

To: David Andrews (Chairman) Simon Miller
Chris Kennedy (Vice Chairman) Gordon Nicholson
Peray Ahmet Paul Osborn
Christine Hamilton Mary Sartin
Denise Jones Syd Stavrou
Valerie Metcalfe

A meeting of the **REGENERATION AND PLANNING COMMITTEE** (Quorum – 3) will be held at Myddelton House on:

THURSDAY, 21 SEPTEMBER 2017 AT 11.30AM

at which the following business will be transacted:

AGENDA

Part I

- 1 To receive apologies for absence.
- 2 DECLARATION OF INTERESTS

Members are asked to consider whether or not they have disclosable pecuniary, other pecuniary or non-pecuniary interests in any item on this Agenda. Other pecuniary and non-pecuniary interests are a matter of judgement for each Member. (Declarations may also be made during the meeting if necessary.)

- 3 MINUTES OF FORMER PLANNING COMMITTEES

To approve the Minutes of the Upper Lee Valley Regeneration & Planning Committee on 22 June 2017 and the Lower Lee Valley Regeneration & Planning Committee on 26 June 2017 (copy herewith).

- 4 PUBLIC SPEAKING

To receive any representations from members of the public or representative of an organisation on an issue which is on the agenda of the meeting. Subject to the Chairman's discretion a total of 20 minutes will be allowed for public speaking and the presentation of petitions at each meeting.

- 5 **PARK DEVELOPMENT FRAMEWORK – UPDATE** Paper RP/06/17
- Presented by the Head of Planning & Strategic Partnerships
- 6 **CONSULTATION BY THE MAYOR OF LONDON ON THE DRAFT LONDON ENVIRONMENTAL STRATEGY** Paper RP/01/17
- Presented by the Head of Planning & Strategic Partnerships
- 7 **CONSULTATION ON THE LONDON MAYOR'S DRAFT TRANSPORT STRATEGY** Paper RP/02/17
- Presented by the Head of Planning & Strategic Partnerships
- 8 **PLANNING CONSULTATION BY THE LONDON BOROUGH OF HARINGEY ON AN APPLICATION FOR A MIXED USE DEVELOPMENT OF BETWEEN 11-33 STOREYS COMPRISING 1588SM OF COMMERCIAL SPACE, 279 RESIDENTIAL UNITS AND RELATED INFRASTRUCTURE, HALE VILLAGE, N17** Paper RP/03/17
- Presented by the Head of Planning & Strategic Partnerships
- 9 **PLANNING CONSULTATION BY THE BOROUGH OF BROXBOURNE ON AN APPLICATION FOR CHANGE OF USE FROM GENERAL INDUSTRIAL TO STORAGE, RYE HOUSE STATION GOODS YARD** Paper RP/04/17
- Presented by the Head of Planning & Strategic Partnerships
- 10 **PLANNING CONSULTATION BY EPPING FOREST DISTRICT COUNCIL ON AN OUTLINE APPLICATION FOR NINE RESIDENTIAL DWELLINGS AT BROXLEA NURSERY, NURSERY ROAD, LOWER NAZEING** Paper RP/05/17
- Presented by the Head of Planning & Strategic Partnerships
- 11 Such other business as in the opinion of the Chairman of the meeting is of sufficient urgency by reason of special circumstances to warrant consideration.
- 12 Consider passing a resolution based on the principles of Section 100A(4) of the Local Government Act 1972, excluding the public and press from the

meeting for the items of business listed on Part II of the Agenda, on the grounds that they involve the likely disclosure of exempt information as defined in those sections of Part I of Schedule 12A of the Act specified beneath each item.

AGENDA
Part II
(Exempt Items)

- 13 Such other business as in the opinion of the Chairman of the meeting is of sufficient urgency by reason of special circumstances to warrant consideration.

13 September 2017

Shaun Dawson
Chief Executive

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LEE VALLEY REGIONAL PARK AUTHORITY

**UPPER LEE VALLEY
REGENERATION & PLANNING COMMITTEE MINUTES
22 JUNE 2017**

Members Present: David Andrews (Chairman) Derek Levy (Deputy for Christine Hamilton)
Syd Stavrou (Vice Chairman) Valerie Metcalfe
Malcolm Cowan Paul Osborn
Heather Johnson Mary Sartin

Apologies Received From: John Bevan, Christine Hamilton, Linda Haysey

Officers Present: Stephen Wilkinson - Head of Planning & Strategic Partnerships
Beryl Foster - Assistant Director of Legal & Property
Jon Carney - Head of Parklands
Lindsey Johnson - Committee Services Officer

Part I

213 DECLARATIONS OF INTEREST

Name	Agenda Item No.	Nature of Interest	Prejudicial ✓
Mary Sartin	5	Member of Epping Forest District Council on the Area Planning Sub Committee	Non- Pecuniary
Syd Stavrou	5	Member of Epping Forest District Council on the Area Planning Sub Committee	Non- Pecuniary

214 MINUTES OF LAST MEETING

THAT the Minutes of the meeting held on 27 April 2017 be approved and signed.

215 PUBLIC SPEAKING

No requests from the public to speak or present petitions had been received for this meeting.

216 PLANNING CONSULTATION FROM EPPING FOREST DISTRICT COUNCIL FOR THE USE OF LAND AS A RESIDENTIAL CARAVAN SITE CONTAINING ONE STATIC CARAVAN, ONE TOURING CARAVAN WITH PARKING FOR TWO VEHICLES AND HARDSTANDING AND OTHER WORKS, AUBURNVILLE, CARTHAGENA ESTATE, EN10 6TA Paper ULV/126/17

The Head of Planning & Strategic Partnerships introduced the report.

Members felt that it was important that if planning permission were granted, that conditions should be imposed to restrict the consent to only the applicant and his immediate descendants.

**UPPER LEE VALLEY REGENERATION
& PLANNING COMMITTEE MINUTES
22 JUNE 2017**

Members also agreed that despite similar consent being granted to a nearby property 'Sunnyside', that the Authority should still object to this application on the grounds of it being in the Green Belt and the Regional Park.

- (1) **the Authority has reservations about the application involving residential development in the Green Belt. Accordingly if the Epping Forest District Council is mindful to approve this planning application then planning conditions should be included to restrict occupation to just one static caravan and one touring caravan with parking for two vehicles and being personal to the applicant and dependants was approved.**

217 **ANY OTHER BUSINESS**

The Chairman noted that it was the last ULV Regen & Planning Committee meeting for Malcolm Cowan as he was retiring. The Chairman thanked Malcolm for his work as a Member of the Authority. The Chairman of the Authority, Paul Osborn, added that there would be a tea party after the AGM on 6 July, where retiring Members could come as a final farewell.

218 **EXEMPT ITEMS**

THAT based on the principles of Section 100A (4) of the Local Government Act 1972, the public and press be excluded from the meeting for the items of business below on the grounds that they involve the likely disclosure of exempt information again on the principles as defined in those sections of Part I of Schedule 12A of the Act indicated:

Agenda Item No	Subject	Exempt Information Section Number
9	Oral Update on Wharf Road, Broxbourne	3

219 **ORAL UPDATE ON WHARF ROAD, BROXBOURNE**

The outcome of the meeting between the Chairman, Vice Chairman and the Head of Planning and Strategic Partnerships with the Cabinet and Chief Executive and Head of Planning of Broxbourne Borough Council was noted

Chairman

Date

The meeting started at 12.20pm and ended at 12.45pm.

LEE VALLEY REGIONAL PARK AUTHORITY

**LOWER LEE VALLEY
REGENERATION & PLANNING COMMITTEE MINUTES
26 JUNE 2017**

Members Present: John Bevan (Chairman) Chris Kennedy
 Christine Hamilton Gerry Lyons
 Denise Jones

Apologies Received From: Derrick Ashley, David Andrews, Valerie Metcalfe, Paul Osborn

Officers Present: Stephen Wilkinson - Head of Planning & Strategic Partnerships
 Beryl Foster - Director of Corporate Services
 Lindsey Johnson - Committee Services Officer

Also Present: Tim Spencer - Associate Director, DPP Planning
 Matt Price - Curtins Consulting, Transport Consultants
 Martin Gibbons - Jestico & Whiles, Project Architects
 5 x Members of the public

Part I

288 DECLARATIONS OF INTEREST

Name	Agenda Item No.	Nature of Interest	Prejudicial
<i>Denise Jones</i>	6	<i>Member of London Borough of Tower Hamlets and a Member of Trinity Buoy Wharf Trust</i>	<i>Non-Pecuniary</i> ✓
<i>Christine Hamilton</i>	7	<i>Member of London Borough of Enfield</i>	<i>Non-Pecuniary</i>

289 MINUTES OF LAST MEETING

THAT the Minutes of the meeting held on 15 September 2016 be approved and signed.

The Chairman updated Members on Minute 285, planning permission for Block A had been refused by London Borough of Haringey, but the decision was overruled by the Mayor of London.

290 PUBLIC SPEAKING

No requests from the public to speak or present petitions had been received for this meeting.

Gerry Lyons arrived during the next item.

**LOWER LEE VALLEY REGENERATION
& PLANNING COMMITTEE MINUTES
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291 PRESENTATION BY DPP PLANNING ON THE DEVELOPMENT OF
PRIMARY AND SECONDARY SCHOOL AT THE THAMES WATER
DEPOT SITE

Tim Spencer, Associate Director at DPP Planning gave a presentation on the proposed development of a primary and secondary school at the Thames Water Depot site, key points included:

- The secondary school will be run by the Lion Trust Academy and hope to open in September 2018. The primary school will be run by the REAch2 Academy Trust and hope to open temporary facilities in January 2019.
- The existing site has extensive underground services, suffers with noise and air pollution from Lea Bridge Road, has an existing vehicular entrance, little ecological value, floodlighting, listed buildings and no access to the river.
- The site is designated Metropolitan Open Land (MOL), which restricts development. To combat this they acknowledge that the depot had no community facilities and sealed the site, increase soft landscaping, retain mature trees on boundaries, create habitat zones and biodiversity and provide community use facilities.
- The National Planning Policy Framework (NPPF) has a presumption in favour of sustainable development, good design, improving provision of open space and weight is given to the need to create more schools.
- Government Guidance says that it is committed to the provision to meet growing demand for schools and it is in the national interest.
- Regional Planning Policy states the need to demonstrate special circumstances when developing MOL. London Borough of Waltham Forest has experienced high numbers of inward migration and an increasing birth rate, which will result in a shortage in school places. Since 2007 there has been 61 bulge classes added to primary schools in the area.
- London Borough of Waltham Forest policies state that educational facilities must allow for community use and open space should be enhanced.
- Community access will include a sports hall and changing facilities, multi use heart space, drama studio, audio studio, break-out space, main hall, kitchen and library.
- The Lea Bridge and Leyton vision plans to deliver up to 4000 new homes.
- 100 sites were identified and reviewed by London Borough of Waltham Forest and London Borough of Hackney. The Thames Water Depot site met all of the required criteria.
- 37 parental drop-off spaces will be created on the site, along with staggered arrivals and departures, 235 cycle parking spaces for the secondary school and 45 for the primary school. A travel plan will promote walking, cycling, public transport and car sharing. It is believed that development proposals would lead to a marginal increase in school peak hour trips but an overall reduction in trips will result as there will be no more HGV trips.
- In their ecological appraisal no bats were found in any of the buildings, as most of the site is hardstanding it is unlikely that reptiles forage or hibernate on site, no potential for ground nesting birds and if works to the banks of the Lea happen a survey will be carried out for otters.
- To improve ecology they plan to increase soft landscaping, trees and vegetation to river bank to be retained, create habitat zones, significant tree planting, the

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Engineers House and Turbine House will be retained as they have potential for bat roosting, bat commuting and foraging corridors to be kept open, sensitive lighting scheme, Giant Hogweed will be controlled and Japanese Knotweed will be treated and controlled.

