

Edmonton Leaside Area Action Plan

Further Amendments Proposed by the Council

October 2018

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Schedule of Focused Changes

The Council has taken the opportunity to put forward minor amendments to the Proposed Submission Edmonton Leaside Area Action Plan.

Text in Bold Print and underline Proposed insertion

~~Text with a strikethrough~~ Proposed deletion

| Item No. | Page no. | Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures | Proposed Change | Justification | Source of Change / Representation no. |
|-------------------------------------|----------|---|--|--|---------------------------------------|
| Edmonton Leaside Action Plan | | | | | |
| Contents | | | | | |
| 1 | iv | Contents | Change the section title of 8.3 as follows: <i>The EcoPark and the Lee Valley Meridian Water Heat Network</i> | To reflect name change of network (Note that the operating name 'Lee Valley Heat Network Operating Company Ltd' is retained and LVHN Ltd trade as 'Energetik') | LBE |
| Chapter 1 | | | | | |
| 2 | 2 | Chapter 1, paragraph 1.1.4 | To make the following changes to paragraph 1.1.4: <i>Connectivity</i> | To make clarifications in line with Transport for London | Transport for London |

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| | | | <p><i>The creation of a more frequent, resilient and flexible rail service will enable significant development and regeneration within the entire Lee Valley, resulting in huge transformation at Edmonton Leaside. A new station, Meridian Water (formerly Angel Road) will operate a three to four-train per-hour service, rising later to an six to eight train- per-hour rail service as a result of further investment and delivery of an interim four track solution between Meridian Water and Tottenham Hale. Longer term the expected full 4-tracking of the full WAML (between Tottenham Hale and Broxbourne), and to an even greater extent Crossrail 2 schemes, will provide additional capacity to support further growth and regeneration. This increased service will result in improved accessibility and attractiveness of the area as a place to live, work and visit. Crossrail 2 particularly has the potential to lead to further opportunity for development beyond the number of homes currently identified in the AAP.</i></p> | requests/comments about connectivity improvements required to the area | |
| 3 | 2 | Chapter 1, paragraph 1.1.5 | <p>To insert the following new paragraph, after paragraph 1.1.5: <u>Improved bus services will provide greatly enhanced connectivity with Edmonton Leaside and to the wider area, in particular supporting east-west linkages and access to Edmonton Green.</u></p> | Update text to reflect the importance of bus services to the AAP | Transport for London |
| 4 | 4 | Chapter 1, Figure 1.1 | <p>To make the following changes to Figure 1.1:</p> <ul style="list-style-type: none"> • Add the borough boundary to the map • Label the neighbouring boroughs; | To provide greater clarity and information, to correct a previous | LBE |

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| | | | <ul style="list-style-type: none"> • Change the Causeway route to the new Corridor; • Update proposed new SIL boundaries; • Move Ponders End station label southward to its correct location; • Ensure that land to the north of the North Circular and south of William Girling Reservoir, and land to the south or the North Circular, including land owned by Thames Water, is not referenced as ‘open space’, or variations on this label which imply it is publicly accessible; and • To label this land as Green Belt. | <p>error, to update map in line of changes to Corridor</p> <p>and to recognise that land to the north of the North Circular and south of William Girling Reservoir, and land to the south or the North Circular, including land owned by Thames Water, is not publicly accessible and should not be referenced as ‘open space’, or variations on this label which imply it is publicly accessible.</p> | Thames Water |
| 5 | 5 | Chapter 1, Paragraph 1.1.11 | <p>To change paragraph 1.1.11 as follows:</p> <p>The successful implementation of the Lee Valley Meridian Water Heat Network (LVMWHN) will provide ...</p> | To reflect name change of network | LBE |
| 6 | 6 | Chapter 1, Objective 1 | The 6 th bullet point of Objective 1 should be amended as follows: | To further recognise that health and wellbeing is critically | Healthwatch Enfield |

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| | | | <i>Enhance health and wellbeing through enabling healthy lifestyles and ensure</i> Ensure <i> that everyone has good access to health, leisure and community facilities of a high standard within close proximity to their home;</i> | important to creating a successful new neighbourhood within Edmonton Leaside | |
| 7 | 6 | Chapter 1, Objective 1 | Update Objective 1, 7 th bullet point, and move bullet to Objective 3: <i>‘Provide well-connected, well-designed pedestrian and cycle routes that encourage people to choose active travel modes along with excellent access to public transport options.</i> | Update to include reference to importance of public transport in promoting modal shift. Move item to more appropriate objective. | Transport for London |
| 8 | 7 | Chapter 1, Objective 4 | To change the reference in bullet 3 of Objective 4 as follows: Lee Valley <i>Meridian Water</i> Heat Network | To reflect name change of network | LBE |
| 9 | 7 | Chapter 1, Objective 5 | Update 3 rd bullet point of Objective 5: <i>‘Create new open spaces where feasible;</i> | To strengthen the wording of the objective. | LBE |
| 10 | 7 | Chapter 1, Objective 5 | Update 7 th bullet point of Objective 5: Manage <i>Reduce</i> flood risk. | Strengthen wording and align with NFFP. | Environment Agency |
| 11 | 10 | Chapter 1, Paragraph 2.1.3 | Add the following text to the end of paragraph 2.1.3: <i><u>The Blue Ribbon Network is a strategically important series of linked spaces which should contribute to the overall quality</u></i> | Recognise the importance of the Blue Ribbon Network within the AAP. | Environment Agency |

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| | | | <u>and sustainability of London by prioritising uses of the waterspace and land alongside it for water related purposes.'</u> | | |
| Chapter 2 | | | | | |
| 12 | 11 | Chapter 2, Figure 2.1 | To add map key and label the green areas as: <u>'Lee Valley Regional Park'</u> | Add further detail to the map. | LBE |
| 13 | 12 | Chapter 2, Figure 2.2 | To add map key and to move Ponders End Station southward to its correct location. | To correct map | TfL |
| 14 | 13 | Chapter 2, Figure 2.3 | To make the following changes to Figure 2.3: <ul style="list-style-type: none"> • Add a map key. • Move Ponders End Station southward to its correct location. • Update Figure 2.3 to ensure that land to the north of the North Circular and south of William Girling Reservoir, and land to the south of the North Circular, including land owned by Thames Water, is not referenced as 'open space', or variations on this label which imply it is publicly accessible; and • Label this land as Green Belt. | Correct previous omission and error And to recognise that land to the north of the North Circular and south of William Girling Reservoir, and land to the south of the North Circular, including land owned by Thames Water, is not publicly accessible and should not be referenced as ' <i>open space</i> ', or variations on this label which | GLA TfL Thames Water LBE |

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| | | | | imply it is publicly accessible. | |
| 15 | 14 | Chapter 2, Paragraph 2.1.10 | Amend text of 5 th bullet point: <i>'Edmonton Eco Park – the redevelopment of the site to provide the next generation of waste services and expected additional community benefits through the provision of heat for a decentralised heat network.'</i> | Update the text to reflect the current position. | NLWA |
| 16 | 14 | Chapter 2, Paragraph 2.1.11 | Amend text of 2 nd bullet point as follows: <i>'will become much more accessible and attractive while improving natural habitats and biodiversity.'</i> | Reflect that the area will also provide improved habitat for wildlife. | Environment Agency |
| 17 | 15 | Chapter 2, Section 2.2 | Update title at section 2.2: <i>Socio-Economic and Environmental Profile.</i> | Update of the title to more accurately reflect the section. | Environment Agency |
| 18 | 15 | Chapter 2, Section 2.2 | Update text at Section 2.2 table, under 'Education', as the requirements are discussed later in the AAP document: <i>'There is forecast demand for primary and secondary school places – the provision of two new 2 FE (Forms of Entry) primary schools and one 8 FE secondary school (with 6th form) will be necessary.</i> | Update text to ensure consistency within the document. | Education and Skills Funding Agency |
| 19 | 18 | Chapter 2, Section 2.2 | Update table column: 'Flooding Environment' | Update the column text to more accurately reflect the table contents. | Environment Agency |

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| 20 | 19 | Chapter 2, Figure 2.4 | <p>To make the following changes to figure 2.4:</p> <ul style="list-style-type: none"> • Add a map key; • Move Ponders End station southward to its correct location; • Amend line colourings to remove confusion between the red line of the AAP boundary and the transport routes; • To update Figure 2.4 to ensure that land to the north of the North Circular and south of William Girling Reservoir, and land to the south of the North Circular, including land owned by Thames Water, is not referenced as '<i>open space</i>', or variations on this label which imply it is publicly accessible. • To label this land as Green Belt. | <p>Correct previous omission and error, to clarify the map</p> <p>And to recognise that land to the north of the North Circular and south of William Girling Reservoir, and land to the south of the North Circular, including land owned by Thames Water, is not publicly accessible and should not be referenced as '<i>open space</i>', or variations on this label which imply it is publicly accessible.</p> | <p>GLA</p> <p>TfL</p> <p>Thames Water</p> <p>LBE</p> |

| Chapter 3 | | | | | |
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| 21 | 20 | Chapter 3, paragraph 3.1.2 | To make the following change to paragraph 3.1.2: The Council has recognised the requirement for the Edmonton Leaside AAP to reflect changing circumstances in Enfield and Meridian Water, most notably higher population growth and the selection of a master developer. | To recognise the Council is no longer working with a master developer | Ikea |
| 22 | 21 | Aerial view | Update aerial photograph | To update photographs where the area has changed | NLWA |
| 23 | 24 | Chapter 3, paragraph 3.3.2 | To update paragraph 3.3.2 as follows: <i>The Council is currently developing a new Local Plan which recognises the scale of change since the adoption of Enfield's Core Strategy in 2010. The borough, as across London as a whole, has experienced much higher population growth than previously envisaged. Projections by the ONS indicate an increase in population from around 325,000 in 2014 to around 400,000 by 2032, requiring the borough to accommodate an additional 25,000 to 35,000 households. <u>The London Plan adopted in 2011 and consolidated with alterations in 2016, significantly increased the Enfield's housing targets from 560 to 798 dwellings per annum. The Mayor's latest draft new London Plan (2017), again proposes substantial increases; a target which is equivalent to 1,876 dwellings per annum from 2019/20 until 2028/29. The Council are also looking further ahead at the potential of securing a Crossrail 2 route in Enfield. Crossrail 2 would run through the borough's eastern corridor and include early Four Tracking of the West Anglia Mainline and branch to New Southgate. Crossrail 2 in particular has the</u></i> | To update the wording | LBE |

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| | | | <p><u>potential to lead to further opportunity for development beyond the number of homes currently identified in this AAP.</u></p> <p>Major new projects are also coming forward, in particular Crossrail 2 and 4-tracking of the West Anglia Mainline, which will support transformative change to transport infrastructure in the eastern corridor. This has implications for the wider Lee Valley, including Enfield's existing large areas of designated industrial land. These drivers, along with legislative changes such as the NPPF, all support the need for preparing a new Local Plan. The evidence base for this AAP will also feed into the ongoing Local Plan work.</p> | | |
| Chapter 5 | | | | | |
| 24 | 31 | Chapter 5, 5.1.3 | <p>To add the following wording to paragraph 5.1.3:</p> <p><i>Meridian Water comprises one of the largest areas of underused and brownfield regeneration land in London, with large areas of derelict land alongside industrial accommodation of varying age and quality. <u>It also contains a significant scale of retail, including IKEA and Tesco stores.</u> In the context of a significant and worsening housing shortage across Greater London, the case for comprehensive, residential-led redevelopment is compelling.</i></p> | To recognise the continued importance of existing businesses in the area | Ikea |
| 25 | 31 | Chapter 5, 5.1.7 | <p>To make the following change to paragraph 5.1.7:</p> <p><i>The Council has selected a master developer which has set out a long-term aspiration to provide around 10,000 new homes and over 6,000 net new full-time jobs at Meridian Water, as well as an additional several thousand construction jobs during its development phase.</i></p> | To recognise that the Council is no longer working with a master developer | Ikea |

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| 26 | 31 | Chapter 5, 5.1.7 | <p>Insert new paragraph after 5.1.7:</p> <p><u>Existing businesses will continue to be important to the area, and it is an objective of this AAP to ensure that development proposals at Meridian Water should take into consideration their operations.</u></p> | To recognise the continued importance of existing businesses in the area | Aytans |
| 27 | 31 | Chapter 5, 5.1.8 | <p>To edit paragraph 5.1.8 as follows:</p> <p><i>The transformation of Meridian Water is underway, including land assembly, planning consent for the development of Phase 1, including the first 725 new homes, remedial works for proposed development sites, and a new Meridian Water railway station to replace the existing Angel Road station have been secured.</i></p> | To update the wording | LBE |
| 28 | 32 | Aerial view | Update aerial photograph | To update photographs where the area has changed | NLWA |
| 29 | 33 | Chapter 5, paragraph 5.1.11 | <p>To make the following change to paragraph 5.1.11, final bullet:</p> <ul style="list-style-type: none"> Enfield's selection of a master developer for Meridian Water. | To recognise the Council is no longer working with a master developer | Ikea |
| 30 | 39 | Chapter 5, paragraph 5.3.4 | <p>To update paragraph 5.3.4 as follows:</p> <p><i>The changing circumstances since adoption of the Core Strategy, including population growth and the new London Plan, indicate support for a significantly higher number of housing units at Meridian Water. The Meridian Water development partner has also brought forward proposals for a higher quantum of housing.</i></p> | To recognise the Council is no longer working with a master developer | LBE |

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| 31 | 39 | Chapter 5, paragraph 5.3.8 | To update paragraph 5.3.85 as follows: <i>Other forms of lower cost housing could contribute to housing provision at Meridian Water. These include Starter Homes, introduced by the Housing and Planning Act 2016, and the London Living Rent.</i> | Starter homes reference not appropriate here | LBE |
| 32 | 41 | Chapter 5, paragraph 5.3.17 | To make the following change to paragraph 5.3.17: <i>The changing circumstances of population growth combined with higher London Plan housing targets and the selection of a master developer, led the Council to undertake evidence base modelling to provide understanding and evidence for the growth potential at Meridian Water.</i> | To recognise the Council is no longer working with a master developer | Ikea |
| 33 | 41 | Chapter 5, paragraph 5.3.18 | To make the following change to paragraph 5.3.18: <i>A range of scenarios were assessed and were selected as follows: the Core Strategy figure of 5,000 housing units, the Council's evaluation criteria for the former master developer of 8,000 units, the former development partner proposal for 10,000 units, and 12,000 units to examine a higher quantum development scenario.</i> | To recognise the Council is no longer working with a master developer | Ikea |
| 34 | 41 | Chapter 5, paragraph 5.3.19 | To make the following change to paragraph 5.3.19: <i>The housing unit scenarios were further examined through a range of housing mixes as follows: Core Strategy based; Enfield's emerging SHMA; and the former master developer proposal. The figures used, as mix of 1or 2-bed units to 3+ bed units were: Core Strategy 40%:60%; emerging Enfield SHMA 50%:50%, and former master developer proposal 74%:26%.</i> | To recognise the Council is no longer working with a master developer | Ikea |
| 35 | 43 | Chapter 5, Policy EL1 Part A | To update the wording in Policy EL1 Part A, first paragraph as follows: <i>Development proposals and supplementary planning documents</i> | To address GLA comments regarding affordable housing policy | LBE |

