

Development Management Document
Part of Enfield's Local Plan

Addendum of Focused Changes

January 2014

www.enfield.gov.uk/DMD

Focused Changes (FCs)

The Council has taken the opportunity to put forward focused changes to the Development Management Document Proposed Submission Draft. The amendments do not alter the strategy of the DMD; undermine the sustainability appraisal or public consultation process that has informed the Plan's preparation. The changes represent a combination of amended text in response to matters arising from public consultation on the DMD at regulation 19 stage.

Text in Bold Print and underline Proposed insertion
~~Text with a strikethrough~~ Proposed deletion

FC No.	Page no.	Chapter, Section, Policy, Paragraph, Diagram, Tables, Figures	Proposed Change	Justification	Source of Change / Representation no.
Chapter 2 Housing					
1.	20	DMD 9 Amenity Space	<p>DMD 9 Amenity Space</p> <p>"1) New development must provide good quality private space that is not overlooked by surrounding development that and meets or exceeds the following minimum standards"</p>	Focused change made in response to representation in criterion 1).	30 – Graham Fisher on behalf of A C Nicholas (Rep no. 30). & LBE

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			<p>Table 2.1</p> <table border="1"> <thead> <tr> <th data-bbox="658 459 864 678"></th> <th data-bbox="864 459 999 678">Dwellin g Type</th> <th data-bbox="999 459 1211 678">Average private amenity space (across the whole site)</th> <th data-bbox="1211 459 1413 678">Minimum private amenity space for individual dwellings</th> </tr> </thead> <tbody> <tr> <td data-bbox="658 678 864 896">Flats A) <u>Dwellings with access to communal amenity space</u></td> <td data-bbox="864 678 999 896">1p</td> <td data-bbox="999 678 1211 896">N/a</td> <td data-bbox="1211 678 1413 896">4sqm</td> </tr> <tr> <td data-bbox="658 896 864 933"></td> <td data-bbox="864 896 999 933">1b2p</td> <td data-bbox="999 896 1211 933">N/a</td> <td data-bbox="1211 896 1413 933">5sqm</td> </tr> <tr> <td data-bbox="658 933 864 970"></td> <td data-bbox="864 933 999 970">2b3p</td> <td data-bbox="999 933 1211 970">N/a</td> <td data-bbox="1211 933 1413 970">6sqm</td> </tr> <tr> <td data-bbox="658 970 864 1007"></td> <td data-bbox="864 970 999 1007">2b4p</td> <td data-bbox="999 970 1211 1007">N/a</td> <td data-bbox="1211 970 1413 1007">7sqm</td> </tr> <tr> <td data-bbox="658 1007 864 1043"></td> <td data-bbox="864 1007 999 1043">3b4p</td> <td data-bbox="999 1007 1211 1043">N/a</td> <td data-bbox="1211 1007 1413 1043">7sqm</td> </tr> <tr> <td data-bbox="658 1043 864 1080"></td> <td data-bbox="864 1043 999 1080">3b5p</td> <td data-bbox="999 1043 1211 1080">N/a</td> <td data-bbox="1211 1043 1413 1080">8sqm</td> </tr> <tr> <td data-bbox="658 1080 864 1117"></td> <td data-bbox="864 1080 999 1117">3b6p</td> <td data-bbox="999 1080 1211 1117">N/a</td> <td data-bbox="1211 1080 1413 1117">9sqm</td> </tr> <tr> <td data-bbox="658 1117 864 1153"></td> <td data-bbox="864 1117 999 1153">4b5p</td> <td data-bbox="999 1117 1211 1153">N/a</td> <td data-bbox="1211 1117 1413 1153">8sqm</td> </tr> <tr> <td data-bbox="658 1153 864 1190"></td> <td data-bbox="864 1153 999 1190">4b6p</td> <td data-bbox="999 1153 1211 1190">N/a</td> <td data-bbox="1211 1153 1413 1190">9sqm</td> </tr> <tr> <td data-bbox="658 1190 864 1449">Houses B) <u>Dwellings without access to communal amenity space</u></td> <td data-bbox="864 1190 999 1449">2b4p</td> <td data-bbox="999 1190 1211 1449">38sqm</td> <td data-bbox="1211 1190 1413 1449">23sqm</td> </tr> </tbody> </table>		Dwellin g Type	Average private amenity space (across the whole site)	Minimum private amenity space for individual dwellings	Flats A) <u>Dwellings with access to communal amenity space</u>	1p	N/a	4sqm		1b2p	N/a	5sqm		2b3p	N/a	6sqm		2b4p	N/a	7sqm		3b4p	N/a	7sqm		3b5p	N/a	8sqm		3b6p	N/a	9sqm		4b5p	N/a	8sqm		4b6p	N/a	9sqm	Houses B) <u>Dwellings without access to communal amenity space</u>	2b4p	38sqm	23sqm	LBE focused changes to provide clarity over application.	
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			<table border="1" data-bbox="663 389 1415 539"> <tr> <td>3b4p</td> <td>38sqm</td> <td>23sqm</td> </tr> <tr> <td>3b5p</td> <td>44sqm</td> <td>29sqm</td> </tr> <tr> <td>4b5p</td> <td>44sqm</td> <td>29sqm</td> </tr> <tr> <td>4b6p</td> <td>50sqm</td> <td>35sqm</td> </tr> </table> <p data-bbox="663 608 1415 758">2) In addition to the standards for private amenity space set out above, flats dwelling within part A) of table 2.1 must provide have access to communal amenity space which:</p> <ul style="list-style-type: none"> <li data-bbox="663 807 1415 837">a. Is not accessible to the public <li data-bbox="663 847 1415 954">b. Provides a functional area of amenity space having regard to the housing mix/types to be provided by the development <li data-bbox="663 963 1415 994">c. Is overlooked by surrounding development; <li data-bbox="663 1003 1415 1070">d. Is accessible to wheelchair users and other disabled people; <li data-bbox="663 1080 1415 1110">e. Has suitable management arrangements in place. 	3b4p	38sqm	23sqm	3b5p	44sqm	29sqm	4b5p	44sqm	29sqm	4b6p	50sqm	35sqm		
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Chapter 3 Community Facilities																	
2.	30	DMD 16 - Provision of Community Facilities	DMD 16 "New community facilities will be supported borough-wide and may will be required as part of development,	Focused changes made in response to representations.	LBE 20 – Planning Potential on behalf of Scottish Widows.												

