

Central Leaside

Proposed Submission Area Action Plan

October 2014 Version for Cabinet

www.enfield.gov.uk

Foreword



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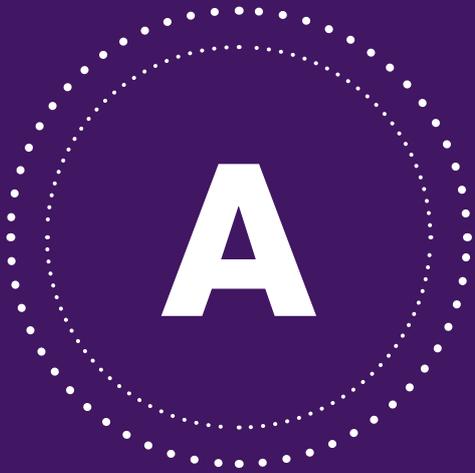
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The Plan and its Context



PART A:

The Plan and its Context

1 Central Leaside: Vision and Objectives

1.1 Central Leaside in 2032

A Sustainable Urban Neighbourhood

1.1.1 A new neighbourhood of up to 5,000 desirable, energy efficient homes will be created at Meridian Water. This new neighbourhood will become an inclusive development and a well-integrated extension of Edmonton. The wider community will share in the new resources and community and health facilities, including improved access to the waterways and parklands of the Lee Valley as well as new employment opportunities, ensuring that the positive benefits of the regeneration and investment reach beyond Meridian Water's boundaries.

Facilitating Economic Growth

1.1.2 Central Leaside's industrial estates will be successful, thriving estates, supporting economic growth, innovation and enterprise. Their locational advantage within the Upper Lee Valley and the London-Stansted-Cambridge corridor will enhance the competitiveness of the borough, bringing growth and prosperity for its businesses and people.

1.1.3 Intensification of the employment areas and estates will attract regional, national and international investors across all sectors to successfully deliver up to 3,000 jobs across the area, assisting in securing the provision of employment training opportunities for local residents. The growing service sector, particularly creative industries such as digital and media software services, will find a stimulating and attractive home at Meridian Water.

1.1.4 The upgraded Deephams Sewage Treatment Works will increase sewage treatment capacity to accommodate population growth and a significant reduction in odour emissions will be attained.

Sustainable Regeneration

1.1.5 The successful implementation of the Lee Valley Heat Network (LVHN) will provide new homes with competitively priced, reliable and sustainably produced energy and heating. Meridian Water's residents will be the first in London to access affordable low carbon heat via this city-scale decentralised energy network. Edmonton EcoPark will be the main source of heat for the LVHN. Heat from the facility will be captured and transferred to an on-site energy centre which will be connected to the wider LVHN.

1.1.6 Edmonton EcoPark will also be the main site for dealing with waste in the Upper Lee Valley. Waste management operations and associated green industries will bring a number of economic benefits to the area including job creation and greater carbon savings.

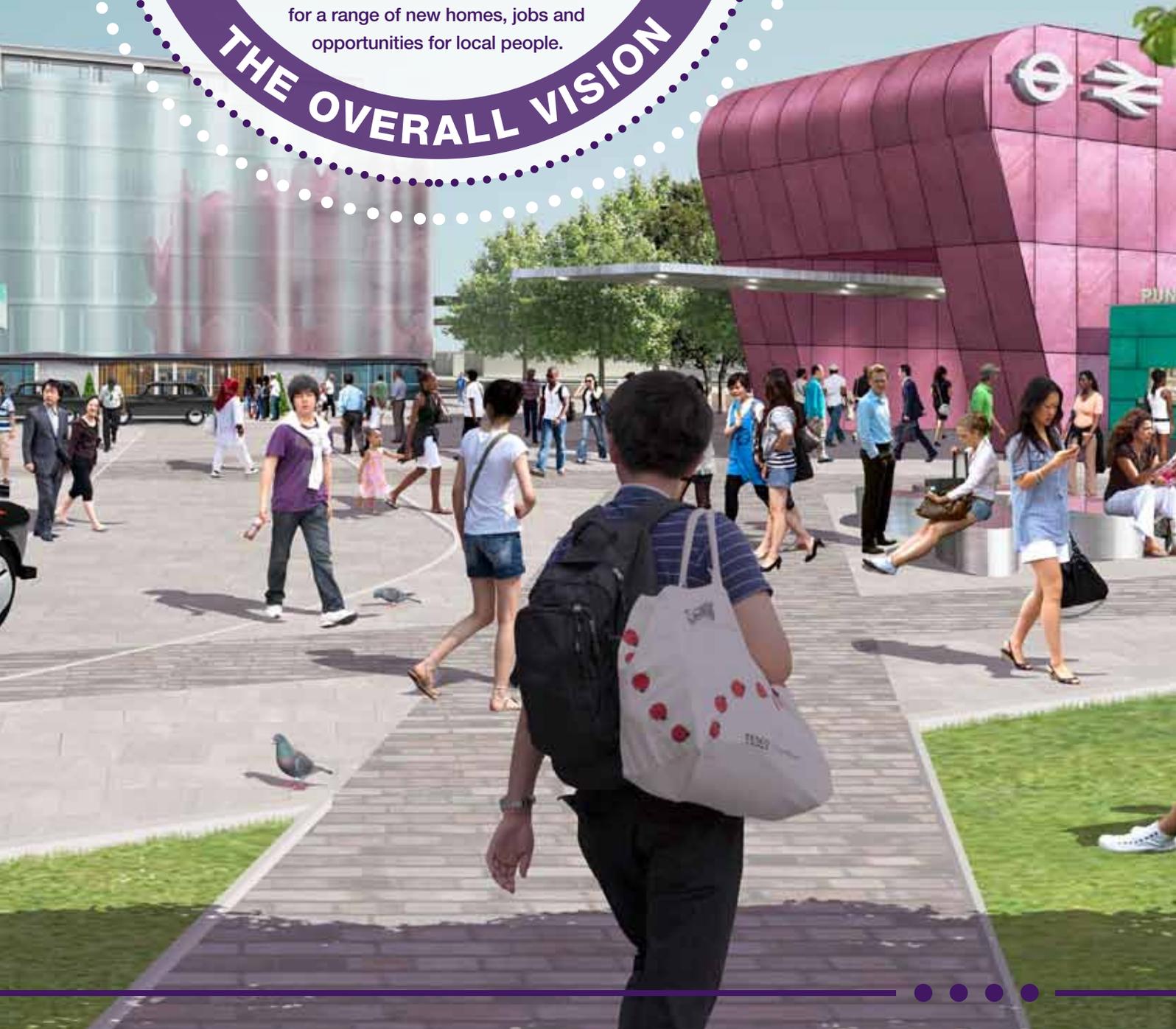
Connectivity

1.1.7 The creation of a more frequent, resilient and flexible rail service will enable significant development and regeneration within the entire Lee Valley, resulting in huge transformation at Central Leaside. A new station, Meridian Water (formerly Angel Road) will operate a four-train-per-hour service by 2018 and an eight-train-per-hour rail service from 2022. This

CENTRAL LEESIDE IN 2032

In 2032, Central Leaside will be a thriving community of residents and businesses. Maximising the opportunities for growth in the Upper Lee Valley, the area will be transformed. Central Leaside will have a reputation for leading the way in sustainable living, working and recreation – from a new community at Meridian Water to 21st Century energy generation, better connected integrated public transport, and strong business and economic growth supporting a greater diversity of new jobs. Central Leaside will be an exemplar of how joined-up approaches to investment can maximise opportunities for a range of new homes, jobs and opportunities for local people.

