

MUNICIPAL YEAR 2014/2015 REPORT NO.

ACTION TO BE TAKEN UNDER DELEGATED AUTHORITY

PORTFOLIO DECISION OF:

Cabinet Member for Environment
and Community Safety

Contact officer and telephone no:

Dave Oxley 020 8379 3553

E mail: traffic@enfield.gov.uk

Agenda – Part: 1	KD Num: N/A
Subject: Raleigh Road, Sydney Road, Essex Road & Tiptree Close - Proposed Amendments to Enfield Town Controlled Parking Zone	
Wards: Town	

1 EXECUTIVE SUMMARY

- 1.1 This report presents a summary of the response to a statutory consultation undertaken in October 2013 on a proposal to amend the Controlled Parking Zone (CPZ) in the residential area of Enfield Town. It includes the response of Council Officers to the comments received.
- 1.2 The proposals that are the subject of this report are the extension of CPZ operating hours in Raleigh Road, Sydney Road, Essex Road, and Tiptree Drive to include Sundays, whilst maintaining the 8am to 6.30pm operating time. To deliver this proposal requires the creation of an Enfield Town CPZ sub-zone with separate, and non-interchangeable, residents' permits.
- 1.3 The proposals further include the introduction of additional double yellow line junction protection at each end of Raleigh Road, the introduction of additional double yellow lines at the western end of Essex Road, and the conversion of an existing 'free' parking bay on Essex Road into a residents' parking bay.
- 1.4 The first proposal for the scheme was made by the Council on receipt of a petition from residents in Sydney Road requesting the extension of operating hours of the existing CPZ to include Sundays and evening periods. An initial public consultation exercise demonstrated support from residents for the extension of operating hours to include Sundays, but not to include the evening period.
- 1.5 This report seeks approval to implement the proposal to extend the CPZ operating hours in Raleigh Road, Sydney Road, Essex Road, and Tiptree Drive to include Sundays through the introduction of a separate sub-zone, and to introduce additional yellow line markings and conversion of a 'free' bay in Essex Road to a residents' only parking bay.

2. RECOMMENDATIONS

- 2.1 To implement the proposed extension to the operating hours of the Enfield Town CPZ in the area of Raleigh Road, Sydney Road, Essex Road, and Tiptree Drive, through the introduction of a separate sub-zone, and to make changes to the layout of the parking controls in these streets as per the plan distributed to residents in October 2013 (shown in Appendix A), that includes:-
- 2.2 The introduction of additional double yellow line junction protection at each end of Raleigh Road;
- 2.3 The introduction of additional double yellow lines at the western end of Essex Road; and
- 2.4 The conversion of an existing 'free' parking bay on Essex Road into a residents' parking bay

3. BACKGROUND

- 3.1 The Council received a petition from residents of Sydney Road in March 2012 asking for a review of the hours of operation of the existing CPZ (currently Monday to Saturday, 8am to 6.30pm). The petition suggested that parking conflicts occur outside the current hours of operation making it difficult for residents to park. The petition requested that the operating hours are extended to include Sundays and the early evening period, from 6.30pm to 8pm. JMP Consultants Ltd were commissioned by the Council to assess the requirement and consult on possible changes to parking controls with residents.
- 3.2 An initial on-street parking beat survey was undertaken in the study area to assess parking stresses outside of the current CPZ operating hours (on Sundays and evenings). The survey results concluded that there is a significant level of non-residential on-street parking occurring on Sydney Road, Essex Road and, to a lesser degree, Raleigh Road. Along with the residential parking demand, this creates an overall level of demand that, at certain times of the day, exceeds the level of formal parking provision in each street.
- 3.3 Based on the survey finding, a series of outline options for improving parking provision in the area were developed and presented for initial consultation. Three options were presented for consideration, as follows:
 - i. Extend the operating hours of the CPZ to 7 days a week, 8am to 8pm
 - ii. Extend the operating hours of the CPZ to 7 days a week, 8am to 6.30pm
 - iii. Maintain the existing operation of the CPZ, Monday to Saturday, 8am to 6.30pm
- 3.4 The consultation responses indicated no majority support for extending the operation of the CPZ to 7-days a week and from 8am to 8pm. There was, though, considerable support for the extension of the CPZ to 7-days a week,

whilst maintaining the current operating hours. Based on the support demonstrated from the Stage 2 public consultation survey, formal proposals were developed to amend the existing parking controls within the Sydney Road / Raleigh Road area. The proposals included:

- Extending the operating hours of the CPZ to include Sundays but maintain the 8am to 6.30pm operating time;
- Introduction of additional double yellow line junction protection at each end of Raleigh Road;
- Introduction of additional double yellow lines at the western end of Essex Road at the entrance to the park;
- Conversion of an existing 'free' parking bays on Essex Road into a residents' parking bay

3.5 A statutory consultation was conducted in October 2013 with a questionnaire sent to all properties in Raleigh Road, Sydney Road (including Tower Point), Essex Road, and Tiptree Drive, as well as adjacent properties in Cecil Road, London Road and Frobisher Mews (349 properties). A summary of the responses is provided in Section 4.

4. ENFIELD TOWN CPZ QUESTIONNAIRE RESPONSE

4.1 This section of the report presents the results of the statutory consultation process relevant to the extension of CPZ operating hours in Raleigh Road, Sydney Road, Essex Road, and Tiptree Drive. A consultation leaflet was sent to 349 properties within both the direct area affected and adjacent properties. Around 40% of questionnaires went to Tower Point residents who, under planning conditions attached to the development, are ineligible for any form of CPZ parking permit.

4.2 A total of 63 completed questionnaires were returned, 18% of all addresses within the consultation area. The response rate from Tower Point residents was only 5%. The response rate from all remaining residents was 28%, considered acceptable for this type of survey.

