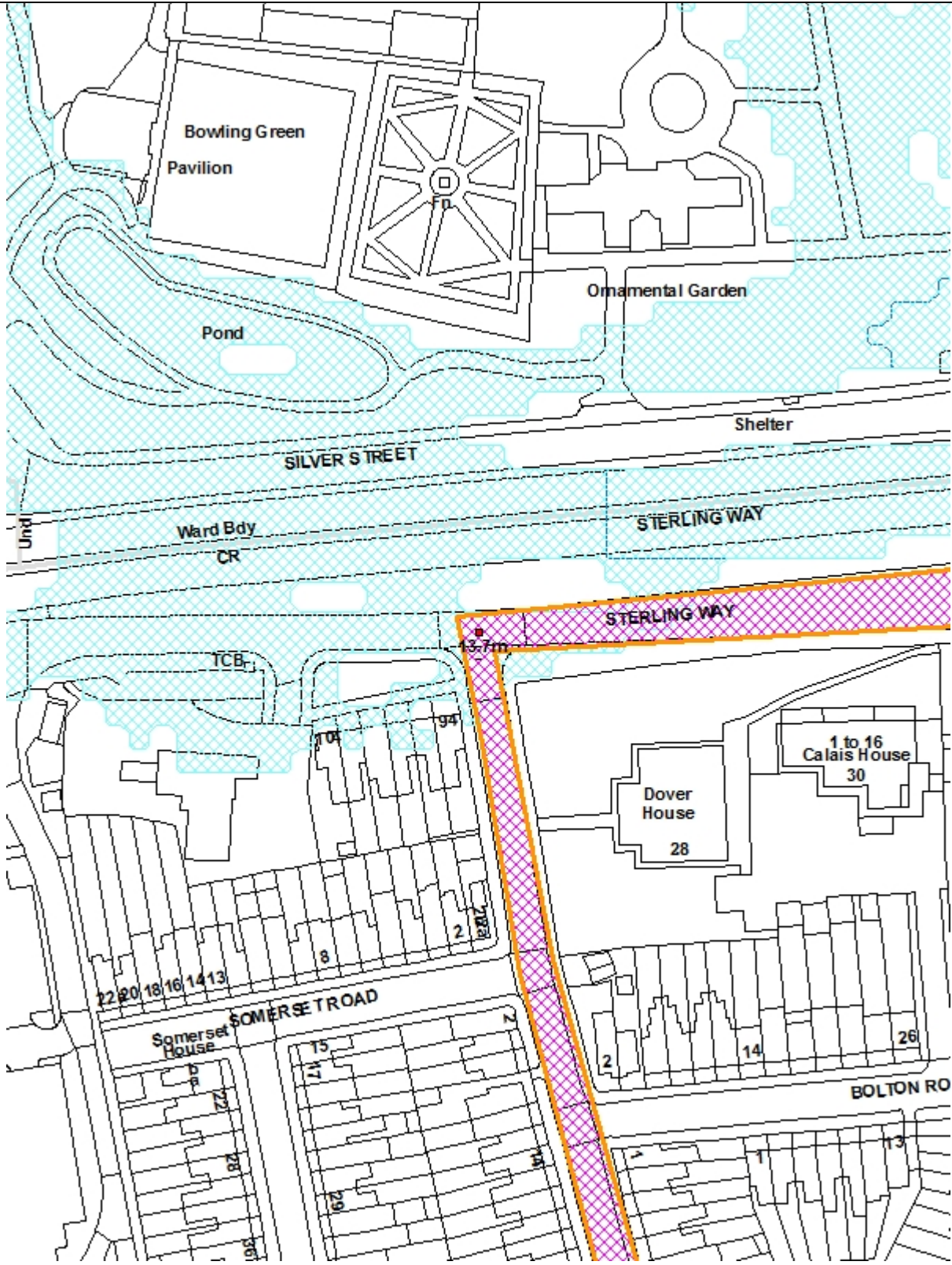


LONDON BOROUGH OF ENFIELD		
PLANNING COMMITTEE	Date: 18th April 2023	
Report of Director of Planning - Brett Leahy	Contact Officers: Syndsey Ballet Sharon Davidson	Category Full Planning Application
Ward Upper Edmonton	Councillor Request No Councilor Request	
LOCATION: Land West Of Silver Street Station And On To The A406 Via Wilbury Way, Enfield		
APPLICATION NUMBER: 23/00327/FUL		
PROPOSAL: Phase 2 Part 2 of new 23km Borough-wide district heating distribution network in Enfield comprising at this stage pipework from west of the railway line to the south of Silver Street Station, along parts of Bridport Road, Gloucester Road and Stirling Way, west along Wilbury Way, Pasteur Gardens, Tottenhall Road and then north along Green Lanes to and along part of Bowes Road (A406 North Circular) in parallel with Pymmes Brook.		
Applicant Name & Address: D3 Associates Limited c/o DRK Planning Ltd 215 Alfred Court 53 Fortune Green Road London NW6 1DF United Kingdom		Agent Name & Address: David Kemp DRK Planning Ltd 215 Alfred Court 53 Fortune Green Road London NW6 1DF United Kingdom
RECOMMENDATION: In accordance with Regulation 3 of the Town and Country Planning General Regulations 1992, the Head of Development Management be authorized to GRANT full planning permission subject to planning conditions.		



