

LONDON BOROUGH OF ENFIELD

PLANNING COMMITTEE

Date : 28 March 2017

Report of
Assistant Director,
Regeneration & Planning

Contact Officer:
Andy Higham
Sharon Davidson

Ward:
Upper Edmonton

Ref: 16/01197/RE3

Category: LBE - Dev by others

LOCATION: Meridian Water, Willoughby Lane And, Meridian Way, London

PROPOSAL: Development of Phase 1 of Meridian Water comprising up to 725 residential units, new station building, platforms and associated interchange and drop-off facilities including a pedestrian link across the railway, a maximum of 950 sqm retail (A1/A2/A3), floorspace, a maximum of 600 sqm of community (D1) floorspace, a maximum of 750 sqm of leisure (D2) floorspace, associated site infrastructure works including ground and remediation works, roads, cycle-ways and footpaths, utility works above and below ground, surface water drainage works, energy centre and associated plant, public open space and childrens play areas, and various temporary meantime uses without structures (landscaping and open space). **OUTLINE APPLICATION - ACCESS ONLY.** An Environmental Statement, including a non-technical summary, also accompanies the planning application in accordance with the Town and Country Planning (Environmental Impact Assessment) Regulations 2011 (as amended by the 2015 Regulations).

Applicant Name & Address:
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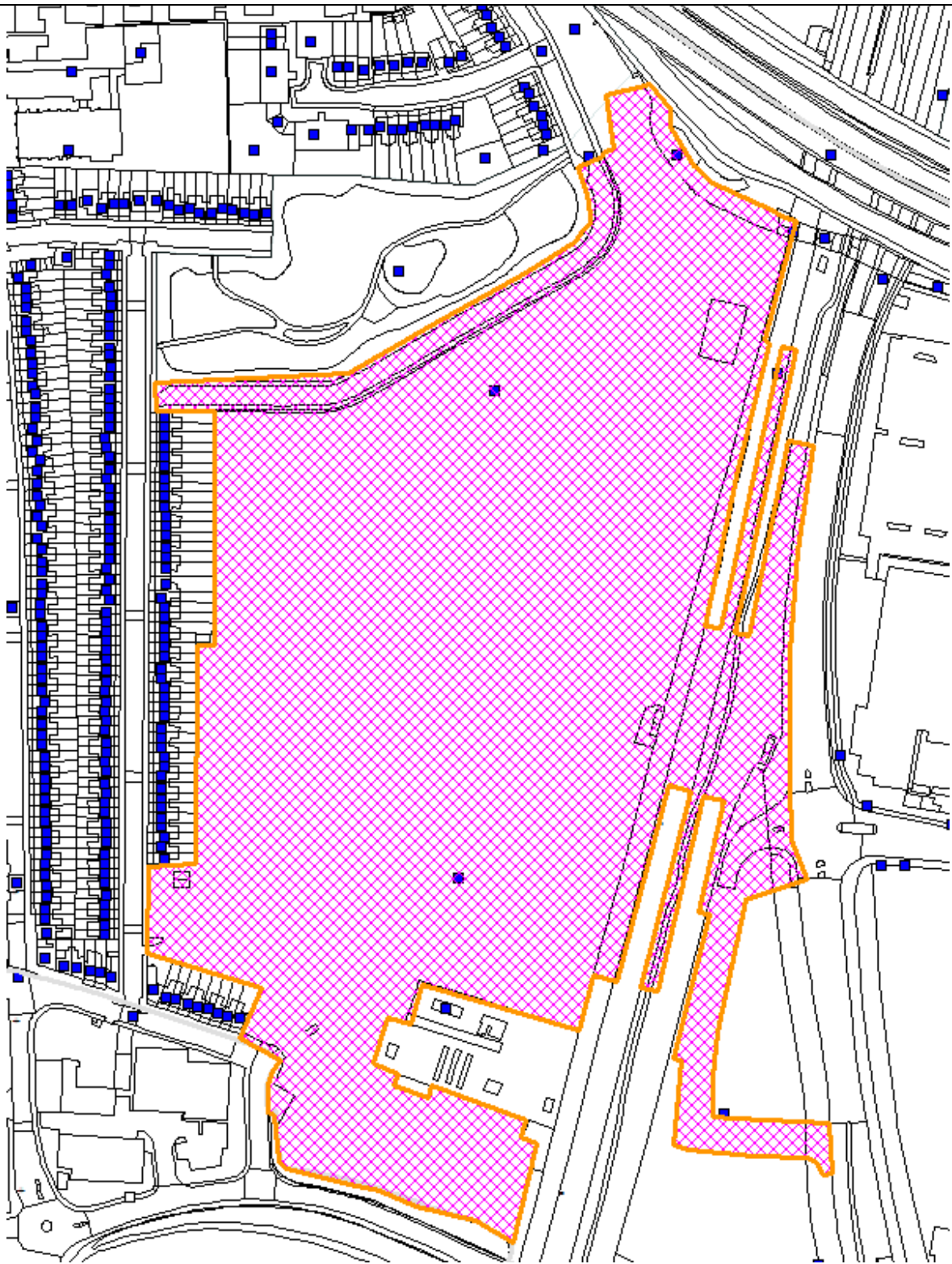
RECOMMENDATION:

That, subject to referral to the Great London Authority, the Head of Development Management / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions to cover the following issues:

NOTE FOR MEMBERS

This application is being reported back to Planning Committee to update Members on some changes that have been made to the application since its initial consideration in June 2016 and Members resolution then to grant outline planning permission subject to a S106 Agreement and conditions.

