

# 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

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<b>Edmonton Leaside Action Plan</b>					
			All references to the Causeway will be changed to <b><u>The Central Spine Route</u></b>  This not yet reflected in the wording below, due to time constraints.	To better reflect the primary objective of this piece of infrastructure	LBE
	2	Chapter 1, paragraph 1.1.4	To make the following changes to paragraph 1.1.4: <i>Connectivity</i>  <i>The creation of a more frequent, resilient and flexible rail service will enable significant development and regeneration</i>	To make clarifications in line with Transport for London requests/comments	Transport for London

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			<p><i>within the entire Lee Valley, resulting in huge transformation at Edmonton Leaside. A new station, Meridian Water (formerly Angel Road) will operate a <b>three to four</b>-train per-hour service, rising later to an <b>six to eight</b> train- per-hour rail service <b>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</b> 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. <b>Crossrail 2 particularly has the potential to lead to further opportunity for development beyond the number of homes currently identified in the AAP.</b></i></p>	<p>about connectivity improvements required to the area</p>	
	2	Chapter 1, paragraph 1.1.5	<p>To insert the following new paragraph, after paragraph 1.1.5:</p> <p><b><i>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.</i></b></p>	<p>To make clarifications in line with Transport for London requests/comments about connectivity improvements required to the area</p>	Transport for London
	4	Chapter 1, Figure 1.1	<p>To update Figure 1.1 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</p>	<p>To recognise that land to the north of the North Circular</p>	Thames Water

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			<p>Thames Water, is not referenced as <i>'open space'</i>, or variations on this label which imply it is publicly accessible.</p> <p>To label this land as <b>Green Belt</b>.</p>	<p>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 <i>'open space'</i>, or variations on this label which imply it is publicly accessible.</p>	
	6	Chapter 1, Objective 1	<p>The 6<sup>th</sup> bullet point of Objective 1 should be amended as follows:</p> <ul style="list-style-type: none"> <li>• <b><i>Enhance health and wellbeing through enabling healthy lifestyles and ensure</i></b><del>Ensure</del><i> that everyone has good access to health, leisure and community facilities of a high standard within close proximity to their home;</i></li> </ul>	<p>To further recognise that health and wellbeing is critically important to creating a successful new neighbourhood within Edmonton Leaside</p>	Healthwatch Enfield
	6	Chapter 1, Objective 1	<p>The 7<sup>th</sup> bullet of Objective 1 should be updated as follows:</p> <p><i>'Provide well-connected, well-designed pedestrian and cycle routes that encourage people to choose active travel modes</i></p>	<p>To emphasise the importance in promoting a modal</p>	Transport for London

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			<b><u>along with excellent access to public transport options.</u></b>	shift towards greater public transport use alongside increased walking and cycling.	
	13	Chapter 2, Figure 2.3	<p>To 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 or 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.</p> <p>To label this land as <b>Green Belt</b>.</p>	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 <i>'open space'</i> , or variations on this label which imply it is publicly accessible.	Thames Water
	19	Chapter 2, Figure 2.4	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 or the North Circular, including land owned by Thames Water, is not referenced as <i>'open space'</i> , or variations	To recognise that land to the north of the North Circular and south of William	Thames Water

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			<p>on this label which imply it is publicly accessible.</p> <p>To label this land as <b>Green Belt</b>.</p>	<p>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>	
	20	Chapter 3, paragraph 3.1.2	<p>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 <del>and the selection of a master developer.</del></p>	<p>To recognise the Council is no longer working with a master developer</p>	Ikea
	31	Chapter 5, 5.1.3	<p><i>To add the following wording to paragraph 5.1.3:</i></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. <b><u>It also contains a significant scale of retail, including IKEA and Tesco stores.</u></b> In the context of a significant and worsening housing shortage</i></p>	<p>To recognise the continued importance of existing businesses in the area</p>	Ikea

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			<i>across Greater London, the case for comprehensive, residential-led redevelopment is compelling.</i>		
	31	Chapter 5, 5.1.7	<p>To make the following change to paragraph 5.1.7:</p> <p><i>The Council has <del>selected a master developer which has set out</del> 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> <p>The Council also suggests removal of any other references throughout the document to a master developer.</p>	To recognise that the Council is no longer working with a master developer	Ikea
	31	Chapter 5, 5.1.7	<p>Insert new paragraph after 5.1.7:</p> <p><b><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></b></p>	To recognise the continued importance of existing businesses in the area	Aytans
	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"> <li>● <del>Enfield's selection of a master developer for Meridian Water.</del></li> </ul>	To recognise the Council is no longer working with a master developer	Ikea

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	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 <del>and the selection of a master developer</del>, 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
	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 <b>former</b> master developer of 8,000 units, the <b>former</b> 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
	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 <b>former</b> 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 <b>former</b> master developer proposal 74%:26%.</i>	To recognise the Council is no longer working with a master developer	Ikea
	43	Chapter 5, Policy EL1	To update the wording in Policy EL1 regarding the 35% affordable housing level as follows: <i>All residential development proposals at Meridian Water will be expected to achieve a minimum of 35% affordable housing,</i>	To address GLA comments regarding affordable housing policy	LBE



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			<del>measured as a proportion of the total number of units, or in part based upon the proportion of habitable rooms.</del>		
	44	Chapter 5, Policy EL1	Insert wording to Policy EL1, Part B, 4 <sup>th</sup> 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, <b>while respecting wider visual and public amenity.</b></i>	To ensure that development must be high quality and design-led, having regard to context	Canal and River Trust
	44	Chapter 5, Policy EL1	Recognition that policy EL1 should reference Core Policy 30 'Maintaining and Improving the Quality of the Built and Open Environment' as follows: <i>This policy should be read in conjunction with Core Policies 3, 5, <b>30</b> and 38 ...</i>	To ensure that developments must lead to high quality public realm	Canal and River Trust
	45	Chapter 5, paragraph 5.4.2	To make the following changes to paragraph 5.4.2: <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. There is also significant retail activity at Ikea, Tesco and Ravenside Retail Park, which is situated in the central areas of Meridian Water. <b>This retail provides important employment</b></i>	To recognise the continued importance of existing businesses in the area	Ikea