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Scale 1:1250

North



Note for Members

1.1 The application is reported to the Planning Committee because it is classified as a major development. In addition, the applicant for the development is closely associated with Enfield Council and in accordance with the scheme of delegation, is reported to the Planning Committee for determination.

2. Recommendation:

2.1 That the Head of Development Management be authorised to **GRANT** full planning permission subject to planning conditions:

1. Limited Time Period Permission

The development to which this permission relates must be begun not later than the expiration of three years beginning with the date of the decision notice.

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

2. Approved Plans

The development hereby permitted shall be carried out in accordance with the approved plans as set out in the attached schedule which forms part of this notice.

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

3. Written Scheme of Investigation

No demolition or development within an individual development zone or section shall take place until a written scheme of investigation (WSI) related to archaeology for that development zone or section has been submitted to and approved by the local planning authority in writing. For land that is included within the WSI, no demolition or development shall take place other than in accordance with the agreed WSI, which shall include the statement of significance and research objectives, and

- A. The programme and methodology of site investigation and recording and the nomination of a competent person(s) or organisation to undertake the agreed works
- B. Where appropriate, details of a programme for delivering related positive public benefits
- C. The programme for post-investigation assessment and subsequent analysis, publication & dissemination and deposition of resulting material. This part of the condition shall not be discharged until these elements have been fulfilled in accordance with the programme set out in the WSI

4. Air Quality

All Non-Road Mobile Machinery (NRMM) of net power of 37kW and up to and including 560kW used during the course of the demolition, site preparation and construction phases shall comply with the emission standards set out in chapter

7 of the GLA's supplementary planning guidance "Control of Dust and Emissions During Construction and Demolition" dated July 2014 (SPG), or subsequent guidance. Unless it complies with the standards set out in the SPG, no NRMM shall be on site, at any time, whether in use or not, without the prior written consent of the local planning authority. The developer shall keep an up-to-date list of all NRMM used during the demolition, site preparation and construction phases of the development on the online register at <https://nrmm.london/>

Reasons: In the interests of good air quality with regard to London Plan (2021).

5. Contamination Plan

No works with an individual development zone or section shall commence until a Contamination Plan has been submitted to and approved by the Local Planning Authority. The Plan must set out a strategy on how to deal with contaminated land and soil, should it be encountered during works, including the method of identifying contamination, removal and disposal of contaminated materials and protection of human and environmental health.

Reason: To protect residents from ground contamination.

6. Unidentified Contamination

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 the developer has submitted and obtained written approval from the Local Planning Authority for, an amendment to the remediation strategy detailing how this unsuspected contamination shall be dealt with.

Reason: To protect against risks arising from contamination.

7. Tree Protection Plan and Method Statement

Prior to the commencement of the development hereby approved (including demolition and all preparatory work), a scheme for the protection of the retained trees, in accordance with BS 5837:2012, including a tree protection plan (TPP) and an arboricultural method statement (AMS) shall be submitted to and approved in writing by the Local Planning Authority. Specific issues to be dealt with in the TPP and AMS:

- a) Detailed location and installation of services/ utilities, including trench location and dimensions, finished construction dimensions, and options for trenchless installation.
- b) Details of excavation and construction within the RPA or that may impact on the retained trees, including trench location and dimensions and options and locations for trenchless installation.
- c) A specification for protective fencing to safeguard trees during both excavation and construction phases.
- d) A specification for ground protection within tree protection zones.

- e) Tree protection during construction indicated on a TPP and construction and construction activities clearly identified as prohibited in this area.
- f) details of site access, temporary parking, on site welfare facilities, loading, unloading and storage of equipment, materials, fuels and waste as well concrete mixing and use of fires
- g) Methodology and detailed assessment of root pruning
- h) Arboricultural supervision and inspection by a suitably qualified tree specialist
- i) Reporting of inspection and supervision

The development thereafter shall be implemented in strict accordance with the approved details.

