

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 28 June 2016

Report of

Assistant Director, Planning,
Highways & Transportation

Contact Officer:

Andy Higham
Sharon Davidson
Ms 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

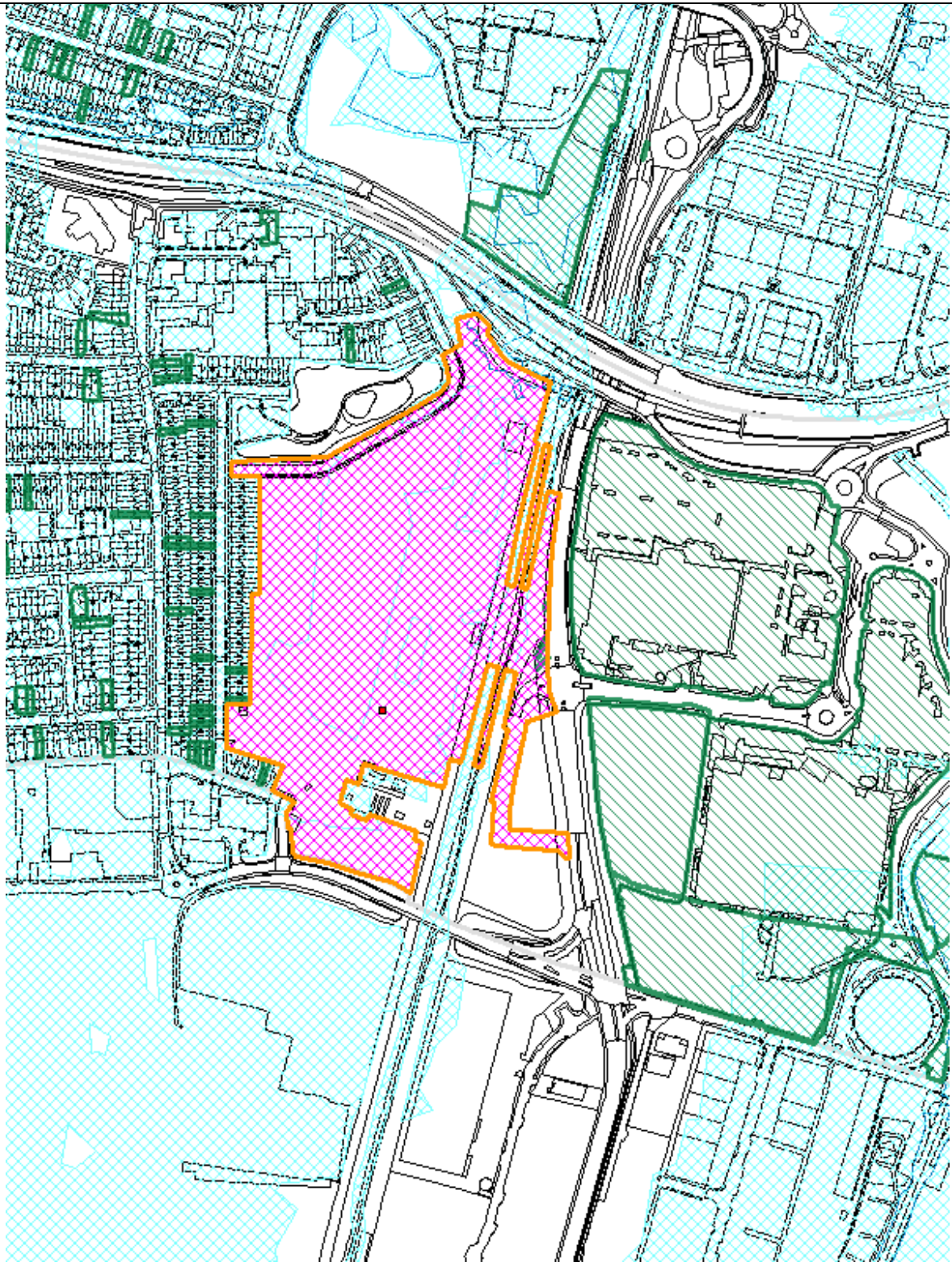
Agent Name & Address:

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.

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



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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.

