

## A3

## Assessment against Planning Policy

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## NPPF

### Section 2: Achieving sustainable development

- 1.1 The NPPF defines the purpose of the planning system as being to contribute to the achievement of sustainable development, meaning that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways, so that opportunities can be taken to secure net gains across each of the different objectives:
- a) **An economic objective** – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
  - b) **A social objective** – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of the present and future generation; and by fostering a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs, and mitigating and adapting to climate change, including moving to a low carbon economy.
  - c) **An environmental objective** – to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.
- 1.2 For decision-making, Paragraph 11 sets out that local planning authorities should apply a presumption in favour of sustainable development:
- a) Approving development proposals that accord with an up-to-date development plan without delay; or
  - b) Where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
    - i) The application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
    - ii) Any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework as a whole.

## Assessment

- 1.3 The SIW support not only sustainable modes of transport in an area of significant planned growth but also secures net gains across the economic, social and environmental objectives of sustainable development enshrined in the NPPF. The SIW addresses key elements to delivering a sustainable development at Meridian Water by providing:
- i) a strategy to deal with flood risk both fluvial and surface water;
  - ii) a new east-west link to improve connectivity and active travel opportunities for future residents to access local services and public transport nodes, reducing reliance on the private motor vehicle;
  - iii) additional pedestrian and cycle connections north-south and improved links to the existing network;
  - iv) enhancement to the biodiversity value of the site through the naturalisation of part of Pymmes Brook and the creation of two new parks;
  - v) the use of SUDS features throughout the public realm; and
  - vi) the provision of the necessary infrastructure to facilitate future connectivity to the decentralised energy network.
- 1.4 In this respect the development is considered to address the requirements of this chapter of the NPPF.

## Section 6: Building a strong, competitive economy

- 1.5 Paragraph 80 requires planning decisions to help create the conditions in which businesses can invest, expand and adapt; placing significant weight on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development.

## Assessment

- 1.6 I consider that the SIW accords with the NPPF as in addition to supporting the delivery of much-needed housing, the Development enables the delivery of a new mixed-use neighbourhood comprising a new local centre and modern workspace suited to the needs of the modern economy. Meridian Water is currently underutilised and either vacant or occupied primarily by storage and distribution uses, which offer scope for significant intensification and upgrading of the site's employment offer. The consented SIW will enable the next phase of redevelopment at Meridian Water comprising mixed-use residential-led development of up to 2,300 homes and a new local centre as well as the wider delivery of the Scheme including around 5,000 homes which have planning policy support.
- 1.7 In addition, the delivery of the SIW will create approximately 1,500 net new full-time jobs and thousands of jobs during construction with opportunities for apprenticeships for local people. The SIW will also increase economic activity by reason of increased employment and expenditure during the

construction phase of the Scheme; and will increase economic activity by reason of increased employment and expenditure during the operational phase of the Scheme and the introduction of expanded residential uses.

## Section 9: Promoting sustainable transport

- 1.8 Paragraph 102 requires transport issues to be considered so that potential development impacts on transport networks are assessed and addressed and that patterns of movement, streets, parking and other transport considerations are integrated into scheme design and contribute to high quality places. Paragraph 110 sets out a hierarchy of priorities, giving priority to pedestrian and cycle movements, facilitating public transport and maximising the catchment area for public transport services. Paragraph 111 requires all developments generating significant amounts of movement to provide a travel plan and transport assessment, so that likely impacts of the proposal can be assessed.

### Assessment

- 1.9 The transport and highway interventions have been informed by placemaking considerations as part of the site-wide masterplanning process in accordance with the principles set out in paragraph 102 of the NPPF.
- 1.10 The layout of the Central Spine Road and Leeside Link Road, for example, have also been designed in order to maximise the catchment area for bus services and facilitate high quality public transport services, in accordance with paragraph 110 of the NPPF.
- 1.11 As set out in NPPF paragraph 109, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe. The Transport Assessment (TA) (submitted with the SIW Planning Application) demonstrates that the transport impacts associated with the SIW, with proposed mitigation, are acceptable. The case officer agreed with the conclusions of the TA and that the impacts on the highway network had been appropriately assessed – planning permission was therefore granted. Members also agreed that the transport impacts, with mitigation, were acceptable and granted planning permission.

## Section 11: Making effective use of land

- 1.12 Section 11 of the NPPF promotes the effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions.