291 PLANNING CONSULTATION BY LONDON BOROUGH OF
WALTHAM FOREST FOR THE DEVELOPMENT OF A
PRIMARY AND SECONDARY SCHOOL, THAMES WATER
DEPOT, LEA BRIDGE ROAD, LEYTON, E5 9RJ

Paper LLV/187/17

The Head of Planning & Strategic Partnerships introduced the report, key points included:

- The site is identified in the Park Development Framework as a landscape investment area; we would like to see improvements in how it looks and see it brought back into Park compatible uses, such as sporting or recreational uses, biodiversity attraction or community related uses
- The type, scale and design of any development would need to be appropriate in terms of the sites designation as MOL and its location within the Regional Park, complimenting existing nature and leisure facilities in the area as well as enhancing the landscape quality and biodiversity.
- The applicants have prepared extensive work to show that there are special circumstances allowing development on MOL, although I'm not clear on the justification for this site.
- The education need for more school places isn't an issue for the Authority to involve itself in.
- The site is unattractive with 96% of it built on or hardstanding, this scheme would reduce that amount to 40% which is an advantage.
- The Authority would want the blocks more to the west of the site, an option to have a lower and upper school for the secondary school considered and brown/green roofs for the buildings.
- Whilst the applicants have looked at similar sites in their transport assessment, it doesn't account for low public transport accessible levels (PTAL) and that the site is in the Regional Park and is not in a residential area, therefore I believe that the number of vehicle movements will be much higher.
- More ecological assessments are required.
- Boundary treatment should be improved, especially adjacent to industrial areas to better integrate these areas into the wider landscape.

A Member asked if it were possible for a public footpath to go through the site or along the river. Tim Spencer replied that there would be issues of safeguarding the children if a path were to go through the middle of the site and that with a path along the river considerations as to where is led to and from would need to be considered. Martin Gibbons added that there is a 4 metre fence along the river and as such the quality of a footpath would be impaired. The Head of Planning & Strategic Partnerships asked if it might be possible to have a path through part of the site and extended with a bridge to link up to existing footpaths. A Member of the public replied that they did not want to divide the site as the two schools would be sharing facilities.

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A Member asked when the community would be able to use the buildings and what the costs would be. Tim Spencer replied that it would be outside of school hours and that the cost was yet to be decided but that the purpose was not to make money, only to cover costs.

Tim Spencer informed Members that the closing date for consultation was 13 July. They had so far received comments from TfL and London Borough of Waltham Forest's Highways department and were working on their concerns. DPP Planning would get in touch with Lee Valley officers over any concerns raised at this meeting.

The Chairman expressed concern over the use of palisade fencing, feeling that this type of fencing was unacceptable.

Matt Price informed Members that for the transport assessment they had looked at comparable schools in comparable locations in London Borough of Waltham Forest and London Borough of Hackney. They also met with TfL who review the figures and felt that public transport should be increased as it is anticipated that public transport routes would be improving in the area. The Head of Planning & Strategic Partnerships responded, stating that there are no comparable sites and felt that just because there was a cycle lane or improved public transport did not necessarily mean that people would use it.

- (1) The Authority has major reservations about this application. Further details are required of the background studies including, the transport assessment to fully account for the proposed ice centre, design and access statement to account for the location of the secondary school in the middle of the site, boundary treatment and ecological studies as identified in paragraphs 21-27 inclusive in this report. These matters should be addressed as part of the application in advance of any decision and cannot be left to either planning agreement or condition. The Authority should be re-consulted once further details are submitted of each of these matters. Other matters such as the need for 'green and brown roofs', new fencing appropriate to schools required to replace all of the existing, a feasibility study into a pedestrian/cycle route along the south side of the site adjacent to the corridor of the naturalised river Lee connecting up to the existing route network across the Regional Park should be required by planning condition. Full details should be included in the draft Unilateral Undertaking of the likely range of communal or out of hours activities in the two school buildings their accessibility and pricing policy was approved.**

Tim Spencer, Matt Price, Martin Gibbons and 5 members of the public left the meeting.

292 EAST INDIA DOCK BASIN – PROPOSED RELOCATION OF GRADE I SHIP SS ROBIN Paper LLV/188/17

The Head of Planning & Strategic Partnerships introduced the report.

A Member noted that we had received a presentation SS Robin Trust some time ago and wondered why we hadn't asked them to provide information on the pier, design and location of the chocks and ecological studies before. The Head of Planning & Strategic Partnerships responded stating that he is in regular email contact with them, but issues have come to light

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as the project has progressed. These matters could be included as part of the lease, but it is appropriate that these comments are received by the local planning authority.

The Chairman asked if our plans to repair the lock gates would be affected. The Head of Planning & Strategic Partnerships responded stating that it may not now be necessary to repair the lock gates and only the penstop gates would be looked at.

The Chairman asked where we were with the lottery bid. The Head of Planning & Strategic Partnerships replied stating that they want more detail on community gain. Lee Valley officers were in talks with officers from London Borough of Tower Hamlets to discuss the possibility of getting money through CIL.

The Chairman asked what was happening with the builder who wanted to put portacabins on the site. The Head of Planning & Strategic Partnerships responded stating that Ballymore would be using them for a development in Leamouth South. The Authority was going to retain some of them for classrooms, but London Borough of Tower Hamlets did not want them on site for longer than three years, so it has now been agreed that we won't retain them. Instead it is proposed that Ballymore will pay for improvements to the basin such as street furniture. The rent which Ballymore will pay has yet to be decided and Ballymore will no longer enter negotiations on this until they have planning permission.

A Member asked if we were still planning on putting a café on the site. The Director of Corporate Services responded stating that there was a person with a container who is interested in setting a café up there, they are waiting for planning permission.

- (1) detailed ecological studies are required in advance of any decision being made on the application; and**
- (2) other matters which could be addressed through condition include the following: a method statement for lifting the ship to the pier; engineer's reports on the stability of the pier; and details of the design and location of the 'chocks' which provide support to the ship was approved.**

Denise Jones left during the next item.

293 PLANNING CONSULTATION BY LONDON BOROUGH
OF ENFIELD ON THE EDMONTON LEESIDE AREA
ACTION PLAN AND MERIDIAN WATER SPATIAL
FRAMEWORK

Paper LLV/189/17

The report was introduced by the Head of Planning & Strategic Partnerships.

A Member commented that this is an important piece of work for London Borough of Enfield, was concerned that some of the comments in the letter might hold up their work and was disappointed that officers from London Borough of Enfield had not been invited to the committee meeting to discuss their plans and address our concerns. It was also noted that the name had changed to Edmonton Leaside Area Action Plan.

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The Head of Planning & Strategic Partnerships informed Members that he would be meeting with officers from London Borough of Enfield next week to discuss this. The Authority's main concern is that planning conditions enforcing the building of a bridge at Picketts Lock to any would-be developer would be extremely expensive and could impact on the viability of any scheme on the site. There are however, many advantages to the Area Action Plan which could stimulate investment and create a market for Picketts Lock.

The Head of Planning & Strategic Partnerships also informed Members that Picketts Lock is currently designated as Green Belt despite it being a major developed site. The Authority would like to see the site de-designated which could free up development potential.

In a vote 3 Members approved the draft letter included in Appendix A to Paper LLV/189/17 and Christine Hamilton voted against.

- (1) the draft letter included in Appendix A of Paper LLV/189/17 was approved.**

Chairman

Date

The meeting started at 11.05am and ended at 12.40pm.



LEE VALLEY REGIONAL PARK AUTHORITY

**REGENERATION AND PLANNING
COMMITTEE**

21 SEPTEMBER 2017 AT 11:30AM

Agenda Item No:

5

Report No:

RP/06/17

PARK DEVELOPMENT FRAMEWORK - UPDATE

Presented by the Head of Planning and Strategic Partnerships

SUMMARY

The Authority's adopted proposals, included in its planning documents, informed through public consultation, serve to provide a clear statement for specific areas of the Regional Park. This report updates Members on the work completed to date and currently underway to complete the Park Development Framework.

RECOMMENDATIONS

Members Note: (1) the report.

BACKGROUND

- 1 Section 14 of the Lee Valley Regional Park Act 1966 requires the Authority to 'prepare a plan of proposals showing the future use and development of the Park' and that these proposals should be reviewed. Section 14 (2) requires the inclusion of these proposals in the development plans of the riparian boroughs although their inclusion does not imply acceptance. Since the inception of the Authority there have been 3 plans adopted in 1969, 1986 and the Park Plan (2000).
- 2 The format of these plans has followed that adopted by the statutory planning process at the time. The Park Plan like Unitary Development Plans of the period comprised two distinct parts, strategic policies (Part 1) and specific proposals for each area of the Regional Park (Part 2).

PROGRESS ON REVIEW

- 3 Work on the review of the Park Plan (2000), commenced in 2007 linked to the Authority's review of its corporate strategy. A new corporate vision and strategic aims were adopted in 2010 and these in turn were used to inform the structure of the Park Development Framework (PDF). Integral to this, since 2011 work has progressed on the development of specific proposals for specific areas of the Regional Park designed to replace the Part 2 proposals of the Park Plan.

The selection of Areas was informed by the Regional Park's linear geography which divided the Park into 8 distinct areas.

- 4 To date Area Proposals 1 to 5 have already been adopted; this includes all of the Park from East India Dock Basin at its southern most point through to Rammey Marsh adjacent to the M25.
 - Area 1 East India Dock Basin to the Queen Elizabeth Olympic Park (Nov 2015).
 - Area 2 The Three Marshes: Walthamstow, Leyton and Hackney (Jan 2012).
 - Area 3 The Waterlands – Walthamstow Wetlands to Tottenham Marshes (April 2013).
 - Area 4 The Waterlands – Banbury Reservoir to Picket's Lock (April 2013).
 - Area 5 The Waterlands – King George V Reservoir to Rammey Marsh (April 2013).

- 5 Draft Proposals for the northern half of the Park have also been informed by additional environmental studies focused on 3 sites which raise particular issues for the Authority. Environmental Strategies looking at both land use and management were undertaken for:
 - Wharf Road - Feb 2013 (Area 6);
 - Carthage - Sept 2012; and
 - Spitalbrook - Nov 2012 (both Area 7).
 -These were all included in the consultation for the draft Area Proposals in 2015.

- 6 Work was paused by the Executive Committee (24/09/15 Minute 671) on the adoption of the proposals for Areas 6, 7 and 8 following the Authority's unsuccessful challenge in the Court of Appeal against the decision of the Epping Forest District Council to grant planning permission for an extension to glasshouses at Valley Grown Nurseries, Paynes Lane (within Area 6) and a related complaint submitted by the Growers against the Authority's approach. Work has been further delayed by the Authority's adoption of the Land and Property Strategy which impacts on proposals for specific sites.

- 7 Officers commenced work at the end of last year on reviewing the outcomes of consultation on the draft proposals for Areas 6, 7 and 8 and proposed revisions including those affecting glasshouses. These were agreed by the PDF Panel in June 2017. Following this a meeting was held with the Growers when there was broad agreement on the proposed changes.

- 8 Whilst work is progressing on the draft Area proposals two other strands of policy work have commenced. The first involves a review of the strategic policies included in the Park Plan. These are 20 years old and do not take account of the significant socio-economic and environmental challenges the Regional Park is faced with. Related to this is a review of the existing landscape strategy. This is a distinct piece of work given that landscape is a defining characteristic of the Regional Park which determines its sense of place.

NEXT STEPS

- 9 Papers will continue to be sent through to the Panel for general discussion before being presented to this Committee for decision. It is intended that there will be a meeting in November when there will be a discussion informed by papers scoping out the strategic policies. This will include a session on landscape. A further Panel later in the year will review the draft strategic policies and landscape strategy and Area proposals. If agreed, these will be presented to this committee in advance of public consultation to be held early in the new year. It is anticipated that the new strategic policies, landscape strategy and area proposals for Areas 6, 7 and 8 will be adopted in the summer.

ENVIRONMENTAL IMPLICATIONS

- 10 There are no environmental implications arising directly from the recommendations in this report.

FINANCIAL IMPLICATIONS

- 11 There are no financial implications arising directly from the recommendations in this report.

