

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date: 15th December 2020

Report of
Head of Planning

Contact Officer:
Joseph McKee 0208-132-1638
Sharon Davidson

Ward:
Upper Edmonton

Ref: 20/02475/FUL and 20/02476/ADV

Category: Major

LOCATION: Meridian Studios, Hawley Road, London, N18 3QU

PROPOSAL:

20/02475/FUL

Temporary redevelopment of the site for a period of two years in association with the use of the site as a film studios involving erection of three studio buildings, two ancillary storage buildings, two ancillary office buildings, one ancillary multi-function work-space building and associated works including refuse area, cycle storage and vehicle parking (E(g)(i), E(g)(iii) and B8).

20/02476/ADV

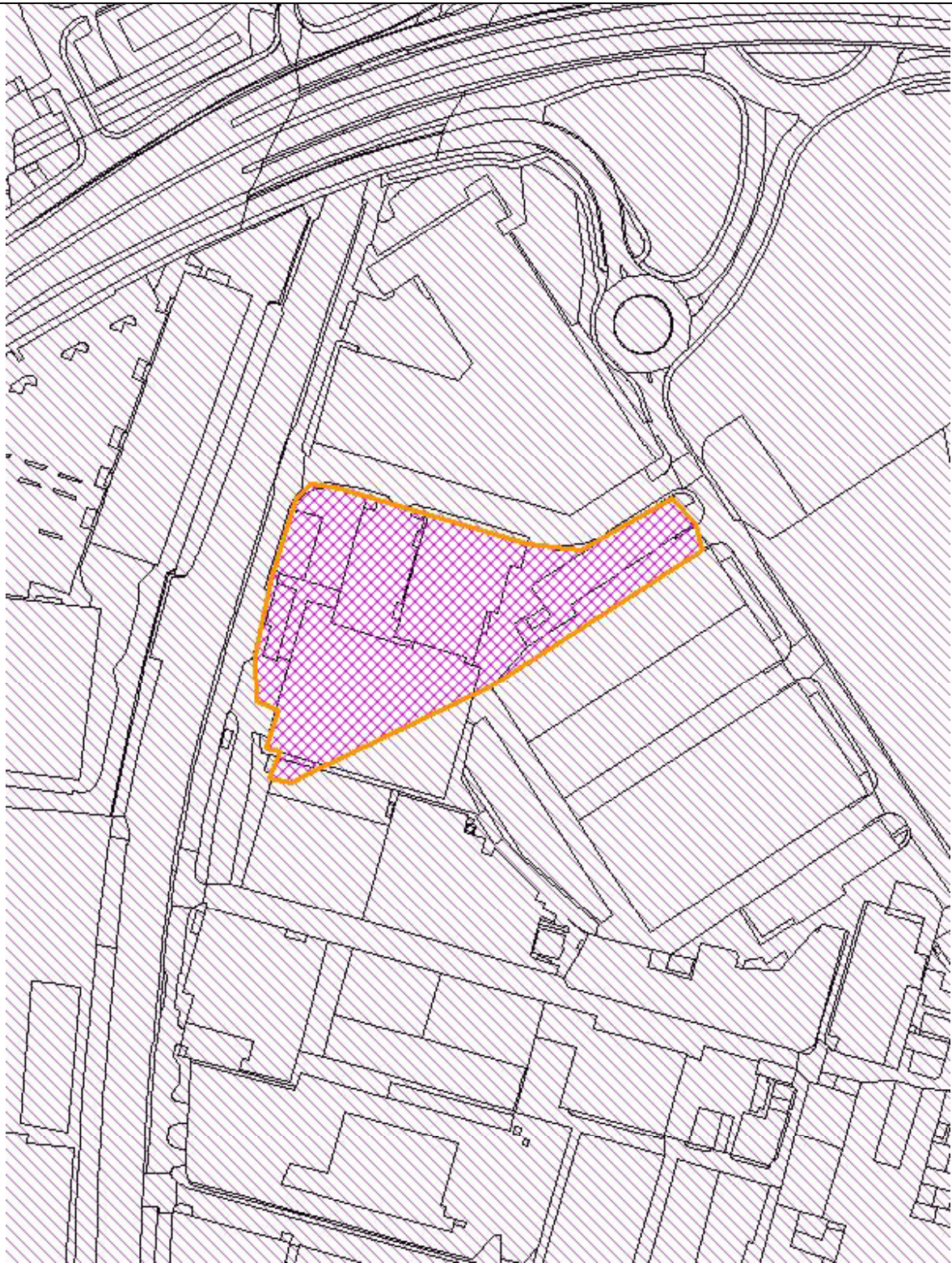
Temporary installation of 3 x externally illuminated signs and 1 x internally illuminated signs for a period of two years.

Applicant Name & Address:
Meridian Water Studios Limited
3 Fulton Road
London
HA9 0SP

Agent Name & Address:
Rob Haworth
EventSafetyPlan
North Warehouse
Gloucester Docks
Gloucester
GL1 2EP
applications@eventsafetyplan.com

RECOMMENDATION: That temporary planning permission and advertising consent be **GRANTED** subject to the conditions.

Ref: 20/02475/FUL **LOCATION: Meridian Studios, Hawley Road, London, N18 3QU**



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1. Note for Members

- 1.1. In accordance with the scheme of delegation, the planning application and application for advertising consent are reported to Planning Committee because the development is categorised as a major development and the site is in Council ownership.

2. Executive Summary

- 2.1. These applications seek temporary planning permission and advertising consent for a meanwhile use, pending long term development of the site, for the use of the land as a film studio for a period of two years.
- 2.2. The site is located within the Meridian Water Regeneration Area, the Upper Lee Valley Opportunity Area Planning Framework, the Meridian Water Masterplan and the Edmonton Leaside Area Action Plan. The site remains Strategic Industrial Land (SIL) land.
- 2.3. The reasons for recommending approval are:
 1. The temporary meanwhile use on the vacant piece of land stimulates vibrancy and vitality by creating social and economic value in providing employment opportunities.
 2. The development would not result in any unacceptable adverse harm to the residential amenity of surrounding residents in terms of noise, loss of privacy or disturbance.
 3. The temporary use of land does not result in any unacceptable adverse impact to the safety and capacity of the surrounding highways network subject to the conditions recommended.
 4. The temporary development subject to appropriate conditions, will not result in any unacceptable flood-risk, contamination related or ecological impact.
 5. The use is appropriate to the site's designation as Strategic Infrastructure Land and does not prejudice the aspirations and objectives of the wider Meridian Water Regeneration inclusive of the Strategic Infrastructure Works' delivery.

3. Recommendation

20/02475/FUL

- 3.1 That planning permission be GRANTED subject to the following conditions:

1. Time Limited Permission/Consent (Two Years Date of Decision)

This planning permission shall be for a limited period only expiring two years after the date of this decision notice when the use shall be discontinued. At this time, or at any earlier time that the use should cease, the structures and works carried out under this permission shall be removed and the land to be returned to its previous state.

Reason: The site is located within the Meridian Water Regeneration Area. The proposal represents a meanwhile use of the site and is only proposed for a temporary period until such time as permanent development proposals come forward.

2. Drawing Numbers

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

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

3. Cycle Parking

Prior to occupation, the applicant will submit to the Local Planning Authority and have approved in writing, details of proposed on site cycle parking provision, which shall include at least 5% of cycle parking provided being capable of catering for larger cycles, including adapted cycles for disabled users.

The parking shall be built out strictly in accordance with the approved details, delivered prior to the first occupation of the site and used and maintained whilst the site is in use for the purposes hereby approved.

Reason: To promote sustainable forms of transport.

4. Electric Vehicle Charging

Prior to occupation, the applicant will submit to the Local Planning Authority and have approved in writing, details of the proposed electric vehicle charging facilities. Details shall demonstrate that at least 1 in 5 spaces provides appropriate infrastructure and that at least 20% of provision is active, and 80% passive.