Reason: Required prior to commencement of development to satisfy the Local Planning Authority that the trees to be retained will not be damaged during demolition or construction and to protect and enhance the appearance and character of the site and locality, in accordance with DMD80 and pursuant to section 197 of the Town and Country Planning Act 1990

8. Construction Management Plan

The development shall not commence until a Construction Management Plan has been submitted to and approved by the Local Planning Authority. The Construction Management Plan shall be written in accordance with London Best Practice Guidance and contain:

- a: A photographic condition survey of the public roads, footways and verges leading to the site
- b: Details of construction access and associated traffic management
- c: Arrangements for the loading, unloading and turning of delivery, construction and service vehicles
- d: Arrangements for the parking of contractor's vehicles
- e: Arrangements for wheel cleaning
- f: Arrangements for the storage of materials
- g: Hours of work
- h: The storage and removal of excavation material
- i: Measures to reduce danger to cyclists
- j: Dust and emission mitigation measures written in accordance with the Mayor of London's Supplementary planning guidance 'The Control of Dust & Emissions During Construction and Demolition' detailing how dust and emissions will be managed during demolition and construction work

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

Reason: To ensure construction does not lead to damage of the nearby public road network, minimise disruption to the neighbouring properties and protect the local amenity from demolition/ construction dust.

3. **Executive Summary:**

- 3.1 The application site spans across a relatively large area of the southern portion of the Borough within Upper Edmonton involving pipework from east though to the west from

Southbury Loop railway line along Stirling Way leading to Gloucester Road, Bridport Road, and Stirling Way, westward along Wilbury Way, Pasteur Gardens, Tottenham Road and then north along Green Lanes eastward along part of Bowes Road (A406 North Circular) in parallel with Pymmes Brook.

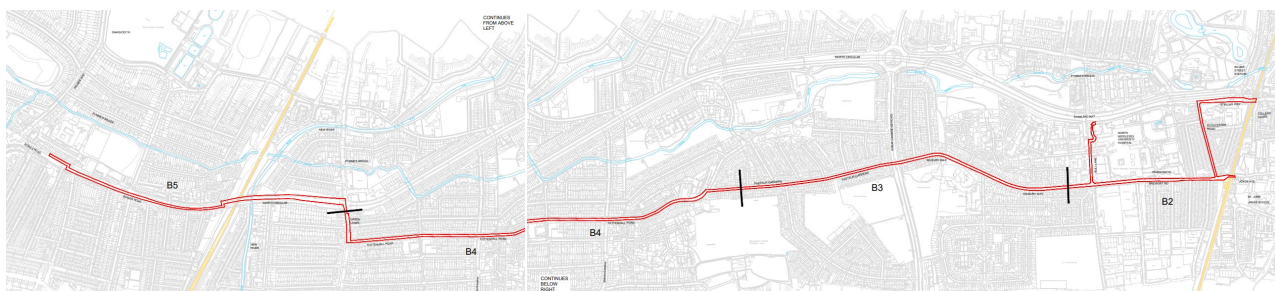
- 3.2 Planning consent is sought for the second part of Phase 2 of the new 23km Borough-wide district heating distribution network in Enfield. An application for Phase 2 Part 3 has been submitted separately to the Council. This planning application proposes the extension of the Meridian Water Heat Network from the Meridian Water/Edmonton area in the south of the Borough approximately 6km to support existing and future development along the route to connect to the low carbon decentralised energy network that will eventually cover large areas of the London Borough of Enfield and some areas of neighbouring London Boroughs.
- 3.3 The installation of the network constitutes engineering works requiring planning permission. However, the majority of the network is located beneath the highway and works cannot take place until all details, including traffic management arrangements during construction have been agreed by the Council in its capacity as highway and street works authority.
- 3.4 Decentralised energy networks are encouraged and supported in local, regional, and national planning policies and major developments are required to connect to existing or planned energy networks whenever possible. Several major developments within the Borough have already installed or are installing the equipment and infrastructure necessary to connect to the subject energy network.
- 3.5 The Energetik/Lee Valley Heat Network is supplied with energy from the adjacent EcoPark/North London Heat and Power Project facility to the north, which generates energy from waste.
- 3.6 The primary reasons for recommending approval are:
 - The development and expansion of low carbon decentralised energy networks is strongly supported throughout all levels of planning policy.
 - The development would extend part of the decentralised energy network, which is both encouraged and required by local and regional plans and policies and enables the wider delivery of actual service to progress. It will facilitate further expansion of the network as well, allowing development in the future to benefit from connecting to the network.
 - The development complies with relevant planning policy identified in this report, or compliance can be ensured through the use of planning conditions that have been proposed.
- 3.7 The proposal is considered acceptable in particular having regard to Policies GG1, SI2, and SI3 of the London Plan, Policy CP20 of the Core Strategy and Policies 51 and 52 of the Development Management Document.

