name & Address: Mr Graham Fisher 1 Woodlands Avenue Wanstead London E11 3RA United Kingdom	
RECOMMENDATION: That the Head of Development Management be authorised to GRANT planning permission subject to the following conditions:		

Ref: 22/00900/OUT LOCATION: 368 Cockfosters Road, Barnet, EN4 0JT,



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North



1. Note for Members:

- 1.1 Although a planning application of this nature can be determined under delegated authority, it has been brought to Planning Committee at the request of Councillor Georgiou, given the level of public interest in the proposed development

2. Recommendation

- 2.1 That the Head of Development Management be authorised to GRANT planning permission subject to the following conditions:

Time Limit – Outline

1. Applications for the approval of any reserved matters must be made to the Local Planning Authority not later than (a) the expiration of three years beginning with the date of this decision notice and (b) the development to which this permission relates must be begun not later than the expiration of two years from the final approval of the last reserve matter to be approved. Reason: To comply with S.51 of the Planning and Compulsory Purchase Act 2004.

Development in Accordance with Approved Plans

2. The development hereby permitted shall be carried out in accordance with the approved plans, as set out below and in the attached schedule which forms part of this notice.

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

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

Reserved Matters – Siting

3. The development shall not commence until detailed drawings showing the siting of buildings on the site have been submitted to and approved in writing by the Local Planning Authority. The buildings shall be sited in accordance with the approved details before the development is occupied.

Reason: To ensure a site layout which complies with Development Plan Policies.

Reserved Matters - Design

4. The development shall not commence until detailed drawings showing the design of buildings, including existing and proposed levels, have been submitted to and approved in writing by the Local Planning Authority. The buildings shall be constructed in accordance with the approved details before the development is occupied.

Reason: To ensure a design which complies with Development Plan Policies.

Reserved Matters – External Appearance

5. The development shall not commence until details of the external appearance of the development, including the materials to be used for external surfaces of buildings and other hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details before it is occupied.

Reason: To ensure an appearance which complies with Development Plan Policies.

Reserved Matters – Landscaping

6. The development shall not commence until details of existing planting to be retained and trees, shrubs and grass to be planted including an assessment of biodiversity net gain and the treatment of any hard surfaced amenity areas have been submitted to and approved in writing by the Local Planning Authority. The site shall be landscaped in accordance with the approved details in the first planting season after completion or occupation of the development whichever is the sooner. Any trees or shrubs which die, becomes severely damaged or diseased within five years of planting shall be replaced with new planting in accordance with the approved details.

Reason: To provide a satisfactory appearance and ensure that the development does not prejudice highway safety.

Levels

7. The development shall not commence until plans detailing the existing and proposed ground levels including the levels of any proposed buildings, roads and/or hard surfaced areas have been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

Reason: To ensure that levels have regard to the level of surrounding development, gradients, and surface water drainage.

Refuse Storage

8. The development shall not commence until details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the Enfield Councils Waste and Recycling Planning Storage Guidance, available at

[https://new.enfield.gov.uk/services/planning/waste-and-recycling-storage-](https://new.enfield.gov.uk/services/planning/waste-and-recycling-storage-planning-guidance-planning.pdf)

[planning-guidance-planning.pdf](https://new.enfield.gov.uk/services/planning/waste-and-recycling-storage-planning-guidance-planning.pdf) have been 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.

Cycle Parking

9. The development shall not commence until details of cycle parking to London Plan standards have been submitted to and approved in writing by the Local

Planning Authority. The development shall be carried out in accordance with the approved details before it is occupied.

Reason: To ensure the provision of cycle parking in line with the Council's adopted standards

Charging Points

10. The development shall not commence until the specification details of the proposed active and passive charging points have been submitted and approved by the Local Planning Authority. The charging points shall be installed in accordance with the approved details prior to occupation.

Reason: To ensure that the development complies London Plan

Means of Enclosure

11. The site shall be enclosed in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The means of enclosure shall be erected in accordance with the approved detail before the development is occupied.

Reason: To ensure satisfactory appearance and safeguard the privacy, amenity and safety of adjoining occupiers and the public and in the interests of highway safety.

Construction Management Plan

12. No development shall take place until a Construction Management 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 has been submitted to and approved by the local planning authority.. Once approved the Construction Management Plan shall be fully implemented for the duration of any demolition and construction works.

Reason: To protect the local amenity from demolition/construction dust

Drainage from Hardstand Area

13. The development shall not commence until details of how drainage from the hardstanding will be prevented from discharging towards the public highway e.g., provision of a soakaway, or permeable paving have been submitted to and approved by the Local Planning Authority. The surfacing and drainage measures shall be carried out in accordance with the approved detail before the development is occupied unless otherwise agreed with the Local Planning Authority.

Reason: To ensure water does not drain towards the highway

Non-Road Mobile Machinery

14. 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 policy

SI 1.

Contamination

15. Occupation of the development shall not commence until a scheme to deal with the contamination of the site including an investigation and assessment of the extent of contamination and the measures to be taken to avoid risk to health and the environment has been submitted to and approved in writing by the Local Planning Authority. Remediation shall be carried out in accordance with the approved scheme and the Local Planning Authority shall be provided with a written warranty by the appointed specialist to confirm implementation prior to the occupation of development.

Reason: To avoid risk to public health and the environment.

Contamination

16. 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 the developer has submitted and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with. The development to be completed in accordance with the revised remediation strategy.

Reason: To protect against risks arising from contamination.

Sustainable Drainage

17. The development shall not commence until a revised Sustainable Drainage Strategy has been 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 2021 and should be in line with DMD Policy SuDS Requirements:

- a) Shall be designed to a 1 in 1 and 1 in 100 year storm event with the allowance for climate change
- b) Follow the SuDS management train and London Plan Drainage Hierarchy by providing a number of treatment phases corresponding to their pollution potential
- 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, cross sections and specifications for all drainage features

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.

2.2 That the Head of Development Management be granted delegated authority to agree the final wording of the conditions to cover the matters in the Recommendation section of this report.

3. Executive Summary

- 3.1 An application for outline planning permission allows for a decision on the general principles of how a site can be developed. Outline planning permission is granted subject to conditions requiring the subsequent approval of one or more 'reserved matters'.
- 3.2 This outline planning application is seeking agreement in principle to the erection of a three storey block of nine flats. Details of access are provided for consideration as part of this application with details relating to external appearance, landscaping, layout and scale reserved for consideration at a later stage should the principle be accepted.
- 3.3 The proposal involves replacing the existing dwelling with a three storey development of 9 flats with a mix of 3 x 1bedroom, 2 x 2 bedroom and 4 x 3-bedroom units. Affordable housing is not required by policy because the number of proposed dwellings is below the 10 unit threshold.
- 3.4 The proposal would be consistent with the form and pattern of development that has taken place over recent years and respects building lines and relationships to neighbouring properties. In particular, it is noted that there are similar developments either side of the application site.
- 3.5 In terms of access, this would be from Cockfosters Road and would be an amendment to the existing vehicular access. The level of parking and cycle parking is also considered appropriate having regard to DMD 47 and London Plan policy

- 3.6 The application is supported by appropriate and satisfactory technical reports covering the effect of the proposed development on parking, servicing, biodiversity and impacts to neighbouring amenity. The impacts of the development are considered within acceptable thresholds to meet policy compliance expectations.
- 3.7 The planning application satisfies overarching planning policy aims to increase the housing stock of the borough.
- 3.8 The Government prescribes a “tilted balance” in favour of housing delivery to the Council’s planning decision-making as a result of Enfield’s current inability to demonstrate a 5-year housing land supply as well as the Council’s shortfall in meeting housing delivery targets. This means that there is a presumption in favour of approving sustainable residential development and that applications for new homes should be given greater weight, and Councils should grant permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits of the housing proposal. Officers consider that the adverse impacts of the scheme, are not sufficient to significantly and demonstrably outweigh the benefits of the proposed housing.
- 3.9 It is recognised that sites such as this need to be optimised in order to minimise encroachment into the Borough’s Green Belt and protected Strategic Industrial Locations. It is considered that the social benefits, both in respect of the provision of high-quality new housing stock and other spatial and environmental enhancements carry significant weight in favour of the proposed development.
- 3.10 It is acknowledged and recognised throughout this report, that consideration of this proposal has involved finely balanced judgements. A balanced consideration of compromises is detailed in the report. These matters have been considered in detail below and weighed against the primary public benefits of the scheme which include: optimising the site (making effective use of a sustainable, accessible, brownfield site); providing new homes; social and economic benefits linked to the provision of employment opportunities during construction).
- 3.11 The proposed erection of a three-storey block of nine flats is therefore considered acceptable in relation to London Plan (2021) Policies G7, T3 and T4, Core Policy 24 of the Council’s Core Strategy (2010) as well as Policies DMD47 and DMD 80 of the Council’s Development Management Document (2014).

4. Site and Surroundings

- 4.1 The application site is located along the western side of Cockfosters Road, to the north of its junction with Coombehurst Close. Properties and new development along Cockfosters Road are primarily large detached houses and flatted developments which in general, are set back by approximately 20m from the boundary with the adopted highway. The two immediate neighbours are flatted developments consisting of Cockfosters Road (Kingsdale Court) & Amara Lodge. Further to the south and the west of the site are large predominantly 2 storey detached houses on Coombehurst Close while to the opposite side of Cockfosters Road are open fields designated as green belt.
- 4.2 The existing site access is in the form of a ‘haulingway’ style footway crossover with dropped kerbs. The front property boundary comprises a low wall with brick piers and railings above. The access has a pair of iron gates set back 2m from the back edge of the footway with the wall forming a flared entry which provides adequate pedestrian visibility for drivers emerging from the Site. The site is in a PTAL area of 1

4.3 There are 38 trees and 8 groups of trees that lies within or immediately adjacent to the site of which 14 are assessed as Category B and 32 Category C. There are no Category A trees: the most visually significant. A number of trees on site are subject to a site wide TPO (refA8), therefore the impact on these trees is considered to be medium to high value.

5. Proposal

5.1 The application seeks outline planning permission for the erection of a three storey block of nine flats : (4x3-bed, 3x1-bed, 2x2-bed). The application is in outline with details of access provided for consideration with details relating to external appearance, landscaping, layout and scale reserved for consideration at a later stage should the principle be accepted.

5.2 Vehicular access is via Cockfosters Road, and this would be improved as part of this application.



6. Relevant Planning Decisions

6.1 The following planning history is considered relevant to the proposal:

Reference	Proposal	Decision	Date
TP/02/2053	Erection of 2-storey four- bed detached single family dwelling house in rear garden.	Refused	24.12.2002
TP/98/0324	Detached single family dwellinghouse.	Refused	11.06.1998

TP/89/0452	Erection of a 2-storey detached four-bedroom house with attached garage vehicular access and driveway in part of the rear garden of the existing house.	Refused	16.05.1989
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7. Consultations

7.1 Statutory and non-statutory consultees

Environmental Health

- 7.1.1 Subject to relevant conditions, there is no objection to the application as there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality

Lead Local Flood Authority (LLFA)

- 7.1.2 With reference to adopted policy, all minor developments must achieve as close to Greenfield runoff rates for 1 in 1 year and 1 in 100 year (plus climate change) year events and maximise the use of SuDS in accordance with the London Plan Drainage Hierarchy and the principles of a SuDS Management Train. This means that source control SuDS measures such as green roofs, rain gardens and permeable paving must be used extensively across the site. There is a requirement for a Sustainable Drainage Strategy at the reserved matters stage.

Transportation

- 7.1.3 No objections raised.

Thames Water

- 7.1.4 With regard to Waste Water Network and Sewage Treatment Works infrastructure capacity, there is no objection to the above planning application, based on the information provided.

7.1.5

With regard to Surface Water drainage, it is advised that if the developer follows the sequential approach to the disposal of surface water we would have no objection. The proposed development is located within 15 metres of a strategic sewer and a piling condition is requested to be added to any planning permission.

7.2 Public

- 7.2.1 Consultation letters were sent to 113 adjoining and surrounding properties. At the time of writing the report, there have been 2 objections raising all or some of the following points:

Comment	Response
Harm to the TPO's across the site	<p>No objection is raised by the Councils Arboriculturist.</p> <p>Note: Landscaping is a reserved matter for consideration at a later date</p>
Landscaping	<p>No objection is raised by the Councils Arboriculturist.</p> <p>Note: Landscaping is a reserved matter for consideration at a later date</p>
Impact on adjacent Green Belt	<p>The application site is outside of the Green Belt. The boundary with the green belt is on the eastern side of Cockfosters Road and it is considered in principle development of this nature which is similar to neighbouring developments, would not harm the setting or visual amenities of this area.</p> <p>Note: Details of External Appearance are reserved for consideration at a later date</p>
Impact on biodiversity	
Height of development is out of keeping	<p>While external appearance is a reserved matter, the outline permission would establish parameters for the built form of the development including height. The height however is considered appropriate and in keeping with neighbouring development as set out in the main body of the report</p>
Overlooking of neighbouring properties	<p>While siting and external appearance are reserved matters, the outline permission would establish parameters for the built form of the development. The relationship to the neighbouring properties however is considered acceptable as set out in the main body of the report</p>
Too many conversions contrary to DMD5	<p>This policy relates to the conversion of existing dwellings into flats and HMO's. It is not relevant in this instances although an assessment against the impact of the development of the character of the locality with reference to DMD 6 would be. However, the form of development is considered appropriate and in keeping with neighbouring development as set out in the main body of the report</p>

8. Relevant Policies

- 8.1 Section 70(2) of the Town and Country Planning Act 1990 requires the Committee have regard to the provisions of the development plan so far as material to the application and any other material considerations. Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.

The London Plan (2021)

- 8.2 The London Plan is the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London for the next 20-25 years. The following policies of the London Plan are considered particularly relevant:

Policy GG1: Building strong and inclusive communities
Policy GG2 Making the best use of land
Policy D1: London's form, character and capacity for growth
Policy D3: Optimising site capacity through the design-led approach
Policy D4: Delivering good design
Policy D5: Inclusive design
Policy D6: Housing Quality and Standards
Policy D12: Fire Strategy
Policy D14: Noise
Policy SI 1: Improving Air Quality
Policy SI 2: Minimising greenhouse gas emissions
Policy SI 5: Water Infrastructure
Policy SI 7: Reducing waste and supporting the circular economy
Policy SI 8: Waste capacity and net waste self-sufficiency
Policy SI 13: Sustainable Drainage
Policy SI2: Healthy Streets
Policy T3: Transport capacity, connectivity and safeguarding
Policy T4: Assessing and mitigating transport impacts
Policy T5: Cycling
Policy T6: Car parking
Policy G2: London's Green Belt
Policy G6: Biodiversity and Access to Nature
Policy G7: Trees and Woodlands

Enfield Core Strategy (2010)

- 8.3 The Core Strategy was adopted in November 2010 and sets out a spatial planning framework for the development of the Borough through to 2025. The document provides the broad strategy for the scale and distribution of development and supporting infrastructure, with the intention of guiding patterns of development and ensuring development within the Borough is sustainable. The following is considered particularly relevant:

CP4 Housing Quality
CP5 Housing Types
CP9 Supporting community cohesion

CP20 Sustainable Energy Use and Energy Infrastructure
CP21 Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure
CP22 Delivering Sustainable Waste Management
CP24 The Road Network
CP25 Pedestrian and Cyclists
CP28 Managing Flood Risk Through Development
CP30 Maintaining and improving the quality of the built and open environment
CP32 Pollution
CP36 Biodiversity

Enfield Development Management Document (2014)

- 8.4 The Council's Development Management Document (DMD) provides further detail and standard based policies by which planning applications should be determined. Policies in the DMD support the delivery of the Core Strategy. The following local plan Development Management Document policies are considered particularly relevant:

DMD3 Providing a Mix of Different Sized Homes
DMD6 Residential Character
DMD8 General Standards for New Residential Development
DMD9 Amenity Space
DMD10 Distancing
DMD37 Achieving High Quality and Design-Led Development
DMD45 Parking Standards and Layout
DMD47 Access, New Roads and Servicing
DMD50 Environmental Assessment Methods
DMD51 Energy Efficiency Standards
DMD61 Managing Surface Water
DMD79 Ecological Enhancements
DMD80 Trees on Development Sites
DMD81 Landscaping

Enfield Local Plan (Reg 18) 2021

- 8.5 The Council consulted on Enfield Towards a New Local Plan 2036 "Issues and Options" (Regulation 18) (December 2018) in 2018/19. This document represented a direction of travel and the draft policies within it will be shaped through feedback from key stakeholders.
- 8.6 As such, it has relatively little weight in the decision-making process. Nevertheless, it is worth noting the emerging policy H4 (Housing mix) which identifies the borough's needs for homes of different sizes and tenures.
- 8.7 As the emerging Local Plan progresses through the plan-making process, the draft policies within it will gain increasing weight, but at this stage it has relatively little weight in the decision-making process.
- 8.8 Key local emerging policies from the plan are listed below:

Policy DM SE2 – Sustainable design and construction

Policy DM SE4 – Reducing energy demand

Policy DM SE5 – Greenhouse gas emissions and low carbon energy supply
Policy DM SE7 – Climate change adaptation and managing heat risk
Policy DM SE8 – Managing flood risk
Policy DM SE10 – Sustainable drainage systems
Strategic Policy SPBG3 – Biodiversity net gain, rewilding and offsetting
Policy DM BG8 – Urban greening and biophilic principles
Policy DM DE1 – Delivering a well-designed, high-quality and resilient environment
Policy DM DE2 – Design process and design review panel
Policy DM DE6 – Tall buildings
Policy DM DE7 – Creating liveable, inclusive and quality public realm
Policy DM DE10 Conserving and enhancing heritage assets
Policy DM DE11 – Landscape design
Policy DM DE13 – Housing standards and design
Policy DM H2 – Affordable housing
Policy DM H3 – Housing mix and type
Policy DM T2 – Making active travel the natural choice
Strategic Policy SP D1 – Securing contributions to mitigate the impact of development

8.9 Other relevant policy

National Planning Policy Framework 2021 (NPPF)
National Planning Practice Guidance (NPPG)
Enfield Characterisation Study (2011)
Waste and Recycling Storage Planning Guidance from Enfield Council (EN20/ V2)
Manual for Streets

9. Assessment

- 9.1 The Planning and Compulsory Purchase Act 2004 and the Town and Country Planning Act 1990 seek to establish that planning decisions are taken in accordance with the Development Plan unless material considerations indicate otherwise. Furthermore, paragraph 11 (c) of the National Planning Policy Framework (NPPF) goes on to state that development proposals that accord with the development plan should be approved without delay.
- 9.2 As explained at Section 8, the Council is subject to the so called “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 (2021) 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.

9.3 This report sets out the analysis of the issues that arise from the proposed development assessed against National policy and the development plan policies

9.4 The issues raised by this proposal are:

- Principle of development
- Character and Appearance
- Mix/Standard of Accommodation
- Residential Amenity
- Access, Parking and Traffic Generation
- Trees
- Sustainable Drainage and Water Infrastructure
- Biodiversity

Principle of development

9.5 The principle of optimising site capacity is strongly supported by adopted Development Plan Policies, alongside the NPPF Paragraph 11 implications of the Council's under-delivery against its housing delivery target and housing land supply positions,

9.6 Chapter 11 (Making efficient use of land) of the NPPF (2021) states that in considering planning applications that substantial weight should be given to the value of using suitable brownfield land within existing settlements for homes (NPPF para 120(c)) and that planning decisions should promote and support the development of under-utilised land and buildings, especially if this would help to meet identified needs for housing where land supply is constrained, and available sites could be used more effectively (NPPF para 120(d)).

9.7 Enfield's Authority Monitoring Report 2020/2021 shows that during the preceding 10 years, the Borough had delivered a total of 5,616 homes which equates to approximately 562 homes per annum. Enfield's 2020 Housing Delivery Action Plan recognises that the construction of more affordable high-quality homes is a clear priority, with only 60% of approvals being implemented. A Local Housing Need Assessment (LHNA) was undertaken in 2020 and identifies an annual housing need of 1,744 homes across the Borough based on a cap of 40% above the London Plan annual target of 1,246 homes, in line with the Government's standard methodology.

9.8 The Council's Draft Enfield Local Plan (Regulation 18) (2021) acknowledges the sheer scale of the growth challenge for the Council and the Council's Housing and Growth Strategy 2020-2030 aims to deliver the London Plan targets for the borough.

9.9 Enfield is a celebrated green borough with close to 40% of the land currently designated as Green Belt or Metropolitan Open Land and a further 400 hectares providing critical industrial land that serves the capital and wider south-east growth corridors. These land designations underpin the need to optimise development on brownfield land.

9.10 London Plan Policy H1 highlights the urgency to optimise housing provision on brownfield sites, specifically identifying opportunity for housing intensification and

development on publicly owned sites. The proposal supports the requirements of LPH1 optimising housing delivering on a suitable and available brownfield site within the Upper Lee Valley Opportunity Area.

- 9.11 The site is considered to be in C3 use and would be compatible with London Plan (2021) Policy GG2 (Making the best use of land), which advocates making the best use of brownfield land, maximising publicly-owned sites and finding opportunities for sustainable intensification.

Principle of development conclusions

- 9.12 The Application Site constitutes previously developed land and therefore the principle of developing the site for housing to support the Borough's housing delivery target is supported. The proposals would represent an uplift of on-site housing by providing 9 units: a net increase of 8. The principle of increasing housing at this location is supported.

Housing Need and Tenure Mix

Housing need

- 9.13 Chapter 11 (Making efficient use of land) of the of the NPPF (2021) indicates that where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning policies and decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site (NPPF para. 125). In these circumstances: local planning authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF (Para. 125 (c)).
- 9.14 The London Plan sets a target for the provision of 66,000 new homes across London each year. Enfield's 2020 Housing Delivery Action Plan recognises that the construction of more affordable high-quality homes is a clear priority. However, only 60% of approvals in the Borough are being delivered. The London Plan 2021 identifies a need for a minimum of 1,246 dwellings per year to be delivered over the next 10 years in the Borough, an increase over the previous target of 798.
- 9.15 Taking into account the housing needs of Enfield's population, nationally- and regionally-set housing delivery targets and shortfalls in meeting targets and demonstrating sufficient housing land supply, it is evident that this proposal to make more effective use of the Application Site to provide a greater number of homes, at a high-quality and with a range of housing types is supported by adopted Development Plan housing policies, when considered as a whole.
- 9.16 The NPPF and London Plan advise that local authorities should seek to deliver a wide choice of high-quality homes, widen opportunities for home ownership and create sustainable, inclusive and mixed communities. London Plan Policy H1 highlights the urgency to optimise housing provision on brownfield sites, specifically

identifying opportunity for housing intensification and development on publicly owned sites.

- 9.17 The site is considered to be in Class C3 use (of the Town and Country Planning (Use Classes Order) 1987) and would be compatible with London Plan Policy GG2 (Making the best use of land), which advocates making the best use of brownfield land, maximising publicly owned sites and finding opportunities for sustainable intensification. The proposed development is considered to support London Plan GG2 Policy which seeks that development proposals: c) proactively explore the potential to intensify the use of land to support additional homes and workspaces, promoting higher density development, particularly in locations that are well-connected to jobs, services, infrastructure and amenities by public transport, walking and cycling; and d) applying a design-led approach to determine the optimum development capacity of sites. The proposed development would make more efficient use of land by increasing the provision of housing,. Given this site has been previously developed, the principle of a residential-led development with densities increased is supported.
- 9.18 With reference to the above, it is also recognised that as the Council has failed the most recent Housing Delivery Test and applications for residential development are subject to the presumption in favour of approving sustainable development. The tilted balance therefore has to be applied in assessing and weighing up the benefits of the scheme and whether on balance the impacts of granting permission would significantly and demonstrably outweigh the benefits, when assessed against the policies in the NPPF taken as a whole.
- 9.19 Overall, the principle of development for a block of 9 self-contained flats in the proposed location where one residential dwelling house is to be demolished is acceptable subject to the assessment criteria as set out within the below.

Character and appearance

- 9.20 The fundamental aim of the NPPF is to secure sustainable development. In order to achieve sustainable development, a development is required to have a good design. Policy D3 of the London Plan encourages the design-led approach that optimises the capacity of sites. DMD 6 of the DMD provides standards for new development with regards to scale and form of development, housing quality and density. DMD 8 provides general standards for new residential development and reiterates the requirement for a development to be of an appropriate scale, mass and bulk, provide high quality amenity space and provide access to parking and refuse areas. DMD 37 encourages achieving a high quality and design led development. This policy is reiterated by CP30 of the Core Strategy as well as the fundamental aims of the NPPF. Policy CP30 seeks to maintain and improve the quality of the built and open environment.
- 9.21 The proposed redevelopment would involve the redevelopment of site to provide a three storey building 9 x residential units (4x3-bed, 3x1-bed, 2x2-bed) (Class C3) with associated amenity space, landscaping, refuse storage, cycle and car parking provision.
- 9.22 Flatted developments are prevalent within the immediate vicinity of Cockfosters Road with similar height and massing. Although siting and external appearance are reserved matters and not for a decision at this stage in the process, the indicative plans show a three storey building which respects the height and eaves of

neighbouring developments. It is therefore considered that the proposed development would be in keeping within the existing appearance in the street scene, which would result in the building not being overly dominant and acceptable to the hierarchical built form. In addition, it is also considered the basic form and indicative appearance does not affect the setting of the adjacent green belt land.

- 9.23 The indicative positioning has been carefully considered to minimise disruption to adjacent buildings and developments, with the schemes primary aspect facing East over Trent Park or farmland, or West towards the H.W. Golf club. Improved landscaping and planting between the proposed development and existing developments will also aid visual screening and improve residents amenity.
- 9.24 For the reasons outlined above the proposed development is considered to be consistent with due regard to character and appearance of the immediate area.

Mix / Standard of accommodation

- 9.25 London Plan Policy H10 states that schemes should generally consist of a range of unit sizes and that this should have regard to a number of criteria including robust local evidence, the mix of uses in the scheme, the range of tenures in the scheme, the nature and location of the site, amongst other considerations.
- 9.26 Officers have assessed the scheme in accordance with this policy as well as having regard to the Council's development plan policies and the Council's current and emerging evidence around housing need. It is noted that the submitted indicative outline application plans propose the following mix:

- 4x3-bed (44.4%)
- 3x1-bed (33.3%)
- 2x2-bed (22.2%)

- 9.27 More recently, the Local Housing Needs Assessment 2020 was prepared to support the emerging Local Plan and is the most up-to-date source of evidence - reflecting the requirements of London Plan Policy H10. Draft Local Plan Policy H3 (while it is not adopted policy), outlines priority types for different sized units across different tenures. The Council's Local Housing Needs Assessment 2020 outlines a range of need across 2 and 3-bed affordable rent homes (high-priority) and high-priority need across 1 and 2-bed intermediate homes, as the majority of households who live in intermediate (shared ownership) housing are households without children. This is based on housing register evidence and is set out below.

	Studio/bedsit	One-bedroom	Two-bedrooms	Three-bedrooms	Four-bedrooms or more
Social/affordable rented	Low priority	Medium priority	High priority	High priority	Low priority
Intermediate	Low priority	High priority	High priority	Medium priority	Low priority
Market	Low priority	Low priority	Medium priority	High priority	High priority

- 9.28 Officers consider the proposed mix can be supported, both due to the reasonable justification provided by the Applicant for the proposed mix, and when considering

the weight to be given to Enfield's housing policies relative to the more recently adopted London Plan housing mix policy – in addition to the implications of Paragraph 11 of the NPPF especially as the Council's housing policies are considered to be out-of-date

Internal Layout

- 9.29 Due to this being an outline proposal, full details of the internal layout and design of the development have not been supplied. These would be covered as reserved matters for consideration and if appropriate, approval at the reserved matters stage.

Amenity Space

- 9.30 Policy DMD 9 states dwellings with access to communal amenity space should provide a minimum private amenity space of 4-9sqm private amenity space for 1 bedroom – 3-bedroom units and dependent of the person occupancy. From the table below it is unclear on the amount of private amenity space proposed for a number of the proposed flat units. An excess GIA could compensate for a lack of private amenity space for the 1-bedroom units though the family sized units must comply with DMD9. Further detailed plans could be ensured though 'reserved matters' subject to all other aspects being considered acceptable.

Unit	Proposed amenity space (sqm)	Required amenity space (sqm)
Flat 1- 3 bedroom	8.5	7 – 9 (depending on no. of bedrooms and person occupancy)
Flat 2- 1 bedroom	0 provided on outline plans	5
Flat 3 - 3 bedroom	6.5	7 – 9
Flat 4 - 2 bedroom	Not attainable from outline plans	6 – 7
Flat 5 – 3 bedroom	7.5	7 – 9
Flat 6 – 3 bedroom	Not attainable from outline plans	7 – 9
Flat 7 – 2 bedroom	7.5	6 – 7
Flat 8 – 1 bedroom	Not attainable from outline plans	5
Flat 9 – 1 bedroom	Not attainable from outline plans	5

Residential Amenity

- 9.31 Policy DMD 8 states that new developments should preserve amenity of neighbouring properties in terms of daylight, sunlight, outlook, privacy, overlooking, noise and disturbance. The submission does not contain a daylight and sunlight analysis however it is acknowledged that the full application ref: 21/02546/FUL for the redevelopment of site and erection of a 2/3 storey block of 14 flats together with

landscaping and parking does contain a submitted daylight and sunlight assessment with all units complying with the ADF and BREEM guidelines.

- 9.32 No concerns around overlooking or loss of privacy are anticipated to the units on ground floor. Detailed plans showing window placement and confirmation of primary and secondary window placement for the upper floor units should be provided by means of 'reserved matters' to allow the LPA to assess whether any overlooking or loss of privacy would result to the neighbouring occupiers of Kingsdale Court and Amara Lodge. No sense of enclosure or outlook concerns are anticipated.

Access, Parking & Traffic Generation

- 9.33 London Plan Policy T1 sets a strategic target of 80% (75% in Enfield) of all trips in London to be by foot, cycle or public transport by 2041 and requires all development to make the most effective use of land. Policy T5 encourages cycling and sets out cycle parking standards. Policies T6 and T6.1 to T6.5 set out car parking standards.
- 9.34 Policy DMD47 outlines that all development should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities. It states new accesses (and intensification of an existing access is subject to a similar assessment), will only be permitted where appropriate, safe and functional provision is made for refuse collection and any other service and delivery vehicles, emergency service vehicles and operational needs for existing residents.
- 9.35 A new enhanced vehicular access will be provided onto Cockfosters Road and no objection is raised to this by Transportation.
- 9.36 Under the London Plan Policy T6, the Mayor wishes to see an appropriate balance being struck between promoting new development and preventing excessive car parking provision that can undermine cycling, walking and public transport use.

Car parking proposals will be considered against the standards set out in the London Plan and:

- a. The scale and nature of the development*
- b. The public transport accessibility (PTAL) of the site;*
- c. Existing parking pressures in the locality;*
- d. Accessibility to local amenities, and the needs of the future occupants of the developments.*

- 9.37 13 vehicle parking spaces are proposed, and this is considered an acceptable provision given the low PTAL. It is noted that 2xspaces have active charging points and remainder will have passive charging points. This meets London Plan requirements. A segregated pedestrian path is proposed through the site from a separate pedestrian access from Cockfosters Road. This is an acceptable arrangement. A proposed refuse store is located close to the footway and meets Manual for Streets guidance as to the appropriate distance to locate refuse stores. The proposed development including the provision of gates makes appropriate provision for access having due regard to DMD Policies 8, 45 and 46 and London Plan Policy T6.9.6.1

Cycle provision

- 9.38 Policy T5 (Cycle Parking) of the London Plan expects a minimum cycle provision for developments of 1 space per studio/1-bedroom dwelling, 1.5 spaces per 2-bedroom dwelling and 2 spaces per all other dwellings. A total of 93 cycle parking spaces are

proposed, comprising 89 long stay spaces and 4 short stay spaces. These amounts are in accordance with London Plan standards. The proposed layout is not optimum and subject to approval being given a condition would be applied to review the siting and layout.

Refuse/serving

- 9.39 Standard 22 of the adopted London Plan Housing SPD (2016) expects “communal refuse and recycling containers, communal bin enclosures and refuse and recycling stores should be easily accessible to all residents including children and wheelchair users, and located on a hard, level surface”.
- 9.40 The refuse storage would be located within Blocks A and B at ground floor and fully accessible to refuse operatives to collect. A mix of 1100L (refuse) and 1280L (recycling) bins would be provided with appropriate segregation. Each refuse bin can serve four (4) flats. As part of the recommendation a refuse operational management document would be required to secure additional details pertaining to the locking mechanism and the presentation and collection of refuse.

Traffic Generation

- 9.41 The quantum of trips to the site would increase but the transport officer has no concerns regarding network capacity impacts. The different modes of transport used to formulate the modelling of the transport statement have not followed local census data, albeit the transport officer does not object to the increased vehicle movements. The increased trip generation would not be harmful to the highway integrity or other road users.

