
NORTH LONDON WASTE AUTHORITY

NORTH LONDON HEAT AND POWER PROJECT

DEVELOPMENT CONSENT OBLIGATIONS

The Planning Act 2008 The Infrastructure
Planning (Applications: Prescribed
Forms and Procedure) Regulations 2009
Regulation 5 (2) (q)

AD03 ■ 03

Revision 2 |

August 2016

Agreement under Section 106 of the Town and Country Planning Act 1990 (as amended by Section 174 of the Planning Act 2008)

Section 111 of the Local Government Act 1972 Section 2 of the Local Government Act 2000 and Section 1 of the Localism Act 2011

relating to land known as

The EcoPark, Advent Way, London N18 3AG

Dated 23 August 2016

- (1) The London Borough of Enfield**
- (2) LondonWaste Limited**
- (3) North London Waste Authority**

Contents

1	Definitions.....	2
2	Construction of this Deed	7
3	Legal basis	7
4	Conditionality	8
5	The Owner and Developer's Covenants.....	8
6	The Council's Covenants.....	8
7	Miscellaneous	8
8	Exclusions from liability.....	9
9	Waiver.....	10
10	Change in Ownership or Interests.....	10
11	Notices	10
12	Council's Fees.....	10
13	VAT and Interest on Late Payment.....	10
14	Disputes	11
15	Jurisdiction.....	11
16	Delivery.....	11
Schedule 1	Plans	12
Schedule 2	The Owner and the Developer's Covenants	13
Schedule 3	Council's Covenants.....	19
Schedule 4	Framework Construction Travel Plan	20
Schedule 5	Framework Operational Travel Plan.....	21

Deed

Dated [●] 23 August 2016

Between

- (1) **The London Borough of Enfield** whose address is the Civic Centre, Silver Street, London EN1 3XA (the "**Council**");
- (2) **LondonWaste Limited** a company registered with number 2732548 whose registered office is EcoPark, Advent Way, Edmonston, London N18 3AG (the "**Owner**"); and
- (3) **North London Waste Authority** whose place of business is Unit 1B, Berol House, 25 Ashley Road, Tottenham Hale, London N17 9LJ (the "**Developer**").

Introduction

- 1 The Council is the local planning authority for the purposes of the 1990 Act for the area in which the Application Site is situated.
- 2 The Owner is the freehold owner of the Section 106 Land (being part of the Application Site) free from encumbrances and registered at the Land Registry with absolute title under title numbers NGL293105 and AGL277183 against which the obligations within this Deed will be enforceable.
- 3 At the date of this Deed, the Developer has no legal interest in the Application Site, but is likely to be responsible for undertaking the Project in future.
- 4 On 14 October 2015 the Developer applied to the Secretary of State under section 37 of the 2008 Act for development consent to construct and operate the Project, comprising but not limited to:
 - (a) the construction of the ERF and associated buildings and plant;
 - (b) the construction of a resource recovery facility;
 - (c) the construction of a visitor building, office accommodation and boat canopy;
 - (d) utilities and infrastructure work; and
 - (e) decommissioning and removal of the Existing Energy From Waste Facility.
- 5 The Application was accepted on behalf of the Secretary of State on 11 November 2015 and given reference number EN010071.
- 6 Pursuant to section 42 of the 2008 Act, the Developer consulted the Council, amongst others, in relation to its proposals for the Project.
- 7 The Secretary of State will consider the Application and may make the DCO to authorise the Project.
- 8 Following consultation and discussions, the Council, the Owner and the Developer (the "**Parties**"), have agreed to enter into this Deed as a development consent

obligation in order to secure the planning obligations contained within it to mitigate the impacts of the Project in the event that the Secretary of State makes the DCO.

- 9 The Council considers that the obligations within this Deed are necessary to make the Project acceptable in planning terms, are directly related to the Project; and are fairly and reasonably related in scale and kind to the Project.

Now this deed witnesses as follows:

1 Definitions

For the purposes of this Deed the following expressions shall have the following meanings:

"1990 Act" means the Town and Country Planning Act 1990;

"2008 Act" means the Planning Act 2008;

"Application" means the application for development consent as described at recital 4;

"Application Site" means the land edged red on Plan 2 and for the avoidance of doubt includes the Section 106 Land;

"Apprenticeship" means a training work scheme:

- (a) offered to a person ordinarily resident in the Local Area;
- (b) in any sector which directly relates to, and other work associated with, the Project;
- (c) which, once successfully completed, will result in a nationally recognised qualification for the apprentice (including but not limited to NVQ Level 3 and 2);
- (d) at a minimum of 30 hours per week; and
- (e) offered on at least equivalent terms and conditions of employment to those benefitting Equivalent Workers, including paying a wage in accordance with industry norms;

and a person undertaking such a training work scheme shall be an **"Apprentice"**;

"Apprenticeship and Training Report" means the Owner and the Developer's written report setting out the number of Apprenticeships and amount of On-Site Skills Training provided in the relevant period and including appropriate evidence as to how the obligations in paragraphs 2.1 and 2.3 of Schedule 2 and the relevant approved EST Strategy have been satisfied (or otherwise);

"Apprenticeship Contribution" means the sum of £10,000 (ten thousand pounds) Index Linked payable to the Council to be used by the Council for local training and skills initiatives;

"Commencement of the Project" means the date on which any material operation (as defined in Section 56(4) of the 1990 Act) forming any part of the Project and

wherever on the Application Site begins to be carried out other than (for the purposes of this Deed and for no other purpose) operations consisting of:

- (a) site clearance;
- (b) site preparation;
- (c) archaeological investigations or excavations;
- (d) surveys and investigations for the purpose of assessing ground or soil conditions and/or taking samples;
- (e) erection of any temporary means of enclosure including hoardings and fences;
- (f) the temporary display of site notices or advertisements;
- (g) any other works of a like nature to those described at paragraphs (a) to (f) (inclusive) above as are agreed in writing with the Council,

and "**Commence the Project**", "**Commences**" and "**Commenced**" shall be construed accordingly;

"**Commencement Date**" means the date the project Commences;

"**Construction and Demolition Period**" means aggregate of the Initial Construction Phase, ERF Construction Phase and EfW Demolition Phase, and expected to last 9 (nine) years;

"**Construction Travel Plan**" means a travel plan relating to the construction and demolition phases of the Project, based upon the Framework Construction Travel Plan;

"**Contractor**" means the principal contractor engaged by the Developer or the Owner to undertake respectively the construction and/or demolition phases of the Project;

"**DCO**" means the Order made by the Secretary of State granting development consent pursuant to section 114 of the 2008 Act and the Application;

"**Default Interest Rate**" means 4% per annum above the Bank of England Official Bank Rate from time to time;

"**Develop**" means to undertake any development within the definition of section 55 of the 1990 Act;

"**DHEC Land**" means the land shown shaded orange and labelled "District Heating Energy Centre" on Plan 3 on which the District Heating Energy Centre is situated;

"**District Heating Energy Centre**" means the district heating energy centre located on the DHEC Land, connecting the pipes carrying Heat from the ERF to the boundary of the Application Site to the LVHN (or other Heat network);

"**EfW Demolition Phase**" means the period during which works to demolish the Existing Energy From Waste Facility are undertaken;

"Equivalent Workers" means workers of equivalent skills and experience to the Apprentices or those undertaking On-Site Skills Training (as relevant), but who are not involved with the Project;

"ERF" means the energy recovery facility forming part of the Project;

"ERF Construction Phase" means the period during which works to construct the ERF are undertaken;

"EST Strategy" means a written strategy setting out the details of how the obligations in paragraphs 2.1 and 2.3 of Schedule 2 are expected to be complied with in the Initial Construction Phase, the ERF Construction Phase and the EfW Demolition Phase respectively, and including, but not limited to:

- (a) the likely number and type of Apprenticeships to be provided in the relevant phase, which indicatively is expected to be:
 - (i) 20 (twenty) in the Initial Construction Phase;
 - (ii) 60 (sixty) in the ERF Construction Phase; and
 - (iii) 20 (twenty) in the EfW Demolition Phase;
- (b) a method statement for recruitment of the Apprentices in the relevant phase;
- (c) the job specification for the Apprenticeships to be provided in the relevant phase;
- (d) the criteria for selecting the Apprentices and OSS Trainees for the relevant phase;

"Excluded Persons" means:

- (a) any licensee or person having access rights, wayleaves or easements over any part of the Section 106 Land;
- (b) any statutory undertaker or utility provider providing services to or through the Section 106 Land;
- (c) Ballast Phoenix; David Hughes and John Victor Peacock (as trustees of Edmonton Sea Cadets Corps);

"Existing Energy From Waste Facility" means all existing buildings, structures and plant comprising the existing generation station at the Application Site;

"Expert" means any person appointed pursuant to clause 14;

"Framework Construction Travel Plan" means the framework travel plan at Schedule 4 of this Deed;

"Framework Operational Travel Plan" means the framework travel plan at Schedule 5 of this Deed;

"Full Commercial Operations Date" means the date on which electricity is first exported commercially from the ERF and **"Full Commercial Operations"** shall be construed accordingly;

"Heat" means energy in the form of heated water;

"Heat Offtake Agreement" means a commercial agreement to be entered into with an offtaker (which may include the LVHN Promoter) for (i) the connection of the ERF to the offtaker's Heat network in the area surrounding the Application Site and (ii) the supply of said Heat;

"Index Linked" means the adjustment of any payment so described in this Deed in accordance with the following formula:

$$\frac{\text{The payment specified in this Deed} \times A}{B}$$

where:

A= the figure at which the Retail Prices Index (All Items) stands on the date that date the payment under this Deed is due; and

B= the figure at which the Retail Prices Index (All Items) stands at the date of this Deed;

and **"Index Linking"** shall be continued accordingly;

"Initial Construction Phase" means the period commencing on the Commencement Date during which the site preparation, works to utilities and construction of the Resource Recovery Facility and EcoPark House will take place;

"Local Area" means the boroughs of Enfield, Barnet, Haringey, Waltham Forest, Broxbourne and the District of Epping Forest;

"Local Businesses" means businesses that are located in the Local Area;

"LVHN" means the Lee Valley Heat Network, a network of insulated pipes carrying Heat from the District Heating Energy Centre to the area surrounding the Application Site;

"LVHN Promoter" means Lee Valley Heat Network Limited (company number 7588879), or such other entity as may be responsible for the LVHN following the date of this Deed;

"Monitoring Survey" means a survey to monitor the effects of the relevant travel plan using the current TRICS UK standards in place at the time of said survey or through the site specific access and monitoring arrangements to be agreed with the Council;

"On-Site Skills Training" means no less than 225 (two hundred and twenty-five) training placements offering relevant skills training in various sectors and provided throughout the Construction and Demolition Period, each placement being:

- (a) primarily on-site within the Application Site, but which may have an element of off-site classroom training;
- (b) offered on at least equivalent terms and conditions to those benefitting Equivalent Workers including paying a wage in accordance with industry norms (if applicable);
- (c) one week in duration;
- (d) provided to a school or college leaver, or an adult who has not been employed in the construction industry during the previous six (6) months;

and a person undertaking such a training placement shall be an "**OSS Trainee**";

"Operational Travel Plan" means a travel plan relating to the operation of the Project, based upon the Framework Operational Travel Plan;

"Operator" means the entity or entities responsible for the management and operation of all or any material part of the Project once completed;

"Parties" has the meaning given to such term at Recital 8 of this Deed;

"Plan 1" means the plan numbered 1 attached at Schedule 1;

"Plan 2" means the plan numbered 2 attached at Schedule 1;

"Plan 3" means the plan numbered 3 attached at Schedule 1;

"Plan 4" means the plan numbered 4 attached at Schedule 1;

"Planning Performance Agreement" means a planning performance agreement entered into by the Owner and/or the Developer and the Council for matters including arrangements for the submission and discharge of requirements of the DCO and other matters governed by the DCO needing submission to the Council and the Index Linking of payment of fees to the Council which are required by Schedule 3 of the DCO;

"Project" means the project as authorised by the DCO and broadly as described at Recital 4;

"Safeguarded Routes" means the route(s) for future pipes connecting the LVHN or other Heat network to the ERF, as shown on Plan 4;

"Section 106 Land" means the land hatched orange on Plan 1;

"Servicing Management Plan" means a written plan describing how deliveries (other than deliveries of waste) to the Application Site required to facilitate the operation of the Project will be managed;

"SPD 1" means the Council's Section 106 Supplementary Planning Document adopted in November 2011;

"Training and Skills Contribution" means the sum of £520 (five hundred and twenty pounds) Index Linked payable to the Council to be used by the Council for local training and skills initiatives;

"Travel Plan Coordinator" means a person (or persons if job-sharing) appointed to act as a co-ordinator for either or both (as relevant) of the Construction Travel Plan and/or the Operational Travel Plan;

"Working Day" means any day other than a Saturday or Sunday or public holiday in England.

2 Construction of this Deed

- 2.1 Where in this Deed reference is made to any clause, paragraph, schedule or recital such reference (unless the context otherwise requires) is a reference to a clause, paragraph, schedule or recital in this Deed.
- 2.2 The headings appearing in this Deed are for ease of reference only and do not affect the construction or interpretation of this Deed.
- 2.3 References to "this **Deed**" or to any other agreement or document referred to in this Deed is a reference to this Deed or such other document or deed as varied or novated (in each case, other than in breach of the provisions of this Deed) from time to time.
- 2.4 Words importing the singular meaning where the context so admits include the plural meaning and vice versa.
- 2.5 Words of the masculine gender include the feminine and neuter genders and words denoting actual persons include companies, corporations, partnerships and firms and all such words shall be construed interchangeably in that manner.
- 2.6 Wherever more than one person is required by this Deed to fulfil an obligation, that obligation can be enforced against all of those persons and against each individually unless there is an express provision otherwise.
- 2.7 Any reference to an Act of Parliament or statutory instrument shall include any modification, extension or re- enactment of that Act or statutory instrument for the time being in force and shall include all instruments, orders, plans regulations, permissions and directions for the time being made, issued or given under that Act or statutory instrument or deriving validity from it.
- 2.8 References to any party to this Deed shall include the successors in title to that party and to any deriving title through or under that party and in the case of the Council the successors to its statutory functions.
- 2.9 An obligation in this Deed on a person not to do something includes an obligation not to agree or allow that thing to be done.