4. Site and Surroundings:

- 4.1. The subject site spans across the ward of Upper Edmonton approximately 6km in length and is located south of the borough. The route passes through a part of the north circular A406 as well as areas containing commercial, residential, and public

uses. The vast majority of the piping will be located within the public highway, buried under road and pedestrian surfaces. Other portions of the piping will extend beneath pedestrian or cycle paths. The applicant states that once the piping is placed underground, the surfaces will be reinstated and the areas it passes through will look no different, with the exception of some access covers along the route where the pipes change direction.

4.2. The following figure depicts the proposed route:



4.3. Works will not pass through any designated conservation areas, nor will it impact built (above-ground) heritage assets. However, works will pass across a section of the New River, in close proximity to Pymmes Brooke and Southbury Loop railway lines to the southeast. As most of the construction works will occur within carriageways, a detailed traffic management proposal and plans have been submitted.

5. Relevant Planning History:

5.1 The following is the primary planning application associated with the subject proposal.

Reference	Description	Decision	Date
18/04517/FUL	Construction of a new district heating energy centre building and phase 1 of the associated buried heat network piping which extends westward into the wider borough.	S106 Granted with Conditions	11 January 2021
<p>Officer Note: This was an application for Energetik's operational hub for the decentralised energy network pipes and an extension of the piping to Meridian Water. This was also called phase 1 but was specific to an extension to Meridian Water.</p> <p>The energy centre building is located at 4 Advent Way, to the north of the North Circular Road.</p>			

5.2 The following is the planning permission that was granted for Phase 1 of the network:

Reference	Description	Decision	Date
22/00047/FUL	Phase 1 of new 23km Borough-wide district heating distribution network in Enfield comprising at this	Granted with Conditions	3 October 2022

	stage pipework of approximately 7km in length.		
Officer Note: This was an application for Phase 1 of the DEN that extended from Meridian Water/Edmonton in the south of the Borough towards the north. Permission was granted by Planning Committee in October of this year.			

5.3 The following are similar, albeit smaller scale applications to extend piping to connect to various developments, in anticipation of the full decentralised energy network being built out.

Reference	Description	Decision	Date
19/02282/FUL	Installation of district heating pipework.	Granted with Conditions	24 October 2019
Officer Note: This was an application to install connecting pipework between Alma Estate and the Electric Quarter for future connection to the wider decentralised energy network.			
21/02036/FUL	Installation of district heating pipework and all associated works including pipework and connections on external elevations of properties	Granted with Conditions	39 July 2021
Officer Note: This application was associated with properties along Naylor Grove, EN3.			
21/02587/FUL	Installation of district heating pipework and all associated works including pipework and connections on external elevations of properties.	Granted with Conditions	16 September 2021
Officer Note: This application was associated with properties along South Street, EN3.			
22/00013/RE4	Extension of Ponders End Heat Network to supply low carbon heat to the Swan Annexe.	Granted with Conditions	17 March 2022
Officer Note: This application was associated with properties at Swan Annexe, adjacent to High Street, Ponders End.			

The following is the planning permission that was granted for Phase 2 of the network:

Reference	Description	Decision	Date
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22/02777/FUL	Phase 2 Part 1 of new 23km Borough-wide district heating distribution network in Enfield comprising at this stage pipework of approximately 2km in length.	Granted with Conditions	19 th December 2022
Officer Note: This was an application for Phase 2 of the DEN that extended from Meridian Water/Edmonton in the southeast of the Borough towards the north. Permission was granted by Planning Committee in December of 2022.			

6 Consultations

Public

- 6.1. Extensive use of site notice signs was used to publicise this application given the route primarily runs through public highway. In all, approximately 8 notices were placed at key locations along the route and in visible areas such as junctions, paths, busy streets, etc. The period to receive comments expired 5th April 2023.
- 6.2. No representations from the public have been received to date.

Statutory and Non-Statutory Consultees:

Internal

- 6.3. Environmental Health:

The Environmental Health Officer recommended conditions to protect air quality and measures to be taken should unexpected contamination be discovered.

The requested conditions have been included in this report.

- 6.4. Highway Services – Excavations:

Highway Structures or culverts may be within the route of the proposed pipelines and therefore advance planning and inspections of these assets is essential to ensure no consequential damage occurs as a result of these works.

The excavated trench lines and the nature of the works will cause localised damage to the carriageway surfacing layers. Resurfacing of the carriageway where the pipes are installed will need to be carried out. This will ensure that there is no new trench joint along the existing tracked path of vehicles or in a vulnerable location creating future maintenance issues for the highway authority.