Trees

- 9.42 There are a total of 38 trees and eight (8) groups of trees which have been categorised within or immediately adjacent the site. There are some 3 trees on the site frontage. Category C (Low value) trees include G1, G2, T6, T11, T12, T13, T18 & T19 and are all of small stature or relatively poor condition
- 9.43 Policy DMD 80 stipulates that *all development including subsidiary or enabling works that involve the loss of or harm to trees covered by Tree Preservation Orders, or trees of significant amenity or biodiversity value, will be refused. Where there are exceptional circumstances to support the removal of such trees, adequate replacement must be provided. All development and demolition must comply with established good practice, guidelines and legislation for the retention and protection of trees. Proposals must:*
- a. *Retain and protect trees of amenity and biodiversity value on the site and in adjacent sites that may be affected by the proposals.*
 - b. *Ensure that the future long term health and amenity value of the trees is not harmed;*
 - c. *Provide adequate separation between the built form and the trees including having regard to shading caused by trees and buildings.*
- 9.44 London Plan Policy G7 states
- A *London’s urban forest and woodlands should be protected and maintained, and new trees and woodlands should be planted in appropriate locations in order to increase the extent of London’s urban forest – the area of London under the canopy of trees.*
- B *In their Development Plans, boroughs should:*

- 1) protect 'veteran' trees and ancient woodland where these are not already part of a protected site¹³⁹
- 2) identify opportunities for tree planting in strategic locations.

C Development proposals should ensure that, wherever possible, existing trees of value are retained.¹⁴⁰ If planning permission is granted that necessitates the removal of trees there should be adequate replacement based on the existing value of the benefits of the trees removed, determined by, for example, i-tree or CAVAT or another appropriate valuation system. The planting of additional trees should generally be included in new developments – particularly large-canopied species which provide a wider range of benefits because of the larger surface area of their canopy

- 9.45 Submitted plans and documents include an Arboricultural report which outlines TPO coverage across the site and assesses the relationship of the development to the retained trees. All retained trees will be protected during development by using fencing and/or ground protection.
- 9.46 Category B (Moderate value) trees T1, T2, T3, T4 and T16) can be retained through the adoption of appropriate precautionary or specially engineered solutions. It is considered that this can be implemented without any long-term detrimental impact on tree health, with the detail to be agreed as part of a planning condition (Arboricultural Method Statement).
- 9.47 The Council's Tree Officer raises no objection to the submitted trees report, mitigation measures or impacts to Trees / roots on site as per DMD 80 and Policy G7 of the London Plan .

10. Sustainable Drainage and Water Infrastructure

- 10.1 The site is located within Flood Zone 1 – meaning the site has a low probability of flooding from rivers and sea. It is not subject to flood risk and has limited drainage and flood risk constraints. The applicant has submitted a Flood Risk Assessment (FRA) and Drainage strategy (Prepared By TPA, dated December 2021, Ref FRA01 Rev D) to address the drainage implications of the development.
- 10.2 The application has been subject to lengthy discussions and negotiations in respect of water management. The Council's LLFA Officer remains concerned that the applicant should provide an updated FRA prior to consideration by Committee Members. LLFA Officers also consider the applicant should make greater efforts to secure the naturalisation of the culvert which runs along the site boundary.
- 10.3 Policy SI 12 of the London Plan outlines development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 outlines that development proposals should aim to achieve greenfield runoff rates and ensure that surface water run-off is managed as close to its source as possible. It also states there should also be a preference for green over grey features, in line with an outlined drainage hierarchy. The proposal is therefore considered to be acceptable with reference to Core Strategy Policies CP21, CP28 and CP29 and Development Management Document Policies DMD59 – DMD63.
- 10.4 Following a review by the Council's LLFA Officers, there are no objections to the details submitted. It is considered however that as part of a detailed landscape plan additional information shall be requested by way of condition to increase sustainable

green drainage on site and consider the feasibility of naturalising the ditch to the south-east of the Application Site boundary.

- 10.5 Thames Water have confirmed subject to adherence to the sequential approach to the disposal of surface water they would have no objection. On the basis of information provided, Thames Water would advise that with regard to water network infrastructure capacity, there are no objections.

11.0 Biodiversity

- 11.1 Policy G6 of the London Plan states “development proposals should manage impacts on biodiversity and aim to secure biodiversity net gain. This should be informed by the best available ecological information and addressed from the start of the development process”. The applicant has not submitted a BNG report and because of the fact the proposed blocks would be built on broadly the existing two buildings footprint, there would be no identified loss of biodiversity.
- 11.2 Existing open spaces within the existing site comprise hardstanding and lawn – with low on-site biodiversity value. The proposals include an eco-edge – with increased biodiversity value
- 11.3 Further details would be required as part of any landscaping reserved matters application.

12.0 Social Benefits

- 12.1 It is recognised that development of this nature alongside the delivery of new home, can have social benefits in the form of new employment opportunities for local people. While this would not have significant weight especially in a scheme of this nature, when applying planning balance to the assessment of the proposed development, this contribution is considered a positive benefit in favour of the development

13.0 Community Infrastructure Levy

Mayoral CIL

- 13.1 The Mayoral CIL is collected by the Council on behalf of the Mayor of London. The amount that is sought for the scheme is calculated on the net increase of gross internal floor area multiplied by an Outer London weighting (increased to £60per sqm as of 1st April 2019).

Enfield CIL

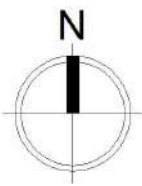
- 13.2 The Council introduced its own CIL on 1 April 2016. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water and other projects in the borough. Enfield has identified three residential charging zones. The site falls within Enfield’s Lower Rate Eastern Zone (£40/sqm) – so a potential contribution of approximately £118,192.00 would be calculated (without Social Housing CIL Relief). The figure would be lower if relief was applied. Figures are approximate at this time.
- 13.3 All figures above are subject to the BCIS figure for CIL liable developments at time of CIL processing.

14. Public Sector Equalities Duty

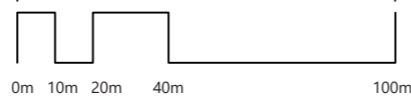
14.1 Under the Public Sector Equalities Duty, an equalities impact assessment has been undertaken. It is considered the proposal would not disadvantage people who share one of the different nine protected characteristics as defined by the Equality Act 2010 compared to those who do not have those characteristics.

15. Conclusion

- 15.1 The starting point for the determination of any planning application is the development plan. Paragraph 11(d) of the NPPF, states that planning permission should be granted unless “the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed”.
- 15.2 The Government prescribes a “tilted balance” in favour of housing delivery to the Council’s planning decision-making as a result of Enfield’s current inability to demonstrate a 5-year housing land supply as well as the Council’s shortfall in meeting housing delivery targets. This means that applications for new homes should be given greater weight, and Councils should grant permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits of the housing proposal. Officers consider that the adverse impacts of the scheme, are not sufficient to significantly and demonstrably outweigh the benefits of the proposed housing.
- 15.3 It is recognised that sites such as this need to be optimised in order to minimise encroachment into the Borough’s Green Belt and protected Strategic Industrial Locations. It is considered that the social benefits, both in respect of the provision of high-quality new housing stock and other spatial and environmental enhancements carry significant weight in favour of the proposed development.
- 15.4 Having regard to the assessment in this report, the development would provide 9 new homes which would be consistent with the thrust of national planning policy and the development plan to optimise development on smaller sites and increase the delivery of new homes. Adverse impacts are not considered to significantly and demonstrably outweigh the scheme’s proposed benefits, when assessed against the policies in the NPPF, when taken as a whole.
- 15.5 It is acknowledged and recognised throughout this report, that consideration of this proposal has involved finely balanced judgements in order to optimise the development potential of this sustainable brownfield site and thus contribute to the Borough’s challenging housing targets. It is recognised that sites such as this need to be optimised in order to minimise encroachment into the Borough’s Green Belt and protected SIL. It is considered that the social benefits, in terms of providing high-quality new housing stock carries significant weight in favour of the proposed development. Further economic and social benefits include employment during construction, as well as the continued and improved use of local services and facilities.
- 14.6 Overall and giving weight to the need for development which provide new homes, it is concluded that the development for reasons set-out within this report, accords with the development plan as a whole. Subject to the appropriate mitigations as set out within the recommended condition schedule, the application is recommended for approval.



368 COCKFOSTERS ROAD, HADLEY WOOD
Street Elevation



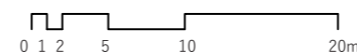
1:2000 @ A3



367
KINGSDALE COURT

368
PROPOSED ELEVATION TO
COCKFOSTERS ROAD

371
AMARA LODGE



1:500 @ A3

PROJECT:

368 Cockfosters Rd
Hadley Wood
Barnet
EN4 0JT

TITLE:

Proposed
redevelopment of
house with 9x
apartments

SCALE:

1:2000 and 1:500 @A3

DATE:

06/06/2022

DRWG. No.

C R: SP: PE: 001C

NICON HOUSE

45 SILVER STREET
ENFIELD, EN1 3EF
TEL: 020 8363 8366
FAX: 020 8367 7841



BUILDING ELEVATION FROM COCKFOSTERS ROAD
EAST FACADE



1:100 @A3

PROJECT:

368 Cockfosters Rd
Hadley Wood
Barnet
EN4 0JT

TITLE:

Proposed
redevelopment of
house with 9x
apartments

SCALE:

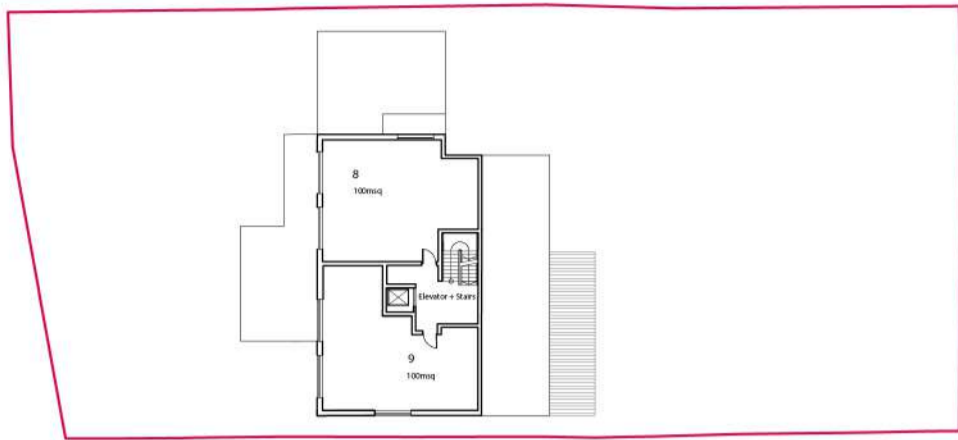
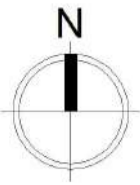
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DATE:

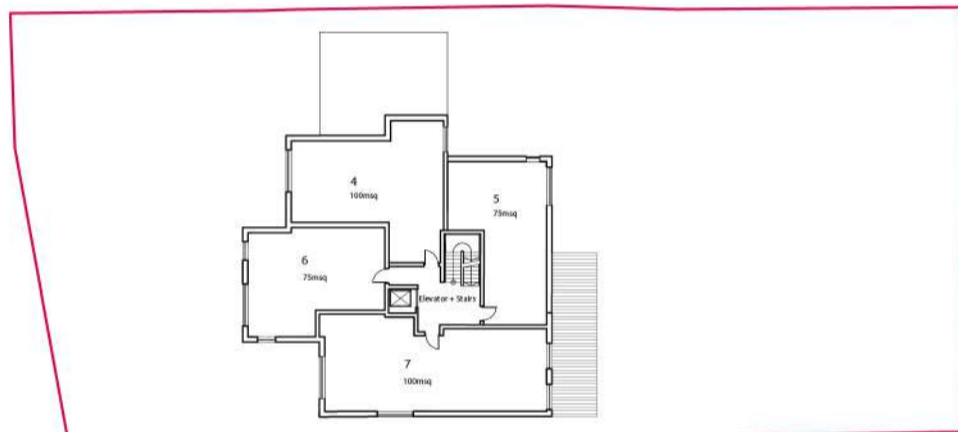
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DRWG. No.
C R: P E: 002C

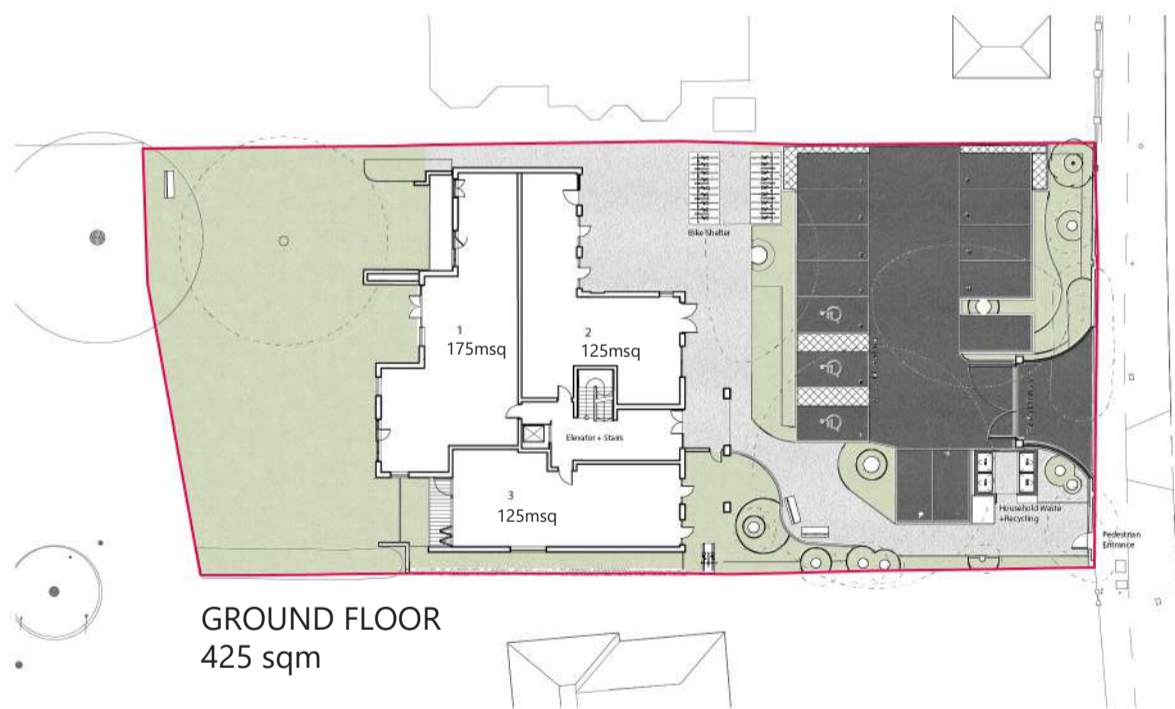
NICON HOUSE
45 SILVER STREET
ENFIELD, EN1 3EF
TEL: 020 8363 8366
FAX: 020 8367 7841



2ND FLOOR
200 sqm



1ST FLOOR
350 sqm



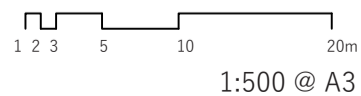
GROUND FLOOR
425 sqm

COCKFOSTERS ROAD

KEY

- ① THREE BEDROOMS
- ② ONE BEDROOM
- ③ THREE BEDROOMS
- ④ TWO BEDROOM
- ⑤ THREE BEDROOMS
- ⑥ THREE BEDROOMS
- ⑦ TWO BEDROOMS
- ⑧ ONE BEDROOM
- ⑨ ONE BEDROOM

- BALCONY
- INDICATIVE TREE CROWN SPREAD
- ACCESSIBLE PARKING
- ELECTRIC VEHICLES PARKING



PROJECT:

368 Cockfosters Rd
Hadley Wood
Barnet
EN4 0JT

TITLE:

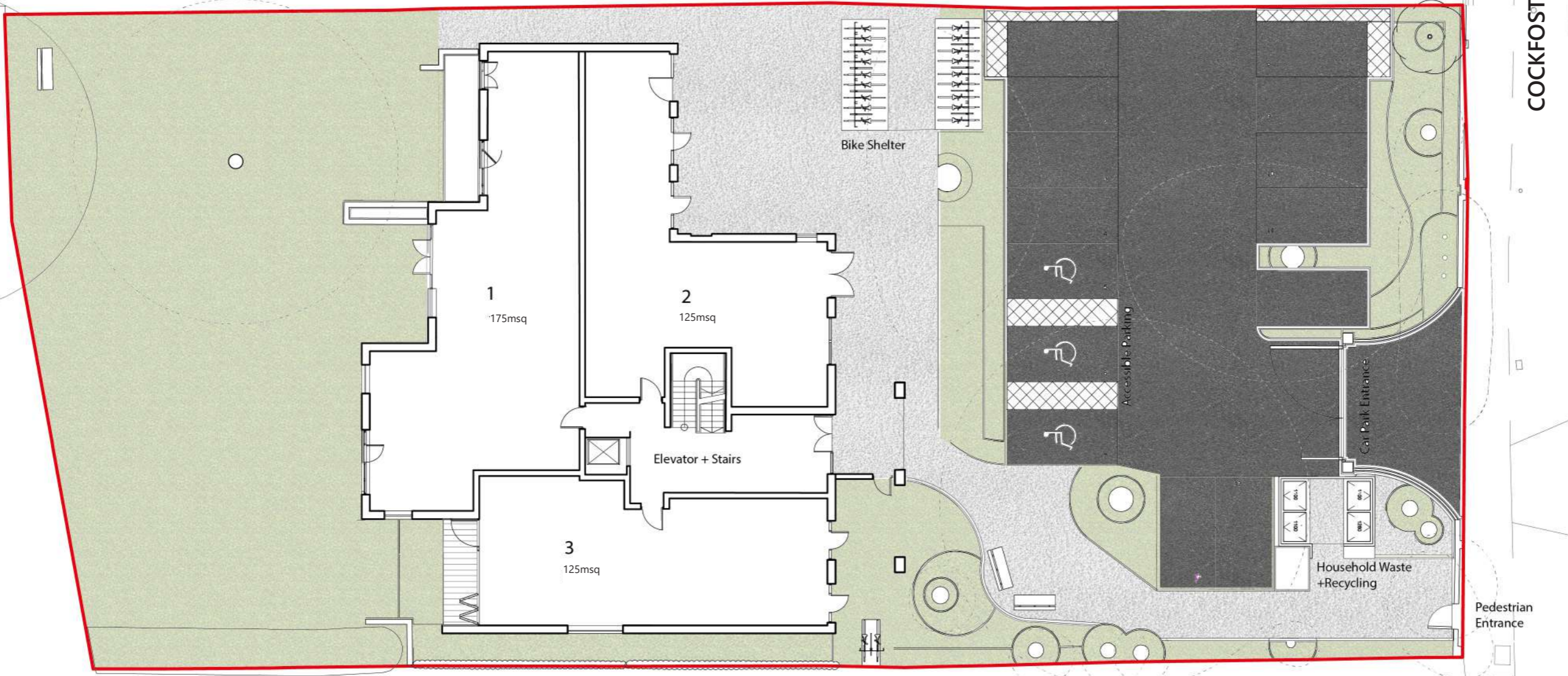
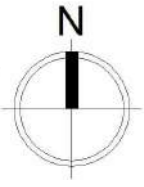
Proposed
redevelopment of
house with 9x
apartments

SCALE:
1:500 @ A3

DATE:
06/06/2022

DRWG. No.
C R: P P: 003C

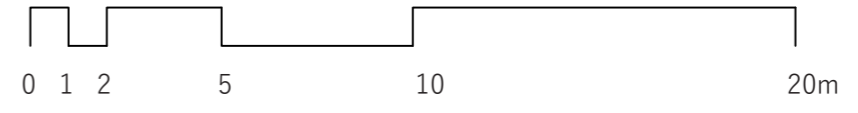
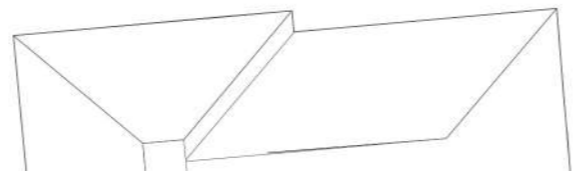
NICON HOUSE
45 SILVER STREET
ENFIELD, EN1 3EF
TEL: 020 8363 8366
FAX: 020 8367 7841



COCKFOSTERS ROAD

GROUND FLOOR
425 sqm

KEY	
①	THREE BEDROOMS
②	ONE BEDROOM
③	THREE BEDROOMS
	BALCONY
	INDICATIVE TREE CROWN SPREAD
	ACCESSIBLE PARKING
	ELECTRIC VEHICLES PARKING



1:200 @ A3

PROJECT:
368 Cockfosters Rd
Hadley Wood
Barnet
EN4 0JT

TITLE:
Proposed
redevelopment of
house with 9x
apartments

SCALE:
1:200 @ A3

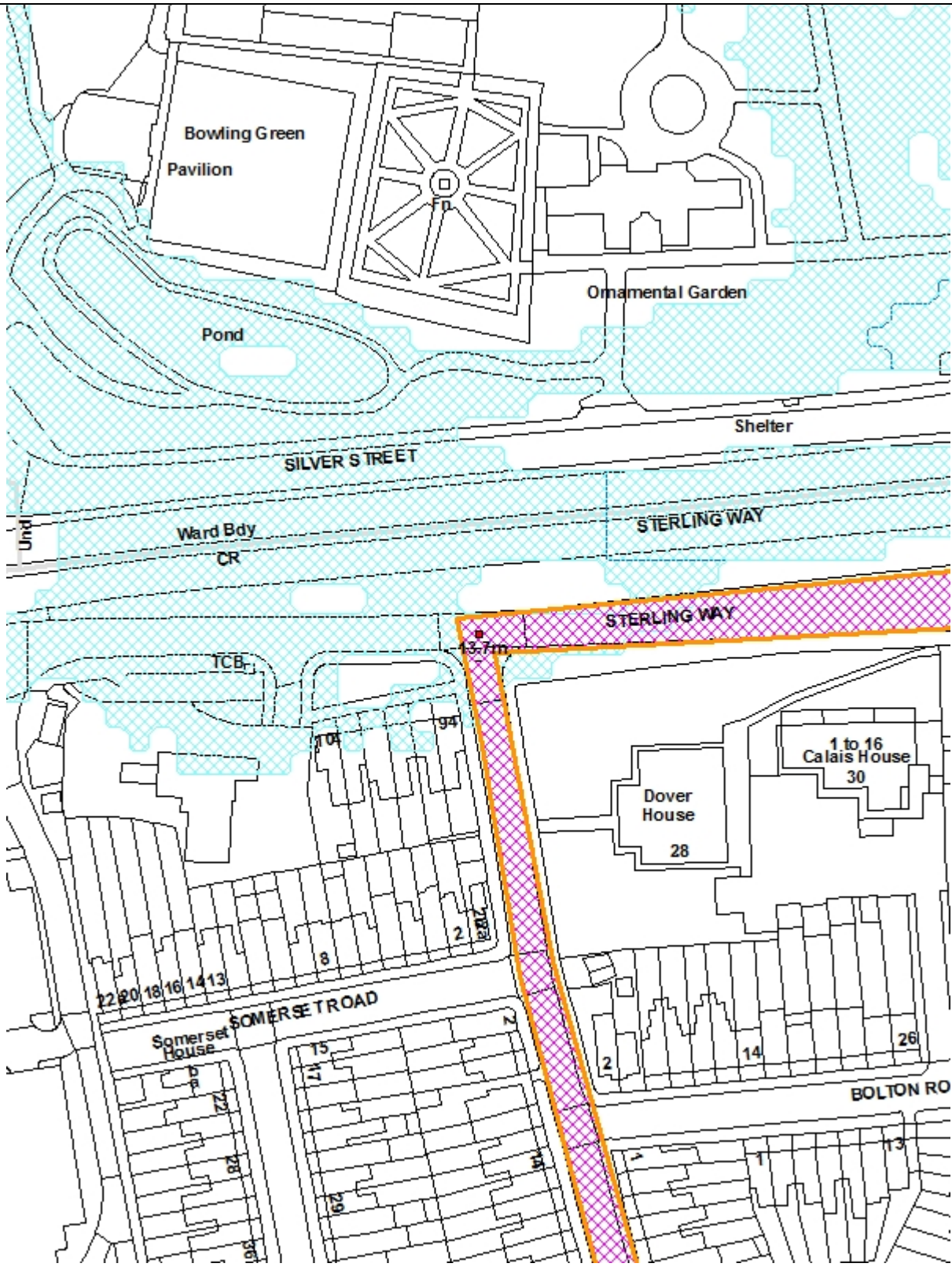
DATE:
06/06/2022

DRWG. No.
C R: P GP: 00C

NICON HOUSE
45 SILVER STREET
ENFIELD, EN1 3EF
TEL: 020 8363 8366
FAX: 020 8367 7841

LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE	Date: 18th April 2023	
Report of Director of Planning - Brett Leahy	Contact Officers: Syndsey Ballet Sharon Davidson	Category Full Planning Application
Ward Upper Edmonton	Councillor Request No Councilor Request	
LOCATION: Land West Of Silver Street Station And On To The A406 Via Wilbury Way, Enfield		
APPLICATION NUMBER: 23/00327/FUL		
PROPOSAL: Phase 2 Part 2 of new 23km Borough-wide district heating distribution network in Enfield comprising at this stage pipework from west of the railway line to the south of Silver Street Station, along parts of Bridport Road, Gloucester Road and Stirling Way, west along Wilbury Way, Pasteur Gardens, Tottenham Road and then north along Green Lanes to and along part of Bowes Road (A406 North Circular) in parallel with Pymmes Brook.		
Applicant Name & Address: D3 Associates Limited c/o DRK Planning Ltd 215 Alfred Court 53 Fortune Green Road London NW6 1DF United Kingdom	Agent Name & Address: David Kemp DRK Planning Ltd 215 Alfred Court 53 Fortune Green Road London NW6 1DF United Kingdom	
RECOMMENDATION: In accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, the Head of Development Management be authorized to GRANT full planning permission subject to planning conditions.		

Ref: 23/00327/FUL LOCATION: Land West Of Silver Street Station And On To The A406 Via Wilbury Way, Enfield, ,



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Scale 1:1250

North



Note for Members

1.1 The application is reported to the Planning Committee because it is classified as a major development. In addition, the applicant for the development is closely associated with Enfield Council and in accordance with the scheme of delegation, is reported to the Planning Committee for determination.

2. Recommendation:

2.1 That the Head of Development Management be authorised to **GRANT** full planning permission subject to planning conditions:

1. Limited Time Period Permission

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans 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.

3. Written Scheme of Investigation

No demolition or development within an individual development zone or section shall take place until a written scheme of investigation (WSI) related to archaeology for that development zone or section 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, which shall include the statement of significance and research objectives, and

- A. 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 WSI

4. Air Quality

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 (2021).

5. Contamination Plan

No works with an individual development zone or section shall commence until a Contamination Plan has been submitted to and approved by the Local Planning Authority. The Plan must set out a strategy on how to deal with contaminated land and soil, should it be encountered during works, including the method of identifying contamination, removal and disposal of contaminated materials and protection of human and environmental health.

Reason: To protect residents from ground contamination.

6. Unidentified Contamination

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 the developer has submitted and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To protect against risks arising from contamination.

7. Tree Protection Plan and Method Statement

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

- a) Detailed location and installation of services/ utilities, including trench location and dimensions, finished construction dimensions, and options for trenchless installation.
- b) Details of excavation and construction within the RPA or that may impact on the retained trees, including trench location and dimensions and options and locations for trenchless installation.
- c) A specification for protective fencing to safeguard trees during both excavation and construction phases.
- d) A specification for ground protection within tree protection zones.

- e) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- f) details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- g) Methodology and detailed assessment of root pruning
- h) Arboricultural supervision and inspection by a suitably qualified tree specialist
- i) Reporting of inspection and supervision

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with DMD80 and pursuant to section 197 of the Town and Country Planning Act 1990

8. Construction Management Plan

The development shall not commence until a Construction Management Plan has been submitted to and approved by the Local Planning Authority. The Construction Management Plan shall be written in accordance with London Best Practice Guidance and contain:

- a: A photographic condition survey of the public roads, footways and verges leading to the site
- b: Details of construction access and associated traffic management
- c: Arrangements for the loading, unloading and turning of delivery, construction and service vehicles
- d: Arrangements for the parking of contractor's vehicles
- e: Arrangements for wheel cleaning
- f: Arrangements for the storage of materials
- g: Hours of work
- h: The storage and removal of excavation material
- i: Measures to reduce danger to cyclists
- j: Dust and emission mitigation measures written in accordance with the Mayor of London's Supplementary planning guidance 'The Control of Dust & Emissions During Construction and Demolition' detailing how dust and emissions will be managed during demolition and construction work

The development shall be carried out in accordance with the approved construction management plan unless otherwise agreed by the Local Planning Authority.

Reason: To ensure construction does not lead to damage of the nearby public road network, minimise disruption to the neighbouring properties and protect the local amenity from demolition/ construction dust.

3. **Executive Summary:**

- 3.1 The application site spans across a relatively large area of the southern portion of the Borough within Upper Edmonton involving pipework from east though to the west from

Southbury Loop railway line along Stirling Way leading to Gloucester Road, Bridport Road, and Stirling Way, westward along Wilbury Way, Pasteur Gardens, Tottenham Road and then north along Green Lanes eastward along part of Bowes Road (A406 North Circular) in parallel with Pymmes Brook.

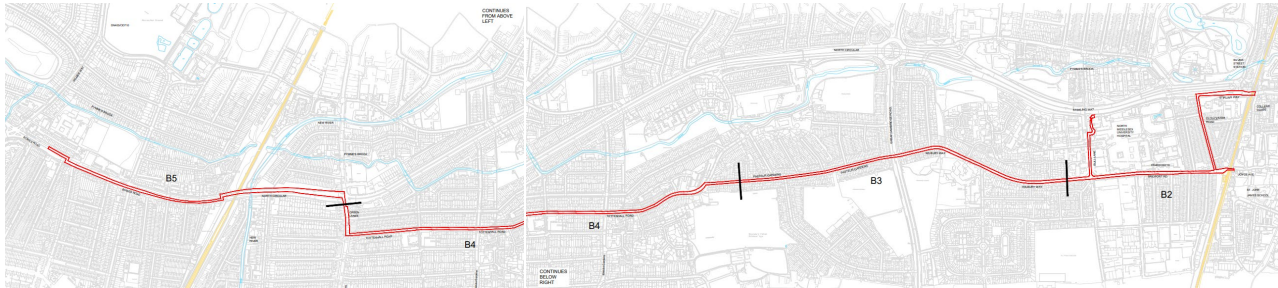
- 3.2 Planning consent is sought for the second part of Phase 2 of the new 23km Borough-wide district heating distribution network in Enfield. An application for Phase 2 Part 3 has been submitted separately to the Council. This planning application proposes the extension of the Meridian Water Heat Network from the Meridian Water/Edmonton area in the south of the Borough approximately 6km to support existing and future development along the route to connect to the low carbon decentralised energy network that will eventually cover large areas of the London Borough of Enfield and some areas of neighbouring London Boroughs.
- 3.3 The installation of the network constitutes engineering works requiring planning permission. However, the majority of the network is located beneath the highway and works cannot take place until all details, including traffic management arrangements during construction have been agreed by the Council in its capacity as highway and street works authority.
- 3.4 Decentralised energy networks are encouraged and supported in local, regional, and national planning policies and major developments are required to connect to existing or planned energy networks whenever possible. Several major developments within the Borough have already installed or are installing the equipment and infrastructure necessary to connect to the subject energy network.
- 3.5 The Energetik/Lee Valley Heat Network is supplied with energy from the adjacent EcoPark/North London Heat and Power Project facility to the north, which generates energy from waste.
- 3.6 The primary reasons for recommending approval are:
 - The development and expansion of low carbon decentralised energy networks is strongly supported throughout all levels of planning policy.
 - The development would extend part of the decentralised energy network, which is both encouraged and required by local and regional plans and policies and enables the wider delivery of actual service to progress. It will facilitate further expansion of the network as well, allowing development in the future to benefit from connecting to the network.
 - The development complies with relevant planning policy identified in this report, or compliance can be ensured through the use of planning conditions that have been proposed.
- 3.7 The proposal is considered acceptable in particular having regard to Policies GG1, SI2, and SI3 of the London Plan, Policy CP20 of the Core Strategy and Policies 51 and 52 of the Development Management Document.

4. Site and Surroundings:

- 4.1. The subject site spans across the ward of Upper Edmonton approximately 6km in length and is located south of the borough. The route passes through a part of the north circular A406 as well as areas containing commercial, residential, and public

uses. The vast majority of the piping will be located within the public highway, buried under road and pedestrian surfaces. Other portions of the piping will extend beneath pedestrian or cycle paths. The applicant states that once the piping is placed underground, the surfaces will be reinstated and the areas it passes through will look no different, with the exception of some access covers along the route where the pipes change direction.

4.2. The following figure depicts the proposed route:



4.3. Works will not pass through any designated conservation areas, nor will it impact built (above-ground) heritage assets. However, works will pass across a section of the New River, in close proximity to Pymmes Brooke and Southbury Loop railway lines to the southeast. As most of the construction works will occur within carriageways, a detailed traffic management proposal and plans have been submitted.

5. Relevant Planning History:

5.1 The following is the primary planning application associated with the subject proposal.

Reference	Description	Decision	Date
18/04517/FUL	Construction of a new district heating energy centre building and phase 1 of the associated buried heat network piping which extends westward into the wider borough.	S106 Granted with Conditions	11 January 2021
<p>Officer Note: This was an application for Energetik’s operational hub for the decentralised energy network pipes and an extension of the piping to Meridian Water. This was also called phase 1 but was specific to an extension to Meridian Water.</p> <p>The energy centre building is located at 4 Advent Way, to the north of the North Circular Road.</p>			

5.2 The following is the planning permission that was granted for Phase 1 of the network:

Reference	Description	Decision	Date
22/00047/FUL	Phase 1 of new 23km Borough-wide district heating distribution network in Enfield comprising at this	Granted with Conditions	3 October 2022

	stage pipework of approximately 7km in length.		
Officer Note: This was an application for Phase 1 of the DEN that extended from Meridian Water/Edmonton in the south of the Borough towards the north. Permission was granted by Planning Committee in October of this year.			