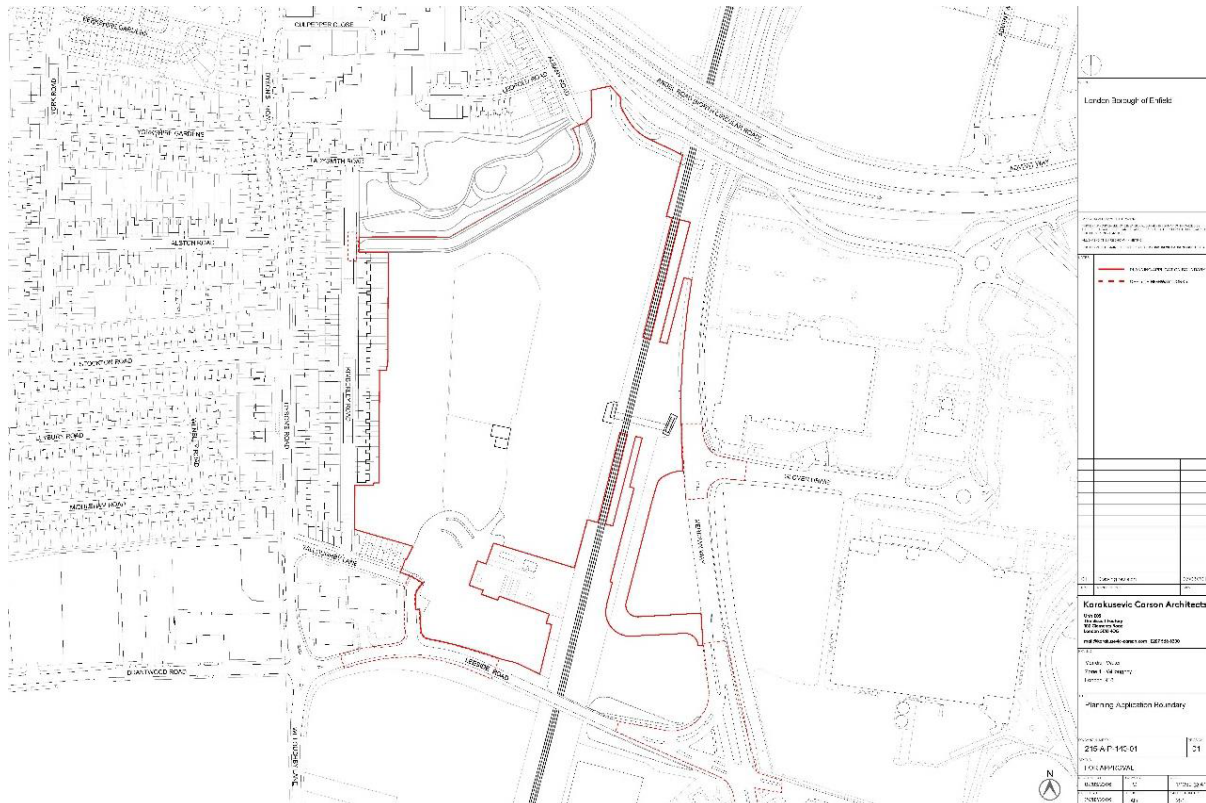


Figure 1 Application site boundary

- 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.

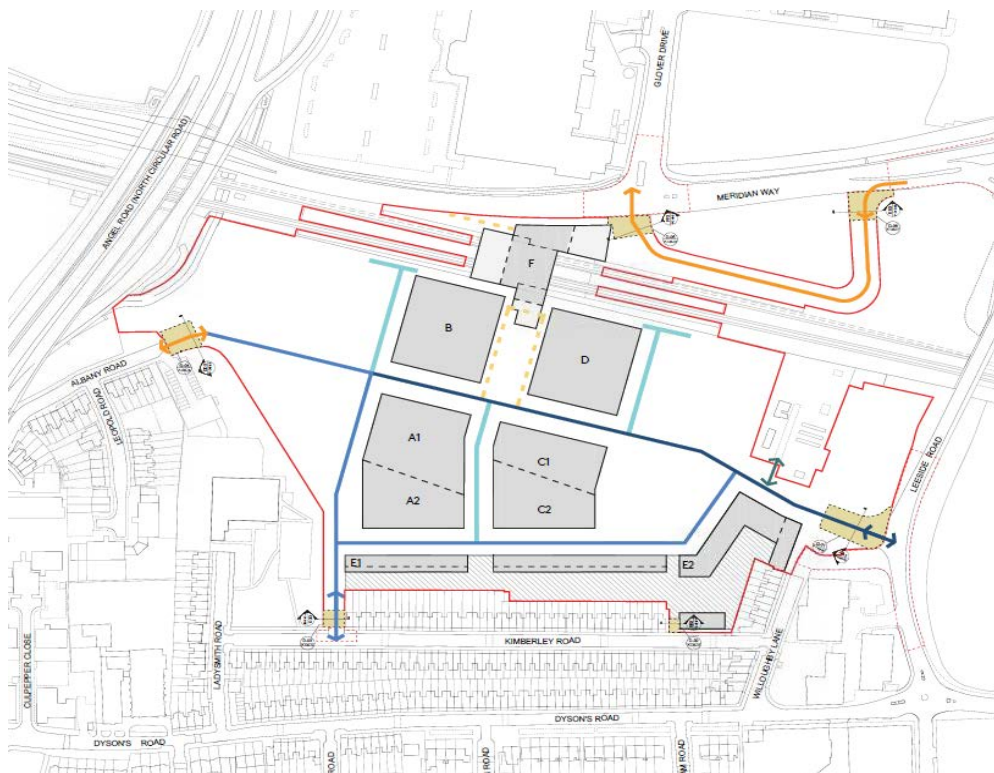


Figure 3 Development plots

- 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.

