

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 24 March 2020

Report of:

Head of Planning

Contact Officer:

Andy Higham
Sharon Davidson
Claire Williams

Ward:

Upper Edmonton

Application Number: 20/00112/RE4

Category: Minor

LOCATION: Land Opposite 1A and 1B Towpath Road, London, N18 3QX

PROPOSAL: Installation of a low level flood restraint barrier adjacent to Towpath Road.

Applicant Name & Address:

Mr Peter George
London Borough of Enfield
Civic Centre
Silver Street
Enfield
EN1 3XA

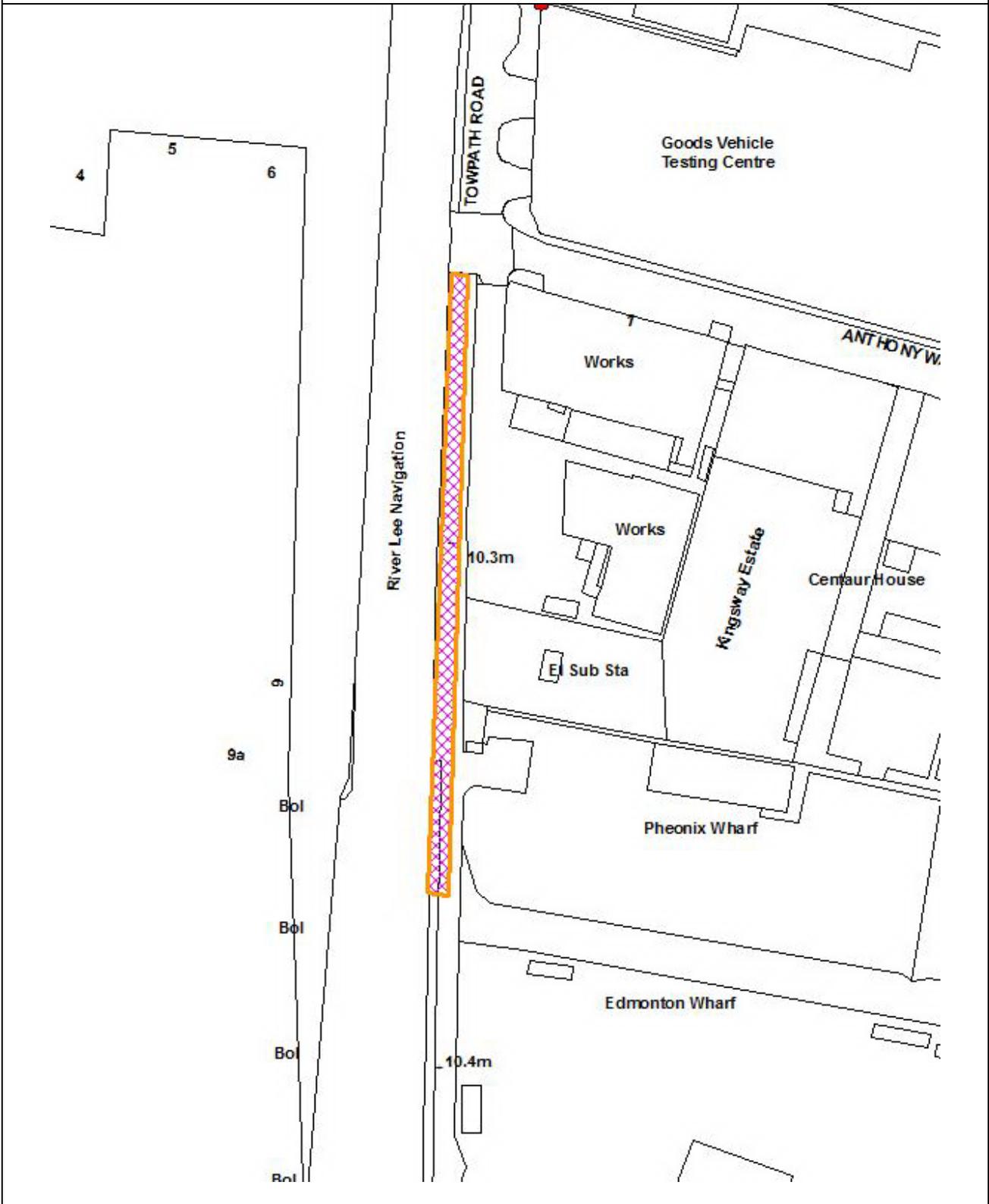
Agent Name & Address:

Mr Nick Finney
13 Fitzroy Street
London
W1T 4BQ

RECOMMENDATION: In accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be GRANTED subject to conditions.