The details shall be built out strictly in accordance with the approved details, delivered prior to the first occupation of the site and used and maintained whilst the site is in use for the purposes hereby approved.

Reason: To promote sustainable forms of transport.

5. Lighting - Ecology

There shall be no light spill from external artificial lighting into the watercourse or adjacent river corridor habitat. To achieve this, the specifications, location and direction of external artificial lights should be such that the lighting levels within 35 metres of the top of bank of the watercourse do not exceed a value of 1 lux.

Reason: To minimise light spill from the new development into the watercourse or adjacent river corridor habitat.

6. Pedestrian and Cycle Access

Prior to the first occupation of the site, the applicant shall submit details of, and have approved in writing, details of the dedicated pedestrian and cycle access from Towpath Road.

The development shall be undertaken strictly in accordance with the approved details and kept and maintained whilst the site is in use for the purposes hereby approved.

Reason: To promote safe ingress and egress to/from the site and ensure good access for all road uses.

7. Travel Plan

Prior to occupation the applicant should submit to the Local Planning Authority and have approved in writing, details of a travel plan which includes:

- a) The proposed baseline mode share for users of the site split by type.
- b) The quantum, type and location of vehicle parking.
- c) Details of the shuttle bus which will operate from the site to Tottenham Hale station for the duration of the temporary permission.
- d) Measures to increase the number of trips made by active and sustainable transport modes.
- e) Details of a travel plan coordinator with responsibility for managing and reviewing the travel plan.
- f) A commitment to review the travel plan every 6 months including undertaking surveys of mode share for users of the site split by type, as well as of the use of vehicle parking spaces, and if so requested by the LPA to provide a copy of the review.
- g) A mechanism for payment of the Travel Plan monitoring fee.

The development shall operate strictly in accordance with the approved details.

Reason: To promote sustainable forms of travel

8. Construction Management Plan

The development shall be undertaken strictly in accordance with the hereby approved Construction Management Plan unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure construction does not result in any unacceptable adverse impact to the surrounding highways network.

9. Contamination Remediation

No below ground works or excavation shall take place in association with the development approved by this planning permission until a remediation strategy to deal with the risks associated with contamination of the site in respect of the development hereby permitted, has been submitted to, and approved in writing by, the local planning authority.

This strategy will include the following components:

1. A preliminary risk assessment which has identified:

- all previous uses
- potential contaminants associated with those uses
- a conceptual model of the site indicating sources, pathways and receptors
- potentially unacceptable risks arising from contamination at the site

2. A site investigation scheme, based on (1) to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site. 3. The results of the site investigation and the detailed risk assessment referred to in (2) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken. 4. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (3) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action

Any changes to these components require the written consent of the local planning authority. The scheme shall be implemented as approved.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 170 of the NPPF.

10. Verification Report

Prior to occupation, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 170 of the NPPF.

11. Ground Water Management, Monitoring and Maintenance

A. No below ground works or excavation shall take place in association with the development approved by this planning permission until a site-wide groundwater management and long-term monitoring and maintenance plan in respect of contamination, including a timetable of monitoring and submission of reports to the Local Planning Authority,

shall be submitted to and approved in writing by the Local Planning Authority.

B. On completion of the monitoring as specified in the approved plan under part a), reports including details of any necessary contingency action arising from the monitoring, shall be submitted to and approved in writing by the Local Planning Authority. Any necessary contingency measures shall be carried out in accordance with the details in the approved reports.

C. On completion of the approved monitoring reports under part b), a final report demonstrating that the development does not result in long-term deterioration of the groundwater quality in the underlying aquifers shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To ensure that the site does not pose any further risk to human health or the water environment by managing any ongoing contamination issues and completing all necessary long-term remediation measures. This is in line with paragraph 170 of the NPPF.

12. Contamination Remediation

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the local planning authority. The remediation strategy shall be implemented as approved.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site. This is in line with paragraph 170 of the National Planning Policy Framework.

13. Drainage Systems

No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants. This is in line with paragraph 170 of the National Planning Policy Framework.

14. Drainage Strategy

No below ground works or excavation shall take place in association with the development approved by this planning permission until such time as a drainage scheme has been submitted to, and approved in

writing by, the local planning authority. The scheme shall be implemented as approved.

Reason: This condition is required to ensure that the proposed drainage does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and *Position Statement G Discharge of liquid effluents into the ground* of the 'The Environment Agency's approach to groundwater protection'.

15. Borehole Scheme

A scheme for managing any borehole installed for the investigation of soils, groundwater or geotechnical purposes shall be submitted to and approved in writing by the local planning authority. The scheme shall provide details of how redundant boreholes are to be decommissioned and how any boreholes that need to be retained, post-development, for monitoring purposes will be secured, protected and inspected. The scheme as approved shall be implemented prior to the occupation of each phase of development.

Reason: To ensure that redundant boreholes are safe and secure, and do not cause groundwater pollution or loss of water supplies in line with paragraph 170 of the National Planning Policy Framework and *Position Statement N Groundwater Resources* of 'The Environment Agency's approach to groundwater protection'

16. Piling and Groundworks

Piling, deep foundations and other intrusive groundworks using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved details.

Reason: To ensure that the proposed piling, deep foundations and other intrusive groundworks does not harm groundwater resources in line with paragraph 170 of the NPPF and *Position Statement N Groundwater Resources of The Environment Agency's approach to groundwater protection*.

17. Sustainable Drainage Strategy

Notwithstanding the details set out in the submitted Flood Risk Assessment (Reference: 425.05569.00008, version number V3.0, dated July 2020) and Drainage Strategy (revision P3, dated October 2020), prior to the first occupation of the site for the purposes approved, details of the Sustainable Drainage Strategy shall be submitted to and approved in writing by the Local Planning Authority and must conform with the Landscaping Strategy. The details shall include:

- Final sizes, storage volumes, invert levels, cross-sections and specifications of the proposed filter strips (sized to accommodate a 1 in 2 year event); and
- Final surface water connections to the nearest watercourse/surface water sewer including invert levels.

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the site and ensure that the drainage system will remain functional throughout the lifetime of the development.

18. SuDS Verification Report

Prior to the first occupation of the hereby approved use, a Verification Report demonstrating that the approved drainage / SuDS measures have been fully implemented shall be submitted to the Local Planning Authority for approval in writing. This report must include:

- Photographs of the completed sustainable drainage systems;
- Any relevant certificates from manufacturers/ suppliers of any drainage features; and
- A confirmation statement of the above signed by an engineer.

Reason: To ensure the sustainable management of water, minimise flood risk, minimise discharge of surface water outside of the curtilage of the site and ensure that the drainage system will remain functional throughout the lifetime of the development.

19. Landscaping Plan

The development shall be undertaken strictly in accordance with Landscaping Plan (dwg. no. MWS1_022_Provisional Landscaping, revision C, dated 18.08.20) prior to the first occupation of the site for the purposes hereby approved.

Reason: To provide a satisfactory appearance.

20. Safety and Security Plan

The Commercial aspects of the development must achieve a safety & security plan to the satisfaction of the Metropolitan Police at the final fitting stage, prior to the commencement of business and details shall be submitted to and approved, in writing, by the Local Planning Authority and thereafter shall be fully retained and maintained as such for the lifetime of the development.

Reason: In the interest of creating safer, sustainable communities.

21. Delivery and Servicing Plan

The development shall not be occupied until a Service, Delivery and Refuse collection Plan has been submitted to and approved in writing by the local planning authority. The Plan should include:

- a. Management of servicing and deliveries to the site including measures such as booking systems, coordination at point of order, work with suppliers etc;
- b. Vehicle types, expected frequencies, loading / unloading locations, adequacy for the proposed development;
- c. Reconcile peak network periods with typical delivery times;

- d. Links to the Travel Plan;
- e. Access routes;
- f. Review processes and opportunities for improvement including reducing overall delivery and servicing trips;

The development and use of the site shall then be carried out in accordance with the approved Full Delivery, Refuse collection and Service Plan.