3 Legal basis

- 3.1 This Deed constitutes a development consent obligation and is made pursuant to Section 106 of the 1990 Act (as amended by Section 174 of the 2008 Act), Section 111 of the Local Government Act 1972, Section 2 of the Local Government Act 2000, and the Council's power under Section 1 of the Localism Act 2011 and all other powers so enabling.

3.2 The covenants, restrictions and requirements imposed under this Deed create planning obligations pursuant to Section 106 of the 1990 Act and are enforceable by the Council as local planning authority against the Section 106 Land and its successors in title.

3.3 Clause 12 is not made pursuant to section 106 of the 1990 Act but pursuant to the Council's power under section 1 of the Localism Act 2011 and any other enabling powers.

4 Conditionality

4.1 This Deed shall come into force on the date hereof except for clauses 5 and 6 and Schedules 2 and 3 which shall be conditional upon the making of the DCO.

4.2 The obligations in this Deed (with the exception of clause 12) shall cease to have effect if, before the Commencement of the Project, the DCO expires, is quashed, revoked or otherwise withdrawn (without the consent of the Developer or the Owner).

5 The Owner and Developer's Covenants

The Owner and the Developer severally covenant with the Council as set out in Schedule 2.

6 The Council's Covenants

The Council covenants with the Owner and the Developer as set out in Schedule 3.

7 Miscellaneous

7.1 No provisions of this Deed shall be enforceable under the Contracts (Rights of Third Parties) Act 1999.

7.2 This Deed shall be registrable as a local land charge against the Section 106 Land by the Council.

7.3 Where the agreement, approval, consent or expression of satisfaction (an "**Approval**") is required by any person from the Council under the terms of this Deed such Approval not be unreasonably withheld or delayed.

7.4 Where the Council proposes to not Approve any matter submitted to it under the Deed, it will use reasonable endeavours to notify the Owner and the Developer and to discuss its reasons for proposing not to Approve the relevant matter prior to formally refusing such matter.

7.5 Following the performance and satisfaction of any of the obligations contained in this Deed the Council shall upon written request (and payment of the Council's reasonable costs) effect the cancellation of the relevant entry made in the Register of Local Land Charges in respect of this Deed.

7.6 Insofar as any provision of this Deed is found (for whatever reason) to be invalid illegal or unenforceable then such invalidity illegality or unenforceability shall not affect the validity or enforceability of the remaining provisions of this Deed.

- 7.7 No person shall be liable for any breach of any of the planning obligations or other provisions of this Deed after it shall have parted with its entire interest in the Section 106 Land (or part thereof) save in respect of any breach subsisting prior to parting with such interest.
- 7.8 Upon the Developer no longer having any involvement with the Project or the Application Site, or no longer holding the majority shareholding in the Owner, the Developer shall serve written notice to the Council of this and shall thereafter have no liability for a breach of any of the planning obligations or other provisions of this Deed save in respect of any breach subsisting prior to such notice being served on the Council.
- 7.9 Subject to paragraph 3.3 of Schedule 2, which shall not be overridden by this clause, nothing in this Deed shall prohibit or limit the right to develop any part of the Application Site in accordance with:
- 7.9.1 a planning permission granted (whether or not on appeal);
 - 7.9.2 a development consent order made after the date of this Deed; or
 - 7.9.3 pursuant to the Town and Country Planning (General Permitted Development) (England) Order 2015.
- 7.10 The Parties agree that nothing in this Deed constitutes a planning permission or obligation to grant planning permission nor does it grant planning permission or any other approval, consent or permission required from the Council in the exercise of any other statutory function.
- 7.11 Nothing contained or implied in this Deed shall fetter or restrict the Parties' statutory rights, powers, discretions and responsibilities or require any Party to do anything which would be contrary to law.
- 7.12 No compensation shall be payable by the Council as a result of the obligations contained in this Deed.

8 Exclusions from liability

- 8.1 The obligations in this Deed shall not be enforceable against:
- 8.1.1 any licensee or person having access rights, wayleaves or easements over any part of the Section 106 Land;
 - 8.1.2 any statutory undertaker (other than the Operator) or utility provider providing services to or through the Section 106 Land;
 - 8.1.3 any occupational tenant of any part of the Section 106 Land (other than the Operator), unless such obligation is expressly stated in this Deed to exclusively relate to that part of the Section 106 Land in which the occupational tenant has an interest; and
 - 8.1.4 any mortgagee or chargee, unless such mortgagee or chargee has become a mortgagee in possession of all or part of the Section 106 Land, in which case such mortgagee or chargee shall be bound by those obligations in this Deed which were binding upon the person from whom it derives its interest.

9 Waiver

No waiver (whether expressed or implied) by the Council of any breach or default in performing or observing any of the covenants terms or conditions of this Deed shall constitute a continuing waiver and no such waiver shall prevent the Council from enforcing any of the relevant terms or conditions or for acting upon any subsequent breach or default.

10 Change in Ownership or Interests

The Owner warrants that save for the Excluded Persons no other person has any legal interest in the Section 106 Land. The Owner agrees to give the Council written notice of any change in ownership of the legal interests in the Section 106 Land occurring before all the obligations under this Deed have been discharged, such notice to give details of the transferee's full name and registered office (if a company or usual address if not) together with the area of the Section 106 Land by reference to a plan.

11 Notices

- 11.1 Any notice, consent or approval required to be given under this Deed must be in writing and must be delivered personally or sent by pre-paid first class post.
- 11.2 The addresses for service of any such notice, consent or approval are the addresses given above or such other address for service as has been previously notified in writing by any Party to the other Parties.

12 Council's Fees

- 12.1 The Developer will pay to the Council on completion of this Deed its reasonable and properly incurred legal costs in respect of the negotiation, preparation and execution of this Deed.
- 12.2 The Developer will pay to the Council within one (1) month of the production of an invoice up to £10,000 (ten thousand pounds) in respect of the consultancy services engaged by the Council in connection with the preparation of the Council's Local Impact Report.
- 12.3 The Developer will pay to the Council £5,000 (five thousand pounds) following the Commencement of the Project in respect of the Council's monitoring of the planning obligations within this Deed.

13 VAT and Interest on Late Payment

- 13.1 All consideration given in accordance with the terms of this Deed shall be exclusive of any value added tax properly payable, unless stated otherwise.
- 13.2 Where any sum or amount has not been paid to the Council by the date on which it is due, the Owner/the Developer shall pay the Council interest at the Default Interest Rate on that amount for the period from the due date to and including the date of payment.

14 Disputes

- 14.1 In the event of a dispute arising between any of the Parties (including the Contractor and the Operator) in respect of any matter contained in this Deed, the same shall be referred to an Expert, such Expert to act as an expert and not as an arbitrator and whose decision shall be final and binding on the parties save in the case of manifest error and (subject to clause 14.4) whose costs shall be in his award and the Expert shall be of at least ten (10) years standing in his field of expertise.
- 14.2 The Expert must be:
- 14.2.1 if the dispute relates to matters concerning the construction, interpretation and/or application of this Deed, an independent barrister or a solicitor;
 - 14.2.2 if the dispute relates to matters necessitating any calculation or otherwise concerning a financial aspect of this Deed, an independent chartered accountant;
 - 14.2.3 in any other case, (at the discretion of the President of the Chartered Institute of Arbitrators), an independent architect, civil engineer, or town planner;
 - 14.2.4 if the dispute relates to matters falling within two or more of clauses 14.2.1 to 14.2.3, such person or persons as the President of the Chartered Institute of Arbitrators considers appropriate.
- 14.3 If the Expert nominated pursuant to this clause 14 dies or declines to act, another Expert must be appointed in his place.
- 14.4 Unless the Expert directs otherwise, the costs of the relevant application to him will be divided equally between the parties to the relevant dispute.
- 14.5 The Expert will be appointed subject to an express requirement that he reaches his decision and communicates it to the parties to the dispute within thirty (30) Working Days from the date of his appointment to act or the minimum practical timescale allowing for the complexity of the dispute.
- 14.6 The Parties agree to comply with the timetable set by the Expert for the submission of any evidence or supporting material and any other directions of the Expert to ensure prompt resolution of the dispute.

15 Jurisdiction

This Deed is governed by and interpreted in accordance with the law of England.

16 Delivery

The provisions of this Deed (other than this clause which shall be of immediate effect) shall be of no effect until this Deed has been dated.

Schedule 1
Plans

Plan 1

APORA ROAD

DEEPFARMS FARM ROAD

MERIDIAN WAY

LEE PARK WAY

WALTHAMSTON AVENUE

0 25m 50m 100m

This drawing sets out specific parameters established for the N400 as developed in coordination with Hyundai I80 engineers and local Toyota vehicle site and design engineers.

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April 2013 Ordnance Survey
100019713

 LAND BOUND BY THE SECTION 138 AGREEMENT

— **WILLIAM SHAKESPEARE**

 WATER[illegible]

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NORTH LONDON HEAT AND POWER PROJECT

LAND BOUND BY THE SECTION

1997, 1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 26

FOR INFORMATION

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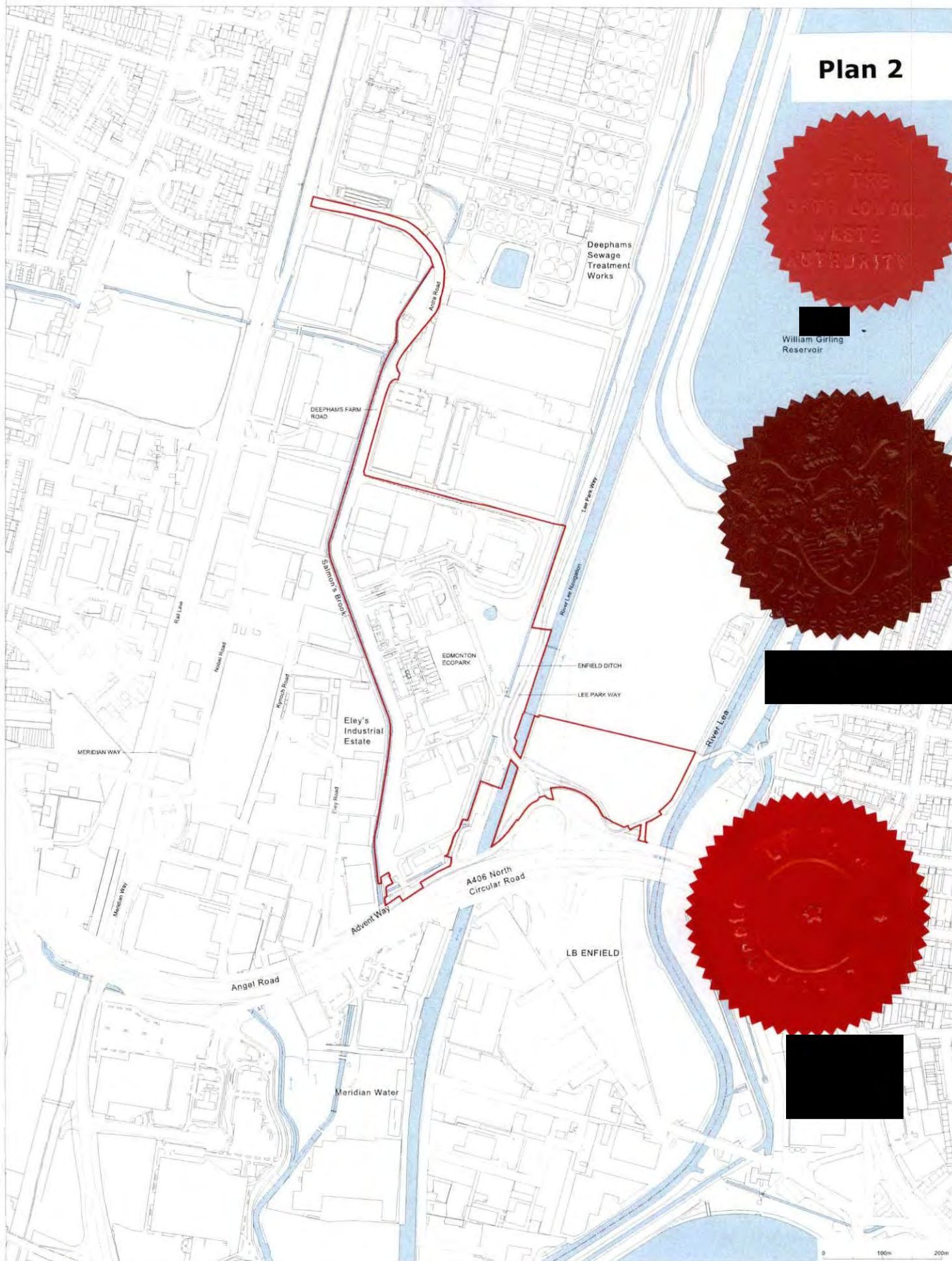
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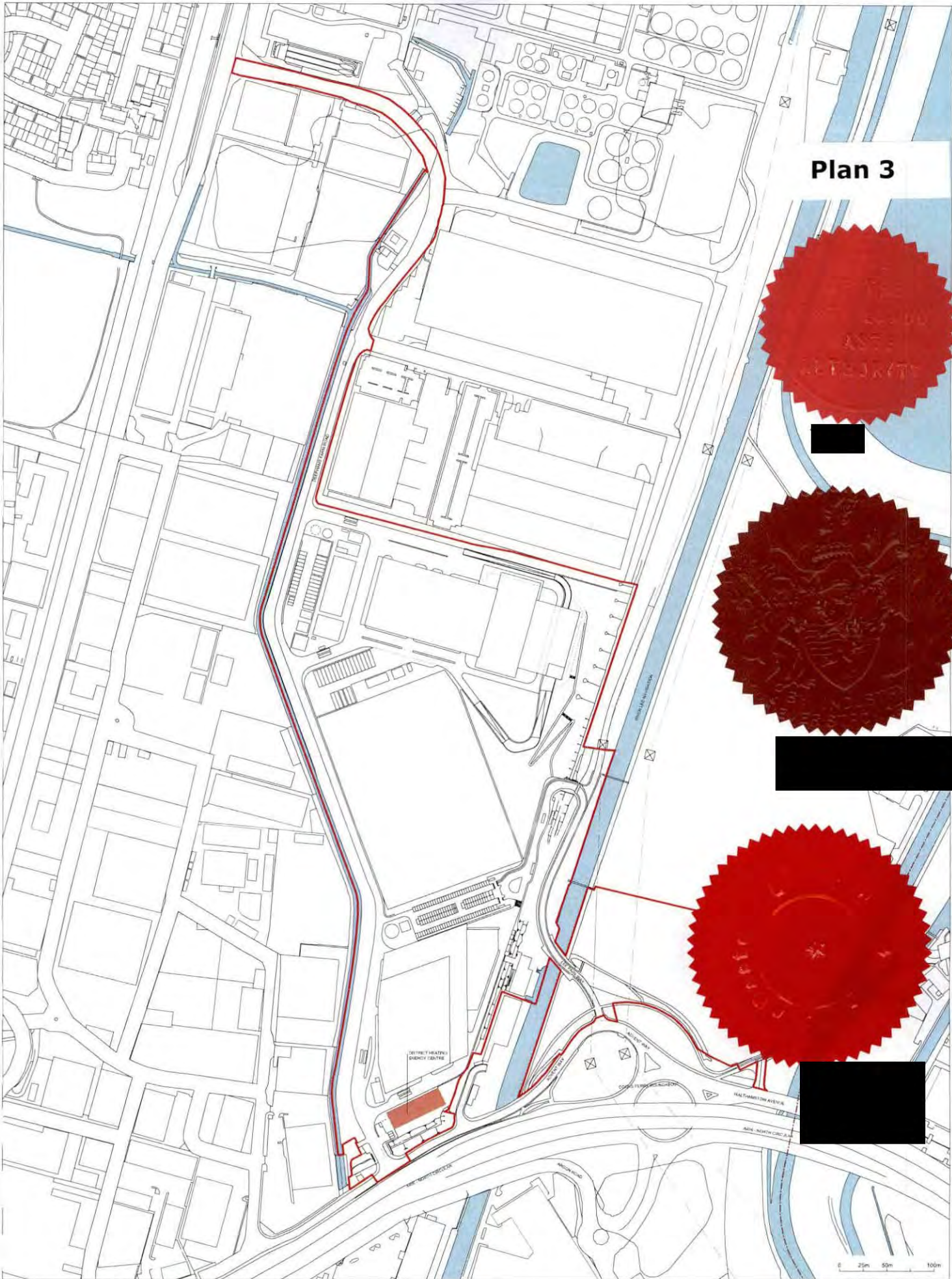
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Plan 2