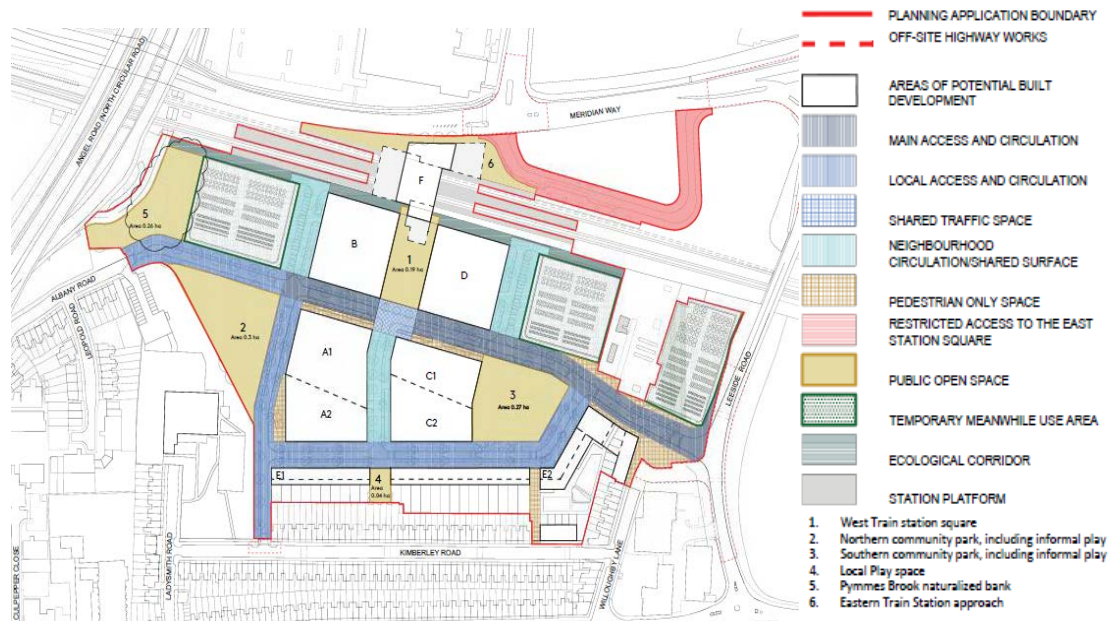


Figure 4 Public Realm Land Use Plan

- 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 be 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%	17%	Up to 15%
	1b2p - 2b3p	241	44%		35 - 45%
	2b4p	162	30%		25 - 35%
	3b4 - 6p	80	15%		Minimum of 15%
	4b6p+	10	2%		
Private Total		545	100%		
Affordable	1b2p	48	27%	49%	20 - 30%
	2b3 - 4p	44	24%		20 - 30%
	3b4 - 6p	79	44%		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.

