

Public Document Pack



PLANNING COMMITTEE

Tuesday, 28th March, 2017 at 7.30 pm
Venue: Conference Room,
The Civic Centre, Silver Street,
Enfield, Middlesex, EN1 3XA

Contact: Jane Creer / Metin Halil
Committee Administrator
Direct : 020-8379-4093 / 4091
Tel: 020-8379-1000
Ext: 4093 / 4091

E-mail: jane.creer@enfield.gov.uk
metin.halil@enfield.gov.uk
Council website: www.enfield.gov.uk

MEMBERS

Councillors : Dinah Barry, Jason Charalambous, Katherine Chibah, Dogan Delman, Christine Hamilton, Ahmet Hasan, Jansev Jemal, Derek Levy, Anne-Marie Pearce, George Savva MBE, Toby Simon (Chair) and Jim Steven

N.B. Any member of the public interested in attending the meeting should ensure that they arrive promptly at 7:15pm
Please note that if the capacity of the room is reached, entry may not be permitted. Public seating will be available on a first come first served basis.

Involved parties may request to make a deputation to the Committee by contacting the committee administrator before 12:00 noon on 27/03/17

AGENDA – PART 1

- 1. WELCOME AND APOLOGIES FOR ABSENCE**
- 2. DECLARATION OF INTERESTS**

Members of the Planning Committee are invited to identify any disclosable pecuniary, other pecuniary or non pecuniary interests relevant to items on the agenda.

- 3. MINUTES OF THE PLANNING COMMITTEE 21 FEBRUARY 2017 (Pages 1 - 6)**

To receive the minutes of the Planning Committee meeting held on Tuesday 21 February 2017.

4. REPORT OF THE ASSISTANT DIRECTOR, REGENERATION AND PLANNING (REPORT NO. 244) (Pages 7 - 8)

To receive the covering report of the Assistant Director, Regeneration and Planning.

4.1 Applications dealt with under delegated powers. (A copy is available in the Members' Library).

5. 16/05682/FUL - ROBBINS HALL, GARDINER CLOSE, ENFIELD, EN3 4LP (Pages 9 - 54)

RECOMMENDATION: Approval subject to conditions and S106 with delegated authority to finalise the schedule of conditions and wording thereof
WARD: Ponders End

6. 17/00001/FUL - 928 GREEN LANES, LONDON, N21 2AD (Pages 55 - 68)

RECOMMENDATION: Approval subject to conditions
WARD: Bush Hill Park

7. 16/05784/FUL - 1-3 MARKET CHAMBERS, CHURCH STREET, ENFIELD, EN2 6AA (Pages 69 - 92)

RECOMMENDATION: Approval subject to conditions
WARD: Town

8. 16/01197/RE3 - MERIDIAN WATER, WILLOUGHBY LANE AND, MERIDIAN WAY, LONDON (Pages 93 - 228)

RECOMMENDATION: Subject to referral to the Greater London Authority, the Head of Development Management/Planning Decisions Manager be authorised to grant planning permission, subject to conditions
WARD: Upper Edmonton

9. 16/05330/FUL - 2 HARTLAND CLOSE, LONDON, N21 2BG (Pages 229 - 244)

RECOMMENDATION: Approval subject to conditions
WARD: Grange

10. 16/02314/FUL - GILLIAN'S RIDING STABLES, BRAYSIDE FARM, CLAY HILL, ENFIELD (Pages 245 - 270)

RECOMMENDATION: Subject to completion of a S106 Agreement, the Head of Development Management/Planning Decisions Manager be authorised to grant planning permission, subject to conditions
WARD: Chase

11. **16/03444/FUL - HOLLY HILL FARM, 305 THE RIDGEWAY, ENFIELD, EN2 8AN** (Pages 271 - 284)

RECOMMENDATION: Approval subject to conditions
WARD: Chase

12. **NORTH LONDON HEAT & POWER PROJECT - UPDATE ON DEVELOPMENT CONSENT ORDER (REPORT NO. 246)** (Pages 285 - 296)

To receive the report of the Head of Development Management to provide an overview of the recent decision by the Secretary of State for Business, Energy and Industrial Strategy to grant the Development Consent Order in respect of the North London Heat and Power Project.

FOR INFORMATION

13. **EXCLUSION OF THE PRESS AND PUBLIC**

If necessary, to consider passing a resolution under Section 100A(4) of the Local Government Act 1972 excluding the press and public from the meeting for any items of business moved to part 2 of the agenda on the grounds that they involve the likely disclosure of exempt information as defined in those paragraphs of Part 1 of Schedule 12A to the Act (as amended by the Local Government (Access to Information) (Variation) Order 2006).
(There is no part 2 agenda)

This page is intentionally left blank

PLANNING COMMITTEE - 21.2.2017

**MINUTES OF THE MEETING OF THE PLANNING COMMITTEE
HELD ON TUESDAY, 21 FEBRUARY 2017**

COUNCILLORS

PRESENT Dinah Barry, Jason Charalambous, Katherine Chibah, Dogan Delman, Ahmet Hasan, Jansev Jemal, Derek Levy, Anne-Marie Pearce, George Savva MBE, Toby Simon and Jim Steven

ABSENT Christine Hamilton

OFFICERS: Peter George (Assistant Director, Regeneration and Planning), Andy Higham (Head of Development Management), Andy Bates (Planning Decisions Manager), Sean Newton (Planning Officer), Dominic Millen (Traffic and Transportation Team) and Catriona McFarlane (Legal Representative) Jane Creer (Secretary)

Also Attending: Approximately 25 members of the public, applicant and agent representatives

354**WELCOME AND APOLOGIES FOR ABSENCE**

Councillor Simon, Chair, welcomed all attendees and explained the order of the meeting. Peter George was welcomed, attending in his new role as Assistant Director, Regeneration and Planning.

Apologies for absence were received from Councillor Hamilton, and apologies for lateness from Councillor Chibah due to a timing clash with Housing Repairs Scrutiny meeting.

355**DECLARATION OF INTERESTS**

NOTED in relation to 16/04133/FUL – Blackhorse Tower, Holbrook House and Churchwood House, Councillor Pearce did not have a pecuniary interest, but highlighted her involvement with Health Scrutiny at borough and North London levels.

356**MINUTES OF THE PLANNING COMMITTEE 24 JANUARY 2017**

PLANNING COMMITTEE - 21.2.2017

AGREED the minutes of the Planning Committee meeting held on 24 January 2017 as a correct record.

357

REPORT OF THE ASSISTANT DIRECTOR, REGENERATION AND PLANNING (REPORT NO. 213)

RECEIVED the report of the Assistant Director, Regeneration and Planning.

358

ORDER OF THE AGENDA

AGREED to amend the order of the agenda to accommodate members of the public in attendance at the meeting. The minutes follow the order of the meeting.

359

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

NOTED that this application was deferred for consideration at a future meeting to ensure full consultation had been completed.

360

16/04133/FUL - BLACKHORSE TOWER, HOLBROOK HOUSE AND CHURCHWOOD HOUSE, 116 COCKFOSTERS ROAD, EN4 0DY

NOTED

1. The introduction by the Planning case officer, Sean Newton, highlighting the main issues.
2. An additional condition was recommended in respect of the proposed use of one of the commercial units for an NHS clinic. The NHS would be given the first option to take up that opportunity, but it would be time limited to six months from the date of approval. If no agreement could be reached, then the applicants would need to make a financial contribution to provide additional health facilities in the locality under the S106 agreement.
3. The deputation of Colin Bull (neighbouring resident).
4. The response by Peter Newton on behalf of the applicant.
5. Members' debate and questions responded to by officers.

PLANNING COMMITTEE - 21.2.2017

6. Discussion about the possibility of additional off-site highway works to mitigate the possible impact of the development on the network / nearby junctions; officers would consider further the views expressed at the meeting and whether any such works should form part of the S106 agreement.
7. The Chair's summary, and proposal that the recommendation be for approval in principle and to give delegated authority to officers to grant planning permission subject to finalisation of conditions and subject to S106 agreement.
8. The recommendation was supported by the majority of the Committee: 7 votes for, 1 against and 1 abstention.

AGREED to give delegated authority to officers to grant planning permission subject to finalisation of conditions and the S106 Agreement and referral to Mayor of London.

361

16/05126/FUL - THE RED HOUSE, RECTORY FARM LAND, THE RIDGEWAY, ENFIELD, EN2 8AA

NOTED

1. The introduction by the Planning case officer Sean Newton, highlighting the main issues
2. The comments received from Councillor Pite against the recommendation and the comments received in response from the planning agent, both of which had been circulated to Members.
3. The deputation of Michelle Wilson (neighbouring resident).
4. Councillor Chibah arrived at the meeting at this point, but having missed the introduction, did not vote on this item.
5. Members' debate and questions responded to by officers.
6. Officers' suggestion that to address concerns, additional conditions be added to any approval to planning permission to set a maximum of 20 people attending a shooting event, and to time limit the permission.
7. The support of the Committee for the officers' recommendation: 8 votes for and 2 abstentions.

AGREED that planning permission be granted, subject to the conditions set out in the report and additional condition controlling numbers of visitors.

362

16/05402/FUL - GARAGES GORDON HILL, ENFIELD, EN2 0QP

NOTED

PLANNING COMMITTEE - 21.2.2017

1. The introduction by the Planning Decisions Manager, Andy Bates, clarifying the proposals.
2. A correction to para 4.2 of the officers' report which should read "Letters were sent to 53 adjoining and nearby residents and 6 comments were received..."
3. The deputation of David Taylor (neighbouring resident).
4. The response by Domenico Padalino, agent on behalf of the applicant.
5. Members' debate and questions responded to by officers.
6. The Chair's proposal that officers be given delegated authority to grant permission after investigating amendments to conditions to address concerns raised, which was supported by the Committee: 9 votes for, 1 against and 1 abstention.

AGREED that planning permission be granted, subject to amending conditions 10 and 16 to include reference to further details to access to address pedestrian safety concerns and refuse storage collection, and subject to S106 Agreement. Addition of an Informative reminding applicant of responsibilities under the Party Wall Act etc.

363

16/01390/RE3 - 164 LAVENDER HILL, ENFIELD, EN2 8RP

NOTED

1. The introduction by the Planning Decisions Manager, Andy Bates, clarifying the proposal .
2. The unanimous support of the Committee for the officers' recommendation.

AGREED that planning permission be granted subject to the conditions set out in the report.

364

16/04908/RE4 - 1 OLD ROAD, ENFIELD, EN3 5XX

NOTED

1. The introduction by the Planning Decisions Manager, Andy Bates, clarifying the proposal.
2. The unanimous support of the Committee for the officers' recommendation.

AGREED that planning permission be granted subject to the conditions set out in the report.

PLANNING COMMITTEE - 21.2.2017

365

16/05784/FUL - 1-3 MARKET CHAMBERS, CHURCH STREET, ENFIELD, EN2 6AA

NOTED that this application was deferred for consideration at a future meeting.

366

FUTURE MEETING DATES

NOTED

1. The provisional meeting date of Tuesday 14 March 2017 would not be required.
2. Future meetings were confirmed as:
Tuesday 28 March 2017
Tuesday 4 April 2017 or Thursday 20 April 2017 (tbc)
Tuesday 25 April 2017
Tuesday 9 May 2017 (provisional)
3. The above meeting dates would allow flexibility for consideration of application reference 16/04324/FUL – Former Middlesex University, Trent Park, N14 4YZ.
4. A site visit may be required mid-March in relation to application reference 17/00344/RE4 – Bury Lodge Depot, Bury Street West, N9 9LA.

This page is intentionally left blank

MUNICIPAL YEAR 2016/2017 - REPORT NO 244

COMMITTEE:
PLANNING COMMITTEE
28.03.2017

AGENDA - PART 1	ITEM 4
SUBJECT -	
MISCELLANEOUS MATTERS	

REPORT OF:
Assistant Director, Regeneration
and Planning

Contact Officer:
Planning Decisions Manager
Andy Bates Tel: 020 8379 3004
Kevin Tohill Tel: 020 8379 5508

4.1 APPLICATIONS DEALT WITH UNDER DELEGATED POWERS INF

4.1.1 In accordance with delegated powers, 200 applications were determined between 09/02/2017 and 14/03/2017, of which 143 were granted and 57 refused.

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

Background Papers

To be found on files indicated in Schedule.

4.2 PLANNING APPLICATIONS AND APPLICATIONS TO DISPLAY ADVERTISEMENTS DEC

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

Background Papers

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

- (2) Other background papers are those contained within the file, the reference number of which is given in the heading to each application.

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 28th March 2017

Report of
Assistant Director,
Regeneration and Planning

Contact Officer:
Andy Higham
Sharon Davidson
Robert Singleton Tel: 020 8379
3837

Ward: Ponders
End

Application Number: 16/05682/FUL

Category: Dwellings

LOCATION: ROBBINS HALL, GARDINER CLOSE, ENFIELD, EN3 4LP

PROPOSAL: Redevelopment of site to provide a total of 58 affordable housing and shared ownership residential units within 2 x part 2-storey, part 4-storey blocks (block A and E), a 4-storey block (block C) and two part 2, part 3-storey terraces (Block B and D) comprising 6 x 3 bed and 8 x 4 bed houses, 14 x 1 bed, 26 x 2 bed and 4 x 3 bed self-contained flats with associated surface car parking, covered cycle parking, play area and ancillary works.

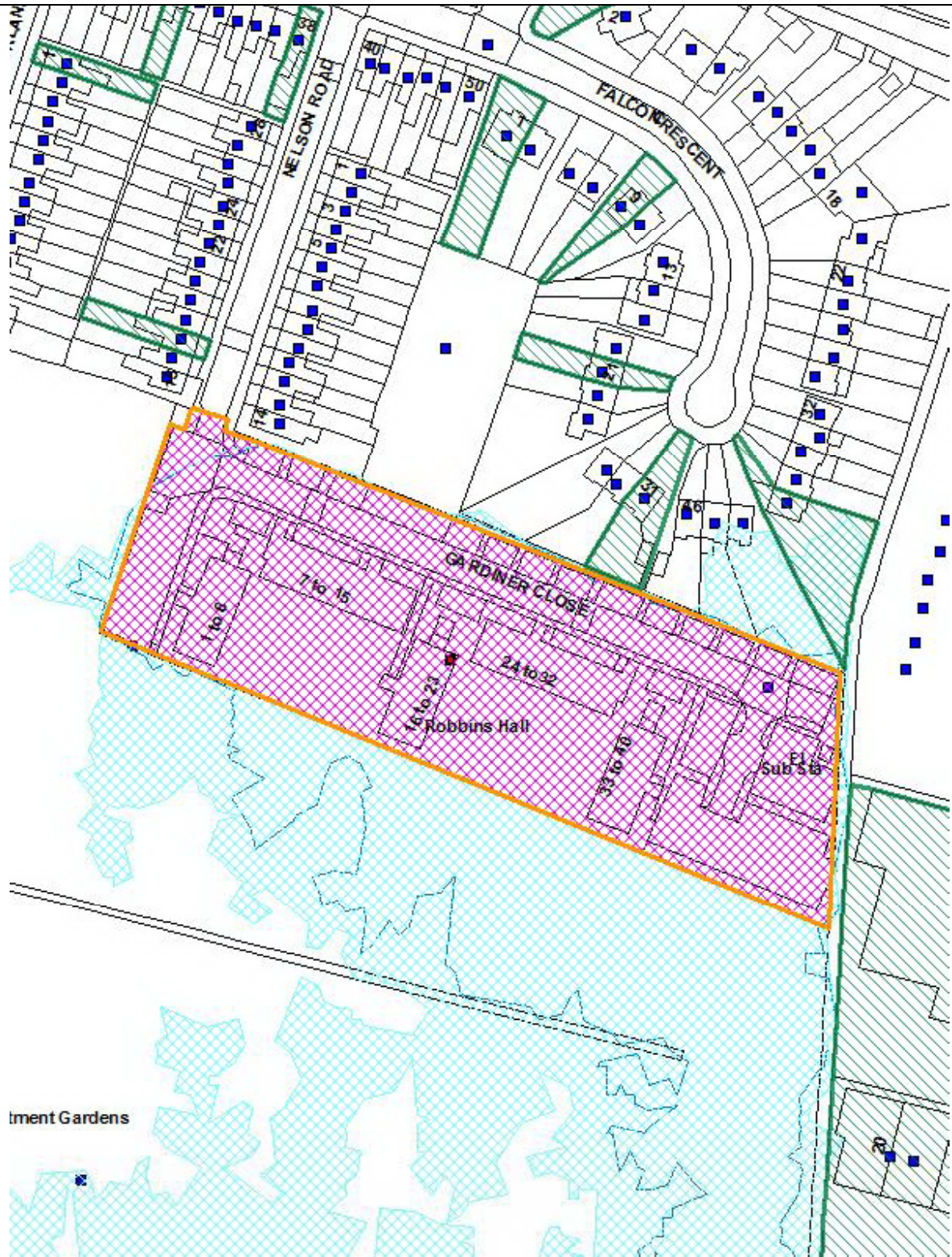
Applicant Name & Address:
Viridian Housing
C/O Agent

Agent Name & Address:
Mr Duncan Reynolds
Churchill Hui
Grosvenor House
4-7 Station Road
Sunbury TW16 6SB

RECOMMENDATION:

That planning permission to be **GRANTED** subject to conditions and s106 with delegated authority to finalise the schedule of conditions and wording thereof.

Ref: 16/05682/FUL LOCATION: 1-40 Robin Hall, Gardiner Close, Enfield, EN3 4LP



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:1250

North



1. Site and Surroundings

- 1.1 The site comprises 0.8ha plot of previously developed land. At present the site is occupied by a series of five, 3 & 4-storey blocks of student accommodation affiliated with the former Middlesex University campus at Ponders End. The site is bounded to the south and west by a large swath of allotment land, to the north by Gardiner Close and residential properties lining Nelson Road and Falcon Crescent, and to the east lies industrial units that form part of the Redburn Industrial Estate. The newly constructed Oasis Academy sits to the north east. The surrounding area is characterised by a mix of uses, albeit where residential tends to predominate.
- 1.2 The site is within Flood Zone 2 & 3. The site is also a Critical Drainage Area for surface water run-off.
- 1.3 The site is not within a Conservation Area nor is it a Listed Building.

2. Proposal

- 2.1 The project proposes the redevelopment of this brownfield site resulting in the demolition and removal of the existing and now vacant Robbins Hall student accommodation and the erection of 58 affordable housing and shared ownership residential units within 2 x part 2-storey, part 4-storey blocks (block A and E), a 4-storey block (block C) and two part 2, part 3-storey terraces (Block B and D) comprising 6 x 3 bed and 8 x 4 bed houses, 14 x 1 bed, 26 x 2 bed and 4 x 3 bed self-contained flats with associated surface car parking, covered cycle parking, play area and ancillary works provide 15 residential units involving the erection of a 3-storey block to front of site comprising 11 x 3-bed single family dwellings and 4 x detached single storey 1-bed single family dwellings to rear of site with new access road, 16 off street parking spaces and associated landscaping.
- 2.2 Underpinning the scheme is a funding commitment from the Greater London Authority to deliver affordable units across London and Viridian Housing is a recognised affordable housing provider.

3. Relevant Planning Decisions

- 3.1 15/04125/PREAPP – redevelopment of site for affordable housing and shared ownership to provide a total of 58 units comprising 48 self-contained flats within two 5-storey blocks and a terrace of 10 town houses with surface and undercroft car parking, access, road widening and amenity – Pre-application response given (02/12/15) although continued dialogue between the applicant, the LPA and the Environment Agency has been ongoing leading up to the current submission
- 3.2 14/03646/PREAPP – Proposed redevelopment of site for affordable housing to provide a total of 57 units with associated car parking, access and amenity – Pre-application response given (17/10/14)
- 3.3 PRE/10/0072 – Proposed redevelopment of site by erection of 44 residential units (19 x flats, 25 houses) with associated access road and parking – Pre-application response given (09/05/11)

4. Consultations

4.1 **Statutory and non-statutory consultees**

Traffic and Transportation:

4.1.1 Traffic and Transportation Officers initially objected and requested additional information to support the scheme. While no objection was raised in relation to the degree of parking provision which shows 48 resident parking spaces and an additional 10 visitor parking spaces, the absence of a turning head, the lack of vehicle tracking, a lack of clarity on disabled parking and cycle parking along with concern in relation to pedestrian access and refuse storage resulted in a requirement for further point of clarity and appropriate revisions. In a meeting organised by the LPA on 3rd March 2017, an appropriate way forward was agreed and a revised access parking and servicing plan was submitted to include the requisite turning head, a rationalised parking arrangement with identified disabled bays and further clarity in relation to the quantum of cycle parking and refuse storage. The revised package was then referred to Traffic and Transportation, who formally withdrew their objections subject to conditions and s106 contributions to the promotion of sustainable transport modes and junction protection measures.

SuDS Team:

4.1.2 Officers initially objected and requested additional information to support the scheme. While it was clear that the impact of a mitigation for fluvial flooding – in consultation with the Environment Agency – had been properly addressed which effectively unlocked the development potential of the site, the risks from surface water flooding within a critical drainage area has not. In the same 3rd March meeting, the identified issues were discussed at length and a revised package of information was submitted to explicitly deal with surface water flood risk. This document has been reviewed by the SuDS Team and their objection has been formally withdrawn subject to conditions.

Housing:

4.1.3 Raise no principled objections to the scheme subject to reiterating Council Policy in relation to mix, affordable housing and wheelchair accessible homes.

Environmental Health:

4.1.4 No objections subject to conditions.

Metropolitan Police:

4.1.5 No objections subject to the implementation of the principles of '*Secure by Design*'.

Thames Water:

4.1.6 No objections.

Environment Agency:

- 4.1.7 Following extensive pre-application discussions over the last few years, the current revised scheme, now occasioned at Planning Committee, has been agreed by the EA and no objection has been raised.

Tree Officer:

- 4.1.8 No objections.

4.2 Public response

- 4.2.1 The application was referred to 300 surrounding properties, a press notice was published (25/01/17) and five site notices were peppered across the wider area to either end of Gardiner Close, at the start of Nelson Road, to the corner of South Street and Hobby Street, at directly outside the Falcon Public House (21 days expired 13/02/17). At the time of writing five written representations were received three in opposition and two in support of the proposals. In terms of the objections, these were levied by residents on the following grounds:

- Increase in traffic
- Loss of parking
- Noise nuisance
- Construction nuisance

- 4.2.2 Members should also note that two of the representations were supportive of the scheme's benefit in housing and community terms.

5. Relevant Policy

- 5.1 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

5.1.1 The London Plan (Consolidated)

- Policy 2.6 – Outer London: vision and strategy
- Policy 2.7 – Outer London: economy
- Policy 2.8 – Outer London: transport
- Policy 2.14 – Areas for regeneration
- Policy 3.1 – Ensuring equal life chances for all
- Policy 3.2 – Improving health and addressing health inequalities
- Policy 3.3 – Increasing housing supply
- Policy 3.4 – Optimising housing potential
- Policy 3.5 – Quality and design of housing developments
- Policy 3.6 – Children and young people's play and informal recreation facilities
- Policy 3.7 – Large residential developments
- Policy 3.8 – Housing choice
- Policy 3.9 – Mixed and balanced communities
- Policy 3.11 – Affordable housing targets
- Policy 3.14 – Existing housing
- Policy 3.16 – Protection and enhancement of social infrastructure

Policy 4.1 – Developing London’s economy
Policy 4.12 – Improving opportunities for all
Policy 5.1 – Climate change mitigation
Policy 5.2 – Minimising carbon dioxide emissions
Policy 5.3 – Sustainable design and construction
Policy 5.5 – Decentralised energy networks
Policy 5.6 – Decentralised energy in development proposals
Policy 5.7 – Renewable energy
Policy 5.9 – Overheating and cooling
Policy 5.10 – Urban greening
Policy 5.11 – Green roofs and development site environs
Policy 5.12 – Flood risk management
Policy 5.13 – Sustainable drainage
Policy 5.15 – Water use and supplies
Policy 5.18 – Construction, excavation and demolition waste
Policy 5.21 – Contaminated land
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.12 – Road network capacity
Policy 6.13 – Parking
Policy 7.1 – Building London’s neighbourhoods and communities
Policy 7.2 – An inclusive environment
Policy 7.3 – Designing out crime
Policy 7.4 – Local character
Policy 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.7 – Location and design of tall and large buildings
Policy 7.14 – Improving air quality
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.18 – Protecting local open space and addressing local deficiency
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 – Trees and woodlands

Housing SPG

5.1.2 Local Plan – Core Strategy

Strategic Objective 1: Enabling and focusing change
Strategic Objective 2: Environmental sustainability
Strategic Objective 6: Maximising economic potential
Strategic Objective 7: Employment and skills
Strategic Objective 8: Transportation and accessibility
Strategic Objective 10: Built environment
Core Policy 1: Strategic growth areas
Core policy 2: Housing supply and locations for new homes
Core policy 3: Affordable housing
Core Policy 4: Housing quality
Core Policy 5: Housing types
Core Policy 6: Housing need
Core Policy 20: Sustainable Energy use and energy infrastructure
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 26: Public transport

Core Policy 28: Managing flood risk through development
Core Policy 29: Flood management infrastructure
Core Policy 30: Maintaining and improving the quality of the built and open environment
Core Policy 32: Pollution
Core Policy 34: Parks, playing fields and other open spaces
Core Policy 36: Biodiversity
Core Policy 40: North East Enfield
Core Policy 41: Ponders End
Core Policy 46: Infrastructure contributions

North East Enfield Area Action Plan
Biodiversity Action Plan
S106 SPD

5.3.4 Development Management Document

DMD1: Affordable Housing on Sites Capable of Providing 10 units or more
DMD3: Providing a Mix of Different Sized Homes
DMD6: Residential Character
DMD8: General Standards for New Residential Development
DMD9: Amenity Space
DMD10: Distancing
DMD15: Specialist Housing Need
DMD37: Achieving High Quality and Design-Led Development
DMD38: Design Process
DMD45: Parking Standards and Layout
DMD47: New Road, Access and Servicing
DMD48: Transport Assessments
DMD49: Sustainable Design and Construction Statements
DMD50: Environmental Assessments Method
DMD51: Energy Efficiency Standards
DMD53: Low and Zero Carbon Technology
DMD55: Use of Roofspace/ Vertical Surfaces
DMD57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD58: Water Efficiency
DMD59: Avoiding and Reducing Flood Risk
DMD64: Pollution Control and Assessment
DMD65: Air Quality
DMD68: Noise
DMD69: Light Pollution
DMD79: Ecological Enhancements
DMD80: Trees on development sites
DMD81: Landscaping

5.4 National Planning Policy Framework

5.4.1 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:

- approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, 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; or

Specific policies in the Framework indicate development should be restricted.

5.4.2 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.

5.4.3 In addition, paragraph 173 of the NPPF states that in the pursuit of sustainable development careful attention must be given to viability and costs in plan-making and decision-taking. Plans should be deliverable. Therefore, the sites and the scale of development identified in the plan should not be subject to such a scale of obligations and policy burdens that their ability to be developed viably is threatened. To ensure viability, the costs of any requirements likely to be applied to development, such as requirements for affordable housing, standards, infrastructure contributions or other requirements should, when taking account of the normal cost of development and mitigation, provide competitive returns to a willing land owner and willing developer to enable the development to be deliverable.

5.5 National Planning Practice Guidance

5.5.1 On 6th March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance (NPPG) to consolidate and simplify previous suite of planning practice guidance. Of particular note for members, the guidance builds on paragraph 173 of the NPPF stating that where an assessment of viability of an individual scheme in the decision-making process is required, decisions must be underpinned by an understanding of viability, ensuring realistic decisions are made to support development and promote economic growth. Where the viability of a development is in question, local planning authorities should look to be flexible in applying policy requirements wherever possible.

5.5 Other Material Considerations

National Planning Practice Guidance
National Planning Policy Framework
Enfield Market Housing Assessment
Providing for Children and Young People's Play and Informal Recreation SPG
Accessible London: achieving an inclusive environment SPG;
Planning and Sustainable Design and Construction SPG;
Mayor's Transport Strategy;
London Plan; Mayoral Community Infrastructure Levy

6. **Analysis**

6.1 The main issues to consider are as follows:

- i. Principle of redevelopment to provide residential accommodation and, in particular, conformity of the development with adopted North East Enfield Area Action Plan
- ii. The loss of the specialist student accommodation
- iii. Housing mix
- iv. Design;
- v. Amenity of neighbouring properties;
- vi. Highway safety;
- vii. Flood Risk
- viii. Sustainability and biodiversity;
- ix. S.106 Obligations; and
- x. Community Infrastructure Levy

6.2 Principle

6.2.1 The subject scheme seeks to redevelop a site defined as previously developed land by virtue of the NPPF. In this regard, the proposal would be compatible with Policies 3.3 and 3.4 of the London Plan, Core Policies 5 & 40 of the Core Strategy insofar as it provides an addition to the Borough's housing stock which actively contributes towards both Borough specific and London-wide strategic housing targets. However, this must be clearly and carefully qualified by other relevant material considerations including alignment with the North East Enfield Area Action Plan, the Alma Estate outline application and to possible impacts of adjacent infrastructure.



FIGURE 11.2 KEY >>>

















- | | | | |
|---|--|---|--|
|  | Building frontage overlooking and defining street |  | Green space |
|  | Alma Road improved for pedestrians, cyclists and bus users |  | Station entrance square improved |
|  | Napier Road integrated into development, connecting to Scotland Green Road |  | Pedestrian crossings |
|  | Key pedestrian / cycle connection |  | New open space on north-south link |
|  | Improved pedestrian and cycle links |  | Retain as many existing trees as possible |
|  | Improvements to frontages of community facilities |  | New trees planted to create green frontage to South Street |
|  | Oasis Academy Hadley School |  | Landmark corner |
| | |  | Building responds to prominent location/long views |
| | |  | Railway line |

Illustration 1: South Street Area – Policy Principles

6.2.2 In this regard, Policy 11.1 of the NEEAAP for the South Street Area actively seeks the redevelopment or improvement of the range of sites identified in Figure 11.2 of the document (featured above). This includes the application site which is the Robbins student housing on Gardiner Close. When viewed from the surrounding area, it is clear that the existing development site makes a negative contribution to the character of the area and given the unkempt nature of the largely vacant plot and the poor way in which the existing development site addresses the surrounding area, the NEEAAP identifies the plot as having the potential for comprehensive redevelopment and in part

accepts the loss of the specialist accommodation and advocates the provision of residential units and a development that creates 'a street that connects positively to Dujardin Mews' and one that ensures that 'the new buildings respond appropriately to the view southwards along Nelson Road' and is orientated to ensure that the new dwellings back onto the exposed rear garden boundaries to the north.

6.2.3 In terms of the principle of development, it is clear that the proposed scheme aligns itself with the strategic aspirations for the area bringing back to use a site that has fallen into disrepair, is not fit-for-purpose and been largely vacant for a number of years. The affordable housing offer also carries significant weight in deliberations. Whilst it must be acknowledged that the aspirations for the site that saw a back-to-back relationship with properties lining Falcon Crescent to the north as being a preferential site layout, the NEEAAP did not fully appreciate the significant constraints imposed on the development site by its vulnerability to flooding – fluvial and surface water – which in consultation with the Environment Agency has seen the imposed mandate that the redevelopment could not exceed the existing degree of hardsurfacing currently on site. Such a severe constraint not only tempers the quantum of development possible on the site – which would impact upon the viability of bringing the site forward – but also strictly limits the layout options and would effectively discount development along the lines envisaged. To compensate for such a deviation – and as will be discussed more fully in the following sections – significant effort has been invested in an enhancement of the public realm and Gardiner Close to the north of the site which sees the delivery of an homezone, landscaping enhancements and a significant area of child play-space, which coupled with a built form that now positively addresses the surrounding area and presents an attractive setting to the benefit of the character and appearance of the area.

6.2.4 Taken on balance, significant weight must be attributed to the identification of the site for housing in the NEEAAP and indeed the context of the site and its evident constraints. These factors combine to form a compelling case for the release of land for residential development and would – in accordance with the Local Plan and NPPF – represent a sustainable and vital use of a vacant brownfield site for the delivery of affordable housing to the Borough. The principle of development can, therefore, be established.

6.2.5 However, the acceptability of the scheme must be qualified by other relevant material considerations namely: the quantum of development, housing mix, density, affordable housing provision, children's play space, density, urban design (including tall buildings), inclusive design, sustainable development, hotel development, loss of employment, accessibility, transport/ parking, construction impacts, trees and ecology of site, and the impact of the development upon neighbouring residential units.

6.3 Loss of Specialist Housing

6.3.1 The proposed redevelopment of the site would result in the loss of Robbins Hall, a purpose-built series of five 3 and 4 storey former student accommodation blocks. The accommodation comprises 40 student flats each containing 6-bedrooms and shared facilities for a total of 240 students. In addition to the relevant criteria in DMD 4 'Loss of Existing Residential Units', DMD15 states that development which would lead to a loss of specialist forms of housing will only be permitted if:

- a. It is no longer required to address that specialist housing need, both including its use and tenure, or
- b. The floorspace is satisfactorily re-provided to an equivalent or better standard.

6.3.2 Student accommodation falls within the definition of specialist housing and hence the acceptability of its loss must be carefully examined to ensure the Council delivers a range of housing types to fully address established housing need. In this regard, the Robbins Hall of Residence was principally affiliated with the Middlesex University and most notably the Ponders End campus. Following the closure of the campus and the relocation of the University to Hendon in 2009, occupancy rates at the hall dropped sharply by 50% and while the Halls still served London Metropolitan University, the loss of its visa sponsorship status with the Home Office also resulted in a marked drop in student numbers to such a degree that by 2014 the Halls were largely vacant and students were no longer being placed at the site. The applicant also asserts that geographical constraints along with the opening of a new student complex at Tottenham Hale providing more than 1000 student beds is such that existing demand is decanted to this more accessible location. With links to established institutions significantly weakened and with no institutions located near Ponders End the pull of the area and its suitability as a student area is greatly diminished and hence can be considered as superfluous to need.

6.3.3 Moreover, the advocacy of the NEEAPP for the redevelopment of the site from student accommodation to residential units certainly infers that the loss of the student accommodation is acceptable and that the loss of Middlesex University from the area does undermine the suitability of a student offer to this location. On this basis, it is considered that the loss of this form of specialist accommodation is acceptable and would comply with the provisions of DMD15.

6.4 Housing Mix

6.4.1 London Plan Policy 3.8 encourages a full range of housing choice. This is supported by the London Plan Housing SPG, which seeks to secure family accommodation within residential schemes, particularly within the social rented sector, and sets strategic guidance for councils in assessing their local needs. Policy 3.11 of the London Plan states that within affordable housing provision, priority should be accorded to family housing. Also relevant is Policy 1.1, part C, of the London Housing Strategy which sets a target for 42% of social rented homes to have three or more bedrooms, and Policy 2.1, part C, of the draft Housing Strategy (2011) which states that 36% of funded affordable rent homes will be family sized.

6.4.2 Core Policy 5 of the Core Strategy seeks to ensure that '*new developments offer a range of housing sizes to meet housing need*' and includes borough-wide targets housing mix. These targets are based on the finding of Enfield's Strategic Housing Market Assessment and seek to identify areas of specific housing need within the borough. The targets are applicable to the subject scheme and are expressed in the following table:

Tenure	Unit Type	Mix
Market Housing	1 and 2-bed flats (1-3 persons)	20%
	2-bed houses (4 persons)	15%
	3 bed houses (5-6 persons)	45%
	4+ bed houses (6+ persons)	20%
Social Rented Housing	1 and 2-bed flats (1-3 persons)	20%
	2-bed houses (4 persons)	20%
	3 bed houses (5-6 persons)	30%
	4+ bed houses (6+ persons)	30%

6.4.3 While it is acknowledged that there is an established need for all types of housing, the study demonstrates an acute shortage of houses with three or more bedrooms across owner occupier, social and private rented sectors.

6.4.4 The subject scheme proposes a housing mix comprising 58 residential units. The supporting housing mix document shows a relevant breakdown as follows:

Unit type		Housing Provision	Affordable Rent	Intermediate	Total Overall and %
Flats	1B 2P	23	20 (54%)	3 (14%)	23 (39.7%)
	2B 4P	17	8 (22%)	9 (43%)	17 (29.3%)
	3B 5P	4	2 (5.4%)	2 (9.5%)	4 (6.9%)
Houses	3B 5P	6	3 (8.1%)	3 (14.3%)	6 (10.3%)
	4B 6P	8	4 (11%)	4 (19%)	8 (13.8%)
TOTAL		58	37 (100%)	21 (100%)	58 (100%)

6.4.5 In accordance with submitted figures the proposed development would fail to achieve the housing mix targets stipulated by Core Policy 5 with what would seem to be an overconcentration of the smaller 1 and 2-bed units and would not therefore accord with the strategic targets for mix advocated by Core Policy 5 and supported by the Strategic Housing Market Assessment (SHMA) 2010, which highlighted a need for housing across the board, but most pointedly an acute need for larger family sized units. The applicant contends that the residential makeup of the area would also weigh in favour of the proposed mix, however, given the presence of the Alma Estate and wider estate renewal objectives for the area, a skewed mix in favour of small units can only be afforded limited weight and would not be a matter that a decision to allow an exception to Policy would turn on. However, of greater substance is the contention that such a mix has been driven by an optimisation of the site set within a context imposed by flood vulnerability which has conspired to severely limit the degree to which the site can be developed, effectively restricting development to a linear and narrow form. Such a position is supported evidentially and can be clearly illustrated by directly comparing a

pre-application submitted under ref: 14/03646/PREAPP with the current scheme:



Illustration 2: 14/03646/PREAPP



Illustration 3: Current Scheme

6.4.6 Under ref: 14/03646/PREAPP a broadly Policy complaint scheme was presented to the LPA with a higher offering of family sized units in line with the mix advocated by Core Policy 5 and at a similar quantum to the levels proposed – 57 units. However, the land take was greater as a consequence and following consultation with the Environment Agency an objection in principle was levied, effectively blighting this more Policy complaint form of development coming forward. The current scheme seeks to address this fundamental concern and has conspired to shape the form of development that has been presented for consideration while seeking to maintain the number of units provided, both with a view to optimising the use of the site, but more pointedly to ensure that the scheme is deliverable. While it is acknowledged that the proposed mix would deviate from Policy requirements the severe constraints of the site and what this has evidentially translated to in terms of mix must be afforded significant weight in deliberations consistent with the supporting text of DMD3 where the type of accommodation specified in Core Policy 5 will be used as a guide to assess development proposals, however, this will be applied with some flexibility to take account of individual site circumstances.

6.4.7 Members are also asked to consider the significant affordable housing offer of the scheme as a factor that would also contribute to the exceptional circumstances of the subject site and in taking these two factors into account, it is recommended that the proposed mix is acceptable in this instance only and commensurate with the constraints of the site and the socially sustainable offer on not only housing delivery, but of affordable housing delivery.

6.5 Design

Density

6.4.1 For the purposes of the London Plan density matrix, it is considered the site lies within a suburban area due to its loose urban fabric. The site lies within an area with a PTAL of between 1b and 2 (albeit where it must be acknowledged that the majority of the site falls within the higher level 2) indicating that it has poor access to public transport, despite being within close proximity to Ponders End Station.

6.4.2 In giving precedence to the higher of the two ratings and consistent with the approach of the Local Planning Authority to adjacent housing sites the density matrix suggests a density of between 200 and 450 habitable rooms per hectare, albeit where the more urban fabric that defines the Alma Estate dissolves away to a more suburban typology to the south and hence it would be expected that development to the site would be within the lower end of the density range. The character of the area indicates that the average unit size in the area has between than 3.8 – 4.6 rooms. This suggests a unit range of 55 to 145 units per hectare, again where it is expected that the development would be towards the lower end of the range.

6.4.3 As submitted, the development would result in 299.39 habitable rooms per hectare ($244 \times 10,000 / 8,150$) and would achieve approximately 71.16 units per hectare, which would sit around the mid-range of the density threshold

figures and slightly over the lower range expected. The density ranges clearly belie the actual character of the area overall and an urban range is not applicable in all instances where the wider surround is more suburban in nature, however, the variances presented as part of this application could be considered as relatively modest deviations. It is noted that the development, through pre-application discussions has been significantly altered, with a lower land take and this must be recognised particularly where the overarching desire to optimise the use of the site and the number of units has been underpinned both by a social imperative, but also in consideration of the economic viability of the endeavour overall, with a clear requirement to achieve a critical mass of development that would render the scheme viable. In accordance with paragraph 173 of the NPPF and guidance contained in the NPPG, this factor must be attributed significant weight in deliberations.

6.4.4 Moreover, it is acknowledged that advice contained within the NPPF and the London Plan Housing SPG suggests that a numerical assessment of density must not be the sole test of acceptability in terms of the integration of a development into the surrounding area and that weight must also be given to the attainment of appropriate scale and design relative to character and appearance of the surrounding area. Thus, the density range for the site must be appropriate in relation to the local context and in line with the design principles in Chapter 7 of the London Plan and Core Strategy Policy 30: Maintaining and improving the quality of the built and open environment and commensurate with an overarching objective that would seek to optimise the use of the site and will be discussed in the following paragraphs.

6.4.5 It is acknowledged that, in recent years, successive applications from across the wider geographical area have seen a divergence from a traditional suburban typology to increase levels of density more akin to an urban environment. In relation to the subject scheme, the scale and bulk of the revised flatted elements of the scheme to Gardiner Close, reaching 4-storeys at three points and recessed principal elevation of the 2-3 storey town houses would not appear at odds with the surround or overly dense even when taking account of the requisite raised finished floor level. The strong vertical emphasis of the design and the regular arrangement of the fenestration further assists in visually breaking up the built form, ensures that the family units are read as single entities and the flatted units are actively broken up in to more discrete a manageable parts rather than a single uninterrupted mass that would have appeared oppressive. The subject scheme is innovative in its approach to redeveloping a constrained site drawing key parameters from surrounding development, but ensuring that the site when taken as a whole creates a strong and unified sense of place.

6.4.6 The articulated front elevation reads well within the street scene, breaking up the linear and narrow development area successfully and making it more relatable at a human scale, providing visual relief, but also serving to reduce the overall dominance of the built form. The decision to differentiate between the single family town house typologies and the flatted block is successful as is the decision to locate the main bulk of the flatted blocks to the centre and each bookend of the site. This provides visual interest as the development is read from Nelson Road to the west, Falcon Crescent to the north and Dujardin Mews to the east and would be consistent with the aspirations of the NEEAAP to secure a forward facing sense of place and destination. The recession of the higher fourth floor units is also supported and will serve to reduce the overall scale of the development, ensure the critical mass of the

development is located to the less sensitive southern aspect, but also ameliorate the increased elevation of the finished floor level to accommodate flood risk. Sufficient separation and visual relief afforded by Gardiner Close and the rear gardens of existing residential properties to the north ensures that the scale, bulk and massing of these larger elements can be accommodated within the street scene. The bulk and height of the existing student development adds greater weight to justifying the scale of this element of the development.

- 6.4.7 While it is acknowledged that the aspirations of the NEEAAP to orientate new dwellings so that they back on to the exposed rear garden boundaries to the north has not been achieved, the indicative elevations, increased use and the provision of significant natural surveillance, creates a more attractive sense of place, while maintaining an existing relationship with the exposed rear boundaries of properties lining Falcon Crescent. The development with its considered design, homezone, child playspace and landscaping treatment has the potential to enhance the overall aesthetic value of the area and create a high quality public realm which when taken in the round with the stated constraints imposed by the flood vulnerability of the site is such that this depart from the aspirations of Policy 11.1 can be justified.
- 6.4.8 Overall, it is considered that when taken in context the development as a whole would read well and integrate with the surrounding area and would represent a sustainable use of a brownfield site. This is consistent with the provisions of Policy CP30 of the Core Strategy, DMD8 and DMD37 of the Development Management Document, Policy 3.4 of the London Plan and the NPPF.

Residential Standards

- 6.4.8 The Mayor's London Plan and any adopted alterations form part of the development plan for Enfield. In addition to this, Enfield's Local Plan comprises the relevant documents listed in policy context section above.
- 6.4.9 On 27th March 2015 a written ministerial statement (WMS) was published outlining the government's policy position in relation to the Housing Standards Review. The statement indicated that as of the 1st of October 2015 existing Local Plans, neighbourhood plan, and supplementary planning document policies relating to water efficiency, access and internal space should be interpreted by reference to the nearest equivalent new national technical standard. Decision takers should only require compliance with the new national technical standards where there is a relevant current Local Plan policy.
- 6.4.10 DMD5 and DMD8 of the Development Management Document and Policy 3.5 of the London Plan set minimum internal space standards for residential development. In accordance with the provisions of the WMS, the presence of these Policies within the adopted Local Plan is such that the new Technical Housing Standards – Nationally Described Space Standard would apply to all residential developments within the Borough. It is noted that the London Plan is currently subject to Examination, with Proposed Alterations currently being considered which seek to reflect the Nationally Described Space Standards.
- 6.4.11 Notwithstanding the fact that the existing Development Plan Policies broadly align with the new technical standards and in acknowledgement of London

Plan review process, the LPA has sought Counsel Advice in relation to the status of adopted Local Plan Policy. As a starting point, when determining applications for planning permission and related appeals, as decision maker is required:

- a. By section 70(2) of the 1990 Act to have regard, inter alia, to the provisions of the development plan, so far as material to the application, and to any other material planning considerations; and,
- b. By section 38(6) of the Planning and Compulsory Purchase Act 2004, to decide the matter in accordance with the development plan unless material considerations indicated otherwise.

6.4.12 The weight to be given to material considerations is for the decision maker (i.e. the LPA or the Secretary of State) making the decision in the exercise of its planning judgment.

6.4.13 The changes announced as part of the WMS are a material planning consideration in the determination of applications. However, the change to national policy is only one of a number of material planning considerations that must be taken into account in the determination of any particular application or appeal. As a matter of law, the change to national policy cannot supplant, or override, any other planning considerations, including any provisions of the development plan, that are material to the application.

6.4.14 Section 38(6) of the 2004 Act must be read together with section 70(2) of the 1990 Act. The effect of those two provisions is that the determination of an application for planning permission, or a planning appeal, is to be made in accordance with the development plan, unless material considerations indicate otherwise.

6.4.15 It is for the decision-maker to assess the relative weight to be given to all material considerations, including the policies of the development plan material to the application or appeal (see *City of Edinburgh Council v Secretary of State for Scotland* (1997)). Accordingly, when determining such applications the Council must have regard to and apply the provisions of the Local Plan including DMD5, DMD8 and 3.5 which requires that all new residential development attain a minimum internal floor area across all schemes and remain a material consideration.

6.4.16 Table 3.3 of The London Plan (2011) specifies minimum Gross Internal Areas (GIA) for residential units. Paragraph 3.36 of the London Plan specifies that these are minimum sizes and should be exceeded where possible. As the London Plan has been adopted, the GIA's have considerable weight. In addition, paragraph 59 of the National Planning Policy Framework (2012) (NPPF) states that local planning authorities should consider using design codes where they could help deliver high quality outcomes. Policy 3.5 of The London Plan also specifies that Boroughs should ensure that, amongst other things, new dwellings have adequately sized rooms and convenient and efficient room layouts.

6.4.17 In view of paragraph 59 of the NPPF and Policy 3.5 of The London Plan, and when considering what is an appropriate standard of accommodation and quality of design, the Council has due regard to the Mayor of London's Housing Supplementary Planning Guidance (SPG) (November 2012). As an SPG, this document does not set new policy. It contains guidance

supplementary to The London Plan (2011) policies. While it does not have the same formal Development Plan status as these policies, it has been formally adopted by the Mayor as supplementary guidance under his powers under the Greater London Authority Act 1999 (as amended). Adoption followed a period of public consultation, and it is therefore a material consideration in drawing up Development Plan documents and in taking planning decisions.

6.4.18 When directly compared, the difference between the Development Plan standards and the new Nationally Described Space Standard can be expressed in the following table:

Unit Type	Occupancy Level	London Plan Floor Area (m ²)	National Space Standard Floor Area (m ²)
Flats	1p	37	37
	1b2p	50	50
	2b3p	61	61
	2b4p	70	70
	3b4p	74	74
	3b5p	86	86
	3b6p	95	95
	4b5p	90	90
	4b6p	99	99
2 storey houses	2b4p	83	79
	3b4p	87	84
	3b5p	96	93
	4b5p	100	97
	4b6p	107	106
3 storey houses	3b5p	102	99
	4b5p	106	103
	4b6p	113	112

6.4.19 In accordance with submitted plans and with reference to the schedule of accommodation all of the units either meet or exceed relevant standards and hence would be broadly acceptable.

6.4.20 In terms of the general quality of the accommodation, at pre-application stage concern was expressed in relation to the recessed town houses to the north and the potential impact this design feature would have upon daylight and sunlight penetration to the worse affected units adjacent to the main apartment blocks

6.4.21 In accordance with DMD8 new residential buildings should be designed, in terms of their layout and orientation, to take advantage of daylight/sunlight to allow for passive heating and cooling, the use of micro generation technology and to create an attractive and high quality residential space so essential for the maintenance of health and wellbeing. Appropriate levels of daylight/sunlight for new development will need to be assessed in accordance with minimum standards in the Code for Sustainable Homes technical guidance underpinned by relevant BRE Guidance the Housing SPG. Daylighting/sunlighting studies should demonstrate that developments are designed to maximise the use of natural light.

6.4.22 On this basis, the Council advocate the use of the Building Research Establishment (BRE) publication (2011): Site Layout Planning for Daylight and Sunlight. A Guide to Good Practice in the measurement of daylighting and is an applicable methodology by which an assessment of the impact of the scheme can be conducted.

6.4.23 The BRE publication indicates that acceptable minimum daylight penetration would be expressed in terms of an Average Daylighting Factor and set at the following levels:

- 1% for bedrooms
- 1.5% for living rooms
- 2 % for kitchens (or combination living spaces)

6.4.24 Access to direct sunlight is expressed in terms of Annual Probable Sunlight Hours (APSH) where occupants would have a reasonable expectation of receiving direct sunlight for at least 25% of the probable sunlight hours annually and 5% over the winter months (although this is caveated by the fact such standards are often not possible on modern, dense, city centre sites).

A sunlight / daylight / overshadowing study has been submitted with the scheme. The study employs the BRE methodology and examines the results of daylight and sunlight tests to all of the principal living areas and bedrooms within proposed development including all residential blocks. The study concluded that the levels of daylight within the proposed accommodation would automatically satisfy BRE values to 199 of 204 rooms, that is, 97.54%, which in the experience of the consultants would be an 'extremely good outcome for modern residential development'. Of the rooms that failed the minimum standard, the degree to which the individual rooms fell short of the ADF is considered to be modest and would still achieve a reasonable level of light. To the four town house units deemed to be most acutely impacted due to their proximity to the larger apartment blocks, through negotiation with the application, the principal living room areas to these units have been relocated to the southern aspect to enhance outlook and light penetration considerably. In this regard, it is considered that the development would provide an acceptable quality of accommodation on the whole consistent with relevant standards adopted by the Local Plan and Housing SPG.

Inclusive Access

6.4.20 London Plan SPG and Local Plan imposes further standards to ensure the quality of accommodation is consistently applied and maintains to ensure the resultant development is fit-for-purpose, flexible and adaptable over the lifetime of the development as well as mitigating and adapting to climatic change. In this regard, all units are required to achieve Lifetime Homes standards with a further 10% being wheelchair accessible. The WMS replaced Lifetime Homes standards with optional Building Regulations standards M4(2) and M4(3). These optional standards are applicable to the scheme as the development plan contains clear Policies requiring specialist housing need and in a more broad sense, development that is capable of meeting the reasonable needs of residents over their lifetime. The new standards are broadly equivalent to Lifetime Homes and Wheelchair Accessible Homes and accordingly it is expected that all properties are designed to achieve M4(2) with a further 10% achieving M4(3). It is clear that the development meets or exceeds minimum standards in the vast majority of

respects and as such would represent a form of residential development capable to meet the reasonable needs of residents over its lifetime with each unit meeting M4(2) standards and as such represents a highly sustainable form of development.

6.4.21 The scheme accommodates 6 units that will be fitted out to be fully wheelchair accessible or capable of being fitted out for such a function, thereby exceeding the 10% wheelchair accessible units required.

6.4.22 This is consistent with the aims of Policies CP4, CP30 of the Core Strategy, DMD8 of the Development Management Plan and Policy 7.2 of the London Plan.

Amenity Provision/Child Playspace

6.4.23 Policy DMD9 seeks to ensure that amenity space is provided within the curtilage of all residential development. The standards for houses and flats are as follows:

Dwelling type	Average private amenity space (across the whole site)	Minimum private amenity required for individual dwellings (m ²)
1b 2p	N/A	5
2b 3p	N/A	6
2b 4p	N/A	7
3b 4p	N/A	7
3b 5p	N/A	8
3b 6p	N/A	9
3b 5p (house)	44	29
4b 6p (house)	50	35

6.4.24 In addition to the standards for private amenity space set out above, flats must provide communal amenity space which:

- a. Provides a functional area of amenity space having regard to the housing mix/types to be provided by the development;
- b. Is overlooked by surrounding development;
- c. Is accessible to wheelchair users and other disabled people;
- d. Has suitable management arrangements in place.

6.4.25 From the submitted plans it is clear that the average area for private amenity space to each of the family sized units has been met with a number of gardens exceeding this average figure and none of the gardens are smaller than the minimum figure. Each Townhouse has between 68.7 sqm and 83.1 sqm of private amenity space and the apartments will have access to three areas of communal garden area measuring 209 sqm, 209 sqm and 529 sqm respectively with all having access to private balconies which range from 5.0 sqm to 18.9 sqm. While it is clear that the scheme struggles to provide private amenity to the ground floor north facing flats that would align with the definition of private amenity stated in the supporting text of DMD9, each of the worse affected units has direct access to viable communal amenity and hence such a deficiency can be accepted on balance particularly where the Housing SPG states that in exceptional circumstances, where site constraints make it impossible to provide private open space for all dwellings, a proportion of

dwellings may instead be provided with additional internal living space equivalent to the area of the private open space requirement. This area must be added to the minimum GIA and from submitted plans it is clear that each of the affected units exceeds minimum space standards and would add weight to this position without setting an undesirable precedent.

6.4.23 London Plan policy 3.6 requires that development proposals that include residential development make suitable provision for play and informal recreation, based on the expected child population generated by the scheme and an assessment of future needs at a ratio of 10 sq.m of play space per child. This would result in a requirement for 425 sq.m of play space required based on child yield.

6.4.24 An area to the north of the site measuring 295.6 sq.m has been set aside for formalised play provision. This figure coupled with the available doorstep play, private gardens and communal amenity provision is such that while formalised provision falls under the 425 sq.m figure, the offer of the scheme coupled with the proximity of Ponders End Recreation Ground within 500m to the north-west and the South Street MUGA 200m to the north, such provision is considered to be acceptable.

6.5 Impact of Neighbouring Properties

6.5.1 Policy DMD8 of the Development Management Document seeks to ensure that all new residential development is appropriately located, taking account of the surrounding area and land uses with a mandate to preserve amenity in terms of daylight, sunlight, outlook, privacy, noise and disturbance. In addition, DMD10 imposes minimum distancing standards to maintain a sense of privacy, avoid overshadowing and to ensure that adequate amounts of sunlight are available for new and existing developments.

6.5.2 The context of the site is such that it bounds a large allotment to the south and west and an industrial area to the south-east ensuring that there will be no adverse impacts of the development to sensitive receptors within these areas and therefore would limit the impact of the development to neighbouring properties would be limited to the residential units lying to the north lining Falcon Crescent, to the east properties lining the south section of Dujardin Mews and to the north-west by No.14 Nelson Road.

6.5.3 A daylight / sunlight / overshadowing study has been submitted in support of the scheme. The study has confirmed that the amenity values of daylight and sunlight to neighbouring residential properties would be retained to a level that satisfies BRE criteria. The garden areas to those properties lying to the north of the site, overshadowing will be almost non-existent from March until September and therefore it is reasonable to conclude that there would be no adverse effect through a loss of light to these properties.

6.5.4 In terms of the scale, bulk and mass of the development, regard must be given to the existing site context and the relationship of Robbins Hall to surrounding development. Robbins Hall comprises a series of five, 3 & 4-storey blocks. The proposed development has been deliberately designed to minimise land take and in terms of scale is of a comparable size with two storey elements that are in real terms lower than the existing development. While it is clear that the development will be discernible from surrounding properties and its linear form could have the potential to dominate the street scene, as

discussed in the 'Density' section, design features and the configuration of the built form to include the disaggregation of the family units from the apartment blocks, the recession of the built form and fourth floor elements all contribute to ensuring that the development is relatable at the human scale and successfully breaks up the scale, bulk and massing of the development to ensure that it does not dominate the street scene and surrounding area and rather that it positively contributes and responds to the existing pattern of development and is set well within the confines of the development site, allowing significant separation to neighbouring properties exceeding minimum distancing standards and an enclosing quality to the south that delivers high quality private amenity provision with a sense of seclusion and privacy. This is considered to be acceptable.

6.6 Highway Safety

Site Context

- 6.5.1 The Public Transport Accessibility Level (PTAL) of the site is 2 indicating it has poor access to public transport routes despite being within walking distance of the Ponders End Mainline Station and the Ponders End Large Local Centre.
- 6.5.2 There are two accesses to the site from Nelson Road to the north-west and Dujardin Mews to the north-east albeit there is no through route to the Falcon Road spur. Gardiner Close is an unclassified highway and is unadopted. There are no parking restrictions in the wider area and unregulated on-street parking predominates. The Falcon Road Spur pay-and-display car park is located to the north of the site, however, it is understood that this car parking is under-utilised.
- 6.5.5 The proposed development seeks to provide a total of 58 car parking spaces disaggregated to 48 resident spaces and 10 visitor spaces. A total of 6 wheelchair accessible parking spaces have also been provided. In terms of cycle parking 104 allocated cycle parking spaces are provided across the three communal stores and the individual stores located in the rear gardens of the townhouses. In addition, there are 12 cycle parking spaces for visitors situated in clusters at the entrance to each of the three apartment blocks. The access paths leading from the rear gardens of the houses to the street frontage is a minimum of 1.5m wide to allow ease of access whilst manoeuvring a bicycle.
- 6.5.6 The subject scheme seeks to incorporate a level access 'Homezone' environment to Gardiner Close with regular crossing points, formalised parking bays as well as facilitating the access to each refuse store. The volumetric sizes of each proposed bin would accord with relevant Enfield standards and will be fully enclosed. The footpaths surrounding the development and to each store has been designed to be 2m wide to facilitate disabled access. Given the need to raise the development from ground level to address flood risk issues, ramped access to the development has been provided to facilitate safe access to each residential unit as well as the amenity provision to the rear.
- 6.5.7 Following initial comments from the Traffic and Transportation Team, negotiations with the applicant has resulted in the addition of an 11m turning

head to Gardiner Close to allow service vehicles to turn and egress the site in forward gear.

Access and Servicing

- 6.5.6 Policy DMD47 of the Development Management Document seeks to ensure that all new residential development are accessible and is adequately serviced for the delivery of goods, loading / unloading, refuse collection, emergency vehicles and where site circumstances demand drop off / pick up areas.
- 6.5.7 Pedestrian access is clearly defined and the proposed arrangements meet London Plan Policy 6.10 Walking and Enfield DMD Policy 47 which requires that *'[a]ll developments should make provision for attractive, safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities.'* The provision of a 'Homezone' to the development is a positive step to secure an enhanced public realm to a route that will remain unadopted by the Council. Accessibility for wheelchair users and a range of residents including children ensures that the space created is safe, secure and well surveyed.
- 6.5.8 In terms of servicing, the provision of the turning head has significantly enhanced the servicing and goods offer for the development site and will ensure that various servicing modes – including refuse – can be accommodated within the site boundaries preserving the safety and free flow of vehicular and pedestrian traffic. In consultation with Traffic and Transportation, the revised plans are acceptable in principle and good and refuse demands can be adequately accommodated on site. In addition, colleagues have sought to secure junction marking improvements to Nelson Road via a financial contribution of £3,000 as part of the s106 and this has been agreed by the applicant.

Car Parking

- 6.5.9 The current London Plan Policy 6.13 – and related maximum standards as set out in Table 6.2 in the Parking Addendum – indicate that the maximum provision for a new development of this size and setting is up to 1.5 car parking spaces per residential unit. There is also maximum provision set by number of bedrooms with a 2 bed having less than 1 space and a 3 bed less than 1.5. The following section has been examined in consultation with colleagues in Traffic and Transportation.
- 6.5.10 In accordance with the 2011 Census Data for the Borough of Enfield, across all tenures, the following car parking ratios shown in the Table below have been derived and are typically deemed appropriate to support development proposals of this type:

Type of Unit	Parking Ratio
1 bed unit	0.4
2 bed unit	0.7
3 bed unit	1.1
4 bed unit	1.6

6.5.11 The provision of 48 dedicated resident parking spaces would accord with this parking ratio and the addition of 10 visitor parking spaces to support the scheme is also welcomed. The provision of a further 104 resident cycle parking spaces to secure enclosures as well as a further 12 cycle space for visitors is also considered to be acceptable and will ensure that the parking levels are sufficient to support the scheme.

6.5.12 As part of the redevelopment of the site and to support sustainable transport modes, Officers have negotiated that each new unit will be entitled to a sustainable transport package up to the value of £277 which shall include car club membership for 3 years and £50 driving credit, an Oyster card per bedroom and 3 years of London Cycling Campaign Membership per bedroom. The applicant will also be responsible for promoting the sustainable transport package and managing delivery. Confirmation will be required that the package has been offered to all first occupiers of residential units and will be secured via an independent audit undertaken at the applicant's cost. Where there is evidence that the package has not been offered, the applicant will be required to make a £277 per unit contribution to the Council to support delivery of sustainable transport measures. In total the sustainable transport contribution which will be sought via S106 is £16,080 and this has been agreed by the applicant.

6.6 Sustainable Design and Construction

Energy

6.6.1 The National government's policy is that planning permissions should not be granted requiring, or subject to conditions requiring, compliance with any technical housing standards other than for those areas where authorities have existing policies on access, internal space, or water efficiency. Where there is an existing plan policy which references the Code for Sustainable Homes, authorities may continue to apply a requirement for a water efficiency standard equivalent to the new national technical standard, or in the case of energy a standard consistent with the policy set out in the earlier paragraph in this statement, concerning energy performance.

6.6.2 Policy 5.3 of the London Plan relates to sustainable design and construction seeking to ensure that the design and construction of new developments have regard to environmental sustainability issues such as energy and water conservation, renewable energy generation, and efficient resource use.

6.6.3 Policy 5.3 and Chapter 5 of the DMD, requires the highest standards of sustainable design to improve the environmental performance of new development in the capital and improve occupier comfort and affordability, both for heating and preventing the need for cooling in the future. The LPA expects the design and construction of all new development to make the fullest contribution to the mitigation of, and adaptation to, climate change. This means minimising overheating; reducing flood risk; improving water efficiency; and protecting and enhancing green infrastructure as well as taking steps to minimise carbon dioxide and other greenhouse gas emissions.

6.6.4 To achieve the targets for minimising carbon dioxide emissions, Policy 5.2 of the London Plan and DMD51 of the DMD outlines a three step energy hierarchy to guide developers on how they may design low or zero carbon development. The hierarchy consists of the following steps:

- Step 1. Be lean: use less energy
- Step 2. Be clean: supply energy efficiently
- Step 3. Be green: use renewable energy

- 6.6.5 The first step is to 'be lean' by seeking to minimise the carbon dioxide emissions of a development by minimising energy consumption during its construction and occupation. The NPPF and Policy 5.3 Sustainable Design and Construction promote the use of passive design measures such as orientation and site layout, natural ventilation and lighting, high thermal mass and solar shading. In line with the first step of the energy hierarchy, all developers should seek to maximise the insulating properties (U-values) of the building fabric, achieve high levels of air tightness, and provide efficient services and lighting to reduce energy demand in dwellings.
- 6.6.6 The second step is to 'be clean' by seeking to supply the expected energy demands of a development as efficiently as possible. Policy 5.6 Decentralised Energy in Development Proposals and DMD52 requires development proposals to evaluate the feasibility of decentralised energy systems (which may be fed by combined heat and power systems), and where possible to connect to existing district heating networks. The Sustainable Design and Construction (SD&C) SPG and the London Heat Network Manual provide further guidance on the design and delivery Standard 34 (and Policy 5.3) – All homes should satisfy London Plan policy on sustainable design and construction and make the fullest contribution to the mitigation of and adaptation to climate change.
- 6.6.7 The final step of the hierarchy is to 'be green' by incorporating renewable energy technologies in developments. Policy 5.7 Renewable Energy seeks a further reduction in carbon dioxide emissions through the use of renewable energy generated on-site. Developers should seek to utilise the following renewable energy technologies that are considered to be technically feasible in London: energy from waste; photovoltaics; solar water heating; wind and heat pumps. These technologies should be incorporated wherever feasible and where they contribute to the highest overall carbon dioxide emissions savings for a development proposal, subject to air quality considerations.
- 6.6.8 Standard 35 of the Housing SPG (and Policy 5.2 of the London Plan) requires development proposals to be designed in accordance with the LP energy hierarchy, and should meet the following minimum targets for carbon dioxide emissions reduction:

Year Improvement on 2013 Building Regulations

2014 – 2016: 35 per cent
2016 – 2036: Zero carbon

- 6.6.9 In major developments, these design requirements should be demonstrated in an Energy Assessment. Advice on how to complete an Energy Assessment is provided in the Mayor's Energy Planning guidance.
- 6.6.10 For the period 2016 to 2031, London Plan and DMD policy sets a 'zero carbon' target for residential development. This target was to align with the then expected introduction of 'zero carbon homes' through Part L of the Building Regulations. However, the Government announced (July 2015) that

it 'does not intend to proceed with the zero carbon allowable solutions carbon offsetting scheme, or the proposed 2016 increase in on-site energy efficiency standards, but will keep energy efficiency standards under review'. Prior to this (March 2015), as part of the Housing Standards Review, through a Written Ministerial Statement, the Government set out that it expected local planning authorities not to set conditions with requirements above a Code Level 4 equivalent (around 19% improvement on Part L 2013).

- 6.6.11 However, the planned repeal of sections of the Planning and Energy Act relating to residential development did not occur and while the WMS does have weight, the LPA has sought Counsel Advice in relation to the status of adopted Local Plan Policy. As a starting point, when determining applications for planning permission and related appeals, as decision maker is required:
- a. By section 70(2) of the 1990 Act to have regard, inter alia, to the provisions of the development plan, so far as material to the application, and to any other material planning considerations; and,
 - b. By section 38(6) of the Planning and Compulsory Purchase Act 2004, to decide the matter in accordance with the development plan unless material considerations indicated otherwise.
- 6.6.12 The weight to be given to material considerations is for the decision maker (i.e. the LPA or the Secretary of State) making the decision in the exercise of its planning judgment.
- 6.6.13 The changes announced as part of the WMS are a material planning consideration in the determination of applications. However, the change to national policy is only one of a number of material planning considerations that must be taken into account in the determination of any particular application or appeal. As a matter of law, the change to national policy cannot supplant, or override, any other planning considerations, including any provisions of the development plan, that are material to the application.
- 6.6.14 Section 38(6) of the 2004 Act must be read together with section 70(2) of the 1990 Act. The effect of those two provisions is that the determination of an application for planning permission, or a planning appeal, is to be made in accordance with the development plan, unless material considerations indicate otherwise.
- 6.6.15 It is for the decision-maker to assess the relative weight to be given to all material considerations, including the policies of the development plan material to the application or appeal (see *City of Edinburgh Council v Secretary of State for Scotland (1997)*). Accordingly, when determining such applications the Council must have regard to and apply the provisions of the Local Plan including London Plan Policy 5.2 and DMD Policy 51 which requires that all new residential development attain zero carbon for regulated emissions across all schemes and remains a material consideration.
- 6.6.16 Indeed, Policy 5.2 of the London Plan has been viability tested and reimposed as part of the 'Consolidated with Alterations since 2011' version of the London Plan published in March 2016. Further the Housing SPG was adopted at the same time and both documents form part of the Local Plan. as an SPG, this document does not set new policy. It contains guidance supplementary to The London Plan policies. While it does not have the same formal Development Plan status as these policies, it has been formally adopted by the Mayor as

supplementary guidance under his powers under the Greater London Authority Act 1999 (as amended). Adoption followed a period of public consultation, and it is therefore a material consideration in drawing up Development Plan documents and in taking planning decisions. In this regard, the London Plan policy seeking 'zero carbon' homes remains in place and is more recent than the WMS and therefore must be afforded significant weighting above that of the WMS.

- 6.6.17 'Zero carbon' homes are homes forming part of major development applications where the residential element of the application achieves at least a 35 per cent reduction in regulated carbon dioxide emissions (beyond Part L 2013) on-site (in line with policy 5.2B). The remaining regulated carbon dioxide emissions, to 100 per cent, are to be off-set through a cash in lieu contribution to the relevant borough to be ring fenced to secure delivery of carbon dioxide savings elsewhere (in line with policy 5.2 E).
- 6.6.18 In line with the implementation date for previous increases in the London Plan carbon dioxide targets and improvements to Part L of the Building Regulations, 'zero carbon' housing was implemented from 1st October 2016. The subject scheme was submitted after this deadline and hence is subject to the provisions of this Policy.
- 6.6.19 An Energy Statement has been omitted from the scheme, however, the D&A indicates that the development will commit to and improvement of a 35% improvement over 2013 Building Regulations on site and the applicant has further committed to offset the remaining carbon via a s106 contribution in accordance with the S106 SPD. This is considered acceptable subject to condition and S106.

Code for Sustainable Homes

- 6.6.2 Core Policy 4 of the adopted Core Strategy requires that all residential developments should seek to exceed Code Level 3 of the Code for Sustainable Homes. DMD50 of the Development Management Document has updated this target and new residential developments within the Borough are now required to exceed a Code Level 4 rating. The WMS formally withdrew the Code for Sustainable Homes and in its transitional arrangement indicated that the Code would only remain applicable to legacy case. The scheme is not defined as a legacy case and hence the requirements of the Code do not apply.

Green Roofs

- 6.6.13 Policy DMD55 of the Development Management Document seeks to ensure that new-build developments, and all major development will be required to use all available roof space and vertical surfaces for the installation of low zero carbon technologies, green roofs, and living walls subject to technical and economic feasibility and other relevant planning considerations. Green roofs have been included within the scheme albeit where details of the installation have been omitted which has implications for surface water run-off and biodiversity. A condition to secure further detail will be levied to ensure that the development maximises the biodiversity and sustainable drainage benefits in accordance with the DMD and Biodiversity Action Plan (BAP).

Biodiversity

6.6.14 An ecological report and bat survey has been submitted. Not evidence of bat roosts or bat roost potential have been found and the nature of the site is such that it would have a low biodiversity offer as existing. The subject scheme with appropriate conditions to reflect the recommendations of the ecological report and bat survey as well as securing an enhanced landscaping scheme would be likely to yield a positive enhancement of the area and hence is acceptable subject to conditions.

Flood Risk/Sustainable Urban Drainage

6.6.16 The subject site is within a Flood Zone 2-3 and is at risk of surface water flooding. As has been discussed earlier in this report, this fact above all else has seriously constrained development to the site. Over a period of 4 years – and as a result of extensive consultation with the Environment Agency – the scheme has significantly evolved to mitigate for fluvial flood risk. The current scheme has been expressly designed to ensure the degree of hardsurfacing existing on the site is not increased as a result of the development and has resulted in this linear and narrow built form. A range of design measures including the raising of the development above ground level to allow water to flow across the site have also been incorporated within the scheme which along with SuDS measures ensures that the development does not increase the risk of fluvial flooding from the site during peak storm events and has been sufficient to enable the Environment Agency to agree to the scheme.

6.6.17 In terms of surface water, in consultation with the Council's SuDS Team an objection was initially raised to the scheme as it was considered that surface water discharge had not been adequately covered by the Flood Risk Assessment (FRA) which primarily focused on fluvial flood risk. Following detailed correspondence with the applicant and their consultants a technical addendum to explicitly deal with surface water drainage and SuDS measures was submitted for consideration. The SuDS Team have reviewed the additional information and concluded that following revisions the FRA, along with the Technical Note, which covers Surface Water Flood Risk of the development can be accepted for the following reasons:

- a. The proposed Finished Floor Levels 13.89-14.0mOD are 90 – 100mm above the 100 year surface water flood risk depth according to the topographical analysis
- b. There are some proposed SuDS measures which may be able to provide storage for surface water flood events (such as the swale/detention basin)
- c. The preliminary SuDS Strategy aims to restrict runoff to greenfield runoff for 1 in 1 year and 1 in 100 year events
- d. The fluvial flood risk mitigation, which involves raising the finished floor levels to create undercroft storage, is approved with the EA and may not impede surface water flows and hence has a low annual probability of flooding. In accordance with Policies DMD 59, 60, 61 and 62 the adequate management of surface water-run-off is a key consideration in the detailed specification of the scheme. To comply with relevant Policy a condition to secure Sustainable Drainage Systems will be levied to ensure compliance with the predicted 1 in 1 and 1 in 100 year (allowing for climate change) and over a 6 hour period.

6.6.18 However, the Sustainable Drainage at this stage cannot be agreed in full, as the Technical Note produces a preliminary strategy rather than a detailed

strategy. In this regard, the preliminary strategy does not fully comply with our DMD Policy with respect to the use of a SuDS Management Train, and further details and sizing of proposed SuDS measures have not been submitted. This point alone would not warrant refusal of the scheme particularly given that the principle and strategic direction of the FRA and Technical Note would serve to appropriately deal with flood risk to the site and the fact that it is within the gift of the LPA to condition further detail for submission at a later stage. This has been agreed with the applicant and it is therefore considered that this pre-commencement condition can be reasonably imposed to secure compliance with DMD61.

Pollution & Air Quality

6.6.17 Core Policy 32 of the Core Strategy and Policy 7.14 of the London Plan seek to ensure that development proposals should achieve reductions in pollutant emissions and minimise public exposure to air pollution.

6.6.18 In consultation with Environmental Health no objections have been raised in relation to polluting emissions and air quality. This is considered acceptable.

Contaminated Land

6.6.19 Core Policy 32 and London Plan Policy 5.21 seeks to address the risks arising from the reuse of brownfield sites to ensure its use does not result in significant harm to human health or the environment. The subject site is known to be at risk from ground based contaminants and a condition to require a contaminated land study and scheme to deal with any potential contaminants will be levied.

6.7 *S106 Contributions*

6.7.1 The application is accompanied by a draft s106 and will cover as a minimum the following items:

- a. Affordable housing provision
- b. Construction Management Plan
- c. Business and employment initiatives (including training)
- d. Sustainable Transport Promotion
- e. Junction marking enhancements
- f. Potential public realm enhancements
- g. Carbon offset

Affordable Housing

6.7.3 London Plan policy 3.12 seeks to secure the maximum reasonable amount of affordable housing on site. Core Strategy Policy 3 states that the Council will seek to achieve a borough-wide target of 40% affordable housing units in new developments of which the Council would expect a split of tenure to show 70% social/affordable rented units and 30% intermediate housing. Policy 3.12 of the London Plan indicates a 60/40 split. Both policies recognise the importance of viability assessments in determining the precise level of affordable housing to be delivered on any one site.

6.7.4 As submitted, the scheme seeks to deliver the 58 affordable housing units representing a 100% provision overall. A total of 37 units (64%) will be given

over for affordable rent with the remaining 19 units (36%) provided for shared ownership.

- 6.7.5 While it is clear that the affordable housing provision would not strictly accord to Policy CP3 of the Core Strategy, the Policy installs provisions to allow the Council to work with developers and other partners to agree an appropriate figure, taking into account housing need, site-specific land values, grant availability and viability assessments, market conditions, as well as the relative importance of other planning priorities and obligations. Moreover, in relation to the subject site due regard must be given to the wider imperative to provide a development entirely comprising affordable housing units.
- 6.7.6 In consultation with the Council's housing department and following the submission of a further supporting statement from the applicant, it is clear that the stated provision would meet a defined housing need to the area and it is also understood that the quantum of development is delicately balanced in viability terms. In this regard, Officers are satisfied that the development despite not achieving the exact borough wide split for affordable housing would respond more appropriately the area specific need. Therefore, such provision is considered to be acceptable.

6.8 *Community Infrastructure Levy*

- 6.8.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council has also adopted it CIL and the area is charged at a rate of £40 per sqm.
- 6.8.2 The development will result in 1,016.7 sq.m of new floor area equating to a total of £21,234 is payable (not adjusted) for Mayoral CIL and £42,468 for Enfield CIL, although as affordable housing an exemption to these charges is likely to apply.

7. **Conclusion**

- 7.1 The subject development utilises a brownfield site identified for housing development by virtue of the North East Enfield Area Action Plan. The quantum, mix and tenure of the development taking into account all relevant considerations is considered to be appropriate to the site and responds positively to established and identified housing need to the area. In this regard, members are being asked in considering the officer recommendation to grant planning permission, to also grant delegated powers to officers to agree the final schedule and wording for the conditions as well as negotiations on S106 deemed necessary to render the scheme acceptable in planning terms.

8. **Recommendation**

- 8.1 **That planning permission be granted subject to conditions and S106**

8.2 That officers be granted delegated authority to finalise the precise schedule and wording of the conditions to cover the issues identified within the report and summarised below.

8.3 Conditions in summary

1. The development hereby permitted shall be carried out in accordance with the approved plans including plans(s) that may have been revised, 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.

2. The development shall not commence until details of the external finishing materials to be used 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 a satisfactory external appearance.

3. 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.

4. 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.

5. Within 6 months of commencement of works, but prior to any occupation details of refuse storage facilities including facilities for the recycling of waste to be provided within the development, in accordance with the London Borough of Enfield Waste and Recycling Planning Storage Guidance ENV 08/162, 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.

6. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995, or any amending Order, no external windows or doors other than those indicated on the approved drawings shall be installed in the development hereby approved without the approval in writing of the Local Planning Authority.

Reason: To safeguard the privacy of the occupiers of adjoining properties.

7. Within 6 months of commencement of works, but prior to any occupation details of any external lighting proposed have been submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

8. Within 6 months of commencement of works, but prior to any occupation details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

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

9. Notwithstanding Classes A (including installation / replacement of guttering to a new design or in different materials, the rendering or cladding of a façade), B, C, D, E, F, G and H of Part 1, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015 or any amending Order, no alterations to the building, buildings or extensions to buildings shall be erected or enacted at the proposed single dwelling houses or within their curtilage without the permission in writing of the Local Planning Authority.

Reason: In order to protect the character and appearance of the subject properties and surrounding area, to protect the amenities of the adjoining properties and to ensure adequate amenity space is provided.