- 5.3 The following are similar, albeit smaller scale applications to extend piping to connect to various developments, in anticipation of the full decentralised energy network being built out.

Reference	Description	Decision	Date
19/02282/FUL	Installation of district heating pipework.	Granted with Conditions	24 October 2019
Officer Note: This was an application to install connecting pipework between Alma Estate and the Electric Quarter for future connection to the wider decentralised energy network.			
21/02036/FUL	Installation of district heating pipework and all associated works including pipework and connections on external elevations of properties	Granted with Conditions	39 July 2021
Officer Note: This application was associated with properties along Naylor Grove, EN3.			
21/02587/FUL	Installation of district heating pipework and all associated works including pipework and connections on external elevations of properties.	Granted with Conditions	16 September 2021
Officer Note: This application was associated with properties along South Street, EN3.			
22/00013/RE4	Extension of Ponders End Heat Network to supply low carbon heat to the Swan Annexe.	Granted with Conditions	17 March 2022
Officer Note: This application was associated with properties at Swan Annexe, adjacent to High Street, Ponders End.			

The following is the planning permission that was granted for Phase 2 of the network:

Reference	Description	Decision	Date
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22/02777/FUL	Phase 2 Part 1 of new 23km Borough-wide district heating distribution network in Enfield comprising at this stage pipework of approximately 2km in length.	Granted with Conditions	19 th December 2022
Officer Note: This was an application for Phase 2 of the DEN that extended from Meridian Water/Edmonton in the southeast of the Borough towards the north. Permission was granted by Planning Committee in December of 2022.			

6 Consultations

Public

- 6.1. Extensive use of site notice signs was used to publicise this application given the route primarily runs through public highway. In all, approximately 8 notices were placed at key locations along the route and in visible areas such as junctions, paths, busy streets, etc. The period to receive comments expired 5th April 2023.
- 6.2. No representations from the public have been received to date.

Statutory and Non-Statutory Consultees:

Internal

- 6.3. Environmental Health:

The Environmental Health Officer recommended conditions to protect air quality and measures to be taken should unexpected contamination be discovered.

The requested conditions have been included in this report.

- 6.4. Highway Services – Excavations:

Highway Structures or culverts may be within the route of the proposed pipelines and therefore advance planning and inspections of these assets is essential to ensure no consequential damage occurs as a result of these works.

The excavated trench lines and the nature of the works will cause localised damage to the carriageway surfacing layers. Resurfacing of the carriageway where the pipes are installed will need to be carried out. This will ensure that there is no new trench joint along the existing tracked path of vehicles or in a vulnerable location creating future maintenance issues for the highway authority.

In addition to requiring planning permission, the new apparatus will therefore require licensing pursuant to Section 50 of the New Roads and Street Works Act 1991. As part of the licensing process temporary traffic management measures will need to be agreed and put in place to ensure the safety of both operatives and road users.

Detailed traffic management arrangements will be designed in conjunction with key stakeholders, including TfL and the emergency services. In addition, the applicant will be required to engage with residents and businesses along the affected route.

6.5. Highway Services – Street Trees:

No objection.

6.6. SuDS:

No objection.

6.7. Transportation:

No comments received.

External

6.8. Cadent Gas:

No objection.

6.9. Environment Agency:

No comments received.

6.10. Haringey Council:

No objection received.

6.11. Historic England (GLAAS):

The planning application is not in an area of archaeological interest.

The consultee agreed with the conclusions of the submitted desk-based archaeological assessment and supported the proposed archaeological watching brief on development groundworks by condition.

Officer Note: The requested condition has been included in this report.

6.12. Natural England:

No objection received.

6.13. Network Rail:

No comments received.

6.14. Thames Water:

No objection received.

6.15. Transport for London:

No objection but raised concerns about traffic management during construction.

Officer Note: These have been forwarded to the applicant, who will be responsible for coordinating with the Council's Highways and Street Works team, as well as TfL and other operatives such as emergency services.

7. Relevant Policies

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.

7.1. London Plan (2021)

The London Plan is the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London for the next 20-25 years. The following policies of the London Plan are considered particularly relevant:

GG6: Increasing efficiency and resilience

D4: Delivering good design

HC1: Heritage conservation and growth

G7: Trees and woodlands

SI 1: Improving air quality

SI 2: Minimising greenhouse gas emissions

SI 3: Energy infrastructure

T1: Strategic approach to transport

7.2. Core Strategy (2010)

The Core Strategy was adopted in November 2010 and sets out a spatial planning framework for the development of the Borough through to 2025. The document provides the broad strategy for the scale and distribution of development and supporting infrastructure, with the intention of guiding patterns of development and ensuring development within the borough is sustainable.

CP 20: Sustainable Energy Use and Energy Infrastructure

CP 30: Maintaining and Improving the Quality of the Built and Open Environment

CP 31: Built and Landscape Heritage

7.3. Development Management Document (2014)

The Council's Development Management Document (DMD) provides further detail and standard based policies by which planning applications should be determined. Policies in the DMD support the delivery of the Core Strategy. The following local plan Development Management Document policies are considered particularly relevant:

DMD 37: Achieving High Quality and Design-Led Development

DMD 44: Conserving and Enhancing Heritage Assets

DMD 51: Energy Efficiency Standards

DMD 52: Decentralised Energy Networks

DMD 80: Trees on Development Sites

7.4. Edmonton Leaside Area Action Plan (2020)

The Edmonton Leaside Area Action Plan (ELAAP) was adopted by Enfield Council on 29 January 2020. The plan is now part of the development plan and planning decisions within the Edmonton Leaside area must be taken in line with the plan, subject to other material considerations. The following area action plan policies are considered particularly relevant:

EL17: Redevelopment of the EcoPark Site

EL26: The Meridian Water Heat Network

7.5. Other relevant Policy/Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Decentralised Energy Network Technical Specification SPD (2015)

8. Analysis

8.1. The main planning considerations of the development are the following:

- Principle of the development
- Environmental health
- Transportation and highways
- Trees
- Sustainable drainage
- Design, heritage and archaeology

8.2. Principle of Development

8.2.1. The principle of installing and strategically expanding decentralised energy networks and associated infrastructure is fully supported and encouraged by policy DMD 52 of the Enfield Development Management Document (2014) and CP 20 of the Enfield Core Strategy (2010), as well as the Enfield Decentralised Energy Network Technical Specification Supplementary Planning Document (2015). The National Planning Policy Framework and policy SI3 of the London Plan (2021) further reinforce the support for decentralised energy networks.

- 8.2.2. Decentralised energy networks generate energy at the point of distribution, in this case an existing energy from waste facility that is currently being replaced and upgraded with modernised technology and methods. Power and/or heat is then distributed in a network of underground pipelines.
- 8.2.3. Policies DMD 51 and DMD 52 require new developments to connect to decentralised networks if nearby, contribute towards extensions of the network if feasible to do so, or if the network does not yet exist but is planned then to commit to connect to the network in the future when available.
- 8.2.4. As a source of low-carbon energy, the proposed extension of the network to serve a wider area and more users is fully supported by national, regional, and local policy. Therefore, the proposed development is wholly supported in principle and actively encouraged by Enfield Council plans and policies.

8.3. Environmental Health

Air Quality

- 8.3.1. Policy SI 1 of the London Plan (2021) requires that development proposals control, and where possible improve, air quality within London. In consultation with the Council's Environmental Health Officer, it was noted that non-road mobile machinery must comply with the GLA's supplementary planning guidance Control of Dust and Emissions During Construction and Demolition (2014) to control dust during construction works. Compliance with this requirement can be ensured by a condition.

Contamination

- 8.3.2. The applicant submitted a desk based Geotechnical review highlighting sources of contamination and probable contaminants. The information indicated that the site can be considered as being located within a low and moderate ground contamination risk setting for human health i.e., construction works/ general public and controlled waters. The Environmental Health Officer recommend conditions to protect air quality and measures to be taken should unexpected contamination be discovered.
- 8.3.3. As conditioned, it is considered that the proposal will not negatively impact the environment in the context of air quality and contamination.

8.4. Transportation and Highways

- 8.4.1. The vast majority of the proposed piping will be located within the public highway. In addition to requiring planning permission, the new apparatus will therefore require licensing pursuant to Section 50 of the New Roads and Street Works Act 1991. As part of the licensing process temporary traffic management measures will need to be agreed and put in place to ensure the safety of both operatives and road users.
- 8.4.2. TfL is the highway authority for A406 North Circular Road which forms part of the Transport for London Road Network (TLRN). Part of the network route passes through the A406 North Circular Road. TFL was consulted and raised concern about the potential impact upon the performance and/or safety of the TLRN and consider that the proposal is likely to have significant impact on highway traffic, buses, pedestrians and cyclists using this section of the TLRN, A406 Sterling Way. TFL advised that mitigation measures must be secured prior to the commencement of works to protect the TFL road network, operations and assets. These issues are managed under

separate controls outside of the limitation of Planning. Notwithstanding, it is considered that the long-term benefits of the proposed underground network infrastructure outweigh the short-term impacts of construction works. Therefore, no objection raised on planning grounds.

- 8.4.3. The Council's Street Works team did not comment on the present application but noted during the review of Phase 1 of the network that once a contractor is appointed the detailed traffic management arrangements will be designed in conjunction with key stakeholders, including TfL and the emergency services. In addition, the applicant will be required to engage with residents and businesses along the affected route.
- 8.4.4. It is clear that implementation of the works will have a significant and prolonged impact on traffic conditions along the busy A406 north circular and elsewhere. Whilst this is not in itself a planning consideration, it should be noted that the Street Works team will work with the applicant to reduce the impact as much as possible. This may include the application of necessary conditions to any section 50 licences in order to minimise any adverse impact to the operation of the highway network.

8.5. Trees

- 8.5.1. Policy DMD 80 states development that involves the loss of or harm to trees protected by a TPO or trees of significant amenity or biodiversity value will be resisted. The applicant has provided an Arboriculture Statement within which it states that, the proposal will predominantly run through areas of road, pavement and existing hard standing, with some sections proposed through areas of soft landscaping and public open space.
- 8.5.2. 74 individual trees and 17 groups of trees within influencing distance of the application site. Trees identified are predominantly located in the pavement or soft landscaping to the side of the road. Street trees recorded range in species, size and quality, with the most common species comprising Norway maple, common lime, Chanticleer pear, fastigate hornbeam and cherry species. Tree groups recorded are predominantly located along the A406 road and comprise buffer planting groups on the central reservation or between the road and pavement. Species predominantly comprise small ornamental trees, whitebeam and Chanticleer pear. A large group of prominent lime trees is located along Wilbury Way and Bull Lane, located in the front gardens of a group residential blocks. The review confirms that no trees or tree group will be removed to facilitate the pipeline route as part of this phase of works.
- 8.5.3. The Council's Tree Officer was consulted, and a Tree Protection condition was recommended to ascertain greater clarity and certainty on mitigation measures during construction works.

8.6. Drainage and Flooding

- 8.6.1. Policy DMD 61 states that a drainage strategy will be required for all development to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan.
- 8.6.2. The proposed development is an underground infrastructure project involving enclosed pipes, so is dissimilar to a typical above-ground development that the relevant policies address. Hard surfacing will be removed to install the pipes and reinstated in the roadways, offering little need to improve drainage along the route.

- 8.6.3. Rain gardens are typically integrated within the footpath to catch surface water run-, or in the carriageway where space allows. In this instance, rain gardens are situated adjacent to on-street parking provision and near to junctions (to improve visibility splays), co-ordinated with the existing cycle routes. The applicant has stated that none of the proposed route will traverse any existing or scheduled rain gardens, nor would there be any opportunities to introduce new rain gardens as part of the district heat network installation, as trench works will be aligned centrally within the carriageway lanes, avoiding the footway and other services where possible. Given this position, the LPA's SuDs Officer is satisfied that proposed works will not impact upon surface water run-off attenuation and management.
- 8.6.6 The New River is managed by Thames Water. Thames Water were consulted however, no comments were received.
- 8.6.4. The applicant has confirmed that the pipe route will traverse the New River then below the A406/Bowes Road railway bridge as part of Phase 2 Part 2 of the scheme. As such, no potential impacts upon watercourses are likely to arise.

8.7. Design, Heritage, and Archaeology

- 8.7.1. As the proposed development consists of underground utilities that will not be visible once the roads and other surfaces are reinstated, and the only visible components will be maintenance access points at some junctions (similar to other in-road utilities such as water, electricity, gas, etc.), it is considered there would be no adverse visual impacts.
- 8.7.2. The proposed underground infrastructure project involving enclosed pipework will not pass through any conservation area and predominantly impact archaeological remains rather than built heritage. While, in relative proximity to Pymmes Park, a locally listed heritage asset, the pipeline will follow the route of the highway, which will not impact any heritage significance. Again, as it is an underground development and no heritage assets would be impacted, there is no objection raised in terms of heritage and conservation.
- 8.7.3. The applicant submitted a desk-based archaeology report, which found moderate archaeological potential of all periods along the route. The Greater London Archaeological Advisory Service at Historic England was consulted and noted the route was not in a site of archaeological interest. However, the route of the scheme broadly parallels the course of the Pymmes Brook, a watercourse along which past activity was attracted. It would also cut across the corridor of the Roman Road of Ermine Street and is likely to expose remains of medieval and post medieval settlements that passes or crosses. The GLAAS imposed a condition involving the requirement of a Written Scheme of Investigation.

9. **Community Infrastructure Levy**

- 9.1. In this case, due to the nature of the development, the proposal would not be liable to pay the Council's CIL or the Mayoral CIL.

10. **Conclusion**

- 10.1. Strategic national, regional, and local policy is supportive of the delivery of decentralised energy networks. This application is for the second major phase of underground infrastructure to enable provision of reliable and sustainable energy and

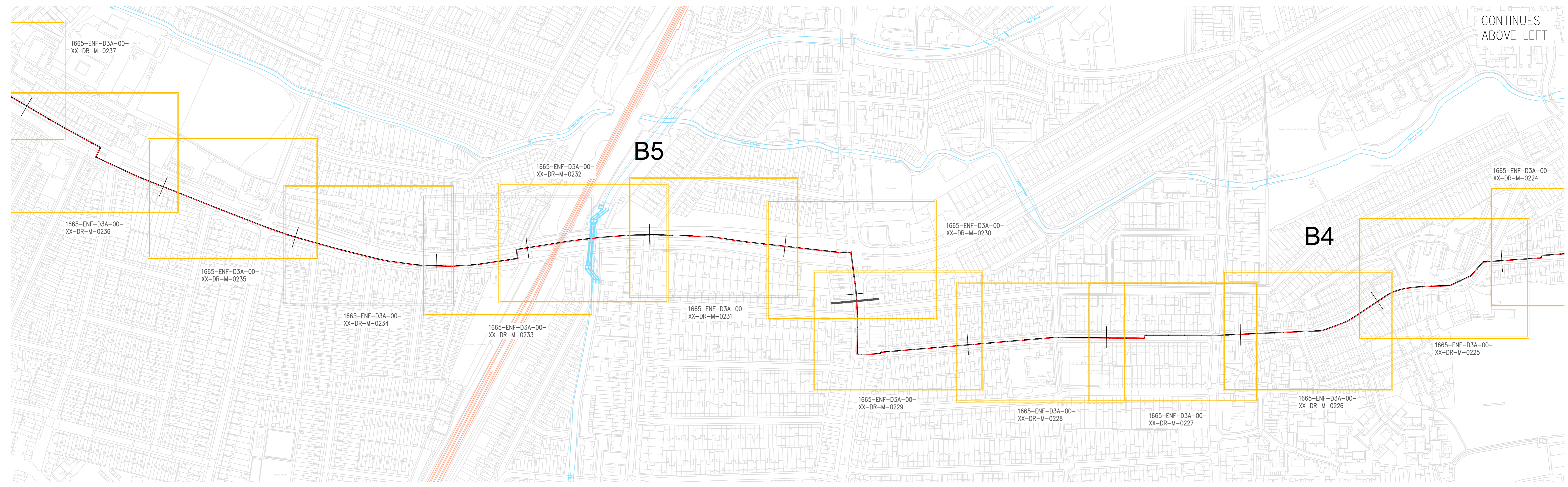
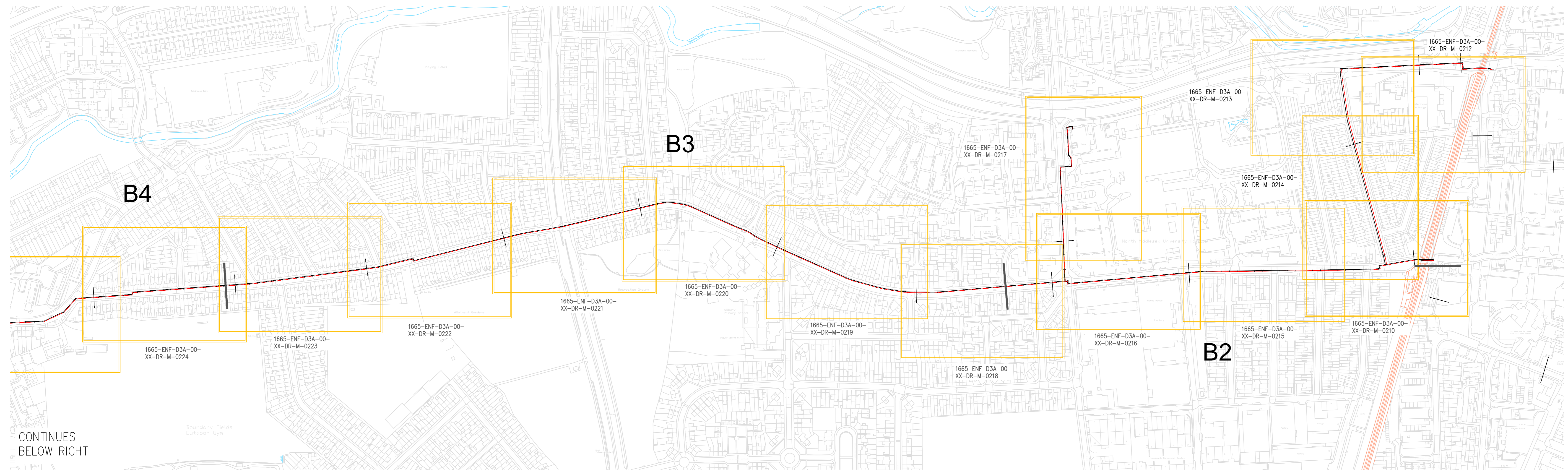
allow for future extension of the network. It is considered that the proposed route is in appropriate locations, there would be no visual impact, would be a significant investment in and a step towards a sustainable future for the Borough, and will mitigate any transportation, tree, archaeology, or contamination issues that may rise through the requirements of the suggested conditions or by following the plans put forth by the applicant.

- 10.2. The proposal is therefore recommended for approval subject to the recommended conditions.

Legend

Zone demarcation

1665-ENF-D3A-DHW-00-DR-M-00XX drawing reference



Rev	Description	Issued	Checked	Date
001	PHASE 2 PART 2 DRAWING IDENTIFIED	14.11.22	MS	14.11.22
002	PHASE 2 PART 2 DRAWING IDENTIFIED	16.07.22	MS	16.07.22
003	PHASE 2 PART 2 DRAWING IDENTIFIED	16.06.22	MS	16.06.22
004	FOR INFORMATION	22.03.22	PH	22.03.22
005	FOR INFORMATION	10.12.21	PH	10.12.21

Purpose of issue
TENDER

Project Information

Client:
energetik

Title: **Enfield District Heating Network**

District Heating Network
 Phase 2 Part 2 Zone B2-B5

Project ID	Originator	Zone	Level	Type	Rev	Drawing No.
ENF	D3A	00	XX	DR	M	0200B2
Project No.	Drawn	Scale	@ A3	Title	Revision	
1665	DW	1:2500		S3	005	

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LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE	Date: 18 th April 2023	
Report of Head of Planning	Contact Officers: Karolina Grebowiec-Hall Sharon Davidson	Category Major
Ward Town, Whitewebbs, Southbury	Councillor Request No Request	
LOCATION: Land Adjacent to The New River Extending From Tenniswood Road To Bullsmoor Lane		
APPLICATION NUMBER: 22/04095/RE3		
PROPOSAL: Provision of a new shared pedestrian and cycle path alongside the New River and associated hard and soft landscaping. Works to the Grade II Listed Bridge at Turkey Street.		
Applicant Name & Address: London Borough of Enfield, Journeys and Places	Agent Name & Address: Turley Associates	
RECOMMENDATION:		
1. That in accordance with Regulation 3 of the Town and Country Planning General Regulations 1992 the Head of Development Management be authorised to GRANT planning permission subject to conditions.		
2 That the Head of Development Management be granted delegated authority to finalise the wording of the conditions to cover the matters in the Recommendation section of this report.		

Ref: 22/04095/RE3 LOCATION: Land Adajcent To The New River Extending From Tenniswood Road To Bullsmoor Lane, , ,



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Scale 1:1250

North



- 2.2. That delegated authority be granted to the Head of Development Management to finalise the wording of the recommended conditions as set out in this report.
1. Time limit
 2. Approved drawings (compliance)
 3. Construction Management Plan compliance [construction logistics/transport/contamination]
 4. Planting plans compliance
 5. Kingfisher survey
 6. Otter survey
 7. Water vole survey
 8. Construction Environmental Management Plan [management of ecological impact]
 9. Landscape management and monitoring plan [trees, hedges, soft planting and retaining walls and litter]
 10. Biodiversity Net Gain compliance
 11. Light monitoring
 12. Bird and bat box installation
 13. Vegetation clearance outside of nesting season
 14. Arboricultural Method Statement and Tree Protection Plan compliance
 15. Signage notifying of area with grade increase and alternative route
 16. Scheme of heritage interpretation, including location of information posts
 17. Details of street furniture, cycle stands, benches, lighting, bollards, signage and information posts
 18. Details of new bridge at Turkey Brook
 19. Details of CCTV locations
 20. Rain gardens capacity
 21. Turkey Street Bridge details and drawings, including surfacing
 22. Gate and railing repair and re-use

3. Executive Summary

- 3.1. The application is for the off-carriageway portion of the Enfield to Broxbourne cycle and pedestrian path. The section subject to planning permission is 2.5 km and extends along the bank of the New River from Tenniswood Road to Bullsmoor Lane. The entire portion of the path in Enfield is 4.7 km, which includes an on-carriageway segment of 1.8km on existing highway.
- 3.2. The path is proposed to be self-binding gravel and shared use, it is 3 metres in width for the majority of the route. The application includes construction of a new bridge over Turkey Brook, a comprehensive landscaping strategy, planting of trees and hedges, the addition of seating, lighting, information posts, bollards, cycle stands and rain gardens. The red line includes the Grade II listed Turkey Street Bridge which is proposed to be resurfaced and bollards either side of the bridge will be replaced – this is subject to an application for Listed Building Consent that being considered separately under the Scheme of Delegation.
- 3.3. This application is brought by the Journeys and Places team within Enfield Council. The responsibility of Journeys and Places, formerly named the Healthy Streets team, is to promote and implement sustainable transport infrastructure in the borough, focused on delivering a walking and cycling network, enhancing town centres and public realm, improving road safety and informing the community of active travel options.

- 3.4. The Journeys and Places team has been awarded funding by National Highways specifically aimed at restoring connections that were historically lost due to construction of the M25. The M25 bounds the northern border of Enfield and severs connection to the borough of Broxbourne and connectivity to Broxbourne town. This proposal to improve paths along the New River to enable cycling and walking will provide commuters and those seeking recreation alternative access to Broxbourne.
- 3.5. The principle of the proposal is strongly supported. The formalisation of the existing path enables active travel, expands the borough's cycle network, and allows access to a significant waterway. The principle of delivering a cycle and pedestrian route at this location is in line with corporate aspirations, the Mayor's Transport Strategy and the development plan.
- 3.6. The proposal realises the Development Site's designation as a Green Chain Corridor and Green Chain Missing Link to improve access to this Local Open Space. Ecological assessment has been undertaken and recommends further mitigation to ensure protected species are safeguarded within the Wildlife Corridor and Metropolitan Site of Importance for Nature Conservation. 121 trees will be planted (with the removal of nine existing trees) and 585 metres of hedgerow provided to promote the biodiversity of the site, resulting in a net gain of over 10%. In order to make the route usable after dark, lighting is proposed to be installed. The applicant has been careful to explore all viable lighting options that create a safe environment for users but will, with mitigation, minimise impact on light-sensitive species, including bats.
- 3.7. Ease of access and use of the present path is greatly improved through a programme of digging and filling to level the route to the extent possible. One section nearest St. Ignatius College remains at a grade that is above inclusive standards. Officers recognise the applicant's efforts to explore alternative solutions and engage with the College to acquire land that would resolve this condition.
- 3.8. The application proposes a cohesive design approach to unify the style of furniture, signage, information posts, cycle stands, bollards and lighting. Seating areas are provided to allow opportunities for rest. Heritage benefits are provided through improvements to the Grade II listed Turkey Street Bridge and an information scheme that draws public attention to the historic, ecological and engineering significance of the New River.
- 3.9. The primary public benefits of the scheme can be summarised as follows:
 - Enables active travel where connectivity is presently dominated by vehicles
 - Expands the borough's cycle network
 - Allows access to a significant waterway, the New River
 - Improves a presently inaccessible and unsafe footpath to allow access by a diversity of users
 - Delivers on the Development Site as a Green Chain Corridor and Green Chain Missing Link
 - Reinforces the existing Wildlife Corridor
 - Provides 10.83% net gain in biodiversity
 - Landscape improvements of 121 trees (replacing nine trees that are removed), 585 metres of hedges, grasses, wildflowers and rain gardens

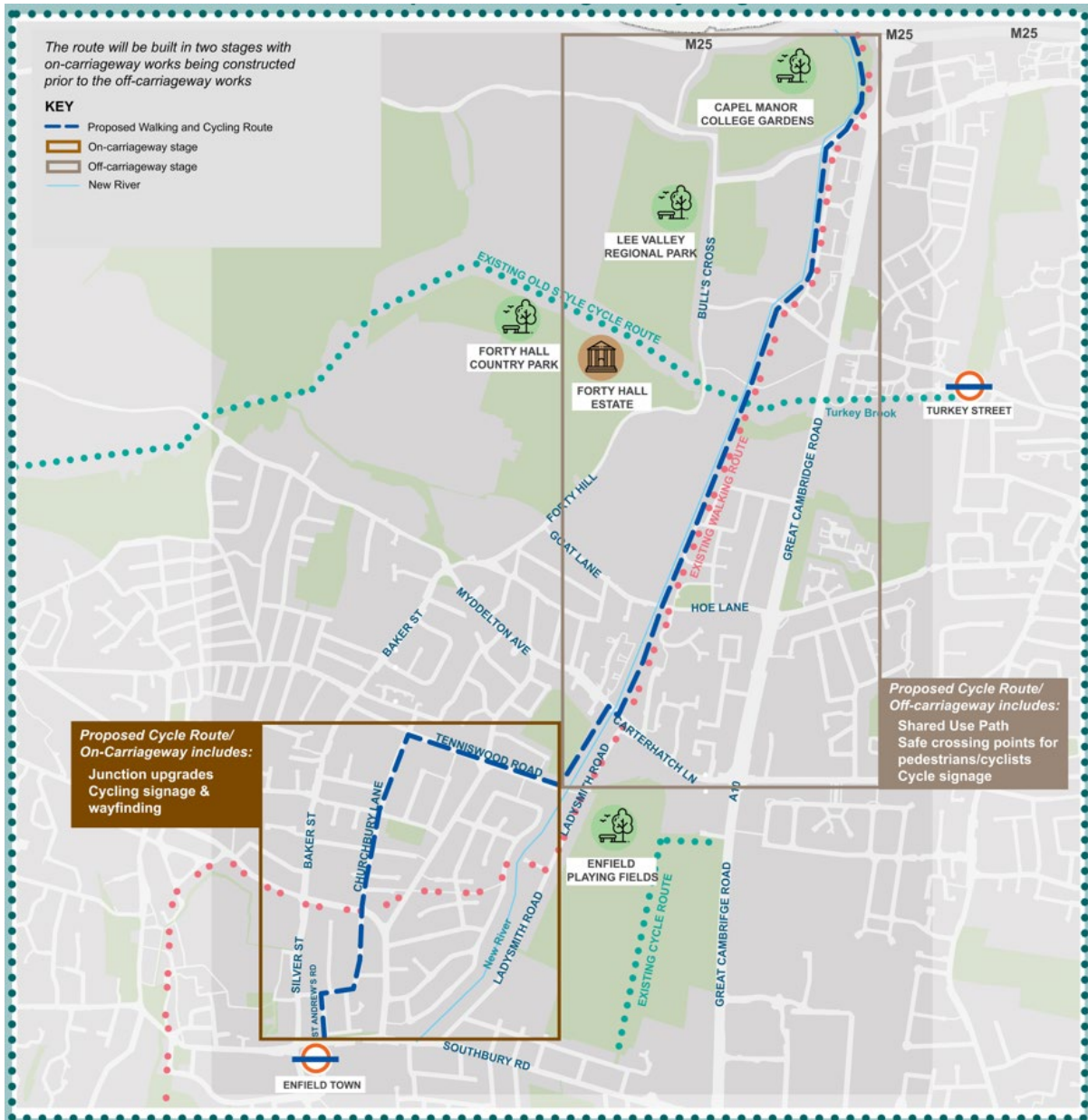
- Installation of furniture and fixtures that are unified in style, more sympathetic and appropriate to the setting of the New River and its heritage value
- Appropriate improvements to the Grade II listed Turkey Street Bridge

4. Site and surroundings

- 4.1. The Development Site is a narrow strip of land along the bank of the New River from Tenniwsod Road at the south to Bullsmoor Lane at the north that passes through the areas of Enfield Town, Forty Hill and Bullsmoor in northern Enfield. The area of proposed development that requires planning permission is just the river bank (owned by Thames Water) and excludes junctions where the river path interfaces with highways. Corresponding improvements to highways are subject to separate highway orders and are not the subject of this planning application.
- 4.2. The entirety of the Enfield to Broxbourne cycle and walking path that is within the borough of Enfield is 4.7 km long and extends from Enfield Town at Southbury Road, runs along existing highway, then joins the New River at Tenniswood Road and continues along the river bank for 2.9km to the M25. This application is for the section along the river which measures 2.5km in length. The riverside segment crosses Carterhatch Lane, Goat Lane/Hoe Lane and Turkey Street before reaching Bullsmoor Lane.
- 4.3. While the present application is for improvements up to Bullsmoor Lane at the north, the path has been designed to extend to the Enfield borough boundary at the M25. This last 400-metre length of path from Bullsmoor Lane to the M25 will be the subject of a separate planning application.
- 4.4. The New River is an engineered watercourse built in 1613 to supply water. The river was re-routed and straightened in the 19th Century using aqueducts and tunnels. These works are evident today with the Dowcra Aqueduct, an asset of local heritage value, within the red line of the proposal.
- 4.5. Areas that adjoin the New River and proposed path are predominantly residential, ranging between three- to four-storey apartment buildings and attached and semi-detached one-family homes. The path runs alongside several institutional and educational uses, including Worcesters Primary School, Capel Manor Primary School and St Ignatius College (without direct access into these sites) as well as the large public open spaces Forty Hall Estate, Lee Valley Regional Park, and Capel Manor College Gardens at the northern end.
- 4.6. The continuation of the route in the borough of Broxbourne is the subject of a separate approvals process in that locality.

5. Proposal

- 5.1. A cycle and pedestrian path is planned that extends from Enfield Town to Broxbourne. The segment of the path that is in Enfield is 4.7 km in length. The Enfield segment comprises two sections in terms of approvals processes. The section from Enfield Town to Tenniswood Road is 1.8km and entirely on-carriageway, subject to highways consents. It is shown in the lower box in the map below, cited "Proposed Cycle Route/On-Carriageway". The subject of this application for planning permission is the 2.5km section in the upper box labeled "Proposed Cycle Route/Off-Carriageway", from Tenniswood Road to Bullsmoor Lane only.



- 5.2. Where the proposed riverside path crosses highway, the junctions on carriageway are subject to highways orders and are also excluded from this planning application.
- 5.3. The path is proposed to be self-binding gravel and shared use, it is 3 metres in width for the majority of the route. The proposal also includes construction of a new bridge over Turkey Brook, works to Grade II listed Turkey Street Bridge, a comprehensive landscaping strategy, planting of trees and hedges, the addition of seating, lighting, information posts, bollards, cycle stands and rain gardens.

6. Environmental Review

- 6.1. The proposed development, when assessed in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2017 and National Planning Practice Guidance, does not constitute Schedule 2 development. It is not therefore 'EIA development' and no scoping exercise or

any Environmental Statement is required. The Council issued screening opinion reference 22/04219/SO.

- 6.2. On the basis of the assessment undertaken, the proposed development would not give rise to significant effects on the environment such that it would trigger the requirement for an Environmental Impact Assessment having regard to the above Regulations, National Planning Practice Guidance and relevant case law.