Ref: 16/01197/RE3 LOCATION: Meridian Water, Willoughby Lane And, Meridian Way, London



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Scale 1:1250

North



1 Site and Surroundings

- 1.1 The application site extends to approximately 8 hectares of land and comprises the former gas holder site on Willoughby Lane on the west side of the railway line, part of the site known as the 'tear drop' site Meridian Way (on the east side of the railway line) and much of the intervening railway land and sidings. The site includes a small stretch of Pymmes Brook to the north.
- 1.2 The site extends from the North Circular Road to the north, to Leaside Road to the south. It bounds Albany Road and the site of the proposed new Meridian Angel Primary School on Ladysmith Open Space to the north west. Residential properties in Kimberley Road and Willoughby Lane bound the site to the west; Meridian Way forms the eastern boundary. The site wraps around an operational pressure reduction station (PRS), owned by National Grid Gas, and which for the present time will remain in situ and operational.
- 1.3 The site sits within an area comprising a range of land uses. To the west lie predominantly residential properties and the soon to be relocated Meridian Angel Primary School (the new school is presently under construction on the former Ladysmith Open Space); the Frederick Knight Sports Ground and a mix of industrial and residential uses to the south beyond Leaside Road and located within the London Borough of Haringey; to the east by large retail units in the form of Tesco's and Ikea; and to the north beyond the North Circular Road, Kenninghall Open Space and a metal and waste recycling plant.
- 1.4 The site adjoins the Borough boundary with the London Borough of Haringey to the south

2 Background

- 2.1 The application was originally reported to the Planning Committee meeting of 28th June 2016 where Members resolved to grant outline planning permission granting the Head of Development Management and/or the Planning Decisions Manager delegated authority to finalise the wording of planning conditions and the S106 Agreement. A copy of the original report to Planning Committee can be found at Appendix 1. The resolution to grant was subject to no direction being received from the Mayor of London following the referral of the application.
- 2.2 The heads of term of the S106 agreement remain as per the original report (para 6.19.3, Appendix 1) with the exception of the minimum requirement for Affordable Housing as detailed in sections 7.5 and 7.6 of this report. The conditions listed in the original report have been further developed in consultation with the applicant, Network Rail (who will bring forward the station) and the Environment Agency since the original report to Committee. These draft conditions can be found at Appendix 2 and are subject to further refinement in accordance with the recommendation which seeks to retain delegated authority to amend, add or delete conditions as considered necessary by the Head of Development Management/Planning Decisions Manager.
- 2.3 Engagement with the applicant team has identified delivery issues and this has influenced the structure of the conditions. It is expected that the development will be delivered by two separate parties: the station by Network Rail; and the remaining development by LBE and the Master Developer. Given this, and the fact that the site is physically divided by the railway line, the conditions have been structured to allow

a separation of the station-related development from the remainder of the residential, retail and community elements of the development. As such the conditions are split into 'site-wide' conditions which apply to the whole of the Phase 1 application site, 'Main-site' conditions, which apply to the site west of the railway and the 'station site' conditions which apply to the development associated with the station.

3 Proposed Revisions

- 3.1 Since the application was considered at Planning Committee a number of changes have been made to the application including an adjustment to the extent of Network Rail's railway platforms. This change has resulted in a need to amend the red line boundary of the application site and therefore update associated parameter plans to take account of the revised site boundary.
- 3.2 In addition, following the resolution to grant, discussions with the Mayor have resulted in a revision to the affordable housing provision and mix detailed further below. Additional amendments to the originally reported application include changes to the content of the Design Code that will inform the future reserved matters proposals, amendments to the ecological mitigation and in particular the proposals for the ecological corridor running parallel with the railway line.
- 3.3 No changes are proposed to the quantum, scale or access to the development and all other matters other than those outlined above (and detailed below) remain as set out in the original application which Members resolved to grant (Appendix 1).

Red Line Boundary

- 3.4 The original red line of the application site followed the boundary of the Willoughby Lane site to the west of the West Anglia Main Line (WAML) and also included the platforms to service the new Meridian Water station, and an element for the teardrop site to the east of the WAML, which was for the access road to the station.