THE OVERALL VISION



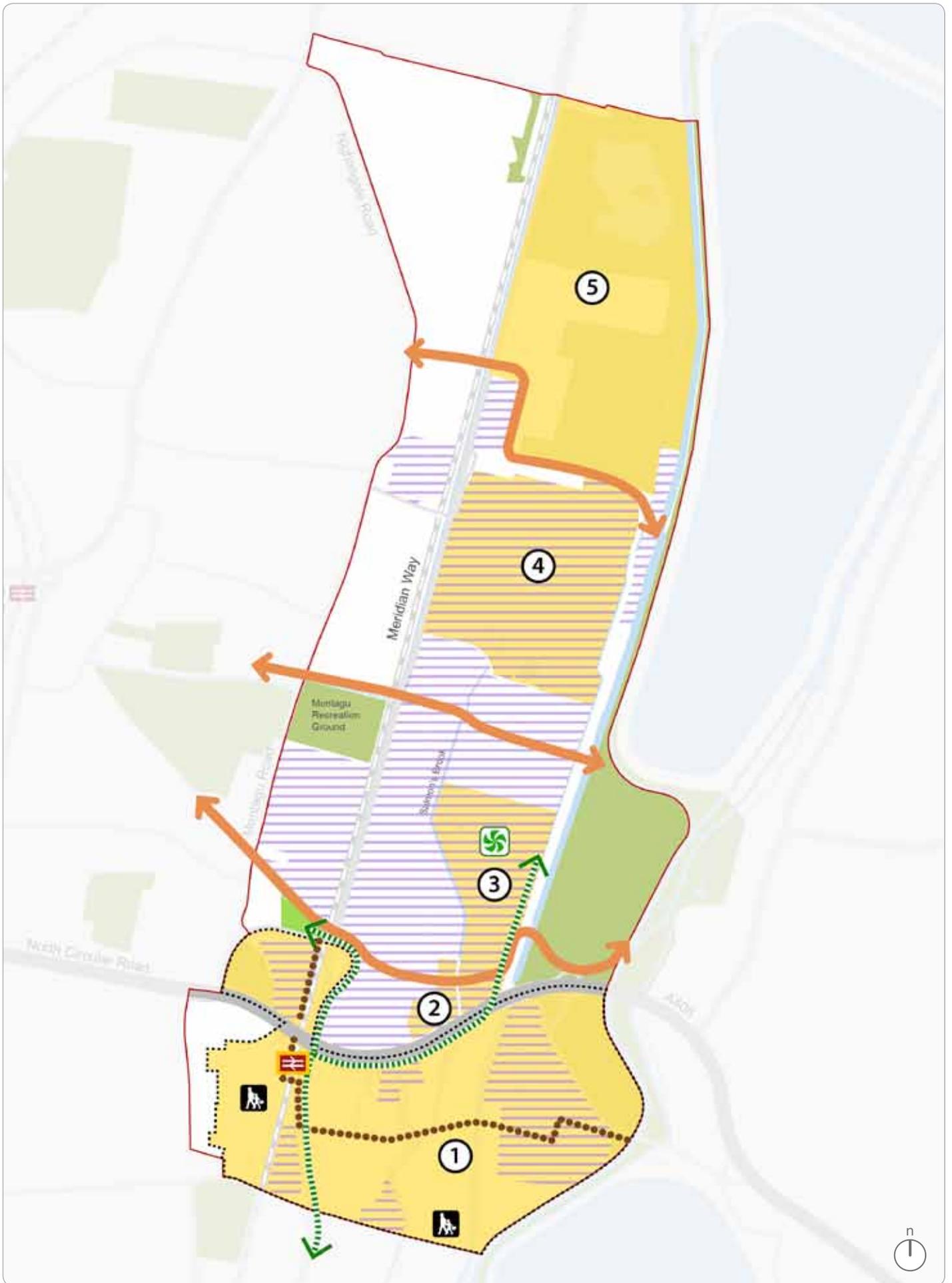


Figure 1.1: The Vision for Central Leaside

increased service will result in improved accessibility and attractiveness of the area as a place to live, work and visit. Furthermore, Crossrail 2 will provide vital additional capacity to support growth and regeneration. This significantly improved connectivity and accessibility will provide an attractive proposition to investors, creating value and acting as a catalyst for further intensification of land use.

1.1.8 Running through Meridian Water, the Causeway will provide a strong, attractive and welcoming spine road, opening up new access and connections, reconnecting previous fractured sites. New bridges over the rail line, road and waterways will open up this part of the borough to existing residents, increasing access to the Lee Valley Regional Park, and a landmark pedestrian bridge crossing Meridian Way into the Causeway will create a gateway into Meridian Water.

1.1.9 Residents, businesses and visitors will benefit from a network of routes for walking and cycling, connecting Central Leaside to the rest of the borough and beyond. The existing cycle path, the

Greenway link from Meridian Water to Edmonton Green, will be extended as a key walking and cycling route.

Celebrating the Lee Valley Waterways and Open Spaces

1.1.10 A series of high quality open spaces and buildings will front onto the waterways, where residents, workers, the surrounding community and visitors will benefit from recreational and leisure facilities. Water will be incorporated into the heart of the development at Meridian Water, with active frontages onto the waterways, helping the area to flourish. Better access to the Lee Valley Regional Park will also provide more opportunities for recreation in a green environment.

1.1.11 Improvements to public transport infrastructure in Central Leaside will play a key role in reinventing Pickett's Lock as a leisure and recreation destination that draws people in from across the borough and beyond. A mix of recreation and leisure facilities will provide the opportunity to benefit the local community through the creation of new employment opportunities.

Figure 1.1 Key

	Central Leaside Area Action Plan		Meridian Water Station
	Roads		Causeway Route
	Rail		Industrial Areas for Retention and Improvement
	Water		Main Development Opportunity Areas:
	Public Open Space		Meridian Water Regeneration Area
	New Open Space		Mixed Use Employment Opportunity at Angel Road Retail Park
	Meridian Water		Edmonton EcoPark
	Proposed Lee Valley Heat Network		Deephams Sewage Treatment Works
	Green Industry		Pickett's Lock
	New Schools		
	Proposed Improved Walking & Cycling Routes		

1.2 Objectives

1.2.1 The following objectives outline what will need to be achieved in order to deliver the vision for Central Leaside. These give direction to the spatial framework outlined in Part B and C of this document.

OBJECTIVE 1

Building a Sustainable Urban Neighbourhood

- Deliver up to 5,000 new homes in Meridian Water through the creation of new neighbourhoods in a phased programme to help meet existing and future housing needs;
- Ensure diversity in the type, size and tenure of housing, including affordable housing to meet local community needs;
- Embody the principles of good urban design that will integrate Meridian Water with the rest of the Area Action Plan area and beyond;
- Support the delivery of new educational facilities at Meridian Water and encourage links with local businesses and residents for the benefits of the whole community;
- Facilitate the improvement of existing housing areas; and
- Ensure that everyone has access to health, leisure and community facilities of a high standard and within close proximity to where they live.

OBJECTIVE 2

Facilitating Economic Growth

- Increase the capacity, quality and density of existing employment land through improvement of existing industrial estates and ensure they are attractive to regional, national and international investors in order to deliver up to 3,000 jobs across the area;
- Consolidate the area's Strategic Industrial Location (SIL) at Harbet Road to enable new and emerging businesses in sectors that are projected to expand in the future, and re-provide SIL elsewhere in the area;
- Support a culture of enterprise, entrepreneurship, innovation and sustainable business growth;
- Encourage and maintain an appropriate mix of town centre uses in the Meridian Water Local Centre Zone without undermining the primary retail function at Edmonton Green in Enfield and Tottenham in Haringey;
- Support residents to increase their skills and qualifications to progress into work; and
- Ensure that employment opportunities are accessible to all and assist in securing the provision of employment training opportunities for local residents.

OBJECTIVE
3**Connectivity**

- Enhance connectivity between Central Leaside and its surrounding area to make it a joined up place in the Upper Lee Valley and north London context;
- Deliver significant improvements to Angel Road Station;
- Support the planned upgrade to the West Anglia Route, to four trains-per-hour from 2018 and eight trains-per-hour from 2022;
- Deliver suitable telecommunications and IT networks;
- Improve accessibility through public transport provision and greater ease of vehicular movements along the existing road networks;
- Deliver new improved bus routes, frequency and quality of bus services;
- Deliver a new spine road - 'The Causeway' - connecting all parts of Meridian Water and becoming a focal point for public life; and
- Improve access for pedestrians and cyclists with better routes and connections to surrounding areas and within Central Leaside.

OBJECTIVE
4**Delivering Sustainable Regeneration**

- Promote low carbon living and working;
- Support the delivery and connection to the Lee Valley Heat Network to enable sustainable growth of neighbourhoods and industry;
- Provide the conditions for increased biodiversity;
- Encourage cleaner air; and
- Nurture a centre of excellence in sustainable waste management around the Edmonton EcoPark.

OBJECTIVE
5**Celebrating the Lee Valley Waterways and Open Spaces**

- Improve access to the Lee Valley Regional Park;
- Improve existing open spaces and links to neighbouring open space;
- Create new open space at Angel Gardens to address open space deficiency;
- Exploit opportunities for recreation and leisure along the waterways;
- Create a linked network of green spaces and waterways;
- Encourage river freight;
- Use the waterways as a defining feature of Meridian Water;
- Promote residential moorings on the waterways; and
- Manage flood risk.

2 Introduction

2.1 Overview

2.1.1 This Area Action Plan (AAP) maps the future for Central Leaside, an area stretching either side of Meridian Way from the Lee Valley Leisure Complex at Pickett's Lock in the north to the major regeneration area at Meridian Water to the south.

2.1.2 Central Leaside is located in the south eastern corner of Enfield, in the Jubilee, Lower Edmonton, Edmonton Green and Upper Edmonton wards, bordering the boundaries of Haringey and Waltham Forest, see Figure 2.1. The area covered by this AAP is bordered by the River Lee Navigation, and includes the Lee Valley Regional Park, Angel Road Station, the North Circular Road (A406), Deephams Sewage Treatment Works and Edmonton EcoPark. Established town centres close to Central Leaside include Angel Edmonton and Edmonton Green to the west in Enfield, Wood Green in Haringey and Walthamstow in Waltham Forest.

2.1.3 Central Leaside is one of London's most significant regeneration opportunities. Strategically located at the heart of the Mayor's Upper Lee Valley Opportunity Area and the London-Stansted corridor (see Figure 2.2) and long established as a significant employment location, some parts of the area will see transformational change, particularly at Meridian Water, where a new waterside residential neighbourhood of up to 5,000 new homes and a further 3,000 homes in the wider area beyond Central Leaside, will be delivered.

2.1.4 The Upper Lea Valley (ULV) area has the potential to become one of London's most desirable places to live, work and visit, creating a new centre and focus not only for London, but also the London-Stansted-Cambridge corridor.

2.1.5 Investment in regeneration across the ULV area has the potential to deliver 21,900 jobs in the Lee Valley and up to 15,900 jobs in adjoining areas, creating an uplift to the UK economy of over £4.51 billion by 2021 and over £10.7 billion by 2031¹.