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			within the strategic growth areas, <u>as detailed within Local Plan documents and the Infrastructure Delivery Plan (IDP)</u> to ensure the creation of prosperous, sustainable communities.....”		(Rep no. 33). 31- Planning Potential on behalf of Fairview New Homes.(Rep no 34).
Chapter 4 – Enfield’s Economy					
3.	34	DMD 19 - Strategic Industrial Location Paragraph 4.2.1	Paragraph 4.2.1 “Strategic Industrial Locations (SIL) forms the strategic reservoir of industrial land in London. <u>The main focus within SIL is on uses categorised under the “B” use classes (B1, B2 and B8). The Council recognises that there are a greater number of uses of a similar nature that can also locate and function successfully within these areas, as broad industrial type activities as defined in the London Plan and the Mayor’s SPG on Land for Industry and Transport (2012).</u> ”	Text has been reinserted back into supporting paragraph to provide flexibility sought by the representation. LBE has included additional reference to London Plan and Mayor’s SPG to qualify the type of appropriate uses.	32 - LaSalle Investment Management on behalf of Stonehill Business Park (Rep no.44).
4.	38	DMD 23 Criterion 1b	“New Employment Development 1. Industrial development within SIL and LSIS	Deletion of the word “local” sought by the	20 – Planning Potential on behalf of Scottish Widows

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			<p>New industrial development will be permitted provided all of the following criteria are met:.....</p> <p>b. The accommodation provided is flexible and suitable to meet future needs and requirements of local businesses and small firms, where appropriate;</p>	representation to not limit the requirements of new employment development to local needs.	(Rep no.50). 32 – LaSalle Investment Management on behalf of Stonehill Business Park. (Rep no. 51).
5.	39	Paragraph 4.7.1	“The borough needs to continue to redevelop and renew existing industrial locations across the borough to meet the demands of business, <u>including local business and small business start-ups</u> ”.	Additional wording added to support the requirements of local business within supporting text as opposed to Policy.	LBE
Chapter 5 Town Centres and Shopping					
6.	42	DMD 25 - Locations for New Retail, Leisure and Office Development	<p>DMD 25</p> <p>“1. Locations for New Retail, Leisure and Office Development</p> <p>a. Main and bulk convenience, comparison shopping, <u>food and drink uses</u> and major leisure and office</p>	Focused changes made in response to representations.	19 - Universities Superannuation Scheme (Rep no. 54). 24 – Savills of behalf of Legal & General and National Grid (Rep no. 55).

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			<p>development</p> <p>i. New development will permitted within Enfield Town and the borough's four district centres.</p> <p>ii. <u>In accordance with the sequential test</u> if no sites are suitable or available within the town centres listed in part <u>i a.</u> of this policy <u>for the development proposed,</u> then retail development at edge of centre locations that are <u>accessible and</u> well connected to and up to 300 metres from the primary shopping area will be permitted.</p> <p>iii. New development within the boundary of the Council's existing retail parks of Enfield retail park, DeManderville Gate, Ravenside and Angel Road (as defined in the Core Strategy and on the Policies Map) <u>and outside of the town centres</u> will only be permitted if the applicant can demonstrate to the Council's satisfaction that a sequential test has been applied which shows that there are no suitable sites for the proposed development that are available within or on the edge of the centres <u>detailed in part i. of this policy.</u> Furthermore, that a retail impact assessment should demonstrate that the development is not likely to have a negative impact to the viability and vitality of Enfield's centres or planned investment in</p>		<p>28 - Ikea Properties investment Ltd. (Rep no. 56).</p> <p>32 - LaSalle Investment Management on behalf of Stonehill Business Park (Rep no. 57).</p>

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			<p>centres and that the development increases the overall sustainability and accessibility of the retail park in question.</p> <p>iv. Proposals for leisure development in Picketts Lock will be permitted if a sequential test has been applied to demonstrate the location is the most appropriate for the proposed use.</p> <p>v. Development outside of the locations set out in parts a-d of the policy above will not be permitted.</p> <p><u>v. Retail, Leisure and Office Development may also be considered within the Area Action Plans through identified sites.”</u></p> <p>b. Local Shopping Facilities</p> <p>Proposals for new retail (A1) and A2-5 uses, leisure and other community uses of a scale which provide local shopping facilities and services for communities will be permitted within the boundaries of large local centres, small local centres and local parades, as defined on the Policies Map.</p> <p>Proposed retail development outside of centres will be</p>		