Reason: In the interests of highway safety.

22. Loud Noise Event/Activity

Prior to any noise event/activity taking place externally within the site boundary, with a sound pressure level predicted to be louder than 120dB L(AF)max, measured at a distance of 1m from the site boundary, between 22:00 and 07:00 (on any day), the applicant is required to submit details of the event/activity to the Council and have it approved in writing, in advance the event/activity taking place.

Reason: To adequately safeguard residential amenity

21 Energy Statement

Prior to occupation of the site, a revised energy statement shall be submitted to and approved by the Local Planning Authority, which provides a framework for all users of the site and provides details of all unregulated emissions associated with the plant and equipment to be brought and used on site for the purposes of heating or cooling of any of the buildings hereby approved. The energy statement and the framework approved shall be adhered to at all times whilst the site is in use for the purposes hereby approved.

Reason: To account for unregulated emissions unable to be captured by any calculation for target emissions rates in compliance with London Plan (2016) Policy 5.2.

22 Refuse storage enclosure

The development shall not be occupied until such time as details of the design of a structure or enclosure to the refuse storage area have been submitted to and approved in writing by the Local Planning Authority. The refuse storage area shall be enclosed in accordance with the approved details prior to first occupation of the site for the purposes hereby approved.

Reason: In the interest of amenity

20/02476/ADV

3.2 That advertisement consent be GRANTED subject to conditions for the temporary installation of 3 x externally illuminated signs and 1 x internally illuminated signs for a period of two years:

1. Standard Advertising Condition

(1) Any advertisement displayed used for the display of advertisements shall be maintained in a condition that does not impair the visual amenity of the site.

(2) Any structure or hoarding erected or used principally for the purpose of displaying advertisements shall be maintained in a safe condition.

(3) Where an advertisement is required under these Regulations to be removed, the site shall be left in a condition that does not endanger the public or impair visual amenity.

(4) No advertisement is to be displayed without the permission of the owner of the site or any other person with an interest in the site entitled to grant permission.

(5) No advertisement shall be sited or displayed so as to:

- a) endanger persons using any highway, railway, waterway, dock, harbour or aerodrome (civil or military);
- b) Obscure, or hinder the ready interpretation of any traffic sign, railway signal or aid to navigation by water or air; or
- c) Hinder the operation of any device used for the purpose of security or surveillance or for measuring the speed of any vehicle

Reason: In the interests of amenity, highway safety and public safety and as required by regulation 2(1) and Schedule 2 of the Town & Country Planning (Control of Advertisements) (England) Regulations 2007.

2 Brightness level

The intensity of the illumination of the signs permitted by this consent shall be no greater than 100 candela, within that recommended by the Institution of Lighting Engineers for a sign within a Lit Zone in their Technical Report No.5 (Third Edition-2001).

Reason: In the interests of amenity and highway safety.

3 Temporary Permission

This advertising consent shall be for a limited period only expiring two years after the date of this decision notice when the use shall be discontinued. At this time, or at any earlier time that the use should cease, all advertising/signage as approved under this permission shall be removed.

Reason: In the interests of amenity and having regard to the fact that the planning permission for the use of the site to which the advertisements relate expires at the same time.

4. Site and Surroundings

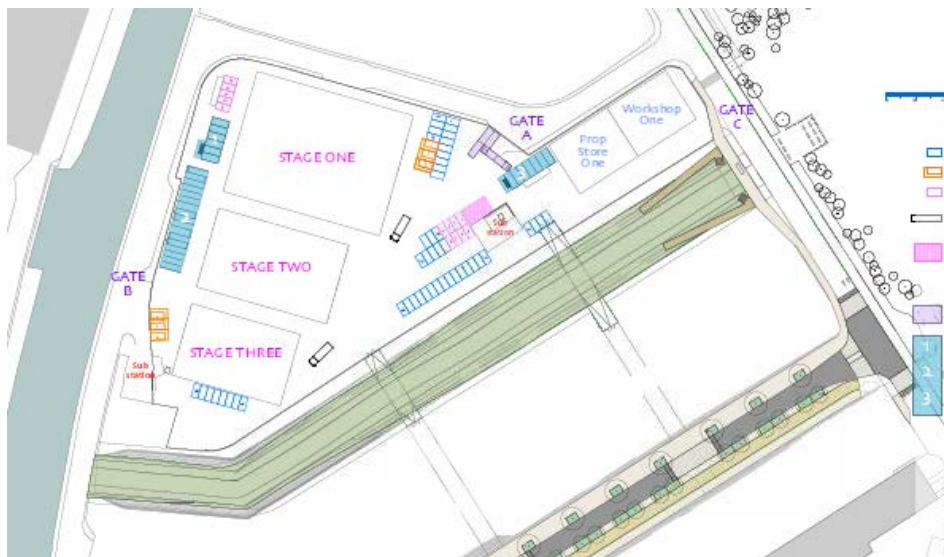
- 4.1. The application site comprises a parcel of land of an area of 12870sqm within what was formerly known as the Harbet Road Industrial Estate (containing the Stonehill Business Park). The site has been largely cleared of buildings which historically occupied it
- 4.2. The site boundary to the west, abuts Towpath Road and beyond the eastern bank of the River Lee Navigation. To the south, the site abuts Silvermere Drive and to the north, Hawley Road and the North London Waste vehicle depot. The application site is located approximately 200m south of Argon Road and the junction onto the North Circular Road (A406). An additional northbound-only junction is approximately 650m south-east of the site. The Arriva London Edmonton Garage, which is understood primarily a bus parking depot, is located south of the site, off the Towpath Road. An adjoining parcel of land to the south-east of the site boundary, is currently occupied for a temporary period for use as a drive-in event space. A boundary fence which is largely unaffected by the proposed development, surrounds the site along the western and northern boundaries. It continues along Silvermere Drive south of the site to Harbet Road to the east.
- 4.3. The site is located in the south-east part of the Borough, north of the boundary shared with the London Borough of Haringey and west of the boundary shared with the London Borough of Waltham Forest.
- 4.4. The site is designated as a Strategic Industrial Location in the London Plan and in the Council's adopted Core Strategy as well as the Edmonton Leaside Area Action Plan. The site also falls within a strategic growth area as defined by the Mayor of London's Upper Lee Valley Opportunity Area, within which the Central Leaside and Meridian Water regeneration areas are identified. The site also neighbours the Lee Valley Regional Park and is within the Meridian Water Masterplan Area.

5. Proposal

- 5.1. The two applications are for planning permission and advertising consent in connection with the use of the site as a film studio for a temporary two year period and the provision of signage associated with this use.
- 5.2. The primary proposed structures on site are three studios. Their front elevations are oriented to the east, with integrated signage at a high level on the eastern elevations, their rear elevations face west toward Towpath Road. The tallest structure measures 23.37m in height. The 3D visualisation below provides context as to the site layout:



- 5.3. Three further but ancillary structures are proposed; two serving as offices, the other as a multifunctional space referred to as the “hub”. One of the office structures and the hub are to be located within the western part of the site, close to the western boundary adjacent to Towpath Road. The second office, referred to as “backlot office east”, is within the central part of the site, close to the primary vehicular access, referred to as Gate A.



- 5.4. Two structures are proposed in the eastern-most part of the site which serve as ancillary storage and workshop areas. A refuse storage area lies beyond these; close to the site’s eastern boundary with Harbet Road. Proposed cycle storage and vehicle parking are split across the site.
- 5.5. The site utilises existing accesses, of which there are three in total. Two gates, “Gate B”, which is off Towpath Road, and “Gate C”, which is off Harbet Road, just serve as emergency access. Gate A, the primary access serving the proposed use, is off Hawley Road in the northern part of the site. This access will be marked by stacked and painted shipping containers and integrated internally illuminated signage.