2.1.6 It is an area alive with opportunity, including:

- **Meridian Water** – an underutilised area to the south of the North Circular Road that is beginning its transformation into a new urban quarter supporting up to 5,000 new homes with a further 3,000 new homes in the hinterland beyond, and 3,000 new jobs, along with new schools, health centre and other community facilities;
- **Pickett's Lock** – where the opportunity exists to add to the existing high quality sports and leisure facilities, with the potential to provide an offering with a much wider reach;
- **Edmonton EcoPark** – the redevelopment of the site to provide the next generation of waste services and additional community benefits through the provision of heat for a decentralised energy network;
- **Employment areas** – multiple renewal opportunities to provide the quality of facilities expected by business, providing the environment in which all types of companies can thrive;
- **Deephams Sewage Treatment Works (STW)** – the proposed upgrade to the STW plant, driven by a new discharge consent set by the Environment Agency, will significantly improve water quality and odour reduction. The upgrade will also increase treatment capacity to cater for population growth within the catchment area, particularly Meridian Water;

¹ Oxford Economics Report, Investment and Regeneration in the Lee Valley Corridor

- **Waterways and green areas** – the River Lee, the reservoirs and the Lee Valley Regional Park will be made much more accessible and attractive for the benefit of local residents, workers and visitors; and
- **Movement and improving transport connections** – the strategic connections required like major rail improvements and a centrally located

transport hub will make Central Leaside work as a joined up part of Enfield and the wider Upper Lee Valley corridor, other opportunities to improve bus routes, pedestrian and cycle connections making it much easier to move around and through the area.

2.1.7 This document is about delivering these opportunities.

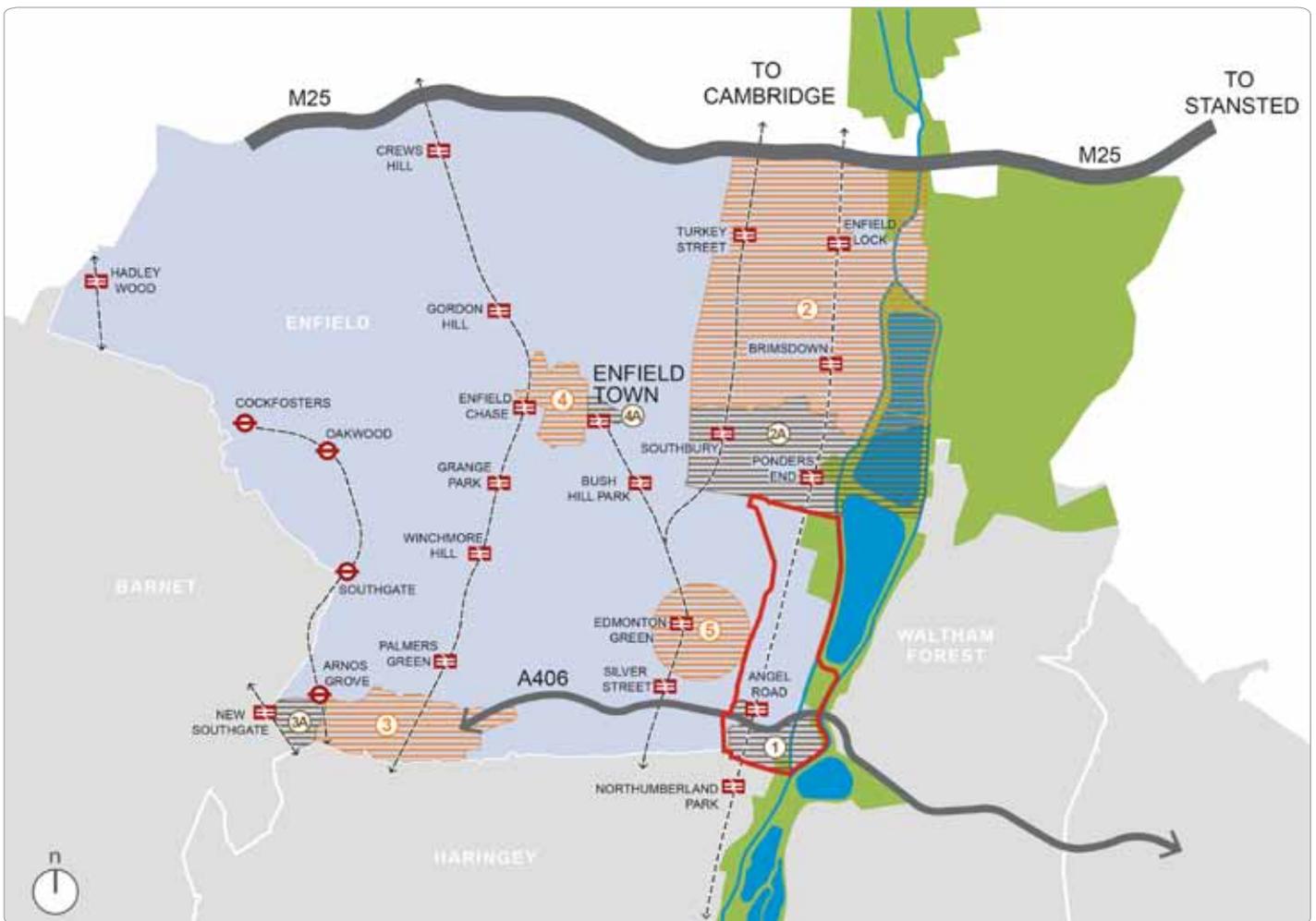


Figure 2.1: Central Leaside within Enfield

Key					
	Central Leaside Area Action Plan		Meridian Water		Enfield Town Local Plan /
	London Borough of Enfield		North East Enfield AAP /		Enfield Town Station
	Lee Valley Regional Park		Ponders End		Masterplan for the Edmonton Area
	Waterways / Reservoirs		North Circular AAP /		
	Rail		New Southgate		
	Regeneration Priority Areas				



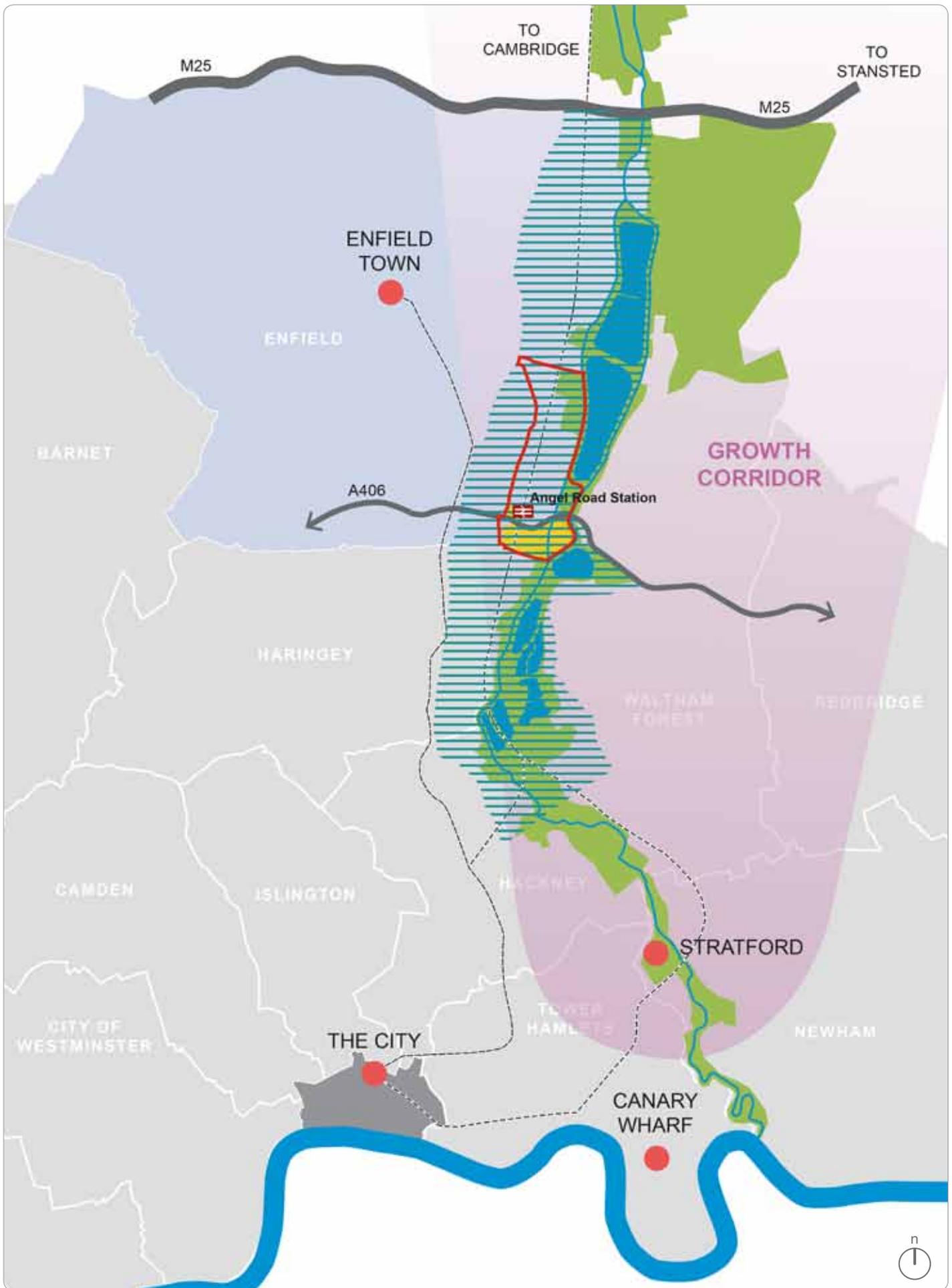


Figure 2.2: Central Leaside – Upper Lee Valley and London-Stansted Corridor

2.2 Purpose of the Area Action Plan (AAP)

2.2.1 This Area Action Plan will guide the regeneration and future development of Central Leaside. It provides a clear planning policy framework to enable the ambitious vision to be made a reality, offering certainty for those with a stake in the area. It is a crucial step in making Central Leaside a better place for people who currently live, work, visit and invest in the area, and for those who will do so in the coming years.