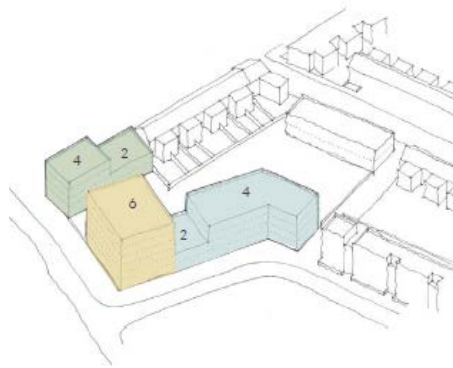


Figure 5 Illustrative visual demonstrating heights of Block E2

- 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.



London Borough of Enfield

PLANNING PERMISSION BOUNDARIES
 SITE WITH PROPOSED PROJECT

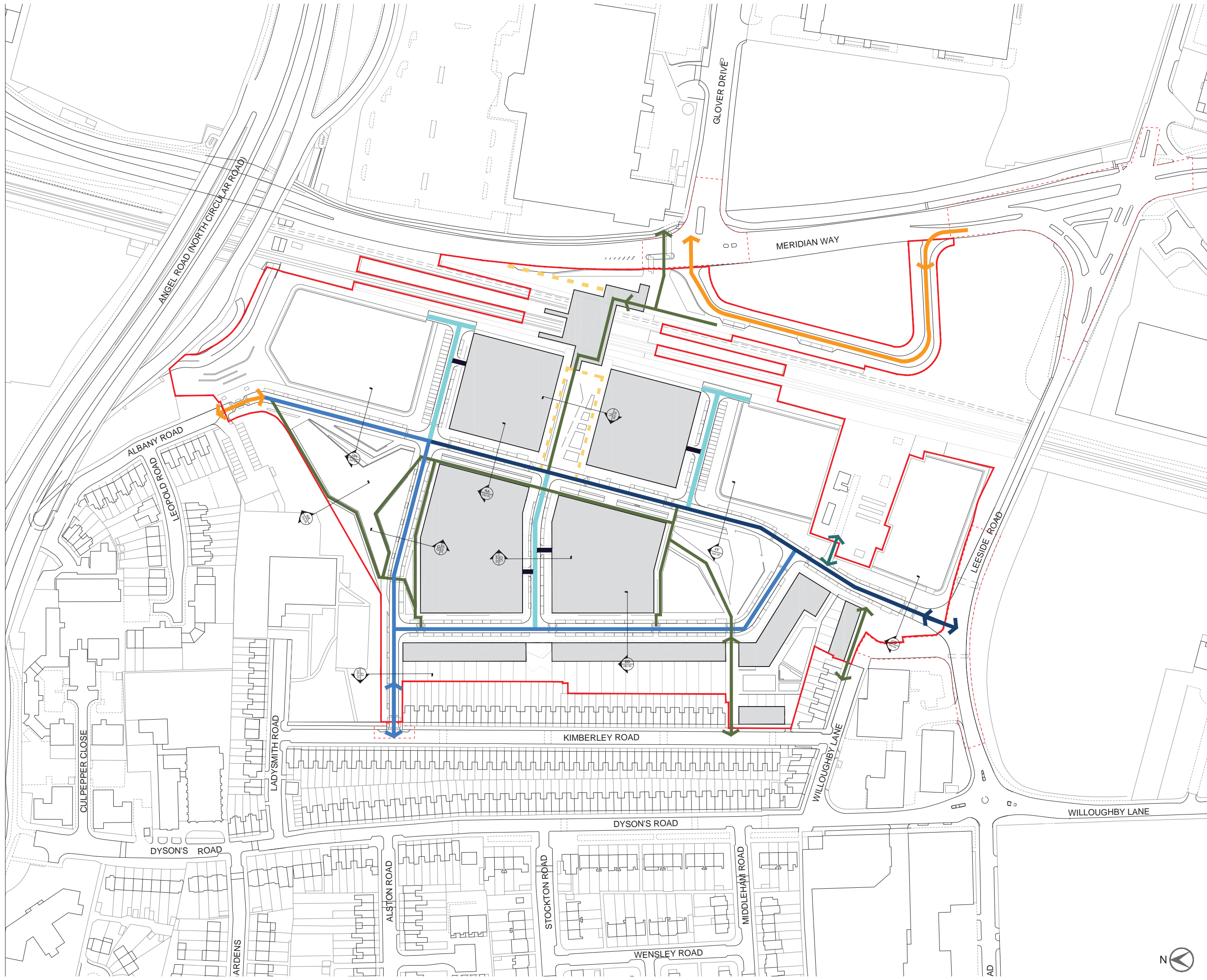
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 London E15 2JF
 Tel: 020 7254 0000
 www.korolkiewiczcarson.com