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			refused. Proposals located elsewhere will be determined in accordance with part 1a. iii. of this policy.”		
7.	50	DMD 32 Managing the Impact of Food and Drink Establishments	<p>DMD 32</p> <p>“1. Development involving the establishment of food and drink uses (A3, A4 and A5 – inclusive) will only be permitted in the following locations:.....</p> <p>4. Development involving hot food takeaway (A5) uses, <u>or uses with a significant A5 element</u> on sites located within 400 metres of an existing or proposed secondary school entrance will not be permitted.....”</p>	Focused changes made in response to representations criterion 1.	<p>17 - Wildstone Planning On behalf of Trent Park Golf Club (Rep no. 59)</p> <p>24 – Savills on behalf of Legal & General and National Grid. (Rep no. 60).</p> <p>LBE change at criterion 4.</p>
Chapter 6 Design and Heritage					
8.	58	Paragraph 6.1.8	6.1.8: “Applicants are strongly advised to take advantage of the pre-application advice service offered by the Council. <u>Where appropriate early discussions with relevant statutory consultees such as English Heritage on major heritage issues is also encouraged...</u> ”	Focused changes made in response to representation.	09 – English Heritage (Rep no. 63).

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9.	58	DMD 39 - The Design of Business Premises	DMD 39 "1) All new business premises must make efficient use of land and maximise their contribution to the urban environment. Development must meet all the following criteria..."	Focused changes made in response to representation.	20 – Planning Potential on behalf of Scottish Widows. (Rep no. 69).
10.	59	DMD 41 - Advertisements	DMD 41 "3. Proposals for internally illuminated signs, box fascias or projecting box signs are unlikely to will not be acceptable in conservation areas and will normally be refused elsewhere....."	Focused changes made in response to representation.	01 - Outdoor Media Centre (Rep no. 71). 03 - British Sign & Graphics Association (Rep no. 72).
11.	63	DMD 44 - Preserving and Enhancing Heritage Assets	DMD 44 "1. Applications for development which fail to conserve and enhance the special interest, significance or setting of a heritage asset will normally be refused. 2. <u>The design, materials and detailing of</u> Development affecting heritage assets or their setting should preserve the asset in a manner appropriate to its significance " seek to complement the asset in all aspects of its design, materials and detailing".	Focused changes made in response to representation.	09 – English Heritage (Rep no. 75).

Chapter 7 Transport and Parking					
12.	68	DMD 45 - Parking Standards and Layout	<p>DMD 45</p> <p>“1. Car Parking Development will only be permitted if appropriate parking provision is incorporated into the scheme having regard to the parking standards set out in the London Plan and: <u>Car parking proposals will be considered against the standards set out in the London Plan and:</u></p> <p>“2. Cycle and Powered Two Wheelers (P2W) Parking New development should make provision for <u>active and passive electrical charging points</u>, cyclists and Powered Two Wheelers (P2W) in accordance with the standards set out in the London Plan. <u>For developments where no standards exist, required provision will be assessed on a case by case basis”</u></p> <p>“ 3. Parking Design Car park surfaces requiring sustainable drainage systems (SUDS) must be used and designed to provide HGV access <u>to allow</u> for the maintenance of the attenuation areas or soakaways”.</p> <p>“4. Limited Parking or Car Free Housing Development Applicants may be required to contribute towards the implementation of parking controls to prevent on-street parking <u>where development would otherwise affect affecting</u> traffic flow. For sites within existing or</p>	Focused changes made in response to representations.	<p>Point 1 – 16 – GLA (Rep no. 77).</p> <p>Point 2 – GLA & LBE.</p> <p>Point 4 — 16 GLA (Rep no. 77) & LBE.</p> <p>Point 5 - Point 1 – 16 GLA (Rep no. 77) & LBE .</p>

			<p>proposed controlled parking zones, residents of the new development may be prohibited from obtaining a parking permit, where demand for on street space is already high and would be worsened by the development proposal, and and "This will be secured by a legal agreement".</p> <p>"Residential developments providing parking below London Plan Standards will only be considered if the site:</p> <p>a. <u>Has good access to public transport services or will have good access as a result of proposed or planned improvements: a Public Transport Accessibility Level of 5 or above; and....."</u></p> <p>"5. Car Clubs The Council will require encourage proposals for car clubs in locations especially those that would where schemes are viable to support lower levels of off-street parking in new developments, be available to the wider public and where new car club bays would support or develop the existing car club network".</p>		
13.	69	Paragraph 7.1.1 Final sentence	<p>"As a starting point, the Council will apply the maximum parking standards provided in the London Plan". and set out in Parking for residential development".</p>	Focused change.	LBE
14.	69	New Paragraph inserted below 7.1.1a	<p><u>New 7.1.1a</u> <u>"The Council is also producing a range of guidance</u></p>	Focused changes to provide additional	LBE