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			<b><u>to local communities.</u></b>		
	47	Chapter 5, paragraph 5.4.9	To make the following changes to paragraph 5.4.9: <i>5.4.9 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. <b><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></b> The evidence base modelling assessed the likely additional expenditure arising from new Meridian Water.</i>	To recognise the continued importance of existing businesses in the area	Ikea
	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 <del>to 7,000</del> 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
	49	Chapter 5, Policy EL2	Policy EL2 should, as per the submitted Schedule of Minor Amendments, be updated to refer to the “ <b><u>River Lee Navigation</u></b> ” instead of “ <del>Lee Navigation River</del> ”.	Clarification / correction of a name or reference	Canal and River Trust

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	49	Chapter 5, Policy EL2	Insert new final bullet to Policy EL2: <b><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></b>	To recognise the continued importance of existing businesses in the area	Aytans and Ikea
	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> <b><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></b>	Update text to reflect the opportunities for colocation at Meridian Water within the AAP	Arriva
	51	Chapter 5, Policy EL3	For the following text to be inserted to Policy EL3, after the reference to waterfront development:  <b><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></b>	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	Environment Agency

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			<ul style="list-style-type: none"> <li>• <b><u>Footpaths and landscaping may be included within the buffer zone, although a wider undisturbed green corridor area should be provided where possible</u></b></li> <li>• <b><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></b></li> <li>• <b><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></b></li> </ul>	improvement	
	52	Chapter 5, paragraph 5.5.7	<p>To make the following change to paragraph 5.5.7:</p> <p><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. <b><u>Whilst the market will influence the relative size of each unit, where possible</u></b> the width of each shop will therefore be limited to 6-8 metres, with restrictions on double fronted shops.</i></p>	To add flexibility and endeavour to be less prescriptive in the AAPs requirements. To recognise the importance of market signals.	Ikea
	53	Chapter 5, Policy EL4	<p>Policy EL4, 2<sup>nd</sup> bullet point, should be amended as follows:</p> <ul style="list-style-type: none"> <li>• <i>Improvements to the public realm, including active frontages, <del>and</del> green landscaping and <b><u>interaction with the River Lee Navigation corridor</u></b>; and</i></li> </ul>	To recognise that any improvements to the public realm at Ravenside Retail Park should also improve the site's	Canal and River Trust

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				interaction with the River Lee Navigation corridor	
	53	Chapter 5, Policy EL4	<p>To insert as an additional 4<sup>th</sup> bullet to Policy EL4, a reference to the sequential test, as follows:</p> <ul style="list-style-type: none"> <li>• <b><u>That a sequential test and retail impact assessment have been applied.</u></b></li> </ul>	To address GLA's comments on retail impact assessment	LBE
	55	Chapter 5, paragraph 5.7.5	<p>To amend the text in paragraph 5.7.5 as follows:</p> <p><i>The option to meet the need for outdoor sports pitches through accessible off-site provision should be explored. <del>The</del> <b><u>Outdoor sports</u></b> pitches must be provided <b><u>in immediate proximity to the school where possible, while any off-site provision must be conveniently and safely accessible. at a distance of not more than 400m from the school entrance and be able to be conveniently and safely accessed.</u></b></i></p>	To recognise that schools require safe and convenient access to outdoor sports pitches	Sport England
	55	Chapter 5, Policy EL5	<p>To amend Policy EL5 as follows:</p> <p><i>Meeting the need for outdoor sports pitches through off-site provision should be fully considered. <b><u>Outdoor sports</u></b> <del>The</del> pitches must be provided <b><u>in immediate proximity to the school where possible, while any off-site provision must be conveniently and safely accessible</u></b> <del>at a distance of not more than 400m from the school entrance and be able to be conveniently and safely accessed.</del></i></p>	To further recognise that schools require safe and convenient access to outdoor sports pitches	Sports England

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	57	Chapter 5, Paragraph 5.7.8	<p>Make the following addition to paragraph 5.7.8:</p> <p><i>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. <b><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></b> Existing health inequalities will also be addressed by increasing access to education and employment opportunities. Community facilities which encourage these behaviours will be supported within Meridian Water.</i></p>	To recognise the Mayor’s Healthy Streets approach	Transport for London
	58	Chapter 5, paragraph 5.8.1	<p>To insert the following additional text at the end of paragraph 5.8.1:</p> <p><b><u>The Causeway route shown by Figure 5.1 is indicative only.</u></b></p>	To address concerns about the route of the Causeway	Ikea
	58	Chapter 5, Policy EL6	<p>To make the following change to Policy EL6 - The Causeway:</p> <p><i>Part A</i></p> <p><i>The Council will work with its partners and stakeholders to implement the Causeway and maximise connectivity across Meridian Water. The route of the Causeway <b><u>is indicatively</u></b></i></p>	To address concerns about the route of the Causeway	Ikea

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			<i>shown in Figure 5.1.</i>		
	58	Chapter 5, Policy EL6	To amend the text of Policy EL6, Part A, bullet 3 as follows: <i>Development Proposals and supplementary planning documents that include part of the entire <b>indicative</b> Causeway route must:</i>	To address concerns about the route of the Causeway	Ikea
	59	Chapter 5, Policy EL6	To amend the text at Policy EL6, Part B, 3 <sup>rd</sup> bullet point as follows: <i>'Ensure active frontages to the Causeway on both sides <b>and, where the River Lee Navigation is crossed, to extend the activity around the corner plots to permit natural surveillance around and under the bridge;</b></i>	To recognise that there should be active frontages around the crossing of the River Lee Navigation to allow for natural surveillance	Canal and River Trust
	59	Chapter 5, Policy EL6	To amend the text at Policy EL6, Part C, 1 <sup>st</sup> bullet point as follows: <i>Demonstrate how the <b>indicative</b> Causeway 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 <b>indicative</b> Causeway route and servicing on adjacent sites;</i>	To address concerns about the route of the Causeway	Ikea
	59	Chapter 5, Policy EL6	To amend the text at Policy EL6, Part C, 2 <sup>nd</sup> bullet point as follows: <i>Development proposals and supplementary planning</i>	To address concerns about the route of the Causeway	Ikea