Note for Members: The application has been brought to the Planning Committee because the applicant is the Council.

Ref: 20/00112/RE4 LOCATION: Land Opposite 1A And 1B Towpath Road, London, N18 3QX,



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Scale 1:1250

North



1. Recommendation

1.1 That In accordance with Regulation 4 of the Town and Country Planning General Regulations 1992, planning permission be deemed to be GRANTED subject to the following conditions.

1. Time Limited Permission
2. Approved Plans
3. The development authorised by this permission shall not begin until the Flood Conveyance Channel in the concurrent works within the Strategic Infrastructure Works planning application reference 19/02717/RE3 is completed.
4. Details of materials to be provided.
5. The development hereby permitted must not be commenced until such a time as a scheme to ensure protection and maintenance of the proposed flood defence has been submitted to, and approved in writing by, the local planning authority. The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/ phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

2. Executive Summary

2.1 The report seeks approval to a scheme involving the installation of a low level flood restraint barrier adjacent to Towpath Road.

2.2 The reasons for recommending approval are:

- i) The proposed development would mitigate the increase in flood risk.
- ii) The mitigation measures have been detailed within the flood risk assessment for the strategic infrastructure works planning application.
- iii) The proposal would not impact on visual amenity within the street scene or neighbouring residential amenity.

2.3 Refined flood modelling for the scheme has been undertaken and shows that the flood water displacement and compensation measures proposed would result in a small increase in flood level south of the proposed central spine road. This results in slightly increased flood depths on Towpath Road. In order to mitigate this, the flood barrier extending approximately 170m south of the

central spine road to a level of 10.950m AOD would be required. The principle of the development to mitigate flood risk is acceptable.

3. Site and Surroundings

- 3.1 The application site is located to the east of the River Lee navigation, to the south west of Anthony Way within the Upper Edmonton ward. The site area measures approximately 580 square metres.

4. Proposal

- 4.1 The proposal is to introduce a 140m long and 0.5 metre high flood restraint barrier adjacent to the Towpath. It would be attached to the existing crash barrier to provide a continuous flood barrier. The proposal forms ancillary works to the proposed Strategic Infrastructure Works at Meridian Water which are subject to a current planning application which is also being considered at the 24th March 2020 Planning Committee meeting (ref. no. 19/02717/RE3). However, this application relates to land that falls outside of the application site of the SIW planning application.

5. Relevant Planning History

- 5.1 19/02717/RE3 - Full application for the redevelopment of the site to provide infrastructure works for the delivery of a mixed-use development comprising construction of an east-west link road between Glover Drive and Harbet Road (the Central Spine); alteration of access road between Argon Road and Glover Drive, construction of a link road between Leaside Road and the Central Spine, pedestrian and cycleway improvements to Glover Drive and Leaside Road, the construction of 4 no. bridges across the Pymmes and Salmon Brooks and River Lee Navigation; alteration to the Pymmes Brook channel, associated landscaping and formation of new public open space. Enabling works, comprising earthworks; remediation; flood conveyance channel, flood alleviation, outfall and new public open space works; utilities infrastructure; demolition of existing buildings, formation of new access's and associated works. – Pending consideration
- 5.2 19/02718/RE3 - Development of Phase 2 of Meridian Water comprising up to 2,300 residential units (Class C3), Purpose Built Student Accommodation and/or Large-Scale Purpose-Built Shared Living (Up to 18,000 sq m - Sui Generis); a hotel (Up to 16,000 sq m - Class C1), commercial development (Up to 26,500 sq m - Class B1a,b,c); retail (Up to 2,000 sq m - Class A1 and/or A2 and/or A3 and/or A4), social infrastructure (Up to 5,500 sq m - Class D1 and/or D2), a primary school up to three forms of entry, hard and soft landscaping, new public open spaces including equipped areas for play, sustainable drainage systems, car parking provision, and formation of new pedestrian and vehicular access (Outline- all matters reserved). – Pending consideration.