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| | | | <i>are required to demonstrate that affordable housing is maximised. All residential development proposals at Meridian Water will be expected to achieve a minimum of 35% affordable housing, measured as a proportion of the total number of units, or in part based upon the proportion of habitable rooms. ...</i> | | |
| 36 | 43 | Chapter 5, Policy EL1 Part A | To update the wording in Policy EL1 Part A, third paragraph as follows: <i>The Council will maximise affordable housing in accordance with the preferred Local Plan tenure mix, although other forms of lower cost housing are recognised as potentially contributing to provision of housing at Meridian Water, including Starter Homes and the London Living Rent.</i> | Starter homes reference not appropriate here | LBE |
| 37 | 44 | Chapter 5, Policy EL1 Part B | Insert wording to Policy EL1, Part B, 4 th paragraph: <i>Higher density development should be situated in areas with higher levels of accessibility to public transport and/ or where it can capitalise most appropriately on features such as views and open spaces, while respecting wider visual and public amenity.</i> | To ensure that development must be high quality and design-led, having regard to context | Canal and River Trust |
| 38 | 44 | Chapter 5, Policy EL1 Part C | To amend the wording of Policy EL1 Part C third and fourth paragraph as follows: <i>Development proposals and supplementary planning documents are required to maximise family housing in line with Local Plan policy. Development proposals must demonstrate viability requirements if the Local Plan policy requirements are not fully met. For initial phases of Meridian Water, development proposals must deliver a minimum of 25% 3+ bed dwellings and opportunities to deliver a higher proportion should be explored. During the development of Meridian Water improving levels of supporting services, the developing sense of place and rising viability are expected to enable a higher proportion of 3+</i> | To add flexibility to optimise site capacity | LBE |

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| | | | <p>bedroom housing to be achieved.</p> <p>Where development proposals meet only the 3+ bedroom minimum requirement the delivery of 2-bed units of a design which is sufficient in size and layout to support smaller families must be fully explored.</p> <p><u>Development proposals and supplementary planning documents are required to maximise family sized affordable housing units. For market units, development proposals and supplementary planning documents must deliver homes in a mix of sizes informed by the development site characteristics, identified local housing need assessment, and the need to deliver mixed and balanced communities.</u></p> <p>Family units, including units of 3+ bedrooms, should be located to maximise access to facilities required by families, such as safe outdoor spaces, which might include on the ground or lower floors of buildings.</p> | | |
| 39 | 44 | Chapter 5, Policy EL1 | <p>Recognition that policy EL1 should reference Core Policy 30 'Maintaining and Improving the Quality of the Built and Open Environment' as follows:</p> <p><i>This policy should be read in conjunction with Core Policies 3, 5, 30 and 38 ...</i></p> | To ensure that developments must lead to high quality public realm | Canal and River Trust |
| 40 | 45 | Chapter 5, paragraph 5.4.2 | <p>To make the following changes to paragraph 5.4.2:</p> <p><i>The existing economy and employment at Meridian Water is dominated by industrial uses, in particular B2 and B8, to the east of the site at Harbet Road. In the Council's Industrial Estates Strategy (2014), the industrial infrastructure is described as predominantly secondary warehouse and light industrial units, with some trade counter / wholesale uses.</i></p> | To recognise the continued importance of existing businesses in the area | Ikea |

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| | | | <i>There is also significant retail activity at Ikea, Tesco and Ravenside Retail Park, which is situated in the central areas of Meridian Water. <u>This retail provides important employment to local communities.</u></i> | | |
| 41 | 47 | Chapter 5, paragraph 5.4.9 | To make the following changes to paragraph 5.4.9: <u>'The Meridian Water location already provides many jobs that are predominantly in the retail sector. Additionally, the uses supporting residential development will result in hundreds of new FTE jobs being created, mainly in retail and education, but also in the health, transport and leisure sectors.'</u> <u>The jobs in the retail sector, including the existing retail businesses in Meridian Water, will continue to make a valuable contribution toward employment and economic growth in Edmonton.</u> <i>The evidence base modelling assessed the likely additional expenditure arising from new Meridian Water.</i> | 1. Update the text to more fully acknowledge the contribution of existing retail businesses to the area. | Ikea |
| 42 | 49 | Chapter 5, Policy EL2 | Policy EL2, end of first paragraph: It is agreed that the reference to 6,000 – 7,000 net new jobs will be changed to 6,000 net new jobs as follows: <i>The evidence shows that, subject to sufficient supporting infrastructure and the achievement of high quality urban design, 6,000 to 7,000 net new jobs could be delivered at Meridian Water.</i> | To recognise that the Council are now proposing 6,000 new jobs at Meridian Water | Ikea |
| 43 | 49 | Chapter 5, Policy EL2 | Amend text, 4 th bullet point: <i>High quality, <u>low carbon</u> and innovation design providing an attractive place ...</i> | Clarify that high-quality design includes the requirement for low carbon. | LBE |

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| 44 | 49 | Chapter 5, Policy EL2 | Amend text of EL2, 7 th bullet point as follows: <i>Active frontages, especially along the Causeway Central Spine, River Lee Navigation River and ...</i> | Clarification / correction of a name or reference | Canal and River Trust |
| 45 | 49 | Chapter 5, Policy EL2 | Amend text of EL2, 9 th bullet point as follows: <i>A contribution to local labour initiatives and employment skills training, including of Meridian Water construction jobs for the local population, in line with the Council's S106 Planning Obligations Supplementary Planning Document. Where appropriate, the Council will explore and support meanwhile uses, in existing buildings or temporary structures, for the development of new types of employment.</i> | To ensure that EL2 does not refer to SPD | LBE |
| 46 | 49 | Chapter 5, Policy EL2 | Insert new final bullet to Policy EL2: <u>"New development which adversely impacts existing businesses and operations should provide appropriate mitigation in line with the London Plan's Agent of Change principle";</u> | To recognise the continued importance of existing businesses in the area | Aytans and Ikea |
| 47 | 50 | Chapter 5, Paragraph 5.4.19 | Insert additional text to paragraph 5.4.19: <i>Where relocation of the bus depot requires existing businesses to be relocated, the Council will work with owners (and occupiers), prior to any development taking place, to relocate to appropriate premises in employment or mixed use areas defined in the AAP area, or other locations within the borough.</i> <u>Consideration should be given to the opportunity for relocating the bus depot within Meridian Water to retain its functionality and jobs, potentially as part of a multi-storey building in proximity to Harbet Road. ...</u> | Update text to reflect the opportunities for colocation at Meridian Water within the AAP | Arriva |

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| 48 | 51 | Chapter 5, paragraph 5.5.3 | To change the reference to the Causeway in paragraph 5.5.3 to: Causeway <u>Central Spine</u> | To recognise the name change of the Causeway to the Central Spine | LBE |
| 49 | 51 | Chapter 5, Policy EL3 | To change the reference to the Causeway in the first and fourth bullets of EL3 to: Causeway <u>Central Spine</u> And for the following text to be inserted to Policy EL3, after the reference to waterfront development (4 th paragraph): <u>Built development (this includes buildings, walls and fences but does not have to include footpaths and landscaping) should aim for a minimum 8 metre set back from the top of the river bank, in line with access requirements of the Environment Agency, to allow for maintenance and improvements, such as renaturalisation of river banks and habitat improvement.</u> <ul style="list-style-type: none"> • <u>Footpaths and landscaping may be included within the buffer zone, although a wider undisturbed green corridor area should be provided where possible</u> • <u>For non-main rivers, less than 8 metres set back may be acceptable, providing there is no conflict with the requirements and principles of Policies EL12 and EL27.</u> • <u>Where the full 8m cannot be achieved, it should be demonstrated that appropriate Environment Agency access can be maintained and that there is no conflict with the requirements and principles of Policies EL12 and EL27.</u> | To recognise the name change of the Causeway to the Central Spine To recognise and incorporate the access requirements of the Environment Agency, to allow for maintenance and improvements, such as renaturalisation of river banks and habitat improvement | LBE Environment Agency |

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| 50 | 52 | Ravenside Retail Park | Edit photograph | To edit photograph where area has changed | NLWA |
| 51 | 52 | Chapter 5, paragraph 5.5.7 | To make the following change to paragraph 5.5.7: <i>To encourage a vibrant and diverse local shopping environment, a variety of occupants will be encouraged across Meridian Water. The width and height of the shops make a significant contribution to the character and the rhythm of the street.</i> <u>Whilst the market will influence the relative size of each unit, where possible</u> the width of each shop will therefore be limited to 6-8 metres, with restrictions on double fronted shops. | To add flexibility and endeavour to be less prescriptive in the AAPs requirements. To recognise the importance of market signals. | Ikea |
| 52 | 53 | Chapter 5, Policy EL4 | Policy EL4, 2 nd bullet point, should be amended as follows: <ul style="list-style-type: none">• <i>Improvements to the public realm, including active frontages, and green landscaping and <u>interaction with the River Lee Navigation corridor</u>; and</i> | To recognise that any improvements to the public realm at Ravenside Retail Park should also improve the site's interaction with the River Lee Navigation corridor | Canal and River Trust |
| 53 | 53 | Chapter 5, Policy EL4 | To insert as an additional 4 th bullet to Policy EL4, a reference to the sequential test, as follows: <ul style="list-style-type: none">• <u>That a sequential test and retail impact assessment have been applied.</u> | To address GLA's comments on retail impact assessment | LBE |
| 54 | 55 | Chapter 5, paragraph 5.7.5 | To amend the text in paragraph 5.7.5 as follows: <i>The option to meet the need for outdoor sports pitches through accessible off-site provision should be explored. The <u>Outdoor sports</u> pitches must be provided <u>in immediate proximity to the school where possible, while any off-site provision must be conveniently and safely accessible.</u> at a</i> | To recognise that schools require safe and convenient access to outdoor sports pitches | Sport England |

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| | | | distance of not more than 400m from the school entrance and be able to be conveniently and safely accessed. | | |
| 55 | 55 | Chapter 5, Policy EL5 | <p>To amend Policy EL5 as follows:</p> <p>Meeting the need for outdoor sports pitches through off-site provision should be fully considered. <u>Outdoor sports</u> The pitches must be provided <u>in immediate proximity to the school where possible, while any off-site provision must be conveniently and safely accessible</u> at a distance of not more than 400m from the school entrance and be able to be conveniently and safely accessed.</p> | To further recognise that schools require safe and convenient access to outdoor sports pitches | Sports England |
| 56 | 57 | Chapter 5, Paragraph 5.7.8 | <p>Make the following amendments to paragraph 5.7.8:</p> <p>Regeneration and change, in particular at Meridian Water, provides the opportunity to address broad healthy lifestyle issues. The delivery of community and social infrastructure will enable residents to live healthy and active lifestyles. This will mean, for example encouraging the use of active and sustainable modes of transport such as walking and cycling, providing new open and play space to facilitate active and passive recreation opportunities, and ensuring access to healthy food. <u>This is in line with the Mayor’s Healthy Streets approach which prioritises walking, cycling and public transport to help create a vibrant, successful city where people can live active, healthy lives.</u> Existing health inequalities will also be addressed by increasing access to education and employment opportunities. <u>Improved open spaces and green and blue networks can also encourage healthy lifestyles.</u> Community facilities which encourage these behaviours will be supported</p> | <p>To recognise the Mayor’s Healthy Streets approach</p> <p>And to recognise the contribution of open spaces and green and blue networks for encouraging healthy lifestyles.</p> | <p>Transport for London</p> <p>and</p> <p>Environment Agency</p> |

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| | | | <i>within Meridian Water.</i> | | |
| 57 | 57 | Chapter 5, paragraph 5.7.10 | To amend paragraph 5.7.10 as follows: <i>The evidence modelling (Meridian Water Evidence on Housing and Supporting Infrastructure document) indicates a range of floorspace requirements for healthcare, dependent upon the quantum and mix of residential development (see Section 5.3 on housing). Ten thousand new homes would require 2,000 square metres at the minimum mix of 3+ bedroom housing units, with up to 2,400 square metres at a Core Strategy compliant mix. At 8,000 homes the range is 1,700 sqm to 1,900 sqm, and is highest for 12,000 homes at 2,500 sqm to 2,900 sqm.</i> | To remove unnecessary level of detail | LBE |
| 58 | 58 | Chapter 5, paragraph 5.8.1 | To amend paragraph 5.8.1 as follows: <i>The Causeway Central Spine and Central Spine Corridor</i> <i>The Causeway Central Spine will consist of a strategic east-west link and community focused route running through Meridian Water. It will be located within the Central Spine Corridor shown within Figure 5.1 and will connecting with the surrounding areas. The Causeway Central Spine will form the core spine road around which Meridian Water can be structured and delivered, and which will unite the entire site.</i> | To address concerns about the Central Spine and reflect name change | Aytans LBE |
| 59 | 58 | Chapter 5, paragraph 5.8.2 | To amend paragraph 5.8.2 as follows: <i>The A Causeway Central Spine was introduced as a development principle in the Core Strategy (Policy 3738) and further developed in the 2013 Masterplan. It has been is being carried forward as a key element of more recent master planning work.</i> | To address concerns about the Central Spine; to correct a typographical error; and to bring wording up to date | Aytans LBE |