2.3 How did we reach this point?

2.3.1 Enfield Council published a document called 'Discover Central Leaside: Towards a draft Area Action Plan' in May 2012. This was prepared to re-engage the community and stakeholders and update on the significant progress made within the area since a previous consultation on the Central Leaside AAP in 2008.

2.3.2 The responses to 'Discover Central Leaside' and related documents such as the Meridian Water Masterplan, which was consulted upon at the same time and approved by the Council in July 2013, were analysed. Findings from a series of evidence base documents, such as the Employment Land Review (2012) and the Industrial Estates Strategy (2014) have also been taken into account.

2.3.3 'Discover Central Leaside' identified issues and opportunities, and posed a number of questions about how the area might be developed. This AAP provides clarity about what has been evaluated to be the most appropriate options and is the culmination of several years of work.

2.4 This Area Action Plan

2.4.1 This AAP:

- Introduces the area, its characteristics and the issues that need to be addressed as it embarks on major changes;
- Sets out an overall vision for the future of the area, supported by a set of objectives;
- Provides a set of planning policies specifically tailored for Central Leaside, both area-wide and for individual opportunity areas within it; and
- Specifies how change will be delivered and monitored.

2.4.2 This is the Proposed Submission draft version of the AAP. It has been published for consultation before being revised and submitted to the Government for approval.

2.5 How have we worked with the community?

2.5.1 Consultation with the local community has taken place at every stage of plan-making:

- Joint Issues and Options Report (2008);
- Strategic Growth Areas Report (2009);
- Discover Central Leaside: Towards a draft Area Action Plan (2012); and
- Meridian Water Masterplan (2012).

Figure 2.2 Key

	Central Leaside Area Action Plan		London - Stansted - Cambridge Growth Corridor
	Lee Valley Regional Park		Upper Lee Valley Opportunity Area
	Waterways / Reservoirs		London Borough of Enfield
	Meridian Water Regeneration Area		Rail

2.5.2 Enfield postponed work on the Central Leaside AAP in order to focus on the Core Strategy (adopted in November 2010).

2.5.3 Enfield resumed its work on the AAP in 2011 by producing the 'Discover Central Leaside: Towards a draft Area Action Plan' document. Consultation for this document took place between 12th May and 3rd August 2012.

2.5.4 Consultation on the Meridian Water Masterplan took place in 2010 (Landowner and Stakeholder consultation), 2011 (informal consultation July to September 2011) and May to August 2012 (draft Masterplan consultation jointly with the 'Discover Central Leaside' consultation). The Masterplan was adopted in July 2013. Overall there was strong support for the vision for the Meridian Water area and the regeneration opportunities it presents. All of the matters raised were carefully considered by the Council, and a number of changes were made to the Masterplan as a result.

2.5.5 A total of 36 separate representations from businesses, public bodies and residents were received for the Meridian Water Masterplan; and a further 77 for the 'Discover Central Leaside' consultation. A summary of these representations are included in Appendix 1, and have informed preparation of this version of the AAP. The Council's responses to each representation are set out in the Consultation Statement, which is available to view online at: www.enfield.gov.uk. Updated link to be included for consultation.

2.6 How have we worked with our neighbours and partners?

2.6.1 In line with the requirements of the Localism Act 2011, particularly the 'duty to co-operate', the Council has worked closely with its neighbours to ensure that the strategic and cross boundary implications of the Central Leaside area

have been carefully considered and that this process has fed into the plan.

2.6.2 Partner organisations that are pivotal to implementation of the AAP have also been engaged in an ongoing and constructive basis throughout the preparation of the plan.

2.6.3 Key groups include the London Borough (LB) Haringey, LB Waltham Forest, the Greater London Authority; the Lee Valley Regional Park, Transport for London, Network Rail, the North London Strategic Alliance and the North London Waste Authority. Other groups including the Enfield, Essex and Hertfordshire Border Liaison Group have been kept informed throughout the process.

2.7 Strategic planning context

2.7.1 Central Leaside is strategically located within the London-Stansted-Cambridge growth corridor and within the Upper Lee Valley Opportunity Area as designated within the London Plan. Central Leaside is a priority area for regeneration, jobs and housing within the Mayor's Upper Lee Valley Opportunity Area Planning Framework (adopted July 2013).

2.7.2 The adopted Core Strategy identifies Central Leaside as a Strategic Growth Area and Meridian Water as a Place Shaping Priority Area. Core Policy 37: Central Leaside sets the overall objectives for the plan area focusing on delivering 'transformational change' including new housing and employment opportunities together with transport, community and green infrastructure to support a new sustainable community and business investment.

2.7.3 Core Policy 38: Meridian Water sets the objectives for the new community at Meridian Water which is to deliver up to 5,000 new energy efficient homes, new schools, a new local centre, a new health centre and other community facilities. The policy seeks to deliver high quality public



Harbet Road Industrial Estate and Meridian Water

realm and development of an exemplar quality with buildings that are flexible and adaptable to the environment in which they sit, a relocated transport hub and an improved Angel Road Station to serve the new neighbourhood, and new development that achieves the greatest levels of energy efficiency, incorporating renewable power and using locally produced energy.

2.7.4 The vision is also to protect and enhance the strategic reservoir of industrial sites to support business and provide jobs for Enfield and London residents, delivering approximately 4,000 new jobs in the Upper Lee Valley by 2026 (in conjunction with the North East Enfield area).

2.7.5 The Meridian Water Masterplan explains how the key objectives established in the Core Strategy for

Meridian Water could be delivered, and provides further detail and guidance about the significant scale of change proposed. The Masterplan is a 'material consideration' in determining planning applications and has informed the production of the AAP.

2.7.6 The primary purpose of the AAP is to articulate in greater detail how the Core Strategy and relevant Development Management Document (DMD) policies will be implemented, and to provide a more detailed policy framework to guide new development in the area. This AAP should be read in conjunction with Enfield's other Local Plan documents. Figure 2.3 below shows Central Leaside AAP's relationship to the Council's other Local Plan documents.

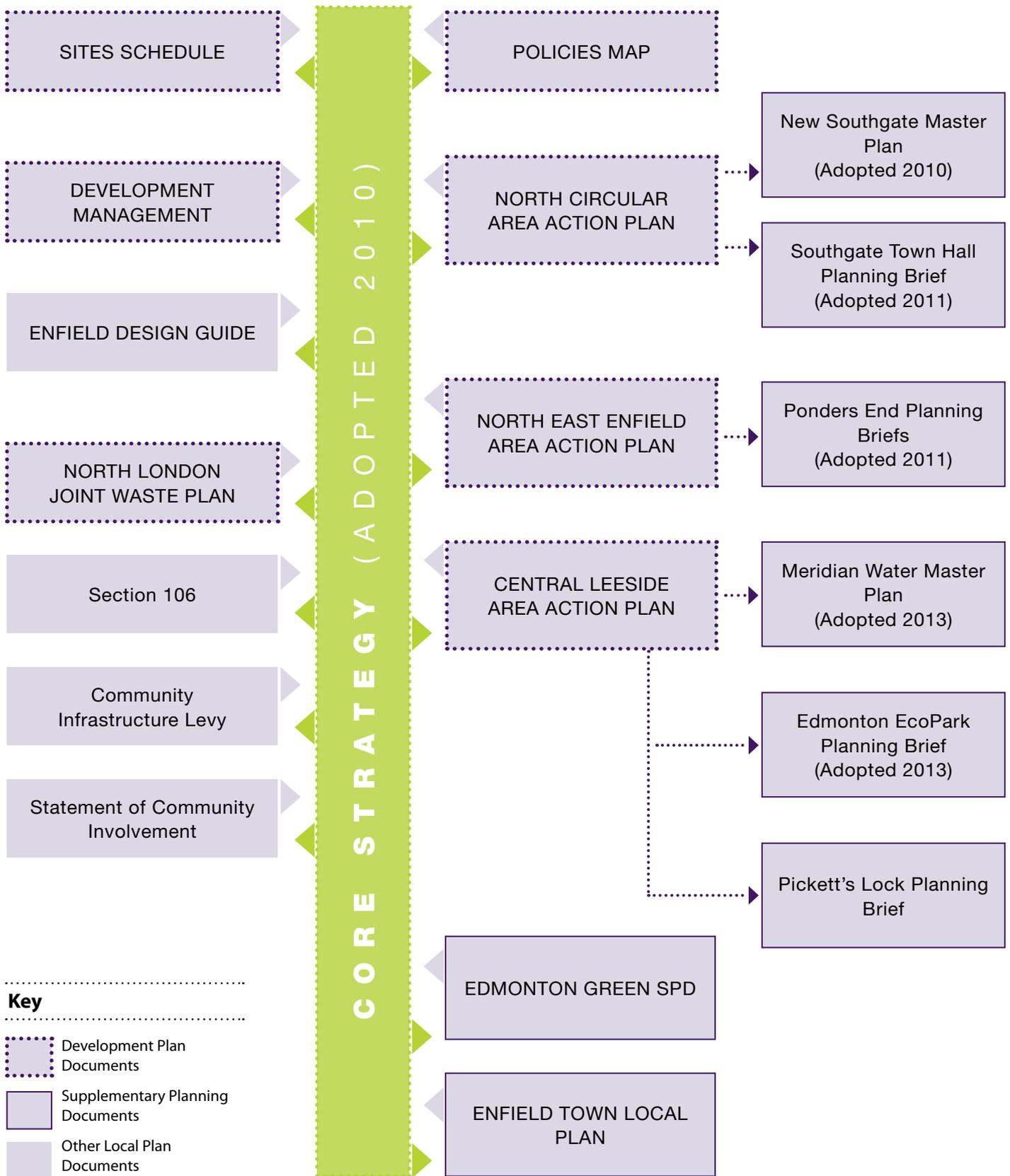


Figure 2.3: Enfield Local Plan: Relationship of Component Documents

2.8 Structure of this document

2.8.1 This document:

- Sets out an overall vision for the future of the area based on a clear understanding of the future needs of communities in the area. The vision is supported by a set of objectives (Part A);
- Provides a portrait of the area, setting out the opportunities for change and the issues that need to be addressed to secure successful regeneration (Part A);
- Provides site-specific policies and proposals for the area (Part B) and a comprehensive policy framework for the area (Part C); and
- Sets out how the AAP will be delivered and monitored (Part D).