6. Consultation

Public Response:

- 6.1 Consultation letters were sent to 29 neighbouring properties and no responses were received.

External Consultees:

- 6.2 *Canal and River Trust:* Requested the information set out below. Following the receipt of additional information CRT agreed with the applicant to attach a Grampian condition

- Accurate plans showing the extent to which the flood barrier will narrow the width of the River Lee Navigation towpath.
- Plans showing how the proposal impacts on accessibility to the towpath in the event that the Central Spine Road bridge is not built.

Officer response: The applicant provided a revised plan that identifies the current location of the gap in the highway barrier. Consequently showing the extent of the flood barrier.

- 6.3 *Environment Agency:* No objection subject to a condition requiring details of a scheme to ensure protection and maintenance of the proposed flood defence.

Internal Consultees:

- 6.4 *Traffic & Transportation:* No comments received.

- 6.5 *SuDS Officer:* No objection raised.

7.0 Relevant Policies

7.1 London Plan (2016)

- 5.12 Flood risk management
- 5.13 Sustainable drainage
- 6.3 Assessing effects of development on transport capacity
- 6.9 Cycling
- 6.10 Walking
- 6.11 Smoothing traffic flow and tackling congestion
- 6.12 Road network capacity
- 7.2 An inclusive development
- 7.3 Designing out crime
- 7.4 Local character
- 7.5 Public realm
- 7.6 Architecture

7.2 Intend to Publish London Plan

The Examination in Public (EiP) on the new London Plan was held between 15th January and 22nd May 2019. The Panel of Inspectors appointed by the Secretary of State issued their report and recommendations to the Mayor on 8th October 2019. The Mayor has considered the Inspectors' recommendations and, on the 9th December 2019, issued to the Secretary of State his intension to publish the London Plan. In line with paragraph 48 of the NPPF, the weight attached to this Plan should reflect the stage of its preparation; the extent to which there are unresolved objections to relevant policies; and the degree of consistency of the relevant policies in the emerging Plan to the NPPF.

The scheme has been assessed against the policies in the Draft London Plan which has been subject to a full examination and is close to adoption and therefore the polices have significant weight.

D4 Delivering good design

SI12 Flood risk management

SI13 Sustainable drainage

SI16 Waterways – use and enjoyment

SI17 Protecting and enhancing London's waterways

7.3 Core Strategy

SO2	Environmental sustainability
SO6	Maximising economic potential
SO7	Employment and skills
SO10	Built environment
CP24	The road network
CP25	Pedestrians and cyclists
CP26	Public transport
CP30	Maintaining and improving the quality of the built and open environment

7.4 Development Management Document

DMD 37	Achieving high quality and design-led development
DMD 45	Parking standards and layout
DMD 46	Vehicle crossovers and dropped kerbs
DMD 47	Access, new roads and servicing
DMD 48	Transport assessments
DMD 64	Pollution control and assessment
DMD 65	Air quality
DMD 66	Land contamination and instability

7.5 Other Material Considerations

- National Planning Policy Framework (NPPF) 2019 (revised)
- National Planning Practice Guidelines (NPPG)

8.0 **Assessment**

8.1 The main issues arising from this proposal for Members to consider are:

1. Principle;
2. Design;
3. Amenity;
4. Transport;
5. SuDS;

Principle of Development

8.2 The proposed development forms ancillary works to the proposed strategic infrastructure works (SIW) at Meridian Water which are subject to a current planning application (Ref. no. 19/02717/RE3). The SIW application includes a comprehensive package of earthworks and flood alleviation infrastructure.

8.3 Refined flood modelling for the scheme has been undertaken and shows that the flood water displacement and compensation measures proposed would result in a small increase in flood level south of the proposed central spine road. This results in slightly increased flood depths on Towpath Road. In order to mitigate this, the flood barrier extending approximately 170m south of the central spine road to a level of 10.950m AOD would be required. The principle of the development to mitigate flood risk is acceptable.