			<u>notes for new developments that will seek to protect and improve parking provision, on- and off- street cycle parking, car club services and encourage best practice in design. Where new development may impact on on-street parking pressure, this must be assessed within a Transport Assessment based on a survey methodology agreed with the Council”.</u>	clarification and sign-posting within supporting text.	
15.	69	Paragraph 7.1.2	It is essential that a design led approach is adopted to ensure parking functions satisfactorily <u>for all users including disabled drivers, pedestrians, cyclists and service vehicles and does not impact negatively on the surrounding streetscape</u> . Consideration must be given to parking and the design of access and parking areas for cars, cycles and service vehicles and its relationship to the built environment which it serves. Well planned and designed parking can have a determining influence on the successfulness of streetscape, and can often influence appropriate development density. Providing creative, well designed and accessible solutions to car parking and servicing within housing and is important to the success of all developments commercial developments is important to its success.	Focused change to consolidate text.	LBE
16.	69	Paragraph 7.1.3	“A ‘one size fits all’ solution is not appropriate, and local issues around <u>accessibility to both local facilities and public transport</u> accessibility to facilities and services and the needs of any new development will need to be taken into account when applying London Plan standards”.	Focused change to consolidate text.	LBE

17.	70	Paragraph 7.2.4	<p>“In many areas of the borough demand for on-street parking is high limited due to a lack of off-street parking availability or reduced on-street capacity because of narrow roads or existing accesses that prevent parking. Applications for crossovers in areas where high on-street parking pressure already exists will be subject to a parking survey or, where applicable, the analyses of CPZ permit sales. Permission will not be granted if surveys demonstrate that on-street parking occupancy is high”. 90% of the available kerbside space is already used for vehicle parking, particularly between the hours of 6.30pm and 8.00pm on a weekday, when it is likely, in most cases, to be the peak demand for cars to be parked on street. This will apply on roads outside of a CPZ; otherwise the hours of the CPZ operation will be applied. On roads within CPZs, it is the preferred approach to use permit sales data as the form of assessment and, in such cases, a 90% threshold of allocated car parking permits in relation to the number of parking spaces available will be applied. This approach will maximise the availability of on-street parking, maintaining some kerb-side space for residents and their visitors.</p>	Focused change to consolidate text.	LBE
18.	71	DMD 47 – New Road, Access and Servicing Development	<p>DMD 47 – Access, New Roads Access and Servicing Development</p> <p><u>1. Non- vehicular Access</u></p> <p><u>a) Provisions for pedestrians:</u></p> <p><u>All developments should make provision for attractive,</u></p>	Focused change to include new text into DMD 47 to address non-vehicular requirements of development, including	33 – Broomfield Home Owners and Residents Association (BHORA) (Rep no. 81). & LBE

		<p><u>safe, clearly defined and convenient routes and accesses for pedestrians, including those with disabilities. New pedestrian accesses, routes and footpaths are encouraged and should link with the surrounding street and Public Right of Way networks where appropriate. Development will not be permitted where it compromises existing rights of way, unless alternatives of equivalent or greater attractiveness and convenience are provided. Gated developments will be resisted.</u></p> <p><u>b) Provision for cyclists</u></p> <p><u>Cycle access to new developments should be designed to ensure cycling is a realistic alternative travel choice to that of the private car. The Council will protect existing off-road routes and the alignment of proposed routes from development, unless alternatives of equivalent or greater attractiveness and convenience are proposed. Where appropriate the Council will seek the provision of segregated cycle routes to adoptable standards as part of a new development.</u></p> <p><u>c) Public Transport</u></p> <p><u>Applications for development should give consideration to the impact of development on public transport services. Major applications will be expected to demonstrate that existing or proposed public transport capacity can accommodate development proposals, and where necessary, identify opportunities for public transport improvements.</u></p>	<p>pedestrian cycle and public transport requirements.</p> <p>Policy has been reconfigured to clearly distinguish between non-vehicular and vehicular policy requirements.</p>	
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			<p><u>2) Vehicular access and servicing</u></p> <p>New development will only be permitted if the access and road junction which serves the development is appropriately sited and is of an appropriate scale and configuration and there is no adverse impact on highway safety and the free flow of traffic.</p> <p>New access onto roads with a speed limit above 40mph must comply with design standards within DMRB (<u>the</u> Design Manual for Roads and Bridges) which will apply.</p> <p>New access onto other roads must have regard to the Manual for Streets and Manual for Streets 2 or replacement publications.</p> <p>New access and servicing arrangements must ensure vehicles can reach the necessary loading, servicing, and parking areas. Layouts must achieve a safe, convenient and fully accessible environment for pedestrians and cyclists.</p> <p>New development will only be permitted where adequate, safe and functional provision is made for:</p> <ol style="list-style-type: none"> 1. Refuse collection (using 11.0m freighters) and any other service, and delivery vehicles required to serve part of the normal functioning of the development; and 2. Emergency services vehicles, (following guidance issued by the London Fire Brigade & Building 		
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			<p>Regulations); and</p> <p>3. Operational needs for existing residents, visitor and user “drop-off” and “pick-up” areas (e.g. for parents at nurseries and schools) as appropriate to the functioning of the development and the safety and free-flow of traffic.</p> <p>New highways should be built to adoptable design, construction, and safety standards. Should developers wish to have new roads adopted under Section 38 of The Highways Act 1980, then specific guidance is available separately. However the Council will not necessarily adopt all highway layouts and early advice should be sought.</p> <p>This policy should be read in conjunction with Core Strategy policies 24, 25, 26 and 27.</p>		
19.	71	Paragraph 7.3.1	<p><u>“New development should encourage walking and cycling so that sustainable modes of travel are encouraged. This includes ensuring any new development is of the highest quality, is attractive to use and links in with the surrounding street network. Gated communities are unlikely to achieve these aims.</u></p> <p>Most new development will generate some degree of servicing or pick up and drop off activity. Development proposals need to ensure that appropriate space for servicing is integral to the development and design considerations at the outset. It will need to show there are no impacts on the safety of pedestrians, cyclists and</p>	Focused changes to provide additional clarification on implementation within supporting text.	LBE