### Assessment

- 1.13 As noted in the SIW Planning Application committee report, the SIW are necessary to unlock the development potential of this significant brownfield site by providing key infrastructure to support a new residential community of circa 5,000 homes and 1,500 jobs. The SIW Planning Application included a comprehensive package of works to address:

- i) Flood risk across the site by taking a site wide approach and creating developable plots to support the Phase Two Planning Application, whilst delivering compensatory storage within the LVRP;
  - ii) Creating a network of green infrastructure to deliver multiple benefits for future residents and the wider community, including biodiverse habitats, high quality open spaces and incorporating flood risk alleviation measures;
  - iii) East-west and north south severance by providing a new east-west Central Spine Road and Leeside Link Road, prioritising pedestrians, cyclists and public transport users;
  - iv) Post-industrial legacy of contamination by remediating the site at the same time as relevelling the site for the purpose of addressing flood risk; and
  - v) Delivering the key utilities infrastructure corridors required to support the scale of housing and employment growth envisaged across the site.
- 1.14 Having regard to making the most efficient use of land, I consider that the SIW accord with this chapter of the NPPF.

## Section 12: Achieving well-designed places

1.15 Section 12 promotes the creation of high-quality buildings and places.

### Assessment

1.16 As supported by the planning officer's conclusions in the SIW Planning Application Committee Report, the design of the SIW has been informed by a master planned approach to development, and has been subject to extensive review by statutory and non-statutory agencies and the Design Review Panel throughout, to ensure all comments and opinions were fully considered and taken into account. In design terms, I consider that the SIW conform with this chapter of the NPPF.

## Section 13: Protecting Green Belt

1.17 Paragraph 133 of the NPPF is clear that the Government attaches great importance to Green Belts, the fundamental aim being to protect urban sprawl by keeping land permanently open. Paragraph 141 sets out that local planning authorities should plan positively for the beneficial use of Green Belts. Paragraph 146 sets out that engineering operations are not considered to be inappropriate development in the Green Belt.

### Assessment

- 1.18 The SIW includes flood alleviation works, earthworks and landscaping within the LVRP, which is designated Metropolitan Green Belt land. As these works comprise engineering works, I do not consider that they constitute inappropriate development in the Green Belt.
- 1.19 The appropriateness of the SIW was accepted by the Council's Planning Committee. The case officer's report stated "These proposed works would preserve the openness of the Green Belt, see an enhancement of visual

amenity, biodiversity and recreational value of the land, with clear demarcation of Green Belt from the urban area established by Harbet Road. The development is appropriate development in the Green Belt and is supported.”. The GLA also confirmed that “The proposed works would see an enhancement in the visual amenity, biodiversity and recreational value of the land, through the removal of existing hard standing and landscaping works to provide a new publicly accessible park. The proposals will restore the verdant character and openness of the Green Belt land with clear demarcation of Green Belt and the urban area established by Harbet Road. Accordingly, the development is appropriate development within Green Belt and is supported.”

## Section 14: Meeting the challenge of climate change, flooding and coastal change

- 1.20 Section 14 of the NPPF deals with planning for climate change and flood risk – where development is necessary in areas at highest existing or present risk of flooding, Paragraph 155 requires development to be made safe for its lifetime without increasing flood risk elsewhere. Paragraph 165 sets out that major developments should incorporate sustainable drainage systems unless there is clear evidence that this would be inappropriate.

### Assessment

- 1.21 As required by the NPPF the Flood Risk Assessment (FRA) that accompanied the SIW application provides evidence satisfying the Sequential Test. The Core Strategy High Level Sequential Test justifies the steering of new development towards the identified Strategic Growth Areas, including Meridian Water. The FRA demonstrates that the Development would provide wider sustainability benefits to the community that outweigh the flood risk, and (as also confirmed in the evidence of Joe Nunan) that the development will be safe for its lifetime accounting for the vulnerability of its users, without increasing flood risk elsewhere and will reduce flood risk overall.

## Section 15: Conserving and enhancing the natural environment

- 1.22 Paragraph 170 requires planning decisions to contribute to and enhance the natural and local environment. When determining planning applications, Paragraph 175 requires local planning authorities to encourage development which incorporates biodiversity improvements in and around developments, especially where this can secure measurable net gains for biodiversity.