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| 60 | 58 | Chapter 5, paragraph 5.8.3 | <p>To amend paragraph 5.8.3 as follows:</p> <p><i>The Causeway Central Spine will be a vibrant and attractive east-west route serving a catchment beyond the new development in Meridian Water. It will enable social interaction through a series of community focused public spaces, squares and potentially a local shopping centre. The design will encourage sustainable transport modes by accommodating and prioritising public transport routes and generous space for cyclists and pedestrians as well as private vehicles. It will respond to climate change by integrating Sustainable Urban Drainage Systems (SuDS), water features and large trees to ameliorate climate extremes.</i></p> | <p>To recognise the name change of the Causeway to the Central Spine</p> <p>And to address comments from existing business</p> | LBE Aytans |
| 61 | 58 | Chapter 5, paragraph 5.8.4 | <p>To change the reference to the Causeway in paragraph 5.8.4 to Causeway Central Spine</p> | To recognise the name change of the Causeway to the Central Spine | LBE |
| 62 | 58 | Chapter 5, Policy EL6 Part A | <p>To make the following change to Policy EL6 Part A:</p> <p><i>Policy EL6: The Causeway Central Spine and Central Spine Corridor</i></p> <p><i>Part A</i></p> <p><i>The Council will work with its partners and stakeholders to implement the Causeway Central Spine and maximise connectivity across Meridian Water. The route of the Causeway Central Spine will be within the Central Spine Corridor shown in Figure 5.1.</i></p> <p><i><u>The identification of the route of the Central Spine within the Corridor shown in Figure 5.1 and its detailed design will be set out in a masterplan/supplementary planning</u></i></p> | <p>To address concerns about the Central Spine</p> <p>and to address the name change</p> | Aytans LBE |

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| | | | <p><u>document. The route and the detailed design of the Central Spine will be developed to take account of third party land interests so far as possible.</u></p> <p><u>Land within the Corridor shall be safeguarded from development that would or could prejudice or interfere with the delivery of this critical infrastructure in accordance with details to be set out in the emerging Meridian Water masterplan.</u></p> <p>The Causeway <u>Central Spine</u> should comprise a spine route across Meridian Water and be navigable along its length by pedestrians and cyclists, with clear, safe and direct pedestrian and cycle provision. The Causeway <u>Central Spine</u> should be accessible by vehicular traffic between Glover Drive in the west and Harbet Road in the east. The Causeway <u>Central Spine</u> will include a crossing over the River Lee Navigation Canal.</p> <p>Development Proposals and supplementary planning documents that include <u>any land within the Corridor shown in Figure 5.1</u> part of the entire Causeway route must:</p> <ul style="list-style-type: none"> • Support the delivery of a continuous link route across Meridian Water and beyond, <u>in line with the emerging masterplan;</u> • Incorporate the Causeway <u>Central Spine</u> in the design, <u>in conformity with the route and details set out in the emerging masterplan;</u> • Actively contribute to enable the delivery of the Causeway <u>Central Spine, in accordance with the emerging masterplan</u> through design, layout, | | |
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| | | | <p><i>orientation and facilitation;</i></p> <ul style="list-style-type: none"> • Prioritise the route as the primary route for orientation, navigation and connectivity at Meridian Water; • Show how other routes provide connectivity to the Causeway <u>Central Spine</u> and enable connectivity within and beyond Meridian Water; <p>...</p> | | |
| 63 | 59 | Chapter 5, Policy EL6 Part B | <p><i>Part B: The Causeway <u>Central Spine</u> as a Place for Interaction and Communities</i></p> <p><i>The Causeway <u>Central Spine</u> will connect Meridian Water’s new neighbourhoods and play a key role in linking Meridian Water to the wider area, integrating with existing residents and communities.</i></p> <p><i>Development Proposals and supplementary planning documents that include <u>any land within the Corridor shown in Figure 5.1</u> part of the entire Causeway route must:</i></p> <ul style="list-style-type: none"> • <i>Demonstrate how resident and employee access to supporting uses is maximised, including retail, health centres, open space and schools.</i> • <i>Show how the Causeway <u>Central Spine</u> is utilised as a key location for community infrastructure and the clustering of A-Class uses;</i> • <i>Ensure active frontages to the Causeway <u>Central Spine route, as shown in the emerging Meridian Water masterplan</u> on both <u>its</u> sides <u>and, where the River Lee Navigation is crossed, to extend the activity around the corner plots to permit natural surveillance around and</u></i> | <p>To address concerns about the Central Spine</p> <p>and to recognise that there should be active frontages around the crossing of the River Lee Navigation to allow for natural surveillance</p> | <p>Aytans</p> <p>LBE</p> <p>Canal and River Trust</p> |

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| | | | <p><u>under the bridge;</u></p> <ul style="list-style-type: none"> • Ensure no <u>Discourage the provision of car</u> parking between the building frontage and the Causeway <u>Central Spine</u>, with the only exception being of on-street single-width parking; • Demonstrate a safe relationship with traffic on the Causeway <u>Central Spine</u>; and ... | | |
| 64 | 59 | Chapter 5, Policy EL6 Part C | <p>Part C: The Causeway <u>Central Spine</u> as an Infrastructure Corridor</p> <p>The Causeway <u>Central Spine</u> will form a key route for essential infrastructure, including high speed broadband, decentralised energy, gas and electricity networks and other infrastructure.</p> <p>Development Proposals and supplementary planning documents that include <u>any land within the Corridor shown in Figure 5.1</u> part of the entire Causeway route must:</p> <ul style="list-style-type: none"> • Demonstrate how the Causeway <u>Central Spine, as shown in the emerging Meridian Water</u> masterplan route will act as the trunk route for servicing and subterranean infrastructure, including details of how the routes will positively and proactively connect to the Causeway <u>Central Spine</u> route and servicing on adjacent sites; <p>...</p> | To address concerns about the Central Spine | Aytans LBE |
| 65 | 60 | Chapter 5, paragraph 5.8.5 | <p>To make additions and changes to paragraph 5.8.5 as follows:</p> <p><u>The Causeway Central Spine Corridor</u></p> <p>The <u>identification of the route and detailed design of the Central Spine within the Corridor shown in Figure 5.1 will take place through the preparation of a masterplan supplementary</u></p> | To address concerns about the Central Spine | Aytans LBE |

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| | | | <u>planning document.</u> It should reflect its dual role as a route and as a destination, supporting retail, leisure, community and cultural uses, reflecting and complementing the character of the surrounding <u>uses and</u> neighbourhoods. | | |
| 66 | 60 | Chapter 5, paragraph 5.8.6 | <p>To make the following changes and additions to paragraph 5.8.6:</p> <p><u>Land within the Corridor shall be safeguarded from development that would or could prejudice or interfere with the delivery of this critical infrastructure in accordance with details to be set out in the emerging Meridian Water masterplan.</u> The safeguarded route is articulated in four sections, each having a specific rationale informing its alignment and width. The safeguarded route is identified by a no-build corridor with a variable width, indicating the minimum distance between buildings and permanent structures. Meanwhile uses and temporary buildings can <u>may</u> be located within this Corridor only if their presence does not interfere with the Causeway <u>Central Spine</u>'s alignment. Cycle lanes will be provided along its entire length <u>the Central Spine.</u> <u>Their design should take into account their interaction with the access requirements of existing established businesses.</u> A further Causeway <u>Central Spine</u> connection to the station is shown across the A1055, and each stage of development must show how pedestrian and cycle flows to the station will be enabled and improved.</p> | To address concerns about the Central Spine | Aytans LBE |
| 67 | 60 | Chapter 5, paragraph 5.8.7 | <p>To remove the final sentence of paragraph 5.8.7: The corridor width in this section is 32 m.</p> | To add flexibility and endeavour to be less prescriptive in the AAPs requirements. | Ikea Aytans LBE |

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| 68 | 60 | Chapter 5, figure 5.1 | <p>Change the title of Figure 5.1 to:</p> <p><i>Figure 5.1: The Causeway Central Spine Corridor Route</i></p> <p>The figure itself will also be amended to reflect the new Corridor route</p> | To address concerns about the Central Spine | Aytans LBE |
| 69 | 61 | Chapter 5, paragraph 5.8.8 | <p>To make the following changes to paragraph 5.8.8:</p> <p><i>Segment 2 - begins where Section 1 ends, and continues to the bridge landing on the east bank of the River Lee Navigation. Two new bridges are required over the branches of the Pymmes Brook. The main constraints in this section are represented by the Ravenside Retail Park to the north and the shed buildings (Meridian Works) to the south, which are being refurbished and re-used to house creative industries. The crank in the Causeway alignment allows retention of the sheds and promotes traffic calming. The Causeway corridor width reduces from 32m to 26m, becoming a single carriageway and reinforcing the traffic calming. To A new bridge is to be provided over the Lee Navigation the Causeway begins to rise 50m west of the waterway bank, and similarly lands 50m east of the waterway's east bank.</i></p> | <p>To address concerns about the Central Spine.</p> <p>To add flexibility and endeavour to be less prescriptive.</p> | Ikea Aytans LBE |
| 70 | 61 | Chapter 5, paragraph 5.8.9 | <p>To make the following changes to paragraph 5.8.9:</p> <p><i>Segment 3 – begins where the bridge over the Lee Navigation lands on the east bank. The alignment of the second section is maintained into the third section. The alignment is also informed by public transport requirements: to introduction an effective bus service requires that pedestrian access to the bus stops is located a maximum of 200 m from any residence. This generates a catchment area that can be utilised most effectively through this central location of the Causeway. The corridor width in this</i></p> | <p>To address concerns about the Central Spine.</p> <p>To add flexibility and endeavour to be less prescriptive.</p> | Ikea Aytans LBE |

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| | | | section is 26m. | | |
| 71 | 61 | Chapter 5, paragraph 5.8.10 | To make the following changes to paragraph 5.8.10: Segment 4 - responds to a very specific constraint: the presence of a water tunnel approximately 10 metres underground. To limit building costs over this tunnel the Causeway adopts the alignment of the tunnel until it <u>continues eastwards and</u> forms a junction with Harbet Road. | To address concerns about the Central Spine. To add flexibility and endeavour to be less prescriptive. | Aytans LBE |
| 72 | 61 | Chapter 5, Figure 5.2 | This figure will be amended in line with Figure 5.1 to reflect the new Corridor route. | To address concerns about the Central Spine. | Aytans LBE |
| 73 | 63 | Chapter 5, Policy EL7 | To update the 2 nd bullet as follows: <ul style="list-style-type: none"> Lengthening of the platforms to the south of the North Circular (A406) to create new entrances on both sides of the railway to the east and west which will connect to the Causeway <u>Central Spine</u> (see Policy EL6) To update the text at Policy EL7, 3 rd bullet as follows: <ul style="list-style-type: none"> 'Improved bus interchange <u>and bus standing</u> connecting Meridian Water to...' | To reflect the name change and to provide clarification of bus infrastructure requirements in line with Transport for London comments | LBE Transport for London |
| 74 | 64 | Chapter 5, paragraph 5.8.17 | To update paragraph 5.8.17 as follows: 'A new bus interchange <u>and associated bus standing</u> will be provided, creating a transport hub and connecting bus services to the station'. | A clarification of bus infrastructure requirements | Transport for London |
| 75 | 64 | Chapter 5, paragraph 5.8.18 | To change the reference to the Causeway in paragraph 5.8.18 to the Causeway <u>Central Spine</u> | To reflect the name change | LBE |

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| 76 | 66-68 | Chapter 5, paragraph 5.9.4-5 | <p>To delete paragraph 5.9.4 and to change the wording of paragraph 5.9.5 as follows:</p> <p>5.9.4 Enfield's Level 2 Strategic Flood Risk Assessment (SFRA) presents and summarises the flood risk at Meridian Water, together with requirements and recommendations for flood risk management. Development proposals must respond directly to the findings and requirements of the SFRA whilst maintaining compliance with the policies set out in the NPPF, London Plan, Core Strategy, Development Management Document and the requirements of the Environment Agency.</p> <p>5.9.5 The Environment Agency has updated is updating its requirements for climate change allowances to a higher level than those used to prepare Enfield's the Level 2 SFRA, and the Environment Agency's own fluvial modelling. Driven by these revised climate change allowances, <u>Until updated, the Environment Agency is undertaking an update to its fluvial modelling based on the revised climate change allowances is available,</u> Where Flood Risk Assessments for development proposals are submitted prior to the completion of the EA's modelling work, it is incumbent on the d <u>Developers to must undertake fluvial modelling and submit a Flood Risk Assessments for future proposals</u> in a manner acceptable to the Environment Agency and Enfield Council.</p> <p><u>A wider Flood Risk Assessment and associated detailed fluvial modelling, commissioned by Enfield Council, is due to be completed in early 2019. This will cover the whole Meridian Water Masterplan area. Individual developments will still need to be accompanied by an FRA, unless the wider Meridian Water FRA and fluvial modelling</u></p> | Update text to reflect the latest position on flood modelling and assessment | Environment Agency and Thames Water |
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| | | | <u>undertaken by the Council, and subsequent landscaping of the site, leads to the Environment Agency re-defining the Flood Zones so that the developable plots are re-classified as Flood Zone 1 (i.e. low risk). If the Environment Agency do not re-define the Flood Zones, developers will be required to submit an FRA but these plot-scale FRAs would be underpinned by the wider FRA undertaken for the entire Meridian Water Masterplan area.</u> | | |
| 77 | 68 | Chapter 5, paragraph 5.9.6 | To amend paragraph 5.9.6as follows: <i>Flood mitigation requirements will create considerable competition for space across Meridian Water, both above and below ground, and must therefore be fully integrated at an early stage within the detailed design of streets, buildings and spaces.</i> | To simplify text | LBE |
| 78 | 66 | Chapter 5, Policy EL8 | To make the following changes to Policy EL8, 2 nd paragraph: <i>All developments must be safe from flooding and must not increase flood risk elsewhere. Development proposals must be supported by a detailed technical assessment of the flood risks and appropriate mitigation measures. All development will require a detailed site specific Flood Risk Assessment (FRA) to be submitted with each individual planning application, in accordance with the requirements of the NPPF, Enfield's Level 1 SFRA and the recommendations of the Level 2 SFRA.</i> | To clarify requirements for and progress on flood risk assessment for the area | Thames Water |
| 79 | 66 | Chapter 5, Policy EL8 | Amend text, 3 rd paragraph: <i>'Surface water discharge rates should aim to achieve be limited to greenfield runoff rates throughout the development and proposals should demonstrate application of the ...'</i> | Align with London Plan policy approach. | LBE |