In addition to requiring planning permission, the new apparatus will therefore require licensing pursuant to Section 50 of the New Roads and Street Works Act 1991. As part of the licensing process temporary traffic management measures will need to be agreed and put in place to ensure the safety of both operatives and road users.

Detailed traffic management arrangements will be designed in conjunction with key stakeholders, including TfL and the emergency services. In addition, the applicant will be required to engage with residents and businesses along the affected route.

6.5. Highway Services – Street Trees:

No objection.

6.6. SuDS:

No objection.

6.7. Transportation:

No comments received.

External

6.8. Cadent Gas:

No objection.

6.9. Environment Agency:

No comments received.

6.10. Haringey Council:

No objection received.

6.11. Historic England (GLAAS):

The planning application is not in an area of archaeological interest.

The consultee agreed with the conclusions of the submitted desk-based archaeological assessment and supported the proposed archaeological watching brief on development groundworks by condition.

Officer Note: The requested condition has been included in this report.

6.12. Natural England:

No objection received.

6.13. Network Rail:

No comments received.

6.14. Thames Water:

No objection received.

6.15. Transport for London:

No objection but raised concerns about traffic management during construction.

Officer Note: These have been forwarded to the applicant, who will be responsible for coordinating with the Council's Highways and Street Works team, as well as TfL and other operatives such as emergency services.

7. Relevant Policies

7.1 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires planning decisions to be made in accordance with the development plan unless material considerations indicate otherwise.

7.1. London Plan (2021)

The London Plan is the overall strategic plan for London setting out an integrated economic, environmental, transport and social framework for the development of London for the next 20-25 years. The following policies of the London Plan are considered particularly relevant:

GG6: Increasing efficiency and resilience
D4: Delivering good design
HC1: Heritage conservation and growth
G7: Trees and woodlands
SI 1: Improving air quality
SI 2: Minimising greenhouse gas emissions
SI 3: Energy infrastructure
T1: Strategic approach to transport

7.2. Core Strategy (2010)

The Core Strategy was adopted in November 2010 and sets out a spatial planning framework for the development of the Borough through to 2025. The document provides the broad strategy for the scale and distribution of development and supporting infrastructure, with the intention of guiding patterns of development and ensuring development within the borough is sustainable.

CP 20: Sustainable Energy Use and Energy Infrastructure
CP 30: Maintaining and Improving the Quality of the Built and Open Environment
CP 31: Built and Landscape Heritage

7.3. Development Management Document (2014)

The Council's Development Management Document (DMD) provides further detail and standard based policies by which planning applications should be determined. Policies in the DMD support the delivery of the Core Strategy. The following local plan Development Management Document policies are considered particularly relevant:

DMD 37: Achieving High Quality and Design-Led Development

DMD 44: Conserving and Enhancing Heritage Assets

DMD 51: Energy Efficiency Standards

DMD 52: Decentralised Energy Networks

DMD 80: Trees on Development Sites

7.4. Edmonton Leaside Area Action Plan (2020)

The Edmonton Leaside Area Action Plan (ELAAP) was adopted by Enfield Council on 29 January 2020. The plan is now part of the development plan and planning decisions within the Edmonton Leaside area must be taken in line with the plan, subject to other material considerations. The following area action plan policies are considered particularly relevant:

EL17: Redevelopment of the EcoPark Site

EL26: The Meridian Water Heat Network

7.5. Other relevant Policy/Guidance

National Planning Policy Framework (NPPF)

National Planning Practice Guidance (NPPG)

Decentralised Energy Network Technical Specification SPD (2015)

8. Analysis

8.1. The main planning considerations of the development are the following:

- Principle of the development
- Environmental health
- Transportation and highways
- Trees
- Sustainable drainage
- Design, heritage and archaeology

8.2. Principle of Development

8.2.1. The principle of installing and strategically expanding decentralised energy networks and associated infrastructure is fully supported and encouraged by policy DMD 52 of the Enfield Development Management Document (2014) and CP 20 of the Enfield Core Strategy (2010), as well as the Enfield Decentralised Energy Network Technical Specification Supplementary Planning Document (2015). The National Planning Policy Framework and policy SI3 of the London Plan (2021) further reinforce the support for decentralised energy networks.

- 8.2.2. Decentralised energy networks generate energy at the point of distribution, in this case an existing energy from waste facility that is currently being replaced and upgraded with modernised technology and methods. Power and/or heat is then distributed in a network of underground pipelines.
- 8.2.3. Policies DMD 51 and DMD 52 require new developments to connect to decentralised networks if nearby, contribute towards extensions of the network if feasible to do so, or if the network does not yet exist but is planned then to commit to connect to the network in the future when available.
- 8.2.4. As a source of low-carbon energy, the proposed extension of the network to serve a wider area and more users is fully supported by national, regional, and local policy. Therefore, the proposed development is wholly supported in principle and actively encouraged by Enfield Council plans and policies.