7. Consultations

Pre-Application Consultation

- 7.1. Following receipt of funding from National Highways in early 2020, the applicant held two workshops in February 2020 with fourteen stakeholders, including environmental groups, disability representatives, residents' associations and cycling groups.
- 7.2. A pre-application meeting was held with the LPA 4 August 2021, where officers acknowledged the constraints of the site and asked that there be consideration of:
- The design of the bridge and whether this would be applied for in outline or full
 - Accessibility Lighting and how this will balance considerations regarding user safety, impact on bats and light spill
 - Further details around the decision not to segregate the path and details on maximum path widths achievable
 - Safety and security
 - Biodiversity and mitigations for introduction of hardstanding
 - Details of the interfaces at key access points to the route
- 7.3. Regular updates and relevant documents have been available on the publicly available engagement site Let's Talk Enfield.
- 7.4. Shifts in funding available from National Highways led to the applicant team having to accelerate the design process in the second half of 2022, meeting with planning officers again on 20 October 2022 with an update. The applicant held a public webinar on 13 December 2022 with an attendance of 4 after having sent 1,200 letters to neighbours. Following receipt of comments during the planning application neighbour consultation period, letters were sent notifying neighbours of three more sessions to focus on the roads from which the most comments were received. The applicant team presented clarifications with respect to alternative routes, distances to properties, screening, security and ecological assessment. Two sessions were held on 13 March with two and one attendees respectively; one was held 15 March with two attendees.
- 7.5. The applicant's Statement of Community Involvement is set out in the Planning Statement, February 2023.

Enfield Place and Design Quality Panel (DRP):

- 7.6. The proposed development was brought to the Enfield Place and Design Quality Panel (hereby referred to as DRP) on 20 December 2022. A summary of the

conclusions made, along with officer comment as to the degree to which the applicant has addressed DRP conclusions, is outlined below:

- Overall, this is a positive scheme and is broadly supported. Resolution of outstanding issues (as listed in the detailed comments below) through amended drawings and conditions will result in a fully supported scheme.
- This is a needed and useful direct active travel route going through and out of the borough and provides new opportunities to connect to destinations local and borough wide. This generally aligns with the councils and GLA objectives to promote active travel.
- The new connections to the New River and landscape are welcomed and will provide an increase to biodiversity including new trees. More residents will have access to this space following implementation.
- Improvements to heritage assets and increasing their visibility is welcome.
- The proposal creates a new access point to Worcesters Ave, which is supported in principle. However a single entrance does not sufficiently open up views and uninterrupted access to the cycle path.

Officer comment: The applicant considered removing the fence that separates grassed area along Worcesters Avenue from the proposed path to open up this entire section to the river, however, Thames Water, the owner of the riverbank, would be unable to close access for health and safety reasons if the need arose.

- The proposed design for Turkey Street Bridge could be simplified. Seating, cycle storage and road blocking should be consolidated into multi use items to de-clutter the bridge and allow a greater appreciation of its heritage value.

Officer comment: Following advice by the DRP, the applicant has revised the design of the Grade II listed Turkey Street Bridge to remove the 'clutter' and limit works to the bridge to a re-surfacing and replacement of bollards with slim profile, black bollards. No additional furniture is proposed on the bridge.

- Whilst not subject to the planning application, opening up the southern section of the new river to connect off route to Enfield Town station would be strongly supported.

Officer comment: This suggestion falls outside of the scope of the present project and application.

- Across the proposal there are missed opportunity for places of rest and relaxation. These could be introduced along the route and marked with benches and heritage interpretation panels.

Officer comment: The applicant has introduced integrated opportunities for rest with seating in the form of benches with backrests and informal gravel boulders. The applicant has given consideration to the location of seating, along with broader landscape factors, and has set the locations and type of seating within a Placemaking Strategy and series of Placemaking Drawings. The drawings indicate the proposed location of bench seats, cycle stands and information signs

that will display a map of the path, as well as information on the heritage and engineering of the river and historic features along it. While the applicant has provided drawings with locations of this furniture, the Placemaking Strategy and Placemaking drawings are recommended to be approved as indicative, with a condition requiring further review by officers of the historic features that have been identified, the design of information posts, benches, cycle stands, bollards and any other furniture being installed.

- More detail should be provided on the treatment of land adjacent to the path. The maximisation of SuDS features, wild planting and biodiverse planting would be supported.

Officer comment: The applicant submitted planting plans showing a robust planting strategy with a greater number of trees and additional hedgerow, grasses and wildflowers to increase biodiversity and provide further screening for neighbour privacy and further drainage details.

- The proposed street furniture, benches and bollards are utilitarian and represent a missed opportunity to enhance the character of the project and to create a sense of place. Simple and inexpensive changes to these products could help achieve better placemaking.

Officer comment: The applicant has provided a Placemaking Strategy that shows indicative furniture in a neutral black finish – this includes Harrogate cycle stands, information posts, black metal bench seats, black lighting poles and black steel bollards. This unobtrusive and practical selection of finish and materials is clean and does not undermine the historic and organic qualities of the site. While these are viewed to be positive, final selection of materials and furniture is proposed to be conditioned.

- The proposed bridge is utilitarian and could be easily improved to create a sense of place using references to the heritage of the new river and a simple but interesting design. Changes to the shape, colour spacing, design of balustrade and material could all be employed to provide a cost effective but unique piece of interest.

Officer comment: The proposed new bridge over Turkey Brook remains as presented to the DRP given budgetary constraints. The bridge is designed and finished to be a neutral element and is in a location of moderate visibility. The Placemaking Strategy integrates the present design. The DRP suggested a design competition for this bridge, but the budget is too constrained to enable this.

- It is noted as per DAS 6.4.2 that the ramp to the north of the St Ignatius path is too steep at 15.9% as opposed to the preferred limit of 8% for accessible use. This is not supported as it limits the use of the path to able bodied users only.

Officer comment: The applicant has provided drawings further demonstrating the challenge around resolving the steep grade adjacent to St. Ignatius College. However, the applicant is in discussions with the college to utilise some of the school's land to reduce the grade of this ramp. It is understood that this element will not be resolved as part of this application, but officers are supportive of continued efforts to make this location fully accessible.

Statutory and Non-Statutory Consultees

- 7.7. Environment Agency: The Environment Agency does not object to the proposal but does request that an informative is included requiring a Flood Risk Activity Permit for any activities that take place within certain parameters.
- 7.8. Natural England: Natural England did not comment.
- 7.9. Historic England (GLAAS): The Greater London Archaeological Advisory Service Historic England concluded that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and no further assessment or conditions are therefore necessary.
- 7.10. Historic England: Historic England, in its role as a heritage authority, notified that it would not be offering advice on this application.
- 7.11. SuDS Highways: SuDS officers have reviewed the drainage strategy and do not object to the proposal. Officers have asked for a condition confirming the level of rainfall proposed that rain gardens will accommodate before works are carried out.
- 7.12. Transportation: Transportation officers do not object to the application and recognise the significant active travel benefits of the proposal. Officers have comprehensively reviewed the Equalities Impact Assessment to understand the implications of the 15.9% grade path adjacent to Saint Ignatius College accessed by all users. Although the applicant has explored several alternative configurations within the constraints of the site, officers accept that users can divert from this segment of path and that the applicant is communicating with St. Ignatius College about the acquisition of some land to bring this segment to a compliant grade.
- 7.13. Conservation: Conservation officers do not object to the proposal and works to the Grade II listed Turkey Street Bridge acknowledging that the proposal brings heritage benefits and an enhancement to the present condition of Turkey Street Bridge. Officers recommend conditions for further details concerning bridge materials, furniture, lighting, information posts, fencing, gates and a survey of historic assets.
- 7.14. Trees: The tree officer raises no objection to the application and recommends conditions to ensure compliance with the Arboricultural Method Statement and Tree Protection Plan.
- 7.15. Environmental Health: The Environmental Health officer does not object to the application for planning permission and finds there is no significant adverse impact that cannot be addressed through mitigation measures that have been conditioned. A condition is recommended to require a contamination plan.
- 7.16. Metropolitan Police (Secured by Design): The Secured by Design officer made two comments to prevent criminal damage and arson: that bicycle stands should be placed diagonally to reduce leverage options and timber benches could invite damage and arson. The applicant now proposes metal bench seats.
- 7.17. Thames Water Authority: Thames Water did not comment.

7.18. Broxbourne Council: Broxbourne Council did not comment.

7.19. Lee Valley Regional Park Authority: The Lee Valley Regional Park Authority did not comment.

Public Consultation

7.20. Public consultation as a result of this planning application involved notification letters being sent to 1,247 neighbouring properties 16 December 2022, a press advert in the Enfield Independent was published 21 December 2022 and 10 site notices were erected 12 January 2023.

7.21. As a result of public consultation, 16 representations were received, 12 objecting to the proposal and 4 neither objecting to nor supporting the proposal. A summary of reasons for comment is below:

- Benefit of having a cycle lane along the river is not evident; the priority should be making the current road safer for cyclists

Officer comment: The Development Site is designated a Green Chain Corridor, supported by policy to be a linked open space for pedestrians and cyclists. Within adopted policy and Enfield's Blue and Green Strategy (2021), this section of the New River is assigned the function of a cycle route. The application consists of a Healthy Streets Assessment, which uses the Mayor of London's Healthy Streets indicators to evaluate how the proposed route meets criteria and how alternative, on-highways routes would meet criteria for a safe and accessible route. The route proposed by this application scores a total of 83, while an on-highways route scored a total of 50. Given all of the policy objectives that the proposal meets, including delivery of a pedestrian and cycle path along a Green Chain Corridor and improving access to a significant borough watercourse, it is appropriate that priority is given to providing the piece of cycle infrastructure as proposed.

- Secluded and peaceful character of the properties that back onto the river will be lost as a result of this proposal

Officer comment: The Development Site is designated a Green Chain Corridor, Green Chain Missing Link, Wildlife Corridor, is partially within Green Belt, Local Open Space, and Metropolitan Site of Importance for Nature Conservation. While these designations seek to maintain a verdant, open character that is conducive to species habitats, the Green Chain Corridor and Local Open Space designations mean that the riverbank has been identified for active use and access by users. To date, this section of the New River has not been delivered and maintained to allow the level of access that is supported by local policy. These are the same designations that apply to other sections of the New River in Enfield Town. There is an increase in usership anticipated as a result of this proposal, however, the Traffic Impact Assessment provided states approximately 150 cyclists or pedestrians would be using the path in *peak hours*. For the length of the route, this is a moderate number of users. Users are expected to be cyclists and pedestrians using the path for commuting and recreational purposes, which are not disruptive uses. The applicant has incorporated hedges and trees into the landscape plan to provide further separation and screening between homes and activity on the path.

- Privacy will be lost when users of the path are able to see onto the rears of residential properties from the riverbank

Officer comment: Further detail regarding individual streets is provided in this report. Assessment by the applicant of distances from the path to windows demonstrates that, in most instances, there is a minimum of 18 metres from the rears of properties to the path – in most instances the distance is between 20 and 25 metres, sometimes more. Although there is no standard for distances between open spaces and residential properties, a distance that has been commonly used between rears of residential buildings is 18 metres. Enfield Policy DMD 10 applies a distance of between 22 and 25 metres. Although not strictly applicable in this instance, these standards serve as an indication of adequate distances from residential windows. The nature of the path and its users is also worth noting. The window-to-window distances assume stationary outlook. Users of the path are transient, they are passing. The applicant has incorporated hedges and trees into the landscape plan to provide further separation and screening between homes and activity on the path.

- There will be an increase in anti-social behaviour along the path, particularly resulting from the installation of furniture/seating

Officer comment: The formalisation of the walking and cycling route will open the area to the public and encourage recreational use of the amenity. Improving the path will encourage increased usage of the path, which provides passive surveillance and is likely to discourage and prevent irresponsible behaviour. Rest areas with seating are proposed to enable enjoyment of the path by a diversity of users. The opportunities to sit provide additional eyes on the path to support the intended use of the route.

- There will be an increase in anti-social behaviour on Turkey Street Bridge from the installation of furniture/seating

Officer comment: The applicant amended the proposal to remove furniture, including seating, from the proposal for Turkey Street Bridge.

- There will be an increase in the rate of crime originating from drug dealers and thieves on the path

Officer comment: The formalisation of the walking and cycling route will open the area to the public and encourage recreational use of the amenity. Improving the path will encourage increased usage of the path, which provides passive surveillance and is likely to discourage and prevent criminal behaviour.

- The incidence of burglaries will increase from individuals climbing over the fence into rear gardens

Officer comment: There is presently a footpath on the majority of the route with pedestrian access. The proposal is to formalise this existing path with self-binding gravel. The formalisation of the walking and cycling route will open the area to the public and encourage recreational use of the amenity. Improving the path will encourage increased usage of the path, which provides passive surveillance and is likely to discourage and prevent criminal behaviour. The applicant has incorporated hedging along the boundaries with residential gardens to deter climbing over fences.

- Can the path be on the opposite side of the river where there are fewer bounding residential properties?

Officer comment: The location of the path relative to the New River has been informed by the density of residential properties as well as the width, natural and built features of the riverbanks. In most instances, the proposed self-binding gravel path is being maintained where there is presently a footpath.

- Tenniswood Road to Carterhatch Lane: The western side of the New River was preferred over the eastern side because it avoids the need to cross the river from the on-carriageway section at Tenniswood Road and because there are fewer properties on the western side of the New River. It also avoids extensive interventions at Carterhatch Lane to join the New River, including a segregated cycle facility on Carterhatch Lane, removal of the existing concrete raised island on the bridge and relocation of a bus stop.
 - Carterhatch Lane to Goat Lane: There is an existing towpath on the eastern bank and there is sufficient width to maintain the path on this side.
 - Goat Lane to the Turkey Brook: There is an existing towpath on the eastern bank between Goat Lane and the existing footbridge and there is sufficient width to maintain the path on this side. The path on the western side has insufficient width.
 - Turkey Brook to Turkey Street: There is an existing towpath on the eastern bank, where there is sufficient width for the shared path to be constructed. The path remains on the eastern side and there is no change to public access.
 - Turkey Street to Bullsmoor Lane: The existing towpath is on the western bank. There is a small channel on the western bank which would create unsafe conditions for the shared path. It is therefore proposed on the eastern bank.
- Evergreen, “spikey” planting is needed on the path side to deter climbing over fences into private properties

Officer comment: The application incorporates 585 metres of hedgerow, much of it alongside rear fences in order to create a separation from the path and residences.

- There will be an increase in noise, particularly from motorised vehicles like mopeds

Officer comment: Motorised vehicles are prohibited from accessing the path; there will be signage restricting use. Only pedestrians, bicycles, e-bikes, scooters and personal mobility vehicles will be permitted access.

- There will be light pollution as a result of the light poles being installed

Officer comment: The lighting strategy has been informed through consultation with Enfield street lighting officers to appropriately light for safety and to minimise

light overspill, as well as ecologists to minimise the risk of disruption to light-sensitive species. The lighting columns will use light shields to minimise light spillage into adjacent properties; they will be directed away from properties, onto the path.

The lights will be programmed to set illumination to the minimum necessary to make the path feel safe. From dusk until 10:00 pm, when they are not triggered, lights will be dimmed to 10% output. Between 10:00 pm and dawn, illumination will be at 0%. Only when someone passes will the 10 columns be lit to 100% illumination, and will switch off after one minute. A condition is recommended to monitor the frequency of light triggers and sensitivity to being triggered, and adapting operation of the lights accordingly.

- Vegetative screening along the path will block sunlight into gardens

Officer comment: The applicant's landscape consultant has located trees and selected species that will provide the benefit of screening while growing to a height and density that will minimise overshadowing of gardens.

- Construction process could be damaging to existing species habitats and presence of wildlife

Officer comment: Any impact to ecology has been set out in the ecology section of this report following preparation of an Ecology Assessment by the applicant and rigorous review by an ecology expert on behalf of the LPA. A condition is recommended securing a Construction Environmental Management Plan to memorialise the mitigation that has been identified during review.

- The path is too narrow to accommodate shared use by pedestrians and cyclists

Officer comment: The path is generally 3 metres in width with several sections exceeding this width. The 3-metre width is dictated by two sets of standards: Government cycle infrastructure guidance and *Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure*. The Traffic Impact Assessment (April 2020) expects approximately 150 cyclists or pedestrians at peak hours; this is a moderate level of usership. *Cycle infrastructure design (LTN 1/20)* is the guidance by the Department of Transport that sets standards for safe, high quality infrastructure. It recommends a minimum width of three metres for cycle flows of 300 cyclists or less per hour. *Inclusive Mobility* recommends a minimum 2 metre width for a footpath to allow enough space for two wheelchair users to pass even if they are using large electric mobility scooters. There are two pinch points that the applicant is seeking to address through further discussions with the adjacent private landowner.

- There may be insufficient budget to clean up litter and dog waste

Officer comment: Enfield Council will enter an agreement with Thames Water, the landowner of the vast majority of the Development Site. Enfield Council will be responsible for maintaining the proposed path. Enfield Council will maintain the path in line with maintenance of sites designated as Local Open Space

- Properties along the path will be devalued

Officer comment: Designations of the development site are not being amended. It will remain, as presently, a Green Chain Corridor, Green Chain Missing Link, Wildlife Corridor, Green Belt, Local Open Space, and Metropolitan Site of Importance for Nature Conservation. The path is presently accessible to the public. The proposal is to deliver a piece of infrastructure and recreational amenity in line with planning designations. While impacts to property values are not a planning consideration, there is no evidence that the development proposal will be detrimental and will harm the value of adjacent properties.

- An increase in visitors to the path will exacerbate adjacent road parking for residents

Officer comment: The path is being proposed to give users the option of an active mode of travel, as pedestrians or cyclists. It is not expected that there will be an increase in motorists driving to the path to then walk or cycle along it.

- Who will be legally responsible for the security, health and safety of the path?

Officer comment: Enfield Council will enter an agreement with Thames Water, the landowner of the vast majority of the Development Site. Enfield Council will be responsible for maintaining the proposed path.

- How will the works to the path disrupt roads and road access?

The construction period and phasing are not yet known. The on-highways construction (at junctions) is subject to separate permissions and noticing to give highways users notification of disruptions. The proposed development is subject to a Construction Management Plan that is recommended to be complied with by condition.

8. Relevant Policy

National Planning Policy Framework 2021

8.1. The National Planning Policy Framework (NPPF) introduces a presumption in favour of sustainable development. In this respect, sustainable development is identified as having three dimensions - an economic role, a social role and an environmental role. For decision taking, this presumption in favour of sustainable development means:

a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

c) an environmental objective – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

8.2. The NPPF recognises that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The NPPF does not change the statutory status of the development plan as the starting point for decision making.

8.3. Paragraph 48 of the NPPF details when weight may be given to relevant emerging plans. This guidance states that the stage of preparation, the extent to which there are unresolved objections and the degree of consistency of relevant policies to the Framework are relevant.

8.4. The NPPF 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 (8), 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); 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.”

8.5. The London Plan 2021

GG1	Building Strong and Inclusive Communities
GG2	Making the Best Use of Land
GG3	Creating a Healthy City
GG6	Increasing efficiency and resilience
D1	London’s form, character and capacity for growth
D2	Infrastructure Requirements for Sustainable Densities
D4	Delivering Good Design
D5	Inclusive Design
D8	Public Realm
D11	Safety, Security and Resilience to Emergency
D12	Fire Safety
D14	Noise
S1	Developing London's social infrastructure
HC1	Heritage conservation and growth
HC3	Strategic and Local Views
G1	Green Infrastructure
G2	London’s Green Belt
G4	Open space

G5	Urban greening
G6	Biodiversity and access to nature
G7	Trees and woodland
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
T7	Deliveries, Servicing and Construction
T9	Funding Transport Infrastructure through Planning
DF1	Delivery of the Plan and Planning Obligations

Mayoral Supplementary Guidance

- 8.6. Accessible London: Achieving an Inclusive Environment (October 2014)
The strategy sets out to provide detailed advice and guidance on the policies in the London Plan in relation to achieving an inclusive environment.
- 8.7. Planning for Equality and Diversity in London (October 2007)
Explores how key spatial planning issues can impact upon equality and diversity.
- 8.8. Public London Charter (September 2021)
The Public London Charter sets out eight principles owners and managers of public spaces need to follow to ensure that any new public spaces in London are safe, accessible, attractive and inclusive. London Plan Policy D8, on the public realm, requires all development that creates new public space to be managed in accordance with the Public London Charter.
- 8.9. Character and Context (June 2014)
Sets out a process for acquiring knowledge of character and context, so that change is brought about in a way which is responsive to individual places and locations.
- 8.10. Sustainable Transport, Walking and Cycling (November 2022)
Helps support planning authorities and applicants in meeting the requirements of London Plan Policy T3, as well as also supporting delivery against other policies including T1 Strategic approach to transport, and T2 Healthy Streets. It provides guidance to explain how Development Plans and development proposals should support walking, cycling and public transport.
- 8.11. The Control of Dust and Emissions during Construction and Demolition (July 2014)
The aim of this supplementary planning guidance (SPG) is to reduce emissions of dust, PM10 and PM2.5 from construction and demolition activities in London.
- 8.12. Local Plan – Core Strategy
 - Core Policy 1 Strategic Growth Areas
 - Core Policy 9 Supporting Community Cohesion
 - Core Policy 11 Recreation, culture, leisure and arts

Core Policy 21	Delivering sustainable water supply, drainage and sewerage infrastructure
Core Policy 24	The road network
Core Policy 25	Pedestrians and cyclists
Core Policy 28	Managing flood risk through development
Core Policy 30	Maintaining and improving the quality of the built and open environment
Core Policy 31	Built and landscape heritage
Core Policy 32	Pollution
Core Policy 33	Green Belt and countryside
Core Policy 34	Parks, playing fields and other open spaces
Core Policy 35	Lee Valley Regional Park and waterways
Core Policy 36	Biodiversity

8.13. Local Plan – Development Management Document

DMD37: Achieving High Quality and Design-Led Development
 DMD38: Design Process
 DMD44: Conserving and Enhancing Heritage Assets
 DMD47: New Road, Access and Servicing
 DMD48: Transport Assessments
 DMD49: Sustainable Design and Construction Statements
 DMD57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
 DMD58: Water Efficiency
 DMD59: Avoiding and Reducing Flood Risk
 DMD60: Assessing Flood Risk
 DMD61: Managing surface water
 DMD62: Flood Control and Mitigation Measures
 DMD64: Pollution Control and Assessment
 DMD65: Air Quality
 DMD66: Land Contamination and Instability
 DMD68: Noise
 DMD69: Light Pollution
 DMD70: Water Quality
 DMD71: Protection and Enhancement of Open Space
 DMD75: Waterways
 DMD76: Wildlife Corridors
 DMD77: Green Chains
 DMD78: Nature conservation
 DMD79: Ecological Enhancements
 DMD80: Trees on development sites
 DMD81: Landscaping
 DMD82: Protecting the Green Belt
 DMD89: Previously Developed Sites in the Green Belt

8.14. Other Material Considerations

Enfield's Blue and Green Strategy (2021-2031)
 Enfield Climate Action Plan (2020)
 Enfield Biodiversity Action Plan
 Enfield Local Heritage List (May 2018)
 Enfield S106 SPD (2016)
 Making Enfield: Enfield Heritage Strategy 2019-2024 SPD (2019)

The Setting of Heritage Assets – Historic Environment Good Practice Advice in Planning: 3, Historic England (2017)
TfL London Cycle Design Standards (2014)
Healthy Streets for London (2017)
Manual for Streets 1 & 2, Inclusive Mobility (2005)
National Planning Practice Guidance
National Design Guide (2019)

8.15. Enfield Draft New Local Plan and Draft Proposals Map

8.16. The Council consulted on its early Issues and Options Local Plan in December 2018. This document represented a direction of travel and the draft policies within it will be shaped through feedback from key stakeholders. As such, it has relatively little weight in the decision-making process.

8.17. As the emerging Local Plan progresses through the plan-making process, the draft policies within it will gain increasing weight, but at this stage it has relatively little weight in the decision-making process.

8.18. Key local emerging policies from the plan are listed below:

Strategic Policy SP SE1: Responding to the climate emergency
Policy DM SE2 – Sustainable design and construction
Policy DM SE8 – Managing flood risk
Policy DM SE9: Protection and improvement of watercourses
Policy DM SE10 – Sustainable drainage systems
Strategic Policy SP SC1: Improving health and wellbeing of Enfield's diverse Communities
Strategic Policy SP BG1: Enfield's blue and green infrastructure network
Strategic Policy SP BG2: Protecting nature conservation sites
Strategic Policy SP BG3: Biodiversity net gain, rewilding and offsetting
Strategic Policy SP BG4: Green Belt and Metropolitan Open Land
Strategic Policy SP BG5: Green Belt and edges of the countryside/urban areas
Policy DM BG6: Protecting open space
Policy DM BG7: Watercourses
Policy DM DE1 – Delivering a well-designed, high-quality and resilient environment
Policy DM DE2: Design process and Design Review Panel
Policy DM DE3: Inclusive design
Strategic Policy SP DE4: Putting heritage at the centre of place making
Policy DM DE7 – Creating liveable, inclusive and quality public realm
Policy DM DE10 Conserving and enhancing heritage assets
Policy DM DE11 – Landscape design
Strategic Policy SP T1: Promoting sustainable transport
Policy DM T2: Making active travel the natural choice

ANALYSIS

9. Main Planning Issues

9.1. The main planning issues raised by the Proposed Development are:

- Principle of Development
- Green Infrastructure
- Transport
- Design
- Flood Risk and Drainage
- Heritage and Archaeology
- Environmental Health
- Health and Equalities Impacts

10. Principle of Development

- 10.1. The London Borough of Enfield's Journeys and Places programme, previously called the Healthy Streets programme, was established to encourage Enfield's communities to make more sustainable transport choices that benefit the climate, health, encourage physical activity, promote inclusion, reduce congestion and improve road safety. The programme continues to be underpinned by the Mayor's Healthy Streets approach. This work builds on progress achieved during the previous 'Cycle Enfield' project, which saw significant improvements made to help enable people in Enfield to walk, wheel and cycle.
- 10.2. The Enfield Council Plan 2020-22 *A Lifetime of Opportunities*, includes as one of its priorities "safe, healthy and confident communities" with goals to: "Make our neighbourhoods safer, healthier and better places to live by working with communities to reduce and slow down traffic...", "Work with partners to reduce reliance on cars and increase the number of journeys taken by walking, cycling and public transport" and "Create opportunities to get more people visiting and enjoying our parks and open spaces."
- 10.3. The Mayor's Transport Strategy 2018 is based around the Healthy Streets approach, which prioritises human health and calls for a change to London's transport mix so the city's street network encourages walking, cycling and public transport, improves the public transport experience and locates growth around walking and cycling. The Strategy's central aim is for 80 per cent of all trips in London to be made on foot, by cycle or using public transport by 2041. Enfield's Transport Plan 2019 brings together the Enfield Council Plan and the Mayor's Transport Strategy by building health outcomes into its policies. Enfield's Transport Plan includes, among its objectives, the delivery of Cycle Enfield, measures which encourage more cycling and walking and promoting safe, active and sustainable transport to and from schools and maintaining and improving the transport network.
- 10.4. More recently adopted, Enfield's Blue and Green Strategy (2021-2031), sets out a framework for protecting, enhancing and managing the borough's multifunctional network of blue and green infrastructure. It identifies the New River as a strategic link to Broxbourne and Enfield Town as a strategic node to expand the cycle and pedestrian network, and establish green corridors. It identifies the New River Link as a Green Link to deliver.

- 10.5. London Plan policies SI16 and SI17 expressly promote cultural, education and leisure facilities that incorporate – appropriately – waterways, improved access to waterways and protection of the open character and heritage of waterways and their settings. The proposal meets the objectives for the New River in Policy SI17 C to “respect [its] local character, environment and biodiversity and should contribute to [its] accessibility and active water-related uses. Development Plans should identify opportunities for increasing local distinctiveness and recognise these water spaces as environmental, social and economic assets.”
- 10.6. The proposed Enfield to Broxbourne walking and cycle path presents several benefits, both strategic and specific, to the communities through which it passes. The path reinstates a link with Broxbourne to the north, which is specifically the purpose for which National Highways has awarded funding. The delivery of the path also fulfils the New River Green Link identified in the Blue and Green Strategy. The route strengthens the cycle network by linking with the Green Loop, the Enfield Town to Ponders End walking and cycling route, and a future east-west route connecting to the A1010. The route also reinforces improvements made as part of the Enfield Town Liveable Neighbourhoods project.
- 10.7. While there is existing pedestrian access through the vast majority of the proposed route, much of the present path is impassable, unlit and unsafe – with limited users and no natural surveillance to make the path feel secure and provided for purposeful use. The proposed path, for both pedestrians and cyclists, will enable safe and sensitively-designed enjoyment of the New River, a key borough natural and historic asset. The Grade II listed Turkey Street Bridge and the Dowcra Aqueduct, a Local Heritage Asset, are both within the red line. These assets, along with the engineering of the New River itself, cannot presently be appreciated as a result of poor access. Enfield’s Blue and Green Strategy sets out objectives to ensure residents can access blue and green spaces within 15 minutes walking distance of their homes, and make places more inclusive, healthier and attractive. The subject section of the New River is designated a Green Chain Corridor, a Site of Metropolitan Importance for Nature Conservation, a Wildlife Corridor and a Local Open Space. The proposal will allow communities to enjoy and make better use of the river in accordance with its designations.
- 10.8. For the reasons set out above, the proposed path fundamentally delivers on Enfield’s strategic goals to deliver a healthy, safe and community-orientated travel network and is fully in line with London Plan policies GG1 Building Strong and Inclusive Communities, GG2 Making the Best Use of Land, GG3 Creating a Healthy City, G1 Green Infrastructure, T1 Strategic Approach to Transport and T2 Healthy Streets.
- 10.9. Although in draft, and accordingly having limited policy weight, the emerging Enfield Local Plan includes strategic policies that support the proposed development, Strategic Policy SP T1: Promoting sustainable transport and Strategic Policy, Strategic Policy SP BG1: Enfield’s blue and green infrastructure network, and SP SC1: Improving health and wellbeing of Enfield’s diverse Communities.

11. Green Infrastructure

Green Infrastructure and Open Space

- 11.1. London Plan Policy G1 recognises the benefits of integrating green infrastructure into localities – the proposed walking and cycle path has the potential to achieve all of these benefits, including promoting health, mitigating the impacts of climate change, encouraging sustainable movement, supporting landscape and heritage conservation, learning about the environment, and enhancing biodiversity and ecology.
- 11.2. The entirety of the development site is designated a Green Chain Corridor, with only a small section designated a Green Chain Missing Link immediately to the south and north of Turkey Brook. Enfield Policy DMD77 aims to protect and improve the role of Green Chains as accessible, linked open spaces for pedestrians and cyclists. To date, the subject stretch of the Green Chain and Missing Link have not fully provided the amenity that the designation supports. While the majority of the application site carries a trodden path through grasses, many sections are narrow, overgrown, underutilised, unlit and inaccessible for use by bicycles and challenging for other user needs. The proposal will fulfil the designation of the development site as a Green Chain by providing a functional pedestrian and cycle path, and additionally increasing access to and quality of the designated Local Open Space for greater enjoyment by communities in line with Enfield Core Policy 34 Parks, playing fields and other open spaces and DMD 71 Protection and Enhancement of Open Space.
- 11.3. London Plan Policy G5 encourages major proposals to include urban greening measures as a central part of the development. Given the nature of the proposal, with the entirety of the site within a Local Open Space, Green Chain, Wildlife Corridor and Site of Metropolitan Importance for Nature Conservation, the site is already inherently green and, as set out in preceding paragraphs, an integral piece of green infrastructure in the borough. The proposal aims to deliver the new pedestrian and cycle path alongside several green and blue measures, including the planting of 121 new trees, 585 metres of hedgerow, grasses and wildflowers, and raingarden. This additional landscaping, that is of greater ecological value than areas of trees, shrubs and grasses being removed, enhances the urban greening value of this open space asset and meets Policy G5.

Biodiversity and Ecology

- 11.4. Planning Authorities have a legal duty to consider biodiversity when assessing planning applications; this duty was introduced in the 2006 Natural Environment and Rural Communities Act (The NERC Act). Where there is a reasonable likelihood that a planning application might affect important protected sites, species or habitats, information on the species, habitat or site likely to be affected, together with an assessment of the impacts of the proposals, will likely be required.
- 11.5. NPPF (Para.174) requires planning decisions to protect and enhance sites of biodiversity value, providing net gains for biodiversity and establishing resilient ecological networks. London Plan policies G5 and G6 require developments to incorporate urban greening, manage impacts on biodiversity, secure a net biodiversity gain and provide access to nature. At a local level, policy CP36 of the Core Strategy requires development to protect, enhance, restore or add to existing biodiversity including green spaces and corridors. Development Management Document policy DMD 76 requires the protection and enhancement of Wildlife Corridors, and DMD 78 requires major development to maximise opportunities for nature conservation. Draft Local Plan policy GI4 refers to the

need to promote qualitative enhancement of biodiversity sites and networks and encourage the greening of the Borough. The emerging Local Plan, although of lesser policy weight, includes Policy BG3 which refers to a minimum of 10% net gain.