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| 80 | 66 | Chapter 5, Policy EL8 | <p>The following text, based on paragraph 13.4.1 in the supporting text, will be inserted into Policy EL8:</p> <p><u>The Council will apply the Sequential Test within Meridian Water at Masterplanning stage, in order to direct development to areas of low flood risk.</u></p> | To give added weight and clarity on the requirements for flood risk assessment in Policy | Environment Agency |
| 81 | 68 | Chapter 5, paragraph 5.9.6 | <p>Amend text of paragraph 5.9.6 as follows:</p> <p><i>Flood mitigation requirements will create considerable competition for space across Meridian Water, both above and below ground, and must therefore be fully integrated at an early stage within the detailed design of streets, buildings and spaces.</i></p> <p><u>The River Lee Navigation provides an opportunity for receiving surface water drainage from Meridian Water and proposals should explore this potential, subject to assessment for pollution and flow-rate and Environment Agency permit.</u></p> | Clarify text and make reference to exploring opportunities for surface water drainage into the River Lee Navigation, subject to assessment for pollution and flow-rate and EA permit | Environment Agency and Canal and River Trust |
| 82 | 68 | Chapter 5, Paragraph 5.9.8 | <p>Amend text in paragraph 5.9.8:</p> <p>...</p> <p><i>Flood management measures at Meridian Water should could incorporate modifications to the existing flood risk...</i></p> | Strengthening of the text. | LBE |
| 83 | 69 | Chapter 5, paragraph 5.10.1 | <p>To include additional wording to paragraph 5.10.1:</p> <p><i>To the east of Meridian Water is the Lee Valley Regional Park (LVRP), and areas of designated green belt, which together with as well as the River Lee Navigation and a network of watercourses and reservoirs Banbury Reservoir, which creates a green and blue corridor within the urban area. <u>There are areas of international, European and national ecological importance in proximity to Edmonton Leaside, including the William Girling Reservoir which is part of the Chingford Reservoirs SSSI and the Lee Valley Special Protection Area/ Ramsar site at</u></i></p> | To give additional recognition to sites of ecological importance | Natural England |

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| | | | <i>Walthamstow Reservoirs. The LVRP comprises a network of open spaces, but The character of the Lee Valley around Meridian Water is defined by its industrial, ecological and agricultural heritage. This location is located at one of its the narrowest points. of the LVRP, but elsewhere throughout its 26 mile length, the Park is home to numerous leisure and recreational facilities. The character of the Lee Valley in this location is defined by its industrial, ecological and agricultural heritage</i> | | |
| 84 | 69 | Chapter 5, paragraph 5.10.2 | To include additional wording at paragraph 5.10.2: <i>At Meridian Water there are currently very limited areas of open space with, and poor public access, to open recreational spaces and waterways. Development at Meridian Water must deliver a network of open spaces that can provide visual and leisure amenity, as indicated in Figure 5.3. The regeneration must also provides an opportunity to maximise increase access to the LVRP, and other existing areas of ecologically undesignated open space and waterways in the wider area. Negative impacts on the nearby designated sites of ecological importance must be avoided. As such development will avoid new access points to the designated sites. To avoid recreational disturbance of the sites of ecological importance contributions to the management of the site will be required as well as the provision of new open space Meridian Water must deliver a ‘green’ network of open spaces that can provide visual and leisure amenity, as indicated in Figure 5.3.</i> | To further recognise that development must not negatively impact on areas of ecological importance | Natural England |
| 85 | 69 | Chapter 5, Figure 5.3 | Illustrative Figure 5.3 will be amended by including an additional key item for ‘Watercourses’ . | To recognise that rivers are part of the green infrastructure | Environment Agency |

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| 86 | 70 | Chapter 5, paragraph 5.10.5 | <p>To include additional wording at paragraph 5.10.5:</p> <p><i>The scale of development at Meridian Water requires that space must be used as efficiently as possible, while ensuring a sufficient quantum of open space and leisure facilities are provided to deliver a sustainable community. Meridian Water is constrained in terms of accommodating open and green spaces within the development boundary, due to limited availability of land. Whilst high quality open space and play space provision that is suitable for intensive usage must be made within Meridian Water, there must also be a great emphasis on improving access to existing nearby <u>ecologically undesignated green</u> open spaces <u>and waterways, while also protecting and enhancing biodiversity and sites of ecological importance.</u></i></p> | <p>To correct typographical error</p> <p>and to add additional protection to sites of ecological importance</p> | <p>LBE</p> <p>Natural England</p> |
| 87 | 70 | Chapter 5, paragraph 5.10.6 | <p>To include additional wording at paragraph 5.10.6:</p> <p><i>The potential of further areas of the Lee Valley Regional Park to the north, east and south of Meridian Water to contribute to the area's open space requirement is recognised in the 2013 Masterplan. This would require new landscaping and the opening up of previously inaccessible areas, for example the areas of open green belt land which lie east of Harbet Road, to the north and south of the North Circular Road. There is also potential to open up access to Banbury Reservoir. The Council will work with relevant stakeholders, including the Lee Valley Regional Park Authority, and Thames Water, the Environment Agency and Natural England when to developing any landscaping and access proposals in these areas.</i></p> | <p>To further recognise that proposals affecting the Lee Valley Regional Park area must involve the relevant stakeholders</p> | <p>Natural England</p> |
| 88 | 71 | Chapter 5, paragraph 5.10.8 | <p>Add missing full stop</p> | <p>To correct typographical omission</p> | <p>LBE</p> |

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| 89 | 71 | Chapter 5, Policy EL9 | Add text to Policy EL9 to follow the 3 rd bullet point: <ul style="list-style-type: none"> • <u>That opportunities for new waterspaces to support leisure uses within Meridian Water have been considered where appropriate;</u> | To further support for making use of the watercourses and the potential for new waterspaces in appropriate locations at Meridian Water | Canal and River Trust |
| 90 | 71 | Chapter 5, Policy EL9 | To include additional wording for Policy EL9 through adding a new item as the 4 th bullet point: <ul style="list-style-type: none"> • <u>How they will avoid negative impacts such as recreational disturbance on sites of ecological importance, including the Chingford Reservoirs SSSI and Lee Valley Special Protection Area/ Ramsar site at Walthamstow Reservoirs;</u> | To emphasise that development must not negatively impact on areas of ecological importance, particularly through recreational disturbance | Natural England |
| 91 | 71 | Chapter 5, Policy EL9 | Amend text, 6 th bullet point: <ul style="list-style-type: none"> • Where appropriate there is evidence of need, the provision of formal playing fields; | Clarify the approach to provision of playing fields. | Sport England |
| 92 | 71 | Chapter 5, Policy EL9 | Update text, 7 th bullet point: <p>‘Where appropriate, That options for community ...;’</p> | Strengthen the policy. | LBE |
| 93 | 71 | Chapter 5, Policy EL9 | Update text, 8 th bullet point: <p>‘Where <u>the location is suitable</u> appropriate, that new <u>waterspaces and</u> wetland habitat is incorporated <u>which enhances biodiversity, and includes</u> ing boardwalks and pontoons to provide access.’</p> | Include the potential for new waterspaces and clarify the need for the wetland habitat to | Canal & River Trust Environment Agency |

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| | | | | enhance biodiversity. | LBE |
| 94 | 71 | Chapter 5, Policy EL9 | To insert the following text to Policy EL9, 'Banbury Reservoir' section, as a final paragraph: <u>Banbury Reservoir is an operational reservoir owned and operated by Thames Water for public water supply. Any proposals for public access at Banbury Reservoir will need to be agreed with Thames Water and must ensure the operational function and ongoing structural integrity of the reservoir is maintained and fully consider and mitigate potential risks to public health and safety.</u> | To recognise that, while Banbury Reservoir has potential to support leisure uses, the structural integrity of the reservoir and operational/health and safety issues must take priority. | Thames Water |
| 95 | 72 | Chapter 5, Paragraph 5.11.1 | Amend text at paragraph 5.11.1 as follows: <u>'Guidance on the The Council's spatial vision of a potential way to deliver a high-quality mixed-use neighbourhood expectations is provided in the Meridian Water Spatial Framework and Meridian Water Spatial Scenario Testing documents.'</u> | Amend wording to align with the text at paragraph 1.3.1. | Barratt Homes |
| 96 | 72 | Chapter 5, Paragraph 5.11.4 and Figure 5.4 | To change the reference to the Causeway in paragraph 5.11.4 and in figure 5.4 to <u>Causeway Central Spine</u> | To reflect the name change | LBE |
| 97 | 73 | Chapter 5, Policy EL10 | To change the reference in EL10 3 rd bullet to the Causeway to <u>Causeway Central Spine</u> And to clarify the reference to active frontages in Policy EL10 8 th bullet point: <ul style="list-style-type: none"> At ground floor level provide an attractive, and where relevant active, frontage to the street, road or other <u>publicly-publically</u> accessible area | To reflect the name change and to address GLA comments regarding active frontages | LBE |

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| 98 | 75 | Chapter 5, Policy EL11 Part A | <p>Make the following change to the second bullet of EL11 Part A:</p> <ul style="list-style-type: none"> • <i>Where possible, e</i><i>Ensure buildings conform to a height-to-width ratio appropriate for the street, with an aspect ratio of 1:1 to 1:1.5, achieved through design solutions such as upper storey set-backs, accent towers and breaks in blocks, as well as raised podium courtyards used to maximise aspect and access to daylight and sunlight;</i> <p>And to the final bullet of EL11 Part A:</p> <ul style="list-style-type: none"> • <i>For commercial units, <u>where possible,</u> incorporate a minimum of four metres floor to ceiling height to allow for flexibility of use;</i> | To add flexibility to optimise site capacity and design | LBE |
| 99 | 75 | Chapter 5, Policy EL11 Part B | <p>To update 1st bullet point of Policy EL11, Part B as follows:</p> <ul style="list-style-type: none"> • <i>Ensure that no more than 10% of all north-facing residential units are single-aspect</i> <i>Minimise the number of single-aspect dwellings, and avoid dwellings which are north-facing or exposed to noise levels above which significant adverse effects on health and quality of life occur, or which contain three or more bedrooms;</i> <p>and update the 4th bullet of Policy EL11 Part as follows:</p> <p><i>Ensure the massing and orientation of residential blocks allows direct sunlight penetration into at least 50.7050% of shared open space;</i></p> | <p>To address GLA comments on bring the policy in line with the Mayor's Housing SPG Standard 29 on single aspect dwellings</p> <p>To bring requirements for direct sunlight penetration in line with up to date BS standards</p> | LBE |
| 100 | 75 | Chapter 5, Policy EL11 Part C | <p>To insert after 3rd bullet point to Part C, Policy EL11:</p> <ul style="list-style-type: none"> • <i>Assess the impact on the setting of heritage assets, including those beyond the Meridian Water and borough boundaries;</i> | To recognise that for tall building proposals there must be an assessment of any | Historic England |

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| | | | | impact on the setting of heritage assets | |
| 101 | 75 | Chapter 5, Policy EL11 Part C | To make the following change to 4 th bullet Part C, Policy EL11: <u>Where possible, be located on key routes, in particular significant places or junctions;</u> | To add flexibility | LBE |
| 102 | 75 | Chapter 5, Policy EL11 Part C | The following text should be inserted after the 8 th bullet point to Policy EL11, Part C: • <u>Avoid compromising through overshadowing the enjoyment of open spaces, including water spaces;</u> | To further support tall building design which considers the impact of overshadowing on public spaces | Canal and River Trust |
| 103 | 75 | Chapter 5, Policy EL11 Part C | To insert the following as a final bullet to policy EL11 Part C: • <u>Assess the impact of underlying ground conditions and presence of land contamination to determine appropriate foundation depths and building height, and measures to protect groundwater resources.</u> | To further recognise that tall buildings will need to consider underlying geological and contaminative context. | Environment Agency |
| 104 | 76 | Chapter 5 - Policy EL12 | To make the following change to Policy EL12, 2 nd paragraph: <i>Development proposals and supplementary planning documents must<u>will seek to:</u></i> | To add flexibility | Ikea |
| 105 | 76 | Chapter 5 - Policy EL12 | To amend the wording for Policy EL12 at the 3 rd bullet point: • <u>Demonstrate <i>how</i> an understanding of the industrial heritage and archaeology of the area <i>has informed the design, and seek opportunities to provide heritage interpretation, for example through public art or display panels;</i></u> | To further recognise the industrial and archaeological heritage of the area | Historic England |
| 106 | 76 | Chapter 5, Policy EL12 | Policy EL12 'Public Realm at Meridian Water' will include an additional 4 th bullet point: | To require development | Healthwatch Enfield |

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| | | | <ul style="list-style-type: none"> • <u>Demonstrate how the 10 indicators of the Mayor’s ‘Healthy Streets Approach’ will be met;</u> | proposals to deliver a ‘Healthy Streets Approach’ | |
| 107 | 76 | Chapter 5, Policy EL12 | <p>Amend text, through inserting a new bullet point to follow the 7th bullet:</p> <ul style="list-style-type: none"> • <u>Incorporate the principles from Sport England’s Active Design guidance;</u> | Clarify design requirements by referencing Sport England <i>Active Design</i> guidance. | Sport England |
| 108 | 77 | Chapter 5, Policy EL12 | <p>Insert a new bullet point after the 10th bullet point:</p> <ul style="list-style-type: none"> • <u>‘Incorporate opportunities for games and urban play;’</u> | Include policy element to meet community needs. | LBE |
| 109 | 77 | Chapter 5, Policy EL12 | <p>To include in Policy EL12 the following additional bullet after the 4th bullet point under ‘Waterways and Water Frontages’:</p> <ul style="list-style-type: none"> • <u>Consider opportunities to better reveal and interpret the natural and man-made watercourse heritage;</u> | To give further support to design which reflects the watercourse history of the area | Historic England |
| 110 | 77 | Chapter 5, Policy EL12 | <p>To include in Policy EL12 the following additional bullet after the 4th bullet point under ‘Waterways and Water Frontages’:</p> <ul style="list-style-type: none"> • <u>Where suitable, the provision of residential and commercial moorings along the River Lee Navigation, particularly where this will contribute to an active and vibrant waterway corridor;</u> | To further recognise the potential benefits of moorings along the River Lee Navigation within Meridian Water | Canal and River Trust |
| 111 | 77 | Chapter 5, Policy EL12 | <p>For the following text to be inserted to Policy EL3, after the reference to waterfront development:</p> <p><u>Built development (this includes buildings, walls and fences but does not have to include footpaths and landscaping) should aim for a minimum 8 metre set back from the top of the river bank, in line with access requirements of the Environment Agency, to allow for maintenance and improvements, such as</u></p> | To recognise and incorporate the access requirements of the Environment Agency, to allow for maintenance and improvements, such as renaturalisation of | Environment Agency |