Masterplan
 Zone 1 W/roughly
 London H18

Illustrative Site Masterplan

281-A-P-142-00 01

10022018
 28022018



KEY PLAN

CLIENT

London Borough of Enfield

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- NOTES
- PLANNING APPLICATION BOUNDARY
 - - - OFF-SITE HIGHWAY WORKS
 - ↔ MAIN ACCESS AND CIRCULATION, TWO WAYS
 - ↔ LOCAL ACCESS AND CIRCULATION, TWO WAYS
 - ↔ NEIGHBOURHOOD CIRCULATION, TWO WAYS
 - RESTRICTED ACCESS, ONE WAY
 - ↔ TERTIARY STREET NEIGHBOURHOOD ROUTE
 - ↔ VEHICULAR ACCESS EASEMENT NATIONAL GRID
 - ↔ PEDESTRIAN CIRCULATION AND ACCESS, TWO WAYS
 - VEHICULAR ACCESS TO UNDERCROFT PARKING
 - EMERGENCY VEHICLE ONLY ACCESS

Rev	Reason for Issue	Date
01	Drawings revision	07/03/2016

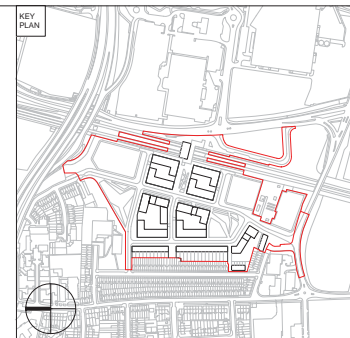
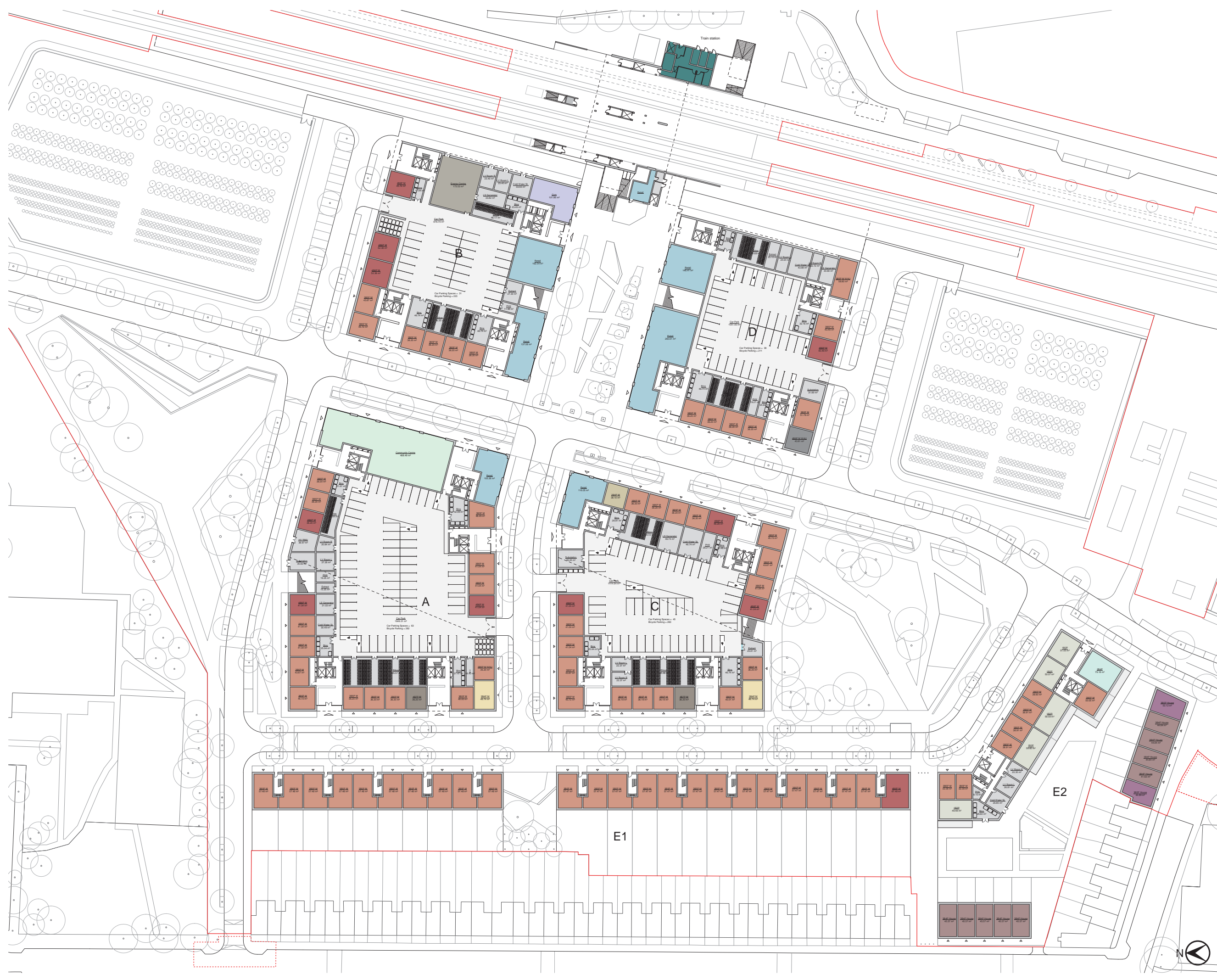
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PROJECT
 Meridian Water
 Zone 1 - Willoughby
 London N18

TITLE
 Principal Access and Circulation

DRAWING NUMBER	REVISION	
281-A-P-142-01	01	
STATUS ILLUSTRATIVE		
REVISION DATE 07/03/2016	DRAWN BY PZ	SCALE 1/1000 @ A1
FIRST ISSUED 29/02/2016	CHECKED BY AB	PROJECT NUMBER 281





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- NOTES
- Planning Application Boundary
 - - - Off Site Highway Works
- Key
- Apartments
 - Studio
 - 1B2P / 1B2P WAU
 - 2B3P / 2B3P WAU
 - 2B4P / 2B4P WAU
 - 3B4P
 - 3B5P / 3B5P WAU
 - 3B6P / 3B6P WAU
 - Maisonettes
 - 2B4P M
 - 3B4P M
 - 3B5P M / 3B5P M WAU
 - 4B6P M / 4B6P M WAU
 - 4B7P M / 4B7P M WAU
 - Houses
 - 3B4P House
 - 3B5P House
 - Undercroft Car Park
 - Bicycle / Bins / Servicing
 - Energy Centre
 - Retail
 - Gym
 - Community Centre
 - Train station
 - Public bridge
 - Private Balcony