### Assessment

- 1.23 Paragraphs 170 and 175 of the NPPF recognise that the planning system should aim to conserve and enhance the natural and local environment by minimising impacts on biodiversity and providing net gains in biodiversity where possible.

- 1.24 The Ecology Chapter of the Environmental Statement (ES) submitted with the SIW Planning Application takes account of existing habitats and the potential ecological effects of the proposed development. It concluded that the proposed development would cause no likely significant adverse effects relating to ecology. The Development will result in a significant biodiversity net gain, reflecting the multiple benefits of the proposed natural flood management approach to increasing flood alleviation storage and infrastructure and associated habitat for a range of plant and animal species. The proposed naturalisation of Pymmes Brook will also create an ecologically richer environment, where the waterway is currently channelised.
- 1.25 Natural England considered that the proposed development would not have any significant adverse impacts on designated sites and raised no objection.
- 1.26 I therefore consider that the SIW complies with the relevant ecology and natural environment provisions of the NPPF.

## Assessment of Phase Two against the NPPF

- 1.27 More generally in relation to the Phase 2 proposals, which will be facilitated by the SIW:
- 1.28 **Sustainable Development**
- 1.29 The presumption in favour of sustainable development is at the heart of the NPPF.
- 1.30 I consider that the mixed-use nature of Phase Two creates a sustainable new neighbourhood, in order to minimise distances between employment opportunities, services and public transport and support active modes of travel. The Council agreed with this assessment. In reaching its decision, the Council considered that amongst other matters, the design code (submitted with the Phase Two application) encouraged future development to be highly sustainable and the details of each phase of the development would be secured through reserved matter applications and conditions.

## Housing Delivery

- 1.31 The NPPF outlines the Government's commitment of significantly boosting the supply of homes and supporting economic growth. The NPPF is particularly supportive of urban regeneration.
- 1.32 There is a clear and pressing need for housing in the London Borough of Enfield. Phase Two will deliver up to 2,300 residential units with the housing mix of the Scheme addressing multiple policy objectives, including an appropriate mix of housing types and sizes, as well as tenure mix.
- 1.33 The quantum of housing delivery will make a substantial contribution to meeting Enfield's and London's housing needs with the residential provision supporting the growth and regeneration of the area. The design of Phase Two maximises the waterfront location of the development site; contributes to placemaking objectives for a new urban mixed-use

- community at Meridian Water and optimises housing delivery in a location to be well-served by public transport, green and social infrastructure.
- 1.34 Phase Two will also significantly boost local affordable housing supply and contribute to the creation of a mixed and balanced community at Meridian Water.
- 1.35 In terms of housing delivery, in 2020 Enfield failed to meet 75% of their housing targets in the preceding three years. As a consequence the “presumption in favour of sustainable development category” is triggered as a consequence of the Council failing to meet the ‘Housing Delivery Test’ (HDT) – the HDT being an annual measurement of housing delivery introduced by the government through the NPPF. What this means in practice, is that applications for new homes should be considered with more weight by planning committee and the planning service.
- 1.36 The Council is also updating its Housing Action Plan (2019) and is expected to be published shortly. The new Housing Action Plan, amongst other areas of action, will emphasise the role of council housebuilding and regeneration in delivering new homes. Lack of development in the borough means the Council has to take a proactive role in council housebuilding and assess the barriers to delivery. It is clear that the delivery of Meridian Water provides the Borough with a significant opportunity for growth.
- 1.37 I consider that the housing provision – in Phase Two alone but also as part of the wider Scheme - accords with the NPPF as it will significantly boost local housing supply (thereby helping to address the Council’s historical under delivery of housing) and contribute to the creation of a mixed and balanced community at Meridian Water.. The case officer also confirmed in the Phase Two committee report that the development as proposed remained acceptable.

## Transport

- 1.38 As set out in NPPF paragraph 109, development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.
- 1.39 Paragraph 122 sets out how planning decisions should support development that makes efficient use of land, taking into account the availability and capacity of both existing and proposed infrastructure, including the potential for further improvement and the scope to promote sustainable travel modes that limit future car use.
- 1.40 Phase Two embeds the Healthy Streets Approach into the design of the Scheme and a Constructions Logistics Plan was also submitted with the application. The TA was developed in close liaison with TfL as the Strategic Highway Authority and the Council as the Local Highway Authority. The TA includes a full transport impact assessment and demonstrated that the transport impacts associated with Phase Two, with proposed mitigation, were acceptable.