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| | | | <p><u>renaturalisation of river banks and habitat improvement.</u></p> <ul style="list-style-type: none"> • <u>Footpaths and landscaping may be included within the buffer zone, although a wider undisturbed green corridor area should be provided where possible</u> • <u>For non-main rivers, less than 8 metres set back may be acceptable, providing there is no conflict with the requirements and principles of Policies EL12 and EL27.</u> • <u>Where the full 8m cannot be achieved, it should be demonstrated that appropriate Environment Agency access can be maintained and that there is no conflict with the requirements and principles of Policies EL12 and EL27.</u> | river banks and habitat improvement | |
| 112 | 77 | Chapter 5, Paragraph 5.11.10 | <p>Update text in paragraph 5.11.10 as follows:</p> <p>...</p> <p><i>The plentiful and appropriate planting of trees and other greenery is essential to developing an aesthetically pleasing and high quality urban environment <u>which should provide habitat connectivity and enhance biodiversity.</u></i></p> | Reflect that high quality public realm can enhance biodiversity, wildlife provision and habitat connectivity, and that enhancements to biodiversity and wildlife provision also create high quality public realm | Environment Agency |
| 113 | 78 | Chapter 5 Paragraph 5.11.11 | <p>To change the reference to the Causeway in paragraph 5.11.1 to <u>Causeway Central Spine</u></p> <p>And to insert text as a new paragraph to follow paragraph 5.11.11:</p> <p><u>Planning proposals are encouraged to include the waterside and waterway within the boundary of their sites, where relevant, to ensure that the public realm is planned, and</u></p> | To reflect the name change and to further recognise that proposals should be encouraged to include waterside and waterway within the | LBE Canal and River Trust |

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| | | | <u>improvements delivered, in a way that is integrated with the development.</u> | boundary of their sites to ensure the public realm is planned, and improvements delivered, in a way that is integrated with the development | |
| 114 | 78 | Chapter 5 Paragraph 5.12.5 | To change the reference to the Causeway in paragraph 5.12.5 to <u>Causeway Central Spine</u> | To reflect the name change | LBE |
| 115 | 79 | Chapter 5, Policy EL13 | To add the following bullet to the list in Policy EL13 part (a): <ul style="list-style-type: none"> • <u>Sport and recreation facilities.</u> | To recognise that provision of sport and recreation facilities is important to the meeting the demand generated by new development at Meridian Water and that developments be required to make S106 contributions | Sports England |
| 116 | 79 | Chapter 5, Policy EL13 | To add the following bullet to the list in Policy EL13 part (a): <ul style="list-style-type: none"> • <u>Blue and green infrastructure</u> | To further acknowledge that environmental enhancements should be sought through blue and green infrastructure funding | Environment Agency |

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| 117 | 79 | Chapter 5, Policy EL13 | <p>To delete Policy EL13 part (d) And; d. It may include coverage provisions to secure an increase in contribution, proportionate with the rise in land value resulting from the delivery of the infrastructure.</p> | <p>This will not be necessary if viability of contributions is assessed using the existing land value plus premium (EUV+) method, in line with the Mayor's Affordable Housing and Viability SPG</p> | LBE |
| 118 | 79 | Chapter 5, Policy EL13 | <p>To insert the following text as a final paragraph to Policy EL13: <u>Development proposals should demonstrate that adequate water supply and sewerage infrastructure capacity exists both on and off site to serve the development and that the development would not lead to problems for existing users. Developers are encouraged to contact the water/waste water company ahead of submitting their planning application to discuss their development proposals and intended delivery programme to assist with identifying any potential water and wastewater network reinforcement requirements. Where there is a capacity constraint the Council will, where appropriate, apply phasing conditions to any approval to ensure that any necessary infrastructure upgrades are delivered ahead of / in line with the occupation of the relevant phase of development. Where appropriate, planning permission for developments, which result in the need for off-site upgrades, will be subject to conditions to ensure the occupation is aligned with the delivery of necessary infrastructure upgrades.</u></p> | <p>To recognise that development must be supported by delivery of the necessary infrastructure provision and to acknowledge that Thames Water have recently changes their way of assessing, funding and charging for infrastructure upgrades.</p> | Thames Water |

| Chapter 6 | | | | | |
|-----------|----|----------------------------|--|--|-------------------------|
| 119 | 81 | Chapter 6, paragraph 6.1.4 | To add missing full stop at the end of paragraph 6.1.4. | To correct typographical omission | LBE |
| 120 | 86 | Chapter 6, Figure 6.1 | To make the following changes to Figure 6.1: <ul style="list-style-type: none"> Update proposed new SIL boundaries Update Figure 6.1 to ensure that land to the north of the North Circular and south of William Girling Reservoir, and land to the south of the North Circular, including land owned by Thames Water, is not referenced as '<i>open space</i>', or variations on this label which imply it is publicly accessible. Label this land as Green Belt. | To update map And to recognise that land to the north of the North Circular and south of William Girling Reservoir, and land to the south of the North Circular, including land owned by Thames Water, is not publicly accessible and should not be referenced as ' <i>open space</i> ', or variations on this label which imply it is publicly accessible. | LBE Thames Water |
| 121 | 86 | Chapter 6, Figure 6.1 | To include an additional map showing current SIL and LSIS designations within the ELAAP area in Chapter 6, before or after figure 6.1 | To address GLA comments regarding SIL and LSIS | LBE |
| 122 | 87 | Chapter 6, paragraph 6.4.4 | To amend paragraph 6.4.4 as follows: <i>The sites for designation to the north and east of Picketts Lock Lane Deephams STW are already industrial in character and will benefit from a designated status, together providing 4.1ha of</i> | To ensure clarity on the future use of the Deephams site and the surrounding | Thames Water |

| | | | SIL. Designating <i>The Deephams STW site will continue in use as an operational sewage treatment works with its designation as SIL being in accordance with the London Plan approach which recognises utilities as an industrial-type function. will consolidate and strengthen the protection of the area.</i> | parcels of land | | | | | | | | | |
|---|---|----------------------------|--|--|---------------------------------|---|--|---|---|---------------------|---|--|--------------|
| 123 | 87 | Chapter 6, paragraph 6.4.5 | To amend paragraph 6.4.5 as follows: <i>The SIL parcels areas designated to the north and east of Picketts Lock Lane can potentially provide locations for businesses displaced from within Meridian Water.</i> | To ensure clarity on the future use of the Deephams site and the surrounding parcels of land | Thames Water | | | | | | | | |
| 124 | 87 | Chapter 6, table 6.2 | To amend table 6.2 as follows: <table border="1" data-bbox="728 625 1541 1295"> <thead> <tr> <th>Site</th> <th>Justification</th> </tr> </thead> <tbody> <tr> <td><i>Parcel to the north of Deephams Picketts Lock Lane</i></td> <td><i>Designate the site of 2.1 ha as SIL. The site is already industrial in character and suitable for PIL—SIL uses. The designation will safeguard the site for employment uses.</i></td> </tr> <tr> <td><i>Strip of land to the east of Deephams Picketts Lock Lane</i></td> <td><i>Designate the site of 2.0 ha as SIL. The site is already industrial in character and suitable for PIL—SIL uses. The designation will safeguard the site for employment uses</i></td> </tr> <tr> <td><i>Deephams STW</i></td> <td><i>Designate the site of 34.0 ha as SIL. The site is in ongoing use as a sewage treatment works industrial in character. This extends the SIL designation northwards from existing SIL areas to the south.</i></td> </tr> </tbody> </table> | Site | Justification | <i>Parcel to the north of Deephams Picketts Lock Lane</i> | <i>Designate the site of 2.1 ha as SIL. The site is already industrial in character and suitable for PIL—SIL uses. The designation will safeguard the site for employment uses.</i> | <i>Strip of land to the east of Deephams Picketts Lock Lane</i> | <i>Designate the site of 2.0 ha as SIL. The site is already industrial in character and suitable for PIL—SIL uses. The designation will safeguard the site for employment uses</i> | <i>Deephams STW</i> | <i>Designate the site of 34.0 ha as SIL. The site is in ongoing use as a sewage treatment works industrial in character. This extends the SIL designation northwards from existing SIL areas to the south.</i> | To ensure clarity on the future use of the Deephams site and the surrounding parcels of land | Thames Water |
| Site | Justification | | | | | | | | | | | | |
| <i>Parcel to the north of Deephams Picketts Lock Lane</i> | <i>Designate the site of 2.1 ha as SIL. The site is already industrial in character and suitable for PIL—SIL uses. The designation will safeguard the site for employment uses.</i> | | | | | | | | | | | | |
| <i>Strip of land to the east of Deephams Picketts Lock Lane</i> | <i>Designate the site of 2.0 ha as SIL. The site is already industrial in character and suitable for PIL—SIL uses. The designation will safeguard the site for employment uses</i> | | | | | | | | | | | | |
| <i>Deephams STW</i> | <i>Designate the site of 34.0 ha as SIL. The site is in ongoing use as a sewage treatment works industrial in character. This extends the SIL designation northwards from existing SIL areas to the south.</i> | | | | | | | | | | | | |
| 125 | 88 | Chapter 6, Policy EL14 | To amend the table in Policy EL14 as follows: <table border="1" data-bbox="728 1353 1541 1394"> <thead> <tr> <th>Name of</th> <th>Preferred Industrial</th> <th>Area of site</th> </tr> </thead> <tbody> </tbody> </table> | Name of | Preferred Industrial | Area of site | To ensure clarity on the future use of the | Thames Water | | | | | |
| Name of | Preferred Industrial | Area of site | | | | | | | | | | | |

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| | | | <i>industrial area</i> | <i>Location (PIL) or Industrial Business Park (IBP)</i> | <i>(hectares)</i> | Deephams site and the surrounding parcels of land | |
| | | | <i>Parcel to the north of <u>Deephams Picketts Lock Lane</u></i> | <i>PIL</i> | 2.1 | | |
| | | | <i>Strip of land to the east of <u>Deephams Picketts Lock Lane</u></i> | <i>PIL</i> | 2.0 | | |
| | | | <i>Deephams STW</i> | <i>PIL</i> | 34.0 | | |
| Chapter 8 | | | | | | | |
| 128 | 99 | Chapter 8, paragraph 8.1.4 | To insert a new paragraph after paragraph 8.1.4, as follows: <u>In 2017 a Development Consent Order (DCO) was granted for the redevelopment of the Edmonton EcoPark site that will allow for the construction and operation of an energy recovery facility to replace the existing plant, replacement facilities associated with waste management, and provision of visitor, community and education facilities.</u> | | | To recognise the Development Consent Order (DCO) granted in 2017 for the Edmonton EcoPark in the AAP Chapter 8 | North London Waste Authority |
| 129 | 100 | Chapter 8, Section 8.2 | At Section 8.2 Policy Context, insert in the final row of the table under 'Other Sources': <u>National Policy Statement for Energy (EN-1)</u> | | | Inclusion of the relevant policy reference. | Environment Agency |

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| 130 | 101 | Chapter 8, Figure 8.1 | <p>To update Figure 8.1 to</p> <ul style="list-style-type: none"> • Add a key to the map; • Ensure that land to the north of the North Circular and south of William Girling Reservoir, and land to the south or the North Circular, including land owned by Thames Water, is not referenced as ‘open space’, or variations on this label which imply it is publicly accessible; and • Label this land as Green Belt. | <p>To Correct previous omission And recognise that land to the north of the North Circular and south of William Girling Reservoir, and land to the south or the North Circular, including land owned by Thames Water, is not publicly accessible and should not be referenced as ‘open space’, or variations on this label which imply it is publicly accessible.</p> | <p>GLA Thames Water</p> |
| 131 | 102 | Chapter 8, Section 8.3 title and Paragraph 8.3.1 | <p>To change section 8.3 title and paragraph 8.3.1 as follows:</p> <p><i>8.3 The EcoPark and the Lee Valley Meridian Water Heat Network</i></p> <p><i>8.3.1 The Council’s approach to the Lee Valley Meridian Water Heat Network...</i></p> | <p>To reflect name change of network</p> | <p>LBE</p> |
| 132 | 103 | Chapter 8, Policy EL17 | <p>To make the following text updates at the start of the policy EL17:</p> <p><u>Redevelopment of the Edmonton EcoPark site will be delivered through the development proposals consented by the 2017 North London Heat and Power Plant Development Consent Order.</u></p> | <p>To further recognise the Development Consent Order (DCO) granted in 2017 for the Edmonton EcoPark in the AAP Chapter 8</p> | <p>North London Waste Authority</p> |

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| | | | <p><i>Development proposals at the EcoPark site <u>which are not consented under the 2017 DCO, or for any other Development Consent Orders made subsequently at the EcoPark site,</u> are required to: ...</i></p> <p>And to change Policy EL17 final bullet as follows:</p> <p><i>Support the implementation of the Lee Valley <u>Meridian Water</u> Heat Network (LVMWHN) as set out in Policy EL26</i></p> | And to recognise name change of network | LBE |
| Chapter 9 | | | | | |
| 133 | 106 | Chapter 9, paragraph 9.1.5 | <p><i>To make the following amendment to paragraph 9.1.5:</i></p> <p><i>The Council is designating Deephams STW as <u>a Strategic Industrial Location Land (SIL) being in accordance with the new London Plan approach which recognises utilities as an industrial-type function.</u> in order to consolidate and strengthen the protection of the area for industrial uses. Further detail is set out in Chapter 6.</i></p> | To further clarify the situation of Deephams STW and its designation as SIL | Thames Water |
| 134 | 107 | Chapter 9, Policy EL18 | <p>To change the second to last bullet of Policy EL18 as follows:</p> <p><i>Connection to the Lee Valley <u>Meridian Water</u> Heat Network <u>or another DEN</u> if feasible <u>and viable</u> (see Policy EL26); and</i></p> <p>And to add the following text by inserting a new final paragraph to Policy EL18 as follows:</p> <p><u>Planning applications for development proposals in the vicinity of Deephams STW should be accompanied by an Odour Impact Assessment to confirm either there is no adverse amenity impact on the future occupiers of the development, or that appropriate avoidance or mitigation measures will be implemented as necessary.</u></p> | <p>To reflect the name change of the network and</p> <p>To recognise that Deephams Sewage Works is undergoing a major upgrade which will significantly reduce odour emissions from the site. To ensure occupiers and users of</p> | LBE Thames Water |