HUMAN RESOURCE IMPLICATIONS

- 12 There are no human resource implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

- 13 Section 14 of the Lee Valley Regional Park Act 1966 requires the Authority to 'prepare a plan of proposals showing the future use and development of the Park' and that these proposals should be reviewed. Section 14 (2) requires the inclusion of these proposals in the development plans of the riparian boroughs although inclusion of the Authority's proposals does not imply acceptance.

RISK MANAGEMENT IMPLICATIONS

- 14 There are no risk management implications arising directly from the recommendations in this report.

EQUALITY IMPLICATIONS

- 15 There are no equality implications arising directly from the recommendations in this report.

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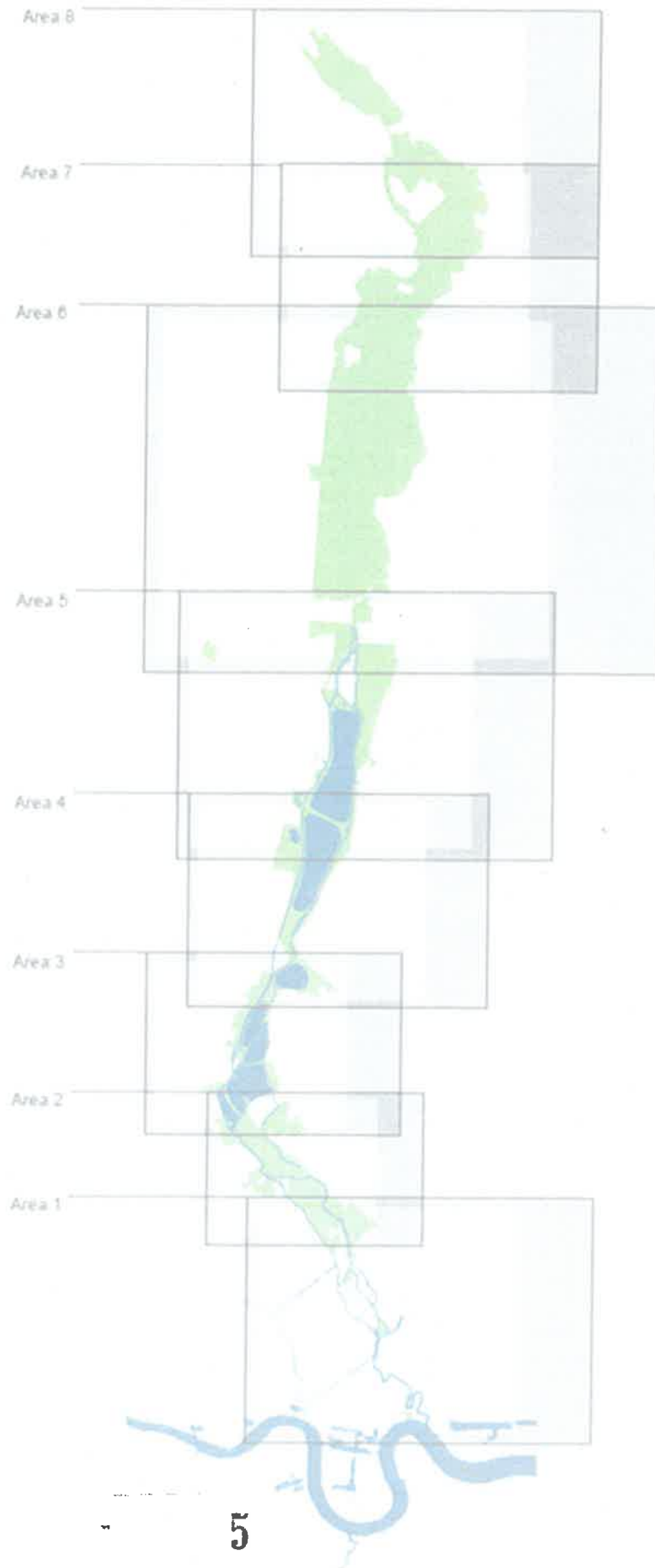
APPENDICES ATTACHED

Appendix A Plan of PDF Areas

LIST OF ABBREVIATIONS

PDF Park Development Framework

Park Development Framework Proposal Areas





LEE VALLEY REGIONAL PARK AUTHORITY

**REGENERATION AND PLANNING
COMMITTEE**

21 SEPTEMBER 2017 AT 11:30AM

Agenda Item No:

6

Report No:

RP/01/17

CONSULTATION BY THE MAYOR OF LONDON ON THE DRAFT LONDON ENVIRONMENTAL STRATEGY

Presented by the Head of Planning and Strategic Partnerships

SUMMARY

The Mayor of London has published a draft Environmental Strategy for consultation which highlights the range of environmental challenges facing the city and sets out a suite of policies and proposals to address these. A strategic aim seeks to ensure that "London is **greener, cleaner and ready for the future**". The draft Strategy looks in depth at the following areas; air quality, green infrastructure, climate change mitigation and energy, waste, adapting to climate change and ambient noise. Officer's draft comments included at Appendix A to this report offer support for the Mayor's ambition to make London the world's greenest global city delivered through an integrated and holistic approach. More detailed comments are made in relation to the policies and proposals in the Green Infrastructure chapter and on climate change adaptation. As an interconnected river valley system, the Park performs many of the green infrastructure functions and services promoted by the draft Environmental Strategy and should be referenced in the strategy.

RECOMMENDATIONS

Members Approve: (1) the draft letter included at Appendix A to this report as the Authority's formal comments on the Mayor's draft London Environment Strategy

BACKGROUND

1 Mayor's Powers and Responsibilities

The Greater London Authority Act 1999 (as amended) allows the Mayor of London to create a London Environmental Strategy, setting out the Mayor's environment vision for London as required to meet London's

needs. The Mayor has a range of powers and responsibilities in relation to environmental matters. He has a legal duty to set out policies in this strategy for adapting to climate change and a duty to take action on climate change. The London Plan enables the Mayor to set a framework for the delivery of sustainable growth and guide spatial development. Through Transport for London the Mayor can manage London's transport and its impacts and supervise local authority air quality management functions. Local authorities will also be required to act in general conformity with the Environment Strategy on matters relating to municipal waste.

- 2 Recently the Mayor published a new vision for London: "A City for All Londoners". This document highlighted the fact that as the threats from climate change become more tangible, it is vital both for the health and wellbeing of Londoners and for business competitiveness to protect and enhance the environment.

- 3 **Current state of environment**

The draft Environmental Strategy presents a stark diagnostic of the environmental issues which, if left unchecked, threaten the future of the capital. In summary these are:

- Air quality – London's air is described as "dangerously – and illegally – poor" with high levels of pollutants present that harm human health and quality of life. It is seen as the most pressing environmental threat to the future health of London.
- Green Space and Biodiversity – there has been a gradual loss of green space due to development and the paving over of gardens. As green space is lost and/or reduced in quality, the range of plants and animals that live in London has decreased. Almost half of Londoners have poor access to parks and yet access to good quality green space and living in greener neighbourhoods can have a big impact on people's health and quality of life.
- Greenhouse gas emissions – there is an over-reliance on fossil fuels which means London is not yet on track to reduce its emissions quickly enough to avoid the worst impacts of climate change, or to meet national and international climate aims
- Energy – the strategy states that one in ten electricity substations are approaching full capacity, and demand will continue to increase as new areas of the city are redeveloped. One in ten households in the city live in fuel poverty.
- Waste – landfill capacity is set to run out by 2026 yet only half of the 7m tonnes of waste produced by Londoners each year is currently recycled.
- Flood risk – the expansion of impermeable surfaces, loss of green

space and an aging drainage system means London is increasingly at risk from flooding, particularly as climate change brings more intense rainfall and a rise in sea level.

- Heat risk – the strategy states that climate change is set to lead to heatwave conditions every summer by the middle of the century, and the Urban Heat Island effect makes the centre of London up to 10°C warmer than the rural areas around the city. Increasing heat risk could make homes, workplaces and public transport uncomfortable for all and dangerous for the most vulnerable.
- Water scarcity and river water quality – the Strategy states that by 2025, demand for water is expected to outstrip supply by ten per cent, and by 2040 the gap will increase to 21 per cent. A large proportion of London's water is sourced from groundwater and surrounding rivers, which damages the health of rivers and threatens the city's future water supply. London's rivers are already in a poor state. Under an EU framework, only two of London's 47 river water bodies are classed as 'good' – 31 are 'moderate', nine are 'poor' and the rest are 'bad'.
- Ambient noise – excessive noise can damage people's health. Almost 2.4 million people in London are already exposed to noise levels that exceed international guidelines.

THE DRAFT LONDON ENVIRONMENTAL STRATEGY

- 4 The draft Strategy sets out a suite of aims, objectives, policies and proposals to address these environmental challenges where action is required to deliver the Mayor's vision for London "to be the world's greenest global city". A set of principles have been identified to ensure that the delivery of the Strategy remains realistic and 'people-focused'.
 - Improving lives and reducing inequalities – action is required across different policy areas to provide solutions to environmental challenges and deliver on the social justice.
 - Leading by example – the Mayor and wider Greater London Authority (GLA) group should take the lead.
 - Avoiding negative impacts on other policy areas – a single focus on one policy concern shouldn't lead to a negative impact on another.
 - London should be a global leader on the environment.
 - Moving beyond business as usual – rather than just minimising the worst impacts of future change, this strategy aims to protect and improve London's environment.
- 5 Specific aims for topic areas are included:

Topic	Environmental Strategy Aim
Air Quality	London will have the best air quality of any major world city by 2050, going beyond the legal requirements to protect human health and minimise inequalities
Green Infrastructure	London will be a National Park City where more than half of its area is green; where the natural environment is protected and the network of green infrastructure is managed to benefit all Londoners
Climate Change Mitigation and Energy	London will be a zero carbon city by 2050, with energy efficient buildings, clean transport and clean energy.
Waste	London will be a zero waste city. By 2026 no biodegradable or recyclable waste will be sent to landfill and by 2030 65 per cent of London's municipal waste will be recycled
Adapting to Climate Change	London and Londoners will be resilient to severe weather and longer-term climate change impacts. This will include flooding, heat risk and drought.
Ambient Noise	Londoners' quality of life will be improved by reducing the number of people adversely affected by noise and promoting more quiet and tranquil spaces.

6 Four strategic approaches have been used in drawing together policies and proposals in the Strategy to make the most of environmental opportunities now and in the future and to reinforce the holistic approach that is considered essential to tackle London's environmental challenges. They are:

- Low carbon circular economy – to keep resources in use as long as possible in order to extract maximum value from them.
- Smart digital city – is about using new technologies and increased connectivity to make better use of infrastructure and provide more efficient services, for example smart energy meters can help people reduce their energy use.
- Green infrastructure and natural capital accounting – the huge range of benefits provided by green infrastructure – from better physical and mental health to reduced flood and heat risk – are too easily overlooked. Natural capital accounting addresses this by presenting the full benefits of green infrastructure in a similar way to other capital assets, such as buildings, to be clear about the implications of losing environmental resources.
- The Healthy Streets Approach – provides a framework for putting human health and experience at the heart of planning the city. Ten evidence-based indicators ensure individual streets are fair, inclusive and sustainable environments.