1	Revision 1	07/03/16
Rev	Reason for Issue	Date

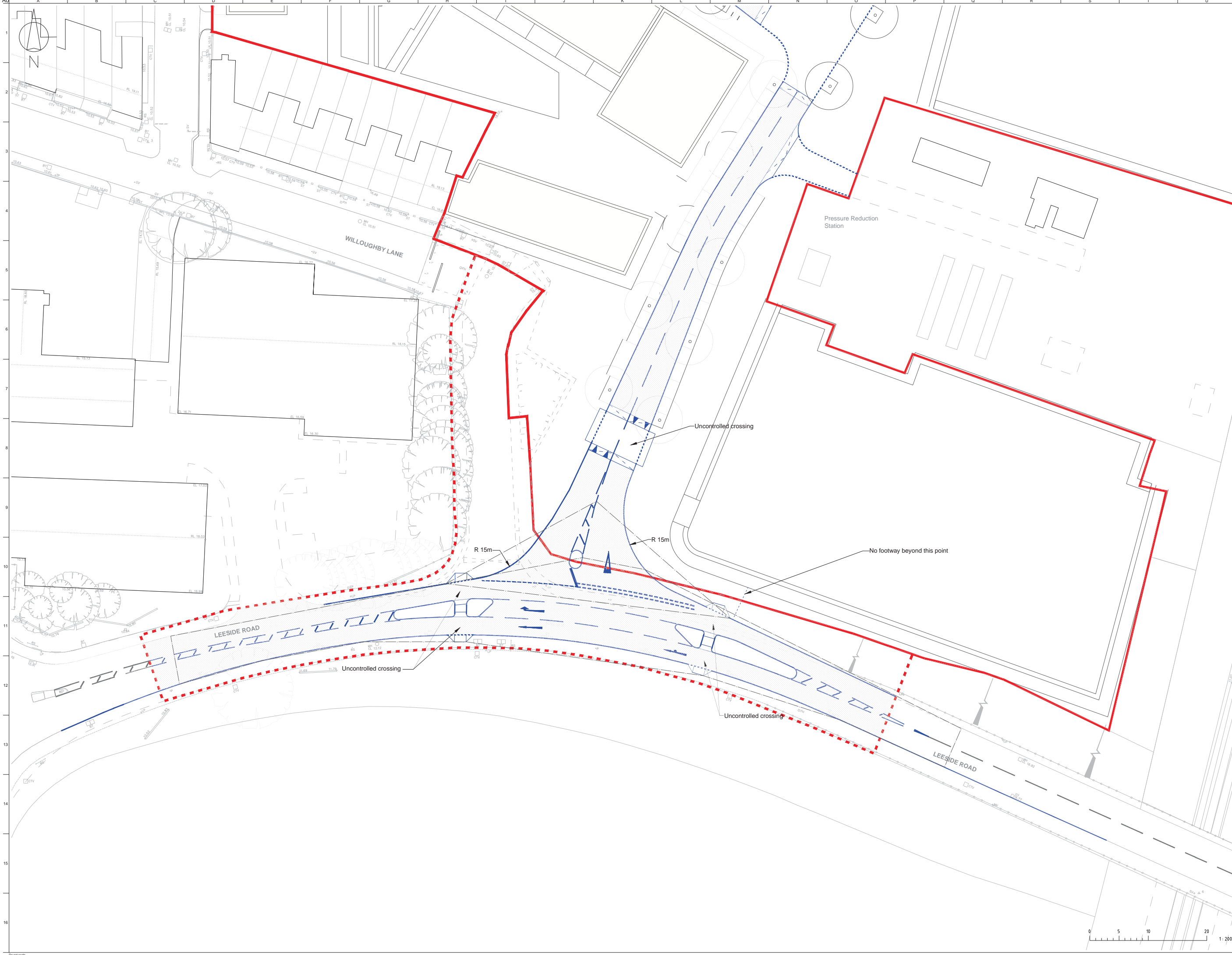
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PROJECT
Meridian Water
London Borough of Enfield

TITLE
Ground Floor Plan

DRAWING NUMBER	REVISION
281_A_P_142_06	1

STATUS Illustrative		
REVISION DATE	DRAWN BY	SCALE
07/03/16	AMBP	1:500 @ A1
FIRST ISSUED	CHECKED BY	PROJECT NUMBER
03/03/16	AB	281



KEY

- Planning Application boundary
- - - off-site highways works
- ▨ Topographic survey
- - - Meridian Water Phase 1
- Proposed junction layout
- - - Visibility (15m and 70m)
- ▨ Carriageway

- Notes**
1. This drawing is to be used for information only.
 2. Drawing is subject to review and an updated version may be issued during the tender review period. Final road layout subject to confirmation with Local Highway Authority engineer.
 3. This drawing is based on topographic information provided by Karakusevic Carson Architects on 10 December 2015.
 4. Where shown road markings are to be in accordance with Chapter 5 of the Traffic Signs Regulations and General Directions (TSRGD) 2002 and amendments.