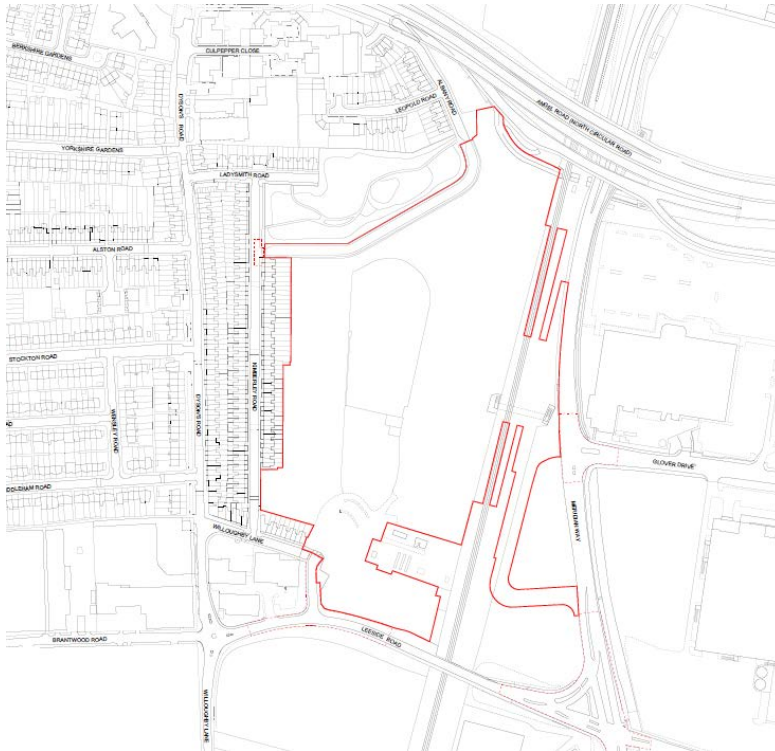


Figure 2 – Original red line boundary for Meridian Water Phase 1 Application

- 3.5 In response to capacity issues identified along the WAML from Angel Road to Tottenham Hale, Network Rail proposals for a new third track between Stratford and Angel Road have been approved. The additional track will enable new services to run along this corridor with an aspiration to deliver the Mayor's vision for a minimum of four trains per hour at each station in London.
- 3.6 The original positioning of the red line boundary around the proposed platforms to service Meridian Water Station was informed by Network Rail's early proposals for the new alignment of the WAML. As part of the original upgrade proposals, Network Rail looked to straighten (or slue) the existing tracks between Leaside Road and Pymmes Brook in order to reach the required running speeds for the line. This proposal for WAML alignment informed the positioning of the Meridian Water station building and associated platforms.
- 3.7 During a WAML route-wide value-engineering exercise, Network Rail identified that, after further investigation, the required running speeds could be achieved on the existing lines without the need to slue the tracks. The cost saving of this amendment was identified as significant. Network Rail therefore amended the WAML alignment to retain the existing alignment through the application site.
- 3.8 As a result of this change to their proposals, the Meridian Water station and platforms would shift eastwards to fit with the new (existing) alignment of the WAML. It is proposed, therefore, that the red line boundary for Meridian Water Phase 1 is amended to reflect this change.
- 3.9 The proposed new location of the station and platforms is approximately 4.5 metres east of its position of the location shown on the originally submitted drawings considered by Members. In addition, it is proposed rather than following the platform outline, an envelope is created to ensure that any future amendments to the route alignment required by Network Rail can be accommodated. The revised boundary line can be seen in Figure 3 below.

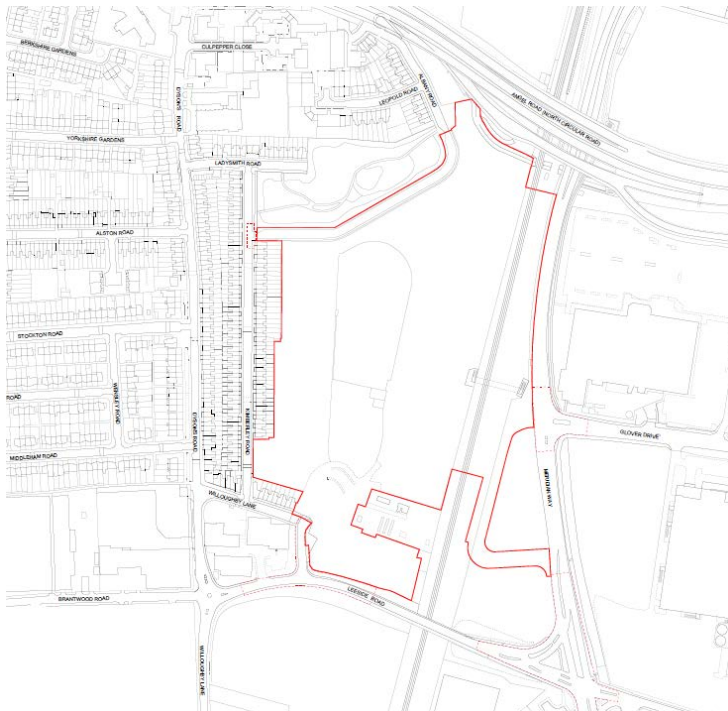


Figure 3 – Revised red line boundary for Meridian Water Phase 1 Application

Design Code

- 3.10 The Design Code formed part of the original application submission considered by Members at Committee in June 2016. This document would form part of the approved documents attached to the planning permission once granted and which Reserved Matters Applications would be required to be in accordance with (as secured by planning condition). The document itself sets out the specific design rules and requirements for the development, and provides reassurance of the design quality that will be achieved.
- 3.11 A number of minor changes are proposed to the content of the Design Code following a joint review by LBE and their Development Partner (Barratts) against matters of deliverability and feasibility. A number of other minor amendments have been made to the wording in the document to include corrections of previous typing errors.
- 3.12 A table of the principal changes to the documents can be found in Appendix 3.

Ecological Corridor

- 3.13 The original proposals included a continuous wildlife/ ecological corridor running North-South through the application site. This was proposed as a mitigation measure against adverse ecological impacts identified in the Environmental Statement (ES, MW12). The corridor was originally proposed to run underneath the Meridian Station Building and access steps. However, on further review by the applicant, the feasibility of continuing the route under the station building is not possible due to maintenance and access issues, design implications and viability constraints.
- 3.14 The applicant therefore seeks to incorporate a break in the corridor of approximately 25m in length around the station. This will therefore provide an ecological corridor of a minimum of 6m in width of contiguous with the railway line, north-south through the

application site, except for around the station. Recognising that this break will result in adverse impacts on the railway corridor's function as a wildlife corridor additional mitigation measures are proposed by the applicant. These measures include:

- Tree planting particularly around the station square to enable tree canopy connectivity;
- Creation of habitat 'stepping stones';
- Site-wide ecological connectivity plan;
- Site-wide monitoring and maintenance strategy.

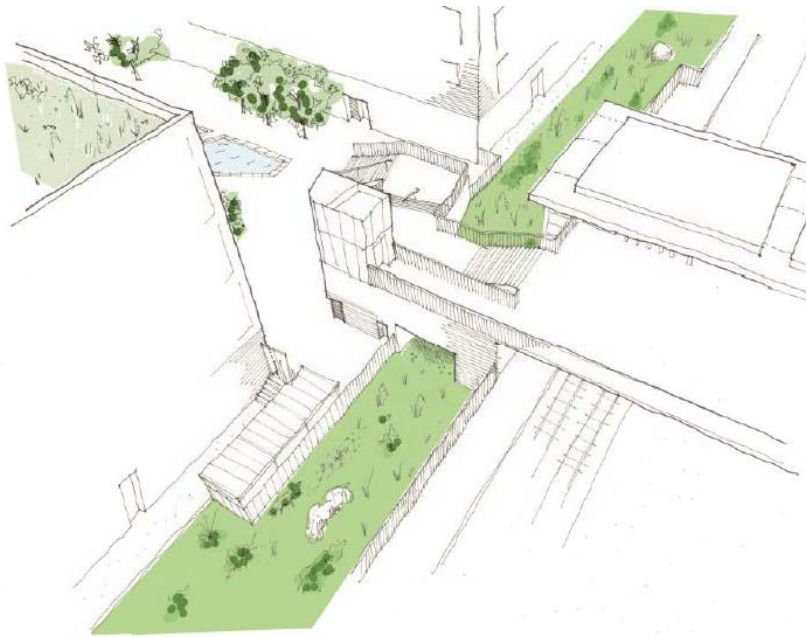


Figure 4: Visualisation of original proposal for continuous ecological corridor under station access