4.3 The consultation leaflet distributed to households is provided in Appendix B. This asked two specific primary questions, as follows:

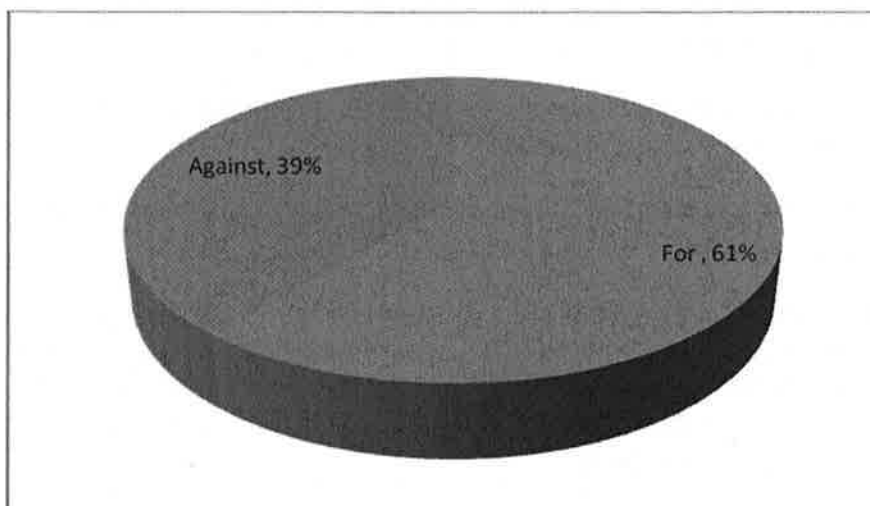
- Q1: Do you support the proposed extension of the CPZ operation in Sydney Road, Raleigh Road, Essex Road and Tiptree Drive to include Sundays and Bank Holidays? (Yes/No)
- Q2: Do you support the proposed additional layout changes (double yellow lines and new residents' parking bays) in Raleigh Road and Essex Road? (Yes/No)

4.4 Respondents were also given the opportunity to provide comments to support their answer to the primary questions and were invited to write, e-mail or telephone to provide additional information or discuss the proposals in more

detail. Each questionnaire form was personalised with each properties address permitting identification of responses.

- 4.5 Q1 of the questionnaire asked residents if they approved of the extension of the CPZ operating hours to include Sundays. The results are presented in Figure 1 and Table 1.

Figure 1: Do you Sunday Parking restrictions in your street?



- 4.6 Over 60% of respondents indicated that they agreed with the proposal to extend the operating hours of the CPZ to include Sundays.

Table 1: Breakdown of Support for Sunday Restrictions

Street	Sample	Support	Against
Raleigh Road	32	72%	28%
Frobisher Mews	2	100%	0%
Sydney Road *	2	100%	0%
Essex Road	11	64%	36%
Tiptree Drive	4	25%	75%
Cecil Road	3	67%	33%
London Road	1	0%	100%
Tower Point	8	25%	75%
Other Streets	1	0%	100%
Total	63	61%	39%
Sub-Total **	55	71%	29%

* excludes Tower Point residents

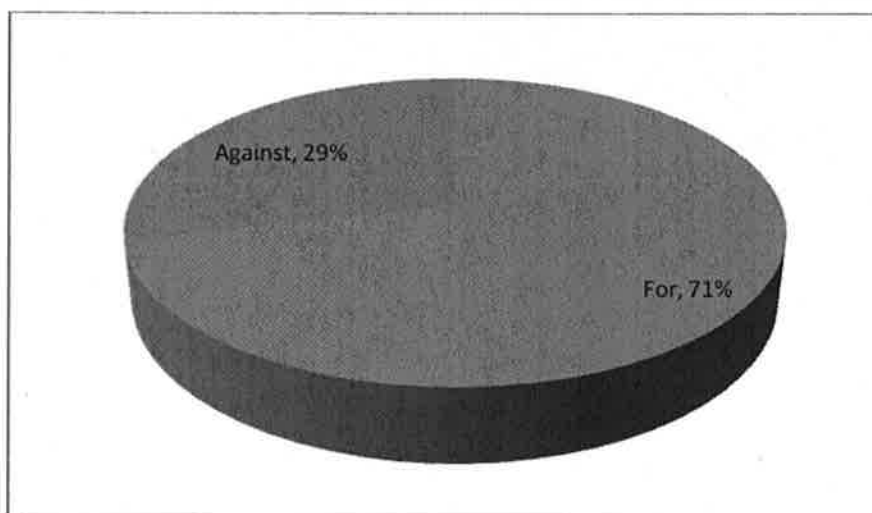
excludes other streets

- 4.7 The results indicate that support is greatest amongst residents within Sydney Road and Frobisher Mews, albeit the absolute number of responses were very low. The majority of residents in Raleigh Road, Essex Road and Cecil Road are

also in support. Respondents from Tiptree Drive and London Road were generally against the scheme, as were respondents living in Tower Point.

- 4.8 Responses from Enfield Town residents living outside the proposed sub-zone indicated that they were against the scheme as it would prevent them parking in the area. If all the responses from residents who would be ineligible for a sub-zone permit are excluded, then the level of support for the scheme increases from 61% to 71%.
- 4.9 Q2 of the questionnaire asked residents if they approved of the introduction of additional double yellow lines and new residents' parking bays in the study area. The support for additional double yellow lines is presented in Figure 2 and Table 2.

Figure 2: Do you support the introduction of additional double yellow lines?



- 4.10 Over 70% of respondents indicated that they agreed with the introduction of additional double yellow lines.