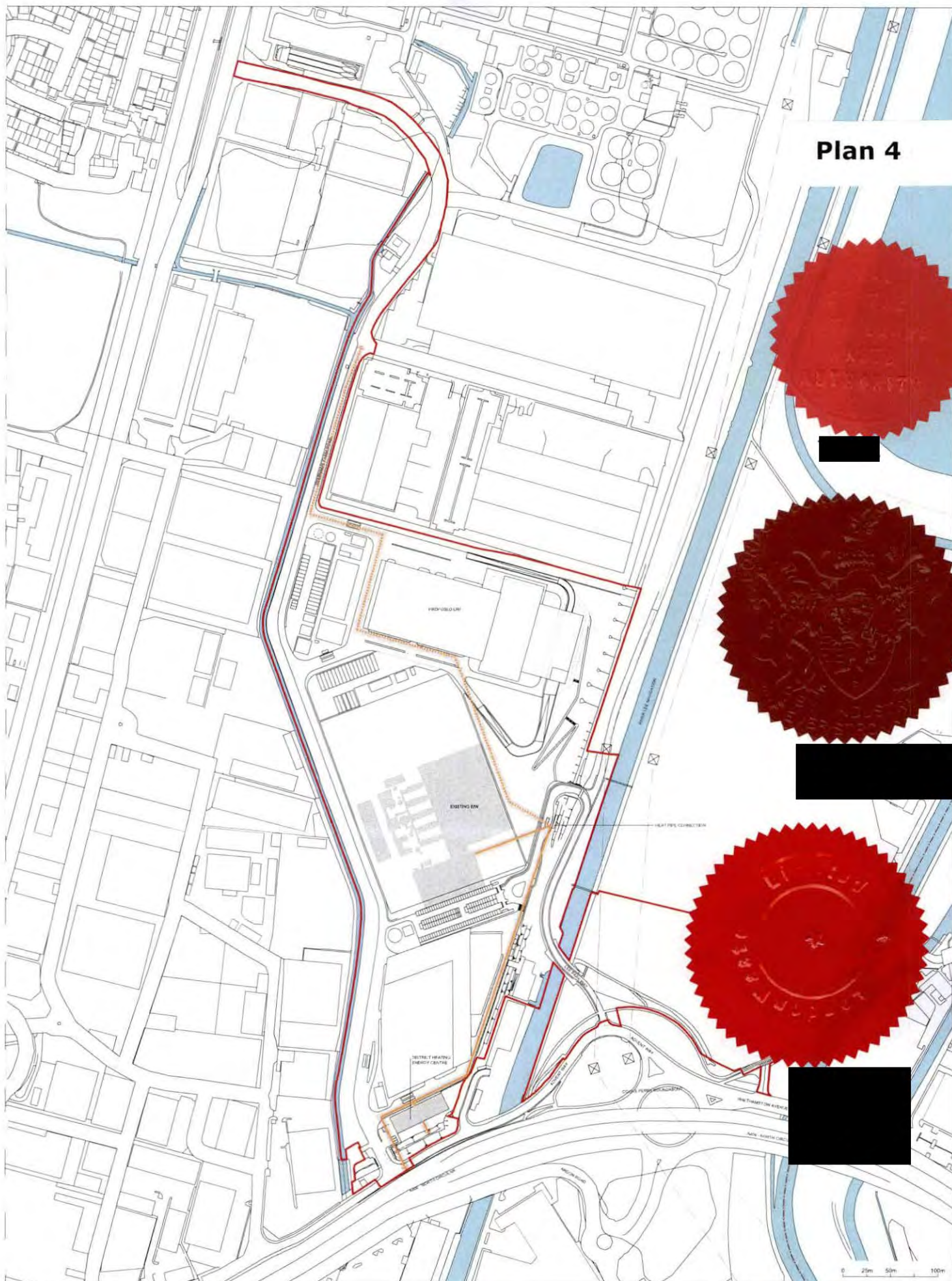




Plan 3



Plan 4



NORTH

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DATE	BY	REVISION
15/07/2015	PROPOSED	

GRIMSHAW (architects)

100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 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Schedule 2

The Owner and the Developer's Covenants

1 Notifications

- 1.1 The Owner and the Developer covenant to notify the Council in writing, within five (5) Working Days of the occurrence of:
 - 1.1.1 the date on which the Secretary of State makes the DCO;
 - 1.1.2 the completion of any Heat Offtake Agreement;
 - 1.1.3 the Construction and Demolition Phase being completed in its reasonable opinion;
 - 1.1.4 the first supply of Heat pursuant to any Heat Offtake Agreement; and
 - 1.1.5 the Full Commercial Operations Date.

2 Employment and Skills

2.1 Apprenticeships

- 2.1.1 Subject to paragraphs 2.1.2 and 2.6, the Owner and the Developer will procure that during the Construction and Demolition Period, the Contractor provides (whether itself or through its sub-contractors engaged on the Project) 100 (one hundred) Apprenticeships, each with a duration of 12 consecutive months, in accordance with the EST Strategy approved from time to time in accordance with paragraph 2.4.
- 2.1.2 To enable the provision of Apprenticeships which are longer than 12 months' duration, the obligation in paragraph 2.1.1 may be satisfied by the provision of Apprenticeships of 12, 24, 36, 48 or 60 months' duration, with a corresponding reduction in the overall requirement to provide 100 Apprenticeships each with a duration of 12 consecutive months.

2.2 Local Business Information

During the Initial Construction Phase and the ERF Construction Phase, the Owner and the Developer will use (or will procure that the Contractor uses) reasonable endeavours to provide (in conjunction with the Council) Local Businesses with information relating to appropriate contracts and sub-contracts that arise in relation to the Project.

2.3 On-Site Skills and Training

During the Construction and Demolition Period, the Owner and the Developer will use (or will procure that the Contractor uses) reasonable endeavours to provide the On-Site Skills Training.

2.4 EST Strategy

- 2.4.1 Prior to the Commencement of the Project, the Owner and the Developer will (or will procure that the Contractor will) submit to the Council for approval the EST Strategy and neither the Owner nor the Developer will Commence the Project unless the EST Strategy in relation to the Initial Construction Phase has been approved in writing by the Council.
- 2.4.2 Prior to commencing the ERF Construction Phase the Owner and the Developer will (or will procure that the Contractor will) submit to the Council for approval an EST Strategy in relation to the ERF Construction Phase, and neither the Owner nor the Developer will commence the ERF Construction Phase unless the EST Strategy in relation to the ERF Construction Phase has been approved in writing by the Council.
- 2.4.3 Prior to commencing the EfW Demolition Phase the Owner and the Developer will (or will procure that the Contractor will) submit to the Council for approval an EST Strategy in relation to the EfW Demolition Phase, and neither the Owner nor the Developer will commence the EfW Demolition Phase unless the EST Strategy in relation to the EfW Demolition Phase has been approved in writing by the Council.
- 2.4.4 If the Council has neither approved nor refused the relevant EST Strategy, submitted pursuant to paragraphs 2.4.1, 2.4.2 or 2.4.3 within 20 (twenty) Working Days of receipt, the Council shall be deemed to have approved the relevant EST Strategy.
- 2.4.5 The Owner and the Developer covenant to implement the EST Strategies as approved by the Council from time to time pursuant to paragraphs 2.4.1-2.4.5.
- 2.5 Apprenticeship and Training Report and Monitoring
 - 2.5.1 The Owner and the Developer will submit (or will procure that the Contractor submits) to the Council an Apprenticeship and Training Report:
 - (a) every 12 (twelve) months during; and
 - (b) at the end ofeach of the Initial Construction Phase, the ERF Construction Phase and the EfW Demolition Phase respectively.
 - 2.5.2 The Owner and the Developer will submit to the Council such further evidence as reasonably requested by the Council pursuant to submission of an Apprenticeship and Training Report within 20 (twenty) Working Days of such request.
- 2.6 Apprenticeship Contributions

If at the end of each of the Initial Construction Phase, the ERF Construction Phase and the EfW Demolition Phase, the obligation at paragraph 2.1.1 to provide Apprenticeships in accordance with the approved EST Strategy for each relevant phase has not been satisfied, as evidenced by the final Apprenticeship and Training Report submitted to the Council for each of the Initial Construction Phase, the ERF Construction Phase and the EfW Demolition Phase, the Owner and the Developer will pay an Apprenticeship Contribution to the Council for each 12-month Apprenticeship not provided within 30 Working Days of the Council's written request.

2.7 Training and Skills Contribution

If at the end of each of the EfW Demolition Phase, the obligation to provide the On-Site Skills Training has not been satisfied, as evidenced by the final Apprenticeship and Training Report submitted to the Council, the Owner and the Developer will pay a Training and Skills Contribution to the Council for each of the 225 (two hundred and twenty five) training placements not provided pursuant to paragraph 2.3 within 30 (thirty) Working Days of the Council's written request.

3 Provision of Heat

3.1 Where there is a Heat Offtake Agreement in place, the Owner and the Developer will provide Heat up to 35MW thermal in accordance with such Heat Offtake Agreement subject to:

- 3.1.1 the relevant Heat Offtake Agreement being in force;
- 3.1.2 all necessary approvals, licences, permissions, consents and land rights for the Heat network subsisting;
- 3.1.3 the necessary infrastructure and apparatus in order to distribute and/or use the Heat via the Heat network existing and being available for use.

3.2 The Owner and the Developer will make (or will procure that the Operator makes) available to potential Heat offtakers who request it, such technical and non-commercially sensitive information regarding the potential Heat output from the ERF as they have in their possession and control, provided that only such information as is reasonably necessary to understand the potential Heat offtake opportunities need to be disclosed.

3.3 Subject to paragraph 3.4, the Owner and the Developer will:

- 3.3.1 for a period of 10 (ten) years from the Commencement Date, not Develop the DHEC Land; and
- 3.3.2 safeguard the Safeguarded Routes.

3.4 The obligations in paragraph 3.3 shall not apply to temporary uses that do not restrict or inhibit the LVHN's development of the DHEC Land or the Safeguarded Routes and in respect of the DHEC Land will cease to apply if the LVHN proposals are abandoned by the LVHN Promoter or the Council.

Travel Plans**4.1 Construction Travel Plan**

- 4.1.1 Prior to the Commencement of the Project, the Owner and the Developer will or will procure that the Contractor will prepare and submit to the Council for approval a Construction Travel Plan.
- 4.1.2 Following approval of the Construction Travel Plan by the Council, the Owner and the Developer will or will procure that the Contractor implements and complies with it
- 4.1.3 Following approval of the Construction Travel Plan by the Council, the Owner and the Developer will either appoint a Travel Plan Coordinator or will procure that the Contractor appoints a Travel Plan Coordinator.
- 4.1.4 The Owner and the Developer will or will procure that the Contractor undertakes Monitoring Surveys to monitor the effects of the Construction Travel Plan, such Monitoring Surveys to be undertaken:
 - (a) six (6) months from the Commencement of the Project;
 - (b) twelve (12) months from the Commencement of the Project; and
 - (c) every twelve (12) months from the Commencement of the Project until the end of the Construction and Demolition Period (as notified pursuant to paragraph 1.1.3 of Schedule 2).
- 4.1.5 The Owner and the Developer will or will procure that the Contractor provides the Council with the results of the Monitoring Surveys undertaken pursuant to paragraph 4.1.4 above within ten (10) Working Days of each Monitoring Survey being completed.
- 4.1.6 Where the Council considers that the Construction Travel Plan should be amended, then following agreement between the Parties as to the necessary amendments, the Owner and the Developer will or will procure that the Contractor implements the Construction Travel Plan as amended by the Council from time to time and to encourage all users of the Project to adopt the measures contained within the amended Construction Travel Plan.