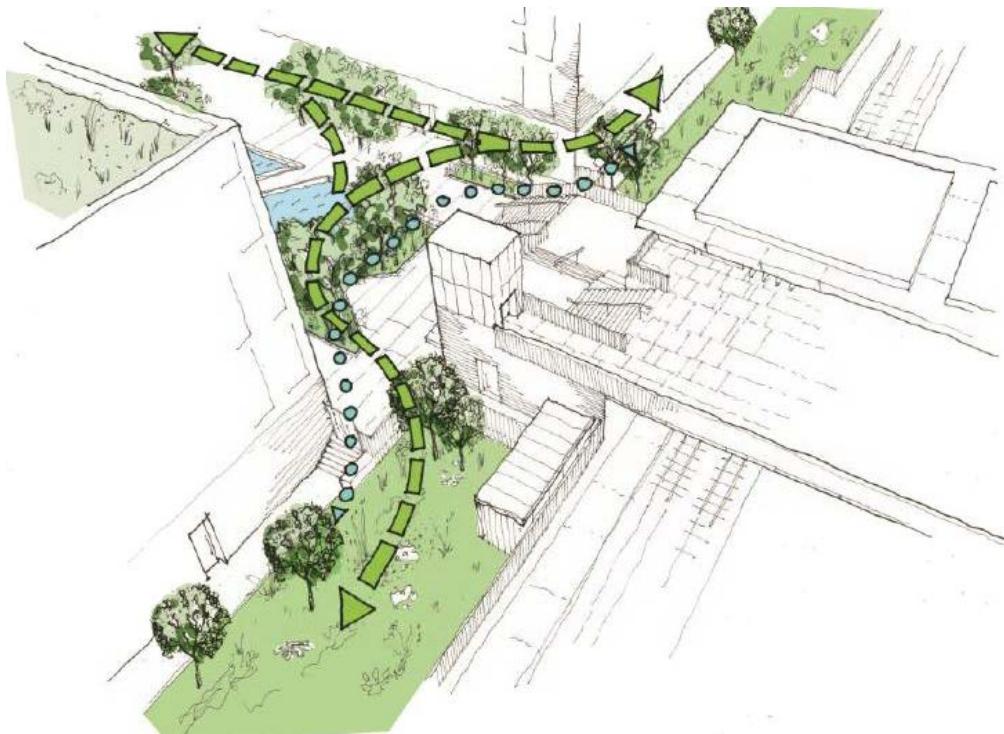


Figure 5: Visualisation of proposed mitigation for station square

Affordable Housing Mix

- 3.14 The scheme presented to Member's in June 2016 proposed a minimum of 25% affordable housing (by unit number). Since the resolution to grant consent, the GLA have raised concerns with the mix and amount of affordable housing proposed and have requested that the level of provision across the site is increased to 35%, based on habitable rooms. The Council's development partner has also undertaken a review of the likely market and demand for units as part of the phase.
- 3.15 The previously agreed mix in the affordable tenure as set out in the Planning Committee Report (Appendix 1) is set out below:
- A minimum of 25% of the total number of Residential Units on the Development Site will be provided as Affordable Housing.
 - Affordable residential units shall be provided in accordance with the unit-size mix targets set out below:
 - Between 20-30% 1b2p units
 - Between 20-30% 2b3p-2b4p units, of which a minimum of 30% of the affordable rented 2-bed units shall be 2b4p
 - A minimum of 45% family units (3b+) of which no more than 20% of the affordable rented 3-bed units shall be 3b4p
 - A minimum of 5% all family units (3b+) shall be 4b+ units, of which a minimum of 20% of the affordable rented 4+bed units shall be larger than 4b7p
- 3.16 The revised parameters for the affordable housing mix is set out below and would be secured through the s106 legal agreement:
- A minimum of 25% of the total number of residential units (and no less than 35% of the total number of habitable rooms) on the site are to be provided as

affordable housing of which at least 40% shall be for affordable rent and social rent and 60% shall be as intermediate housing units

- Within the affordable units the following mix parameters would be complied with:
 - Between 20-30% 1b2p units
 - Between 20-30% 2b3p-2b4p units, of which all of the affordable rented 2-beds shall be 2b4p
 - A minimum of 35% of affordable rented units a mix of 2b4p and 1b2p units
 - A minimum of 40% family units (3b+) of which none of the affordable rent 3 bed units shall be 3b4p or less and no more than 50% of the affordable rent 3 bed units shall be 3b5p
 - A minimum of 5% of all family units (3b+) shall be 4b+ units, of which a minimum of 20% of the affordable rented 4 bed units shall be larger than 4b7p

3.17 Changes are also proposed to the private mix from that previously reported following a review by the Council's development partner. The principal changes are an increase in the number of potential studio units and a decrease in the number of potential 3b-4b units as detailed below.

Previously Proposed Private Mix:

- Up to 15% studio units
- Between 35-45% 1b2p-2b3p units
- Between 25-35% 2b4p units
- A minimum of 15% 3b-4b units

Revised Private Mix

- Up to 20% studios;
- Between 40-50% 1b2p;
- Between 25-35% 2b4p;
- Minimum 5% family units (3b+).

Environmental Statement

3.19 The proposal development is EIA development and as such the application is supported by an Environmental Statement (ES). The Environmental Statement considers the likely significant effects of the proposed development in the context of other local developments likely to come forward, as well as the cumulative effects that may result from the proposed development and these other developments.

3.20 The topics addressed in the ES are:

- Transport
- Air Quality
- Archaeology
- Daylight sunlight and shadow
- Ecology and biodiversity
- Environmental Wind
- Ground conditions and contamination
- Noise and vibration
- Socio-economic effects
- Television and radio interference
- Townscape and visual impact

- Water resources and flood risk

3.21 The revisions proposed have necessitated an updated assessment in respect of Ecology and Biodiversity and an updated chapter of the ES on this topic area has been submitted. With this exception, no further environmental information to that previously provided has been submitted with the proposed revisions as these are considered to be minor in nature and would not alter the conclusion that the proposal's environmental impact, subject to mitigation, is acceptable.