			other road users. Off-site servicing will only be considered in circumstances where there is no appropriate on-site alternative”.		
20.	72	DMD 48 – Transport Assessments	<p>Insertion of new sub-headings</p> <p>DMD 48 – Transport Assessments</p> <p><u>“Transport Assessments</u></p> <ul style="list-style-type: none"> • All major development proposals should be accompanied by a Transport Assessment. For minor developments a Transport Statement may be required. • In exceptional circumstances, where minor development would place pressure on the existing transport network, the Council will request a Transport Assessment in order to establish the transport implications of the development. <p><u>Travel Plans</u></p> <ul style="list-style-type: none"> • A Travel Plan will be required where the Transport Assessment or Transport Statement identifies the need to improve <u>modal choice</u>, pedestrian accessibility, minimise congestion or reduce pollution. <p><u>Servicing and Delivery Plans and Construction Logistics Plan</u></p>	Focused changes to insert new sub-headings and provide further guidance under “Servicing and Delivery Plans and Construction Logistics Plans.”	33 – Broomfield Home Owners and Residents Association (BHORA) (Rep no. 82). LBE

			<ul style="list-style-type: none"> The development of Servicing and Delivery Plans and Construction Logistic Plans (CLP) will be encouraged for all major commercial developments. The Council may stipulate the production of such plans to ensure that developments provide for safe and legal delivery, collection, construction and servicing <u>including minimising the risk of collision with cyclists and pedestrians and set appropriate obligations to ensure compliance.</u> locations and will set obligations to use them. The Plans may be requested alongside and in coordination with the documents outlined in this policy. <u>The minimum safety requirements may be secured by legal agreements”.</u> 		
21.	72	Paragraph 7.4.2	<p>“Travel Plans should identify a package of practical mitigation measures and initiatives relating specifically to the needs of a development that provide a genuine alternative to private vehicle use and encourage walking, cycling and travel by public transport. Travel Plans should proactively encourage a change in travel behaviour using measures such as car clubs, car park management, penalty payments or restrictions, and any other measures that aid in minimising the number of trips taken by car, imposed through Travel Plans and secured and monitored via Section 106 agreements.</p> <p><u>Travel Plans may also be required in specific circumstances, for example where proposed development has the potential for significant traffic impact which requires mitigation, or accessibility issues to be addressed For phased developments</u></p>	Focused change to provide further guidance on implementation within supporting text.	33 – Broomfield Home Owners and Residents Association (BHORA) (Rep no. 82). & LBE

			<u>where the initial phasing may not reach the specified threshold but future phases will reach or exceed the threshold a travel plan will be required for the whole scheme. This will also apply to applications that result in the extension of a site that when combined is at or exceeds the threshold”.</u>		
Chapter 8 Tackling Climate Change					
22.	76	DMD 49 - Sustainable Design and Construction Statements	<p>Paragraph 2 of DMD 49 to read:</p> <p>All development will be required to include measures capable of mitigating and adapting to climate change to meet future needs <u>having regard to technical feasibility and economic viability.</u></p> <p>Final sentence of DMD 49 to read:</p> <p>“This Policy should be read in conjunction with Core Strategy policies 4, 20, 21, & 22, and 31.”</p>	Focused changes made in response to representations on flexibility and cross-referencing	<p>32 - LaSalle Investment Management on behalf of Stonehill Business Park (Rep no. 85.)</p> <p>09 – English Heritage (EH) (Rep no. 83).</p>
23.	77	DMD 50 - Environmental Assessment Methods	<p>Final sentence of DMD 50 to read:</p> <p>“This Policy should be read in conjunction with Core Strategy policies 4, 20, 21, 22, 28, 31, 32 & 36.</p>	Focused change made in response to representation for additional cross-referencing.	09 – English Heritage (EH) (Rep no. 83).
24.	85	DMD 56 - Heating and Cooling	<p>Paragraph 1 of DMD 56 to read:</p> <p>“All new developments (excluding householder applications) will be required to demonstrate how the scheme has been designed to control and manage heat gain and reduce the reliance on mechanical cooling, <u>subject to technical and economic feasibility and other</u>”</p>	Focused change made in response to representation for consistency.	11 – Thames Water (TW) (Rep no. 93).