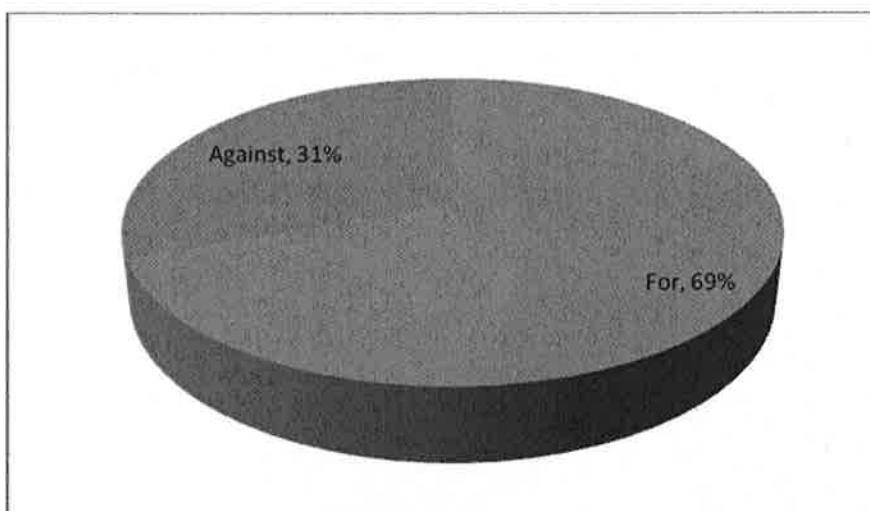
Table 2: Breakdown of Support for Additional Double Yellow Lines

Street	Sample	Support	Against
Raleigh Road	31	81%	19%
Frobisher Mews	2	100%	0%
Sydney Road *	2	100%	0%
Essex Road	11	82%	18%
Tiptree Drive	4	50%	50%
Cecil Road	3	67%	33%
London Road	1	0%	100%
Tower Point	8	25%	75%
Total	62	71%	29%
Sub-Total *	54	78%	22%

* excludes Tower Point residents

- 4.11 The results indicate that the overwhelming majority of respondents from Raleigh Road, Frobisher Mews, Sydney Road and Essex Road support the introduction of the double yellow lines
- 4.12 The support for the conversion of the 'Free' bay in Essex Road to a residents' parking bay is presented in Figure 3 and Table 3.

Figure 3: Do you support the conversion of the 'Free' bay to a Residents' Bay?



- 4.13 Just under 70% of respondents indicated that they agreed with the conversion of the 'free' bay on Essex Road into a residents' parking bay.

Table 3: Breakdown of Support for Conversion of 'Free' Bay

Street	Sample	Support	Against
Raleigh Road	31	77%	23%
Frobisher Mews	2	100%	0%
Sydney Road *	2	100%	0%
Essex Road	11	82%	18%
Tiptree Drive	4	50%	50%
Cecil Road	3	67%	33%
London Road	1	0%	100%
Tower Point	8	25%	75%
Total	62	69%	31%
Sub-Total *	54	76%	24%

* excludes Tower Point residents

- 4.14 The results indicate that the overwhelming majority of respondents from Raleigh Road, Frobisher Mews, Sydney Road and Essex Road support the conversion of the free bay on Essex Road to a residents' bay.

OTHER COMMENTS RECEIVED

4.15 All comments received from residents, including those recorded in Q1 and Q2 of the questionnaire, were collated and categorised. The consultation received three additional emails, letters and telephone calls. The main comments received, and the officer responses, are as follows:

- The comment that the new sub-zone Enfield Town CPZ permit will restrict the ability of residents to parking elsewhere in Enfield Town.

Officer response: Without the introduction of a new sub-zone permit all residents' within Enfield Town would still be able to park in the sub-zone on a Sunday and so parking conflicts could remain.

- The comment the scheme will prevent residents from outside the sub-zone from parking in the area.

Officer response: The scheme is designed to minimise parking conflicts in the area and give priority to residents.

- The comments that the CPZ operating hours should also be extended in the evenings.

Officer response: The initial consultation exercise clearly demonstrated that there was not majority support for extending the CPZ operating hours later into the evening.

- The comment about not wishing to pay for the additional cost of visitor permits on Sundays.

Officer response: The scheme is designed to prioritise parking for residents and make it easier for them to park. This should also make it easier for their visitors to find car parking spaces.

- The comment that the public should be able to come and park for free on Sundays to use the park.

Officer response: The scheme is designed to prioritise residents parking over non-residents. The Council is also committed to encouraging sustainable travel to public facilities.

- The comment that car parking demand should be managed by only allowing one parking permit per household.

Officer response: The Council recognises that individual households have different requirements for parking and that a limit of a single permit per household would be unfair. However, we encourage low car ownership through the permit pricing structure that increases the cost of each additional permit.

- The comment requesting additional double yellow lines along the north side of Essex Road.

Officer response: The existing single yellow line restrictions prevent parking throughout daytime during the week. The extension of the CPZ operating hours will mean that these restrictions are enforceable on Sundays as well.

- The comment that the removal of the 'free' parking bay was simply an additional way for the Council to make money.

Officer response: The scheme is designed to prioritise resident parking in the area and the conversion of the 'free' bay to a residents' only parking bay provides additional parking capacity for residents.

5. STAKEHOLDER ENGAGEMENT

5.1 In addition to residents in the area, the consultation leaflets were distributed to the following stakeholders by email:

- Simon Wickenden (Metropolitan Police);
- Leslie Bowman (London Fire Brigade);
- Robert Taylor (Federation of Resident Associations in Enfield);
- Mark Rudding (Enfield Business and Retail Association);
- Janice Lyons (London Ambulance Service);
- Peter Campbell (North London Chamber of Commerce);
- Enfield Disability Association;
- Ward Members;

5.2 A comment was received back from Metropolitan Police who stated they supported the extension of the CPZ operating hours to Sundays. No other comments were received from these stakeholders.