- 5.6. No changes are proposed to the site's existing boundary treatment. However, the applicant proposes an additional pedestrian and cycle only access gate to Towpath Road which will require minor works to the boundary fence close to Gate B.

6. Relevant Planning History

6.1. Application Site

16/01315/PADE - Demolition of Units 8, 8A, 8B-L, 11, 14, 15, Block D, Block E, Crescent Building, Riverside House and The Valley – Prior Approval Not Required 18.04.2016.

6.2. Wider Meridian Water Site

20/01880/FUL (and 20/01881/ADV) - Retrospective temporary Planning Permission and Advertising Consent for the redevelopment of the site for a drive-in event space (films, comedy, music and plays), including the erection of shipping containers (some double stacked), the erection of 15no. banners to fencing, 6no. LED-lit exit signs and 1no. illuminated entrance sign and associated works (Sui Generis) until 31st March 2021 – Granted 20.10.20

19/02749/FUL - Change of use of buildings (units 4, 5, 6, 9 and 9a) and adjacent land to an events and entertainment space including use as a filming studio ('The Drumsheds') for a temporary period of five years and associated installation of hoarding, gates, lighting and two container offices.

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.

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.

16/01197/RE3 – 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 950sqm 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 children's 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). – Granted 10.07.17

15/02479/PADE - Demolition of industrial buildings to include units 16, 107, 108, 3A, 3B, 4, 2, 10, J, blocks 9 and 10 and F block – Prior Approval Not Required 29.06.2015

7 Consultation

7.1 Public

7.1.1 Consultation letters were sent to 188 adjoining and neighbouring addresses. In addition, site notices were displayed at the site and published in the local press. No letters of representation objecting or supporting the development, were received.

7.2 External Consultees

7.2.1 The Canal and River Trust have advised:

- Trust welcomes efforts made regards the siting and orientation of the Backlot West Hub, where spaces at a first floor level benefit from relatively generous fenestration, allowing views toward the waterway;
- Could be taken further by opening up ground floor outlook and indeed, could taken further, along boundary, remove need for some security fencing;
- Suggest re. the hub building, a more natural cladding material such as timber, especially on the western elevation, in the context of Policy EL11 of the Edmonton Leaside Area Action Plan; to promote high-quality design along the waterway;
- Suggest a condition be imposed to require the submission of detailed plans for materials to be used for the Backlot West Hub and Backlot West Offices;
- Not appropriate that no landscaping is proposed to be delivered;
- Suggest it would be beneficial if pedestrian and cycle access was offered from Towpath Road (via Gate B, or otherwise); and
- Agree with recommendations of submitted Ecology Note regards the use of appropriate lighting with no spill onto the river corridor.

Officer response: A pedestrian and cycle only access is now proposed and would be provided off Towpath Road into the site and would be secured by condition. A landscaping plan has also now been submitted albeit due to the temporary nature of the proposal, it only proposes a light touch approach to landscaping of the site. It is not considered appropriate to require a more substantial tree planting scheme as trees would need to be removed when permanent development comes forward. A condition is recommended to secure the implementation of the details submitted. With respect to lighting, a condition is recommended which secures that any is appropriate and not impactful upon the waterway.

With respect to their concerns regarding the design and external treatment of buildings. These are not supported in the context of this temporary use and this is expanded on further in the analysis section of this report.

- 7.2.2 London Borough of Haringey: No comment
- 7.2.3 London Borough of Waltham Forest: No comment
- 7.2.4 London Fire & Emergency Planning: No comment
- 7.2.5 Natural England: No comment
- 7.2.6 Environment Agency: No objection subject to conditions which are included in the list of recommended conditions above
- 7.2.7 Lee Valley Regional Park Authority: No comment
- 7.2.8 Metropolitan Police: No objection subject to a condition as covered at Condition 20 in the list of conditions above.
- 7.2.9 Arriva North London: No comment
- 7.2.10 Transport for London: No objection subject conditions requiring a Construction Logistics Plan and Delivery and Servicing Plan. A construction logistics plan has since been submitted. This is acceptable to the Traffic and Transportation team and therefore a condition requiring compliance with this is recommended. A condition requiring the submission of a Delivery and Service Plan is also recommended in the list of recommended conditions above.

7.3 Internal Consultees

- 7.3.1 SuDS: No objection
- 7.3.2 Environmental Protection: No objection
- 7.3.3 Commercial Waste: No comment
- 7.3.4 Traffic and Transportation: No objection subject to conditions included in the list of conditions recommended above
- 7.3.4 Street Works: No objection

8 Relevant Planning Policies

8.1 London Plan (2016)

Policy 2.14 – Areas for Regeneration
Policy 2.16 – Strategic Outer London Development Centres
Policy 2.17 – Strategic Industrial Locations
Policy 4.1 – Developing London’s Economy
Policy 4.12 – Improving Opportunities for All
Policy 5.3 – Sustainable Design and Construction
Policy 5.12 – Flood Risk Management
Policy 5.21 – Contaminated Land

Policy 6.3 – Assessing Effects of Development on Transport Capacity
Policy 6.12 – Road Network Capacity
Policy 7.3 – Local Character
Policy 7.6 – Architecture
Policy 7.15 – Reducing noise and enhancing soundscapes
Policy 7.19 – Biodiversity and access to nature
Policy 7.21 – Trees and Woodland

8.2 Draft London Plan – Intend to Publish (2019)

8.2.1 The Intend to Publish London Plan was published on 9 December 2019. The Secretary of State for Housing, Communities and Local Government has responded and directed that the Plan cannot be published until the Directions he has listed are addressed. He has raised concerns that there were a number of inconsistencies with national policy and missed opportunities to increase housing delivery. In the circumstances, it is only those policies of the Intend to Publish version of the London Plan, that remain unchallenged to which weight can be attributed.

8.2.2 Draft policies of relevance are:

Policy E4 – Land for industry, logistics and services to support London's economic function.
Policy E7 – Intensification, co-location and substitution of land for industry, logistics and services to support London's economic function
Policy D1 – London's form and characteristics
Policy HC5 – Supporting London's culture and creative industries
Policy T3 – Transport Capacity, connectivity and safeguarding
Policy T4 – Assessing and mitigating transport impacts
Policy T5 – Cycling
Policy T6 – Car Parking
Policy G1 – Green infrastructure

8.3 Core Strategy (2010)

Core Policy 11 – Recreation, Leisure, Cultural and Arts
Core Policy 12 – Visitors and Tourism
Core Policy 13 – Promoting Economic Prosperity
Core Policy 14 – Safeguarding Strategic Industrial Locations
Core Policy 16 – Taking Part in Economic Success and Improving Skills
Core Policy 20 – Sustainable Energy Use and Energy Infrastructure
Core Policy 24 – The Road Network
Core Policy 25 – Pedestrians and Cyclists
Core Policy 26 – Public Transport
Core Policy 27 – Freight
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 33 – Green Belt and Countryside
Core Policy 35 – Lee Valley Regional Park and Waterways
Core Policy 36 – Biodiversity
Core Policy 37 – Central Leaside
Core Policy 38 – Meridian Water