			<u>relevant planning considerations.”</u>		
25.	86	DMD 57 - Responsible Sourcing of Materials, Waste Minimisation and Green Procurement	Paragraph 1 of DMD 57 to read: “All major developments are required to ensure materials used in construction are responsibly sourced <u>subject to technical and economic feasibility and other relevant planning considerations.</u> As a minimum development will be required to achieve the following credits under the Materials category of the Code for Sustainable Homes and BREEAM or equivalent rating/scheme if this is replaced or updated:....”	Focused change made in response to representation for consistency.	11 – Thames Water (TW) (Rep no. 94).
26.	87	DMD 58 - Water Efficiency	DMD 58 Paragraph 1 of DMD 58 to read: “In accordance with Core Strategy Policy 21 and the objectives for water efficiency set out in the London Plan all new development will be required to maximise its water efficiency, <u>subject to technical and economic feasibility and other relevant planning considerations.</u> Final sentence of DMD 55 to read: “ <i>This Policy should be read in conjunction with Core Strategy Policy 21 and 46</i> ”.	Focused change made in response to representation (in part) for consistency.	11 – Thames Water (TW) (Rep no. 95).
27.	88	DMD 58 - Water Efficiency	New paragraphs to be inserted after 8.4.4 <u>A major upgrade is being planned for the Deephams Sewage Works during the plan period, to meet new</u>	Focused change made in response to representation (in part).	11 – Thames Water (TW) (Rep no. 95).

			<u>environmental standards and to accommodate growth within the catchment. The principal of the upgrade is supported as being necessary to deliver infrastructure to meet existing and future wastewater demands.”</u>		
28.	89	DMD 59 - Avoiding and Reducing Flood Risk	<p>Correct cross-referencing in sub-section 1a.</p> <p>“a. Be appropriately located and informed by a site specific Flood Risk Assessment (FRA) if proposed in flood risk areas in line with DMD 602 (Assessing Flood Risk);</p> <p>Amend final paragraph of DMD 59</p> <p>“In consultation with the Environment Agency p <u>Planning permission will only be granted for proposals which have addressed all sources of flood risk and would not be subject to, or result in, unacceptable levels of flood risk on site or increase the level of flood risk to third parties.</u></p>	Focused change made in response to representation.	26 – Environment Agency (EA) (Rep no.98.)
29.	90	DMD 60 - Assessing Flood risk	<p>DMD 60 Section 2 Additional requirements for non-fluvial flooding new bullet point to read:</p> <p><u>“b. Development proposals should provide a drainage strategy to demonstrate the requirements of DMD 61.</u></p>	Focused change made in response to representation	11 – Thames Water (TW) (Rep no. 97).
30.	91	DMD 61- Managing Surface Water	<p>Managing Surface Water</p> <p><u>A Drainage Strategy will be required for a</u>All developments must to demonstrate how proposed measures manage surface water as close to its source as possible and follow the drainage hierarchy in the London Plan....</p>	Focused change made in response to representation (in part) by making reference to the need for a drainage strategy.	26 – Environment Agency (EA) (Rep no. 103).

31.	92	DMD 62 - Flood Control and Mitigation Measures	<p>First paragraph</p> <p>“All new development that results in flood risk should be accompanied by appropriate flood mitigation measures to make development and its users safe. New development should.... <u>Development that increases flood risk to third parties or is not defined as safe in line with Enfield’s Strategic Flood Risk Assessment (SFRA) will not be acceptable. All new developments at risk of flooding should be accompanied by appropriate flood mitigation measures.</u> New development should...”</p>	Focused change made in response to representation.	26 – Environment Agency (EA) (Rep no. 104).
32.	93	DMD 63 - Protection and improvement of watercourses and Flood Defences	<p>1. New development must make space for water and not harm the integrity of flood defences. New development should:</p> <p>a. Be set back from main rivers and ordinary watercourses, in the case of the former, maintain a <u>minimum</u> 8 metre buffer strip ; which should be free of <u>development and naturalised where feasible...</u></p> <p>3. Development on or adjacent to watercourses must not:</p> <p>a. Result in significant deterioration in a watercourse; or</p> <p>b. Prevent its ability to achieve the objectives in the</p>	Focused changes made in response to representation.	26 – Environment Agency (EA) (Rep no. 105).

			<p>Thames River Basin Management Plan (TRBMP); and</p> <p>A Water Framework Directive assessment will be required for some works on or adjacent to a watercourse. In these cases, the developer will need to contact the Environment Agency and provide information to demonstrate that the above requirements (2a-c) are met or, to otherwise justify the development”.</p>		
33.	94	Paragraph 8.5.22	<p>“The Environment Agency will be consulted on applications within 8m 20m of a main river...”</p>	Focused change made in response to representation.	26 – Environment Agency (EA) (Rep no 106).
34.	96	DMD 64 – Pollution control and assessment	<p>“Developments will only be permitted if pollution and the risk of pollution is prevented, or minimised reduced and mitigated during all phases of development, including demolition/decommissioning, construction, operations/occupation and maintenance”.</p>	Focused change made in response to representation.	11 – Thames Water (TW) (Rep no 107).
35.	99	Paragraph 9.2.4	<p>Paragraph 9.2.4</p> <p>“The standard of remediation should ensure that the site is suitable for its proposed use, and that all unacceptable risks (to receptors such as living organisms, ecological systems – fauna/flora, property, landscape, amenity, controlled surface water and groundwater) have been addressed.....</p>	Focused changes made in response to representation.	26 – Environment Agency (EA) (Rep no 111).