6. CONCLUSIONS

6.1 As a result of all the feedback received, the Council have drawn the following conclusions with regard to the CPZ proposal sent to statutory consultation:

- The existing CPZ operating hours should be extended for the area of Raleigh Road, Sydney Road, Essex Road, and Tiptree Drive to include Sundays, with the same operational times as the existing CPZ (8am to 6.30pm).
- The physical layout of the CPZ should be amended as shown in the consultation plans in Appendix A.

7. ALTERNATIVE OPTIONS CONSIDERED

- 7.1 **Do nothing** – this option would mean that residents and their visitors would continue to experience parking problems in Raleigh Road, Sydney Road, Essex Road, and Tiptree Drive on Sundays.
- 7.2 **Extend CPZ hours to include Sundays and evening (8am to 8pm)** – the initial consultation analysis indicated that there was insufficient support from local residents for the extension of the CPZ operating hours in the evenings.

8. REASONS FOR RECOMMENDATIONS

The proposed extension to the operation hours of the existing Enfield Town CPZ in Raleigh Road, Sydney Road, Essex Road, and Tiptree Drive will benefit the residents of the area by deterring non-residents from parking in their streets on Sundays, and has the support of the majority of residents within the proposed extension area.

9. COMMENTS OF THE DIRECTOR OF FINANCE AND CORPORATE RESOURCES AND OTHER DEPARTMENTS

9.1 Financial Implications

The estimated cost for implementing the proposed extension to the CPZ operating hours to include Sunday is £10,000 and this will be met from the Florence Avenue Car Park section 106 funding.

9.2 Legal Implications

- 9.2.1 Under Section 39 Road Traffic Act 1988 the Council has duties to promote road safety, to monitor road traffic accident locations and to take measures to prevent such accidents. This includes the improvement of roads, the movement of road traffic and traffic restrictions. The proposed restrictions are in accordance with the discharge of those duties.
- 9.2.2 Regulations prescribe the procedure to be followed in making a Traffic Management Order and require consultation with specified persons, publication of proposals in the local press and giving adequate publicity as appropriate by, for example, the display of notices or the delivery of letters to premises likely to be affected by any provision of the Order.
- 9.2.3 Before making an Order the Council as the Order making Authority must conscientiously take into account and consider all objections made and not withdrawn, in accordance with the Regulations.

9.3 Property Implications

None identified.

10. KEY RISKS

None identified.

11. IMPACT ON COUNCIL PRIORITIES

11.1 Fairness for All

Extensive consultation has been undertaken on the proposed measures to ensure that the views of all stakeholders have been taken into account in a fair and consistent way.

11.2 Growth and Sustainability

By reducing the ability of non-residents, including shoppers, to park in the area it will encourage people to use public transport and hence support the aim of encouraging the use of more sustainable means of travel.

11.3 Strong Communities

The delivery of the proposed measures has involved working closely with the local community to deliver successful schemes that respond to local needs.

12. EQUALITY IMPACT IMPLICATIONS

Corporate advice has been sought in regard to equalities and an agreement has been reached that an equalities impact assessment/analysis is neither relevant nor proportionate for the approval of the extension of the operating hours of the Enfield Town CPZ in Raleigh Road, Sydney Road, Essex Road, and Tiptree Drive.

13. PERFORMANCE MANAGEMENT IMPLICATIONS

The implementation of this scheme will directly contribute to the Council Business Plan, Outcome 2.5: 'Improved sustainability of transport and reduce its impact on the borough'.

14. HEALTH AND SAFETY IMPLICATIONS

The proposed new restrictions at junctions along Raleigh Road and Essex Road will provide an improved environment for pedestrians by improving accessibility and safety. The proposed extension of the CPZ operating hours will enable residents to park closer to their properties on Sundays thereby improving their individual safety.

15. PUBLIC HEALTH IMPLICATIONS

The extension of parking controls in the area will discourage people from driving to the area and encourage them to take up more sustainable and active modes of transport.

Background Papers

None

Appendix A

Statutory consultation CPZ leaflets, including plans

Key to Map

Resident Parking Bays

Resident/ Pay & Display Parking Bays

Both above parking bays to operate Mon-Sun
8am - 6.30pm instead of Mon - Sat 8am - 6.30pm