4.2 Operational Travel Plan

- 4.2.1 Prior to Full Commercial Operations Date, the Owner and the Developer will or will procure that the Operator prepares and submits to the Council for approval, an Operational Travel Plan.
- 4.2.2 Following approval of the Operational Travel Plan by the Council, the Owner and the Developer will or will procure that the Operator

implements and complies with it for a period of ten (10) years from the Full Commercial Operations Date.

- 4.2.3 Following approval of the Operational Travel Plan by the Council, the Owner and the Developer will or will procure that the Operator appoints a Travel Plan Coordinator.
- 4.2.4 The Owner and the Developer will or will procure that the Operator undertakes Monitoring Surveys to monitor the effects of the Operational Travel Plans such Monitoring Survey to be undertaken:
 - (a) six (6) months from the Commencement of the Project;
 - (a) every six (6) months thereafter for a period of ten (10) years.
- 4.2.5 The Owner and the Developer will or will procure that the Operator provides the Council with the results of the Monitoring Surveys undertaken pursuant to paragraph 4.2.4 above within ten (10) Working Days of each Monitoring Survey.
- 4.2.6 Where the Council considers that the Operational Travel Plan should be amended, then following agreement between the Parties as to the necessary amendments, the Owner and the Developer will or will procure that the Operator implements the Operational Travel Plan as amended by the Council from time to time.
- 4.2.7 The Owner and the Developer will or will procure that the Operator uses all reasonable endeavours to promote the Operational Travel Plan to encourage alternatives to single-occupancy car travel to and from the Application Site and, in particular, cycling opportunities.

4.3 Servicing Management Plan

- 4.3.1 Prior to the Full Commercial Operations Date, the Owner and the Developer shall submit to the Council for its approval in consultation with Transport for London ("TfL") a Servicing Management Plan and following its approval by the Council, the Owner and the Developer will or will procure that the Operator implements and complies with the Servicing Management Plan as approved for a period of ten (10) years from the Full Commencement Operations Date.
- 4.3.2 Where the Council considers that the Servicing Management Plan should be amended, then following agreement between the Parties as to the necessary amendments the Owner and the Developer will or will procure that the Operator implements the Servicing Management Plan as amended by the Council from time to time and ensure all users of the Project adopt the measures contained within the amended Servicing Management Plan of ten (10) years from the Full Commercial Operations Date.

5 Highway and Accessibility Contribution

5.1 Prior to Commencement of the Project and upon receipt from the Council demonstrating such relevant works have been undertaken, the Owner and the Developer will reimburse the Council in respect of various highways and accessibility matters as follows within 20 Working Days of receipt of written request from the Council notifying the Owner and the Developer of the relevant works undertaken:

5.1.1 up to £40,000 (forty thousand pounds) in respect of cycle improvements in the vicinity of the Application Site for the Council to improve, construct and maintain connections to and from the Application Site for cyclists;

5.1.2 up to £40,000 (forty thousand pounds) to enable the Council to make improvements to improve the pedestrian accessibility to and from the Application Site; and

5.1.3 up to £20,000 (twenty thousand pounds) to enable the Council to undertake a safety audit of the Cooks Ferry roundabout and associated safety promotional activities.

6 Planning Performance Agreement

The Owner and the Developer covenant with Council to use reasonable endeavours to agree and enter into a Planning Performance Agreement with the Council.

Schedule 3

Council's Covenants

The Council covenants with the Owner and the Developer as follows:

Planning Performance Agreement

- 1.1 Where requested by the Developer or the Owner, to use reasonable endeavours to agree and enter into a Planning Performance Agreement with such parties.

Contributions

- 1.2 To apply all financial contributions received from the Owner or the Developer pursuant to Schedule 2 of this Deed to the respective purposes for which such financial contributions were made.
- 1.3 In the event that any relevant financial contribution has not been spent or committed for expenditure by the Council within 5 (five) years following the date of receipt the Council shall refund to the payee any part of the relevant financial contribution which has not been spent or committed for expenditure (whether by contract or otherwise).

Schedule 4

Framework Construction Travel Plan

North London Waste Authority
**North London Heat and Power
Project**
Framework Construction Travel
Plan

The Planning Act 2008 The Infrastructure Planning
(Applications: Prescribed Forms and Procedure)
Regulations 2009 Regulation 5 (2)(q)

Issue | October 2015

Arup

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

ARUP

nlwa
north london waste authority

Contents

	Page
Glossary	1
1 Introduction	2
1.1 Introduction	2
1.2 Scope of the Travel Plan	2
1.3 Framework Construction Travel Plan structure	2
2 Context	3
2.1 The Application Site	3
2.5 Travel demand for the construction phase	6
3 Site assessment	8
3.1 Baseline conditions	8
3.2 Local highway network	8
3.3 Public transport	8
3.4 Pedestrian and cycle Networks	9
3.5 Parking	10
4 Aims and objectives	11
4.1 Sustainable transport aims	11
4.2 Construction Travel Plan objectives	11
5 Construction Travel Plan measures	12
5.2 Construction hours	12
5.3 On-site measures	12
5.4 Other measures	13
6 Preliminary targets	15
6.1 Introduction	15
6.2 Targets	15
7 Management of the Construction Travel Plan	18
8 Monitoring and review	19
8.1 Introduction	19
8.2 Monitoring	19
8.3 Reporting	19
9 Action plan	21

Tables

Table 2.1: Construction Stage and number of employees

Table 2.2: Construction employee peak hour trips by mode (main mode) - by stage

Table 2.3: Construction employee trips by mode for each construction stage

Table 6.1: Construction employee daily mode split future year targets for Stage 1b

Table 6.2: Construction employee daily mode split future year targets for Stage 1c

Table 6.3: Construction employee daily mode split future year targets for Stage 1d

Table 6.4: Construction employee daily mode split future year targets for Stage 2

Table 6.5: Construction employee daily mode split future year targets for Stage 3

Table 9.1: Action plan

Glossary

DCO	Development Consent Order
EFW	Energy from Waste
ERF	Energy Recovery Facility
ktpa	Kilo-tonnes per annum
LB Enfield	London Borough of Enfield
LCN+	London Cycle Network Plus
LVRP	Lee Valley Regional Park
LWL	London Waste Limited
MW	Mega Watts
NLHPP	North London Heat and Power Project
NLWA	North London Waste Authority
PTAL	Public Transport Accessibility Level
RRF	Resource Recovery Facility
SRN	Strategic Transport Network
STW	Sewage Treatment Works
TA	Transport Assessment
TfL	Transport for London
TLRN	Transport for London Route Network
TRICS®	Trip Rate Information Computer System
UKPN	United Kingdom Power Networks

1 Introduction

1.1 Introduction

- 1.1.1 The North London Waste Authority (Authority) is preparing an application for a Development Consent Order (DCO) pursuant to the Planning Act 2008 (as amended) (Application). The Application will be for the North London Heat and Power Project (the Project) comprising construction, operation and maintenance of an Energy Recovery Facility (ERF) of around 70 megawatts (MWe) and associated development, including a Resource Recovery Facility (RRC) at the Edmonton EcoPark site in north London. The proposed ERF will replace the existing Energy from Waste (EfW) facility at the Edmonton EcoPark.
- 1.1.2 This Framework Construction Travel Plan (Version 1) has been prepared to support the Application for a DCO.

1.2 Scope of the Travel Plan

- 1.2.1 The scope of this Travel Plan covers the construction employees and visitors to the Application Site during the construction phases of the Project. The Framework Construction Travel Plan should be considered in conjunction with the Code of Construction Practice (CoCP) (AD05.12) for the construction works.

1.3 Framework Construction Travel Plan structure

- 1.3.1 The Construction Travel Plan will form a central element of the overall transport strategy during the construction period of the Project and as part of a systematic approach to influence long term travel choice. This Framework Construction Travel Plan document:
- a. provides a summary of the existing transport network;
 - b. articulates a series of objectives for the Project;
 - c. provides an indicative set of targets;
 - d. identifies and describes the initiatives proposed to support the objectives; and
 - e. proposes a management strategy for delivery and monitoring.
- 1.3.2 This Framework Construction Travel Plan should be read in conjunction with the Transport Assessment (TA) (AD05.11) accompanying the Application.
- 1.3.3 A separate Framework Operational Travel Plan has been prepared for employees and visitors to the Application Site during the operational phase of the Project. The aims and objectives of both Travel Plans seek to minimise the effect of employee travel on the local highway network. However, the measures contained within the Framework Operational Travel Plan have been tailored to account for the smaller workforce and varying shift times.

2 Context

2.1 The Application Site

- 2.1.1 The Application Site, as shown on the Site Location Plan (A_0001 and A_0002), extends to approximately 22 hectares and is located wholly within the London Borough of Enfield (LB Enfield). The Application Site comprises the existing waste management site known as the Edmonton EcoPark where the permanent facilities would be located, part of Ardra Road, land around the existing water pumping station at Ardra Road, Deephams Farm Road, part of Lee Park Way and land to the west of the River Lee Navigation, and land to the north of Advent Way and east of the River Lee Navigation (part of which would form the Temporary Laydown Area and new Lee Park Way access road). The post code for the site is N18 3AG and the grid reference for the proposed development is TQ 35750 92860.
- 2.1.2 The Application Site includes all land required to deliver the Project. This includes land that would be required temporarily to facilitate the development.
- 2.1.3 Both the Application Site and the Edmonton EcoPark (existing and proposed) are shown on Plan A_0003 contained within the Book of Plans (AD02.01). Throughout this report references to the Application Site refer to the proposed extent of the Project works, and Edmonton EcoPark refers to the operational site. Upon completion of the Project the operational site would consist of the Edmonton EcoPark and additional land required to provide new access arrangements and for a water pumping station adjacent to the Deephams Sewage Treatment Works outflow channel.

Edmonton EcoPark

- 2.1.4 The Edmonton EcoPark is an existing waste management complex of around 16 hectares, with an EfW facility which treats circa 540,000 tonnes per annum (tpa) of residual waste and generates around 40MW_e (gross) of electricity; an In-Vessel Composting (IVC) facility; a Bulky Waste Recycling Facility (BWRF) and Fuel Preparation Plant (FPP); an Incinerator Bottom Ash (IBA) Recycling Facility; a fleet management and maintenance facility; associated offices, car parking and plant required to operate the facility; and a former wharf and single storey building utilised by the Edmonton Sea Cadets under a lease
- 2.1.5 In order to construct the proposed ERF, the existing BWRF and FPP activities would be relocated within the Application Site; the IVC facility would be decommissioned and the IBA recycling would take place off-site.

Temporary Laydown Area and eastern access

- 2.1.6 The proposed Temporary Laydown Area is an area of open scrubland located to the east of the River Lee Navigation and north of Advent Way. There is no public access to this area. The Temporary Laydown Area would be reinstated after construction and would not form part of the ongoing operational site.

2008/98/EC) to achieve an efficiency rating in excess of the prescribed level, and would therefore be classified as a waste recovery operation rather than disposal.

2.3.2 The main features of the Project once the proposed ERF and permanent associated works are constructed and the existing EfW facility is demolished are set out in the Book of Plans (AD02.01) and comprise:

- a. a northern area of the Edmonton EcoPark accommodating the proposed ERF;
- b. a southern area of the Edmonton EcoPark accommodating the RRF and a visitor, community and education centre with offices and a base for the Edmonton Sea Cadets ('EcoPark House');
- c. a central space, where the existing EfW facility is currently located, which would be available for future waste-related development;
- d. a new landscape area along the edge with the River Lee Navigation; and
- e. new northern and eastern site access points.

2.3.3 During construction there is a need to accommodate a Temporary Laydown Area outside of the future operational site because of space constraints. This would be used to provide parking and accommodation for temporary staff (offices, staff welfare facilities), storage and fabrication areas, and associated access and utilities.

2.3.4 Schedule 1 of the draft DCO sets out the authorised development and the works are shown in the Book of Plans, supplemented by Illustrative Plans (included in the Design Code Principles, AD02.02) that set out the indicative form and location of buildings, structures, plant and equipment, in line with the limits of deviation established by the draft DCO (AD03.01).

2.4 Stages of development

2.4.1 The proposed ERF is intended to be operational before the end of 2025, but with the precise timing of the replacement to be determined. In order to do this, the following key steps are required:

- a. obtain a DCO for the new facility and associated developments;
- b. obtain relevant environmental permit(s) and other licences, consents and permits needed;
- c. identify a suitable technology supplier;
- d. agree and arrange source(s) of funding;
- e. enter into contract(s) for design, build and operation of new facility and associated development;
- f. move to operation of new facility; and
- g. decommission and demolish the existing EfW facility.

2.4.2 Site preparation and construction would be undertaken over a number of years and it is expected that the earliest construction would commence is

- 2.1.7 In addition to the Temporary Laydown Area the Application Site includes land to the east of the existing Edmonton EcoPark which would be used for the new Lee Park Way entrance and landscaping along the eastern boundary.

Northern access

- 2.1.8 The Application Site also includes Deephams Farm Road and part of Ardra Road with land currently occupied by the EfW facility water pumping station between the junction of Meridian Way and Deephams Farm Road.