COMMENTS ON THE DRAFT LONDON ENVIRONMENT STRATEGY

- 7 The Regional Park has a unique role to play as part of the delivery of this strategy largely because of its size which creates a unique sense of place allowing lower ambient noise levels, lower temperatures countering the 'urban heat island' effect and the range of flood mitigation and control measures integral to its fabric. It is also a place for sustainable forms of transport including walking and cycling.
- 8 Officer draft comments set out in Appendix A to this report offer support for the Mayor's ambition to make London the world's greenest global city and the integrated approach to addressing the environmental challenges facing the city.
- 9 **Green Infrastructure**
The policies and proposals presented in the Green Infrastructure chapter are of most relevance to the Regional Park and the Park Authority notwithstanding the interconnectivity of environmental issues across a variety of themes. The Mayor's aim is for "London to be a National Park City where more than half of its area is green; where the natural environment is protected and the network of green infrastructure is managed to benefit all Londoners". Three objectives set out the specific outcomes that need to be achieved supported by policies and proposals:
 - Objective 5.1 Make more than half of London's area green by 2050.
 - Objective 5.2 Conserving and enhancing wildlife and natural habitats.
 - Objective 5.3 Value London's natural capital as an economic asset and support greater investment in green infrastructure.
- 10 Reference to the Regional Park needs to be included in the Strategy. The Park is an established part of London's Green Infrastructure recognised in the London Plan 2016 under Policy 2.18 'Green Infrastructure: The Multi Functional Network of Green and Open Spaces'. As an interconnected river valley system, the Park preforms many of the green infrastructure functions and services supported and promoted by the draft Environment Strategy. The Plan at Appendix B to this report shows the Regional Park within the London context.
- 11 There is general support for Objective 5.1 and the related policies and proposals which seek to "make more than half of London's area green by 2050". The Mayor's proposal (5.1.1c) to develop green infrastructure programmes and projects in major regeneration areas is particularly welcome given that the Park forms part of both the Lower Lee and Upper Lee Opportunity Areas.
- 12 Policy and proposals that aim to protect a core network of nature

conservation sites and seek a net gain in biodiversity (Policy 5.2.1) are also to be welcomed. Development pressure within and on the boundaries of the Park has the potential to fragment and isolate wildlife sites and create issues around access and disturbance. The Authority has supported the inclusion of policy in the riparian Local Plans which seeks to achieve a net gain in biodiversity as part of new development.

- 13 Proposal 5.2.1c, which seeks to secure better management of existing habitats, create new habitats and conserve key species, should be revised so that it also refers to non-native invasive species. These require landscape scale management to reduce their impact on the key species and habitats.
- 14 The Mayor intends to establish a London Green Spaces Commission to develop new models for the delivery and management of London's green infrastructure (proposal 5.3.1a) This should also consider the scope for additional mechanisms or funding to assist boroughs in co-ordinated nature conservation management. Very few local planning authorities have in-house ecological expertise to draw upon in planning for and making decisions relating to nature conservation. There is a need to refocus attentions at a landscape scale, to provide assistance to Boroughs and ensure a strategic approach to nature conservation. This could involve a range of other stakeholders including private organisations, Regional Parks, and charities.
- 15 A 'Natural Capital Account' for London's public parks and green spaces is to be published alongside the final version of the Environment Strategy. This approach is consistent with the newly emerging methodology of Natural Capital Accounting developed in this country by Government. This will set out the economic value of public parks and green spaces and thereby support, or provide a business case for, investment in these spaces. The Strategy reports "initial conclusions show London's public green space has a combined asset value in the order of tens of billions".
- 16 As part of the Park Development Process and the revision of its Strategic Policies the Authority is seeking to identify the range of benefits or services provided by the Park to its sub regional funding base. This is based on the premise that the Park provides essential 'ecosystem services' of financial and social importance to the sustainable development of London and the wider Essex and Hertfordshire region. This approach will be used to inform the strategic policies being developed as part of the Park Development Framework (PDF) to ensure the full 'value' of the Park is recognised and taken into account in future planning and land use decisions.
- 17 **Adapting to Climate Change**
The Authority's PDF Environment Proposals recognise the significant value of the flood risk management system and infrastructure within the Park and the benefit of this to the wider London area in terms of flood management. The comprehensive approach to climate change

adaptation and flood risk management under Objectives 8.1 and 8.2 is therefore supported. There is particular interest in the Mayor's proposals for nature-based approaches to flood risk and the use of green infrastructure to help manage flood risk. For the Authority this should provide opportunities to enhance the recreational, biodiversity and landscape values of the Park.

ENVIRONMENTAL IMPLICATIONS

18 The environmental implications are considered in the body of the report.

FINANCIAL IMPLICATIONS

19 There are no financial implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

20 Planning applications referred to this Authority are submitted under the consultative arrangements of Section 14 (4-7) of the Lee Valley Regional Park Act 1966. The Act requires a local planning authority to consult with the Authority on any planning application for development, whether within the designated area of the Park or not, which might affect any part of the Park.

21 The Park Act enables the Authority to make representations to the local planning authority which they shall take into account when determining the planning application.

RISK MANAGEMENT IMPLICATIONS

22 There are no risk management implications arising directly from the recommendations in this report.

EQUALITY IMPLICATIONS

23 There are no equality implications arising directly from the recommendations in this report.

Author: Claire Martin, 01992 709828, cmartin@leevalleypark.org.uk

BACKGROUND REPORTS

London Environmental Strategy Draft for public consultation

August 2017

APPENDICES ATTACHED

Appendix A	Letter to the Mayor of London
Appendix B	Plan showing Regional Park within the London context

LIST OF ABBREVIATIONS

PDF	Park Development Framework
GLA	Greater London Authority
MOL	Metropolitan Open Land
SSSI	Sites of Special Scientific Interest
SPA	Special Protection Area
GiGL	Green Space information for Greater London
SINCS	Sites of Importance for Nature Conservation
LVRPA	Lee Valley Regional Park Authority
AAP	Area Action Plan
CIL	Community Infrastructure Levy
LISI	London Invasive Species Initiative

Appendix A to Paper RP/01/17



Draft London Environmental Strategy
City Hall
The Queen's Walk
London
SE1 2AA

Email: swilkinson@leevalleypark.org.uk
Direct Dial: 01992 709885

21st September 2017

Dear Sir/Madam

RE: CONSULTATION BY THE MAYOR OF LONDON ON THE DRAFT LONDON ENVIRONMENTAL STRATEGY - LEE VALLEY REGIONAL PARK AUTHORITY COMMENTS

The Regional Park Authority welcomes the opportunity to comment on the draft London Environmental Strategy.

The Regional Park has a unique role to play as part of the delivery of this strategy largely because of its size which creates a unique sense of place allowing lower ambient noise levels, lower temperatures countering the 'urban heat island' effect and the range of flood mitigation and control measures integral to its fabric. It is also a place for sustainable forms of transport including walking and cycling. It should be explicitly identified as part of London's green infrastructure.

The Authority endorses the Mayor's ambition to make London the world's greenest global city and supports the integrated approach to addressing the environmental challenges facing the city. Given the extent of the Regional Park, 'London's' environmental issues cannot exist in isolation from the adjoining wider region of Hertfordshire and Essex and the delivery of potential solutions will have an effect on the wider Park, itself an interconnected entity and river corridor system.

Green Infrastructure

Specific reference to the Regional Park as an established part of London's Green Infrastructure should be included within the Strategy. The Lee Valley Regional Park is recognised in the London Plan 2016 as a strategic network of green infrastructure (Policy 2.18) and identified as part of London's strategic open space network (Map 2.8). As a Regional Park, and an interconnected river valley system the Park performs many of the green infrastructure functions and services supported and promoted by the draft Environment Strategy.

The Park Development Framework sets out the Authority's aspirations for the future development and management of the Regional Park (in accordance with the requirements of the Park Act 1966 section 14) as a multifunctional space contributing to the environmental sustainability of the region. Thematic Proposals adopted in 2011 identified the Regional Park's contribution to environmental sustainability and the role it can play in helping people improve their wellbeing. Environment themed objectives identified areas of focus for the Authority and its partners in relation to water quality and supply, flood risk management, energy efficiency, and sustainable waste management, alongside objectives for visitor facilities, sport and recreation, biodiversity, improving wellbeing and landscape. These thematic proposals have formed a framework for the adopted Area Proposals (Areas 1 through to Area 5) which cover the whole of the Park within the London area. These can be reviewed on the Authority's web site ([PDF Area Proposals link](#)) and work is underway on reviewing strategic policies which could account for this

The majority of open spaces within the Regional Park are protected as Green Belt and MOL and are open to the public for informal recreation and leisure purposes whilst also performing other environmental functions such as managing increased flood risk, conserving and enhancing scarce resources such as water and offsetting the urban heat island effect. Large areas of land and water are also protected as national and international areas of importance for biodiversity and as Sites of Importance for Nature Conservation (SINCs). These are managed by the Authority and partners to enable public access and interaction with nature, for example Walthamstow Marshes Nature Reserve and SSSI, Middlesex Filter Beds nature reserve in Hackney and Bow Creek Ecology Park in Newham. The soon to open Walthamstow Wetlands nature reserve in the Park in Waltham Forest, which will be managed by the London Wildlife Trust is the most recent example.

Objective 5.1 and the policies and proposals that flow from this which seek to "make more than half of London's area green by 2050" are supported. Proposal 5.1.1c which highlights the need for green infrastructure programmes and projects in major regeneration areas is important for the Park; it lies within both the Lower Lee and Upper Lee Valley Opportunity Areas. The London Plan has already identified the need within the Upper Lee Valley Opportunity Area for collaboration between the relevant boroughs, LVRPA and water utilities to relate new development to the environmental assets of the Regional Park and in doing so plan for long term flood risk management – outcomes the Authority is seeking to secure through major

projects such as Meridian Water and the Edmonton Leaside AAP within Enfield.

The Authority welcomes the protection of a core network of nature conservation sites and a net gain in biodiversity (Policy 5.2.1). Both are relevant to the Park given the number of protected sites (SINCs, SSSIs, SPA) and the future enjoyment of nature by visitors to and regular users of the Regional Park. Sites of nature conservation interest and importance are facing increasing pressure from development, its associated infrastructure and the lack of provision for wildlife within new schemes.

In its statutory role the Authority seeks to protect the integrity of the Regional Park. Development along the boundaries of the Park can fragment or disrupt wildlife sites and corridors within the Park, for example through lighting, noise, loss of buffer habitat. Achieving a net gain in biodiversity needs to be planned into new schemes from an early stage in the development process and adopted as a planning policy by the London boroughs.

Policy 5.2.1b identifies that further work will be carried out on a possible biodiversity offsetting metric for London. Given the scale of development proposed in the upper Lee valley this is something worth exploring, with the Regional Park benefitting from enhancement secured through CIL.

The Mayor's proposal 5.2.1c, to secure better management of existing habitats, create new habitats - to strengthen wildlife corridors and augment fragile habitats, and conserve key species is welcomed and endorsed. The proposal should also consider non-native invasive species and target landscape scale management of these as they will have an impact on the key species and habitats. The proposal could reference the LISI (London Invasive Species Initiative list) held at GiGL.

Table 1 under Proposal 5.2.1c identifies 4 habitat types chosen as suitable habitat creation and restoration opportunities for London. These tie in with the habitats identified in the Authority's revised Biodiversity Action Plan (due to be published later this year), namely Rivers and Streams, Reedbeds, Woodland and Grassland.

The principles of a 'National Park City' where everyone has the opportunity to experience, enjoy and benefit from the natural environment complement the Regional Park's remit and are fully endorsed by the Authority.

Proposal 5.3.1a aims to set up a (time-limited) London Green Spaces Commission to develop new models for the delivery and management of London's green infrastructure. There is also scope for additional funding to assist boroughs in co-ordinated nature conservation management. The report notes that the boroughs are stretched with regard to funding. Reforming of the London Biodiversity Partnership for example, potentially hosted at the London Wildlife Trust would refocus attentions at a landscape scale, provide assistance and expertise to Boroughs (who may now be lacking in-house

resources), and ensure a strategic and co-ordinated approach embracing not only boroughs but Regional Parks, charities and private organisations.

The Authority notes the Mayor's aim to publish and promote a natural capital accounting framework for London (Proposal 5.3.1b) and to publish a 'Natural Capital Account' for London's public parks and green spaces alongside the final version of the Environment Strategy. The Authority is currently exploring and seeking to identify the range of benefits or services provided by the Park, both for Londoners and the wider region of Essex and Hertfordshire as part of its work on the Park Development Framework. Understanding these benefits or 'ecosystem services' will help to ensure they are recognised in strategic policies, to be produced by the Authority. The key ecosystem services provided by the Park that have been identified and are currently under discussion include:

- Supports Biodiversity
- Connects people with nature
- Provides a sense of openness and tranquillity
- Keeps the air clean
- Increases physical activity through formal and informal activities
- Heat amelioration
- Creates opportunities to learn
- Boosts the local economy
- Protects London from flooding
- Appreciation of heritage
- Supplies water to London
- Provides food.