10. Within 3 months of commencement of works full details of both hard and soft landscape proposals have been submitted to and approved by the Local Planning Authority. The landscape details shall include:

- o Planting plans
- o Written specifications (including cultivation and other operations associated with plant and grass establishment)
- o Schedules of plants and trees, to include native and wildlife friendly species and large canopy trees in appropriate locations (noting species, planting sizes and proposed numbers / densities)
- o Full details of tree pits including depths, substrates and irrigation systems
- o The location of underground services in relation to new planting
- o Implementation timetables.
- o Biodiversity enhancements with relevant ecological (value) assessment to show a net gain in the ecological value of the site in accordance with the Biodiversity Action Plan
- o SuDS enhancements

- o Specifications for fencing demonstrating how hedgehogs and other wildlife will be able to travel across the site (e.g. gaps in appropriate places at the bottom of the fences)
- o A maintenance and management strategy
- o Play equipment

All hard and soft landscape works shall be carried out in accordance with the approved details and to a reasonable standard in accordance with the relevant recommendations of appropriate British Standards or other recognised Codes of Good Practice. The works shall be carried out prior to the occupation of any part of the development or in accordance with the timetable agreed with the Local Planning Authority. Any trees or plants that, within a period of five years after planting, are removed, die or become, in the opinion of the Local Planning Authority, seriously damaged or defective, shall be replaced as soon as is reasonably practicable with others of species, size and number as originally approved, unless the Local Planning Authority gives its written consent to any variation.

Reason: To ensure the provision of amenity, and biodiversity enhancements, to afforded by appropriate landscape design, and to increase resilience to the adverse impacts of climate change the in line with Core Strategy policies CP36 and Policies 5.1 - 5.3 in the London Plan.

11. No impact piling shall take place without the prior written approval of the Local Planning Authority and shall only take place in accordance with the terms of any such approval.

Reason: To minimise noise disturbance.

12. Deliveries of construction and demolition materials to and from the site by road shall take place between 08:00 - 18:00 Monday to Friday & 08:00 - 13:00 on Saturday and at no other time except with the prior written approval of the Local Planning Authority.

Reason: To minimise noise disturbance.

13. The remediation recommendations put forward in the Site Investigation written by WDE shall be fully implemented and a verification report demonstrating that the remediation has been fully completed shall be submitted for approval to the local planning authority prior to any construction taking place.

Reason: To protect public health from contamination.

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/>

Reason: To protect local amenity and air quality

15. Following practical completion details of the internal consumption of potable water have been submitted to and approved in writing by the Local Planning Authority. Submitted details will demonstrate reduced water consumption through the use of water efficient fittings, appliances and recycling systems to show consumption equal to or less than 110 litres per person per day for the residential uses.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the Core Strategy, Policy 5.15 of the London Plan.

16. The development shall not commence until details of a rainwater recycling system have been submitted to and approved in writing by the Local Planning Authority. The details submitted shall also demonstrate the maximum level of recycled water that can feasibly be provided to the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To promote water conservation and efficiency measures in all new developments and where possible in the retrofitting of existing stock in accordance with Policy CP21 of the emerging Core Strategy, Policy 5.15 of the London Plan.

17. The development shall not commence until details of surface drainage works have been submitted and approved in writing by the Local Planning Authority. The details shall be based on an assessment of the potential for disposing of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change. The drainage system shall be installed/operational prior to the first occupation and a continuing management and maintenance plan put in place to ensure its continued function over the lifetime of the development.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the curtilage of the property in accordance with Policy CP28 of the Core Strategy, DMD61 of the Development Management Document, Policies 5.12 & 5.13 of the London Plan and the NPPF..

18. All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

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

19. Within 6 months of commencement of works full details of bird and bat bricks/tubes/tiles designed and incorporated into the materials of the new buildings shall be submitted to and approved in writing by the Local Planning Authority. Following practical completion of work photographic verification and a brief statement from a Suitably Qualified Ecologist shall be submitted and approved in writing by the council.

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

20. Within 6 months of commencement of works full details of the green roof(s) shall be submitted and approved in writing by the Local Planning Authority. Where practicable the roof type shall be a biodiverse extensive substrate installation to accord with the Development Management Document. Where the installation would deviate from this preferred roof type, full justification must be submitted for review.

The green roof(s) shall not be used for any recreational purpose and access shall only be for the purposes of the maintenance and repair or means of emergency escape. Details shall include full ongoing management plan and maintenance strategy/schedule for the green/brown roof to be approved in writing by the Local Planning Authority.

The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

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

21. Following the practical completion of works a final Energy Performance Certificate with associated Building Regulations Compliance Report shall be submitted to an approved in writing by the Local Planning Authority.

Where applicable, a Display Energy Certificate shall be submitted within 18 months following first occupation.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

22. The development shall provide for no less than a 35% on-site reduction on the total CO2 emissions arising from the operation of a development and its services over Part L of Building Regs 2013.

The development shall be carried out strictly in accordance with the energy statement so approved and maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

23. The renewable energy technologies, shall be installed and operational prior to the first occupation of the development. Within 3 months of commencement of works details of the renewable energy technologies shall be submitted and approved in writing by the Local Planning Authority. The details shall include:

- a. The resulting scheme, together with any flue/stack details, machinery/apparatus location, specification and operational details;
- b. A management plan and maintenance strategy/schedule for the operation of the technologies;
- c. (if applicable) A servicing plan including times, location, frequency, method (and any other details the Local Planning Authority deems necessary); and,

Should, following further assessment, the approved renewable energy option be found to be no-longer suitable:

- d. A revised scheme of renewable energy provision, which shall provide for no less than 20% onsite CO2 reduction, shall be submitted to and approved in writing by the Local Planning Authority prior to any superstructure works commencing on site, the details shall also include a response to sub-points a) to c) above. The final agreed scheme shall be installed and operation prior to the first occupation of the development.

The development shall be carried out strictly in accordance with the details so approved and shall be maintained as such thereafter.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets by renewable energy are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

24. The development shall not commence until a Green Procurement Plan has been submitted to and approved in writing by the Local Planning

Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including by use of low impact, locally and/or sustainably sourced, reused and recycled materials through compliance with the requirements of MAT1, MAT2 and MAT3 of the Code for Sustainable Homes and/or relevant BREEAM standard. The Plan must also include strategies to secure local procurement and employment opportunities. Wherever possible, this should include targets and a process for the implementation of this plan through the development process.

The development shall be constructed and procurement plan implemented strictly in accordance with the Green Procurement Plan so approved.

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

25. The development shall not commence until an undertaking to meet with best practice under the Considerate Constructors Scheme and achieve formal certification has been submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure the implementation of the development does not adversely impact on the surrounding area and to minimise disruption to neighbouring properties.

26. The development shall not commence until a Site Waste Management Plan has been submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

- a. Target benchmarks for resource efficiency set in accordance with best practice
- b. Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste
- c. Procedures for minimising hazardous waste
- d. Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works)
- e. Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups

In addition no less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19, 5.20 of the London Plan and the draft North London Waste Plan.

27. That development shall not commence until a construction methodology has been submitted to and approved in writing by the Local Planning Authority. The construction methodology shall contain:

- a. a photographic condition survey of the roads, footways and verges leading to the site;
- b. details of construction access and associated traffic management to the site;
- c. arrangements for the loading, unloading and turning of delivery, construction and service vehicles clear of the highway;
- d. arrangements for the parking of contractors vehicles;
- e. arrangements for wheel cleaning;
- f. arrangements for the storage of materials;
- g. hours of work;
- h. A construction management plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition' or relevant replacement.

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

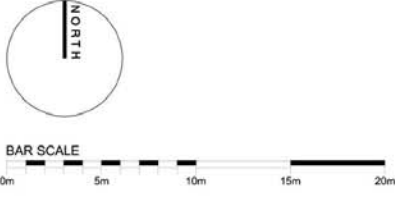
Reason: To ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

28. C51A Time Limited Permission

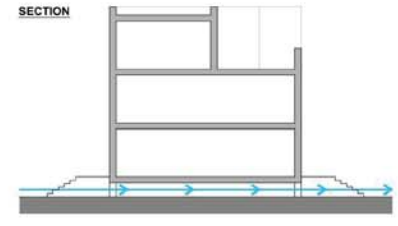
POSSIBLE INTRODUCTION OF ON-KERB PARKING AND/OR A CONTROLLED PARKING ZONE TO NELSON ROAD DURING PERIOD OF CONSTRUCTION TO ALLEVIATE TEMPORARY PROBLEMS OF LACK OF PARKING

ALLOTMENTS

- KEY / MATERIALS SCHEDULE**
- PROPOSED NEW TREE
 - NEIGHBOURING TREE (RETAINED)
 - TREE TO BE REMOVED
 - PERMEABLE PAVED ROAD (IN TEGULA BLOCKS)
 - RAISED CROSSOVER / SPEED CALMING
 - PERMEABLE BLOCK PAVED PARKING BAY
 - PERMEABLE RESIN BOUND PATHWAY
 - PERMEABLE COMMUNAL RAISED FOOTWAY & RAMPS
 - PERMEABLE PRIVATE OUTDOOR SPACE
 - PLANTING / SHRUB BEDS
 - GARDENS / TURF
 - 00.00 EXISTING LEVEL
 - 00.00 PROPOSED (INDICATIVE) LEVEL
 - EXISTING BUILDING TO BE REMOVED
 - LOCATION OF LIGHTING COLUMNS TO BE AGREED



Notes
 - Subject to approval by Planning, Building Control, Refuse, Highways & Fire Departments.
 - Exact location of boundaries to be confirmed on site with client.
 - Proposed levels are indicative only and will be subject to engineer's design.



FLOODWATER PENETRATION VOID
 The construction of a void space beneath the Block D terraces of houses and Block E apartments is intended to allow for potential future floodwaters to penetrate the sub-structure and alleviate any problems likely to be encountered.
 In raising the buildings, an elevated access terrace is also incorporated to enable the safe escape from all dwelling entrances to an off-site location in the case of severe flooding.

ACCOMMODATION SCHEDULE

Total 58 Units (44 No. Apartments & 14 No. Houses)

Shared Ownership - 21 No. / 36% :	
3 No. 1B/2P Apartments	@ 54.2m ²
1 No. 2B/3P Apartment	@ 63.4m ²
6 No. 2B/4P Apartments	@ 70.7m ²
2 No. 2B/4P Apartments	@ 72.5m ²
2 No. 3B/5P Apartments	@ 86.0m ²
3 No. 3B/5P Houses	@ 98.4m ²
1 No. 4B/6P House	@ 122.5m ²
3 No. 4B/6P Houses	@ 126.5m ²
21 No. Units Total	
Affordable Rent - 37 No. / 64% :	
2 No. 1B/2P Wheelchair Apartments	@ 51.1m ²
2 No. 2B/3P Wheelchair Apartments	@ 62.9m ²
2 No. 2B/4P Wheelchair Apartments	@ 70.7m ²
2 No. 1B/2P Apartments @ 50.0m ²	
3 No. 1B/2P Apartments @ 54.2m ²	
4 No. 1B/2P Apartments @ 54.5m ²	
4 No. 2B/3P Apartments @ 62.9m ²	
1 No. 2B/3P Apartment @ 63.4m ²	
2 No. 2B/3P Apartments @ 67.5m ²	
4 No. 2B/4P Apartments @ 70.7m ²	
2 No. 2B/4P Apartments @ 72.0m ²	
2 No. 3B/5P Apartments @ 86.0m ²	
3 No. 3B/5P Houses @ 98.4m ²	
1 No. 4B/6P House @ 122.5m ²	
3 No. 4B/6P Houses @ 126.5m ²	
37 No. Units Total	

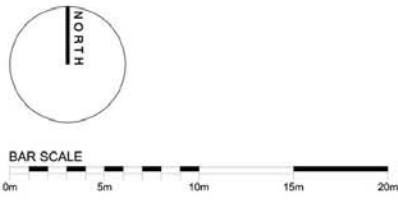
Site Area: 8150 sq/m or 0.815 Hectares
 Density: 71 DPH
 Parking: 58 total car parking bays (1:1)
 48 resident car parking bays
 10 visitor car parking bays
 - 10% disabled access parking (6no. 6 x 3.6m bays)
 - Up to 20% electric vehicle charging points (10% active / 10% passive) to be agreed with Enfield following presentation of feasibility report
 Cycle Storage: 104 allocated cycle parking spaces.
 12 visitor cycle parking spaces.
 Space for secure cycle storage provided in communal cycle stores for apartments and in external stores for houses. One space to be provided for every one bedroom apartment and two spaces to be provided for every one, three and four bedroom houses and apartments as per the London Plan.
 Soft Landscaping: For detailed soft landscaping layout refer to 'Landscape Proposals' drawings from ACD Environmental.
 Natural Area for Play: 300m²



POSSIBLE INTRODUCTION OF ON-KERB PARKING AND/OR A CONTROLLED PARKING ZONE TO NELSON ROAD DURING PERIOD OF CONSTRUCTION TO ALLEVIATE TEMPORARY PROBLEMS OF LACK OF PARKING

ALLOTMENTS

- KEY / MATERIALS SCHEDULE**
- PROPOSED NEW TREE
 - NEIGHBOURING TREE (RETAINED)
 - TREE TO BE REMOVED
 - PERMEABLE PAVED ROAD (IN TEGULA BLOCKS)
 - RAISED CROSSOVER / SPEED CALMING
 - PERMEABLE BLOCK PAVED PARKING BAY
 - PERMEABLE RESIN BOUND PATHWAY
 - PERMEABLE COMMUNAL RAISED FOOTWAY & RAMPS
 - PERMEABLE PRIVATE OUTDOOR SPACE
 - PLANTING / SHRUB BEDS
 - GARDENS / TURF
 - SINGLE PLY ROOFING MEMBRANE
 - GREEN ROOFS
 - EXISTING LEVEL
 - PROPOSED (INDICATIVE) LEVEL
 - EXISTING BUILDING TO BE REMOVED
 - LOCATION OF LIGHTING COLUMNS TO BE AGREED



ACCOMMODATION SCHEDULE

Total 58 Units (44 No. Apartments & 14 No. Houses)

Shared Ownership - 21 No. / 36% :

- 3 No. 1B/2P Apartments @ 54.2m²
- 1 No. 2B/3P Apartment @ 63.4m²
- 6 No. 2B/4P Apartments @ 70.7m²
- 2 No. 2B/5P Apartments @ 72.0m²
- 2 No. 3B/5P Apartments @ 86.0m²
- 3 No. 3B/5P Houses @ 98.4m²
- 1 No. 4B/6P House @ 122.5m²
- 3 No. 4B/6P Houses @ 126.5m²
- 21 No. Units Total

Affordable Rent - 37 No. / 64% :

- 2 No. 1B/2P Wheelchair Apartments @ 51.1m²
- 2 No. 2B/3P Wheelchair Apartments @ 62.9m²
- 2 No. 2B/4P Wheelchair Apartments @ 70.7m²
- 2 No. 1B/2P Apartments @ 50.0m²
- 3 No. 1B/2P Apartments @ 54.2m²
- 4 No. 1B/2P Apartments @ 54.5m²
- 4 No. 2B/3P Apartments @ 62.9m²
- 1 No. 2B/3P Apartment @ 63.4m²
- 2 No. 2B/3P Apartments @ 67.5m²
- 4 No. 2B/4P Apartments @ 70.7m²
- 2 No. 2B/4P Apartments @ 72.0m²
- 2 No. 3B/5P Apartments @ 86.0m²
- 3 No. 3B/5P Houses @ 98.4m²
- 1 No. 4B/6P House @ 122.5m²
- 3 No. 4B/6P Houses @ 126.5m²
- 37 No. Units Total

Site Area: 8150 sq/m or 0.815 Hectares

Density: 71 DPH

Parking:

- 58 total car parking bays (1:1)
- 48 resident car parking bays
- 10 visitor car parking bays
- 10% disabled access parking (6no. 6 x 3.6m bays)
- Up to 20% electric vehicle charging points (10% active / 10% passive) to be agreed with Enfield following presentation of feasibility report

Cycle Storage:

- 104 allocated cycle parking spaces.
- 12 visitor cycle parking spaces.

Space for secure cycle storage provided in communal cycle stores for apartments and in external stores for houses. One space to be provided for every one bedroom apartment and two spaces to be provided for all two, three and four bedroom houses and apartments as per the London Plan.

Soft Landscaping:

For detailed soft landscaping layout refer to 'Landscape Proposals' drawings from ACD Environmental.

Natural Area for Play: 300m²

Notes

- Subject to approval by Planning, Building Control, Refuse, Highways & Fire Departments.
- Exact location of boundaries to be confirmed on site with client.
- Proposed levels are indicative only and will be subject to engineer's design.

Project
Robbins Hall, Gardiner Close,
Ponders End, Enfield EN3 4LT

Client
Viridian Housing

Drawing
Site Roof Plan

Scale
1:200 @ A1

Date
05/12/2016

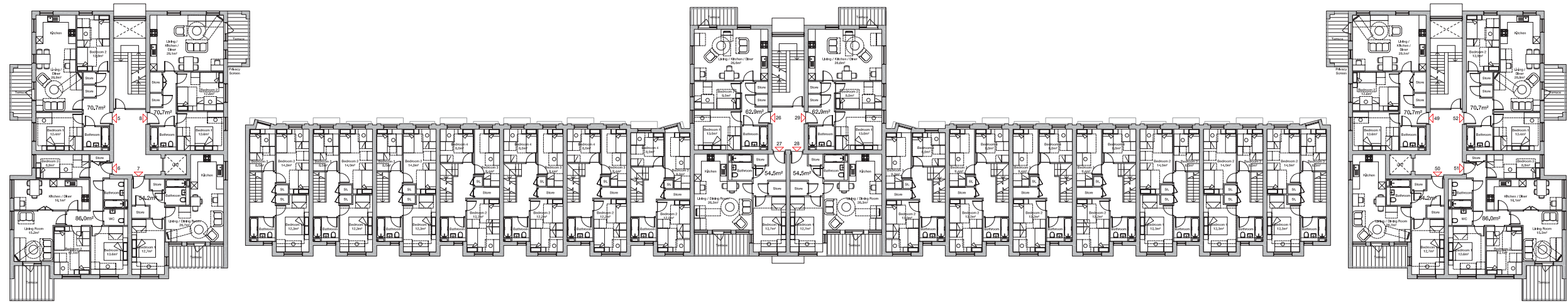
Drp. No.
5479-P102

Rev
C

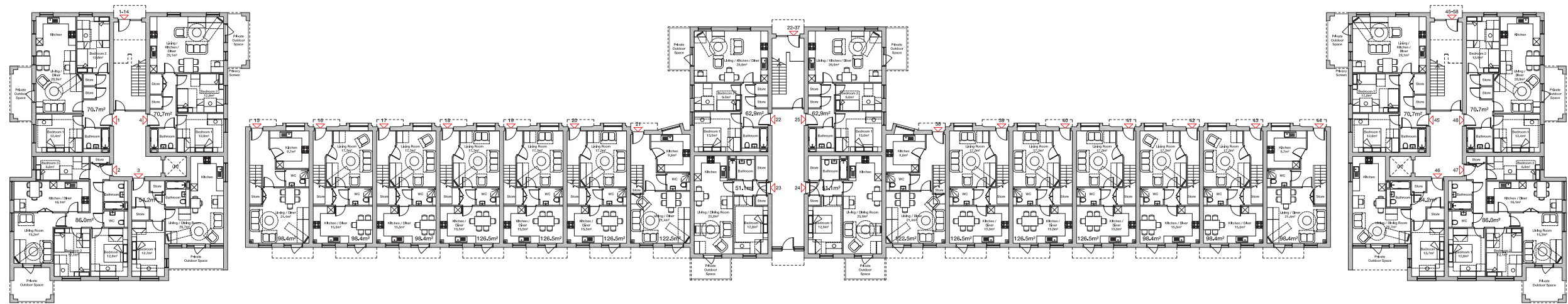
Grosvenor House, 4-7 Station Road, Sunbury TW16 6SB
T 020 8891 9191 F 020 8891 9192 W churchill-hui.com



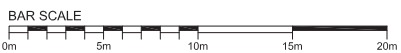
Rev. A - 12/01/17 Ramped access provided to communal rear gardens of blocks A, C and E.
Natural area for play added to northern boundary and car parking amended accordingly.
Rev. B - 08/02/17 Raised access footpath removed from western access route as level access created across road.
Rev. C - 07/03/17 Disabled parking bays specified, footpath widths increased and visitor cycle spaces added.
Vehicle turning head added to eastern end of Gardiner Close. 2m footway extended in front of Block A.



FIRST FLOOR PLAN



GROUND FLOOR PLAN



Rev. A - 12/01/17 Room size areas amended as required.
 Rev. B - 08/02/17 First floor bedrooms projected from rear elevation of townhouses to accommodate storage.

Notes
 - Subject to approval by Planning, Building Control, Refuse, Highways & Fire Departments.
 - Proposed levels are Indicative only and will be subject to engineer's design.

Project
 Robbins Hall, Gardiner Close,
 Ponders End, Enfield EN3 4LT

Client
 Viddan Housing

Drawing
 Complete Block Floor Plans
 Ground & First Floor

Scale
 1:200 @ A1

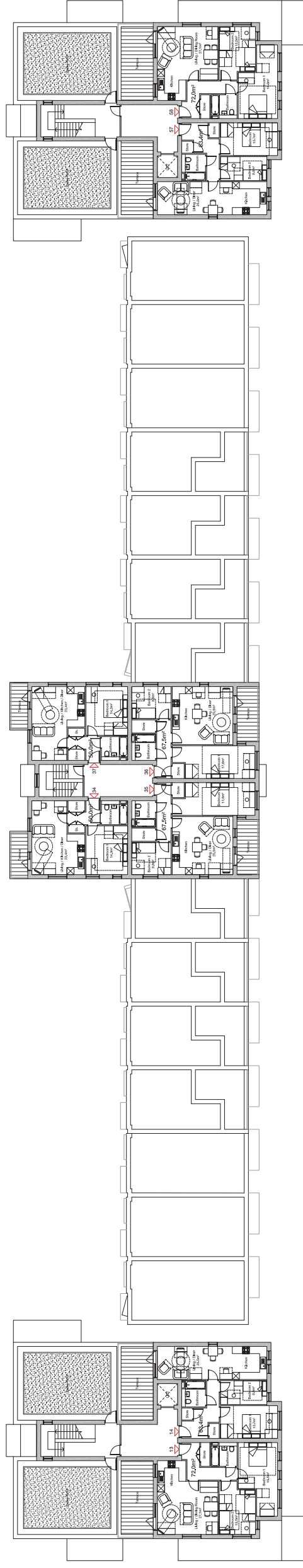
Date
 05/12/2016

Dwg. No.
 5479-P103

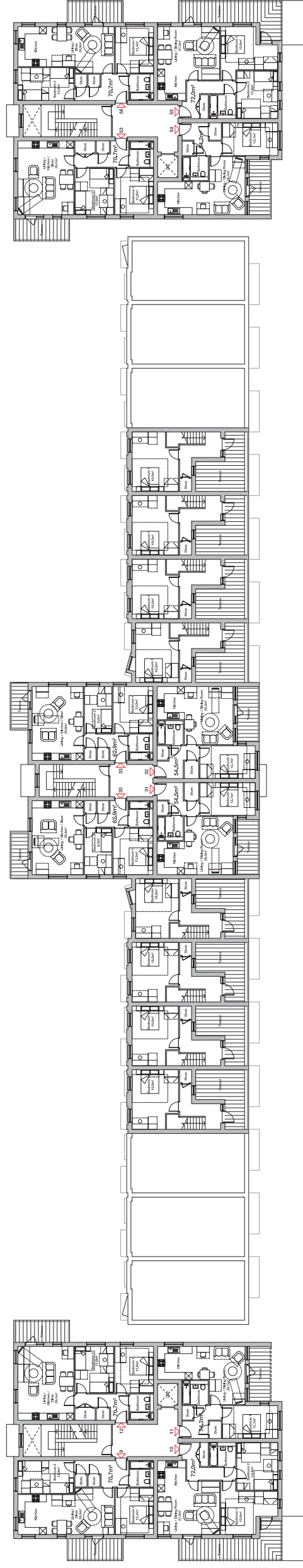
Rev
 B

Grosvenor House, 4-7 Station Road, Sunbury TW16 6SB
 T 020 8891 9191 F 020 8891 9192 W churchill-hul.com





THIRD FLOOR PLAN



SECOND FLOOR PLAN



- Notes
- Subject to approval by Planning, Building Control, Refuse, Highways & Fire Departments.
 - Proposed levels are indicative only and will be subject to engineer's design.

Project
Robbins Hall, Gardiner Close,
Ponders End, Enfield EN3 4LT

Client
Wildan Housing

Drawing
Complete Block Floor Plans
Second & Third Floor

Scale
1:200 @ A1

Date
05/12/2016

Draw. No.
5479-P104

Rev
B

Rev. A - 15/01/17 Room size areas amended as required.
Rev. B - 05/12/17 Full floor plans proposed from floor elevation of townhouse to accommodate storage.

Grosvenor House, 47 Station Road, Sunbury TW16 6SB
T 020 8891 9191 F 020 8891 9192 W churchhill.com



Churchill Hill



ELEVATION 1 / NORTH ELEVATION

- STANDING BEAM ZINC CLADDING TO ALL ORIEL WINDOWS TO MATCH ROOF LEVEL FINISH
- SOLID TIMBER ENTRANCE DOORS TO TOWNHOUSES WITH NATURAL STAIN
- PIGMENTED PRE-WEATHERED STANDING BEAM ZINC CLADDING IN RED FINISH AT UPPER LEVEL
- STAINLESS STEEL HANDRAIL FIXED TO COPING AT 1100mm FROM TERRACE LEVEL
- FOLDED PPC ALUMINIUM COPING FINISHED IN 'GRAPHITE GREY' (RAL 7024)
- RECESSED HORIZONTAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- RECESSED VERTICAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- PPC ALUMINIUM/TIMBER COMPOSITE WINDOWS AND GLAZED DOORS IN 'WINDOW GREY' (RAL 7043) FINISH
- STANDING BEAM ZINC CLADDING TO BOX SECTION ENTRANCE CANOPY TO MATCH ROOF LEVEL FINISH
- RAILINGS FORMED WITH 40mm WIDE PPC VERTICAL FLATS FINISHED IN 'GRAPHITE GREY' (RAL 7024)



ELEVATION 2 / WEST ELEVATION - BLOCK A

- RAMPED ACCESS TO RAISED WALKWAY
- STANDING BEAM ZINC CLADDING TO BOX SECTION ENTRANCE CANOPY TO MATCH ROOF LEVEL FINISH
- PIGMENTED PRE-WEATHERED STANDING BEAM ZINC CLADDING IN RED FINISH AT UPPER LEVEL
- FOLDED PPC ALUMINIUM COPING FINISHED IN 'GRAPHITE GREY' (RAL 7024)
- ALL BRICKWORK TO BE 'BISTOCK' 'WANHOE' CREAM FACING BRICK IN STRETCHER BOND
- RECESSED HORIZONTAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- STANDING BEAM ZINC CLADDING TO ALL ORIEL WINDOWS TO MATCH ROOF LEVEL FINISH
- PPC ALUMINIUM/TIMBER COMPOSITE WINDOWS AND GLAZED DOORS IN 'WINDOW GREY' (RAL 7043) FINISH
- STANDING BEAM ZINC CLADDING TO BOX SECTION ENTRANCE CANOPY TO MATCH ROOF LEVEL FINISH
- RAILINGS FORMED WITH 40mm WIDE PPC VERTICAL FLATS FINISHED IN 'GRAPHITE GREY' (RAL 7024)



ELEVATION 3 / WEST ELEVATION - BLOCK B

- PIGMENTED PRE-WEATHERED STANDING BEAM ZINC CLADDING IN RED FINISH AT UPPER LEVEL
- FOLDED PPC ALUMINIUM COPING FINISHED IN 'GRAPHITE GREY' (RAL 7024)
- RECESSED HORIZONTAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- ALL BRICKWORK TO BE 'BISTOCK' 'WANHOE' CREAM FACING BRICK IN STRETCHER BOND
- PPC ALUMINIUM/TIMBER COMPOSITE WINDOWS AND GLAZED DOORS IN 'WINDOW GREY' (RAL 7043) FINISH
- SOLID FLOOR BALCONY TERRACE WITH RAILINGS AS BELOW TO PROVIDE PRIVATE AMBNEY SPACE
- RAILINGS FORMED WITH 40mm WIDE PPC VERTICAL FLATS FINISHED IN 'GRAPHITE GREY' (RAL 7024)

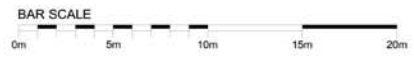
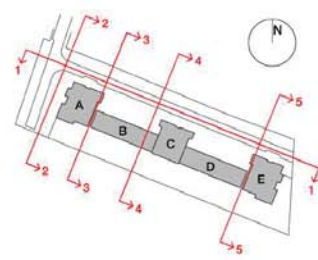


ELEVATION 4 / WEST ELEVATION - BLOCK C

- PIGMENTED PRE-WEATHERED STANDING BEAM ZINC CLADDING IN RED FINISH AT UPPER LEVEL
- FOLDED PPC ALUMINIUM COPING FINISHED IN 'GRAPHITE GREY' (RAL 7024)
- RECESSED HORIZONTAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- RECESSED VERTICAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- PPC ALUMINIUM/TIMBER COMPOSITE WINDOWS AND GLAZED DOORS IN 'WINDOW GREY' (RAL 7043) FINISH
- ALL BRICKWORK TO BE 'BISTOCK' 'WANHOE' CREAM FACING BRICK IN STRETCHER BOND
- RAILINGS FORMED WITH 40mm WIDE PPC VERTICAL FLATS FINISHED IN 'GRAPHITE GREY' (RAL 7024)



ELEVATION 5 / WEST ELEVATION - BLOCK E



Notes
 - Subject to approval by Planning, Building Control, Refuse, Highways & Fire Departments.
 - Proposed levels are indicative only and will be subject to engineer's design.

Project
 Robbins Hall, Gardiner Close,
 Ponders End, Enfield EN3 4LT

Client
 Viridian Housing

Drawing
 Complete Block Elevations
 North and Selected West

Scale
 1:200 @ A1

Date
 05/12/2016

Org. No.
 5479-P105

Rev
 B

Grosvenor House, 4-7 Station Road, Sunbury TW16 6SB
 T 020 8891 9191 F 020 8891 9192 W churchill-hul.com





ELEVATION 6 / SOUTH ELEVATION

- STANDING SEAM ZINC CLADDING TO WINDOW PANELS TO MATCH ROOF LEVEL FINISH
- PPC ALUMINIUM/TIMBER COMPOSITE WINDOWS AND GLAZED DOORS IN 'WINDOW GREY' (RAL 7043) FINISH
- PIGMENTED PRE-WEATHERED STANDING SEAM ZINC CLADDING IN RED FINISH AT UPPER LEVEL
- FOLDED PPC ALUMINIUM COPING FINISHED IN 'GRAPHITE GREY' (RAL 7024)
- RECESSED HORIZONTAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- RECESSED VERTICAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- PPC ALUMINIUM/TIMBER COMPOSITE WINDOWS AND GLAZED DOORS IN 'WINDOW GREY' (RAL 7043) FINISH
- ALL BRICKWORK TO BE IBSTOCK 'VANHOE CREAM' FACING BRICK IN STRETCHER BOND
- RAILINGS FORMED WITH 40mm WIDE PPC VERTICAL FLATS FINISHED IN 'GRAPHITE GREY' (RAL 7024)



ELEVATION 7 / EAST ELEVATION - BLOCK E

- RECESSED HORIZONTAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- LEVEL ACCESS TERRACE AREA TO TOWNHOUSES WITH STEPS DOWN TO MAIN GARDEN
- PIGMENTED PRE-WEATHERED STANDING SEAM ZINC CLADDING IN RED FINISH AT UPPER LEVEL
- FOLDED PPC ALUMINIUM COPING FINISHED IN 'GRAPHITE GREY' (RAL 7024)
- RECESSED HORIZONTAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- ALL BRICKWORK TO BE IBSTOCK 'VANHOE CREAM' FACING BRICK IN STRETCHER BOND
- PPC ALUMINIUM/TIMBER COMPOSITE WINDOWS AND GLAZED DOORS IN 'WINDOW GREY' (RAL 7043) FINISH
- SOLID FLOOR BALCONY TERRACE WITH RAILINGS AS BELOW TO PROVIDE PRIVATE ANDREY SPACE
- RAILINGS FORMED WITH 40mm WIDE PPC VERTICAL FLATS FINISHED IN 'GRAPHITE GREY' (RAL 7024)



ELEVATION 8 / EAST ELEVATION - BLOCK D

- PIGMENTED PRE-WEATHERED STANDING SEAM ZINC CLADDING IN RED FINISH AT UPPER LEVEL
- FOLDED PPC ALUMINIUM COPING FINISHED IN 'GRAPHITE GREY' (RAL 7024)
- RECESSED HORIZONTAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- ALL BRICKWORK TO BE IBSTOCK 'VANHOE CREAM' FACING BRICK IN STRETCHER BOND
- PPC ALUMINIUM/TIMBER COMPOSITE WINDOWS AND GLAZED DOORS IN 'WINDOW GREY' (RAL 7043) FINISH
- STANDING SEAM ZINC CLADDING TO BOX SECTION ENTRANCE CANOPY TO MATCH ROOF LEVEL FINISH
- RAILINGS FORMED WITH 40mm WIDE PPC VERTICAL FLATS FINISHED IN 'GRAPHITE GREY' (RAL 7024)

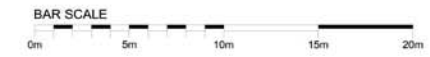
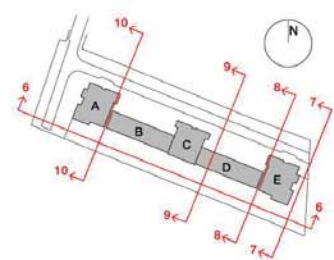


ELEVATION 9 / EAST ELEVATION - BLOCK C

- PIGMENTED PRE-WEATHERED STANDING SEAM ZINC CLADDING IN RED FINISH AT UPPER LEVEL
- STAINLESS STEEL HANDRAIL FIXED TO COPING AT 1100mm FROM TERRACE LEVEL
- FOLDED PPC ALUMINIUM COPING FINISHED IN 'GRAPHITE GREY' (RAL 7024)
- RECESSED HORIZONTAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- RECESSED VERTICAL FACING BRICKWORK WITH 25mm RECESS DETAIL
- PPC ALUMINIUM/TIMBER COMPOSITE WINDOWS AND GLAZED DOORS IN 'WINDOW GREY' (RAL 7043) FINISH
- STANDING SEAM ZINC CLADDING TO BOX SECTION ENTRANCE CANOPY TO MATCH ROOF LEVEL FINISH
- RAILINGS FORMED WITH 40mm WIDE PPC VERTICAL FLATS FINISHED IN 'GRAPHITE GREY' (RAL 7024)



ELEVATION 10 / EAST ELEVATION - BLOCK A



Notes
 - Subject to approval by Planning, Building Control, Refuse, Highways & Fire Departments.
 - Proposed levels are indicative only and will be subject to engineer's design.

Project
 Robbins Hall, Gardiner Close,
 Ponders End, Enfield EN3 4LT

Client
 Viridian Housing

Drawing
 Complete Block Elevations
 South and Selected East

Rev. A - 12/01/17 Ramped access provided to communal rear gardens in place of steps.
 Rev. B - 05/02/17 First floor bedrooms projected from rear elevation of townhouses to accommodate storage.

Scale 1:200 @ A1 Date 05/12/2016 Dwg. No. 5479-P106 Rev. B

Grosvenor House, 4-7 Station Road, Sunbury TW16 6SB
 T 020 8891 9191 F 020 8891 9192 W churchill-hul.com





UNIT PLANS - 2no. GROUND FLOOR
3 BED / 5 PERSON TOWNHOUSE @ 98.4m²
UNIT 15 (AS) / UNIT 44 (HANDED)

UNIT PLANS - 4no. GROUND FLOOR
3 BED / 5 PERSON TOWNHOUSE @ 98.4m²
UNITS 16-17 (AS) / UNITS 42-43 (HANDED)

FIRST FLOOR



UNIT PLANS - 2no. GROUND FLOOR
4 BED / 6 PERSON TOWNHOUSE @ 122.5m²
UNIT 21 (AS) / UNIT 38 (HANDED)

UNIT PLANS - 6no. GROUND FLOOR
4 BED / 6 PERSON TOWNHOUSE @ 126.5m²
UNITS 18-20 (AS) / UNITS 39-41 (HANDED)

FIRST FLOOR

SECOND FLOOR



UNIT FRONT ELEVATION
BLOCK B (AS) / BLOCK D (HANDED)

UNIT REAR ELEVATION
BLOCK B (AS) / BLOCK D (HANDED)

FLANK ELEVATION
BLOCK B (AS) / BLOCK D (HANDED)



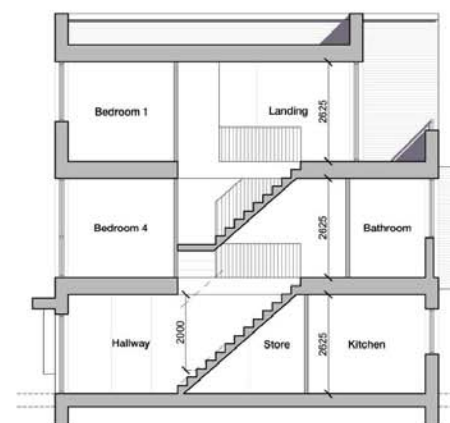
UNIT FRONT ELEVATION
BLOCK B (AS) / BLOCK D (HANDED)

UNIT REAR ELEVATION
BLOCK B (AS) / BLOCK D (HANDED)

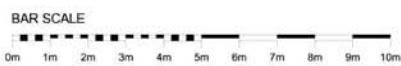
FLANK ELEVATION
BLOCK B (AS) / BLOCK D (HANDED)



SECTION A-A
BLOCK B (AS) / BLOCK D (HANDED)



SECTION B-B
BLOCK B (AS) / BLOCK D (HANDED)



Rev. A - 12/01/17 Room size areas amended as required.
Rev. B - 08/02/17 First floor bedrooms projected from rear elevation of townhouses to accommodate storage.
Alternative ground floor layouts added for 4no. units.

Scale: 1:100 @ A1
Date: 05/12/2016
Dwg. No.: 5479-P109
Rev: B

Grosvenor House, 4-7 Station Road, Sunbury TW16 6SB
T 020 8891 9191 F 020 8891 9192 W churchill-hul.com

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 28 March 2017

Report of:
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Kevin Tohill
Eloise Kiernan Tel: 020 8379 2531

Ward: Bush Hill Park

Ref: 17/00001/FUL

Category: Minor

LOCATION: 928 Green Lanes, London N21 2AD

PROPOSAL: Change of use from hairdressers (class A1) to micropub (class A4).

Applicant Name & Address:

Mr Richard Reeve
26 Lavender Road
Enfield
EN2 0ST

Agent Name & Address:

As applicant

RECOMMENDATION:

That planning permission be **GRANTED** subject to conditions.

Note for Members:

This application would normally be dealt with via delegated authority, but has been brought to Planning Committee at the request of Councillor Neville.

Ref: 17/00001/FUL LOCATION: 928 Green Lanes, London, N21 2AD,



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:1250

North



1. Site and surroundings

- 1.1 The application site comprises a two storey end-of-terrace within a parade, which serves for commercial purposes at ground floor level and residential above. The parade is sited on the eastern side of Green Lanes within close proximity to the junction with Ridge Avenue and Green Dragon Lane.
- 1.2 The street scene features predominantly residential properties, however the unit falls within a small parade and there are additional residential properties, which have been converted into commercial properties such as doctors, dentists etc. within the vicinity of the site.
- 1.3 The site is not listed or sited within a Conservation Area; however it is sited within the Large Local Centre of Winchmore Hill (Green Dragon).

2. Proposal

- 2.1 The applicant seeks full planning permission for the change of use from hairdressers (A1) to micropub (A4).
- 2.2 The proposed opening hours are 11:00-23:00 hrs Monday to Sunday, including bank holidays and with one full time and one part time member of staff.

3. Relevant Planning Decisions:

- 3.1 16/05635/PREAPP - Change of use from hairdressers (A1) to micro pub (A4) (Pre-application advice given)

4. Consultation

4.1 Statutory and Non Statutory Consultees

Thames Water - No comments received.

Environmental Health - No objections raised.

Traffic and Transportation - No objections subject to conditions.

Commercial Waste - No comments

4.2 Public Response

Letters were sent to 80 adjoining and nearby residents on 26 January 2016. Eight objections were received, which raised the following matters:

- Inadequate parking;
- Increase in traffic;

- Loss of parking;
- Increased congestion;
- Noise nuisance to surrounding properties at Bush Hill and Grange Park Avenue;
- Existing noise from snooker club and taxi firm;
- Loss of privacy;
- Out of keeping with character of the area;
- The premises are too small to accommodate 30 patrons and is not comparable to the previously lost Green Dragon PH, which was detached with its own off street parking; and
- Too many food and drink establishments as whole, this contrary to policy DMD32 of the DMD.

Additionally, twelve letters of support were also received.

5. Relevant Policy

5.1 The Development Management Document (DMD) policies have been prepared under the NPPF regime to be NPPF compliant. The DMD provides detailed criteria and standard based policies by which planning applications will be determined.

5.2 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that due weight should be given to them in assessing the development the subject of this application.

5.3 Development Management Document

DMD28:	Large Local Centres, Small Local Centres and Local Parades
DMD32:	Managing the Impact of Food and Drink Establishments
DMD34:	Evening Economy
DMD36:	Social Clubs
DMD37:	Achieving High Quality and Design-Led Development
DMD45:	Parking
DMD68:	Noise

5.4 Core Strategy

CP17:	Town Centres
CP18:	Delivering shopping provision across Enfield
CP25:	Pedestrians and cyclists
CP26:	Public transport
CP30:	Maintaining and improving the quality of the built and open environment
CP32:	Pollution

5.5 London Plan

6.13:	Parking
7.4:	Local character

7.15: Reducing Noise and Enhancing Townscapes

5.6 Other Policy

National Planning Policy Framework
National Planning Practice Guidance

6. Analysis

6.1 Principle of Development

6.1.1 The site is located in the Winchmore Hill (Green Dragon) Large Local Centre. Policy CP18 of the Core Strategy states that in local centres, a range of facilities and uses will be encouraged consistent with their scale and function in the hierarchy to meet peoples' day to day needs whilst preserving the predominance of retail uses within the centres.

6.1.2 Policy DMD28 of the Development Management Document states that a change of use from retail (A1) to non-retail on the ground floor will only be permitted subject to specific criteria. This states that the role and function of the centre remains predominantly retail and the proportion of A1 shop units must be no less than 50% of the total number of commercial units within defined centres, and there must be no less than 50% of A1 uses within any one parade.

6.1.3 A site survey was completed and of the 14 units at Masons Parade, 8 are in A1 use, which equates to a total of 57% of A1 uses. This would be reduced to 50% with the loss of the existing A1 unit (hairdressers). The 50% retention of the A1 frontage would therefore not be compromised, and notwithstanding this, it was noted that the proposed use would be compatible with the parade.

6.1.4 Additionally, policy DMD32 relates to food and drink establishments and states that these uses are acceptable in town centres and local centres subject to satisfying a number of criteria:

- a. There must be no adverse effects to the character, role, function, vitality and viability of the shopping centre and the local area;
- b. There is no detrimental effect to the amenity of neighbouring residents;
- c. There is no detrimental effect on the local environmental quality as a result of noise, vibration and odours;
- d. Access, servicing and parking arrangements for the proposal do not result in an adverse impact on the safety of pedestrians and traffic flows or cause unacceptable increases to traffic and parking;
- e. The proposal does not result in clustering of restaurants, drinking establishments and hot food takeaway (A3/A4/A5) units. Permission will be refused for any proposed A3/A4/A5 unit that would be located adjacent to an existing or proposed A3/A4/A5 unit. There should be a minimum of two non A3/A4/A5 units, or at least 10 metres, between the units, whichever is greater; and
- f. There should be no loss of active street frontage.

- 6.1.5 The proposed unit would maintain an acceptable retail frontage and level of A1 units to satisfy criteria a and e. The proposed use would not be detrimental to residential amenities as noted in paragraph 6.3 of this report to satisfy criteria b and c. All highway matters have been addressed in section 6.4 of this report and are considered acceptable subject to conditions. The final consideration relates to the clustering of establishments. It was noted that there is a snooker club within the vicinity of the site, which also operates with a license as a drinking establishment. However given that these premises are located to the rear of the site and do not form part of the parade, officers consider the relationship is acceptable, having regard to policy DMD32 of the Development Management Document.
- 6.1.4 Following compliance with the above policy tests, officers considered that the proposed change of use would not compromise the existing vitality and viability of existing A1 uses within the Local Centre, and would not give rise to a cluster of micro pubs, having regard to policies DMD28 and DMD33 of the Development Management Document and CP17 and CP18 of the Core Strategy.

6.2 Character and Appearance

- 6.2.1 The submitted plans illustrate that the external appearance from the front elevation in regards to shopfront, glazing and door would remain as existing, however an appropriate condition could be attached to retain an active frontage at ground floor level. As such, officers consider that the overall appearance would integrate satisfactorily within the existing Local Centre and would not be detrimental to visual amenities, having regard to policies DMD37 of the Development Management Document and CP30 of the Core Strategy.

6.3 Impact on Neighbouring Amenities

- 6.3.1 The nearest residential properties are sited at upper levels of the existing parade of shops and in adjacent residential streets. However, given its siting within the Winchmore Hill (Green Dragon) Large Local Centre, and the proposed opening hours, which could be secured by an appropriate condition, together with the small scale of the existing premises and proposed internal layout it is considered that an A4 use would not be detrimental to the amenities of adjacent occupiers, having regard to DMD28 of the Development Management Document.
- 6.3.2 Environmental Health has raised no objections in relation to issues of noise, contaminated land, air quality or nuisance.

6.4 Traffic and Transportation

Trip Generation and Parking

- 6.4.1 The proposed change of use would give rise to an increased number of trips compared to the existing use, which would be during the evening when resident parking demand is at its highest, however given the focus is on encouraging local patrons and the proximity to local bus stops, it is

considered that the increase would not be substantial to warrant a refusal. Additionally, it was noted that provision would be made for staff parking, which would militate against additional on-street demand and there are also parking bays in close proximity which would be accessible by patrons, having regard to policy 6.13 of the London Plan and DMD45 of the DMD.

- 6.4.2 The plans demonstrate cycle parking to the rear of the site; details of numbers and type have not been included but could be secured by an appropriate condition, should permission be granted.

Refuse Storage

- 6.4.3 The details for refuse have not been annotated, however these details could be secured by an appropriate condition, having regard to Policy DMD8 of the Development Management Document.

Cycle Parking

- 6.4.4 The site would benefit from direct access to a Cycle Enfield Route and therefore it is considered that two short stay cycle parking spaces should be provided on site, which could be secured by an appropriate condition. However, if the site could not accommodate this then there is the potential for on-street provision, which could be secured subject to an appropriate contribution.

Deliveries and Servicing

- 6.4.5 The applicant has not submitted details to confirm deliveries and servicing, however it is noted that there is an access road at the end of the parade, which provides access to the rear of the site and therefore deliveries and servicing could take place to the rear. This could be secured by an appropriate condition for clarity, should permission be granted.

6.5 CIL contributions

- 6.5.1 The proposed development would not be liable for a CIL contribution.

7. **Conclusion**

- 7.1 The proposed change of use would not be detrimental to the vitality and viability of the Winchmore Hill (Green Dragon) Large Local Centre. The proposed change of use would not have any detrimental impacts on neighbouring amenities in regards to nuisance or highway safety.

8. **Recommendation:**

- 8.1 That planning permission be **granted** with the following attached conditions:

1. Time limit

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. Opening Hours

The premises shall only be open for business between the hours of 11:00 - 23:00 Monday - Sunday (including bank holidays).

Reason: To safeguard the amenities of the occupiers of adjoining and nearby residential properties.

4. Refuse storage and recycling

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 London Borough of Enfield Waste and Recycling Planning Storage Guidance ENV 08/162, 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.

5. Window display

The use shall not commence until the shop front of the premises is provided with a window display which shall be maintained.

Reason: To safeguard the appearance of the street scene.

6. Cycle parking

The development shall not commence until details of the siting, number and design of secure/covered cycle parking spaces have been submitted to and approved in writing by the Local Planning Authority. The approved details shall thereafter be installed and permanently retained for cycle parking.

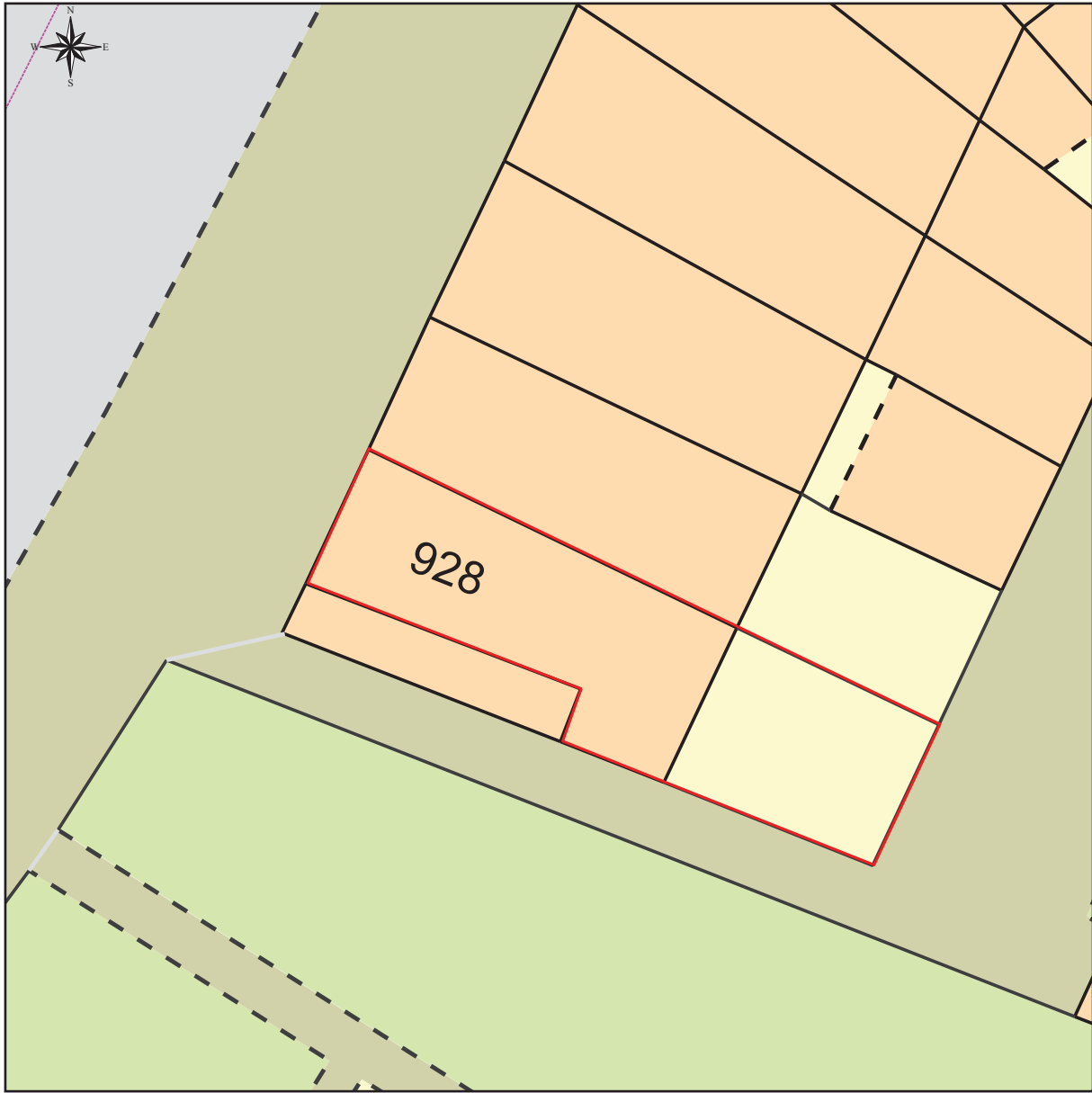
Reason: To ensure the provision of cycle parking spaces in line with the Council's adopted standards.

7. Deliveries and servicing

The development shall not commence until details for the loading/unloading, parking and turning of delivery, service and construction vehicles have been submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent obstruction on the adjoining highways and to safeguard the amenities of surrounding occupiers.

Location Plan of n21 2ad



This Plan includes the following Licensed Data: OS MasterMap Colour PDF Location Plan by the Ordnance Survey National Geographic Database and incorporating surveyed revision available at the date of production. Reproduction in whole or in part is prohibited without the prior permission of Ordnance Survey. The representation of a road, track or path is no evidence of a right of way. The representation of features, as lines is no evidence of a property boundary. © Crown copyright and database rights, 2016. Ordnance Survey 0100031673

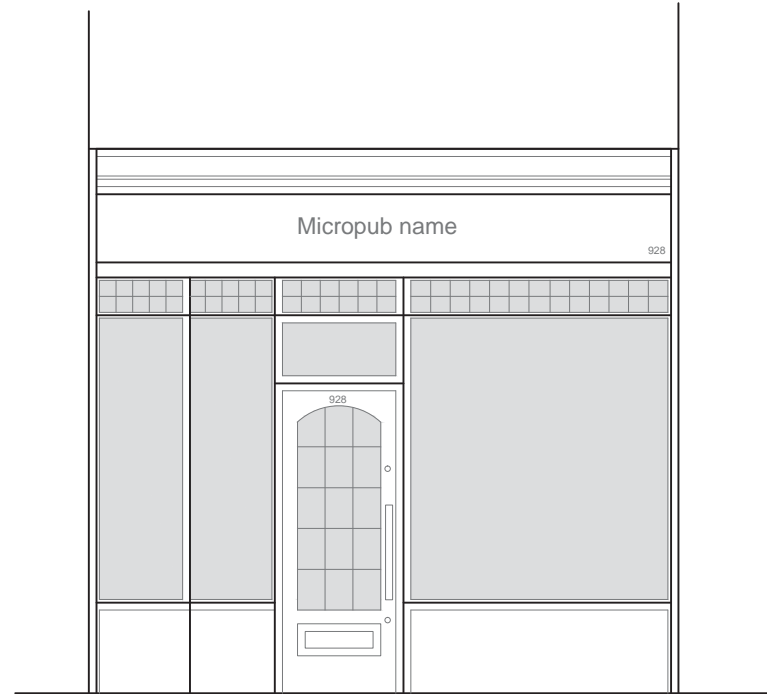
0m 2m 4m 6m 8m 10m 12m 14m 16m

Scale: 1:200, paper size: A4

928 Green Lanes, N21 2AD



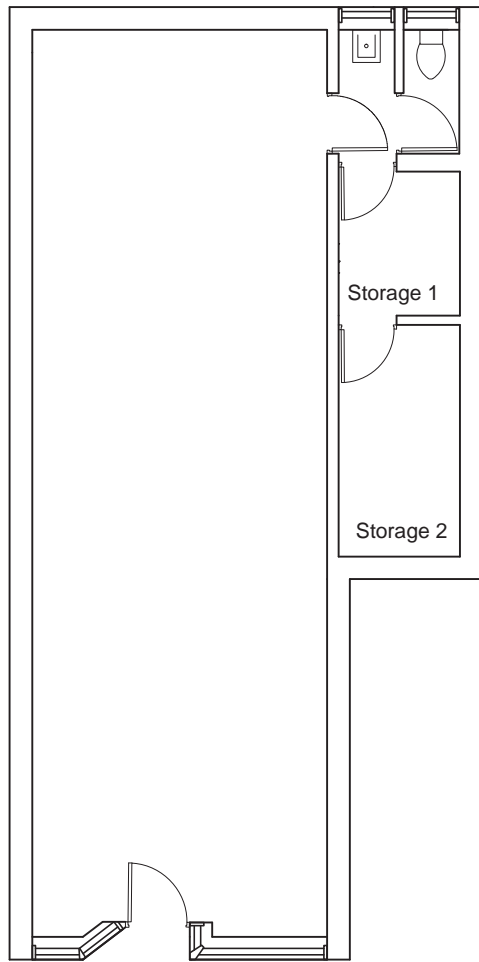
Existing Front Elevation



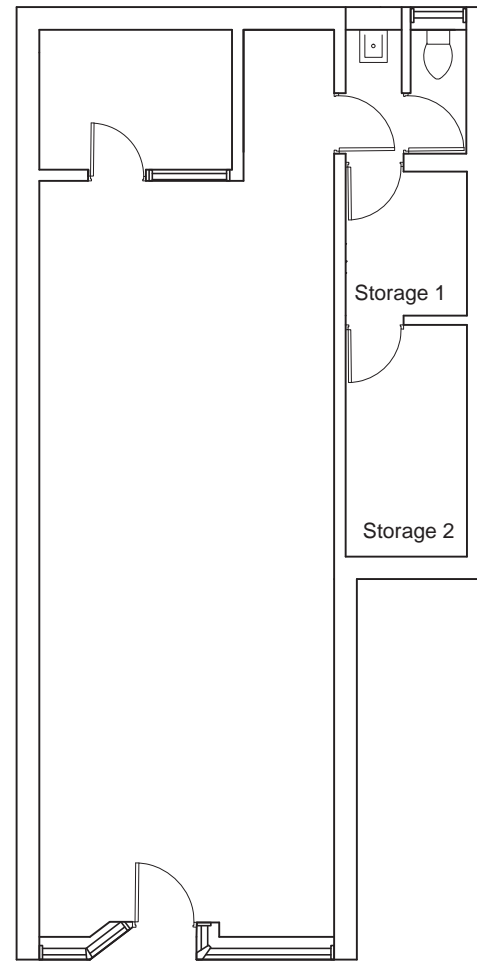
Proposed Front Elevation



928 Green Lanes, N21 2AD



Existing Floor Plan



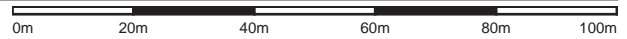
Proposed Floor Plan



Location Plan of N21 2ad



This Plan includes the following Licensed Data: OS MasterMap Colour PDF Location Plan by the Ordnance Survey National Geographic Database and incorporating surveyed revision available at the date of production. Reproduction in whole or in part is prohibited without the prior permission of Ordnance Survey. The representation of a road, track or path is no evidence of a right of way. The representation of features, as lines is no evidence of a property boundary. © Crown copyright and database rights, 2016. Ordnance Survey 0100031673



Scale: 1:1250, paper size: A4

This page is intentionally left blank

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 28 March 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Andy Bates
Robert Singleton Tel:0208 379 3837

Ward: Town

Application Number: 16/05784/FUL

Category: Minor Offices / R&D /
Light Industry

LOCATION: 1-3 MARKET CHAMBERS, CHURCH STREET, ENFIELD, EN2 6AA

PROPOSAL: New shopfront and entrance alteration including installation of 2 x ATM's, render and replacement door to side elevation and erection 3 storey rear extension.

Applicant Name & Address:
Metro Bank PLC and L.C.P Estates Limited
C/O Agent

Agent Name & Address:
Mr Mark Underwood
Deloitte Real Estate
Athene Place
66 Shoe Lane
London
EC4A 3BQ

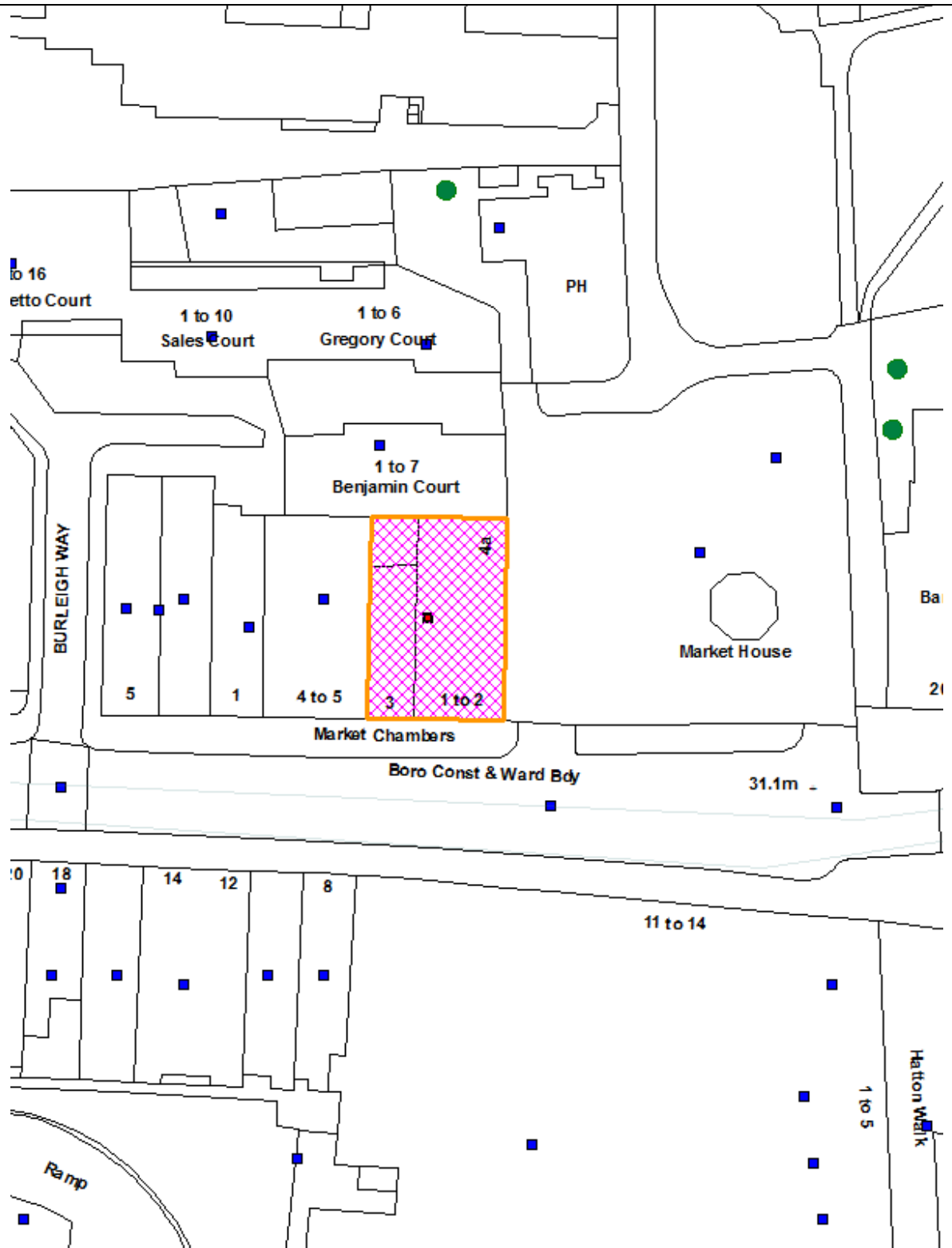
RECOMMENDATION:

That planning permission to be **GRANTED** subject to conditions.

Note to members:

This application was deferred from the Planning Committee of 21 February 2017 in response to concerns raised by a third party in relation to a number of procedural matters. These are discussed in the Remarks section of this report below.

Ref: 16/05784/FUL LOCATION: 1-3 Market Chambers, Church Street, Enfield, EN2 6AA



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:1250

North



INTRODUCTION

1. Site and Surroundings

- 1.1 The subject site comprises a three storey corner property located to the north side of Church Street and adjacent to Market Square. The premises are currently in use as a bank and forms part of a parade of commercial units within the core retail frontage of the designated Enfield Town Centre.
- 1.2 The site is within the Enfield Town Conservation Area, but is not a listed building.

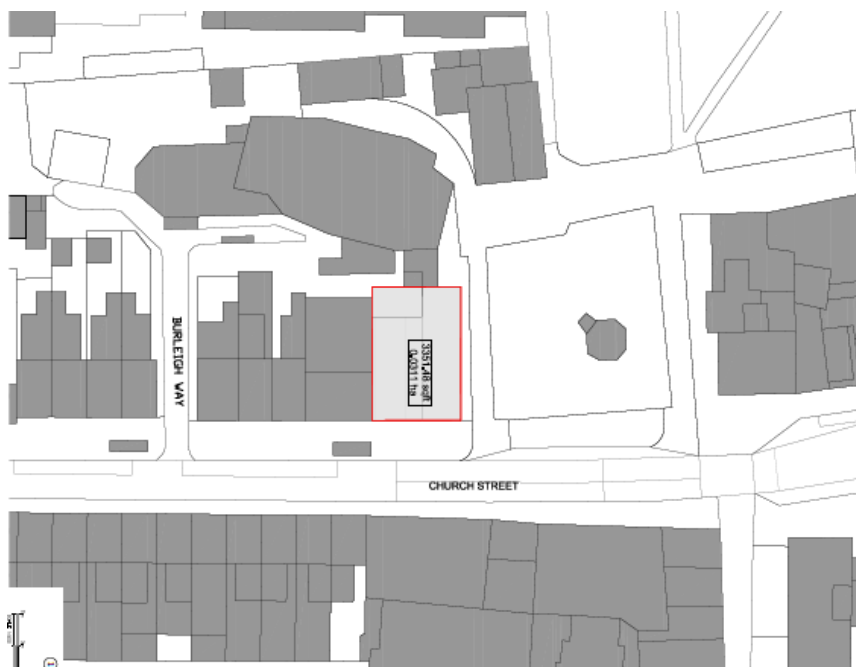


Illustration 1: Site Plan

2. Proposal

- 2.1 The project proposes a new shopfront and entrance alteration including installation of 2 x ATM's, render and replacement door to side elevation and erection 3 storey rear extension to the existing bank, currently occupied by the Enfield Town branch of Santander. The change of use of No.3 Market Chambers – currently occupied by 'Occo' Coffee House – does not require planning permission by virtue of Article 3 and Schedule 2, Part 3 Class A of the Town and Country Planning (General Permitted Development) Order 2015. Associated internal changes also do not require consent.
- 2.2 The application is a resubmission of a scheme previously approved under delegated authority (ref: 16/00850/FUL) and submitted on behalf of Metro Bank PLC, the incumbent new occupiers of the site. The consent was quashed by the Council following the decision of the High Court to grant 'leave' to the current occupiers – Santander UK – to pursue a Judicial Review of the Council's decision to grant consent for the works. The grounds for the Judicial Review cited by Santander UK focused on the following points:

Ground 1

The grant of planning permission subject to condition 3 was unlawful because:

- a. Condition 3 was invalid as a matter of law; and / or
- b. Condition 3 was imposed:
 - i. Without having proper regard to a material consideration, namely the NPPF Policy on the imposition of conditions; and / or
 - ii. Without any reasons being given to justify a departure from the NPPF Policy; and / or
 - iii. Irrationality in the *Wednesbury* sense.

Ground 2

There was a failure to understand or properly apply Local Plan Policy DMD17, and thus a breach of section 70(2) of the Town and Country Planning Act 1990. Further or alternatively, the loss of an opportunity to accommodate and alternative community use, a material consideration, was not taken into account.

- 2.3 The High Court quashed the consent granted under ref: 16/00850/FUL.
- 2.4 Members are advised that the decision to quash the notice was not taken on the basis that the Local Planning Authority considered that the decision was incorrect or indeed that scheme was not acceptable in planning terms, rather the decision to quash the notice was made on the basis of a modest omission in the delegated report pertaining to one specific point of DMD17 which exposed the Council to the risk of costs being awarded at the expense of the public purse.
- 2.5 The subject scheme differs from that of ref: 16/00850/FUL in that the proposal for the change of use of the snooker hall to the second floor has been withdrawn in spite of the fact that this use has since ceased operation. All other elements of the scheme remain consistent with the previous application and considerations are limited to the following:
 - i. The impact of the shopfront changes and rear extension to the Enfield Town Conservation Area;
 - ii. The impact of the rear extension to neighbouring properties

3. Relevant Planning Decisions

- 3.1 16/00850/FUL – New shopfront and entrance alteration including installation of 2 x ATMs, render and replacement door to side elevation, *change of use of second floor to ancillary office use* and erection 3 storey rear extension – Approved subject to following conditions (12/08/16):

1. The development hereby permitted shall be carried out in accordance with the approved plans, which may have been revised, 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.

2. The external finishing materials shall match those submitted for consideration on 12/04/16. The external finishing materials used in the construction of the rear extension – omitted from the sample palette – shall match exactly the existing building and/or areas of hard surfacing.

Reason: To ensure a satisfactory appearance within the Enfield Town Conservation Area.

3. *Prior to the commencement of works and following a full structural survey, a detailed report outlining the feasibility of relocating the pilasters / columns to the ground floor shop front to more directly align with the same design features at the upper floors shall be submitted to and approved in writing by the Local Planning Authority. The feasibility study shall take account of all relevant structural considerations and any requirements for third party consents. Should it be determined that the relocation of the pilasters / columns be feasible and the location of the pilasters columns are agreed by the Local Planning Authority revised plans shall also be submitted and scheme implemented strictly in accordance with these revised details prior to the occupation of the unit.*

Reason: To ensure a satisfactory appearance to a building that makes a positive contribution to the established special character of the surrounding Enfield Town Conservation Area.

4. The premises shall be open for business and working only between the hours of 08:00 – 20:00 Monday to Friday, 08:00 – 18:00 Saturdays and 11:00 – 17:00 Sundays and at no other time; and all activity associated with the use shall cease within 1 hour of the closing times specified above. All associated ground floor lighting – with the exception of lighting associated with the operation of the ATMs hereby approved – shall be illuminated only between the hours of 0700 – 22:00 hours seven days a week.

Reason: To safeguard the amenities of the occupiers of adjoining and nearby residential properties and to ensure that the illumination of the unit does not detract from the established special character of the Enfield Town Conservation Area.

5. 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.

- 3.2 Condition 3 was levied on the basis that the proposed alterations to the main shopfront – as guided by pre-app and discussions throughout the application process – and had sought to respect the architectural merit of the parent building whilst ensuring a sympathetic use of materials in the design of the public facing frontage rendering them acceptable in planning terms. Whilst CAG initially objected to the original scheme, expressing concern in relation to the arrangement of the pilasters to align more completely with the columns present on the upper floors, due to difficulties with the current leaseholder of

the site a full structural survey to support a relocated set of pilasters could not be undertaken and hence alternative alignments could not be explored. This was clearly unfortunate, however, in agreement with the applicant a condition to secure a full structural survey and if deemed feasible a mechanism to secure and implement a further revised arrangement was considered to be appropriate to be attached to the consent to secure the best outcome for the site and was considered to be compliant with NPPF and NPPG Policy. In any case, it was clear that the design of the shopfront sought to reflect and pay credence to the architectural merit of the parent building and hence even if a revised arrangement cannot be secured due to structural issues, the overall design of the shopfront pays sufficient regard to the established special character of the parent dwelling and the surrounding Conservation Area to justify the decision to grant consent. The determination of the LPA did not turn on this point and it was considered that the proposed shopfront would not serve to harm, but preserve and enhance the contribution of the building to the conservation area. This consent was subsequently quashed (27/10/16)

- 3.3 16/00851/ADV – Installation of 2 x internally illuminated fascia signs, 2 x non-illuminated projecting signs, 2 x internally illuminated sign to ATMs, 2 x non-illuminated logo's to door handles – Approved subject to conditions (12/08/16). This consent remains extant and has not been challenged and any and all signage does not require further consideration.

4. Consultations

4.1 Statutory and non-statutory consultees

CAG:

- 4.1.1 The application was considered by the Conservation Advisory Group at their meeting on 7th February 2017. No objection has been raised by the group.

Environmental Health:

- 4.1.2 Raise no objections to the scheme subject to conditions relating to air quality, noise transmittance and contamination.

Historic England:

- 4.1.3 At the time of writing, no response had been received from Historic England. Any response received will be reported as a late item.

Strategic Planning and Design

- 4.1.4 At the time of writing, no response had been received from the Strategic Planning and Design team. Any comments will be reported as a late item.

Enfield Town Conservation Area Group:

- 4.1.5 At the time of writing, no response had been received from the Enfield Town Conservation Area Group. Any comments will be reported as a late item.

4.2 Public response

- 4.2.1 The application was referred to 16 surrounding properties including the subject premises and existing occupiers, a press notice was published (05/10/16) and a site notice was posted on a lamppost adjacent to the pedestrian crossing servicing Market Square:

Following an administrative error which saw the development described inaccurately to include the change of use to the second floor, a revised description was drafted and a 14 day re-consultation issued (consultation expired 20/02/17).

A follow-up e-mail was also sent to the agents representing Santander UK to directly notify them of the application and invite further comment. As Members will be aware, with the item being deferred from the 21 February 2017 Committee, in response to this a representation was made on behalf of the Santander Group highlighted that the site location plan was incorrect and that it omitted No.3 Market Chambers from the redline boundary.

This was conveyed to the applicant and a revised site location plan provided. The Santander Group also stated that they were not aware of the application. As explained above, the Council consulted them on two occasions as part of this application and an e-mail was also sent to their agents to chase a response to that consultation, but notwithstanding this fact the decision was made before the last Committee to defer the matter.

For the information of Members, and for the avoidance of any doubt, a consultation letter was hand-delivered to the Enfield Town Santander Bank by the Case Officer and a receipt issued by the Branch Manager to confirm receipt. The consultation period ends on 24th March 2017 and any representation received during this period will be reported as late items for Members to consider. However, in the interests of clarity, under the original application and as a result of the last round of consultation, Santander UK objected to the proposal on the following grounds:

- A number of the changes proposed would threaten the continued operation of the leaseholder
- Loss of all Santander branches in Enfield Town
- Contrary to the NPPF
- Signage design and proliferation will have a harmful impact upon the Conservation Area
- Non-aligned columns will result in a cluttered façade
- Submission of incorrect plans and failure to properly consult

Officer response:

- 4.2.2 Issues pertaining to interests in the land and the continued operation of the existing unit as a result of the works are not a material consideration. In any case, consent is conferred over a period of 3 years for the main planning application, there is no inference within the application that works would be immediate and hence works may progress after the current lease has expired. The point raised is a civil matter between the landowner and the leaseholders.
- 4.2.3 No specialist planning protection is afforded to company specific uses nor is there any current policy or legislative basis to compel representation of all

banking companies within a Town Centre. The application does not seek to change the use of the ground floor unit and would in fact expand the use to the upper floors. In terms of financial services offered in Enfield Town (Use Class A2) there would be no net change.

4.2.4 Matters relating to the impact of the development to the Conservation Area are discussed in detail in the analysis section of this report.

5. Relevant Policy

5.1 The policies listed below are considered to be consistent with the NPPF and therefore it is considered that full weight should be given to them in assessing the development the subject of this application.

5.1.1 The London Plan

Policy 7.8 – Heritage assets and archaeology

5.3.2 Local Plan – Core Strategy

Core Policy 30: Maintaining and improving the quality of the built and open environment

Core Policy 31: Built and landscape heritage

Enfield Town Conservation Area Character Appraisal

5.3.3 Development Management Document

DMD44: Conserving and Enhancing Heritage Assets

5.4 National Planning Policy Framework

5.4.1 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:

- approving development proposals that accord with the development plan without delay; and
- Where the development plan is absent, silent or relevant policies are out of date, 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; or

Specific policies in the Framework indicate development should be restricted.

5.4.2 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.

5.5 National Planning Practice Guidance

5.5.1 On 6th March 2014, the Department for Communities and Local Government (DCLG) launched the National Planning Practice Guidance (NPPG) to consolidate and simplify previous suite of planning practice guidance.

6. Analysis

6.1 The main issues to consider are as follows:

- i. Impact of the works to the Enfield Town Conservation Area
- ii. Impact of the rear extension to residential amenity

6.2 Impact of the works to the Enfield Town Conservation Area

6.2.1 The subject site lies within the Enfield Town Conservation Area. The Character Appraisal identifies the property as making a positive contribution to the area and is sited in a highly conspicuous location to the south west corner of the Market Square, which when coupled with the Locally Listed Barclays Bank to the south east, the Kings Head Public House and the Grade II Listed St Andrews Church to the north, provide the setting to the historic heart of Enfield Town in the form of the Market Square. Accordingly, a significant amount of protection should be afforded to the area and due regard must be given to the impact of the proposal upon these valuable historic assets.

6.2.2 The fact that development was proposed in a Conservation Area and would affect the setting of a Listed Building is important on a number of levels. Conservation Areas and Listed Buildings are 'designated heritage assets' as defined by National Planning Policy (NPPF) and are afforded special consideration at a national and development plan policy level. They are also afforded statutory protection by, inter alia, s.66 & s.72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 which requires 'special regard / special attention' to be paid to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses and preserving or enhancing the character or appearance of Conservation Areas and – where there is identified 'harm' to a Listed Building and within a CA – considerable importance and weight to be placed on that as a material planning consideration.

6.2.3 The NPPF states that in determining planning applications that would form part of a historic environment, that Local Planning Authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

6.2.4 When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's

conservation. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification.

6.2.5 Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

6.2.6 DMD44 reiterates that applications for development which fail to conserve and enhance the special interest, significance or setting of a heritage asset will normally be refused. Development affecting the significance of an asset may include, but is not limited to: the introduction of new structures/objects; alterations; complete or partial demolition; removal of buildings/features or parts thereof; the introduction of signage or advertisements; changes of use (including the use of open spaces); subdivision or fragmentation; changes to landscaping; the removal of built or landscape features or parts thereof; or any other form of development which fails to preserve and enhance the asset or its setting. The setting of an asset is not limited to its curtilage and is defined as the physical and non-physical environment in which the asset is experienced, including consideration of views to and from the asset, noise, dust and vibration, spatial associations and the historic relationship between places.

6.2.7 The case of *Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council* [2014] EWCA Civ 137, concluded that where an authority finds that a development proposal would harm the setting ... or the character and appearance of a conservation area, it must give that harm 'considerable importance and weight'. The case of *Forge Field Society & Ors, R v Sevenoaks District Council* [2014] EWHC 1895 (Admin) re-confirmed the *Barnwell* ruling and went on to recognise that a finding of harm...gives a strong presumption against planning permission being granted.

6.2.8 Indeed, under *East Northamptonshire DC v Secretary of State for Communities and Local Government* the judge ruled that in the assessment of harm and the balancing exercise, the duty set out in s. 66(1) needs to be considered in the context of the overall consideration of a planning application and the determination of an application for planning permission (and any appeal) is to be made in accordance with the development plan unless material considerations indicated otherwise. Here, 'material considerations' included Government planning policies and English Heritage policies and, to

give effect to the s. 66(1) duty, the decision-maker should give considerable importance and weight to the desirability of preserving the setting of listed buildings when weighing that factor in the balance with other material considerations which had not been given special legislative status. The judge said that in carrying out this balancing exercise, the inspector had failed to give proper effect to s. 66(1). Although he had weighed the 'harm' of the proposal against the wider benefits and the concept of keeping safe from harm was closely linked with the meaning of 'preservation' within s. 66(1), the addition of the word 'desirability' in s. 66(1) provision meant that 'preservation' of setting was to be treated as a desired or sought-after objective, to which the inspector ought to accord 'special regard'. That went beyond the mere assessment of harm. The judge concluded that the inspector had not, during the balancing exercise, accorded 'special weight' or considerable importance to 'the desirability of preserving the setting'. The inspector had, instead, treated the 'harm' to the setting and the wider benefit of the wind farm proposal as if those two factors were of equal importance and so he had not given effect to the duty under s.66(1).