2.2 Surrounding area

- 2.2.1 The Application Site is located to the north of the A406 North Circular Road in an area that is predominantly industrial. The Lee Valley Regional Park (LVRP) is located to the east of the Edmonton EcoPark.
- 2.2.2 Land to the north and west of the Application Site is predominantly industrial in nature. Immediately to the north of the Edmonton EcoPark is an existing Materials Recovery Facility (MRF), which is operated by a commercial waste management company, alongside other industrial buildings. Further north is Deephams Sewage Treatment Works. Beyond the industrial area to the north-west is a residential area with Badma Close being the nearest residential street to the Application Site (approximately 60m from the nearest part of the boundary) and Zambezie Drive the nearest to the Edmonton EcoPark at approximately 125m west.
- 2.2.3 Eley Industrial Estate, located to the west of the Application Site, comprises a mixture of retail, industrial and warehouse units.
- 2.2.4 Advent Way is located to the south of the Application Site adjacent to the A406 North Circular Road. Beyond the A406 North Circular Road are retail and trading estates; this area is identified for future redevelopment to provide a housing-led mixed use development known as Meridian Water.
- 2.2.5 The LVRP and River Lee Navigation are immediately adjacent to the eastern boundary of the Edmonton EcoPark, and Lee Park Way, a private road which also forms part of National Cycle Route 1, runs alongside the River Lee Navigation. To the east of the River Lee Navigation is the William Girling Reservoir along with an area currently occupied by Camden Plant Ltd which is used for the crushing, screening and stockpiling of waste concrete, soil and other recyclable materials from construction and demolition. The nearest residential areas to the east of the Application Site and LVRP are located at Lower Hall Lane, approximately 550m from the Edmonton EcoPark and 150m from the eastern edge of the Application Site.

2.3 The Project

- 2.3.1 The Project would replace the existing EfW facility at Edmonton EcoPark, which is expected to cease operations in 2025, with a new and more efficient ERF which would produce energy from residual waste, and associated development, including temporary works required to facilitate construction, demolition and commissioning. The proposed ERF would surpass the requirement under the Waste Framework Directive (Directive

2019/20, although this may be later. Construction would be implemented in stages to ensure that essential waste management operations remain functioning throughout. This is especially relevant for the existing EfW facility and associated support facilities.

2.4.3 The stages of the Project are as follows:

- a. Stage 1a: site preparation and enabling works;
- b. Stage 1b: construction of RRF, EcoPark House and commencement of use of Temporary Laydown Area;
- c. Stage 1c: operation of RRF, EcoPark House and demolition/clearance of northern area;
- d. Stage 1d: construction of ERF;
- e. Stage 2: commissioning of ERF alongside operation of EfW facility, i.e. transition period;
- f. Stage 3: operation of ERF, RRF and EcoPark House, demolition of EfW facility; and
- g. Stage 4: operation of ERF, RRF and EcoPark House, i.e. final operational situation.

2.5 Travel demand for the construction phase

2.5.1 It is possible that, at the peak of construction of the Project, there could be up to 500 or 600 employees on-site. It is expected that the construction workforce will be travelling to (and from) the Application Site from (and to) a wide variety of locations across north and greater London. The anticipated number of employees at the peak of each phase of construction is shown in Table 2.1.

Table 2.1: Construction Stage and number of employees

Stage	Construction employees
Stage 1b	21
Stage 1c	17
Stage 1d	550
Stage 2	0
Stage 3	16

2.5.2 The anticipated mode share for construction employees is set out in Table 2.2. **Error! Reference source not found.** This is based on the location of the Application Site and reflects the current public transport accessibility level (PTAL) of 1b¹. It therefore acknowledges that public transport services are poor and that many construction workers may drive to the Application Site. The mode share is the baseline mode share and does not account for the measures aimed at reducing travel by private car set out within this Framework Construction Travel Plan.

¹ Source: Transport for London (TfL) Planning Information Database

Table 2.2: Construction employee peak hour trips by mode (main mode) - by stage

Mode	Stage 1b, 1c and 3	Stage 1d	Stage 2
Car (as driver)	75%	50%	80%
Car (as passenger)	10%	25%	5%
Underground/rail	2%	8%	2%
Bus	7%	10%	7%
Motorcycle	1%	1%	1%
Walk	1%	1%	1%
Cycle	4%	5%	4%
Total	100%	100%	100%

2.5.3

The resulting number of trips by mode for each phase of construction are set out in Table 2.3.

Table 2.3: Construction employee trips by mode for each construction stage

Mode	Stage 1b	Stage 1c	Stage 1d	Stage 2	Stage 3
Car (as driver)	16	13	275	127	12
Car (as passenger)	2	2	137	8	2
Underground/rail	0	0	44	4	0
Bus	2	1	55	11	1
Motorcycle	0	0	6	2	0
Walk	0	0	6	2	0
Cycle	1	1	27	6	1
Total	21	17	550	160	16

3 Site assessment

3.1 Baseline conditions

- 3.1.1 Existing transport conditions in the vicinity of the Project have been established to provide baseline data against which the potential effects arising from the Project can effectively be assessed. Baseline observations have been informed by a series of site visits.

3.2 Local highway network

- 3.2.1 The key route in the vicinity of the Application Site is the A406 North Circular Road. This forms part of the Transport for London Route Network (TLRN) and provides the main east to west connection across north London. While there is no direct access to the Strategic Road Network (SRN) in the vicinity of the Application Site, it can be accessed to the west of the Application Site on the A1010 Fore Street and to the east of the Application Site on the A112 Chingford Mount Road. Both of these routes travel in a north to south direction.

- 3.2.2 In the direct vicinity of the Application Site, the key highway links are:

- a. A1055 Meridian Way;
- b. Advent Way;
- c. Argon Road;
- d. Walthamstow Avenue;
- e. A1009 Hall Lane;
- f. Montagu Road;
- g. Eley Road;
- h. Nobel Road;
- i. Ardra Road;
- j. Deephams Farm Road; and
- k. Lee Park Way.

3.3 Public transport

- 3.3.1 The Application Site currently has a PTAL of 1b. This is rated as 'very poor' (with 1a being the lowest accessibility and 6b being the highest accessibility).
- 3.3.2 The closest London Underground station to the Application Site is Tottenham Hale which is approximately 3.7km (walking distance) to the south of the Edmonton EcoPark. Victoria line London Underground trains are accessible at this station and operate to Walthamstow Central in the northbound direction and to Brixton, via Finsbury Park, Kings Cross St Pancras, Euston and Victoria in the southbound direction. Trains operate from both Tottenham Hale every two to three minutes in both directions

during the peak hours while southbound trains depart Walthamstow Central every two to three minutes during the peak hours.

- 3.3.3 National Rail services are available at Angel Road station, located approximately 600m (walking distance) to the west of the Edmonton EcoPark. National Rail services from Angel Road operate to Stratford in the southbound direction with one train serving the station per hour during the peak hours. Train services to and from Angel Road are operated by National Express East Anglia. It is proposed that National Rail services from Angel Road be improved and it is understood that the frequency of services will increase to four trains per hour per direction.
- 3.3.4 There are no direct trains to Liverpool Street station from Angel Road. However, services operating to and from Liverpool Street can be accessed by interchanging at Tottenham Hale station.
- 3.3.5 There are two London Bus routes operating in close proximity to the Edmonton EcoPark. Routes 34 and 444 are served by bus stop on the eastbound off-slip and westbound on-slip at the junction of the A406 North Circular Road and Advent Way. These bus stops are almost 500m walking distance from the Edmonton EcoPark with route 34 serving the bus stop every six to 10 minutes throughout the day and route 344 serving the bus stop every 15 minutes throughout the day.
- 3.3.6 Routes 192 and 341 are also accessible on Glover Drive (adjacent to the Angel Road Superstores) to the south of the A406 North Circular Road, some 800m walking distance from the Edmonton EcoPark. Buses on Route 192 serve these bus stops every eight to 12 minutes while buses on Route 341, which operates in the southbound direction only, also serve the bus stop every eight to 12 minutes.

3.4 Pedestrian and cycle Networks

- 3.4.1 Footways are provided along the main routes leading to and from the Application Site and public transport nodes. In particular, there is a continuous footway on the north side of Advent Way although on the approach to the roundabout where the A406 North Circular Road on/off slips meet Advent Way, the footway widths are narrow and are overgrown with vegetation in places. There are no crossing facilities at this junction.
- 3.4.2 A pedestrian route is also provided along the east side of the River Lee Navigation connecting through to the LVRP to the north and towards the Tottenham Marshes to the south. There is no direct access to this pedestrian route from the Edmonton EcoPark or from Lee Park Way.
- 3.4.3 The pedestrian environment is generally poor and the quality of the environment is reduced by noise associated with high traffic flows on the A406 North Circular Road. The A406 North Circular Road also acts as a barrier to pedestrian movements in the vicinity of the Application Site. A footbridge is, however, provided over the dual carriageway approximately 160m to the west of the entrance to the Edmonton EcoPark.
- 3.4.4 There are a number of cycle routes within the vicinity of the Edmonton EcoPark. The following routes are available:

- a. a north to south route along the River Lee Navigation;
- b. an off-carriageway route adjacent to the A406 North Circular Road to the east of the Edmonton EcoPark and along Advent Way to the west; and
- c. an off-carriageway route in a north to south direction along A1055 Meridian Way both to the north and south of the A406 North Circular Road.

3.4.5 The London Cycle Network Plus (LCN+) is also accessible from the Application Site. LCN+ Link 202 runs in a north to south direction on the A112 Chingford Hall Road north and south of the A406 North Circular Road.

3.5 Parking

3.5.1 Parking for 212 cars/vans/operational vehicles is currently provided at the Edmonton EcoPark. These parking spaces are all provided at grade.

4 Aims and objectives

4.1 Sustainable transport aims

- 4.1.1 The Construction Travel Plan will be focussed on construction employees and visitors to the Application Site during the construction period. The measures suggested within this Framework Construction Travel Plan are intended to encourage travel by modes of transport more sustainable than by private car as far as is reasonably practicable.
- 4.1.2 The overarching aims of the Construction Travel Plan seek to:
- a. influence the travel behaviour of construction employees and visitors;
 - b. encourage, where practical, travel by cycle, on foot and by public transport by highlighting their availability;
 - c. minimise the number of single-occupancy car trips generated by construction employees; and
 - d. promote healthy lifestyles and sustainable travel.

4.2 Construction Travel Plan objectives

- 4.2.1 The Construction Travel Plan for the Application Site will respond to the aims through:
- a. reducing car use through the implementation of Travel Plan measures;
 - b. promoting the existing public transport connections in the area including National Rail services, London Underground services and London Bus services; and
 - c. reducing the environmental effect associated with vehicle movements by raising travel awareness, encouraging travel by more sustainable modes of transport and minimising the number of single occupancy vehicle trips.

5 Construction Travel Plan measures

5.1.1 This section of the Construction Travel Plan describes the potential initiatives that can influence sustainable travel choices for construction workers and visitors. In conjunction with CoCP (AD05.12) and the Construction Travel Plan initiatives set out below, the construction workers and visitors will have a realistic travel alternative to the private car and a range of sustainable travel modes to use. A key factor in encouraging the use of these sustainable travel modes will be awareness.

5.1.2 The measures that are set out in this section will be dependent on the number of employees and may need to be adjusted during different stages of construction depending on the size of the construction workforce at that time and the space that is available at the Application Site.

5.2 Construction hours

5.2.1 It is expected that the construction hours of operation will be between 08:00 and 18:00 from Monday to Friday, and from 08:00 to 13:00 on Saturday. While the main shift patterns are expected to be during these hours, some activities may be undertaken outside of these hours with the prior agreement of LB Enfield and TfL. In particular, longer working hours may be considered to reduce the potential effects of construction activities on the local highway network.

5.3 On-site measures

5.3.1 This section sets out a set of measures that would require physical implementation at the Application Site.

Travel information

5.3.2 Transport information will be provided on notice boards that are displayed in prominent locations that are accessible to construction employees and visitors to the Application Site. The information displayed will include:

- a. public transport maps, routes, timetables and fares;
- b. details of taxi/private hire vehicle (minicab) operators;
- c. walking and cycling maps; and
- d. information about access to various services and facilities in the local area.

5.3.3 The noticeboards will also provide information which promotes the health benefits of walking and cycling.

Cycle parking

5.3.4 Cycle parking will also be provided for construction employees. Cycle parking will be provided for 5 per cent of the construction workforce. However, the level of provision will be reviewed through the Travel Plan (see Section 8) and additional spaces will be provided, if required.

- 5.3.5 While the mode share for cycling is likely to be low in this area given its location, additional cycle parking for construction employees will be considered in order to encourage and promote cycling. This will be complemented by showers, lockers and changing facilities. A pool of cycling equipment (bicycle pumps, lights, locks, helmets, etc) could also be stored on site and loaned to construction employees on a temporary basis.

Car parking

- 5.3.6 During construction, parking for construction employees will be provided on the Temporary Laydown Area. At the peak of construction (during Phase 1d), approximately 225 parking spaces are proposed which will be for use by:
- a. employee cars/vans;
 - b. contractor vans; and
 - c. shuttle buses (for transporting employees to and from the construction site).
- 5.3.7 Additional short term parking for light goods vehicles (LGVs) and heavy goods vehicles (HGVs) is proposed on the Application Site for vehicles directly associated with the construction activity.
- 5.3.8 It is acknowledged that there will be a requirement for car parking for construction workers and operational needs during construction. However, consideration will be given to limiting construction employee car parking in order to encourage a lower mode share by car. A number of car parking spaces for specific use by those who car share will be provided. The number of spaces could be adjusted depending on the number of employees on-site during each stage of construction and on demand for parking.

5.4 Other measures

- 5.4.1 This section sets out a range of additional measures that would promote sustainable travel.

Employee travel website

- 5.4.2 Consideration will be given to setting-up a construction employee specific travel website. This will provide links to public transport maps, routes, timetables and fares, walking and cycling maps and other transport details. Links to travel planning and 'live update' websites (for road traffic and public transport) will be provided as well as promotional material to outline the health benefits of travelling by sustainable modes of transport.

Car sharing

- 5.4.3 Car sharing will be encouraged among construction employees and consideration will be given to setting up a car sharing scheme or providing links to other car sharing schemes to help facilitate this.

Cycle training

- 5.4.4 All construction employees, and particularly those who are interested in cycling to work, will be encouraged to take part in cycle training. Free cycle training is offered by LB Enfield as part of the 'Cycle Enfield' programme. Consideration will be given to operating a bespoke training programme for employees at the Application Site.