2.9 Next steps

2.9.1 The next steps include the following:

- Statutory notification of stakeholders;
- Agree a schedule of modifications in response to comments received during the notification period;
- Submit the AAP to the Secretary of State;
- Undergo an independent Examination of the AAP;
- If required, make minor modifications to the AAP in response to recommendations from the Planning Inspector;
- Adopt the AAP; and
- Monitor and review implementation.

3 Central Leaside Context and Opportunities

3.1 Introduction

3.1.1 This chapter paints a ‘portrait’ of the Central Leaside area. It describes its context, character, how it functions, the problems of the area that need to be addressed, the opportunities that present themselves, and the ways in which the area could be improved. The following themes are addressed:

- Location and context;
- Land use and character;
- Socio-economic profile;
- Employment; and
- Transport and movement.

3.2 Location and Context

3.2.1 The Central Leaside area is in the south-easternmost corner of the London Borough (LB) of Enfield, bordered to the east by LB Waltham Forest, and to the south by the LB Haringey.

3.2.2 Central Leaside is strategically located within the Mayor’s Upper Lee Valley Opportunity Area and the London-Stansted-Cambridge Growth Corridor. The area also lies between the regeneration areas of Ponders End (to the north), Edmonton and Edmonton Green (to the west), and Northumberland Park (to the south in neighbouring Haringey), while the Lee Valley Regional Park runs north south through the AAP area. These locational advantages present the opportunity for significant growth, investment, jobs and housing to achieve transformational change for the area.

3.2.3 As a result of the historic pattern of development, industrial activity defines much of the Central Leaside area and transport links dominate and dissect the area east-west with the North Circular Road, and north-south with, Meridian Way and West Anglia Main Line operating from Liverpool Street to Stansted (with

few stopping services). This leads to poor north/south and east/west connectivity across and through the area.

3.2.4 Central Leaside contains a high proportion of employment land and key sub-regional infrastructure such as the Edmonton EcoPark waste facility, Deephams Sewage Treatment Works, industrial estates and the Lee Valley Athletics Centre at Pickett’s Lock.

3.3 Land use and character today

3.3.1 The Central Leaside area contains a mix of land uses, see Figure 3.1. Generally, the north-west of the area is residential; to the east and south of the area is a mix of industrial uses with some ‘big box retail’, while to the north-east are green spaces. Much of the land is developed, although the Lee Valley Regional Park, a key green corridor, runs along the eastern edge of the area.

3.3.2 Key transport corridors run north-south and east-west dividing up the area into distinct sub-areas. Central Leaside can be divided into six opportunity areas based on their distinct character and land uses:

- Meridian Water;
- Industrial Estates (see Figure 3.1);
- Angel Road Retail Park;
- Edmonton EcoPark;
- Deephams Sewage Treatment Works; and
- Pickett’s Lock.

3.3.3 This AAP provides the spatial policy direction to drive this change, and Part B of this document provides the site specific policies in relation to the future development of these opportunity areas.

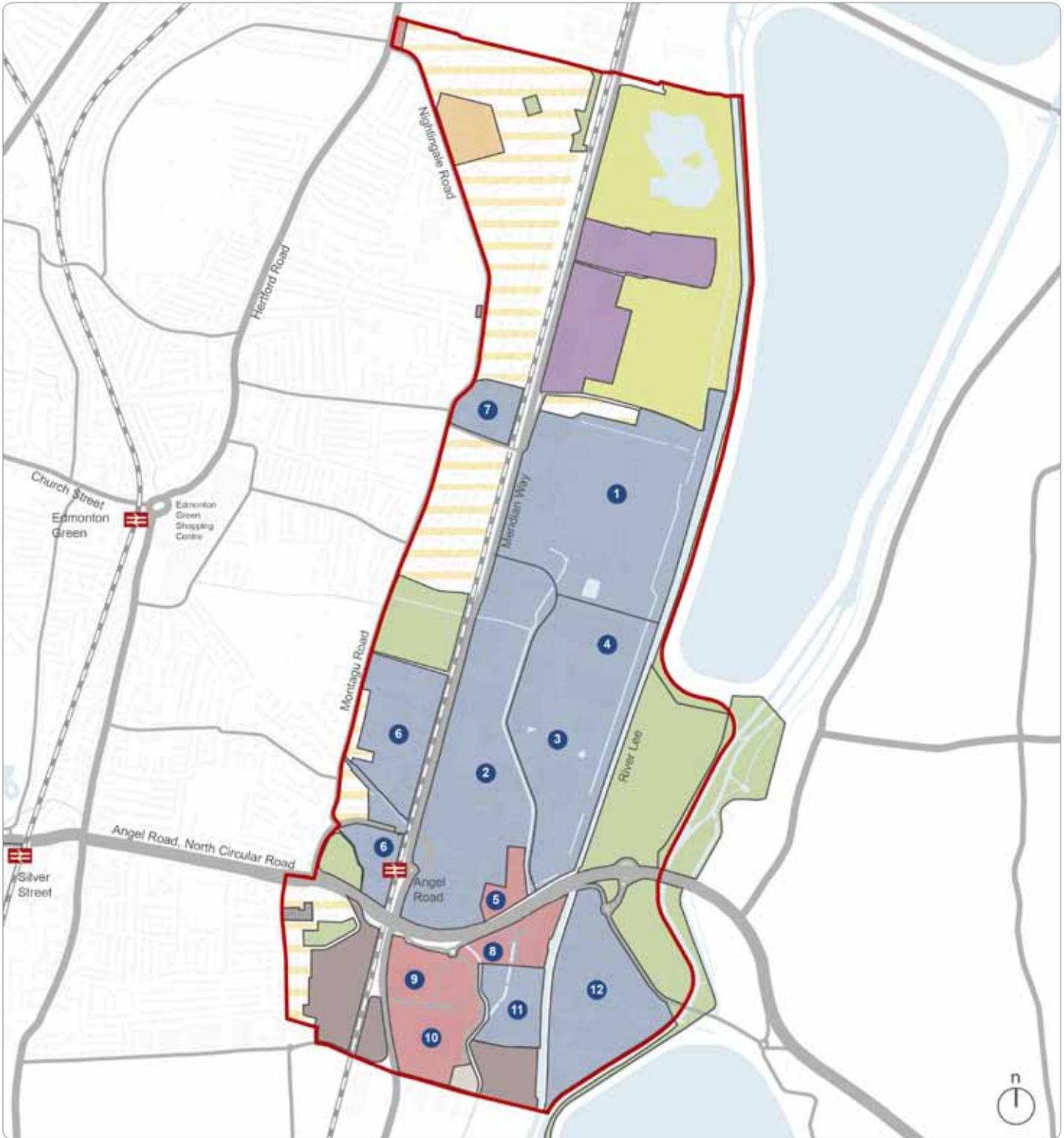


Figure 3.1: Existing Land Use in Central Leaside

Key

 Central Leaside Area Action Plan	 Places of worship	 1 Deepham's Sewage Treatment Works	 7 Claverings Industrial Estate
 Employment	 Sport and leisure	 2 Eleys Estate	 8 Ravenside Retail Park
 Retail	 Golfcourse	 3 Edmonton EcoPark	 9 Tesco
 Residential	 Public open space	 4 Aztec 406 Industrial Estate	 10 IKEA
 Education	 Former gas works	 5 Angel Road Retail Park	 11 Argon Road Industrial Estate
 Former employment		 6 Montagu Industrial Estate	 12 Lee Valley Trading Estate (Habet Road)



3.4 Central Leaside at a glance

3.4.1 This section presents a profile of the existing key socio-economic, housing, transport and employment challenges in

Central Leaside. The detailed information is set out in Appendix 2. A summary of the area's property market can be found in Appendix 3.