4 Relevant Planning Decisions

4.1 The relevant planning history is detailed in part 3 of the original report (Appendix 1). Since the resolution to grant was made, the proposed Development Consent Order for the North London Heat and Power Project (para 3.5) has been approved by the Secretary of State (24/02/2017).

5 Consultations

5.1 Statutory and non-statutory consultees

On receipt of the revisions to the application the Planning Authority undertook a further period of consultation with statutory and non-statutory consultees regarding the changes. The following responses were received:

Greater London Authority

5.1.1 The GLA wrote in response to the amendments and stated that the issues raised at Stage 1 (see para 4.1.1, Appendix 1) in relation to housing, urban design, transport and climate change had been satisfactorily addressed. In their letter they confirmed that the amendments do not raise any new strategic planning concerns and noted that the final affordable housing offer is subject to confirmation in discussion with the GLA and Council officers and that the application will be subject to referral to the Mayor again following any Council resolution on the application.

Environment Agency

5.1.2 The EA welcomed that the extent of the main and station sites will be defined through planning condition. They confirmed that the remaining amendments did not raise any further issues within their remit and therefore had no further comments to make.

Ecology

5.1.3 As per the original documentation, the revised proposals and associated environmental information in relation to Ecology and Biodiversity have been reviewed by an independent ecological consultant. The original comments from the consultant can be found at para's 4.1.67-82 of the report at Appendix 1.

5.1.4 In response to the revised proposals the consultant has advised that whilst the ES states that the residual impact will be significantly negative at the borough level for less mobile species reliant on unbroken connectivity of habitats, this impact will be mitigated for by the new tree and landscape planting that will create 'stepping stones' across the gap.

- 5.1.5 The consultant has advised that the proposed mitigation will minimise any residual impact and is also a proportionate response to the impact. Further conditions have been recommended to ensure that details of the rail side habitat corridor are submitted as well as limiting the length of time where a 'gap' is experienced.

5.2 Public

Consultation on planning application following amendments

- 5.2.1 Letters were sent to the occupiers of 656 properties on 31/01/2017 advising them of the revisions and inviting comments. No responses have been received.

6 Relevant Policy

- 6.1 The relevant national, regional and local policy framework is detailed in section 5 of the original report. There have been no material changes to the national and regional policy context since the application was originally reported to Members.
- 6.2 In terms of local policy, the former Central Leaside Area Action Plan and the evidence base thereto has been the subject of review following an increase in the Borough housing target, confirmation of the award of Housing Zone funding and planned public transport improvements. The Council has also now selected a Master Developer which has set out a long-term aspiration to provide 10,000 new homes and over 6,000 net new full time jobs. As a part of the review the plan has been renamed the Edmonton Leaside Area Action Plan (ELAAP). The Proposed Submission ELAAP was approved by full Council on 25th January 2017 for public consultation. Public consultation began on 15th March 2017 and runs until 28th April 2017.
- 6.3 Whilst this plan has not yet been adopted it does carry some weight, although this is more limited given it has yet to go through public consultation and examination in public. The following policy from the ELAAP is of relevance in the light of the changes proposed to the application and set out in this report.

EL1 – Housing in Meridian Water:

Affordable housing – this seeks to ensure that affordable housing is maximised and that all residential development proposals 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.

Housing Mix – For initial phases of Meridian Water, development proposals must deliver a minimum of 25% of 3+bed dwellings and opportunities to deliver a higher proportion must be explored.

7 Analysis

7.1 Principle of Development

- 7.1.1 The principle of development, the scale and quantum, together with the impact on neighbouring properties and on local highway conditions is discussed in detail in the original report and has been established as acceptable through the Committee Resolution to grant planning permission subject to conditions and a S106 Agreement

at the Committee on 28th June 2016. Therefore, this section focuses solely on the revisions that have been made following the resolution to grant as described above in section 3 of this report.

7.2 Red Line Boundary

- 7.2.1 The proposed amendment to the red line would incorporate a relatively small area of land to the east of the existing railway line on which there are no existing buildings or structures. Furthermore, there are no additional land owners other than those previously identified in the original application.
- 7.2.2 Officers have considered whether the incorporation of this additional land would result in any significant adverse impacts on the environment other than those previously identified (and mitigated for) in the Environmental Statement submitted with the original application. Given the relatively minor changes to the boundary in the context of the wider site it is reasonable to conclude that there would be no adverse environmental impacts resulting from the revision.
- 7.2.3 The applicant's consultant, responsible for preparing the original ES, has also confirmed that there would be no significant or adverse environmental impacts from the proposed amendment when considered with the existing development as a whole. Furthermore, the additional land will be required to comply with the environmental mitigation measures identified in the Environmental Statement.

7.3 Design Code

- 7.3.1 Given the application is in outline form, the Design Code provides detailed design guidance to ensure that as the detailed phases come forward, a sufficiently high quality approach is taken to detailed design matters as well as architectural form. The proposed amendments to the code are relatively minor in nature and do not alter the key principles in the code that guarantee the quality of the architecture, materials or detailing that will be achieved. In addition, some additional text has also been added providing further guidance on the design of the street scape and buildings.
- 7.3.2 The Design Code continues to secure that materials will be of brick and masonry, with no render or panel treatments on primary facades, and trim and detailing will be of metal not plastic. There are also no changes to the details such as a minimum of 210mm window reveals, rooftop services to be hidden, solid drained balcony floors, and all drainage and downpipes to be hidden, which ensure a good quality of detailing will be achieved as in the original version of the document. As per the original officer recommendation, conditions are recommended requiring details of proposed finishing materials, including sample panels being constructed on site, together with larger scale sections through typical panels are agreed with the LPA to ensure the guidelines in the design code are evidenced in the reserved matters submission.

7.4 Ecology

- 7.4.1 Local DMD Policy 76 designates a series of 'Wildlife Corridors' across the borough. One of which is the corridor that runs along the eastern edge of the Willoughby Lane site, along the WAML corridor. The corridor acts as green infrastructure and an ecological habitat to support the functionality of the adjacent Tottenham Hale to Northumberland Park Railsides Site of Borough Importance for Nature Conservation.