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| | | | | future development in the vicinity of Deephams STW do not experience adverse amenity. | |
| 135 | 108 | Chapter 9, Figure 9.1 | To update Figure 9.1 to ensure that land to the north of the North Circular and south of William Girling Reservoir, and land to the south of the North Circular, including land owned by Thames Water, is not referenced as ‘open space’, or variations on this label which imply it is publicly accessible. To label this land as Green Belt . | To recognise that land to the north of the North Circular and south of William Girling Reservoir, and land to the south of the North Circular, including land owned by Thames Water, is not publicly accessible and should not be referenced as ‘open space’, or variations on this label which imply it is publicly accessible. | Thames Water |
| Chapter 10 | | | | | |
| 136 | 111 | Chapter 10, paragraph 10.1.1 | To amend paragraph 10.1.1 as follows: <i>Pickett’s Lock Leisure Complex is identified as a Major Development Developed Site in the Green Belt. The principle of developing Pickett’s Lock as an area for the development of additional sports and recreation facilities is supported by Core Strategy Policy 33. Any development coming forward must be considered in the context of the Green Belt and exceptional</i> | To correct typographical error And to bring policy into conformity with national Green Belt policy | LBE |

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| | | | circumstances would need to be demonstrated. | | |
| 137 | 111 | Chapter 10, paragraph 10.1.3 | To amend text in the 5 th bullet point of paragraph 10.1.3: <ul style="list-style-type: none"> <i>To take advantage of step-change improvements to transportation links in the area, including a significant increase in the number of four trains-per-hour from 2018 and eight trains-per-hour from 2022 on the railway line between Brimsdown and Stratford; ...</i> | Update the text to reflect a more accurate position on the expected rail improvements. | Transport for London |
| 138 | 112 | Chapter 10, paragraph 10.1.5 | To amend the final sentence of paragraph 10.1.5 as follows: <i>'Policy EL20 EL19 below sets out potential leisure and recreational uses'</i> | To correct typographical error | LBE |
| 139 | 112 | Chapter 10, paragraph 10.1.7 | To amend the wording of paragraph 10.1.7 as follows: <i>Policy EL22 provides information detail on the proposed routes.</i> | To address concerns about the route of the Central Spine. To add flexibility and endeavour to be less prescriptive | Ikea |
| 140 | 112 | Chapter 10, Policy EL19 | Amend text Policy EL19 first three paragraphs as follows: <i>The Council will continue to work with the Lee Valley Regional Park Authority to help deliver its Park Development Framework, and to identify the priority mix of additional recreation and leisure facilities at Pickett's Lock.</i> <i>Pickett's Lock is identified to deliver a large significant new development that will provide a destination attraction for Edmonton Leaside and beyond. Pickett's Lock is considered suitable for a potential range of new and improved leisure, sport</i> | To bring policy into conformity with national Green Belt policy | LBE |

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| | | | <p>and recreation uses, including a health and fitness centre, 5-a-side football pitches, a snowdome, an ice rink, conference/exhibition spaces, selfcatering accommodation, a hotel and commercial ten-pin bowling.</p> <p><u>Development proposals must have appropriate regard to Pickett’s Lock’s designation as a Major Developed Site in the Green Belt. In particular, this means they must be in conformity with national Green Belt policy, including in terms of ensuring no net loss of site openness.</u></p> <p>Development proposals must <u>also</u> demonstrate that they:</p> | | |
| 141 | 115 | Chapter 10, Figure 10.1 | Add a key to the map. | To correct previous omission. | GLA |
| Chapter 11 | | | | | |
| 142 | 120 | Chapter 11, paragraph 11.3.2 | To update paragraph 11.3.2: <i>‘Sustainable transport will be supported through high quality public realm <u>and a modal shift towards public transport.</u> Greater rates...’</i> | Update text to clarify the need for public transport as part of the modal shift. | Transport for London |
| 143 | 121 | Chapter 11, paragraph 11.4.4 | To update paragraph 11.4.4: <i>One of the most significant improvements required to accommodate cycle trips is <u>a</u> better east-west connection, both within Edmonton Leaside and beyond, particularly towards Edmonton. It is important that Edmonton Leaside is properly integrated into the wider <u>communities to enable all local people to</u> so that all members of the community can enjoy new facilities.</i> | To make wording clearer | LBE |
| 144 | 121 | Chapter 11, Policy EL21 | To edit final paragraph of Policy EL21 as follows: <i>Development may be required to make a financial contribution</i> | To ensure EL21 refers to adopted policy rather than SPD | LBE |

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| | | | <i>to the provision and improvement of pedestrian and cycle routes and other infrastructure, as set out in the Section 106 SPD. <u>in line with DMD Policy 47 and other relevant policies as shown below.</u></i> | | |
| 145 | 122 | Chapter 11, Figure 11.1 | <p>To update Figure 11.1 as follows to:</p> <ul style="list-style-type: none"> • Move the label for Ponders End Station southwards to its correct location; • Ensure that land to the north of the North Circular and south of William Girling Reservoir, and land to the south or the North Circular, including land owned by Thames Water, is not referenced as ‘open space’, or variations on this label which imply it is publicly accessible; and • Label this land as Green Belt. | To correct previous error and to recognise that land to the north of the North Circular and south of William Girling Reservoir, and land to the south or the North Circular, including land owned by Thames Water, is not publicly accessible and should not be referenced as ‘open space’, or variations on this label which imply it is publicly accessible. | TfL Thames Water |
| 146 | 123 | Chapter 11, paragraph 11.4.8 | <p>To update paragraph 11.4.8 as follows:</p> <p><i>New <u>residential as well as non-residential</u> developments must meet minimum standards for cycle parking <u>and should provide onsite changing and showering facilities for cyclists</u> should be adhered to for residential and non-residential development as per London Plan Policy 6.9. Cycle parking and should be provided to encourage more <u>local residents and employees to cycle cycling.</u></i></p> | To clarify wording | LBE |

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| 147 | 123 | Chapter 11, Policy EL22 | <p>To change the reference to the Causeway in Policy EL22 to the Causeway <u>Central Spine</u></p> <p>To amend the wording of policy EL22 as follows:</p> <p><i>... Planning proposals and supplementary planning documents to deliver these pedestrian and cycle routes must include <u>will encourage</u>:</i></p> <ul style="list-style-type: none"> • Creation of w<i>Well designed, high quality new links and pedestrian and cycle bridges, including mainline, Meridian Way and River Lee Navigation;</i> • <i>Clear and consistent signage throughout the route, including onstreet markings for cycles;</i> • <i>Provision of pedestrian and cycle facilities, <u>which integrate with the existing highway network</u>;</i> • Improved public realm; and • Introducing interventions to discourage informal and on street parking, where this affects <u>the</u> route. | <p>To reflect name change</p> <p>To add flexibility and clarify wording</p> | <p>Ikea</p> <p>LBE</p> |
| 148 | 123 | Chapter 11 - Policy EL22 | <p>To amend the wording in Policy EL22, 4th bullet point:</p> <ul style="list-style-type: none"> • <i>Improved public realm, <u>including where routes pass beneath the North Circular Road</u>; and</i> | <p>To further recognise that the environment for cyclists and pedestrians below and alongside the North Circular Road should be improved</p> | <p>Canal and River Trust</p> |
| 149 | 123 | Chapter 11 - Policy EL22 | <p>To add the following additional bullet to Policy EL22:</p> <ul style="list-style-type: none"> • <u>Reference to the principals of the Mayor’s Healthy Streets approach, in particular taking account of the 10 Healthy Streets indicators.</u> | <p>To further recognise the Mayor’s Healthy Streets approach</p> | <p>Transport for London</p> |

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| 150 | 124 | Chapter 11, paragraph 11.4.10 | To change the reference to the Causeway in paragraph 11.4.10 to Causeway <u>Central Spine</u> | To reflect the name change | LBE |
| 151 | 126 | Chapter 11, Figure 11.2 | To update Figure 11.2 as follows to: <ul style="list-style-type: none"> • Move Ponders End Station label southwards to its correct location; • Ensure that land to the north of the North Circular and south of William Girling Reservoir, and land to the south or the North Circular, including land owned by Thames Water, is not referenced as ‘open space’, or variations on this label which imply it is publicly accessible; and • Label this land as Green Belt. | To correct previous error and to recognise that land to the north of the North Circular and south of William Girling Reservoir, and land to the south or the North Circular, including land owned by Thames Water, is not publicly accessible and should not be referenced as ‘open space’, or variations on this label which imply it is publicly accessible. | TfL Thames Water |
| 152 | 127 | Chapter 11, paragraph 11.6.15 | To change the reference to the Causeway in paragraph 11.6.15 to Causeway <u>Central Spine</u> | To reflect the name change | LBE |
| 153 | 128 | Chapter 11, Policy EL23 | To make the following changes to Policy EL23: To change the reference to the Causeway to Causeway <u>Central Spine</u> | To reflect the name change and to recognise the continued importance | LBE Ikea |

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| | | | <p>And to edit the wording of the 3rd paragraph onwards as follows:</p> <p><i>The Council will continue to work with TfL, major employers and other stakeholders to ensure that:</i></p> <ul style="list-style-type: none"> • <i>Integration of bus and rail services is improved, and seek to ensure that existing businesses and major new developments have good access - of no more than 640m from the development - to a bus stop;</i> • <i>Support is given to providing more direct and frequent bus services serving existing businesses and employment areas. TfL will be encouraged to extend the operational hours of such services to match employees shift patterns and time services to match employees travel to and from work to reflect demand;</i> <p>...</p> | of existing businesses in the area | |
| 154 | 129 | Chapter 11, Policy EL24 | <p>To extend Policy EL24 as follows:</p> <p><i>Where suitable, the Council will support opportunities for waterborne traffic, on the River Lee Navigation, in particular:</i></p> <ul style="list-style-type: none"> • <i>Freight transport to help alleviate the road network;</i> • <i>Leisure, tourism and educational uses, such as day trip boats, overnight moorings, and a 'floating classroom';</i> • <i>Waterbus and/or water taxis to transport passengers along the Lee Valley; and</i> • <u>Residential uses and other commercial uses, where appropriate;</u> <p><i>Any proposals must be considered through consultation with the relevant statutory organisations.</i></p> | To further recognise the potential beneficial effect of encouraging commercial and residential uses on the River Lee Navigation through support for moorings | Canal and River Trust |

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| 155 | 129 | Chapter 11, paragraph 11.7.3 | To insert additional text at paragraph 11.7.3: <i>Transferring road freight to the waterways offers the potential to reduce the impact of freight transport on the local highway network <u>and developments adjacent to the Navigation should consider the use of waterborne freight for transporting demolition waste and construction materials.</u></i> | To add further support to waterborne freight traffic on the River Lee Navigation where suitable | Canal and River Trust |
| 157 | 131 | Chapter 11 caption to picture on page 131 | To change the reference to the Causeway to the Causeway <u>Central Spine</u> | To reflect name change | LBE |
| 158 | 132 | Chapter 11, Policy EL25 | To change the reference to the Causeway to the Causeway <u>Central Spine</u> And to ensure that Policy EL25 ‘Design of the Road Network’ will include additional text as follows: <i>The arrangement of streets and places within Meridian Water should be guided by an urban design approach which incorporates sufficient capacity to meet demand and also encourages sustainable travel through a high quality environment. <u>The design process must incorporate the Mayor’s ‘Healthy Streets Approach’.</u></i> | To reflect the name change and to give further recognition to the Mayor’s ‘Healthy Streets’ Approach | LBE Healthwatch Enfield |
| Chapter 12 | | | | | |
| 159 | 134 | Chapter 12, Paragraph 12.1.2 | Amend text: <i>The Council is committed to achieving the highest standards for sustainable design and construction within the borough. ...</i> | Provide consistency with other Plan documents. | LaSalle Investment Management Aytans |
| 160 | 135 | Chapter 12, Paragraph 12.1.3 | Amend text: <i>‘Developments at Edmonton Leaside must make <u>demonstrate how the proposal minimises energy-related CO2 emissions through full</u> use of carbon saving technologies and approaches.’</i> | Provide consistency with other Plan documents. | LaSalle Investment Management |

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| | | | <i>This</i> <i>For heat, where this cannot be via the connection to a heat network, then this could</i> <i>includes for example the incorporation of solar thermal panels and ground source heat pumps. The Council will seek to attain the BREEAM highest levels for new developments</i> | | Aytans NLWA |
| 161 | 135 | Chapter 12, Paragraph 12.1.4 | Amend text in paragraph 12.1.4: <i>...This is achieved through the supply of low cost low carbon sources of heat (for example waste heat from power stations and heat generated from highly efficient gas combined heat and power engines) distributed at scale as hot water, or less often steam, conveyed via highly insulated underground pipes.</i> | Update text to reflect the latest position. | LBE |
| 162 | 135 | Chapter 12, Paragraph 12.1.5 | Amend text of 4 th bullet, paragraph 12.1.5: <i>'Addressing fuel poverty and reducing health inequalities.'</i> | Update text to reflect a more accurate position. | LBE |
| 163 | 135 | Chapter 12, Paragraph 12.1.6 | Amend text of paragraph 12.1.6: <i>Meridian Water Lee Valley</i> <i>Meridian Water Lee Valley</i> Heat Network Ltd has shown that a network is viable and could be extended over time. The EcoPark site has been identified as the preferred location for an energy centre to provide low carbon heat to a 'core network' <i>to serve the Edmonton Leaside area</i> <i>(including connections to the Meridian Water development).</i> Planning policy development plays a key role in supporting the delivery and expansion of the network. | Update text to reflect a more accurate position and name change of network. | LBE |
| 164 | 136 | Chapter 12, Section 12.2 Policy Context | Remove text from the final row of the table: <i>'Upper Lee Valley Decentralised Energy Network Pre-Feasibility (North London Strategic Alliance, 2011)</i> <i>ULV-DEN Feasibility Study (North London Strategic Alliance, 2012)'</i> | Update text to reflect a more accurate position. | LBE |