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			<i>documents that include part of the entire <b>indicative</b> Causeway route must:</i>		
	60	Chapter 5, figure 5.1	Change the title of Figure 5.1 to: <i>Figure 5.1: The <b>indicative</b> Causeway Route</i>	To address concerns about the route of the Causeway	Ikea
	60	Chapter 5, paragraph 5.8.5	Change the title of the section, at the top of page 60 as follows: <i><b>Indicative Causeway Safeguarded Route</b></i>	To address concerns about the route of the Causeway	Ikea and Aytans
	60	Chapter 5, paragraph 5.8.5	To insert a new paragraph above paragraph 5.8.5: <b><u>The Causeway route shown in this AAP is indicative only. Detailed design will come forward as part of the emerging Meridian Water Masterplan. The final route adopted as part of the Masterplan will be safeguarded to ensure delivery.</u></b>	To reflect the fact that all prior references to safeguarding the current indicative Causeway route have been removed from the AAP	LBE
	60	Chapter 5, paragraph 5.8.6	To make the following changes to paragraph 5.8.6: <del><i>The <b>indicative</b> route is articulated in four sections, each having a specific rationale informing its alignment and width. The design of the route will come forward as part of the masterplan;</i></del> <del><i>The route is identified by a no-build corridor with a variable width, indicating the minimum distance between buildings and permanent structures.</i></del>	To address concerns about the route of the Causeway	LBE



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			<i>Meanwhile uses and temporary buildings can be located within this corridor only if their presence does not interfere with the Causeway's <b>indicative</b> alignment. Cycle lanes will be provided along <b>the Causeway. Their design should take into account their interaction with the access requirements of existing established businesses.</b></i>		
	60	Chapter 5, paragraph 5.8.7	To remove the final sentence of paragraph 5.8.7: <i>The corridor width in this section is 32 m.</i>	To add flexibility and endeavour to be less prescriptive in the AAPs requirements.	Ikea
	61	Chapter 5, paragraph 5.8.8	To make the following changes to paragraph 5.8.8: <i>...The crank in the <b>indicative</b> Causeway alignment allows retention of the sheds and promotes traffic calming. <del>The Causeway corridor width reduces from 32m to 26m, becoming a single carriageway and reinforcing the traffic calming. To bridge 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.</del> <b>The detailed design of the Causeway will be shown in the Meridian Water masterplan document.</b></i>	To address concerns about the route of the Causeway. To add flexibility and endeavour to be less prescriptive.	Ikea
	61	Chapter 5, paragraph 5.8.9	To remove the final sentence of paragraph 5.8.9: <i>The corridor width in this section is 26m.</i>	To address concerns about the route of the Causeway. To add flexibility and endeavour to be less prescriptive.	Ikea

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	63	Chapter 5, Policy EL7	<p>To update the text at Policy EL7, 3<sup>rd</sup> bullet as follows:</p> <ul style="list-style-type: none"> <li>• <i>'Improved bus interchange <b>and bus standing</b> connecting Meridian Water to...'</i></li> </ul>	A clarification of bus infrastructure requirements in line with Transport for London comments	Transport for London
	64	Chapter 5, paragraph 5.8.17	<p>To update paragraph 5.8.17 as follows:</p> <p><i>'A new bus interchange <b>and associated bus standing</b> will be provided, creating a transport hub and connecting bus services to the station'.</i></p>	A clarification of bus infrastructure requirements in line with Transport for London comments	Transport for London
	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><del>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.</del></p> <p>5.9.5 The Environment Agency <b>has updated</b> <del>is updating</del> its requirements for climate change allowances to a higher level than those used to prepare <del>Enfield's</del> the Level 2 SFRA, <del>and the Environment Agency's own fluvial modelling. Driven by these</del></p>	To clarify requirements for and progress on flood risk assessment for the area	Thames Water

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			<p><del>revised climate change allowances, Until updated, the Environment Agency is undertaking an update to its fluvial modelling based on the revised climate change allowances is available, Where Flood Risk Assessments for development proposals are submitted prior to the completion of the EA's modelling work, it is incumbent on the dDevelopers to must undertake fluvial modelling and submit a Flood Risk Assessments for future proposals in a manner acceptable to the Environment Agency and Enfield Council.</del></p> <p><b><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 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></b></p>		

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	66	Chapter 5, Policy EL8	<p>To make the following changes to Policy EL8, 2<sup>nd</sup> paragraph:</p> <p><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, <del>in accordance with the requirements of the NPPF, Enfield's Level 1 SFRA and the recommendations of the Level 2 SFRA.</del></i></p>	To clarify requirements for and progress on flood risk assessment for the area	Thames Water
	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><b><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></b></p>	To give added weight and clarity on the requirements for flood risk assessment in Policy	Environment Agency
	68	Chapter 5, paragraph 5.9.6	<p>Insert text at the end of paragraph 5.9.6:</p> <p><b><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></b></p>	To make reference in supporting text to exploring opportunities for surface water drainage into the River Lee Navigation, subject to assessment for pollution and flow-	Canal and River Trust

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				rate and EA permit	
	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); <b>and</b> areas of designated green belt, <b>which together with as well as the River Lee Navigation and a network of watercourses and reservoirs</b> <del>Banbury Reservoir, which creates a green</del> <b>and blue</b> corridor within the urban area. <b>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 Walthamstow Reservoirs. The LVRP comprises a network of open spaces, but</b> <b>The character of the Lee Valley around Meridian Water is defined by its industrial, ecological and agricultural heritage. This location</b> <del>is located at one of its</del> <b>the narrowest points of the LVRP, but</b> <del>Elsewhere</del> throughout its 26 mile length, the Park is home to numerous leisure and recreational facilities. <del>The character of the Lee Valley in this location is defined by its industrial, ecological and agricultural heritage</del></i></p>	To give additional recognition to sites of ecological importance	Natural England

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.
	69	Chapter 5, paragraph 5.10.2	<p>To include additional wording at paragraph 5.10.2:</p> <p><i>At Meridian Water there are currently very limited areas <b><u>of open space with</u></b>, and poor public access, to <del>open</del> <b><u>recreational spaces and waterways</u></b>. Development at Meridian Water <b><u>must deliver a network of open spaces that can provide visual and leisure amenity, as indicated in Figure 5.3. The regeneration must also</u></b> <del>provides an opportunity to maximise</del> <b><u>increase</u></b> access to the LVRP, and other <del>existing</del> <b><u>ecologically undesignated</u></b> open space <b><u>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.</u></b></i></p>	To further recognise that development must not negatively impact on areas of ecological importance	Natural England
	69	Chapter 5, Figure 2.3	Illustrative Figure 5.3 will be amended by including an additional key item for <b><u>‘Watercourses’</u></b> .	To recognise that rivers are part of the green infrastructure	Environment Agency
	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</i></p>	To add additional protection to sites of ecological importance	Natural England