7.4.2 The original assessment found that the loss of rail side habitats from the station building and associated platform footprints together with the placement of a bridging structure across the rail corridor would break the connectivity of the current habitat on the rail corridor, reducing its function as a Wildlife Corridor at this point. The original ES states that a corridor of approximately 6m in width would be provided to mitigate the negative impacts associated with the development. As such, a continuous corridor was proposed in order to mitigate the identified impact.

7.4.3 The proposed amendment to 'break' the corridor beneath the railway bridge would therefore disrupt the ecological corridor which was proposed as direct mitigation for adverse environmental impacts. The applicant has provided an updated chapter of the ES to consider the impact of this change and has proposed additional mitigation measures in order to address them. The additional mitigation measures proposed around the station square in particular includes tree canopy connectivity to encourage movement by more mobile species around the break.

7.4.4 Additional site-wide mitigation measures include:

- On-site green spaces designed to sit contiguous with or within stepping stone distance of other semi-natural habitats;
- Distances between green space will be minimised;
- Habitat composition will include a diverse range of habitat types to maximise habitat heterogeneity and provide a range of different habitats;
- Signage and on-line information to help the public understand why habitats and features have been provided;
- Site-wide plan for the detailed design requirements for achieving boarder ecological connectivity; and
- Site-wide monitoring strategy for mitigation and enhancement measures.
- Maintenance plans for ecological enhancements and open spaces.

7.4.5 The updated ES concludes that the amendment will result in some residual negative effects on the connectivity and functionality of the corridor at Borough level. However, this impact will be limited to less mobile species that rely on unbroken connectivity of habitats and the overall significance of the effects are likely to be greatly reduced by the proposed mitigation and enhancement measures.

7.4.6 The revised proposals and updated ES chapter has been reviewed independently by an Ecological Consultant on behalf of the LPA who is satisfied that the mitigation measures proposed would appropriately redress any adverse ecological effects subject to conditions being attached to secure the mitigation and enhancement measures identified.

7.5 Affordable housing

7.5.1 Core Policy 3 and DMD1 seek to achieve a target of 40% affordable housing units applicable on sites capable of accommodating ten or more dwellings. The original proposals were based on a total provision of 25% affordable housing by unit number. The illustrative mix demonstrated this was equivalent to 30% provision by habitable room. Whilst below the target policy requirement of 40%, this was accepted by Members as an acceptable level of provision having particular regard to the mix of units (which maximised the number of family sized units) and the viability of the scheme as a whole particularly with regard to remediation and infrastructure provision.

- 7.5.2 The revised proposals achieve an uplift by 5% on the total affordable housing offer by habitable room, bringing the provision in line with the requirements of the ELAAP. A revised illustrative mix also demonstrates that this potentially results in an uplift of 7 affordable housing units as part of the scheme. This uplift in the affordable housing offer across the site is welcomed and has been subject to detailed discussions with both the GLA and the Borough's Housing Team to ensure that it remains responsive to local need.
- 7.5.3 Within the affordable tenure mix, Core Policy 3 seeks a target ratio of 70% social rent and 30% intermediate provision. DMD 1 acknowledges that on sites in the east of the borough, a lower proportion of affordable rent and a higher proportion of intermediate housing may be sought. On such sites a split of 60:40 between social/affordable rent and intermediate may be appropriate. This split is also supported by London Plan policy 3.11 'Affordable Housing Targets'. The original submission demonstrated that whilst a tenure split of 70:30 as specified in CP3 was potentially achievable, the exact mix was to be agreed at Reserved Matters stage.
- 7.5.4 Within the revised offer, the applicant has made a commitment to a split of 60% intermediate housing and 40% affordable rent. Whilst it is acknowledged that this is not reflective of the requirements of CP3 or DMD1, the level of provision has been subject to an additional round of viability testing and has been subject to negotiation with both the GLA and the Housing Team having regard to local housing needs. In particular, the requirement to provide a large proportion of family sized units in the affordable rented sector as per the Council's housing needs, together with the GLA's requirement to increase the overall level of provision, the overall provision of affordable housing is considered appropriate in the context of the viability position for this first phase.
- 7.5.5 As per the original recommendation to Members the development would still be subject to a positive viability review mechanism to test each phase of development to demonstrate the level of affordable housing provision to be achieved and whether an increase over and above the minimum 35% provision can be achieved. The phasing and delivery of the affordable housing across the site will also be secured through the s106 agreement.

7.6 Housing Mix

Affordable Tenure

- 7.6.1 London Plan Policy 3.8 'Housing Choice' encourages a choice of housing based on local needs, while affordable family housing is stated as a strategic priority. The Core Strategy (CP 5) sets borough targets as follows:

- Market housing – 20% 1 and 2 bed flats (1-3 persons), 15% 2 bed houses (4 persons), 45% 3 bed houses (5-6 persons), 20% 4+ bed houses (6+ persons).
- Social rented housing - 20% 1 bed and 2 bed units (1-3 persons), 20% 2 bed units (4 persons) 30% 3 bed units (5-6 persons), 30% 4+ bed units (6+ persons).

- 7.6.2 A non-policy compliant mix in the affordable housing tenure as presented in the original report to committee was accepted by Member's at the June 2016 meeting as per the parameters set out below:

- Between 20-30% 1b2p units

- Between 20-30% 2b3p-2b4p units, of with a maximum of 40% of the affordable rented 2-bed units shall be 2b3p.
- A minimum of 45% family units (3b+), of which no more than 20% of the affordable rented 3-bed units shall be 3b4p.
- A minimum of 5% of all family units (3b+) shall be 4b+ units, of which a minimum of 20% of the affordable rented 4-bed units shall be larger than 4b7p.