- 6.2.9 As is made clear in paragraph 45 of Forge Field, even if the harm would be less than substantial so that paragraph 133 did not apply but paragraph 134 did, the harm must still be given considerable importance and weight. The presumption therein needs to be "demonstrably applied" – see paragraph 49 of Forge Field. Put another way, in a paragraph 134 case, the fact of harm to a heritage asset is still to be given more weight than if it were simply a factor to be taken into account along with all other material considerations, and paragraph 134 needs to be read in that way.
- 6.2.10 In relation to the submitted scheme, the subject property is already in use as a bank, with the 'Occo' coffee shop located to the west and already benefits from an ATM installed to both the Market Square and Church Street elevations. As submitted, it is clear that the proposed alterations to the main shopfront – as guided by pre-app and discussions throughout the application process – have sought to respect the architectural merit of the parent building whilst ensuring a sympathetic use of materials in the design of the public facing frontage. The historic changes to the shop front which has seen the removal of much of the original frontage and the installation of aluminium frames sometime in the early 1990s, are considered to actively detract from the character and appearance of the building.
- 6.2.11 The Enfield Town Conservation Character Appraisal bemoans inappropriate shop front and the historic legacy of poorly designed additions to ground floor retail units which are held to cause harm to the Conservation Area. In relation to the subject property, such harm is currently evident and as a direct consequence the architectural merit of the building is largely located to the upper floors of the building where stylistically, the 1930s rendered brick building presents a long elevation to Church Street, an angled corner, and a shorter return elevation to Market Square. Designed in a distinctive inter-war style, it retains much of its original detailing to the upper storeys including Crittall windows. There is a strong vertical emphasis and rhythmic design created by the use of double height pilasters topped with capitals that act to dominate the main elevation and unify both elevations via an angled corner.
- 6.2.12 The subject scheme would see the removal of the existing shop front, as well as a number of inappropriate advertisements, and the installation of a replacement that has sought to reconnect the ground floor frontage with the

upper floor, mimicking the strong verticality of the parent building to present a more unified whole that will serve to draw the eye to the upper floors. Rather than causing harm to the building and the wider designated heritage assets, it is considered the development will more positively contribute to the character of the area and while the alignment of the columns has been previously questioned to better align with the upper floors, Officers and CAG are of the opinion that the proposed shopfront is wholly acceptable in planning terms as submitted (confirmed by CAG at s meeting on 7 February 2017) and furthermore are unable to comprehend an appropriate design solution that would serve to better align the columns regardless of a structural survey. For the avoidance of doubt, the LPA and CAG consider that the development would **not** lead to any harm to the heritage asset and to the contrary would serve to positively enhance the ground floor of this property. The overall design of the shopfront pays sufficient regard to the established special character of the parent dwelling and the surrounding Conservation Area and no mandate has been imposed by Policy, CAG or via the Character Appraisal to realign the columns as there is no identified harm as a result of the current configuration and thus this recommendation clearly discharges the duty of the LPA under Sections 66(1) and 72 of the Listed Building and Conservation Act 1990 as well as the NPPF. It is also worth noting that the presumption in favour of preservation does not imply in any way that an assessment of alternative sites needs to be made and indeed wildly ignores the fact that both a back operates from the premises or that the existing shopfront is itself harmful. The application will result in the loss of a harmful element to the property and the insertion of a redesigned shopfront that is materially beneficial to appearance of the building has a whole which itself will preserve and enhance the Conservation Area.

6.2.13 The proposed rear extension would be barely discernible from the public realm offering only glimpses of the rear elevation due to the presence of a larger mixed use development nearby and again would not be held to cause any harm to the designated heritage assets including the setting and appearance of the application premises. As is the case with the shopfront, materials to match the parent property – namely exposed brickwork – will be utilised and secured by condition.

6.2.14 In relation to the ATMs, the subject scheme would not result in a net increase in the number of units installed, rather they are being relocated. In this regard, having regard to the statutory tests and adopted policy, it is considered that the proposal would not result in any material harm to the character and appearance of the Conservation Area. This is consistent with the provisions of Policies CP30 and CP31 of the Core Strategy, DMD37 and DMD44 of the Development Management Document and the NPPF.

6.3 Impact of the Rear Extension

6.3.1 DMD 25 extols the virtues of well-considered town centre development whereby development will only be permitted where:

- a. The proposed use supports town centre vitality and viability;
- b. The design and siting of the development promotes visual continuity with the surrounding built environment;
- c. The proposed use does not harm the character, appearance and amenity of the area;

- d. The residential amenities of local residents will not be harmed by way of noise, disturbance, loss of daylight or privacy;
- e. The proposal will not have an adverse impact on safety and traffic flows or unacceptably add to traffic and parking problems in the area;
- f. The scale of parking is proportionate to the size of the development; and
- g. An active frontage is achieved at the ground floor.

6.3.2 As has been stated previously, the development would ensure that the established special character and appearance of the surrounding area is preserved and to some degree enhanced as a result of the works proposed. In terms of absolute impact to more sensitive residential receptors, the only units likely affected are to the rear of the site. In terms of the proposed rear extension, the design of the addition ensures that the extension is largely subsumed into the existing building envelope and will not consequently serve to have any greater impact than the existing built form and, therefore, cannot be considered as being harmful to any adjacent properties.

6.4 *Community Infrastructure Levy*

6.4.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which would allow 'charging authorities' in England and Wales to apportion a levy on net additional floor space for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield at the rate of £20 per sqm. The Council CIL has been adopted and would require a rate of £60 per sq.m.

6.4.2 The rear extension would be under relevant thresholds for the application of the CIL charge.

7. **Conclusion**

7.1 The subject development result in not harm to designated heritage assets and would actively enhance the appearance of the building and surrounding Conservation Area. Accordingly, it is recommended that this application be GRANTED subject to conditions.

8. **Recommendation**

8.1 That planning permission be granted subject to conditions

8.2 **Conditions**

1. The development hereby permitted shall be carried out in accordance with the approved plans, which may have been revised, 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.

2. The external finishing materials shall match those submitted for consideration. The external finishing materials used in the construction of the rear extension – omitted from the sample palette – shall match exactly the existing building and/or areas of hard surfacing.

Reason: To ensure a satisfactory appearance within the Enfield Town Conservation Area.

3. 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.

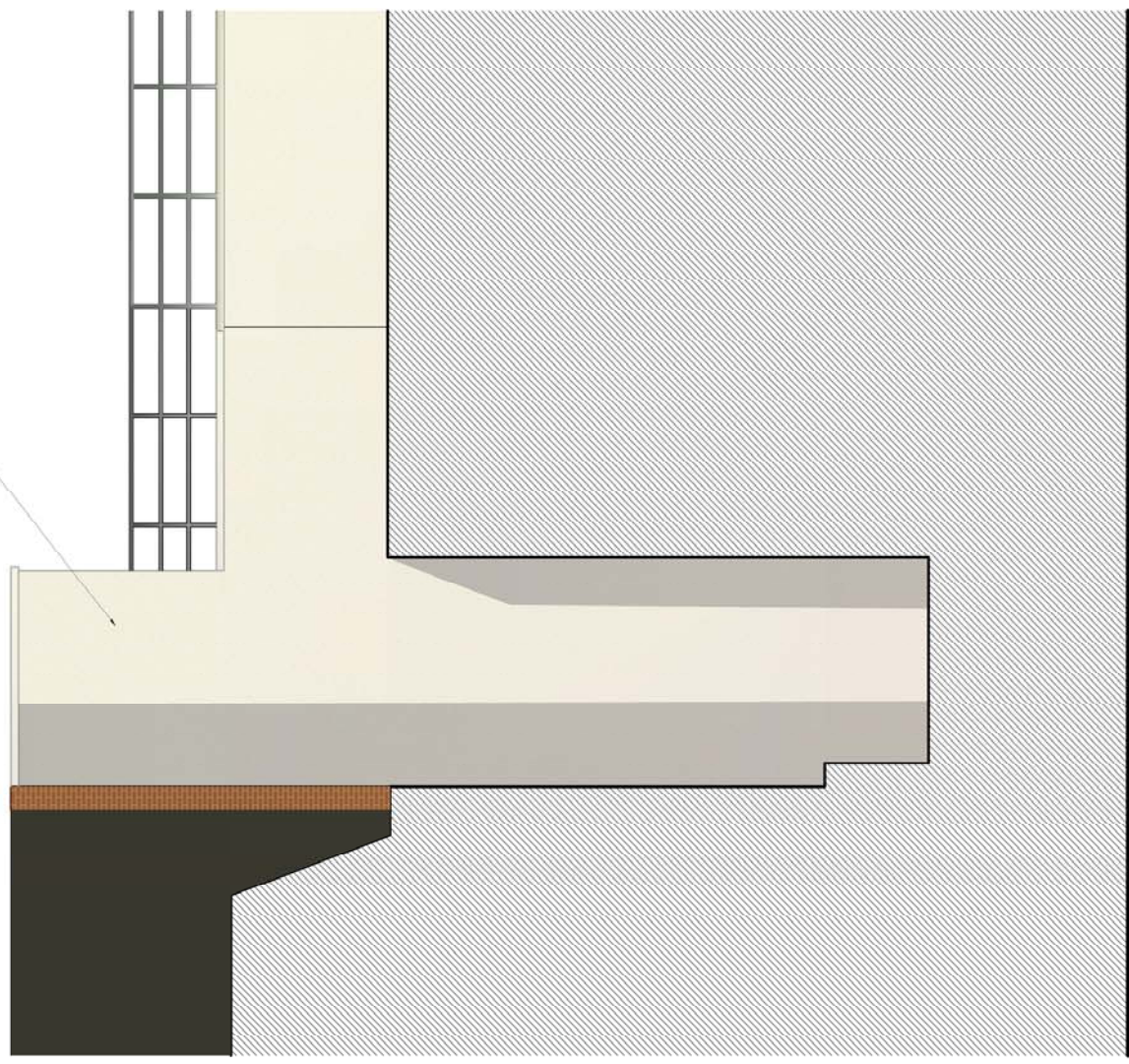
Reason: To comply with the provisions of S.51 of the Planning & Compulsory Purchase Act 2004.



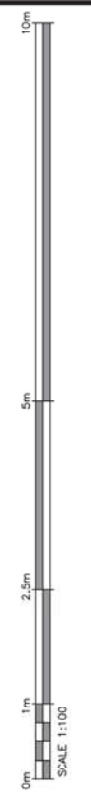
ISSUE OR REVISIONS

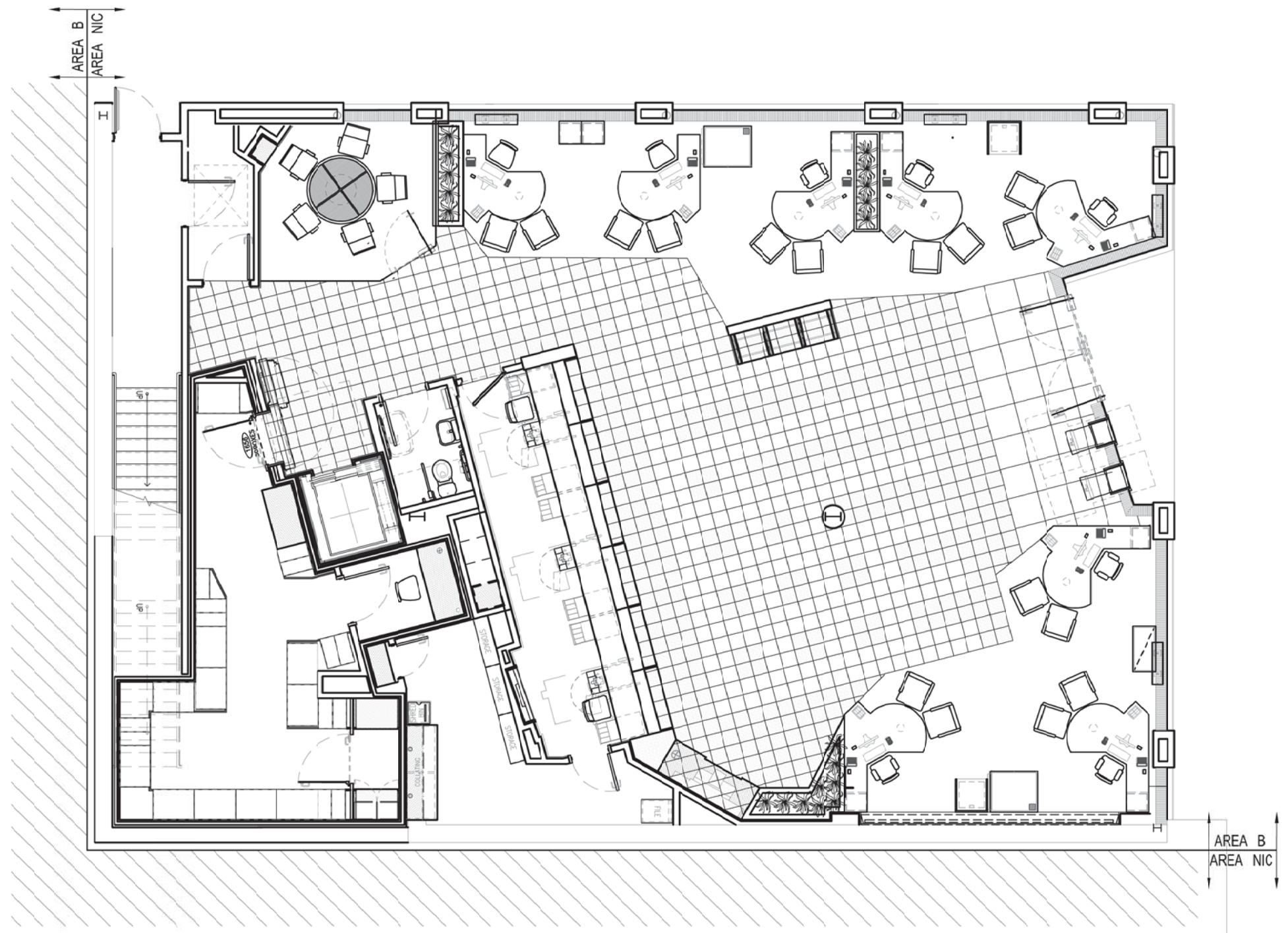
NO.	DATE	ISSUED	BY
1	12/27/14	BUILD CONTROL	REW PM
2	07/27/15	BUILD CONTROL	REW PM
3	07/27/15	BUILD CONTROL	REW PM
4	07/27/15	ISSUE	REW PM
5	07/27/15	ISSUE	REW PM
6	07/27/15	ISSUE	REW PM
7	07/27/15	ISSUE	REW PM
8	07/27/15	ISSUE	REW PM
9	07/27/15	ISSUE	REW PM
10	07/27/15	ISSUE	REW PM
11	07/27/15	ISSUE	REW PM
12	07/27/15	ISSUE	REW PM
13	07/27/15	ISSUE	REW PM
14	07/27/15	ISSUE	REW PM
15	07/27/15	ISSUE	REW PM
16	07/27/15	ISSUE	REW PM
17	07/27/15	ISSUE	REW PM
18	07/27/15	ISSUE	REW PM
19	07/27/15	ISSUE	REW PM
20	07/27/15	ISSUE	REW PM
21	07/27/15	ISSUE	REW PM
22	07/27/15	ISSUE	REW PM
23	07/27/15	ISSUE	REW PM
24	07/27/15	ISSUE	REW PM
25	07/27/15	ISSUE	REW PM
26	07/27/15	ISSUE	REW PM
27	07/27/15	ISSUE	REW PM
28	07/27/15	ISSUE	REW PM
29	07/27/15	ISSUE	REW PM
30	07/27/15	ISSUE	REW PM
31	07/27/15	ISSUE	REW PM
32	07/27/15	ISSUE	REW PM
33	07/27/15	ISSUE	REW PM
34	07/27/15	ISSUE	REW PM
35	07/27/15	ISSUE	REW PM
36	07/27/15	ISSUE	REW PM
37	07/27/15	ISSUE	REW PM
38	07/27/15	ISSUE	REW PM
39	07/27/15	ISSUE	REW PM
40	07/27/15	ISSUE	REW PM
41	07/27/15	ISSUE	REW PM
42	07/27/15	ISSUE	REW PM
43	07/27/15	ISSUE	REW PM
44	07/27/15	ISSUE	REW PM
45	07/27/15	ISSUE	REW PM
46	07/27/15	ISSUE	REW PM
47	07/27/15	ISSUE	REW PM
48	07/27/15	ISSUE	REW PM
49	07/27/15	ISSUE	REW PM
50	07/27/15	ISSUE	REW PM

FIELD APPLIED RENDER

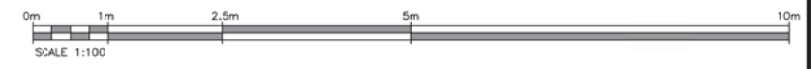


① PROPOSED REAR COURTYARD ELEVATION





1 PROPOSED GROUND FLOOR AREA



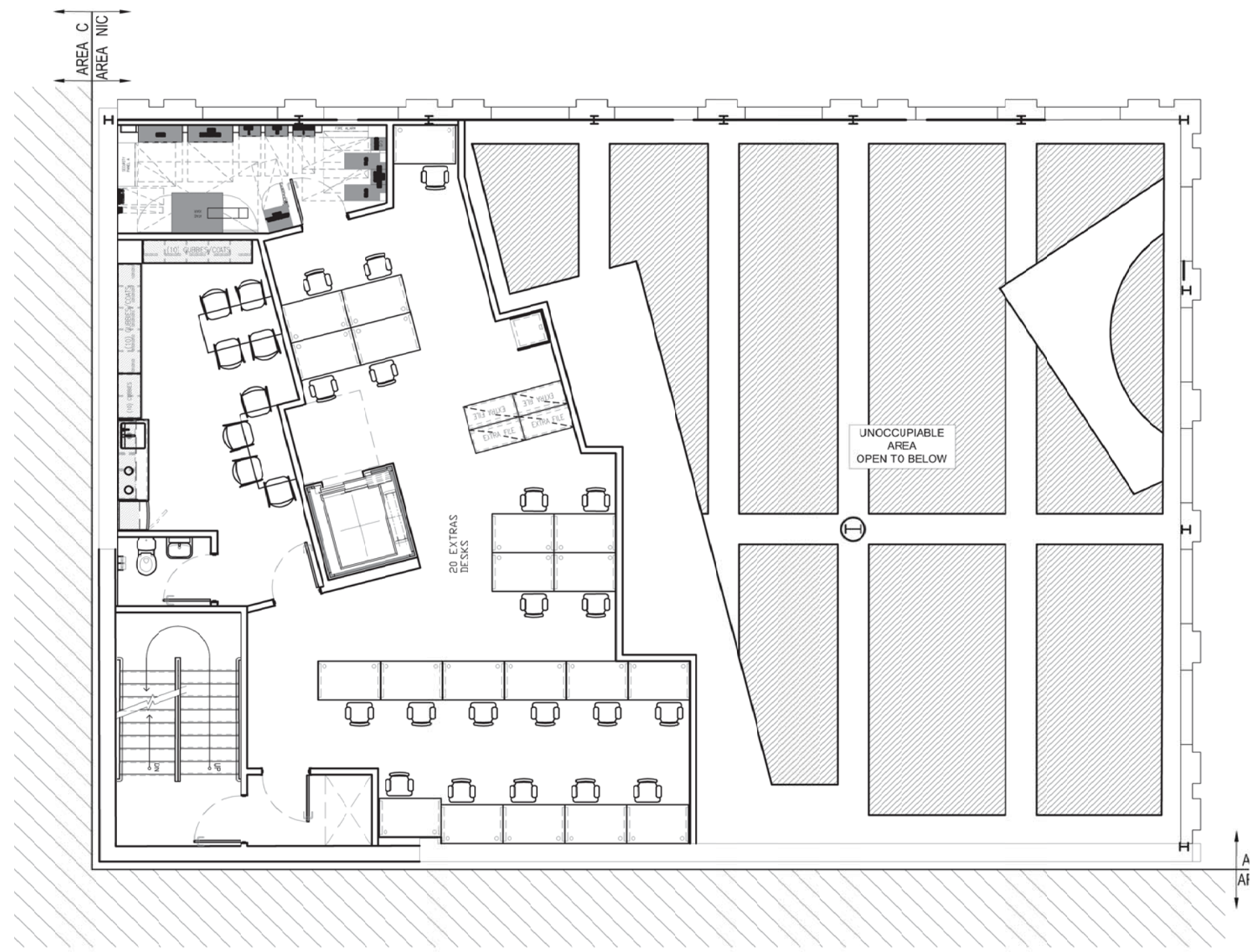
ISSUE OR REVISIONS

NO.	DATE	DESCRIPTION	BY
1	06/16/14	ISSUED	PM/PM
2	12/23/14	BUILD CONTROL REV	PM/PM
3	01/28/15	BUILD CONTROL REV	PM/PM
4	01/29/15	PTF RELEASE	PM/PM
5	02/27/15	PLANNING ISSUE	PM/PM
6	04/17/15	PLANNING ISSUE	PM/PM
7	07/07/16	PLANNING ISSUE	PM/PM
8	07/17/16	PLANNING ISSUE	PM/PM

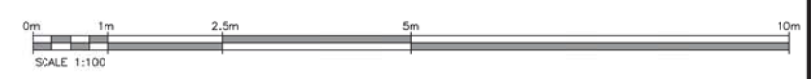


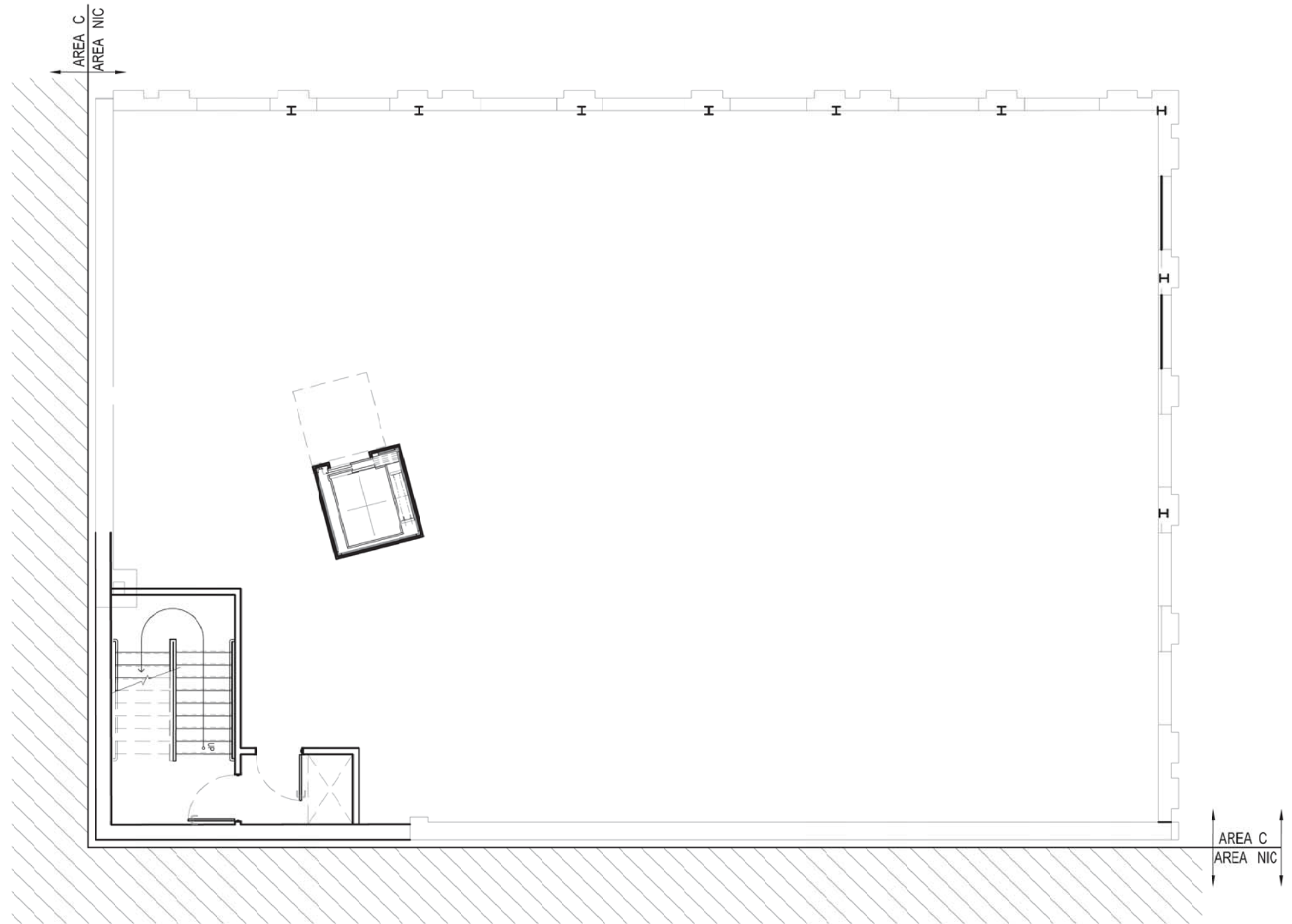
ISSUE OR REVISIONS

1/06/14	ISSUED	PM	PM
2/12/14	BUILD CONTROL REV	PM	PM
01/28/15	BUILD CONTROL REV	PM	PM
2/10/15	PTF RELEASE	PM	PM
3/02/15	PLANNING ISSUE	PM	PM
4/04/15	PLANNING ISSUE	PM	PM
5/07/16	PLANNING ISSUE	PM	PM
6/07/16	PLANNING ISSUE	PM	PM

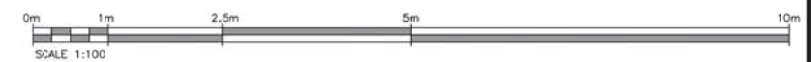


1 PROPOSED FIRST FLOOR AREA





① PROPOSED SECOND FLOOR AREA

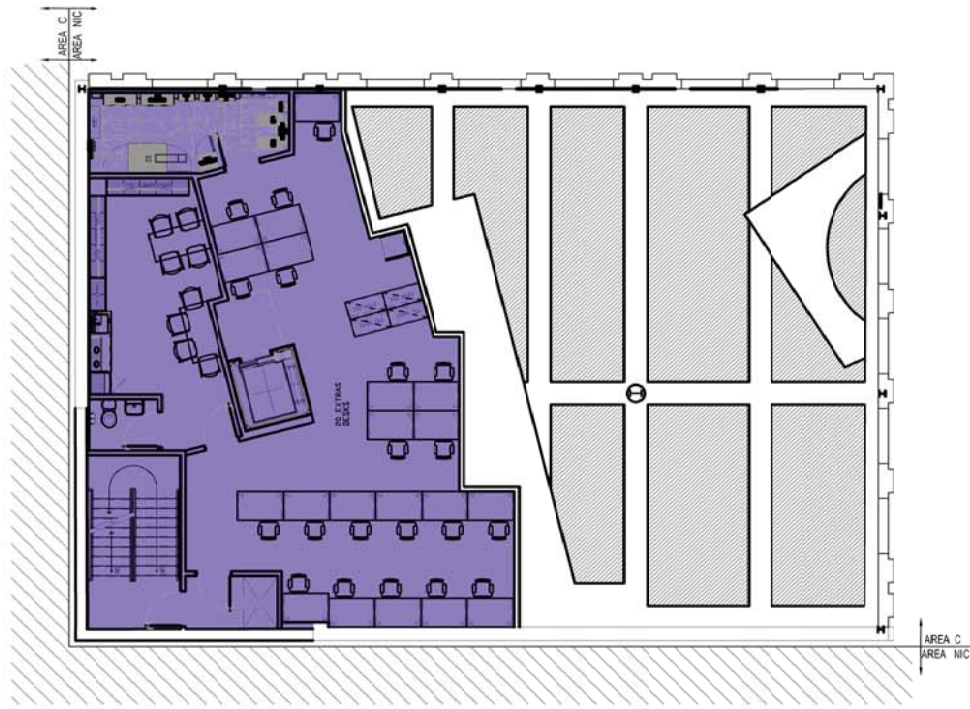


ISSUE OR REVISIONS

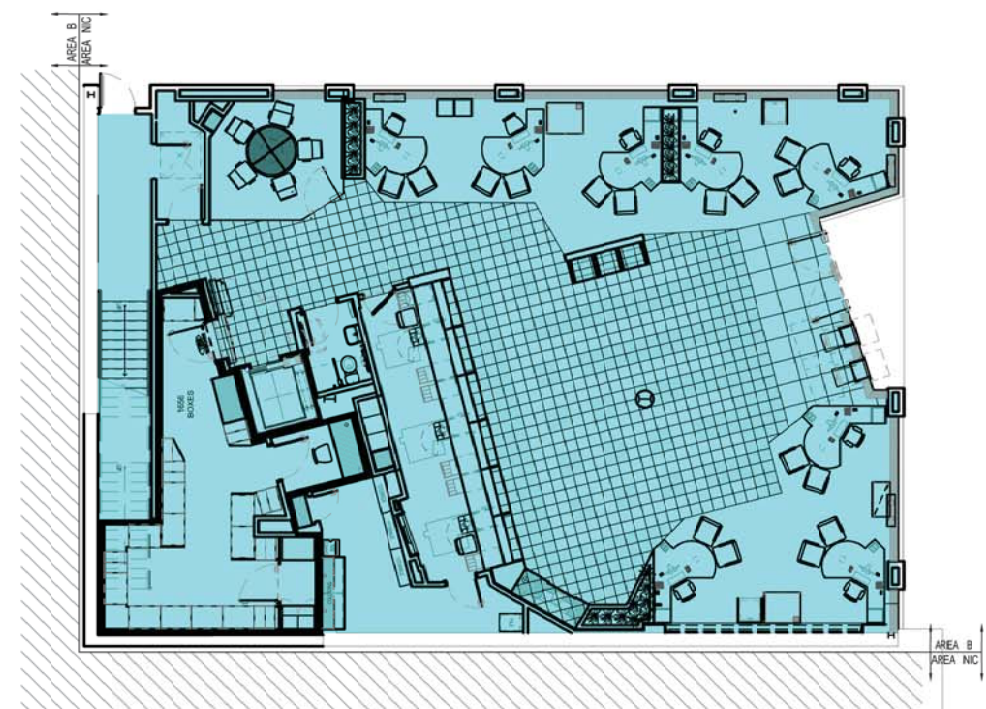
1	06/16/14	ISSUED	PM	PM
2	12/23/14	BUILD CONTROL REV	PM	PM
3	01/28/15	BUILD CONTROL REV	PM	PM
4	01/29/15	PTF RELEASE	PM	PM
5	02/17/15	PLANNING ISSUE	PM	PM
6	02/07/16	PLANNING ISSUE	PM	PM
7	02/17/16	PLANNING ISSUE	PM	PM

METRO BANK
UNITED KINGDOM
ENFIELD
1,2,&3 MARKET CHAMBERS
ENFIELD EN2 6AA

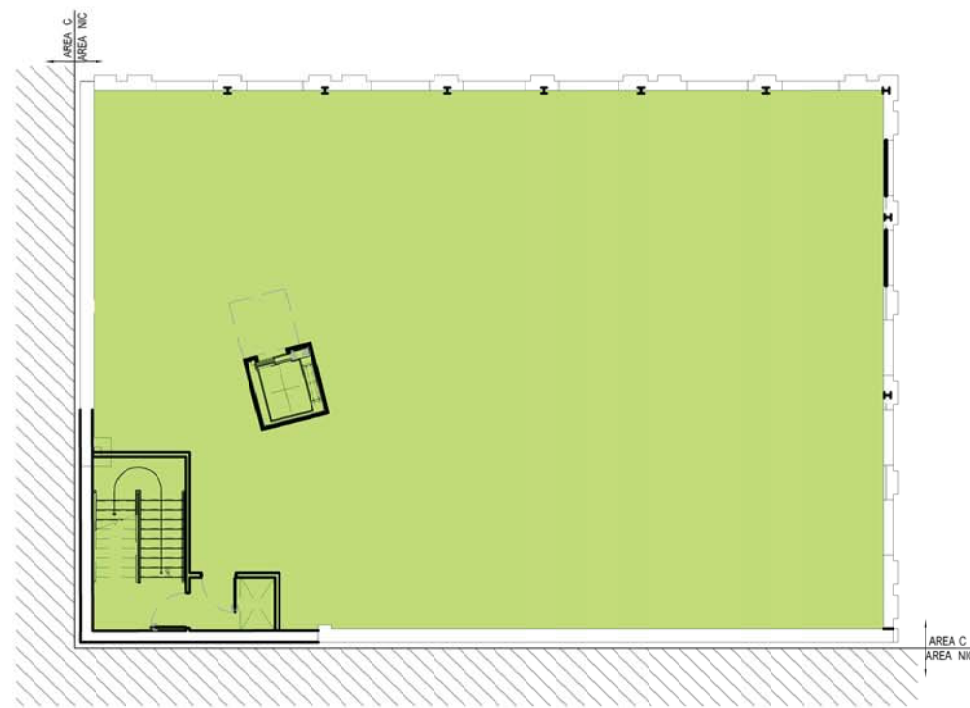
PROPOSED SECOND FLOOR PLAN	
PROJECT NO.	DWG NO.
SCALE: 1:100	DATE: 12/23/14
A1.3	



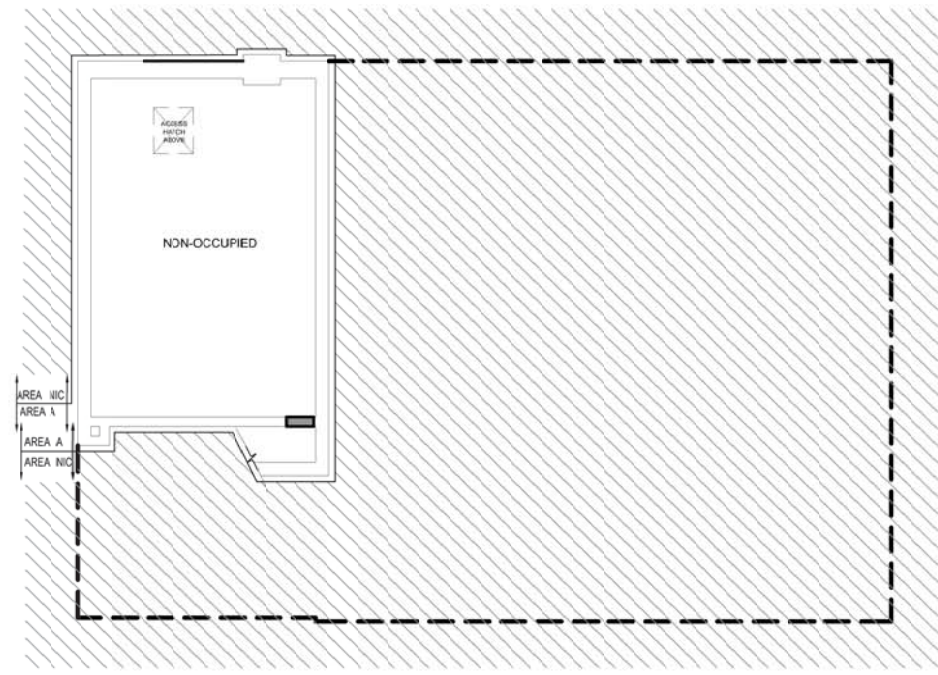
④ PROPOSED FIRST FLOOR BUILDING AREA



② PROPOSED GROUND FLOOR BUILDING AREA

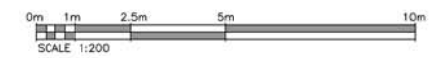


③ PROPOSED SECOND FLOOR



① PROPOSED BASEMENT FLOOR BUILDING AREA

EXISTING BUILT AREA IN ALTERNATE DEMISE		
NON OCCUPIABLE AREA OPEN TO BELOW		
PROPOSED BASEMENT FLOOR AREA :	0.0 SQFT	0.0 SQM
PROPOSED GROUND FLOOR AREA :	3177.0 SQFT	295.2 SQM
PROPOSED FIRST FLOOR AREA :	1413.8 SQFT	131.3 SQM
PROPOSED SECOND FLOOR AREA :	3206.6 SQFT	297.9 SQM
TOTAL PROPOSED FLOOR AREA :	7797.4 SQFT	724.4 SQM



ISSUE OR REVISIONS

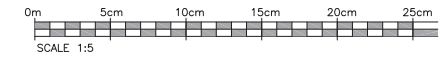
1/06/14	ISSUED	PM	PM
1/22/14	BUILD CONTROL REV	PM	PM
01/28/15	BUILD CONTROL REV	PM	PM
2/01/15	PTF RELEASE	PM	PM
3/02/15	PLANNING ISSUE	PM	PM
4/04/15	PLANNING ISSUE	PM	PM
5/07/16	PLANNING ISSUE	PM	PM
6/07/16	PLANNING ISSUE	PM	PM



⑤ ILLUMINATED ATM SIGNAGE (LOWER)



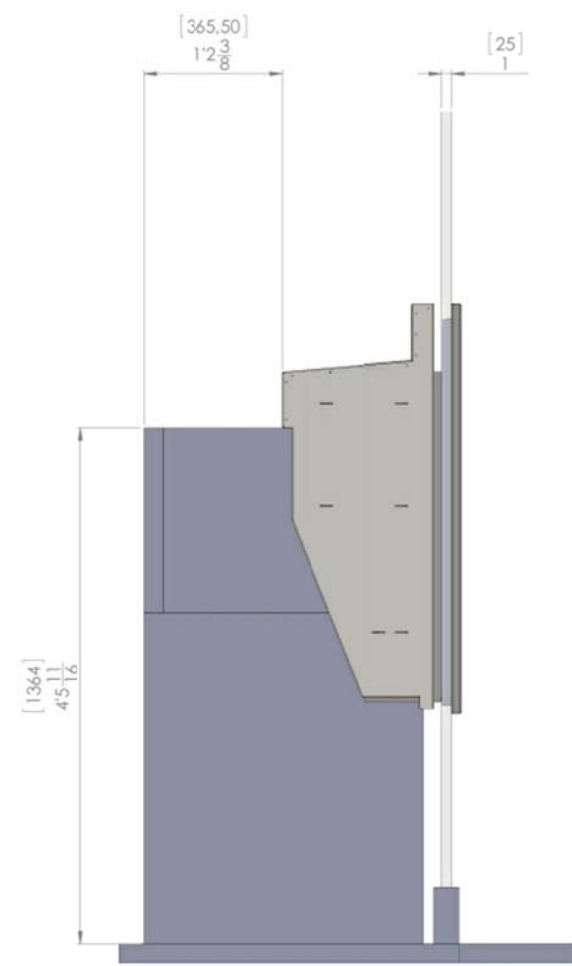
④ ILLUMINATED ATM SIGNAGE (UPPER)



**WINCOR
 NIXDORF**
ProCash 1500xe



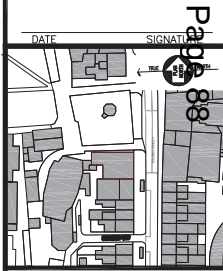
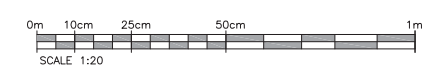
③ ATM AXONOMETRIC



② ATM SECTION THROUGH STOREFRONT

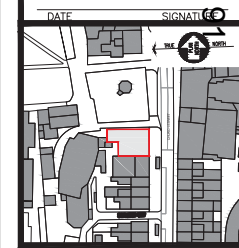


① ATM FRONTELEVATION VIEW



ISSUE OR REVISIONS

12/23/14	BUILD CONTROL	REVW	PM	PM
01/20/15	BUILD CONTROL	REVW	PM	PM
11/02/15	PLANNING	ISSUE	PM	PM
2/02/16	PLANNING	ISSUE	PM	PM



ISSUE OR REVISIONS

1	06/16/14	ISSUED	PM	PM
2	12/23/14	BUILD CONTROL REV	PM	PM
3	01/20/15	BUILD CONTROL REV	PM	PM
4	01/29/14	FFR RELEASE	PM	PM
5	02/27/15	PLANNING ISSUE	PM	PM
6	04/13/15	PLANNING ISSUE	PM	PM
7	08/17/15	RE-ISSUE	PM	PM
8	11/04/15	RE-ISSUE	PM	PM
9	02/04/16	RE-ISSUE	PM	PM
10	02/17/16	PLANNING ISSUE	PM	PM
11	06/02/16	RE-ISSUED	PM	PM
12	10/06/16	RE-ISSUED	PM	PM



102mm POLISHED STAINLESS GLAZING SHOE
SATIN STAINLESS STEEL CLAD CILL
38mm POLISHED STAINLESS STEEL STEPPED BAND

BLUE NON-ILLUMINATED SIGNAGE BACKGROUND
MATERIAL: POWDER COATED ALUMINUM

102mm POLISHED STAINLESS GLAZING SHOE
SATIN STAINLESS STEEL CLAD CILL
38mm POLISHED STAINLESS STEEL STEPPED BAND
38mm SATIN STAINLESS STEEL STEPPED BAND

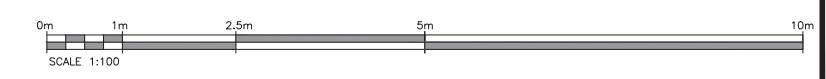
660mm ILLUMINATED CHANNEL LETTER 'M' LOGO WITH ILLUMINATED WHITE ACRYLIC LETTERING
BLUE NON-ILLUMINATED SIGNAGE BACKGROUND
MATERIAL: POWDER COATED ALUMINUM

FIELD APPLIED PANELIZED RENDER WITH 19MM SATIN STAINLESS REVEALS (TYPICAL)
19mm CLEAR TEMPERED GLAZING

FIELD APPLIED PANELIZED RENDER WITH 19MM SATIN STAINLESS REVEALS (TYPICAL)
FIELD APPLIED LIMESTONE RENDER BASE

SIMILAR TIMBER DOOR TO BE INSTALLED TO MATCH EXISTING

1 PROPOSED MARKET SQUARE ELEVATION



PROPOSED MARKET SQUARE ELEVATION	
PROJECT NO.	DWG NO.
SCALE: 1:100	SHEET: A3
DATE: 12/23/14	A3.1

This page is intentionally left blank

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 28 March 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Sharon Davidson

Ward:
Upper Edmonton

Ref: 16/01197/RE3

Category: LBE - Dev by others

LOCATION: Meridian Water, Willoughby Lane And, Meridian Way, London

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

Applicant Name & Address:
Mr John Baker
London Borough Of Enfield
Civic Centre
Silver Street
Enfield
EN1 3ES

Agent Name & Address:
Mr C Tunnell
Ove Arup And Partners Ltd
13 Fitzroy Street
London
W1T 4BQ

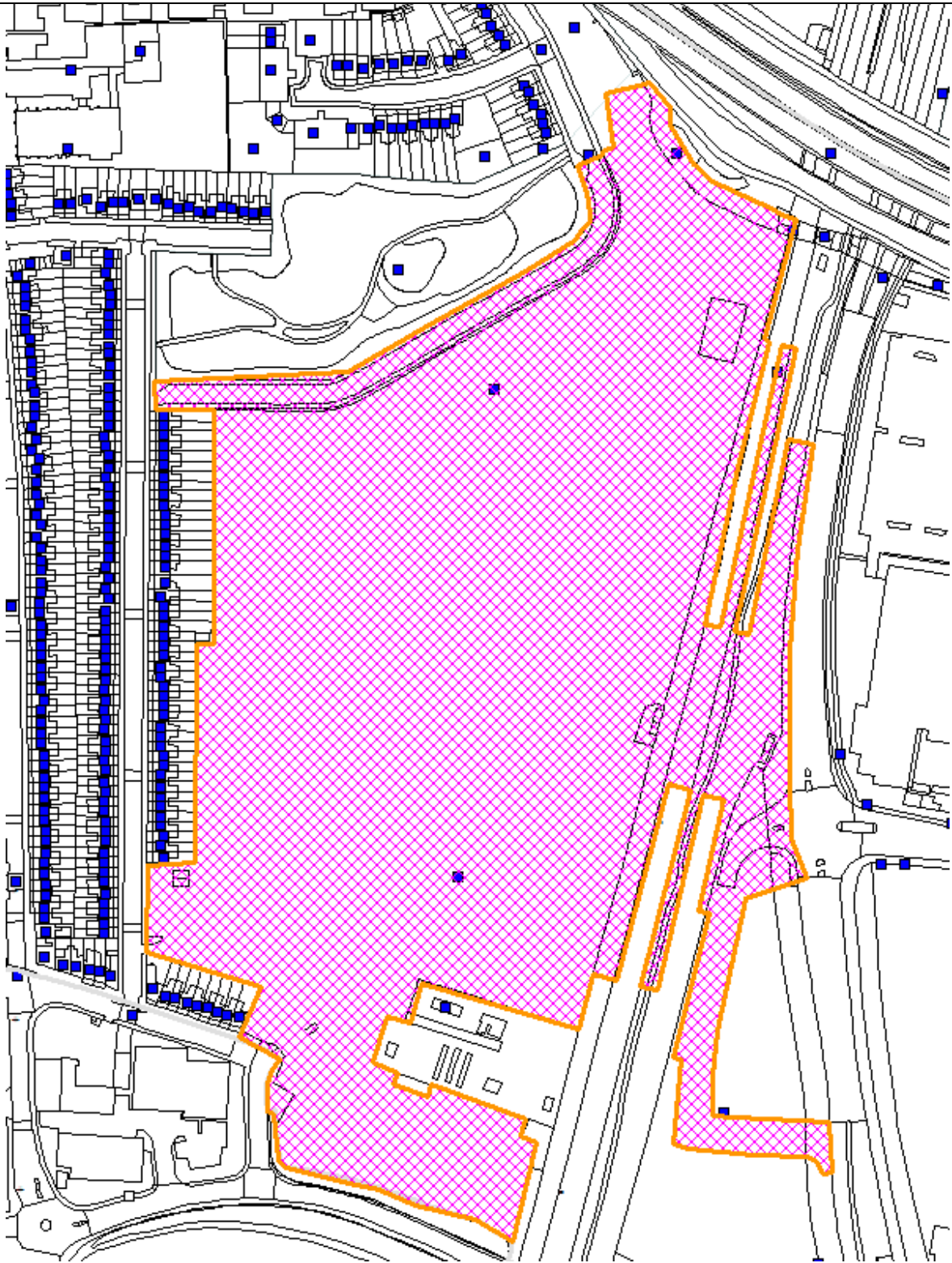
RECOMMENDATION:

That, subject to referral to the Great London Authority, the Head of Development Management / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions to cover the following issues:

NOTE FOR MEMBERS

This application is being reported back to Planning Committee to update Members on some changes that have been made to the application since its initial consideration in June 2016 and Members resolution then to grant outline planning permission subject to a S106 Agreement and conditions.

Ref: 16/01197/RE3 LOCATION: Meridian Water, Willoughby Lane And, Meridian Way, London



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:1250

North



1 Site and Surroundings

- 1.1 The application site extends to approximately 8 hectares of land and comprises the former gas holder site on Willoughby Lane on the west side of the railway line, part of the site known as the 'tear drop' site Meridian Way (on the east side of the railway line) and much of the intervening railway land and sidings. The site includes a small stretch of Pymmes Brook to the north.
- 1.2 The site extends from the North Circular Road to the north, to Leaside Road to the south. It bounds Albany Road and the site of the proposed new Meridian Angel Primary School on Ladysmith Open Space to the north west. Residential properties in Kimberley Road and Willoughby Lane bound the site to the west; Meridian Way forms the eastern boundary. The site wraps around an operational pressure reduction station (PRS), owned by National Grid Gas, and which for the present time will remain in situ and operational.
- 1.3 The site sits within an area comprising a range of land uses. To the west lie predominantly residential properties and the soon to be relocated Meridian Angel Primary School (the new school is presently under construction on the former Ladysmith Open Space);the Frederick Knight Sports Ground and a mix of industrial and residential uses to the south beyond Leaside Road and located within the London Borough of Haringey; to the east by large retail units in the form of Tesco's and Ikea; and to the north beyond the North Circular Road, Kenninghall Open Space and a metal and waste recycling plant.
- 1.4 The site adjoins the Borough boundary with the London Borough of Haringey to the south

2 Background

- 2.1 The application was originally reported to the Planning Committee meeting of 28th June 2016 where Members resolved to grant outline planning permission granting the Head of Development Management and/or the Planning Decisions Manager delegated authority to finalise the wording of planning conditions and the S106 Agreement. A copy of the original report to Planning Committee can be found at Appendix 1. The resolution to grant was subject to no direction being received from the Mayor of London following the referral of the application.
- 2.2 The heads of term of the S106 agreement remain as per the original report (para 6.19.3, Appendix 1) with the exception of the minimum requirement for Affordable Housing as detailed in sections 7.5 and 7.6 of this report. The conditions listed in the original report have been further developed in consultation with the applicant, Network Rail (who will bring forward the station) and the Environment Agency since the original report to Committee. These draft conditions can be found at Appendix 2 and are subject to further refinement in accordance with the recommendation which seeks to retain delegated authority to amend, add or delete conditions as considered necessary by the Head of Development Management/Planning Decisions Manager.
- 2.3 Engagement with the applicant team has identified delivery issues and this has influenced the structure of the conditions. It is expected that the development will be delivered by two separate parties: the station by Network Rail; and the remaining development by LBE and the Master Developer. Given this, and the fact that the site is physically divided by the railway line, the conditions have been structured to allow

a separation of the station-related development from the remainder of the residential, retail and community elements of the development. As such the conditions are split into 'site-wide' conditions which apply to the whole of the Phase 1 application site, 'Main-site' conditions, which apply to the site west of the railway and the 'station site' conditions which apply to the development associated with the station.

3 Proposed Revisions

- 3.1 Since the application was considered at Planning Committee a number of changes have been made to the application including an adjustment to the extent of Network Rail's railway platforms. This change has resulted in a need to amend the red line boundary of the application site and therefore update associated parameter plans to take account of the revised site boundary.
- 3.2 In addition, following the resolution to grant, discussions with the Mayor have resulted in a revision to the affordable housing provision and mix detailed further below. Additional amendments to the originally reported application include changes to the content of the Design Code that will inform the future reserved matters proposals, amendments to the ecological mitigation and in particular the proposals for the ecological corridor running parallel with the railway line.
- 3.3 No changes are proposed to the quantum, scale or access to the development and all other matters other than those outlined above (and detailed below) remain as set out in the original application which Members resolved to grant (Appendix 1).

Red Line Boundary

- 3.4 The original red line of the application site followed the boundary of the Willoughby Lane site to the west of the West Anglia Main Line (WAML) and also included the platforms to service the new Meridian Water station, and an element for the teardrop site to the east of the WAML, which was for the access road to the station.



Figure 2 – Original red line boundary for Meridian Water Phase 1 Application

- 3.5 In response to capacity issues identified along the WAML from Angel Road to Tottenham Hale, Network Rail proposals for a new third track between Stratford and Angel Road have been approved. The additional track will enable new services to run along this corridor with an aspiration to deliver the Mayor's vision for a minimum of four trains per hour at each station in London.
- 3.6 The original positioning of the red line boundary around the proposed platforms to service Meridian Water Station was informed by Network Rail's early proposals for the new alignment of the WAML. As part of the original upgrade proposals, Network Rail looked to straighten (or slue) the existing tracks between Leaside Road and Pymmes Brook in order to reach the required running speeds for the line. This proposal for WAML alignment informed the positioning of the Meridian Water station building and associated platforms.
- 3.7 During a WAML route-wide value-engineering exercise, Network Rail identified that, after further investigation, the required running speeds could be achieved on the existing lines without the need to slue the tracks. The cost saving of this amendment was identified as significant. Network Rail therefore amended the WAML alignment to retain the existing alignment through the application site.
- 3.8 As a result of this change to their proposals, the Meridian Water station and platforms would shift eastwards to fit with the new (existing) alignment of the WAML. It is proposed, therefore, that the red line boundary for Meridian Water Phase 1 is amended to reflect this change.
- 3.9 The proposed new location of the station and platforms is approximately 4.5 metres east of its position of the location shown on the originally submitted drawings considered by Members. In addition, it is proposed rather than following the platform outline, an envelope is created to ensure that any future amendments to the route alignment required by Network Rail can be accommodated. The revised boundary line can be seen in Figure 3 below.

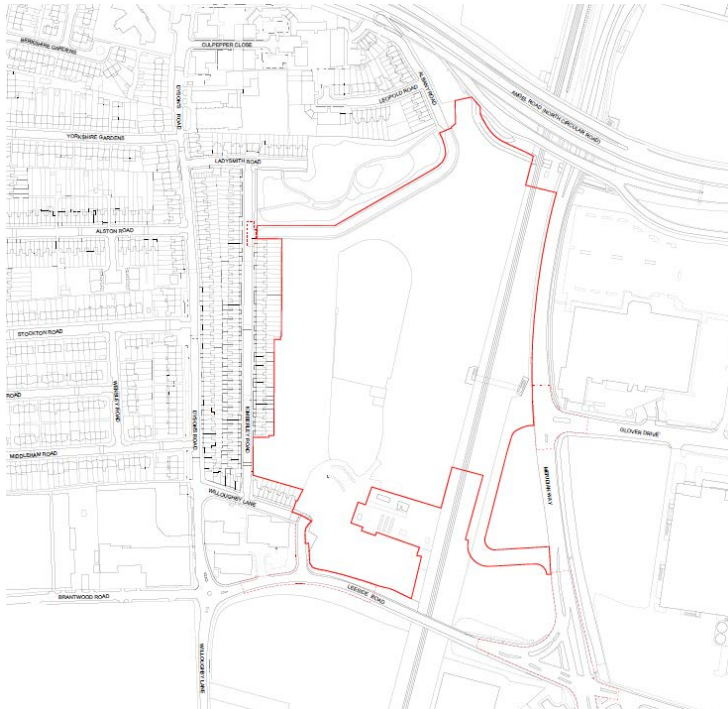


Figure 3 – Revised red line boundary for Meridian Water Phase 1 Application

Design Code

- 3.10 The Design Code formed part of the original application submission considered by Members at Committee in June 2016. This document would form part of the approved documents attached to the planning permission once granted and which Reserved Matters Applications would be required to be in accordance with (as secured by planning condition). The document itself sets out the specific design rules and requirements for the development, and provides reassurance of the design quality that will be achieved.
- 3.11 A number of minor changes are proposed to the content of the Design Code following a joint review by LBE and their Development Partner (Barratts) against matters of deliverability and feasibility. A number of other minor amendments have been made to the wording in the document to include corrections of previous typing errors.
- 3.12 A table of the principal changes to the documents can be found in Appendix 3.

Ecological Corridor

- 3.13 The original proposals included a continuous wildlife/ ecological corridor running North-South through the application site. This was proposed as a mitigation measure against adverse ecological impacts identified in the Environmental Statement (ES, MW12). The corridor was originally proposed to run underneath the Meridian Station Building and access steps. However, on further review by the applicant, the feasibility of continuing the route under the station building is not possible due to maintenance and access issues, design implications and viability constraints.
- 3.14 The applicant therefore seeks to incorporate a break in the corridor of approximately 25m in length around the station. This will therefore provide an ecological corridor of a minimum of 6m in width of contiguous with the railway line, north-south through the

application site, except for around the station. Recognising that this break will result in adverse impacts on the railway corridor's function as a wildlife corridor additional mitigation measures are proposed by the applicant. These measures include:

- Tree planting particularly around the station square to enable tree canopy connectivity;
- Creation of habitat 'stepping stones';
- Site-wide ecological connectivity plan;
- Site-wide monitoring and maintenance strategy.

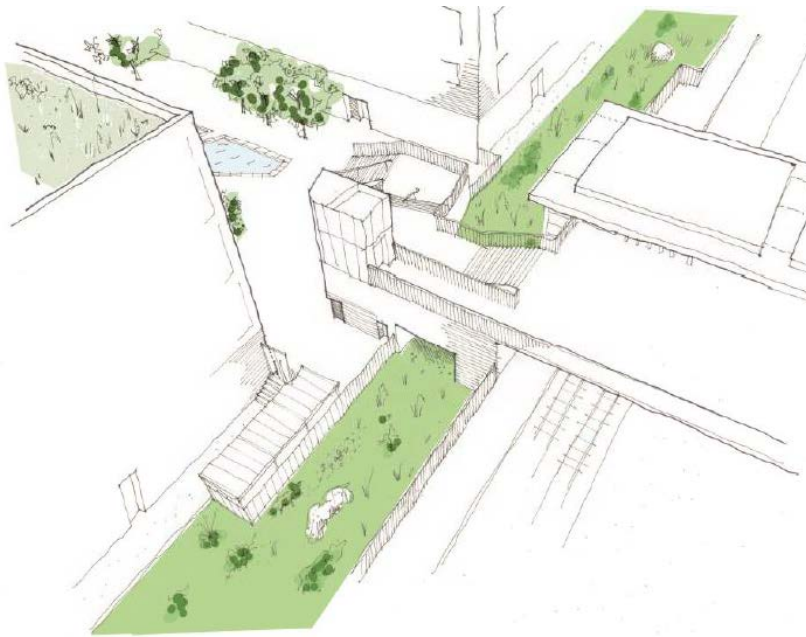


Figure 4: Visualisation of original proposal for continuous ecological corridor under station access

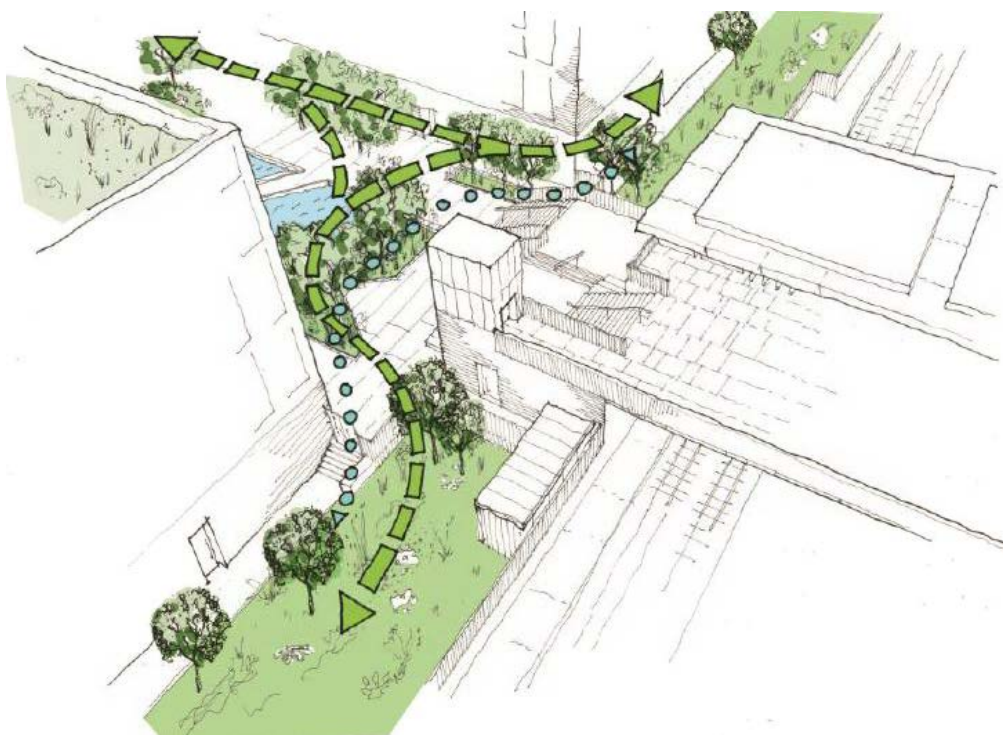


Figure 5: Visualisation of proposed mitigation for station square

Affordable Housing Mix

- 3.14 The scheme presented to Member's in June 2016 proposed a minimum of 25% affordable housing (by unit number). Since the resolution to grant consent, the GLA have raised concerns with the mix and amount of affordable housing proposed and have requested that the level of provision across the site is increased to 35%, based on habitable rooms. The Council's development partner has also undertaken a review of the likely market and demand for units as part of the phase.
- 3.15 The previously agreed mix in the affordable tenure as set out in the Planning Committee Report (Appendix 1) is set out below:
- A minimum of 25% of the total number of Residential Units on the Development Site will be provided as Affordable Housing.
 - Affordable residential units shall be provided in accordance with the unit-size mix targets set out below:
 - Between 20-30% 1b2p units
 - Between 20-30% 2b3p-2b4p units, of which a minimum of 30% of the affordable rented 2-bed units shall be 2b4p
 - A minimum of 45% family units (3b+) of which no more than 20% of the affordable rented 3-bed units shall be 3b4p
 - A minimum of 5% all family units (3b+) shall be 4b+ units, of which a minimum of 20% of the affordable rented 4+bed units shall be larger than 4b7p
- 3.16 The revised parameters for the affordable housing mix is set out below and would be secured through the s106 legal agreement:
- A minimum of 25% of the total number of residential units (and no less than 35% of the total number of habitable rooms) on the site are to be provided as

affordable housing of which at least 40% shall be for affordable rent and social rent and 60% shall be as intermediate housing units

- Within the affordable units the following mix parameters would be complied with:
 - Between 20-30% 1b2p units
 - Between 20-30% 2b3p-2b4p units, of which all of the affordable rented 2-beds shall be 2b4p
 - A minimum of 35% of affordable rented units a mix of 2b4p and 1b2p units
 - A minimum of 40% family units (3b+) of which none of the affordable rent 3 bed units shall be 3b4p or less and no more that 50% of the affordable rent 3 bed units shall be 3b5p
 - A minimum of 5% of all family units (3b+) shall be 4b+ units, of which a minimum of 20% of the affordable rented 4 bed units shall be larger than 4b7p

- 3.17 Changes are also proposed to the private mix from that previously reported following a review by the Council's development partner. The principal changes are an increase in the number of potential studio units and a decrease in the number of potential 3b-4b units as detailed below.

Previously Proposed Private Mix:

- Up to 15% studio units
- Between 35-45% 1b2p-2b3p units
- Between 25-35% 2b4p units
- A minimum of 15% 3b-4b units

Revised Private Mix

- Up to 20% studios;
- Between 40-50% 1b2p;
- Between 25-35% 2b4p;
- Minimum 5% family units (3b+).

Environmental Statement

- 3.19 The proposal development is EIA development and as such the application is supported by an Environmental Statement (ES). The Environmental Statement considers the likely significant effects of the proposed development in the context of other local developments likely to come forward, as well as the cumulative effects that may result from the proposed development and these other developments.

- 3.20 The topics addressed in the ES are:

- Transport
- Air Quality
- Archaeology
- Daylight sunlight and shadow
- Ecology and biodiversity
- Environmental Wind
- Ground conditions and contamination
- Noise and vibration
- Socio-economic effects
- Television and radio interference
- Townscape and visual impact

- Water resources and flood risk

3.21 The revisions proposed have necessitated an updated assessment in respect of Ecology and Biodiversity and an updated chapter of the ES on this topic area has been submitted. With this exception, no further environmental information to that previously provided has been submitted with the proposed revisions as these are considered to be minor in nature and would not alter the conclusion that the proposal's environmental impact, subject to mitigation, is acceptable.

4 Relevant Planning Decisions

4.1 The relevant planning history is detailed in part 3 of the original report (Appendix 1). Since the resolution to grant was made, the proposed Development Consent Order for the North London Heat and Power Project (para 3.5) has been approved by the Secretary of State (24/02/2017).

5 Consultations

5.1 Statutory and non-statutory consultees

On receipt of the revisions to the application the Planning Authority undertook a further period of consultation with statutory and non-statutory consultees regarding the changes. The following responses were received:

Greater London Authority

5.1.1 The GLA wrote in response to the amendments and stated that the issues raised at Stage 1 (see para 4.1.1, Appendix 1) in relation to housing, urban design, transport and climate change had been satisfactorily addressed. In their letter they confirmed that the amendments do not raise any new strategic planning concerns and noted that the final affordable housing offer is subject to confirmation in discussion with the GLA and Council officers and that the application will subject to referral to the Mayor again following any Council resolution on the application.

Environment Agency

5.1.2 The EA welcomed that the extent of the main and station sites will be defined through planning condition. They confirmed that the remaining amendments did not raise any further issues within their remit and therefore had no further comments to make.

Ecology

5.1.3 As per the original documentation, the revised proposals and associated environmental information in relation to Ecology and Biodiversity have been reviewed by an independent ecological consultant. The original comments from the consultant can be found at para's 4.1.67-82 of the report at Appendix 1.

5.1.4 In response to the revised proposals the consultant has advised that whilst the ES states that the residual impact will be significantly negative at the borough level for less mobile species reliant on unbroken connectivity of habitats, this impact will be mitigated for by the new tree and landscape planting that will create 'stepping stones' across the gap.

- 5.1.5 The consultant has advised that the proposed mitigation will minimise any residual impact and is also a proportionate response to the impact. Further conditions have been recommended to ensure that details of the rail side habitat corridor are submitted as well as limiting the length of time where a 'gap' is experienced.

5.2 Public

Consultation on planning application following amendments

- 5.2.1 Letters were sent to the occupiers of 656 properties on 31/01/2017 advising them of the revisions and inviting comments. No responses have been received.

6 Relevant Policy

- 6.1 The relevant national, regional and local policy framework is detailed in section 5 of the original report. There have been no material changes to the national and regional policy context since the application was originally reported to Members.
- 6.2 In terms of local policy, the former Central Leaside Area Action Plan and the evidence base thereto has been the subject of review following an increase in the Borough housing target, confirmation of the award of Housing Zone funding and planned public transport improvements. The Council has also now selected a Master Developer which has set out a long-term aspiration to provide 10,000 new homes and over 6,000 net new full time jobs. As a part of the review the plan has been renamed the Edmonton Leaside Area Action Plan (ELAAP). The Proposed Submission ELAAP was approved by full Council on 25th January 2017 for public consultation. Public consultation began on 15th March 2017 and runs until 28th April 2017.
- 6.3 Whilst this plan has not yet been adopted it does carry some weight, although this is more limited given it has yet to go through public consultation and examination in public. The following policy from the ELAAP is of relevance in the light of the changes proposed to the application and set out in this report.

EL1 – Housing in Meridian Water:

Affordable housing – this seeks to ensure that affordable housing is maximised and that all residential development proposals achieve a minimum of 35% affordable housing, measured as a proportion of the total number of units, or in part based upon the proportion of habitable rooms.

Housing Mix – For initial phases of Meridian Water, development proposals must deliver a minimum of 25% of 3+bed dwellings and opportunities to deliver a higher proportion must be explored.

7 Analysis

7.1 Principle of Development

- 7.1.1 The principle of development, the scale and quantum, together with the impact on neighbouring properties and on local highway conditions is discussed in detail in the original report and has been established as acceptable through the Committee Resolution to grant planning permission subject to conditions and a S106 Agreement

at the Committee on 28th June 2016. Therefore, this section focuses solely on the revisions that have been made following the resolution to grant as described above in section 3 of this report.

7.2 Red Line Boundary

- 7.2.1 The proposed amendment to the red line would incorporate a relatively small area of land to the east of the existing railway line on which there are no existing buildings or structures. Furthermore, there are no additional land owners other than those previously identified in the original application.
- 7.2.2 Officers have considered whether the incorporation of this additional land would result in any significant adverse impacts on the environment other than those previously identified (and mitigated for) in the Environmental Statement submitted with the original application. Given the relatively minor changes to the boundary in the context of the wider site it is reasonable to conclude that there would be no adverse environmental impacts resulting from the revision.
- 7.2.3 The applicant's consultant, responsible for preparing the original ES, has also confirmed that there would be no significant or adverse environmental impacts from the proposed amendment when considered with the existing development as a whole. Furthermore, the additional land will be required to comply with the environmental mitigation measures identified in the Environmental Statement.

7.3 Design Code

- 7.3.1 Given the application is in outline form, the Design Code provides detailed design guidance to ensure that as the detailed phases come forward, a sufficiently high quality approach is taken to detailed design matters as well as architectural form. The proposed amendments to the code are relatively minor in nature and do not alter the key principles in the code that guarantee the quality of the architecture, materials or detailing that will be achieved. In addition, some additional text has also been added providing further guidance on the design of the street scape and buildings.
- 7.3.2 The Design Code continues to secure that materials will be of brick and masonry, with no render or panel treatments on primary facades, and trim and detailing will be of metal not plastic. There are also no changes to the details such as a minimum of 210mm window reveals, rooftop services to be hidden, solid drained balcony floors, and all drainage and downpipes to be hidden, which ensure a good quality of detailing will be achieved as in the original version of the document. As per the original officer recommendation, conditions are recommended requiring details of proposed finishing materials, including sample panels being constructed on site, together with larger scale sections through typical panels are agreed with the LPA to ensure the guidelines in the design code are evidenced in the reserved matters submission.

7.4 Ecology

- 7.4.1 Local DMD Policy 76 designates a series of 'Wildlife Corridors' across the borough. One of which is the corridor that runs along the eastern edge of the Willoughby Lane site, along the WAML corridor. The corridor acts as green infrastructure and an ecological habitat to support the functionality of the adjacent Tottenham Hale to Northumberland Park Railsides Site of Borough Importance for Nature Conservation.

7.4.2 The original assessment found that the loss of rail side habitats from the station building and associated platform footprints together with the placement of a bridging structure across the rail corridor would break the connectivity of the current habitat on the rail corridor, reducing its function as a Wildlife Corridor at this point. The original ES states that a corridor of approximately 6m in width would be provided to mitigate the negative impacts associated with the development. As such, a continuous corridor was proposed in order to mitigate the identified impact.

7.4.3 The proposed amendment to 'break' the corridor beneath the railway bridge would therefore disrupt the ecological corridor which was proposed as direct mitigation for adverse environmental impacts. The applicant has provided an updated chapter of the ES to consider the impact of this change and has proposed additional mitigation measures in order to address them. The additional mitigation measures proposed around the station square in particular includes tree canopy connectivity to encourage movement by more mobile species around the break.

7.4.4 Additional site-wide mitigation measures include:

- On-site green spaces designed to sit contiguous with or within stepping stone distance of other semi-natural habitats;
- Distances between green space will be minimised;
- Habitat composition will include a diverse range of habitat types to maximise habitat heterogeneity and provide a range of different habitats;
- Signage and on-line information to help the public understand why habitats and features have been provided;
- Site-wide plan for the detailed design requirements for achieving boarder ecological connectivity; and
- Site-wide monitoring strategy for mitigation and enhancement measures.
- Maintenance plans for ecological enhancements and open spaces.

7.4.5 The updated ES concludes that the amendment will result in some residual negative effects on the connectivity and functionality of the corridor at Borough level. However, this impact will be limited to less mobile species that rely on unbroken connectivity of habitats and the overall significance of the effects are likely to be greatly reduced by the proposed mitigation and enhancement measures.

7.4.6 The revised proposals and updated ES chapter has been reviewed independently by an Ecological Consultant on behalf of the LPA who is satisfied that the mitigation measures proposed would appropriately redress any adverse ecological effects subject to conditions being attached to secure the mitigation and enhancement measures identified.

7.5 Affordable housing

7.5.1 Core Policy 3 and DMD1 seek to achieve a target of 40% affordable housing units applicable on sites capable of accommodating ten or more dwellings. The original proposals were based on a total provision of 25% affordable housing by unit number. The illustrative mix demonstrated this was equivalent to 30% provision by habitable room. Whilst below the target policy requirement of 40%, this was accepted by Members as an acceptable level of provision having particular regard to the mix of units (which maximised the number of family sized units) and the viability of the scheme as a whole particularly with regard to remediation and infrastructure provision.

- 7.5.2 The revised proposals achieve an uplift by 5% on the total affordable housing offer by habitable room, bringing the provision in line with the requirements of the ELAAP. A revised illustrative mix also demonstrates that this potentially results in an uplift of 7 affordable housing units as part of the scheme. This uplift in the affordable housing offer across the site is welcomed and has been subject to detailed discussions with both the GLA and the Borough's Housing Team to ensure that it remains responsive to local need.
- 7.5.3 Within the affordable tenure mix, Core Policy 3 seeks a target ratio of 70% social rent and 30% intermediate provision. DMD 1 acknowledges that on sites in the east of the borough, a lower proportion of affordable rent and a higher proportion of intermediate housing may be sought. On such sites a split of 60:40 between social/affordable rent and intermediate may be appropriate. This split is also supported by London Plan policy 3.11 'Affordable Housing Targets'. The original submission demonstrated that whilst a tenure split of 70:30 as specified in CP3 was potentially achievable, the exact mix was to be agreed at Reserved Matters stage.
- 7.5.4 Within the revised offer, the applicant has made a commitment to a split of 60% intermediate housing and 40% affordable rent. Whilst it is acknowledged that this is not reflective of the requirements of CP3 or DMD1, the level of provision has been subject to an additional round of viability testing and has been subject to negotiation with both the GLA and the Housing Team having regard to local housing needs. In particular, the requirement to provide a large proportion of family sized units in the affordable rented sector as per the Council's housing needs, together with the GLA's requirement to increase the overall level of provision, the overall provision of affordable housing is considered appropriate in the context of the viability position for this first phase.
- 7.5.5 As per the original recommendation to Members the development would still be subject to a positive viability review mechanism to test each phase of development to demonstrate the level of affordable housing provision to be achieved and whether an increase over and above the minimum 35% provision can be achieved. The phasing and delivery of the affordable housing across the site will also be secured through the s106 agreement.

7.6 Housing Mix

Affordable Tenure

- 7.6.1 London Plan Policy 3.8 'Housing Choice' encourages a choice of housing based on local needs, while affordable family housing is stated as a strategic priority. The Core Strategy (CP 5) sets borough targets as follows:

- Market housing – 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses (5-6 persons), 20% 4+ bed houses (6+ persons).
- Social rented housing - 20% 1 bed and 2 bed units (1-3 persons), 20% 2 bed units (4 persons) 30% 3 bed units (5-6 persons), 30% 4+ bed units (6+ persons).

- 7.6.2 A non-policy compliant mix in the affordable housing tenure as presented in the original report to committee was accepted by Member's at the June 2016 meeting as per the parameters set out below:

- Between 20-30% 1b2p units

- Between 20-30% 2b3p-2b4p units, of with a maximum of 40% of the affordable rented 2-bed units shall be 2b3p.
- A minimum of 45% family units (3b+), of which no more than 20% of the affordable rented 3-bed units shall be 3b4p.
- A minimum of 5% of all family units (3b+) shall be 4b+ units, of which a minimum of 20% of the affordable rented 4-bed units shall be larger than 4b7p.

7.6.3 Following a review of the overall affordable housing provision the Housing Team have advised that as well as a requirement for larger affordable housing units, there is a need for an increased provision of 1b2p and 2b4p units in the affordable rented sector. The size mix parameters have therefore been revised to allow for this adjustment as detailed below:

- Between 20-30% 1b2p units (*no change*)
- Between 20-30% 2b3p-2b4p units, of which all of the affordable rented 2-beds shall be 2b4p
- A minimum of 35% of affordable rented units a mix of 2b4p and 1b2p units
- A minimum of 40% family units (3b+) of which none of the affordable rent 3 bed units shall be 3b4p or less and no more that 50% of the affordable rent 3 bed units shall be 3b5p
- A minimum of 5% of all family units (3b+) shall be 4b+ units, of which a minimum of 20% of the affordable rented 4 bed units shall be larger than 4b7p

7.6.4 The revised mix parameters are considered to be reflective of local housing need. Despite the reduction in family sized units in the affordable tenure, the continued commitment towards a significant proportion (40%) of larger affordable units is welcomed. These parameters will be secured either through planning condition or as an obligation within the S106 Agreement.

Private Tenure

7.6.5 When the application was originally reported to members, officers had secured a 25% target provision of family sized units (3+b) across all tenures. 15% of this provision was targeted within the private tenure. The original illustrative mix is copied below:

Tenure	Type	No Units	Quantum
Private	Studio	45	9%
	1b2p-2b3p	244	48%
	2b4p	113	22%
	3b4p	13	3%
	3b5-6p	87	17%
	4b6p+	10	2%
Private Total		512	
Affordable	1b2p-2b3p	89	42%
	2b3p	18	8%
	2b4p	37	17%
	3b4p	12	6%
	3b5p	46	22%
	3b6p	6	3%
	4b6p+	3	1%
	4b7p	2	1%
Affordable Total		213	29%
Overall Total		725	

Original illustrative housing mix

- 7.6.6 Given the uplift in the quantum of affordable housing provision, the mix has been revisited in both the affordable (as detailed above) and the private tenures. Having regard to the revised viability position as well as the likely market demand for private units in this first phase of this significant regeneration project, the number of family sized units has been reduced to a total of 14% across the scheme with the biggest change in the private tenure as illustrated below:

Tenure	Unit Type	No. Units	Quantum	Habitable Rooms
Private	Studio	84	16%	84
	1b2p	252	47%	504
	2b4p	179	33%	537
	3b5-6p	23	4%	115
	4b6p+	0	0%	0
	TOTAL	537	74% of total	1240 (75% of total)
Affordable	1b2p	56	30%	112
	2b3p	27	14%	81
	2b4p	27	14%	81
	3b4p	10	5%	40
	3b5p	16	16%	80
	3b6p	42	15%	210
	4b6p	6	3%	36
	4b7p+	3	2%	18
TOTAL	187	26% of total	658 (35% of total)	
Affordable Rent	1b2p	13	17%	
	2b4p	15	20%	
	3b5p	10	13%	
	3b6p	28	37%	
	4b6p	6	8%	
	4b7p+	3	4%	
TOTAL	75	40% of affordable		
Shared Ownership	1b2p	43	38%	
	2b3p	27	24%	
	2b4p	12	11%	
	3b4p	10	9%	
	3b5p	6	5%	
	3b6p	14	13%	
	TOTAL	112	60% of affordable	
Total Scheme		725		1,989

Revised illustrative housing mix

- 7.6.7 The applicant with the benefit of input from development partner Barratt, has reiterated their contention that the market demand is likely to be for smaller units within the early phases of the Meridian Water regeneration project. With the proposed rail improvements and relatively inexpensive housing whilst the residential character of the area establishes it is more likely that the development will be “attractive to young professionals looking for competitively priced rented housing and housing for sale”. As such this first phase is proposed to reflect this trend.
- 7.6.8 It is recognised that the revised mix proposals represent a further reduction in family sized units across the scheme from that originally reported to Members and remains contrary to policy CP3 and the emerging policy in the ELAAP. However, in the context of the uplift in the affordable housing provision as a whole, the continued commitment to providing 40% 3b+ units in the affordable tenure and recognising that demand is likely to be for smaller units in this initial phase of the project and the community establishes itself, the proposed variations to the mix are supported. It is also relevant that this is the first phase of a significant site where there will be the

opportunity to review and potentially rebalance the mix at later stages of the wider development having regard to viability, local need and market demand.

7.7 Planning Obligations

7.7.1 Since Members resolved to grant planning permission the Section 106 agreement has been progressed between the parties. There are no material changes to the Heads of Term as listed at para 6.19.3 of the original report (Appendix 1) albeit for the amended requirements in relation to the provision of a minimum of 35% affordable housing by habitable room and the changes to housing mix.