8.4 Development Management Document (2014)

DMD19 – Strategic Industrial Locations
DMD21 – Complimentary and Supporting Uses within SIL and LSIS
DMD37 – Achieving High Quality and Design-Led Development
DMD41 – Advertisements
DMD47 – Access, New Roads and Servicing
DMD48 – Transport Assessments
DMD51 – Energy Efficiency Standards
DMD53 – Low and Zero Carbon Technology
DMD56 – Heating and Cooling
DMD57 – Responsible Sourcing of Materials, Waste Minimisation and Green Procurement
DMD58 – Water Efficiency
DMD59 – Avoiding and Reducing Flood Risk
DMD60 – Assessing Flood Risk
DMD61 – Managing Surface Water
DMD62 – Flood Control and Mitigation Measures
DMD63 – Protection and improvement of watercourses and flood defences
DMD64 – Pollution control and assessment
DMD66 – Land contamination and instability
DMD68 – Noise
DMD69 – Light Pollution
DMD70 – Water Quality
DMD75 – Waterways
DMD82 – Protecting the Green Belt
DMD83 – Development Adjacent to the Green Belt

8.5 Edmonton Leaside Area Action Plan

8.5.1 The Edmonton Leaside Area Action Plan (ELAAP), was formerly adopted in January 2020. The Policies of relevance are:

Policy EL2 – Economy and Employment in Meridian Water
Policy EL8 – Managing Flood Risk in Meridian Water
Policy EL12 – Public Realm at Meridian Water
Policy EL27 – Watercourses at Edmonton Leaside

8.6 Other Material Considerations

National Planning Policy Framework (2019) (NPPF)
National Planning Practice Guidance (2019) (NPPG)
Upper Lee Valley Opportunity Area Planning Framework (2013)
Meridian Water Master Plan (2013)
Town & Country Planning (Control of Advertisements) (England) Regulations 2007
PLG05: The Brightness of Illuminated Advertisements (Institution of Lighting Professionals, 2015).
Town & Country Planning (General Permitted Development) (England) Order 2015 (as amended)

9. Analysis

9.1 This report sets out an analysis of the issues that arise from the proposals in the context of adopted strategic and local planning policies. The main issues are considered as follows:

- Principle of Development and Land Use
- Impact to the Character and Appearance of the Surrounding Area
- Relationship to Green Belt / Lee Valley Regional Park
- Traffic Generation, Access, Parking and Highway Safety
- Biodiversity and Nature Conservation
- Contamination
- Flood Risk
- Energy and Sustainability
- Impact to Neighbouring Residential Amenity

Principle of Development and Land Use

9.2 Meridian Water is a major regeneration area within the Upper Lee Valley Opportunity Area as identified in the London Plan, Core Strategy and Edmonton Leaside Area Action Plan. Meridian Water is expected to undergo transformational change to deliver up to 5000 new homes, 3,000 jobs as well as a mix of other uses and infrastructure (CP 37 and 38 of the Core Strategy).

Strategic Industrial Land and employment creation

9.3 Notwithstanding the wider regeneration ambitions for Meridian Water, currently, the application site is designated Strategic Industrial Land, and it is also a Preferred Industrial Location (PIL). Both Policy 2.17 of the adopted London Plan and Policy DMD19(1a) outline a list of acceptable uses on Strategic Industrial Land. The use proposed is compatible in land-use terms with the SIL designation, being a general light industrial use.

9.4 It should be noted that changes to the Town and Country Planning (Use Classes) Order 1987, made effective from 01 September 2020, introduce greater flexibility in the use classes and the ability to move between classes. Use class B1(a) (Office) is now E(g)(i), what was B1(c) (Light Industrial Processes), is now, E(g)(iii). B8 (Storage) is unaffected by changes to the Use Class Order.

9.5 London Plan and local policy seek to promote and enable the continued development of a strong, sustainable and increasingly diverse economy across all parts of London, ensuring the availability of sufficient and suitable workspaces in terms of type, size and cost, supporting infrastructure and suitable environments for larger employers and small and medium sized enterprises, including voluntary and community centres.

9.6 The Edmonton Leaside Area Action Plan acknowledges that the large scale and extended timeframe of development at Meridian Water, combined with the control offered by Council ownership of significant land holdings, provides an opportunity for imaginative meanwhile uses to have an important role in activating the site, including the creation of new types of employment. Meanwhile uses will inhabit existing buildings and spaces, as well as temporary structures such as shipping containers. Policy EL2 of the Edmonton Leaside Area Action Plan states where appropriate, the Council will explore and support meantime uses, in existing buildings or temporary structures, for the development of new types of employment.

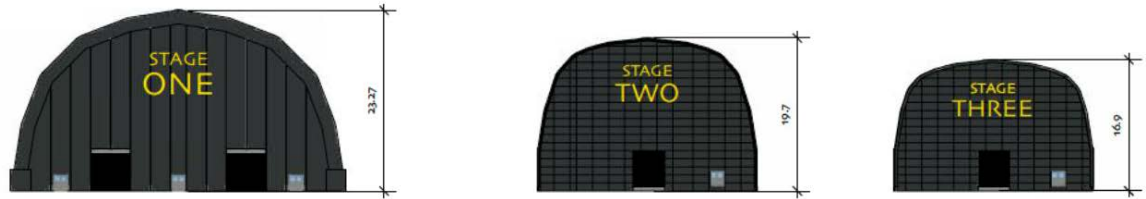
- 9.7 The use as proposed is somewhat different from the traditional industrial character of this area. Nevertheless, it is categorised as an employment use within Class B1 and thus, the use is appropriate to the site's designation. By its nature, it will generate employment both through the opportunities related to construction, as well as through the actual site operation and the applicant has provided information to demonstrate they are committed to aiming to provide employment opportunities, for residents of borough.

The Central Spine and other associated infrastructure works

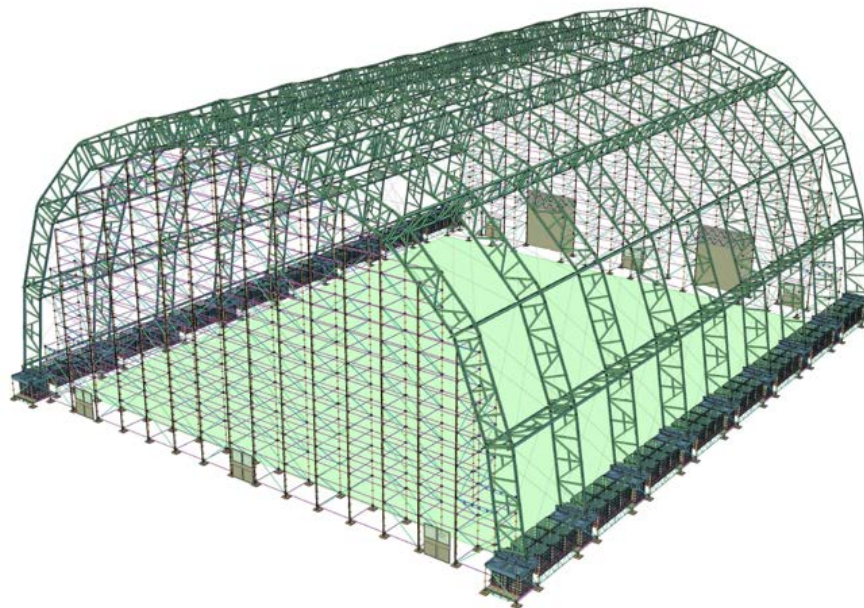
- 9.8 In connection with the longer term regeneration of the area, adopted policy identifies the need for a central spine through Meridian Water: a key route for essential infrastructure as well as a place for interaction and communities as set out in Policy EL6 of the Edmonton Leaside Area Action Plan. The detailed alignment of the Central Spine was granted planning permission under the application for the strategic infrastructure works as set out in section 6.2 of this report. This permission also included works to address flood risk issues across Meridian Water and proposed the creation of a channel south of this site to support the flood mitigation measures.
- 9.9 The temporary nature of the use, together with the extent of the application site boundary does not prejudice the Council's objectives for the delivery of the central spine nor the construction of the channel to support flood mitigation measures across the wider Meridian water site.
- 9.10 The principle of the use of the site is therefore acceptable in the context of the sites designation and in the context of the wider regeneration proposals for the area.