7.6.3 Following a review of the overall affordable housing provision the Housing Team have advised that as well as a requirement for larger affordable housing units, there is a need for an increased provision of 1b2p and 2b4p units in the affordable rented sector. The size mix parameters have therefore been revised to allow for this adjustment as detailed below:

- Between 20-30% 1b2p units (*no change*)
- Between 20-30% 2b3p-2b4p units, of which all of the affordable rented 2-beds shall be 2b4p
- A minimum of 35% of affordable rented units a mix of 2b4p and 1b2p units
- A minimum of 40% family units (3b+) of which none of the affordable rent 3 bed units shall be 3b4p or less and no more that 50% of the affordable rent 3 bed units shall be 3b5p
- A minimum of 5% of all family units (3b+) shall be 4b+ units, of which a minimum of 20% of the affordable rented 4 bed units shall be larger than 4b7p

7.6.4 The revised mix parameters are considered to be reflective of local housing need. Despite the reduction in family sized units in the affordable tenure, the continued commitment towards a significant proportion (40%) of larger affordable units is welcomed. These parameters will be secured either through planning condition or as an obligation within the S106 Agreement.

Private Tenure

7.6.5 When the application was originally reported to members, officers had secured a 25% target provision of family sized units (3+b) across all tenures. 15% of this provision was targeted within the private tenure. The original illustrative mix is copied below:

Tenure	Type	No Units	Quantum
Private	Studio	45	9%
	1b2p-2b3p	244	48%
	2b4p	113	22%
	3b4p	13	3%
	3b5-6p	87	17%
	4b6p+	10	2%
Private Total		512	
Affordable	1b2p-2b3p	89	42%
	2b3p	18	8%
	2b4p	37	17%
	3b4p	12	6%
	3b5p	46	22%
	3b6p	6	3%
	4b6p+	3	1%
	4b7p	2	1%
Affordable Total		213	29%
Overall Total		725	

- 7.6.6 Given the uplift in the quantum of affordable housing provision, the mix has been revisited in both the affordable (as detailed above) and the private tenures. Having regard to the revised viability position as well as the likely market demand for private units in this first phase of this significant regeneration project, the number of family sized units has been reduced to a total of 14% across the scheme with the biggest change in the private tenure as illustrated below:

Tenure	Unit Type	No. Units	Quantum	Habitable Rooms
Private	Studio	84	16%	84
	1b2p	252	47%	504
	2b4p	179	33%	537
	3b5-6p	23	4%	115
	4b6p+	0	0%	0
	TOTAL	537	74% of total	1240 (75% of total)
Affordable	1b2p	56	30%	112
	2b3p	27	14%	81
	2b4p	27	14%	81
	3b4p	10	5%	40
	3b5p	16	16%	80
	3b6p	42	15%	210
	4b6p	6	3%	36
	4b7p+	3	2%	18
TOTAL	187	26% of total	658 (35% of total)	
Affordable Rent	1b2p	13	17%	
	2b4p	15	20%	
	3b5p	10	13%	
	3b6p	28	37%	
	4b6p	6	8%	
	4b7p+	3	4%	
TOTAL	75	40% of affordable		
Shared Ownership	1b2p	43	38%	
	2b3p	27	24%	
	2b4p	12	11%	
	3b4p	10	9%	
	3b5p	6	5%	
	3b6p	14	13%	
	TOTAL	112	60% of affordable	
Total Scheme		725		1,989

Revised illustrative housing mix

- 7.6.7 The applicant with the benefit of input from development partner Barratt, has reiterated their contention that the market demand is likely to be for smaller units within the early phases of the Meridian Water regeneration project. With the proposed rail improvements and relatively inexpensive housing whilst the residential character of the area establishes it is more likely that the development will be “attractive to young professionals looking for competitively priced rented housing and housing for sale”. As such this first phase is proposed to reflect this trend.
- 7.6.8 It is recognised that the revised mix proposals represent a further reduction in family sized units across the scheme from that originally reported to Members and remains contrary to policy CP3 and the emerging policy in the ELAAP. However, in the context of the uplift in the affordable housing provision as a whole, the continued commitment to providing 40% 3b+ units in the affordable tenure and recognising that demand is likely to be for smaller units in this initial phase of the project and the community establishes itself, the proposed variations to the mix are supported. It is also relevant that this is the first phase of a significant site where there will be the

opportunity to review and potentially rebalance the mix at later stages of the wider development having regard to viability, local need and market demand.

7.7 Planning Obligations

7.7.1 Since Members resolved to grant planning permission the Section 106 agreement has been progressed between the parties. There are no material changes to the Heads of Term as listed at para 6.19.3 of the original report (Appendix 1) albeit for the amended requirements in relation to the provision of a minimum of 35% affordable housing by habitable room and the changes to housing mix.

7.8 Equalities Impact

7.8.1 Section 149 of the Equalities Act 2010 created the public sector equality duty. Section 149 states:-

(1) A public authority must, in the exercise of its functions, have due regard to the need to:

(a) eliminate discrimination, harassment, victimisation and any other conduct that is prohibited by or under this Act;

(b) advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it;

(c) foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

7.8.2 Officers have taken this into account in the assessment of the revisions proposed to the original application and the Committee must be mindful of this duty *inter alia* when determining all planning applications.

7.8.3 The consultation process has served to notify all relevant adjoining parties likely to be impacted by the development. However, additional regard has been given to any potential impact upon the protected characteristics outlined by the Equalities Act 2010 Section 149 and the provisions contained therein. It is considered that due regard has been given to the impact of the scheme on all relevant groups with the protected characteristics schedule.

8 **Conclusion**

8.1 The proposed amendments to the original scheme are consistent with regional and local policy and would aid the delivery of the first phase of this major transformational project. The increase in the affordable housing provision is welcomed as well as the continued commitment to provide a significant number of family sized units, particularly in the affordable rented tenure.

8.2 Regional and local policy is supportive of the delivery of a new community at Meridian Water, designated as a major regeneration area. This application represents the first phase of development, would bring forward much needed new high quality housing and is central to helping to achieve the Council's aspirations for over 10,000 new homes in the wider area. The application also includes the parameters for the new Meridian Water Station, which will improve access to the site and facilitate public access across the railway line, therefore improving east –west links for both existing residents and the new community.