8.3. Environmental Health

Air Quality

- 8.3.1. Policy SI 1 of the London Plan (2021) requires that development proposals control, and where possible improve, air quality within London. In consultation with the Council's Environmental Health Officer, it was noted that non-road mobile machinery must comply with the GLA's supplementary planning guidance Control of Dust and Emissions During Construction and Demolition (2014) to control dust during construction works. Compliance with this requirement can be ensured by a condition.

Contamination

- 8.3.2. The applicant submitted a desk based Geotechnical review highlighting sources of contamination and probable contaminants. The information indicated that the site can be considered as being located within a low and moderate ground contamination risk setting for human health i.e., construction works/ general public and controlled waters. The Environmental Health Officer recommend conditions to protect air quality and measures to be taken should unexpected contamination be discovered.
- 8.3.3. As conditioned, it is considered that the proposal will not negatively impact the environment in the context of air quality and contamination.

8.4. Transportation and Highways

- 8.4.1. The vast majority of the proposed piping will be located within the public highway. In addition to requiring planning permission, the new apparatus will therefore require licensing pursuant to Section 50 of the New Roads and Street Works Act 1991. As part of the licensing process temporary traffic management measures will need to be agreed and put in place to ensure the safety of both operatives and road users.
- 8.4.2. TfL is the highway authority for A406 North Circular Road which forms part of the Transport for London Road Network (TLRN). Part of the network route passes through the A406 North Circular Road. TFL was consulted and raised concern about the potential impact upon the performance and/or safety of the TLRN and consider that the proposal is likely to have significant impact on highway traffic, buses, pedestrians and cyclists using this section of the TLRN, A406 Sterling Way. TFL advised that mitigation measures must be secured prior to the commencement of works to protect the TFL road network, operations and assets. These issues are managed under

separate controls outside of the limitation of Planning. Notwithstanding, it is considered that the long-term benefits of the proposed underground network infrastructure outweigh the short-term impacts of construction works. Therefore, no objection raised on planning grounds.

8.4.3. The Council's Street Works team did not comment on the present application but noted during the review of Phase 1 of the network that once a contractor is appointed the detailed traffic management arrangements will be designed in conjunction with key stakeholders, including TfL and the emergency services. In addition, the applicant will be required to engage with residents and businesses along the affected route.

8.4.4. It is clear that implementation of the works will have a significant and prolonged impact on traffic conditions along the busy A406 north circular and elsewhere. Whilst this is not in itself a planning consideration, it should be noted that the Street Works team will work with the applicant to reduce the impact as much as possible. This may include the application of necessary conditions to any section 50 licences in order to minimise any adverse impact to the operation of the highway network.

8.5. Trees

8.5.1. Policy DMD 80 states development that involves the loss of or harm to trees protected by a TPO or trees of significant amenity or biodiversity value will be resisted. The applicant has provided an Arboriculture Statement within which it states that, the proposal will predominantly run through areas of road, pavement and existing hard standing, with some sections proposed through areas of soft landscaping and public open space.

8.5.2. 74 individual trees and 17 groups of trees within influencing distance of the application site. Trees identified are predominantly located in the pavement or soft landscaping to the side of the road. Street trees recorded range in species, size and quality, with the most common species comprising Norway maple, common lime, Chanticleer pear, fastigate hornbeam and cherry species. Tree groups recorded are predominantly located along the A406 road and comprise buffer planting groups on the central reservation or between the road and pavement. Species predominantly comprise small ornamental trees, whitebeam and Chanticleer pear. A large group of prominent lime trees is located along Wilbury Way and Bull Lane, located in the front gardens of a group residential blocks. The review confirms that no trees or tree group will be removed to facilitate the pipeline route as part of this phase of works.

8.5.3. The Council's Tree Officer was consulted, and a Tree Protection condition was recommended to ascertain greater clarity and certainty on mitigation measures during construction works.

8.6. Drainage and Flooding

8.6.1. Policy DMD 61 states that a drainage strategy will be required for all development to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan.

8.6.2. The proposed development is an underground infrastructure project involving enclosed pipes, so is dissimilar to a typical above-ground development that the relevant policies address. Hard surfacing will be removed to install the pipes and reinstated in the roadways, offering little need to improve drainage along the route.