36.	99	Paragraph 9.3.3	<p>“The Council will seek the advice of the Health and Safety Executive (HSE) and the Environment Agency (EA), and other organisations as appropriate when considering the potential risks from new hazardous installations and proposed development near such installations. The HSE have defined consultation zones around hazardous installations and issued standing advice to provide an indication of when they consider development to be appropriate/not appropriate. <u>The EA’s General Principles and Practice document (GP3) also provides guidance for the protection of groundwater.....</u>”</p>	Focused changes made in response to representation.	26 – Environment Agency (EA) (Rep no 112).
37.	99	DMD 67 - Hazardous Installations and Paragraph 9.3.4	<p>“Development of new hazardous installations or development of sites located within the vicinity of existing installations will only be permitted if necessary mitigation and safeguards are incorporated to ensure the development is safe. Developers may be required to submit an assessment of risks, <u>the risks will be considered in balance with the benefits of the development and existing patterns of development</u>”.</p> <p>Paragraph 9.3.4 “Risk assessment will be required to ensure that appropriate safeguards are incorporated as part of the development. <u>The Council will also take the opportunity to review existing contents granted for hazardous installations to ensure they reflect current conditions and the physical capacity of the site</u>”.</p>	Focused changes made in response to representation. And updated in accordance with Revised Early Minor Amendments (REMA) to the London Plan.	16 – GLA (Rep no. 113)

38.	100	DMD 68 – Noise	<p>DMD 68 at point 5</p> <p>4. Development involving potential noise generating development will only be permitted in appropriate locations, <u>where there is compatibility with existing uses and no adverse impact on amenity</u>”</p> <p>5. Proposals for plant and machinery that result in significant harm to amenity will not be permitted. Developments must not contribute to cumulatively higher noise levels and, where practicable, must be designed to achieve with an overall aim to achieve an improvement of the lowest measured background level <u>Developments should aim to achieve an improvement of 10dB.</u></p>	Focused changes made in response to representation (in part).	11 – Thames Water (TW) (Rep no. 114). & LBE
39.	102	Paragraph 9.6.1	<p>Paragraph 9.6.1</p> <p>“Improving water quality meets a number of key objectives: it increases the potential for the recreational use of Enfield’s water resources; it provides a better quality environment for and opportunities to enhance ecology and biodiversity; it also helps to maintain a good quality supply of drinking water. <u>Where a Water Framework Directive (WFD) assessment is required the developer will need to demonstrate there is no adverse ecological impact on the ability of the waterbody to meet its WFD targets....</u>”</p>	Focused changes made in response to representation.	26 – Environment Agency (EA) (Rep 116)

40.	106	DMD 74 – Playing Pitches	<p>Bullet Point 1 and 2 of the policy to be amended to read:</p> <p>1. “... Development involving the loss of playing field land sports pitches will not be permitted...”</p> <p>Part 2 of the should also be amended to read:</p> <p>2 “...The preference for new playing field land sports pitches is natural grass pitches...”</p>	Focused changes made in response to representation.	27 – Sport England (Rep no 118)
41.	107	DMD 75 - Waterways	<p>“ Permanently moored vessels Permanent residential or commercial moorings on the River Lee Navigation will be permitted supported provided they meet all of the following criteria:</p> <p>a. There is no harm to the intrinsic character of the river;</p> <p>b. There is no detrimental impact on amenity arising from traffic generation or servicing needs;</p> <p>c. There is no adverse impact on water-borne freight or leisure uses; and</p> <p>d. There is no adverse ecological impact; and</p> <p><u>e. There is no increase in flood risk.”</u></p>	Focused changes made in response to representations.	<p>Canal and River Trust (Rep no. 122).</p> <p>26 – Environment Agency (EA) (Rep no 124).</p> <p>23 - Lea Valley regional Park Authority (LVRPA) (Rep no 126).</p>
42.	110	DMD 79 – Ecological Enhancements	<p>DMD 79</p> <p>“Developments resulting in the creation of 100m2 of floorspace or one net dwelling or more should provide on-site ecological enhancements, <u>having regard to feasibility and viability.</u></p>	Focused changes made in response to representation.	32 - LaSalle Investment Management on behalf of Stonehill Business Park (Rep no 127).

43.	114	DMD 82 – Protecting the Green Belt	DMD 82 “d. Where possible, existing trees, hedges, bushes and other natural features are retained and integrated with the scheme to ensure adequate screening. <u>Where this is not possible, planning permission will only be granted if adequate mitigation measures are secured.</u> ”	Focused changes made in response to representation.	11 – Thames Water (TW) (Rep no 131).
44.	118	DMD 89 – Previously Developed Sites in the Green Belt	DMD 89 Previously Developed Sites in the Green Belt 1. Complete or partial redevelopment of sites will only be permitted on Major Developed Sites (Trent Park University Campus and Picketts Lock) <u>will only be permitted</u> where the proposal improves the character and appearance of the site and appearance from the surrounding Green Belt. New development must not have a greater impact on the openness of the Green Belt than the existing development. 2. Limited infilling, <u>or the partial or complete redevelopment of previously developed sites</u> and re-use will be permitted elsewhere in the Green Belt Development will only be permitted if all of the following criteria are met: a. New development does not <u>have a greater impact on the openness of the Green Belt</u> exceed the height of any existing buildings; b. The proposal does not lead to an increase in the developed proportion of the site; c. The proposal is ancillary to, or supports, an existing	Focused changes made in response to representations.	08- Garden Centre Group, owners of Enfield Garden Centre, Cattlegate Road, Crews Hill. (Rep no. 136). 17 - Wildstone Planning On behalf of Trent Park Golf Club. (Rep no. 137). 30 - Graham Fisher on behalf of A C Nicholas (Rep no. 138).