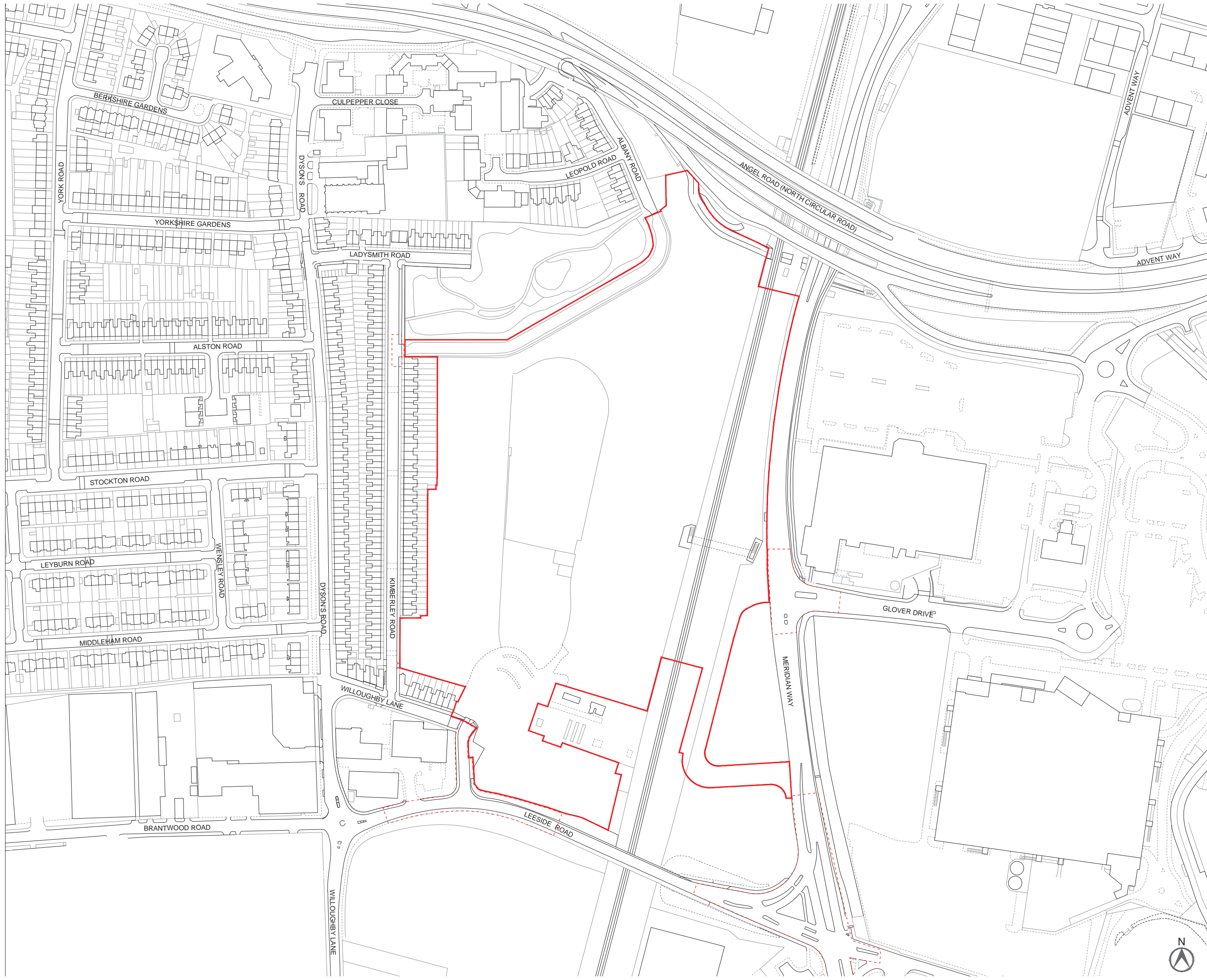
- 8.3 The application, whilst in outline form, has demonstrated the ambition to provide a high quality residential development supported by local retail and community facilities. This is reflected in the Development Specification and amended Design Code, which will set the parameters for future Reserved Matters submissions. The density, scale and character of the development proposed differs from the existing established housing immediately to the west of the site. However, Meridian Water needs to establish its own character if it is to deliver the housing numbers identified in policy and the increased housing numbers necessary to meet increased housing targets. The development has been designed to respect the smaller scale of the existing housing to the west, by reducing in scale to this boundary. Given this, and the separation distances between the proposed and existing development, it is considered that the amenities of existing residents will be safeguarded.
- 8.4 Overall, it is considered that the development proposed will provide a high quality residential development that will kick-start the regeneration of the wider area and is supported.
- 8.5 As this is a particularly large and complex scheme, the detailed wording of all conditions has not yet been fixed. The issues to be addressed by condition and/ or legal agreement were highlighted throughout the report attached at Appendix 1. Since the resolution to grant consent was received in June 2016, officers have been working with the Council's Master Developer, Network Rail and in consultation with the Environment Agency on the detailed structure and wording of the conditions to facilitate the delivery of this complex project. A working draft of these conditions can be found at Appendix 2. These remain the subject to ongoing discussions with the relevant parties. Members are therefore being asked in considering the officer recommendation which remains to grant planning permission, to also grant delegated authority to officers to continue to refine and agree the final wording for these conditions and to agree the final wording of the S106 Agreement to be appended to the decision notice, which will secure the delivery of those aspects of the scheme summarised at paragraph 6.19.13 of the original report and paragraph 7.1 above, that cannot be dealt with through condition.

9 Recommendation

- 9.1 That, subject to referral to the Great London Authority, the Head of Development Management / Planning Decisions Manager be authorised to **GRANT** planning permission subject to conditions similar to those set out in draft form at Appendix 2.

Appendices

- 1 Original report to Planning Committee 28 June 2016
- 2 Draft conditions
- 3 Summary of changes to proposed Design Code



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NOTES

- PLANNING APPLICATION BOUNDARY
- - - OFF-SITE HIGHWAY WORKS

Rev	Reason for Issue	Date
04	Issue For Approval	27/01/2017
03	Issue For Approval	08/12/2016
02	Draft Revision Red Line boundary	29/11/2016
01	Drawing revision	07/03/2016

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Meridian Water
Zone 1 - Willoughby
London N18

TITLE
Planning Application Boundary

DRAWING NUMBER
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04

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