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.
			<p><i>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 <b><u>ecologically undesignated green</u></b> open spaces <b><u>and waterways, while also protecting and enhancing biodiversity and sites of ecological importance.</u></b></i></p>		
	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 <del>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 <b><u>relevant stakeholders, including</u></b> the Lee Valley Regional Park Authority, <del>and</del> Thames Water, <b><u>the Environment Agency and Natural England when</u></b> <del>to</del> developing any landscaping and access proposals in these areas.</del></i></p>	To further recognise that proposals affecting the Lee Valley Regional Park area must involve the relevant stakeholders	Natural England

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	71	Chapter 5, Policy EL9	Add text to Policy EL9 to follow the 3 <sup>rd</sup> bullet point: <ul style="list-style-type: none"> <li>• <b><u>That opportunities for new waterspaces to support leisure uses within Meridian Water have been considered where appropriate;</u></b></li> </ul>	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
	71	Chapter 5, Policy EL9	To include additional wording for Policy EL9 through adding a new item as the 4 <sup>th</sup> bullet point: <ul style="list-style-type: none"> <li>• <b><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></b></li> </ul>	To emphasise that development must not negatively impact on areas of ecological importance, particularly through recreational disturbance	Natural England
	71	Chapter 5, Policy EL9	To insert the following text to Policy EL9, 'Banbury Reservoir' section, as a final paragraph: <p><b><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></b></p>	To recognise that, while Banbury Reservoir has potential to support leisure uses, the structural integrity of the reservoir and operational/health and safety issues	Thames Water



Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.
				must take priority.	
	73	Chapter 5, Policy EL10	To clarify the reference to active frontages in Policy EL10 8 <sup>th</sup> bullet point: <ul style="list-style-type: none"> <li>At ground floor level provide an attractive, and <del>where relevant</del> active, frontage to the street, road or other <del>publically</del> <b>publicly</b> accessible area</li> </ul>	To address GLA comments regarding active frontages	LBE
	75	Chapter 5, Policy EL11	To update Policy EL11, Part B, 1 <sup>st</sup> bullet point as follows: <ul style="list-style-type: none"> <li><del>Ensure that no more than 10% of all north facing residential units are single aspect</del> <b><u>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;</u></b></li> </ul>	To address GLA comments on bring the policy in line with the Mayor's Housing SPG Standard 29 on single aspect dwellings	LBE
	75	Chapter 5, Policy EL11	To insert as a 4 <sup>th</sup> bullet point to Part C, Policy EL11: <ul style="list-style-type: none"> <li><b><u>Assess the impact on the setting of heritage assets, including those beyond the Meridian Water and borough boundaries;</u></b></li> </ul>	To recognise that for tall building proposals there must be an assessment of any impact on the setting of heritage assets	Historic England

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.
	75	Chapter 5, Policy EL11	<p>The following text should be inserted as a 9<sup>th</sup> bullet point to Policy EL11, Part C:</p> <ul style="list-style-type: none"> <li>• <b><u>Avoid compromising through overshadowing the enjoyment of open spaces, including water spaces;</u></b></li> </ul>	To further support tall building design which considers the impact of overshadowing on public spaces	Canal and River Trust
	75	Chapter 5, Policy EL11	<p>To insert the following bullet to policy EL11 Part C:</p> <ul style="list-style-type: none"> <li>• <b><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></b></li> </ul>	To further recognise that tall buildings will need to consider underlying geological and contaminative context.	Environment Agency
	76	Chapter 5 - Policy EL12	<p>To make the following change to Policy EL12, 2<sup>nd</sup> paragraph:</p> <p><i>Development proposals and supplementary planning documents <del>must</del> <b>will seek to:</b></i></p>	To add flexibility	Ikea
	76	Chapter 5 - Policy EL12	<p>To amend the wording for Policy EL12 at the 3<sup>rd</sup> bullet point:</p> <ul style="list-style-type: none"> <li>• <b><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></b></li> </ul>	To further recognise the industrial and archaeological heritage of the area	Historic England

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	76	Chapter 5 - Policy EL12	Policy EL12 'Public Realm at Meridian Water' will include an additional 4 <sup>th</sup> bullet point: <ul style="list-style-type: none"> <li>• <b><u>Demonstrate how the 10 indicators of the Mayor's 'Healthy Streets Approach' will be met;</u></b></li> </ul>	To require development proposals to deliver a 'Healthy Streets Approach'	Healthwatch Enfield
	77	Chapter 5 - Policy EL12	To include in Policy EL12 the following additional bullet after the 4 <sup>th</sup> bullet point under 'Waterways and Water Frontages': <ul style="list-style-type: none"> <li>• <b><u>Consider opportunities to better reveal and interpret the natural and man-made watercourse heritage;</u></b></li> </ul>	To give further support to design which reflects the watercourse history of the area	Historic England
	77	Chapter 5 - Policy EL12	To include in Policy EL12 the following additional bullet after the 4 <sup>th</sup> bullet point under 'Waterways and Water Frontages': <ul style="list-style-type: none"> <li>• <b><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></b></li> </ul>	To further recognise the potential benefits of moorings along the River Lee Navigation within Meridian Water	Canal and River Trust
	77	Chapter 5 - Policy EL12	For the following text to be inserted to Policy EL3, after the reference to waterfront development: <p><b><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></b></p>	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	Environment Agency

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			<ul style="list-style-type: none"> <li>• <b><u>Footpaths and landscaping may be included within the buffer zone, although a wider undisturbed green corridor area should be provided where possible</u></b></li> <li>• <b><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></b></li> <li>• <b><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></b></li> </ul>	improvement	
	78	Chapter 5 Paragraph 5.11.11	<p>Insert text as a new paragraph to follow paragraph 5.11.11:</p> <p><b><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 improvements delivered, in a way that is integrated with the development.</u></b></p>	To further recognise that proposals should be encouraged to include waterside and waterway within the boundary of their sites to ensure the public realm is planned, and improvements delivered, in a way that is integrated with the development	Canal and River Trust