Issue	Date	By	Checked	Approved
01	15/03/16	RT	GW	SB

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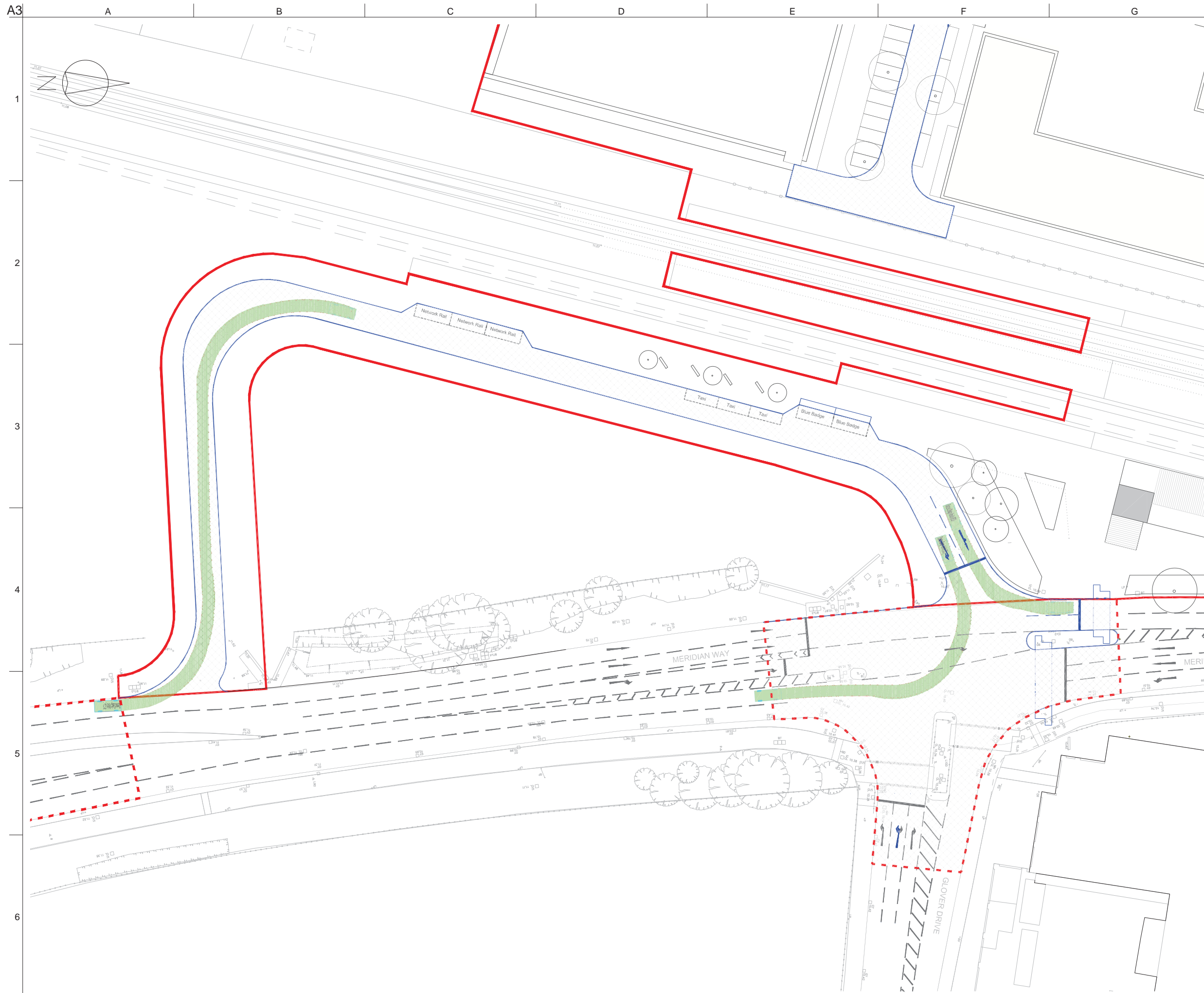
Client
 London Borough of Enfield

Job Title
 Meridian Water
 Phase 1 Transport Assessment

Leaside Road Access
 Proposed junction layout

Scale of A0: 1:200
 Discipline: Transport Consulting
 Job No: 243388-20 For Approval
 Drawing No: 243388_140_01 Issue: 01



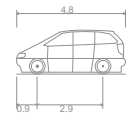


KEY

- Planning Application boundary
- - - off-site highways works
- Topographic survey
- Meridian Water Phase 1
- Proposed junction layout
- Carriageway
- Swept path of a 16.5m artic lorry

Notes

1. This drawing is to be used for information only.
2. Drawing is subject to review and an updated version may be issued during the tender review period.
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4. This drawing is based on topographic information provided by Karakusevic Carson Architects on 10 December 2015.
5. Where shown road markings are to be in accordance with Chapter 5 of the Traffic Signs Regulations and General Directions (TSRGD) 2002 and amendments .
6. This drawing shows a swept path analysis of a car, please refer below for details.



Standard Design Vehicle (SDV)	
Overall Length	4.800m
Overall Width	2.000m
Overall Body Height	1.950m
Min Body Ground Clearance	0.100m
Track Width	2.000m
Lock to Lock Time	4.00s
Wall to Wall Turning Radius	6.000m

Issue	Date	By	Chkd	Appd
1	11/03/16	RT	GW	SB

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Client
 London Borough Enfield