- 11.6. Using the DEFRA 3.1 Metric to calculate habitat losses or gains, the Biodiversity Net Gain Report arrives at a 10.83% increase in Habitat Units for the entirety of the path, including the 400 metres up to the M25, resulting from the proposal. The calculation factors the loss of grassland that will be replaced by hoggan path, as well as the removal of trees further discussed in the trees section, below. The landscaping strategy for the development introduces 121 new trees, 585 m of hedgerow and a mix of grasses and wildflowers. Based on these calculations, the development results in a net gain in biodiversity, in line with policy. A condition is recommended that requires planting is installed in accordance with planting plans, and that the planting results in a minimum 10% increase in Biodiversity Net Gain within the red line.
- 11.7. The entirety of the application site is designated a Wildlife Corridor. Wildlife Corridors are continuous strips of wildlife habitat allowing wildlife to connect with larger areas of wildlife in a built-up, urban context. Within the development site, the New River is designated a Site of Metropolitan Importance for Nature Conservation (SINC) for its running water, scrub and grassland habitats.
- 11.8. The applicant submitted an Ecological Assessment (23 February 2023) that sets out any impacts to the ecological assets by the proposal.
- 11.9. With respect to impacts to the ecology of the SINC, the application proposes removal of a portion of habitats (scrub and grasses), but given the relatively small portion of habitat that is proposed to be removed and the habitat values presented in the Biodiversity Net Gain report, the losses of habitat through the removal of these grasses is considered to be minimal. Further, there is extensive planting proposed that will offset any habitat losses to the SINC itself. Conditions are recommended: construction/pollution control measures need to be secured through a CEMP and a habitat enhancement and management and monitoring strategy/plan to ensure the new planting maximises its potential for biodiversity.
- 11.10. The Ecological Assessment identifies the following protected species and the mitigation necessary to ensure safeguarding of these species.

Bats

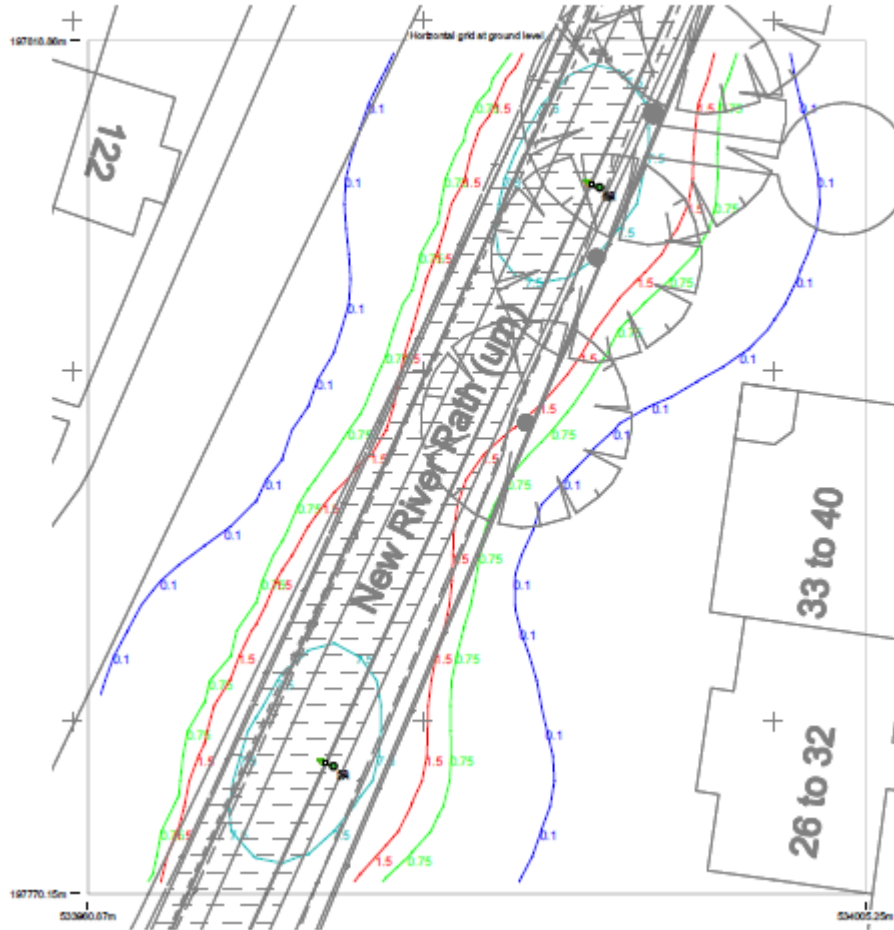
- 11.11. The applicant undertook 13 surveys and recorded activity over 275 nights to identify bat roosts in trees, bat roosts in structures and bat commuting and foraging. As the proposal does not affect the superstructure of any built structures, this category was not investigated. At least eight bat species were recorded. Among these, common pipistrelle and soprano pipistrelle bats were the most common, accounting for 71% of calls recorded during transect surveys. These pipistrelle bats are common and widespread in the UK. Myotis bats accounted for 21% of calls recorded during transect surveys; these particular myotis bats were identified to be Daubenton's bats. Daubenton's bats are relatively common and widespread. Globally and across the Great Britain Daubenton's bats are classified as Least Concern on the IUCN Red List. Among bat species recorded, myotis bats are the most sensitive to light pollution. The remaining species of bats were recorded infrequently, therefore, there is unlikely to be an impact on these species by the proposal.

- 11.12. The applicant has considered a lighting strategy that balances user safety, neighbour amenity and a level of illumination that is sensitive to wildlife habitats. The applicant proposes 5m tall lighting columns spaced at approximately 30-35 metres of a Lighting Class of P3, for “Moderate night-time use by pedal cyclists or pedestrians”. This class of lighting was recommended by the Council’s street lighting officer in support of a safe night-time environment. A sensor will illuminate 10 columns to full power when someone passes. From dusk until 10:00 pm, when they are not triggered, lights will be dimmed to 10% output. Between 10:00 pm and dawn, illumination will be at 0%. Only when someone passes will the 10 columns be lit to 100% illumination, and will switch off after one minute.
- 11.13. Lighting can affect bats by alternating their behaviour or impacting the diversity of invertebrates that bats feed on. With the introduction of lighting on the proposed path, the Ecological Assessment is unable to conclude that bats will not be affected by the proposal.
- 11.14. In order to minimise the impact of lighting on light-sensitive species within and adjacent to the Development Site, the applicant has incorporated several mitigative measures.
- The lights will have a colour temperature of 2200k. This is a warmer colour light which has been found to be less harmful to bats.
 - Shields and baffles will be installed to reduce light spill.
 - Between dusk and 22:00 lights will be dimmed down to approximately 10% output.
 - Between 22:00 and dawn, lights will be set at 0% output.
 - Between dusk and dawn, only when lights are triggered, will they light to 100% output, and will dim or turn off again after one minute. Based on the limited use of the path expected after dark, it is not expected that the lights will be lit to full illumination for long periods in the night.
 - The lighting will be connected to a monitoring platform operated by the Council that will review the sensitivity of the lights to smaller animals and has the capacity to adjust the lighting accordingly. This monitoring is recommended to be secured by condition.
 - The LPA’s ecology consultant has advised that a significant proportion of the habitat remains unlit (<0.5 lux). The applicant has provided light studies to show the level of illuminance of the proposed lighting when it is lit at 100% and 10% output. 10% output is the level of lighting that the lighting will be set at between dusk and 22:00. In the models below, demonstrating illuminance at ground level, the river is to the left of the New River Path. The results indicate that at 100% illumination, when someone triggers the lights to come on to full output, the illuminance is at up to 1.5 lux and 0.75 lux nearest the river bank and between 0.75 lux and 0.1 lux over the river. When the lighting is set to 10% output, between dusk and 22:00, the level of illuminance is between 0.75 lux and 0.1 lux over the majority of the path itself, with almost no illuminance over the river.

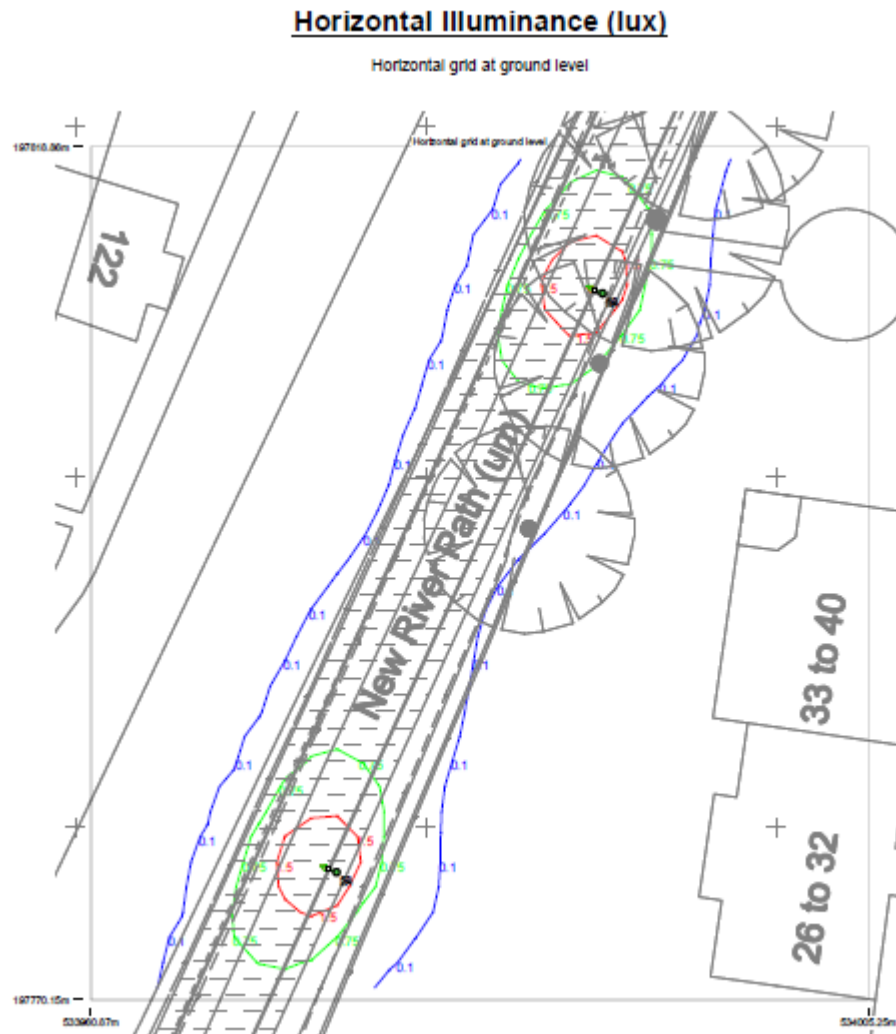
100% Illuminance – At Ground Level

Horizontal Illuminance (lux)

Horizontal grid at ground level



10% Illuminance – At Ground Level



11.15. Before arriving at the proposed lighting strategy, the applicant considered several alternative approaches to lighting:

- Road marker uplighters: Gives upward light spill, requires additional maintenance as will be obscured by leaves, and insufficient eye-level light to make a user feel safe.
- Low-level bollard lighting: Insufficient eye-level light to make a user feel safe, requires greater maintenance, requires greater number of units, much higher risk of vandalism and damage.
- Red light output from proposed columns: While the use of red light is being trialled in environments with bat habitats, the recognised connotation and general atmosphere of red lighting is not seen to be appropriate at this location. Locations where red lights have been trialled are vehicular roadways where the lighting is used at higher levels of illumination with good visibility. In a pedestrian and cycle environment, at lower levels, the visibility and feeling of safety would be compromised.

11.16. In accordance with the Council's duty to consider biodiversity, the LPA's ecology consultant acknowledges that the risks and options of lighting versus nocturnal wildlife have been considered. Officers accept that the applicant has considered all reasonable measures to light the proposed path for user safety and comfort,

while also minimising impact to species habitats. Officers recommend a condition to require a thorough bat monitoring strategy and resulting remedial measures. To form baseline data, an early spring survey is required – the applicant is presently undertaking this survey. The condition will require suitable mitigation arising from any significant impacts identified during monitoring. Remedial measures would be reviewed by Council lighting engineers and an ecologist. Measures may include amendments to the timings and lighting levels.

- 11.17. A further condition is recommended to monitor and assess the settings of the lighting such as sensitivity and light level settings and timings, presented to officers to consider an adjustment in lighting levels should it be necessary.
- 11.18. The application proposes the installation of 30 bird and 30 bat boxes (in suitable locations specified by an ecologist). A condition is recommended that a strategy with exact locations is prepared by an ecologist and is submitted to officers for review prior to commencement, and that the installation of the bird and bat boxes is completed prior to route completion.

Reptiles

- 11.19. There is a small risk that areas of taller grasses may have common species of reptile such as slow worm and grass snake. In order to deter reptiles from the areas of works, a condition is recommended to keep grass cut short in advance of construction.

Badgers

- 11.20. No badger setts were discovered during the applicant's survey work, but as a precautionary measure, a condition is recommended requiring a pre-commencement badger sett survey. Should badger setts be found that will conflict with the proposed works, it may be necessary to apply to Natural England for license to close the sett in line with Natural England requirements.

Nesting Birds

- 11.21. The trees and dense scrub are likely to be used by nesting birds. As such, a condition is recommended requiring that vegetation removal be undertaken outside of the bird nesting season.
- 11.22. Kingfishers were recorded during surveys. Kingfishers nest in holes that they excavate in sandy banks close to a watercourse - holes were not seen during surveys of the New River. A condition is recommended requiring nesting bird checks as well as a pre-commencement survey for kingfisher nesting sites. If kingfisher nests are discovered during the survey, mitigation may be put in place, including restrictions on timing of works, fencing or other safe working practices.

Otters

- 11.23. No signs of otters were detected during the survey work. The LPA's ecology consultant advises that the presence of holts is unlikely given the absence of structures and dense vegetation, however, the presence of otter foraging and commuting is likely. As a precautionary measure, a condition is recommended that a pre-commencement survey is undertaken to confirm the absence of holts or rest sites. Should any sites be identified, mitigation may be put in place, including restrictions on timing of works, fencing or other safe working practices.

Otters are often found in urban areas and are unlikely to be impacted by lighting, especially as the river will remain unlit for the majority of the time and lighting will be minimised in line with the measures being recommended for the safeguarding of bats.

Water voles

- 11.24. No signs of water voles were detected during the survey work. The Development Site does not include the habitat conditions that are likely to host water voles, such as reedbeds or similar marginal vegetation. The LPA's ecology consultant advises that water voles can use man made banks and, as a precautionary measure, a pre-commencement survey should be undertaken. Should the survey identify burrows within 5 metres of ground works, impacts should be avoided using fencing or other safe working procedures. If impacts to the burrows cannot be avoided, it may be necessary to apply to Natural England for license to lawfully proceed.
- 11.25. A Construction Environmental Management Plan setting out the requirements and mitigating procedures for each of the species discussed above should be submitted to officers.
- 11.26. A Landscape Management and Maintenance Plan is also recommended by condition to include:
- An Invasive Species Control Plan
 - Management and monitoring of enhanced and newly created habitats will be required to ensure they establish as intended and in line with the SINC citation.
 - A habitat monitoring plan in line with the Biodiversity Net Gain report to achieve a minimum of 10% increase above the habitat unit baseline.
- 11.27. Officers are satisfied that due consideration has been given to conserving biodiversity as part of the proposed works. Where there is the potential of impact, and all alternative measures have been sufficiently explored, surveys and remedial work are recommended. In most instances, surveys are recommended as a precaution.

Green Belt

- 11.28. The segment of the development site north of Goat Lane/Hoe Lane and up to Bullsmoor Lane is in the Green Belt. London Plan Policy G2 protects the Green Belt from inappropriate development and harm. NPPF Paragraphs 147 to 151 discuss the types of development that may be considered to cause harm in a Green Belt, although "harm" in itself is not defined in the NPPF. The proposal does not include the construction of new buildings. Paragraph 150 of the NPPF sets out other forms of development that require consideration, including c) "local transport infrastructure which can demonstrate a requirement for a Green Belt location".
- 11.29. The proposed pedestrian and cycle path may be considered a form of local transport infrastructure, keeping in mind that a pedestrian path presently exists on the majority of the development. Paragraph 150 classifies these forms of development as inappropriate unless "they preserve its openness and do not conflict with the purposes of including land within it." The formalisation of the path to allow cyclists and improved access to the New River by recreational users

does not involve the construction of structures that would in any way alter the “openness” of the development site or conflict with the purpose of the Green Belt, as set out in NPPF Paragraphs 137 and 138. Therefore, the proposal is not seen to cause harm to the Green Belt that would conflict with the NPPF or London Plan.

11.30. Enfield Policy DMD 89 requires that development on Green Belt will not be permitted unless all criteria are met:

- New development does not have a greater impact on the openness of the Green Belt
Response: As discussed above in the consideration of NPPF guidance, the proposal to formalise the existing path for cyclists and pedestrians does not introduce construction or a type of use that would impact the present openness of the Green Belt
- The proposal does not lead to an increase in the developed proportion of the site;
Response: The proposal does not increase the developed proportion of the site. In some areas, the existing path is re-located to the opposite side of the New River (the majority of the proposed path will be on the east side of the river), however, this doesn't increase the amount of the site that is occupied by a path.
- The proposal does not lead to any significant increase in motorised traffic generation, as evidenced through a suitable traffic modelling tool
Response: The proposal does not enable the use of the path by motorised vehicles that would generate traffic or a level of use that changes the character of the path for travel by cyclists and recreation. For reasons of promoting inclusive access, personal mobility vehicles that may be motorised will not be restricted.
- The proposal contributes towards the aims of sustainable development.
Response: The proposal to provide a cycle and pedestrian path that will offer an alternative and active means of travel north of Enfield Town and connecting to Broxbourne is a sustainable form of development.

11.31. On the basis that the proposed development meets all of the criteria of Enfield Policy DMD 89, it is an appropriate form of development in the Green Belt.

Trees

11.32. Policy G7 of the London Plan requires existing trees of value to be retained, and any removal to be compensated by adequate replacement, based on the existing value of benefits. The Policy further sets out that planting of new trees, especially those with large canopies, should be included within development proposals.

11.33. At a local level, Policy DMD80 of the Development Management Document stipulates that developments do not result in any loss or harm to trees of significant biodiversity or amenity value, or adequate replacement must be provided whilst the Draft Local Plan outlines the benefits that trees offer to people and the environment by improving air quality, reducing noise pollution, contributing to climate change adaptation and reducing the urban heat island effect. Additionally, Policy DMD 81 of the Development Management Document refers to landscaping.

- 11.34. Following consultation with the Council's tree officer, the applicant reviewed tree plans to limit, to the maximum degree, removal of trees that are directly in conflict with the proposed path to nine trees. The applicant has submitted an Arboricultural Planning Report (November 2022) that includes an Arboricultural Method Statement and Tree Protection Plan. Of the nine trees proposed to be removed, eight are small-to-medium category C trees and one category B Hawthorn. A further two trees are being removed for reasons of safety. The planting strategy includes the planting of 121 new trees along the length of the route. While this number of trees more than compensates for the loss of trees, the trees are also intended to provide screening to preserve the privacy of residents whose properties bound the path, and to augment the potential for wildlife habitats along the corridor. The proposal meets and exceeds the requirements of applicable tree policies and officers are comfortable with the proposal for tree planting.
- 11.35. A condition is recommended to require compliance with the Arboricultural Method Statement and Tree Protection Plan.

12. Transport

- 12.1. As set out in the Principle of Development, the proposed pedestrian and cycle path, by its nature, fulfils a strategic connectivity function and contributes to the Mayor's Transport Strategy core objective to move away from vehicular travel and enable sustainable travel.
- 12.2. London Plan Policy T2 requires proposals to support the 10 Healthy Street Indicators, Policy T3 seeks to identify transport infrastructure that eliminates physical barriers to movement, thereby creating transport links, Policy T4 requires proposals to demonstrate sufficient network capacities, and Policy T5 supports the delivery of an integrated network of cycle infrastructure.
- 12.3. Core Strategy policies aim to ensure that planned growth is supported by adequate transport infrastructure that promotes sustainable transport choices. Specifically, Core Policy 25 supports the implementation of improvements to walking and cycling, giving priority to projects that overcome physical severance. Development Management Document Policy DMD 47 requires that pedestrian routes should be attractive, safe, clearly defined, convenient and accessible to those with disabilities. New provision is welcomed and should link with existing routes. Cycle routes should be designed to provide a desirable alternative to car use and, where possible, should be segregated.
- 12.4. The segment of the pedestrian and cycle path from Enfield Town to Broxbourne that is the subject of this planning application is off-carriageway, except at junctions where the path crosses highways at four points: Carterhatch Lane, Goat Lane/Hoe Lane, Turkey Street and Bullsmoor Lane. The off-carriageway path begins at the south end at Tenniswood Road where it is on the west side of the New River, then crosses to the eastern bank of the New River at Carterhatch Lane. It continues on the east side of the river up to Bullsmoor Lane.
- 12.5. The alignment of the path has been informed by the location of the present pedestrian path, the bank widths and the natural and built features of either side of the river.

- Tenniswood Road to Carterhatch Lane: The western side of the New River was preferred over the eastern side because it avoids the need to cross the river from the on-carriageway section at Tenniswood Road and because there are fewer properties on the western side of the New River. It also avoids extensive interventions at Carterhatch Lane to join the New River, including a segregated cycle facility on Carterhatch Lane, removal of the existing concrete raised island on the bridge and relocation of a bus stop.
 - Carterhatch Lane to Goat Lane: There is an existing towpath on the eastern bank and there is sufficient width to maintain the path on this side.
 - Goat Lane to the Turkey Brook: There is an existing towpath on the eastern bank between Goat Lane and the existing footbridge and there is sufficient width to maintain the path on this side. The path on the western side has insufficient width.
 - Turkey Brook to Turkey Street: There is an existing towpath on the eastern bank, where there is sufficient width for the shared path to be constructed. The path remains on the eastern side and there is no change to public access.
 - Turkey Street to Bullsmoor Lane: The existing towpath is on the western bank. There is a small channel on the western bank which would create unsafe conditions for the shared path. It is therefore proposed on the eastern bank.
- 12.6. The path is shared between pedestrians and cyclists in two directions with no separating features. In order to achieve accessible grading, areas of the path will be cut and filled to adapt slopes.
- 12.7. Although not part of this planning application, junctions have been re-designed to accommodate the additional pedestrian and cyclist movement. The crossing at Carterhatch Lane is being adapted to include a designated zebra crossing and Goat Lane/Hoe Lane will include a build-out into the roadway to give priority to pedestrians and cyclists.
- 12.8. A new bridge is proposed to be constructed over Turkey Brook as the present bridge is only two metres wide, insufficient to meet requirements for a minimum three-metre width. The new bridge is four metres wide and is also shared. The existing bridge will remain in place to the west of the new bridge and path. This is subject to further discussion with Thames Water.
- 12.9. The Turkey Street junction is distinctive in that it includes the Grade II listed Turkey Street Bridge. The bridge is presently closed to vehicles by bollards on the east and west sides. The bollards are proposed to be replaced with steel cylindrical bollards that are more sympathetic to the historic bridge. The bridge will be resurfaced with resin bound surfacing and the on-carriageway markings "KEEP CLEAR" will be reinstated on the approaches to the bridge to give further warning that the bridge is inaccessible to motorised vehicles.
- 12.10. An existing access point from Worcesters Avenue onto the existing path is being reinforced through widening and landscaping on either side of the access.

Impacts to vehicle movements

- 12.11. The subject of this planning application is the creation of a pedestrian and cycle route that promotes active travel and enables access to a major natural asset in the borough. Given the interaction of the riverbank path with highways, a *Transport Impact Assessment (April 2020)*, has been submitted which evaluates use forecasts and any impacts to roads and traffic movements resulting from the introduction of the path and associated amendments to junctions. Officers are satisfied that the assessment concludes that the path does not result in any significant impacts to traffic or highways operations.
- Carterhatch Lane junction: Some queueing and delays may occur as a result of the crossing, but queues will not block back to the preceding Zebra crossings on either approach.
 - Goat Lane: The introduction of a priority junction, to enable footway widening will not have a significant impact of queues, or delays.
 - Turkey Street: The existing and retained road closure across the Turkey Street Bridge means there will be no impact to vehicular movements.
 - Bullsmoor Lane: Some queueing and delays will occur as a result of the crossing, but queues will not block back to the preceding Zebra crossings to the west or affect the junction with the A10 to the east.

Materials

- 12.12. The path will be surfaced with hoggin, which is a mix of clay, gravel and sand. The particular mix selected for this project is dense, firm and self-binding, resistant to grooving and ponding and so fine, that any eroding particles should not obstruct wheels. It has been used across other Enfield sites, including a path along Turkey Brook. The surface is semi-permeable and will aid in drainage and prevention of surface-run off into the New River.
- 12.13. The Design Review Panel highlighted concerns about hoggin, that it could impair ease of movement by wheelchairs with loose particles. Alternatives were evaluated that would either introduce issues of impermeability and runoff into the river, or would be inappropriate to the historic and natural character of the New River. This specific hoggin has been selected for its fine texture, self-binding qualities and permeability.
- 12.14. The use of hoggin is accepted and supported as being suitable to all users, appropriate for the setting of the path and allowing a level of permeability supports sustainable drainage.

Access and design

- 12.15. The path is generally 3 metres in width with several sections exceeding this width. The 3-metre width is dictated by two sets of standards: Government cycle infrastructure guidance and *Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure*. The Traffic Impact Assessment (April 2020) expects approximately 150 cyclists or pedestrian users along the entire length of the path at peak hours; this is a moderate level of usership. *Cycle infrastructure design (LTN 1/20)* is the guidance by the Department of Transport that sets standards for safe, high quality infrastructure. It recommends a minimum width of three meters for cycle flows of 300 cyclists or less per hour. *Inclusive Mobility* recommends a minimum 2 metre width for a footpath to allow enough space for two wheelchair users to pass even if they are using large electric mobility scooters.

- 12.16. There are two pinch points where the path narrows to less than 3 metres in width. This includes a 300-metre section with a width of 2.5 metres near Saint Ignatius College, as well as another discrete section that is 2.25 metres wide. Through discussions with Saint Ignatius College, there is potential that an acquisition of some of the school's land could reduce the length of the narrow section adjacent to it.
- 12.17. The entirety of the path has been designed and levelled through a combination of digging, filling and installation of retaining walls to support ramps alongside crossings. In line with *Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure*, the path maintains compliant grades of <8%. The only exception is the north side of the footway adjacent to St. Ignatius College, which is at a grade of 15.9%, making it inaccessible to wheelchairs. The applicant has demonstrated extensive review of this section, exploring various alternative configurations. Correcting the steep grade relies on utilising land owned by St. Ignatius College. Encouragingly, the applicant has had conversations with St. Ignatius College, and the school is amenable to exploring solutions. Officers support further discussions and efforts to amend the route to include a compliant grade.
- 12.18. If it is not possible to acquire land from Saint Ignatius College, wayfinding signage would be installed at entrance points north and south of the 15.9% gradient indicating conditions on this portion of the path and suggesting the alternative accessible route. The alternative route is 850 metres, whereas the direct route along the New River is approximately 450 metres. This alternative route utilises the surfaced greenway south of the Turkey Brook, the footpath along the A10 and the footpath on Turkey Street to re-join the New River.



- 12.19. The *Cycle infrastructure design (LTN 1/20)* guidance limiting crossfall (the slope of the footpath at right angles to the direction of travel) to no more than 2.5% is accommodated for the majority of the route.
- 12.20. Officers are satisfied that the path configuration has considered ease of access for a diversity of user needs. The section of higher grade adjacent to Saint Ignatius College has not been resolved, but officers are reassured that the Council and school are in discussions and any resolution would be formalised via a planning application.

Speed management

- 12.21. The applicant has undertaken a review of guidance for maintaining safe user speeds on a 3-metre wide path that is shared by both pedestrians and cyclists. Additionally, several 'calming' features have been assessed in the context of this proposed path. In conclusion, the location of rest areas with benches, design of crossings and anticipated numbers of pedestrians on the path will together manage speeds.
- 12.22. The following features were considered:
- Hump: A hump of effective length would have to be 3.6 metres, which presents a long distance for physically impaired users, wheelchairs and push chairs to negotiate. A hump may not be sufficiently visible in the proposed lighting, leading to accidents.
 - Chicane: Creates a pinch point and is challenging to construct over hoggin
 - Rough surfacing: Can be uncomfortable and difficult for younger users, smaller bicycles or wheelchairs
 - Change in colour/pattern: Challenging to construct over hoggin
 - Bench seats along path: Potential conflict between cyclists and users of bench if not placed appropriately
- 12.23. 43 bollards are proposed within the off-carriageway route. These are predominantly at crossings and have been spaced to allow access by wheelchairs. Shared paths at crossings are highlighted with the use of block paving and the addition of signage to warn users of the shared use space.
- 12.24. Given the constraints of the path design and need to maintain inclusive and safe access for all users, officers are satisfied that "side friction" with the introduction of bench seats, as well as the need to slow around crossings and bollards, were found to be the most effective and practical forms of speed management.

Restrictions on users

- 12.25. According with current legislation, shared paths can only be used by non-motorised vehicles, such as cyclists and scooters, as well as pedestrians and e-bikes. E-scooters and mopeds are not allowed to use the path.

Inclusive access

- 12.26. London Plan Policy D5 Inclusive Design requires proposals to achieve the highest levels of inclusive design. Spaces should facilitate interaction for all needs, have no disabling barriers and be accessed safely and conveniently.

- 12.27. The application has been prepared using *Inclusive Mobility, A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure* (December 2021) published by the Department of Transport. The applicant has also submitted a Design and Access Statement (February 2023) and Equalities Impact Assessment and Annex (February 2023) that set out how the path has been designed to be inclusive.
- 12.28. These elements are discussed in more detail in respective sections of this report. To enable access for a diverse set of users, the following considerations have been made as part of the proposal:
- Path grade: the entirety of the path meets a grade of <8%, with the exception of a segment of footway along Saint Ignatius College, where the grade is 15.9%. Enfield Council Journeys and Places, the applicant for this application, are in the process of discussing acquisition of a segment of land that would bring this portion of the route into compliance – officers are satisfied that the applicant is pursuing a solution to this condition. In the absence of a reduction of this grade, a condition is recommended to include signage at access points to the north and south of this section notifying of this grade condition and directing to an alternative route to return onto the path. It is recognised this is below standard, but the applicant has demonstrated extensive exploration of configurations within the constraints of the site and has not arrived at an alternative solution.
 - Path width: for its entire length, the path meets a minimum width of 2 metres to allow two mobility scooters or wheelchairs to pass one another. In line with *Cycle infrastructure design (LTN 1/20)* the vast majority of the path is designed to 3 metres in width. Two narrow areas have been described, including one that narrows to 2.5 metres along Saint Ignatius College. If discussions with the school are successful, an acquisition of land would reduce the length of this narrow section.
 - Access points: access is shared and will be paved with block paving and include signage to warn users of the shared use space.
 - Surfacing: a particular mix of hoggin has been selected for its fine texture and self-binding properties, which has been used in open spaces in the borough and has been found to be suitable for use by wheelchairs and pushchairs.
 - Rest areas: rest areas have been integrated into the design of the path, spaced at a maximum of 500 metres, with bench seats and surfaced to allow ease of access.

Healthy Streets

- 12.29. The proposal is designed to be consistent with the Ten Healthy Streets Indicators adopted by the Mayor of London referenced in London Plan Policy T2, providing inclusive access, ease of access, places to rest, respite from road noise, new opportunity to cycle along the New River, security measures, historic interest, fresh air and an opportunity for leisure.

Construction Management Plan

- 12.30. The applicant has submitted a Construction Management Plan (November 2022) that is found to be satisfactory. A condition is recommended that requires compliance with the Construction Management Plan.

13. Design

High-quality design

- 13.1. Paragraph 126 of the NPPF underscores the central value of good design to sustainable development. The Framework expects the planning process to facilitate “high quality, beautiful and sustainable buildings and places”. As in Paragraph 130, the assessment of a scheme should take into account the endurance of the design, visual appeal, sensitivity to local context, sense of place, optimisation of the site and contribution to health and wellbeing.
- 13.2. London Plan Policy D4 aims for proposals to go through a complete design process to encourage a high-quality outcome. Design scrutiny, through the use of Design Review Panels is encouraged.
- 13.3. Enfield Policy DMD 37 sets out objectives for achieving good urban design: character; continuity and enclosure; quality of public realm; ease of movement; legibility; adaptability and durability; and diversity.
- 13.4. The applicant has prepared a Placemaking Strategy and a set of placemaking drawings to support the application and help to inform the holistic design of the path. The strategy acknowledges the “historic route with engineering assets that should be celebrated.” These features need to be both highlighted and treated sensitively.
- 13.5. The proposal introduces several elements to give character and enhanced purpose to the path – beyond its function as a pedestrian and cycle path.
- 13.6. Eight bench seats with backs set within seating areas are provided along the length of the route. These are spaced a maximum of 500 metres apart, located away from houses and busy roads, surfaced in hoggin and sufficiently large to accommodate a pushchair or wheelchair.
- 13.7. Several cycle stands are proposed at seating areas to allow cyclists an opportunity to secure bicycles while resting. The stands will be placed as individual stands, rather than grouped. Harrogate stands with rounded profile tie in with the cylindrical bollards and reference the balustrades on the Grade II listed Turkey Street Bridge.
- 13.8. Following advice from the Design Review Panel, Historic England GLAAS, design and heritage officers, the applicant proposes to install information posts at key locations along the path as a form of wayfinding and to convey historic and ecological information. A condition is recommended that the applicant further consult officers on the final location of the information posts once historic assets have been collated and prioritised.
- 13.9. The Placemaking Strategy recommends that all of the street furniture, cycle stands, benches, lighting, bollards and signage are black in colour to provide consistency along the route. While this is generally acceptable, a condition is recommended to require the details of street furniture, cycle stands, benches, lighting, bollards, signage and information posts.

- 13.10. The proposed new bridge over Turkey Brook is of a functional design and modest relative to other bridges along the New River. It is acknowledged that the bridge is not in a visually prominent location. However, moderate changes to the shape, colour spacing, design of balustrade and material could better connect the design of this bridge to its context. A condition is recommended for further design details of this bridge.