Design and Appearance

8.4 In terms of design, Core Strategy Policy 30 and Policy DMD37 of the DMD requires all developments to be high quality and design led, having special regard to their context. Due to the nature and siting of the flood barrier there are no concerns that it would appear out of keeping within the street scene. Details of the materials have not been provided and will therefore need to be secured through a condition.

Highways Impact

8.5 The proposal, once implemented, would not impact on access along the Towpath Road and is therefore considered acceptable in this respect.

Flood Risk

8.6 London Plan policies 5.12 and 5.13 require the consideration of the effects of development on flood risk and sustainable drainage respectively. Policy CP28 ("Managing flood risk through development") of the Core Strategy confirms

the Council's approach to flood risk, inclusive of the requirement for SuDS in all developments. Policy DMD59 ("Avoiding and reducing flood risk") confirms that new development must avoid and reduce the risk of flooding, and not increase the risks elsewhere and that planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in unacceptable levels of flood risk on site or increase the level of flood risk to third parties.

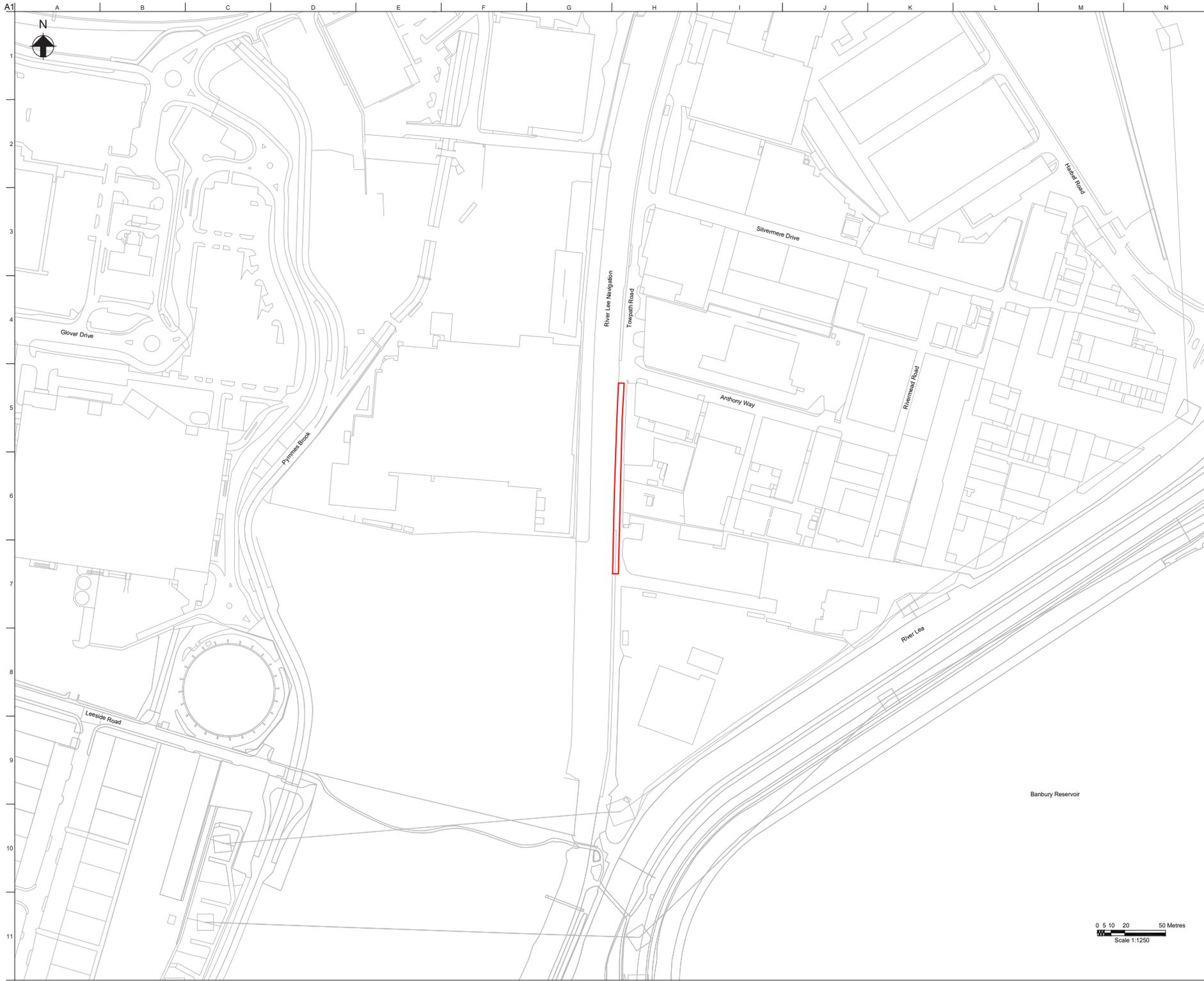
- 8.7 The proposed development would be in accordance with relevant flooding policies within the development plan as it would mitigate flood risk. The EA have been consulted on the scheme and have confirmed that subject to a condition being attached to any permission that the proposed development would not increase flood risk elsewhere.
- 8.8 A Grampian condition will be required to ensure that the proposed works are not implemented until the flood conveyance channel within the strategic infrastructure works application is implemented. This is to ensure a co-ordinated approach to flood mitigation measures.