- 1.41 I consider that, in transport and highway terms, Phase Two accords with this chapter of the NPPF.

### **Climate Change and Flooding**

- 1.42 As set out above, the NPPF seeks to address the challenge of climate change and flooding. The FRA, submitted with Phase Two, demonstrates how the proposals met the requirements of the Sequential and Exception Tests and how the proposals had been designed as part of a comprehensive sitewide approach to managing flood risk across Meridian Water generally. The flood mitigation strategy for Phase Two includes raising ground levels within the application site and conveying flood water to the Pymmes Brook and also the LVRP by the flood conveyance channel to come forward under the SIW.

- 1.43 I consider Phase Two accords with this chapter of the NPPF.

### **Natural Environment**

- 1.44 The NPPF seeks to conserve and enhance the natural environment. Phase Two includes a new 2ha park known as Brooks Park, 0.79ha public open space comprising of riverside linear open space (0.34ha); Salmons Brook linear open space (0.14ha); riverside square (0.1ha) and community streets (0.21ha) alongside smaller communal open spaces within urban squares. The Pymmes Brook will be re-naturalised which will include moving a section of river from its current concreted lined bed to a new naturally lined channel which will meander through the park surround by parklands and a boardwalk. The river will then re-join the existing concrete lined channel in the south and north of the naturalisation area. Green infrastructure will also be provided across the site through rain gardens, soft landscaped filter strips and ponds.

- 1.45 Phase Two – as part of the wider Scheme - has been designed to avoid and minimise ecological impacts, mitigate effects where necessary and provide ecological enhancements and accords with NPPF principles.

### **Conclusion**

- 1.46 With regards to the NPPF, the document emphasises that the purpose of the planning system is to contribute to the achievement of sustainable development; that there are three dimensions to sustainable development: economic, social and environmental; and that planning authorities should seek opportunities to achieve the promotion of these dimensions through the application of its policies. The NPPF encourages the use of sustainable and non-car modes of travel.
- 1.47 I consider that the SIW and Phase Two (also being integral to the delivery of the wider Scheme) are in accordance with the NPPF and secure net gains across the economic, social and environmental objectives of sustainable development enshrined in the NPPF. This is confirmed by planning permission having been granted for the SIW and the 11 March 2021 resolution to grant planning permission for Phase Two.

# The Development Plan

## The London Plan

- 2.1 The London Plan was adopted on 02 March 2021. The London Plan provides the strategic spatial strategy within Greater London and forms part of the Council's Development Plan. The London Plan identifies a number of objectives to: optimise the potential of development sites; make the most sustainable and efficient use of land, particularly in areas of good public transport; improve the quality of life; deliver high quality new homes; mitigate and adapt to climate change; and secure a more attractive, well designed green city.
- 2.2 The planning statements accompanying the SIW and Phase Two applications provided a detailed assessment of the proposals against (the then) Draft New London Plan policies with the case officer reports assessing both applications against the Intend to Publish London Plan policies. I touch on relevant matters as appropriate given that the majority of policies remain unaffected in comparison to the London Plan 2021.
- 2.3 Policy SD1 Opportunity Areas (OA) in the London Plan refers to areas capable of accommodating substantial numbers of new homes and employment. Policy SD1 seeks to ensure the areas' potential is fully realised - with the Lee Valley OA (in which Meridian Water is situated) showing an indicative capacity for 21,000 new homes (2019 - 2041) and 13,000 new jobs (Table 2.1).
- 2.4 Paragraphs 2.1.29 and 2.1.30 of the London Plan also recognise that the four-trains-per-hour service on the West Anglia Mainline will support development and regeneration at Meridian Water, ahead of Crossrail 2. Policy GG2 further emphasises that decision-makers should prioritise Opportunity Areas for development, in order to make best use of land. Policy SD2 requires that boroughs should support development in Opportunity Areas which creates employment opportunities and housing choice.
- 2.5 The London Plan sets out housing targets – 66,000 (para. 1.4.3) new homes per annum (with evidence suggesting that 43,000 of them should be genuinely affordable). A significant number of homes are needed in Enfield over the coming years in order to meet current and future need. The Council's 10-year target (2019/20 – 2028/29) for net housing completions is 12,460.