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| | | | And add text as follows: <u>Decentralised Energy Network Technical Specification SPD (2015)</u> | | |
| 165 | 137 | Chapter 12, Paragraphs 12.3.1 | Amend text in paragraph 12.3.1: <i>The Council has created Lee Valley Meridian Water Heat Network Operating Ltd (LVMWHN Ltd), trading as eEnergetik, which was officially launched in July 2014 to deliver the Lee Valley, Montmorency, Alma Road and New Avenue Meridian Water, Arnos Grove, Ponders End and Oakwood Heat Networks. ...</i> | Update text to reflect the changes to naming. | LBE |
| 166 | 137 | Chapter 12, Paragraph 12.3.2 | Amend text of paragraph 12.3.2: <i>The Lee Valley Meridian Water Heat Network (LVMWHN) to be provided by Energetik will initially use a combination of heat from combined heat and power plants (CHP) and then heat from the new Energy Recovery Facility (ERF) at the Edmonton EcoPark when it is operational, predicted to be 2025. The LVMWHN will move energy in the form of hot water through a system of pipes to buildings and industry across the Lee Valley, including the Meridian Water development, a westward extension to Meridian Water and Edmonton Green. Over time the network has the potential to connect additional heat sources and heat demands elsewhere in the Lee Valley and, with the agreement of neighbouring Councils, links into other London Boroughs such as the Alma Road Combined Heat and Power satellite scheme, North Middlesex Hospital and the Northumberland Park Development (White Hart Lane).</i> | Update to reflect changes to naming and to clarify the potential future network connections. | LBE |

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| 167 | 137 | Chapter 12, Paragraph 12.3.3 | <p>Delete paragraph 12.3.3:</p> <p><i>The National Planning Policy Framework, the London Plan and Enfield Council's local planning documents (particularly Policy DMD 52), the Decentralised Energy Network Technical Specification Heat Network SPD and the EcoPark SPD, together provide a planning policy framework that is strongly supportive of promoting the development of low carbon decentralised heat networks. The following policy seeks to further strengthen the policy support for delivery of the Lee Valley Heat Network within the AAP area.</i></p> | The paragraph can be removed without reducing the effectiveness of the ELAAP position on the DEN. | |
| 168 | 137 | Chapter 12, Paragraph 12.3.4 | <p>Amend text of paragraph 12.3.4:</p> <p><i>Key issues for policy on heat networks include the establishment of an energy centre on the EcoPark site; delivering a network route linking the EcoPark energy centre to the Meridian Water development; and secure delivering future connections to other suitable developments within the Lee Valley towards Alma Estate and Haringey/ Northumberland Park (see Figure 12.1 below). LVHN matters relating to the EcoPark site are dealt with in this chapter; fFurther details on the wider requirements for the EcoPark site are provided in Chapter 8.</i></p> | Update text to provide a more accurate reflection of the heat network delivery. | LBE |
| 169 | 137 | Chapter 12, Paragraph 12.3.5 | <p>Amend text in paragraph 12.3.5:</p> <p><i>... For this reason the EcoPark has been identified as the key low carbon heat source for initial development of the LVMWHN. The future waste management infrastructure requirements of the EcoPark site are currently awaiting are subject to the DCO which was granted by from the Secretary of State, as part of the North London Waste Management Plan. In parallel with this work, eEnergetik is seeking in the process of agreeing a heat supply agreement and lease at the EcoPark. It should be noted</i></p> | <p>To reflect the name change of the network</p> <p>and to update text to reflect that the DCO has been granted.</p> | LBE NLWA |

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| | | | <u>that the Energy Recovery Facility permitted by the grant of the DCO does not refer to the energy centre proposed by the Meridian Water Heat Network Ltd.</u> | | |
| 170 | 137-138 | Chapter 12, Paragraph 12.3.6 | Amend text of paragraph 12.3.6: <i>'The energetik Business Plan proposes that initially a plantroom with gas boilers connected to a small local heat network will be located at the Meridian Water development to provide heat to the first homes. An The Heat Network will have an energy centre with CHP will be provided at the EcoPark to supply low carbon heat via a network to the Meridian Water and beyond. local heat network to coincide with the completion of around 1500+ homes at Meridian Water. Subject to the new ERF being delivered to programmed completion in 2025, heat from the ERF will be captured and transferred to Energetik's energy centre at the EcoPark. It will to provide a very low carbon heat source to complement the low carbon heat that will already being supplied via CHP. The plant proposed by LVHN at the energy centre will include top-up and standby gas-fired boilers, large thermal storage vessels and all necessary ancillary plant. The plantroom for gas boilers at Meridian Water will be part of a larger residential building and the LVHN energy centre at the EcoPark will be a standalone building developed in a single phase that can accommodate plant, which Plant will be installed in a phased manner to meet customer heat demand and ultimately be capable of supplying in excess of 30,000 homes.'</i> | Clarify the text and reflect the updated position. | LBE |
| 171 | 138 | Chapter 12, Paragraph 12.3.7 | Remove paragraph 12.3.7: <i>'The following policy includes provisions to strengthen the safeguarding provided in the EcoPark SPD for the energy centre and routes on the EcoPark site, whilst maintaining</i> | The paragraph does not add further to Policy EL26 and has been superseded by | NLWA |

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| | | | <i>flexibility for detailed design.'</i> | the granting of the DCO. | |
| 172 | 138 | Chapter 12, Paragraph 12.3.8 | Amend text in paragraph 12.3.8: As well as having standby plant via gas boilers within the Meridian Water development plantroom, and within t The Energetik energy centre at the EcoPark, and the network will be designed to be resilient and energy efficient using the latest pipework technology with a life expectancy in excess of 60 years. ... | Update the text to provide a more accurate description of the heat network delivery. | LBE |
| 173 | 138 | Chapter 12, Policy EL26 Part A | Amend text of policy EL26, part A, as follows: <i>Part A: Developing the Lee Valley Meridian Water Heat Network</i> <i>The Council supports the development of the Lee Valley Meridian Water Heat Network (LVMWHN). This will include safeguarding and securing:</i> <ul style="list-style-type: none"> • <i>The establishment of an energy centre on the EcoPark site;</i> • <i>A network route linking the EcoPark energy centre to the</i> • <i>Meridian Water development; and</i> • <i>Future connections towards other suitable developments, once they are identified, for example towards Alma Estate and Haringey/ Northumberland Park.'</i> <i>The Council will continue to work with its partners and stakeholders to ensure that opportunities to establish connections across waterways, highways, railway land or private land interests allow for the future implementation of the LVMWHN.</i> <i>Proposals for major developments which produce a significant</i> | Update and clarification of text relating to the heat network. | LBE |

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| | | | <i>amount of heat should supply heat to the LVMWHN or another DEN unless it can be demonstrated that this is not technically feasible or economically viable, in accordance with policy DMD 52.</i> | | |
| 174 | 138 | Chapter 12, Policy EL26 Part B | <p>To change the reference to LWL (LondonWaste Ltd) in Policy EL26 Part B to LEL (LondonEnergy Ltd) to reflect the new name of the company as well as make other changes as follows:</p> <p><i>Part B: The Eco Park Site and the LVMWHN</i></p> <p><i>To facilitate the delivery of the LVMWHN, development of the EcoPark site should:</i></p> <ul style="list-style-type: none"> • E<i>enable heat/energy from the new energy recovery facility (ERF), when it is built, to be captured and supplied to the LVMWHN energy centre. The DCO granted by the Secretary of State for the Eco Park site requires provision for combined heat and power. The DEN provider should Note that energetik will reserve the right within the heat supply agreement with NLWA/LWL to adapt the existing waste (EfW) facility to supply heat to the DEN-energetik's energy centre such that if the new ERF completion is delayed, it has the option to receive heat from the EfW facility if it is economic;</i> • Incorporate space for an energy centre, a connection from EfW, ERF sources of energy/heat into the LVMWHN energy centre, and pipe network leaving the site; and • Not prejudice installation and operation of the above mentioned LVMWHN energy centre. <p><i>Detailed safeguarding routes and the location for an energy centre should be agreed with the Council as part of pre-application discussions.'</i></p> | To recognise the recent name change of a referenced company; to update reference to include the DCO; and to use the more appropriate term 'DEN provider' in place of 'Energetik' | North London Waste Authority LBE |

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| 175 | 139 | Chapter 12, Policy EL26 Part C | <p>To amend Policy EL26 Part C as follows:</p> <p><u>Development proposals which are connecting to the MWHN must demonstrate how they would To enhance the resilience of the LV MWHN, and allow provision of emergency back-up. This should include access to any development of over 300 dwellings with an individual connection to the network should provide an area of hardstanding that could be used used in an emergency to park a truck mounted boiler and which is located a sufficient distance from any building with opening windows or inlet fresh air ventilation. sized at 20 metres by 6 metres. This area should be:</u></p> <ul style="list-style-type: none"> • Hardstanding, including any access road needed to link it to the road network; • Of sufficient size and configuration to allow an articulated truck to access and park within it; • Located at least 20 metres from any building with opening windows or inlet fresh air ventilation; and • Located within 20 metres of the pipework branch that connects the development to the LVHN. <p>The Council will safeguard an “unobstructed” pipework route for the LV MWHN pipe network within along the Causeway Central Spine within Meridian Water. “Unobstructed” here means a three metre wide zone with nothing built over it to a height of at least 10 metres.’</p> | Update text to provide an appropriate level of detail for creating a resilient DEN. | LaSalle Investment Management Aytans LBE |
| 176 | 139 | Chapter 12, Policy EL26, Part D | <p>Amend text of policy EL26 Part D as follows:</p> <p>All major developments shall should connect to or contribute towards the LV MWHN or another existing or planned DEN supplied by low or zero carbon energy in accordance with Policy DMD 52 and the Decentralised Energy Network Technical</p> | Update naming of the heat network and to ensure EL26 refers to adopted policy rather than SPD. | LBE |

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| | | | <p>Specification Heat Network SPD. Where a major development is expected to be completed before the <u>LVMWHN or another DEN</u> is able to supply it with heat then:</p> <ul style="list-style-type: none"> • If there are firm plans to enable the site to be connected to the <u>LVMWHN or another DEN</u> within five years, the development should design for heat network connection from the outset and use temporary on-site boilers (potentially provided by the heat network operator) until network connection is possible. • If there are no firm plans for extension of the <u>LVMWHN or another DEN</u> within feasible and viable range of the development, provision of onsite Combined Heat and Power (CHP, with standby boilers) will be expected where the heating demand makes it technically feasible and financially viable. The development should also be future proofed for connection to a heat network. In such instances the council may agree with the developer that the installation of CHP can be deferred for up to five years (the development would use heat from standby boilers during this time) to allow time for the <u>LVMWHN or another DEN</u> to be extended and connected to the development. <p>If the developer connects to the a network within five years then the requirement to install CHP would fall away; if not then the obligation to install CHP would be triggered.</p> | | |
| 177 | 140 | Chapter 12, Paragraph 12.3.9 | <p>To amend text:</p> <p>'Energetik aim to deliver the first The early phases of the heat network, a local heat network and plantroom for gas boilers at Meridian Water, ahead of the completion of the should aim for delivery at the same time as the initial phases of the Meridian Water development so that all new developments can connect</p> | Remove overly prescriptive text | LBE |

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| | | | <p><i>directly to the local heat network as a source of heat. This is needed to will avoid developments being ‘locked in’ to alternative heat generation solutions, which would reduce/delay the benefits delivered by the network (for example total carbon emissions savings) and potentially increase network development costs. The energy centre at the EcoPark and connecting heat network to Meridian Water will be delivered to coincide with around 1,500 homes having being built at Meridian Water, this being a suitable heat demand to warrant a larger heat network to be operated economically. This larger heat network will supply low carbon heat via CHP prior to the new ERF heat source becoming available.’</i></p> | | |
| 178 | 140 | Chapter 12, Paragraph 12.3.10 | <p>Delete text from paragraph 12.3.10 as follows:</p> <p><i>The Council will take into account the design standards and specifications for district energy networks set out in the DEN SPD and the Mayor of London’s ‘London Heat Network Manual’ (2014, or as updated) in the implementation of the LVMWHN, and the determination of relevant planning applications. Should there be a conflict between the DEN SPD specifications and the Mayor of London’s standards then the DEN SPD specifications take precedence. ...</i></p> | For clarity the text should be removed | NLWA |
| 179 | 140 | Chapter 12, Paragraph 12.3.11 | <p>Amend text of paragraph 12.3.11 as follows:</p> <p><i>Easements will be required with land owners to allow the heating network pipes to be routed underground from the EcoPark to developments. The typical width of the twin pipe installation will be between 1.0m and 2.2m, depending on proximity to the Eco Park site, and a further Zone of Influence of 1.5m is required each side of the pipework, creating a width of</i></p> | Improve the accuracy of the technical requirements | LBE |

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| | | | <p>between 4.0m and 5.2m (depending on proximity to the Eco Park). The Zone of Influence, like other utilities, is a protective zone that restricts excavation work without the prior permission of LVHN Energetik to prevent the inadvertent risk of damage to LVHN Energetik assets. In addition, on one side of the pipework a further 3.5m of unrestricted space is required as an Access Corridor for as much of the length of pipe that is reasonable possible. The Access Corridor is to allow plant equipment to be used in order to install, repair, maintain, inspect, and replace the pipework. The Zone of Influence and Access Corridor does not prevent other services from being located underground in these areas as long as they are horizontally separated by a minimum 600mm from the network pipes. Smaller separation distances may be acceptable with the prior written permission of LVHN Energetik.</p> | | |
| Chapter 13 | | | | | |
| 180 | 140 | Chapter 13, paragraph 12.3.12 | To change the reference to the NVHN to LV MWHN | To reflect name change of the network | LBE |
| 181 | 145 | Chapter 13, Policy EL27 | Update the wording of Policy EL27, 5 th bullet point: <ul style="list-style-type: none"> protect and enhance habitats and biodiversity, through measures including softening of river channel edges where appropriate. | Make the policy wording consistent with Policy EL12 | Canal & River Trust |
| 182 | 145 | Chapter 13, Policy EL27 | The wording of Policy EL27, second paragraph, will be updated as follows: <p><i>Proposals for new residential moorings will be supported provided they are designed in a way which does not negatively affect the environment and meet the requirements of Policy DMD75</i></p> | To give added environmental protection | Environment Agency |