Landscaping

- 13.11. The application includes sets of planting and landscape and ecology plans. In total, the planting comprises 121 new trees, 585 metres of hedgerow, grasses and wildflowers, and raingarden. The trees, hedges and soft landscaping are proposed to enhance the biodiversity of the Development Site, as a designated Wildlife Corridor, metropolitan SINC, local open space and Green Chain Corridor. The planting raises the level of Biodiversity Net Gain above the 10% increase supported by policy. Hedges are located on fence boundaries where private gardens back onto the route as a safety measure. Where there is sufficient planting width, trees will be planted against private home boundaries to provide a form of screening from passers-by on the path.
- 13.12. The application proposes a generous planting strategy to address several important purposes: creating new opportunities for habitats and enhancing the ecology of the New River, providing an attractive route and installing measures to support the safety and privacy of residents along the path.
- 13.13. A Landscape Management and Monitoring Plan is recommended by condition that includes maintenance of trees, hedges, soft planting and retaining walls.

Amenity and privacy

- 13.14. While privacy is often discussed in the context of residential proposals, good design should ensure suitable amenity and privacy is secured. There is no specific privacy policy related to the development of infrastructure or open space assets, however, any impact on neighbouring properties requires consideration.
- 13.15. Some residents of neighbouring homes have expressed concern that the formalisation of the path will introduce visibility by users into their gardens and rear windows. In many points along the riverbank, the path is raised above the level of the gardens. There is also concern that there will be increased opportunity to climb over private rear fences into properties.
- 13.16. The applicant has provided information to demonstrate conditions of the path relative to neighbouring homes. The applicant has identified the general distance to properties for segments of the path that have been raised during the statutory consultation period for the planning consent. These are listed with distances to rear windows below:
- Sinclair Close: 20-25 metres from path to rear windows
 - Ladysmith Road: ~45 metres from path to rear windows
 - Severn Drive: ~24 metres from path to rear windows
 - Capel Road: >18 metres from path to rear windows

- 13.17. The pre-consultation draft of the Mayor of London's Housing Design Quality and Standards (2020) acknowledges the 18-21-metre distance between backs of homes has been used as a standard measure to seek sufficient distances. The guidance argues for a more considered approach that includes sunlight, acoustic distances and outlook. The guidance says, "Private gardens with high fences that back onto a communal garden may deliver privacy for the occupant but could undermine passive surveillance and even the sense of community of the shared space."
- 13.18. The majority of the identified distances between the path and existing rear windows of homes are a minimum of 18 metres, the generally accepted distance to support privacy. Notably, the Housing Design Quality and Standards recognises the value of surveillance over public outdoor amenity and that visibility may help to deter misuse of space or anti-social behaviour.
- 13.19. To give further assurance to residents, the applicant is proposing a planting strategy that incorporates hedges as a safety buffer along rear fences and, where there is adequate planting width, trees to provide screening.
- 13.20. The proposal formalises a path that presently exists and allows public access. The paving of the path is intended to allow easier use of the path for commuting and recreational purposes for a diversity of users. Officers are content that the applicant has given comprehensive thought to privacy concerns and has addressed privacy in a balanced manner.

Secured by Design

- 13.21. London Plan Policy D11 and Core Policy 9 promote the integration of design measures that create safe and secure environments for the community. This is seen as integral to good design.
- 13.22. The applicant engaged with the Designing Out Crime Office of the Metropolitan Police during the design phase, and Enfield consulted the Met during this application review.
- 13.23. The Designing Out Crime Officer raised two issues: that bicycle stands be placed diagonally to reduce leverage positions between stands and that seating not be timber to avoid arson. The few bicycle stands that are proposed will be located individually. The bench seats that have been selected are entirely metal, addressing the officer's concerns.
- 13.24. Since consulting with the Metropolitan Police, the applicant has decided to introduce CCTV cameras on the path. This was not recommended by the Met, it is proposed as an additional layer of safety, both to deter criminal activity and to help in investigations, if necessary. A condition is recommended requiring the details of the location of CCTV.

14. Flood Risk and Drainage

- 14.1. London Plan Policy SI 12 outlines development proposals should ensure that flood risk is minimised and mitigated, and that residual risk is addressed. Policy SI 13 outlines that development proposals should aim to achieve greenfield run-off rates and ensure that surface water run-off is managed as close to its source

as possible. It also states there should also be a preference for green over grey features, in line with an outlined drainage hierarchy.

- 14.2. Core Strategy Policies CP21, CP28 and CP29 and Development Management Document Policies DMD59 – DMD63 outline the requirements for major development from the perspective of avoiding and reducing flood-risk, the structure and requirements of Flood Risk Assessments (FRAs) and Drainage Strategies and maximising the use of Sustainable Urban Drainage Systems (SuDS).
- 14.3. Approximately 95% of the Development Site is in Flood Zone 1 and 5% is in Flood Zones 2 and 3. The applicant prepared a Flood Risk Assessment (February 2023) that was reviewed by the Environment Agency and Lead Local Flood Authority. The proposal was found to be acceptable and not introduce any additional flood risk that requires mitigation. The EA was specifically interested to ensure that the construction of the new bridge over Turkey Brook did not introduce additional flood risk. This was resolved through additional information presented by the applicant in the Flood Risk Assessment. The EA has requested final bridge drawings and specifications via an informative for the purposes of record-keeping.
- 14.4. Officers have reviewed the drainage strategy, which includes rainwater gardens at the north of the Development Site adjacent to Bullsmoor Lane. Officers find the proposal to be appropriate, but recommend a condition requiring information on the level of rainfall event the rain gardens have capacity for before works are carried out.

15. Heritage and archaeology

Heritage

- 15.1. NPPF paragraph 197 states that in determining applications, local planning authorities should take account of:
 - (a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
 - (b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
 - (c) the desirability of new development making a positive contribution to local character and distinctiveness.
- 15.2. Within and adjacent to the red line boundary are several heritage assets:
 - The Grade II Bridge Over the New River at Turkey Street was constructed in 1827
 - The Forty Hill Conservation Area forms the eastern boundary of the route at the north section
 - The Dowcra Aqueduct was constructed in 1859 to bypass the Whitewebbs Loop of the New River and thereby provide a more direct route. It is included on Enfield's Local Heritage List

- 15.3. The New River is recognised as an important landscape feature within Enfield and is an exceptional example of a long-distance water-supply system. The New River was constructed between 1609 and 1613 to bring a supply of drinking water into London from springs in Hertfordshire. It is widely accepted as one of the most significant and ambitious developments in water supply in England.

Listed Buildings

- 15.4. Turkey Street Bridge over the New River is a Grade II Listed Building.
- 15.5. Sections 16(2) and 66(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 place a statutory duty on Local Planning Authorities (LPAs) to pay special regard to the desirability of preserving the special architectural and historic interest of listed buildings and their settings.
- 15.6. Paragraph 199 of the NPPF states that great weight should be given to the conservation of a designated heritage asset when considering the impact on the significance of that asset and the more important the asset, the greater that weight should be. Paragraph 200 confirms that the significance of a designated heritage asset can be harmed by development within its setting.
- 15.7. Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including where appropriate, securing its optimum viable use. Any harm to significance must therefore be clearly and convincingly justified and outweighed by the delivery of public benefits if it is to be in accordance with Paragraphs 199 - 202 of the NPPF. In the case of harm to non-designated heritage assets in accordance with paragraph 203 a balanced judgement will be required having regard to the scale of any harm of loss and the significance of the heritage asset.
- 15.8. The Turkey Street bridge over the New River has been negatively affected by previous unsympathetic traffic interventions. The proposed scheme introduces new surfacing and the replacement of unsympathetic bollards.
- 15.9. The propose resin bound gravel surfacing is favourable, as is the removal of existing traffic barriers. A condition is recommended requiring the detail of the surfacing material before the works are undertaken.
- 15.10. There remain details of approach to bridge fencing and railings that need further resolution. On this basis, a condition is recommended that requires further drawings and details of the bridge prior to the commencement of works.
- 15.11. In the round, the proposed changes represent heritage benefit to the listed bridge. As such, the 'balancing act' required by paragraph is 202 is not engaged.

Setting of Conservation Area

- 15.12. The site is located in the Forty Hill Conservation Area.
- 15.13. Section 72(1) of the Planning (Listed Buildings and Conservation Areas) Act 1990 sets out the general duty regarding conservation areas in the exercise of planning functions: special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Paragraph 131 of the NPPF sets out matters which should be taken into account when determining planning

applications, including sustaining and enhancing the significance of heritage assets (which include conservation area) and the desirability of new development making a positive contribution to the local character and distinctiveness.

- 15.14. The National Planning Policy Framework (NPPF) recognises conservation areas as designated heritage assets Paragraph 189 of the National Planning Policy Framework makes clear that great weight should be given to the conservation of designated heritage assets and to their setting.
- 15.15. Policy 31 of the Core Strategy and DMD44 of the Development Management Policies 2014, accord with the NPPF in seeking to sustain and enhance the significance of heritage assets, which include conservation areas, through development which makes a positive contribution to local character and distinctiveness.
- 15.16. The proposal is in the setting of the Forty Hill Conservation Area. Given that the proposal formalises an existing use and is generally discreet relative to the conservation area, officers are confident that the proposal will not impact the conservation area. As such, the 'balancing act' required by paragraph is 202 is not engaged.

Non-Designated Heritage Assets

- 15.17. The Dowcra Aqueduct was constructed in 1859 to bypass the Whitwebbs Loop of the New River and thereby provide a more direct route. It is included on Enfield's Local Heritage List. For the purposes of Planning, it is a non-designated heritage asset.
- 15.18. The proposed scheme will greatly improve access to the non-designated heritage asset whilst the new heritage interpretation signage will better reveal its significance. As such the scheme will result in a heritage benefit and cause no harm.
- 15.19. The New River is an important landscape feature within Enfield and an exceptional example of a long-distance water-supply system. The New River was constructed between 1609 and 1613 to bring a supply of drinking water into London from springs in Hertfordshire. It is widely accepted as one of the most significant and ambitious developments in water supply in England. For the purposes of Planning, it is a non-designated heritage asset.
- 15.20. There is at present a consistent style of railing and gate along the length of the New River which forms part of its coherent historic character. The style of estate railing – in particular the posts – was established in the early-mid nineteenth century with later sections continuing to reference the original. It is important to maintain this character and fabric.
- 15.21. To ensure the historic character and fabric of the New River is maintained, a condition is recommended to ensure gates and railings are repaired and re-used where possible and replaced appropriately where necessary.
- 15.22. The proposed scheme will greatly improve access to the non-designated heritage asset whilst the new heritage interpretation signage will better reveal its significance. As such the scheme will result in a heritage benefit and cause no harm.

- 15.23. The proposal to include informational posts is strongly supported as it will underpin the heritage interpretation of the route and reinforce local identity. Additional consultation with officers is encouraged to make the most of the locations of the informational posts in the most historically significant locations. A condition is recommended that requires a scheme of heritage interpretation informed by work with local interest groups and further review of historic features along the route. On this basis, the locations of informational posts shown on drawings is indicative and the exact location will be secured by condition.

Archaeology

- 15.24. London Plan Policy HC1 indicates that development proposals should identify assets of archaeological significance and use this information to avoid harm or minimise it through design and appropriate mitigation.
- 15.25. The application site is located within the Tier 3 Archaeological Priority Areas of Whitewebbs Hill, Bulls Cross and Forty Hill. The submitted Archaeological Desk Based Assessment (YEAR) concludes that the site has low archaeological potential for all periods of human activity. Historic England GLAAS were consulted on the application and advised that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest and that No further assessment or conditions are necessary. Through its review, GLAAS did note the historic value of the route and suggested finding opportunities to convey the heritage of the New River to users. As discussed in the Heritage and Design sections of this report, the applicant is proposing information boards at points along the path to bring attention to history of the New River and its features.

16. Environmental Health

Environmental Health

- 16.1. Officers are content that the proposal is unlikely to result in a negative environmental impact. Specifically, the development is not expected to introduce air quality or noise impacts.
- 16.2. The potential for ground contamination during construction of the new path is recommended to be mitigated by a condition requiring a Contamination Plan setting out a strategy for identification and removal of contamination.

Waste Management

- 16.3. The proposed path is on Thames Water property but will be managed and maintained by Enfield Council through an agreement between the two parties. With regard to waste, the applicant proposes not to provide waste bins or dedicated waste receptacles along the path in an effort to encourage path users to take any waste with them and dispose of it elsewhere. It is recommended that the Landscape Management and Monitoring Plan includes a requirement for monitoring of litter for a period. Should there be a build-up of waste, bins would be provided.

17. Health and Equalities Impact Assessment

Equalities Impact Assessment

- 17.1. In accordance with the Public Sector Equalities Duty, an Equalities Impact Assessment was submitted as part of the application.
- 17.2. The transport section of this report details consideration of access for all users. It is acknowledged that the applicant has comprehensively reviewed alternatives to the grade non-compliance adjacent to St. Ignatius College to reduce the grade from 15.9%, which is in excess of the 8% grade required to ensure accessibility. Officers are encouraged that the applicant is in discussions with the College to potentially acquire a segment of land that would enable this segment of the path to be delivered to a compliant grade. Absent this solution, the segment of path will be signed to direct users to a paved, level route that will bring them back around to the route along the New River.
- 17.3. Apart from the outstanding matter of the section adjacent to St. Ignatius College, it is considered the proposal would not further disadvantage people who share one of the different nine protected characteristics as defined by the Equality Act 2010 compared to those who do not have those characteristics.

Health Impact Assessment

- 17.4. London Plan Policy GG3 outlines that to improve Londoners' health and reduce health inequalities, those involved in planning and development must adhere to an outlined criteria.
- 17.5. This application is *not* accompanied by a Health Impact Assessment (HIA). The HIA should be based on the Healthy Urban Development Unit (HUDU) Rapid HIA Assessment Tool.
- 17.6. The HUDU Rapid HIA Assessment Tool provides 11 determinants of health:
 - Housing design and affordability
 - Access to health and social care services and other social infrastructure
 - Access to open space and nature
 - Air quality, noise and neighbourhood amenity
 - Accessibility and active travel
 - Crime reduction and community safety
 - Access to healthy food
 - Access to work and training
 - Social cohesion and inclusive design
 - Minimising the use of resources
 - Climate change
- 17.7. Based on the proposal, and assessment undertaken in reports that accompany this application, officers are comfortable that an evaluation pursuant to HUDU Rapid HIA Assessment Tool would yield positive health outcomes for surrounding communities and users in all of the 11 categories. This is particularly true of the categories of measure that the application directly delivers: "Access to health and social care services and other social infrastructure", "Access to open space and nature", "Air quality, noise and neighbourhood amenity", and "Accessibility and active travel", as well as making contributions to the remaining categories. Officers, again, are comfortable that the evident benefits of the proposal, and demonstrated positive health impacts evidenced in accompanying reports, that the development satisfactorily addresses Policy GG3's outlined criteria.

18. Conclusion

- 18.1. The proposed pedestrian and cycle path realises a Council objective to expand the cycle network and provide Enfield's communities with additional active travel choices. This route is identified in Enfield's Blue and Green Strategy and its delivery significantly improves an existing, underutilised public path and Local Open Space, allowing enjoyment of the New River by users of a diversity of needs.
- 18.2. Officers are satisfied that, subject to the recommended conditions, the proposal meets policy objectives around green infrastructure, transport, design, flood risk and drainage, heritage and archaeology, environmental health and health and equalities impacts.
- 18.3. The applicant has satisfied officers that all reasonable approaches to lighting have been explored that support safety and security for users, limit light spill to neighbours and minimise impact to light-sensitive species inhabiting or migrating through the Development Site. Further monitoring and resulting mitigation is recommended to safeguard protected species. Officers are also encouraged that the applicant is actively seeking to make the entire path accessible to wheelchairs by resolving the one area of grade non-compliance.
- 18.4. While the matter of complete accessibility requires additional work by the applicant, the proposal opens up considerably improved access from what exists today. On balance, the pedestrian and cycle path presents a major asset for Enfield's communities and sets an example for infrastructure that achieves connectivity, health, ecological and heritage benefits.



Figure 2 Route alignment Tenniswood Road to Goat Lane



Figure 3 Goat Lane to Turkey Brook



Figure 4 Turkey Book to Turkey Street

5.3.6 Turkey Street to Bullsmoor Lane

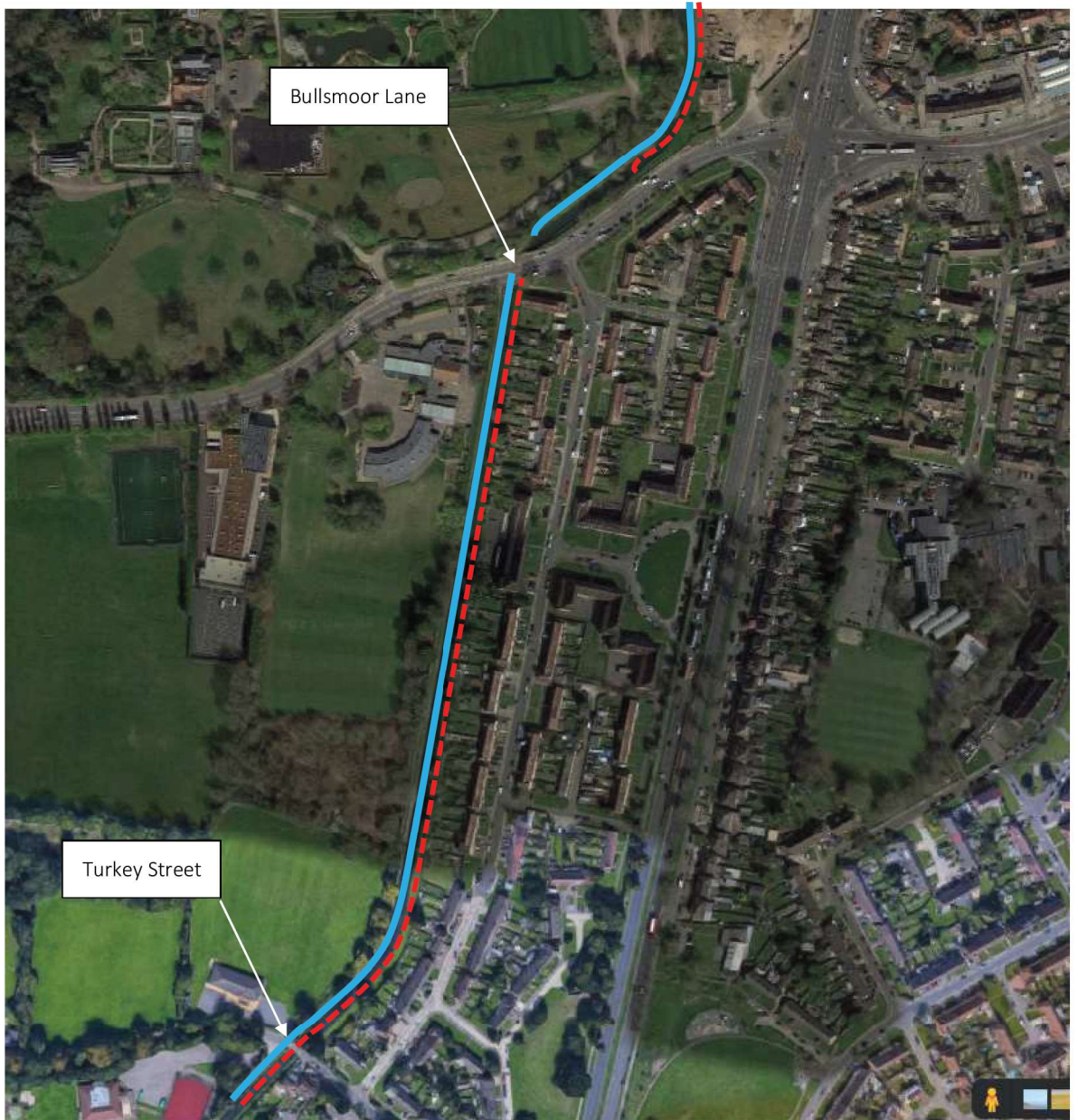
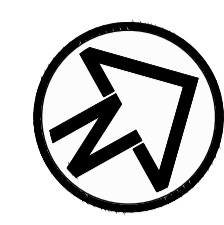
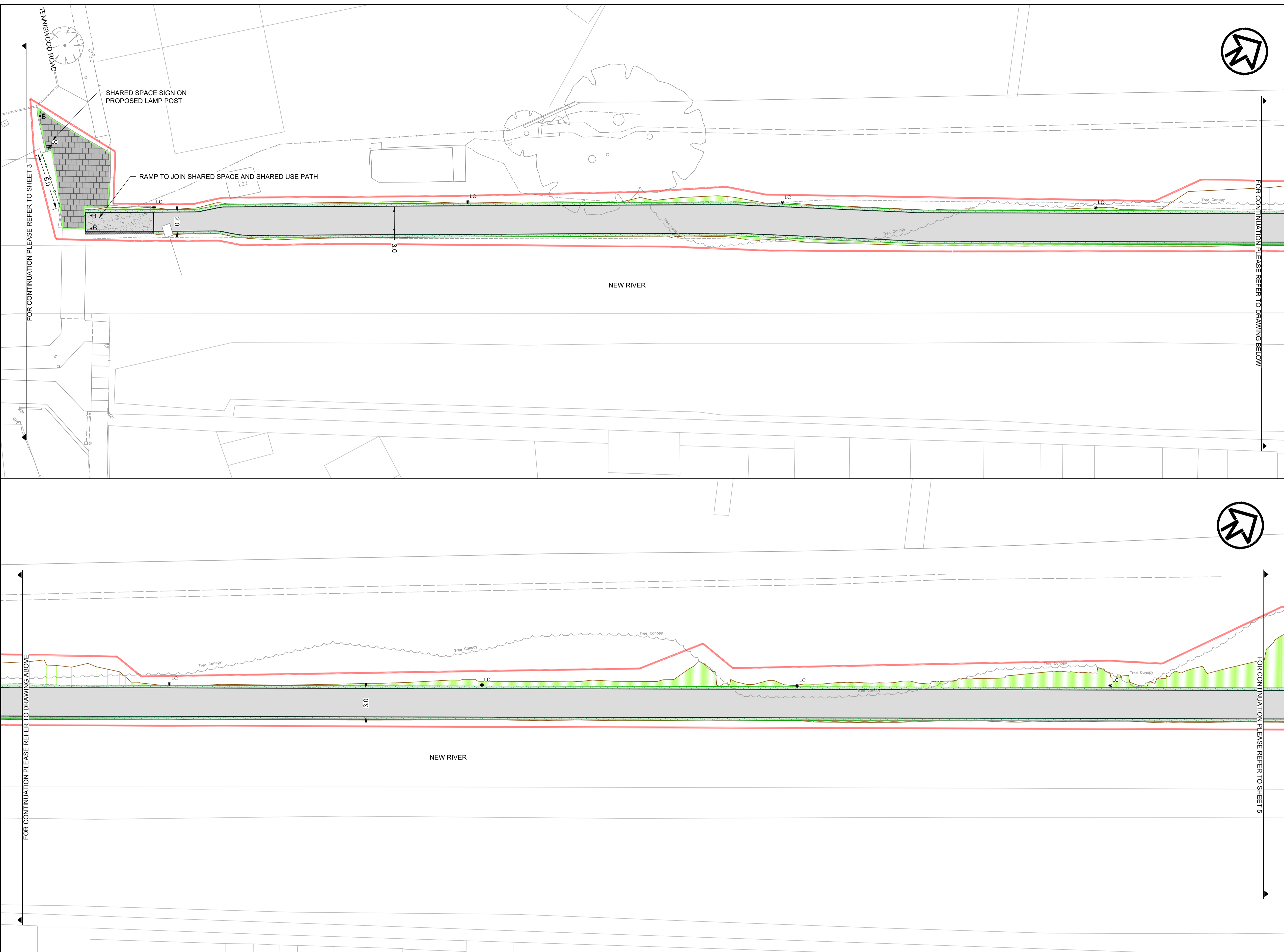
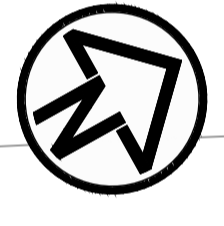
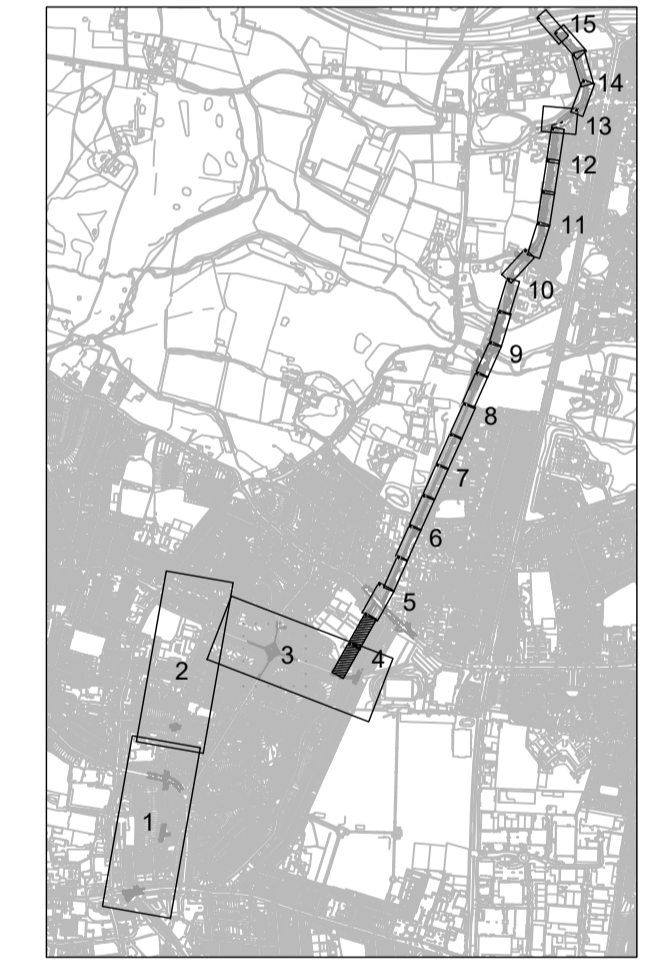


Figure 5 Turkey Street to Turkey Brook



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Project
ENFIELD TOWN TO BROXBORNE WALKING AND CYCLING ROUTE DETAILED DESIGN

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 Sheet 6 OF 17
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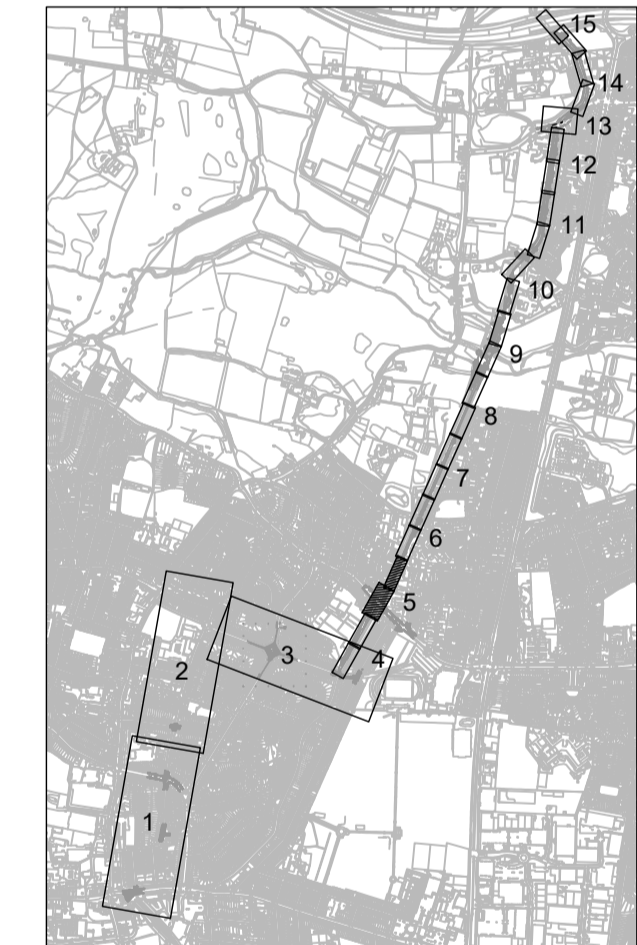
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00	26/02/2020	RSA1	MP	AG	HM/LM

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	PROPOSED TEGULA BLOCKS AND EDGING HARVEST COLOUR
	PROPOSED HOGGING CYCLEWAY
	PROPOSED ASPHALT RAMP
	PROPOSED RETAINING WALL
	PROPOSED GRANITE SETTS
	PROPOSED ASPHALT FOOTWAY/ISLAND INFILL
	PROPOSED TACTILE PAVING, RED
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	PROPOSED GROUND CUT
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	PROPOSED WHITE ROAD MARKINGS
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	PROPOSED LAMP COLUMN
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	PROPOSED TRAFFIC SIGN
	PROPOSED BOLLARD
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WALKING AND CYCLING ROUTE
DETAILED DESIGN**

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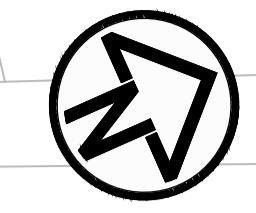
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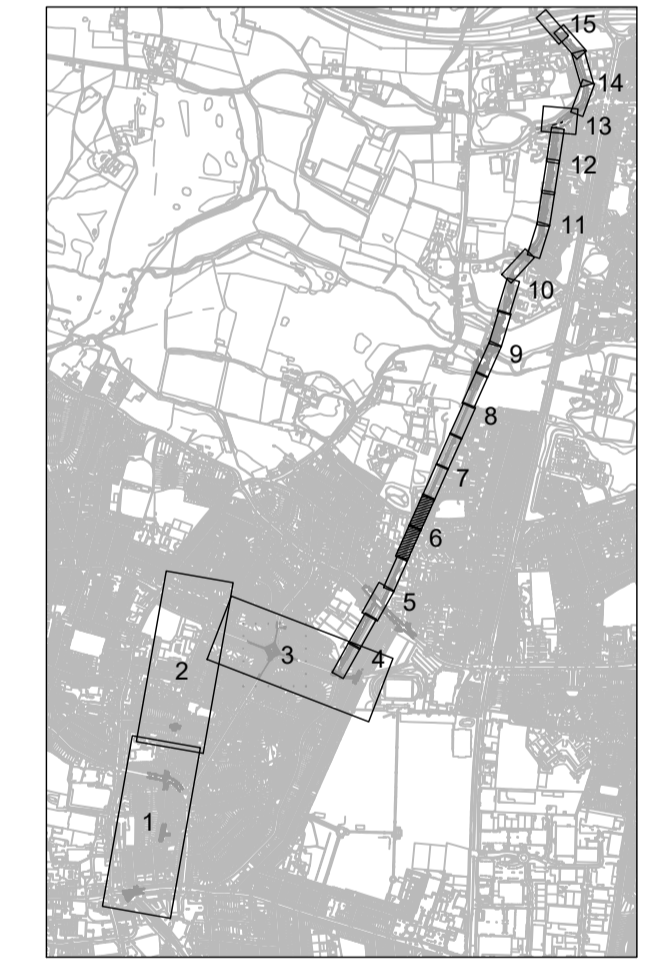
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EXISTING LAMP COLUMN TO REMAIN	PROPOSED LAMP COLUMN
PROPOSED LAMP COLUMN	PROPOSED BELISHA BEACON
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EXISTING GULLY	PROPOSED GULLY TO SUIT NEW LEVELS
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EXISTING GULLY TO BE RAISED TO SUIT NEW LEVELS	SCHEME BOUNDARY