7.8 Equalities Impact

7.8.1 Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

7.8.2 Officers have taken this into account in the assessment of the revisions proposed to the original application and the Committee must be mindful of this duty *inter alia* when determining all planning applications.

7.8.3 The consultation process has served to notify all relevant adjoining parties likely to be impacted by the development. However, additional regard has been given to any potential impact upon the protected characteristics outlined by the Equalities Act 2010 Section 149 and the provisions contained therein. It is considered that due regard has been given to the impact of the scheme on all relevant groups with the protected characteristics schedule.

8 Conclusion

8.1 The proposed amendments to the original scheme are consistent with regional and local policy and would aid the delivery of the first phase of this major transformational project. The increase in the affordable housing provision is welcomed as well as the continued commitment to provide a significant number of family sized units, particularly in the affordable rented tenure.

8.2 Regional and local policy is supportive of the delivery of a new community at Meridian Water, designated as a major regeneration area. This application represents the first phase of development, would bring forward much needed new high quality housing and is central to helping to achieve the Council's aspirations for over 10,000 new homes in the wider area. The application also includes the parameters for the new Meridian Water Station, which will improve access to the site and facilitate public access across the railway line, therefore improving east –west links for both existing residents and the new community.

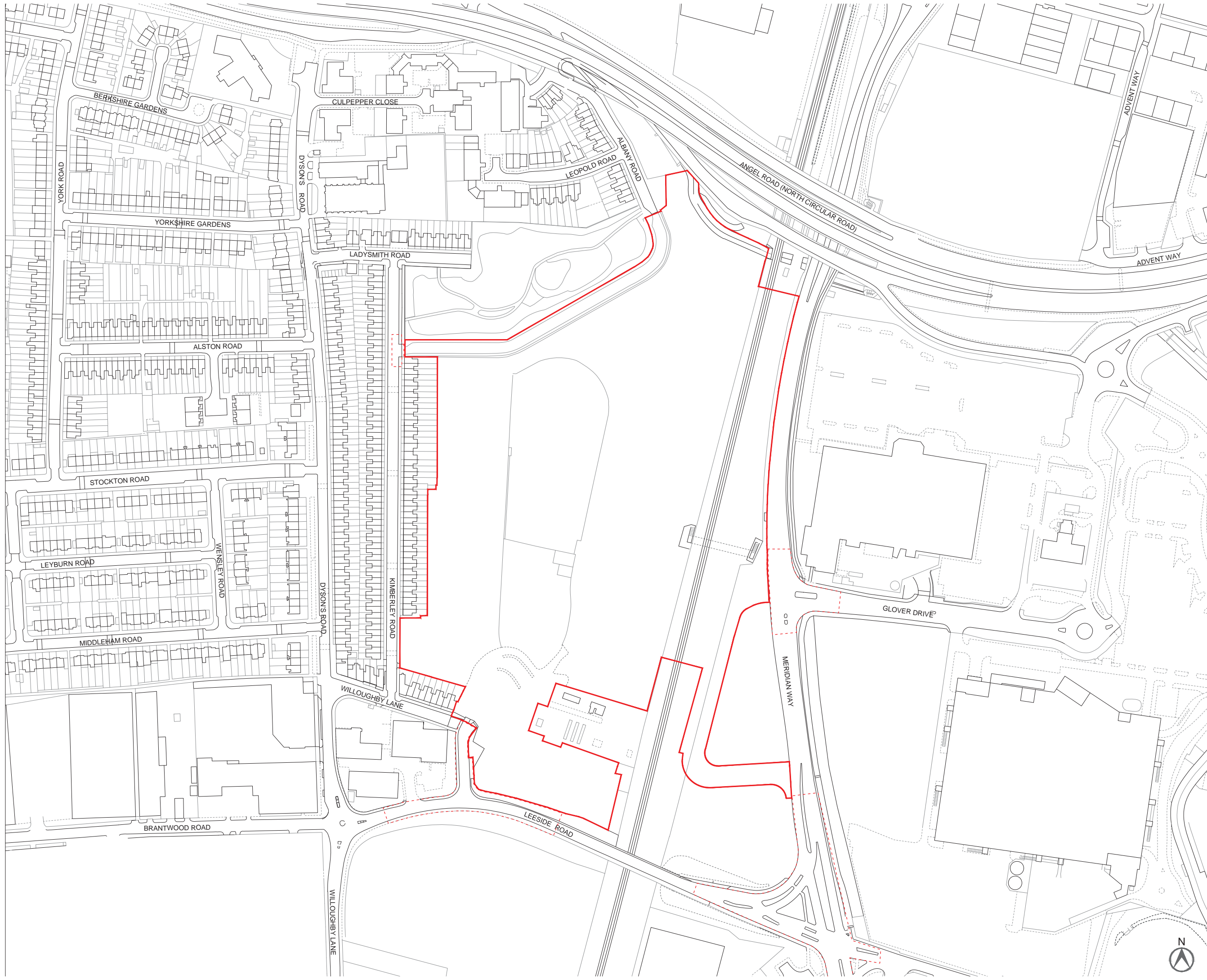
- 8.3 The application, whilst in outline form, has demonstrated the ambition to provide a high quality residential development supported by local retail and community facilities. This is reflected in the Development Specification and amended Design Code, which will set the parameters for future Reserved Matters submissions. The density, scale and character of the development proposed differs from the existing established housing immediately to the west of the site. However, Meridian Water needs to establish its own character if it is to deliver the housing numbers identified in policy and the increased housing numbers necessary to meet increased housing targets. The development has been designed to respect the smaller scale of the existing housing to the west, by reducing in scale to this boundary. Given this, and the separation distances between the proposed and existing development, it is considered that the amenities of existing residents will be safeguarded.
- 8.4 Overall, it is considered that the development proposed will provide a high quality residential development that will kick-start the regeneration of the wider area and is supported.
- 8.5 As this is a particularly large and complex scheme, the detailed wording of all conditions has not yet been fixed. The issues to be addressed by condition and/ or legal agreement were highlighted throughout the report attached at Appendix 1. Since the resolution to grant consent was received in June 2016, officers have been working with the Council's Master Developer, Network Rail and in consultation with the Environment Agency on the detailed structure and wording of the conditions to facilitate the delivery of this complex project. A working draft of these conditions can be found at Appendix 2. These remain the subject to ongoing discussions with the relevant parties. Members are therefore being asked in considering the officer recommendation which remains to grant planning permission, to also grant delegated authority to officers to continue to refine and agree the final wording for these conditions and to agree the final wording of the S106 Agreement to be appended to the decision notice, which will secure the delivery of those aspects of the scheme summarised at paragraph 6.19.13 of the original report and paragraph 7.1 above, that cannot be dealt with through condition.

9 Recommendation

- 9.1 That, subject to referral to the Great London Authority, the Head of Development Management / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions similar to those set out in draft form at Appendix 2.

Appendices

- 1 Original report to Planning Committee 28 June 2016
- 2 Draft conditions
- 3 Summary of changes to proposed Design Code



CLIENT
London Borough of Enfield

DO NOT SCALE FROM THIS DRAWING.
THIS DRAWING IS BASED ON DIMENSIONAL SURVEY INFORMATION PROVIDED BY OTHERS. THE ARCHITECT CANNOT ACCEPT RESPONSIBILITY FOR THE ACCURACY OF THIS SURVEY INFORMATION.
ALL DIMENSIONS ARE SHOWN IN METRIC.
THIS DRAWING REMAINS THE COPYRIGHT OF KARAKUSEVIC CARSON ARCHITECTS

NOTES
 ——— PLANNING APPLICATION BOUNDARY
 - - - OFF-SITE HIGHWAY WORKS

Rev	Reason for Issue	Date
04	Issue For Approval	27/01/2017
03	Issue For Approval	08/12/2016
02	Draft Revision Red Line boundary	29/11/2016
01	Drawing revision	07/03/2016

Karakusevic Carson Architects
 Unit 855
 The Bessie Factory
 100 Clerkenwell Road
 London EC2R 4DG
 t: 0207 344 4300
 e: info@karakusevic-carson.com

PROJECT
Meridian Water
Zone 1 - Willoughby
London N18

TITLE
Planning Application Boundary

DRAWING NUMBER
281-A-P-140-01

REVISION
04

STATUS
FOR APPROVAL

REVISION DATE	DRAWN BY	SCALE
27/01/2017	PZ	1/1250 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
29/02/2016	JM	281



Appendix 1

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 28 June 2016

Report of

Assistant Director, Planning,
Highways & Transportation

Contact Officer:

Andy Higham
Sharon Davidson

Ward:

Upper Edmonton

Ref: 16/01197/RE3

Category: LBE - Dev by others

LOCATION: Meridian Water, Willoughby Lane And, Meridian Way, London

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

Applicant Name & Address:

Mr John Baker
London Borough Of Enfield
Civic Centre
Silver Street
Enfield
EN1 3ES

Agent Name & Address:

Mr C Tunnell
Ove Arup And Partners Ltd
13 Fitzroy Street
London
W1T 4BQ

RECOMMENDATION:

That, subject to referral to the Great London Authority, the Head of Development Management / Planning Decisions Manager(s) be authorised to **GRANT** planning permission subject to conditions.

1 Site and Surroundings

- 1.1 The application site extends to approximately 8 hectares of land and comprises the former gas holder site on Willoughby Lane on the west side of the railway line, part of the site known as the ‘tear drop’ site Meridian Way (on the east side of the railway line) and much of the intervening railway land and sidings. The site includes a small stretch of Pymmes Brook to the north.

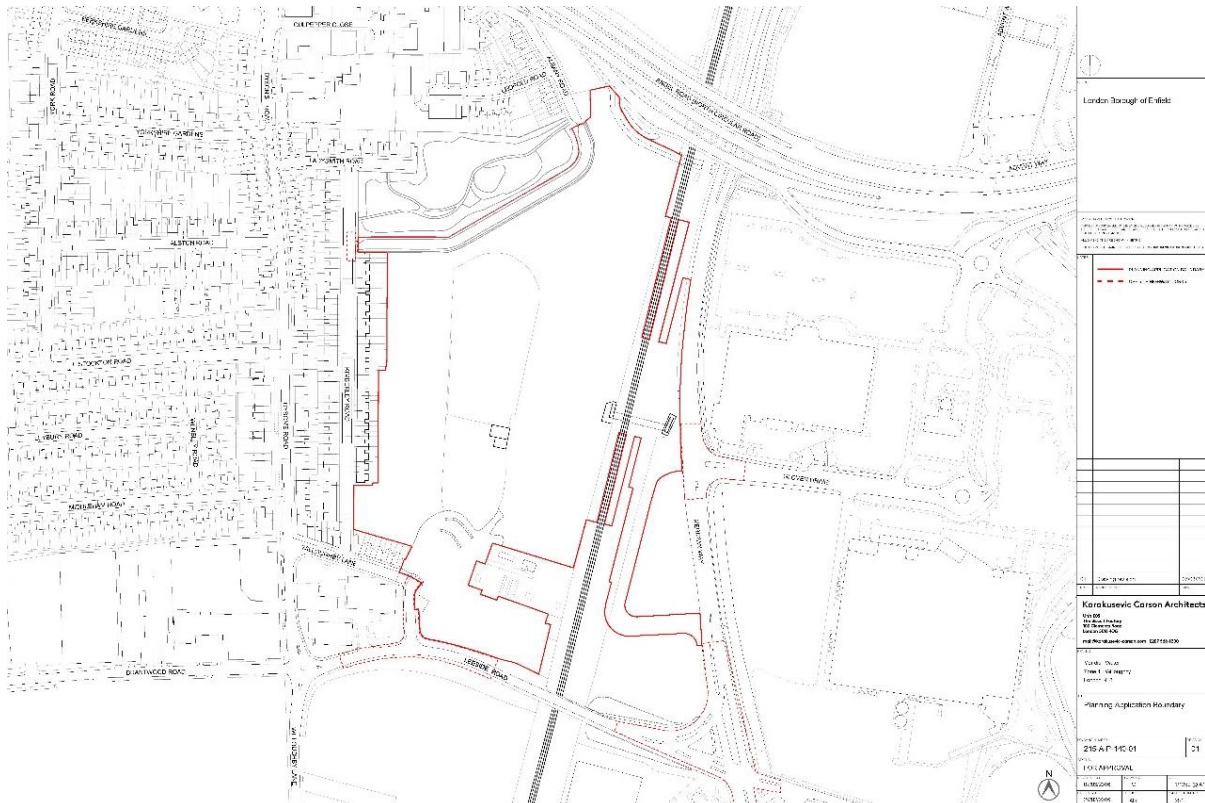


Figure 1 Application site boundary

- 1.2 The site extends from the North Circular Road to the north, to Leaside Road to the south. It bounds Albany Road and the site of the proposed new Meridian Angel Primary School on Ladysmith Open Space to the north west. Residential properties in Kimberley Road and Willoughby Lane bound the site to the west; Meridian Way forms the eastern boundary. The site wraps around an operational pressure reduction station (PRS), owned by National Grid Gas, and which for the present time will remain in situ and operational.
- 1.3 The site sits within an area comprising a range of land uses. To the west lie predominantly residential properties and the soon to be relocated Meridian Angel Primary School (the new school is presently under construction on the former Ladysmith Open Space); the Frederick Knight Sports Ground and a mix of industrial and residential uses to the south beyond Leaside Road and located within the London Borough of Haringey; to the east by large retail units in the form of Tesco's and Ikea; and to the north beyond the North Circular Road, Kenninghall Open Space and a metal and waste recycling plant.
- 1.4 The site is identified in the draft submission Central Leaside Area Action Plan (CLAAP) and in the adopted Meridian Water Masterplan (2013) within Zone 1 –

Meridian Angel, with some elements of the station access falling within Zone 2 – the Gateway



Figure 2 Meridian Water Master Plan Zones

1.5 The site adjoins the Borough boundary with the London Borough of Haringey to the south

2 Proposal

2.1 This application seeks outline planning permission for up to 725 residential units, a new station building, platforms and associated interchange and drop-off facilities, including a pedestrian link across the railway, a maximum of 950 sqm retail (A1/A2/A3) floorspace, a maximum of 600 sqm of community (D1) floorspace, a maximum of 750 sqm of leisure (D2) floorspace, associated site infrastructure works including ground and remediation works, roads, cycle-ways and footpaths, utility works above and below ground, surface water drainage works, energy centre and associated plant, public open space and childrens play areas, and various temporary meantime uses without structures (landscaping and open space. All matters are reserved with the exception of access to the public highway.

2.2 A set of parameter plans have been submitted which seek to establish the key development principles associated with the outline elements of the proposed development. The parameter plans show the maximum potential scale of development. A Development Specification provides further detail on each of the parameters.

- 2.3 An illustrative site wide masterplan is set out in the Design and Access Statement and provides the strategic framework to establish the principles for development of Phase 1. The illustrative masterplan reflects a potentially achievable proposed development. This has been provided for illustrative purposes only and represents one way in which the development could be built-out. Further details on the final design proposals will come forward as part of Reserved Matters applications.
- 2.4 Whilst the application site includes land within the tear drop site to the east of the railway line, this is only to provide vehicle access/servicing arrangements to the proposed station at this stage. This application does not propose any residential development on this site. All of the proposed residential, retail and commercial floorspace proposed as part of this application would be located on the former gas holder site on Willoughby Lane, on the west side of the railway line.
- 2.5 The application proposes up to 725 residential units across 5 development plots; the Station represents an additional development zone (F). Whilst the application is in outline form the development specification fixes certain maximum parameters within which the development will need to fit, including development zones identified in Figure 3.
- 2.6 The development specification confirms a range of building heights ranging from 3 to 12 storeys. The parameters plans show a preference for taller buildings to be located towards the centre/east of the site, to create a more urban hub around the station, with lower building heights (E1/E2) where development relates more closely to established residential properties in Kimberley and Willoughby Roads.
- 2.7 A Design Code has also been submitted for approval which sets out the parameters within which the design of the development, including architectural style and materiality, public realm design, layout and scale will comply at Reserved Matters stage.

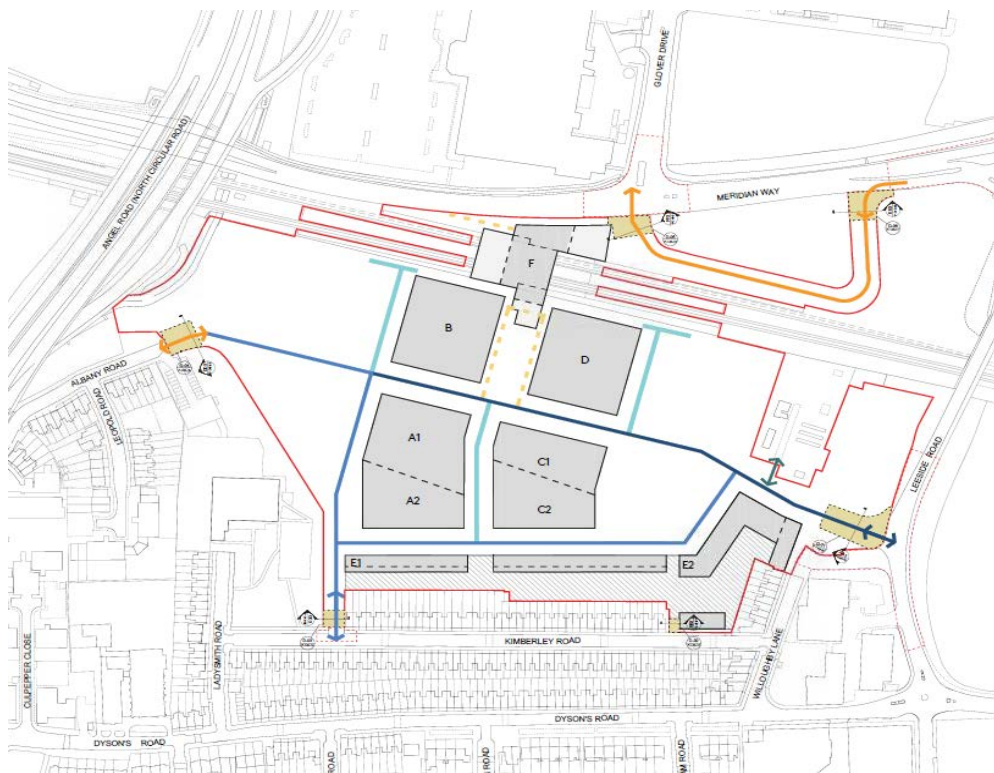


Figure 3 Development plots

- 2.8 The main point of vehicle access to the proposed development would be from Leaside Road to the south. This will comprise the construction of a new junction to the east of the existing access to the site, creating a priority junction with a right turn lane facility. A significant portion of the works required for this new junction lie within the London Borough of Haringey (LBH) and therefore the consent of LBH is required for the works on their public highway. The approach proposed is to enter an agreement under Part 1 Section 8 of the Highway Act 1980 for the delivery of this access. This allows highways authorities that border each other to enter into an agreement whereby one authority takes over the function of highways authority for a specified set of works to a specified highway. The applicant advises that LBH have indicated a willingness to enter such an agreement.
- 2.9 The existing access to Leaside Road, also within the LBH, would need to be stopped up. Responsibility for this procedure also rests with LBH. The application includes an illustrative plan showing how this land could be laid out and resurfaced once redundant as a point of vehicle access to the site. However, such works are not for consideration under this planning application.
- 2.10 A series of other points of access to the site are also proposed. These include:
- Vehicle access (two way) at the northern end of Kimberley Road adjacent to the new Meridian Angel Primary School.
 - Pedestrian/cycle access only to the southern end of Kimberly Road
 - Pedestrian/cycle access only from Willoughby Lane
 - Pedestrian/cycle access only to Albany Road to the north, with the potential to open for emergency vehicles, taxis and buses only
- 2.11 The Leaside Road junction will be the main access for construction vehicles.
- 2.12 A new vehicle access is proposed to Meridian Way towards the south end of the teardrop site, exiting at the northern end, immediately adjacent to the proposed station. This new access would function on a one-way basis.
- 2.13 The application includes provision for 0.95 hectares of public open space, alongside 0.43 hectares of informal and formal public play space. Station squares are proposed each side of the railway.

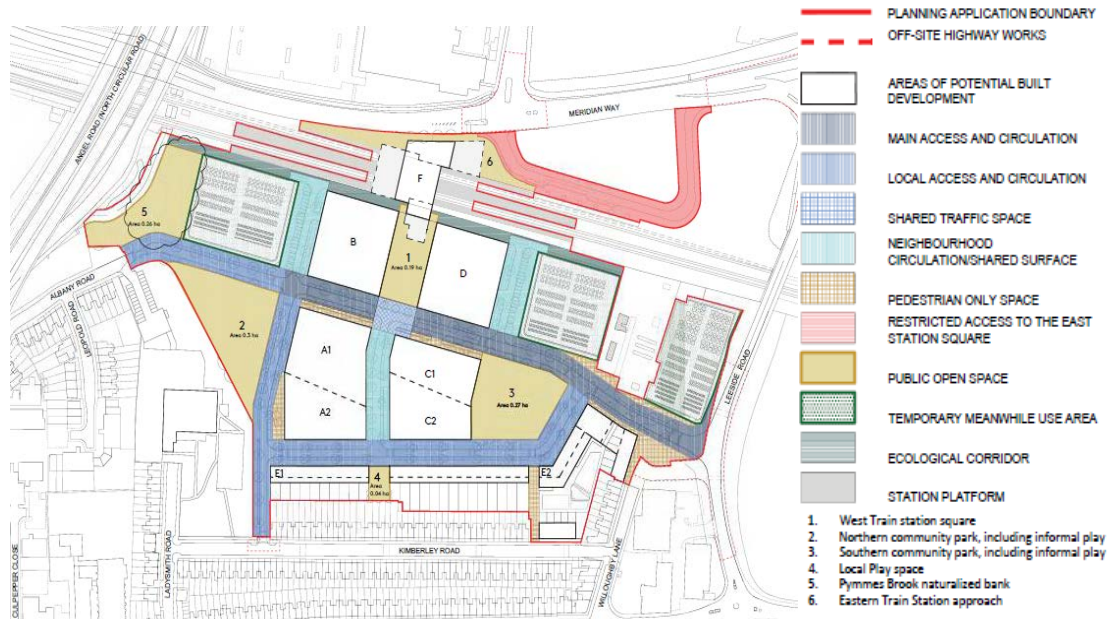


Figure 4 Public Realm Land Use Plan

- 2.14 The application also proposes a series of meanwhile use plots (identified in Figure 4). The application seeks permission for the temporary use of these plots for landscaping purposes, which could include a tree nursery, among other potential landscape-based uses. In the longer term these represent future development plots which will be brought forward for residential led development as part of future planning applications.
- 2.15 The application proposes the provision of a new station, Meridian Water Station, which will effectively be the relocated Angel Road Station. It is expected that the new station will be operational by the end of 2018, to align with improvements to the West Anglia Main Line (WAML). The parameters for the proposed station are set out with the Development Specification and Design Code documents, which are for approval. The station will include a new pedestrian link, with 24 hour free access, connecting the Willoughby Lane site to the east of the railway line. The Design Code confirms this will be a width of approximately 5m. The station design will allow for step and step free lift access across the station. The applicant advises that the current design has a publicly accessible 16 person through-lift from ground to public bridge deck level on each side of the railway (within the Station Approach and Station Square). The lift capacity has been calculated on the CrossRail 2 passenger numbers and to accommodate wheelchair and bicycles.
- 2.16 The station will be delivered by Network Rail. Designs are currently in development and will be brought forward as Reserved Matters.
- 2.17 As would be expected for a development of this scale, it will be undertaken in phases. It is expected that Reserved Matters will come forward for individual development plots and that construction of the first development plots will commence in late 2016 and end in 2021. The Housing Zone funding received requires the delivery of a number of homes for occupation by 2018.

Environmental Statement

- 2.18 The application is supported by an Environmental Statement (ES). Effects have been assessed during the construction phase and on completion. The baseline against which the impacts of the proposed development are assessed is shaped by the preceding remediation applications that the Council has already consented.
- 2.19 The remediation strategy approved will remove significant contamination from the site in shallow soils and shallow ground water and then cap the residual material on site with hard layers (pavements, roads and buildings) and/or sufficient depth of clean soils. The work comprises 'turn over' zone of between 1m and 1.6m depth. The conditions following completion of these works are defined as the 'future baseline' for the ES. The site will be cleared of vegetation and the surface will comprise a mixture of clean soils and hardstanding. The area, largely where the proposed station is to stand, was not covered by the remediation permissions. This area will therefore not have been remediated and is considered in its existing state for the future baseline.
- 2.20 The Environmental Statement considers the likely significant effects of the proposed development in the context of other local developments likely to come forward, as well as the cumulative effects that may result from the proposed development and these other developments
- 2.21 The topics addressed in the ES are:
- Transport
 - Air Quality
 - Archaeology
 - Daylight sunlight and shadow
 - Ecology and biodiversity
 - Environmental Wind
 - Ground conditions and contamination
 - Noise and vibration
 - Socio-economic effects
 - Television and radio interference
 - Townscape and visual impact
 - Water resources and flood risk
- 2.22 The Environmental Impact Regulations require the applicant to set out in the ES an outline of the main alternatives to the proposed development considered by them, indicating the main reasons for the choice made, taking into account the environmental effects. The regulations do not require the applicant to undertake a sequential assessment of alternative sites but rather an assessment of the outline of main alternatives and an indication of main reasons for not pursuing them. The applicant's position is that the alternative 'no development' option would see a continuation of the existing situation and this is not considered to represent a beneficial option in economic or environmental terms. There is a clear and pressing need for housing. The applicant has tested several possible layouts for the site, with respect to viability, existing infrastructure and environmental considerations. The plans submitted set out the approach that has developed through these tests. Officers are satisfied with the assessment and conclusions provided.
- 2.23 All of the environmental information contained within the ES, including proposed mitigation measures (where relevant) has been taken into consideration. The additional information and revisions during the course of the application are all considered to be minor in nature and do not alter the conclusion that the proposal's environmental impact, subject to mitigations, is acceptable.

3 Relevant Planning Decisions and background

Planning Decisions on the application site

- 3.1 15/04050/RE4 – Teardrop site, Meridian Way – Planning permission granted for the remediation of contaminated soils and shallow groundwater and removal of buried structures.
- 3.2 15/04173/RE4 - Willoughby Lane Gas Works, Willoughby Lane – planning permission granted for the remediation of contaminated soils and shallow groundwater and removal of buried structures.

Other relevant planning decisions

- 3.3 In January 2015, planning permission was granted for a new primary school at Ladysmith Road public open space adjacent to the northern boundary of the application site. This will involve the relocation of the existing Meridian Angel Primary School, currently located in Dyson's Road. The school will increase from 1 form of entry (FE) to 2 FE on relocation.

Other relevant projects

West Anglia Main Line

- 3.4 Following a number of studies which informed the OAPF and the CLAAP, a capacity issue was identified at the Abellio Greater Anglia Rail line from Angel Road to Tottenham Hale. In June 2013, the London Enterprise Panel agreed the allocation of £25m capital funding from the Growing Place Fund (GPF) for rail upgrades to provide extra services from Angel Road and Northumberland Park stations to Stratford via Tottenham Hale. A new third track between Stratford and Angel Road has been approved with completion due in 2018.

North London Heat and Power Project (NLHPP)

- 3.5 The North London Waste Authority (NLWA) have submitted a development consent order (DCO) application for the NLHPP comprising the construction, operation and maintenance of an Energy Recovery Facility (ERF) at the Edmonton EcoPark, which sits to the north east of the application site. The proposed ERF will replace the existing energy from waste facility (EfW) at the EcoPark.
- 3.6 It is proposed that should the DCO be granted permission, the Lee Valley Heat Network (LVHN) would be powered by the new facility.

4 Consultations

4.1 Statutory and non-statutory consultees

Greater London Authority

- 4.1.1 The GLA Stage 1 response confirmed that while the application is generally acceptable in strategic planning terms, it did not fully comply with the London Plan.

- *Retail and town centre uses* : The proposed retail and town centre uses are supported in line with London Plan Policies 2.15 and 4.7
 - *Social Infrastructure*: The proposed social infrastructure is supported in line with London Plan Policies 3.16, 3.17 and 3.18
 - *Public Open Space*: The proposed public open space is supported in line with London Plan Policy 7.18
 - *Housing*: The provision of up to 725 residential units is strongly supported. The expected choice of units is generally acceptable; however, the permission will need to appropriately define the parameters for the proposed mix. The density of the scheme is within the London Plan density range and is supported. The applicant should clarify the calculation of child play space requirements; how the required space will be secured; and a commitment to meeting the play requirements of the Mayor's SPG.
 - *Affordable Housing*: The Council should provide their independent assessment of viability, in order to confirm that the proposal will provide the maximum reasonable amount of affordable housing, as required by London Plan Policy 3.12
 - *Urban Design*: The proposals are well considered and broadly reflect the design aspirations of the OAPF, the Masterplan and the draft AAP. The parameters and Design Code appropriately secure the quality, including residential quality of the scheme; however, the applicant should consider a commitment to achieving a minimum floor to ceiling height of 2.5 metres.
 - *Inclusive Design*: The proposals are supported in line with London Plan Policies 7.2 and 3.8. The Council should secure M4(2) and M4(3) requirements by condition.
 - *Transport*: The applicant should reconsider the modal split used to estimate trip generation; promote the restrained approach to residents through measures such as car clubs; consider step-free/no dismount design for the pedestrian/cycle link over the rail line; reconsider the Phase 1 and longer term bus strategy; provide contributions for an additional bus strategy; clarify how the pedestrian network will be improved; confirm that no works will impact the A406; consider the need for measures to improve the physical environment, legibility, security and future safety of residents; and the final construction logistics plan and delivery and servicing plan should be secured by condition.
 - *Climate Change*: The carbon dioxide savings exceed the target set within Policy 5.2 of the London Plan; however, evidence of how Policy 5.9 has been addressed should be provided at Reserved Matters Stage and secured through condition; provide further information to demonstrate how the savings from connection to the LVHN have been calculated; and confirm the net area of PV panels proposed and explain the methodology used in order to calculate the electricity generated. The proposals are acceptable in terms of London Plan Policies 5.12 and 5.13 ; however a suitable planning condition should be applied regarding the details of drainage proposals.
- 4.1.2 Following receipt of the above, in the light of the TfL response below and amendments to the housing mix to meet local need, discussions have continued particularly with TfL to respond to the transport issues identified, to provide additional information on child play space and to respond to the points raised by the GLA

regarding savings to be achieved from connection to the LVHN and electricity generated from PV panels.

4.1.3 The GLA have since issued a further response confirming;

- Retail - The reduction to 950 sq.m. floorspace is noted and considered acceptable.
- Tenure, viability, section 106 - The approach, including Grampian condition and S106 arrangements, is considered acceptable by GLA officers.
- Play space – The revised Design Code has been accessed and the approach is acceptable.
- A playspace strategy secured by condition is welcomed.
- Urban design - The addition of a minimum floor to ceiling height of 2.5m in the revised Design Code is welcomed.
- The amendments to building height, including re-consultation, are noted and considered acceptable.
- The revised Design Code is considered acceptable.
- The intention to encourage retention of the architect is welcomed.
- Inclusive design -The commitment to a condition is welcomed.
- Transport -TfL have responded directly as set out below.
- Energy -The applicant has advised that a strategy to limit overheating will be a requirement of the reserved matters applications for Phase 1, in order to demonstrate how the development will comply with London Plan Policy 5.9, which will be secured through a planning condition. No further information required.
- Energy - The applicant has provided the methodology used to assess the savings under the 'be clean' scheme. The carbon savings from connecting to the LVHN scheme were calculated using the carbon factor for heat from an Energy from Waste facility from SAP 2012. The applicant has stated that the carbon factor of the LVHN scheme is not currently available. Since the applicant has provided evidence of communication with Energetic, this is considered acceptable. However, the applicant should revise the savings during the Reserved Matters Stage and provide the savings associated with the connection by using the proposed carbon factor of the LVHN. This should be secured through a condition.
- Energy - The applicant has confirmed that an error in the Energy Statement Addendum issued on 23 May 2016 has led to a slight confusion. The amendment of this increases the total active panel area to 670m². The end calculation of 98 MWh/year total output was therefore confirmed to be correct. Given that the total available roof area for PV installation is 1,485 m², a net PV installation of 670m² is considered feasible and therefore the savings are confirmed. No further information required.
- Climate change adaptation/flooding - The revised FRA and DAS addendum is noted and considered acceptable. The drainage strategy to be secured by condition is welcomed.

Transport for London

4.1.4 Transport for London (TfL) advised in their initial response to consultation that their requirements for the development to be acceptable in transport terms are:

1. The PTAL of the site has to be improved to make the development acceptable.
2. New bus stops should be provided on Leaside Road.

3. The loop road to the east of the proposed station should be designed to cater for buses.
4. The A406 is north and adjacent to the site- pedestrians and cyclists are severed by the road. TfL seeks clarification on long term plans for this area and proposals to reduce this severance.
5. Trip generation and mode split though reasonable, may under report public transport use and the split between bus and rail use.
6. TfL supports the approach to car parking at 0.4 spaces per unit. Car mode share is reasonable thought it relies on restricted car parking on site, car parking restraint off street and significant improvements to public transport.
7. Strategic transport assessment – TfL need to understand how this phase relates to the wider masterplan in transport terms.
8. Wider transport strategy – TfL need to understand its status and how this phase helps deliver it. A highway strategy that balances the need to support bus access, safe highway access and encourage walking and cycling.
9. TfL is seeking funding for bus service improvements and is willing to discuss an appropriate trigger for payment and any fall back position due to rail station delay or if the level of service is less than 4 trains per hour.
10. Cycle network – TfL would like to see a step-free /no dismount route proposed.
11. Clarification on how many people will use the Victoria Line at Tottenham in the future.
12. Confirm and secure by condition by that works on the rail station will not restrict the ability to overhead electricity to the fourth track
13. The bus strategy for the site is a work in progress. Any proposals for this phase will need to sustain service changes in the longer term, including routes to Edmonton Green.
14. Need confirmation that no physical works that could undermine the A406 highway structures.
15. Secure a construction logistics plan and delivery service plan by condition and travel plan by S106 Agreement.
16. Mayoral CIL is required.
17. They also suggest that the LPA takes account of TfL's emerging proposals for Crossrail 2.

4.1.5 In order to support the development of Crossrail 2, work has started looking at potential sites along the route where development could be intensified or different land-uses implemented were the scheme to go ahead. As part of this work, this site has been identified as a potential location for high density housing in the future. Whilst it is acknowledged that this work is still at a very early stage and doesn't currently have any weight in planning terms, it is recommended that some consideration is given to these emerging proposals and what it might mean for this site and the surrounding area in the future. The submitted documentation makes reference to the potential for high development densities to be implemented were Crossrail 2 to go ahead and is supported.

4.1.6 Since this initial response was received, discussions have been on going with TfL with a view to responding points they raised. Particularly, the applicant has advised that there are proposals moving forward to provide long term alternative pedestrian and cycle provision. Current plans include a segregated pedestrian and cycle route beneath the A406 as part of the wider masterplan development. As this area does not form part of the application site, it has been agreed that this will come forward as part of future phases of the wider Meridian Water development. They have also confirmed that that the station is being designed to account for Crossrail 2 and the works would not prevent electrification of the fourth line.

4.1.7 As a consequence of these discussions, TfL have issued an updated response that confirms their position on:

1. The need for bus stops on Leaside Road
2. Request for S106 funding for bus subsidy
3. Need for strategic modelling

Leaside Bus Stops

4.1.8 TfL aim to ensure that all new homes are within 400 metres of a bus stop.

4.1.9 The 640 metres is the maximum distance used in the PTAL calculator. Clearly, people can walk further than 400 metres so PTAL takes account of that. Homes closest to the station will be within 400 metres walking distance of the Glover Drive bus stops. However, some of the homes on the western part of the site maybe further away. Hence, the request for stops on Leaside Road. However, TfL recognise that bus stops in this location may not operate safely and await further advice from the local highways authorities in this regard. Indeed, both LBE and LBH have expressed concern about the safety of introducing bus stops on Leaside Road at this stage and TfL acknowledge this. However, they continue to state that they would like the option of stops on Leaside Road to remain open in relation to further development of the Phase 1 site and options for the local highway network. This application does not preclude this.

4.1.10 Without the train station, the nearest stops to the site are for the 341- bus route, which are 400 metres south of the site (6 buses per hour each direction). The Glover Drive stops are currently 1 kilometre via Leaside Road from the site, due to the severance caused by the rail line. With the train station, bus users will have a direct route from the site to these stops (around 400 metres) and access to more frequent bus services. This contributes to raising overall site accessibility, which TfL welcomes.

Bus Subsidy

4.1.11 The development generates 421 two-way person trips (AM peak) and 372 two-way person trips (PM peak). The most important mode of travel assumed in the TA is bus use; that is 104 bus trips (AM peak) and 86 (PM). This compares to 60 rail trips (AM peak) and 48 (PM). Early delivery of the rail station is important for the longer term trip generation, as it is identified as the primary public transport mode for this phase of the development.

4.1.12 In TfL's initial response for Phase 1, based on the emerging bus strategy, they identified a need to provide additional services to Seven Sisters London Underground Station, which involves changes to routes 341 and 476. The estimated cost to provide this is £240,000 per annum. In line with usual practice, TfL would seek 5 years funding. The gross cost of this would be £1.2 million. The Council has indicated in discussion with TfL colleagues that a link to Tottenham Hale is likely to be more important than to Seven Sisters station. This is provided by the 192 from Glover Drive, which has a bus capacity of 35 passengers per bus, upgrading the size of the bus is not practicable. The current use/capacity of the Route 192 is as follows:

Route	Location	Destination	Time Period	Pax	Buses	Bus capacity	Base pax per bus
192	Glover Drive	Tottenham Hale	0800-0900	173	6	35	29
	Tottenham Hale	Enfield Town	1700-1800	211	7	35	30

4.1.13 TfL have then added the trips generated by the development, based on four scenarios based on 104 additional trips in the AM peak and 86 in the PM peak, and calculated how many buses per hour are needed to meet this need. This reflects the Census data used for the Upper Edmonton ward, taking account this sites relative position in the ward.

Loading assumption	Development trips		Buses per hour needed	
	AM	PM	AM	PM
80% of development trips towards Tottenham Hale	83	67	7.3	7.9
70% of development trips towards Tottenham Hale	73	59	7.0	7.7
60% of development trips towards Tottenham Hale	62	50	6.7	7.5
50% of development trips towards Tottenham Hale	52	42	6.4	7.2

4.1.14 Therefore TfL suggested that they could add 2 return journeys at £190,000 per annum for 5 years to the 192 route to cater for additional demand on these routes, assuming 80% of trips to and from Tottenham Hale. If 50% of trips are assumed on the 192 then they would revise their request for 1 AM peak journey and 2 PM peak journeys. This would cost £170,000 per annum for 5 years.

4.1.15 Whilst acknowledging TfL's position and the evidence behind their request for bus service enhancements, the applicant remains of the view that this phase in isolation does not and cannot support the contribution requested by TfL. They have provided further information to TfL to support their position. In response, and following discussions with officers, TfL have confirmed:

- They accept the position that the provision of the new rail station represents this phases' contribution to public transport infrastructure and therefore do not require funding for bus enhancements at this stage.
- They share the concerns of the Traffic and Transportation that if the assumed rail services improvements are not delivered in time, alternative public transport provision would be required.
- They agree with Traffic and Transportation that a limit be placed on the occupation of units unless either the rail service improvements have been delivered or an alternative public transport strategy is in place. They request that at 250 units, the applicant should be required to provide an Interim Transport

Report confirming the status of the rail project/observed travel demand against Transport Assessment assumptions and setting out if alternative provision is required and what it should include. The report would need to include the updated programme for delivery of the rail station and the level of train service agreed to serve the rail station. TfL would expect to be consulted on this report. Any alternative provision identified and agreed would need to be committed before the 300th unit is completed.

- The alternative public transport provision could include offsite infrastructure measures (bus stops or bus stop enhancements, crossings etc), direct provision of services by the developers (shuttle bus service) or provision of services by TfL agreed via a Route Sponsorship Agreement and funded by the developer; the time needed to change local bus services depends on the nature of the changes required, and we would allow up to 12 months. TfL will assist the developer and authorities with this aspect.

4.1.16 The applicant has confirmed their agreement to this approach.

4.1.17 TfL have also confirmed that they have not identified any transport points needing further clarification from the Applicant, and believe all other points raised by TfL in previous consultation response will be addressed via imposition of specific planning conditions, which they expect to see before a decision is issued. They welcome the applicants (and authorities) commitment to work with TfL on wider bus strategy and strategic transport modelling.

Traffic and Transportation

4.1.18 Traffic and Transportation have confirmed that they raise no objection, subject to conditions and a S106 Agreement.

4.1.19 Whilst the proposed development will lead to an increase in trips on the transport network in an area with limited capacity, committed enhancements to the rail network and east-west connectivity mean that, on balance, it will not have a significant impact on amenity for existing users, highway safety and the free flow of traffic.

4.1.20 However in order for the development to be compliant with relevant policies and guidance, not least the London Plan and the DMD, a number of conditions are required as well as Section 106 contributions.

4.1.21 It should also be noted that before further phases of development on this and associated sites are brought forward, strategic transport assessment work will be required which models the impacts of proposed development on buses, cycling, rail services, walking and the highway network, and identifies schemes and related funding which addresses any gaps in provision and promotes more sustainable transport modes.

Network Rail

4.1.22 Network Rail (NR) confirm that they are aware of the proposed development and have been in discussion with the London Borough of Enfield and its consultants since August 2015.

4.1.23 They have previously expressed support for this scheme, in principle, but there are a number of considerations that must be taken into account as the scheme progresses.

- 4.1.24 Network Rail and Transport for London are jointly developing Crossrail 2, the aim of which is to provide additional rail capacity in a south-west to north-east corridor through London. Crossrail 2 will result in more trains running on the West Anglia Main Line to serve all stations from Tottenham Hale to Broxbourne, including Angel Road/Meridian Water, with between 10 and 12 trains per hour in each direction.
- 4.1.25 The section through Angel Road/Meridian Water Station is an area which has been identified as requiring additional infrastructure, including new tracks. The project is currently in the early stages of development and as yet we do not have detailed designs for track alignment or additional station infrastructure that may be required. In light of this, we will require the developer to continue to work with Network Rail and the Crossrail 2 team as the scheme progresses. This will help ensure that any proposals are sympathetic to Crossrail 2 and that a large enough area is allowed for to enable Crossrail 2 to deliver the required four tracks and associated infrastructure through the new station.
- 4.1.26 The Crossrail 2 scheme will continue to be developed and in the course of the next year NR will have a better understanding of the infrastructure changes required and any associated/additional land required. Due to the scale of the scheme, the expectation is that the project will obtain powers to facilitate the compulsory purchase of land which is identified as required. The current project plan has Crossrail 2 seeking powers towards the end of 2017 with enabling works beginning in 2020.
- 4.1.27 Network Rail support the proposed development, in principle, and look forward to continuing to work with Enfield as the scheme progresses.

Natural England

- 4.1.28 Natural England does not consider that this application at this stage poses any likely or significant risk to the following protected sites – Chingford Reservoirs (SSSI), Lee Valley (RAMSAR and SPA), Walthamstow Reservoirs (SSSI) – and does not wish to make specific comment on the details of this particular consultation. However, they do expect to see more detailed assessment on the potential impacts on these sites at a later stage of this proposal.
- 4.1.29 They advise that the lack of case specific comment from Natural England should not be interpreted as a statement that there are no impacts on the natural environment. Other bodies and individuals may make comments that will help the local planning authority to fully take account of the environmental value of this site in the decision making process.
- 4.1.30 In particular, they advise they would expect the LPA to consider and assess the possible impacts resulting from this proposal on the following when determining this application:

Protected species
Local Wildlife Sites
Biodiversity enhancements
Landscape enhancements

Environment Agency

Flood Risk

- 4.1.31 The application site lies within Flood Zone 2 and 3 defined by Table 1 in the Planning Practice Guidance on Flood Risk and Coastal Change and illustrated as having a high and medium probability of flooding.
- 4.1.32 The National Planning Policy Framework (NPPF) advocates a sequential, risk-based approach to the location of development at paragraphs 100-104. Local planning authorities should take into account the risk of flooding at the proposed development site and the flood risk vulnerability of the proposed land uses when making their decisions on the appropriateness of a development's location. This is achieved through the application of the Sequential Test which requires decision-makers to steer new development to areas at the lowest probability of flooding. In this instance there is no evidence to demonstrate that the local authority consider the sequential test to be passed for this specific site.
- 4.1.33 A high-level Sequential Test was undertaken as part of the Core Strategy to identify areas for growth in Enfield and a Level 2 Strategic Flood Risk Assessment (L2 SFRA) was undertaken in July 2013 to support the Meridian Water Masterplan. Section 3.6 (and paragraphs 3.56, 3.69, 4.51 and 4.67) of the L2 SFRA states that despite the high level Sequential Test, a further Sequential Test will need to be applied to the Priority Regeneration Area boundary to steer development to areas of lowest flood risk.
- 4.1.34 The Council needs to be satisfied that the Sequential Test has been applied and passed.
- 4.1.35 With respect to the application of the recently revised climate change guidance, the EA are now satisfied that the applicant has made an acceptable assessment. The Council should be satisfied that the Flood Risk Assessment is acceptable in terms of emergency planning purposes.
- 4.1.36 To ensure that there is sufficient flood storage on site, half of the scheme will operate on a level for level, volume for volume basis. Two flood ponds are then proposed which will be connected to the floodplain via a spillway and piped system. Minor flood routes are accounted for with some carriageway flooding proposed. All routes will gravity drain once flood levels on the Pymmes Brook subside. The reliance on the piped aspects of the proposed scheme have been minimised and the risk of blockage has been addressed to an appropriate level within the FRA.
- 4.1.37 During discussions with the applicant, an assessment will be made at a later date to establish whether flood storage can be provided off site which may require changes to the scheme in the future. As this will require more detailed modelling the EA confirm they are satisfied that the submitted flood storage scheme is acceptable. Once further modelling has been undertaken they are happy to resume discussions if the applicant wishes to pursue an alternative scheme.

Groundwater and contaminated land

- 4.1.38 The site is a former gas works and in a Source Protection Zone 1. This development differs from many others in the amount of contamination remaining on site following remediation. For this reason, a high level of precautionary work and mitigation measures are required.
- 4.1.39 Timescales presented in the application are extremely tight and allowance should be made for groundwater remediation to extend beyond a year. Of particular concern is

the station area where very little work has been carried out to date but it is potentially one of the most vulnerable parts of the site.

- 4.1.40 The EA have confirmed that they have concerns that due to the high levels of remediation on site, there is a risk that the long term monitoring may continue past the occupation of the development. In this eventuality the EA have suggested a condition which would require the applicant to enter a legal agreement to ensure that the monitoring would be continued.
- 4.1.41 The applicant has confirmed agreement to any necessary on-going monitoring.

Fisheries and Biodiversity

- 4.1.42 The applicant has committed to naturalising the Pymmes Brook in the Environmental Statement and drawing number 281-A-P-142-13 which is welcomed. Further detail on these works and how they contribute to the actions identified under the Water Framework Directive will be required in the future reserved matters and discharge of conditions applications.
- 4.1.43 The EA recommend a series of conditions be attached to any planning permission and these are included in the list of recommended conditions at the end of this report.

Thames Water

Waste comments

- 4.1.44 With the information provided Thames Water has been unable to determine the waste water infrastructure needs of this application. Should the LPA look to approve the application ahead of further information being provided, they request a condition requiring that the development not commence until a drainage strategy has been submitted and approved.
- 4.1.45 There are public sewers crossing or close to the development. In order to protect public sewers and to ensure that Thames Water can gain access to those sewers for future repair and maintenance, approval should be sought from Thames Water where there are building works in proximity.
- 4.1.46 Thames Water would recommend that petrol/oil interceptors be fitted in all car parking facilities.

Water comments

- 4.1.47 The existing water supply infrastructure has insufficient capacity to meet the additional demands for the proposed development. Thames Water therefore recommend a condition be imposed requiring that development shall not commence until impact studies of the existing water supply infrastructure have been submitted and approved. The studies should determine the magnitude of any new additional capacity required in the system and a suitable connection point.
- 4.1.48 There is a Thames Water main crossing the development which may need to be diverted at the developers cost or necessitate amendments to the design so that the main can be retained.
- 4.1.49 Thames Water advise that no piling shall take place until a method statement has been submitted and approved. This can be covered by condition.

Surface Water Drainage

- 4.1.50 No comments in relation to Surface Water Sewer 1 that discharges into Pymmes Brook as it does not affect the existing public surface water sewer system. They have assessed the impact of surface water sewer 5 into the public sewer in Leaside Road and are satisfied that the increase in flow can be accommodated without any upgrades. They require the extent of the catchment and calculated peak discharge rates of the proposed surface water sewers that connect into Kimberley Rad, to assess the impact that the increase in flow will have on the public sewer system. They require the developer funded impact assessment to be completed to identify the ability of the public sewer system to accommodate the proposals and appropriate infrastructure upgrades

Landscape Architect

- 4.1.51 The Landscape Architects has commented on the Townscape and Visual Impact Assessment (TVIA) within the ES.
- No illustrative materials has been produced for the construction phase. Although temporary in nature these changes will have a major impact on nearby residential and recreational areas, and it would have been helpful to see some form of illustration in order to assess visual effects. This will also help with producing a more detailed mitigation plan with specific measures rather than generic ones (see further comments below)
 - Further assessment of the integration of the development with surrounding areas and appropriate mitigation measures will need to take place as detailed landscape proposals are developed.
 - It is likely that a section of Ladysmith Open Space will be retained as a key local pocket park, and due to the close proximity of the park to the development this area will need to be scoped back in and incorporated into the assessment. The proposed development is likely to have a significant impact on the park, and we would need to ensure that this is considered
 - It is considered that the sensitivity of the Urban Terraces typology to the proposed development needs to be raised to High. Although lower buildings heights are proposed towards this area the development is likely to significantly affect this typology.
 - Disagree with the statement that the magnitude of change on the Classic Suburban typology during the Operation stage would be negligible (13.7.38). Part of the Classic Suburban area is in close proximity to the development, and the fact that tower blocks are already present in the wider area does not mean that a number of additional tall buildings would not have a negative impact on this typology.
 - Disagree with the assessment that the magnitude of change for various view points but do agree with the assessment that this is a moderate adverse effect (and therefore significant).
 - All proposed mitigation measures are generic in nature (with the exception for comments around buildings adjoining Kimberley Road/Willoughby Lane) and we are therefore unable to review how these would help mitigate the anticipated effects. The same measures have been applied to all landscape typologies and visual receptors, which raises concerns that not enough consideration has been given to individual areas. Further review will need to take place as detailed mitigation measures for the site are developed, and we would also like to see

strategic proposals for potential landscape enhancement included and clearly separated from mitigation of adverse effects.

Housing

- 4.1.52 The affordable housing proposals have been the subject of on-going discussions since the application was submitted. On the basis of the latest negotiations Housing have confirmed that there has been improvement from the applicant to increase the number of people in the 2bedroom units for affordable rent whilst still providing larger homes. Although this has meant a loss of affordable housing units, Housing welcomes the increase in 4 bedroom units accommodating large families which meets our housing need.

Historic England

- 4.1.53 The site has the potential for limited archaeological survival across the western and southern parts of the site, while the eastern part of the site has a high potential for archaeological survival. An archaeological watching brief is due to be carried out in May as part of the remediation works (planning references 15/04173/RE4 and 15/04050/RE4) . The details of the watching brief have yet to be agreed. Given this, and as the results are currently unknown, the archaeological interest should be conserved by attaching a condition that requires that no development shall take place until a written scheme of investigation has been submitted and approved.

National Grid

- 4.1.54 National Grid confirms that an assessment has been made with respect to National Grid Electricity Transmissions plc and National Grid Gas plc's apparatus. They identify that there is apparatus in the vicinity of the site which may be affected. Informatives are suggested regarding the procedures to be followed with National Grid before any works commence on site.

Sport England

- 4.1.55 The site is not considered to form part of, or constitute a playing field as defined by the Town and Country Planning (Development Management Procedure) (England) Order 2015 and therefore Sport England has considered this a non-statutory consultation.
- 4.1.56 They advise that they note Enfield is a CIL charging authority and as such, the proposed development is required to provide CIL contributions in accordance with the Council's adopted CIL Charging Schedule.
- 4.1.57 It is acknowledged that there is no requirement to identify where those CIL monies will be directed as part of the determination of any application. That said, Sport England would encourage the Council to consider the sporting needs arising from the development as well as the needs identified in its Infrastructure Delivery Plan (or similar) and direct those monies to new and improved facilities for sport.

SUDS

- 4.1.58 It is noticed that the FRA does not explicitly state that the greenfield runoff rates should be achieved for a 1 in 1 year and 1 in 100 year (with the allowance of climate change) events (although greenfield is mentioned in the executive summary). The

proposed discharge rates of 32.4 L/s and 103.3L/s based on 8.2Ha site and 3L/s/Ha and 12L/s/Ha runoff rates seem acceptable.

- 4.1.59 The main concern with the SuDS Strategy, relates to the many tanks incorporated in the strategy shown in the FRA, which may be costly and difficult to maintain in the long-term. Tanks in certain plots/areas can be accepted where there is an explanation as to why other measures cannot be utilised and these should be minimised. The adopted policy requires the use of a SuDS management train i.e source control SuDs such as rain gardens, permeable paving, raised planted and green roofs to manage silts and pollution before run off enters underground storage systems.
- 4.1.60 The EA requirements for no infiltration is limiting to the SuDS Management Train, particularly where there are proposed remediation works for contaminated ground and most of Zone 1 is in the outer zone of the groundwater protection zone. This approach should not be taken as setting a precedent for the rest of the development, as infiltration is still important from a hydrogeological perspective. If the EA does not wish to look into possibly "sealing" the contaminated ground and use partial infiltration, then the SuDs officer would want to see the use of rain gardens, ponds, bioretention areas etc. included in the SuDS Strategy. These can be lined to prevent infiltration.
- 4.1.61 In terms of the recreational flood storage areas, they encourage these to be reviewed in terms of surface water managements as well as fluvial flood risk management.
- 4.1.62 The SuDs officer raises no objection subject to pre-commencement conditions for each phase (as other phases could utilise infiltration).
- 4.1.63 In terms of emergency planning, the Flood Risk Assessment states that all the FFL will be 300mm above the flood level and that all habitable spaces on the ground floor have access to higher levels.
- 4.1.64 At this point in time, the flood management is fine. However, the scenario may change if the FFL changes or changes in the designs suggest that there is no access for ground floor spaces to higher levels.
- 4.1.65 When designs are being finalised, SuDs Officer would encourage a Flood Management Report with the following criteria:
- Design flood must be for a 1 in 100 year event (including climate change)
 - Flood Depth and Flood Velocity are both in the "very low hazard-caution" according to FD2320 matrix
 - There is a safe evacuation route intact during and after the flood event
 - The evacuation route is accessible at all times by emergency services
 - Finished Floor Levels of the development must be 300mm above fluvial flood levels and 100mm above surface water flood levels
 - Residents must be aware of the flood risk
 - Residents must be given sufficient warning of a flood STATE TIME
 - *The Flood Management Plan cannot be approved by LLFA until detailed designs of the development have been agreed by the LPA
- 4.1.66 Conditions are recommended in accordance with the SuDs officers requirements.

Ecology

- 4.1.67 The Environmental Statement (ES) and associated documents have been reviewed by an independent ecological consultant. He confirms that they have identified the likely ecological features likely to be affected by the proposals and the likely impact of the proposal on those features, however, further surveys for black redstarts and bats may be required.

Black Redstart – no black redstart survey has been undertaken, despite there being records for this species nearby. Having visited the site the ecologist does not concur with the statement given in the ES that the site is unsuitable for species as there are areas on site that could host this bird. In addition, the gas infrastructure in the centre of the site contains features that could be used by nesting black redstarts. It is recommended that surveys for this species be undertaken as part of the Construction Environmental Management Plan.

Bats – The subway under the site (that runs underneath the railway line) appears to be a structure potentially suitable for use by roosting bats and whilst this is outside the redline boundary, if a bat roost were present it would almost certainly be affected by works within the application site. Whilst a high level survey of bat activity has been undertaken, to have not surveyed this structure is an omission.

- 4.1.68 The applicant has responded that it is unlikely that the development will have a significant impact on any bats (which are expected to be small numbers if any) in the subway. As part of the high level bat survey a bat detector was set up almost opposite this feature on the other side of the rail line. They consider that if there had been a significant roost then this would have likely been detected by the equipment. Given that this feature is not anticipated to be physically disturbed and night time working is not proposed, if bats were present then they would be unlikely to be disturbed. Notwithstanding, they have looked to undertake further surveys to confirm their position. However, there are some significant issues in relation to personal safety and the potential to examine the potential for bats in the subway structure. The entry point is very overgrown and would need professional clearance to allow access. It is also understood that the tunnel is flooded, and the quality of the water is unknown. The required Health and Safety procedures have not yet been undertaken by Amec on this part of the site, and would therefore be required prior to any access. This would likely include vegetation clearance, water testing, dewatering, provision of temporary lighting, air quality monitoring and a structural stability assessment before access. They are also concerned that even with a number of steps put in place, it would be a risk to the safety of those undertaking any survey to enter the structure without specialist equipment (PPE, respirators, forming safe access and egress, air monitoring etc) at this time.

- 4.1.69 Paragraph 99 of the government Circular 06/05: Biodiversity and Geological Conservation - Statutory Obligations and Their Impact Within The Planning System (this document has not been revoked by the National Planning Policy Framework) states that:

“It is essential that the presence or otherwise of protected species, and the extent that they may be affected by the proposed development, is established before the planning permission is granted, otherwise all relevant material considerations may not have been addressed in making the decision. The need to ensure ecological surveys are carried out should therefore only be left to coverage under planning conditions in exceptional circumstances, with the result that the surveys are carried out after planning permission has been granted.”

- 4.1.70 In this case, as:

- bat activity recorded by the consultants automated bat detector was low;
- if a bat roost is present it is likely that any impact upon it can be mitigated; and
- because of the difficulties in accessing the structure

4.1.71 It can be argued that there are “exceptional circumstances” and that the survey can be conditioned. It is therefore recommended that a condition be attached to require the undertaking of the necessary surveys to inform any mitigation strategy prior to works commencing on site.

Construction Environmental Management Plan (CEMP)

4.1.72 The ES correctly refers to a number of ecological constraints during construction, including pollution events (particularly into the Pymmes Brook), nesting birds and reptiles along the railway corridor (there is a small population of slow worm in the area). A condition is recommended to ensure a CEMP is implemented.

Lee Valley Ramsar site and SPA

4.1.73 The Lee Valley Ramsar and SPA site lies within 1km of the application site. The ES states “ a management plan to control potential construction pressures on the Lee Valley Ramsar site will be produced. Impacts from activities on the Phase 1 site are not anticipated, as the Ramsar is 1km away and much of the intervening land is heavily urbanised. However, the management plan will control construction traffic, with routes planned to avoid roads within audible distance of the Ramsar site. It is recommended therefore that a condition is attached to ensure this plan is provided.

4.1.74 In isolation the Phase 1 development is unlikely to result in any significant adverse effects on this or any other statutory designated sites. However, as is set out in the ES, as part of the on-going Meridian Water masterplan, a Habitats Regulatory Assessment (HRA) may need to be undertaken for the Masterplan as a whole to look at the impact of the plan on the SPA.

Invasive Species

4.1.75 During the site visit an additional two strands of Japanese knotweed, not shown within the survey documents were seen (these may have grown up since the site was last surveyed). As such an updated survey will need to be undertaken and a mitigation strategy implemented (this can be carried out on a site by site basis or across the site as a whole). A condition is recommended to secure this.

Green Roofs

4.1.76 The ES states that:” Aerial habitat corridors will be created on 70% of the gross total roof area within the Phase 1 development (not including podiums). These will be formed of a mix of typologies, as shown below to maximise benefits to a wide range of biodiversity:

- 25% intensive typology – high substrate depth;
- 25% semi-intensive typology – medium substrate depth;
- 25% extensive (sedum) typology – low substrate depth; and
- 25% brown roof typology – low substrate depth.

- 4.1.77 This is likely to have significant ecological and other environmental benefits and it is recommended that a condition be set to ensure that it is achieved.

Pymmes Brook

- 4.1.78 A section of the Pymmes Brook forms the northern boundary of the site. At this location the brook is a canalised highly modified stream of limited ecological value. The ES states that the brook will be “ de-canalised and reprofiled with a stream side habitat or planted gabion graded into the site”. A condition is recommended to secure this.

Landscaping

- 4.1.79 The ES states that in order to mitigate the loss of vegetation along the railway line (a wildlife corridor and Site of Borough Importance for Nature Conservation) “ a continuous habitat corridor, not less than 6 meters in width and preferably wider, will run the length of the Phase 1 site it adjoins the western edge of the rail corridor”. This should be secured by condition.
- 4.1.80 It will be important to ensure that a high quality and wildlife friendly landscaping scheme is provided and as such a condition is recommended requiring details of such a scheme.

Ecological Enhancement

- 4.1.81 The ES states that a series of inbuilt bird and bat boxes will be provided. It is recommended that a condition be attached to secure this.

Lighting Scheme

- 4.1.82 The ES states that “ Lighting designers will work with a suitable qualified ecologist to ensure that any adverse impacts from lighting on bats, invertebrates and aquatic species are minimised. Particular attention will be paid to reducing light spill onto Pymmes Brook and the habitat corridor. Additionally, light spill onto tree canopies from sources above and below will also be avoided.” A condition is recommended to ensure this is achieved.

Environmental Protection Officer

- 4.1.83 The ES covers air quality, contaminated land and noise. In terms of each the scope of the work done at this stage is suitable and adequately identifies and broadly addresses likely issues, but not specifically in the absence of a detailed site layout.
- 4.1.84 The air quality section shows that the site is not impacted by levels of nitrogen dioxide and PM10 above the regulation objective levels for either pollutant and therefore it appears mitigation for this may not be required. The north east section of the site could potentially be impacted but according to the ES there will not be residential properties in this area. The Meridian Way site is not showing as having any residential development, should this change the effect of road traffic emissions will have to be assessed on any properties on this site to ensure that no properties are built in an area of exceedance of the objectives for nitrogen dioxide and PM10.
- 4.1.85 With regard to dust during construction, which could be an issue for local residents, it is recommended that conditions be attached requiring the submission of a construction management plan

- 4.1.86 With regard to contaminated land, the AMEC remediation strategy should adequately address any issues regarding contamination and human health. The remediation strategy must be fully implemented to ensure the site meets the requirements for residential use. For this reason a condition recommended requiring the strategy to be implemented in full and a verification report submitted.
- 4.1.87 Noise at the site will be a real issue due to the presence of a busy road network, as well as the proposed station and existing railway line. The ES provides a detailed discussion on the noise sources and noise from events at the proposed station will need addressing as will road/rail noise and plant noise.
- 4.1.88 Noise internally in residential dwellings must comply with the internal noise standards set out in BS8233:2014. This will then encompass the effects of all external noise sources on the properties to ensure internal noise standards are acceptable. Conditions are recommended to ensure appropriate insulation against for the new dwellings and to require details of noise generating plant and equipment.

Education

- 4.1.90 No objections raised subject to contribution towards education provision in accordance with the S106 SPD.

London Borough of Haringey

- 4.1.91 The London Borough of Haringey has been consulted on the application but no comments have been received.

4.2 Public

Pre-application consultation

- 4.2.1 A wide range of consultation has been undertaken by the applicant prior to the submission of this application. Three public consultation events were held to ensure local residents, businesses and stakeholder groups had an opportunity to feedback on the proposals.

8th September 2015 – approximately 150 attendees

13th October 2015 – approximately 100 attendees

20/21st November 2015 – approximately 80 attendees

16th February (in London Borough of Haringey) approximately 70 attendees.

- 4.2.2 The proposals have also been displayed to local community groups and pop-up information stalls in the Edmonton Green Shopping Centre and Tesco Lee Valley Extra on 26th November 2015.

Consultation on planning application

- 4.2.3 Letters were sent to the occupiers of 656 properties, 10 notices were placed around the site and in local roads and the application was advertised in the local press. No responses have been received.

- 4.2.4 Following revisions to the parameters for Block E2 in the south west corner of the site, involving a reduction on height of elements of this block, further consultation has been undertaken. No responses have been received

5 Relevant Policy

5.1 National Policy

- 5.1.1 The National Planning Policy Framework (NPPF) main focus is on a 'presumption in favour of sustainable development' with the emphasis on achieving a balance between the three dimensions of sustainable development – economic, social and environmental.

5.2 London Plan

Policy 2.13 – Opportunity areas and intensification areas
Policy 2.14 – Areas for regeneration
Policy 3.1 – Ensuring equal life chances for all
Policy 3.2 – Improving health and addressing health inequalities
Policy 3.3 – Increasing housing supply
Policy 3.4 – Optimising housing potential
Policy 3.5 – Quality and design of housing developments
Policy 3.6 – Children and young people's play and informal recreation facilities
Policy 3.7 – Large residential developments
Policy 3.8 – Housing choice
Policy 3.9 – Mixed and balanced communities
Policy 3.12 – Negotiating affordable housing
Policy 3.13 – Affordable housing thresholds
Policy 3.15 – Coordination of housing development and investment
Policy 3.16 – Protection and enhancement of social infrastructure
Policy 4.8 – Supporting a successful and diverse retail sector
Policy 4.12 – Improving opportunities for all
Policy 5.1 – Climate change mitigation
Policy 5.2 – Minimising carbon dioxide emissions
Policy 5.3 – Sustainable design and construction
Policy 5.4A- Electricity and gas supply
Policy 5.5 – Decentralised energy networks
Policy 5.6 – Decentralised energy in development proposals
Policy 5.7 – Renewable energy
Policy 5.9 – Overheating and cooling
Policy 5.10 – Urban greening
Policy 5.11 – Green roofs and development site environs
Policy 5.12 – Flood risk management
Policy 5.13 – Sustainable drainage
Policy 5.14 – Water quality and waste water infrastructure
Policy 5.15 – Water use and supplies
Policy 5.21 – Contaminated land
Policy 6.2 – Providing public transport capacity and safeguarding land for transport
Policy 6.3 – Transport capacity
Policy 6.9 – Cycling
Policy 6.10 – Walking
Policy 6.12 – Road network capacity
Policy 6.13 – Parking
Policy 7.1 – Lifetime neighbourhoods
Policy 7.2 – An inclusive environment

Policy 7.3 – Designing out crime
Policy 7.4 – Local character
Policy 7.5 – Public realm
Policy 7.6 – Architecture
Policy 7.7 – Location and design of tall and large buildings
Policy 7.8 – Heritage Assets and archaeology
Policy 7.14 – Improving air quality
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.18 – Protecting local open space and addressing local deficiency
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 – Trees and woodlands
Policy 7.28 – Restoration of the blue ribbon network
Policy 8.2 – Planning obligations
Policy 8.3 – Community infrastructure levy

5.3 Core Strategy

Core Policy 1: Strategic growth areas
Core policy 2: Housing supply and locations for new homes
Core policy 3: Affordable housing
Core Policy 4: Housing quality
Core Policy 5: Housing types
Core Policy 6: Housing need
Core Policy 17: Town Centres
Core Policy 20: Sustainable Energy use and energy infrastructure
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 26: Public transport
Core Policy 28: Managing flood risk through development
Core Policy 29: Flood management infrastructure
Core Policy 30: Maintaining and improving the quality of the built and open environment
Core Policy 32: Pollution
Core Policy 34: Parks, playing fields and other open spaces
Core Policy 36: Biodiversity
Core Policy 37: Central Leaside
Core Policy 38: Meridian Water
Core Policy 46: Infrastructure Contributions

5.4 Development Management Document (DMD)

DMD1: Affordable Housing on Sites Capable of Providing 10 units or more
DMD3: Providing a Mix of Different Sized Homes
DMD6: Residential Character
DMD8: General Standards for New Residential Development
DMD9: Amenity Space
DMD10: Distancing
DMD25: Locations for new retail, leisure and office development
DMD28: Large local centres, small local centres and local parades
DMD37: Achieving High Quality and Design-Led Development
DMD38: Design Process
DMD39: Design of Business Premises

DMD42: Design of Civic/ Public Buildings and Institutions
 DMD43: Tall Buildings
 DMD45: Parking Standards and Layout
 DMD46: Vehicle Crossovers and Dropped Kerbs
 DMD47: New Road, Access and Servicing
 DMD48: Transport Assessments
 DMD49: Sustainable Design and Construction Statements
 DMD50: Environmental Assessments Method
 DMD51: Energy Efficiency Standards
 DMD52: Decentralised Energy Networks
 DMD53: Low and Zero Carbon Technology
 DMD55: Use of Roofspace/ Vertical Surfaces
 DMD56: Heating and Cooling
 DMD57: Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
 DMD58: Water Efficiency
 DMD59: Avoiding and Reducing Flood Risk
 DMD61: Managing Surface Water
 DMD64: Pollution Control and Assessment
 DMD65: Air Quality
 DMD68: Noise
 DMD69: Light Pollution
 DMD72: Open Space Provision
 DMD79: Ecological Enhancements
 DMD80: Trees on development sites
 DMD81: Landscaping

5.5 Other relevant policy

Upper Lee Valley Opportunity Area Planning Framework (OAPF)

- 5.5.1 The OAPF was adopted by the London Mayor in July 2013. It is supplementary planning guidance to the London Plan. The OAPF sets the overarching framework for regeneration across the area and identifies growth at Meridian Water as one of the eight key objectives of the OAPF. Chapter 7 of the OAPF sets out a number of guiding principles for the development of Meridian Water, which include an ambition for 5,000 new homes and 3000 new jobs across the masterplan area. It also highlights objectives of improving transport connectivity, delivering sustainability across the area and improving the health and lifestyles, particularly through improved green links. In particular the document highlights the need to open up connectivity east-west within and beyond the application site to provide greater access to the surrounding communities and the nearby Lee Valley Regional Park.
- 5.5.2 The application site falls within the Upper Lee Valley Opportunity Area, introduced in Policy 2.13 of the London Plan. Specific reference is made to the wider Meridian Water masterplan in Annexe One, which states the need for improved rail services in order to unlock development. The Opportunity Area is also identified as a strategic outer London development centre in Policy 2.16 and falls within one of the 'Area for Regeneration' as identified in Policy 2.14.

Central Leaside AAP (CLAAP)

- 5.5.3 The CLAAP is currently being prepared and updated. The Proposed Submission CLAAP was published for consultation last year (5th Jan – 16th March 2015) and set an ambition for up to 5000 new homes at Meridian Water. However, in response to a

number of factors, including higher London Plan housing targets, confirmation of the award of £25M Housing Zone funding, the Council's acquisition of substantial areas of land and the commencement of a developer procurement process, as well as the implications of planned public transport improvements, the Council now has higher aspirations for housing numbers with Meridian Water. In Autumn 2015, the Council announced its intention to review and update the CLAAP and its evidence base in the light of these changes with an ambition to provide over 8000 new homes and 3000 new jobs within the Meridian Water boundary. Work is now underway on the evidence base with a revised proposed submission version planned to go to the Local Plan sub-Committee in October. It is anticipated that the plan would be subject to examination in Spring 2017, with adoption following in the summer.

Meridian Water Masterplan

- 5.5.4 The Meridian Water Masterplan (MWM) is adopted as Planning and Urban Design Guidance and as such is a material consideration. This includes the application site, designated as part of Zone 1 – Meridian Angel, as well as part of Zone 2 – Gateway. The document sets out a series of land uses which are considered appropriate within these zones, including employment, residential, education and open space uses. A series of design principles are also established to be applied across the Meridian Water area.
- 5.5.6 S106 SPD
 Draft Interim Housing Supplementary Planning Guidance
 Social Infrastructure SPG
 Accessible London: Achieving an Inclusive Environment SPG
 Shaping Neighbourhoods: Character and Context
 Sustainable Design and Construction SPG
 Shaping Neighbourhoods: Play and Informal Recreation
 All London Green Grid
 Health Inequalities Strategy
 Mayor's Transport Strategy; Land for Industry and Transport
 Mayor's Climate Change Adaption Strategy
 Mayor's Climate Change Mitigation and Energy Strategy
 Mayor's Water Strategy
 Decentralised Energy Network Technical Specification SPD
 CIL Charging Schedule

6 Analysis

6.1 Principle of development

- 6.1.1 The site was previously used for gas production, housing six gas holders, which have now been decommissioned and demolished. Permission has been granted for the remediation of the site in readiness for redevelopment and work on this is expected to start shortly. The site is not subject to any industrial use designations. This application proposes a predominantly residential development with a quantum of retail leisure, community space and public open space to support the primary residential use.

Housing

- 6.2.1 The site lies within the Upper Lee Valley Opportunity Area, as identified in the London Plan policy 2.13, Table A1.1, and the Upper Lee Valley Opportunity Area

Planning Framework (2013), which states the Opportunity Area is capable of accommodating at least 20,100 homes and 15,000 jobs up to 2013. London Plan policy 3.3 'Increasing Housing Supply' recognises the need for new homes in London and Table 3.1 gives an annual monitoring target of 798 new homes per year in Enfield between 2015 and 2025.

- 6.1.3 Core Policy 1 of the Core Strategy identifies Central Leaside as a focus for growth and development. Core Policy 2 identifies Central Leaside (Meridian Water) as accommodating up to 5000 new homes over the plan period. This is further expanded upon in Core Policies 37 and 38. Core Policy 38 identifies Meridian Water as the Borough's largest new residential led mixed-use development within the Central Leaside Strategic Growth Area. It notes the Meridian Water offers a 'huge opportunity for transformational change'
- 6.1.4 The application site is located in the MWMP area, comprising a major part of Zone 1 and a small part of Zone 2. It is also within the Central Leaside Area Action Plan (CLAAP) area. Both documents seek to deliver up to 5,000 homes and 3,000 jobs across the area, although in the light of the revised housing targets referenced above, amongst other factors, the aspiration is to increase this target to over 8,000 new homes. Work is underway on reviewing the CLAAP with a view to submitting the Proposed Submission CLAAP supporting this uplift in housing numbers in Autumn 2016. The Masterplan identifies Zone 1 as a continuation of surrounding residential uses, at relatively high densities, with the opportunity to provide employment as a buffer to the North Circular.
- 6.1.5 The residential proposals will contribute to the delivery of the Borough's housing targets and comply with the land use aspirations for the site set out in the MWMP and CLAAP.
- 6.1.6 As a result of the higher aspirations for housing provision across Meridian Water, an increased aspiration for Zone 1 may also be appropriate. The potential for further development would be supported by improvements in transport connectivity. The current proposal for 725 homes reflects the current constraints and capacity. Further work is being undertaken to support the an increase in housing provision as part of the evidence base for the CLAAP and this is likely to be reflected in an updated Masterplan for Meridian Water as set out in the statement of intent published on the Council's website in Autumn 2015. The meanwhile plots identified as part of this application provide an opportunity for an uplift in housing numbers in the future

Retail

- 6.1.7 London Plan Policy 2.15 'Town Centres' promotes town centres as the main focus for commercial development and intensification, including residential development. Policy 4.7 'Retail and Town Centre Development' requires that retail, commercial, culture and leisure development should be focused on sites within town centres, or if no in-centre sites are available, on sites on the edge of centres that are, or can be, well integrated with the existing centre and public transport. The NPPF defines edge of centre as within 300m of a town centre boundary. Furthermore, Policy 4.7 requires proposals for new, or extensions to existing, edge or out of centre development to be subject to an assessment of impact.
- 6.1.8 Core Policy 17 of the Core Strategy identifies that a new Local Centre is proposed in Meridian Water within the CLAAP boundary to cater for the day to day needs of the new local community that is to be established there.

- 6.1.9 Policies set out in the CLAAP and MWMP provide for 2,000sq.m of retail floorspace as part of the Meridian Water local centre, to the east of the site. No retail floorspace is allocated in the Masterplan for Zone 1, although it is not precluded and the Masterplan accepts that different layouts may be appropriate. Moreover, it is acknowledged that the uplift in housing numbers proposed across the site will necessitate a need for additional retail/leisure provision to serve the new community.
- 6.1.10 The application originally proposed up to 1250sq.m of retail floor space, now reduced to 950sq.m at the applicant's request, and a maximum of 750sq.m of leisure floorspace focused around the proposed Western Station Square, with the potential for small retail spaces on plots A and C along the proposed north-south street, together with limited space in the new station, also fronting Station Square. A Retail Impact Assessment (RIA) has been submitted, which assesses the likely impacts of the increased provision of the originally proposed additional 1250sq.m of retail space, in addition to the 2,000sq.m provided for in the CLAAP and the Masterplan. The RIA finds a current under supply of 'top-up' convenience facilities and local retail services in the vicinity of the site. The proposed retail space would occupy an 'out of centre' location in retail policy terms, being more than 300m, from the nearest town centre, although on development of the proposed local centre in later phases of the Meridian Water development, this floorspace would occupy an edge of centre location and will be well-connected to the local centre and to public transport.
- 6.1.11 It is accepted in the context of creating a sustainable community that the Western Station square is a desirable location to allocate additional retail floorspace over and above that identified in the CLAAP and MWMP, providing active uses and contributing to job targets. It is acknowledged that this first phase of development would benefit from some supporting uses to help foster a sense of community.

Social infrastructure

- 6.1.12 London Plan Policies 3.16 'Protection and Enhancement of Social Infrastructure' and 3.17 'Health and Social Care Facilities' support proposals that provide high quality health and facilities in areas of identified need, particularly in places accessible to public transport, cycling and walking. Policy 3.16 also supports the provision of community uses.
- 6.1.13 Core Policy 9 requires the provision of necessary community facilities to support local need within the strategic growth areas. Core Policy 38 seeks to ensure the delivery of the necessary infrastructure to support the new community, including school, new healthcare facilities, a library, community rooms, a police presence and local shops.
- 6.1.14 Policy CL15 of the CLAAP seeks in summary to ensure:
- community facilities in Meridian Water which cater the needs of both the existing and new communities, are situated in a location which is highly accessibly to these communities and that buildings are adaptable.
 - development within Meridian Water contributes to two primary schools, one secondary and two early years facilities.
 - provision within Meridian Water of a new GP surgery within close proximity to new residential areas and located close to a community hub or Meridian Water Local Centre.
- 6.1.15 This is further reiterated in the MWMP

Community space

- 6.1.16 Community uses (up to 600sq.m) are proposed in the north of plot A, adjacent to the new Meridian Angel Primary School and close to existing communities. An assessment of the need for the community centre provision in the vicinity of the site highlights that capacity is an issue in the local area and the provision of this space is supported in line with policy.

Healthcare

- 6.1.17 The applicant has undertaken an assessment of the need for additional health services and concluded that there is capacity within the existing health care provision to cater for increased demand from the site. This assessment was shared with representatives of Public Health England, NHS England and Enfield CCG, who have fed into the process of assessment for capacity and demand associated with the development. These organisations have also been consulted on the planning application, although no response has been received.
- 6.1.18 The AAP sets out that Meridian Water will provide community and health care facilities with specific reference to a health centre. Work is currently being undertaken to consider future needs and provision, and it is likely that future phases will provide health facilities.