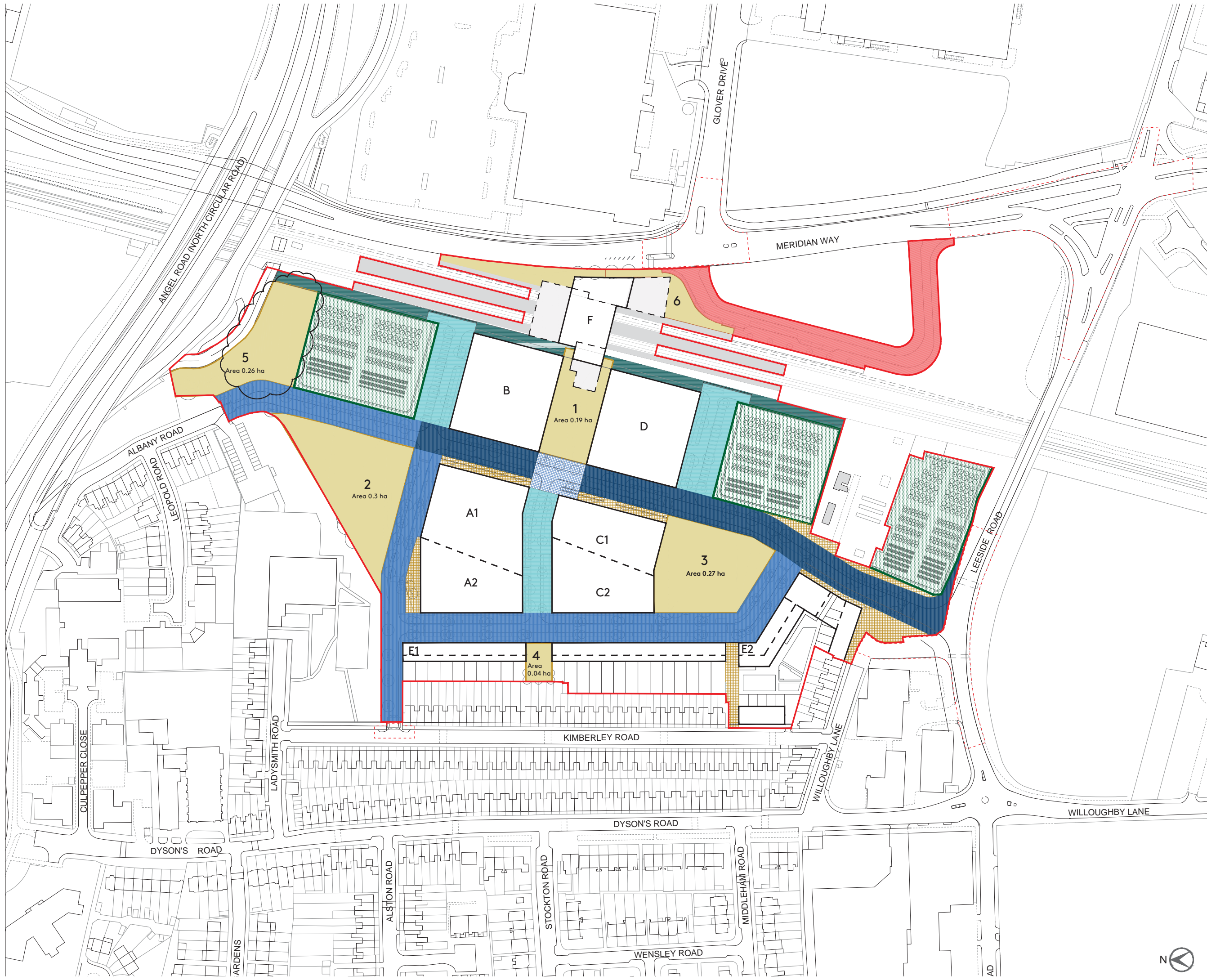
Job Title
 Meridian Water
 Phase 1 Transport Assessment

Drawing Title
 Meridian Way / Glover Drive
 Proposed station taxi loop
 Swept path of a car

Scale at A3 1:750
 Discipline Civil - Transport

Drawing Status
For Approval

Job No 243388-20	Drawing No 243388_140_08	Issue 1
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- NOTES
- PLANNING APPLICATION BOUNDARY
 - - - OFF-SITE HIGHWAY WORKS
 - AREAS OF POTENTIAL BUILT DEVELOPMENT
 - MAIN ACCESS AND CIRCULATION
 - LOCAL ACCESS AND CIRCULATION
 - SHARED TRAFFIC SPACE
 - NEIGHBOURHOOD CIRCULATION/SHARED SURFACE
 - PEDESTRIAN ONLY SPACE
 - RESTRICTED ACCESS TO THE EAST STATION SQUARE
 - PUBLIC OPEN SPACE
 - TEMPORARY MEANWHILE USE AREA
 - ECOLOGICAL CORRIDOR
 - STATION PLATFORM

1. West Train station square
2. Northern community park, including informal play
3. Southern community park, including informal play
4. Local Play space
5. Pymmes Brook naturalized bank
6. Eastern Train Station approach

03	Parameter revision	23/05/2016
02	Drawings revision	08/03/2016
01	Drawings revision	07/03/2016
Rev	Reason for issue	Date

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PROJECT
 Meridian Water
 Zone 1 - Willoughby
 London N18

TITLE
 Public Realm
 and land use plan

DRAWING NUMBER
 281-A-P-140-03

REVISION
 03

STATUS
 FOR APPROVAL

REVISION DATE 23/05/2016	DRAWN BY PZ	SCALE 1/1000 @ A1
FIRST ISSUED 29/02/2016	CHECKED BY AB	PROJECT NUMBER 281





CLIENT
London Borough of Enfield

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- NOTES
- PLANNING APPLICATION BOUNDARY
 - - - OFF-SITE HIGHWAY WORKS
 - PREDOMINANTLY RESIDENTIAL (C3)
 - PREDOMINANTLY RETAIL (A1-A3)
 - PREDOMINANTLY ASSEMBLY AND LEISURE (D)
 - PREDOMINANTLY RESIDENTIAL (C3) or ASSEMBLY AND LEISURE (D)
 - SERVICE / UTILITIES / VENTILATION / PODIUM PARKING
 - PEDESTRIAN ACCESS TO THE STATION
 - PEDESTRIAN ACCESS TO THE PLATFORMS
 - AREAS OF POTENTIAL BUILT DEVELOPMENT
 - AREAS TO ACCESS TO THE STATION AND TO THE TRAIN PLATFORMS
 - / / / NO BUILD ZONE

Rev	Reason for Issue	Date
03	Parameter revision	23/05/2016
02	Drawings revision	08/03/2016
01	Drawings revision	07/03/2016

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PROJECT
Meridian Water
Zone 1 - Willoughby
London N18

TITLE
Development Use
at ground floor level

DRAWING NUMBER
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03

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