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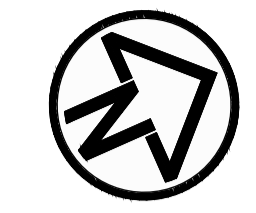
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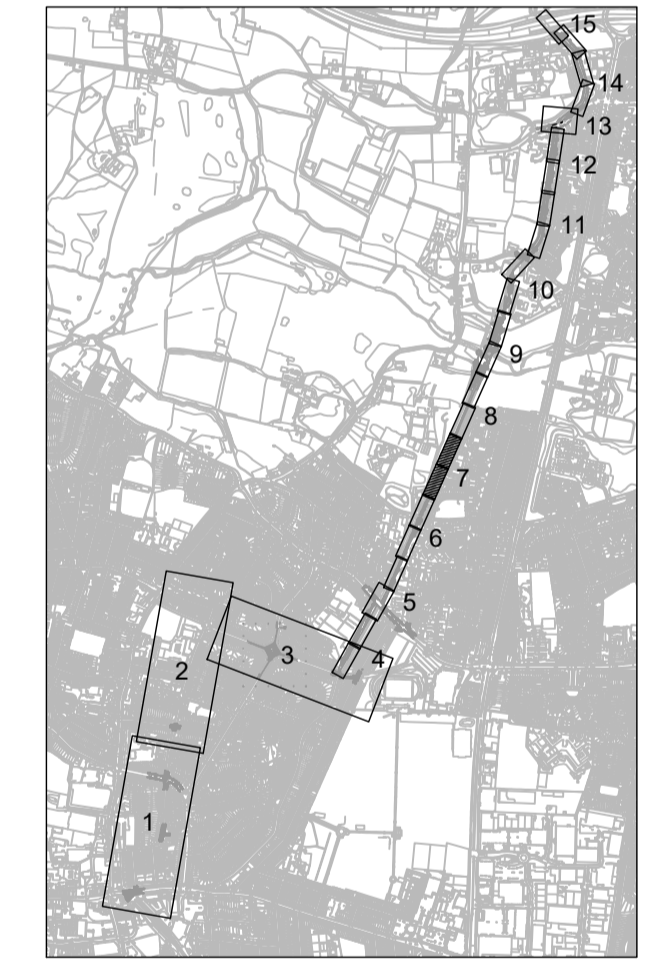
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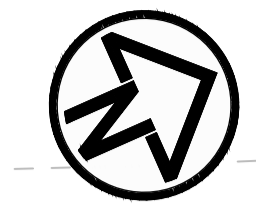
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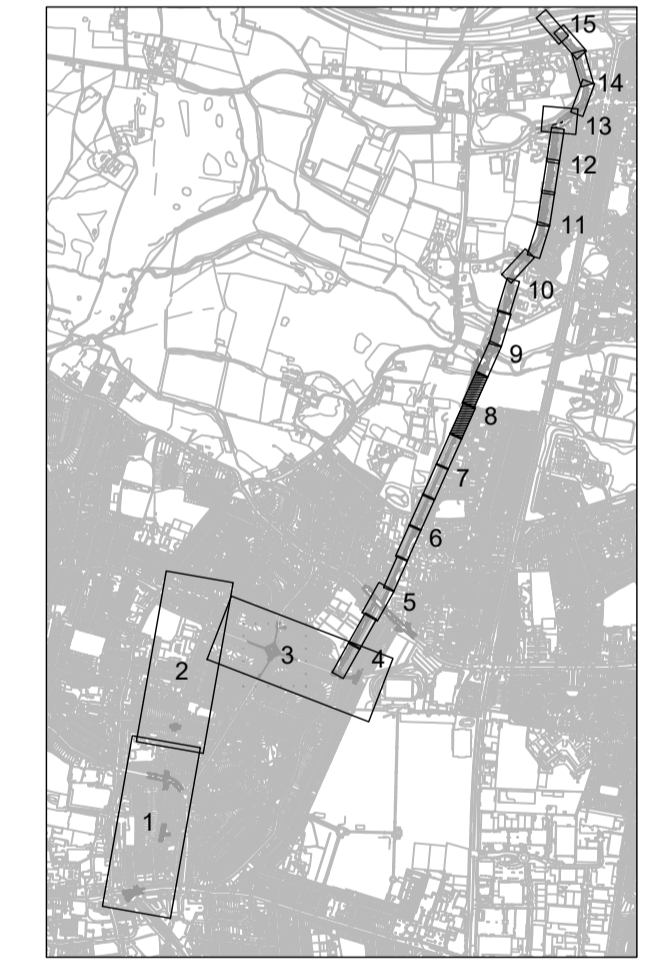
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	PROPOSED FLECTABOLLARD		PROPOSED GUARD RAIL		PROPOSED GREEN PALISADE FENCING
	PROPOSED BLACK PARAPET FENCING		PROPOSED BLACK ESTATE FENCING		EXISTING GULLY
	EXISTING GULLY TO BE RAISED TO SUIT NEW LEVELS		SCHEME BOUNDARY		

REV	REV. DATE	PURPOSE OF REVISION	DRAWN	CHKD	APPRVD
04	14/02/2023	FOR COMMENT	DB	AB	DD
03	10/05/2022	FOR APPROVAL	DD	AG	AG
02	12/11/2021	FOR INFORMATION	DD	AG	AG
01	31/03/2020	FOR APPROVAL	MP	AG	HM/LM
00	26/02/2020	RSA1	MP	AG	HM/LM



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Project
ENFIELD TOWN TO BROXBOURNE WALKING AND CYCLING ROUTE DETAILED DESIGN

Drawing Title
GENERAL ARRANGEMENT

Drawing Status
FOR APPROVAL

Scale 1:200 @ A1 DO NOT SCALE

Sheet 10 OF 17

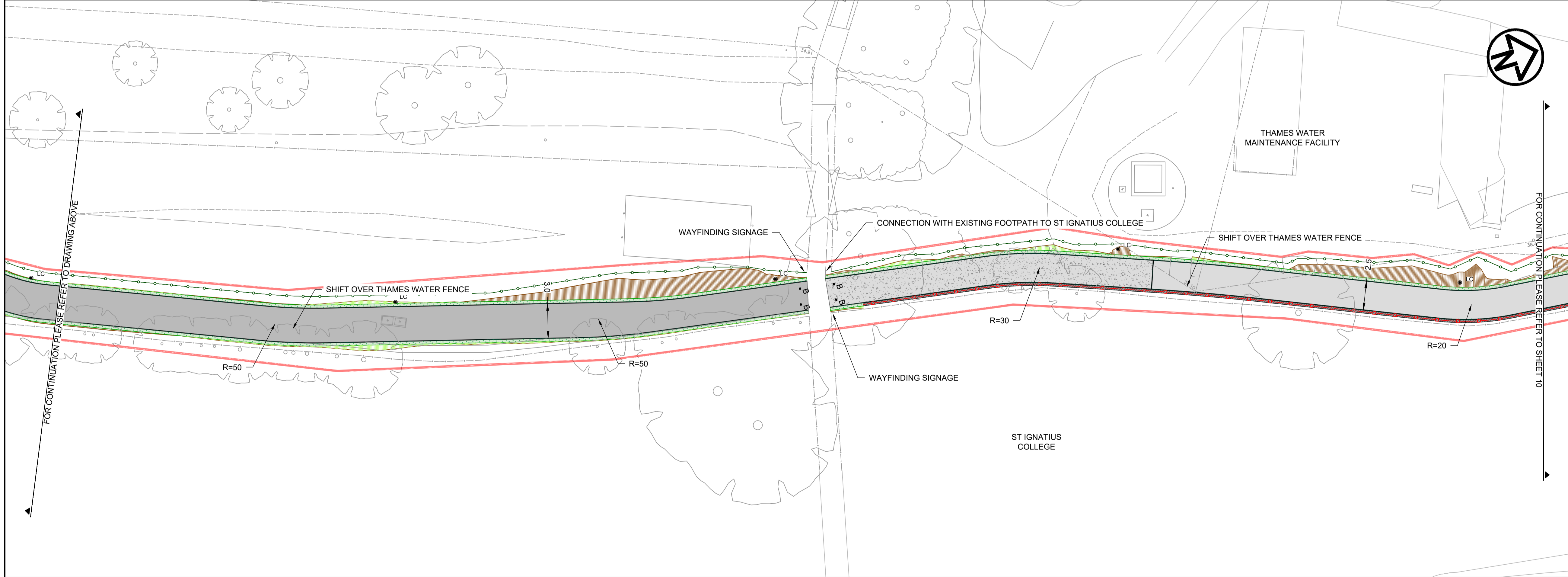
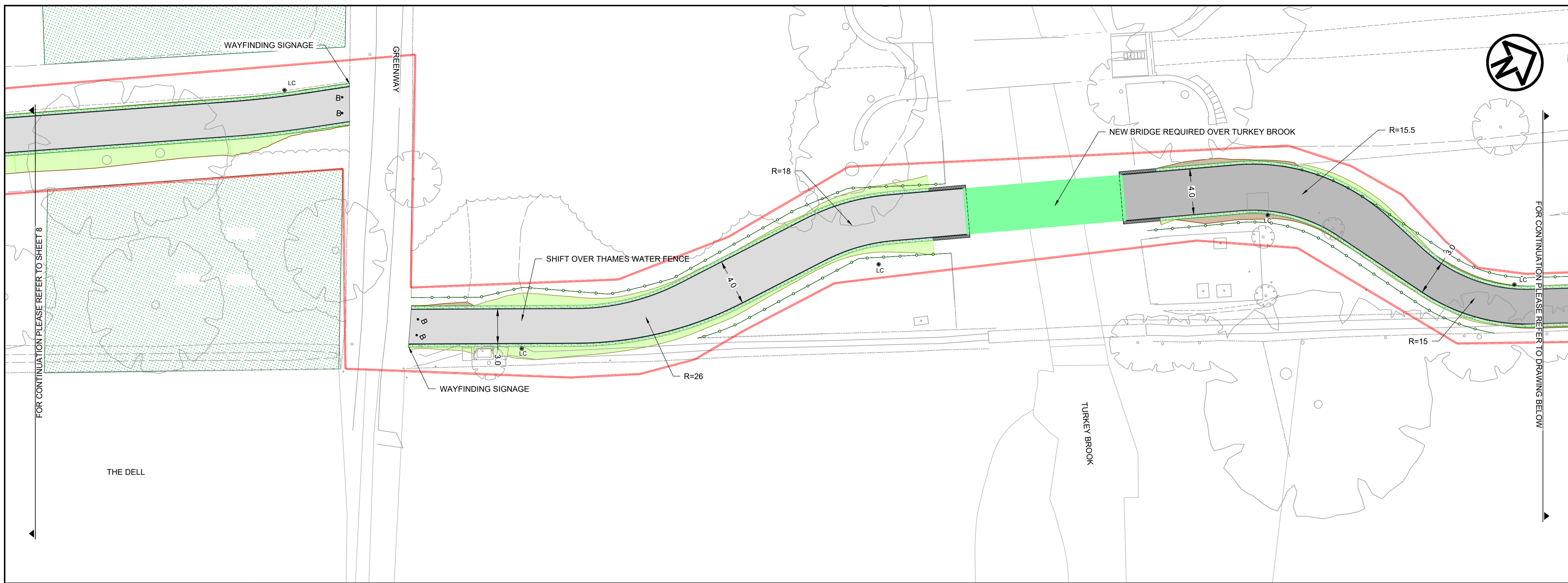
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Rev **04**

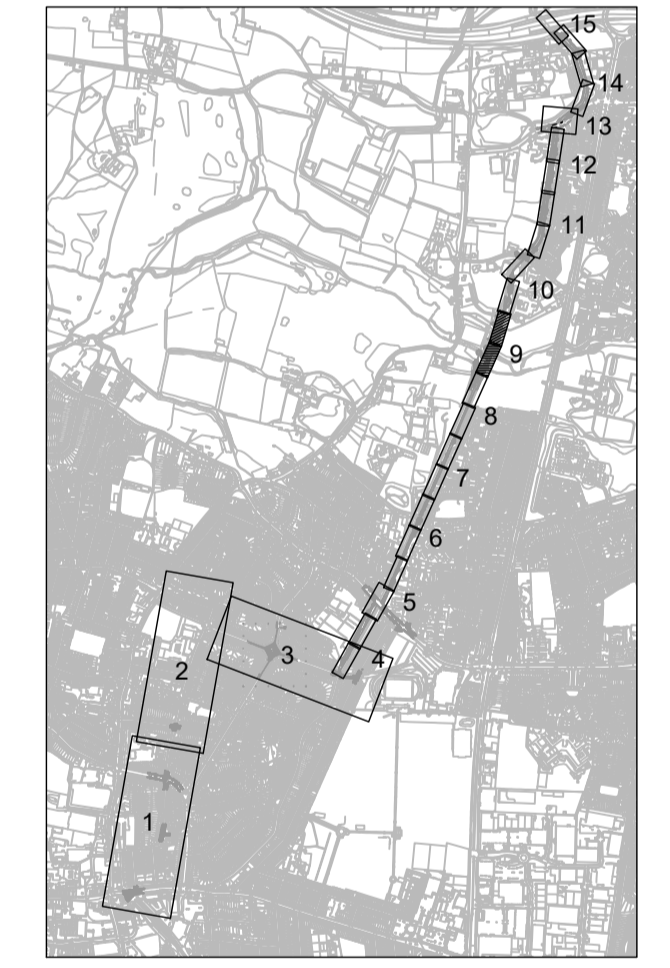
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01	31/03/2020	FOR APPROVAL	MP	AG	HM/LM
00	26/02/2020	RSA1	MP	AG	HM/LM

KEY	
	PROPOSED CARRIAGEWAY RESURFACING
	PROPOSED TEGULA BLOCKS AND EDGING HARVEST COLOUR
	PROPOSED HOGGING CYCLEWAY
	PROPOSED ASPHALT RAMP
	PROPOSED RETAINING WALL
	PROPOSED GRANITE SETTS
	PROPOSED ASPHALT FOOTWAY/ISLAND INFILL
	PROPOSED TACTILE PAVING, RED
	PROPOSED TACTILE PAVING, BUFF
	PROPOSED FULL HEIGHT PCC KERB
	PROPOSED DROPPED PCC KERB
	PROPOSED TRANSITION PCC KERB
	PROPOSED PCC EDGING
	PCC QUADRANT KERB R305
	PCC QUADRANT KERB R455
	PROPOSED RESIN BOUND SURFACING
	PROPOSED LANDSCAPING
	PROPOSED RAIN GARDEN
	PROPOSED GROUND FILL WITH GRASS SEEDING
	PROPOSED GROUND CUT
	PROPOSED YELLOW ROAD MARKINGS
	PROPOSED WHITE ROAD MARKINGS
	EXISTING LAMP COLUMN TO REMAIN
	PROPOSED LAMP COLUMN
	PROPOSED BELISHA BEACON
	PROPOSED TRAFFIC SIGN
	PROPOSED BOLLARD
	PROPOSED FLECTABOLLARD
	PROPOSED GUARD RAIL
	PROPOSED GREEN PALISADE FENCING
	PROPOSED BLACK PARAPET FENCING
	PROPOSED BLACK ESTATE FENCING
	EXISTING GULLY
	PROPOSED GULLY TO SUIT NEW LEVELS
	EXISTING GULLY TO BE RAISED TO SUIT NEW LEVELS



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Project
ENFIELD TOWN TO BROXBORNE WALKING AND CYCLING ROUTE DETAILED DESIGN

Drawing Title
GENERAL ARRANGEMENT

Drawing Status
FOR APPROVAL

Scale
1:200 @ A1

Sheet
11 OF 17

Drawing Number
19119-MET-0100-DR-HE-009

Rev
04

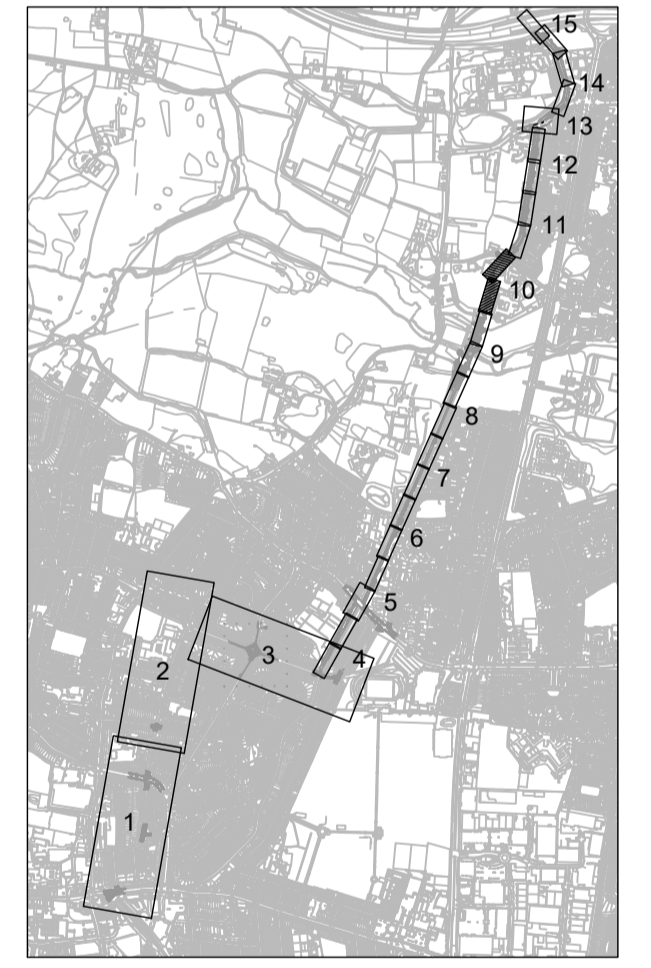
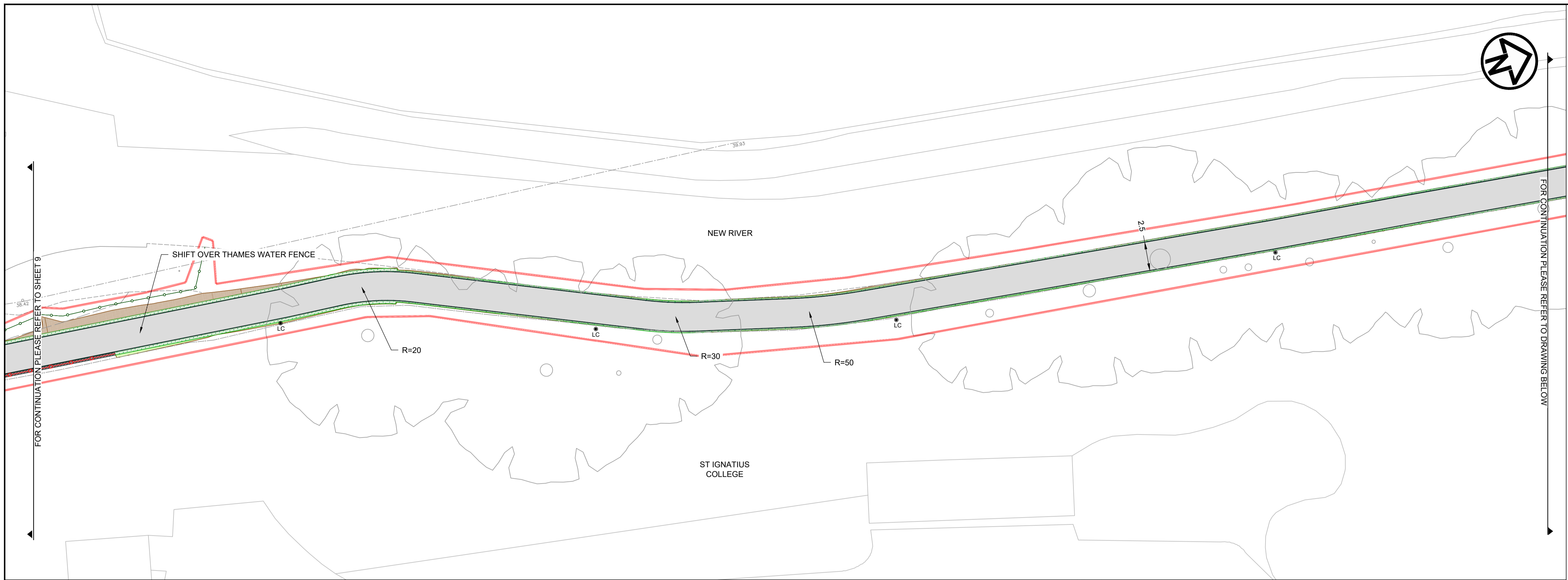
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00	26/02/2020	RSA1	MP	AG	HM/LM

KEY	
PROPOSED CARRIAGEWAY RESURFACING	PROPOSED GRANITE SETTS
PROPOSED TEGULA BLOCKS AND EDGING HARVEST COLOUR	PROPOSED ASPHALT FOOTWAY/ISLAND INFILL
PROPOSED HOGGING CYCLEWAY	PROPOSED TACTILE PAVING, RED
PROPOSED ASPHALT RAMP	PROPOSED TACTILE PAVING, BUFF
PROPOSED RETAINING WALL	PROPOSED FULL HEIGHT PCC KERB
PROPOSED DROPPED PCC KERB	PROPOSED TRANSITION PCC KERB
PROPOSED PCC EDGING	PCC QUADRANT KERB R305
PROPOSED LANDSCAPING	PCC QUADRANT KERB R455
PROPOSED RAIN GARDEN	PROPOSED GROUND FILL WITH GRASS SEEDING
PROPOSED RESIN BOUND SURFACING	PROPOSED GROUND CUT
PROPOSED YELLOW ROAD MARKINGS	PROPOSED WHITE ROAD MARKINGS
PROPOSED LAMP COLUMN	EXISTING LAMP COLUMN TO REMAIN
PROPOSED BELISHA BEACON	PROPOSED TRAFFIC SIGN
PROPOSED BOLLARD	PROPOSED FLECTABOLLARD
PROPOSED GUARD RAIL	PROPOSED GREEN PALISADE FENCING
PROPOSED BLACK PARAPET FENCING	PROPOSED BLACK ESTATE FENCING
EXISTING GULLY	PROPOSED GULLY TO SUIT NEW LEVELS
EXISTING GULLY TO BE RAISED TO SUIT NEW LEVELS	SCHEME BOUNDARY

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Project
ENFIELD TOWN TO BROXBORNE WALKING AND CYCLING ROUTE DETAILED DESIGN

Drawing Title
GENERAL ARRANGEMENT

Drawing Status
FOR APPROVAL

Scale
1:200 @ A1
DO NOT SCALE

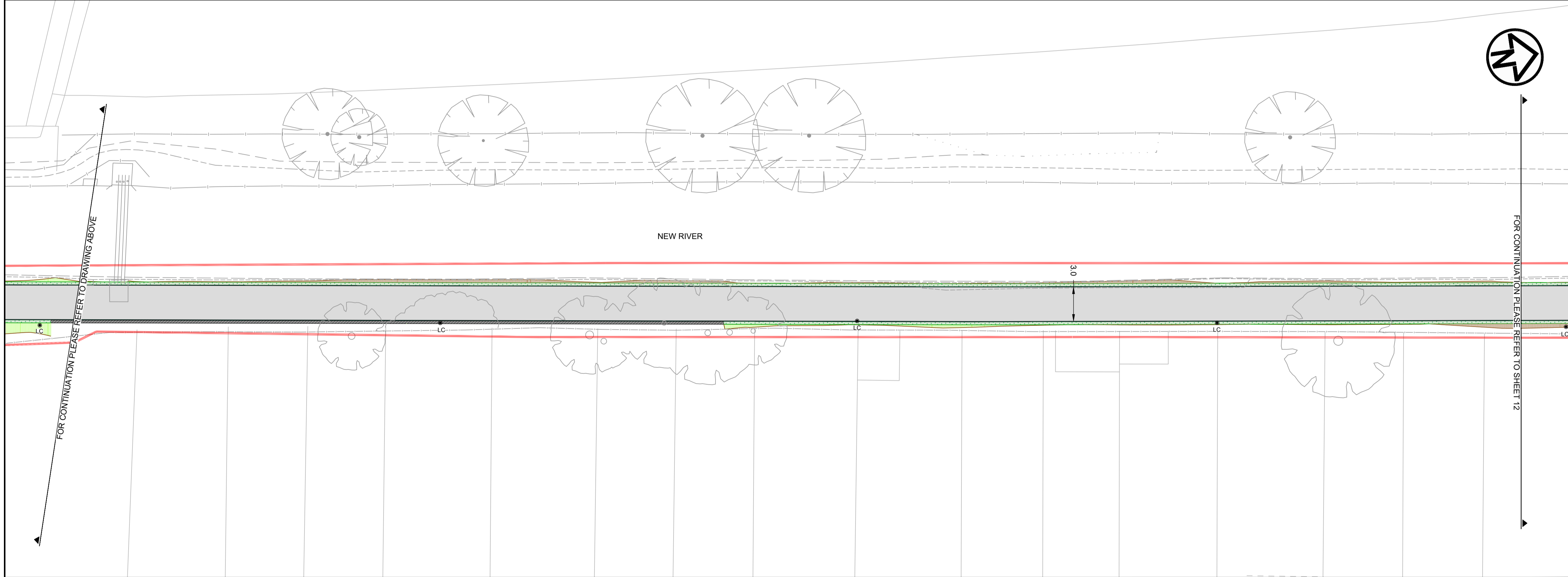
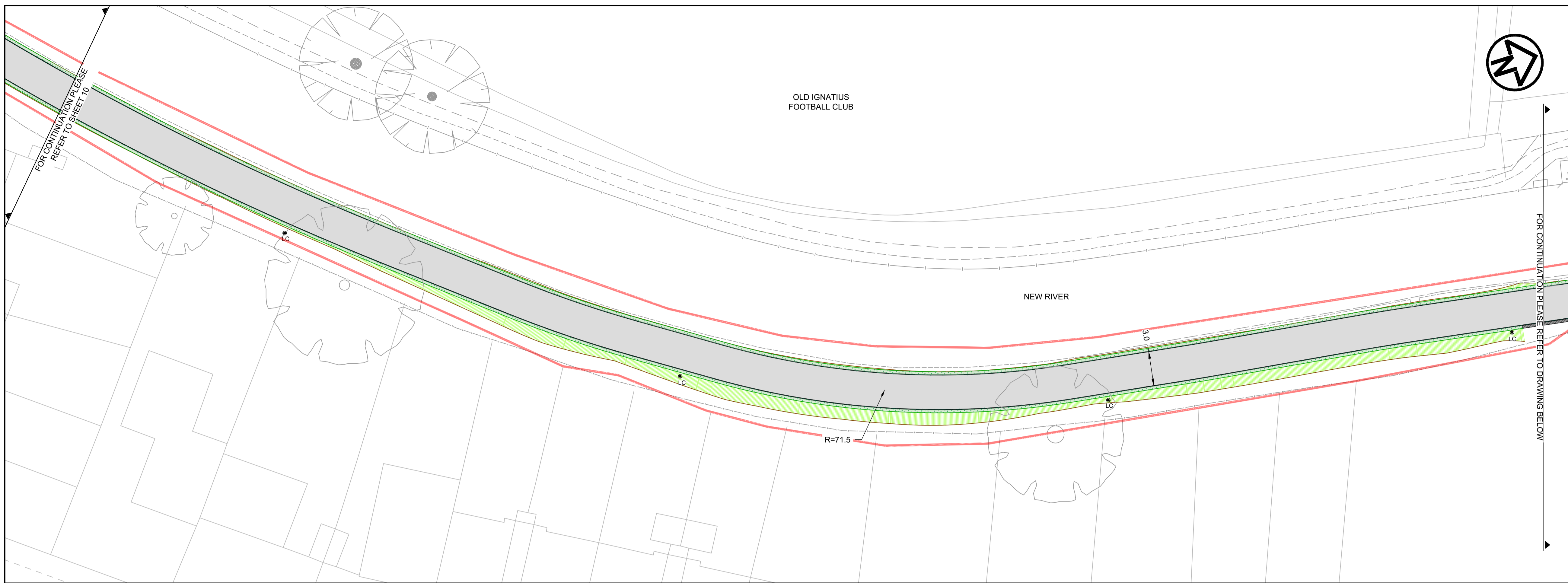
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12 OF 17

Drawing Number
19119-MET-0100-DR-HE-010

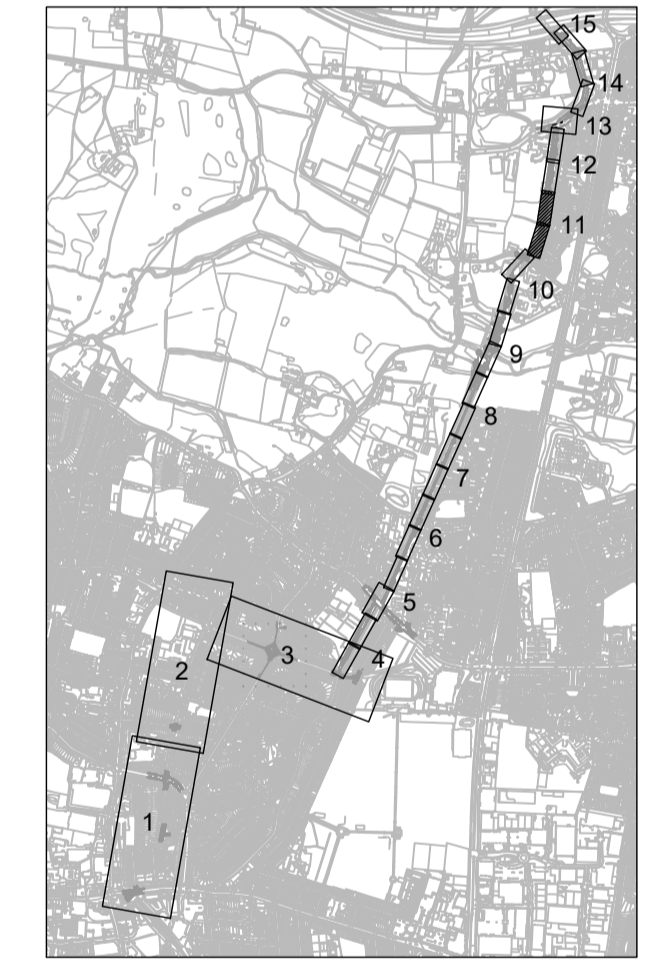
Rev
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REV	REV. DATE	PURPOSE OF REVISION	DRAWN	CHKD	APPRVD
04	17/02/2023	FOR COMMENT	DB	AB	DD
03	10/05/2022	FOR APPROVAL	DD	AG	AG
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00	26/02/2020	RSA1	MP	AG	HM/LM

KEY	
	PROPOSED CARRIAGEWAY RESURFACING
	PROPOSED TEGULA BLOCKS AND EDGING HARVEST COLOUR
	PROPOSED HOGGING CYCLEWAY
	PROPOSED ASPHALT RAMP
	PROPOSED RETAINING WALL
	PROPOSED GRANITE SETTS
	PROPOSED ASPHALT FOOTWAY/ISLAND INFILL
	PROPOSED TACTILE PAVING, RED
	PROPOSED TACTILE PAVING, BUFF
	PROPOSED FULL HEIGHT PCC KERB
	PROPOSED DROPPED PCC KERB
	PROPOSED TRANSITION PCC KERB
	PROPOSED PCC EDGING
	PCC QUADRANT KERB R305
	PCC QUADRANT KERB R455
	PROPOSED RESIN BOUND SURFACING
	PROPOSED LANDSCAPING
	PROPOSED RAIN GARDEN
	PROPOSED GROUND FILL WITH GRASS SEEDING
	PROPOSED GROUND CUT
	PROPOSED YELLOW ROAD MARKINGS
	PROPOSED WHITE ROAD MARKINGS
	EXISTING LAMP COLUMN TO REMAIN
	PROPOSED LAMP COLUMN
	PROPOSED BELISHA BEACON
	PROPOSED TRAFFIC SIGN
	PROPOSED BOLLARD
	PROPOSED FLECTABOLLARD
	PROPOSED GREEN PALISADE FENCING
	PROPOSED BLACK PARAPET FENCING
	PROPOSED BLACK ESTATE FENCING
	EXISTING GULLY
	PROPOSED GULLY
	EXISTING GULLY TO BE RAISED TO SUIT NEW LEVELS
	PROPOSED GUARD RAIL



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Project
**ENFIELD TOWN TO BROXBOURNE
WALKING AND CYCLING ROUTE
DETAILED DESIGN**

Drawing Title
GENERAL ARRANGEMENT

Drawing Status
FOR APPROVAL

Scale
1:200 @ A1
DO NOT SCALE

Sheet
13 OF 17

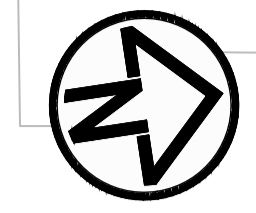
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19119-MET-0100-DR-HE-011