Education

- 6.1.19 The NPPF gives the highest level of national policy support for school provision and London Plan Policy 3.18 'Education Facilities' supports enhanced new build provision. Core Policies 8 and 38 of the Core Strategy identifies that the school infrastructure requirements associated with up to 5000 homes at Meridian Water equates to two new 2 form entry primary schools, including two 60 part time nursery places and one new 6 form entry secondary school to include provision for 6th form. This is reiterated in the CLAAP and MWMP.
- 6.1.20 The applicant has made an assessment of education capacity which forms part of the ES. Planning permission has been granted for a new school at Ladysmith Road, adjacent to the site, which involves the relocation of Meridian Angel Primary School and its increase from one form of entry to two form entry. As a result they advise that no additional primary provision is necessary to enable the development to proceed.
- 6.1.21 With regard to secondary school places, the assessment finds evidence of surplus school capacity in secondary schools across the Borough and in proximity to the site, as well as in the neighbouring borough of Haringey. It is therefore considered that the relatively small yield of secondary pupils generated on this site will be catered for within the existing provision.
- 6.2.22 The evidence submitted by the applicant is acknowledged. However, this development as part of the wider Meridian Water development will have an educational impact and the cost of the totality of school provision, as set out above and which may increase with the uplift in housing numbers, needs to be borne by the whole Meridian Water development, to ensure no one individual phase is unduly burdened. Accordingly, a contribution to education provision in accordance with the S106 SPD is required and would need to be secured by S106 Agreement.

Public Open space and meanwhile uses

- 6.2.23 London Plan Policy 7.18 'Protecting Open Space and Addressing Deficiency' provides a strategic aim to address areas with a deficiency of open space. Although the site is not in an area with a deficiency of open space, the application secures a minimum of 0.95ha of public open space to be delivered in the form of 6 spaces, made up of the Northern Community Park; the Southern Community Park; the Brook Community Park, adjacent to Pymmes Brook; the Western Station Square; the Eastern Station Square; and a local play space to the rear of Kimberley Road.
- 6.2.24 Core Policy 34 seeks to protect and enhance existing open spaces and seek opportunities to improve the provision of good quality and accessible open space. Particularly, the policy requires the provision of new open space at Central Leaside as part of the regeneration of Meridian Water. Policy DMD 72 requires that all new major residential developments to be accompanied by proposals to improve open space provision and in the supporting text gives a Borough-wide standard of 2.37 hectares per 1,000 population of public park provision.
- 6.2.25 The applicant advises that using the GLA population calculator and applying the above Borough wide standard suggests a requirement for 4.08 ha of public park. The application makes provision for 0.95ha of public open space, which is significantly lower than this aspiration.
- 6.2.26 As justification for the level of provision proposed, the applicant considers that the Meridian Water development is of necessity providing a higher density of development than is typical of the Borough, reflecting ambitions to create a suburban-urban character which maximises opportunities for housing. The viability statement submitted with the application demonstrates the constraints of providing a viable development on the site and the need to maximise residential development. In addition, the LBE Open Space and Sports Assessment (2011) identifies that the application site is not within an area of open space deficiency, meaning that it lies within 800m of some open space. Members should also note that additional open space has recently been provided at Rays Road, north of the application site.
- 6.2.27 An increase in open space at the expense of residential development would make the development unviable and therefore the level of provision is considered acceptable. The role of the open space in providing east-west linkages to existing residential areas in Kimberley Road and via the proposed Causeway to the Lee Valley Regional Park to the east are also recognised.
- 6.2.28 The application also seeks permission for three 'meanwhile use' plots of up to 12,400sq.m for landscaping purposes, possibly including a tree nursery. These plots would not be publicly accessible and in the longer term are seen as future development plots. This approach is supported.

Summary

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

6.3 Access and parking

- 6.3.1 This is an outline application which provides details of access arrangements and road layout for an initial phase of development of up to 725 residential units along with other uses. The details of the housing and other uses, as well as associated infrastructure, will be brought forward as reserved matters.

Trip Generation

- 6.3.2 The assumed trip generation outlined in the Transport Assessment (TA) is based on TRICS analysis of other sites and mode splits which would suggest a significant reduction in car usage compared to the local area and Enfield as a whole. Traffic and Transportation have highlighted concerns with this proposition.

TRICS Analysis

- 6.3.3 The TA identified 5 sites, including 2 which were not directly comparable to the application site (they were a different style of development or had a higher PTAL). If these sites are excluded from the assessment, there is an observed car mode share of 36% across the sites; this is compared to 30% as highlighted in the TA.
- 6.3.4 The impact on trips is less significant, with rates of 0.51 per unit in the AM peak and 0.44 per unit in the PM peak; these are broadly comparable to the TA which indicated 0.49 in the AM peak and 0.39 in the PM peak.

Mode Splits

- 6.3.5 The mode splits in the TA would see a significant reduction in car mode share from 46% to 20% by 2018, with resultant significant increases in the use of other forms of transport. Despite the analysis in the TA, it is considered there is still insufficient evidence to support the proposed mode split in what is the earliest phase of the development:
- Removing outliers from the TRICS sites shows that car mode share in comparable developments which have been built out is on average 36%.
 - No frequency enhancements are proposed for the bus network. It is noted that TfL have suggested bus stops on Leaside Road in the vicinity of the site that could improve access. However, Traffic and Transportation have confirmed there are safety concerns associated with such provision at this stage as set out below. Alongside pedestrian access issues (see below), the route serving this location (341) does not provide a quick link to any transport hubs, so is unlikely to generate significant demand.
 - Cycling infrastructure improvements at this stage appear to be limited with no clear plans to link directly into the wider cycling network; arrangements for crossing east-west at the station will require cyclists to dismount.
 - The pedestrian access to the south will remain poor, due to existing constraints on Leaside Road, and there will also be limited local destinations within easy walking distance.
- 6.3.6 However, analysis does suggest that the original mode split, based on the local ward daytime population (which includes those working in the area), could be slightly overestimating the car mode share at 46%, when the resident population car mode share is 38%.
- 6.3.7 Taken together this suggests that a realistic mode split for 'Driving in a car or van' for this phase of development would be 35%.

Trip Generation

6.3.8 The higher car mode share has an impact on vehicle trip generation. Therefore the applicant has undertaken a sensitivity test which indicates that car trips would be higher than forecast in the TA:

<i>Scenario</i>	<i>AM Arrivals</i>	<i>AM Departures</i>	<i>PM Arrivals</i>	<i>PM Departures</i>
TA – 20% car mode share / lower trips rates	18	63	42	28
LBE – 35% car mode share / higher trip rates	32	109	75	49

6.3.9 Despite this increase in trip rates, the impact on highway network capacity is broadly acceptable as set out below.

Highway Network Capacity

6.3.10 To assess highway network capacity LinSig modelling was undertaken and presented in the TA. The model was not developed in line with a full LinSig audit process. However, it is acknowledged that for this stage of development it is sufficient.

6.3.11 Going forward there is a need for a LinSig model to be developed and audited in line with TfL guidelines. This will be a requirement of any future phase of development.

6.3.12 Whilst the base scenario looked at the network in light of the trips generated by 20% car mode share, there was also a scenario based on 181 two-way car trips in the morning and 150 two-way car trips in the evening peak; higher rates than those arising from the 35% car mode share (141 two-way car trips in the morning and 124 two vehicular car trips in the evening).

6.3.12 The results of this modelling showed that this number of vehicles could be accommodated on the network with no significant detrimental impact, assuming that signalling improvements are implemented at the junctions in the area around the site.

6.3.12 In light of this, TfL have indicated that work is underway to implement signal optimisation (SCOOT) at the Meridian Way / Glover Drive junction. Given that the proposal will have a direct impact on this junction (both a new 'arm' from the station access road and the east-west pedestrian crossing) it is appropriate that the applicant should contribute to the cost of design and implementation with the exact amount to be agreed. This will need to be secured through S106 Agreement.

6.3.13 Going forward, given that the junctions in the area around the site will be operating close to capacity, any future phase of development will need to be accompanied by a plan which identifies transport network improvements to mitigate any negative impacts.

Access

6.3.14 The proposal includes reference to new access points to the site:

- To the north of the site for vehicles including buses, but only for emergency vehicles under this application.

- Step-free access from the east of the site which links directly to the new station. It is also proposed that a new cyclist / pedestrian crossing is installed across Meridian Way to provide direct access to amenities, including bus stops on Glover Drive.
- Main vehicular access is to the south from Leaside Road.
- Cycling / pedestrian only access from Kimberley Road to the west.

Northern Access

6.3.15 Specific vehicular access from the public highway to the north of the site is not included as part of this phase of development. However it is noted that access for buses could be provided as part of future development across the wider site.

Eastern Access

6.3.16 The proposal is for cyclist and pedestrian access via an overbridge with step-free access provided by lifts. Cyclists will be able to wheel bikes using a gutter on the edge of the steps to the overbridge. The new bridge is part of the development of the new station.

6.3.17 This access will lead to Meridian Way where there is a proposal for a new cycle / pedestrian crossing across Meridian way. This will improve access to existing amenities, including the bus stops located on Glover Drive.

6.3.18 Given the proposed location of the development outlined in this application and the location of proposed / existing public transport services it is likely that this will be the main access route.

Southern Access

6.3.19 The submission includes details of a junction which had been designed to take into account:

- Long articulated vehicles (HGVs up to 16 metres) during the construction of the development.
- Vehicles including HGVs servicing an existing PRS site.
- Predicted traffic volumes.
- Visibility restrictions when approaching from the east due to a bridge over the railway.
- Constraints arising from the siting of other access points and an adjacent bridge over the railway.

6.3.20 Whilst this design is considered to be broadly acceptable for the construction phase, concerns have been raised about its long term suitability for a mainly residential development, particularly as it impacts on cycling and pedestrian amenity. Therefore the applicant has worked with Traffic and Transportation to amend the design to slightly reduce its scale.

6.3.21 In addition a further design, which further reduces the scale of the junction, is being developed. This design will be implemented, at the applicant's cost, when the construction phase has been completed and there is no longer a requirement for regular HGV access to the PRS site. It should be noted that, given the requirement for possible future bus access directly into the site, the junction will still have to be designed to allow safe access for vehicles up to 14 metres in length.

6.3.22 This alternative, reduced scale, junction would need to be secured by either planning condition or S106 obligation with a trigger point agreed for its provision, post construction phase.

6.3.23 Given that Leaside Road is public highway managed by the London Borough of Haringey (LBH), a Section 8 agreement (Highways Act 1980 - Agreements between local highway authorities for doing of certain works) is required to allow the works to be completed. It is understood that LBH has agreed in principle to the Section 8 arrangements with details to be agreed prior to construction commencing.

Western Access

6.3.24 The proposals for cycling / pedestrian only accesses are welcome although the applicant will need to consider how other vehicles including motorcycles will be restricted. The details of the design of the access, including surface treatments and widths, will need to be agreed prior to implementation and conditions are required to cover this

Public Transport Provision

Buses

6.3.25 TfL's initial response to the application included references to bus service provision:

- Delivery of off-site bus stops on Leaside Road and as part of the interchange design fronting Meridian Way.
- Bus service upgrades (existing services) to be implemented to serve full 725 built out need to be triggered at least two years before full occupation. TfL to discuss an appropriate trigger.
- Delayed opening of the rail station may require short term measures depending on length of delay.

6.3.26 Following engagement with the Council a further TfL response sought:

- Passive provision for bus stops on Leaside Road.
- Bus subsidy of £170k per annum to cover provision of extra services on the 192 route.
- Strategic modelling to identify the interventions required to support future phases of development.

6.3.27 Traffic & Transportation support the need for improved bus services to support sustainable development but with reference to this phase of development would highlight:

- Given that the main access point for this phase of the development will be to the east, providing access to existing / proposed public transport services, it is unlikely that there will be significant demand for services on Leaside Road. For northbound services this will be particularly true given that they will terminate at the next stop (Glover Drive). It should also be noted that, taking into account the proposed southern access junction, there is limited space for bus stops on Leaside Road.
- In terms of forecast bus trips, the sensitivity test undertaken by the applicant (based on 35% car mode share and higher trip rates) forecasts 84 departures in the AM peak hour (the AM peak hour is usually when the highest number of trips

per hour occur). Given there are an average of 12 buses per hour (the 192 and 341 both operate at a frequency of 8 to 12 minutes) this equates to 7 additional passengers per service. TfL figures indicate that the 192 route in particular is operating at close to capacity (29 spaces occupied of 35 in total). This would indicate that while the development could lead to the 192 bus service reaching capacity, it is already at a point where additional provision is required, particularly given the underlying rate of background growth in Enfield. It is also worth noting that there is likely to be abstraction from bus to rail if improved rail services are delivered.

6.3.28 Therefore Traffic & Transportation consider that this first phase of development has limited implications for bus infrastructure but recognise that there is a case for the specific improvements outlined in the TfL response as requirements of later phases of development.

6.3.29 However, it is recognised that if the public transport accessibility is not improved through the delivery of the station and the planned service improvements, then bus enhancements may be required. It is recommended that a limit be placed on the number of units (250) that could be provided before an Interim Transport Report is provided, as required by TfL and any alternative provision agreed as part of this should be committed prior to the completion of the 300th unit. This alternative provision might require bus service enhancements, dependent on the nature of delay to the station. Any alternative strategy would need to be discussed with TfL. If bus enhancements are identified as being essential at this stage these would need to be funded by the applicant. The need for this Interim Report and any obligations that arise from it will need to be secured by a combination of planning condition and S106 obligation.

Cycling and Walking

6.3.30 The CERS and PERS audits undertaken indicate that there are a number of challenges related to improving the environment for cycling and walking. Some of these are being addressed by the proposals in this application however for future phases of development there will need to be a focus on providing:

- Cycling and pedestrian access to, along and across Leaside Road.
- Cycle access across the rail line which will not require dismounting.
- Attractive links to the existing cycling and walking network.
- Permeability across the site.

Rail

6.3.31 It is noted that the improvements in public transport accessibility in this phase of development are predicated on:

- A new station being built south of the existing Angel Road station.
- Provision of a new step-free east-west link.
- The delivery of a rail scheme which will allow an additional two trains per hour to call at the new station.

6.3.31 Whilst it is understood that these are committed and programmed schemes with full stakeholder support, there is still a small possibility that one or all will not be delivered on schedule. This issue has been highlighted by TfL, as it could have an immediate detrimental impact on bus network capacity.

6.3.32 In this instance, it is recommended a condition be attached to any permission which will not allow more than 300 residential units to be occupied, until the applicant develops and delivers at their cost an alternative public transport plan detailing the approach to ensuring an equivalent level of public transport accessibility and connectivity.

Taxi – Private Hire

6.3.33 The Transport Assessment does not specifically address the need for taxi and private hire vehicles to serve the development. However it is assumed that they will be able to utilise visitor parking provision. This approach is acceptable.

Public Transport Accessibility

6.3.34 Analysis by Traffic and Transportation shows that, measured from the centre of the application site, the transport network improvements proposed in the application will see a modest increase in public transport accessibility as measured by PTAL:

Existing	Proposed	To achieve PTAL 3
Two bus services (192 and 341), six per hour on both routes.	Two bus services (192 and 341), six per hour on both routes and improved accessibility (190m away)	Two bus services (192 and 341), eight per hour on route 192 (increase of two) and seven per hour on route 341 (increase of one).
Angel Road Station – one service an hour in either direction.	Meridian Water Station – four services an hour in either direction at the relocated station (110m away).	Meridian Water Station – four services an hour in either direction (same as proposed).
Accessibility Index: 6.26	Accessibility Index: 9.48	Accessibility Index: 10.19
<i>PTAL: 2</i>	<i>PTAL: 2</i>	<i>PTAL: 3</i>

6.3.35 These figures are slightly different to those in the TA because the measurement is taken from the middle of the application site.

6.3.36 The PTAL has an impact on both the density of development and the requirements for car parking provision.

Parking

Cars

6.3.37 The original parking proposals indicated a parking ratio of 0.4 spaces per residential unit with some parking for other uses. In an initial response and series of meetings Traffic and Transportation made it clear that this level of residential provision is extremely low could not be supported because:

- The committed transport enhancements will not raise the PTAL level above 2.
- There is no precedent in Enfield for such low provision, with the Alma Estate development, which is PTAL 3 across the site, having a parking ratio of above 0.6

while a recently consented site in a PTAL 5 area still had provision of 0.43 spaces per unit.

- Mode share data from comparable sites, which have been built out, indicates that 35% of journeys will be by car.
- There are no parking controls in adjacent residential streets so overspill parking cannot be contained.
- The proposed housing mix does not justify a low car development.

6.3.38 Taking this into account the applicant has now agreed to a car parking ratio of 0.6 per residential unit at the outset, with a view to reducing this to 0.4 spaces per unit as the development progresses and if sufficient evidence can be obtained to demonstrate a low up take in parking for new residents and management mechanisms are working. This will need to be secured through a combination of conditions and S106 obligations, allowing a reduced provision, down to a minimum of 0.4 spaces per unit, if the level of demand is significantly lower than expected due to:

- Public transport enhancements.
- Cycling and walking improvements.
- Introduction of a Controlled Parking Zone in the area.

6.3.39 This will be supported by a Parking Management Plan which will be secured by way of a condition and/or S106 Agreement and should include:

- The details of the proposed parking provision.
- The allocation process for the various types of spaces including disabled, electric vehicles and visitor.
- The enforcement regime including the frequency and proposed penalties.
- The process for determining if spaces are being utilised and how they can be re-allocated.

6.3.40 It has also been agreed that a range of measures will be put in place to limit vehicle trips and parking demand

- Delivery and Servicing Plan.
- Improvements to pedestrian and cycle routes including access to the site.
- Cycle parking provision.
- Travel Plans with associated monitoring.
- Car club provision.
- New station and enhanced rail services.
- Consultation on a Controlled Parking Zone in the adjacent area.

6.3.41 All of these will be secured by way of a Section 106 agreement and / or planning conditions.

6.3.42 Given that the detailed design of the residential and other uses will be brought forward by way of future applications, the related details of disabled, electric vehicle and visitor parking will be secured by way of a planning condition.

Cycle Parking

6.3.43 The proposal includes resident parking and also long stay and short stay visitor parking. Overall there will be a provision of 1,111 spaces plus 46 short stay spaces. Whilst this meets current London Plan requirement, the total provision required is still dependent on the detail of the breakdown of units including the commercial uses.

6.3.44 In addition, given that the applicant is promoting the development as cycling friendly, there could be opportunities to provide higher levels of cycle parking.

6.3.45 Therefore the level, location and type of cycle parking provision will be secured by way of a condition.

Deliveries

6.3.46 Given the low PTAL and the low parking provision, then it is expected that deliveries to the site may be relatively high as residents rely on internet shopping for bulky deliveries.

6.3.47 While it is anticipated that delivery vehicles will not make a significant contribution to traffic generation, they will have an impact on the highway network particularly if they have to resort to informal parking.

6.3.48 A draft Delivery and Servicing Plan was provided with the TA and this will form the basis for the longer term plan, which will be developed as the various reserved matters are brought forward. This arrangement will be secured by way of a planning condition.

Highway Network

6.3.49 The principles outlined for the highway network are broadly acceptable:

- Main roads of a suitable width to allow the regular circulation of large vehicles including buses.
- Smaller scale secondary and tertiary roads which provide an attractive and safe environment for cyclists and pedestrians.
- Appropriate space for parking and turning vehicles.
- Traffic calming measures to reduce speeds.

6.3.50 The Council has made it clear that it will not seek to adopt the roads and paths as public highway, which has been acknowledged by the applicant. In addition the applicant should make it clear that any paths for public use are offered on a permissive basis and do not constitute rights of way.

6.3.51 However the detailed layouts and designs will still be subject to approval as future applications for the residential and other uses are brought forward. These details will be secured by way of a condition.

Station Access Arrangements

6.3.52 The proposed east-west pedestrian crossing addresses concerns with access across the A1055, although it does have an impact on the adjacent junction, the severity of which will be considered as part of the strategic highway network and more localised junction analysis which will be required to support applications for further phases of development.

6.3.53 The access road for the station remains a concern, partly due to how it will be controlled but mainly because of the impact on the already capacity constrained junction from the A1055 to Glover Drive.

6.3.54 In light of this it has been confirmed and agreed with TfL that bus services will not utilise this access road at this stage and that entry will be strictly controlled to limit vehicle movements. The details of these arrangements will be set out in a Station Access Road Plan which will be secured by way of a planning condition.

Sustainable Travel

6.3.55 In order to encourage the use of sustainable transport modes it has been agreed that each residential unit should be entitled to a package of incentives to include car club membership for 2 years and driving credit, a new Oyster card per bedroom and two years London Cycling Campaign Membership per bedroom. The applicant will be responsible for promoting the sustainable transport package and managing delivery. Confirmation will be required that the package has been offered to all first occupiers of residential units. This should be via an independent audit undertaken at the applicant's cost. Where there is evidence that the package has not been offered, the applicant will be required to make a financial contribution per unit to the Council to support delivery of sustainable transport measures. This will be secured through the S106 Agreement.

Refuse and Recycling

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

Construction Logistics Plan

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

Strategic Modelling

6.3.58 Given the scale of the development proposed for the Meridian Water area, modelling of the overall transport network impacts at both local and strategic levels will be required to support further phases. This approach has been agreed by all stakeholders.

Summary

6.3.59 Whilst the proposed development will lead to an increase in trips on the transport network in an area with limited capacity, committed enhancements to the rail network and east-west connectivity mean that, on balance, it will not have a significant impact on amenity for existing users, highway safety and the free flow of traffic.

6.4 Urban Design

6.4.1 This is an outline application with all matters relating the design, layout and scale of development reserved. However, the application is supported by a development specification which sets the maximum parameters for development, including footprint and height, and a design code which seeks to set design parameters to be followed in the subsequent submission of reserved matters. The Design Code sets a series of design principles, including urban grain and street alignment; distribution of

non-residential uses; parking; privacy; heights and set backs of buildings; minimum unit sizes and design guidelines; access arrangements; public realm, location, character and materiality; building appearance and architecture; and balcony design.

- 6.4.2 London Plan Policy 7.1 sets out a series of overarching design principles for development in London. Other design policies in this chapter and elsewhere in the London Plan include specific design requirements relating to maximising the potential of sites, the quality of new housing provision, tall and large-scale buildings, built heritage, views and the public realm. New development is also required to have regard to its context and make a positive contribution to local character within its neighbourhood (policy 7.4)
- 6.4.3 Core Policy 30 requires all developments and interventions in the public realm to be high-quality and design-led. The DMD contains a number of specific policies seeking to influence design quality in terms of density, amenity space provision, distancing standards, daylight and sunlight and appropriate access to parking and refuse facilities for example.
- 6.4.4 Policy CL3 of the Proposed Submission CLAAP relates to the 'Meridian Angel Neighbourhood' and CL4 to 'The Gateway Neighbourhood'. The former seeks to ensure that development connects with the existing residential community to the west, a community and station square to support activity around the new station, incorporation of public realm improvements and strong boundaries around edges to create safe and secure places, pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities. Policy CL4 seeks high quality public space as 'Gateway Square' with access from the new station.

Density

- 6.4.5 London Plan Policy 3.4 'Optimising Housing Potential' states that taking into account local context and character, the design principles in Chapter 7 of the London Plan and public transport capacity, development should optimise housing output within the relevant density range shown in Table 3.2.
- 6.4.6 This is essentially reiterated in Core Policy 5 of the Core Strategy and DMD 6, with the latter policy recognising that the density of development should consider existing or planned transport capacity and take account of existing and planned provision for local facilities such as shops, public and private open space, and community, leisure and play.
- 6.4.6 The Proposed Submission CLAAP (Policy CL2) states that development in Meridian Water should 'optimise housing and where appropriate, achieve higher housing density levels than the London Plan'.
- 6.4.7 At the present time it is difficult to categorise the site and the future PTAL rating is uncertain, although a PTAL of 3 is expected to be achievable. Taking account of new transport links and the wider development to come forward across Meridian Water, the site could be considered to be within an 'urban' setting in the future, where the density matrix suggests a guideline of 45-170 units per hectare, with a PTAL 2-3.
- 6.4.8 The density proposed is calculated as approximately 154 units per hectare based on 725 units across 4.7 hectares, which excludes the areas that will be landscaped for meanwhile uses. This provides a reasonable estimate of the density of the scheme and is considered acceptable in principle.

Layout and Public Realm

- 6.4.9 The proposals consist of a legible network of streets that link well with surrounding streets and are well addressed with active frontages, either by commercial uses or apartments, terraced houses, and maisonettes with individual street entrances. The focus of the application on plots around the new station and adjacent to the existing residential areas to the west is a logical approach which will exploit the benefits of the station and embed the development into the existing community. The location of the meanwhile use plots around the Pressure Reduction Station reflects the aspiration to relocate this at a later stage.
- 6.4.10 The Design Code secures active frontages for 90% of the Western Station Square and the north-south route, 80% for park frontages and 75% for neighbourhood roads. Parking, with integral service access will be concealed below podiums and the extent of this frontage is also controlled in the Design Code. Perimeter treatments to the meanwhile use plots will use integrated planting and level changes, such as 'ha-ha' in order to maintain visual connection whilst restricting access.
- 6.4.11 The Design Code also secures the quality of the proposed public realm, including a network of six new public open spaces. The Western Station Square will include a playable water feature, groups of tree planting, seating and surrounding active uses.

Residential Quality

- 6.4.12 The application confirms that the proposed housing typologies meet or exceed the minimum space standards identified in the London Plan. The Design Code secures that at least 60% of the units will be dual aspect. The site's orientation means that some single aspect north-facing units are unavoidable. However, the Design Code secures that these will be less than 2% of the units and will always face onto a large open space. All single aspect units will be less than 7 metres in depth, with none facing the railway line. No more than 8 units would be accessed per core and all corridors will be naturally lit, with a minimum width of 1.5m. The ground floor residential units will achieve a minimum of 2.8m floor to ceiling height, other than those blocks immediately adjacent to existing residential streets. The applicant has also confirmed in the design code that the minimum floor to ceiling height would be 2.5m in order to secure a good standard of ventilation and light. The Code also confirms the requirement for all habitable rooms to meet the BRE Average Daylight Factor requirement.
- 6.4.13 DMD 10 sets minimum distancing standards between facing residential buildings. These are:

	Number of storeys in facing buildings					
	1-1	1-2	1-3	2-2	2-3	3-3
Minimum distance between rear facing windows (in metres)	22	22	25	22	25	30
Minimum distance between windows and side boundaries	11m					

- 6.4.14 The policy does allow for development below these standards providing that it can be demonstrated that the proposed development would not result in housing with inadequate daylight/sunlight or privacy for the proposed or surrounding development.

6.4.15 The development specification submitted confirms that the minimum distance between the proposed four storey houses adjacent to existing properties in Kimberley Road would be 25m, which would accord with this policy. The same development specification confirms that the minimum facing distance across the internal courtyards of the perimeter blocks (A/B/C/D) would be 20m. This is below the above standards.

6.4.16 The applicant's consider that achieving a minimum separation distance of 30m in accordance with the above policy does not respond to the desire to create a high-density residential development, as sought through the CLAAP and MWMP, as well as Core Policy 38 of the Core Strategy. Whilst noting this, the applicant was asked to consider the impact of reduced separation distances on daylight and sunlight to communal courtyards and open spaces. The applicant has advised:

" The 20 metre separation distance set in the Design Code, while not compliant with policy will still ensure the provision of successful and attractive public realm and private open space for residents of the scheme.

In particular, the lower separation distance will not prejudice the access of residents to daylight and sunlight, both inside units and in the communal opens spaces between the buildings to an unacceptable degree. Daylight and Sunlight testing was undertaken on those units in the illustrative scheme which are likely to experience the lowest levels of daylight. Overall, 301 out of 346 (87%) of rooms analysed meet the BRE Guidelines for daylight. In sunlight terms, the BRE Guidelines makes clear that sunlight is of primary importance to main living spaces. On this basis, the results show that 53 out of 67 (79%) of main living rooms containing at least one south-facing window meet the BRE Guidelines for APSH.

It is important to remember that, where rooms fall below the recommended level of daylight and have a balcony, these rooms will enjoy an alternative source of daylight and sunlight amenity and so are considered acceptable. Additionally, given that this analysis identified those locations within the masterplan with the lowest levels for daylight, the overall proportion of rooms meeting the BRE Guidelines should increase when all rooms are analysed.

It is acknowledged that the internal courtyards do not meet the BRE Guidelines. However, in addition to the communal spaces between the blocks, residents will have access to many well lit public amenity spaces within a short distance of their property. The four main public park spaces and three out of four public realm spaces meet, and exceed the BRE Guidelines for sunlight. Indeed, 83% of the total amenity area received more than 2 hours of sunlight on March 21st in accordance with BRE standards.

6.4.17 The applicant has confirmed that privacy can be safeguarded in the detailed design through the placement and design of windows and landscaping of the podium decks.

6.4.18 Facing distances between blocks across streets is a minimum of 16.8m (between blocks A and C). However, this is the public side of the building where expectations for privacy are different and reflects the need to secure a strong and robust urban form.

6.4.19 Overall, the disposition of buildings and the distancing proposed is considered acceptable.

Amenity Space

- 6.4.20 The applicant confirms that all units will be provided with amenity space that meets or exceeds the standards set down in the London Housing Design Guide and as reiterated in DMD 9. Amenity space requirements will be met through the provision of private gardens and/or balconies depending on the unit type.
- 6.4.21 The applicant also confirms that units in Blocks A,B,C and D will also have access to a series of communal courtyards which, in line with DMD9 requirements will be overlooked by the development and accessible and inclusive to residents, whilst not accessible to the general public. In Block E where the units will not have access to communal courtyards, the amount of private amenity space per unit would be increased, meeting or exceeding the minimum space requirements set out in policy.
- 6.4.22 The applicant will need to demonstrate through the reserved matters submissions that these commitments are met.

Height and Massing

- 6.4.23 The development specification confirms that the maximum building height is 12 storeys located in blocks A,B,C and D, with lower building heights in Block E (2- 6 storeys) adjacent to existing residential boundaries.
- 6.4.24 The scale of the proposed development plots responds well to the existing context of the area. To the west, the proposed blocks adjacent to existing development in Kimberley Road and Willoughby Lane are 2-4 storeys in height and align with the existing streets. Some height (6 storeys) is proposed to the south of Block E2 to mark the entrance to the site. The four perimeter blocks to the east are some distance from the existing housing and are generally up to 8 storeys, each having a taller element up to 12 storeys, which the Design Code limits to key routes and public open spaces, taking into account wind and overshadowing impacts. The Design Code also requires the east-west blocks, including those enclosing the Western Station Square to incorporate at least one 11m break, which will avoid overbearing massing and allow sunlight into spaces to the north.
- 6.4.25 The overall approach to height and massing is supported.

Architecture and materials

- 6.4.26 This is an outline application with all matters reserved except for access to the public highway. Accordingly, there is limited detail in the applications on architecture and materials. However, the Design Code provides sufficient information to ensure that good quality architecture, materials and detailing will be achieved. This is demonstrated further in the illustrative scheme provided. The Design Code secures that materials will be of brick and masonry, with no render or panel treatments on primary facades, and trim and detailing will be of metal not plastic. The Code also secures details such as a minimum of 210mm window reveals, rooftop services to be hidden, solid drained balcony floors, and all drainage and downpipes to be hidden, which indicate a good quality of detailing will be achieved. Conditions are recommended requiring details of proposed finishing materials, including sample panels being constructed on site, together with larger scale sections through typical panels of the proposed building to ensure the parameters set down in the design code are evidenced in the reserved matters submission.

Inclusive design

- 6.4.27 London Plan Policy 7.2 'An Inclusive Environment' seeks to ensure that proposals achieve the highest standards of accessibility and inclusion. Policy 3.8 'Housing Choice' requires that ninety percent of housing meets Building Regulation requirement M4 (2) 'accessible and adaptable dwellings' and ten percent of new dwellings to meet Building regulation requirement M4(3) 'wheelchair user dwellings' that is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users.
- 6.4.28 Core Policy 4 of the Core Strategy requires all homes to be built to Lifetime Homes standards and 10% of all new homes to suitable or easily adaptable for wheelchair users. This is further reinforced in DMD8. These standards are updated by the Building Regulation requirements referenced above.
- 6.4.29 The application indicates that all units have been designed to meet Building Regulation requirement M4(2) and 10% will meet Building Regulations requirement M4(3). Indicative layouts have been provided for the wheelchair accessible units. A condition is recommended to ensure these requirements are met.
- 6.4.30 Overall the site does not pose any particular challenges for inclusive access, other than in the new station design and the need to cross the railway line. Pedestrian access across the railway line is committed, providing 24 hour access for pedestrian and cyclists, including lift access. This will need to be secured through a combination of planning conditions and S106 Agreement.

Phasing

- 6.4.31 As would be expected with a development of this scale, the development will come forward in phases. The Housing Zone funding requires delivery of a number of homes for occupation by 2018. The remediation of the site and phase 1 development are proposed to work together, with the remediation/soil turnover works phased to enable the new development to commence in a phased manner. A condition is recommended to require the submission of a phasing plan, which would need to identify how the housing will be delivered across phases, including delivery of affordable housing, identify the supporting infrastructure, access arrangements and car parking provision associated with each phase.

6.5 Affordable housing

- 6.5.1 London Plan Policy 3.9 'Mixed and Balanced communities' seeks to promote mixed and balanced communities by tenure and household income. Policy 3.12 'Negotiating Affordable Housing' seeks to secure the maximum reasonable amount of affordable housing. Core Policy 3 and DMD1 seek to achieve a target of 40% affordable housing units applicable on sites capable of accommodating ten or more dwellings.
- 6.5.2 Within the affordable tenure mix, Core Policy 3 would seek a target ratio of 70% social rent and 30% intermediate provision. However, DMD 1 acknowledges that on sites in the east of the borough, a lower proportion of affordable rent and a higher proportion of intermediate housing may be sought. On such sites a split of 60:40 between social/affordable rent and intermediate may be appropriate. This split is also supported by London Plan policy 3.11 'Affordable Housing Targets'.
- 6.5.3 The applicant confirms that it is expected that the development could provide 30% affordable housing, with a minimum of 25%. The applicant states that the substantial costs required to make the proposed development acceptable in planning terms,

particularly with regard to remediation and infrastructure provision, make the borough-wide target of 40% unviable for this site.

- 6.5.3 It is proposed that a range of tenures will be provided, including affordable rented and intermediate housing, as well as the potential for Starter Homes, with details coming forward as part of reserved matters. Private Rented Sector (PRS) housing may also be provided, although the applicant has confirmed that this would be in addition to the affordable provision and not instead of.
- 6.5.4 The illustrative scheme submitted as part of the application demonstrated achievement of a 70:30 ratio of market to affordable housing provision, which has been tested through the design process both for viability and design feasibility. This testing has further evolved since the submission of the application with a view to seeking to maximise the number of family units and 2b4p units over 2b3p units, within the affordable housing tenures, but particularly within the affordable rented units .
- 6.5.5 This further testing has confirmed that with a move towards the Council's preferred bedroom mix, a minimum of 25% affordable housing by number of units, and 30% provision as a percentage of floor space can still be delivered. The number of units proposed has reduced only in order to achieve the size and type of units (more family 3b5p+ and 2b4p units) that the Housing Team have advised is required to meet identified local need. There has been no reduction in the quantum of floor space allocated to affordable housing. The aspiration remains to achieve 30% of the total number of units as affordable housing. The development will therefore need to be the subject of a viability review mechanism to test each phase of development to demonstrate the level of affordable housing provision to be achieved and whether an increase over and above the minimum 25% provision can be achieved. A S106 Agreement would be required to secure a minimum of 25% affordable housing as a percentage of the total number of units, with a requirement for a viability review mechanism together with a strategy for monitoring provision and tenures across the phases.
- 6.5.6 With the S106 Agreement obligations being sought, the level of affordable housing proposed as minimum is considered acceptable. The phasing of delivery of the affordable housing across the site will need to be dealt with through a combination of condition and/or S106 obligation.

6.6 Housing Mix

- 6.6.1 London Plan Policy 3.8 'Housing Choice' encourages a choice of housing based on local needs, while affordable family housing is stated as a strategic priority. The Core Strategy (CP 5) sets targets as follows:

- Market housing – 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses (5-6 persons), 20% 4+ bed houses (6+ persons).
- Social rented housing - 20% 1 bed and 2 bed units (1-3 persons), 20% 2 bed units (4 persons) 30% 3 bed units (5-6 persons), 30% 4+ bed units (6+ persons).

- 6.6.2 The applicant states that it is unlikely that policy aspirations for larger units would be wholly met and that detail of bedroom mix will come forward as part of future reserved matters. They argue that current demographic trends point towards a need for smaller houses in the Borough. "GLA household size projections from 2013

suggests that average household size in LBE will decrease from 2.6 in 2013 to 2.5 by 2020, and 2.4 by 2025". This they consider supports a trend towards requirements for a greater number of smaller homes. This they argue should be seen alongside an increasingly ageing population which is again putting pressure on housing to provide more smaller-bed units to cater for this trend. In market terms too, they advise that there is a "need to balance the existing bias in stock towards larger homes, to provide opportunities for down-sizing".

- 6.6.3 With respect to this particular phase of development, they consider that the particular characteristics of the site could mean that this phase is more likely to appeal to younger households, particularly in the early years. With the proposed rail improvements, it will become a residential location that promotes easy commuting into central London as well as commuting to employment locations within north and north-east London. "This first phase is likely to attract new residents to the Meridian Water area, who are possibly more willing to take the 'risk' of moving to an as yet undeveloped, relatively unestablished area of London, in the knowledge that it will become a thriving, mixed-use community. This will enable Phase 1 to catalyse the wider development of Meridian Water. Smaller units are typically associated with these types of residents, and as such the illustrative scheme provides a number of smaller units at this first phase of development".

Tenure	Type	No Units	Quantum
Private	Studio	45	9%
	1b2p-2b3p	244	48%
	2b4p	113	22%
	3b4p	13	3%
	3b5-6p	87	17%
	4b6p+	10	2%
Private Total		512	
Affordable	1b2p-2b3p	89	42%
	2b3p	18	8%
	2b4p	37	17%
	3b4p	12	6%
	3b5p	46	22%
	3b6p	6	3%
	4b6p+	3	1%
	4b7p	2	1%
Affordable Total		213	29%
Overall Total		725	

Original illustrative housing mix

- 6.6.4 Further discussion has taken place since the submission of the application to achieve a more appropriate bedroom mix within the affordable housing element particularly, to better reflect local housing need. These discussions have led to a minimum-maximum range being defined for each housing typology within both the market and affordable tenures as follows:

Tenure	Unit Type	No. Units	Quantum	Family Units	Proposed Ranges
Private	Studio	52	10%		Up to 15%
	1b2p - 2b3p	241	44%		35 - 45%
	2b4p	162	30%		25 - 35%
	3b4 - 6p	80	15%	17%	Minimum of 15%
	4b6p+	10	2%		
Private Total		545	100%		
Affordable	1b2p	48	27%		20 - 30%
	2b3 - 4p	44	24%		20 - 30%
	3b4 - 6p	79	44%	49%	Minimum 45% family unit (3 bed +); minimum 5% 4 bedroom
	4b6p+	9	5%		
	Affordable Total		180	100%	
Total Scheme Family Units				25%	

Revised illustrative housing mix

6.6.5 Within the affordable units, further discussion have taken place and the applicant has confirmed agreement to:

- Between 20-30% 1b2p units
- Between 20-30% 2b3p-2b4p units, of with a maximum of 40% of the affordable rented 2-bed units shall be 2b3p.
- A minimum of 45% family units (3b+), of which no more than 20% of the affordable rented 3-bed units shall be 3b4p.
- A minimum of 5% of all family units (3b+) shall be 4b+ units, of which a minimum of 20% of the affordable rented 4-bed units shall be larger than 4b7p.

6.6.6 It is recognised that the housing mix, and particularly the market housing mix, is not compliant with Core Policy 3. However, the applicant's position on this, particularly the need to kick start development and transformational change in the area, taken with the viability position, are considered valid and a departure from policy can be supported in this instance. The improvements to the affordable housing mix agreed are welcome and again whilst not compliant with policy, the suggested ranges for the various typologies, recognising the viability position, are now considered acceptable. These will need to be secured either through planning condition or as an obligation within the S106 Agreement.

6.7 Visual Impact

6.7.1 DMD43 considers the impact of tall buildings upon important local views and requires the developers to demonstrate how proposals will avoid negative impacts associated with these. It designates a series of 'local long views' which are important to townscape in the Borough. A townscape and visual impact assessment has been undertaken as part of the EIA, which assesses the impact of the proposed development upon local townscape and these designated views. The locally significant long views relevant for this application are those from the A406 North Circular towards Alexandra Palace and Canary Wharf.

6.7.2 The assessment finds that, taking account of proposed mitigation at detailed design stage, the design approach to tall buildings as part of the proposed building, including high quality design and the provision of open space, would result in a marked improvement of the existing landscape character of the application site, as it would create a high quality public realm. The applicant concludes that therefore that the

proposed development would have a significant, beneficial impact upon townscape improvement.

- 6.7.3 Regarding local long views specifically, for the majority only the upper storeys of the proposed development would be visible and therefore the effect is considered negligible. For other views the impact are more significant, and the proposed development is judged to bring beneficial effects and improvements to the view points.
- 6.7.4 The ES has been reviewed by the Council's Landscape Architect and her views are summarised above.
- 6.7.5 The applicant has responded to the points raised:
- Illustrative material has not been produced as this is an outline application. A detailed mitigation plan will be produced as part of Reserved Matter.
 - At the time of undertaking the assessment the Ladysmith Open space was inaccessible to the public being subject to development for the provision of the new primary school. However, they have updated their assessment to include an assessment of the impact on the development on the Ladysmith Open Space as requested. The Landscape officer's comments on this update are awaited and an update will be provided at the meeting.
 - The Classic Urban Typology was considered as a whole. The effect of the proposed development on this typology would be negligible as it is shielded by the urban terraces typology which is situated between.
 - It is confirmed that individual receptors were considered when preparing the mitigation principles for the outline application. Detailed mitigation measures will be considered at Reserved Matters stage.
- 6.7.6 In the light of the scale of the development proposed, it is accepted that there will be some visual impact and this in some instances will be significant. However, a significant impact does not necessarily mean a harmful impact. This is an outline application and therefore detailed mitigation measures have not yet been prepared. However, a combination of quality design and landscaping will go a significant way to ensuring the development makes a positive contribution to the area and townscape. Conditions are recommended requiring the submission of detailed mitigation measures during the construction phase, an assessment of impact on Ladysmith pocket park and mitigation measures where necessary. Design and landscaping would be addressed through the normal submission of Reserved Matters for each phase of development.
- 6.8 Impact on neighbours
- 6.8.1 The application site shares its western boundary with existing terraced housing in Kimberley Road and Willoughby Lane. The application proposes block E1 to run parallel with the terraced houses in Kimberley Road with the gardens to the proposed block running to meet the boundary. Block E1 would be a maximum of 4 storeys in height and would be a minimum of 25m away from the rear wall of the existing houses. The application site is higher than this existing housing. However, given the maximum height parameters and the separation distances proposed, the relationship

to the existing housing is considered acceptable and the amenity of existing residents, in terms of light, outlook and privacy would be safeguarded.

- 6.8.2 Block E2, towards the southern part of the site and that would sit adjacent to and behind the houses in Willoughby Lane ranges in height from 2 to 6 storeys. The application proposes that the section that forms the initial continuation of the Willoughby Lane terrace would be 2 storeys in height to reflect the existing terrace, increasing to 4 storeys where the block would adjoin the proposed new access into the site. Development would step up again to 6 storeys within the site where it presents a frontage to the new internal roads. The section of the block behind the Willoughby Lane properties would be a maximum of 4 storeys in height and would be a minimum of 26.6m from the existing houses. The illustrative visual below shows the heights proposed. It is considered that the relationship of the blocks to existing houses is acceptable and the amenities of existing residents would be safeguarded.

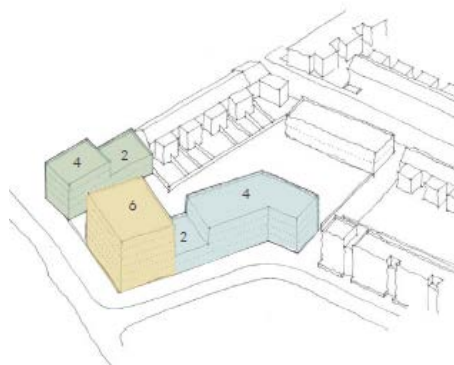


Figure 5 Illustrative visual demonstrating heights of Block E2

- 6.8.3 The remaining blocks would be located beyond blocks E1 and E2, towards the centre of the application site. Whilst these other blocks would be significantly larger in terms of height and scale, they would be some significant distance away from established housing and therefore would not have any undue impact on the amenities of residents in terms of light, privacy or outlook.
- 6.8.4 The application site also shares a boundary with the proposed new Meridian Angel Primary School. It is proposed to locate a new area of open space adjacent to this boundary.
- 6.9 Contamination
- 6.9.1 Much of the application site has been subject to separate remediation applications. These have been approved subject to various conditions. Ground investigations, assessments and discussions are on-going with the Environment Agency and remediation is due to commence imminently and last for approximately a year.
- 6.9.2 The approved remediation strategy consists of two distinct phases of remediation. The first phase being the phase of soil and groundwater remediation undertaken by a specialist contractor. Following this there will be outstanding aspects of the strategy for the developer to complete. These include the provision of the clean cover layers, provision of clean service corridors, gas vapour protection to buildings, and selection of suitable construction materials.

6.9.3 The approach has been refined and further developed since the approval of the remediation strategy. The Environment Agency have been consulted on the Ground Conditions and Contamination Assessment contained in the ES forming part of this planning application. They have advised that “timescales presented in the application are extremely tight and allowance should be made for groundwater remediation to extend beyond a year. Of particular concern is the station area where very little work has been carried out to date but it is potentially one of the most vulnerable parts of the site”. They have confirmed that they have concerns that due to the high levels of remediation on site, there is a risk that the long term monitoring may continue past the occupation of the development. In this eventuality the EA have suggested a condition which would require the applicant to enter a legal agreement to ensure that the monitoring would be continued. The conditions required by the EA are included in the recommended conditions list below. The applicant has agreed to an obligation to ensure continued monitoring of ground water.

6.9.5 No remediation strategy has yet been submitted or approved for the site of the proposed station. This will be required prior to the commencement of these works on site and a condition to cover this is recommended.

6.10 Flood Risk

6.10.1 The application site falls within Flood Zone 2 and 3 is therefore considered to have a high to medium probability of flooding.

6.10.2 In line with advice contained within the NPPF, this application should not be determined until the Local Planning Authority is satisfied that the Sequential Test has been applied and passed.

6.10.3 A high-level Sequential Test was undertaken as part of the Core Strategy to identify areas for growth in Enfield and a Level 2 Strategic Flood Risk Assessment (L2 SFRA) was undertaken in July 2013 to support the Meridian Water Masterplan. Section 3.6 (and paragraphs 3.56, 3.69, 4.51 and 4.67) of the L2 SFRA states that despite the high level Sequential Test, a further Sequential Test will need to be applied to the Priority Regeneration Area boundary to steer development to areas of lowest flood risk

6.10.4 The Sequential Test requires that “only where there are no reasonably available sites in Flood Zones 1 or 2 should the suitability of sites within Flood Zone 3 be considered”.

6.10.5 The total contiguous land area required to support the initial Phase 1 development was estimated at 8 ha. Overlaying the 1 in 100 year plus climate change flood extents on the wider Meridian Water development (identified as a Priority Regeneration Area) indicates that there are no sites of this size available which are currently undeveloped and in areas of low flood risk.

6.10.6 Phase 1 was therefore identified as a potentially suitable site given that it was:

- a) Sufficiently large to accommodate the proposed development; and
- b) Has a relatively small area of existing flooding compared to other sites.

6.10.7 In order to confirm the suitability of the site the Exception Test was therefore applied. The Level 2 SFRA already undertaken defines the Exception Test as comprising the following three components:

1. It must be demonstrated that the development provides wider sustainability benefits to the community that outweigh the flood risk, informed by an SFRA where one has been prepared.
2. Development is on previously developed land
3. A site specific FRA must demonstrate that the development will be safe for its lifetime taking into account the vulnerability of its users, without increasing flood risk elsewhere and, where possible, will reduce flood risk overall.

6.10.8 The first test has been demonstrated through the High Level Sequential Test and the Core Strategy which identified Meridian Water as a strategic growth area within the borough. The site does constitute previously developed land and a FRA has been submitted to support this application which demonstrates that the development is at low risk of flooding from all sources; compensates adequately for alterations to the fluvial flood plain, is likely to reduce flood risk from ground water in the surrounding area and not increase the risk from other forms of flooding in the surrounding area; mitigates the residual risk from flooding by employing flood resilient building design where necessary; remains safe under flood conditions by ensuring access to higher ground is available.

6.10.9 Officers are therefore satisfied that the Sequential Test has been applied and passed. The EA have confirmed that they are satisfied with the FRA submitted. The SuDS officer has confirmed that in terms of emergency planning, the FRA states that all the FFL will be 300mm above the flood level and that all habitable spaces on the ground floor have access to higher levels. Therefore at this stage, flood management is acceptable. However, it is recommended that a condition be attached requiring the submission of a flood management plan as part of Reserved Matters applications.

6.10.10 There are surface water risks affecting the site within the local vicinity and therefore it is important that the development addresses and mitigates for this.

6.10.11 Infiltration has not been considered as the EA have advised that this should be prevented because of contamination in the area and the recently designated Ground Water Protection Zone 1 Areas. As a result the strategy predominantly relies on attenuation and discharge either directly or indirectly via an existing TWUL surface water sewer to an open watercourse, Pymmes Brook. The SuDs Officer has expressed some concern about the management of storage tanks, but recognises the impact of contamination on the ability to use infiltration measures on this site. Conditions are recommended requiring details of a SuDs/Drainage strategy pre-commencement of any phase of development.

6.10.12 Thames Water have advised that they require the extent of the catchment and calculated peak discharge rates of the proposed surface water sewers that connect into Kimberley Rad, to assess the impact that the increase in flow will have on the public sewer system. They require a developer funded impact assessment to be completed to identify the ability of the public sewer system to accommodate the proposals and appropriate infrastructure upgrades. The applicant advises that they have sent scope and payment to Thames Water for them to prepare a quote for a full impact study. This will take approximately 6 months to complete. New on site infrastructure will be required as there is none at present. The study will highlight if there is a need for off- site infrastructure improvements and these will need to be provided for by the developer in consultation with Thames Water before Thames authorise any necessary connections to the public system.

6.11 Sustainable design and construction

- 6.11.1 A series of measures have been integrated throughout the development to ensure a high quality sustainable design is achieved.
- 6.11.2 Roof spaces will be maximised to provide opportunities for low carbon technologies and biodiversity. A target of 70% green or brown roofs is proposed in the Design code, as well as the provision of Solar PV Panels on appropriate roof surfaces.
- 6.11.3 A range of passive design measures features and demand reduction measures are proposed to reduce the carbon emissions of the proposal. Both air permeability and heat loss parameters will be improved beyond the minimum backstop values required by building regulations.
- 6.11.4 In order to limit the overheating risk during the summer, the façade design is currently being developed to determine the optimum glazing ratios while at the same time achieving the required levels of daylighting in the apartments. The demand for cooling will be minimised through high efficiency heat recovery from ventilation systems. Given this is an outline application, the strategy is accepted, although evidence of compliance with relevant policy will need to be demonstrated through reserved Matters application and secured by condition.
- 6.11.5 The development is estimated to achieve a reduction of 10 tonnes per annum (1%) in regulated CO₂ emissions from this first stage of the energy hierarchy ('Be lean'), compared to a 2013 Building Regulations compliant development.
- 6.11.6 The application also proposes connection to the Lee Valley heat Network (LVHN) . The applicant has provided information on the LVHN's carbon intensity and has demonstrated that a connection agreement has been received. This will need to be secured through a S106 Agreement.
- 6.11.7 The applicant has provided the methodology used to assess the savings achieved through connection to the LVHN ('be clean'). However, as the carbon factor of the LVHN scheme is not currently available, the applicant should revise the savings during the Reserved Matters Stage and provide the savings associated with the connection by using the proposed carbon factor of the LVHN. This should be secured through a condition
- 6.11.8 The applicant has investigated the feasibility of a range of renewable technologies. The total available roof area for PV installation is 1,485 m², a net PV installation of 670m² is considered feasible The GLA are satisfied with this provision.

6.12 Noise

- 6.12.1 Chapter 10 of the ES provides an assessment of the significant environmental effects associated with construction and operation of the proposed development with respect to noise and vibration, in line with Policy DMD 68.
- 6.12.2 The assessment concludes that the proposed development has the potential to cause adverse noise and vibration effects during construction. Impacts would be controlled and minimised through a construction management plan which would be secured by condition.
- 6.12.3 During operation, the assessment concludes that the proposed development will give rise to noise emissions which could potentially cause disturbance to nearby sensitive locations on Kimberley Road and Willoughby Lane in particular, and also proposed new residents within the development. Operational noise sources are identified as

road traffic noise, building services, door alarms, conductors whistle on the train station, patron noise to the train station, stationary trains and PA/VA systems. The net effect of road traffic noise is considered to be neutral/negligible. It is recommended that conditions be imposed requiring details of building services plant and equipment. All the stationary noise sources associated with the proposed station, comply with the relevant British Standard. The loudest noise sources identified are the whistle noise from the train conductor and the stationary trains. These sources have the potential to give rise to adverse effects but given the large distances to established receptors, the ES concludes that the effects are not significant. Future residents can be protected from these noise sources through appropriate design measures (enhanced glazing, acoustically treated ventilation and/or efficient development layouts and acoustic barriers) and this will need to be demonstrated and addressed through future Reserved Matters applications.

6.13 Air quality

6.13.1 Chapter 4 of the ES provides an assessment of the significant environmental effects associated with construction and operation of the proposed development with respect to air quality in accordance with Policy DMD 64. The assessment evidences that no significant air quality impacts are identified during operation or construction.

6.13.2 The application site is located within the Borough's Air Quality Management Area (AQMA) and therefore in accordance with London Plan policy 7.14 and Policy DMD 65, it is essential that the development be air quality neutral. The ES sets out how total building emissions for the proposed development are predicted to be significantly below the benchmark for the development and therefore compliant with air quality neutral policy. The total transport emissions are shown to very slightly exceed the relevant benchmark. However, with the sustainability measures proposed as part of the Framework Travel Plan, the applicant considered that the proposed development would also comply with Air Quality Neutral Policy in this area.

6.13.3 The Council's Environmental Protection Officer raises no objections to the development on air quality grounds.

6.14 Ecology/Biodiversity

6.14.1 Chapter 7 of the ES assesses the impact of construction and operational development on ecology and biodiversity. Natural England has confirmed that this application at this stage does not pose any likely or significant risk to protected sites. The ES has also been reviewed independently by an Ecological Consultant who is generally satisfied with the assessment subject to conditions being attached to require mitigation and enhancement measures identified in the ES being secured.

6.15 Archaeology

6.15.1 The site has the potential for limited archaeological survival across the western and southern parts of the site, while the eastern part of the site has a high potential for archaeological survival. Historic England have confirmed that an archaeological watching brief is due to be carried out shortly as part of the remediation works already consented. However, as the results are currently unknown, they recommend a condition be attached to any permission and this is included in the list below.

6.16 Environmental Wind

6.16.1 The ES undertakes a qualitative assessment of the environmental wind conditions on the basis of the outline massing, which specifies the maximum building envelopes, areas of public amenity space and road locations. Wind at ground level is determined by the detailed massing and orientation of the buildings within each development plot and its acceptability is evaluated on the intended use of the spaces. Therefore a detailed assessment of wind effects and related mitigation will need to be carried out at Reserved Matters stage.

6.16.2 In summary, the environmental wind conditions during both construction and when in operation are not considered to be significant providing suitable mitigation measures are included within the design at Reserved Matters stage. The conditions recommended will include a requirement for a detailed assessment of wind to form part of Reserved Matters submitted for each plot, together with any mitigation measures.

6.17 Socio-economic effects

6.17.1 The socio economic impacts assessment forming part of the ES sets out the impact of the proposed development on employment, housing, other social infrastructure. The impact on education, community and health provision has been discussed above. The ES also includes details on the construction and operation employment effects. The construction of the development is expected to support a total of approximately 1061 FTE net additional jobs at the pan-regional level. Strategies are being developed for Meridian Water as a whole which set out the approach to ensuring opportunities for regeneration resulting from the development are optimised. This will include a series of strategies for engagement, education and skills ensuring that the development proposals provide and support local employment. The S106 Agreement will include obligations for training and employment initiatives.

6.18 Health Impact Assessment

6.18.1 A Health Impact Assessment has been submitted with this application. This concludes that based on the health evidence review, the provision of new, good quality housing will have long term positive impacts on health as it will minimise any direct health effects associated with poor quality housing. The fact that all properties will be step-free and 10% will be wheelchair accessible, will be positive, particularly in terms of improving the health and well-being of equalities groups such as the elderly, which has been identified as a significant growth group in the borough. An element of affordable housing should enable those sectors of the community that are otherwise unable to afford home ownership to benefit from the positive health effects of affordable and manageable home ownership.

6.18.2 Health effects as a result of access to healthcare facilities are assessed as neutral in the short to medium term. Although existing health care facilities in the local area have adequate capacity (as set out earlier in the report) and are of adequate quality to accommodate all new residents within the Phase 1 development, no new facilities are being developed and no existing facilities are being upgraded in conjunction with the proposed development. However, with the build out of the whole of Meridian Water development and the likely development of a new healthcare facilities to serve the area, health effects are likely to be positive in the long-term.

6.18.3 Work is being undertaken as part of the wider master planning work and developing the evidence base for the CLAAP to determine the required phasing of future health, education and community provision in relation to the phasing of future development.

6.19 Planning Obligations

6.19.1 Policies 8.1 and 8.2 of The London Plan (2015) and Core Policy 46 seek to ensure that development proposals make adequate provision for both infrastructure and community facilities that directly relate to the development. Developers will be expected to meet the full cost of facilities required as a consequence of development and to contribute to resolving deficiencies where these would be made worse by development.

6.19.2 A payment or other benefit offered pursuant to a Section 106 Agreement cannot be required unless it complies with the provisions of the Community Infrastructure Levy Regulations 2010 (Regulation 122), which provide that the planning obligation must be:

- (a) necessary to make the development acceptable in planning terms;
- (b) directly related to the development; and
- (c) fairly and reasonably related in scale and kind to the development.

6.19.3 A Section 106 Agreement will be required for the scheme, while the exact amount of contributions payable are yet to be agreed and/or will be dependent on the final mix of accommodation that is proposed through Reserved Matters, the agreement will comprise the following Heads of Terms:

- Affordable Housing (Minimum 25% provision by number of units, phased delivery of affordable housing across all phases).
- Housing mix within percentage ranges.
- Business/Employment/Training Initiatives/ Strategy
- Car parking management plan
- Childcare Contribution in accordance with S106 SPD formula
- Climate Change – infrastructure to allow for connectivity to LVHN
- Community centre – fit out and management strategy
- Controlled Parking Zone – consultation/implementation
- Education Contribution in accordance with S106 SPD formula
- Ground water monitoring (Environment Agency)
- Interim Transport Report and alternative public transport strategy
- Off-site highway works – obligations to carry out agreed works (site access works, pedestrian crossing to Meridian Way, SCOOT systems identified)
- Open Space/Ecological Zone/Public Realm – strategy for management and maintenance (to include safety and security around railway station)
- Off site open space enhancements
- Step-free public access across railway (24 hour)
- Sustainable Transport Measures - Travel Plan and monitoring fee, Car Club and membership/ on- going monitoring/physical measures etc.
- Sustainable Urban Drainage System – management of storage tanks
- Viability review mechanism per phase to secure uplift in affordable housing
- Management fees

6.19.4 In addition, there are a number of matters outlined in this report where it has not yet been resolved whether these would be better secured by planning condition or through a S106 Agreement. As work progresses on the drafting of conditions, in discussion with the applicants and supported with legal advice, this will become

clearer and the obligations to be secured through the S106 Agreement may need to be amended to reflect this.

Approach to S106

6.19.5 In the case of this application, the Council is both landowner and local planning authority (LPA) and this therefore raises issues about the ability of the Council as landowner to enter into an agreement with itself as LPA. Accordingly, Counsel advice has been sought and the advice offered to enter a conventional S106 Agreement would not be without risks and therefore an alternative approach that would secure the same outcome is recommended.

6.19.6 This alternative approach requires the imposition of a Grampian condition on the outline planning permission, restricting development pending completion of a S106 Agreement. The approach is acknowledged in National Planning Practice Guidance:

“ A negatively worded condition limiting the development that can take place until a planning obligation or other agreement has been entered into is unlikely to be appropriate in the majority of cases. Ensuring that any planning obligation or other agreement is entered into prior to granting planning permission is the best way to deliver sufficient certainty for all parties about what is being agreed. It encourages the parties to finalise the planning obligation or other agreement in a timely manner and is important in the interests of maintaining transparency.

However, in exceptional circumstances a negatively worded condition requiring a planning obligation or other agreement to be entered into before certain development can commence may be appropriate in the case of more complex and strategically important development where there is clear evidence that the delivery of the development would otherwise be at serious risk. In such cases the six tests must also be met.

Where consideration is given to using a negatively worded condition, it is important that the local planning authority discusses with the applicant before planning permission is granted the need for a planning obligation or other agreement and the appropriateness of using a condition. The heads of terms or principle terms need to be agreed prior to planning permission being granted to ensure that the test of necessity is met and in the interests of transparency.”

6.19.5 It is considered that there are exceptional circumstances in this case that would justify this approach being pursued. The delivery of housing on phase 1 is reliant on a development programme that will unlock the Housing Zone funding. This requires that the process of developer procurement and submission of Reserved Matter applications are de-coupled, so that any delay in the former does not compromise the programme delivery. The developer partner has now been confirmed, but there remains significant work to do before final terms are agreed sufficient to enable the developer to take an ownership interest in this site sufficient to sign the S106 Agreement. This work can be continuing whilst reserved Matters application progress. A Grampian condition is therefore recommended that will require the S106 Agreement to be completed prior to the commencement of work on site.

6.20 Community Infrastructure Levy

6.20.1 As of the April 2010, legislation in the form of CIL Regulations 2010 (as amended) came into force which allows 'charging authorities' in England and Wales to apportion a levy on net additional floorspace for certain types of qualifying development to enable the funding of a wide range of infrastructure that is needed as a result of development. Since April 2012 the Mayor of London has been charging CIL in Enfield

at the rate of £20 per sqm. This development is CIL liable. Given the phased nature of the development and the intention to discharge reserved matters on a phase by phase basis, the Mayor's CIL will be calculated and paid on a phase by phase basis.

6.20.2 The Council has now adopted its own CIL. Residential development within the Meridian Water masterplan area has a nil CIL rate, as do community and leisure uses. Retail floors space (A1-A5) is subject to a £60 per square metre rate. This application proposes 950sq.m of retail floor space requiring an Enfield CIL contribution of £57,000. This would also be payable on a phased basis dependent on when the retail element comes forward within the phased development proposed.

6.21 Equalities Impact

6.21.1 Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

6.21.2 Officers have taken this into account in the assessment of this application and the Committee must be mindful of this duty *inter alia* when determining all planning applications.

6.21.3 The consultation process has served to notify all relevant adjoining parties likely to be impacted by the development. However, additional regard has been given to any potential impact upon the protected characteristics outlined by the Equalities Act 2010 Section 149 and the provisions contained therein. It is considered that due regard has been given to the impact of the scheme on all relevant groups with the protected characteristics schedule.

7 **Conclusion**

7.1 Regional and local policy is supportive of the delivery of a new community at Meridian Water, designated as a major regeneration area. This application represents the first phase of development, would bring forward much needed new housing and is central to helping to achieve the Council's aspirations for over 8000 new homes in the wider area. The application also includes the parameters for the new Meridian Water Station, which will improve access to the site and facilitate public access across the railway line, therefore improving east –west links for both existing residents and the new community.

7.2 The application, whilst in outline form, has demonstrated the ambition to provide a high quality residential development supported by local retail and community facilities. This is reflected in the Development Specification and Design Code, which will set the parameters for future Reserved Matters submissions. The density, scale and character of the development proposed differs from the existing established housing immediately to the west of the site. However, Meridian Water needs to establish its own character if it is to deliver the housing numbers identified in policy and the increased housing numbers necessary to meet increased housing targets.

The development has been designed to respect the smaller scale of the existing housing to the west, by reducing in scale to this boundary. Given this, and the separation distances between the proposed and existing development, it is considered that the amenities of existing residents will be safeguarded.

- 7.3 Within the constraints of viability, the development seeks to maximise the amount of affordable housing that can be delivered (minimum 25% of the total number of units) , and achieve a housing mix, that whilst not fully policy compliant, delivers a mix of tenures and unit sizes, along with a substantial number of family size units, to create a sustainable community.
- 7.4 Overall, it is considered that the development proposed will provide a high quality residential development that will kick-start the regeneration of the wider area and is supported.
- 7.5 As this is a particularly large and complex scheme, the wording of conditions has not yet been fixed although the issues to be addressed by condition and or legal agreement have been highlighted throughout this report and the matters to be covered by condition are summarised below. Members are being asked in considering the officer recommendation to grant planning permission, to also grant delegated powers to officers to agree the final wording for these conditions and to agree the final wording of the S106 Agreement to be appended to the decision notice to secure the delivery of those aspects of the scheme, summarised at paragraph 6.19.13 above, that cannot be dealt with through condition.

Recommendation

That, subject to referral to the Great London Authority, the Head of Development Management / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions to cover the following issues:

1. Grampian condition requiring completion of the S106 Agreement.
2. Phasing plan, to include phasing of delivery of affordable housing, supporting infrastructure, access and parking.
3. Compliance with documents submitted for approval
4. Reserved Matters – siting/layout
5. Reserved Matters – design
6. Reserved Matters – Access
7. Reserved Matters- external appearance
8. Reserved Matters – landscaping
9. Time limit for submission of reserved Matters and commencement
10. Construction Environmental Management Plan
11. Control of hours of work on site and deliveries to site
12. Larger scale drawings of sample panels through sections of buildings to show architectural detailing
13. Sample panels constructed on site to show materials proposed.
14. Shopfront/signage strategy for retail/leisure/community space
15. Hours of use for retail/leisure/community
16. PD restrictions on use of retail/leisure/community space
17. No plant/equipment to be affixed to external face of buildings
18. PD restriction on satellite equipment
19. Telecommunications/satellite strategy
20. Green procurement plan

21. Confirmation of source of material imported to site/ depth of cover layers/ methods of construction of cover layers/ verification methods
22. Ground and gas vapour assessment/monitoring
23. Restriction on Piling/penetrative foundation/building design
24. Verification plans following remediation
25. Previously unidentified contamination
26. Surface water/infiltration and drainage management plan
27. Ground water monitoring plan
28. Station contamination - assessment/remediation strategy/verification report
29. Archaeology
30. Maximum number of residential units
31. Limits on retail/leisure/community floor space
32. Housing mix
33. Schedule of tenure/mix per phase
34. Compliance with M4(2) (90%) and M4(3) (10%)
35. Scheme for noise impact of free weights for a gym use
36. Public realm strategy – hard and soft landscaping/traffic calming/ street furniture etc
37. Details of laying out/planting of open spaces/ layout and type of play equipment
38. Playspace strategy per phase
39. Details of works to Pymmes Brook
40. External lighting
41. Meanwhile use strategy
42. Details of ecological corridor & maintenance
43. Strategy for pre-site clearance of slow worms
44. Bat survey of subway
45. Bat/Badger checks pre commencement
46. Hedge/shrub clearance outside bird nesting period
47. Eradication strategy for invasive species
48. Details of biodiverse/green roofs per phase in compliance with Design Code/ongoing maintenance and management
49. Bird and bat boxes per phase
50. Energy statement update per phase, to include overheating and cooling
51. Renewable energy technologies – provision/maintenance/noise assessment per phase
52. Minimum obligations on reduction in Co2 emissions when connected to LVHN
53. Non residential development to achieve BREEAM New Construction 2014 rating of no less than 'very good'.
54. Delivery and servicing plan
55. Logistics Plan
56. Cycle parking details
57. Car parking provision per phase – 0.6 space per unit initially
58. Car parking management plan
59. Electric parking provision
60. Details of internal access roads, pavements, servicing/turning areas and lighting
61. Confirmation of agreement to construct access to Leaside Road prior to commencement
62. Details of reduced scale Leaside Road junction design prior to commencement
63. Obligation to construct reduced scale junction once construction complete
64. Details of all access points of the site – materials/detailing
65. Limit on unit numbers until access points provided
66. Details of access to Meridian Way
67. Station Access Road Management Plan
68. Restriction on occupation of units until pedestrian crossing to Meridian Way is provided

69. Limit on number of units until station/rail service improvements provided or alternative public transport plan agreed
70. Site waste management plan
71. Details of siting/design of refuse facilities per plot
72. Sound insulation against externally generated noise – new units
73. Acoustic report where noise generating plant proposed
74. Each reserved Matters to include detailed assessment of wind effects and related mitigation
75. Drainage strategy – site wide and to address drainage heirachy
76. SUDS verification report
77. Flood management report
78. Impact studies of existing water supply infrastructure
79. CCTV provision
80. Station construction management plan
81. No occupation of terrace adjacent to Willoughby Lane until mechanism to secure stopping up and resurfacing of highway/public realm secured.

Appendix 2

DRAFT

Site Wide Conditions

Grampian condition requiring completion of the S106 Agreement.

1. Prior to the commencement of development a detailed plan shall be submitted to and approved in writing by the Local Planning Authority which identifies the extent of land for development of Meridian Water Station, hereafter referred to as the Station Site and for development of the remaining development, hereafter referred to as the Main Site.

Reason: To allow reasonable identification of those areas of land required for the development of Meridian Water Station.

2. No development shall take place on any part of the Main Site (save for operations consisting of site clearance, archaeological investigations, investigations for assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, the temporary display of site notices or advertisements, and construction of the proposed junction at Leaside Road for site construction access in accordance with Plan [ARP-02-08-DR-S3-0400] unless and until all parties with a legal interest in the relevant part of the Main Site have entered into a planning obligation pursuant to Section 106 of the Town and Country Planning Act 1990 (as amended).

Reason: the Council would have refused the planning application in the absence of the section 106 agreement and at the time of this permission being issued the applicant was not able to bind the legal interests in the development site under the section 106 agreement. Development must not commence on any part of the development site until the legal interests in that part are bound under the section 106 agreement.

Compliance with documents submitted for approval

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

Drawing No	Drawing Title
281_A_P_140_00 (Rev Jan17)	Location Plan
281_A_P_140_01 (Rev Jan17)	Planning Application boundary
281_A_P_140_02 (Rev Jan17)	Development Zones and Buildings Dimension
281_A_P_140_03 (Rev Jan17)	Public Realm and Land Use
281_A_P_140_04 (Rev Jan17)	Privacy Buffers and Distancing
281_A_P_140_05 (Rev Jan17)	Vehicular access and route network
281_A_P_140_06 (Rev Jan17)	Pedestrian access and route network
281_A_P_140_07 (Rev Jan17)	Development use at ground floor level
281_A_P_140_08 (Rev Jan17)	Development use at first floor level

DRAFT

Drawing No	Drawing Title
281_A_P_140_09 (Rev Jan17)	Development use at upper floor levels
281_A_P_140_10 (Rev Jan17)	Public Space provision
281_A_P_140_11 (Rev Jan17)	Protected Frontages
281_A_P_140_12	Landscaping Plan for Leaside Road Access
281_A_P_140_13	Landscaping Plan for Kimberley Road Access (Pedestrian Only)
281_A_P_140_14	Landscaping Plan for Kimberley Road Access
281_A_P_140_15	Landscaping Plan for Albany Road Access
281_A_P_140_16	Landscaping Plan for Glover Drive/ Meridian Way Access
281_A_P_140_17	Landscaping Plan for Glover Drive/ Meridian Way Access
ARP-02-08-DR-S3-0314	Meridian Water Phase 1 Proposed Works at Leaside Road
243388-20/01	Leaside Road Access Proposed Layout
243388-20/02	Leaside Road Swept Path Drawing - Articulated Vehicles
243388-20/03	Leaside Road Swept Path Drawing - Rigid Servicing Vehicles
ARP-02-08-DR-S3-0315	Meridian Water Phase 1 Proposed Works at Leaside Road
243388-20/04	Kimberly Road Access Proposed Layout
243388-20/05	Kimberley Road Swept Path Drawing - Rigid Servicing Vehicles
ARP-02-08-DR-S3-0316	Meridian Water Phase 1 Proposed Works at Albany Road
243388-20/06	Albany Road Emergency Only Access Fire appliance tracking
ARP-02-08-DR-S3-0368 (Rev Jan17)	Meridian Water Phase 1 Proposed Works at Glover Drive/ Meridian Way
243388_140_07 (Rev Jan17)	Glover Drive/ Meridian Way Proposed Layout
243388_140_08	Proposed station taxi loop tracking (Rev Jan17)
ARP-02-08-DR-S3-0369 (Rev Jan17)	Meridian Water Phase 1 Proposed Works at Meridian Way

DRAFT

Drawing No	Drawing Title
243388_140_09 (Rev Jan17)	Meridian Way Swept Path Drawing - Rigid Servicing Vehicles
ARP-02-08-DR-S3-0326 (Rev Jan17)	Proposed Utilities Corridors
ARP-02-08-DR-S3-0400	Leeside Road Junction – General Layout

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

Phasing plan, to include phasing of delivery of affordable housing, supporting infrastructure, access and parking.

4. Prior to or in conjunction with the submission of first Reserved Matters, details of a phasing plan for the site shall be submitted to and approved in writing by the Local Planning Authority. The phasing plan shall include:
- i) the phasing and build out of development plots,;
 - ii) the phasing and timescale for delivery of open spaces (including delivery of an ecological corridor and implementation of landscaping works to Pymmes Brook), meanwhile use plots, public realm, retail, community and leisure floor space in relation to number of dwellings constructed;
 - iii) the phasing of construction, both construction access and permanent access of all vehicles, pedestrian and cycle access points to the site and to be delivered within each phase, including the provision of the accesses to Meridian Way;
 - iv) the phasing of remediation work and interactions with the phasing of development plots;
 - v) the phasing of implementation of the flood mitigation measures forming part of the approved Flood Risk Assessment (MW17 – April 16).
 - vi) The phasing of the station development for the purposes of submission of reserved matters application(s) for the Station.

The development shall be implemented in accordance with the approved phasing plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: to ensure that implementation of the development is undertaken in a planned manner with infrastructure and access to the site provided in association with occupation of development.

Reserved Matters

5. Prior to the commencement of development on any individual phase approved pursuant to condition 3, the details listed below (herein called 'the Reserved Matters') shall first be submitted to and approved in writing by the Local Planning Authority:
- i) Layout (including car parking provision, access and servicing arrangements, and waste management)
 - ii) Scale (including existing and proposed levels)
 - iii) Appearance
 - iv) Landscaping

DRAFT

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

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

Time limit for submission of reserved Matters and commencement

6. The first application for approval of reserved matters shall be made to the Local Planning Authority no later than three years from the date of this permission. The last application for reserved matters shall be made no later than 8 years from the date of this permission.

Reason: In accordance with the requirements of section 51 of the Planning and Compulsory Purchase Act 2004.

7. The commencement of each phase of development identified pursuant to condition 3 and pursuant to this outline consent shall begin before the expiration of two years from the date of the last reserved matter of that phase to be approved.

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

Site wide public realm strategy – hard and soft landscaping/traffic calming/ street furniture etc.

8. Prior to the commencement of development and no later than submission of first reserved matters pursuant to Condition 5, a Public Realm Strategy shall be submitted to and approved in writing by the Local Planning Authority, to include:
- i) The treatment of the perimeter of the site.
 - ii) Typical treatment of roads and pedestrian and cycle routes.
 - iii) Details of any traffic calming measures in line with the Design Code (MW04).
 - iv) Typical details of hard surface materials (size, type, colour and typical cross sections).
 - v) Typical details of minor artefacts and structures, including furniture and signs.
 - vi) Typical tree pit details in both soft and hard surfacing.
 - vii) Details of the wayfinding strategy for the development.

The Public Realm Strategy will be consistent with the approved Design Code (MW04) and any updated version(s). Each reserved matters submission shall demonstrate compliance with the approved strategy. The development shall be completed in accordance with the approved details.

Reason: To ensure a high quality design and satisfactory appearance to public realm.

Site Wide Remediation

9. Prior to development a site-wide groundwater monitoring plan for the deep chalk aquifer shall be submitted to and approved in writing by the Local Planning Authority. All monitoring shall be undertaken in accordance with the approved plan. Reports as specified in the approved plan, including details of any remedial measures arising from the monitoring and subsequent assessment, shall be submitted to and approved in writing by the Local Planning Authority. Any remedial measures shall be carried out in accordance with the details in the approved reports. On completion of the monitoring

DRAFT

specified in the plan a final report demonstrating that all remedial measures have been achieved shall be submitted to and approved in writing by the Local Planning Authority

Reason: To safeguard groundwater

Informative: If monitoring in any part of the planning application boundary is not feasible at the time of commencement of development the applicant may apply in writing for a variation to the requirement of this condition.

10. Prior to commencement of development of each phase of development identified pursuant to Condition 3 a verification and shallow groundwater monitoring plan shall be submitted to and approved in writing by the local planning authority for that phase of the development (for any relevant works required other than that approved under planning consents 15/04173/RE4 and 15/04050/RE4). The shallow groundwater monitoring will be site-wide unless otherwise agreed in writing with the planning authority. The plan will take account of the findings, conclusions and recommendations of the remediation phase verification report and incorporate any long-term monitoring and maintenance plan identified by that report. If a long-term monitoring and maintenance plan is recommended by the remediation phase verification report (required by Condition 3 of the remediation planning consents 15/04173/RE4 and 15/04050/RE4) this shall be referred to and implemented as approved, unless otherwise agreed in writing with the Local Planning Authority.

Reason: To safeguard groundwater quality and human health

Informative: If monitoring in any part of the planning application boundary is not feasible at the time of commencement of development the applicant may apply in writing for a variation to the requirement of this condition.

11. Prior to occupation of each phase of the development identified pursuant to Condition 3 a verification report demonstrating completion of the works set out in the approved remediation strategy and groundwater monitoring plans (for both deep and shallow groundwater) and the effectiveness of the remediation for that phase of the development shall be submitted to and approved in writing by the Local Planning Authority. The report shall confirm that the plans required by Conditions 22, 23, 24, 25, 26, 27, 29, and 30 have been fully implemented. The verification report will include the need for long-term monitoring and maintenance arrangements and contingency action.