9. CIL

- 9.1 The development would not be CIL liable.

10. Conclusion

- 10.1 The proposed development forms ancillary works to the proposed strategic infrastructure works and would mitigate the increase in flood risk to the south of the proposed central spine road. The mitigation measures have been detailed within the flood risk assessment for the strategic infrastructure works planning application. The proposal would not impact on visual amenity within the street scene or neighbouring residential amenity.
- 10.2 Having regard to the recommended conditions, it is considered the proposed development is acceptable when assessed against the suite of relevant planning policies and that planning permission should be granted.



LEGEND

Red Line Boundary

02	13/01/20	TB	JN	JN
Road Names Added				
01	08/01/20	TB	JN	JN
For Discussion				
Rev	Date	By	Chkd	Appd

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Client
ENFIELD Council

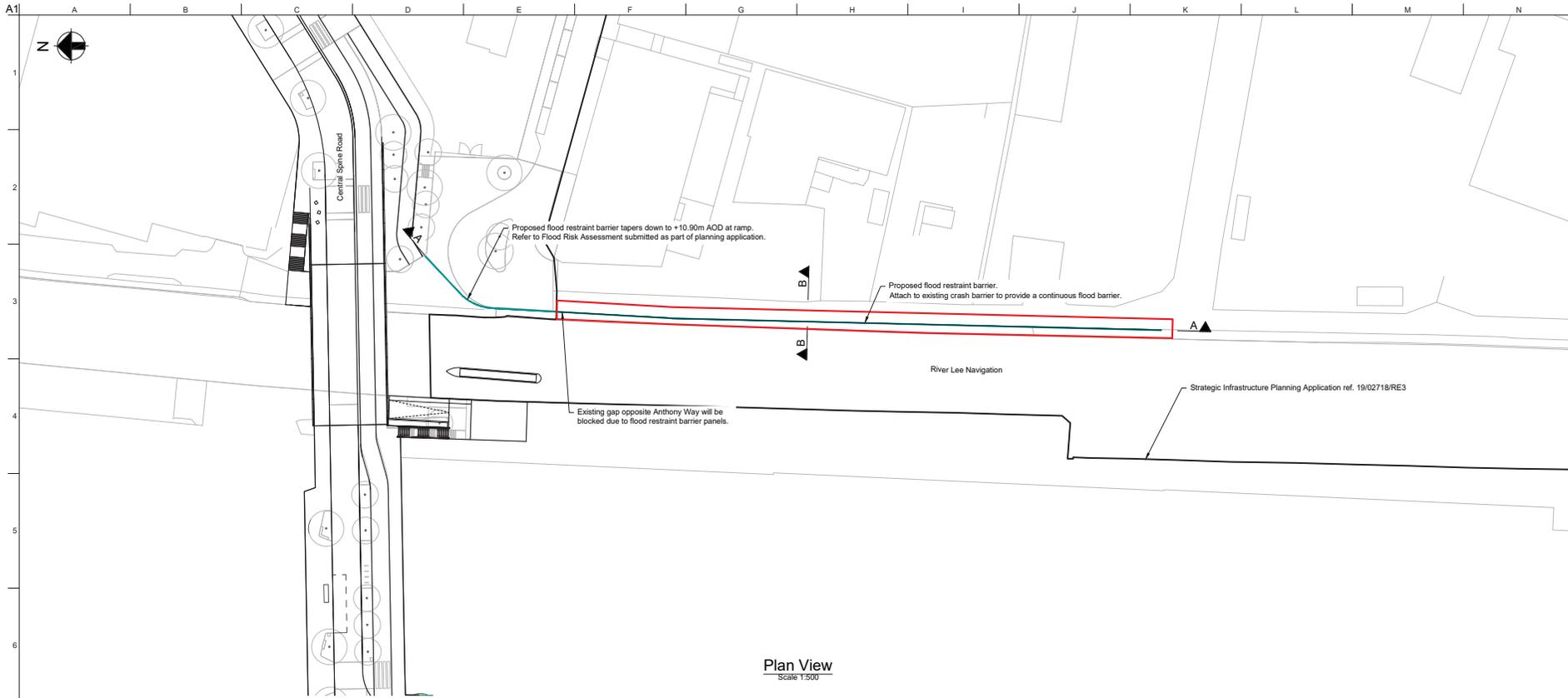
Project Title