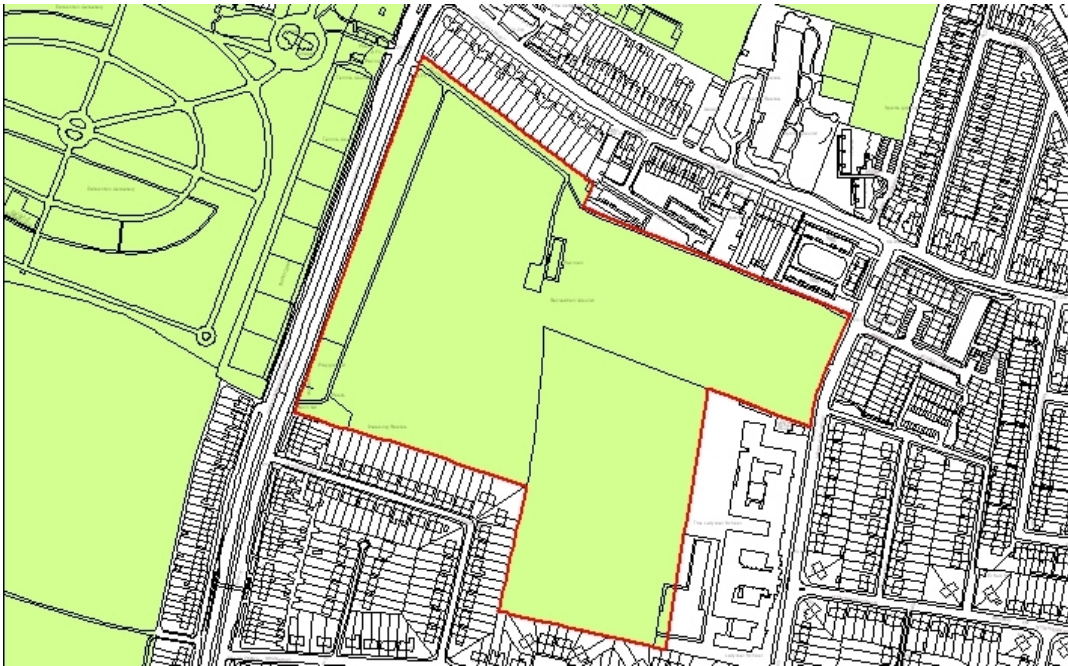
			<p>building;</p> <p>d. The proposal does not lead to any significant increase in motorised traffic generation, as evidenced through a suitable traffic modelling tool;</p> <p>e. The proposal contributes towards the aims of sustainable development”.</p>		
45.	119	Paragraph 11.5.1	<p>“The policy sets out a two tier approach to protect the Green Belt and delivering sustainable development. Limited infilling <u>or the partial or complete redevelopment</u> of previously developed sites will be appropriate subject to the criteria set out in the policy. Complete or partial redevelopment of sites may will only be appropriate on the Major Developed Sites identified as Trent Park University Campus and Picketts Lock, as identified on the Policies Map <u>and subject to Core Policy 33 which identifies the Council’s commitment to work with partners to prepare planning briefs or masterplans in order to guide appropriate future development that preserves and enhances the character of the green belt”.</u></p>	Focused change proposed to supporting text for clarification.	LBE
46.	164	Appendix 13	<p>2nd sentence For <u>SIL and</u> LSIS, the Council will require the site, building or premises to be continuously marketed for at least 24 months.</p> <p>6th Paragraph The appraisal must include, but is not limited to, the following: a. Outline the marketing approach adopted for the proposed scheme and the reasoning behind it;</p>	Focused changes to add clarity over application.	LBE

			<p>b. Be able to demonstrate that all offers received have been given due consideration;</p> <p>c. Provide details in respect of why individual offers have not been taken forward;</p> <p>d. Include evidence that the site or the premises has been:</p> <ul style="list-style-type: none"> • Continuously advertised by a reputable local or national agency who can demonstrate a track record of letting industrial space; and • There should be a visible letting board on the property; and • Advertised with rents that are reasonable reflecting market conditions and the condition of the property; and • Continuously advertised on the agent’s website within the agent’s up to date commercial stock availability list including online property databases such as Focus and EGI ; and • Circulated to other local property agents. <p><u>The level of detail provided for local centres, local parades, individual shops and small clusters of shops (covered by DMD 28 and DMD 29) will be proportionate to location and scale and in such cases will be agreed with the Council.</u></p>		
47.	168	Appendix 14 Glossary	<p>“Building Premises: All buildings and land used for the carrying out of commercial, industrial or other non-residential operations, but excluding public buildings, and <u>institutions and utility premises which people do not regularly enter.</u> Examples include shops, factories, warehouses, utility company premises and depots.</p>	Focused change made in response to representation.	Glossary/11/010 11 – Thames Water (TW) (Rep no. 142).

DMD Policies Map					
48.	N/A	Latymer School Open Space and MOL	Minor boundary realignment to exclude the school building.	Cartographical	LBE

Annex 1 Policies Map Amendment Latymer School – Local Open Space and Metropolitan Open Land

Proposed Submission Boundary



Amended Submission boundary