Reason: To safeguard human health, groundwater and surface water

Main Site Conditions

Construction Environmental Management Plan

12. Prior to the commencement of any development associated with operations consisting of site clearance, archaeological investigations, investigations for assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, and the temporary display of site notices or advertisements a Construction Environmental Management Plan and Code of Construction Practice for construction of the junction shall be submitted to and approved by the Local Planning Authority.

DRAFT

The development shall be implemented in accordance with the approved plan and code of construction practice. The plan will include the following information:

with respect to contaminated land and ground conditions:

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

With respect to biodiversity

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

Reason: To ensure the implementation of the construction access does not lead to damage to the existing highway, harm ecological features during the construction phase and to minimise disruption to neighbouring properties and the environment.

13. Prior to the commencement of any development associated with the construction of the proposed junction at Leaside Road for site construction access in accordance with Plan [ARP-02-08-DR-S3-0400] (including associated operations consisting of site clearance, archaeological investigations, investigations for assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, and the temporary display of site notices or advertisements) a Construction Environmental Management Plan and Code of Construction Practice for construction of the junction shall be submitted to and approved by the Local Planning Authority.

The development shall be implemented in accordance with the approved plan and code of construction practice. The plan will include the following information:

DRAFT

with respect to contaminated land and ground conditions:

- xi) relevant methods specified in CIRIA A Guide for Safe Working On Contaminated Sites (C132) when handling arisings, due to the potential for hydrocarbons, asbestos and other contaminants.
- xii) procedures and protocols to prevent or manage the exposure of construction workers, visitors to the construction area, and users of neighbouring areas to contaminated materials;
- xiii) measures to limit dust generation during excavation, handling and storage of potentially contaminated materials;
- xiv) boundary monitoring of dust, volatile organic compounds and asbestos fibres during excavation and soil handling at points of greatest sensitivity;
- xv) appropriate procedures for handling and treatment of groundwater;
- xvi) measures to protect workers from vapours and dermal contact if hydrocarbon contamination is excavated, for instance during piling;
- xvii) measures required under the Control of Asbestos Regulations 2012 and associated code of practice; and
- xviii) measures to control potential odours from the hydrocarbon and gasworks contaminated soils and prevent nuisance for workers and off site residents; and
- xix) good practice operation and containment measures for storage of fuels or liquid chemicals to conform with government regulations and pollution prevention guidance (PPGs) issued by the EA.

With respect to biodiversity

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

Reason: To ensure the implementation of the construction access does not lead to damage to the existing highway, harm ecological features during the construction phase and to minimise disruption to neighbouring properties and the environment.

14. Prior to the commencement of any development within the Main site (excluding operations consisting of site clearance, archaeological investigations, investigations for assessing ground conditions, remedial work in respect of any contamination or other adverse ground conditions, diversion and laying of services, erection of any temporary means of enclosure, the temporary display of site notices or advertisements, and construction of the proposed junction at Leaside Road for site construction access in accordance with Plan [ARP-02-08-DR-S3-0400]) a site-wide Framework Construction Environmental Management Plan and Code of Construction Practice shall be submitted to and approved by the Local Planning Authority.

The plan will include the following information:

with respect to contaminated land and ground conditions:

DRAFT

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

With respect to biodiversity

- xi) risk assessment of potentially damaging construction activities, identification of biodiversity protection zones, practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction, the location and timing of sensitive works to avoid harm to biodiversity features, identify the times during construction when specialist ecologists need to be present on site to oversee works, responsible persons and lines of communication, use of protective fences, exclusion barriers and warning signs, details of measures to control potential pollution events and sedimentation into the Pymmes Brook.
- xii) measures required for the protection of the ecological corridor and other relevant environmental mitigation measures.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway, harm ecological features during the construction phase and to minimise disruption to neighbouring properties and the environment.

15. Prior to the commencement of a particular phase of development within the Main site a detailed Construction Environmental Management Plan and Code of Construction Practice for that particular phase(s) shall be submitted to and approved in writing by the Local Planning Authority. These shall comply and align with the Framework Construction Environment Management Plan and Code of Construction Practice submitted pursuant to Condition 14. The development shall be implemented in accordance with the approved plan and code of construction practice. The plan will include detail on the following information:

with respect to contaminated land and ground conditions:

DRAFT

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

With respect to biodiversity

- xi) risk assessment of potentially damaging construction activities, identification of biodiversity protection zones, practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction, the location and timing of sensitive works to avoid harm to biodiversity features, identify the times during construction when specialist ecologists need to be present on site to oversee works, responsible persons and lines of communication, use of protective fences, exclusion barriers and warning signs, details of measures to control potential pollution events and sedimentation into the Pymmes Brook.
- xii) measures required for the protection of the ecological corridor and other relevant environmental mitigation measures.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway, harm ecological features during the construction phase and to minimise disruption to neighbouring properties and the environment.

Construction Logistics Plan

- 16. Prior to the commencement of development on each individual phase identified within the Main Site pursuant to condition 3 a detailed Construction and Logistics Plan for that phase shall be submitted to and approved in writing by the Local Planning Authority, which considers the impact of the development on air quality and the surrounding transport network. The plan shall include:
 - i) A photographic condition survey of public carriageways, verges and footways in the vicinity of the site;
 - ii) Works programme;

DRAFT

- iii) Trip generation associated with the construction project, swept path analysis and identification of any works needed to the public highway;
- iv) Routeing – primary and secondary designated routes to show how vehicles will keep to main routes and comply with the London Lorry Control Scheme;
- v) Delivery scheduling;
- vi) Use of holding areas and vehicle call up;
- vii) Permit schemes and access;
- viii) Parking, loading and unloading arrangements;
- ix) Traffic management;
- x) Measures and training to reduce danger posed to cyclists by HGV's;
- xi) Consideration of use of alternative modes of transport (water freight/rail)
- xii) CLP management including contact details for the person responsible for ensuring compliance with the Plan during construction;
- xiii) Provision of wheel cleaning facilities;
- xiv) Details of any temporary construction access
- xv) a management plan setting out measures to control construction pressures on the Lee Valley Ramsar and site; and
- xvi) a plan written in accordance with the Mayor of London's supplementary planning guidance 'The Control of Dust and Emissions During Construction and Demolition' detailing how dust and emissions will be managed during demolition and construction work.

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

Reason: In order to ensure that the impact of the development on the surrounding transport network is sufficiently assessed and where necessary appropriately mitigated.

Control of hours of work on site and deliveries to site

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

Reason: To ensure that the demolition of the existing buildings and the construction and maintenance of the development does not prejudice the amenities of occupiers of nearby premises due to noise pollution.

Design

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

18. Each reserved matters application within the Main Site submitted pursuant to Condition 5 should be consistent with the approved Design Code (MW04) and any updated version(s) and the residential development shall comply with the minimum internal floorspace requirements of the London Plan 2015 to include Minor Alterations to the

DRAFT

London Plan 2016 (or any amended version thereof) unless otherwise agreed with the Local Planning Authority through Reserved Matters.

Reason: For the avoidance of doubt and in the interests of proper planning, and to ensure a high quality form of development.

19. Each reserved matters application within the Main Site submitted pursuant to Condition 5 shall include detailed drawings and cross sections (to a minimum scale of 1:20) through all typical facades associated with that particular phase of development. The details shall be submitted to and approved in writing by the Local Planning Authority. The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

20. Before any superstructure work is commenced on any individual phase of development within the Main Site identified pursuant to Condition 3, samples of all external finishing materials visible on the façade of the buildings shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

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

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

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

Reason: To ensure a satisfactory external appearance.

21. Each reserved matters application within the Main Site submitted pursuant to Condition 5 to be submitted to and approved in writing by the Local Planning Authority shall include details of the surfacing materials to be used within the development including footpaths, access roads and parking areas and road markings. The surfacing shall be carried out in accordance with the approved detail before use commences.

Reason: To ensure a satisfactory appearance

Shopfront/signage strategy for retail/leisure/community space

22. With the submission of the first reserved matters application within the Main Site that includes a development plot providing either retail, leisure or community floorspace, details of the site wide shopfront design and signage strategy shall be submitted to and approved in writing by the Local Planning Authority in accordance with Section 4.3 of the approved Design Code (MW04) and any updated version(s). Each Reserved Matters submission shall comply with the approved strategy.

DRAFT

Reason: To ensure a satisfactory external appearance of retail, leisure and community units.

Hours of use for retail/leisure/community

23. The approved Use Class A1 / A2 / A3 premises shall not be open to the public except between the hours of 06.30 to 23.00 Monday to Saturday and between 6.30 and 17.00 hours on Sundays and Bank Holidays. The approved Use Class D1/D2 premises shall not be open to the public except between the hours of 06.30 to 23.00 Monday to Saturday and between 6.30 and 20.00 hours on Sundays and Bank Holidays.

The approved Use Class A1 / A2 / A3 and D1/D2 premises shall not be open at any other time and all activity associated with the use shall cease within 1 hour of the closing time specified above, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring residential occupiers.

PD restrictions on use of retail/leisure/community space

24. Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, no change of use of the approved Use Class A1 / A2 / A3 premises to Use Class C3 or D2 of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) shall take place unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the retention of active frontages, appropriate infrastructure is retained to support the new residential community and because highway and other impacts have been assessed on the basis of the above uses.

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

25. Unless agreed through the approval of Reserved Matters pursuant to Condition 5, no plant or equipment shall be affixed to any external face of a building or added to the roof of a building within the Main Site, in accordance with Section 4 of the approved Design Code (MW04) and any updated version(s).

Reason: In the interest of amenity

PD restriction on satellite equipment

26. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no external telecommunications equipment or infrastructure shall be erected to any built development within the Main Site, other than those expressly authorised by this permission.

Reason: To retain the high quality external design promoted by this development

Telecommunications/satellite strategy

27. Prior to the commencement of development on each individual phase of development within the Main Site identified pursuant to Condition 3, details of any associated

DRAFT

communal telecommunications infrastructure and plant shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details approved and maintained as such thereafter.

Reason: To ensure satisfactory appearance and facilitate equitable access to telecommunications services.

Green procurement plan

28. Each reserved matters application pursuant to Condition 5 within the Main Site shall include a Green Procurement Plan to be submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including by use of low impact, locally and/or sustainably sourced, reused and recycled materials through compliance with the requirements of MAT1, MAT2 and MAT3 of the Code for Sustainable Homes and/or relevant BREEAM standard. The Plan must also include strategies to secure local procurement of materials. Wherever possible, this should include targets and a process for the implementation of this plan through the development process. The development shall be constructed and procurement plan implemented strictly in accordance with the Green Procurement Plan so approved.

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

Contamination/Remediation

Main Remediation Site

Informative: The extent of land covered by existing remediation consents 15/04173/RE4 and 15/04050/RE4, is hereafter referred to as the Main Remediation Site.

29. Prior to commencement of the importation of the human health soil cover layers, in areas of gardens, landscaping and temporary or mean time uses in any individual phase of development within the Main Remediation Site, an implementation plan will be submitted to and approved in writing by the Local Planning Authority before importation confirming the compliance procedures, the thickness of the cover layers and methods of construction of the cover layers and the verification methods (on-site testing frequency and assessment criteria) for each area within that Phase(s) of development. The implementation plan should consider the requirement for capillary breaks (if applicable) and other protective measures. The works shall be implemented in accordance with the approved plan prior to occupation of any unit within that particular phase.

Reason: To safeguard human health

30. Prior to the commencement of the development of any superstructures in any individual phase of development within the Main Remediation Site, a ground gas and vapour assessment shall be submitted to and approved in writing for that Phase(s) demonstrating the requirements for gas and vapour protection in accordance with BS8485 and BS8576. The assessment should take account of recommendations in CIRIA reports C748, C716 and C682. This will include additional gas and vapour monitoring, if appropriate, after the remediation phase to confirm the gas and vapour regime at the site following those works. The assessment will set out a ground gas and vapour mitigation verification plan that takes account of the recommendations in CIRIA

DRAFT

report 735 and NHBC guidance. The development shall be carried out in accordance with the approval details.

Reason: To safeguard human health

31. Piling or other penetrative methods shall not be permitted within the Main Remediation Site other than with the express written consent of the Local Planning Authority. Prior to construction of the foundations in any phase of development within the Main Remediation Site a risk assessment for that Phase or for an area agreed in advance with the Local Planning Authority will be submitted to and approved in writing with the Local Planning Authority that will take account of previous consultations with the Environment Agency, and the conditions in which the remediation stage has left the site. The risk assessment will take account of the document "Piling at Willoughby Lane and Meridian Way, August 2016 Ref: 34910C825i2" that describes suitable piling techniques and the key constraints at the site. The development shall be carried out in accordance with the approval details.

Reason: To safeguard groundwater quality and human health

32. Investigation boreholes that extend into the top of the London Clay shall not be permitted other than with the express written consent of the Local Planning Authority. A risk assessment for that phase or for an area agreed in advance with the Local Planning Authority will be submitted to and approved in writing with the Local Planning Authority prior to the implementation of any boreholes.

Reason: To safeguard human health and groundwater quality

33. If during a particular phase of development within the Main Remediation Site contamination that has not previously been identified is found to be present in a particular area of that Phase of development, then no further development in that phase (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted an updated addendum remediation strategy specifically for the previously unidentified contamination to the Local Planning Authority detailing how it shall be dealt with and obtained written approval from the Local Planning Authority. The addendum remediation strategy shall be implemented as approved.

Reason: To safeguard human health and groundwater

Informative: The condition requires work in the Phase of development to cease until the addendum remediation strategy is agreed in writing. However, if the identified contamination is limited in extent, the applicant can apply in writing to the local authority to continue development elsewhere in that Phase of development, and cease work only in the particular area where the unexpected contamination was identified. The applicant can continue development elsewhere while an updated remediation strategy is agreed for the particular area.

34. Prior to development of each phase of development within the Main Remediation Site a surface water, infiltration and drainage management plan will be submitted to and approved in writing by the Local Planning Authority for that particular phase of development, taking account of the site wide drainage strategy and constraints. The plan shall confirm that infiltration drainage into the ground will be minimised, including in

DRAFT

landscaped areas such as to cause no adverse impact on controlled waters. The plan shall also assess the infiltration associated with landscaping of the banks of the Pymmes Brook or banks of proposed new waterways [where appropriate] and that the works do not result in an unacceptable risk to controlled waters. The same requirements shall apply to other structures such as flood return pipes and future district heating infrastructure. The plan will also set out methods to prevent contaminant transportation and migration along utility trenches or other structures. The plan will also confirm the construction details of sewers and drainage. The development shall be carried out in accordance with the approved details.

Reason: To safeguard groundwater and surface water.

Underlap Areas

35. Prior to the commencement of development a detailed plan shall be submitted to and approved in writing by the Local Planning Authority which identifies the extent of land in that is not covered by the Station Remediation Site (as identified in Condition 83 or the Main Remediation Site hereafter referred to as the 'Underlap Areas'..

Reason: To allow reasonable identification of those areas not covered by other remediation applications.

36. No development shall commence within an area referred to on the drawings as one of the underlap areas until a remediation strategy for that Phase(s) of development has been submitted to and approved in writing by the Local Planning Authority that includes the following components to deal with the risks associated with contamination of the site. Each component shall be submitted to and approved, in writing, by the local planning authority unless otherwise agreed in writing with the authority:
- i) A preliminary risk assessment which has identified all previous uses potential contaminants associated with those uses a conceptual model of the site indicating sources/pathways/receptors and potentially unacceptable risks arising from contamination at the site.
 - ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those offsite.
 - iii) The results of the site investigation and the detailed risk assessment referred to in (ii) and, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To safeguard human health and groundwater

37. Piling or other penetrative methods shall not be permitted within an area referred to on the drawings as one of the underlap areas other than with the express written consent of the Local Planning Authority. Prior to construction of the foundations in any phase of

DRAFT

development a risk assessment for that Phase or for an area agreed in advance with the Local Planning Authority will be submitted to and approved in writing with the Local Planning Authority that will take account of previous consultations with the Environment Agency, and the conditions in which the remediation stage has left the site. The risk assessment will take account of the document "Piling at Willoughby Lane and Meridian Way, August 2016 Ref: 34910C825i1" that describes suitable piling techniques and the key constraints at the site. The development shall be carried out in accordance with the approved details.

Reason: To safeguard groundwater quality and human health

38. Investigation boreholes that extend into the top of the London Clay shall not be permitted within an area referred to on the drawings as one of the underlap areas other than with the express written consent of the Local Planning Authority. A risk assessment for that Phase(s) or for an area agreed in advance with the Local Planning Authority will be submitted to and approved in writing with the Local Planning Authority prior to the implementation of an boreholes.

Reason: To safeguard groundwater quality and human health

39. No occupation of any of the areas referred to on the drawings as the underlap areas identified pursuant to condition 31 shall take place until a verification report demonstrating completion of the works set out in the approved remediation strategy and the effectiveness of the remediation for that phase of development has been submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and site-wide monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a plan for long-term monitoring and maintenance for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, for that underlap area, as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To safeguard human health and groundwater

40. If, during development of the Underlap Areas, identified pursuant to condition 31, contamination that has not previously been identified is found to be present in a the Underlap Area, then no further development in that Underlap Area (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted an updated addendum remediation strategy specifically for the previously unidentified contamination to the Local Planning Authority detailing how it shall be dealt with and obtained written approval from the Local Planning Authority. The addendum remediation strategy shall be implemented as approved.

Reason: To safeguard human health and groundwater

Informative: The condition requires work in an Underlap Area to cease until the addendum remediation strategy is agreed in writing. However, if the identified contamination is limited in extent, the applicant can apply in writing to the local authority to continue development elsewhere in that Underlap Area, and cease work only in the particular area where the unexpected contamination was identified. The applicant can continue development elsewhere while an updated remediation strategy is agreed for the particular area.

DRAFT

Surface water/infiltration and drainage management plan

41. Development shall not commence until a Main Site-wide drainage strategy, including details of a sustainable drainage strategy on the Main Site in accordance with the London Plan Drainage Hierarchy, to include details of all on and/or off site drainage works, has been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker and Lead Local Flood Authority. No discharge of foul or surface water from the site in any phase of development, identified pursuant to condition 3 shall be accepted into the public system until the requisite part of the drainage works referred to in the strategy for that phase have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

42. Prior to the commencement of development on each phase within the Main Site identified pursuant to Condition 3 details of the sustainable drainage measures to be incorporated in to that individual phase, pursuant to the main site wide drainage strategy agreed pursuant to condition 37, shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change. The details submitted shall include levels, sizing, cross sections and specifications for all drainage features and should be in line with SuDS Best Practise. These details should include proposals for maintenance and management of drainage systems.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the application site in accordance with Policy CP28 of the Core Strategy, DMD59-63, Policies 5.12 & 5.13 of the London Plan and the NPPF.

43. Prior to occupation of each phase of development within the Main Site identified pursuant to Condition 3, a Verification Report demonstrating that the approved drainage / SuDS measures for that phase have been fully implemented in accordance with the approved plans shall be submitted to and approved in writing by the Local Planning Authority.

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 and Policies 5.12 & 5.13 of the London Plan and the NPPF.

44. Prior to the occupation of development on each phase of development within the Main Site identified pursuant to Condition 3, a Flood Evacuation Report shall be submitted to and approved in writing by the Local Planning Authority confirming:
- i) The approved flood risk measures for that phase have been fully implemented;
 - ii) Residential developments are provided with a dry access route within the low hazard area of the floodplain (as defined by the Environment Agency's Flood Risk Assessment Guidance for New Development R&D Technical Report FD2320); and

DRAFT

- iii) Finished floor levels are at least 300mm above the fluvial flood level, and 100mm above the surface water flood level for a 1 in 100 year plus climate change event.

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

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

Reason: To ensure that the water supply infrastructure has sufficient capacity to cope with the additional demand.

Archaeology

46. Prior to the commencement of development on each phase of development within the Main Site identified pursuant to Condition 3, a written scheme of investigation (WSI) shall be submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, which shall include:
- i) the strategy for dealing with overlaps between phases
 - ii) the statement of significance and research objectives;
 - iii) the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and
 - iv) the programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

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

Maximum number of residential units

47. The maximum number of residential units on the site shall be restricted to 725 units.

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above quantum of development.

Limits on retail/leisure/community floor space

48. The non-residential element of the development hereby permitted under this permission shall be provided in accordance with the following schedule unless otherwise agreed in writing through a reserved matters application submitted pursuant to Condition 5 (all Gross External Area (GEA)):
- i) Retail (Use Class A1/A2) – 950 sqm.

DRAFT

- ii) Gym (Use Class D2) - 750 sqm.
- iii) Community centre (Use Class D1) – 600 sqm.

Reason: For the avoidance of doubt and because the highway and other impacts have been assessed on the basis of the above quantum of development.

Compliance with M4(2) (90%) and M4(3) (10%)

49. Unless otherwise agreed in writing through a reserved matters application submitted pursuant to Condition 5 to the Local Planning Authority, 90% of residential units shall meet Building Regulation requirement M4(2) accessible and adaptable dwellings and the remaining 10% of units meet Building Regulation requirement M4(3) wheelchair user dwellings.

Reason: To ensure the development adequately engages with the principles of inclusive access.

Scheme for noise impact of free weights for a gym use

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

Reason: To ensure that the occupiers of the buildings are protected from external noise pollution.

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

51. Prior to the commencement of development in each phase of development within the Main Site identified pursuant to Condition 3, details of open spaces to be provided within that phase shall be submitted to and approved in writing by the Local Planning Authority, to include:
- i) Detailed drawings showing the proposed landscaping and layout of each open space including areas of soft landscape and vegetation types, areas of hard landscape and the proposed function of each open space.
 - ii) Details of the locations and type of play equipment; water features; ponds and habitats to be created in each open space.

Details will be consistent with the approved Design Code (MW04) and any updated version(s). Each area of open space shall be provided in accordance with the approved details prior to occupation of the final unit in the respective phase.

Reason: To ensure a high quality design and satisfactory appearance to open spaces.

Playspace strategy per phase

52. Prior to the commencement of development on each phase of development within Main Site as identified pursuant to Condition 3, a detailed playspace strategy for that phase shall be produced to demonstrate how playspace will be provided in accordance with requirements set out in the Design Code (MW04) and any updated version(s) and London Plan policy for a minimum of 100sqm of doorstep play space in communal

DRAFT

courtyards and minimum of 400 sqm in local equipped playspaces. The development shall be completed in accordance with the approved strategy.

Reason: In the interests of the amenity of residents and to ensure that sufficient, suitable and high quality playspace is provided with each relevant phase of development.

Details of works to Pymmes Brook

53. Prior to the commencement of development in the relevant phase(s) identified pursuant to Condition 3, details of the works to Pymme's Brook shall be submitted to and approved in writing by the Local Planning Authority. The works shall be completed in accordance with the approved details prior to occupation of the final unit within that phase.

Reason: To ensure a satisfactory appearance and design of Pymme's Brook and to ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

Comment [FD1]: Need to understand from EA r.e. buffer and works required.

External lighting

54. Prior to the commencement of any superstructure works in each phase within the Main Site identified pursuant to Condition 3, details of any external lighting proposed shall be submitted to and approved in writing by the Local Planning Authority. Lighting to all access roads, footpaths and footways should be to adoptable standard. The approved external lighting shall be provided before that phase of the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

Meanwhile use strategy

55. Prior to the commencement of development on the Main Site and no later than submission of first reserved matters pursuant to Condition 5, a Meanwhile Use Strategy shall be submitted to and approved in writing by the Local Planning Authority in accordance with the Design Code (MW04) and any updated version(s), to include details of:

- i) Use;
- ii) Landscaping;
- iii) Management and Maintenance;
- iv) Security; and
- v) Boundary Treatment;
- vi) Access.

The meanwhile plots shall be used, maintained and enclosed in accordance with the approved strategy in accordance with the Phasing Plan approved pursuant to condition 3

Reason: To safeguard the amenities of neighbouring residential occupiers

Details of ecological corridor & maintenance

DRAFT

56. Prior to the commencement of development within the Main Site details of provision and maintenance of an ecological corridor of minimum 6m width (broken only where the corridor meets the Station Square) in accordance with Parameter Plan 281-A-P-140-03_Public Realm and Land Use Plan shall be submitted to, and approved in writing by the Local Planning Authority. The ecological corridor shall be provided in accordance with the approved details prior to occupation of the final unit within the relevant phase of development in which the ecological corridor is to be provided identified pursuant to Condition 3.

Comment [SD2]: Subject to final confirmation from Ecological consultant that the revised approach is ok.

Reason: To ensure the protection of the ecological corridor and to ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

Strategy for pre-site clearance of slow worms

57. Prior to the commencement of development within the Main Site details of a strategy for pre-site clearance of slow worms and translocation of any reptiles shall be submitted to, and approved in writing by the Local Planning Authority. The site shall be cleared in accordance with the approved strategy.

Reason: To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

Bat/Badger checks pre commencement

58. Prior to the commencement of development within the Main Site a suitably qualified ecologist will undertake bat roost and badger checks. Confirmation that no bats or badgers are present on site shall be submitted in writing to, and approved by the local planning authority.

Reason: To ensure that the development within the Main Site contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

Hedge/shrub clearance outside bird nesting period

59. All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development within the Main Site, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

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

Eradication strategy for invasive species

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

Reason: To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

DRAFT

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

61. Each reserved matters application shall include details of the biodiverse (green/brown) roof(s) for that phase within the Main Site in compliance with the Design Code (MW04) and any updated version(s). Details shall include an ongoing management plan and maintenance strategy/schedule for the green/brown roof to be approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details so approved and maintained as such thereafter.

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

Bird and bat boxes per phase

62. Prior to the commencement of development for each phase of development within the Main Site as identified pursuant to Condition 3, a strategy for the siting and maintenance of permanent nesting and roosting boxes within the facades and roof ledges of built structures shall be submitted to and approved in writing by the Local Planning Authority. Nesting and roosting boxes shall be provided in accordance with the approved strategy prior to occupation of the relevant building.

Reason: To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

Energy statement update per phase, to include overheating and cooling

63. Each reserved matters application within the Main Site shall include a report detailing how requirements set out in the Energy Statement (MW19) have been met, to include overheating and cooling demand, to be submitted to and approved in writing by the Local Planning Authority.

Reason: To demonstrate compliance with London Plan policy 5.9 on avoiding overheating and minimising cooling demand.

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

64. Before any superstructure work is commenced on each phase of the development within the Main Site as identified pursuant to Condition 3, details of the renewable energy technologies for that phase shall be submitted and approved in writing by the Local Planning Authority. The details shall include:

- i) A management plan and maintenance strategy/schedule for the operation of the technologies;
- ii) (if applicable) A servicing plan including times, location, frequency and method; and
- iii) (if applicable) A noise assessment regarding the operation of the technology.

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

DRAFT

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets by renewable energy are met in accordance with Policy CP20 of the Core Strategy, DMD51-54 of the Development management Document, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan 2011 and the NPPF.

Minimum obligations on reduction in Co2 emissions

65. The development within the Main Site shall provide for no less than a 35% reduction on the total CO2 emissions arising from the operation of the development and its services over Part L of Building Regulations 2013. The development shall be carried out strictly in accordance with the energy statement (Condition 60) so approved and maintained as such thereafter. Within 3 months following practical completion of works to each residential phase of the development, a final Energy Performance Certificate and Building Regulations compliance report shall be submitted to an approved in writing by the Local Planning Authority.

Reason: In the interest of sustainable development and to ensure that the Local Planning Authority may be satisfied that CO2 emission reduction targets are met in accordance with Policy CP20 of the Core Strategy, Policies 5.2, 5.3, 5.7 & 5.9 of the London Plan and the NPPF.

Non residential development to achieve BREEAM New Construction 2014 rating of no less than 'very good'.

66. Evidence confirming that the non-residential part of the development within the Main Site achieves a BREEAM New Construction 2014 rating (or subsequent equivalent quality assured scheme) of no less than 'Very Good' (with details of where the development could achieve Excellent subject to further feasibility testing) shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:
- i) a design stage assessment, conducted by an accredited Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage within 3 months of commencement of superstructure works on site during each of relevant the phases identified pursuant to Condition 3; and,
 - ii) a post construction assessment, conducted by an accredited Assessor and supported by relevant BRE accreditation certificate, shall be submitted within 6 months of first occupation of the non-residential uses of the relevant phase of development.

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

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

67. Within 6 months of the first occupation of the residential uses of the relevant phase of development, evidence confirming that the residential part of the development achieves a BREEAM Communities rating (or subsequent equivalent quality assured scheme) of no

DRAFT

less than 'Very Good' (with details of where the development could achieve Excellent subject to further feasibility testing) shall be submitted to and approved in writing by the Local Planning Authority.

Reason: In the interest of providing high quality sustainable homes and secure compliance with the Spatial Vision of the Core Strategy and Policy DMD50 of the Development Management Document.

Delivery and servicing plan

68. Prior to the occupation of development within each phase within the Main Site identified pursuant to Condition 3 a Delivery and Servicing Plan for that phase shall be submitted to and approved by the Local Planning Authority. The Plan shall include:
- i) Management of servicing and deliveries to each phase (including processes for minimising deliveries in peak network periods);
 - ii) Vehicle types, expected frequencies, loading / unloading locations, adequacy for each phase;
 - iii) Management measures – booking systems, coordination at point of order, work with suppliers etc.;
 - iv) Use classes utilising and benefitting from the plan;
 - v) Links to the Travel Plans and Car Park Management Plans;
 - vi) Access routes; and
 - vii) Review processes, opportunities for improvement.

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

Reason: In order to ensure that deliveries and servicing of the site is managed effectively so as to minimise impact upon the road network and to safeguard the amenities of the occupiers of residential properties and in the interests of road safety.

Cycle parking details

69. Each reserved matters application within the Main Site shall include details of the provision of cycle parking for all uses within that phase, including the distribution (resident/visitor parking and location in the development), type of rack, spacing and any secure or non-secure structures associated with the storage of cycles. Cycle parking shall be designed in line with London Cycle Design Standards 2015. Cycle parking shall be provided in accordance with the approved details prior to occupation of any unit within each relevant phase.

Reason: To secure adequate and high quality cycle parking provision in line with London Plan policy.

Electric parking provision

70. Before any superstructure work is commenced on each phase of the development within the Main Site as identified pursuant to Condition 3, details of siting, type and design of plugs, the energy sources and the strategy/management plan of supplying and maintaining the electric vehicle charging points to be provided in accordance with London Plan standards (minimum 20% of spaces to be provided with electric charging points and a further 20% passive provision for electric vehicles in the future) shall be

DRAFT

submitted to and approved in writing by the Local Planning Authority. All active electric vehicle charging points shall be installed within each respective phase in accordance with the approved details prior to occupation of any of the units within that phase and thereafter permanently maintained and retained. Each phase of development shall be accompanied by a plan that identifies those spaces to be fitted with active electric vehicle charging facilities and that shows the infrastructure to be provided to increase provision as set out above.

Reason: To ensure that the development complies with the sustainable development policy requirements of the London Plan.

Details of internal access roads, pavements, servicing/turning areas and lighting

71. Prior to the commencement of development within the Main site and no later than submission of first reserved matters for the Main site, detailed drawings showing the arrangements for paths, roads in each respective phase of the development identified pursuant to Conditions 3 and 4, including the siting, levels and construction of any roads, junctions, parking, turning and servicing areas and street lighting, and details of the pedestrian and cycle routes and related facilities for that phase as detailed in the application shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out in accordance with the approved details prior to occupation of any unit in each respective phase.

Reason: to ensure access arrangements to the development are sufficient and adequate.

Details of reduced scale Leaside Road junction design prior to commencement

72. Prior to the commencement of development of the permanent site access at Leaside Road as shown in Plan 281_A_P_140_12, the detailed design for the proposed junction, including details of surfacing and materials, shall be submitted to and approved in writing by the Local Planning Authority, in accordance with the Design Code (MW04) and any updated version(s). The junction shall be constructed in accordance with the approved details. If for a period of ten years after first occupation of the development no applications for further phases of development are received by the Local Planning Authority, the applicant shall be responsible for implementing a new junction design which has been agreed in writing by the Local Planning Authority.

Reason: To ensure access proposals for the construction of development are not compromised.

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

Albany Road

73. Prior to the construction of the site access at Albany Road as shown in Plan 281_A_P_140_15, construction details of this access, including details of surfacing and materials, shall be submitted to and approved in writing by the Local Planning Authority, in accordance with the approved Design Code (MW04) and any updated version(s). The access shall be constructed in accordance with the approved details.

Reason: To ensure the development provides high quality materials which are in keeping with the design principles established through the outline permission.

Kimberley Road (North)

Planning Conditions Meridian Water
15.02.17

DRAFT

DRAFT

74. Prior to the commencement of construction of the site access at Kimberley Road as shown in Plan 281_A_P_140_14, construction details of this access, including surfacing and materials for the access shall be submitted to and approved in writing by the Local Planning Authority, in accordance with the approved Design Code (MW04) and any updated version(s). The access shall be constructed in accordance with the approved details.

Reason: To ensure the development provides high quality materials which are in keeping with the design principles established through the outline permission.

75. No more than 300 residential dwellings shall be occupied until such time as the site access at Kimberley Road (North) has been provided in accordance with the details approved pursuant to condition 72.

Reason: To ensure accessibility and connectivity for existing and future residents of the area.

Kimberley Road (pedestrian access)

76. Prior to the construction of the pedestrian only site access at Kimberley Road as shown in Plan 281_A_P_140_13, construction details of this access, including details of surfacing and materials for the access shall be submitted to and approved in writing by the Local Planning Authority, in accordance with the approved Design Code (MW04) and any updated version(s). The access shall be constructed in accordance with the approved details

Reason: To ensure the development provides high quality materials which are in keeping with the design principles established through the outline permission.

Restriction on occupation of units until pedestrian crossing to Meridian Way is provided

77. No more than 300 residential dwellings of the development hereby permitted shall be occupied until such time as the proposed pedestrian crossing across Meridian Way has been fully completed in accordance with Plan [243388_140_07_Meridian Way Glover Drive_proposed junction layout].

Reason: To ensure future residents have safe access to bus stops on Glover Drive, and onward connectivity East-West across the borough.

Limit on number of units until station/rail service improvements provided or alternative public transport plan agreed

78. No more than 300 residential units shall be occupied before Meridian Water railway station is opened and has at least three trains per hour calling both directions in the AM peak hour (08.00 to 09.00), four trains per hour calling both directions in the PM peak (14.00 to 16.00) and two trains per hour calling during off-peak periods, as well as a new east-west step-free access link across the railway. Should the provision of any of these elements be delayed, no more than 300 residential units shall be occupied before an Interim Transport Strategy, detailing the applicant's Alternative Public Transport Provision to ensure an equivalent level of public transport accessibility and connectivity has been prepared, agreed in writing by the Local Planning Authority and delivered.

DRAFT

Reason: To ensure future residents have access to public transport which is appropriate to the density of development and provides onward connectivity East-West across the borough.

Waste management plans

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

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

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

80. Prior to the commencement of any superstructure work on each phase of the development within the Main Site as identified pursuant to Condition 3 a detailed Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:
- i) Target benchmarks for resource efficiency set in accordance with best practice;
 - ii) Forecast of Waste Types and Quantities;
 - iii) Procedures for minimising and managing waste;
 - iv) Details of waste segregation proposals;
 - v) Waste storage and collection proposals; and
 - vi) Options for on-site and off-site resource recovery.

The Waste Management Plan shall be consistent with principles established in the Meridian Water Masterplan-wide Resource Waste Management Strategy (MW16). The development shall be implemented in accordance with the approved details.

DRAFT

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

Sound insulation against externally generated noise – new units

81. The development within the Main Site shall be constructed so as to provide sufficient air-borne and structure-borne sound insulation against externally generated noise and vibration. This sound insulation shall ensure that the level of noise generated from external sources shall be no higher than 35 dB(A) from 7am – 11pm in bedrooms, living rooms and dining rooms and 30 dB(A) in bedrooms from 11pm – 7am measured as a LAeq,T. The LAF Max shall not exceed 45dB in bedrooms 11pm – 7am. A scheme for mitigation measures shall be submitted to and approved by the Local Planning Authority prior to the commencement of development of any superstructure. The approved mitigation scheme shall be implemented in its entirety before any of the units are occupied/the use commences.

Reason: To ensure that the occupiers of the buildings are protected from external noise pollution.

Acoustic report where noise generating plant proposed

82. Prior to the commencement of development on each phase of development within the Main Site as identified pursuant to Condition 3 an acoustic report shall be submitted to and approved by the Local Planning Authority. The report must set out the sound level generated from all items of noise generating plant proposed within that phase and state the noise control measures to be employed to ensure the noise from the combined plant does not exceed a level of 10dB(A) below the lowest background noise levels measured as L(A)90 15 minutes, during operational hours, at the façade of the nearest residential property. The report must cover noise from the energy centre and any commercial units, as well as residential development.

Reason: To ensure the use of the premises does not prejudice the amenities of occupiers of nearby premises due to noise pollution.

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

83. Each reserved matters applications for the Main Site shall include a detailed assessment of the wind effects and related mitigation for that phase of development as identified pursuant to Condition 3.

Reason: To ensure the development does not prejudice the amenities of existing and future residents due to wind effects.

CCTV provision

84. Prior to the commencement of any superstructure work for each phase of development within the Main Site as identified pursuant to Condition 3, details of any CCTV provision for that phase, including locations and management proposals shall be submitted to, and approved by the Local Planning Authority. Details shall be consistent with the Design Code (MW04) and any updated version(s). CCTV shall be provided in accordance with the approved details.

Reason: To ensure the future residents of the development are safe and secure.

DRAFT

No occupation of terrace adjacent to Willoughby Lane until mechanism to secure stopping up and resurfacing of highway/public realm secured.

85. The development within Block E fronting Willoughby Lane shall not be occupied until such time as the existing access in to the site has been stopped up as public highway or retained / rededicated as public highway for pedestrian use only and the land laid out and surfaced in accordance with a scheme that has first been submitted to and approved in writing by the Local Planning Authority. The scheme shall include plans detailing the extent of the area and plans for the future maintenance in the event the area is stopped up.

Reason: To ensure the future residents of the development are safe and the existing access is no longer utilised.

DRAFT

Station Site Conditions

Remediation Station Site

86. Prior to the commencement of development a detailed plan shall be submitted to and approved in writing by the Local Planning Authority which identifies the extent of land for remediation for the Station Site (as identified pursuant to condition 1), hereafter referred to as the 'Remediation Station Site'.

Reason: To allow reasonable identification of those areas not covered by the existing remediation application.

87. Prior to the commencement of development on the Remediation Station Site identified pursuant to condition 83, a remediation strategy for that site shall be submitted to and approved in writing by the Local Planning Authority that includes the following components to deal with the risks associated with contamination of the site. Each component shall be submitted to and approved, in writing, by the Local Planning Authority unless otherwise agreed in writing with the authority:
- i) A preliminary risk assessment which has identified all previous uses potential contaminants associated with those uses a conceptual model of the site indicating sources/pathways/receptors and potentially unacceptable risks arising from contamination at the site.
 - ii) A site investigation scheme, based on (i) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
 - iii) The results of the site investigation and the detailed risk assessment referred to in (ii) and, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
 - iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (iii) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the Local Planning Authority. The scheme shall be implemented as approved.

Reason: To safeguard human health and groundwater

88. Piling or other penetrative methods within the Remediation Station Site shall not be permitted other than with the express written consent of the Local Planning Authority. Prior to construction of the foundations in any phase of development a risk assessment for that Phase or for an area agreed in advance with the Local Planning Authority will be submitted to and approved in writing with the Local Planning Authority that will take account of previous consultations with the Environment Agency, and the conditions in which the remediation stage has left the site. The risk assessment will take account of the document "Piling at Willoughby Lane and Meridian Way, August 2016 Ref: 34910C825i1" that describes suitable piling techniques and the key constraints at the site. The development shall be carried out in accordance with the approved details.

Reason: To safeguard groundwater quality and human health

- xxi) Investigation boreholes that extend into the top of the London Clay within the Remediation Station Site shall not be permitted other than with the express written consent of the Local Planning Authority. A risk assessment for the station site, or for

DRAFT

an area agreed in advance with the Local Planning Authority, will be submitted to and approved in writing with the Local Planning Authority prior to implementation of any boreholes.

Reason: To safeguard groundwater quality and human health

89. Prior to the occupation or first use of Meridian Water Station a verification report demonstrating completion of the works, within the Remediation Station Site identified pursuant to condition 83 set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to and approved in writing by the Local Planning Authority. The report shall include results of sampling and Remediation Station Site-wide monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met. It shall also include a plan for long-term monitoring and maintenance for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action, for the station site as identified in the verification plan. The long-term monitoring and maintenance plan shall be implemented as approved.

Reason: To safeguard human health and groundwater

90. If during development of the Remediation Station Site identified pursuant to condition 83 contamination that has not previously been identified is found to be present then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until the developer has submitted an updated addendum remediation strategy specifically for the previously unidentified contamination to the Local Planning Authority detailing how it shall be dealt with and obtained written approval from the Local Planning Authority. The addendum remediation strategy shall be implemented as approved.

Reason: To safeguard human health and groundwater

Informative: The condition requires work in the Station Site to cease until the addendum remediation strategy is agreed in writing. However, if the identified contamination is limited in extent, the applicant can apply in writing to the local authority to continue development elsewhere in that Station Site, and cease work only in the particular area where the unexpected contamination was identified. The applicant can continue development elsewhere while an updated remediation strategy is agreed for the particular area.

Plan of Extents

91. Prior to the commencement of development on the Station Site, identified pursuant to Condition 1, a detailed plan shall be submitted to and approved in writing by the Local Planning Authority which identifies the extent of land for development of the Meridian Water Station Building, hereafter referred to as the Station Building Site and for development of the remaining development within the Station Site, hereafter referred to as the Station Public Realm Site.

Reason: To allow reasonable identification of those areas of land required for the development of Meridian Water Station.

Bat survey of subway

92. No development shall commence on works to the eastern side of the railway or on the construction of the railway station or within the Station Site until a bat survey of the subway has been carried out and a report detailing the results of the survey has been

DRAFT

submitted to and approved in writing by the Local Planning Authority. The survey shall comprise either three dusk emergence/ dawn re-entry surveys of the culvert or an internal inspection by a licensed bat ecologist. If the surveys show that a bat roost is present and will be affected by the proposals, no works that could affect the roost are to be carried out until a licence for development works affecting bats has been obtained from the statutory nature conservation organisation (Natural England).

Reason: In the interests of nature conservation and to ensure that there is no adverse impact on bats (a protected species)

Station Building Site Conditions

Construction Environmental Management Plan

93. Prior to the commencement of any development on the Station Building Site (including ground works) a Construction Environmental Management Plan shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved plan. The plan will include the following information:
- with respect to contaminated land and ground conditions:
- i) relevant methods specified in CIRIA A Guide for Safe Working On Contaminated Sites (C132) when handling arisings, due to the potential for hydrocarbons, asbestos and other contaminants.
 - ii) procedures and protocols to prevent or manage the exposure of construction workers, visitors to the construction area, and users of neighbouring areas to contaminated materials;
 - iii) measures to limit dust generation during excavation, handling and storage of potentially contaminated materials;
 - iv) boundary monitoring of dust, volatile organic compounds and asbestos fibres during excavation and soil handling at points of greatest sensitivity;
 - v) appropriate procedures for handling and treatment of groundwater;
 - vi) measures to protect workers from vapours and dermal contact if hydrocarbon contamination is excavated, for instance during piling;
 - vii) measures required under the Control of Asbestos Regulations 2012 and associated code of practice; and
 - viii) measures to control potential odours from the hydrocarbon and gasworks contaminated soils and prevent nuisance for workers and off site residents.
 - ix) Good practice operation and containment measures for storage of fuels or liquid chemicals to conform with government regulations and pollution prevention guidance (PPGs) issued by the EA;
 - x) measures required under EA Pollution Prevention Guidance on works in, near or over watercourses (PPG5) for works near Pymme's Brook; and
 - xi) other relevant environmental mitigation measures.

With respect to biodiversity

- i) risk assessment of potentially damaging construction activities, identification of biodiversity protection zones, practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction, the location and timing of sensitive works to avoid harm to biodiversity features, identify the times during construction when specialist ecologists need to be present on site

DRAFT

to oversee works, responsible persons and lines of communication, use of protective fences, exclusion barriers and warning signs, details of measures to control potential pollution events and sedimentation into the Pymmes Brook; and

- ii) measures required for the protection of the ecological corridor and other relevant environmental mitigation measures.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway, harm ecological features during the construction phase and to minimise disruption to neighbouring properties and the environment.

Construction Logistics Plan

94. Prior to the commencement of development on the Station Building Site a detailed Construction and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority, which considers the impact of the development on the surrounding transport network. The plan shall include:
- i) A photographic condition survey of public carriageways, verges and footways in the vicinity of the site;
 - ii) Works programme;
 - iii) Trip generation associated with the construction project, swept path analysis and identification of any works needed to the public highway;
 - iv) Routeing – primary and secondary designated routes to show how vehicles will keep to main routes and comply with the London Lorry Control Scheme;
 - v) Delivery scheduling;
 - vi) Use of holding areas and vehicle call up;
 - vii) Details of locations for and requirements of any vehicle compounds.
 - viii) Permit schemes and access;
 - ix) Parking, loading and unloading arrangements;
 - x) Traffic management;
 - xi) Measures and training to reduce danger posed to cyclists by HGV's;
 - xii) Consideration of use of alternative modes of transport (water freight/rail)
 - xiii) CLP management including contact details for the person responsible for ensuring compliance with the Plan during construction;
 - xiv) Provision of wheel cleaning facilities;
 - xv) Details of any temporary construction access;
 - xvi) Methods for construction over an operational railway;
 - xvii) Methods for minimising impacts upon any occupied residential units; and
 - xviii) A management plan setting out measures to control construction pressures on the Lee Valley Ramsar site.

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

Reason: In order to ensure that the impact of the development on the surrounding transport network is sufficiently assessed and where necessary appropriately mitigated.

Control of hours of work on site and deliveries to site

DRAFT

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

Reason: To ensure that the demolition of the existing buildings and the construction and maintenance of the development does not prejudice the amenities of occupiers of nearby premises due to noise pollution.

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

96. Reserved matters application(s) for the Station Building Site submitted pursuant to Condition 5 should be consistent with the approved Design Code (MW04) and any updated version(s) unless otherwise agreed with the Local Planning Authority through Reserved Matters.

Reason: For the avoidance of doubt and in the interests of proper planning, and to ensure a high quality form of development.

97. Reserved matters application(s) for the Station Building Site, pursuant to Condition 5, shall include detailed drawings and cross sections (to a minimum scale of 1:20) through all typical facades associated with the Station and any associated structures. The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance.

98. Before any superstructure work is commenced on the Station Building Site, samples of all external finishing materials visible on the façade of the Station or on any structure associated with the Station shall be submitted to and approved in writing by the Local Planning Authority. This shall include:

- i) Facing and roof materials.
- ii) Window material details.
- iii) The boundary treatment.
- iv) External rainwater goods, where permitted.

Sample panels shall be constructed in proximity to the application site or at a location agreed and approved in writing by the Local Planning Authority.

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

Reason: To ensure a satisfactory external appearance.

Shopfront/signage strategy for retail/leisure/community space

99. Reserved Matters submission(s) shall provide details of the design and signage strategy for any retail units within the Station Building Site in line with requirements of the Design Code (MW04) and any amended version(s).

Reason: To ensure a satisfactory external appearance of retail, leisure and community units.

Hours of use for retail/leisure/community

DRAFT

100. Any ancillary A3 uses within the Station Building Site shall not be open to the public except between the hours of 06.30 to 23.00 Monday to Saturday and between 6.30 and 17.00 hours on Sundays and Bank Holidays. The approved Use Class A3 premises shall not be open at any other time and all activity associated with the use shall cease within 1 hour of the closing time specified above, unless otherwise agreed in writing by the Local Planning Authority.

Reason: To safeguard the amenities of neighbouring residential occupiers.

PD restrictions on use of retail/leisure/community space

101. Notwithstanding the provisions of Part 3, Schedule 2 of the Town and Country Planning (General Permitted Development) Order 2015, or any amending Order, no change of use of the approved Use Class A1 / A2 / A3 premises to Use Class C3 or D2 of the Town and Country Planning (Use Classes) Order 1987, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) shall take place unless otherwise agreed in writing with the Local Planning Authority.

Reason: To ensure the retention of active frontages, appropriate infrastructure is retained to support the new residential community and because highway and other impacts have been assessed on the basis of the above uses.

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

102. Unless agreed through the approval of Reserved Matters for the Station Building Site pursuant to Condition 5, no plant or equipment shall be affixed to any external face of a building or added to the roof of a building, in accordance with Section 4 of the approved Design Code (MW04) and any updated version(s).

Reason: In the interest of amenity

Telecommunications/satellite strategy

103. Prior to the commencement of development on the Station Building Site, details of any associated telecommunications infrastructure and plant relating to that development shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out strictly in accordance with the details approved and maintained as such thereafter.

Reason: To ensure satisfactory appearance and facilitate equitable access to telecommunications services.

Green procurement plan

104. Reserved matters application(s) for the Station Building Site pursuant to Condition 5 shall include a Green Procurement Plan to be submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including by use of low impact, locally and/or sustainably sourced, reused and recycled materials through compliance with the relevant BREEAM standard. The Plan must also include strategies to secure local procurement of materials. Wherever possible, this should include targets and a process for the implementation of this plan through the development process. The development shall be constructed and procurement plan implemented strictly in accordance with the Green Procurement Plan so approved.

DRAFT

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

Surface water/infiltration and drainage management plan

105. Development of the Station Building Site shall not commence until details of the drainage for the station building have been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker and Lead Local Flood Authority. No discharge of foul or surface water from the site in any phase of development, identified pursuant to condition 3 shall be accepted into the public system until the requisite part of the drainage works referred to in the strategy for that phase have been completed.

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

106. Prior to the commencement of development on the Station Building Site details of any sustainable drainage measures to be incorporated in to that individual phase shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change. The details submitted shall include levels, sizing, cross sections and specifications for all drainage features and should be in line with SuDS Best Practise. These details should include proposals for maintenance and management of drainage systems.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the application site in accordance with Policy CP28 of the Core Strategy, DMD59-63, Policies 5.12 & 5.13 of the London Plan and the NPPF.

107. Prior to the operation of the Station Building Site, a Verification Report demonstrating that any approved drainage / SuDS measures for that phase have been fully implemented in accordance with the approved plans shall be submitted to and approved in writing by the Local Planning Authority.

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 and Policies 5.12 & 5.13 of the London Plan and the NPPF.

108. Prior to the occupation of development on each phase of development within the Station Building Site identified pursuant to Condition 3, a Flood Evacuation Report shall be submitted to and approved in writing by the Local Planning Authority confirming:

- i) The approved flood risk measures for that phase have been fully implemented.
- ii) The station development is provided with a dry access route within the low hazard area of the floodplain (as defined by the Environment Agency's Flood Risk Assessment Guidance for New Development R&D Technical Report FD2320).
- iii) Finished floor levels are at least 300mm above the fluvial flood level, and 100mm above the surface water flood level for a 1 in 100 year plus climate change event.

DRAFT

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

Archaeology

109. Prior to the commencement of development on each phase of development within the Station Building Site identified pursuant to Condition 3, a written scheme of investigation (WSI) shall be submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, which shall include:
- i) The strategy for dealing with overlaps between phases;
 - ii) the statement of significance and research objectives;
 - iii) the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works; and
 - iv) the programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

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

External lighting

110. Prior to the commencement of any superstructure works in each phase within the Station Building Site identified pursuant to Condition 3, details of any external lighting proposed in accordance with rail sector standards shall be submitted to and approved in writing by the Local Planning Authority. The approved external lighting shall be provided before that phase of the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

Strategy for pre-site clearance of slow worms

111. Prior to the commencement of development on the Station Building Site details of a strategy for pre-site clearance of slow worms and translocation of any reptiles shall be submitted to, and approved in writing by the Local Planning Authority. The site shall be cleared in accordance with the approved strategy.

Reason: To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

Bat/Badger checks pre commencement

112. Prior to the commencement of development on the Station Building Site a suitably qualified ecologist will undertake bat roost and badger checks. Confirmation that no bats or badgers are present on site shall be submitted in writing to, and approved by the local planning authority.

Reason: To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

DRAFT

Hedge/shrub clearance outside bird nesting period

113. All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development within the Station Building Site, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

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

Eradication strategy for invasive species

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

Reason: To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

Non residential development to achieve BREEAM New Construction 2014 rating of no less than 'very good'.

115. Evidence confirming that the station building achieves a BREEAM New Construction 2014 rating (or subsequent equivalent quality assured scheme) of no less than 'Very Good' (with details of where the development could achieve Excellent subject to further feasibility testing) shall be submitted to and approved in writing by the Local planning Authority. The evidence required shall be provided in the following formats and at the following times:

- i) a design stage assessment, conducted by an accredited Assessor and supported by relevant BRE interim certificate, shall be submitted at pre-construction stage within 3 months of commencement of superstructure works on site during each of relevant the phases identified pursuant to Condition 3; and,
- ii) a post construction assessment, conducted by an accredited Assessor and supported by relevant BRE accreditation certificate, shall be submitted within 6 months of the station entering into service.

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

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

Delivery and servicing plan

DRAFT

116. Prior to the commencement of the operation of the Station within the Station Site a Delivery and Servicing Plan for the Station shall be submitted to and approved by the Local Planning Authority. The Plan shall include:
- i) Management of servicing and deliveries (including processes for minimising deliveries in peak network periods);
 - ii) Vehicle types, expected frequencies, loading / unloading locations, adequacy for each phase;
 - iii) Management measures - booking systems, coordination at point of order, work with suppliers etc.;
 - iv) Use classes utilising and benefitting from the plan;
 - v) Links to the Travel Plans and Car Park Management Plans;
 - vi) Access routes; and
 - vii) Review processes, opportunities for improvement.

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

Reason: In order to ensure that deliveries and servicing of the site is managed effectively so as to minimise impact upon the road network and to safeguard the amenities of the occupiers of residential properties and in the interests of road safety.

Waste management plans

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

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

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

118. Prior to the commencement of any superstructure work on each phase of the development within the Station Building Site as identified pursuant to Condition 3 a

DRAFT

detailed Waste Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The plan should include as a minimum:

- i) Target benchmarks for resource efficiency set in accordance with best practice.
- ii) Forecast of Waste Types and Quantities.
- iii) Procedures for minimising and managing waste.
- iv) Details of waste segregation proposals.
- v) Waste storage and collection proposals.
- vi) Options for on-site and off-site resource recovery.

The Waste Management Plan shall be consistent with principles established in the Meridian Water Masterplan-wide Resource Waste Management Strategy (MW16) and any subsequent updates. The development shall be implemented in accordance with the approved details.

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

Acoustic report where noise generating plant proposed

119. Prior to the commencement of development on the Station Building Site, an acoustic report shall be submitted to and approved by the Local Planning Authority. The report must set out the sound level generated from all items of noise generating equipment proposed within that phase and state the noise control measures to be employed to ensure the noise from the combined plant does not exceed a level of 10dB(A) below the lowest background noise levels measured as L(A)90 15 minutes, during operational hours, at the façade of the nearest residential property. The report must cover noise from the energy centre and any commercial units, as well as residential development.

Reason: To ensure the use of the premises does not prejudice the amenities of occupiers of nearby premises due to noise pollution.

CCTV provision

120. Prior to the commencement of any superstructure work for each phase of development within the Station Building Site as identified pursuant to Condition 3, details of any CCTV provision for that phase, including locations and management proposals shall be submitted to, and approved by the Local Planning Authority. Details shall be consistent with the Design Code (MW04) and any updated version(s). CCTV shall be provided in accordance with the approved details.

Reason: To ensure the future residents of the development are safe and secure.

Indicative site layout

121. Reserved matters applications within the Station Building Site shall be accompanied by an indicative layout plan which illustrates the station building within the context of the wider Station Site, to include indicative access and public realm arrangements.

Reason: To ensure the station building reserved matters can be determined in context.

Public Realm

Comment [FD3]: LBE legal reviewing this

DRAFT

122. Prior to commencement of development on the Station Building Site identified pursuant to condition [1] a detailed public access scheme shall be submitted to and approved in writing by the Local Planning Authority which shall secure compliance with the following:-
- i) Free and unrestricted 24 hours a day public access by foot over the east-west pedestrian link across the railway (including Sundays Bank and Public holidays) to be maintained in perpetuity;
 - ii) Measures to ensure that public access over the pedestrian link is step free and inclusive and maintained in perpetuity; and
 - iii) Measures for the security, lighting and maintenance of the pedestrian link

The public access scheme shall be implemented as approved prior to first use of the pedestrian link and retained thereafter.

Station Public Realm Site Conditions

Construction Environmental Management Plan

123. Prior to the commencement of any development on the Station Public Realm Site (including ground works) a Construction Environmental Management Plan shall be submitted to and approved by the Local Planning Authority. The development shall be implemented in accordance with the approved plan. The plan will include the following information:
- with respect to contaminated land and ground conditions:
- xii) relevant methods specified in CIRIA A Guide for Safe Working On Contaminated Sites (C132) when handling arisings, due to the potential for hydrocarbons, asbestos and other contaminants.
 - xiii) procedures and protocols to prevent or manage the exposure of construction workers, visitors to the construction area, and users of neighbouring areas to contaminated materials;
 - xiv) measures to limit dust generation during excavation, handling and storage of potentially contaminated materials;
 - xv) boundary monitoring of dust, volatile organic compounds and asbestos fibres during excavation and soil handling at points of greatest sensitivity;
 - xvi) appropriate procedures for handling and treatment of groundwater;
 - xvii) measures to protect workers from vapours and dermal contact if hydrocarbon contamination is excavated, for instance during piling;
 - xviii) measures required under the Control of Asbestos Regulations 2012 and associated code of practice; and
 - xix) measures to control potential odours from the hydrocarbon and gasworks contaminated soils and prevent nuisance for workers and off site residents.
 - xx) Good practice operation and containment measures for storage of fuels or liquid chemicals to conform with government regulations and pollution prevention guidance (PPGs) issued by the EA;
 - xxi) measures required under EA Pollution Prevention Guidance on works in, near or over watercourses (PPG5) for works near Pymme's Brook; and
 - xxii) other relevant environmental mitigation measures.

DRAFT

With respect to biodiversity

- iii) risk assessment of potentially damaging construction activities, identification of biodiversity protection zones, practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction, the location and timing of sensitive works to avoid harm to biodiversity features, identify the times during construction when specialist ecologists need to be present on site to oversee works, responsible persons and lines of communication, use of protective fences, exclusion barriers and warning signs, details of measures to control potential pollution events and sedimentation into the Pymmes Brook; and
- iv) measures required for the protection of the ecological corridor and other relevant environmental mitigation measures.

Reason: To ensure the implementation of the development does not lead to damage to the existing highway, harm ecological features during the construction phase and to minimise disruption to neighbouring properties and the environment.

Construction Logistics Plan

124. Prior to the commencement of development on the Station Public Realm Site a detailed Construction and Logistics Plan shall be submitted to and approved in writing by the Local Planning Authority, which considers the impact of the development on the surrounding transport network. The plan shall include:
- xix) A photographic condition survey of public carriageways, verges and footways in the vicinity of the site;
 - xx) Works programme;
 - xxi) Trip generation associated with the construction project, swept path analysis and identification of any works needed to the public highway;
 - xxii) Routeing – primary and secondary designated routes to show how vehicles will keep to main routes and comply with the London Lorry Control Scheme;
 - xxiii) Delivery scheduling;
 - xxiv) Use of holding areas and vehicle call up;
 - xxv) Details of locations for and requirements of any vehicle compounds.
 - xxvi) Permit schemes and access;
 - xxvii) Parking, loading and unloading arrangements;
 - xxviii) Traffic management;
 - xxix) Measures and training to reduce danger posed to cyclists by HGV's;
 - xxx) Consideration of use of alternative modes of transport (water freight/rail)
 - xxxi) CLP management including contact details for the person responsible for ensuring compliance with the Plan during construction;
 - xxxii) Provision of wheel cleaning facilities;
 - xxxiii) Details of any temporary construction access;
 - xxxiv) Methods for construction over an operational railway;
 - xxxv) Methods for minimising impacts upon any occupied residential units; and
 - xxxvi) A management plan setting out measures to control construction pressures on the Lee Valley Ramsar site.

DRAFT

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

Reason: In order to ensure that the impact of the development on the surrounding transport network is sufficiently assessed and where necessary appropriately mitigated.

Control of hours of work on site and deliveries to site

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

Reason: To ensure that the demolition of the existing buildings and the construction and maintenance of the development does not prejudice the amenities of occupiers of nearby premises due to noise pollution.

126. Reserved matters application(s) for the Station Public Realm Site submitted pursuant to Condition 5 should be consistent with the approved Design Code (MW04) and any updated version(s) unless otherwise agreed with the Local Planning Authority through Reserved Matters.

Reason: For the avoidance of doubt and in the interests of proper planning, and to ensure a high quality form of development.

Green procurement plan

127. Reserved matters application(s) for the Station Public Realm Site pursuant to Condition 5 shall include a Green Procurement Plan to be submitted to and approved in writing by the Local Planning Authority. The Green Procurement Plan shall demonstrate how the procurement of materials for the development will promote sustainability, including by use of low impact, locally and/or sustainably sourced, reused and recycled materials through compliance with the relevant BREEAM standard. The Plan must also include strategies to secure local procurement of materials. Wherever possible, this should include targets and a process for the implementation of this plan through the development process. The development shall be constructed and procurement plan implemented strictly in accordance with the Green Procurement Plan so approved.

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

128. Development of the Station Public Realm Site shall not commence until details of the drainage for the site have been submitted to and approved in writing by the Local Planning Authority in consultation with the sewerage undertaker and Lead Local Flood Authority. No discharge of foul or surface water from the site in any phase of development, identified pursuant to condition 3 shall be accepted into the public system until the requisite part of the drainage works referred to in the strategy for that phase have been completed.

DRAFT

Reason: The development may lead to sewage flooding; to ensure that sufficient capacity is made available to cope with the new development; and in order to avoid adverse environmental impact upon the community.

129. Prior to the commencement of development on the Station Public Realm Site details of any sustainable drainage measures to be incorporated in to that individual phase shall be submitted to and approved in writing by the Local Planning Authority in consultation with the Lead Local Flood Authority. The details shall be based on the disposal of surface water by means of a sustainable drainage system in accordance with the principles as set out in the Technical Guidance to the National Planning Policy Framework and shall be designed to a 1 in 1 and 1 in 100 year storm event allowing for climate change. The details submitted shall include levels, sizing, cross sections and specifications for all drainage features and should be in line with SuDS Best Practise. These details should include proposals for maintenance and management of drainage systems.

Reason: To ensure the sustainable management of water, minimise flood risk and to minimise discharge of surface water outside of the application site in accordance with Policy CP28 of the Core Strategy, DMD59-63, Policies 5.12 & 5.13 of the London Plan and the NPPF.

130. Prior to the operation of the Station Public Realm Site, a Verification Report demonstrating that any approved drainage / SuDS measures for that phase have been fully implemented in accordance with the approved plans shall be submitted to and approved in writing by the Local Planning Authority.

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 and Policies 5.12 & 5.13 of the London Plan and the NPPF.

131. Prior to the occupation of the Station Public Realm Site a Flood Evacuation Report shall be submitted to and approved in writing by the Local Planning Authority confirming:
- i) The approved flood risk measures for that phase have been fully implemented.
 - ii) The station development is provided with a dry access route within the low hazard area of the floodplain (as defined by the Environment Agency's Flood Risk Assessment Guidance for New Development R&D Technical Report FD2320).

Comment [FD4]: SD to confirm it is OK to remove requirement for TW impact assessment from station

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

132. Prior to the commencement of development on each phase of development within the Station Public Realm Site identified pursuant to Condition 3, a written scheme of investigation (WSI) shall be submitted to and approved in writing by the Local Planning Authority. For land that is included within the WSI, no development shall take place other than in accordance with the agreed WSI, which shall include:
- i) The strategy for dealing with overlaps between phases;
 - ii) the statement of significance and research objectives;
 - iii) the programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works;
- and

DRAFT

- iv) the programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI.

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

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

133. Reserved matters submissions for the Station Public Realm Site shall be consistent with the site wide Public Realm Strategy pursuant to Condition 45 and the approved Design Code (MW04) and any updated version(s). Reserved matters submissions for the Station Public Realm Site should include hard surfacing materials to be used within the public areas of the Station Public Realm Site, and on any footpaths, access roads, parking areas and road markings within the Station Public Realm Site as well as details of any proposed planting, signage and street furniture.
1. They should also include details of any temporary arrangements for pedestrian, vehicle and cycle access to the Station building in the event that provision of the approved permanent access is delayed.

The development shall be completed in accordance with the approved details prior to the occupation/operation of the Station.

Reason: To ensure a high quality design and satisfactory appearance to public realm.

External lighting

134. Prior to the commencement of any superstructure works in each phase within the Station Public Realm Site identified pursuant to Condition 3, details of any external lighting proposed shall be submitted to and approved in writing by the Local Planning Authority. Lighting to all access roads, footpaths and footways should be in line with the adoptable standard. The approved external lighting shall be provided before that phase of the development is occupied.

Reason: To ensure that the development does not prejudice the amenities of adjoining occupiers and / or the visual amenities of the surrounding area.

Comment [SD5]: Lighting will also be needed for the pedestrian access across the railway. This would not be adoptable and there may not be an adoptable standard to work to. Please clarify with Network Rail.

Strategy for pre-site clearance of slow worms

135. Prior to the commencement of development on the Station Public Realm Site details of a strategy for pre-site clearance of slow worms and translocation of any reptiles shall be submitted to, and approved in writing by the Local Planning Authority. The site shall be cleared in accordance with the approved strategy.

Reason: To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

Bat/Badger checks pre commencement

136. Prior to the commencement of development on the Station Public Realm Site a suitably qualified ecologist will undertake bat roost and badger checks. Confirmation that no bats or badgers are present on site shall be submitted in writing to, and approved by the local planning authority.

DRAFT

Reason: To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

Hedge/shrub clearance outside bird nesting period

137. All areas of hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development within the Station Public Realm Site, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

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

Eradication strategy for invasive species

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

Reason: To ensure that the development contributes to improving the ecology and biodiversity of the area, in accordance with the NPPF, London Plan and local policies.

Cycle parking details

139. Reserved matters application(s) for the Station Public Realm Site shall include details of the provision of cycle parking for the Station within that site, including the location, type of rack, spacing and any secure or non-secure structures associated with the storage of cycles. Cycle parking shall be designed in line with London Cycle Design Standards 2015. Cycle parking shall be provided in accordance with the approved details prior to operation of the Station.

Reason: To secure adequate and high quality cycle parking provision in line with London Plan policy.

Details of i access roads, pavements, servicing/turning areas and lighting

140. Prior to the commencement of development within the Station Public Realm Site and no later than submission of first reserved matters applications relating to the Station Public Realm Site, detailed drawings showing the arrangements for access to the station, including the siting, levels and construction of any roads, junctions, parking, turning and servicing areas and street lighting, and details of the pedestrian and cycle routes and related facilities shall be submitted to and approved in writing by the Local Planning Authority. They should also include details of any temporary arrangements for pedestrian, vehicle and cycle access to the Station building in the event that provision of the approved permanent access is delayed. The development shall be carried out in accordance with the approved details prior to occupation/operation of the Station.

Reason: to ensure access arrangements to the development are sufficient and adequate.

Details of access to Meridian Way

DRAFT

141. Prior to commencement of development of the Station Public Realm Site details of the construction of the new Station Access Road off Meridian Way, including details of surfacing and materials, shall be submitted to and approved in writing by the Local Planning Authority. The access shall be provided in accordance with the approved details prior to occupation/operation of the Station.

Reason: To ensure appropriate access is provided to the Station and to ensure the development provides high quality materials which are in keeping with the design principles established through the outline permission.

Comment [FD6]: Possible duplication to be reviewed and discussed with LPA

Station Access Road Management Plan

142. Prior to the commencement of use of the proposed Station Access Road to the east of the railway, a detailed Station Access Road Management Plan shall be submitted to and approved in writing by the Local Planning Authority. The station access road shall be used and managed as set out in this plan. The plan should include as a minimum:
- i) Site plan with road and associated facilities clearly marked;
 - ii) Contact details (telephone/ email / name) of a person/company responsible for managing the access road;
 - iii) Details of the intended uses for the road;
 - iv) Proposed access arrangements for the road and related enforcement activities;
 - v) Proposed parking controls for the access road and related enforcement regime;
 - vi) Details of any parking charges / fees.
 - vii) Management of the risk of overspill parking;
 - viii) Maintenance regime for apparatus / furniture / lighting etc.
 - ix) How often will the plan be reviewed and by whom (provide contact details).

Reason: To ensure use of the Station Access Road is appropriately managed to maintain safety and comply with details set out in the Transport Assessment.

Waste management plans

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

DRAFT

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

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

CCTV provision

144. Prior to the commencement of any superstructure work for each phase of development within the Station Public Realm Site as identified pursuant to Condition 3, details of any CCTV provision for that phase, including locations and management proposals shall be submitted to, and approved by the Local Planning Authority. Details shall be consistent with the Design Code (MW04) and any updated version(s). CCTV shall be provided in accordance with the approved details.

Reason: To ensure the future residents of the development are safe and secure.

Appendix 3

Section reference	Proposed Amendment	Rationale
2.2	Removal of word 'consistent' <i>"Building frontages should be parallel along the entire length of streets."</i>	To allow some flexibility, and to provide the opportunity to chamfer a street corner and / or to create gentle insets for animating street frontages while maintaining design quality.
2.3	Amendment to allow Bin and bike stores to be integrated into defensible spaces where these are protrude parameter plan Privacy Barriers	This fixes an inconsistency between the original Design Code and the Parameter Plans for approval.
	and Distancing'.	
2.6	0.8m fences are acceptable in communal residential courtyards. <i>Fences separating private amenity spaces from courtyards should be approximately 0.8m tall.</i>	On review of more detailed designs, 0.6m appeared to be very low, and therefore a small increase is proposed to allow flexibility dependent on the size and scale of built development and spaces.
2.7	The requirement preventing amenity provision on highest roof spaces has been removed.	To allow some flexibility in building design, and maximise opportunities for views from upper roof levels. Requirements have been added to ensure the ecological and design quality of these spaces is maintained.
2.10	The requirement for 'internal ceilings to line through with soffits of balconies' has been removed	A detailed assessment of designs against viability showed this to be a requirement imposing significant cost on the development. This was not considered to enhance the development quality sufficiently to outweigh the significant cost.

3.2	<p>Maximum block width of 12m is amended to 14m:</p> <p><i>The maximum width of east-west block is 14m.</i></p>	<p>A detailed assessment of design proved that 12m is extremely difficult to achieve in combination with the podium parking.</p>
4.5	<p>Requirement for all materials to have BRE green ratings of A or B has been amended to a requirement for an area-weighted average green rating score of B</p>	<p>An assessment of designs against viability showed this to be imposing significant cost on the development and difficult to achieve in combination with other sustainability criteria. It also significantly restricts choice of materials; the proposed amendment secures an acceptable standard while providing flexibility.</p>
4.6/4.10	<p>All references to residential, carpark and bin storage ventilation to roof level has been removed. This has been replaced with a number of specific design requirements, such as the requirement for grilles to be integrated into the frame of adjacent architectural elements and hard landscaping of the first floor communal courtyard decks or to the railway</p> <p>The requirement for</p> <p>commercial/retail ventilation to extract to roof level is retained.</p> <p>The requirement to locate ventilation above 4m will be replaced by 3.5m</p>	<p>A detailed assessment of designs against viability showed this to be a requirement imposing significant cost on the development. While the quality of the development is paramount, it is considered that well considered and designed vents, can be provided in an architecturally acceptable manner, which does not impact negatively on the outward appearance.</p>

4.9	This has been amended to ensure it aligns with requirements in 2.3. It now reads 'Maisonettes in plot E to incorporate bike store either within buildings or within defensible space.'	A detailed assessment of design showed the Maisonettes in plot E tenants may not have access to communal bike storage at the podium and therefore there is a need to provide flexibility to incorporate bikes within defensible spaces.
5.6	Reference to 'Trees and Townscape guide' (Trees and Design Action group Nov 2012) has been removed. Requirements for tree size are retained, alongside the inclusion of a number of ecological enhancements (see below). In addition, elements of the design guide have been added in to Section 5.6 to ensure quality of tree design is retained.	The tree planting strategy was required to be revisited with a further emphasis to improve the ecological value across the site from design of station access. See Section 4 of this document. Many elements of the Trees and Townscape guide were not considered to be relevant to the scheme, therefore only relevant requirements have been included.
5.8-5.11 (Updated 5.8-5.13)	Further design requirements and features have been added to enhance the ecological value of the park. In addition, a new section 5.8 has been added on Open Spaces. This provides a number of specific design requirements to mitigate the loss of ecological value of the corridor and to enhance the overall value throughout the development site.	The loss of ecological value at the station approach requires mitigation to enhance the ecological value across the site. These enhancements include increasing the ecological value in Northern Park, Southern Park and the Station Square. See section 4 of this document.
5.17-5.20 (updated 5.18 – 5.21)	All the specifications on kerb width of 250mm have been removed and replaced minimum 125mm to comply with Enfield's street design guidance	A detailed assessment of design showed that the specifications were far beyond requirements in Enfield's guidance which had significant cost and efficiency implications.
6.9	Reference to 'unbroken' habitat will be replaced with 'A habitat corridor is to be maintained along the full length of the railway line,	Please see section 4 of this document.

This page is intentionally left blank

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 28 March 2017

Report of:
Assistant Director,
Regeneration and Planning

Contact Officer:
Andy Higham
Kevin Tohill
Ray Reilly Tel: 020 8379 3579

Ward: Grange

Ref: 16/05330/FUL

Category: Minor

LOCATION: 2 Hartland Close, London, N21 2BG

PROPOSAL: Sub-division of site and the erection of a 2 storey, 6 bedroom detached dwelling house with accommodation in roof space and alterations to form front driveway parking.

Applicant Name & Address:

Mr Pat O' Sullivan
2, Hartland Close
Southgate
N21 2BG

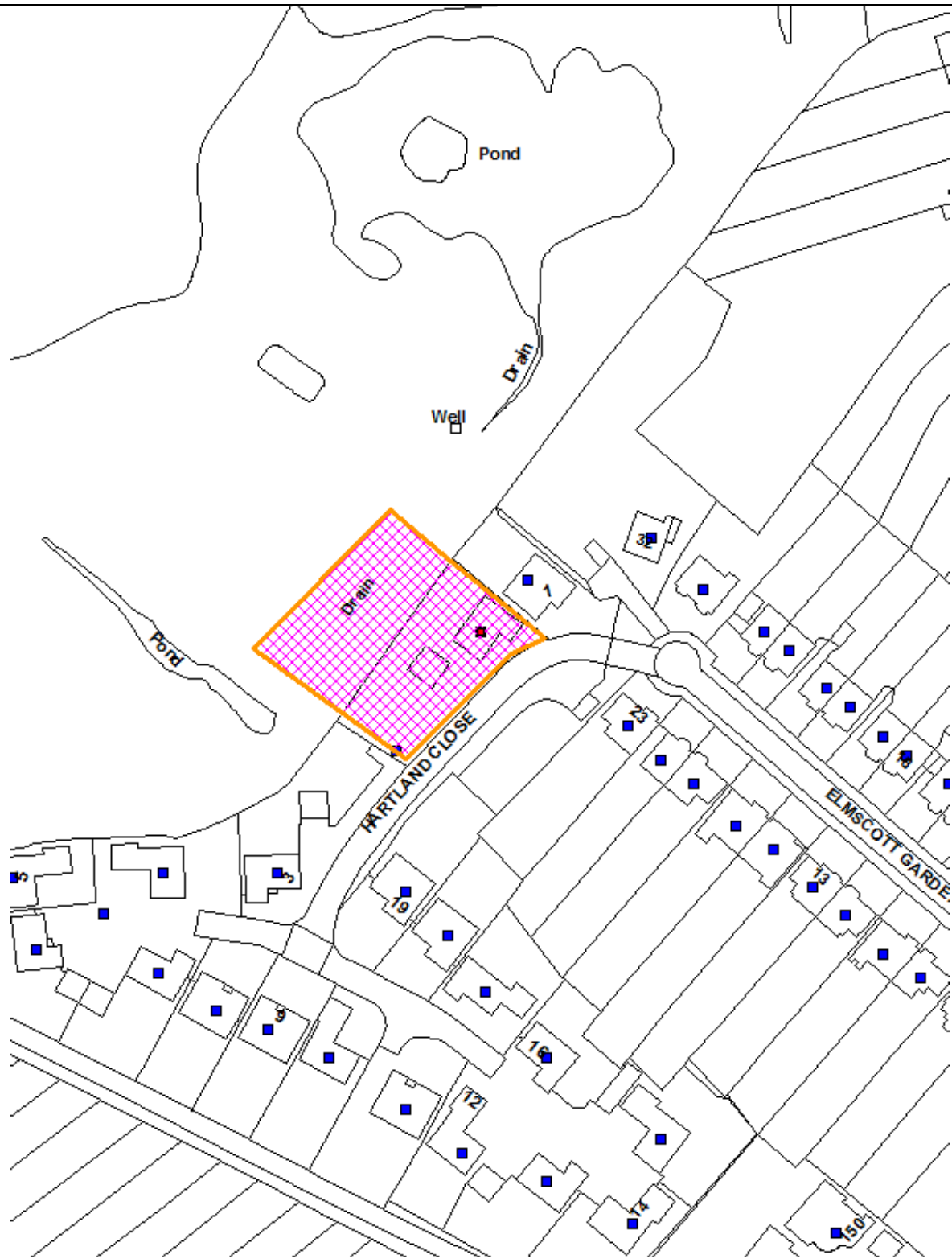
Agent Name & Address:

DWG DESIGN
1a Dallinger Road
London
SE12 0TJ

RECOMMENDATION: That planning permission be **GRANTED** subject to conditions.

Note for Members: This application would normally be dealt with via delegated authority, but has been brought to Planning Committee at the request of Councillor Neville.

Ref: 16/05330/FUL LOCATION: 2 Hartland Close, London, N21 2BG,



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:1250

North



1. Site and Surroundings

- 1.1 The subject site is addressed as 2 Hartland Close, which is a private gated road accessed off the end of Elmscott Gardens. The site is located on the northern side of street on a large plot. The site currently consists of a large detached house with an extensive garden to the side and rear of the property, with a separate self-contained garage and driveway to the side. There is a gradual slope on the site from east to west towards the boundary with Number 3 Hartland Close.
- 1.2 The site is not located in a Conservation Area and its not Listed. There is one large tree in the end of the garden with TPO's on a number of others in the adjoining Bush Hill Park golf course.

2. Proposal

- 2.1 Sub-division of site and the erection of a 2 storey, 6 bedroom detached dwelling house with accommodation in roof space and alterations to form front driveway parking.