Shuttle bus service

- 5.4.5 Consideration will be given to the provision of a shuttle bus service between the Application Site and the local station(s), such as Tottenham Hale (Underground and National Rail) or Angel Road (National Rail), following the completion of the service enhancements. Such a service would increase the accessibility of the Application Site to public transport. A shuttle service could run between the Temporary Laydown Area and the Edmonton EcoPark to allow employees to park off-site. The frequency of any such services would need to be considered against the number of employees that are expected to be on site at each phase of construction.

6 Preliminary targets

6.1 Introduction

- 6.1.1 In order for the Construction Travel Plan to succeed, and to enable a measurement of success, targets need to be set which allow for the assessment of its measures and data. Such targets need to be Specific, Measurable, Achievable, Realistic and Timed (SMART) ensuring that wherever possible targets for modal split can be achieved.
- 6.1.2 Monitoring of the Construction Travel Plan will be undertaken throughout its duration and, if necessary, changes to the implementation of the Construction Travel Plan or the type of measures that it includes will be made to ensure that the overall targets are achieved within the timeframe set.
- 6.1.3 A set of preliminary targets has been developed using the mode share outlined in the TA (AD05.11). As the Construction Travel Plan will be an evolving document these initial targets will be continually reviewed and revised if necessary in agreement with the reviewing authorities.

6.2 Targets

- 6.2.1 The overall strategy of the Construction Travel Plan is to reduce the number of single occupancy vehicle trips and increase the number of trips undertaken by sustainable modes, where practical. This is represented in the preliminary targets as shown in Table 6.1 to Table 6.5. The daily total number of trips by mode for are also shown. The targets have been set for the different stages of construction to reflect the varying number of construction employees anticipated to be on the Application Site and the varying length of each phase. The timeframe for achieving the targets will be the mid-way point of each stage of construction.
- 6.2.2 The preliminary target mode shares presented will be subject to change as these figures are based upon the current best estimate of mode split for the Project. An initial Travel Survey during Phase 1b will update the estimated mode split to a confirmed baseline. Once this data has been obtained, the future year targets can be amended (if required) in line with the proportions presented.
- 6.2.3 However, given that the initial set of mode shares have sought to take account of existing travel patterns in the immediate area, it is considered that the initial targets and proposed mode shifts will provide a sound basis for the continued development of the Construction Travel Plan.
- 6.2.4 If by the end of a particular year the data collected indicates that mode shifts are not following the aspired patterns, the Travel Plan Coordinator will assess which measures have been effective and which ineffective. They will then make further decisions with regards to which measures to maintain and which to replace with alternatives. Likewise, if it appears that the targets are not sufficiently challenging, or indeed too challenging, the Travel Plan Coordinator will revise these in consultation with LB Enfield and TfL.

Table 6.1: Construction employee daily mode split future year targets for Stage 1b

Mode	Baseline		Stage 1b	
	%	Trips	%	Trips
Car (as driver)	75%	16	73%	15
Car (as passenger)	10%	2	11%	2
Underground/rail	2%	0	2%	0
Bus	7%	2	8%	2
Motorcycle	1%	0	1%	0
Walk	1%	0	1%	0
Cycle	4%	1	4%	1
Total	100%	21	100%	21

Table 6.2: Construction employee daily mode split future year targets for Stage 1c

Mode	Baseline		Stage 1c	
	%	Trips	%	Trips
Car (as driver)	75%	13	71%	12
Car (as passenger)	10%	2	12%	2
Underground/rail	2%	0	2%	0
Bus	7%	1	9%	2
Motorcycle	1%	0	1%	0
Walk	1%	0	1%	0
Cycle	4%	1	4%	1
Total	100%	17	100%	17

Table 6.3: Construction employee daily mode split future year targets for Stage 1d

Mode	Baseline		Stage 1d	
	%	Trips	%	Trips
Car (as driver)	50%	275	40%	220
Car (as passenger)	25%	137	35%	193
Underground/rail	8%	44	5%	28
Bus	10%	55	13%	72
Motorcycle	1%	6	1%	6
Walk	1%	6	1%	6
Cycle	5%	27	5%	28
Total	100%	550	100%	550

Table 6.4: Construction employee daily mode split future year targets for Stage 2

Mode	Baseline		Stage 2	
	%	Trips	%	Trips
Car (as driver)	80%	127	75%	120
Car (as passenger)	5%	8	8%	13
Underground/rail	2%	4	2%	3
Bus	7%	11	8%	13
Motorcycle	1%	2	1%	2
Walk	1%	2	1%	2
Cycle	4%	6	5%	8
Total	100%	160	100%	160

Table 6.5: Construction employee daily mode split future year targets for Stage 3

Mode	Baseline		Stage 3	
	%	Trips	%	Trips
Car (as driver)	75%	12	69%	11
Car (as passenger)	10%	2	13%	2
Underground/rail	2%	0	2%	0
Bus	7%	1	9%	1
Motorcycle	1%	0	1%	0
Walk	1%	0	1%	0
Cycle	4%	1	5%	1
Total	100%	16	100%	16

7 Management of the Construction Travel Plan

- 7.1.1 In order to maximise the chances of success, it is important to have a clear implementation strategy, identifying roles and responsibilities to maintain the momentum of the Construction Travel Plan.
- 7.1.2 Prior to the commencement of construction, a Travel Plan Coordinator will be appointed to oversee the implementation and monitoring of the Construction Travel Plan. The Travel Plan Coordinator will have overall responsibility for:
- a. establishing and coordinating a Travel Plan Steering Group comprising construction workers and representative from the main and other contractors with meetings as required;
 - b. identifying key milestones, deliverables and a programme to oversee the development and implementation of specific initiatives;
 - c. development and dissemination of appropriate marketing/information materials;
 - d. overseeing implementation of Construction Travel Plan measures in a timely manner;
 - e. liaison with any appropriate groups/organisations (e.g. the LB Enfield's Travel Plan Officer) to ensure coordinated working;
 - f. undertaking appropriate monitoring of the Construction Travel Plan, including any appropriate review and revisions;
 - g. monitoring and reviewing progress and identifying targets for taking the Construction Travel Plan forward;
 - h. ensuring that the work of the Construction Travel Plan is coordinated with other activities of the Project; and
 - i. ensuring that there is sufficient amount of time to spend on the Construction Travel Plan and perform all their duties.
- 7.1.3 Both the Travel Plan Coordinator and Travel Plan Steering Group will play an important role in liaising and collaborating with the other local Travel Plan Coordinators and Steering Groups, particularly those associated with the other land uses in the vicinity of the Application Site.

8 Monitoring and review

8.1 Introduction

- 8.1.1 An important part of any Travel Plan is the on-going monitoring and reviewing of its effectiveness. It is important that a Travel Plan is not just a one-off event but a continually evolving process. Regular monitoring and reviewing will help to gauge progress towards achieving targets and objectives, and if necessary, allow the Travel Plan to be refined and adapted.

8.2 Monitoring

- 8.2.1 The first Construction Travel Plan monitoring survey(s) will be carried out six months from the commencement of construction of the Project. The surveys will be analysed against a number of indicators in order to establish how well the Construction Travel Plan measures are achieving its aims and if any modifications are required to better meet these objectives.
- 8.2.2 Monitoring of the Construction Travel Plan will be based upon feedback forms which will have been distributed to employees. This will allow for site-specific travel characteristics to be reconfirmed against which the targets set can be reviewed and adjusted accordingly.
- 8.2.3 The Construction Travel Plan will be monitored at the mid-way point of each stage of construction. The monitoring will be the responsibility of the Travel Plan Coordinator(s). Based on published TfL guidance the monitoring will include the following elements as a minimum:
- a. multi-modal counts of all trips undertaken to and from the Application Site;
 - b. full site audit;
 - c. parking counts (all vehicles including bicycles); and
 - d. uptake of travel planning measures.
- 8.2.4 Based on the relevant thresholds set out by TfL, the Construction Travel Plan will be monitored using TRICS® (Trip Rate Information Computer System) or iTrace (innovation in Travel Plan Management Software).

8.3 Reporting

- 8.3.1 A full monitoring report will be prepared by the Travel Plan Coordinator(s) and will be issued to all appropriate stakeholders including LB Enfield as well as TfL. The report will include comprehensive details of all survey data and measures which have been implemented.
- 8.3.2 A key element of the report will be comparing the surveyed modal share to the target set; if the data shows that the targets have not been met or are not on course to be met, the report will outline the reasons behind this and how the matter will be resolved.

- 8.3.3 In order to make the results accessible to employees, who are all stakeholders in the plan, a summarised version of the report will be distributed. This can also be made available to other local interest groups.

9 Action plan

- 9.1.1 Table 9.1 outlines a provisional action plan for the Construction Travel Plan and sets out the activities that are needed in order to implement the measures which have been proposed, alongside an indicative timetable for implementation. This timetable will be reviewed with the key stakeholders and updated within future versions of the Construction Travel Plan document.

Table 9.1: Action plan

Activity	Responsibility	Programme
Employ Travel Plan Coordinator(s)	The Applicant/contractor	Six months prior to commencement of construction
Identification of Travel Plan Requirements	The Applicant/contractor	Six months prior to commencement of construction
Preparation of Interim Travel Plans	The Applicant/contractor	Three months prior to commencement of construction
Inform LB Enfield of Travel Plan Coordinator(s) appointment	Travel Plan Coordinator	Within 1 month of appointment
Establishment of a car sharing database	Travel Plan Coordinator	Upon commencement of construction
Establish a Travel Plan Steering Group	Travel Plan Coordinator	Within 6 months of commencement of construction
Distribution of Welcome Packs	Travel Plan Coordinator	On-going
Initial travel surveys	Travel Plan Coordinator	Six months after commencement of Phase 1b
Update Travel Plan	Travel Plan Coordinator	After surveys, as appropriate
Subsequent travel surveys and updating of the Travel Plans	Travel Plan Coordinator	Mid-way through each construction phase
Consultation with LB Enfield	Travel Plan Coordinator	On-going

Schedule 5

Framework Operational Travel Plan

North London Waste Authority
**North London Heat and Power
Project**
Framework Operational Travel
Plan

The Planning Act 2008 The Infrastructure Planning
(Applications: Prescribed Forms and Procedure)
Regulations 2009 Regulation 5 (2)(q)

Issue | October 2015

Arup

This report takes into account the particular instructions and requirements of our client.

It is not intended for and should not be relied upon by any third party and no responsibility is undertaken to any third party.

ARUP

nlwa
north london waste authority

Contents

	Page
Glossary	1
1 Introduction	2
1.1 Background	2
1.2 Introduction	2
1.3 Scope of the Travel Plan	2
1.4 Framework Operational Travel Plan structure	2
2 Context	3
2.4 Stages of development	5
2.5 Travel demand for the Project	6
3 Site assessment	8
3.1 Baseline conditions	8
3.2 Local highway network	8
3.3 Public transport	8
3.4 Pedestrian and cycle Networks	9
3.5 Parking	10
4 Aims and objectives	11
4.1 Sustainable transport aims	11
4.2 Operational Travel Plan objectives	11
5 Operational Travel Plan measures	12
5.2 On-site measures	12
5.3 Car parking	12
5.4 Other measures	13
6 Preliminary targets	15
6.1 Introduction	15
6.2 Targets	15
7 Management of the Operational Travel Plan	17
8 Monitoring and review	18
8.1 Introduction	18
8.2 Monitoring	18
8.3 Reporting	18
9 Action plan	20

Tables

Table 2.1: Employee peak hour trips by mode (main mode)

Table 6.1: Employee daily mode split future year targets

Table 9.1: Action plan

Glossary

DCO	Development Consent Order
EfW	Energy from Waste
ERF	Energy Recovery Facility
ktpa	Kilo-tonnes per annum
LB Enfield	London Borough of Enfield
LVRP	Lee Valley Regional Park
LWL	London Waste Limited
MW	Mega Watts
NLHPP	North London Heat and Power Project
NLWA	North London Waste Authority
PTAL	Public Transport Accessibility Level
RRF	Resource Recovery Facility
SRN	Strategic Transport Network
STW	Sewage Treatment Works
TA	Transport Assessment
TfL	Transport for London
TLRN	Transport for London Route Network
TRICS®	Trip Rate Information Computer System
UKPN	United Kingdom Power Networks

1 Introduction

1.1 Background

1.2 Introduction

1.2.1 The North London Waste Authority (Authority) is preparing an application for a Development Consent Order (DCO) pursuant to the Planning Act 2008 (as amended) (Application). The Application will be for the North London Heat and Power Project (the Project) comprising construction, operation and maintenance of an Energy Recovery Facility (ERF) of around 70 megawatts (MWe) and associated development, including a Resource Recovery Facility (RRC) at the Edmonton EcoPark site in north London. The proposed ERF will replace the existing Energy from Waste (EfW) and other facilities at the Edmonton EcoPark.

1.2.2 This Framework Operational Travel Plan (Version 1) has been prepared to support the Application for a DCO.

1.3 Scope of the Travel Plan

1.3.1 The scope of this Travel Plan covers the employees and visitors to the Edmonton EcoPark for the final operational situation of the Project.

1.4 Framework Operational Travel Plan structure

1.4.1 The Operational Travel Plan will form a central element of the overall transport strategy for operational employees from the start of Project implementation, as part of a systematic approach to influence long term travel choice. This Framework Operational Travel Plan document:

- a. provides a summary of the existing transport network;
- b. articulates a series of objectives for the Project;
- c. provides an indicative set of targets;
- d. identifies and describes the initiatives proposed to support the objectives; and
- e. proposes a management strategy for delivery and monitoring.

1.4.2 This Framework Operational Travel Plan should be read in conjunction with the Transport Assessment (TA) (AD05.11) accompanying the Application.

1.4.3 A separate Framework Construction Travel Plan has been prepared for employees and visitors to the Application Site during the construction stage of the Project. The aims and objectives of both Travel Plans seek to minimise the effect of employee travel on the local highway network. However, the measures contained within the Framework Construction Travel Plan have been tailored to account for the larger workforce.