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	79	Chapter 5, Policy EL13	To add the following bullet to the list in Policy EL13 part (a): <ul style="list-style-type: none"> <li>• <b><u>Sport and recreation facilities.</u></b></li> </ul>	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
	79	Chapter 5, Policy EL13	To add the following bullet to the list in Policy EL13 part (a): <ul style="list-style-type: none"> <li>• <b><u>Blue and green infrastructure</u></b></li> </ul>	To further acknowledge that environmental enhancements should be sought through blue and green infrastructure funding	Environment Agency
	79	Chapter 5, Policy EL13	To insert the following text as a final paragraph to Policy EL13: <b><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</u></b>	To recognise that development must be supported by delivery of the necessary infrastructure	Thames Water

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			<p><b><u>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></b></p>	<p>provision and to acknowledge that Thames Water have recently changes their way of assessing, funding and charging for infrastructure upgrades.</p>	
	86	Chapter 6, Figure 6.1	<p>To 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 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.</p> <p>To label this land as <b>Green Belt</b>.</p>	<p>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</p>	Thames Water

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.
				should not be referenced as 'open space', or variations on this label which imply it is publicly accessible.	
	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
	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 <b>Picketts Lock Lane</b> <del>Deephams STW</del> are already industrial in character and will benefit from a designated status, together providing 4.1ha of SIL. <del>Designating</del> <del>The Deephams STW site</del> <b>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.</b> <del>will consolidate and strengthen the protection of the area.</del></i>	To ensure clarity on the future use of the Deephams site and the surrounding parcels of land	Thames Water
	87	Chapter 6, paragraph 6.4.5	To amend paragraph 6.4.5 as follows: <i>The SIL <del>parcels areas</del> designated <b>to the north and east of Picketts Lock Lane</b> 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

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.								
	87	Chapter 6, table 6.2	<p>To amend table 6.2 as follows:</p> <table border="1" data-bbox="712 389 1532 1062"> <thead> <tr> <th data-bbox="712 389 902 427">Site</th> <th data-bbox="902 389 1532 427">Justification</th> </tr> </thead> <tbody> <tr> <td data-bbox="712 427 902 628">Parcel to the north of <del>Deephams</del> <b><u>Picketts Lock Lane</u></b></td> <td data-bbox="902 427 1532 628">Designate the site of 2.1 ha as SIL. The site is already industrial in character and suitable for <del>PIL</del>—SIL uses. The designation will safeguard the site for employment uses.</td> </tr> <tr> <td data-bbox="712 628 902 863">Strip of land to the east of <del>Deephams</del> <b><u>Picketts Lock Lane</u></b></td> <td data-bbox="902 628 1532 863">Designate the site of 2.0 ha as SIL. The site is already industrial in character and suitable for <del>PIL</del>—SIL uses. The designation will safeguard the site for employment uses</td> </tr> <tr> <td data-bbox="712 863 902 1062">Deephams STW</td> <td data-bbox="902 863 1532 1062">Designate the site of 34.0 ha as SIL. The site is <b><u>in ongoing use as a sewage treatment works</u></b> <del>industrial in character</del>. This extends the SIL designation northwards from existing SIL areas to the south.</td> </tr> </tbody> </table>	Site	Justification	Parcel to the north of <del>Deephams</del> <b><u>Picketts Lock Lane</u></b>	Designate the site of 2.1 ha as SIL. The site is already industrial in character and suitable for <del>PIL</del> —SIL uses. The designation will safeguard the site for employment uses.	Strip of land to the east of <del>Deephams</del> <b><u>Picketts Lock Lane</u></b>	Designate the site of 2.0 ha as SIL. The site is already industrial in character and suitable for <del>PIL</del> —SIL uses. The designation will safeguard the site for employment uses	Deephams STW	Designate the site of 34.0 ha as SIL. The site is <b><u>in ongoing use as a sewage treatment works</u></b> <del>industrial in character</del> . This extends the SIL designation northwards from existing SIL areas to the south.	To ensure clarity on the future use of the Deephams site and the surrounding parcels of land	Thames Water
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	88	Chapter 6, Policy EL14	<p>To amend the table in Policy EL14 as follows:</p> <table border="1" data-bbox="712 1118 1532 1394"> <thead> <tr> <th data-bbox="712 1118 943 1238">Name of industrial area</th> <th data-bbox="943 1118 1319 1238"><del>Preferred Industrial Location (PIL) or Industrial Business Park (IBP)</del></th> <th data-bbox="1319 1118 1532 1238">Area of site (hectares)</th> </tr> </thead> <tbody> <tr> <td data-bbox="712 1238 943 1394">Parcel to the north of <del>Deephams</del> <b><u>Picketts Lock</u></b></td> <td data-bbox="943 1238 1319 1394"><del>PIL</del></td> <td data-bbox="1319 1238 1532 1394">2.1</td> </tr> </tbody> </table>	Name of industrial area	<del>Preferred Industrial Location (PIL) or Industrial Business Park (IBP)</del>	Area of site (hectares)	Parcel to the north of <del>Deephams</del> <b><u>Picketts Lock</u></b>	<del>PIL</del>	2.1	To ensure clarity on the future use of the Deephams site and the surrounding parcels of land	Thames Water		
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Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.									
			<table border="1"> <tr> <td data-bbox="712 355 943 395"><u>Lane</u></td> <td data-bbox="943 355 1317 395"></td> <td data-bbox="1317 355 1529 395"></td> </tr> <tr> <td data-bbox="712 395 943 587">Strip of land to the east of <del>Deephams Picketts Lock Lane</del></td> <td data-bbox="943 395 1317 587">PH</td> <td data-bbox="1317 395 1529 587">2.0</td> </tr> <tr> <td data-bbox="712 587 943 663">Deephams STW</td> <td data-bbox="943 587 1317 663">PH</td> <td data-bbox="1317 587 1529 663">34.0</td> </tr> </table>	<u>Lane</u>			Strip of land to the east of <del>Deephams Picketts Lock Lane</del>	PH	2.0	Deephams STW	PH	34.0		
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Deephams STW	PH	34.0												
99	Chapter 8, paragraph 8.1.4		<p>To insert a new paragraph after paragraph 8.1.4, as follows:</p> <p><b><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></b></p>	To recognise the Development Consent Order (DCO) granted in 2017 for the Edmonton EcoPark in the AAP Chapter 8	North London Waste Authority									
101	Chapter 8, Figure 8.1		<p>To update Figure 8.1 to 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.</p> <p>To label this land as <b>Green Belt</b>.</p>	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	Thames Water									