3. Relevant Planning History

- 3.1 TP/05/1975: Erection of a detached 2-storey 3-bed single family dwelling house with garage together with part demolition of existing garage at no. 2 Hartland Close. (Granted with Conditions 10th February 2006)
- 3.2 P12-00708PLA: Part single, part two storey rear extension involving the demolition of conservatory at rear. (Granted with Conditions 10th May 2012)

4. Consultations

4.1 Internal

- 4.1.1 Traffic and Transportation - No objections overall subject to condition.
- 4.1.2 Tree Officer - Initially raised objections in relation to lack of information. However following the submission of a tree, no objections have been raised subject to condition.

4.2 External

- 4.2.1 There were no comments from external parties.

4.3 Public

- 4.3.1 Consultation letters were sent to 14 neighbouring properties on the 02nd of December. A further consultation was carried out at the request of Councillor Neville on the 23rd of January for a further 21 days.

2 objections were received in relation to the initial consultation raising the following objections summarised as follows:

- Regarding this proposed development this was a planned and balanced estate with views to the wooded golf course. The land at the front of the proposed development belongs to the estate and cannot be used for Mr O'sullivan's extended driveway;
- The development is not in keeping with the open frontages of all the other existing properties on the estate, therefore this changes the whole balance of the existing planned estate; and
- The proposed development falls in a Private estate, Hartland Close, which has a legal Covenant that all residents are bound by. The Third Schedule of the Covenant forbides the building of any new dwelling within the estate. I have a copy of the said Covenant for your perusal, as does the management company, St James Gate Management Co. Ltd, whose affairs are maintained by Mortemore MacKay, 19 The Grangeway, LONDON N21 2HD.

4.3.2 Officers response: The application has been assessed with consideration to the submitted objections and it is considered the design is in keeping with the other houses on the street. There is no protection on the views to the wood behind and this would still be largely achievable through the gaps between the proposed house proposed house and Number 3. Any legal covenant on the property or civil matters in relation to the estate, are not material planning matters which can be taken into consideration. Furthermore consideration has been given to the fact that a house was approved on the site previously.

5. Relevant Policy

5.1 Local Plan

- SO4 New homes
- SO5 Education, health and wellbeing
- SO8 Transportation and accessibility
- SO10 Built environment
- CP3 Affordable Housing
- 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
- CP30 Maintaining and improving the quality of the built and open environment
- CP32 Pollution
- CP46 Infrastructure contributions

S106 Supplementary Planning Document (Adopted November 2011)

5.2 The London Plan 2015

3.3 Increasing housing supply

- 3.4 Optimising housing potential
- 3.5 Quality and design of housing developments
- 3.8 Housing choice
- 5.2 Minimising carbon dioxide emissions
- 5.3 Sustainable design and construction
- 5.7 Renewable energy
- 5.13 Sustainable drainage
- 5.14 Water quality and wastewater infrastructure
- 5.15 Water use and supplies
- 5.16 Water self-sufficiency
- 5.18 Construction, excavation and demolition waste
- 6.9 Cycling
- 6.13 Parking
- 7.1 Building London's neighbourhoods and communities
- 7.2 An inclusive environment
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture
- 8.2 Planning Obligations
- 8.3 Community Infrastructure Levy

5.3 Development Management Document

- DMD 2 Affordable Housing on Sites of less than ten units.
- DMD 3 Providing a Mix of Different Sized Homes
- DMD 6 Residential Character
- DMD 7 Development of Garden Land
- DMD 8 General Standards for New Residential Development
- DMD 9 Amenity Space
- DMD10 Distancing
- DMD37 Achieving High Quality and Design-Led Development
- DMD38 Design Process
- DMD45 Parking Standards and Layout
- DMD47 New Road, Access and Servicing
- DMD49 Sustainable Design and Construction Statements
- DMD50 Environmental Assessments Method
- DMD51 Energy Efficiency Standards
- DMD52 Decentralised Energy Networks
- DMD53 Low and Zero Carbon Technology
- DMD55 Use of Roofspace/ Vertical Surfaces
- DMD58 Water Efficiency
- DMD59 Avoiding and Reducing Flood Risk
- DMD64 Pollution Control and Assessment
- DMD65 Air Quality
- DMD68 Noise
- DMD80 Trees on development sites
- DMD81 Landscaping

5.4 Other Relevant Considerations

National Planning Policy Framework
London Housing Supplementary Planning Guidance.

6. Analysis

6.1 The principle issues for consideration under this application are:

- Principle of the Development;
- Density and Scale;
- Design, Character and Conservation Issues;
- Neighbouring Amenity;
- Standard of Accommodation;
- Private Amenity Space;
- Highways Issues;
- Trees Issues;
- Archaeology;
- S106 Requirements; and
- Sustainability Issues.

6.2 Principle of Development

6.2.1 The proposed development seeks the erection of a new residential dwelling in an existing residential street therefore the principal of residential in this area would follow the established pattern of development. Upon assessment of relevant planning policy and following site inspections, the principle of the development is acceptable as it will add to the councils housing stock in an area made up of family housing. All separate planning considerations for this proposal will be referred to in detail later in this report.

6.2.2 From the perspective of design and scale it is considered the proposed dwelling is acceptable in principle as it would be broadly in keeping with the other houses on the Hartland Close. With regards to DMD7 it is regarded that the site is technically a back garden of the original No. 2, however it does front directly onto Hartland Close with direct access to the street readily available via the existing crossover. Therefore within the streetscene it would read as a new build two storey house as opposed a back land development.

6.2.3 In addition it should be noted that the house would provide for a high standard of living accommodation and the application has been deemed acceptable subject to conditions by the council's tree and highways officers.

6.3 Scale and Density

6.3.1 Density assessments must acknowledge new guidance outlined in the NPPF and particularly the London Plan, which encourage greater flexibility in the application of policies to promote higher densities, although they must also be appropriate for the area.

6.3.2 Policy 3.4 (Table 3.2) of the London Plan sets standards for appropriate density levels with regards to location, existing building form, massing, and having regard to the PTAL (Public Transport Accessibility Level) score. From assessing the plans it is considered a total of approximately 15 habitable rooms (inclusive of existing house) would be provided on the site which is of 0.1773 hectares. According to the guidance in (Table 3.2) of the London Plan as the site has a site specific PTAL rating of 1 in a suburban location, an overall density of between 150-250/ha may be acceptable.

6.3.3 Upon calculating the density of the proposed development against this density matrix, based on habitable rooms per hectare this development would equate to 84 hr/ha. Therefore these results show that from a density perspective this proposal would result in a density in accordance and well below the guidance outlined in the London Plan. Furthermore from assessing the proposed plans and elevations the proposed house at 2 stories with accommodation in the roof would be in keeping with the scale and form of the other houses on the street.

6.4 Design, Siting and Visual Appearance

6.4.1 Policy DMD 37 aims to ensure that high standards of design are taken into consideration, with reference to the boundary treatment of the property, the use of materials and the proposals siting, layout, alignment, spacing, height, bulk and massing. In addition Policy 7.4 of the London Plan states that developments should have regard to the form, function and structure of an area and the scale mass and orientation of surrounding buildings. In addition new policies in the DMD namely 11, 13 and 14 provide specific guidance in relation to extensions to existing properties.

6.4.2 The proposed dwelling would be 12.1m wide and approximately 15m deep, stepping into 12m deep at first floor level. There would be habitable accommodation in the roof with 3 apex style rear dormer windows and front rooflights. A large rear garden area would be provided and 2 car parking spaces at the front of the property. The house would be set approximately 3m from the rear garden boundary line of Number 3 to the south and would be set 2m from the existing detached garage at Number 2. It is designed in a form and materials to match the architectural style of the existing house and other properties on Hartland Close.

6.4.3 Officers have assessed the proposal on site and it is considered that the design appearance is acceptable. It is recognised that the frontage of the house would be wide at approximately 12m however the new house would be set in line with the existing house building lines on Hartland Close which would essentially act a link between Number 2 and Number 3 filling in this space on the street. It also would be set in approximately 3m from the neighbouring garden boundary with Number 3 Hartland Close, but also an approximate 30m from the rear elevation of Number 3. Overall as a result there would be an element of spaciousness about the proposal.

6.4.4 With regards to the proposed design appearance, it is considered that the house has been designed to be in keeping and whilst it would be obviously newer in

appearance than neighbouring dwellings, it has been designed acceptably to fit with the character and appearance of the surrounding properties. The development is proposed with a traditional clay tiled hipped roof, traditional stock brick, uPVC windows, eaves and tudor details all of which would fit in with the character and appearance of other houses on the street. In addition to the rear there is a lean to projection which is acceptably designed and having regard to the proposed rear dormers windows, they are overall well designed and proportionate to the main roof of the house having regard to DMD14.

- 6.4.5 The proposed development would result in the loss of the openness of the side garden within the streetscene, however it is not considered that this would counteract the provision of a family dwelling house. Matters relating to boundary treatments and hard and soft landscaping would be dealt with via condition should planning permission be granted.
- 6.4.6 In conclusion subject to these conditions the application is considered to be acceptable from the perspective of design and impact onto the character and appearance of the surroundings.

6.5 Neighbouring Amenity

- 6.5.1 DMD 6 and 8 to ensure that residential developments do not prejudice the amenities enjoyed by the occupiers of neighbouring residential properties in terms of privacy, overlooking and general sense of encroachment. In addition Policies 7.4 of the London Plan and CP30 of the Local Plan seek to ensure that new developments have appropriate regard to their surroundings, and that they improve the environment in terms of visual and residential amenity.
- 6.5.2 From the perspective of neighbouring amenity the proposed scheme is acceptable. With regards to the original house at No. 2 Hartland Close there is a distance of 12.5 m from side flanking wall to side flanking wall. In addition the one side window that is proposed on the side elevation of the house would be obscure glazed. Therefore there would be a minimal impact onto the original house.
- 6.5.3 With regards No. 3 the proposed house would be set approximately 3m from the adjoining side/rear garden boundary and approximately 30m away from the rear/side corner of No. 3 where the rear elevation of No. 3 faces obliquely away at an angle. Therefore in accordance with DMD10 the proposed house would be easily separated from No. 3 to not create any impact whilst being set due north also. In conclusion there would be no impacts onto the occupiers of No. 3 Hartland Close as a result of the proposed development.

- 6.5.4 All other properties are spaced sufficiently far enough away to not be affected.

6.6 Standard of Accommodation and Private Amenity

- 6.6.1 The application proposes 1x6 bed 8 person house and having regard for Policy 3.5 of the London Plan at 175 sqm would be well in excess of minimum space requirements. In addition all individual rooms would be of an acceptable size and

the proposed house can easily be accommodated to adapt to lifetime home requirements. In addition the house would be dual aspect with good outlook onto the street and the rear garden. It would provide for a very good family home.

- 6.6.2 In addition the proposed house would retain a sufficient garden area in excess of 350sqm which is ample having regard to Policy DMD9. The existing house would retain a garden area of 650sqm which is also easily compliant.

6.7 Highway Issues

- 6.7.1 The proposals include the provision of a 2-storey 6 bedroom dwelling which will be served by an existing vehicular access. The new dwelling will have two parking spaces. The level of parking provision for the new dwelling is considered to be appropriate and in line with current policies 6.13 of the London Plan (March 2016, FALP) and DMD45 of the DMD. The new house also has ample space on the proposed new hardstanding to enable vehicles to enter/exit in forward gear. It is therefore thought that the proposed access and parking arrangement for the new house is acceptable.

- 6.7.2 The existing property will also remain to be served by the other crossover and double garage which is acceptable.

- 6.7.3 Minimal information in relation to cycle parking and refuse has been submitted, however there is sufficient space to accommodate these for both the existing and new dwellinghouse, as such officers consider this can be dealt with by condition.

6.8 Tree Issues

- 6.8.1 The council's tree officer initially raised concern regarding the lack of information however following submission of a Tree report officers have confirmed that information provided is acceptable with regards to tree measures subject to conditions.

6.9 S106/ Contributions

- 6.9.1 The Council's local planning policy, as detailed in the S106 SPD (adopted November 2011) and policy DMD 2 of the Development Management Document (adopted 19th November 2014) requires contributions for Affordable Housing from all schemes of one unit upwards. The S106 SPD also requires contributions towards education on all developments, including those for a single dwelling, which increase pressure on school places.

- 6.9.2 On 11 May 2016, the Government won its appeal in the Court of Appeal against the High Court's quashing of the Written Ministerial Statement dated 28 November 2014. The Written Ministerial Statement exempted small scale development of 10 units (or less) from providing affordable housing and other 'tariff based' contributions under Section 106. Following the publication of the Court of Appeal judgement, Paragraph 31 of the National Planning Policy Guidance (NPPG) was reinstated.

- 6.9.3 This means that the change to national planning policy which initially came into force on 28 November 2014 now applies. Affordable housing (and other tariff-based contributions, such as those for education) are not payable on schemes where development delivers no more than 10 units and the site has a maximum gross floorspace of 1,000 square metres.
- 6.9.4 The Council has received legal advice and considered recent Planning Inspectorate decisions on appeal on this matter. It has concluded that, in general, it would be unwise to determine that DMD/S106 SPD policy would prevail above the national guidance in this regard. On this basis, the Council will no longer pursue S106 contributions for education or affordable housing on small sites. This matter, and its impact, will be re-evaluated in the review of the Local Plan.
- 6.9.5 In the light of the Court of Appeal decision and reinstatement of paragraph 31 of the NPPG, affordable housing contributions will no longer be sought for developments of 10 units or less provided the combined gross floor area does not exceed 1,000 square metres.
- 6.9.6 The development proposed comprises 1 unit with a floor area of 240 sq m and therefore no contribution is sought.

6.10 CIL Contribution

- 6.10.1 The proposed scheme would also be liable to a Community Infrastructure Levy contribution as the size of the proposed development exceeds 100m².

The size of the new useable Gross Internal Floor area created has been calculated as 175sqm.

Mayors CIL = 175sqm x £20 x 286/223 = £4,488.78

Borough CIL= 175sqm x £120 x 286/274= £21,919.71.

7. **Conclusion**

- 7.1 Officers consider that following assessment of relevant planning policy, the principle of the development is acceptable and it will add to much needed, high quality family housing to the borough which would have no impact on neighbouring amenity or highway safety.

8. **Recommendation:**

- 8.1 That the application is approved subject to the following conditions:

1. Time Limit

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. Details of Materials

The development shall not commence until details of the external finishing materials to be used 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 a satisfactory external appearance.

4. Hard and Soft Landscaping - Bins and Cycle Stores

Prior to occupation of the development hereby approved details of a hard and soft landscaping scheme including details of boundary treatments around and within the site, location and type of cycle storage and bin storage shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall also be in place prior to occupation of the development.

Reason: In the interest of visual and residential amenity

5. Tree Protection Plan

The development shall be implemented in accordance with the Tree Protection Plan and Method Statement outlined in the submitted Arboriculture Report for the period of construction.

Reason: To retain and protect the trees on site.

6. Removal of Permitted Development rights

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any amending Order no development within Schedule 2, Part 1 Classes A, B, C, D or E of the Order shall be carried out to any of the houses or within their curtilage unless planning permission has first been granted by the Local Planning Authority.

Reason: To ensure that any potential extensions/ outbuildings do not unduly impact on the amenity of adjoining occupiers, the character and appearance of the development or unacceptably erode amenity space provision available to the property.

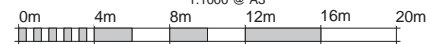


OS MAP
SCALE: 1:1250 @ A1
1:2500 @ A3

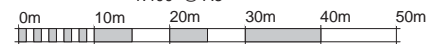


BLOCK PLAN

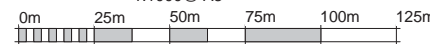
SCALE: 1:500 @ A1
1:1000 @ A3



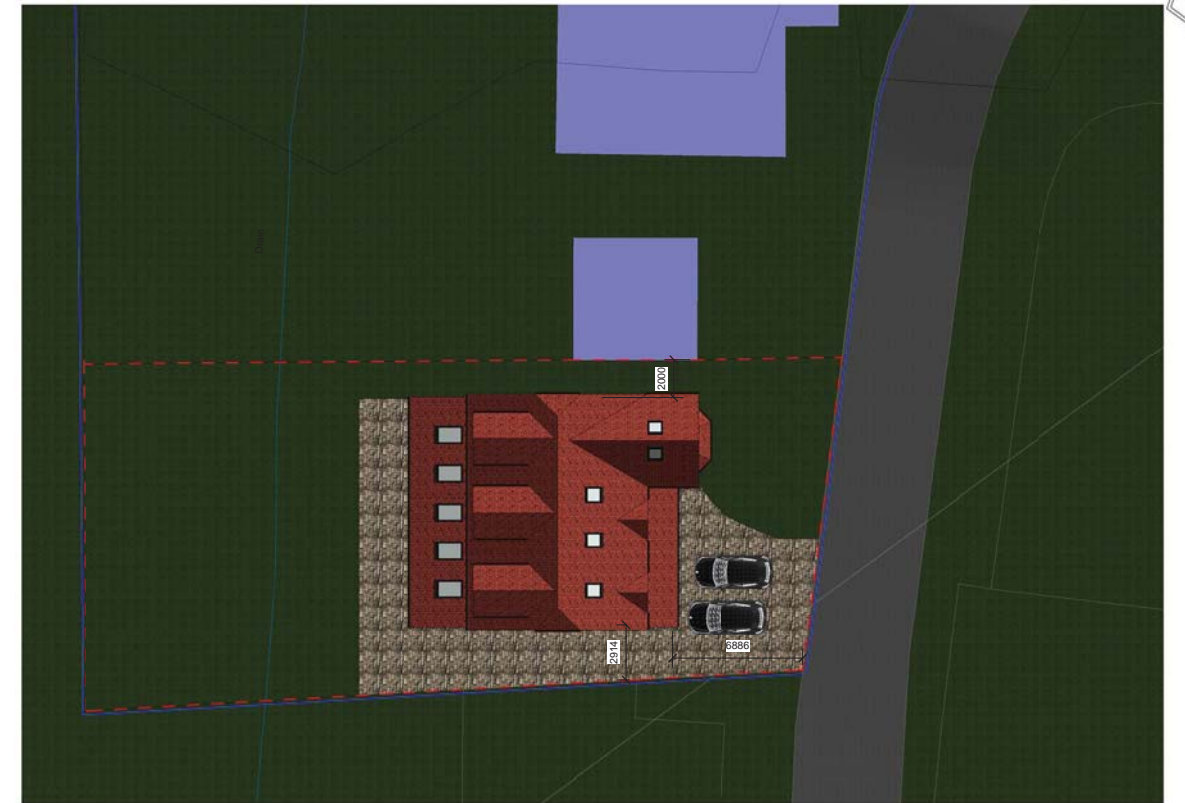
VISUAL SCALE 1:200 @ A1
1:400 @ A3



VISUAL SCALE 1:500 @ A1
1:1000 @ A3



VISUAL SCALE 1:1250 @ A1
1:2500 @ A3



SITE PLAN

SCALE: 1:200 @ A1
1:400 @ A3

Dimensions Written dimensions to be taken in preference to scaled dimensions. The Contractor is responsible for checking all dimensions before work starts.

Local Authority All work is to be carried out to the requirements, and to the satisfaction of the Local Authority. These drawings are for planning purposes only.

Rev	Date	Description	Made	Checked
C	01.12.16	REVISED AS PER COMMENTS	ARM	RR
B	22.07.16	BUILDING POSITION REVISED	ARM	RR
A	06.05.16	ISSUED FOR APPROVAL	ARM	RR

Drawing Status: **FOR APPROVAL**

Project
**2 HARTLAND CLOSE,
LONDON N21 2BG**

Client
Mr. PAT O SULLIVAN

Drawing Title
**OS MAP AND BOCK PLAN
AND SITE PLAN**

Drawn/Design: ARM/ARM Date: 05/06/16

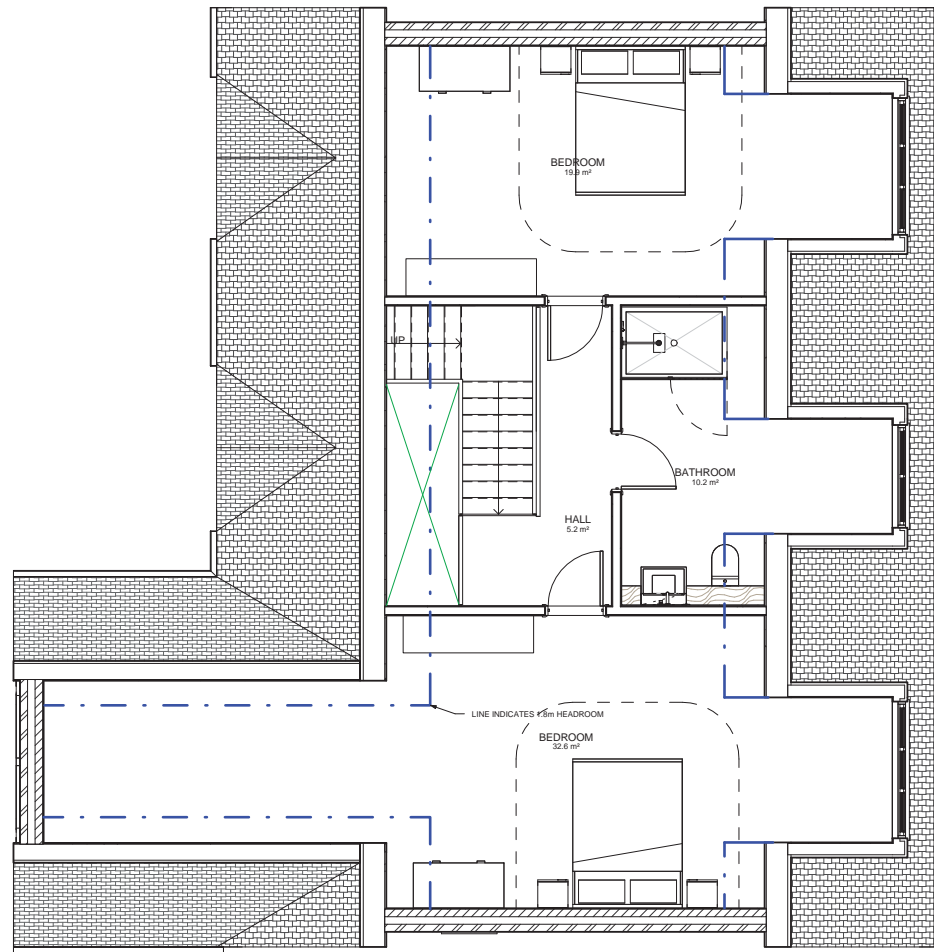
Scales: AS SHOWN @ A1 Drawing No.: **16013/01** Rev: **C**



PROPOSED STREET VIEW

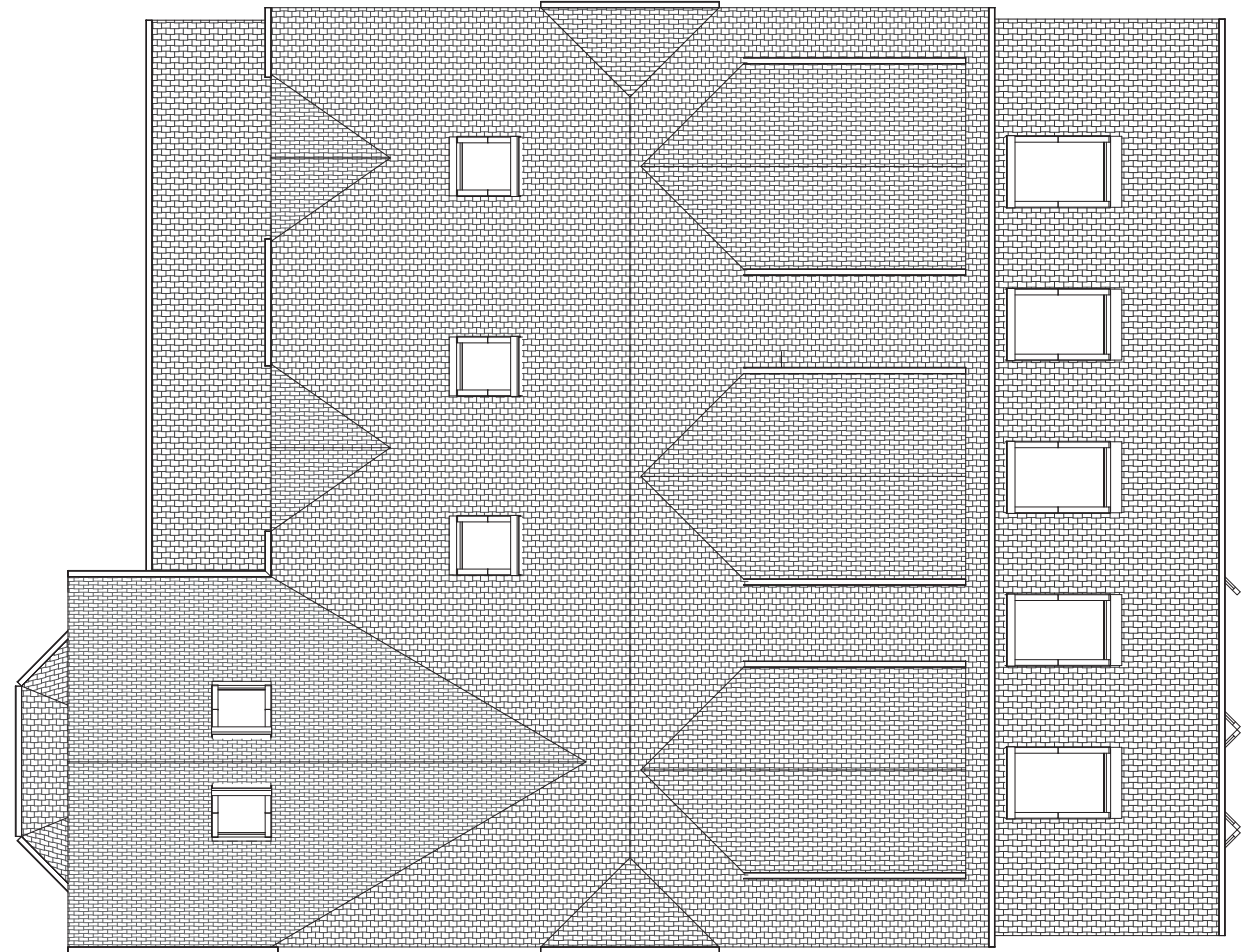
SCALE: 1 : 100 @ A1
1 : 200 @ A3

<p>Dimensions</p> <p>Written dimensions to be taken in preference to scaled dimensions. The Contractor is responsible for checking all dimensions before work starts.</p>	<p>Local Authority</p> <p>All work is to be carried out to the requirements, and to the satisfaction of the Local Authority. These drawings are for planning purposes only.</p>	<p>Project</p> <p>2 HARTLAND CLOSE, LONDON N21 2BG</p>				<p>Drawing Title</p> <p>PROPOSED STREET VIEW</p>									
		<table border="1"> <tr> <td>A</td> <td>01.12.16</td> <td>ISSUED FOR APPROVAL</td> <td>ARM</td> <td>RR</td> </tr> <tr> <td>Rev</td> <td>Date</td> <td>Description</td> <td>Made</td> <td>Checked</td> </tr> </table>		A	01.12.16	ISSUED FOR APPROVAL	ARM	RR	Rev	Date	Description	Made	Checked	<p>Client</p> <p>Mr. PAT O SULLIVAN</p>	
A	01.12.16	ISSUED FOR APPROVAL	ARM	RR											
Rev	Date	Description	Made	Checked											
<p>Drawing Status:</p> <p>FOR APPROVAL</p>		<p>Scales</p> <p>AS SHOWN @ A1</p>		<p>Drawing No.</p> <p>16013/05</p>		<p>Rev</p> <p>A</p>									



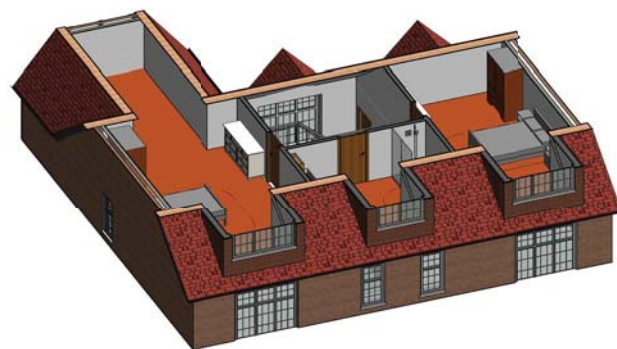
PROPOSED SECOND FLOOR PLAN

SCALE: 1 : 50 @ A1
1 : 100 @ A3



PROPOSED ROOF PLAN

SCALE: 1 : 50 @ A1
1 : 100 @ A3



VISUAL SCALE 1:50 @ A1
1:100 @ A3

Dimensions Written dimensions to be taken in preference to scaled dimensions. The Contractor is responsible for checking all dimensions before work starts.

Local Authority All work is to be carried out to the requirements, and to the satisfaction of the Local Authority. These drawings are for planning purposes only.

Rev	Date	Description	Made	Checked
A	13.11.16	ISSUED FOR APPROVAL	ARM	RM

Drawing Status: **FOR APPROVAL**

Project
**2 HARTLAND CLOSE,
LONDON N21 2BG**

Client
Mr. PAT O SULLIVAN

Drawing Title
**PROPOSED SECOND
FLOOR AND ROOF PLANS
AND ISOMETRIC VIEWS**

Drawn/Design ARM/ARM	Date 05/06/16
-------------------------	------------------

Scales AS SHOWN @ A1	Drawing No. 16013/03	Rev A
-------------------------	--------------------------------	-----------------



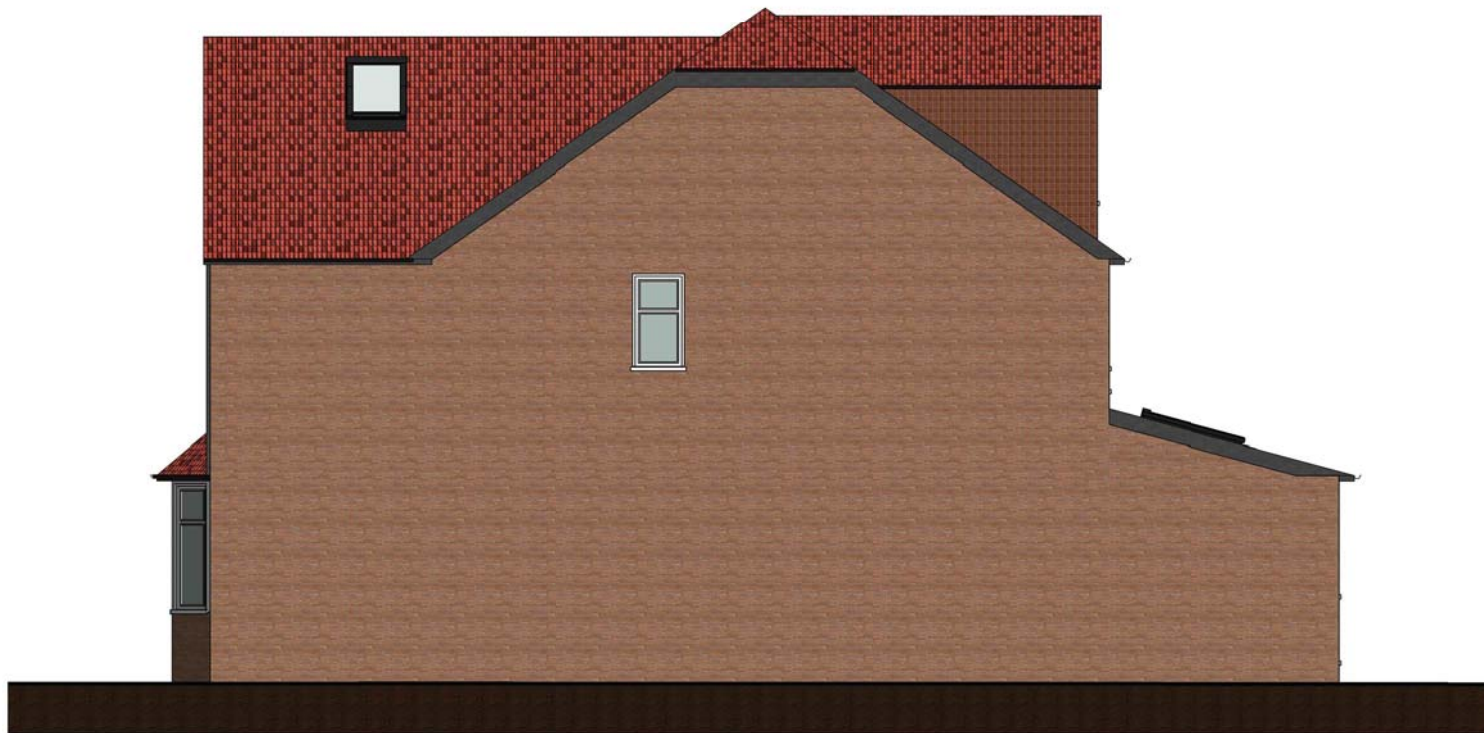
PROPOSED FRONT ELEVATION

SCALE: 1:50 @ A1
1:100 @ A3



PROPOSED SIDE ELEVATION (House No 3 side)

SCALE: 1:50 @ A1
1:100 @ A3



PROPOSED SIDE ELEVATION (House No 2 side)

SCALE: 1:50 @ A1
1:100 @ A3



PROPOSED REAR ELEVATION

SCALE: 1:50 @ A1
1:100 @ A3



VISUAL SCALE 1:50 @ A1
1:100 @ A3

Dimensions Written dimensions to be taken in preference to scaled dimensions. The Contractor is responsible for checking all dimensions before work starts.

Local Authority All work is to be carried out to the requirements, and to the satisfaction of the Local Authority. These drawings are for planning purposes only.

Project	2 HARTLAND CLOSE, LONDON N21 2BG			
Client	Mr. PAT O SULLIVAN			
Rev	Date	Description	Made	Checked
A	13.11.16	ISSUED FOR APPROVAL	ARM	RM
Drawing Status: FOR APPROVAL				

Project	2 HARTLAND CLOSE, LONDON N21 2BG		
Client	Mr. PAT O SULLIVAN		
Drawn/Design	ARM/ARM	Date	05/06/16
Scales	AS SHOWN @ A1	Drawing No.	16013/04
			Rev
			A

Drawing Title	PROPOSED FRONT, SIDE AND REAR ELEVATIONS		
Drawn/Design	ARM/ARM	Date	05/06/16
Scales	AS SHOWN @ A1	Drawing No.	16013/04
			Rev
			A

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 28 March 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Sharon Davidson
Mr Sean Newton
Tel No: 020 8379 3851

Ward:
Chase

Ref: 16/02314/FUL

Category: Full Application

LOCATION: Gillian's Riding Stables, Brayside Farm, Clay Hill, Enfield

PROPOSAL: Part demolition of existing stables and erection of 4 stable blocks with associated ancillary buildings, office and staff facilities together with covered menage , refuse store with associated parking also incorporating the erection of detached 1x2 bedroom bungalow at rear.

Applicant Name & Address:

Mrs G Head
128 Theobalds Park Road
Enfield
EN2 9BN

Agent Name & Address:

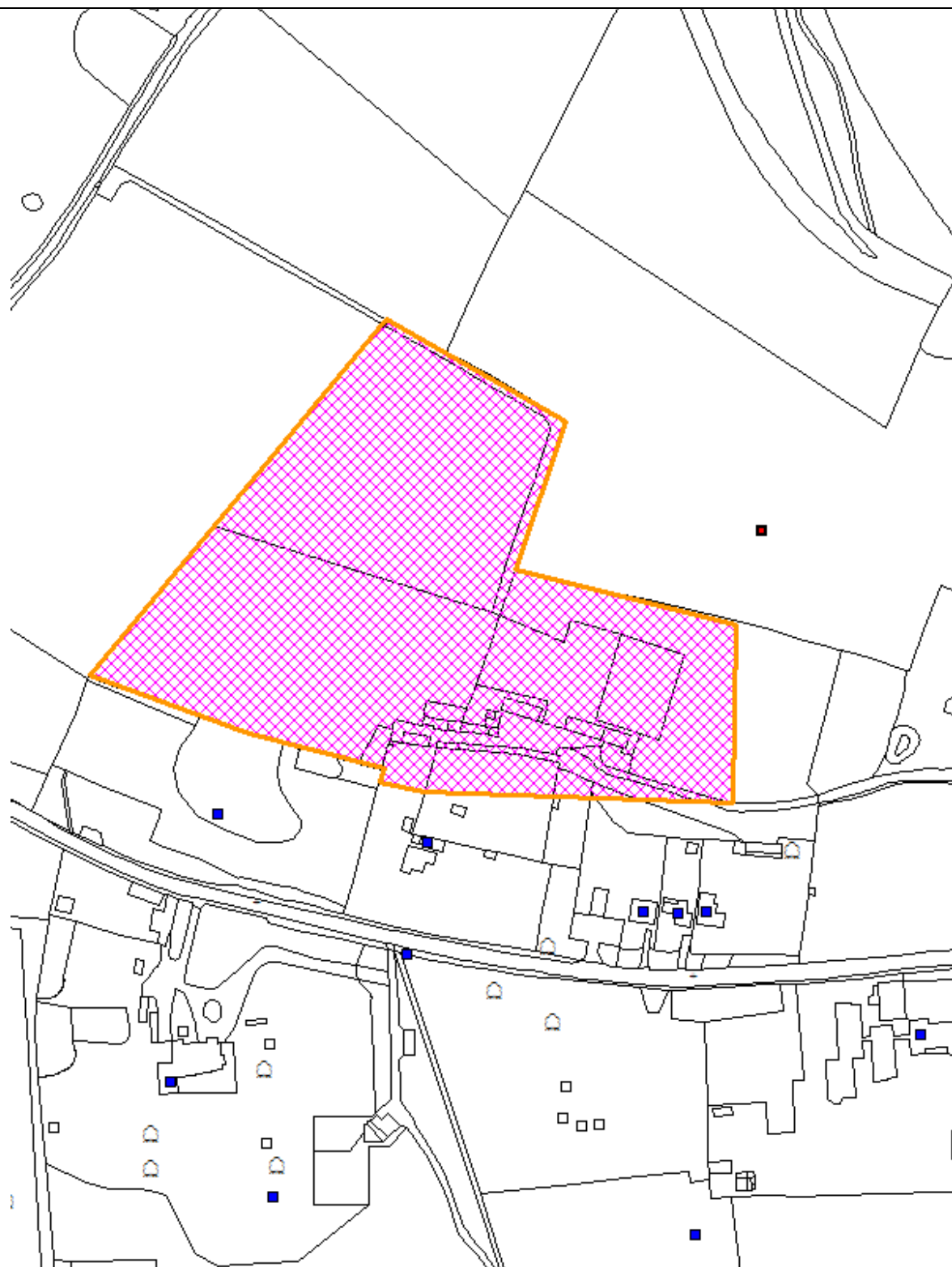
John Perrin And Sons Ltd
885 Green Lanes
London
N21 2QS

RECOMMENDATION:

That subject to the completion of a S106 Agreement for the matters as set out in the report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions.

Note for Members:

Ref: 16/02314/FUL LOCATION: Gillian's Riding Stables, Brayside Farm, Clay Hill, Enfield



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:1250

North



1. Site and Surroundings

- 1.1. The application site consists of an existing riding school / stables located on the northern side of Clay Hill.
- 1.2. The existing stables are predominantly sited along the southern boundary of the site, with two further blocks sited on the opposite side of the access road. Other existing structures include an open-sided barn and an office. All structures are single storey.
- 1.3. Along the eastern boundary are two open manege, whilst adjacent to the western boundary (and immediately to the rear (north) of the open-sided barn) is an enclosed area which currently accommodates a caravan, farm machinery, and horse boxes.
- 1.4. The Riding School is an established business with 55 horses and ponies providing riding lessons for able-bodied and disabled children and adults. The stables also run courses in riding instruction, stable management and equine care and provide part time and full time livery services.
- 1.5. The site sits within the Clay Hill Conservation Area and the Metropolitan Green Belt.

2. Amplification of Proposal

- 2.1. Permission is sought for the part demolition of existing stables and erection of 4 stable blocks with associated ancillary buildings, office and staff facilities together with covered manege , refuse store with associated parking also incorporating the erection of detached 1x 2 bedroom bungalow at rear.
- 2.2. The proposal is to use the space released by the proposed demolished stables and the rest of the space available to provide a new covered manege, new purpose built stable blocks, a meeting room with office accommodation, new toilet facilities including a separate, purpose built wheelchair accessible toilet, and new buildings for shoeing and washing the horses.

3. Relevant Planning Decisions

- 3.1. Planning permission (ref: TP/88/1302) was granted in 1988 for the erection of a block for fourteen replacement stables.

4. Consultations

4.1. Statutory and non-statutory consultees

Historic England (Buildings)

- 4.1.1. It has been advised that the application should be determined in accordance with national and local policy guidance, and on the basis of local specialist conservation advice.

Historic England (GLAAS)

- 4.1.2. It is considered that the proposal is unlikely to have a significant effect on heritage assets of archaeological interest. Although within an Archaeological Priority Area, the proposed development is considered to be minor and on an existing farm away from known archaeological sites, is unlikely to cause significant harm. No further assessment or conditions are necessary.

National Grid

- 4.1.3. It has been advised that there is apparatus in the vicinity of the development site which may be affected by the activities specified.

SuDS Officer

- 4.1.4. It has been advised that all major developments must achieve 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 to the London Plan Drainage Hierarchy and the principles of a SuDS Management Train. The most appropriate SuDS Systems for this site include swales and rain gardens.

Traffic & Transportation

- 4.1.5. It has been advised that there are no objections.

Tree Officer

- 4.1.6. It is advised that there are no objections subject to securing the Tree Protection Plan and Arboricultural Method Statement by condition.

Conservation Advisory Group

- 4.1.7. The Group objects for the following reasons:
- Over-expansion
 - Bungalow in the green belt
 - Views into the conservation area impaired
 - Views across the green belt compromised
 - Design of the bungalow and proposed materials out of keeping with the rural setting
 - Muddled and inconsistent material advice.

Clay Hill Conservation Area Study Group

- 4.1.8. No comments have been received.

4.2. Public response

- 4.2.1. Letters were sent to 5 adjoining and nearby residents in addition to statutory site and press publicity. No comments have been received.

5. Relevant Policy

5.1. The London Plan

Policy 3.5	Quality and design of housing developments
Policy 5.1	Climate change mitigation
Policy 5.2	Minimising carbon dioxide emissions
Policy 5.3	Sustainable design and construction
Policy 5.5	Decentralised energy networks
Policy 5.6	Decentralised energy in development proposals
Policy 5.7	Renewable energy

Policy 5.8	Innovative energy technologies
Policy 5.9	Overheating and cooling
Policy 5.10	Urban greening
Policy 5.11	Green roofs and development site environs
Policy 5.13	Sustainable drainage
Policy 5.14	Water quality and wastewater infrastructure
Policy 6.3	Assessing the effects of development on transport capacity
Policy 6.9	Cycling
Policy 6.12	Road network capacity
Policy 6.13	Parking
Policy 7.1	Building London's neighbourhoods and communities
Policy 7.2	An inclusive environment
Policy 7.3	Designing out crime
Policy 7.4	Local character
Policy 7.6	Architecture
Policy 7.8	Heritage assets and archaeology
Policy 7.14	Improving air quality
Policy 7.15	Reducing noise and enhancing soundscapes
Policy 7.19	Biodiversity and access to nature

5.2. Core Strategy

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:	Pedestrians and cyclists
CP26:	Public transport
CP28:	Managing flood risk through development
CP30:	Maintaining and improving the quality of the built and open environment
CP31:	Built and landscape heritage
CP32:	Pollution
CP36:	Biodiversity
CP46:	Infrastructure contributions

5.3. Development Management Document

DMD7	Development of Garden Land
DMD8	General Standards for New Residential Development
DMD10	Distancing
DMD11	Rear Extensions
DMD13	Roof Extensions
DMD37	Achieving High Quality Design-Led Development
DMD38	Design Process
DMD44	Preserving and Enhancing Heritage Assets
DMD45	Parking Standards
DMD47	New Roads, Access and Servicing
DMD48	Transport Assessments
DMD49	Sustainable Design and Construction Statements
DMD50	Environmental Assessment Methods
DMD51	Energy Efficiency Standards
DMD53	Low and Zero Carbon Technology

DMD54	Allowable Solutions
DMD55	Use of Roof Space / Vertical Surfaces
DMD56	Heating and Cooling
DMD57	Responsible Sourcing of Materials
DMD58	Water Efficiency
DMD59	Avoiding and Reducing Flood Risk
DMD60	Assessing Flood Risk
DMD61	Managing Surface Water
DMD65	Air Quality
DMD68	Noise
DMD69	Light Pollution
DMD70	Water Quality
DMD78	Nature Conservation
DMD79	Ecological Enhancements
DMD81	Landscaping
DMD82	Protecting the Green Belt
DMD84	Areas of Special Character

5.4. Other Relevant Policy Considerations

National Planning Policy Framework
National Planning Practice Guidance
LBE S106 SPD
Enfield Characterisation Study (2012)
Clay Hill Conservation Area Character Appraisal (2015)
Community Infrastructure Levy Regulations 2010
Mayor of London Housing SPG (2016)
Nationally Described Space Standards

6. **Analysis**

6.1. **Principle**

- 6.1.1. Whilst the use and the re-provision of existing stabling and ancillary facilities is considered acceptable in principle, the development proposal raises a number of “in principle” issues. These include: development which affects heritage assets and the level of harm, if any, that arises from the proposal; the further development in the Green Belt; and the need for on-site supervisory residential accommodation.

6.2. **Heritage Considerations**

Statutory background

- 6.2.1. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“Listed Buildings Act”) confirm that special attention shall be paid to the desirability of preserving a listed building or its setting (s.66) and preserving or enhancing the character or appearance of that area (s.72). As confirmed by the Court of Appeal (Civil Division), the decision in *Barnwell Manor Wind Energy Ltd v East Northamptonshire District Council* [2014] EWCA Civ 137, it was concluded that where an authority finds that a development proposal would harm the setting of a listed building or the character and appearance of a conservation area, it must give that harm “*considerable importance and weight*”. Further case law has reconfirmed the *Barnwell* decision and the considerations to be undertaken by a planning authority: *The Forge Field Society & Ors, R v Sevenoaks District Council* [2014] EWHC 1895

(Admin), Pugh v Secretary of State for Communities and Local Government [2015] EWHC 3 (Admin).

National Guidance

- 6.2.2. Section 12 of the National Planning Policy Framework (“Conserving and enhancing the historic environment”) advises Local Planning Authorities to recognise heritage assets as an “irreplaceable resource” and to “conserve them in a manner appropriate to their significance” (para.126). Paragraph 132 goes on to say LPAs need to consider whether a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset. Proposals that lead to substantial harm to or a total loss of significance of a designated heritage asset should be refused unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh the harm or loss, or it meets with the test identified at paragraph 133. Where a development will lead to less than substantial harm, the harm is to be weighed against the public benefits of the proposal, including securing its optimum viable use (para. 134). The NPPF states that heritage assets include designated heritage assets and assets identified by the Local Planning Authority (including local listing) as stated in Appendix 2.
- 6.2.3. At paragraph 137, LPAs are also advised to look for opportunities for new developments within conservation areas and within the setting of heritage assets to better reveal their significance. Where a proposal preserves those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably. The NPPG advises that the extent and importance of setting is often expressed by reference to visual considerations. Although views of or from an asset will play an important part, the way in which the asset is experienced is also influenced by other environmental factors such as noise, dust and vibration from other land uses in the vicinity, and by our understanding of the historic relationship between places.
- 6.2.4. Paragraph 135 provides guidance in relation to non-designated heritage assets. The development proposal must also be assessed against the significance of the heritage asset, and “*a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset*”.
- 6.2.5. In addition, at paragraph 137, LPAs are also advised to look for opportunities for new developments within conservation areas and within the setting of heritage assets to better reveal their significance. Where a proposal preserves those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.
- 6.2.6. London Plan policy 7.8 (“Heritage Assets and Archaeology”) advises what boroughs should do at a strategic level to identify, preserve, and enhance London’s heritage assets. Policy CP31 (“Built and Landscape Heritage”) of the of the Core Strategy sets out a requirement that development should conserve and enhance designated and non-designated heritage assets. Policy DMD44 (“Conserving and Enhancing Heritage Assets”) states that development which fails to conserve and enhance the special interest, significance or setting of a heritage asset will be refused. The design, materials and detailing of development affecting heritage assets or their setting should conserve the asset in a manner appropriate to its significance.
- 6.2.7. The heritage asset upon which the impact of the development should be considered against is the Clay Hill Conservation Area, and more specifically within *Character Area C: Central Clay Hill*. What must therefore be determined is whether any of the

elements proposed will harm the significance of the heritage asset, having regard to the statutory requirement to give special attention to the desirability of preserving or enhancing the character or appearance of a conservation area (s.72).

- 6.2.8. If any harm is identified, great weight must be given to that harm. Further to this, as advised above, if substantial harm or total loss to significance is identified, it would need to be established whether there are any substantial public benefits that would outweigh the identified harm or loss or the tests identified at para.133 of the NPPF are met. If there is less than substantial harm, the harm is to be weighed against the public benefits of the proposal, and for undesignated heritage assets, a balanced judgement must be made having regard to the scale of any harm or loss and the significance of the heritage asset. It should be noted that benefits are not limited to heritage benefits but to all material planning benefits capable of meeting the policy tests.
- 6.2.9. Of the four residential properties that adjoin the site to the south, only Claysmore Cottage (No.195 Clay Hill) is identified as a building making a positive contribution to the area. The remaining dwellings are identified as either making a neutral contribution to the character of the area, or in the case of Woodfield (No.193 Clay Hill), as a building with a negative impact on the character of the area (Character Analysis, Fig.9, p17). In terms of the problems and pressures, it is recognised that whilst the rural nature of the area remains largely unspoilt, in-fill development and suburbanisation is beginning to erode the character of the area (Character Appraisal, para.2.10.7).
- 6.2.10. Although the quantum of development would be greater, the proposed buildings are not unacceptable in their rural setting. Whilst the proposed buildings will be more visible in views from the west, the site is reasonably screened from the wider conservation area and would therefore not be highly visible beyond the site. It is considered that the development proposal would not harm the character, setting, or significance of Character Area C the Clay Hill Conservation Area or the wider conservation area.
- 6.2.11. Moreover, the development moves the built form away from the boundary with the neighbouring residential properties, thus enhancing their individual setting. In addition, new structures will enhance the overall appearance of this part of the conservation area through the replacement of the existing structures, often made with poor quality materials or materials that have degraded over time.
- 6.2.12. Having regard to the statutory requirement to give special attention to the desirability of preserving or enhancing the character or appearance of a conservation area (s.72) the proposal has been assessed against the identified heritage asset as set out above. It is considered that the development proposals will not lead to any harm to the designated or undesignated heritage assets having regard to Policy 7.8 of the London Plan, Core Policy 31, Policy DMD44 of the Development Management Document, and with section 12 of the NPPF. The development proposals must therefore now be assessed against any other material considerations, in accordance with s.38(6) of the 2004 Act and s.70(2) of the T&CPA 1990.

6.3. **Green Belt Considerations**

- 6.3.1. The NPPF confirms that the fundamental aim of the Green Belt policy is to prevent urban sprawl by keeping land permanently open and that the essential characteristics of Green Belts are their openness and their permanence (para.79).

- 6.3.2. The purposes of including land in the Green Belt are to:
- check the unrestricted sprawl of large built-up areas;
 - prevent neighbouring towns merging into one another;
 - assist in safeguarding the countryside from encroachment;
 - preserve the setting and special character of historic towns; and
 - assist in urban regeneration, by encouraging the recycling of derelict and other urban land.
- 6.3.3. It also confirms that inappropriate development is harmful to the Green Belt and should only be approved in very special circumstances (para.87) and substantial weight must be given to any harm to the Green Belt. Very special circumstances will not exist unless the potential harm to the Green Belt by reason of its inappropriateness, and any other harm, is clearly outweighed by other considerations (para.88).
- 6.3.4. The construction of new buildings, as advised at paragraph 89, is inappropriate in the Green Belt unless it is one of the exceptions as outlined below:
- Buildings for agriculture and forestry;
 - Provision of appropriate facilities for outdoor sport, outdoor recreation and for cemeteries, as long as it preserves the openness of the Green Belt and does not conflict with the purposes of including land within it;
 - The extension or alteration of a building provided that it does not result in disproportionate additions over and above the size of the original building;
 - The replacement of a building, provided the new building is in the same use and not materially larger than the one it replaces;
 - Limited infilling in villages, and limited affordable housing for local community needs under policies set out in the Local Plan; or
 - Limited infilling or the partial or complete redevelopment of previously developed sites (brownfield land), whether redundant or in continuing use (excluding temporary buildings), which would not have a greater impact on the openness of the Green Belt and the purpose of including land within it than the existing development.
- 6.3.5. In addition, it is also advised at paragraph 90 that certain other forms of development are also not inappropriate provided that they preserve the openness of the Green Belt and not conflict with the purposes of including land within it. These are:
- mineral extraction;
 - engineering operations;
 - local transport infrastructure which can demonstrate a requirement for a Green Belt location;
 - the re-use of buildings provided that the buildings are of permanent and substantial construction; and
 - development brought forward under a Community Right to Build Order.
- 6.3.6. Policy DMD87 (“Equine-related development”) advises that such activity is accepted in the Green Belt providing that there are no adverse landscape effects, agricultural land quality is maintained, the size and scale of stables and other associated development does not harm openness and hard surfaced areas are kept to a minimum.
- 6.3.7. Notwithstanding the above, Section 3 of the NPPF (“Supporting a prosperous rural economy”) advises that there should be positive approach to sustainable new development in rural areas. The expansion of all types of business should be supported through conversions and well-designed new buildings; and there should be

support for sustainable rural tourism and leisure developments which benefit businesses in rural areas, communities and visitors, and which respect the character of the countryside (para.28).

Stables / office / meeting room

6.3.8. The re-provision of the stables is considered acceptable in Green Belt terms, however they will be sited in a more open part of the site. This in itself is considered harmful to the openness of the Green Belt, therefore consideration must be given to any special circumstances to overcome this harm. To justify the new stables, the applicant has advanced the following:

- Improved facilities of the horses, with brick built stables on concrete floors eliminating draughty and damp stalls, with better drainage and eliminating rats and other vermin
- Improved facilities for disabled users
- Improved conditions for visiting vets and blacksmiths
- Improved meeting / teaching facilities

Covered manege

6.3.9. The covered manege, providing 840sqm of floor area with a 6.17m high building will have a detrimental impact on the openness of the this part of the Green Belt. To justify this element of the scheme, the applicant has again suggested that a covered manege would allow the business to continue to operate in adverse weather conditions.

Residential dwelling

6.3.10. The provision of a residential dwelling for supervisory care can be considered appropriate development if it is genuinely needed to support buildings for agriculture and forestry. However, the activity onsite is not an agricultural or forestry activity, neither does it satisfy any of the other exceptions tests at paragraph 89 of the NPPF, therefore the proposed residential dwelling is considered “inappropriate” in Green Belt terms. In support of this element of the scheme, the applicant has advised that onsite residential accommodation will provide greater security and enable someone to immediately tend to the horses should an emergency of any kind occurs.

Assessment of Special Circumstances

6.3.11. Although it must be acknowledged that the riding school could continue to function without the improvements to the facilities, a number of considerations have been advanced to support a special circumstances case, which is set out above.

Stables

6.3.12. The stables will be sited on an area of land currently occupied by some small ancillary buildings, farm machinery, a caravan and horse boxes. Whilst it would be possible to rebuild the stables in their existing positions, predominantly ranged along the southern boundary of the site, the proposed block allows for easier access / maintenance of the stables and care for the horses predominantly under one roof. This has benefits for the animals and all of the users associated with the stables (riders, staff, vets, blacksmiths), as advanced by the applicant. Should the stable block as proposed be sited against the southern boundary of the site, this would have a greater impact on neighbour amenity due to its maximum height (5.4m to the ridge).

The proposed block would also enable the facilities to operate in poor weather conditions, thus helping with the viability of this rural business. It is considered that some weight should be given to the arguments put forward to justify this element of the scheme.

Covered Manege

- 6.3.13. There are no alternative locations for this building. The primary aim of the NPPF is the presumption in favour of sustainable development. The riding school is an existing rural business which caters to both disabled and able-bodied riders. A covered manege will certainly enable the riding school to operate in inclement weather. The NPPF (para.28) supports a strong rural economy and this building (together with the improved stables) will assist in this aim. Some weight should be given to this element of the scheme

Residential accommodation

- 6.3.14. The need for the supervisory accommodation is accepted and some weight should be given to this justification. However, this element is only acceptable on the basis that its long-term use as supervisory accommodation is secured by way of a legal agreement to prevent the dwelling from being separated from the riding school as a completely separate unit of accommodation with its own separate curtilage. Conditions would also need to be imposed to restrict permitted development rights as a supervisory dwelling should only be large enough to provide the basic level of accommodation required to meet the reasonable need of those providing that care. The NPPF (para.55) confirms that isolated new homes in the countryside should be avoided unless there are special circumstances such as the essential need for a rural worker to live permanently at or near their place of work in the countryside.

Summary

- 6.3.15. Having regard to the special circumstances advanced, it is considered that on balance, the harm to the Green Belt by way of the inappropriate development proposed is outweighed by the special circumstances which together is considered to form the very special circumstances necessary to justify the harm, having regard to Policy 7.16 of the London Plan, Core Policy 33 and DMD82 of the Development Management Document, and with section 9 of the NPPF.

6.4. Impact on the Character of the Area

Design

- 6.4.1. The NPPF (section 7) confirms that the Government attaches great importance to the design of the built environment, with good design being a key aspect of sustainable development. London Plan policies 7.4, 7.5 and 7.6 confirm the requirement for achieving the highest architectural quality, taking into consideration the local context and its contribution to that context. Design should respond to contributing towards “a positive relationship between urban structure and natural landscape features...”
- 6.4.2. Notwithstanding the utilitarian design of the stables and other structures, the design is considered to reflect the rural setting, and is therefore considered acceptable.
- 6.4.3. The design of the residential dwelling is considered acceptable. The internal floor area exceeds the relevant standards contained within the Nationally Described Space Standards.

6.5. Impact on Neighbouring Properties

Loss of Outlook / Light / Overlooking / Loss of Privacy / Distancing

- 6.5.1. The nearest dwellings to the development site are those which front Clay Hill to the south, Nos. These are sited, between 40m and 60m from the nearest existing structure. Dense boundary vegetation also screens the existing development from those neighbouring properties. Having regard to the level of distancing to the nearest dwellings and the existing heavily vegetated boundary, it is considered that the development will not lead to any loss of outlook or light, or give rise to overlooking and a loss of privacy, having regard to Policy 7.6 of the London Plan, Core Policy 30, Policies DMD10 and DMD11 of the Development Management Document. To ensure that privacy is maintained, a condition is suggested to restrict the use / access of the flat roof of the extension.

Noise

- 6.5.2. Paragraph 123 of the NPPF considers noise impacts of development. It confirms that policies and decisions should aim to:
- avoid noise from giving rise to significant adverse impacts on health and quality of life as a result of new development;
 - mitigate and reduce to a minimum other adverse impacts on health and quality of life arising from noise from new development, including through the use of conditions;
 - recognise that development will often create some noise and existing businesses wanting to develop in continuance of their business should not have unreasonable restrictions put on them because of changes in nearby land uses since they were established; and
 - identify and protect areas of tranquillity which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason.
- 6.5.3. Some noise and disturbance to existing adjoining residents is inevitable during the construction phase. Whilst there should not be any significant impact, a condition could reasonably be imposed to seek details of such matters as hours of work and the securing of the site (e.g. hoardings) through a construction management plan.
- 6.5.4. Having regard to the above, it is considered that the development will not unduly impact on the existing amenity of neighbouring occupiers with regard to noise and disturbance. The development is considered to comply with Policy 7.15 of the London Plan, Core Policy 32, Policy DMD68 of the Development Management Plan.

Lighting

- 6.5.5. Given the sensitivities of the site, near to residential dwellings, areas of wildlife habitat, and Green Belt, a lighting scheme should be designed to minimise the impact on these elements (light spillage / light trespass), whilst obviously providing the necessary level of lighting for functional use. An appropriately worded condition can be imposed to secure the details of a lighting assessment and a lighting plan. The development should therefore have sufficient regard to the impact of lighting on adjacent sensitive receptors, having regard to Core Policy 32, Policy DMD69 of the Development Management Document.

6.6. Traffic and Highway Considerations

- 6.6.1. The number of persons attending at any one time is difficult to quantify, although the applicant has stressed that the development proposal is to improve existing facilities as opposed to increase numbers. There is no formal parking, although the site could potentially accommodate up to 50 vehicles.
- 6.6.2. A reduction to 36 spaces is considered acceptable because the nature of the use does mean that all of the horse owners / staff would be on site at the same time. In addition, much of the parking will be located along the southern boundary of the site, where some of the existing stables are currently sited, largely screened by the boundary vegetation. This is an improved location because the parking of vehicles is particularly visually intrusive in the Green Belt.
- 6.6.3. Although cycle parking is not proposed, it is considered reasonable to secure some bicycle storage facilities (x5) given the proximity to cycle routes.
- 6.6.4. It is not anticipated that servicing requirements would differ from the existing for such matters as refuse collection and deliveries.
- 6.6.5. Having regard to the above, it is considered that the development provides acceptable parking and servicing facilities having regard to Policy 6.13 of the London Plan, and Policy DMD45 of the Development Management Document.

6.7. Sustainable Design & Construction

Energy Efficiency

- 6.7.1. Although developments are no longer required to meet with the Code for Sustainable Homes, LPAs are still able to consider the energy efficiency of new development. A condition will be imposed to secure an energy efficiency strategy.

Biodiversity / Ecology

- 6.7.2. CP36 of the Core Strategy confirms that all developments should be seeking to protect, restore, and enhance sites. The majority of the site is classified as improved grassland of low intrinsic ecological value, whereas the scattered mature trees and pond are considered to be of local and high value respectively.
- 6.7.3. To facilitate the development a number of existing structures will need to be demolished. To determine any constraints to development, an Ecological Scoping Assessment has been provided. It concludes the following:
 - The risk of harm to newts is sufficiently low to not warrant full surveys and a licence, although it is also recommended that a short Method Statement (“MS”) should be produced ahead of works and agreed with the contractors and the client. The MS will include a precautionary method of working, including (but not limited to) clearing vegetation in stages slowly with use of hand tools and storing materials off the ground on pallets.
 - With regard to reptiles, the ruderal vegetation and rubble pile within the storage area provides suitable habitat for sheltering and foraging reptiles and the bare ground provides opportunities for basking. The areas of suitable habitats on the site are not considered to be large enough to support a significant population of reptiles. However, to mitigate against any potential harm, a precautionary method

of working (similar to that for newts) should be applied when clearing the vegetation with the sward being reduced in height slowly with use of hand tools. This will allow reptiles to move to adjacent habitats outside of the site. If a reptile is seen then works should stop in the area and the reptile left to move out of the area on its own accord.

- The conifer trees on the northern boundary of the storage area provide some limited habitat for nest creation. In addition, there was no evidence of nests within the stables. Notwithstanding, any vegetation clearance should be undertaken outside of the nesting season or if unavoidable, under the supervision of an ecologist.

6.7.4. Enhancements recommended include the provision of a bat box incorporated in to the design of the proposed residential building and two further boxes attached to the stables. Similarly, three bird boxes are also recommended. These enhancements, together with the mitigation measures discussed above, can be secured by condition.

Trees

6.7.5. An Arboricultural Impact Assessment has been submitted in support of the application. To facilitate the development four trees will require removal (T12 (Ash) and trees 13 to 15 (Leyland Cypress)). In addition, although the alignment of the indoor manege encroaches within the Root Protection Area (RPA) of tree 16 (Ash), this area has been used as a vehicle access route and the compaction is likely to have restricted the root growth to the west of the tree.

6.7.6. Having regard to the above, it is considered that the development proposals will not unreasonably impact on the health of retained trees. A number of mitigation measures have been recommended which can be secured by condition.

Drainage

6.7.7. The applicant should be designing a drainage strategy that ensures that any runoff is managed as close to the source as possible. This can be achieved through a variety of measures such as green roofs and sustainable urban drainage systems (SUDS). No information has been provided in relation to a drainage strategy for the application site. A condition will be imposed requiring the applicant to submit details of a drainage scheme which will also involve the investigation into the use of SUDS.

Site Waste Management

6.7.8. Policy 5.16 of the London Plan has stated goals of working towards managing the equivalent of 100% of London's waste within London by 2031 (by 2026 as stated in FALP), creating benefits from waste processing and zero biodegradable or recyclable waste to landfill by 2031. This will be achieved in part through exceeding recycling and reuse levels in construction, excavation and demolition ("CE&D") waste of 95% by 2020.

6.7.9. In order to achieve the above, London Plan policy 5.18 confirms that through the Local Plan, developers should be required to produce site waste management plans to arrange for the efficient handling of CE&D. Core Policy 22 of the Core Strategy states that the Council will encourage on-site reuse and recycling of CE&D waste.

6.7.10. Details of a construction waste management plan have not been submitted with the application but can be secured through an appropriately worded condition.

6.8. Community Infrastructure Levy

- 6.8.1. 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 the Outer London weight of £20. The indexation figure for March is 288.
- 6.8.2. On 1 April 2016, the Council introduced its own CIL. The money collected from the levy (Regulation 123 Infrastructure List) will fund rail and causeway infrastructure for Meridian Water.

6.9. Section 106

- 6.9.1. As discussed above, the residential dwelling is only considered acceptable because of its stated proposed use as supervisory accommodation. A legal agreement to limit its occupation to such a use, linked to the riding school is required.

7. Conclusions

- 7.1. The development proposal involves a mixture of re-use, refurbishments, re-build and new-build within the significant constraints of a heritage asset, the Metropolitan Green Belt neighbouring residential occupiers, and ecological constraints. It is considered that the proposal, on balance, is acceptable for the following reasons:
 1. Having regard to the statutory requirement to give special attention to the desirability of preserving or enhancing the character or appearance of a conservation area (s.72) the proposal has been assessed against the identified heritage asset and its significance. It is considered that the development proposals will not lead to any harm to the designated heritage asset having regard to Policy 7.8 of the London Plan, Core Policy 31, Policy DMD44 of the Development Management Document.
 2. Special circumstances, which together amount to the very special circumstances necessary to outweigh any harm to the Green Belt, have been demonstrated. It is considered that the development does comply with Policy 7.16 of the London Plan, Core Policy 33 and DMD82 of the Development Management Document.
 3. The proposed development, having regard to its size, siting and design and by virtue of conditions imposed has appropriate regard to its surroundings, the character and amenities of the local area and those of adjoining occupiers in terms of loss of light, privacy, outlook, noise and disturbance, having regard to Policies 7.1, 7.4 & 7.6 7.15 of The London Plan, Core Policy 30, Policies DMD8, DMD10, DMD11, DMD68 of the Development Management Document.
 4. The development makes appropriate provision for access and servicing and will not lead to conditions detrimental to highway safety on having regard to Policy 6.3 of The London Plan, DMD47 of the Development Management Document.
 5. The proposed development, by virtue of the measures proposed and conditions imposed, should achieve an acceptable level of sustainable design and construction having regard to Policies 5.1, 5.2, 5.3, 5.6, 5.7, 5.8 & 5.9 of the London Plan, Core Policies 20, 21, 22, & 26 of the Core Strategy, Policies DMD49, DMD51, DMD53, DMD55, DMD56, DMD58, DMD59, DMD60, DMD61, DMD69, DMD78, DMD79, DMD81 of the Development Management Document.

8. Recommendation

8.1. That subject to the completion of a S106 Agreement for the matters as set out in the report, the Head of Development Management / the Planning Decisions Manager be authorised to **GRANT** planning permission subject to the conditions as set out below:

1. Approved Plans – Revised

Unless required by any other condition attached to this Decision, 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: In the interest of proper planning and for the avoidance of doubt.

2. Time Limited 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: As required by Section 91 of the Town and Country Planning Act 1990 as amended by Section 51 of the Planning and Compulsory Purchase Act 2004.

3. Details of Materials

Prior to any above ground works commencing, details of the external finishing materials to be used shall be submitted to and approved in writing by the Local Planning Authority. The bungalow shall be constructed in accordance with the approved details.

Reason: To ensure a satisfactory external appearance having regard to its location in the Clay Hill Conservation Area and the Metropolitan Green Belt.

4. Details of External Lighting

Prior to superstructure works commencing, a Lighting Strategy shall be submitted to the Local Planning Authority for approval in writing. The Lighting Strategy, in addition to details of design, height and siting, shall detail how the external lighting scheme has been designed to minimise light spillage to light sensitive receptors (including wildlife).

The external lighting shall be provided prior to first use of the stables and occupation of the bungalow, and maintained at all times thereafter.

Reason: In the interests of visual amenity, safety, residential amenity and to ensure that light sensitive receptors are not unduly affected.

5. Details of Hard Surfacing

Prior to any above ground works commencing, details of the surfacing materials to be used within the development, not including the hard surfacing already approved for the driveway, but including footpaths, have been submitted to and approved in writing by the Local Planning Authority. The surfacing shall be carried out in accordance with the approved detail before the development is occupied.

Reason: To ensure a satisfactory appearance having regard to the surrounding Conservation Area and Green Belt setting of the site.

6. Parking / Turning Facilities

Unless required by any other condition attached to this permission, the parking and turning areas shall be laid out as shown on Drawing No. 2635/2 and permanently retained for such purposes unless otherwise approved in writing by the Local planning Authority.

Reason: To ensure that parking and turning facilities are in accordance with adopted standards.

7. Construction Methodology / Traffic Management Plan

Demolition and construction shall take place in accordance with details to be submitted to and approved in writing by the Local Planning Authority. The submitted details shall include:

- a) a photographic condition survey of the roads, footways and verges leading to the site;
- b) wheel cleaning methodology and facilities (inclusive of how waste water will be collected /managed on site);
- c) the estimated number and type of vehicles per day/week;
- d) details of any vehicle holding area;
- e) details of any vehicle call up procedure;
- f) Coordination with other development projects in the vicinity;
- g) Hours of deliveries / collections, to avoid conflict with school drop-off/pick-up times (Capel Primary School)
- h) A Construction Management Plan written in accordance with the 'London Best Practice Guidance: The control of dust and emission from construction and demolition'.

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

Reason: To minimise the impact of construction works upon highway safety, congestion and parking availability and to ensure the implementation of the development does not lead to damage to the existing highway and to minimise disruption to neighbouring properties and the environment.

8. Cycle Storage

Prior to first use or occupation details (including elevational details) for covered cycle parking for the storage of a minimum of 5 bicycles has been submitted to and approved in writing by the Local Planning Authority. The approved cycle storage shall be provided prior to first occupation of the development and permanently maintained, kept free from obstruction, and available for the parking of bicycles only.

Reason: To provide secure cycle storage facilities free from obstruction in the interest of promoting sustainable travel and to ensure an acceptable appearance having regard to the surrounding Conservation Area and Green Belt setting of the site.

9. Refuse Storage

The refuse store shall be provided in accordance with the details as shown on Drawing Nos.2635/2 and 2636/9 prior to first use, unless otherwise approved in writing by the Local Planning Authority.

Reason: In the interest of amenity having regard to the surrounding Conservation Area and Green Belt setting of the site, and the recycling of waste materials in support of the Boroughs waste reduction targets.

10. Restriction of Permitted Development

Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any statutory instrument revoking and re-enacting or modifying that Order, no development under the following classes shall take place without the prior written approval of the Local Planning Authority:

- a) Article 3 and Schedule 2, Part 1 Classes A, B, C, D, E, F and H
- b) Article 3 and Schedule 2, Part 2 Class A

Reason: The bungalow approved by this permission is only considered acceptable in planning terms due to it being for supervisory accommodation for the riding school / stable and is solely required for the functional needs of the riding school / stables. Any enlargement of the dwelling house is considered inappropriate development.

11. SUDS 1

Prior to development commencing, a drainage strategy shall be provided to the Local Planning Authority for approval in writing. The drainage strategy shall include the following details:

- a) How the chosen Strategy conforms to the London Plan Drainage Hierarchy
- b) A drainage plan that includes flow routes,
- c) Overland flow routes for exceedance events
- d) The discharge rate off site
- e) The proposed storage volume of storm water
- f) Specifications for any swale and rain gardens (and any other drainage feature)
- g) A management plan for the drainage system
- h) Measures to prevent pollution of the receiving groundwater and/or surface waters
- i) A management and maintenance plan, for the lifetime of the development, which shall include the arrangements for adoption by any public authority or statutory undertaker or any other arrangements to secure the operation of the scheme throughout its lifetime; and
- j) The responsibilities of each party for implementation of the SUDS scheme, together with a timetable for that implementation.

Reason: To ensure that the proposal would not result in an unacceptable risk of flooding from surface water run-off or create an unacceptable risk of flooding elsewhere and to ensure implementation and adequate maintenance.

12. SUDS 2

Prior to occupation of the development approved, a verification report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing.

Reason: In the interest of managing surface water runoff as close to the source as possible in accordance with adopted policy.

13. Energy Statement

No superstructure works shall commence on the bungalow until an Energy Statement has been submitted to the Local Planning Authority and approved in writing demonstrating how the energy efficiency of the bungalow shall provide for no less than a 8% improvement in the total CO2 emissions arising from the

operation of the development and its services over Part L of Building Regulations as the baseline measure. Prior to first occupation, confirmation shall be provided to the Local Planning Authority.

Reason: To demonstrate that the scheme will comply with the energy efficiency and sustainable development policy requirements.

14. Tree Protection

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

Reason: To ensure that retained trees are not adversely affected by any aspect of the development through construction.

15. Vegetation Clearance (Outside of Nesting Season)

All areas of trees, hedges, scrub or similar vegetation where birds may nest which are to be removed as part of the development, are to be cleared outside the bird-nesting season (March - August inclusive) or if clearance during the bird-nesting season cannot reasonably be avoided, a suitably qualified ecologist will check the areas to be removed immediately prior to clearance and advise whether nesting birds are present. If active nests are recorded, no vegetation clearance or other works that may disturb active nests shall proceed until all young have fledged the nest.

Reason: Nesting birds are protected under the Wildlife & Countryside Act, 1981 (as amended), this condition will ensure that wildlife is not adversely affected by the proposed development in line with CP36 of the Core Strategy

16. Ecological Enhancement

Notwithstanding the submitted plans, no superstructure works shall commence until details of the recommended ecological enhancements as set out in Section 4 of the submitted "*Ecological Scoping Assessment*" have been submitted to and approved in writing by the Local Planning Authority.

Reason: To enhance the site post development in line with Core Policy 36 by providing suitable nesting features for birds and bats.

17. Ecological Method Statement

Development shall not commence until a Method Statement, written by an appropriately qualified ecologist, has been submitted to the Local Planning Authority. The Method Statement is to be written having regard to the potential presence of newts and reptiles, as detailed in the submitted "*Ecological Scoping Assessment*" and shall include a precautionary method of working detailing how the site shall be cleared, the arrangements for the storage of materials, and how works will proceed should protected species be found during construction.

Reason: To ensure that protected species are not adversely affected by the demolition in line with wildlife legislation.