Impact to the Character and Appearance of the Surrounding Area

- 9.11 The NPPF attaches great importance to the design of the built environment. The adopted London Plan Policies 7.4 (Local Character), 7.5 (Public Realm) and 7.6 (Architecture) are the primary design relevant policies to this application. Policies D3 (Optimising Site Capacity through the Design-Led Approach), D4 (Delivering Good Design), Policy D8 (Public Realm) and D11 (Safety, Security and Resilience to Emergency) are the most relevant design focused policies within the Intent to Publish emerging London Plan. Policy DMD37 and Core Policy 30 of the adopted Local Plan, seek to ensure development is of the highest quality. Policies EL12 and EL27 of the Edmonton Leaside AAP require new development to positively address the waterfront through providing an active frontage.
- 9.12 Meridian Water comprises a large area of underused and brownfield regeneration land, with large areas of derelict land alongside industrial accommodation of varying age and quality. Indeed, the application site has been largely cleared of buildings.
- 9.13 Three large studio buildings are proposed within the centre of the site, each a different height, with the largest (Studio One) having a maximum 23.37m in height. Studio Two has a maximum height of 19.7m and Studio Three, has a height of 16.9m. See the below excerpt from the submitted Design and Access Statement:



9.14 The Studios are constructed of a steel framework which gives shape to the roof and walls of the structure. This is tied to a ground level framework which in turn sits on concrete flooring sections.



9.15 Studio One's metal framework is clad in a dark grey PVC blackout material, and Studio Two and Three are clad in a Trimo Cladding, Anthracite RAL 7106.

9.16 Two office structures, referred to by the applicant as "backlot east offices" and "backlot west offices" corresponding to their position on the site, propose three storey office accommodation. They are to be constructed of stacked and painted former shipping containers. These are positioned such that a frontage is presented to Towpath Road. Offices at first floor level benefit from generous fenestration, allowing views towards the watercourse. It has been suggested by the Canals and River Trust that this elevation could be further enhanced by opening up the views from the ground floor accommodation and introducing additional windows. However, the applicant has advised that this space is likely to be used as rehearsal space and therefore needs to be blacked out without windows. In the context that this is a temporary proposal for a period of two years, and provision is made for activation to the water facing elevation at upper levels, the design and positioning of the buildings is considered acceptable and would not lead to any long term harm.

9.17 The "hub" structure - a structure of varying uses ancillary to the studios, is a wider structure than the offices and is located close to the western boundary of the site along Towpath Road. As with Studios Two and Three, it is clad in Trimo Cladding,

Anthracite RAL 7106. Outlook from the hub building, is single aspect; west facing, toward Towpath Road and the River Lee Navigation.

- 9.18 Two further structures are to be erected within the east-part of the site; close to the junctions of Harbet Road and Hawley Road which serve as multi-functional spaces ancillary to the use, acting as storage but also workshop space. These structures are stated by the applicant to have external walls with a “PVC” cover. Their appearance is of that of a heavy duty tent.
- 9.19 The primary access to/from the site is “Gate A” (see Block Plan, dwg. no. MWS1_003). This is to be marked by an “arch” shaped structure constructed of stacked shipping containers, along with associated signage fronting Hawley Road.
- 9.20 While the design of proposed buildings/structures varies across the site, the studios are considered strong design features which will provide positive identification from within the local and wider area. Further, it is considered the industrial aesthetic of the studios would have a positive effect on the character and appearance of the surrounding area.
- 9.21 It is accepted that the ancillary structures vary in appearance and are somewhat temporary in appearance. The Canals and River Trust have advised that they consider the external finish of the hub structure, being the same as for the larger scale studio buildings, may negate the benefits of the reduction in scale and mass of this building, compared to the studios: they have suggested a timber cladding of this building may be more appropriate. However, it is considered that given the surrounding industrial context, which has no strong or cohesive sense of character and in consideration of the temporary period the application seeks permission for, the approach to design and external finish of the buildings is acceptable.
- 9.22 The Canals and Rivers Trust also raised concerns about the lack of landscaping proposed on the site. There is no soft landscaping or trees on site at present. A landscaping plan has now been submitted. Given the application seeks permission for only 2 years, a simple approach to landscaping is proposed, largely on raised-beds. However, it does provide a slight softening of the development particularly along the western and northern site boundaries. It is considered this approach to landscaping, is proportionate in the context of the short-term nature of the use and will enhance the views into the site from Towpath Road for the duration of the use. It is not considered appropriate to plant in the ground or more substantially at this stage as permanent development will come forward at which point more substantial landscaping would be sought.
- 9.23 Whilst the submitted plans identify an area for refuse storage, no details on the design and appearance of any structure to enclose the area have been provided. A condition is therefore recommended to require the submission of details.
- 9.24 It is recognised that the proposals would not fulfil the Council’s design ambitions for a permanent redevelopment or longer term use of the site. However, this application is for a temporary period of 2 years only and is designed to enable quick occupation of the site for a beneficial and employment creating meanwhile use. The buildings therefore are temporary in nature incorporating simple construction techniques. Taking account of the planning merits, it is considered for these reasons, that the development as proposed is considered acceptable and will have limited impact on the character and appearance of the area.

Impact of Signage / Advertising

- 9.25 Consent is also sought for the installation of 3 x externally illuminated signs; to be placed at a high-level, on the eastern elevation of the three studio buildings, and 1 x internally illuminated sign, to be elevated above the entrance area (referred to as Gate A) for a period of two years.
- 9.26 The advertising/signage is proportionate in scale and not readily visible from the wider surrounding area. It does not result in any unacceptable adverse impact to the visual amenity of the surrounding area nor does it detract from matters of highway safety. It is therefore considered to be compliant with Policy DMD41.

Relationship to Adjacent Green Belt / Lee Valley Regional Park

- 9.27 Policy DMD83 outlines that proposed development located next to, or within close proximity to the Green Belt will only be permitted if it is compliant with specified criteria:
- i) There is no increase in the visual dominance and intrusiveness of the built form by way of height, scale and massing on the Green Belt;
 - ii) There is a clear distinction between the Green Belt and urban area
 - iii) Views and vistas from the Green Belt into urban areas and vice versa, especially at important access points, are maintained.
- 9.28 In addition, Core Policy 35 seeks to ensure development supports the objectives of the Lea Valley Park Authority in terms of improving access through physical infrastructure and urban design
- 9.29 The boundary of Green Belt / Lea Valley Regional Park is located on the north-east side of Harbet Road; marking much of the eastern boundary of the borough. The proposal would be visible across neighbouring sites to the green belt / Lee Valley Regional Park. However, the development would is not considered to result in any unacceptable or permanent increase in the visual dominance of the site. The development does not affect the clear distinction between the Green Belt boundary; east of Harbet Road.

Traffic Generation, Access, Parking and Highway Safety

- 9.30 The applicant has submitted a Transport Assessment which sets out the general approach to dealing with safe ingress and egress of the site, to parking and sets out the context of the site from a transport perspective.
- 9.31 The site is served by rail and underground stations at Meridian Water Station, approximately 0.6km from the site, Northumberland Park Station, approximately 1.26km from the site and Tottenham Hale Station, approximately 2.79km from the site. There are bus stops within the vicinity of the site providing links to surrounding areas and alternative rail and underground stations.
- 9.32 A dedicated pedestrian and cycle route is west of the Towpath road; along the eastern bank of the River Lea Navigation. Whilst a barrier divides it from the road, which restricts when the path can be accessed, the barrier ends just north-west of the site. This links the site to the north toward William Girling Reservoir and beyond, and

to the south, into the London Borough of Haringey and the London Borough of Hackney.