Proposed Double Yellow Lines

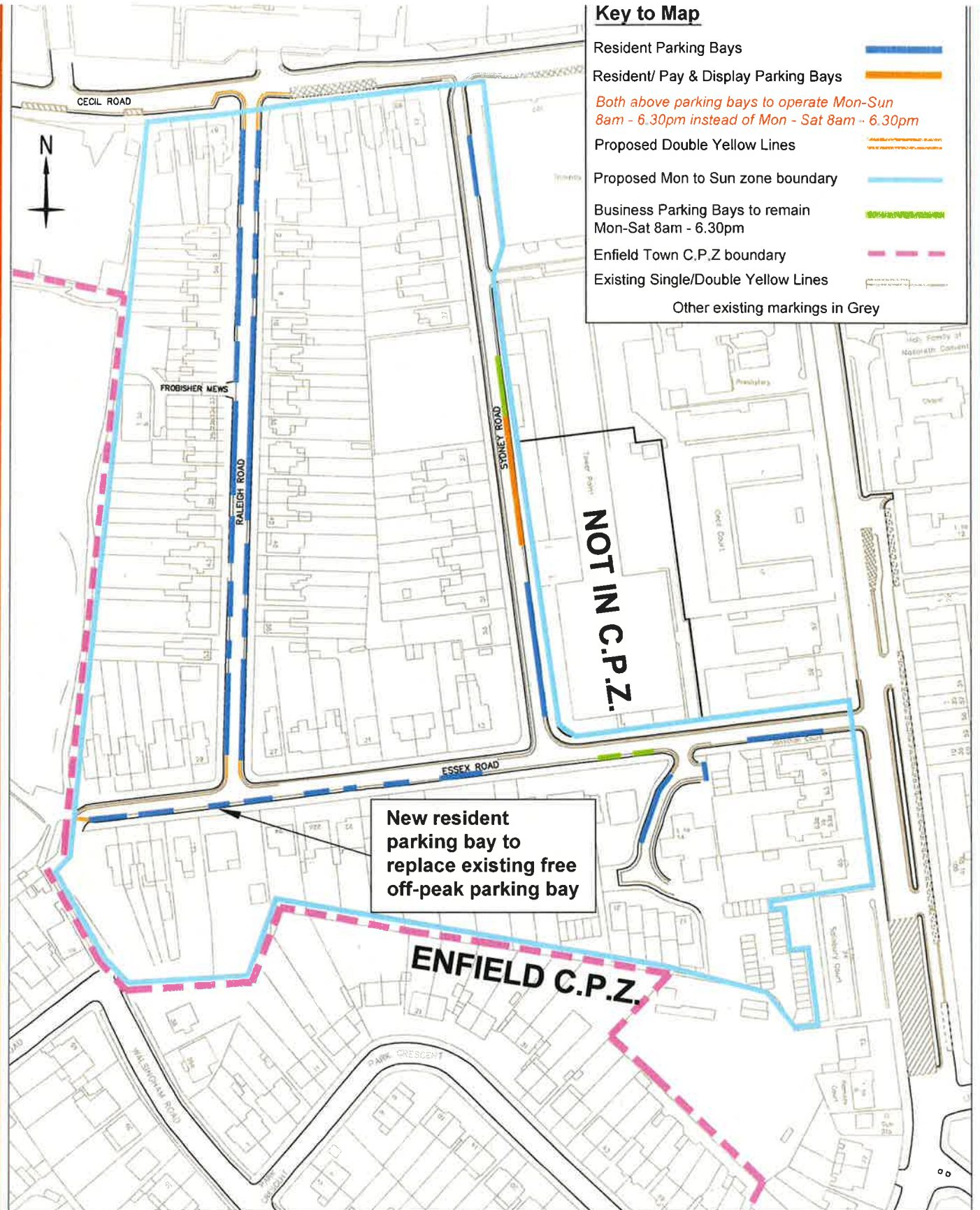
Proposed Mon to Sun zone boundary

Business Parking Bays to remain
Mon-Sat 8am - 6.30pm

Enfield Town C.P.Z boundary

Existing Single/Double Yellow Lines

Other existing markings in Grey



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London Borough of Enfield
LA 086363 2012

X-Reference

None

Scale

1:1250

Drawn

TS

Scheme/File No.

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Drawing No.

LBE-TE/ 2078/13

Date

12/07/13

Checked

Frame Size

A3 Portrait

Rev

Job Title

Enfield Town CPZ
Raleigh Rd/ Sydney Rd/
Essex Road Area

Drawing Title

Change of operational hrs
of parking bays &
additional yellow lines



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Sydney Rd/Raleigh Rd Area Parking Proposals

Statutory Consultation Document



Improving Parking Provision in the Sydney Road / Raleigh Road Area

As part of continual measures to improve parking for residents and businesses, the London Borough of Enfield has been conducting a review of on-street parking in Sydney Road, Raleigh Road, Essex Road and Tiptree Drive. These streets currently form part of the Enfield Town Controlled Parking Zone (CPZ) that controls parking on Mondays to Saturdays, 8am to 6.30pm.

In 2012, we received a petition from residents of Sydney Road asking for a review of the hours of operation of the CPZ. The petition suggested that parking conflicts occur outside the current hours of operation making it difficult for residents to park. The petition requested that the operating hours are extended to include Sundays and the early evening period, from 6.30pm to 8pm.

Previous Consultation and Surveys

A consultation exercise was undertaken in January 2013 to obtain the views of local residents on parking on Sundays and after 6.30pm in the evening. The results demonstrated majority support for extending the hours of operation of the CPZ to include Sundays, but lower levels of support for parking controls after 6.30pm in the evening.

On-street parking surveys were also undertaken in the area and identified relatively high levels of parking in Sydney Road and Raleigh Road on Sundays, as well as notable levels of parking activity associated with non-residential activities in Sydney Road and Essex Road during the early evening period.

Based upon the findings of the consultation exercise, and the parking survey, there appears to be strong evidence for extending the hours of operation of the CPZ to include Sundays, but not evenings.

We would strongly encourage you to make your views known as we will only be able to make a decision whether or not to proceed based upon the responses we receive back. Please use the FREEPOST questionnaire on the back page.

www.enfield.gov.uk



2 If you need this document in another language or format call Customer Services on 020 8379 3469, or email enfield@enfield.gov.uk

INSTRUCTIONS:



Fold along dotted lines and tuck in this flap as indicated and post.
(No stamp is needed)
Please do not insert anything inside or seal in any way

second fold here

first fold here

third fold here and tuck into flap opposite

Address line 1
Address line 2
Address line 3
Postcode

2

Business Reply
Licence Number
RTEL-LYKR-RBXE

Sydney Rd/Raleigh Rd /
ST13199
JMP Consultants Ltd
16-18 Monument Street
London
EC3R 8AJ

Statutory Consultation Questionnaire

1 Do you support the proposed extension of the CPZ operation in Sydney Road, Raleigh Road, Essex Road and Tiptree Drive to include Sundays and Bank Holidays?

☐ Yes ☐ Partially ☐ No ☐ Don't know

If 'Partially' or 'No' please provide further explanation in the box below

2 Do you support the proposed additional layout changes (double yellow lines and new residents' parking bays) in Raleigh Road and Essex Road?