## Assessment

- 2.6 In terms of the SIW, the GLA recognised that the proposals enabled the redevelopment of brownfield land identified for major redevelopment within the local development plan and within the Upper Lea Valley Opportunity Area in line with the master plan proposals in place for the site. The GLA agreed that the principle of the SIW were in line with London Plan Policy and supported strategic growth aspirations for the site.

- 2.7 The GLA also acknowledged that the SIW would see an enhancement in the visual amenity, biodiversity and recreational value of the land, through the removal of existing hard standing and landscaping works to provide a new publicly accessible park. The SIW would restore the verdant character and openness of the Green Belt land with clear demarcation of Green Belt and the urban area established by Harbet Road. Accordingly, the relevant SIW were appropriate development within Green Belt and were supported. The approach to flood risk management, drainage and provision of open space were similarly strongly supported and considered to be in accordance with the (at that time) draft London Plan policies.
- 2.8 With regards to Phase Two, whilst the GLA's Stage 1 response confirmed that whilst the application was broadly supported, they wished to raise a number of detailed matters relating to compliance with London Plan and Draft London Plan policy. Subsequently and prior to Planning Committee, the applicant addressed these matters to the satisfaction of the case officer and Members. Officers concluded that Phase Two was supported in strategic planning terms by the GLA; the proposals represented and optimised the potential benefits for the site, the surrounding area and the local community and would bring much needed housing to the borough including affordable housing.
- 2.9 Having regard to the above, relevant policies of the London Plan as well as the proposed Phase Two conditions and draft S106 Agreement, I consider the SIW and Phase Two to be in general accordance with London Plan policy. Phase Two making a significant contribution to increased housing supply within LBE.

## Upper Lee Valley Opportunity Area Planning Framework

- 2.10 The Development is situated within the Upper Lee Valley Opportunity Area with the London Plan recognising that the area provides a range of development opportunities for higher density development.
- 2.11 The Upper Lee Valley Opportunity Area Planning Framework ('ULVOAPF') was adopted by the Mayor as Supplementary Planning Guidance in July 2013 and identifies growth at Meridian Water as one of the eight key objectives of the OAPF.
- 2.12 Section 7 of the ULVOAPF sets out guiding principles for the development of Meridian Water, which includes an ambition for 5,000 new homes and 3,000 new jobs across the masterplan area based upon numbers in the former Central Leeside Area Action Plan (see Section 4.4). It also highlights objectives of improving transport connectivity; delivery sustainability across the area; and improving health and lifestyles, particularly through improved green links. In particular the document highlights the need to open up connectivity east-west within and beyond Meridian Water to provide greater access to the surrounding communities and the nearby LVRP.

- 2.13 Having regard to ULVOAPF and its guiding development principles it is considered that both the SIW and Phase Two are in accordance with the objectives of the ULVOAPF.

## The Enfield Plan: Core Strategy 2010-2020

- 2.14 The Core Strategy 2010-20 provides the overarching policy context for the borough and the DMD sets out detailed policies and standards against which planning applications will be assessed. Both documents provide policies of relevance to the SIW and Phase Two.
- 2.15 Core policy 2 states that the Council will plan to meet the housing growth targets as set out in the (former) London Plan for the fifteen-year period from 2010/11 to 2024/25 and will plan for the provision of approximately 11,000 new homes.
- 2.16 The Meridian Water area corresponds with the Place Shaping Priority Area Meridian Water as designated in The Core Strategy. Core policies 37 and 38 deal specifically with Meridian Water. Policy 37 states:

"At Meridian Water... ...the potential of a new sustainable urban mixed-use community has been identified to play an important role in the delivery of planning and regeneration objectives, bringing forward in the region of 5,000 new homes and 1,500 new jobs."

- 2.17 Policy 38 states:
- "Based on the evidence of initial growth scenarios in the Meridian Water Place Shaping Priority Area, the objectives of new development will be to create a new community by 2026 with up to 5,000 new homes, 1,500 new jobs and all the necessary infrastructure to support the community and attract families and new employers to the area."

- 2.18 Core policy 38 also supports infrastructure improvements at Meridian Water including specific mention of the Central Spine Road stating the following aims:

"A new spine running through the area, connecting all parts of Meridian Water, linking new and existing communities, the station and the Lee Valley Regional Park;

Improved connectivity, both north-south and east-west;"

- 2.19 There are justifications and explanations of these policies in paragraphs 9.9 to 9.15 of the Core Strategy.