<p>Socio-economic</p>	<p>Enfield's current population of 320,607² is forecast to grow to 334,700 by 2021. Currently relatively few people live within Central Leaside due to the dominance of industrial and infrastructure land uses.</p> <p>According to the Indices of Multiple Deprivation (2010), the AAP area is in the 20% most deprived areas nationally.</p> <p>A growing population and increased housing delivery in the Upper Lee Valley, including Northumberland Park and Tottenham Hale in Haringey, will place additional pressure on Enfield's infrastructure.</p>
<p>Crime</p>	<p>Upper Edmonton and Edmonton Green wards have the highest rates of crime and anti-social behaviour in the borough.</p> <p>Crime has been identified as a key issue on some of the area's industrial estates, from petty crime and vandalism to the theft of expensive equipment and the fear of serious crime.</p>
<p>Employment & Skills</p>	<p>Unemployment levels in the Central Leaside wards are higher than the borough average. Unemployment levels are up to three times higher in Edmonton Green.</p> <p>Almost a third of residents hold no educational qualifications at all, with only 1 in 5 residents holding degree level qualifications or higher (Census 2011).</p> <p>The industrial sector is a significant source of employment locally employing over 91,000 people in Enfield, with major manufacturers such as Coca Cola located in Central Leaside.</p> <p>Due to a combination of low qualifications and low-skilled jobs, household earnings are lower in Central Leaside than the borough average.</p>
<p>Education</p>	<p>New housing will lead to an increase in the number of school age children that will require Early Years, Primary and Secondary School provision.</p> <p>There is forecast demand for primary and secondary school places – the provision of two new 2 FE (Forms of Entry) primary schools and one 8 FE secondary school (with 6th form) will be necessary.</p>

² GLA Borough 2013 round capped SHLAA based population projections



<p>Health</p>	<p>Life expectancy in the AAP area is below the Enfield average for both males and females.</p> <p>The proportion of residents that are disabled is higher than the rest of Enfield. The area also has the highest number of disability allowance claimants in the borough.</p> <p>Childhood obesity has become an increasingly significant issue within Enfield. Barriers to active travel (walking and cycling) and difficulties accessing open spaces are likely contributors to reduced activity levels.</p>
<p>Community Facilities</p>	<p>Residents in the plan area show the highest levels of dissatisfaction with open space in the borough. This is thought to be due to the limited range of open spaces and the generally poor levels of accessibility to them.</p> <p>The Lee Valley Regional Park and existing parks and open spaces to the west have few connections or linkages with Central Leaside.</p> <p>There is an identified deficiency in terms of access to allotments with none located within Central Leaside.</p> <p>Pickett's Lock is currently underutilised and suffers from low footfall as a result of its relative inaccessibility.</p>
<p>Employment</p>	<p>The Upper Lee Valley contains London's second largest reservoir of industrial employment land, classified as SIL (Strategic Industrial Locations) or LSIS (Locally Significant Industrial Locations). The majority of the industrial estates are well used and have limited vacancies, which suggest high demand for sites and premises.</p> <p>Enfield is London's second largest waste management and recycling hub and contains Edmonton EcoPark, a sub-regional facility that is one of London's largest recycling and sustainable waste management facilities.</p> <p>Green industries and advanced manufacturing are important sources of employment locally and growth sectors in London and Enfield³. Food and drink manufacturing businesses are also significant employers in Central Leaside⁴.</p>

³ Enfield Employment Land Review (2012)

⁴ Enfield Employment Land Review (2012)

<p>Transport & Movement:</p> <p>Rail</p>	<p>Figure 3.2 shows existing transport constraints in Central Leaside.</p> <p>The Liverpool Street to Stansted railway line runs north-south through Central Leaside with a station at Angel Road. The station has few stopping services which greatly reduces rail accessibility in the area.</p> <p>The railway line forms a barrier to east-west movement for pedestrians and cyclists and Angel Road station is relatively inaccessible as a result. Barriers and inaccessibility are key causes for low rates of walking and cycling locally.</p>
<p>Roads</p>	<p>The A406 North Circular runs east-west through the south of Central Leaside linking the area to other parts of north London. It forms a barrier to north-south movement through the site between Meridian Water and the rest of Central Leaside. The A406 is already at a high level of operating capacity.</p> <p>Meridian Way (the A1055) is the main north-south road through Central Leaside linking the A406 and M25; however, in conjunction with the railway line it forms a significant barrier to east-west movement.</p> <p>There is a need to reduce conflict between residential and commuter traffic with road freight; particularly along Nightingale Road and Montagu Road.</p>
<p>Car Ownership</p>	<p>Car ownership in Central Leaside is lower than the average for Enfield and London. As a result fewer people travel to work by car; however those that do own a car are more dependent on it for accessing employment opportunities than residents elsewhere in Enfield, suggesting limited other transport options.</p>
<p>Parking</p>	<p>The industrial estates in the area are characterised by considerable levels of ad-hoc on-street parking, further exacerbated by poor circulation, poor servicing areas, close proximity to residential areas and friction between different users on the estates. This detracts from the appearance and accessibility of the industrial estates.</p>
<p>Pedestrian and Cycle Links</p>	<p>East-west and north-south journeys are disrupted by numerous barriers to movement, in particular the railway line, the A406, Meridian Way, the large industrial estates and the Lee Valley waterways and reservoirs.</p> <p>Meridian Water is poorly connected with its surroundings and as a result of the barriers fewer people walk or cycle to work in Central Leaside than the rest of the borough or London.</p>
<p>Public Transport Accessibility</p>	<p>Accessibility to public transport in the area is generally low, with an infrequent north-south rail service and a relatively low number of bus routes. Bus linkages are particularly weak to the east of the area where there are fewer road linkages.</p> <p>Residents of Central Leaside are almost twice as likely to travel to work by bus than the average resident of the borough or London.</p>

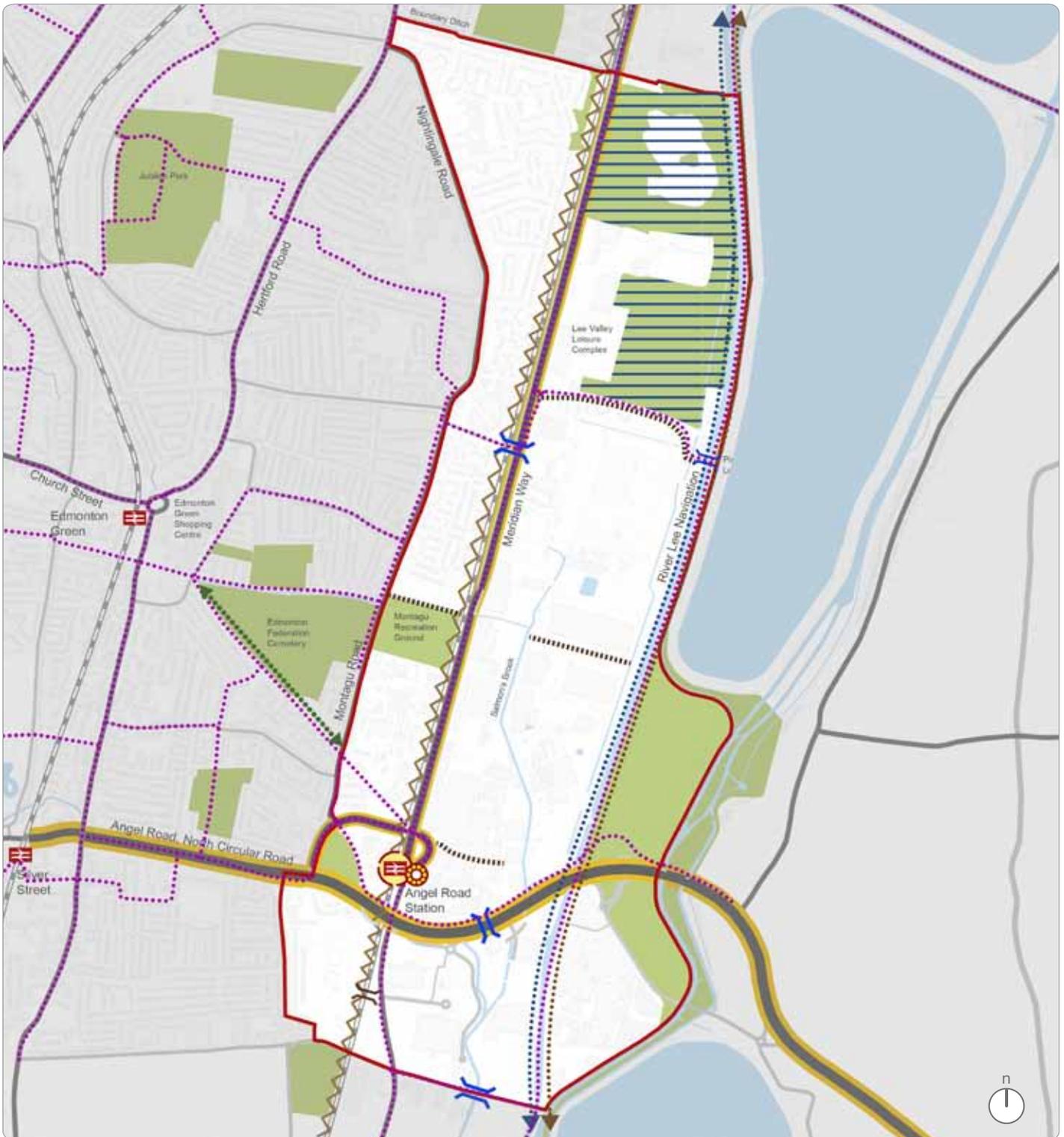
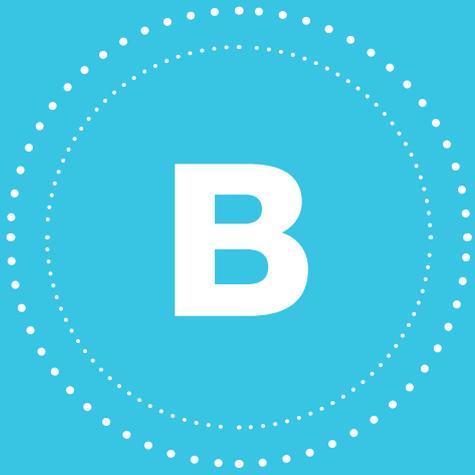


Figure 3.2: Transport Constraints in Central Leaside

Key

- | | | | | | |
|--|---|---|---------------------------------------|---|-------------------------------------|
|  | Central Leaside Area Action Plan |  | Junctions with significant congestion |  | London Strategic Walks - Lee Valley |
|  | A roads |  | Limited Access |  | National Cycle Network |
|  | Primary Route (Forming Barrier) |  | Railway Line |  | Cycle Enfield Route |
|  | Poor Quality /Limited Walking & Cycling Accessibility |  | Railway Line Forming Barrier |  | Green Link to Edmonton Green |
|  | Existing Bridge |  | Rail Stations |  | Water |
|  | Existing Underpass |  | Poor Access to Rail Stations |  | Green Space |





Area Specific Policies



PART B:

Area Specific Policies

4 Opportunity Areas

4.1 Introduction

4.1.1 The unparalleled combination of regeneration and redevelopment in Central Leaside has created the opportunity for the area to become a major focus for growth. The level of change will be sufficient to create a new area within Enfield and the wider Upper Lee Valley. Housing a growing population means many more new homes need to be built, and built at a much faster rate than has been achieved in the past. Investment in key transport infrastructure will support this growth and enable new neighbourhoods, of up to a total of 5,000 desirable, energy efficient homes and 3,000 new jobs, to develop with its own distinctive character and features.