Rev
04

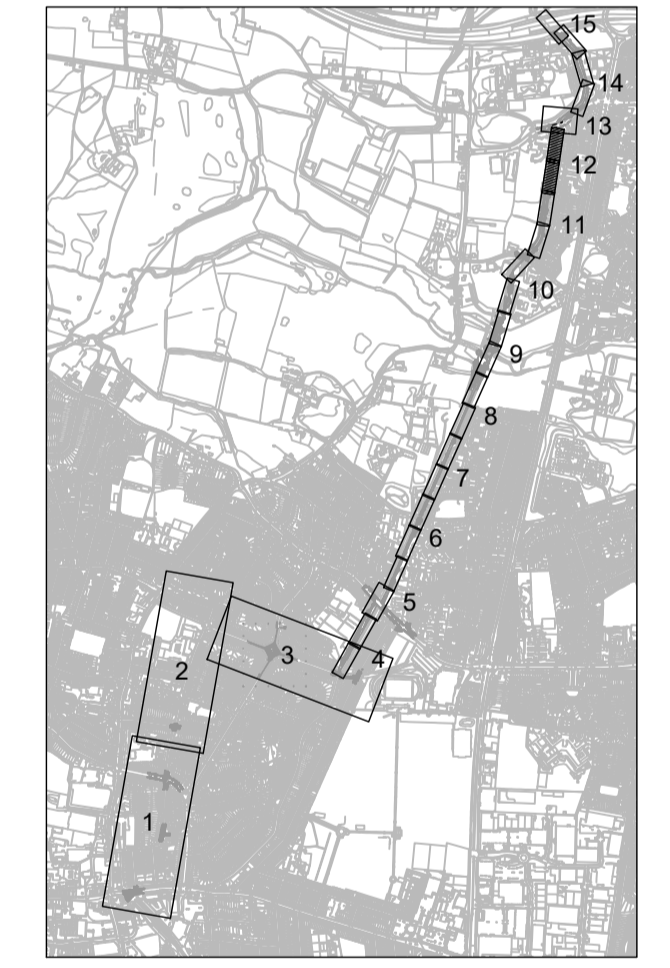
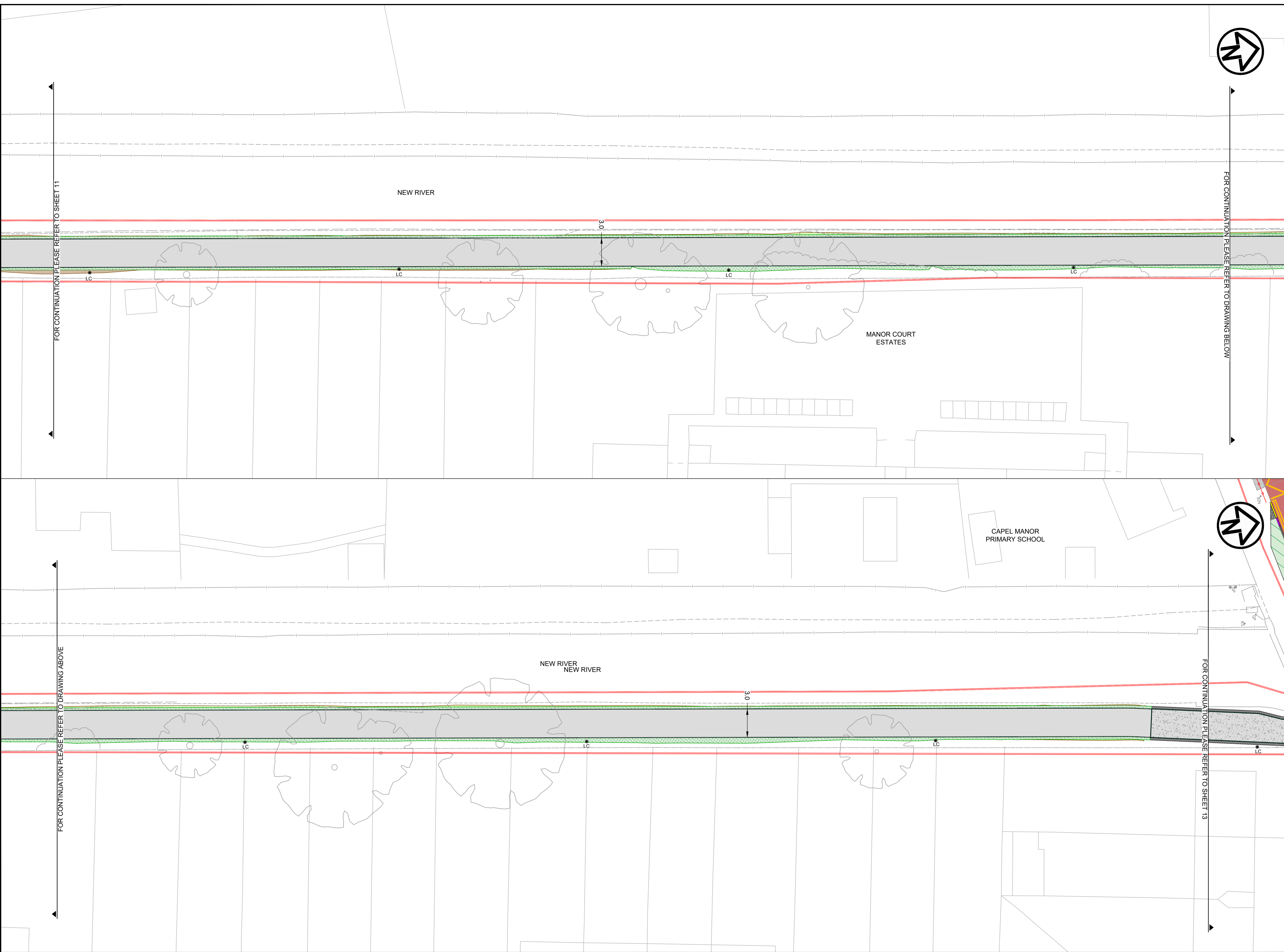
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KEY	
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	PROPOSED HOGGING CYCLEWAY
	PROPOSED ASPHALT RAMP
	PROPOSED RETAINING WALL
	PROPOSED GRANITE SETTS
	PROPOSED ASPHALT FOOTWAY/ISLAND INFILL
	PROPOSED TACTILE PAVING, RED
	PROPOSED TACTILE PAVING, BUFF
	PROPOSED FULL HEIGHT PCC KERB
	PROPOSED DROPPED PCC KERB
	PROPOSED TRANSITION PCC KERB
	PROPOSED PCC EDGING
	PCC QUADRANT KERB R305
	PCC QUADRANT KERB R455
	PROPOSED RESIN BOUND SURFACING
	PROPOSED LANDSCAPING
	PROPOSED RAIN GARDEN
	PROPOSED GROUND FILL WITH GRASS SEEDING
	PROPOSED GROUND CUT
	PROPOSED YELLOW ROAD MARKINGS
	PROPOSED WHITE ROAD MARKINGS
	EXISTING LAMP COLUMN TO REMAIN
	PROPOSED LAMP COLUMN
	PROPOSED BELISHA BEACON
	PROPOSED TRAFFIC SIGN
	PROPOSED BOLLARD
	PROPOSED FLECTABOLLARD
	PROPOSED GREEN PALISADE FENCING
	PROPOSED BLACK PARAPET FENCING
	PROPOSED BLACK ESTATE FENCING
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	PG PROPOSED GULLY
	EXISTING GULLY TO BE RAISED TO SUIT NEW LEVELS
	SCHEME BOUNDARY



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Project
**ENFIELD TOWN TO BROXBORNE
WALKING AND CYCLING ROUTE
DETAILED DESIGN**

Drawing Title
GENERAL ARRANGEMENT

Drawing Status
FOR APPROVAL

Scale
1:200 @ A1

Sheet
14 OF 17

DO NOT SCALE

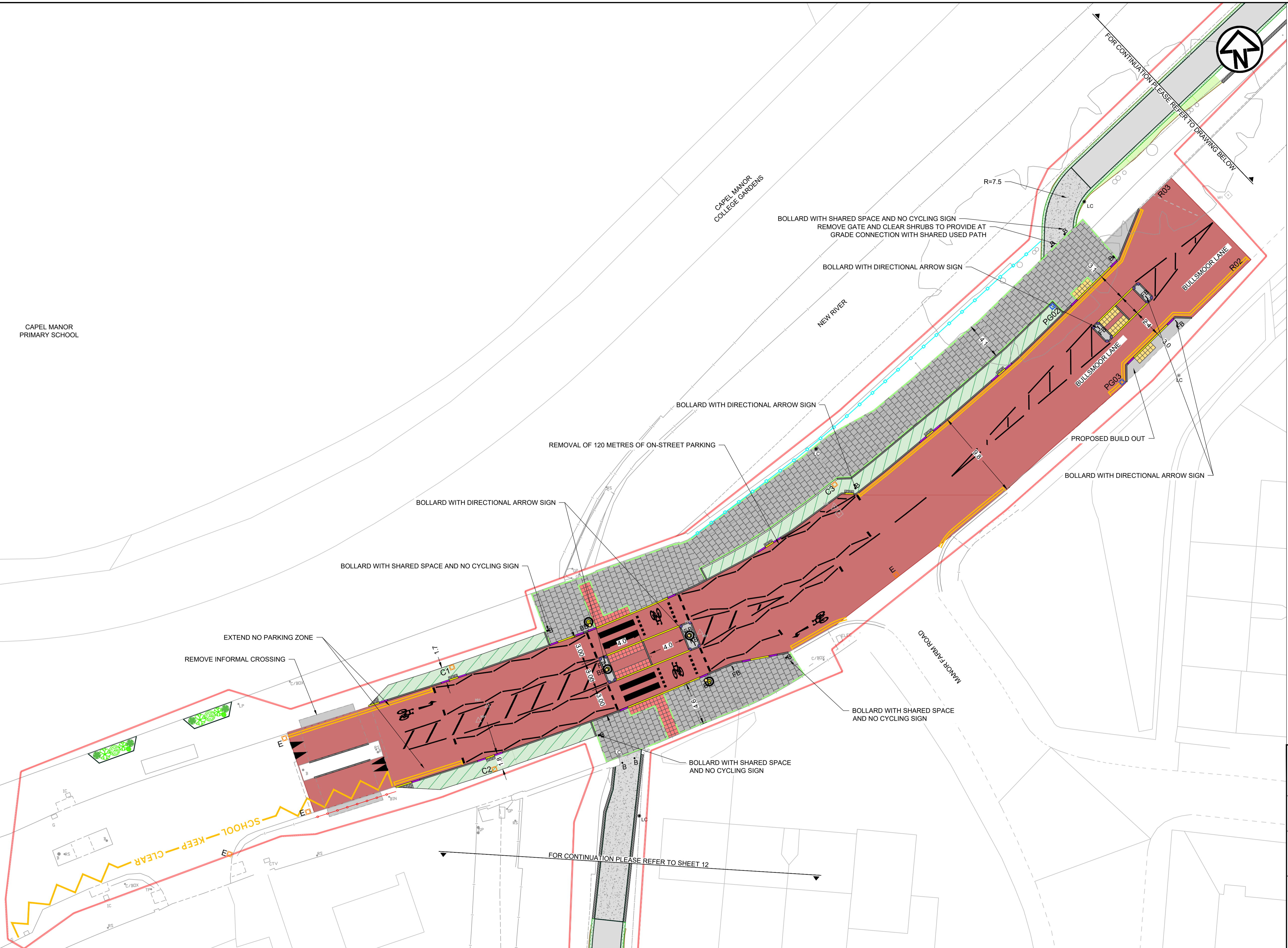
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PROPOSED LAMP COLUMN	PROPOSED TRAFFIC SIGN
PROPOSED LAMP COLUMN	PROPOSED BOLLARD
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PROPOSED LAMP COLUMN	PROPOSED GUARD RAIL
PROPOSED GREEN PALISADE FENCING	PROPOSED BLACK PARAPET FENCING
PROPOSED BLACK ESTATE FENCING	EXISTING GULLY
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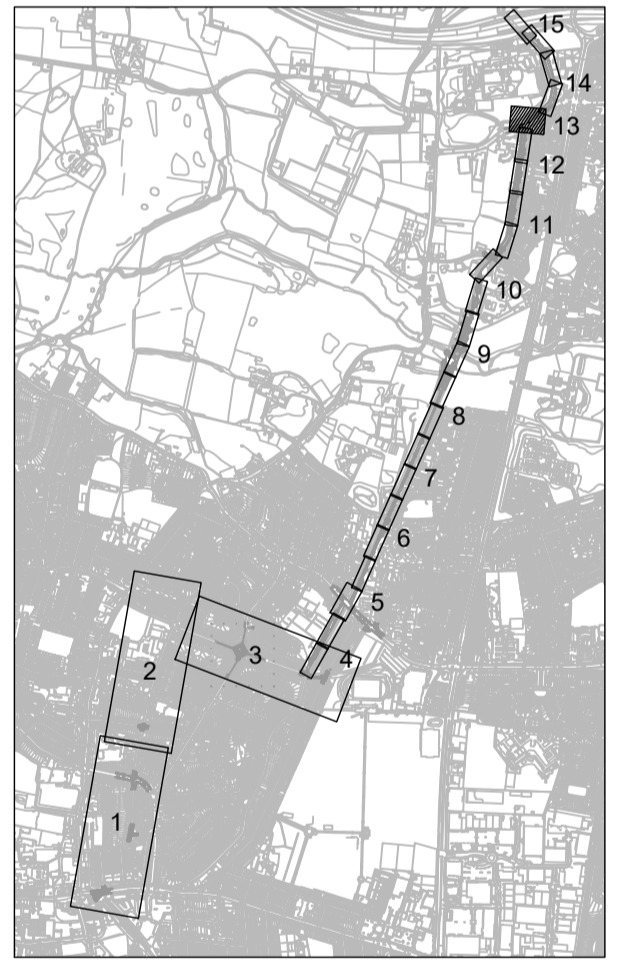
Drawing Number
19119-MET-0100-DR-HE-012

Rev
04

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Project
ENFIELD TOWN TO BROXBORNE WALKING AND CYCLING ROUTE DETAILED DESIGN

Drawing Title
GENERAL ARRANGEMENT

Drawing Status
FOR APPROVAL

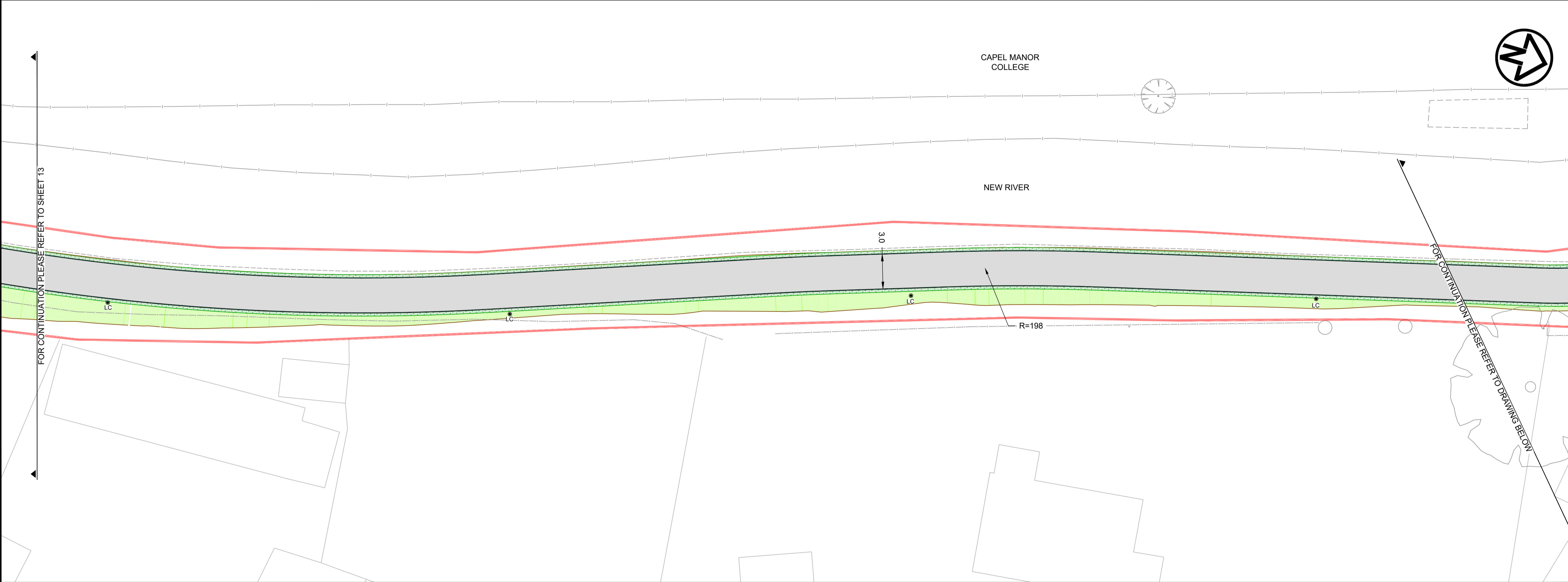
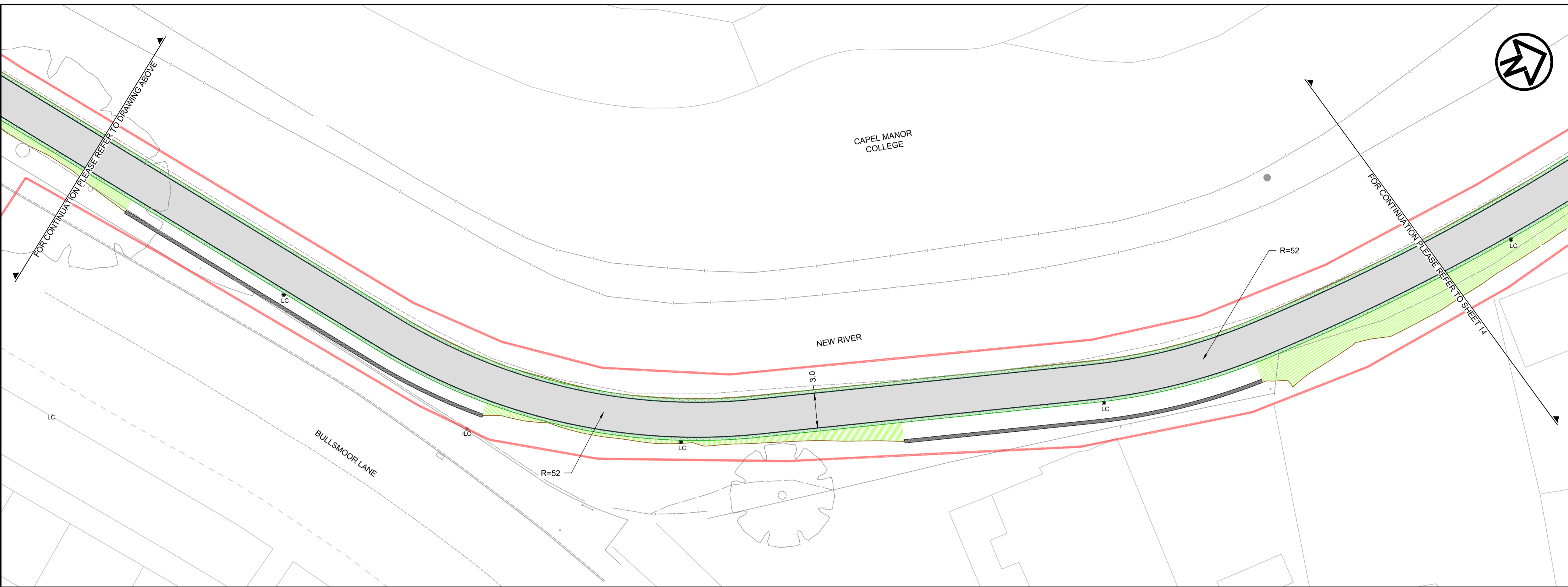
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Sheet
15 OF 17

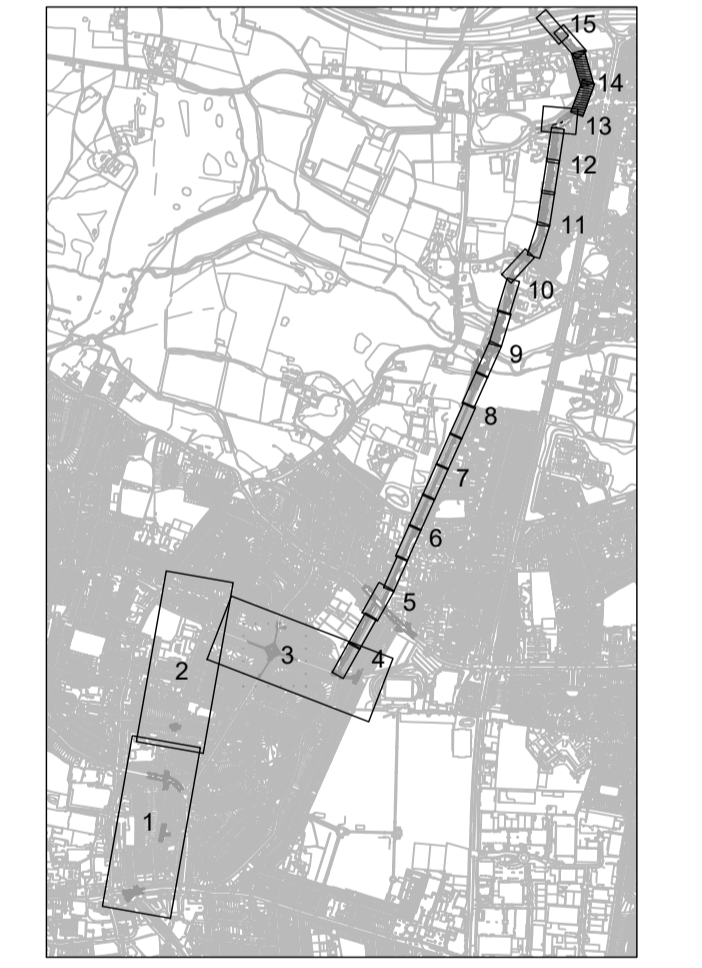
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19119-MET-0100-DR-HE-013
Rev
04

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04	17/02/2023	FOR COMMENT	DB	AB	DD
03	10/05/2022	FOR APPROVAL	DD	AG	AG
02	12/11/2021	FOR INFORMATION	DD	AG	AG
01	31/03/2020	FOR APPROVAL	MP	AG	HM/LM
00	26/02/2020	RSA1	MP	AG	HM/LM

KEY	
PROPOSED CARRIAGEWAY RESURFACING	PROPOSED GRANITE SETTS
PROPOSED TEGULA BLOCKS AND EDGING HARVEST COLOUR	PROPOSED ASPHALT FOOTWAY/ISLAND INFILL
PROPOSED HOGGING CYCLEWAY	PROPOSED TACTILE PAVING, RED
PROPOSED ASPHALT RAMP	PROPOSED TACTILE PAVING, BUFF
PROPOSED RETAINING WALL	PROPOSED FULL HEIGHT PCC KERB
PROPOSED DROPPED PCC KERB	PROPOSED TRANSITION PCC KERB
PROPOSED RESIN BOUND SURFACING	PROPOSED PCC EDGING
PROPOSED LANDSCAPING	PCC QUADRANT KERB R305
PROPOSED RAIN GARDEN	PCC QUADRANT KERB R455
PROPOSED GROUND FILL WITH GRASS SEEDING	PROPOSED GROUND CUT
PROPOSED WHITE ROAD MARKINGS	PROPOSED YELLOW ROAD MARKINGS
EXISTING LAMP COLUMN TO REMAIN	PROPOSED LAMP COLUMN
PROPOSED BELISHA BEACON	PROPOSED TRAFFIC SIGN
PROPOSED BOLLARD	PROPOSED FLECTABOLLARD
PROPOSED GUARD RAIL	PROPOSED GREEN PALISADE FENCING
PROPOSED BLACK PARAPET FENCING	PROPOSED BLACK ESTATE FENCING
EXISTING GULLY	PROPOSED GULLY TO BE RAISED TO SUIT NEW LEVELS
EXISTING GULLY TO BE RAISED TO SUIT NEW LEVELS	SCHEME BOUNDARY



- NOTES
1. THIS DRAWING SHALL BE READ IN CONJUNCTION WITH ALL METIS CONSULTANTS LTD DRAWINGS AND ALL OTHER RELEVANT ARCHITECT'S, ENGINEER'S AND LANDSCAPE ARCHITECT'S DRAWINGS AND SPECIFICATIONS.
 2. ALL DIMENSIONS AND LEV3000 SHOWN ARE IN METRES UNLESS OTHERWISE STATED.
 3. DO NOT SCALE FROM THIS DRAWING.
 4. LAYOUTS ARE A COMBINATION OF BOTH TOPOGRAPHICAL SURVEY AND ORDINANCE SURVEY. CLARIFICATION AND DISCREPANCIES TO BE BROUGHT TO THE ATTENTION OF THE SITE ENGINEER.
 5. BEFORE STARTING WORK, THE CONTRACTOR IS TO CHECK INVERT LEV3000 AND POSITIONS OF ALL EXISTING DRAINS, SEWERS, INSPECTION CHAMBERS AND MANHOLES AGAINST DRAWINGS AND REPORT ANY DISCREPANCIES TO THE ENGINEER.
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ENFIELD
Council

Project
**ENFIELD TOWN TO BROXBORNE
WALKING AND CYCLING ROUTE
DETAILED DESIGN**

Drawing Title
GENERAL ARRANGEMENT

Drawing Status: **FOR APPROVAL**

Scale: 1:200 @ A1 DO NOT SCALE

Sheet: 16 OF 17

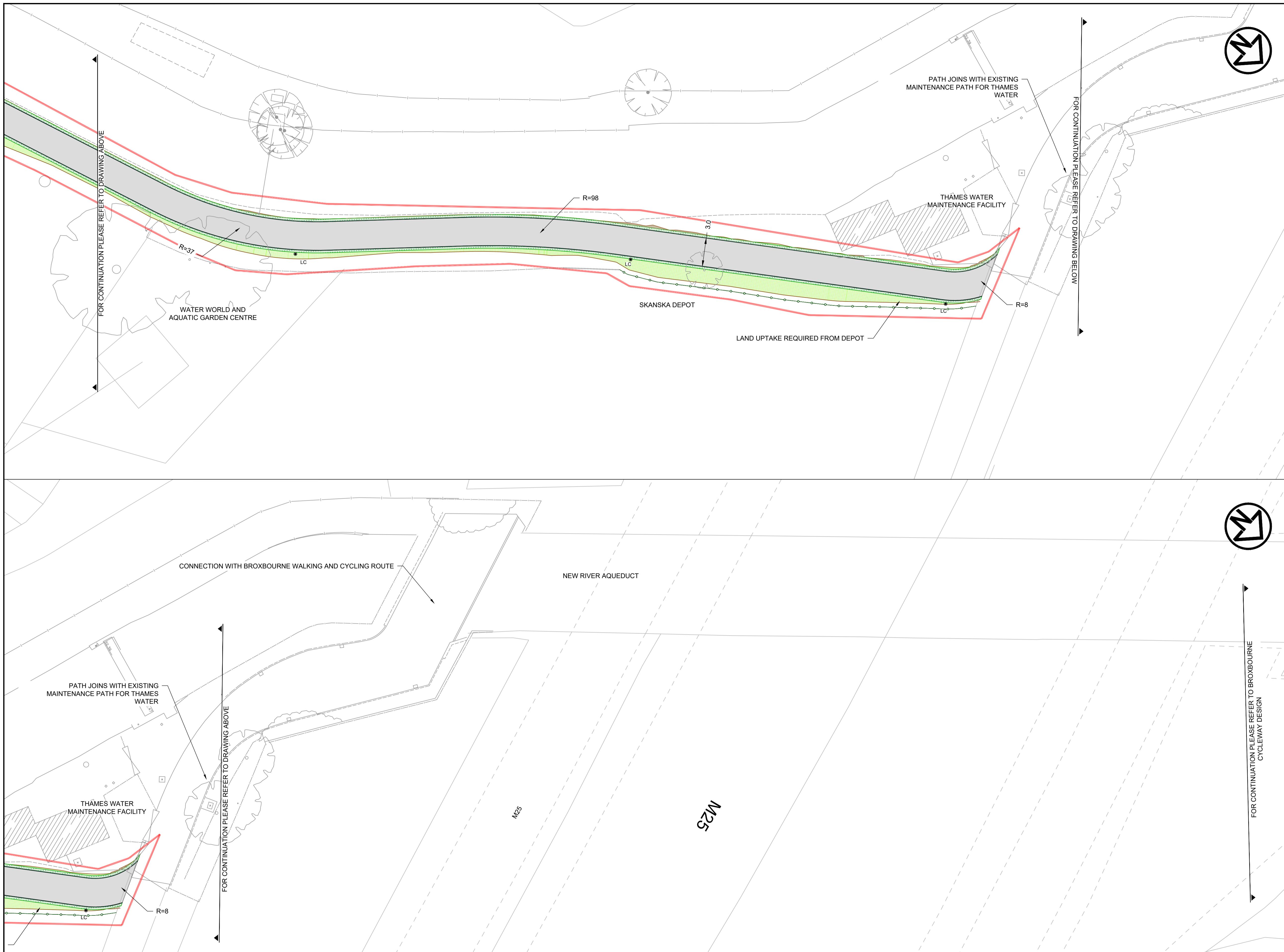
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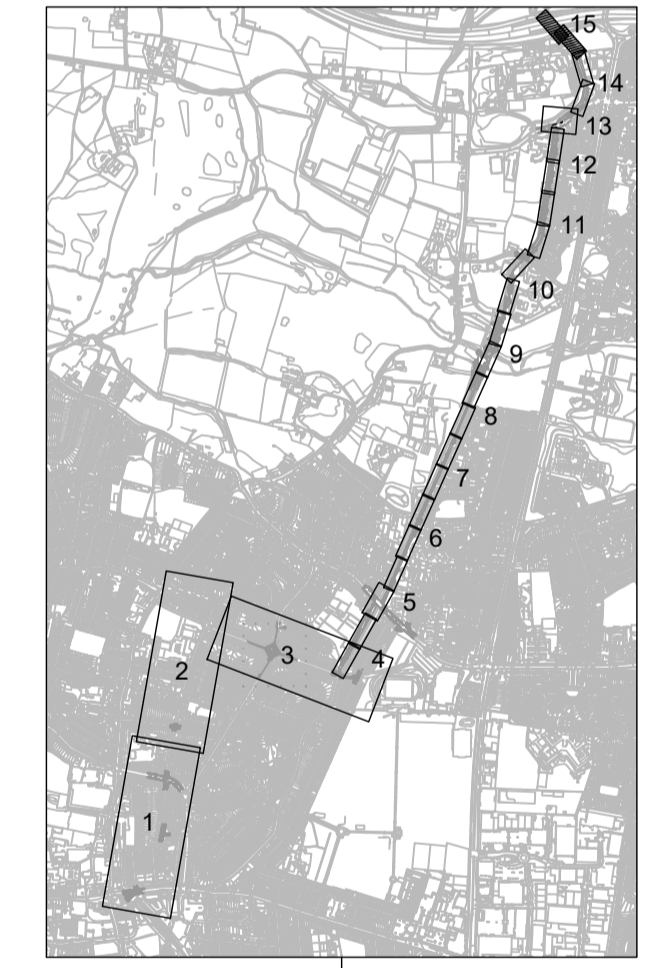
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KEY

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PROPOSED HOGGING CYCLEWAY	PROPOSED TACTILE PAVING, RED	PROPOSED PCC EDGING	PROPOSED RAIN GARDEN	PROPOSED WHITE ROAD MARKINGS	PROPOSED BOLLARD	PROPOSED BLACK ESTATE FENCING
PROPOSED ASPHALT RAMP	PROPOSED TACTILE PAVING, BUFF	PCC QUADRANT KERB R305	PROPOSED GROUND FILL WITH GRASS SEEDING	EXISTING LAMP COLUMN TO REMAIN	PROPOSED FLECTABOLLARD	EXISTING GULLY TO SUIT NEW LEVELS
PROPOSED RETAINING WALL	PROPOSED FULL HEIGHT PCC KERB	PCC QUADRANT KERB R455		PROPOSED LAMP COLUMN	PROPOSED GUARD RAIL	EXISTING GULLY TO BE RAISED TO SUIT NEW LEVELS



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Project
ENFIELD TOWN TO BROXBOURNE WALKING AND CYCLING ROUTE DETAILED DESIGN

Drawing Title
GENERAL ARRANGEMENT

Drawing Status	FOR APPROVAL	
Scale	1:200 @ A1	DO NOT SCALE
Sheet	17 OF 17	
Drawing Number	19119-MET-0100-DR-HE-014	Rev 04
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SCHEME BOUNDARY	

PLANNING COMMITTEE18th April 2023**REPORT OF:**

Head of Planning & Growth
- Brett Leahy

Subject:**Planning Committee – 18th April 2023****Update for Members**

Contact officer:

Andy Higham – Head of Development Management
Email: andy.higham@enfield.gov.uk
Tel: 020 8132 0711

Update to Planning Committee

Ahead of Tuesday's Planning Committee meeting, please note the following updates to the Committee report which will be of assistance to Members in your assessment of the proposals.

Agenda Item: 5**1. 22/00900/OUT: 368 Cockfosters Road, Hadley Wood, EN4**

1.0 There are a number of updates and clarifications to the report we would like to draw your attention to:

- Update to para 9.38 – to confirm that there will be between 9-18 cycle spaces depending on the mix
- Update to para 9.40 - to confirm the location of the refuse store outside of Blocks A & B but within the curtilage with access to residents
- Update to para 13.2 – to confirm the site is located in the higher charge zone for CIL of £120 per sq. metres
- Update to para 15.5 – to confirm the site is not in the green belt but lies adjacent to it.

2. In addition, we will also be reporting two additional conditions:

- Quantum of Development

The development here by approved shall provide no more than 9 units or 1000sq.m of floorspace

Reason: in the interests of proper planning and to ensure the development does not trigger a requirement for affordable housing.

Retained Trees

The development hereby approved is to be constructed in accordance with the layout plan as shown on Drawing DWG No. L P 004C and in accordance with the tree management / mitigation measures set out in the submitted Arboricultural Method Statement.

Reason: in the interest of promoting green infrastructure and safeguard the retention of the identified trees

3. Item 6: 23/00327 – Land West of Silver Street Station and onto A406 via Wilbury Way

- 3.1 Following the receipt of comments this week from Transport for London, it considered necessary for this application to be withdrawn from Agenda and deferred to a future meeting.
- 3.2 Transport for London is the highway authority for A406 North Circular Road which forms part of the Transport for London Road Network (TLRN), and they are therefore concerned about any proposal which may affect the performance and/or safety of the TLRN. TfL consider this proposal is likely to have significant impact on highway traffic, buses, pedestrians and cyclists using this section of the TLRN, A406 Sterling Way and at present there is insufficient information on how the impact of this proposal would be mitigated from the documents provided so far.
- 3.3 Transport for London have confirmed that there is no objection in principle to the heat networks in line with Policy SI 3 part B(2) in the London Plan, however, it is agreed that the highway impact for this case should be assessed at the planning stage to ensure the subsequent installation of the proposed pipes would not cause an unmitigated impact on TfL road network, operations and assets.
- 3.4 In addition, further clarification will be sought on the arrangements that will need to be in place for access to the North Middlesex Hospital.

4. Item 7. 22/04095/RE3 – Land Adjacent to New River Extending from Tenniswood Road to Bullsmoor Lane

- 4.1 An additional letter of objection has been received from a resident of Sinclair Close, Enfield who raises concerns in respect of overlooking and noise as a result of passing cyclists and pedestrians, the impact on wildlife as a result of proposed lighting and the potential for asb to occur.

5 Supplementary Agenda – Summary of Appeal Decisions 2022/23

- 5.1 To provide clarification on the finance implications arising from the Arnos Grove appeal decision, the costs stated in the report have been recognised in the Council Revenue Monitoring Report, the latest being the Third Revenue Update (KD 5489) reported to Cabinet in February 2023. These costs are contributing to the Council's forecast adverse variance for 2022/23 of £18.4m, which as stated in the Revenue update report will require an unplanned drawdown from the Council's reserves in order to balance the budget for 2022/23.