Meridian Water Phase 2

Key Plan

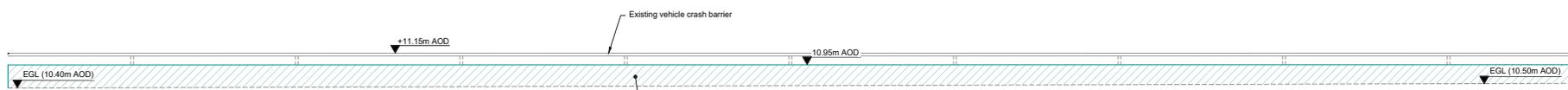
Drawing Title
**Red Line Plan
 Towpath Road**

Scale of A1: 1:1250
 Role: Civil Engineer - Utilities
 Suitability: S2 - Suitable for Information
 Arup Job No: **260637-00** Rev: **02**
 Name: **MWP2-ARP-XX-XX-SK-0001**

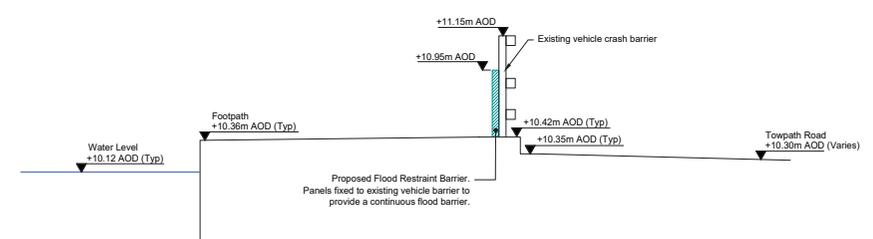




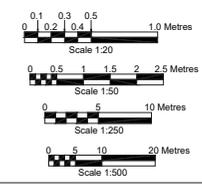
Plan View
Scale 1:500



Section A - Flood Mitigation Barrier
Scale H 1:250 V 1:50



Section B - Flood Mitigation Barrier
Scale 1:20



LEGEND
Red Line Boundary

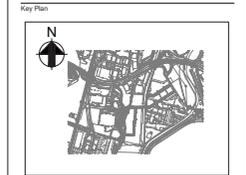
01	08/01/20	TB	JN	JN
For Discussion				
Rev	Date	By	Chkd	Appd

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Client
ENFIELD Council

Project Title
Meridian Water Phase 2



Drawing Title
Proposed Flood Mitigation Measures
Towpath Road
Plan & Section

Scale of A1
As Shown

Role
Civil Engineer - Utilities

Suitability
S2 - Suitable for Information

App. No. Name
260637-00

Ref. Name
MWP2-ARP-XX-XX-SK-CF-00004