4.1.2 There are a number of development opportunities throughout the area which will contribute significantly towards

achieving the vision for Central Leaside. Opportunities for transformational change have been identified at:

- Meridian Water;
- The area’s Industrial Estates;
- Angel Road Retail Park;
- Edmonton EcoPark;
- Deephams Sewage Treatment Works; and
- Pickett’s Lock.

4.1.3 These opportunity areas are shown on Figure 4.1.

4.1.4 Part B of this document provides the detail and policies that will be used to guide development on these opportunity sites. Development proposals will also need to consider national, regional and Enfield’s other local planning policies.

Figure 4.1 Key

-  Central Leaside Area Action Plan
-  Roads
-  Rail
-  Water
-  Public Open Space
-  New Open Space
-  Meridian Water Station
-  Proposed Lee Valley Heat Network
-  Green Industry
-  Industrial Areas for Retention and Improvement

-  **Main Development Opportunity Areas:**
- ① Meridian Water Regeneration Area
- ② Mixed Use Employment Opportunity at Angel Road Retail Park
- ③ Edmonton EcoPark
- ④ Deephams Sewage Treatment Works
- ⑤ Pickett’s Lock

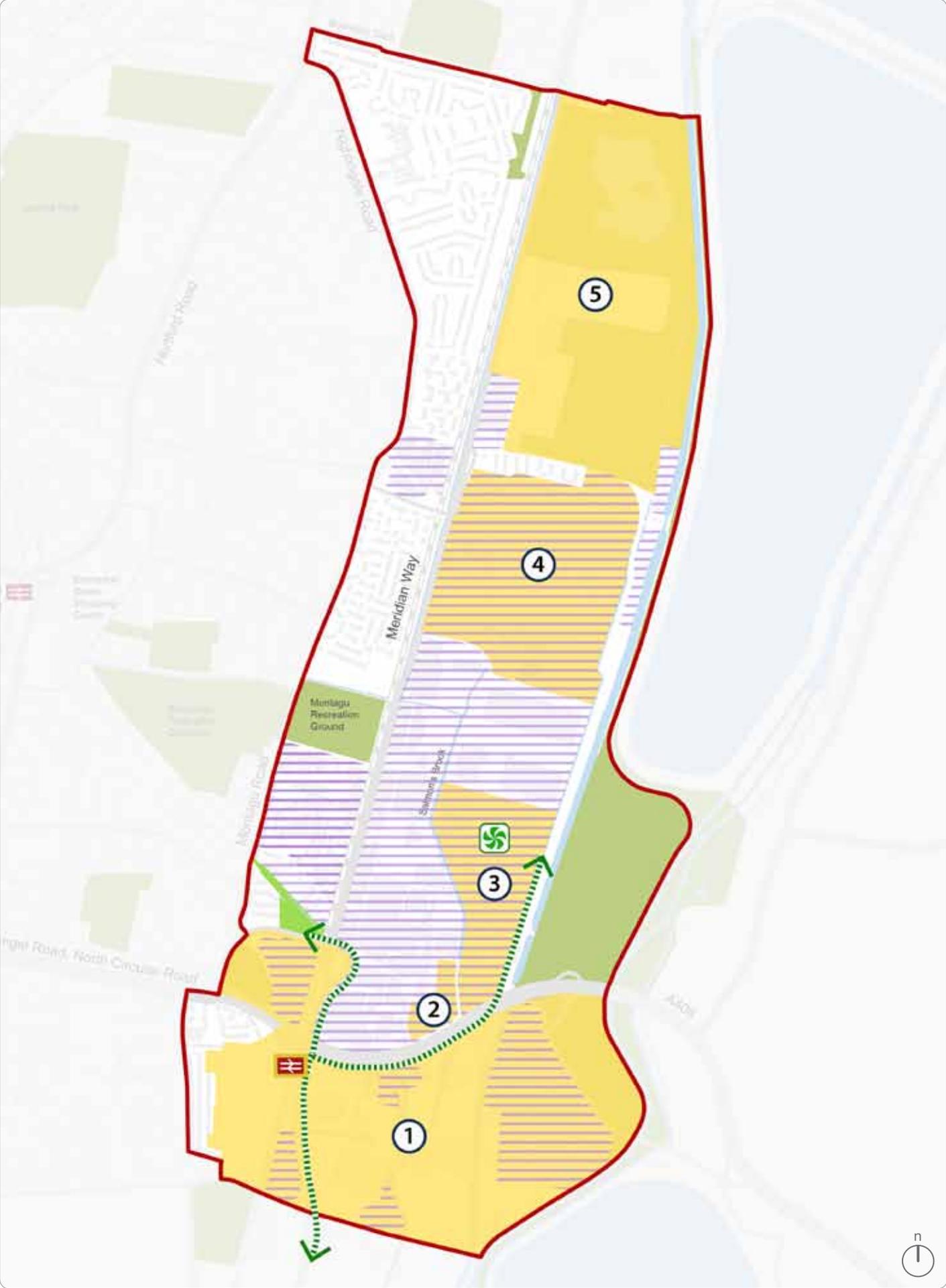


Figure 4.1: Opportunity Areas in Central Leaside



Meridian Water



5 Meridian Water

5.1 Introduction

5.1.1 This chapter provides planning policy in relation to Meridian Water.

5.1.2 The Council's Core Strategy provides the high level vision for the future development of Central Leaside, of which Meridian Water forms a part. Core Strategy policies 37 and 38 set out planning policy for the area, and provides a range of objectives, including the following specific to Meridian Water:

“The potential of a new sustainable urban mixed use community, bringing forward up to 5,000 homes and 3,000 jobs (across the entire AAP area), improvements to public transport provision, strengthen the role of existing industrial estates to extend their employment offer, restore and open up access to the Lee Valley Regional Park and waterfront.”

The term ‘employment offer’ refers to the range, number, and quality of jobs.

5.1.3 The area is the subject of the Meridian Water Masterplan that was adopted as Planning and Urban Design Guidance by the Council in July 2013.

5.1.4 The character of Meridian Water is defined by the area's industrial heritage. Much of the area is currently brownfield land, with economic activity consisting of the large Tesco and Ikea stores, out of town retail at Ravenside and the large Harbet Road industrial estate to the east of the area. The strategic road infrastructure in Central Leaside is a key factor behind the success of the industrial and retail land uses. However, the busy roads also divide the area, reducing connectivity and making navigation difficult.

5.1.5 Due to the changing requirements of industry, Meridian Water currently contains large tracts of derelict and under-utilised land which provides an enormous opportunity for intensification. The area is dominated by the big box retail units, busy roads including the raised A406 and large areas of car parking. Large areas of brownfield land, two of them unused gasholder sites, are inaccessible and also help to further divide the area. Electricity pylons, gas holders and the A406 flyover are dominant visual elements within the area. The public realm is of very poor quality with little provision for pedestrians or cyclists. Along the eastern part of the site the canal provides an important visual corridor north-south through the site.

5.1.6 The potential for transformation and change is enormous, as recognised in the Mayor of London's London Plan and Upper Lee Valley Opportunity Area Planning Framework (OAPF), Enfield's Core Strategy, the Meridian Water Masterplan and the Vision and Objectives of this AAP.



5.1.7 This AAP sets out policy for future development that has regard to the principles of the Masterplan. An overview of the planning policy context is set out in the table below.

5.1.8 A significant number of new homes are needed in Enfield over the coming years and decades in order to meet existing and future housing need. The London Plan (2011) and Draft Further Alterations to the London Plan (2014) recognise the pressing need to deliver around 42,000 additional homes across the capital each year. Enfield is set to deliver 798 new units per year and Central Leaside, particularly Meridian Water, will play a key role in meeting this housing need.

5.1.9 Core Strategy Policy 38 identifies Meridian Water as the borough's largest new residential led mixed-use development, within the Central Leaside Strategic Growth Area. Meridian Water offers a huge opportunity for transformational change and comprises an area the size of the Greenwich Peninsula, uniquely positioned as a gateway into the Lee Valley Regional Park. This AAP will drive and support the delivery and transformation of Meridian Water, which has the potential to accommodate at least

5,000 new homes and enable up to 3,000 more homes in the wider area beyond Central Leaside (the adjoining area of Edmonton), along with 3,000 new jobs. This AAP will enable the infrastructure necessary to support the community and attract families and new employers to the area. The waterside location, superb public transport accessibility and Lee Valley Regional Park setting give Meridian Water the opportunity to be the location of choice in north London.

5.1.10 The policies for delivering housing in Central Leaside aim to balance the delivery of a substantial number of new homes with the need to provide a mix of housing sizes and tenures to meet a range of housing needs. However, there is an enormous need to provide these new homes more quickly than ever before. Enfield has submitted a Housing Zone bid to the GLA which aims to accelerate the delivery of new homes through a variety of potential interventions that will be tailored to the site and viability requirements of each development parcel and neighbourhood.

5.1.11 A variety of potential funding interventions will be explored to accelerate this housing delivery. Further detail on delivery is set out in Part D of this document.