2 Context

2.1 The Application Site

2.1.1 The Application Site, as shown on the Site Location Plan (A_0001 and A_0002), extends to approximately 22 hectares and is located wholly within the London Borough of Enfield (LB Enfield). The Application Site comprises the existing waste management site known as the Edmonton EcoPark where the permanent facilities would be located, part of Ardra Road, land around the existing water pumping station at Ardra Road, Deephams Farm Road, part of Lee Park Way and land to the west of the River Lee Navigation, and land to the north of Advent Way and east of the River Lee Navigation (part of which would form the Temporary Laydown Area and new Lee Park Way access road). The post code for the site is N18 3AG and the grid reference for the proposed development is TQ 35750 92860.

2.1.2 The Application Site includes all land required to deliver the Project. This includes land that would be required temporarily to facilitate the development.

2.1.3 Both the Application Site and the Edmonton EcoPark (existing and proposed) are shown on Plan A_0003 contained within the Book of Plans (AD02.01). Throughout this report references to the Application Site refer to the proposed extent of the Project works, and Edmonton EcoPark refers to the operational site. Upon completion of the Project the operational site would consist of the Edmonton EcoPark and additional land required to provide new access arrangements and for a water pumping station adjacent to the Deephams Sewage Treatment Works outflow channel.

Edmonton EcoPark

2.1.4 The Edmonton EcoPark is an existing waste management complex of around 16 hectares, with an EfW facility which treats circa 540,000 tonnes per annum (tpa) of residual waste and generates around 40MW_e (gross) of electricity; an In-Vessel Composting (IVC) facility; a Bulky Waste Recycling Facility (BWRF) and Fuel Preparation Plant (FPP); an Incinerator Bottom Ash (IBA) Recycling Facility; a fleet management and maintenance facility; associated offices, car parking and plant required to operate the facility; and a former wharf and single storey building utilised by the Edmonton Sea Cadets under a lease

2.1.5 In order to construct the proposed ERF, the existing BWRF and FPP activities would be relocated within the Application Site; the IVC facility would be decommissioned and the IBA recycling would take place off-site.

Temporary Laydown Area and eastern access

2.1.6 The proposed Temporary Laydown Area is an area of open scrubland located to the east of the River Lee Navigation and north of Advent Way. There is no public access to this area. The Temporary Laydown Area would be reinstated after construction and would not form part of the ongoing operational site.

- 2.1.7 In addition to the Temporary Laydown Area the Application Site includes land to the east of the existing Edmonton EcoPark which would be used for the new Lee Park Way entrance and landscaping along the eastern boundary.

Northern access

- 2.1.8 The Application Site also includes Deephams Farm Road and part of Ardra Road with land currently occupied by the EfW facility water pumping station between the junction of Meridian Way and Deephams Farm Road.

2.2 Surrounding area

- 2.2.1 The Application Site is located to the north of the A406 North Circular Road in an area that is predominantly industrial. The Lee Valley Regional Park (LVRP) is located to the east of the Edmonton EcoPark.

- 2.2.2 Land to the north and west of the Application Site is predominantly industrial in nature. Immediately to the north of the Edmonton EcoPark is an existing Materials Recovery Facility (MRF), which is operated by a commercial waste management company, alongside other industrial buildings. Further north is Deephams Sewage Treatment Works. Beyond the industrial area to the north-west is a residential area with Badma Close being the nearest residential street to the Application Site (approximately 60m from the nearest part of the boundary) and Zambezie Drive the nearest to the Edmonton EcoPark at approximately 125m west.

- 2.2.3 Eley Industrial Estate, located to the west of the Application Site, comprises a mixture of retail, industrial and warehouse units.

- 2.2.4 Advent Way is located to the south of the Application Site adjacent to the A406 North Circular Road. Beyond the A406 North Circular Road are retail and trading estates; this area is identified for future redevelopment to provide a housing-led mixed use development known as Meridian Water.

- 2.2.5 The LVRP and River Lee Navigation are immediately adjacent to the eastern boundary of the Edmonton EcoPark, and Lee Park Way, a private road which also forms part of National Cycle Route 1, runs alongside the River Lee Navigation. To the east of the River Lee Navigation is the William Girling Reservoir along with an area currently occupied by Camden Plant Ltd which is used for the crushing, screening and stockpiling of waste concrete, soil and other recyclable materials from construction and demolition. The nearest residential areas to the east of the Application Site and LVRP are located at Lower Hall Lane, approximately 550m from the Edmonton EcoPark and 150m from the eastern edge of the Application Site.

2.3 The Project

- 2.3.1 The Project would replace the existing EfW facility at Edmonton EcoPark, which is expected to cease operations in 2025, with a new and more efficient ERF which would produce energy from residual waste, and associated development, including temporary works required to facilitate construction, demolition and commissioning. The proposed ERF would surpass the requirement under the Waste Framework Directive (Directive

2008/98/EC) to achieve an efficiency rating in excess of the prescribed level, and would therefore be classified as a waste recovery operation rather than disposal.

2.3.2 The main features of the Project once the proposed ERF and permanent associated works are constructed and the existing EfW facility is demolished are set out in the Book of Plans (AD02.01) and comprise:

- a. a northern area of the Edmonton EcoPark accommodating the proposed ERF;
- b. a southern area of the Edmonton EcoPark accommodating the RRF and a visitor, community and education centre with offices and a base for the Edmonton Sea Cadets ('EcoPark House');
- c. a central space, where the existing EfW facility is currently located, which would be available for future waste-related development;
- d. a new landscape area along the edge with the River Lee Navigation; and
- e. new northern and eastern site access points.

2.3.3 During construction there is a need to accommodate a Temporary Laydown Area outside of the future operational site because of space constraints. This would be used to provide parking and accommodation for temporary staff (offices, staff welfare facilities), storage and fabrication areas, and associated access and utilities.

2.3.4 Schedule 1 of the draft DCO sets out the authorised development and the works are shown in the Book of Plans, supplemented by Illustrative Plans (included in the Design Code Principles, AD02.02) that set out the indicative form and location of buildings, structures, plant and equipment, in line with the limits of deviation established by the draft DCO (AD03.01).

2.4 Stages of development

2.4.1 The proposed ERF is intended to be operational before the end of 2025, but with the precise timing of the replacement to be determined. In order to do this, the following key steps are required:

- a. obtain a DCO for the new facility and associated developments;
- b. obtain relevant environmental permit(s) and other licences, consents and permits needed;
- c. identify a suitable technology supplier;
- d. agree and arrange source(s) of funding;
- e. enter into contract(s) for design, build and operation of new facility and associated development;
- f. move to operation of new facility; and
- g. decommission and demolish the existing EfW facility.

2.4.2 Site preparation and construction would be undertaken over a number of years and it is expected that the earliest construction would commence is

2019/20, although this may be later. Construction would be implemented in stages to ensure that essential waste management operations remain functioning throughout. This is especially relevant for the existing EfW facility and associated support facilities.

2.4.3 The stages of the Project are as follows:

- a. Stage 1a: site preparation and enabling works;
- b. Stage 1b: construction of RRF, EcoPark House and commencement of use of Temporary Laydown Area;
- c. Stage 1c: operation of RRF, EcoPark House and demolition/clearance of northern area;
- d. Stage 1d: construction of ERF;
- e. Stage 2: commissioning of ERF alongside operation of EfW facility, i.e. transition period;
- f. Stage 3: operation of ERF, RRF and EcoPark House, demolition of EfW facility; and
- g. Stage 4: operation of ERF, RRF and EcoPark House, i.e. final operational situation.

2.5 Travel demand for the Project

2.5.1 As the Edmonton EcoPark will be operational for 24 hours a day, employees will be on site at all times of the day, with three shift times likely (morning to afternoon/evening, afternoon/evening to night and night to morning). As such, there is likely to be an overlap in the starting and finishing workforce at the shift change-over times.

2.5.2 The anticipated mode share for employees and the daily trips by mode are set out in Table 2.1. This is based on the location of the Edmonton EcoPark and reflects the current public transport accessibility level (PTAL) of 1b¹. It therefore acknowledges that public transport services are poor and that many employees may drive to the Edmonton EcoPark. The mode share is the baseline mode share and does not account for the measures aimed at reducing travel by private car set out within this Framework Operational Travel Plan.

¹ Source: Transport for London (TfL) Planning Information Database

Table 2.1: Employee peak hour trips by mode (main mode)

Mode	% mode share	Operation
Car (as driver)	80%	122
Car (as passenger)	5%	8
Underground/rail	2%	3
Bus	7%	11
Motorcycle	1%	1
Walk	1%	2
Cycle	4%	6
Total	100%	153

3 Site assessment

3.1 Baseline conditions

- 3.1.1 Existing transport conditions in the vicinity of the Project have been established to provide baseline data against which the potential effects arising from the Project can effectively be assessed. Baseline observations have been informed by a series of site visits.

3.2 Local highway network

- 3.2.1 The key route in the vicinity of the Edmonton EcoPark is the A406 North Circular Road. This forms part of the Transport for London Route Network (TLRN) and provides the main east to west connection across north London. While there is no direct access to the Strategic Road Network (SRN) in the vicinity of the proposed site, it can be accessed to the west of the Edmonton EcoPark on the A1010 Fore Street and to the east of the Edmonton EcoPark on the A112 Chingford Mount Road. Both of these routes travel in a north to south direction.
- 3.2.2 In the direct vicinity of the Edmonton EcoPark, the key highway links are:
- a. A1055 Meridian Way;
 - b. Advent Way;
 - c. Argon Road;
 - d. Walthamstow Avenue;
 - e. A1009 Hall Lane;
 - f. Montagu Road;
 - g. Eley Road;
 - h. Nobel Road;
 - i. Ardra Road;
 - j. Deephams Farm Road; and
 - k. Lee Park Way.

3.3 Public transport

- 3.3.1 The Edmonton EcoPark currently has a Public Transport Accessibility Level (PTAL) of 1b, measured from the entrance to the Application Site. This has an Accessibility index of 3.35 and is rated as 'very poor' (with 1a being the lowest accessibility and 6b being the highest accessibility).
- 3.3.2 The closest London Underground station to the Edmonton EcoPark is Tottenham Hale which is approximately 3.7km (walking distance) to the south of the Edmonton EcoPark. Victoria line London Underground trains are accessible at this station and operate to Walthamstow Central in the northbound direction and to Brixton, via Finsbury Park, Kings Cross St Pancras, Euston and Victoria in the southbound direction. Trains operate from Tottenham Hale every two to three minutes in both directions during

the peak hours while southbound trains depart Walthamstow Central every two to three minutes during the peak hours.

- 3.3.3 National Rail services are available at Angel Road station, located approximately 600m (walking distance) to the west of the Edmonton EcoPark. National Rail services from Angel Road operate to Stratford in the southbound direction with one train per hour in each direction during the peak hours. Train services to and from Angel Road are operated by National Express East Anglia. It is proposed that National Rail services from Angel Road be improved and it is understood that the frequency of services will increase to four trains per hour per direction.
- 3.3.4 There are no direct trains to Liverpool Street station from Angel Road. However, services operating to and from Liverpool Street can be accessed by interchanging at Tottenham Hale station.
- 3.3.5 There are two London Bus routes operating in close proximity to the Edmonton EcoPark. Routes 34 and 444 are served by bus stop on the eastbound off-slip and westbound on-slip at the junction of the A406 North Circular Road and Advent Way. These bus stops are almost 500m walking distance from the Edmonton EcoPark with route 34 serving the bus stop every six to 10 minutes throughout the day and route 344 serving the bus stop every 15 minutes throughout the day.
- 3.3.6 Routes 192 and 341 are also accessible on Glover Drive (adjacent to the Angel Road Superstores) to the south of the A406 North Circular Road, some 800m walking distance from the Edmonton EcoPark. Buses on Route 192 serve these bus stops every eight to 12 minutes while buses on Route 341, which operates in the southbound direction only, also serve the bus stop every eight to 12 minutes.

3.4 Pedestrian and cycle Networks

- 3.4.1 Footways are provided along the main routes leading to and from the Application Site and public transport nodes. In particular, there is a continuous footway on the north side of Advent Way although on the approach to the roundabout where the A406 North Circular Road on/off slips meet Advent Way, the footway widths are narrow and are overgrown with vegetation in places. There are no crossing facilities at this junction.
- 3.4.2 A pedestrian route is also provided along the east side of the River Lee Navigation connecting through to the LVRP to the north and towards the Tottenham Marshes to the south. There is no direct access to this pedestrian route from the Edmonton EcoPark or from Lee Park Way.
- 3.4.3 The pedestrian environment is generally poor and the quality of the environment is reduced by noise associated with high traffic flows on the A406 North Circular Road. The A406 North Circular Road also acts as a barrier to pedestrian movements in the vicinity of the Application Site. A footbridge is, however, provided over the dual carriageway approximately 160m to the west of the entrance to the Edmonton EcoPark.
- 3.4.4 There are a number of cycle routes within the vicinity of the Edmonton EcoPark. The following routes are available:

- a. a north to south route along the River Lee Navigation;
- b. an off-carriageway route adjacent to the A406 North Circular Road to the east of the Edmonton EcoPark and along Advent Way to the west; and
- c. an off-carriageway route in a north to south direction along A1055 Meridian Way both to the north and south of the A406 North Circular Road.

3.4.5 The London Cycle Network Plus (LCN+) is also accessible in close proximity to the Edmonton EcoPark. LCN+ Link 202 runs in a north to south direction on the A112 Chingford Hall Road north and south of the A406 North Circular Road.

3.5 Parking

3.5.1 Parking for 212 cars/vans/operational vehicles is currently provided at the Edmonton EcoPark. These parking spaces are all provided at grade.

4 Aims and objectives

4.1 Sustainable transport aims

- 4.1.1 The Operational Travel Plan will be focussed on employees and visitors to the Edmonton EcoPark when the ERF is completed and operational. The measures suggested within this Framework Operational Travel Plan are intended to encourage travel by modes of transport more sustainable than by private car as far as is reasonably practicable.
- 4.1.2 The overarching aims of the Operational Travel Plan for the Project seek to:
- a. influence the travel behaviour of operational employees and visitors;
 - b. encourage, where practical, travel by cycle, on foot and by public transport by highlighting their availability;
 - c. minimise the number of single-occupancy car trips generated by the Project; and
 - d. promote healthy lifestyles and sustainable travel.