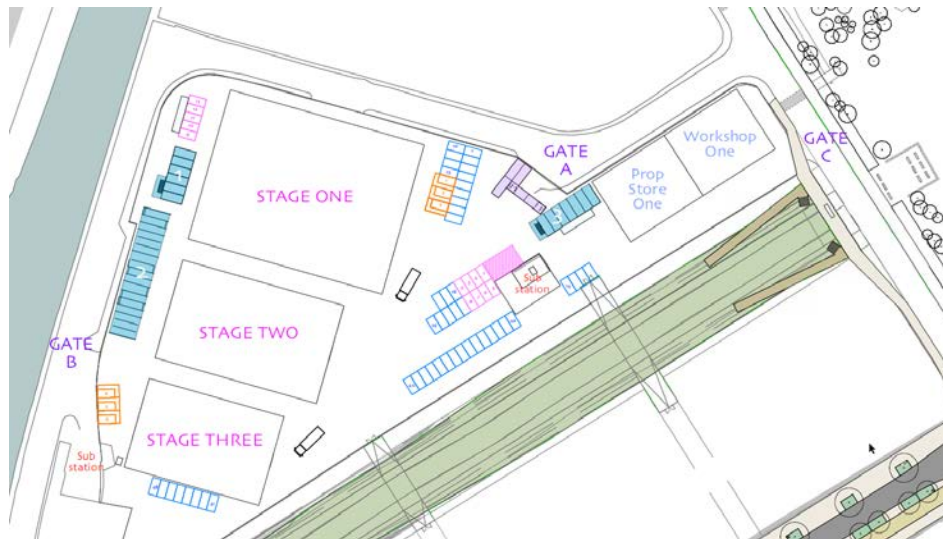
9.33 The site has vehicular access via Hawley Road

Vehicular Access

9.34 Section 3.2.8 of the submitted Transport Assessment outlines the approach to vehicular access and the submitted Parking Site Plan illustrates the positioning of vehicular access. There are three gates however only “Gate A” is to be utilised for site operation outside of emergency access requirements:

- Gate A (existing)– Vehicle & Pedestrian Entrance from Hawley Road
- Gate B (existing) – Emergency Exit Gate (east, onto Harbet Road)
- Gate C (existing) – Emergency Exit Gate (west, onto Towpath Road)

9.35 The below excerpt from the submitted Parking Plan illustrates the vehicular access arrangements.



9.36 There is no objection to the approach to vehicular access. Swept path analysis has been provided to demonstrate that there is space to accommodate the largest vehicles likely to service the site. The proposal is considered acceptable and should minimise the impact on the public highway of large vehicles entering and exiting the site

9.37 A taxi drop off location has been provided in close proximity to the main access point which is acceptable.

Trip Generation

9.38 The submitted Transport Assessment addresses trip generation largely by outlining trip generation related data for similar uses in other London Boroughs to justify the use. Page 60 of the TA outlines data collected for The Dagenham Studios and for Ealing Studios.

9.39 No objection is raised to the proposal from the perspective of trip generation, having regard to the site context and the information submitted in support of this application

adequately demonstrates trip generation will not be significant in terms of the local and strategic highway networks.

- 9.40 The applicant has agreed to submit a travel plan to promote the use of public transport and reduce reliance on the private car. A condition is recommended to secure this.

Construction Traffic

- 9.41 Whilst the development is not operational, some works have commenced on site. As a result, during the course of this application, the applicant was asked to submit a Construction Management Plan to ensure development would reflect best practise, in its construction. This was submitted and officers have engaged with both Traffic and Transportation Officers and the Council's Street Works Team on the matter. There is no objection to the plan submitted which the works on site have accorded with and a condition is recommended requiring compliance with the Plan submitted.

Pedestrian, Cycle and Vehicular Access

- 9.42 As outlined, the main access and egress to the development proposals will be via an existing vehicle and pedestrian gate on Hawley Road which is to be a shared access.
- 9.43 Within the site, to demonstrate the separation of pedestrian and vehicle movement, the applicant has submitted a Pedestrian-Vehicle Site Plan. The detail is acceptable, and no objection is raised to the approach to movement within the site.
- 9.44 The applicant has agreed to the provision of an additional pedestrian and cycle only access to be provided within close proximity to "Gate B)", off Towpath Road. This would be of benefit to cyclists and pedestrians accessing the site from the existing pedestrian/cycle route, along the River Lea Navigation. This is welcomed and it is recommended that a condition be attached requiring details of the access and that it be provided and available for use prior to first occupation.

Vehicle Parking

- 9.45 The TA refers to extant London Plan standards for vehicle parking, rather than standards from the Intend to Publish London Plan, which through the course of this application the applicant has been made aware of and responded to. The emerging London Plan states in Outer London Opportunity Areas, up to 1 space/600sqm of gross internal floorspace should be provided for a use of this type.
- 9.46 On the basis of the delivery of 6,773sqm, this would equate to 11 car parking spaces. However, the applicant proposes 67 spaces. The applicant has justified this over provision of parking referencing that within emerging London Plan Policy T6, supporting text (10.6.18) states for industrial sites, the role of parking – both for workers and operational vehicles, varies considerably depending on location and the type of development proposed and that provision should be determined on a case-by-case basis. Indeed, adopted Policy DMD45 advised that acceptable provision depends, amongst other things, on the scale and nature of the site and the public transport accessibility level (PTAL) of the site.
- 9.47 The applicant highlights that the proposed use would demand employees travelling from across London and indeed, the UK/overseas, many of whom may require specialist transportation arrangements due to logistical and security concerns. The

applicant highlights the site has quite low public transport accessibility at the present time and assumes that many employees will be unable to access the site via public transport for reasons aforementioned.

- 9.48 However, the applicant has confirmed agreement to the submission of a Travel Plan, which could secure a review period, where if car parking is evidently being overprovided and underutilised, then, after an agreed period, the number of spaces provided on site can be reduced accordingly. A condition is recommended to require a travel plan to be submitted and agreed.
- 9.49 The proposed 10% disabled parking provision is acceptable.
- 9.50 Infrastructure for the charging of electric vehicles is proposed. However, this is lower than would be expected when comparing against London Plan standards and is not acceptable. A condition is recommended that requires the submission of details of electric parking provision in accordance with the Plan standards.

Cycle Parking

- 9.51 Cycle parking proposals are acceptable and in line with the Intend to Publish London Plan standards. However, these do not presently include any enlarged area for parking adapted and cargo cycles, as emerging policy requires. It is recognised that there is capacity on the site to address this and therefore a condition is recommended to require enhanced cycle parking provision in accordance with the emerging policy requirements.

Refuse

- 9.52 It is expected that aside from some HGVs required in connection with the use, refuse vehicles will be one of the largest vehicles required to access the site. Submitted swept-path-analysis takes account of this and there is no objection to the servicing and access arrangements.
- 9.53 The Design and Access Statement outlines that refuse collection is to be provided by a private contractor. There is no objection to the approach.

Biodiversity and Nature Conservation

- 9.54 The western boundary of the site is approximately 8m east of the River Lee Navigation; separated by Towpath Road and an existing cycle/pedestrian towpath. The River Lee Navigation is an important ecological corridor and "Priority Habitat" as defined in the NPPF. The Lee Navigation is also part of the Lea Valley Site of Metropolitan Importance for Nature Conservation (SMINC). Policy DMD78 states that development that has a direct or indirect negative impact upon important ecological assets will only be permitted where the harm cannot reasonably be avoided, and it has been demonstrated that appropriate mitigation can address the harm caused.
- 9.55 The applicant has submitted, in support of this application, an Ecological Note. The note highlights that previous ecological appraisals have been undertaken which surveyed the application site and that these concluded the site was of a negligible ecological value notwithstanding the proximity of the site to the River Lee Navigation. The note submitted concurs with the conclusions of previous ecological appraisals affecting the site and one of its primary recommendations is to ensure there is no direct lighting or light spill onto the River Lee Navigation, to ensure bats that use the watercourse as a commuting and dispersal route are not impacted by development.