Adapting to Climate Change

The Authority supports the comprehensive approach to climate change adaptation and the policies and proposals which seek to understand and manage the risks and impacts of climate change in London (Objective 8.1 and policies/proposals under 8.1.1 and 8.1.2). The Authority recognises that climate change will increase the probability of flooding through a combination of intense rainfall and rising sea levels.

As a Regional Park based upon a river floodplain corridor the Park has a vital role in managing flood risk in the region; many of the water bodies, watercourses and open spaces within the Park provide capacity for floodwater storage. Whilst the flood risk management network is largely owned and operated by the Environment Agency many of the waterbodies and waterside open spaces are owned and managed by the Authority, especially in the north of the Park.

Proposals 8.2.1a and 1b are supported – the role of the Mayor in working with partners to raise awareness about flood risk and develop options and best practice in hard and soft-engineered flood management is welcomed. Within the Park, given its interconnectivity and presence in the upper sections of the

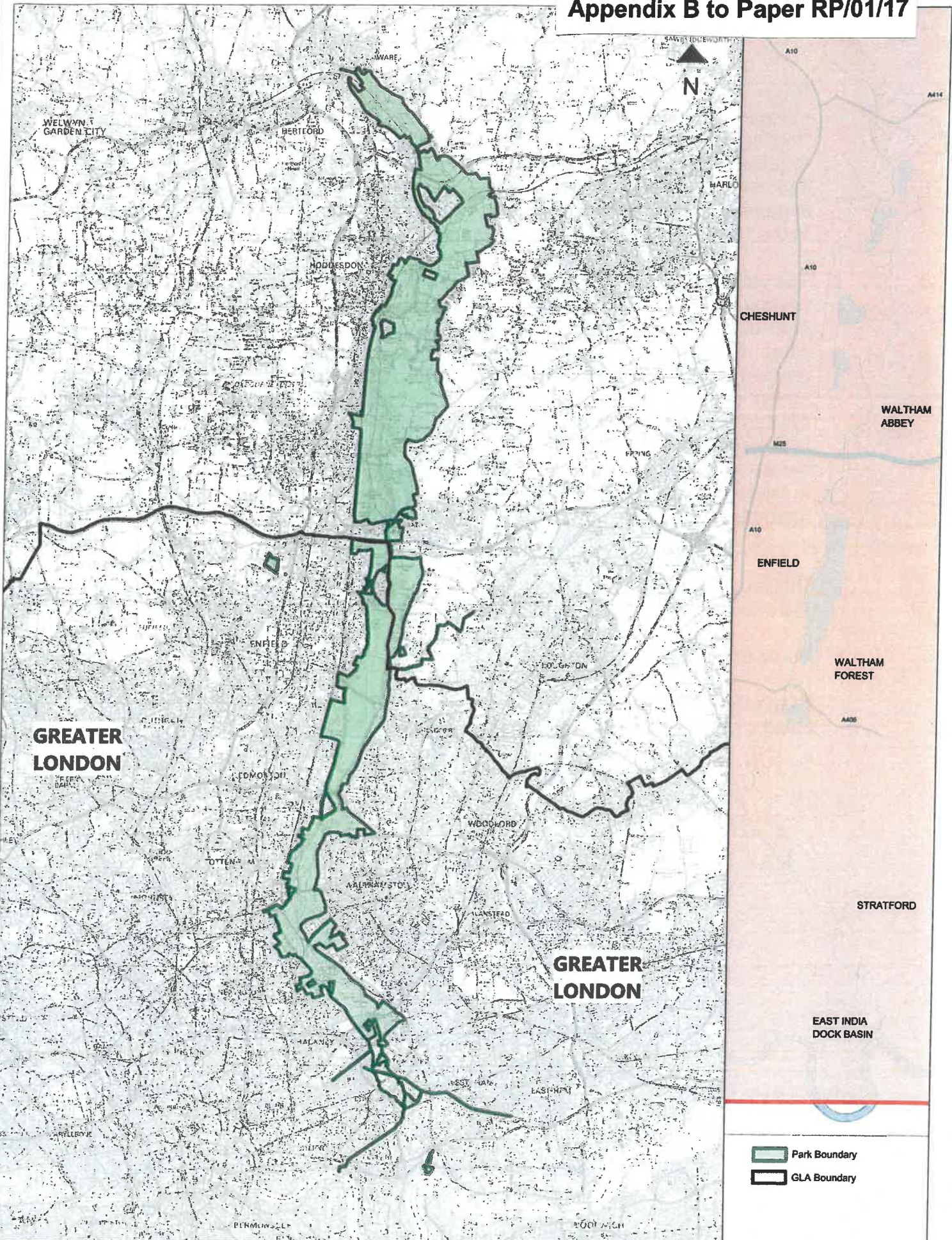
River Lee catchment there are opportunities to employ 'natural flood management' which, as described in Box 32 in the strategy, involves "managing flood risk by protecting, restoring and emulating the natural regulating function of catchments and rivers; often through a series of smaller interventions.." Within the Park these interventions and flood risk management in general would need to meet both the functional requirements and contribute to the recreational, biodiversity and landscape values of the Park.

The waterways and water bodies have an important role in supporting leisure activities in the Park; for this water quality and availability is critical, particularly in terms of the biodiversity value of the Park and its designated sites. Policy and Proposals under Objective 8.3 'Ensuring efficient, secure, resilient and affordable water supplies for Londoners' does not address this matter directly and it may be a topic for one of the other sections of the Environment Strategy. However the Authority is engaged in a couple of landscape-scale schemes which should be referenced; the Lea Catchment Nature Improvement Area and River Lea Catchment Partnership, which seek to address issues relating to the wider water environment, and the creation of resilient ecological networks.

Officers from the Authority would be happy to discuss any of the points raised in this letter in advance of publication of the final strategy.

Yours sincerely

Stephen Wilkinson
Head of Strategic Planning and Partnerships



 <p>LEE VALLEY REGIONAL PARK AUTHORITY</p> <p>REGENERATION AND PLANNING COMMITTEE</p> <p>21 SEPTEMBER 2017 AT 11:30AM</p>	<p><u>Agenda Item No:</u></p> <p>7</p> <p><u>Report No:</u></p> <p>RP/02/17</p>
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CONSULTATION ON THE LONDON MAYOR'S DRAFT TRANSPORT STRATEGY

Presented by the Head of Planning and Strategic Partnerships

SUMMARY

The Mayor of London is consulting on his draft Transport Strategy which sets out his vision for the efficient movement of people around the capital in a clean, safe and sustainable way. It is ambitious in its scope and targets. Although the essential thrust of this strategy is on Greater London it includes proposals for Cross Rail 2 which will extend to Broxbourne and includes the possible devolution of the management of 'suburban' services from the Department of Transport to Transport for London, a functional body of the Greater London Authority. The strategy is consistent with the Authority's adopted Environment and Cycling strategies which seek to encourage sustainable forms of transport within the Regional Park. Comments included in the draft email included in Appendix A to this report welcome the draft strategy's support for delivering modal shift to sustainable transport linked to the creation of a cleaner and safer environment. However, references to the role of the Regional Park in providing sustainable cycle/pedestrian routes linked to the delivery of Cross Rail 2 should be made. Whilst Cross Rail 2 will bring significant benefits to London in delivering housing growth and employment opportunities the significance of the Regional Park in this wider regeneration agenda should be explicitly referenced. A request is made for the Authority to be fully involved in the refresh of the Opportunity Area Planning Framework which will set the parameters for new development in the Upper Lee valley.

RECOMMENDATIONS

Members Approve: (1) the draft comments included in the draft email in Appendix A to this report.

BACKGROUND

- 1 The Mayor of London's draft Transport strategy is predicated on the anticipated rise in London's population from 8.7m to 10.5m over the next 25 years which it is anticipated will generate an additional 5 million additional trips by 2041. Transport is seen as the key to connecting communities, facilitating improved journeys to work and unlocking housing potential. The strategy sees transport

as shaping London and also the type and location of new development across the capital. All regeneration schemes will be required to incorporate the Mayor's principles of good growth based on the following principles:

- Good access to public transport;
- High density and mixed use development;
- People being given the choice to walk and cycle;
- Inclusive accessible design;
- Carbon free travel; and
- the efficient movement of freight.

It is considered that delivery of these principles will support modal shift from the car to sustainable forms of transport. Alone this change will address many of the problems experienced by Londoners including pollution, poor health, congestion and road safety.

- 2 The strategy seeks to shift the current mode share in favour of walking, cycling and public transport by 2041 to 80% of all trips compared to the current figure of 64%. It is acknowledged that increased physical activity can reduce type 2 diabetes by between 30-50%, coronary heart disease by 20-35% and breast cancer by 20%. This target is consistent with the Greater London Authority (GLA's) health agenda which seeks to encourage people to do at least 20 minutes active travel each day. Consistent with this aim the draft strategy aims for a progressive reduction in deaths and serious injuries on the roads which will be eliminated entirely by 2041. Linked to this are proposals requiring an earlier introduction and expansion of the 'ultra low emission zone' across the capital with all new road vehicles to be zero emission by 2040 and the entire transport system to be zero emission by 2050. These measures build upon the existing emission surcharge in central London.
- 3 A related strand essential to modal shift and safer streets is the concept of 'Healthy Streets', used to redefine how Londoners interact with their street environment; streets represents 80 percent of London's public space and is particularly important for the aged, the very young, disabled and those on low incomes. The street environment will be the main focus for the development of cycling and walking strategies and measures will be taken to address 'dangerous, polluting vehicles'. It is estimated that currently up to 5m journeys could be made by walking/cycle instead of by car. Modal shift will 'free' up space on the existing network and make it operate more efficiently.
- 4 The draft strategy identifies that across London the network has to be able to cater for a 50% increase in journeys by public transport from 10 million to 15 million trips per day. A series of measures are proposed to improve the bus network with a 'low emission route' along Meridian Way and bus priority given to the regeneration areas along the upper Lee valley including Lee Valley EastSide, Meridian Water and Ponders End.
- 5 The largest proposed investment to support modal shift is the proposed Cross Rail 2. This is described as a key project in a post Brexit United Kingdom designed to maintain the competitiveness of London as a 'global city'. The importance of the proposed line lies with the improved connectivity to 8 underground lines, the London overground line and the Elizabeth line, (Cross Rail 1). The draft strategy states that the business case for CrossRail 2 demonstrates that this is affordable and in future will create the capacity for an

additional 270,000 people to travel into and across central London with the capacity to unlock land for 200,000 new homes and support up to 200,000 new jobs.

- 6 These opportunities have prompted the GLA to commence work on a 'refresh' of the Opportunity Area Planning Framework (OAPF 2013) for the Upper Lee Valley which will amongst other matters identify the potential for the release of strategic industrial land for housing. The draft strategy identifies that new investment in the rail line requires a complementary programme for streets and routes that support walking and cycling and references are made to improving connectivity around the newly emerging neighbourhoods of Meridian Water, Lea Bridge/Leyton and North East Enfield. The strategy also refers to the improved capacity of the new rail line as creating 'excellent opportunities' to support growth beyond London's boundaries building on the synergies within the London Stansted Cambridge Consortium.
- 7 The draft strategy seeks to extend the high quality of service experienced by travellers in London through the devolution from the Department of Transport to Transport for London of specifications for local train services both within London and potentially beyond its administrative boundaries. This would facilitate the opportunities to create a London suburban metro service operating to the same standards enabling full integration with services across the capital.
- 8 Delivery of the draft strategy will be supported by the use of mobile technology which facilitates the provision of information and payment which could lead to demand response bus services. The potential for autonomous vehicles or 'driver assisted vehicles' will be explored to improve road capacity and safety. The draft strategy re-iterates the findings of the London Finance Commission to enable greater revenue raising powers. Further work is being considered as part of a development rights auction model for major infrastructure, with additional revenue from taxes including property, business rates and stamp duty and in addition the potential to direct revenue from vehicle excise duty to investment in major roads.