4.2 Operational Travel Plan objectives

- 4.2.1 The Operational Travel Plan for the Edmonton EcoPark will respond to the aims through:
- a. reducing car use through the implementation of Travel Plan measures;
 - b. promoting the existing public transport connections in the area including National Rail services, London Underground services and London Bus services.
 - c. reducing the environmental effect associated with vehicle movements by raising travel awareness, encouraging travel by more sustainable modes of transport and minimising the number of single occupancy vehicle trips; and
 - d. linking the development to the surrounding community by the strong promotion of walking, cycling and public transport, thus minimising the effect on the highway infrastructure in the vicinity of the Project.

5 Operational Travel Plan measures

- 5.1.1 This section of the Operational Travel Plan describes the potential initiatives that can influence sustainable travel choices for operational employees and visitors. In conjunction with the associated legal agreement and the Operational Travel Plan initiatives set out below, the occupiers of the Project will have a realistic travel alternative to the private car and a range of sustainable travel modes to use. A key factor in encouraging the use of these sustainable travel modes will be awareness.

5.2 On-site measures

- 5.2.1 This section sets out a set of measures that would require physical implementation at the Edmonton EcoPark.

Travel information

- 5.2.2 Transport information will be provided on notice boards that are displayed in prominent locations that are accessible to employees and visitors to the Edmonton EcoPark at all times of the day. The information displayed should include:

- a. public transport maps, routes, timetables and fares;
- b. details of taxi/private hire vehicle (minicab) operators;
- c. walking and cycling maps; and
- d. information about access to various services and facilities in the local area.

- 5.2.3 The noticeboards will also provide information which promotes the health benefits of walking and cycling.

Cycle parking

- 5.2.4 It is proposed to provide 19 cycle parking spaces for employees with seven additional spaces for visitors.

- 5.2.5 The cycle mode share for employees of the operational site is likely to be low given the location of the Edmonton EcoPark and the likely employee shift times. However, an adequate quantum of cycle parking should be provided for employees to encourage cycling. Cycle parking will be secure, sheltered and conveniently located within 100m of the building entrance(s). Cycle parking will be complemented by showers, lockers and changing facilities. Showers do not need to be provided for the sole use of cyclists but any facilities provided for contractors/employees as a result of the work undertaken on the Edmonton EcoPark should also be accessible to cyclists.

5.3 Car parking

- 5.3.1 It is proposed that 132 car parking spaces be provided for the completed Project. It is proposed that 14 accessible spaces be provided and 26 spaces will be equipped with electric vehicle charging points (in line with London

Plan² policy requirements) equating to 20 per cent of the total provision. The passive provision for electric vehicle charging points will be provided for a further 10 per cent of spaces.

- 5.3.2 It is acknowledged that there will be a requirement for car parking for employees given the likely high mode share by car and the nature of the shift working that will be undertaken. Specific spaces for those who car share or travel using electric vehicles should be considered.

5.4 Other measures

- 5.4.1 This section sets out a range of additional measures that would promote sustainable travel.

Employee travel website

- 5.4.2 Consideration will be given to setting-up an employee specific travel website or a travel/transport section on an existing intranet or other existing employee website. This will provide links to public transport maps, routes, timetables and fares, walking and cycling maps and other transport details. Links to travel planning and 'live update' websites (for road traffic and public transport) will be provided as well as promotional material to outline the health benefits of travelling by sustainable modes of transport.

Car sharing

- 5.4.3 Car sharing will be encouraged among employees and consideration will be given to setting up a car sharing website to help facilitate this or providing links to other car sharing scheme. Those who wish to join the car sharing website could provide postcode information or typical shift patterns to help to identify those travelling from a similar location and those who work at similar times. While this would provide environmental benefits by reducing the number of vehicles on the highway network, it could also be financially beneficial for employees who share by reducing fuel costs.
- 5.4.4 There are a number of car sharing platforms already available although it is recommended that, if implemented, one of these be adapted for use by Edmonton EcoPark employees only. A simplified version could be operated on an internal intranet or similar and rolled out into a more formal scheme if this is a success.

Cycle training

- 5.4.5 All employees who are interested in cycling to work will be encouraged to take part in cycle training. Free cycle training is offered by the LB Enfield as part of the 'Cycle Enfield' programme. Consideration will be given to operating a bespoke training programme for employees.

² Greater London Authority (GLA), The London Plan, the Spatial Development Strategy for London Consolidated with Alterations since 2015, March 2015.

Travel loans and cycle discounts

- 5.4.6 Consideration will be given to offering interest-free travel loans to assist in the purchase of annual season tickets or travel-cards where practicable.
- 5.4.7 The provision of discounts on cycling equipment and bicycles themselves will also be considered. Local cycle shops will be approached to arrange discounts for cycle equipment for all interested employees.

Cycle to work scheme

- 5.4.8 If appropriate administratively, consideration will also be given to taking part in the Government cycle to work scheme. This provides a Government approved tax incentive for employees to hire a new bicycle and safety equipment providing the main use of the bike is for commuting to work. The benefits of the scheme include incurring no income tax or national insurance.

Flexible working practices

- 5.4.9 Flexible working practices will be considered for office based employees to reduce the travel demands of the Site. Flexible working practices may not be practical and will need to be considered against the needs of the business. At the very least, the Operational Travel Plan will include a mechanism that would allow for this to be reviewed periodically to enable flexible working practices to be introduced at a later date, if appropriate.

Shuttle bus service

- 5.4.10 Consideration will be given to the provision of a shuttle bus service between the Edmonton EcoPark and the local station(s), such as Tottenham Hale (Underground and National Rail) or Angel Road (National Rail). This would increase the attractiveness of travelling to the Edmonton EcoPark by public transport.

6 Preliminary targets

6.1 Introduction

- 6.1.1 In order for the Operational Travel Plan to succeed, and to enable a measurement of success, targets need to be set which allow for the assessment of its measures and data. Such targets need to be Specific, Measurable, Achievable, Realistic and Timed (SMART) ensuring that wherever possible targets for modal split can be achieved.
- 6.1.2 Monitoring of the Operational Travel Plan will be undertaken throughout its duration and, if necessary, changes to the implementation of the Operational Travel Plan or the type of measures that it includes will be made to ensure that the overall targets are achieved within the timeframe set.
- 6.1.3 A set of preliminary targets has been developed using the mode share forecasts outlined in the TA (AD05.11). As the Operational Travel Plan will be an evolving document these initial targets will be continually reviewed and revised if necessary in agreement with the reviewing authorities.

6.2 Targets

- 6.2.1 The overall strategy of the Travel Plan is to reduce the number of single occupancy vehicle trips and increase the number of trips undertaken by sustainable modes, where practical. This is represented in the targets as shown in Table 6.1. The daily total number of trips by mode for the peak hour (the highest peak hour throughout the day) are also shown in Table 6.1.
- 6.2.2 The preliminary target mode shares presented will be subject to change as these figures are based upon the current best estimate of mode split for the Project. An initial Travel Survey will update the estimated mode split to a confirmed baseline. Once this data has been obtained, the future year targets can be amended (if required) in line with the proportions presented.
- 6.2.3 However, given that the initial set of mode shares have sought to take account of existing travel patterns in the immediate area, it is considered that the initial targets and proposed mode shifts will provide a sound basis for the continued development of the Operational Travel Plan.
- 6.2.4 If by the end of a particular year the data collected indicates that mode shifts are not following the aspired patterns, the Travel Plan Coordinator will assess which measures have been effective and which ineffective. They will then make further decisions with regards to which measures to maintain and which to replace with alternatives. Likewise, if it appears that the targets are not sufficiently challenging, or indeed too challenging, the Travel Plan Coordinator will revise these in consultation with LB Enfield and TfL.

Table 6.1: Employee daily mode split future year targets

Mode	Baseline		Year 1		Year 3		Year 5	
	%	Trips	%	Trips	%	Trips	%	Trips
Car (as driver)	80%	122	78%	120	75%	115	70%	107
Car (as passenger)	5%	8	6%	9	7%	10	9%	14
Underground/rail	2%	3	2%	3	2%	3	3%	5
Bus	7%	11	8%	12	9%	14	10%	15
Motorcycle	1%	1	1%	1	1%	1	1%	1
Walk	1%	2	1%	2	1%	2	1%	2
Cycle	4%	6	4%	6	5%	8	6%	9
Total	100%	153	100%	153	100%	153	100%	153

7 Management of the Operational Travel Plan

- 7.1.1 In order to maximise the chances of success, it is important to have a clear implementation strategy, identifying roles and responsibilities to maintain the momentum of the Operational Travel Plan.
- 7.1.2 Upon completion of the Project, a Travel Plan Co-ordinator will be appointed to oversee the implementation and monitoring of the Operational Travel Plan. The Travel Plan Co-ordinator will have overall responsibility for:
- a. establishing and co-ordinating a Travel Plan Steering Group comprised of employees with meetings as required;
 - b. identifying key milestones, deliverables and a programme to oversee the development and implementation of specific initiatives;
 - c. development and dissemination of appropriate marketing/information materials;
 - d. overseeing implementation of Operational Travel Plan measures in a timely manner;
 - e. liaison with any appropriate groups/organisations (e.g. the LB Enfield's Travel Plan Officer) to ensure co-ordinated working;
 - f. undertaking appropriate monitoring of the Operational Travel Plan, including any appropriate review and revisions;
 - g. monitoring and reviewing progress and identifying targets for taking the Operational Travel Plan forward;
 - h. ensuring that the work of the Operational Travel Plan is co-ordinated with other activities of the Project; and
 - i. ensuring that there is sufficient amount of time to spend on the Operational Travel Plan and perform all their duties.
- 7.1.3 Both the Travel Plan Coordinator and Travel Plan Steering Group will play an important role in liaising and collaborating with other local Travel Plan Coordinators and Steering Groups, particularly those associated with the other land uses in the vicinity of the Edmonton EcoPark.

8 Monitoring and review

8.1 Introduction

- 8.1.1 An important part of any Travel Plan is the on-going monitoring and reviewing of its effectiveness. It is important that a Travel Plan is not just a one-off event but a continually evolving process. Regular monitoring and reviewing will help to gauge progress towards achieving targets and objectives, and if necessary, allow the Travel Plan to be refined and adapted.

8.2 Monitoring

- 8.2.1 The first Operational Travel Plan monitoring survey(s) will be carried out six months from the implementation of the Project. The surveys will be analysed against a number of indicators in order to establish how well the Operational Travel Plan measures are achieving its aims and if any modifications are required to better meet these objectives.
- 8.2.2 Monitoring of the Operational Travel Plan will be based upon feedback forms which will have been distributed to employees. This will allow for site-specific travel characteristics to be reconfirmed against which the targets set can be reviewed and adjusted accordingly.
- 8.2.3 The Operational Travel Plan will be monitored after one, three and five years. The monitoring will be the responsibility of the Travel Plan Coordinator(s). Based on published TfL guidance the monitoring will include the following elements as a minimum:
- a. multi-modal counts of all trips undertaken to and from the Application Site;
 - b. full site audit;
 - c. parking counts (all vehicles including bicycles); and
 - d. uptake of travel planning measures.
- 8.2.4 Based on the relevant thresholds set out by TfL, the Operational Travel Plan will be monitored using TRICS® (Trip Rate Information Computer System) or iTrace (innovation in Travel Plan Management Software).

8.3 Reporting

- 8.3.1 A full monitoring report will be prepared by the Travel Plan Coordinator(s) and will be issued to all appropriate stakeholders including LB Enfield as well as TfL. The report will include comprehensive details of all survey data and measures which have been implemented.
- 8.3.2 A key element of the report will be comparing the surveyed modal share to the target set; if the data shows that the targets have not been met or are not on course to be met, the report will outline the reasons behind this and how the matter will be resolved.

- 8.3.3 In order to make the results accessible to employees, who are all stakeholders in the plan, a summarised version of the report will be distributed. This can also be made available to other local interest groups.

9 Action plan

- 9.1.1 Table 9.1 outlines a provisional action plan for the Operational Travel Plan and sets out the activities that are needed in order to implement the measures which have been proposed, alongside an indicative timetable for implementation. This timetable will be reviewed with the key stakeholders and updated within future versions of the Operational Travel Plan document.

Table 9.1: Action plan

Activity		
Employ Travel Plan Coordinator(s)	The Applicant/Site Manager	Six months prior to implementation of the Project
Identification of Travel Plan Requirements	The Applicant/Site Manager	Six months prior implementation of the Project
Preparation of Interim Travel Plans	The Applicant/Site Manager	Three months prior to implementation of the Project
Inform LB Enfield of Travel Plan Coordinator(s) appointment	Travel Plan Coordinator	Within 1 month of appointment
Establishment of a car sharing database	Travel Plan Coordinator	Upon implementation of the Project
Establish a Travel Plan Steering Group	Travel Plan Coordinator	Within 6 months of implementation of the Project
Distribution of Welcome Packs	Travel Plan Coordinator	Upon implementation of the Project
Initial travel surveys	Travel Plan Coordinator	Six months after implementation of the Project
Update Travel Plan	Travel Plan Coordinator	After surveys, as appropriate
Subsequent travel surveys and updating of the Travel Plans	Travel Plan Coordinator	After one, three and five years
Consultation with LB Enfield	Travel Plan Coordinator	On-going

In witness whereof the parties hereto have executed this Deed on the day and year first before written.

The Common Seal of

LONDON BOROUGH OF ENFIELD

was affixed in the presence of:



[Redacted signature]

Authorised Signatory

Executed as a deed and sealed on
behalf of **North London Waste**
Authority by a **duly authorised officer:**

[Redacted signature]

Authorised
Officer

signature

D.T. BEADNE

print name

MANAGING DIRECTOR

position



Executed as a deed by LondonWaste
Limited acting by a **director** in the
presence of:

Name

Mr SHARPS
DIRECTOR

signature
of witness

[Redacted signature]

name

MARY CZULOWSKI

print name of witness

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Series 03 Draft Development
Consent Order

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