18. Construction Site Waste Management Plan

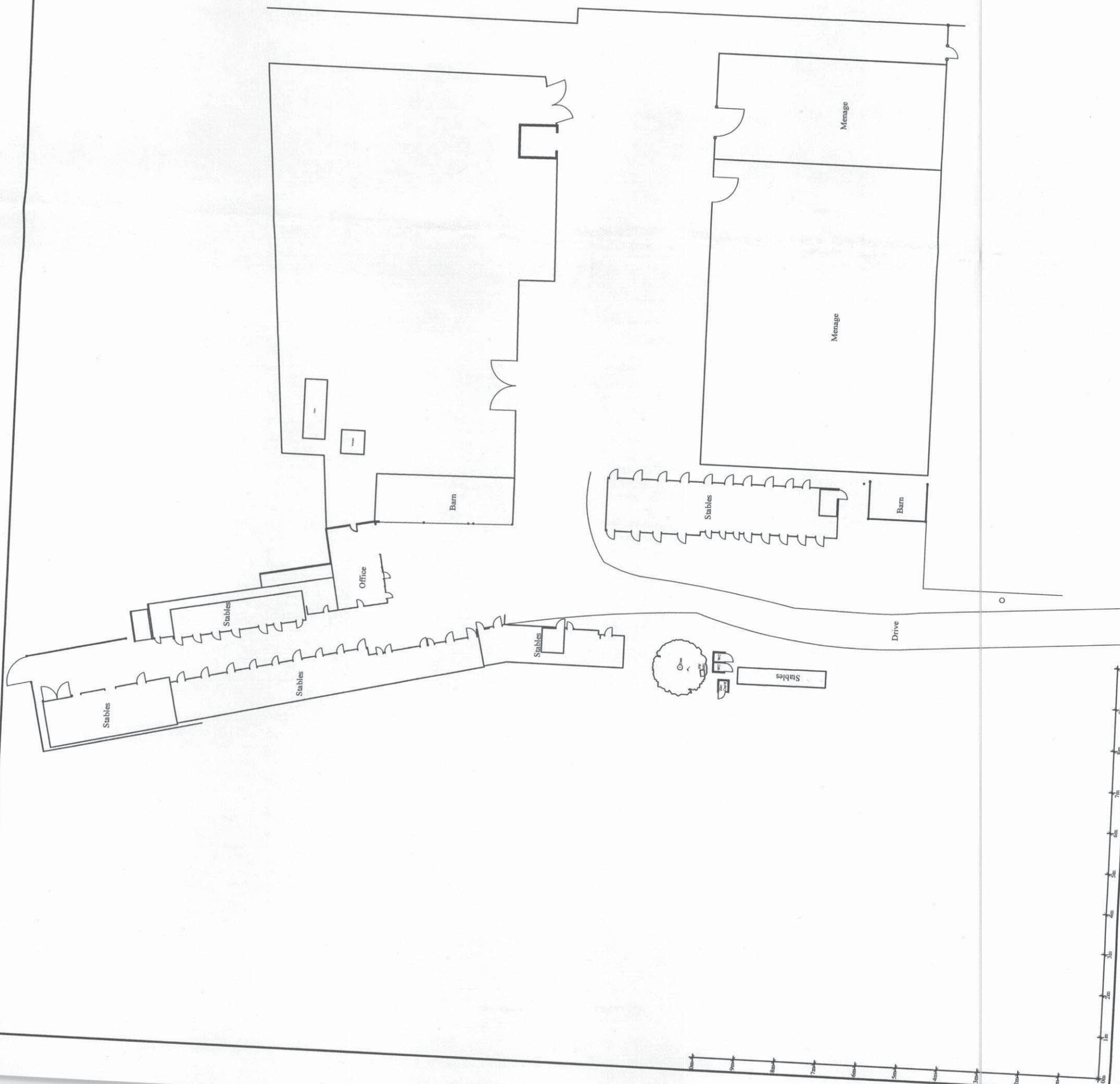
Prior to any development commencing, inclusive of site clearance, details of a Construction Waste Management Plan shall be submitted to the Local Planning

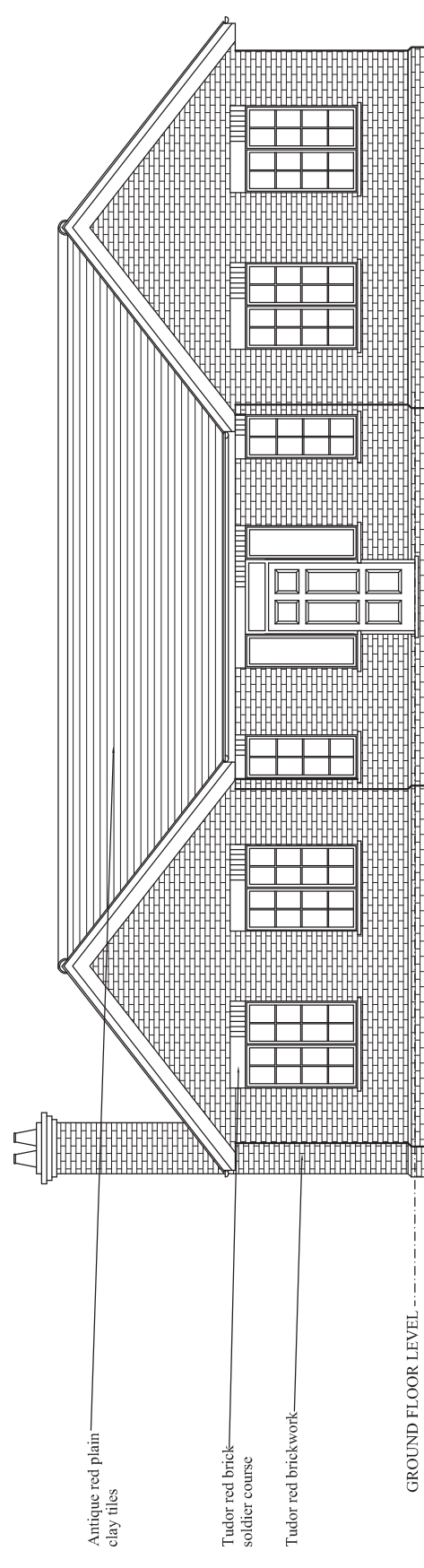
Authority for approval in writing. The Construction Waste Management Plan shall include as a minimum:

- (a) Target benchmarks for resource efficiency set in accordance with best practice;
- (b) Procedures and commitments to minimize non-hazardous construction waste at design stage. Specify waste minimisation actions relating to at least 3 waste groups and support them by appropriate monitoring of waste;
- (c) Procedures for minimising hazardous waste;
- (d) Monitoring, measuring and reporting of hazardous and non-hazardous site waste production according to the defined waste groups (according to the waste streams generated by the scope of the works);
- (e) Procedures and commitments to sort and divert waste from landfill in accordance with the waste hierarchy (reduce; reuse; recycle; recover) according to the defined waste groups; and
- (f) No less than 85% by weight or by volume of non-hazardous construction, excavation and demolition waste generated by the development has been diverted from landfill

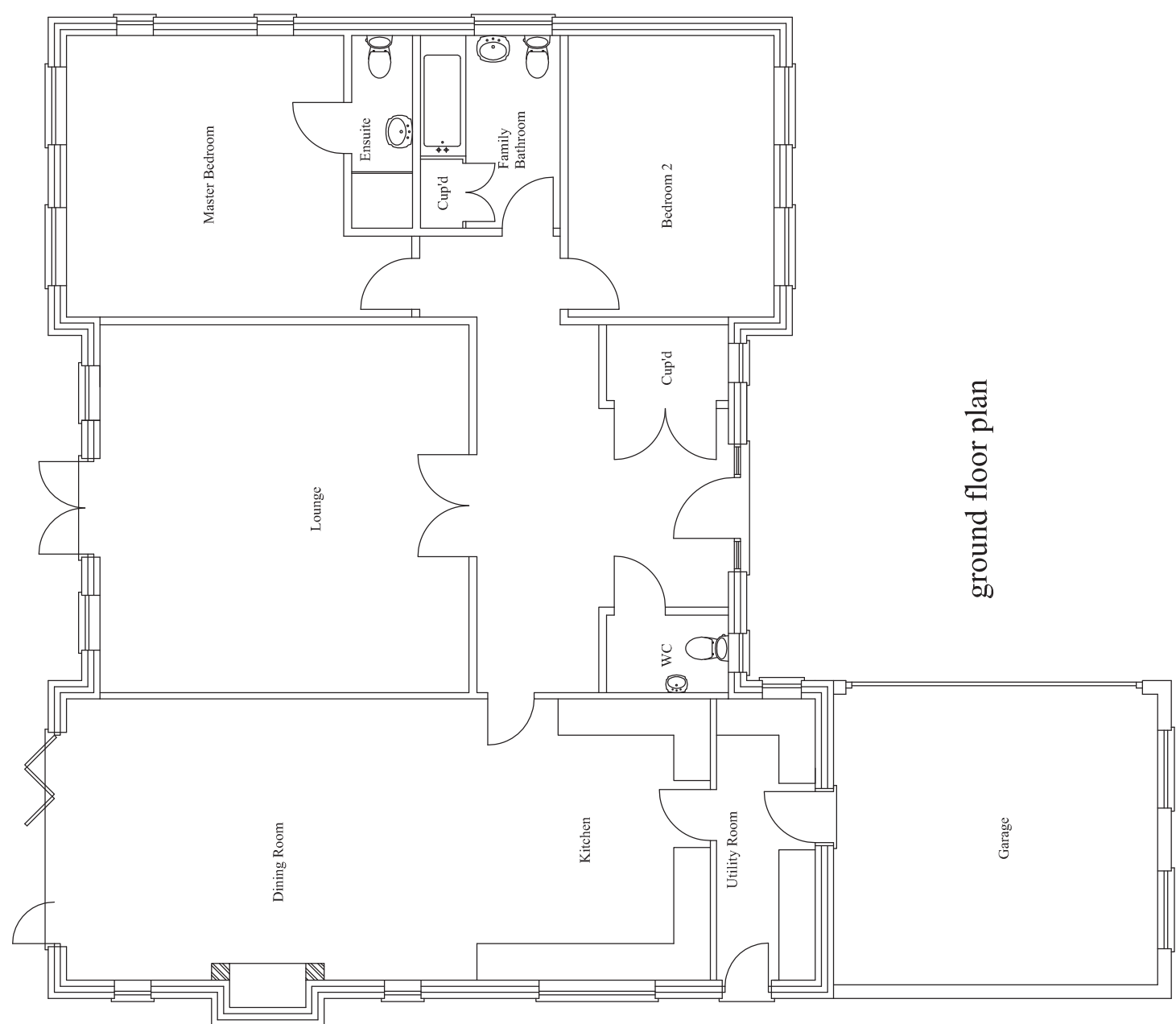
Reason: To maximise the amount of waste diverted from landfill consistent with the waste hierarchy and strategic targets set by Policies 5.17, 5.18, 5.19 of the London Plan.

project Survey as existing	
site Gillians Riding School, Bray Side Farm, Clay Hill Enfield EN2	date September 2013
scale 1:500 @ A3	JOHN PERRIN & SONS Ltd BUILDING SURVEYORS & DESIGNERS <small>888 Green Lane, Watlington, Oxford OX21 2QS Tel: 0208 364 0334 Fax: 0208 292 0595 © John Perrin & Sons Ltd 2014</small>
All dimension are to be checked on site.	
drawing number 2635/1	





south elevation



ground floor plan

project Proposed bungalow	
site Gillians Riding School, Bray Side Farm, Clay Hill Enfield EN2	scale 1:100 @ A3
date September 2013	designer JOHN PERRIN & SONS Ltd BUILDING SURVEYORS & DESIGNERS 885 Great Lane, Wymondley Hill, London N21 2QE Tel: 0208 264 0334 Fax: 0208 292 0995 © John Perrin & Sons Ltd 2014
All dimension are to be checked on site.	
drawing number 2635/7A	

Proposed site layout

Project: Gillians Riding School, Bray Side Farm, Clay Hill Enfield EN2

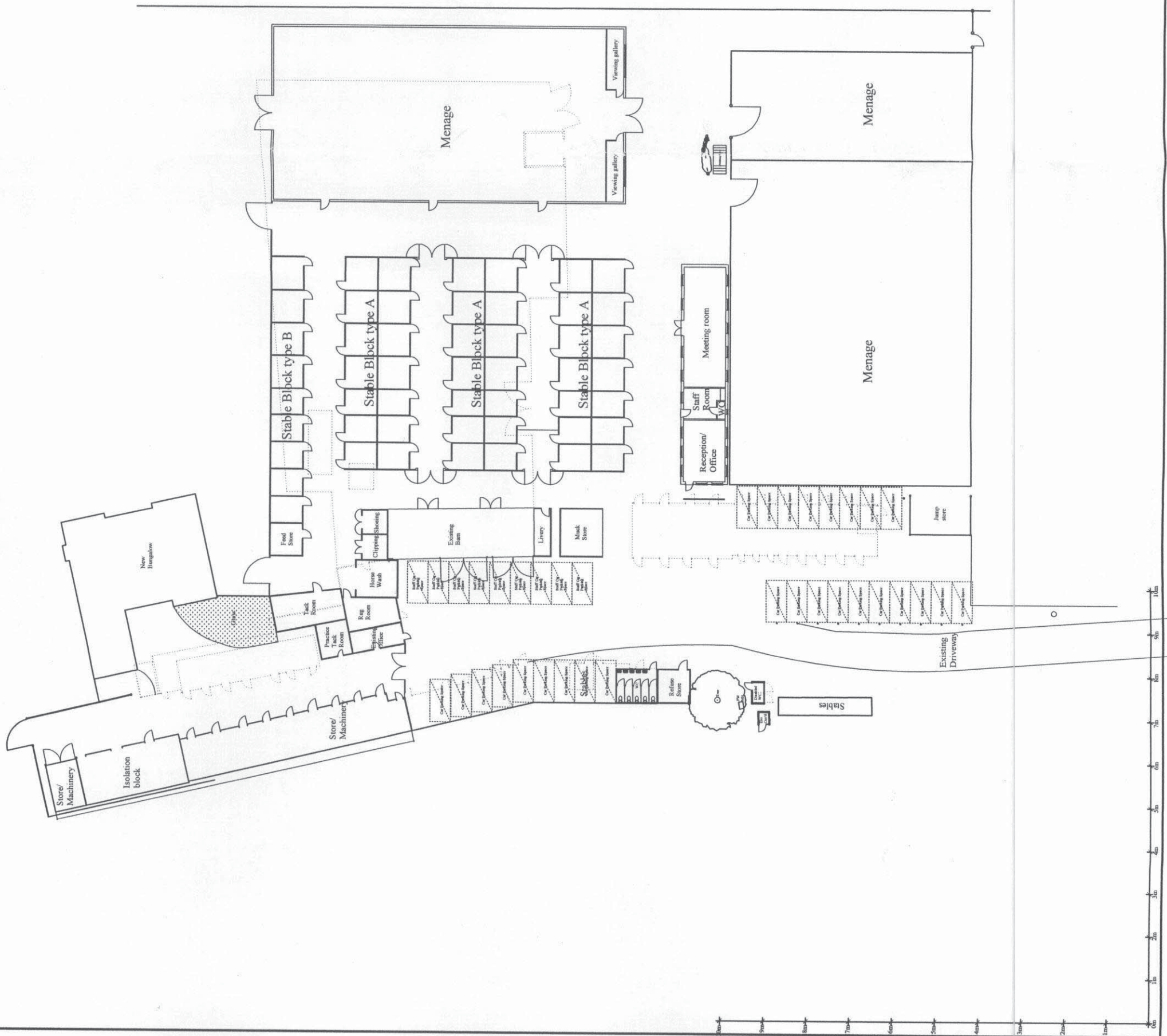
Date: September 2013

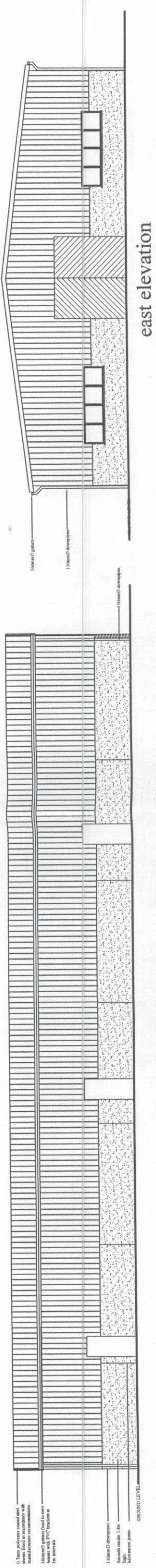
Scale: 1:500 @ A3

JOHN PERRIN & SONS Ltd
 BUILDING SURVEYORS & DESIGNERS
 885 Green Lanes, Winchester Hill, London N21 2QS
 Tel: 0208 364 0334 Fax: 0208 292 0595
 © John Perrin & Sons Ltd 2014

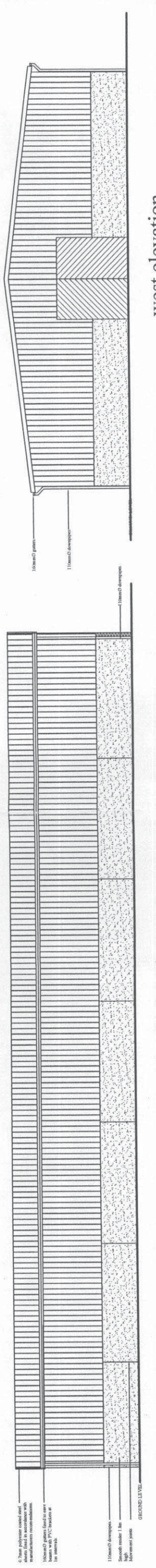
All dimensions are to be checked on site.

drawing number: 2635/2

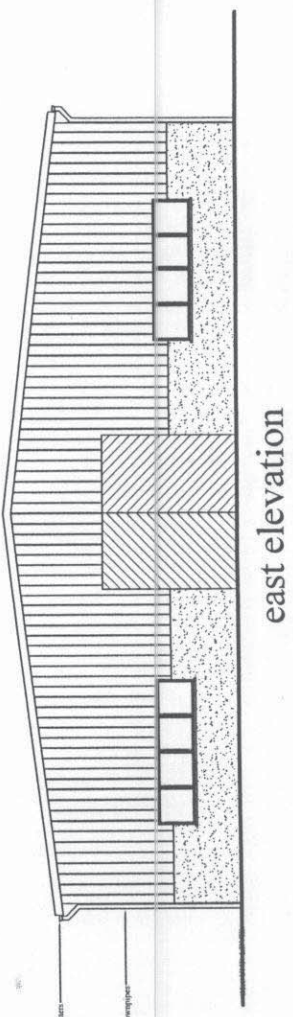




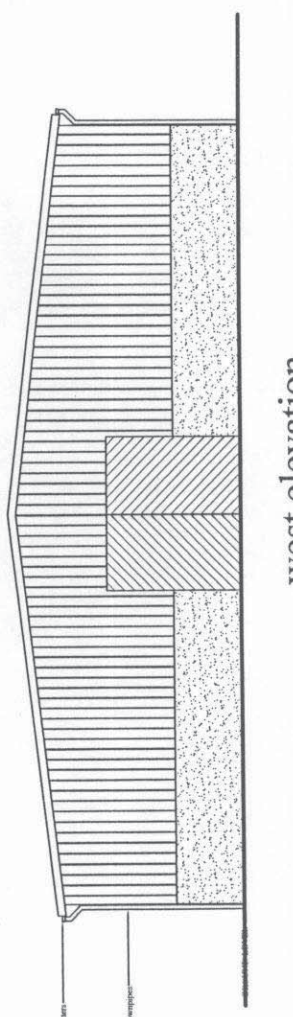
south elevation



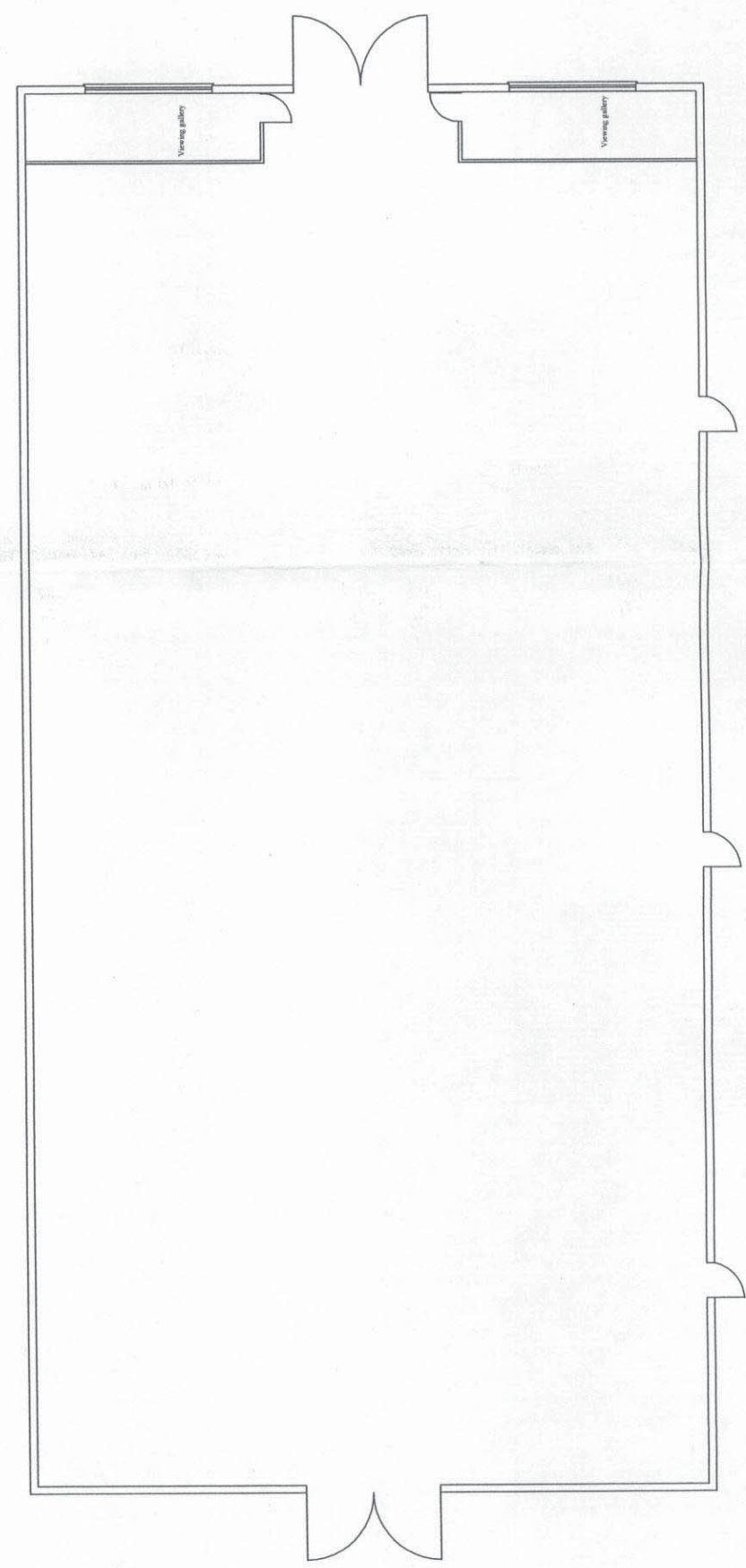
north elevation



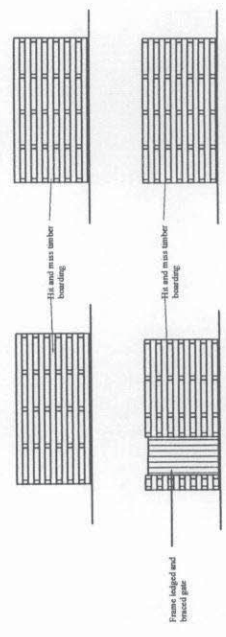
east elevation



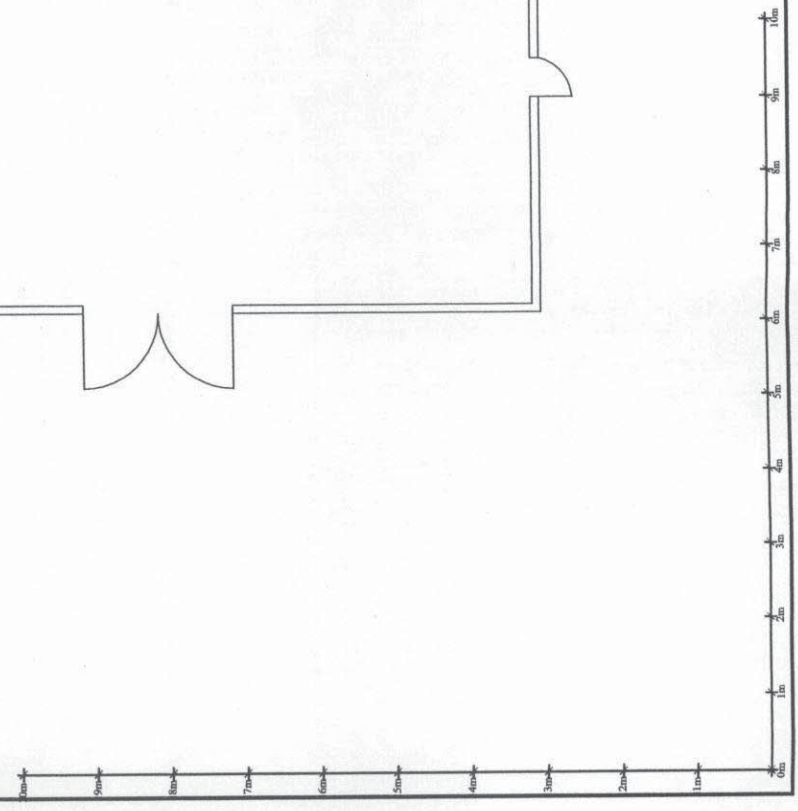
west elevation



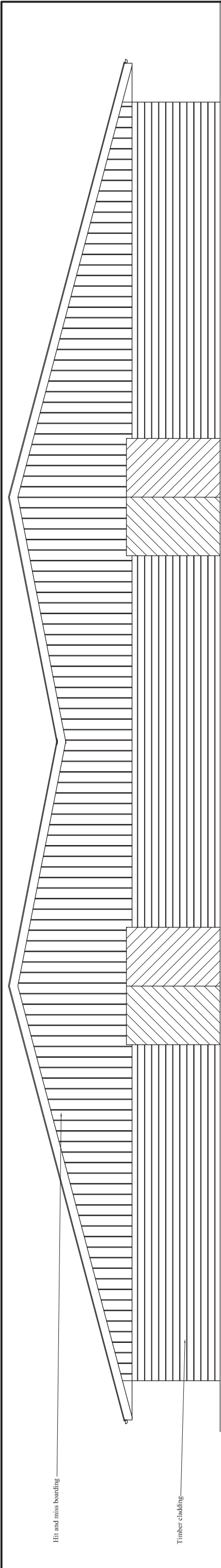
ground floor plan



elevations of refuse store



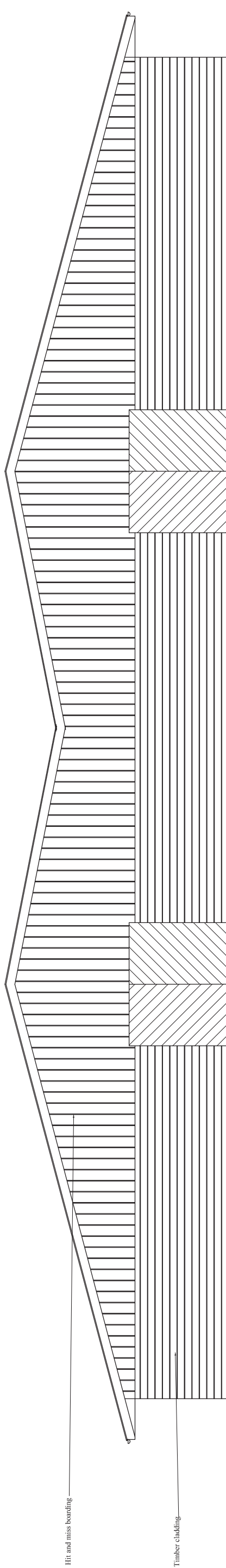
Project Proposed menage	
Gillians Riding School, Bray Side Farm, Clay Hill Enfield EN2	
date September 2015	scale 1:200 @ A3
JOHN PERRIN & SONS Ltd BUILDING SURVEYORS & DESIGNERS 885 Green Lanes, Wincemore Hill, London N21 2QS Tel: 0208 364 0334 Fax: 0208 252 0995 © John Perrin & Sons Ltd 2015	
All dimension are to be checked on site.	
drawing number	2635/9



Hit and miss boarding

Timber cladding

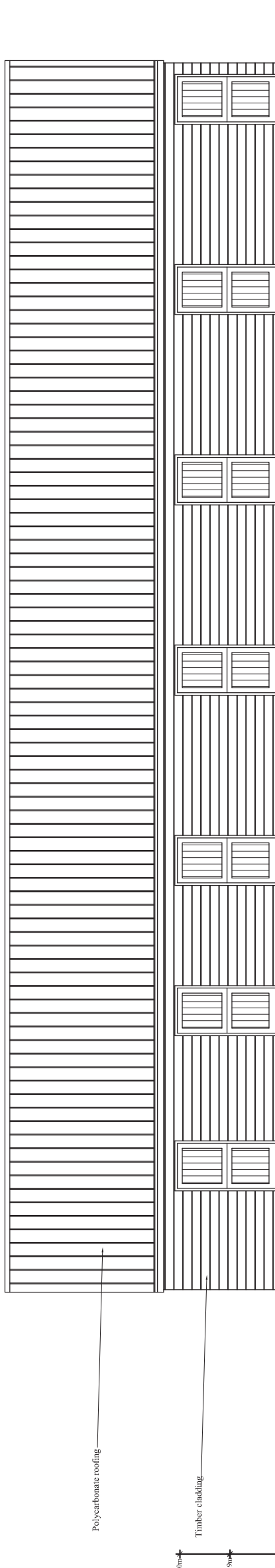
south elevation



Hit and miss boarding

Timber cladding

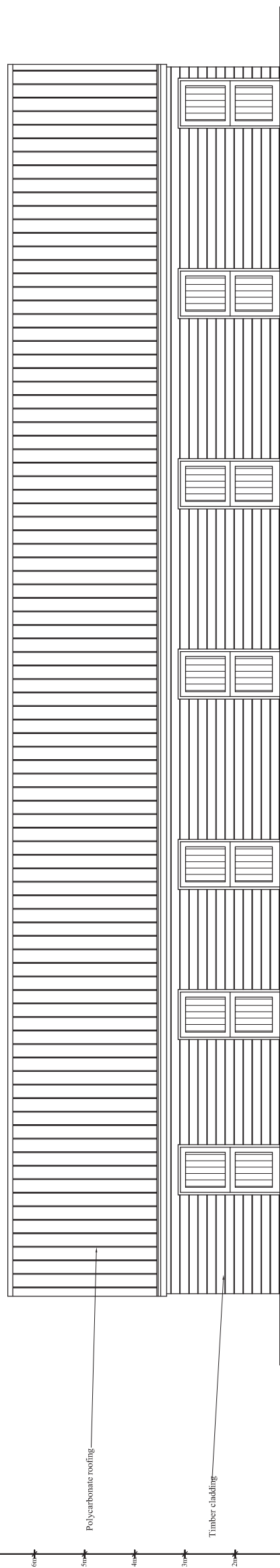
north elevation



Polycarbonate roofing

Timber cladding

west elevation



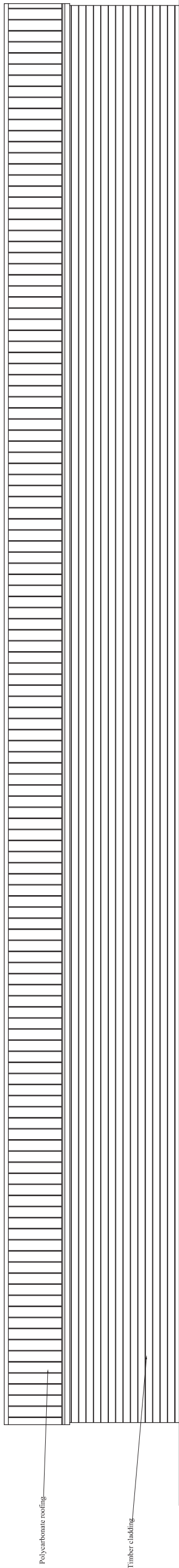
Polycarbonate roofing

Timber cladding

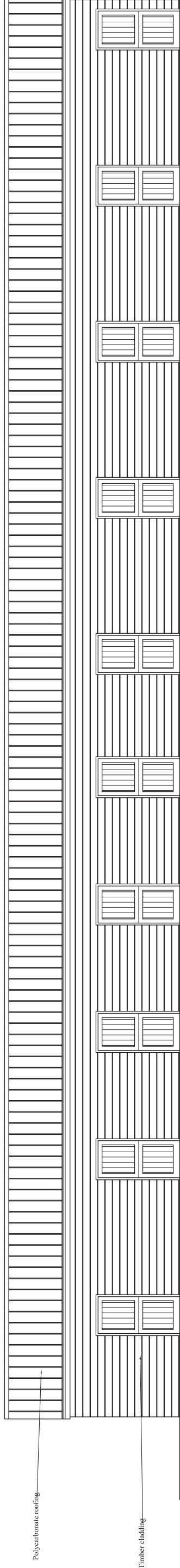
east elevation



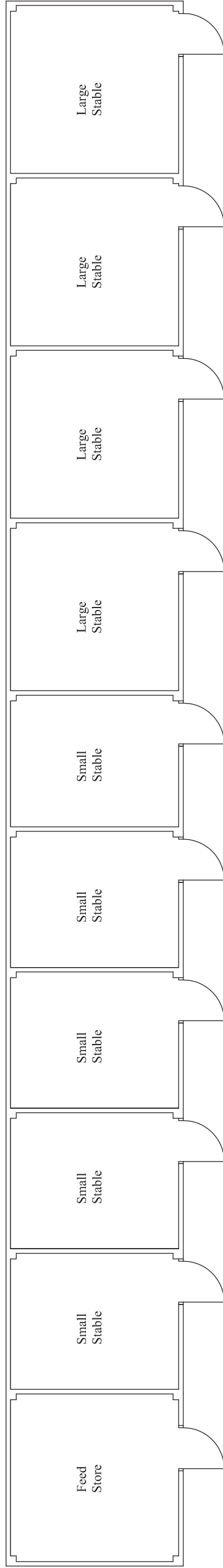
project Proposed stable block type A	
site Gillians Riding School, Bray Side Farm, Clay Hill Enfield EN2	
date October 2015	scale 1:100 @ A3
JOHN PERRIN & SONS Ltd BUILDING SURVEYORS & DESIGNERS <small>885 Green Lanes, Whitechapel Hill, London N21 2QS Tel: 0208 364 0334 Fax: 0208 292 0595 © John Perrin & Sons Ltd 2015</small>	
All dimensions are to be checked on site.	
drawing number 2635/4A	



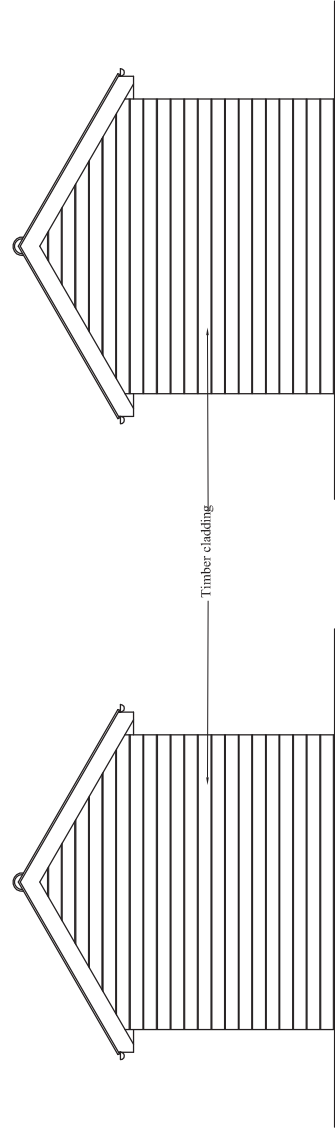
west elevation



east elevation



ground floor plan



south elevation

north elevation



project Proposed stable block type B	
site Gillians Riding School, Bray Side Farm, Clay Hill Enfield EN2	
date October 2015	scale 1:100 @ A3
JOHN PERRIN & SONS Ltd BUILDING SURVEYORS & DESIGNERS 885 Green Lanes, Whitehorse Hill, London N21 2QS Tel: 0208 364 0334 Fax: 0208 292 0595 © John Perrin & Sons Ltd 2015	
All dimensions are to be checked on site.	
drawing number 2635/5A	

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 28th March 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Andy Bates
Kate Perry Tel: 0208 379 3853

Ward: Chase

Ref: 16/03444/FUL

Category: Change of Use

LOCATION: Holly Hill Farm, 305 The Ridgeway, Enfield, EN2 8AN

PROPOSAL: Change of use of part of farm yard for creation of mulch from green waste together with storage and processing of timber and use of units 5 and 6 in association with wood processing.

Applicant Name & Address:

Mr Adrian Williams
D Williams & Co
Cattlegate Farm
Cattlegate Road
Enfield

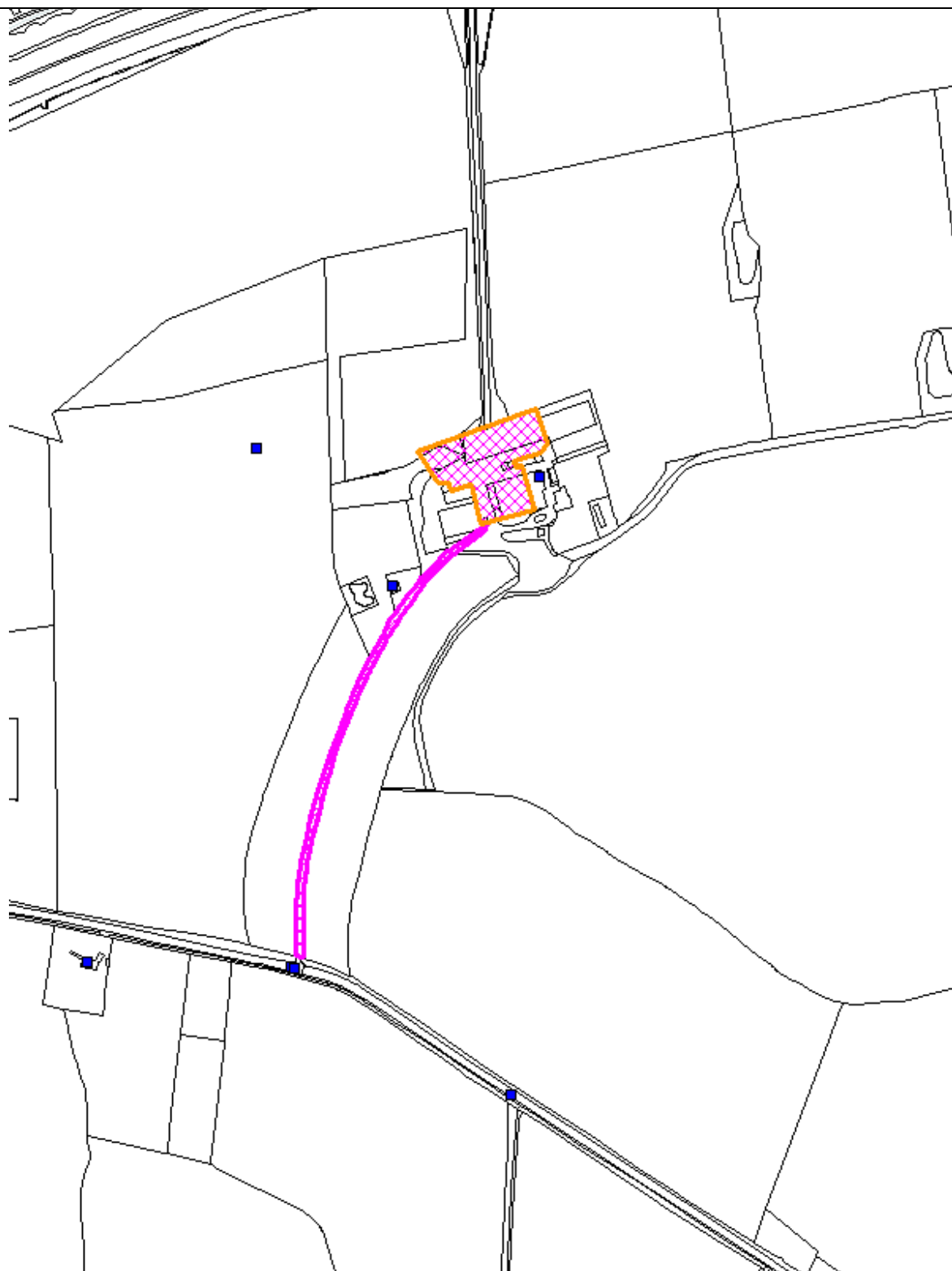
Agent Name & Address:

Miss Jane Osborn
Jane R Orsborn Associates
121 Queen's Road
Hertford

RECOMMENDATION: That planning permission be granted subject to conditions

Note for Members: This application is brought before the Planning Committee due to the planning history of the site and at the request of Councillor R.Haywood.

Ref: 16/03444/FUL LOCATION: Holly Hill Farm, 305 The Ridgeway, Enfield, EN2 8AN



Reproduced by permission of Ordnance Survey on behalf of HMSO. ©Crown Copyright and database right 2013. All Rights Reserved. Ordnance Survey License number 100019820

Scale 1:1250

North



1. Site and surroundings

- 1.1 Holly Hill Farm is an agricultural holding located on the northern side of The Ridgeway, approximately 460m west of the small settlement known as Botany Bay village.
- 1.2 The 2-storey brick built farmhouse is grade II listed, but is separated from the site of the proposed use by various farm buildings.
- 1.3 Retrospective planning permission was granted in 2011 for the change of use of part of the farmyard to a recycling facility for imported green waste to create compost.
- 1.3 The site is bounded by the M25 to the north and surrounded on all other sides by agricultural land. It lies within the Metropolitan Green Belt and within an area designated as an Area of Special Advertisement Control.

2. Proposal

- 2.1 Planning permission is sought for the change of use of part of the farm yard for the creation of mulch from green waste together with storage and processing of timber and the use of units 5 and 6 in association with wood processing. The development represents an expansion of the operation previously granted planning permission in 2011 under planning reference TP/10/1640. The current application seeks to regularise the current activities on site.

Permission is sought to:

- Extend the area of the farm yard within which mulching takes place and regularise an additional use of the site for the storage of virgin timber as indicated on revised drawing HHF/2016/03 Rev B (January 2017).
- Change the use of buildings 5 & 6 to storage of wood splitting and other associated machinery in building 5 and siting of driers used to dry the virgin timber before processing to create biofuel in building 6.
- Increase the number of HGV movements to a maximum of 10 movements per week (currently 8 movements allowed under condition 3 of the original permission).
- To amend the wording of condition 4 of the original permission to state that the operation will be open for the delivery of green waste material **and timber** and to extend the Saturday operating hours to be between 08:00 and **13:00** as opposed to the 12:00 currently permitted. The remaining opening hours would remain as approved: 08:00 to 17:00 Monday to Friday with no work taking place on Sundays and Bank holidays.
- Allow the exportation of surplus mulch (currently limited to use on Holly Hill Farm).

- 2.2 There are 3 aspects to the activities undertaken on Holly Hill Farm. These are:

- a) importation of green and woody waste to create mulch for use on land comprised in the Holly Hill Farm holding and for export;
- b) importation of virgin timber and its processing into mulch, biofuel etc; and
- c) use of buildings 5 and 6 for storing wood processing machinery and drying virgin timber before processing into biofuel.

Production of Mulch

- 2.3 Green waste is brought to site in either transit sized vans or vans with small trailers. Importation does not require any HGV movements. The material comes from The Parks Department of Enfield Council and from landscape gardeners, tree surgeons, jobbing gardeners etc. Members of the public are not admitted and kerbside green waste is not taken in. Most of the material comes from within about a 10 mile radius of the site.

The treatment process involves:-

- i) The delivery vehicle emptying the plant matter on the existing hard surface;
 - ii) Staff of Ridgeway Composting inspecting the material for any “rogue” components and removing same and/or rejecting the load;
 - iii) The newly delivered material being shredded as soon as possible following delivery, material being picked from the stockpile by a loader fitted with a grab and dropped into the shredder to reduce it to particles of the size required by farm management;
 - iv) The shredded material is then stored in open clamps, with regular turning to maintain aerobic conditions at all times;
 - v) Following shredding and conditioning within the clamp, screening will take place to remove any over large particles using a trommel screener;
 - vi) After conditioning and screening, the mulch will either be moved from the processing site to areas on the farm ready for spreading at an appropriate time in the crop growing cycle; ie after harvest and before spring cultivations, none of which are proximate to dwellings; or it is collected for onward transfer.
- 2.4 Quality control is maintained by ensuring that each delivery is traceable, as required by the Environment Agency. A Code of Practice requires records to be maintained of process monitoring using temperature measurements, details of shredding, dates and extent of turning, personal assessments by management, chemical analysis and movement of material into the fields.

Exportation of mulch

- 2.5 There is a surplus of mulch produced by the operation therefore some mulch is exported to other farms with the surplus currently being sent as bio-mass fuel to various power stations and other biomass boilers.

Processing of Virgin Timber

- 2.6 The nature of the work undertaken by the suppliers of the green waste means many also have wood to dispose of. A tree surgeon does not want

to have to take the branches and tree trunks that he has removed to one site for processing and the foliage (ie green waste) to another. Therefore, the operation at Holly Hill Farm expanded to also include the processing of virgin timber.

- 2.7 Originally the woody matter was processed to make it suitable for mulching but the applicant has advised that this involved a lot of wear and tear on the machinery so a new use was found as firewood and biomass fuel.
- 2.8 The wood has to be stored separately from the green waste material in order not to be classified as "Waste" by the Environment Agency, and therefore separate processing and storage arrangements are required. "Processing" involves splitting and sawing the wood to a size suitable for use as kindling/logs, or shredding to an appropriate size for use as biofuel. Materials are then stored appropriately pending sale as firewood or biofuel. Onward sale is only ever wholesale; the general public does not come to site. Local garden centres are a useful outlet. Units 5 and 6 identified on drawing HHF/2016/03 Rev B are used for this part of the process.

3.0 Relevant planning history

- 3.1 LBE/90/0032 - Erection of cattle building and conversion of existing grain store to cattle housing together with landscaping. – granted 19/12/1990.
- 3.2 LBE/92/0018 - Provision of new steel framed barn and re-erection of Bentalls wet grain bin and intake pit presently situated at North Lodge Farm. – granted 12/11/1992.
- 3.3 LBE/01/0014 - Change of use of part of site from agricultural to residential use. – granted with condition 20/11/2001
- 3.4 TP/10/1640
Change of use of part of farm yard to a recycling facility for imported green waste to create compost (RETROSPECTIVE).
Granted with conditions: 16.8.2011

4.0 Consultation

Statutory and non-statutory consultees

Traffic & Transportation

- 4.1 No objections subject to limiting number of HGV movements to 10.

The Environment Agency

- 4.2 No objections - The site accepts and treats waste under a number of exemptions from the Environmental Permitting Regulations. The applicant has stated that they will continue to comply with the terms of the exemptions and not store and treat in excess of 500 tonnes of any waste wood in any 7

day period. If the applicant would like to increase the volume above this level they may require an Environmental Permit.

Environmental Health

4.3 No objections as there is unlikely to be a negative environmental impact. In particular there are no concerns regarding air quality, noise, odour or contaminated land.

4.4 SUDs Officer

No objections

4.5 Tree Officer

No objections

Public Response

4.6 14 neighbour notification letters were posted. The consultation period ended 8.11.2016. No responses were received.

5. Relevant Policy

5.1 The London Plan

Policy 2.6 Outer London: Vision and strategy
Policy 4.10 New and emerging economic sectors
Policy 5.13 Sustainable drainage
Policy 5.14 Water quality and wastewater infrastructure
Policy 5.16 Waste self-sufficiency
Policy 5.17 Waste capacity
Policy 6.3 Assessing effects of development on transport capacity
Policy 6.9 Cycling
Policy 6.10 Walking
Policy 6.12 Road network capacity
Policy 6.13 Parking
Policy 7.4 Local character
Policy 7.8 Heritage assets and archaeology
Policy 7.15 Reducing noise and enhancing soundscapes
Policy 7.16 Green Belt
Policy 7.22 Land for food

5.2 Core Strategy

CP22: Delivering Sustainable Waste Management
CP30: Maintaining and improving the quality of the built and open environment
CP31: Built and landscape heritage
CP33: Green Belt and countryside

5.3 Development Management Document

DMD 37	High quality Design Led Development
DMD44	Heritage Assets
DMD 61	Managing Surface Water
DMD 82	Protecting the Green Belt
DMD 88	Farm Diversification

5.4 Other Relevant Policy

National Planning Policy Framework
North London Waste Plan

6. Analysis

Principle of development

6.1 The principle of development and the diversification of the farm has been established through the grant and implementation of planning permission TP/10/1640. However, the expansion of the operation above which has already been approved (as detailed in the proposal section of this report) must be considered in particular in relation to the impact on the Green Belt and any potential traffic implications.

Impact on the Green Belt

6.2 Paragraph 79 of the National Planning Policy Framework (NPPF) identifies that the Government attaches great importance to Green Belts. The fundamental aim of Green Belt policy is to prevent urban sprawl by keeping land permanently open; the essential characteristics of Green Belts are their openness and their permanence.

6.3 Green Belt serves five purposes:

- to check the unrestricted sprawl of large built-up areas;
- to prevent neighbouring towns merging into one another;
- to assist in safeguarding the countryside from encroachment;
- to preserve the setting and special character of historic towns; and to assist in urban regeneration, by encouraging the recycling of derelict and other urban land.

6.4 The NPPF goes on to identify that the re-use of existing buildings within the Green Belt is not inappropriate provided they preserve the openness of the Green Belt and do not conflict with the purposes of including land in Green Belt.

6.5 Policy DMD 88 of the Development Management Document advises that applications involving change of use from agriculture will only be permitted if all of the following criteria are met:

- a. Agriculture remains the dominant use within the holding;

- b. Building requirements are met through the re-use or replacement of existing building(s);
 - c. The proposed use improves the open land character by way of scale, location and design and would respect and preserve the openness and character of the Green Belt;
 - d. The proposed use does not generate excessive traffic or a significant number of additional trips;
 - e. The proposed use does not prejudice future opportunities for the land to revert back to agriculture use;
 - f. The proposed use does not unacceptably impact upon the amenities of residents or cause an unacceptable level of noise, light, air or water pollution;
 - g. The proposed use provides adequate landscaping and screening to minimise its visual impact;
 - h. There is no detrimental impact on nature conservation, wildlife habitats and historic features.
- 6.6 Having regard to the above it is considered that the operation, as expanded, would comply with the relevant policies. The re-use of buildings 5 and 6 for timber processing is considered acceptable and would not conflict with Green Belt policy nor harm the openness of the Green Belt.
- 6.7 The area described as 'T6 Waste Wood' on the submitted plan (ref: HHF/2016/03 Rev B (January 2017)) has been amended and reduced in scale since the application was originally submitted to prevent encroachment north of the existing developed part of the site. The applicant has agreed to a condition, should planning permission be granted, that any areas currently in use which are not covered by the extent of development shown on the submitted drawing (based on drawing HHF/2016/03 Rev B (January 2017)) are to be cleared within 2 months of the issue of planning permission and the land restored.
- 6.8 The 'T6 Waste Wood' area has also been set in from the east by c.2m to prevent any impact on the root protection zone of an established band of trees. The trees contribute to the screening of the development and therefore their retention is considered critical to minimise the visual impact. The Tree Officer has confirmed that as revised, the existing trees, should not be harmed by the proximity of the proposed use.
- 6.9 The area marked as 'storage and loading bay' has also been significantly reduced since the original application. This initially this covered the whole hardstanding area to the west of the access track. This has been reduced to only cover a relatively small area adjacent to an existing barn. This is considered acceptable as it would not encroach significantly in to the existing open area of the site and would be read against an existing barn building and therefore would not be unduly visually intrusive or unacceptably harm the openness of the Green Belt.
- 6.10 In relation to the land use objectives, the development helps to retain the farm in agricultural use as the mulch that is produced is largely distributed across the farm and therefore improves soil conditions resulting in better quality agricultural land and enhances the agricultural viability of the farm. Surplus mulch is largely

transported to other local farms similarly improving the soil conditions and improving agricultural quality. A condition is recommended, should planning permission be granted, to ensure that only surplus mulch is exported and the operation primarily remains to provide mulch for Holly Hill Farm. This is in order to ensure that the development remains supportive of the farming enterprise in line with Green Belt policy and does not become segregated from the principle agricultural use of the site. Moreover, this will prevent the over-intensive use of the site which would be inappropriate in a rural Green Belt location.

6.11 Overall, the activity as indicated on drawing HHF/2016/03 Rev B (January 2017) is not considered to conflict with Green Belt policy. The development as amended will not be unacceptably visually intrusive or harmful to the openness of the Green Belt. Agriculture will remain the dominant land use and the development will involve the re-use of existing buildings. Furthermore the development allows for acceptable farm diversification in line with policy DMD 88.

6.12 Transportation

6.13 In terms of the impact of the expanded operation on vehicular activity, the only change would be the increase in HGV movements from 8 to 10 per week. Given this relatively minor increase, the Council's Traffic and Transportation department have advised that this would not result in a detrimental impact on the highway safety or the smooth operation of the local road network.

7. Conclusion

7.1 The development is considered to be one that supports the ongoing operation of the farm whilst also providing additional income. The development is considered to be an appropriate form of farm diversification and to comply with Green Belt policy.

8. Recommendation

8.1 That planning permission be GRANTED subject to the following conditions:

1. C61 Approved Plans (revised)
2. Restriction on number of deliveries
The delivery of green waste material and of virgin timber shall not exceed fifteen (15) deliveries per day without the prior written approval of the Local Planning Authority.

Reason: To ensure that (i) the daily number of vehicle movements does not lead to conditions prejudicial to the free flow and safety of pedestrian and vehicular traffic on the adjoining highway; (ii) the level of vehicular activity remains appropriate to the size of the junction and access road; and (iii) having regard to the amenity of neighbouring residential occupiers.

3. Restriction of HGV movements

The number of HGV movements per week in relation to the development hereby approved shall not exceed ten (10) movements per week without the prior written approval of the Local Planning Authority.

Reason: To ensure that (i) the number of HGV movements does not lead to conditions prejudicial to the free flow and safety of pedestrian and vehicular traffic on the adjoining highway; (ii) the level of vehicular activity remains appropriate to the size of the junction and access road; and (iii) having regard to the amenity of neighbouring residential occupiers.

4. Restriction of operating hours

The recycling facility hereby approved shall only be open for the delivery of green waste material and virgin timber between the hours of 08:00 hours to 17:00 hours Monday to Friday and 08:00 hours to 13:00 hours on Saturdays only and not at all on Sundays and Bank Holidays.

Reason: Having regard to the amenity of neighbouring occupiers.

5. Restriction of Height of Open Storage

The height of the virgin timber and of the waste material to be stored shall not exceed the ridge height of the tallest barn surrounding the yard hereby approved for the purposes of recycling green waste material and processing of virgin timber to create biofuel.

Reason: To ensure the development does not visually detract from the open character and nature of the Green Belt and Area of Special Character.

6. Restriction of Open Storage

No plant, machinery, goods, products or waste material, other than that detailed on drawing number HHF/2016/03 Rev B (January 2017), shall be deposited or stored on any open part of the site unless otherwise agreed in writing by the Local Planning Authority.

Reason: In the interests of maintaining the visual amenity of the Green Belt and surrounding Area of Special Character and the appearance of the site.

7. Restriction of use of product

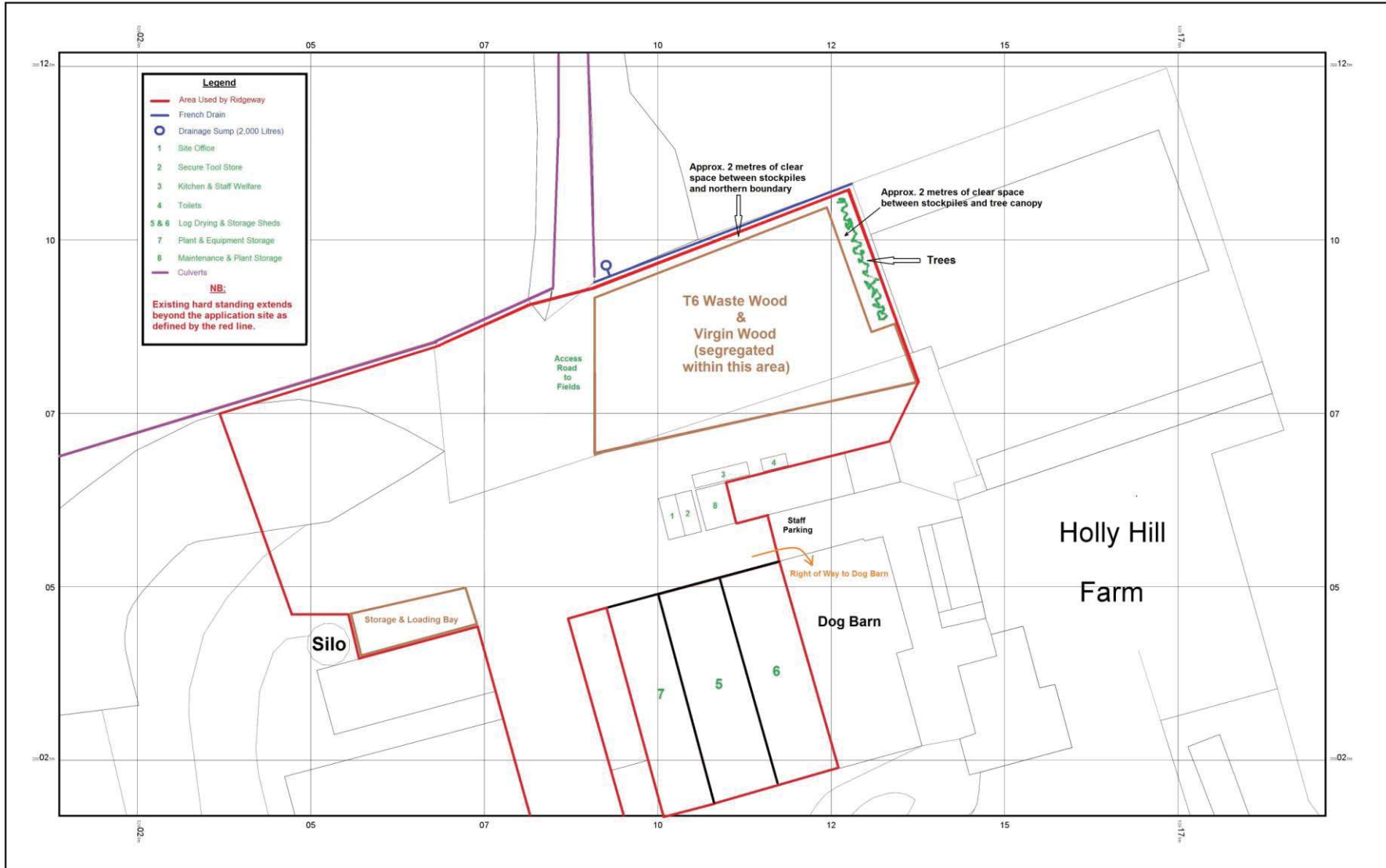
The mulch that is produced on Holly Hill Farm through the recycling facility approved by this permission shall primarily be used on Holly Hill Farm and only surplus mulch shall be sold or exported beyond the farm.

Reason: The acceptability of the development is dependent upon: (i) the activity remaining supportive of the farming enterprise; (ii) by helping to improve soil conditions on the farm and therefore improving agricultural opportunities; and (iii) to ensure that the scale of the activity remains consistent with its rural location.

8. Removal of unlawful development

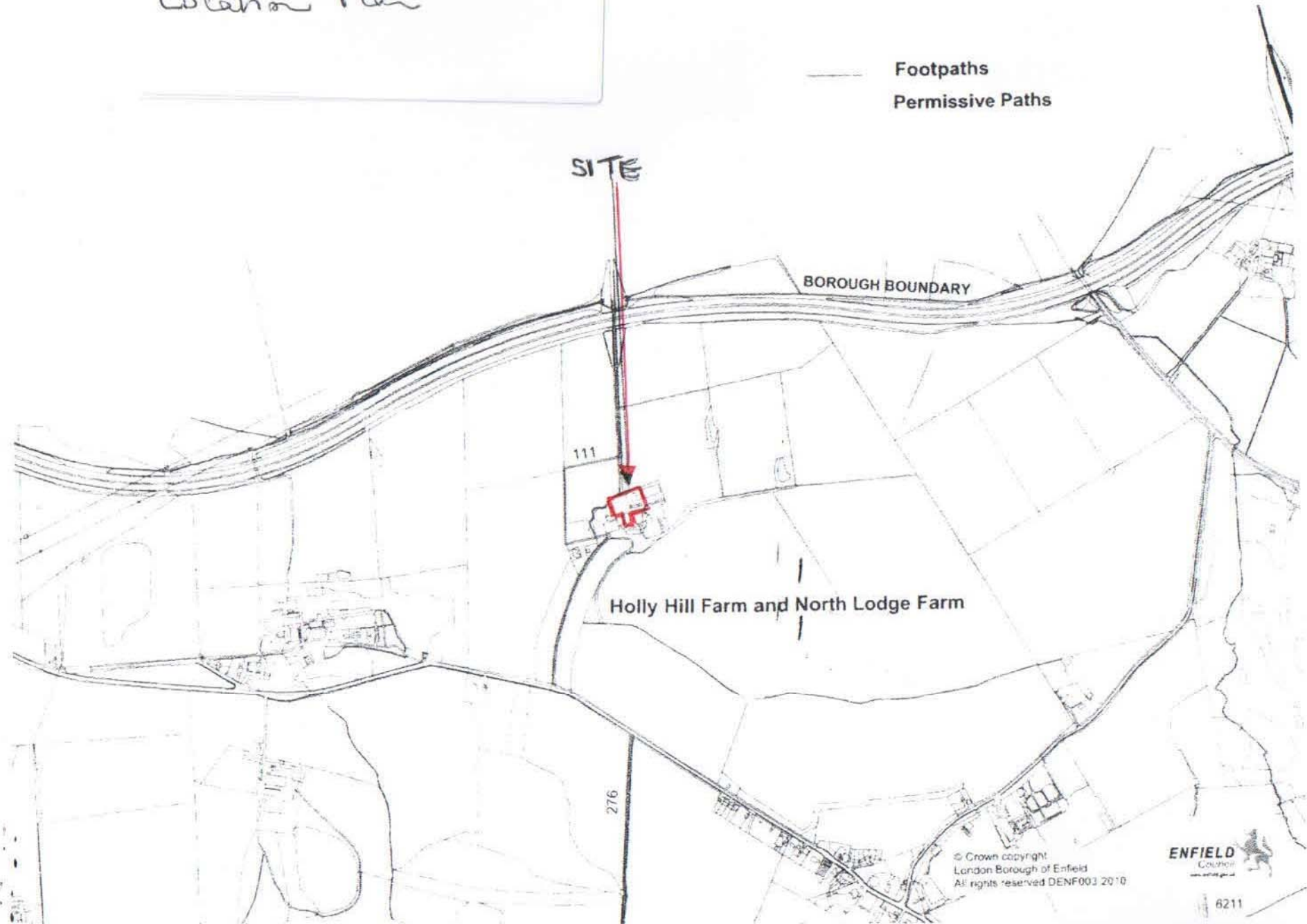
Any areas of the site currently being used unlawfully for the creation and storage of mulch from green waste together with storage and processing of timber which are not covered by the extent of development as shown on drawing HHF/2016/03 Rev B (January 2017) shall be cleared within 2 months of the date of this permission and the land permanently restored.

Reason: To ensure the development does not visually detract from the open character and nature of the Green Belt and Area of Special Character.



HHF/2016/02
Location Plan

Footpaths
Permissive Paths



This page is intentionally left blank

MUNICIPAL YEAR 2016/2017 REPORT NO. 246

MEETING TITLE AND DATE**PLANNING COMMITTEE**

28 March 2017

REPORT OF:

Head of Development Management

Contact officer:

Andy Higham

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

020 8379 3848

Agenda	
Subject:	
North London Heat & Power Project – Update on Development Consent Order	
Wards: Upper Edmonton	

1. EXECUTIVE SUMMARY

- 1.1 The report provides an overview of the recent decision by the Secretary of State for Business, Energy & Industrial Strategy to grant the Development Consent Order in respect of the North London Heat and Power Project.
- 1.2 The Development Consent Order made on 24 February 2017 grants consent under section 37 of the Planning Act 2008 for construction and operation of an energy recovery facility with a gross electrical output of up to 70MW at the site of the existing energy from waste facility at the Edmonton EcoPark, Advent Way, Edmonton.

2. RECOMMENDATION

- 2.1 For Information

3. BACKGROUND

- 3.1 An application for a Development Consent Order pursuant to Section 37 of the Planning Act 2008 (as amended) was submitted to the Secretary of State for Business, Energy and Industrial Strategy (SoS) in October 2015 by the North London Waste Authority.
- 3.2 The Planning Act (2008) introduced a new streamlined decision making process for infrastructure projects of a certain scale, which are considered to be nationally significant. This project is considered to constitute a Nationally Significant Infrastructure Project for the purpose of Section 14(1)(a) and section 15, Part 3 of the Planning Act 2008 as it involves the construction of a generating station that would have a capacity for more than 50MWe. As such, it required development consent under the Planning Act 2008. The scale of the proposed development also triggered a requirement for an Environmental Impact Assessment
- 3.3 The project comprises the construction, operation and maintenance of an Energy Recovery Facility (ERF) capable of an electrical output of around 70 megawatts (MWe) at the Edmonton EcoPark with associated development including the construction of a Resource Recovery Facility (RRF). The proposed ERF would replace the existing Energy from Waste facility at the Edmonton EcoPark.
- 3.4 The SoS considered the project proposals and associated Environmental Statement against the relevant National Policy Statements and has had regard to the Local Impact Report prepared by the Council as well as other relevant policy at national, regional and local level.
- 3.5 The formal process of Examination of the Application began on 24 February 2016 and was completed on 24 August 2016. The Examination was conducted on the basis of written evidence submitted to the Examining Authority, accompanied site inspections on 17 March and 17 August 2016 and hearings on 18 March and 5 July 2016.
- 3.6 The Development Consent Order was granted by the SoS, with modifications, on the 24th February 2017.

4. THE PROPOSED DEVELOPMENT

- 4.1 The Development Consent Order approves the construction and operation of an energy recovery facility with a gross electrical output of up to 70MW at the site of the existing energy from waste facility at the Edmonton EcoPark which is expected to cease operation in 2025.
- 4.2 The Development would comprise the following:

- site preparation and demolition works;
- decommissioning, demolition and removal of the existing energy from waste facility;
- works required to provide buildings, structures, plant and equipment needed for the operation of the energy recovery facility;
- the construction of a resource recovery facility;
- the construction of a building (EcoPark House) to provide visitor, community and education facilities, office accommodation, and a base for the Edmonton Sea Cadets;
- utilities and infrastructure works, landscaping along the edge of the River Lee Navigation, security and lighting;
- access improvements to the Edmonton EcoPark, including the widening of the existing entrance from Advent Way, construction of an eastern access from Lee Park Way, and improvements to Deephams Farm Road to enable its use as a northern access;
- works for the creation of and use of a temporary construction site to the east of the River Lee Navigation, comprising areas of hard standing for storage of materials and fabrication, vehicle parking, office and staff welfare accommodation, utility works, fencing and security facilities, and an access from Walthamstow Avenue; and,
- such other minor works as may be necessary or expedient.

4.3 In addition, a temporary construction site (termed the temporary laydown area in the application) is proposed on land to the east of the River Lee Navigation. The applicant states that this temporary laydown area is required for the construction phase because there is insufficient space within the EcoPark to construct the proposed new development at the same time as keeping the existing EfW service in full operation

4.4 In terms of the application for development consent for the NHLPP, the principal development comprising the National Significant Infrastructure Project is the proposed ERF. This would consist of two process lines, each having a grate, furnace, boiler and a flue gas treatment plant, and a proposed capacity of 350,000 tpa. The total capacity of the proposed ERF would be 700,000 tpa therefore. The boilers would supply steam to a turbine generator with an air cooled condenser, capable of an electrical output of around 70MWe (gross) of electricity, and including equipment for heat off-take.

5. SCOPE OF THE EXAMINING AUTHORITIES REPORT

5.1 The Report included findings and conclusions on the following principal issues:

- Habitats and Species Regulations;
- compulsory acquisition;
- combined heat and power;
- grid connection;
- design;
- cumulative impacts with other development proposals;
- transportation;
- land use, including open space, green infrastructure and Green Belt;
- landscape and visual impacts;
- historic environment;
- noise and vibration;
- biodiversity, ecology and nature conservation;
- climate change adaptation;
- flood risk;
- water quality and resources;
- socio-economic impacts;
- construction;
- ground conditions and contamination;
- air quality and emissions;
- dust, odour, and other nuisances;
- pollution control and other environmental regulatory regimes;
- health;
- waste management; and
- utilities.

6. SUMMARY OF CONCERNS RAISED BY THE LPA TO THE PROPOSED DCO

6.1 As the EcoPark site lies within the Borough, the local planning authority was a designated interested party and thus a key consultee throughout the DCO process. The lpa submitted two formal written representations to the SoS on the DCO application as well as a Local Impact Report which set out the likely impact of the proposed development within the Borough. These submissions set out the anticipated effects of the proposed development and how unsatisfactory elements of the application could be addressed.

6.2 Although supportive of the principle and many aspects of the proposed scheme, the Local Planning Authority did have a number of concerns and these are set out below.

Daylight, Sunlight and Overshadowing

- 6.3 A small area of the towpath on the East of the River Lee Navigation would be affected in terms of both the height of the stack, and to a lesser extent the ERF and other buildings. The submission shows that the development would result in some overshadowing and although the impact could not be quantified based on the level of information provided, would have a negative impact on the amenity of the Towpath.

Inspectors Response:

I conclude that the landscape and visual assessment has been carried out in full compliance with the requirements of the NPSs. It demonstrates that the main impacts would occur during construction, and these would be subject to the controls provided by the CoCP.

Once completed, the buildings would be larger and more prominent than the existing EfW plant, particularly the proposed ERF. The scale and mass of the building would be reduced as far as possible through the approaches to design, and the use of colours and materials as set out in the Design Code Principles. The visual impact of the ERF would be reduced when viewed from the LVRP by stepping back the massing and through landscaping.

In its LIR, LBE agreed with the conclusions of the ES assessment that the construction and decommissioning activities would result in some adverse impacts but that these would be temporary, and that the impacts of the scheme when in operation would not be significant overall. LBE concluded therefore that the proposed development would not cause visual harm to the wider area.

Ecology

- 6.4 Minor impact on the Linnett protected bird species through loss of habitat.

Inspector's Response:

The clearance of the temporary laydown area during the construction phases of the project would be likely to deter linnet from nesting within the application site. However, the restoration of the temporary laydown area following completion of construction works and appropriate enhancement of habitats within the site will offset and reduce impacts to below significant levels during the operational phase of the Development.

In conclusion, I consider that the applicant has carried out a thorough assessment of ecological matters in compliance with the requirements of NPS EN-1. There are two adverse impacts:

- the clearance of scrub, grassland and tall ruderal vegetation and use of the temporary laydown area during stages 1 to 3 of the project would be likely to deter linnet from nesting within the application site, leading to a temporary significant adverse effect; however, the restoration of the temporary laydown area following completion of construction works would be expected to provide suitable breeding habitat, so that the effect on this species during operation is not significant; and*
- a small area of the Lea Valley SMINC in the north east of the application site would be cleared and have a footpath and maintenance access added; however, these works would be offset by the enhancement of habitats along Lee Park Way and landscaping proposed elsewhere within the SMINC which falls within the application site.*

In the light of the Statement of Common Ground agreed with Natural England and the Environment Agency and the arrangements provided for by the Code of Construction Practice (CoCP) and the Design Code Principles secured by appropriate requirements in the draft DCO, these effects are not of a scale which I consider would indicate the application should be refused on biodiversity, ecology or nature conservation grounds.

Socio-Economic

- 6.5 The project would result in the net reduction of 52 FTE jobs at the local level due to improved operational efficiency and a reduced requirement for maintenance. The Sea Cadets would also experience a minor adverse impact during the construction phase when any water based activities would need to be carried out elsewhere. However, subject to employment and training opportunities being secured in the s106 obligations in accordance with the Council's Section 106 SPD, the impacts are considered to be neutral.

Inspector's Response

The overall net loss of jobs is acknowledged as is the temporary disruption to the Sea Cadets albeit the provision of an improved facility as part of the EcoPark House would result in net benefit to them. It is also noted that the proposed development does not create any direct impact on the existing population or lead to an increased demand for housing or infrastructure such as school places or health care needs. The project would also provide benefits to the community through the provision of the EcoPark House. The Inspector concluded that there

would be no significant socio-economic impacts arising from the proposed development.

Flood Risk

- 6.6 The lpa raised concerns regarding potential adverse impacts arising from the incorrect approach to SuDs as part of the overall strategy for the Temporary Laydown Area together with a lack of commitment for the reinstatement of the area to be associated with the flood storage needs for the Meridian Water regeneration proposals.

Inspector's Response

The Inspector was satisfied having regard to the proposed flood mitigation strategy for Meridian Water and the timescale associated with the development that there would be no significant effects on flood risk subject to the relevant mitigation measures during construction committed to in the Code of Construction Practice and those set out in the Environmental Commitments and Mitigation Schedule.

Visual Impacts

- 6.7 There are some concerns regarding the detailed design of the proposed development with particular regard to the proposed hard surfacing treatment of the vacant space following demolition of the existing Energy from Waste facility. The proposed observation platform on top of the Tipping Hall is also of concern where this disrupts the visual pattern of dropping down in height and massing of the other two elements of the Energy Recovery Facility. There is also a need for a commitment (in the Design Codes Principles) to the use of high quality materials with no overriding caveat that the decisions on this are driven by costs at the expense of other factors.

Inspector's Response:

Implementing the proposed development requires the construction of the RRF and ERF continuing to operate alongside the existing EfW for a transitional period before demolition of the EfW. This would then leave a cleared site which is referred to in several places in the application documents as becoming available for future waste-related development at the end of implementation in 2027. Until such firm proposals arise, this site would be temporary hardstanding. Both the LVRPA and LBE raised concerns about the intentions for this open space within the heart of the future EcoPark as it would be a significant feature clearly visible from the elevated section of the A406 North Circular Road.

LBE asked the Design Code Principles document should be amended to provide for a better outcome for this large expanse. The outcome is an agreement reflected in the SoCG with LBE that the site would be

temporarily landscaped by trees in planters around the boundary to improve the visual appearance and reduce the prospect of it becoming an unused site and therefore potentially an eyesore (REP3-021). Given that eventual development proposals for this site would be a matter for LBE to consider, I conclude that this is a reasonable situation.

In relation to the outstanding matter of the proposed viewing platform objected to by LBE, I accept the applicant's view that a structure is needed in this location in any event to house the lift core required to provide level access by staff to the offices and control room. The provision of a viewing platform would offer visitors new views over the Lee Valley and towards central London. In terms of scale, the size of the proposed viewing platform would be 17m by 13m and up to 6m above the height of the tipping hall. From the photomontages and illustrations supplied as part of the application, I conclude that this would not be a dominant feature, and in my judgement its potential benefits outweigh the concerns raised by LBE.

In my view, the design approach does not start from a blank canvas as the site is already developed and has been used for waste management purposes for many years. The proposed development would result in the complete redevelopment of the existing EcoPark site, and therefore the opportunity would arise to design a scheme which is much more attuned to the local context with greater attention paid to a coherent approach to appearance and materials. That being said, the proposed ERF would be of considerably greater bulk (20m higher) than the EfW and associated buildings it would replace.

I conclude however that the applicant has carried out a comprehensive and systematic appraisal of the design challenges posed by the proposed development. The resulting approach of the Design Code Principles secured by requirement 4 of the draft DCO offers the prospect of achieving an outcome of high design standard.

7. Modifications to the Order

7.1 The order has been amended by the SoS as outlined below:

- i) Amendment of the wording in relation to the capacity of the generating station in Schedule 1 (authorised development) to remove the reference to a minimum capacity and to instead refer to a maximum capacity of 70MWe. The environmental statement refers to a capacity of around 70MWe but the Secretary of State considers that it is appropriate to include a maximum figure and has included 70MWe as this has been assessed in the environmental statement.
- ii) Amendments of Schedule 13 (protective provisions), Part 5 (for the protection of National Grid as electricity and gas undertaker)

to reduce the period to exercise Compulsory Acquisition Powers from 7 years to 5 years as it was not considered justified and to reflect the outcome of the Secretary of State's consultation on this matter and to ensure that there will be no serious detriment to the carrying on of their undertaking as a result of the exercise of CA powers in the Order.

- iii) Amendments to Article 12 (public rights of way) to reflect to allow for the new footpath in plot 21 to be temporarily stopped up or diverted on request of National Grid to allow works under the North London Reinforcement Order to be carried out. The powers are to be subject to the control of the relevant public authorities
- iv) Amendments to Article 20 (time limit for exercise of authority to acquire land compulsorily or use land temporarily) to reflect the outcome of the Secretary of State's consultation on the appropriate time limit for the exercise of compulsory acquisition powers (see paragraph 4.15).
- v) Amendments to Article 34 (arbitration) to provide that, failing agreement between the parties, the Secretary of State is to appoint an arbitrator.
- vi) Amendments to requirement 18 (combined heat and power) to align with combined heat and power policy (EN-1) which requires applications for thermal generation stations applied for under the 2008 Planning Act should include CHP.
- vii) Removal of what was Article 22 (statutory authority to override easements and other rights) in the ExA's recommended Order as the Secretary of State considers that this unnecessarily duplicates section 158 (nuisance: statutory authority) of the 2008 Act.
- viii) Amendments to Article 23 (application of the Compulsory Purchase (Vesting Declarations) Act 1981 to reflect the fact that sections 3 and 5(1) of that Act have been repealed.

8. S106 AGREEMENT

8.1 The principal obligations secured through the agreement are outlined below:

- i) Prior to the commencement of the proposed development the applicant must submit a local employment strategy to LBE, which the project contractor and operator of the ERF will be responsible for implementing;

- ii) The project contractor will provide 100 Apprenticeships offered to a person ordinarily resident in the local area, each with a duration of 12 consecutive months at a minimum of 30 hours per week during the construction and demolition period in accordance with the approved employment strategy. The apprenticeship will receive a paying wage in accordance with industry norms;
- iii) The developer or project contractor is required to provide 225 on-site skills training placements (for a duration of 1 week) offering relevant skills training in various sectors during the construction and demolition period;
- iv) The owner/ developer is required to submit an apprenticeship and training report every 12 months during and at the end of the each of the initial construction phase, the ERF construction phase and the EfW demolition phase respectively;
- v) If the apprenticeship provision is not provided in accordance with the approved strategy for each relevant phase the owner will be obligated to pay a financial contribution of the sum of £10,000 for each 12-month apprenticeship not provided;
- vi) If the on-site skills training placements have not been provided at the end of each demolition phase, the owner/ developer must pay a contribution of £520 for each of the 225 placements not provided;
- vii) The project contractor must submit a local labour report at various intervals following the commencement of the proposed development, and the operator of the ERF must do likewise during the operational phase;
- viii) The operator must provide heat to the Lee Valley Heat Network; if the heat off take agreement has not been agreed prior to the date of full commercial operations, the applicant or LWL will be required to make available technical and non-commercially sensitive information regarding the heat output from the ERF to a developer who wishes to become a heat off taker;
- ix) LWL must submit a construction travel plan before commencement of the proposed development and an operational travel plan prior to the full commencement of operations;
- x) Before the full commercial operations date, the applicant or LWL must submit a servicing management plan for non-waste deliveries;

- xi) A contribution by the applicant or LWL to costs associated with pedestrian and cycle improvements and safety audits; and
- xii) LBE to enter into a planning performance agreement in relation to the proposed development.

9 INSPECTORS ASSESSMENT

9.1 Overall, the Inspector considered there were only a limited number of adverse impacts

- (1) the potential for wind effects at ground level around the proposed ERF;
- (2) a temporary visual impact during construction of the proposed ERF and demolition of the existing EfW;
- (3) the proposed ERF would be larger and more visually prominent than the EfW it replaces;
- (4) the loss of a small area of SMINC;
- (5) a temporary impact on breeding linnet during the use of the temporary laydown area;
- (6) an overall net reduction of operational jobs; and
- (7) the use of the site to the east of the River Lee Navigation for the temporary laydown area would be inappropriate development and therefore harmful to the MGB.

9.2 Some of these adverse impacts the Inspector concluded can be mitigated through the mechanism of the CoCP during construction, for example (2), whilst even if there is no feasible mitigation the adverse impact is temporary, for example (5). Others he felt could be dealt with as designs for the permanent structures are produced, bearing in mind the application of the Design Code Principles, for example (1) and (3). The loss of a small area of SMINC (4) would be offset by the enhancement of habitats along Lee Park Way and landscaping proposed elsewhere within the SMINC which falls within the application site. It was also considered that the overall loss of 50 operational jobs (6) needs to be seen in the context of the scale of the local labour market, the generation of substantial employment opportunities during the construction stages, and the measures to promote employment and training opportunities secured through the DCOB.

9.3 This left the impact of the land proposed for the temporary laydown area site on the green belt as the most significant adverse impact (7). The Inspector accepted the temporary laydown area constituted inappropriate development, which is by definition harmful. He then sought to identify considerations which might exist to outweigh this potential harm and represent very special circumstances.

9.4 The very special circumstances were identified as:

- the whole project is by definition of national significance, the output of which would contribute to the renewable energy generation targets in line with NPSs EN 1 and 3;
- the proposed development cannot be implemented unless a construction site is found outside the EcoPark;
- there is no feasible alternative to the proposed site to the east of the River Lee Navigation in the MGB for the temporary lay down area, on the basis of the criteria the applicant has established; and
- the site would be used only temporarily, albeit for perhaps 11 years, and its restoration to a cleared open site under the provisions of article 27(5) of the draft DCO would see the harm addressed

9.5 With reference to the above and the need for the project, it was concluded there was clear justification for granting the DCO which the SoS agreed with.

Background Papers

None