COMMENT

- 9 The scope and intent of the draft strategy is ambitious. The focus on sustainability is consistent with the Authority's adopted strategies for the Environment and Cycling. However the strategy doesn't adequately recognise the significance of London's Parks to provide sustainable and alternative routes for pedestrians and cyclists in contrast to the congested highway network. This is a significant omission and although references to additional routes are included in the sections on the proposed Cross Rail 2 there is no explicit reference to the potential role of the Regional Park in this regard.
- 10 Whilst Cross Rail 2 will bring significant benefits to London in delivering housing growth in the upper Lee Valley the draft strategy identifies a series of regeneration areas which include the Regional Park. Although the Authority was involved in the development of the OAPF in 2013 it has not been involved in the 'refresh' which is underway. A request is made for the Authority to be fully involved again as the opportunities and challenges for the Regional Park are even greater than before.

ENVIRONMENTAL IMPLICATIONS

- 11 Environmental implications have been addressed in the body of this report.

FINANCIAL IMPLICATIONS

- 12 There are no financial implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

- 13 Planning applications referred to this Authority are submitted under the consultative arrangements of Section 14 (4-7) of the Lee Valley Regional Park Act 1966. The Act requires a local planning authority to consult with the Authority on any planning application for development, whether within the designated area of the Park or not, which might affect any part of the Park.
- 14 The Park Act enables the Authority to make representations to the local planning authority which they shall take into account when determining the planning application.

RISK MANAGEMENT IMPLICATIONS

- 15 There are no risk management implications arising directly from the recommendations in this report.

EQUALITY IMPLICATIONS

- 16 There are no equality implications arising directly from the recommendations in this report.

Author: Stephen Wilkinson, 01992 709 828, swilknson@leevalleypark.org.uk

BACKGROUND REPORTS

Mayor's draft Transport strategy

June 2017

APPENDICES ATTACHED

Appendix A	Authority Response Email
Appendix B	Plan of Transport Proposals for homes and jobs in the ULV

LIST OF ABBREVIATIONS

GLA	Greater London Authority
OAPF	Opportunity Area Planning Framework

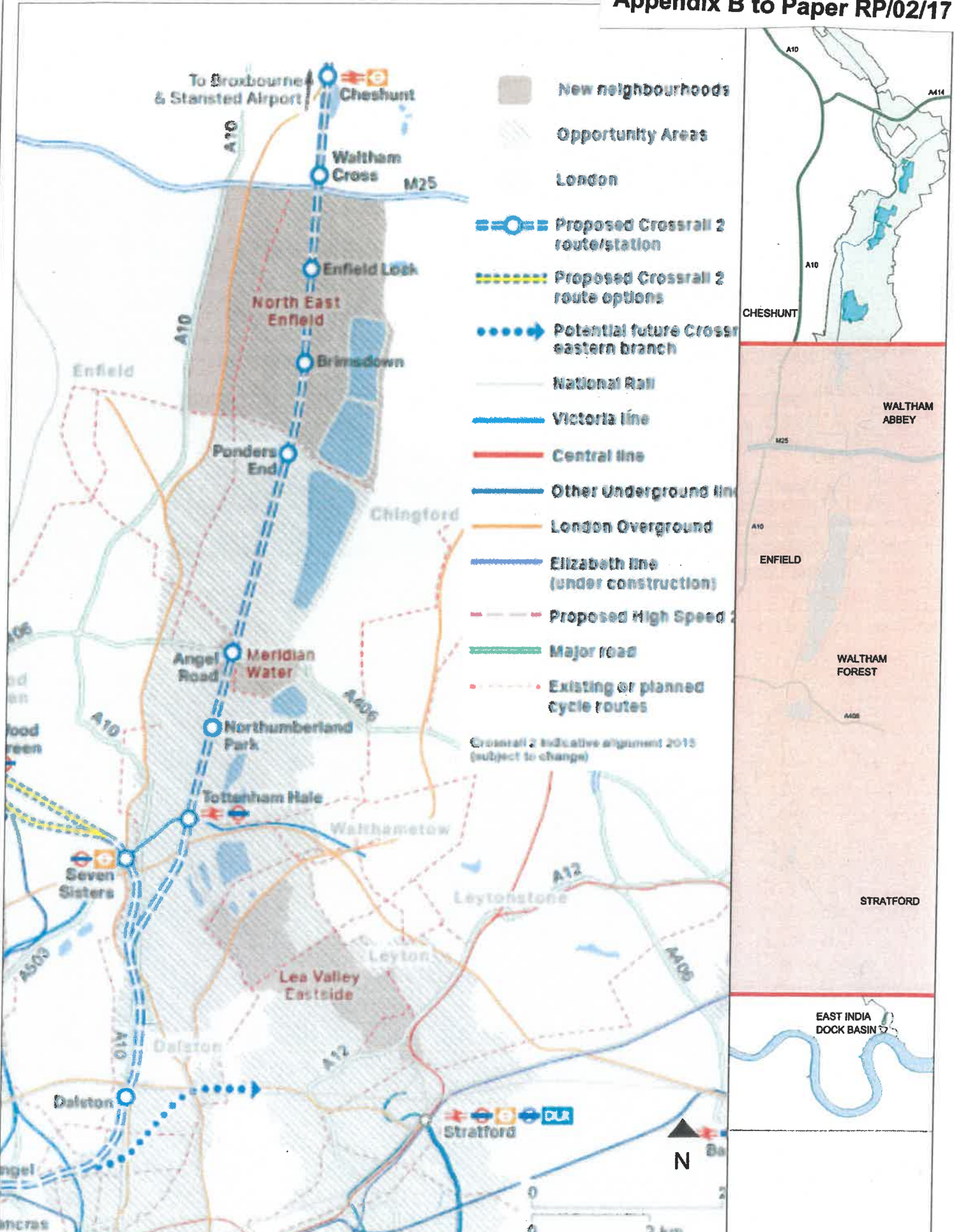
Appendix A to Paper RP/02/17

Formal response by email
consultations@tfl.gov.uk

The Authority welcomes the ambitious scope and intent of the draft strategy. The focus on sustainability is consistent with the Authority's adopted strategies for the Environment of the Regional Park and Cycling. Although the essential thrust of this strategy is on Greater London the proposals for Cross Rail 2 will include improvement to stations at Waltham Cross, Cheshunt and Broxbourne which will serve to extend the Regional Park's visitor catchment by public transport.

However the strategy should have a clearer recognition of the role of the Regional Park in providing sustainable cycle/pedestrian routes linked to the delivery of Cross Rail 2 and homes and jobs in the upper Lee valley.

Given the increasing importance of the Regional Park in supporting the growth agenda and its role in the London Stansted Cambridge corridor the Authority requests full involvement in the 'refresh' of the Opportunity Area Planning Framework which will identify areas for growth and set the parameters for new development in the Upper Lee valley.





LEE VALLEY REGIONAL PARK AUTHORITY

**REGENERATION AND PLANNING
COMMITTEE**

21 SEPTEMBER 2017 AT 11:30AM

Agenda Item No:

8

Report No:

RP/03/17

**PLANNING CONSULTATION BY THE LONDON BOROUGH OF
HARINGEY ON AN APPLICATION FOR A MIXED USE
DEVELOPMENT OF BETWEEN 11-33 STOREYS COMPRISING
1588SM OF COMMERCIAL SPACE, 279 RESIDENTIAL UNITS
AND RELATED INFRASTRUCTURE, HALE VILLAGE N17**

Presented by the Head of Planning and Strategic Partnerships

SUMMARY

Hale Village, adjacent to Tottenham Hale station has been built out since the original grant of outline planning permission in 2007. Originally, the application site was identified for a 18 storey tower block but the current scheme proposes a part 11 and 33 storey tower. Although the site lies outside the Regional Park boundary a request for planning obligations through the Community Infrastructure Levy (CIL) is recommended with funding directed to enhancements to the Regional Park in this area given that the adjacent parklands are likely to have more visitors.

RECOMMENDATIONS

Members Approve: (1) that in the event of planning permission being granted the Council consider the use of Community Infrastructure Levy derived from this scheme for enhancements to the Regional Park in the vicinity of this site.

BACKGROUND

1 The application site lies adjacent to the Tottenham Hale station. In 2006 London Borough of Haringey adopted a master plan for the redevelopment of sites around the station including the former Great London Council supplies depot which the application site forms part. This formed the context for the grant of outline planning permission in 2007 for the redevelopment of the wider site into a primarily residential scheme, Hale Village comprising 1210 units in a series of blocks with an 18 storeys block permitted on the site which is the subject of the current application.

- 2 Hale Village has been developed out during the last decade although the application site remains as a single undeveloped plot which the masterplan had identified as having the potential for 251 homes. The applicants state that the intention was that an 18 storey landmark tower would be located on this site. The site is included in the Council's adopted Action Area Plan (AAP) as an area for growth. A plan of the site is included in Appendix A to this report.
- 3 In March 2017 the Great London Authority, using its 'call-in' powers granted planning permission for the redevelopment of Hale Wharf, another site which lies within the Regional Park which includes 505 units in nine blocks with a 22 storey tower on the frontage to Ferry Lane. This was despite objections to the scheme by the Authority. There are other major redevelopment schemes in the local area under consideration as part of the Council's growth strategy and in line with the AAP. Although this site lies outside the Regional Park the Authority's landscape sensitivity study identified that in this area tall buildings could have adverse impacts on the experiential qualities of the Park.

SITE DESCRIPTION AND SURROUNDINGS

- 4 The application site comprises 0.271ha of vacant land on the southern boundary of the Hale Village development adjacent to Ferry Lane. The site's other boundaries are determined by the location of the Hale village blocks. The land is set below the level of Ferry Lane. To the south is the Ferry Lane estate and immediately to the west is the Tottenham Hale station. The station's proximity has resulted in the site having a public transport accessibility level rating (PTAL) of 6A. Hale Village comprises a series of developed plots ranging in height from 8-15 storeys. The site lies 130 metres from the boundary of the Regional Park. A total of 36 parking spaces are proposed of which 24 will be mobility spaces.
- 5 The proposed block will be centrally located in the plot with amenity space surrounding. It will comprise 33 storeys above a large podium. Its density will be at 1029 habitable rooms per ha which is well above the density ranges advocated by the London Plan and the application papers justify this figure by the anticipated improvements in transport accessibility. The 11 storey section will be located on the east side of the principal tower above which will be a 'sky garden'. Above this the tower will rise by further 19 storeys. The affordable housing elements will occupy the lower floors with penthouses occupying the 3 upper floors. The Design and Access statement describes the proposed building as a *'white sculptural tower-elegant and well proportioned with contemporary detailing that responds to its context'*.
- 6 The applicant's design and access statement identifies that the block will be of *'naturally, slender and elegant proportions'*. Whilst the proposed buildings height is accentuated by the regular spacing of windows and white metal panels a contrasting horizontal plane is created by balconies on the southern and western elevations and the use of banding between floors. Balconies will have white inter glazed panels. The eastern elevation will comprise shallow projecting bay windows serving living/play rooms.
- 7 Around the podium at ground floor level will be areas of amenity space with planters. On the western side will be a areas of public realm largely created by a palette of hard materials to allow for tables and chairs associated with cafes on the ground floor. Above these amenity areas there will be a green roof on the podium and a 'sky garden' comprising 231.5sm which includes a series of planters and timber seating areas with a central play area.

APPRAISAL

- 8 This is a major redevelopment in an area which is increasingly being urbanised in compliance with the London Plan and the adopted Action Area Plan. Although the scheme will be 130m west of the boundary of the Regional Park it will be clearly visible from many areas of the Regional Park. However it will have minimal impact on the amenities of the Regional Park because of the location of the existing blocks within Hale Village which flank Millmead Road. Aesthetically the dominance of glazing and white metal panels in this design will provide a stark but interesting contrast to the area's existing grain and form. These factors distinguish the scheme from the major redevelopment of Hale Wharf which included a 24 storey tower on the frontage which had a more immediate impact due to its location within the Regional Park and included a design which was less aesthetically acceptable.
- 9 However the increased scale of development on this site has the potential to generate additional visitors to the Regional Park and it is recommended that a request is made to the Council, as planning authority, to use monies derived from this scheme through the Community Infrastructure Levy to a revenue pot to support enhancement of the Regional Park in this area. A list of potential enhancements is included in Appendix B to this report.