- 8.6.3. Rain gardens are typically integrated within the footpath to catch surface water run-, or in the carriageway where space allows. In this instance, rain gardens are situated adjacent to on-street parking provision and near to junctions (to improve visibility splays), co-ordinated with the existing cycle routes. The applicant has stated that none of the proposed route will traverse any existing or scheduled rain gardens, nor would there be any opportunities to introduce new rain gardens as part of the district heat network installation, as trench works will be aligned centrally within the carriageway lanes, avoiding the footway and other services where possible. Given this position, the LPA's SuDs Officer is satisfied that proposed works will not impact upon surface water run-off attenuation and management.
- 8.6.6 The New River is managed by Thames Water. Thames Water were consulted however, no comments were received.
- 8.6.4. The applicant has confirmed that the pipe route will traverse the New River then below the A406/Bowes Road railway bridge as part of Phase 2 Part 2 of the scheme. As such, no potential impacts upon watercourses are likely to arise.

8.7. Design, Heritage, and Archaeology

- 8.7.1. As the proposed development consists of underground utilities that will not be visible once the roads and other surfaces are reinstated, and the only visible components will be maintenance access points at some junctions (similar to other in-road utilities such as water, electricity, gas, etc.), it is considered there would be no adverse visual impacts.
- 8.7.2. The proposed underground infrastructure project involving enclosed pipework will not pass through any conservation area and predominantly impact archaeological remains rather than built heritage. While, in relative proximity to Pymmes Park, a locally listed heritage asset, the pipeline will follow the route of the highway, which will not impact any heritage significance. Again, as it is an underground development and no heritage assets would be impacted, there is no objection raised in terms of heritage and conservation.
- 8.7.3. The applicant submitted a desk-based archaeology report, which found moderate archaeological potential of all periods along the route. The Greater London Archaeological Advisory Service at Historic England was consulted and noted the route was not in a site of archaeological interest. However, the route of the scheme broadly parallels the course of the Pymmes Brook, a watercourse along which past activity was attracted. It would also cut across the corridor of the Roman Road of Ermine Street and is likely to expose remains of medieval and post medieval settlements that passes or crosses. The GLAAS imposed a condition involving the requirement of a Written Scheme of Investigation.

9. **Community Infrastructure Levy**

- 9.1. In this case, due to the nature of the development, the proposal would not be liable to pay the Council's CIL or the Mayoral CIL.