☐ Yes ☐ Partially ☐ No ☐ Don't know

If 'Partially' or 'No' please provide further explanation in the box below

Statutory Consultation

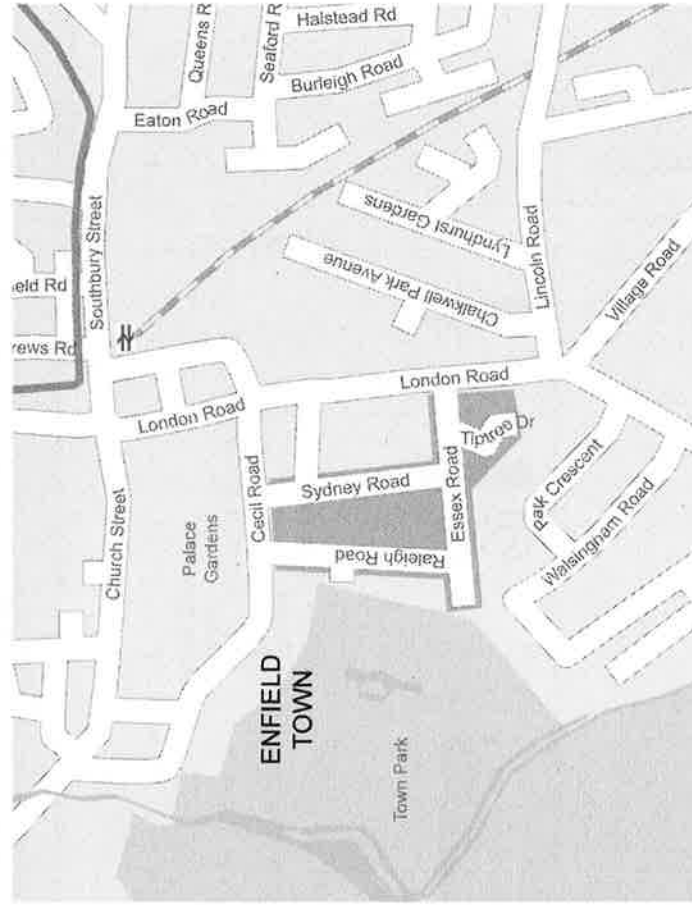
This document represents part of the statutory consultation process for introducing a revised CPZ scheme in the Sydney Road / Raleigh Road area.

Please review the information inside the document that describes the proposed scheme and then send us your views, either via the FREEPOST questionnaire on the back page, or by e-mail or letter (details provided overleaf).

Please return your views by **Wednesday 23rd October** to be included within the statutory consultation process.

Proposed Scheme Operation and Design

Our final scheme design proposes to extend the operation of the Enfield Town CPZ in Sydney Road, Raleigh Road, Essex Road and Tiptree Drive (see map of area below) to Sundays and Bank Holidays, but maintain the current hours of 8am to 6.30pm. The changes will affect all resident and pay & display parking bays, but would not affect business parking bays, which would not operate on Sundays.

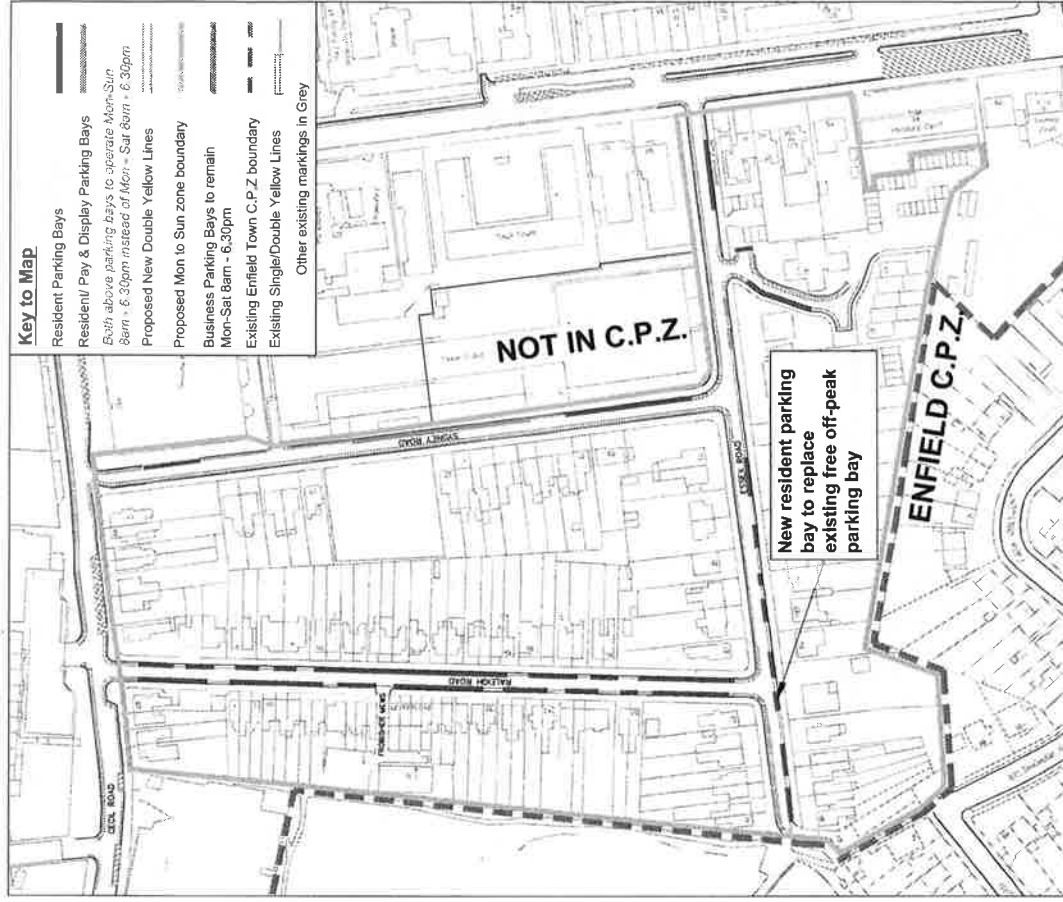


In addition to the changes to the operating hours, we are also proposing a few minor changes to the layout of on-street parking controls, including the introduction of:

- double yellow lines around the junctions at either end of Raleigh Road in order to improve safety
- double yellow lines at the western end of Essex Road across the entrance to the park and in front of No. 40 Essex Road
- an additional residents' parking bay on Essex Road replacing the existing free off-peak parking bay

All of these proposed changes are highlighted on the adjacent drawing

Improving Parking Provision in the Sydney Road / Raleigh Road Area



Your views

To ensure your views are registered, please return your comments by **Wednesday 23rd October 2013**. Please see the instructions on the back page for how to return the questionnaire FREEPOST.

If you would like to provide a more formal objection then written responses should be sent to 'JMP Consultants Ltd, Provident House, 16-18 Monument Street, London, EC3R 8AJ' or e-mailed to jon.bunney@jmp.co.uk. Alternatively, you can phone 020 7868 5208 to speak to a member of the study team to discuss the proposals in more detail.

October 2013

Parking Consultation

The London Borough of Enfield has been examining ways of improving parking provision in Raleigh Road, Sydney Road, Essex Road and Tiptree Drive. In particular, we have been looking at the operational hours of the existing Controlled Parking Zone (CPZ) in these streets.


We have developed a scheme that extends the operation of the CPZ in Raleigh Road, Sydney Road, Essex Road and Tiptree Drive to Sundays and Bank Holidays, but maintains the current hours of 8am to 6.30pm.

To achieve this requires the introduction of a separate parking zone. Residents' parking permits for this new zone will only be valid for parking within the zone and not elsewhere within Enfield Town. Likewise, existing Enfield Town residents' permits will not be valid for parking in Raleigh Road, Sydney Road, Essex Road or Tiptree Drive.

Local residents have been sent detailed information about the scheme and have been invited to submit their views by Wednesday 23rd October 2013.

If you are a resident of this street and you have not received a consultation document you can contact Jon Bunney (jon.bunney@jmp.co.uk) at JMP Consultants Ltd on (020) 7536 8093.

All other enquiries should also be made via the contact details provided above.



MUNICIPAL YEAR 2014/2015 REPORT NO.

DELEGATED AUTHORITY REPORT

PORTFOLIO DECISION OF:

Cabinet Member for Housing and Estate Regeneration and the Cabinet Member for Finance

REPORT OF:

Director - Regeneration and Environment & Director of Finance, Resources and Customer Services

Contact officer and telephone number:
Marc Clark 020 8379 5537

E mail: marc.clark@enfield.gov.uk

Agenda – Part 1:

Item:

Subject: Meridian Water – Project Delivery

Wards: Upper Edmonton & Edmonton Green

Key Decision No: 3931

Cabinet Members consulted:

Cllr Ahmet Oykenner – Cabinet Member for Housing and Estate Regeneration

Cllr Andrew Stafford – Cabinet Member for Finance

1. EXECUTIVE SUMMARY

- 1.1. Cabinet of 9th April 2014 delegated authority (KD: 3827) to the Lead Member for Housing and Estate Regeneration and the Lead Member for Finance, along with the Director - Regeneration and Environment and the Director of Finance, Resources and Customer Services, to finalise the Heads of Terms for certain land purchases.
- 1.2. Delegation also covered work to obtain appropriate Environmental Liability Insurance and secure a satisfactory level of assurance from the Environment Agency in relation to the Council's proposed remediation/development approach to the sites.
- 1.3. Since April 2014 Cabinet, negotiations have been led by Jones Lang LaSalle to finalise the Heads of Terms, which are annexed to Part 2 of this report for final approval.

2. RECOMMENDATIONS

- 2.1. That the Heads of Terms, as annexed to Part 2 of this report, for the acquisition of the sites, are deemed to be satisfactory to the Council;
- 2.2. See Part 2 of this report for further recommendations.

3. BACKGROUND

- 3.1** The Cabinet of 9th April 2014 delegated authority (KD: 3827) to the Cabinet Member for Business and Regeneration, and the Cabinet Member for Finance and Property (or their appropriate successors following the Council election in May 2014) acting with the Director – Regeneration and Environment and the Director of Finance, Resources and Customer Services to develop and finalise the Heads of Terms.
- 3.2** Since April Cabinet, work to finalise the Heads of Terms has been led by the Council's property advisor, Jones Lang LaSalle. This work has resulted in a number of changes to the Heads of Terms, previously reported to Cabinet in April 2014.

Changes to the Heads of Terms

- 3.3** The changes to the Heads of Terms are detailed in Part 2 of this report.

Environment Agency

- 3.4** The approach to be taken in securing a satisfactory level of assurance from the Environment Agency in relation to the Council's proposed remediation/development approach to the sites is detailed in Part 2 of this report.

Environmental Liability Insurance

- 3.5** From the site investigation work to date, insurance can be secured for Contractor's Pollution Liability and Pollution Liability but there are some exclusions. Further site investigation works are proposed to secure removals of exclusions to ultimately get to an insurance position that is acceptable to the Council.

4. ALTERNATIVE OPTIONS CONSIDERED

- 4.1** The following options have been considered:
- Declining the possible purchase of the land potentially available to the Council has been considered, but rejected due to the uncertain timescales associated with their owner bringing the land to market and securing development and consequent benefits for the community.
 - The use of compulsory purchase powers to acquire the land that comprises the opportunity, either as a package or individually has been considered, but this is not the Council's first preference given the negotiations that are currently taking place with the land-owner. This should perhaps be best regarded as a reserve power to be used if the land-owner in question were to, for example, put forward unreasonable (or unduly onerous) terms, such that the purchase proposition would be unlikely to be taken-up in the market.