ENVIRONMENTAL IMPLICATIONS

- 10 There are no environmental implications arising directly from the recommendations in this report.

FINANCIAL IMPLICATIONS

- 11 There are no financial implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

- 12 Planning applications referred to this Authority are submitted under the consultative arrangements of Section 14 (4-7) of the Lee Valley Regional Park Act 1966. The Act requires a local planning authority to consult with the Authority on any planning application for development, whether within the designated area of the Park or not, which might affect any part of the Park.
- 13 The Park Act enables the Authority to make representations to the local planning authority which they shall take into account when determining the planning application.

RISK MANAGEMENT IMPLICATIONS

- 14 There are no risk management implications arising directly from the recommendations in this report.

EQUALITY IMPLICATIONS

- 15 There are no equality implications arising directly from the recommendations in this report.

Author: Stephen Wilkinson, 01992 709 828, swilkinson@leevalleypark.org.uk

BACKGROUND REPORTS

Application papers 17.087

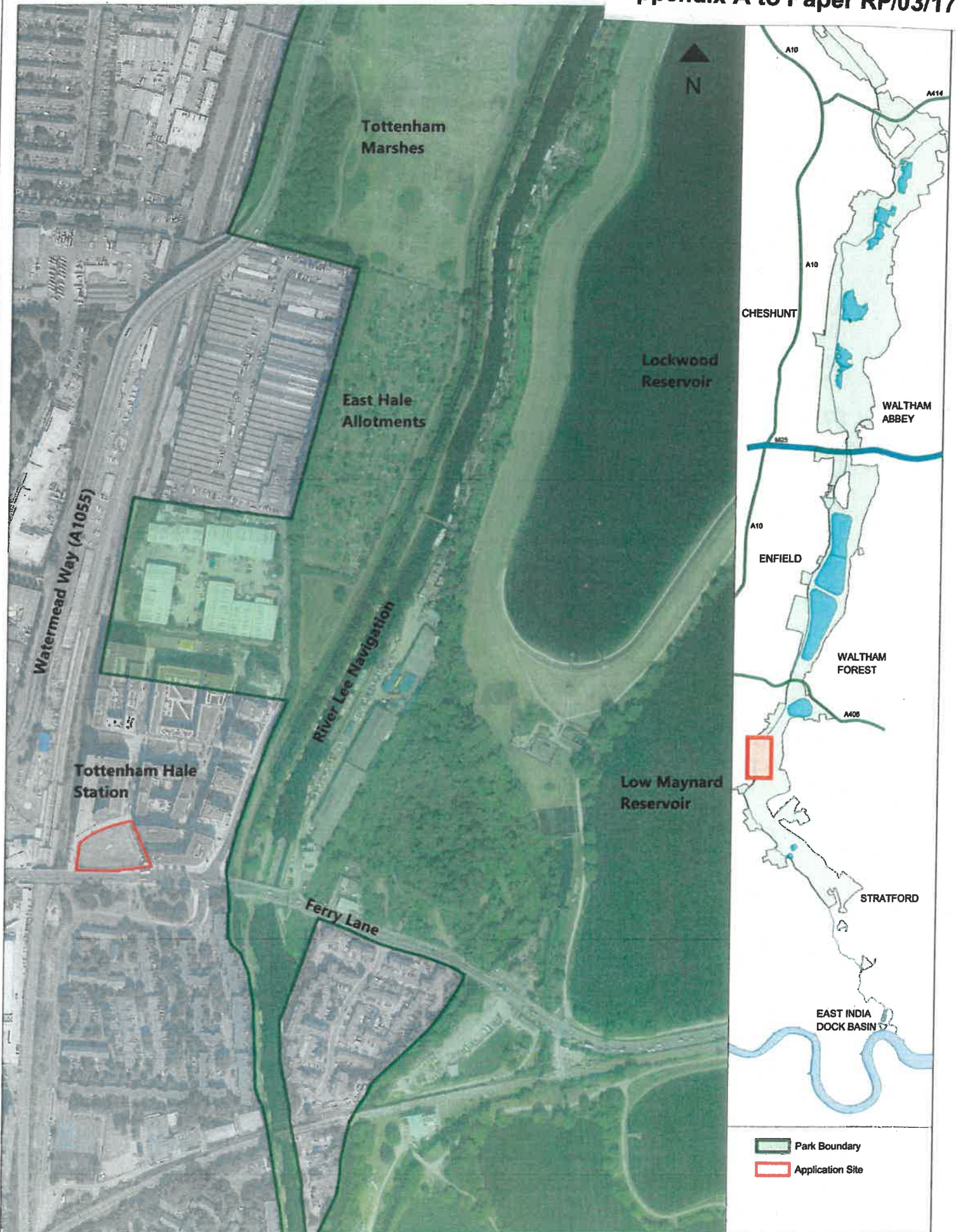
July 2017

APPENDICES ATTACHED

Appendix A	Site plan
Appendix B	List of potential schemes

LIST OF ABBREVIATIONS

GLA	Greater London Authority
AAP	Area Action Plan
PTAL	Public Transport Accessibility Level



Tottenham Hale Works (Hale SW Plot), Ferry-Lane, Tottenham Hale

Appendix B to Paper RP/03/17

The following are projects derived from the adopted proposals included Park Development Framework

Invest in new pedestrian and cycle routes or improve the quality of existing routes

Improve wayfinding for orienteering routes across the Marshes

Safeguard and invest in the Paddocks Nature Reserve to complement Walthamstow Wetlands to the south

New planting schemes to protect views from within the Marshes

Develop a Canoe trail



LEE VALLEY REGIONAL PARK AUTHORITY

**REGENERATION AND PLANNING
COMMITTEE**

21 SEPTEMBER 2017 AT 11:30AM

Agenda Item No:

9

Report No:

RP/04/17

**PLANNING CONSULTATION BY THE BOROUGH OF
BROXBOURNE ON AN APPLICATION FOR CHANGE OF USE
FROM GNERAL INDUSTRIAL TO STORAGE, RYE HOUSE
STATION GOODS YARD**

Presented by the Head of Planning and Strategic Partnerships

SUMMARY

The site lies in the Regional Park and has a lawful use for general industrial purposes although the original buildings have been cleared and it has a recent history of being used intermittently for open storage. The application seeks to regularise this situation with an application for storage and distribution. The Authority's adopted position included in the Park Plan (2000) is that the site should be improved in appearance as it lies in a Landscape Investment site. The Authority did not object to the site's allocation for housing in the draft Local Plan given its status as 'previously developed land.' However the design of the current scheme does not acknowledge its location in the Regional Park where some form of mitigation designed to reduce the impact of the open storage areas and the absence of detail on lighting should be included. An objection is recommended for this reason.

RECOMMENDATIONS

Members Approve: (1) the Authority objects to the application given the absence of landscaping on the eastern boundary of the site within the Regional Park and details of proposed lighting given the location of the site opposite the Rye Meads SSSI and nature reserve in the wildlife foraging corridor for bats.

BACKGROUND

1 The application site comprises 1.1ha and is the former goods yard of Rye House station. It was for many years used for general industrial purposes having been used by an aggregate company, Turnford Surfacing for many years, and this is now its lawful use. During the last decade however it has been used on an intermittent basis for open storage with all the buildings cleared. During this time the local planning authority adopted a development brief for commuter parking

and housing despite objections from the Authority. In 2016 the Authority did not object to the inclusion of the site for housing in the draft Local Plan.

SITE DESCRIPTION AND PROPOSALS

- 2 The application site lies within the Regional Park, comprises 1.1ha and includes an extensive frontage of 310m which lies above the Navigation towpath. Rye House Quay and Gatehouse and the Rye Meads SSSI, part of the Lee Valley SPA and nature reserve lies opposite on the other side of the Navigation. The eastern boundary is rail lines and the northern boundary is a heavily treed area. Vehicular access is from access Rye Road, Hoddesdon. The site currently contains no permanent buildings and is a hard surfaced open yard. There is a limited vegetation boundary along the northern eastern edge.
- 3 The current scheme is for a distribution depot designed to serve a kitchen manufacturing company based in Lincolnshire. The depot will cater for 10-12 double trailers which will transport large boxes containing kitchens to the site each day. From the site delivery trucks and vans will take the units to customers; this will result in an estimated 44 truck movements on a 24/7 basis. The site will be floodlit. It is proposed that existing landscaping will be retained.

APPRAISAL

- 4 Although the application has to be considered in the context of its lawful use the current scheme does not adequately consider the potential impacts on the amenities of the Regional Park. The scheme has an extensive frontage to the Navigation which is clearly visible due to the level change from the towpath and the opportunity raised by this application should be taken to improve this aspect with a good quality landscape treatment of some depth to provide screening for improved ecological habitat and enhanced visitor amenity. It is also necessary given the high landscape qualities of the Rye House gatehouse site opposite.

Further although reference is made to the impacts of proposed floodlighting on residential properties there is no reference to the more sensitive issue of maintaining a dark corridor through the Regional Park to protect the foraging habitat of bats and other nocturnal wildlife. This is particularly important given the proximity of the Rye Meads SSSI and nature reserve.

- 5 Although the Authority did not object to the inclusion of this site for housing in the draft Local Plan this was an issue of principle and when /if a detailed application is submitted the Authority will raise these same concerns.

ENVIRONMENTAL IMPLICATIONS

- 6 Environmental implications have been addressed in the body of this report.

FINANCIAL IMPLICATIONS

- 7 There are no financial implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

- 8 Planning applications referred to this Authority are submitted under the consultative arrangements of Section 14 (4-7) of the Lee Valley Regional Park

Act 1966. The Act requires a local planning authority to consult with the Authority on any planning application for development, whether within the designated area of the Park or not, which might affect any part of the Park.

- 9 The Park Act enables the Authority to make representations to the local planning authority which they shall take into account when determining the planning application.

RISK MANAGEMENT IMPLICATIONS

- 10 There are no risk management implications arising directly from the recommendations in this report.

EQUALITY IMPLICATIONS

- 11 There are no equality implications arising directly from the recommendations in this report.