- 2.20 The Core Strategy also supports the Council acquiring land to control new development and use of CPO powers in appropriate circumstances:

"Where opportunities arise, the Council will consider the acquisition of new sites in order to secure community benefit or control new development, which in some cases may provide an opportunity to generate revenue from its landholdings, which it can reinvest into the community." (paragraph 10.18)

"Where the Council does not own the land and it appears that development identified in the Core Strategy is not coming forward in a timely manner, the Council will use its compulsory purchase powers to allow development to progress." (paragraph 10.19)

### Assessment

- 2.21 As set out in the Planning Committee reports and in the Planning Statements submitted with the SIW and Phase Two applications, both applications were considered to meet a range of objectives for Meridian Water and to be in accordance with relevant Core Strategy policy. I agree that both the SIW, Phase Two and indeed Scheme more generally are all in accordance with the Core Strategy.

### The Edmonton Leeside Area Action Plan ('ELAAP')

- 2.22 The ELAAP was first produced in November 2013 and adopted in its revised format in January 2020. The primary purpose of the ELAAP is to articulate in greater detail how the Core Strategy and relevant Development Management Document policies will be implemented, and to provide a more detailed policy framework to guide new development in the area. The ELAAP provides a policy basis supported by evidence modelling, to achieve the Core Strategy aim of approximately 5,000 homes and 1,500 net full-time jobs at Meridian Water.
- 2.23 Chapter 5 of the ELAAP deals specifically with Meridian Water. The Scheme is consistent with the principal aim of Chapter 5 of the ELAAP in bringing forward the regeneration of Meridian Water but the SIW are also specifically supported by Policy EL6 which discusses the Central Spine and Central Spine Corridor and states that the Council aims to "work with its partners and stakeholders to implement the Central Spine and maximise connectivity across Meridian Water".
- 2.24 The ELAAP makes clear how the Central Spine Road is fundamental to the development proposals for Meridian Water. It requires that development proposals that include part of the Central Spine Road must amongst other things:
- i) Support the delivery of a continuous link route across Meridian Water and beyond;
  - ii) Incorporate the Central Spine in the design;
  - iii) Prioritise the route as the primary route for orientation, navigation and connectivity at Meridian Water;
  - iv) Show how other routes provide connectivity to the Central Spine and enable connectivity within and beyond Meridian Water;
  - v) Demonstrate how resident and employee access to supporting uses is maximised, including retail, health centres, open space and schools;

- vi) Demonstrate how the Central Spine will act as the trunk route for servicing and subterranean infrastructure, including details of how the routes will positively and proactively connect to the Central Spine route and servicing on adjacent sites;
- 2.25 The ELAAP defines a safeguarded corridor for the route of the Central Spine Road within which the route permitted by the approved SIW falls.
- 2.26 Chapter 14 of the ELAAP provides policy support for the Council's approach to land assembly at Meridian Water. Specific recognition is given to the importance of a comprehensive regeneration and the use of CPO powers to enable effective delivery. It also highlights at paragraph 14.2.8 the importance of infrastructure where it states:  
"[L]and in some key parts of the site is fragmented between several owners. To deliver the infrastructure needed to develop Meridian Water in an effective and timely way, greater control over land and delivery is required. This relates particularly to delivery of the Central Spine as the key linking element".
- 2.27 The ELAAP also notes the area as being strategically located at the heart of the Mayor's Upper Lee Valley Opportunity Area and the London-Stansted corridor and long established as a significant employment location with some parts of the area seeing transformational change, in particular at Meridian Water.

## Assessment

- 2.28 Compliance with ELAAP policy was set out in detail as part of the SIW and Phase Two submissions. In determining both applications, the LPA had regard to a number of matters including:
- i) the principle of development
  - ii) extent to which development supported economic growth and net increase in jobs
  - iii) mix of uses
  - iv) housing capacity
  - v) infrastructure capacity and delivery
  - vi) design of the road network
  - vii) pedestrian, cyclist and vehicular accessibility
  - viii) compliance with transport modelling that underpinned the ELAAP
  - ix) location of the CSR within the 'corridor' established by the ELAAP
  - x) open and recreational space provision and
  - xi) flood risk mitigation

- 2.29 Both the SIW and Phase Two are in compliance with the ELAAP. The 'Scheme' will also bring forward other housing, retail, leisure uses and provide new educational, health and community facilities in accordance with the ELAAP.