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| 183 | 146 | Chapter 13, paragraph 13.4.1 | <p>For the text at paragraph 13.4.1. to be amended as follows:</p> <p><i>Where this is not possible, development proposals must be shown to meet the provisions of the Exception Test, as set out by the NPPF, and that development can be made safe in accordance with the definition set out in Enfield's Level 2 SFRA. For Meridian Water, the Exception Test is also being delivered by the Council through a Flood Risk Assessment undertaken for the entire Meridian Water Masterplan Area. Subsequent site level assessment, where they are necessary, will be underpinned by this wider FRA.</i></p> | <p>To recognise that, following the Environment Agency's requirement to meet new climate change allowances, and the increased level of development at Meridian Water, the assessment of flood risk at Meridian Water has moved beyond the SFRA Level 2 prepared in 2013</p> | Thames Water |
| 184 | 147 | Chapter 13, Policy EL28 | <p>To make the following addition to Policy EL28, 3rd, 4th and 5th paragraph:</p> <p><i>The land on either side of the North Circular Road to the east and northeast of Meridian Water has been identified as offering potential for the creation of new open space. There is also potential to improve the access and functions at existing green and open spaces including at Picketts Lock and Kenninghall Open Space. <u>Green and open space should be explored for multiple uses, including as providing potential flood storage capacity.</u></i></p> <p><i>Proposals will be supported that improve the access across and between existing and new green spaces, developing a network of 'green chains' comprising footpath networks and cycle paths. Green chains can be used to improve east-west connectivity between the Lee Valley Regional Park and the rest of Edmonton Leaside and beyond. <u>Proposals must not generate negative impacts, such as recreational disturbance, on sites of ecological</u></i></p> | <p>Update text to provide a more complete position on the potential use of green and open spaces;</p> <p>to emphasise that development must not negatively impact on areas of ecological importance,</p> | <p>Environment Agency</p> <p>Natural England</p> |

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| | | | <p><u>importance, including the Chingford Reservoirs SSSI and Lee Valley Special Protection Area/ Ramsar site at Walthamstow Reservoirs.</u></p> <p><i>New development may be expected to make appropriate financial contributions to <u>protecting and improving green and open spaces and biodiversity, in line with DMD 72 and other relevant policies shown below</u> the Section 106 SPD.</i></p> <p><i>This policy should be read in conjunction with Core Strategy policies 34 and 35, DMD 71, 72, 76, 77 and 78 and London Plan Policy 2.18 and 7.27.</i></p> | <p>particularly through recreational disturbance; and</p> <p>to add further protection to biodiversity</p> <p>and to ensure EL28 refers to adopted policy rather than SPD</p> | LBE |
| Chapter 14 | | | | | |
| 185 | 150 | Chapter 14, 14.1.3 | <p>To amend paragraph 14.1.3 as follows:</p> <p><i>Due to the scale of opportunity, a comprehensive approach to master planning of the area is required, with partnership working between the public and private sector. A piecemeal approach to development, with individual landowners bringing forward discrete plots in the absence of a comprehensive masterplan, will lead se <u>to</u> a sub-optimal outcome and prevent effective regeneration. For this reason, <u>and commensurate with the extent of land in the Council's ownership at Meridian Water</u>, Enfield Council is taking a lead role in the process.</i></p> | <p>To correct typographical error</p> <p>And to update to more accurately reflect current situation</p> | LBE |
| 186 | 151 | Chapter 14, paragraph 14.2.2 | <p>To make the following changes to paragraph 14.2.2:</p> <p><i>The Council <u>formerly</u> undertook a developer procurement process and engaged a master developer with whom they <u>intended to</u> will partner to deliver the whole of Meridian Water. However, The contractual arrangements between the master developer and London Borough of Enfield <u>the Council has since decided to undertake the dual role of master developer and</u></i></p> | <p>To recognise the Council is no longer working with a master developer</p> | LBE |

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| | | | <i>scheme promoter itself. This demonstrates will ensure the Council's maintains a long term interest commitment to ensuring that the regeneration process truly delivers the housing and jobs that the area needs. and lead role in the development and regeneration process. The roles and, responsibilities and relationship between the Council as scheme promoter, and the master developer, including the need for a comprehensive approach to master planning and the delivery of key infrastructure items as part of this, will be secured through a detailed legal agreement.</i> | | |
| 187 | 151 | Chapter 14, paragraph 14.2.3 | To make the following change to paragraph 14.2.3: <i>A comprehensive approach is required to establish the vision for change, plan for the infrastructure investment, purchase land parcels, to create value and change perceptions. The Council is working jointly with key stakeholders the master developer to progress this work.</i> | To recognise the Council is no longer working with a master developer | Ikea |
| 188 | 151 | Chapter 14, 14.2.3 | Insert new paragraphs after paragraph 14.2.3 as follows: <u>'An Infrastructure Delivery Plan is being developed to accompany the Council's forthcoming Local Plan which will include details of infrastructure delivery for Meridian Water, building on the infrastructure work undertaken through the masterplanning process.</u> <u>The Infrastructure Delivery Plan will cover three schedules of infrastructure, namely physical, social and green. It will assess the planned provision, proposed location and timeframe of key items of infrastructure, for each one identifying the lead partner, delivery partners and stakeholders, estimated costs, funding sources, funding available, any funding gap and prioritisation of its delivery. Some initial considerations on</u> | To provide additional clarity on the relationship between the AAP, Masterplan, Infrastructure Delivery Plan and viability work. | LBE |

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| | | | <p><u>funding sources, development phasing and delivery and key delivery bodies appear later in this section and will be useful as a starting point for this work.</u></p> <p><u>As masterplan options are developed and refined in consultation with relevant stakeholders, they will also be subject to site-wide development viability modelling, including soft-market testing, to provide confidence and certainty to all stakeholders that the preferred development option presented in the final masterplan document is deliverable and achievable.'</u></p> | | |
| 189 | 151 | Chapter 14, paragraph 14.2.4 | <p>To delete paragraph 14.2.4:</p> <p>In the event of the partnership between the Council and its master developer being superseded or terminated for any reason, the Council will seek a similar legally binding relationship with an alternative developer partner.</p> | To recognise the Council is no longer working with a master developer | Ikea |
| 190 | 152 | Chapter 14, paragraph 14.2.6 | To change the reference in paragraph 14.2.6 to the Causeway to: the Causeway <u>Central Spine</u> | To reflect name change | LBE |
| 191 | 152 | Chapter 14, paragraph 14.2.8 | <p>To make the following change to paragraph 14.2.8:</p> <p>In partnership with the master developer and development partners, the <u>The</u> Council will seek to support relocation of existing occupiers to appropriate alternative locations.</p> | To recognise the Council is no longer working with a master developer | Ikea |
| 192 | 153 | Chapter 14, paragraphs 14.3.3-14.3.4 | <p>To update paragraphs 14.3.3-14.3.4 as follows:</p> <p>14.3.3 As part of the West Anglia Main Line improvements, Network Rail has committed to relocate <u>is relocating</u> Angel Road Station south of the North Circular Road and renaming it <u>Meridian Water station. by 2018, in line the timetable of service improvements of the STAR scheme</u> <u>The new station is due to be operational in 2019.</u></p> | To bring wording up to date | LBE |

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| | | | 14.3.4 London Borough of Enfield is providing additional funding to provide an enhanced Station building. The enhanced station, which will incorporate a bridge providing public, non-ticketed west-east access across the railway to support connectivity across Meridian Water. | | | | | | |
| 193 | 153 | Chapter 14, paragraph 14.3.6 | To change the reference in paragraph 14.3.6 to the Causeway to: the Causeway Central Spine | To reflect name change | LBE | | | | |
| 194 | 154 | Chapter 14, Figure 14.1 | To show new alignment of Central Spine corridor to replace previous Central Spine route | To bring figure up to date | LBE | | | | |
| 195 | 159 | Chapter 14, Table 14.1 | To amend the text of the final row of Table 14.1 as follows: <table border="1" data-bbox="728 635 1541 1343"> <tr> <td><i>Edmonton EcoPark</i></td> <td><i>n/a</i></td> <td><i>National Infrastructure – The Planning Inspectorate</i></td> <td><i><u>In 2017 the NLWA was granted</u> is seeking a Development Consent Order to build an Energy Recovery Facility to replace the existing plant. In addition the NLWA is proposing replacement, <u>to replace</u> facilities associated with waste management and <u>to provide visitor, community and education facilities & new Reuse and Recycling Centre for local residents and businesses as well as a visitor centre.</u></i></td> </tr> </table> | <i>Edmonton EcoPark</i> | <i>n/a</i> | <i>National Infrastructure – The Planning Inspectorate</i> | <i><u>In 2017 the NLWA was granted</u> is seeking a Development Consent Order to build an Energy Recovery Facility to replace the existing plant. In addition the NLWA is proposing replacement, <u>to replace</u> facilities associated with waste management and <u>to provide visitor, community and education facilities & new Reuse and Recycling Centre for local residents and businesses as well as a visitor centre.</u></i> | To recognise the Development Consent Order (DCO) granted in 2017 for the Edmonton EcoPark in the AAP Chapter 14 | North London Waste Authority |
| <i>Edmonton EcoPark</i> | <i>n/a</i> | <i>National Infrastructure – The Planning Inspectorate</i> | <i><u>In 2017 the NLWA was granted</u> is seeking a Development Consent Order to build an Energy Recovery Facility to replace the existing plant. In addition the NLWA is proposing replacement, <u>to replace</u> facilities associated with waste management and <u>to provide visitor, community and education facilities & new Reuse and Recycling Centre for local residents and businesses as well as a visitor centre.</u></i> | | | | | | |

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| 196 | 154 | Chapter 14, paragraphs 14.4.1-14.4.4 | <p>To update paragraphs 14.4.1-14.4.4 as follows:</p> <p><i>14.4.1 The development of Meridian Water has already started. The submission implementation of planning consent for of the development of Phase 1 One planning application, and other activities taking place across the AAP area intended to are preparing prepare the area for comprehensive redevelopment, and help to provide confidence of through visible progress.</i></p> <p><i>Meridian Water Phase 1 Planning Consent Application</i></p> <p><i>14.4.2 The application consent for Phase 1 of Meridian Water covers approximately eight hectares, and includes residential-led mixed use redevelopment to the west of the West Anglia Main Line (WAML), a proposed new, relocated station, and a portion of land to the east of the WAML. This first phase of Meridian Water will deliver:</i></p> <ul style="list-style-type: none"> • Up to 725 homes; • 950 sqm of retail (A1/A2/A3) floorspace; • 600 sqm of community (D1) floorspace; • 750 sqm of leisure (D2) floorspace; and • A new station building, platforms and associated interchange/drop-off facilities, with an associated pedestrian link across the railway. <p>14.4.3 The application was considered at planning committee in June 2016 and the committee resolved to grant planning permission, subject to the agreement of conditions and Section 106.</p> <p><i>14.4.4 This Phase 1 development is the first step in the Meridian</i></p> | To bring wording up to date | LBE |
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| | | | <i>Water development, and will support the unlocking of the wider potential of Meridian Water and Edmonton Leaside. Development is expected to commence in 2017 has commenced and is due for completion in over five years.</i> | | | | | |
| 197 | 155 | Chapter 14, paragraph 14.4.6 | To change the reference in paragraph 14.4.6 to the Causeway to: the Causeway <u>Central Spine</u> | | | | To reflect name change | LBE |
| 198 | 156 | Chapter 14, Table 14.1 | To make the following additions to Table 14.1: | | | | To reflect further work undertaken by / on behalf of Transport for London | Transport for London |
| | | | <i>Project Description</i> | <i>Meridian Water Development Zone</i> | <i>Lead Agencies</i> | <i>Outcome</i> | | |
| | | | <i>Borough-wide improvement of bus services focussed on the Lee Valley Corridor and orbital Links</i> | <i>All</i> | <i>TfL / Developer contributions</i> | <i>Improved bus access implementing the findings of the Bus Service Review and supporting new development. <u>Bus services improvements required for Meridian Water should be considered early, alongside the Meridian</u></i> | | |

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|--|--|--|---|-------------------|--|---|--|--|
| | | | | | | <p><u>Water Highway Infrastructure Study and borough-wide service review, as well as through individual sites and through the emerging Meridian Water Masterplan.</u></p> | | |
| | | | <p><u>Upper Lea Valley transport modelling and bus priority study</u></p> | <p><u>All</u></p> | <p><u>TfL / Enfield / Haringey</u></p> | <p><u>This study was completed summer 2017, further work has paused</u></p> | | |
| | | | <p>Meridian Water to Edmonton Green direct bus link</p> | <p>All</p> | <p>LBE / TfL</p> | <p>Improved bus access; <u>Outcomes should define bus infrastructure design and how this fits into the wider</u></p> | | |

| | | | | | | | | |
|-----|-----|------------------------|---|---|-----------------------|----------------------|--|----------------------|
| | | | | | | <u>bus network.</u> | | |
| 199 | 156 | Chapter 14, Table 14.1 | To include a reference in Table 14.1 to the delivery of watercourse enhancements for biodiversity improvement as follows: | | | | To further recognise the importance of the delivery of watercourse enhancements for biodiversity improvements | Environment Agency |
| | | | | <u>Provide watercourse enhancements for biodiversity</u> | All | LBE | <u>Delivery of watercourse enhancements which provide increased biodiversity</u> | |
| 200 | 156 | Chapter 14, Table 14.1 | Both parties agree to update the wording in Table 14.1 as follows: | | | | Clarification / correction of a name or reference | Environment Agency |
| | | | | <u>Meridian Water Flood alleviate measures Compensation Areas</u> | All | LBE | <u>Flood alleviation measures to enable compensation area and enabling works for development in of the Meridian Water area; to be in place ahead of development in any flood zone.</u> | |
| 201 | 157 | Chapter 14, Table 14.1 | To amend the first line on page 156 and the second line on page 157 of table 14.1, changing all references to the Causeway to the <u>Causeway Central Spine</u> | | | | To reflect the name change | LBE |
| 202 | 158 | Chapter 14, Table 14.1 | To make the following amendment to the relevant row in table 14.1: | | | | To reflect need for Transport for London technical approval to any works required on / affecting the North | Transport for London |
| | | | | <u>Project Description</u> | <u>Meridian Water</u> | <u>Lead Agencies</u> | <u>Outcome</u> | |

| | | | | Development Zone | | | | | |
|-----|-----|------------------------------|---|------------------|----------------------------|---|--|---|------|
| | | | | | | | | | |
| | | | | 3 | LBE / TfL / Private Sector | Enables Argon Road extension to Meridian Way and unlocking of land for alternative development. <u>Technical approval is required in advance of works.</u> | | Circular Road | |
| 203 | 160 | Chapter 14, paragraph 14.6.1 | To make the following change to paragraph 14.6.1: <i>The delivery of the Edmonton Leaside Area Action Plan, and of Meridian Water within it, requires a comprehensive approach by the Council, in collaboration with the master developer for Meridian Water, and other key stakeholders and development partners.</i> | | | | | To recognise the Council is no longer working with a master developer | Ikea |