- Progress without an Exclusivity Agreement was discounted because it is necessary that time is taken to properly investigate the sites.

5. REASONS FOR RECOMMENDATIONS

- 5.1** To provide a greater level of certainty over the timescales associated with the development of three early start sites in Meridian Water and their relationship with significant rail and education infrastructure, and to increase developer and stakeholder confidence in the delivery of the Masterplan.
- 5.2** Acquisition and therefore the control of land within the Meridian Water Masterplan area will help accelerate housing delivery.

6. COMMENTS OF THE DIRECTOR OF FINANCE AND CORPORATE RESOURCES AND OTHER DEPARTMENTS

6.1 Financial Implications

- 6.1.1 Please see Part 2 of this report.

6.2 Legal Implications

- 6.2.1 Comprehensive and specialist legal advice on the HoTs, the Exclusivity Agreement and all other legal aspects of this project has been received from the Council's legal advisors, Nabarro LLP.
- 6.2.2 Previous Cabinet report dated 9 April ("the 9 April Report"), inter alia, delegated authority to the Lead Member for Business and Regeneration and the Lead Member for Finance and Property acting with the Director Regeneration and Environment and the Director of Finance, Resources and Customer Services "to develop and finalise the HoTs, subject to a further portfolio report which will confirm that the HoTs are satisfactory to the Council". Recommendation 2.1 in this report follows from the accords with recommendation 2.3 of the 9 April Report.
- 6.2.3 The Council has general powers, under s1 of the Localism Act 2011, which authorises the Council to do anything that individuals may do, subject to the limitations set out therein: and under s111 of the Local Government Act 1972 which gives a local authority power to do anything which is calculated to facilitate, or is conducive or incidental to, the discharge of any of its functions.
- 6.2.4 The recommendations in this report accord with the Council's powers.

6.3 Property Implications

- 6.3.1 Please see Part 2 of this report.

7. KEY RISKS

7.1 Key risks considered are:

- Taking no action could result in development not coming forward in a timely way, or not in concert with supporting infrastructure that is already in the

pipeline, leaving an undesirable disconnect between the provision of new rail and education infrastructure and the provision of new homes, which is one of the Mayor's key priorities.

- The package of sites have slightly different development prospects and timescales, so there is a risk that the Council could be servicing the loan obtained to fund these purchases for a longer period than first anticipated, thus incurring additional revenue costs, before they could be disposed of, although these may be relatively modest.
- Given the nature of the land, there is a danger that remediation and the removal of redundant structures could take longer to achieve than anticipated, although the further application of due diligence could reduce these particular risks.
- There is a risk that development could be affected by flooding given the provisions of the Strategic Flood Risk Assessment, where some of the land is within a 1:100 year flood risk area. This can be mitigated through the measures set out in the Masterplan and through the implementation of appropriate design solutions. In short this particularly allows for an appropriate amount of flood storage. Providing that proper attention is paid to design, which will be tested by the Environment Agency through the planning process, there is no reason why residential development here should prove any more problematical than anywhere else, in so far as flood-risk is concerned.
- Any land acquired would need to be appropriately managed and secured to provide a satisfactory level of amenity, safety and security.

8. IMPACT ON COUNCIL PRIORITIES

- 8.1** The acquisition of the land described in this report would enable the early development of new homes in Meridian Water in conjunction with the delivery of new education and rail infrastructure. Their subsequent development would be guided by the Meridian Water Masterplan which, amongst other things, seeks to achieve fairness for all, sustainable growth and development of strong communities.

9. EQUALITIES IMPACT IMPLICATIONS

- 9.1** The draft Meridian Water Masterplan was subject to an initial Equalities Impact assessment/Analysis (EqIA) to ensure that consultation promoted equal opportunities. During the master-planning process, demographic data was collected in relation to residents of Edmonton in order to determine which groups to target for community engagement and to also help assess the equalities issues the Masterplan proposals will need to consider.
- 9.2** These issues were summarised in the final EqIA report that was reported to the Local Plan Cabinet Sub-Committee at its 11th September 2013 meeting.

- 9.3** Any further equalities impact issues will be examined at the planning application stage on individual sites.

10. PERFORMANCE MANAGEMENT IMPLICATIONS

- 10.1** Delivery of a comprehensive regeneration scheme at Meridian Water is a corporate priority within the Council's Business Plan for 2012-15. Completion of the Masterplan, and the delivery of phased infrastructure improvements including increased rail services, station improvements and new homes will help to meet Outcome 2.10 of the Business Plan; to improve the quality of life of residents through the regeneration of priority areas and to promote growth and sustainability.

11 PUBLIC HEALTH IMPLICATIONS

- 11.1** There are no Public Health Implications directly arising from this land acquisition.

12. HEALTH AND SAFETY IMPLICATIONS

- 12.1** A component of the Masterplan concerns the need to improve access to healthy living corridors. Meridian Water adjoins the Lee Valley Regional Park, the rivers and open spaces within which offer significant recreational and environmental benefits as do the series of reservoirs immediately to the south of the area. The Masterplan seeks to maximise this potential for existing and new residents by improving east/west and north/south connections through a network of open spaces. Improved connections will help deliver healthy living into the heart of the new development and reconnect the nearby communities with the Park. The Masterplan creates opportunities for formal and informal recreation and leisure, urban agriculture and outdoor learning. It draws the community and landscape together combining healthy living into the daily structure and form of Meridian Water. In accordance with the Core Strategy it required the delivery of new health facilities to support the new communities and suggests these should be located within Meridian Central neighbourhood or where benefits from the co-location of services can most appropriately be realised.

Background Papers

None.