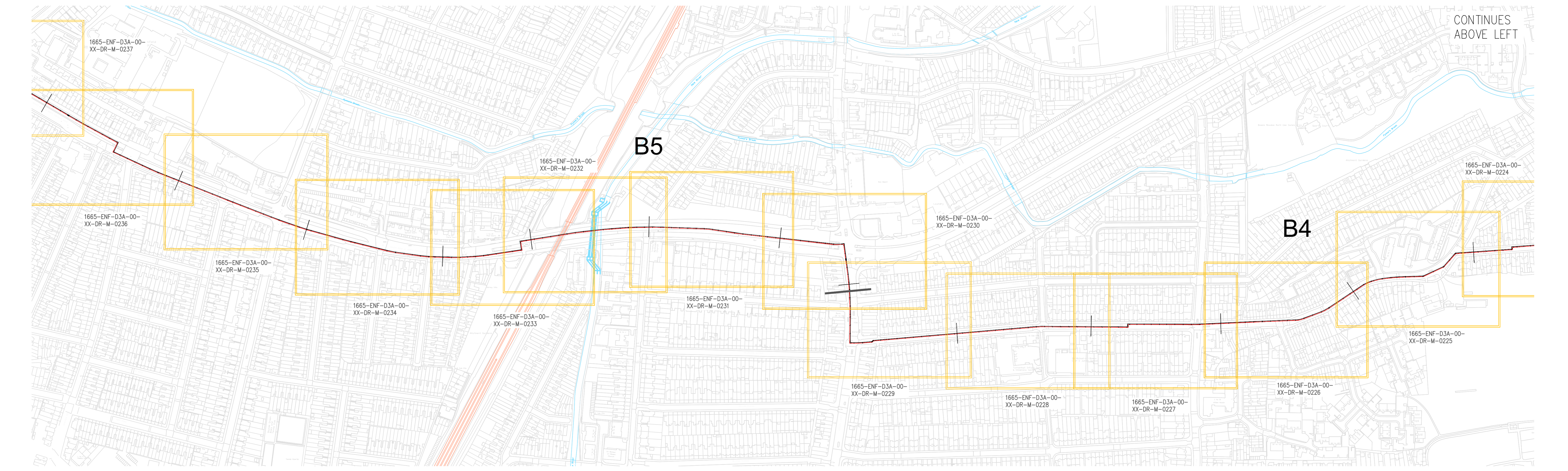
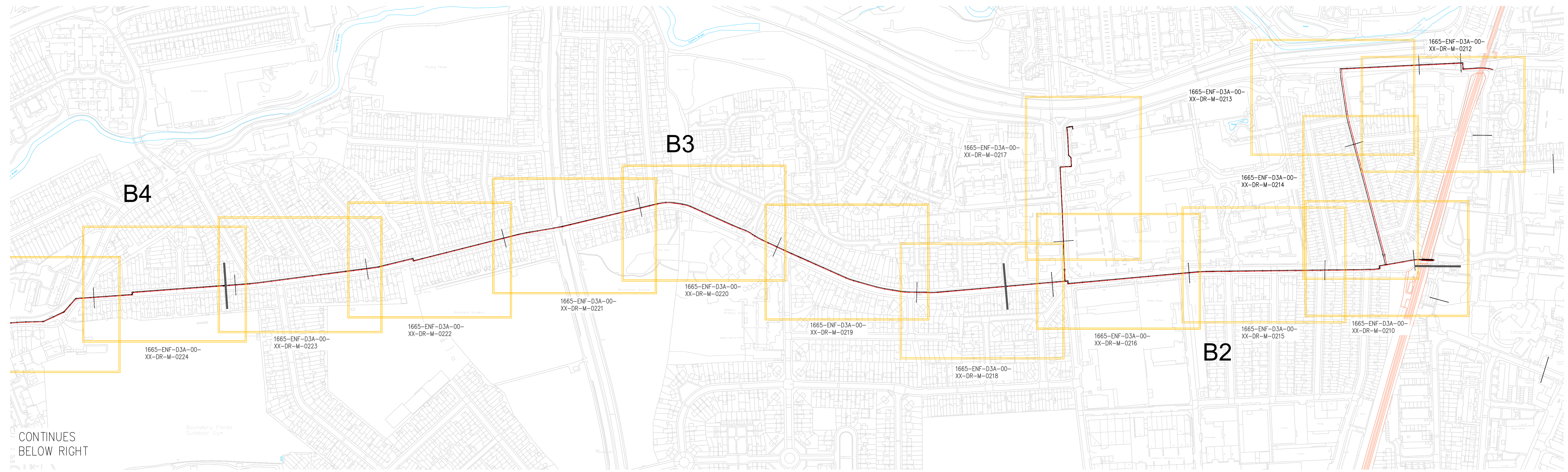
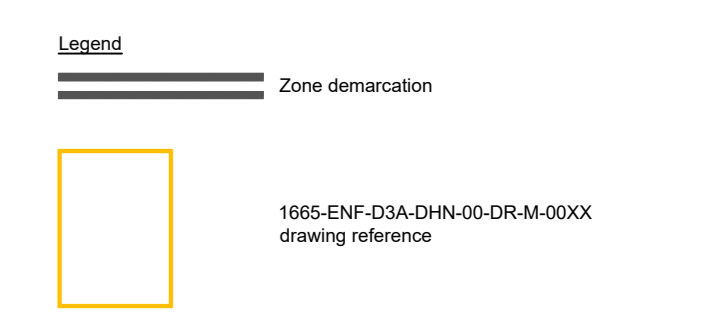
10. **Conclusion**

- 10.1. Strategic national, regional, and local policy is supportive of the delivery of decentralised energy networks. This application is for the second major phase of underground infrastructure to enable provision of reliable and sustainable energy and

allow for future extension of the network. It is considered that the proposed route is in appropriate locations, there would be no visual impact, would be a significant investment in and a step towards a sustainable future for the Borough, and will mitigate any transportation, tree, archaeology, or contamination issues that may rise through the requirements of the suggested conditions or by following the plans put forth by the applicant.

- 10.2. The proposal is therefore recommended for approval subject to the recommended conditions.

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001	PHASE 2 PART 2 DRAWING IDENTIFIED	14.11.22	MS	14.11.22
002	PHASE 2 PART 2 DRAWING IDENTIFIED	16.07.22	MS	16.07.22
003	PHASE 2 PART 2 DRAWING IDENTIFIED	16.06.22	MS	16.06.22
004	FOR INFORMATION	22.03.22	PH	22.03.22
005	FOR INFORMATION	10.12.21	PH	10.12.21

Purpose of Issue
TENDER

Project Information

Client:

Title: **Enfield District Heating Network**

District Heating Network
 Phase 2 Part 2 Zone B2-B5

Project ID	Originator	Zone	Level	Type	Rev	Drawing No.
ENF	D3A	00	XX	DR	M	0200B2
Project No.	Owner	Scale	@ A3	Title	Revision	Number
1665	DW	1:2500			S3	005