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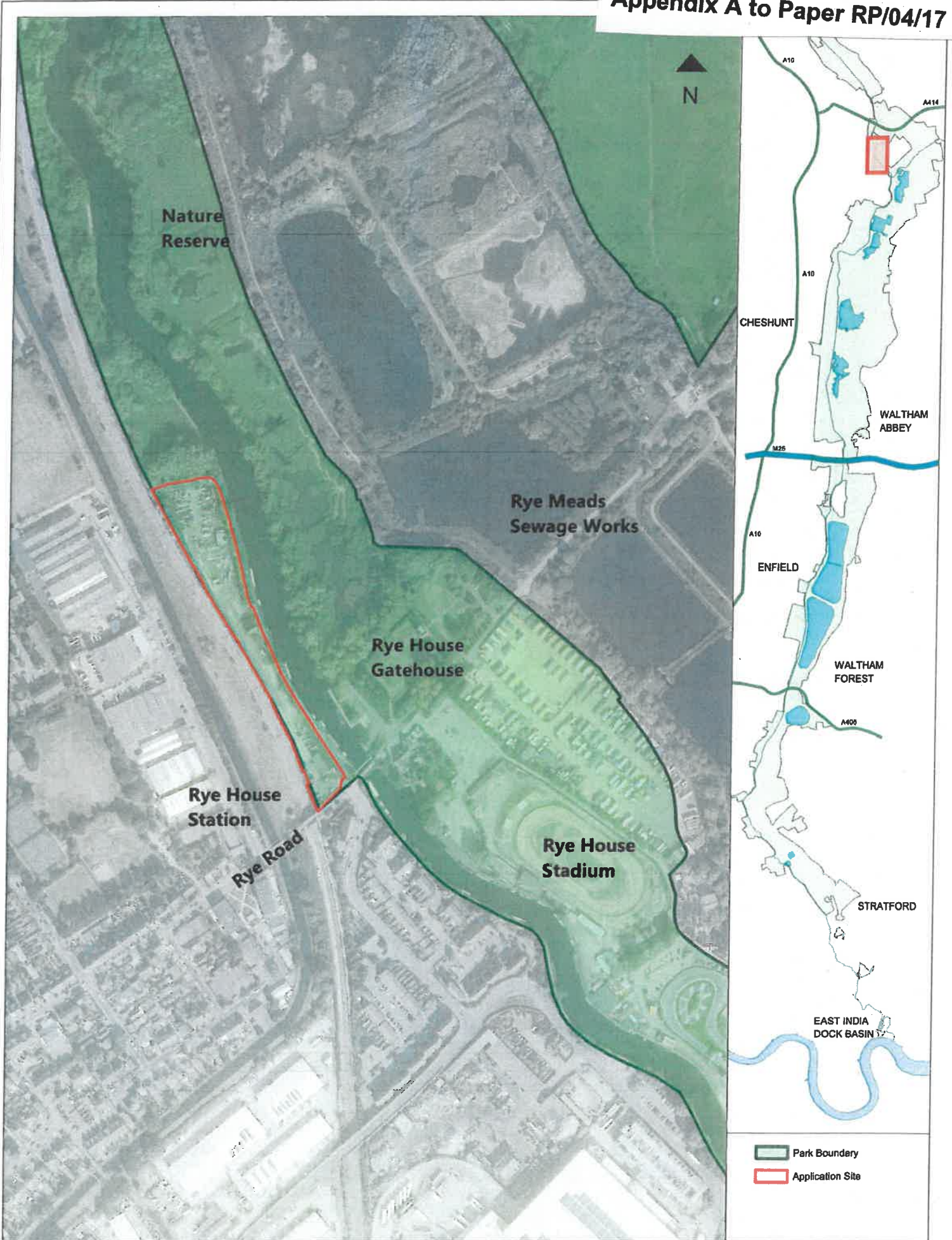
BACKGROUND REPORTS

Application papers for 17.096

August 2017

APPENDICES ATTACHED

Appendix A Site plan



Rye Works, Rye Road, Hoddesdon



LEE VALLEY REGIONAL PARK AUTHORITY

**REGENERATION AND PLANNING
COMMITTEE**

21 SEPTEMBER 2017 AT 11:30AM

Agenda Item No:

10

Report No:

RP/05/17

**PLANNING CONSULTATION BY EPPING FOREST DISTRICT
COUNCIL ON AN OUTLINE APPLICATION FOR NINE
RESIDENTIAL DWELLINGS AT BROXLEA NURSERY,
NURSERY ROAD, LOWER NAZEING**

Presented by the Head of Planning and Strategic Partnerships

SUMMARY

The application is for outline planning permission for 4no.detached dwellings on a former mushroom farm on Nursery Road. The site lies in the Green Belt and Regional Park. An objection is recommended on the grounds that the proposed scheme would be counter to Green Belt policies contained within the National Planning Policy Framework and the Authority's adopted policies and those emerging in the Park Development Framework.

RECOMMENDATIONS

Members Approve: (1) The Authority objects to the proposed development as it is contrary to the policies designed to protect the permanence and openness of the Green Belt included in the National Planning Policy Framework and the adopted policies of the Park Plan designed to integrate the site into the landscape of surrounding parkland.

BACKGROUND

- 1 The site has a long planning history with many applications being made for new development to the former mushroom farm. This history includes applications for other uses unrelated to agriculture. However despite this and according to the Council's records the site's lawful use is as an agricultural unit. This is a use which is consistent with its Green Belt designation. This is an important point which has a bearing on the recommendation included in this report.
- 2 In 2014, officers, in response to a pre application enquiry for up to 9 dwellings on this site, objected to the principle of residential development. An outline

application for two dwellings was refused planning permission in October by the Local Planning Authority (Paper ULV/103/15) on the grounds of protection of the Green Belt, adverse impact on the Regional Park and the absence of a sequential test to counter flood risk.

- 3 In 2016 an application for a 'self build scheme' submitted in accordance with the Self Build Act 2015 was refused given the sites location in the flood zone Green Belt, on a land fill site and forming part of the Regional Park and a further application was refused in 2017 for 7 no. houses for 3 of the reasons used for the previous decision excluding reference to contaminated land.

DESCRIPTION OF SITE AND PROPOSALS

- 4 The site lies on the west side of Nursery Road, a private road within the Park which lies to the east of the Lee Pathway. Nursery Road is characterised by detached residential properties at its southern end with nurseries towards the northern end. There are however large areas of open land, a large proportion of which is owned by the Authority in the surrounding areas.
- 5 Broxlea Nursery is a former mushroom farm of 1.49ha, although the application site comprises 0.49ha, comprising 2 clusters of buildings which are in a serious state of dilapidation. There have an industrial character unlike glasshouses. There are large areas of hard standings.
- 6 The application seeks full planning permission for the demolition of the existing buildings and structures and the development of 4 detached dwellings. However, site layout, design, and landscaping are indicative and reserved with separate access points identified for each dwelling. Each dwelling would have a maximum ridge height of 9m and a maximum footprint of 125sm. with additional garage space set in plot sizes of between 900-1325sm The 4no. dwellings would be arranged in a row along the frontage to Nursery Lane.
- 7 The application includes an ecological study which identifies the potential for breeding birds, reptiles and bats. A series of measures designed to mitigate impacts are suggested.

RELEVANT POLICY

- 8 The site lies in the Green Belt which is accorded protection in the National Planning Policy Framework (NPPF 2012). Further, in 2013 and 2014 through Ministerial statements Government has stated that unmet need for housing 'is unlikely to outweigh the harm to Green Belt and other harm, to constitute the very special circumstances justifying inappropriate development in the Green Belt'. Protection of the Green Belt was re-iterated in the White Paper (February 2013) Other policies within the NPPF encourage local planning authorities to improve the state of derelict sites in the Green Belt.
- 9 The adopted Park Plan (2000) identifies the site as lying in a Landscape Investment area, defined as of a 'negative, visually or physically fragmented and degraded (landscape) character' which requires considerable investment to support integration into the surrounding landscape of the Parklands.

APPRAISAL

- 10 The application poses issues of principle for the Authority in responding to a development proposal which will clearly have some merit in improving the appearance of a site which has been in a state of disrepair for a significant period of time. For the purpose of this consultation officers support the District Council's understanding of the site's planning history and conclude that it has a lawful use for agricultural use.
- 11 The NPPF and the Authority's own policies in the Park Plan and draft Park Development Framework seek to improve the state of the site. This approach is affirmed in the draft Park Development Framework proposals for the site which seek to improve it not through new forms of development which are non Park related (as the proposal suggests) but through the delivery of a landscape solution; this is consistent with the Authority's approach to other similar applications. The site's lawful use is for agricultural purposes and it would appear that there have been no intervening uses which could make the case that the site is previously developed land. For these reasons an objection is recommended.
- 12 The Authority's Biodiversity officer considers that insufficient surveys have been carried out which adequately assess the form of mitigation to be provided on site.

ENVIRONMENTAL IMPLICATIONS

- 13 Environmental implications have been addressed in the body of the report.

FINANCIAL IMPLICATIONS

- 14 There are no financial implications arising directly from the recommendations in this report.

LEGAL IMPLICATIONS

- 15 Planning applications referred to this Authority are submitted under the consultative arrangements of Section 14 (4-7) of the Lee Valley Regional Park Act 1966. The Act requires a local planning authority to consult with the Authority on any planning application for development, whether within the designated area of the Park or not, which might affect any part of the Park.
- 16 The Park Act enables the Authority to make representations to the local planning authority which they shall take into account when determining the planning application.

RISK MANAGEMENT IMPLICATIONS

- 17 There are no risk management implications arising directly from the recommendations in this report.

EQUALITY IMPLICATIONS

- 18 There are no equality implications arising directly from the recommendations in this report.

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BACKGROUND REPORTS

Background papers application 17.094

April 2016

PREVIOUS COMMITTEE REPORTS

ULV

103/15

Planning
Consultation

October 2015

APPENDICES ATTACHED

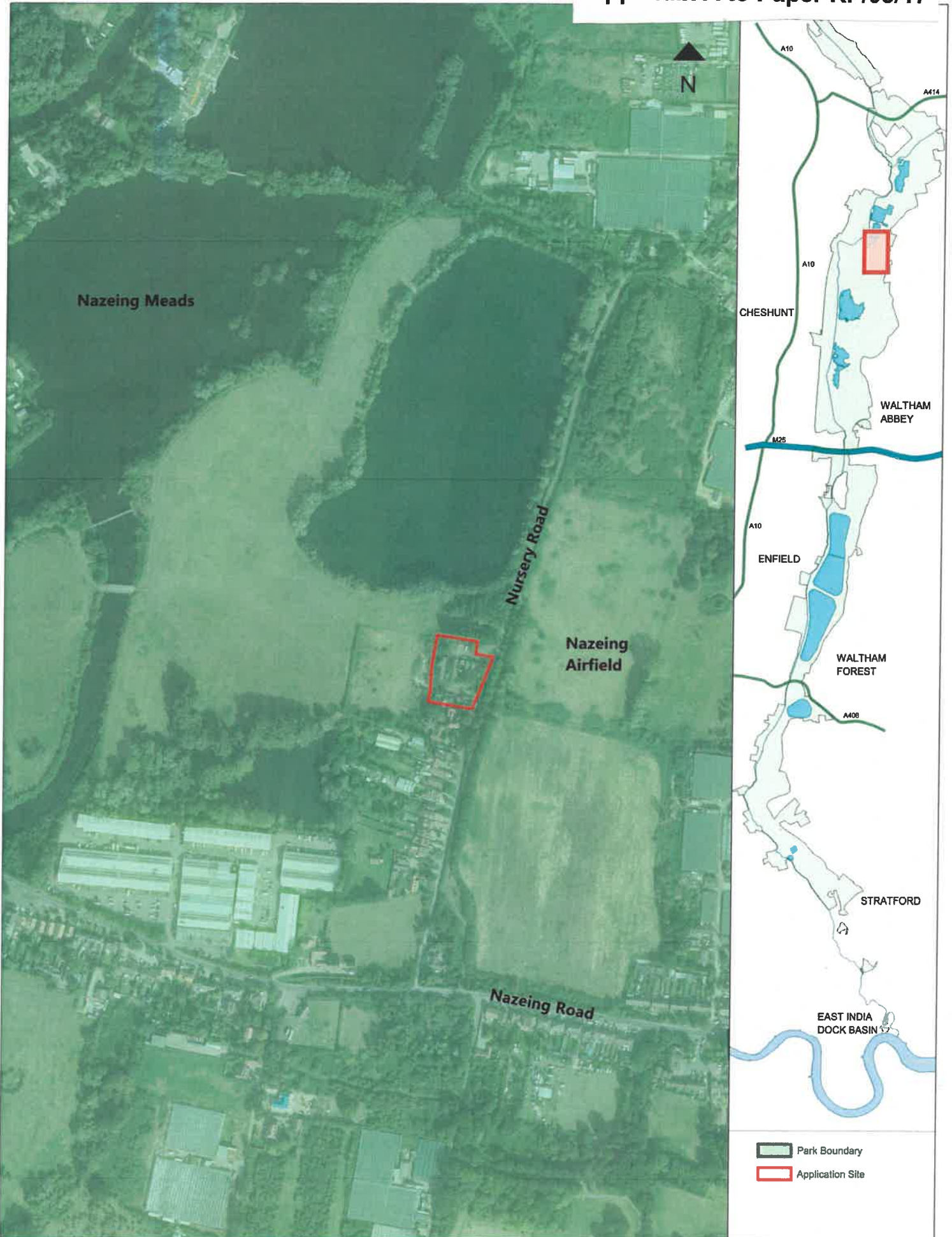
Appendix A

Site plan

LIST OF ABBREVIATIONS

NPPF

National Planning Policy Framework



Broxlea Nursery, Nursery Road, Nazeing, EN9 2JE