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				not publicly accessible and should not be referenced as 'open space', or variations on this label which imply it is publicly accessible.	
	103	Chapter 8, Policy EL17	<p>To make the following text updates at the start of the policy EL17:</p> <p><b><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></b></p> <p><i>Development proposals at the EcoPark site <b><u>which are not consented under the 2017 DCO, or for any other Development Consent Orders made subsequently at the EcoPark site,</u></b> are required to:</i></p> <p>...</p>	To further recognise the Development Consent Order (DCO) granted in 2017 for the Edmonton EcoPark in the AAP Chapter 8	North London Waste Authority
	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 <b><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></b> <del>in order to consolidate and strengthen the protection of the area for industrial uses.</del></i></p>	To further clarify the situation of Deephams STW and its designation as SIL	Thames Water

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			<i>Further detail is set out in Chapter 6.</i>		
	107	Chapter 9, Policy EL18	<p>To add the following text by inserting a new final paragraph to Policy EL18 as follows:</p> <p><b><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></b></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 future development in the vicinity of Deephams STW do not experience adverse amenity.	Thames Water
	108	Chapter 9, Figure 9.1	<p>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 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.</p> <p>To label this land as <b>Green Belt</b>.</p>	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

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				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.	
	111	Chapter 10, paragraph 10.1.3	To add the following wording to paragraph 10.1.3 as an additional bullet: <ul style="list-style-type: none"> <li data-bbox="763 804 1532 916">'To take advantage of step-change improvements to transportation links in the area, including an increase in services between Meridian Water and Stratford.;</li> </ul>	In line with Transport for London's comments about improvements to connectivity	Transport for London
	112	Chapter 11 – paragraph 10.1.7	To amend the wording of paragraph 10.1.7 as follows: <i>Policy EL22 provides <u>information</u> <del>detail</del> on the proposed routes.</i>	To address concerns about the route of the Causeway. To add flexibility and endeavour to be less prescriptive	Ikea
	120	Chapter 11, paragraph 11.3.2	To update paragraph 11.3.2: <i>'Sustainable transport will be supported through high quality public realm <b>and a modal shift towards public transport.</b> Greater rates...'</i>	To further recognise the importance of a modal shift towards greater public transport use	Transport for London

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	122	Chapter 11, Figure 11.1	<p>To update Figure 11.1 to 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.</p> <p>To label this land as <b>Green Belt</b>.</p>	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.	Thames Water
	123	Chapter 11 - Policy EL22	<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 <del>must include</del> <b>will encourage</b>:</i></p> <ul style="list-style-type: none"> <li><i><del>Creation of w</del> Well designed, high quality new links and pedestrian and cycle bridges, including mainline, Meridian Way and River Lee Navigation;</i></li> </ul>	To add flexibility	Ikea

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.
			<ul style="list-style-type: none"> <li>• <i>Clear and consistent signage throughout the route, including onstreet markings for cycles;</i></li> <li>• <i>Provision of pedestrian and cycle facilities, <b><u>which integrate with the existing highway network;</u></b></i></li> <li>• ...</li> </ul>		
	123	Chapter 11 - Policy EL22	<p>To amend the wording in Policy EL22, 4<sup>th</sup> bullet point:</p> <ul style="list-style-type: none"> <li>• <i>Improved public realm, <b><u>including where routes pass beneath the North Circular Road;</u></b> and</i></li> </ul>	To further recognise that the environment for cyclists and pedestrians below and alongside the North Circular Road should be improved	Canal and River Trust
	123	Chapter 11 - Policy EL22	<p>To add the following additional bullet to Policy EL22:</p> <ul style="list-style-type: none"> <li>• <b><u>Reference to the principals of the Mayor’s Healthy Streets approach, in particular taking account of the 10 Healthy Streets indicators.</u></b></li> </ul>	To further recognise the Mayor’s Healthy Streets approach	Transport for London
	126	Chapter 11, Figure 11.2	<p>To update Figure 11.2 to 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.</p> <p>To label this land as <b>Green Belt</b>.</p>	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	Thames Water

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				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.	
	128	Chapter 11, Policy EL23	<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"> <li>• <i>Integration of bus and rail services is improved, and <b>seek</b> to ensure that <b>existing businesses and</b> major new developments have good access - of no more than 640m from the development - to a bus stop;</i></li> <li>• <i>Support is given to providing more direct and frequent bus services serving <b>existing businesses and</b> 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></li> </ul>	To recognise the continued importance of existing businesses in the area	Ikea
	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"> <li>• <i>Freight transport to help alleviate the road network;</i></li> <li>• <i>Leisure, tourism and educational uses, such as day trip boats,</i></li> </ul>	To further recognise the potential beneficial effect of encouraging commercial and	Canal and River Trust

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.
			<p><i>overnight moorings, and a ‘floating classroom’;</i></p> <ul style="list-style-type: none"> <li>• <i>Waterbus and/or water taxis to transport passengers along the Lee Valley; and</i></li> <li>• <b><i><u>Residential uses and other commercial uses, where appropriate;</u></i></b></li> </ul> <p><i>Any proposals must be considered through consultation with the relevant statutory organisations.</i></p>	residential uses on the River Lee Navigation through support for moorings	
	129	Chapter 11 – paragraph 11.7.3	<p>To insert additional text at paragraph 11.7.3:</p> <p><i>Transferring road freight to the waterways offers the potential to reduce the impact of freight transport on the local highway network <b><u>and developments adjacent to the Navigation should consider the use of waterborne freight for transporting demolition waste and construction materials.</u></b></i></p>	To add further support to waterborne freight traffic on the River Lee Navigation where suitable	Canal and River Trust
	132	Chapter 11, Policy EL25	<p>Policy EL25 ‘Design of the Road Network’ will include additional text as follows:</p> <p><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. <b><u>The design process must incorporate the Mayor’s ‘Healthy Streets Approach’.</u></b></i></p>	To give further recognition to the Mayor’s ‘Healthy Streets’ Approach	Healthwatch Enfield
	138	Chapter 12, Policy EL26	<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.</p>	To recognise the recent name change of a referenced company	North London Waste Authority



Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.
	145	Chapter 13, Policy EL27	<p>The wording of Policy EL27 will be updated as follows:</p> <p><i>Proposals for new residential moorings will be supported provided they <b>are designed in a way which does not negatively affect the environment and</b> meet the requirements of Policy DMD75</i></p>	To ensure that residential moorings must be designed in a way to ensure that the environment is not negatively affected	Environment Agency
	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, <del>and that development can be made safe in accordance with the definition set out in Enfield's Level 2 SFRA.</del> 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>	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	Thames Water

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.
	147	Chapter 13, Policy EL28	<p>include additional wording for Policy EL28 inserted at the end of the 4<sup>th</sup> paragraph:</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 Leeside and beyond. <b><u>Proposals must not generate 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></b></i></p>	To emphasise that development must not negatively impact on areas of ecological importance, particularly through recreational disturbance	Natural England
	147	Chapter 13, Policy EL28	<p>To make the following text changes to the final paragraph of Policy EL28:</p> <p><i>New development may be expected to make appropriate financial contributions to <b><u>protecting and</u></b> improving green and open spaces <b><u>and biodiversity</u></b>, in line with the Section 106 SPD.</i></p>	To add further protection to biodiversity	Natural England
	151	Chapter 14, paragraph 14.2.2	<p>To make the following changes to paragraph 14.2.2:</p> <p><i>The Council <b><u>formerly</u></b> undertook a developer procurement process and engaged a master developer with whom they <b><u>intended to</u></b> <del>will</del> partner to deliver the whole of Meridian Water. However, <del>The contractual arrangements between the master developer and London Borough of Enfield</del> <b><u>the Council has since decided to undertake the dual role of master developer and scheme promoter itself. This demonstrates</u></b> <del>will</del></i></p>	To recognise the Council is no longer working with a master developer	Ikea

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.
			<p><del>ensure the Council's maintains a long term interest <b>commitment to ensuring that the regeneration process truly delivers the housing and jobs that the area needs.</b> 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.</del></p>		
	151	Chapter 14, paragraph 14.2.3	<p>To make the following change to paragraph 14.2.3:</p> <p><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 <b>key stakeholders</b> the master developer to progress this work.</i></p>	To recognise the Council is no longer working with a master developer	Ikea
	151	Chapter 14, paragraph 14.2.4	<p>To delete paragraph 14.2.4:</p> <p><del><i>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.</i></del></p>	To recognise the Council is no longer working with a master developer	Ikea
	152	Chapter 14, paragraph 14.2.8	<p>To make the following change to paragraph 14.2.8:</p> <p><del><i>In partnership with the master developer and development partners, the <b>The</b> Council will seek to support relocation of existing occupiers to appropriate alternative locations.</i></del></p>	To recognise the Council is no longer working with a master developer	Ikea

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.								
	154	Chapter 14, Figure 14.1	<p>To amend the text of Table 14.1 as follows:</p> <table border="1" data-bbox="712 405 1525 1114"> <tr> <td data-bbox="719 405 891 1114"><i>Edmonton EcoPark</i></td> <td data-bbox="898 405 958 1114"><i>n/a</i></td> <td data-bbox="965 405 1160 1114"><i>National Infrastructure – The Planning Inspectorate</i></td> <td data-bbox="1167 405 1518 1114"> <p><b><u>In 2017 the NLWA was granted</u></b> <del><i>is seeking a Development Consent Order to build an Energy Recovery Facility to replace the existing plant.</i></del>  <i>In addition the NLWA is proposing replacement, to replace facilities associated with waste management and to provide visitor, community and education facilities at a new Reuse and Recycling Centre for local residents and businesses as well as a visitor centre.</i></p> </td> </tr> </table>	<i>Edmonton EcoPark</i>	<i>n/a</i>	<i>National Infrastructure – The Planning Inspectorate</i>	<p><b><u>In 2017 the NLWA was granted</u></b> <del><i>is seeking a Development Consent Order to build an Energy Recovery Facility to replace the existing plant.</i></del>  <i>In addition the NLWA is proposing replacement, to replace facilities associated with waste management and to provide visitor, community and education facilities at a new Reuse and Recycling Centre for local residents and businesses as well as a visitor centre.</i></p>	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>	<p><b><u>In 2017 the NLWA was granted</u></b> <del><i>is seeking a Development Consent Order to build an Energy Recovery Facility to replace the existing plant.</i></del>  <i>In addition the NLWA is proposing replacement, to replace facilities associated with waste management and to provide visitor, community and education facilities at a new Reuse and Recycling Centre for local residents and businesses as well as a visitor centre.</i></p>										
	156	Chapter 14, Table 14.1	<p>To make the following additions to Table 14.1:</p> <table border="1" data-bbox="712 1171 1525 1367"> <thead> <tr> <th data-bbox="719 1171 913 1326"><i>Project Description</i></th> <th data-bbox="920 1171 1122 1326"><i>Meridian Water Development Zone</i></th> <th data-bbox="1128 1171 1323 1326"><i>Lead Agencies</i></th> <th data-bbox="1330 1171 1518 1326"><i>Outcome</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="719 1331 913 1367"><i>Borough-</i></td> <td data-bbox="920 1331 1122 1367"><i>All</i></td> <td data-bbox="1128 1331 1323 1367"><i>TfL /</i></td> <td data-bbox="1330 1331 1518 1367"><i>Improved bus</i></td> </tr> </tbody> </table>	<i>Project Description</i>	<i>Meridian Water Development Zone</i>	<i>Lead Agencies</i>	<i>Outcome</i>	<i>Borough-</i>	<i>All</i>	<i>TfL /</i>	<i>Improved bus</i>	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-</i>	<i>All</i>	<i>TfL /</i>	<i>Improved bus</i>										