- 9.56 A condition is recommended to ensure the development does adversely affect the watercourse or the adjacent river corridor habitat. The condition will require the specifications, locations and direction of external artificial lights within 35m of the bank of the watercourse, to not exceed a value of 1 lux. Noting the stipulated distance, this condition will cover any lighting on the western elevation of any of the studios, as well as the western elevations of the office and hub structures, proposed within close proximity to the site's western boundary.

Contamination

- 9.57 The NPPF states planning policies and decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability and contamination although acknowledges that responsibility for safe development rests with the developer and/or landowner. Paragraph 180 states that these policies and decisions should also ensure that new development is appropriate for its location taking into account the likely effects of pollution on health, living conditions, and the natural environment. This is supported by Core Strategy Policy 32 (Pollution) and Policies DMD 68 & 70.
- 9.58 This application is accompanied by a Ground Contamination Preliminary Risk Assessment, within which, a Groundsure Report is also included.
- 9.59 The report presents a desk-based review, and the results from an on-site visit undertaken by the applicant's consultant 08th October 2020. In addition, the submitted information draws upon the several intrusive ground investigations which have been undertaken on or within close proximity to the site. The GTA/Arup Survey undertaken 2019-2020 included the creation of one borehole on the application site. The submitted report concludes the site has a low environmental sensitivity based on the existing site conditions, especially considering the extensive hardstanding which will be retained and built upon. The results of the on-site borehole also demonstrated concentrations of contaminants in soil were generally low.
- 9.60 The development will require a service and drainage trench dug to a maximum depth of 1m. The underground utilities will connect to the water and sewage drain which is located on Towpath Road. Aside from the trench, all structures on site are self-weighted and require no foundations to be excavated. A concrete slab has been constructed on the existing ground to support the structures.
- 9.61 The Environmental Protection Officer has confirmed that there is no risk to human health associated with the development as proposed. The Environment Agency (EA) note that the development requires limited ground disturbance but having regard to the limited below ground works that are proposed (trench/utility corridors) have recommended several conditions be attached and these are included in the list of conditions recommended above.

Flood Risk

- 9.62 The application site falls within Flood Zones 2 and is therefore considered to have a medium probability of flooding and the probability of flooding is between 1 in 100 and 1 in 1,000 years. The use is interpreted as being classed less vulnerable, as per Government Guidance, and the applicant outlines this is considered an acceptable use, within flood zone 2.

- 9.63 The applicant has submitted a Flood Risk Assessment (FRA) in support of the application, which sets out the site context, and includes flood modelling and testing of the development as to demonstrate development's acceptability, in light of site constraints.
- 9.64 The EA were consulted on this application and have raised no issues in respect of flood risk.
- 9.65 The Borough's SuDS Officer raises no objection in principle to the use of the land as proposed. However, further information is required on the sustainable drainage strategy and therefore conditions are recommended to address this.

Energy and Sustainability

- 9.66 Core Policy 20, Policies, DMD51, DMD53, DMD56, DMD57 and DMD58 outline the requirements for energy and sustainability within the adopted Local Plan.
- 9.67 Policy 5.2 of the adopted London Plan sets out targets for carbon dioxide reductions for both residential and non-residential development. The policy embeds the principles of the energy hierarchy. Supplementary test to Policy 5.2 outlines the requirement for energy assessments to include separate details of unregulated emissions, which is to recognise explicitly the additional contribution that can be made through the use of efficient equipment, building controls and good management practises
- 9.68 The submitted revised Energy Statement (ref. 7420/IW/ES01 dated November 2020) outlines that the development is exempt from being required to comply with adopted Building Regulations (Part L) legislation. This is on the basis that the Studio and Workshop Buildings are classified as both Low Energy Buildings (as defined in guidance associated with Building Regulations Part L2A), having no fixed energy infrastructure; i.e. radiators etc. The applicant has stated that the Backlot Offices and Hub Building are classified as temporary buildings under Building Regulations Part L2.
- 9.69 No structure on site as proposed, is to have a fixed energy source but rather because of the nature of the use of the site – different productions requiring different environments, each production utilising the site, will bring its own heating/ cooling equipment.
- 9.70 With regards to the office structures, they are to be constructed out of converted shipping containers which are fitted out with windows for natural ventilation and insulation. The applicant has submitted a Green Procurement Plan. Within this plan, the applicant outlines that all buildings on site have been repurposed, being sourced from another previously used site by the applicant or being sourced elsewhere; in the case of the workshop/storage structures and the security entrance/gantry structures.
- 9.71 Limited information has been provided on the energy use associated with the use of the site, with the applicant advising that due to the nature of the buildings there is no requirement to comply with the Building Regulations. However, it is considered that further information is required in relation to the unregulated energy use associated with the equipment that will be brought on site for the purposes of heating/cooling the office environments and in respect of productions, to ensure opportunities to minimise energy use are maximised. A condition to this effect is recommended above.

Impact to Neighbouring Residential Amenity

- 9.72 London Plan Policy 7.6 (part B) states that buildings should not cause unacceptable harm to the amenity of surrounding land and buildings, particularly residential buildings while Policy 7.15 (part B) states that development proposals should seek to reduce noise by minimising the existing and potential adverse impacts of noise on, from, within, or in the vicinity of, development proposals; separating new noise sensitive development from major noise sources wherever practicable through the use of distance, screening, or internal layout in preference to sole reliance on sound insulation.
- 9.73 The nearest residential units are located approximately 620m east of the site in Hazel Way in the London Borough of Waltham Forest and 830m south of the site across Banbury Reservoir also in the London Borough of Waltham Forest. To the west of the site, residential units fronting Kimberley Road are approximately 1.05km from the site. Ikea, Tesco, Meridian Way and the railway line are situated between the application site and the residential dwellings to the west.
- 9.74 The application site is surrounded by existing commercial/industrial uses and close to major road and rail routes with residential properties beyond. The acoustic environment is therefore dominated by transportation noise from road vehicles and passenger trains, as well as local traffic and noise from commercial premises which would limit any impact of noise from events to sensitive receptors.
- 9.75 The applicant has advised that the use would operate on a 24hr basis. Given the relationship of the site to existing residential properties and having regard to the fact that residential development on the west bank of the Navigation is unlikely to be built out and occupied within the lifetime of this permission, this is considered acceptable. The Council's Environmental Protection Officer recommends a condition which stipulates, in advance of any noise generating activities, which would exceed 120dB L(AF) max, proposed to take place between 22:00 and 07:00, the activities must be agreed with the Council prior to taking place.
- 9.76 In consideration of the site location, the use does not result in any significant increase to traffic in any surrounding residential streets.
- 9.77 In summary, the development would not have any adverse impact on the amenities of nearby residents.

10.0 Community Infrastructure Levy

- 10.1 Due to the industrial nature of the proposed development, the proposal is not CIL Liable

11.0 Conclusion

- 11.1 The proposed use of this site is appropriate to the site's designation as Strategic Infrastructure land and does not prejudice the aspirations and objectives of the wider Meridian Water Regeneration inclusive of the Strategic Infrastructure Works' delivery. Moreover, as a temporary meanwhile use, the development will bring this site back into productive and beneficial, providing employment opportunities and activating this currently largely derelict part of Meridian Water. It is recognised that by necessity, the temporary nature of the proposed use leads to a simplified approach to construction and design but taking into account the existing industrial character of the area, it is considered the approach is acceptable and will support the interim approach to the

placemaking of Meridian Water. It is considered any perceived effects of the development are outweighed by the temporary nature and economic benefits and can be mitigated by conditions where necessary. Consequently, and with reference to the adopted and emerging policies, it's considered the planning balance supports the proposal and approval is recommended for the use / buildings and signage.