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change			Justification	Source of Change / Representation no.
			<p><i>wide improvement of bus services focussed on the Lee Valley Corridor and orbital Links</i></p>		<p><i>Developer contributions</i></p>	<p><i>access implementing the findings of the Bus Service Review and supporting new development. <b><u>Bus services improvements required for Meridian Water should be considered early, alongside the Meridian Water Highway Infrastructure Study and borough-wide service review, as well as</u></b></i></p>	

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change				Justification	Source of Change / Representation no.
						<u>through individual sites and through the emerging Meridian Water Masterplan.</u>		
			<u>Upper Lea Valley transport modelling and bus priority study</u>	<u>All</u>	<u>TfL / Enfield / Haringey</u>	<u>This study was completed summer 2017, further work has paused</u>		
			Meridian Water to Edmonton Green direct bus link	All	LBE / TfL	<u>Improved bus access; Outcomes should define bus infrastructure design and how this fits into the wider bus network.</u>		

Item No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.				
	156	Chapter 14, Table 14.1	<p>To include a reference in Table 14.1 to the delivery of watercourse enhancements for biodiversity improvement as follows:</p> <table border="1" data-bbox="712 483 1529 643"> <tr> <td data-bbox="712 483 958 643"><b><u>Provide watercourse enhancements for biodiversity</u></b></td> <td data-bbox="958 483 1032 643">All</td> <td data-bbox="1032 483 1115 643">LBE</td> <td data-bbox="1115 483 1529 643"><b><u>Delivery of watercourse enhancements which provide increased biodiversity</u></b></td> </tr> </table>	<b><u>Provide watercourse enhancements for biodiversity</u></b>	All	LBE	<b><u>Delivery of watercourse enhancements which provide increased biodiversity</u></b>	To further recognise the importance of the delivery of watercourse enhancements for biodiversity improvements	Environment Agency
<b><u>Provide watercourse enhancements for biodiversity</u></b>	All	LBE	<b><u>Delivery of watercourse enhancements which provide increased biodiversity</u></b>						
	156	Chapter 14, Table 14.1	<p>Both parties agree to update the wording in Table 14.1 as follows:</p> <table border="1" data-bbox="712 738 1529 1054"> <tr> <td data-bbox="712 738 958 1054"><i>Meridian Water Flood <b><u>alleviate measures</u></b> <del>Compensation Areas</del></i></td> <td data-bbox="958 738 1032 1054">All</td> <td data-bbox="1032 738 1115 1054">LBE</td> <td data-bbox="1115 738 1529 1054"><i>Flood <b><u>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></b></i></td> </tr> </table>	<i>Meridian Water Flood <b><u>alleviate measures</u></b> <del>Compensation Areas</del></i>	All	LBE	<i>Flood <b><u>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></b></i>	Clarification / correction of a name or reference	Environment Agency
<i>Meridian Water Flood <b><u>alleviate measures</u></b> <del>Compensation Areas</del></i>	All	LBE	<i>Flood <b><u>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></b></i>						
	157	Chapter 14, Table 14.1	<p>To amend the second line on page 157 of table 14.1 as follows:</p> <table border="1" data-bbox="712 1114 1529 1313"> <tr> <td data-bbox="712 1114 884 1313"><i>Meridian Water</i></td> <td data-bbox="884 1114 1032 1313"><i>Public Realm</i></td> <td data-bbox="1032 1114 1227 1313"><i>All LBE Demolition of building(s)</i></td> <td data-bbox="1227 1114 1529 1313"><i>Demolition of building(s) along <b><u>the indicative Causeway Route</u></b></i></td> </tr> </table>	<i>Meridian Water</i>	<i>Public Realm</i>	<i>All LBE Demolition of building(s)</i>	<i>Demolition of building(s) along <b><u>the indicative Causeway Route</u></b></i>	To address concerns about the route of the Causeway	Ikea
<i>Meridian Water</i>	<i>Public Realm</i>	<i>All LBE Demolition of building(s)</i>	<i>Demolition of building(s) along <b><u>the indicative Causeway Route</u></b></i>						

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	158	Chapter 14, Table 14.1	<p>To make the following amendment to the relevant row in table 14.1:</p> <table border="1" data-bbox="712 443 1532 1026"> <thead> <tr> <th data-bbox="712 443 898 603"><i>Project Description</i></th> <th data-bbox="898 443 1111 603"><i>Meridian Water Development Zone</i></th> <th data-bbox="1111 443 1263 603"><i>Lead Agencies</i></th> <th data-bbox="1263 443 1532 603"><i>Outcome</i></th> </tr> </thead> <tbody> <tr> <td data-bbox="712 603 898 1026"><i>Removal of access ramp from Argon Road to North Circular Road</i></td> <td data-bbox="898 603 1111 1026">3</td> <td data-bbox="1111 603 1263 1026"><i>LBE / TfL / Private Sector</i></td> <td data-bbox="1263 603 1532 1026"><i>Enables Argon Road extension to Meridian Way and unlocking of land for alternative development. <b><u>Technical approval is required in advance of works.</u></b></i></td> </tr> </tbody> </table>	<i>Project Description</i>	<i>Meridian Water Development Zone</i>	<i>Lead Agencies</i>	<i>Outcome</i>	<i>Removal of access ramp from Argon Road to North Circular Road</i>	3	<i>LBE / TfL / Private Sector</i>	<i>Enables Argon Road extension to Meridian Way and unlocking of land for alternative development. <b><u>Technical approval is required in advance of works.</u></b></i>	To reflect need for Transport for London technical approval to any works required on / affecting the North Circular Road	Transport for London
<i>Project Description</i>	<i>Meridian Water Development Zone</i>	<i>Lead Agencies</i>	<i>Outcome</i>										
<i>Removal of access ramp from Argon Road to North Circular Road</i>	3	<i>LBE / TfL / Private Sector</i>	<i>Enables Argon Road extension to Meridian Way and unlocking of land for alternative development. <b><u>Technical approval is required in advance of works.</u></b></i>										
	160	Chapter 14, paragraph 14.6.1	<p>To make the following change to paragraph 14.6.1:</p> <p><i>The delivery of the Edmonton Leeside Area Action Plan, and of Meridian Water within it, requires a comprehensive approach by the Council, in collaboration with <del>the master developer for Meridian Water, and other</del> <b>key stakeholders and</b> development partners.</i></p>	To recognise the Council is no longer working with a master developer	Ikea								