5.2 Policy Context

Policy context for Meridian Water	
London Plan (2011)	<p>Policy 2.7 Outer London: Economy</p> <p>Policy 2.15 Town Centres</p> <p>Policy 2.17 Strategic Industrial Locations</p> <p>Policy 2.18 Green Infrastructure: The Multi-Functional Network of Green Spaces.</p> <p>Policy 3.3 Increasing Housing Supply</p>
Draft Further Alterations to the London Plan (2014)	<p>Policy 3.4 Optimising Housing Potential</p> <p>Policy 3.5 Quality and Design of Housing Developments</p> <p>Policy 3.6 Children and Young People’s Play and Informal Recreation Facilities</p> <p>Policy 3.8 Housing Choice</p> <p>Policy 3.9 Mixed and Balanced Communities</p> <p>Policy 3.11 Affordable Housing Targets</p> <p>Policy 3.16 Protection and Enhancement of Social Infrastructure</p> <p>Policy 3.17 Health and Social Care Facilities</p> <p>Policy 3.18 Education Facilities</p> <p>Policy 3.19 Sports Facilities</p> <p>Policy 4.1 Developing London’s Economy</p> <p>Policy 4.2 Offices</p> <p>Policy 4.4 Managing Industrial Land and Premises</p> <p>Policy 4.7 Retail and Town Centre Development</p> <p>Policy 4.8 Supporting a Successful and Diverse Retail Sector and Related Facilities and Services</p> <p>Policy 4.9 Small Shops</p> <p>Policy 4.10 New and Emerging Economic Sectors</p> <p>Policy 4.11 Encouraging a Connected Economy</p> <p>Policy 4.12 Improving Opportunities For All</p> <p>Policy 5.5 Decentralised Energy Networks</p> <p>Policy 5.6 Decentralised Energy in Development Proposals</p> <p>Policy 5.12 Flood Risk Management</p>
Upper Lee Valley Opportunity Area Planning Framework (2013)	<p>1.2 Objectives</p> <p>Objective 6 - A Lee Valley Heat Network linked to the Edmonton EcoPark</p> <p>2.1 Employment and Industry</p> <p>2.2 New Housing</p> <p>2.3 Mixed-use</p> <p>2.4 Retail</p> <p>3.2 The Transport Vision and Challenge</p>

	<p>3.4 Improving Rail Connectivity</p> <p>4.1 Existing Built Form</p> <p>4.2 Tall Buildings</p> <p>4.3 Opening up the Lee Valley Regional Park</p> <p>4.4 Design and Principles</p> <p>4.5 Development by the Waterways</p> <p>5.2 The Lee Valley Heat Network</p> <p>5.3 Waste</p> <p>5.4 Water Infrastructure</p> <p>7.2 Guiding Principles for Meridian Water</p> <p>7.3 Meridian Water Masterplan</p> <p>7.4 Industrial Land</p> <p>9.5 A Corridor of Opportunity</p> <p>TA1 Transport Uses</p> <p>TA2 New Jobs and Homes</p> <p>TA3 Summary of the Transport Study Results</p> <p>TA4 Strategic Landscape Projects</p> <p>TA5 Flood Risk Management</p>
<p>The Enfield Plan: Core Strategy 2010-2025 (2010)</p>	<p>Core Policy 1 Strategic Growth Areas</p> <p>Core Policy 2 Housing Supply and Locations For New Homes</p> <p>Core Policy 3 Affordable Housing</p> <p>Core Policy 4 Housing Quality</p> <p>Core Policy 5 Housing Types</p> <p>Core Policy 7 Health and Social Care Facilities and the Wider Determinants of Health</p> <p>Core Policy 8 Education</p> <p>Core Policy 9 Supporting Community Cohesion</p> <p>Core Policy 12 Visitors and Tourism</p> <p>Core Policy 13 Promoting Economic Prosperity</p> <p>Core Policy 14 Safeguarding Strategic Industrial Locations</p> <p>Core Policy 15 Locally Significant Sites</p> <p>Core Policy 16 Taking Part in Economic Success and Improving Skills</p> <p>Core Policy 17 Town Centres</p> <p>Core Policy 19 Offices</p> <p>Core Policy 20 Sustainable Energy Use and Energy Infrastructure</p> <p>Core Policy 22 Delivering Sustainable Waste Management</p> <p>Core Policy 24 The Road Network</p> <p>Core Policy 25 Pedestrians and Cyclists</p> <p>Core Policy 26 Public Transport</p> <p>Core Policy 27 Freight</p>

	<p>Core Policy 28 Managing Flood Risk Through Development</p> <p>Core Policy 30 Maintaining and Importing the Quality of Built and Open Environment</p> <p>Core Policy 33 Green Belt and Countryside</p> <p>Core Policy 34 Parks, Playing Fields and Other Open Spaces</p> <p>Core Policy 35 Lee Valley Park and Waterways</p> <p>Core Policy 37 Central Leaside</p> <p>Core Policy 38 Meridian Water</p>
<p>Proposed Submission Development Management Document (2013)</p>	<p>DMD 1 Affordable Housing on Sites Capable of Providing 10 units or more</p> <p>DMD 3 Providing a Mix of Different Sized Homes</p> <p>DMD 6 Residential Character</p> <p>DMD 8 General Standards for New Residential Development</p> <p>DMD 16 Provision of New Community Facilities</p> <p>DMD 17 Protection of Community Facilities</p> <p>DMD 18 Early Years Provision</p> <p>DMD 19 Strategic Industrial Locations</p> <p>DMD 20 Locally Significant Industrial Sites</p> <p>DMD 21 Complementary and Supporting Uses within SIL and LSIS</p> <p>DMD 23 New Employment Development</p> <p>DMD 24 Small Businesses</p> <p>DMD 25 Locations for New Retail, Leisure and Office Development</p> <p>DMD 28 Large Local Centres, Small Local Centres and Local Parades</p> <p>DMD 29 Individual Shops and Small Clusters of Shops</p> <p>DMD 37 Achieving High Quality and Design-Led Development</p> <p>DMD 43 Tall Buildings</p> <p>DMD 45 Parking Standards and Layout</p> <p>DMD 47 New Roads, Access and Servicing</p> <p>DMD 48 Transport Assessments</p> <p>DMD 52 Decentralised Energy Networks</p> <p>DMD 53 Low and Zero Carbon Technology</p> <p>DMD 59 Avoiding and Reducing Flood Risk</p> <p>DMD 60 Assessing Flood Risk</p> <p>DMD 61 Managing Surface Water</p> <p>DMD 62 Flood Control and Mitigation Measures</p> <p>DMD 63 Protection and Improvement of Watercourses and Flood Defences</p> <p>DMD 71 Protection and Enhancement of Open Space</p> <p>DMD 72 Open Space Provision</p>

	<p>DMD 75 Waterways DMD 83 Development Adjacent to the Green Belt DMD 89 Previously Developed Sites in the Green Belt</p>
<p>Other Sources</p>	<p><i>National Planning Policy Framework (2012)</i> <i>Discover Central Leaside - Towards a draft Area Action Plan (2012)</i> <i>Edmonton EcoPark Planning Brief - Supplementary Planning Document to the Local Plan (2013)</i> <i>Meridian Water Masterplan (2013)</i> <i>Housing and Economic Viability Study, BNP (2013)</i> <i>Enfield Mini Holland Bid Document (2013)</i> <i>Town Centre Uses and Boundaries Review (2013)</i> <i>Enfield Retail Study Update (2009)</i> <i>Enfield Open Space and Sports Assessment Update (2011)</i> <i>Enfield Parks and Open Spaces Strategy (2010)</i> <i>Park Development Framework, Lee Valley Regional Park Authority</i> <i>Enfield Affordable Housing Economic Viability Study (2014)</i> <i>Enfield Strategic Housing Market Assessment, ECOTEC (2010)</i> <i>London Strategic Housing Land Availability Assessment (2013)</i> <i>Enfield Draft Infrastructure Delivery Plan (2013)</i> <i>Draft Industrial Estates Strategy (2013)</i> <i>Employment Land Study, Halcrow, (2006)</i> <i>Employment Land Study Update, Halcrow, (2009)</i> <i>Employment Land Review, Roger Tym & Partner (2012)</i> <i>Enfield Local Economic Assessment (2011)</i> <i>Enfield's Skills and Employment Strategy: April 2008 to March 2011</i></p>

5.3 The Causeway

5.3.1 Core Strategy Policy 37 sets out the importance of improving accessibility by creating better connections throughout Meridian Water and with its surrounding areas.

5.3.2 In relation to the vision for the future development of Central Leaside, the Meridian Water Masterplan establishes the Causeway as a strategic east-west link and community focused route running through the site. The Causeway forms the

backbone of Meridian Water. It is the core element around which Meridian Water is structured and delivered, and is a central feature which will unite the entire site. The central parts of the route, running east from the Gateway, will be known as Meridian Boulevard.

5.3.3 The Causeway will be linked directly to Edmonton Green by connecting to the existing Greenway which lies at the south of Edmonton Federation Cemetery, between Edmonton Green and Montagu

Road. It will also open up the links to valuable surrounding landscape assets such as the Lee Valley Regional Park and waterways, and the existing strategic Lee Valley walking and cycling routes.

5.3.4 The Causeway will be a vibrant and attractive east-west route serving a catchment beyond the new development in Meridian Water. It will enable social interaction through a series of community focused public spaces, squares and a local shopping centre. The design will prioritise

pedestrians, cyclists and public transport over private vehicles. The new east-west route will also encourage sustainable transport by accommodating public transport routes and generous spaces for both cyclists and pedestrians. It will respond to climate change by integrating Sustainable Urban Drainage Systems (SuDS), water features and large trees to ameliorate climate extremes.

5.3.5 Figure 5.1 shows the safeguarded Causeway Route.

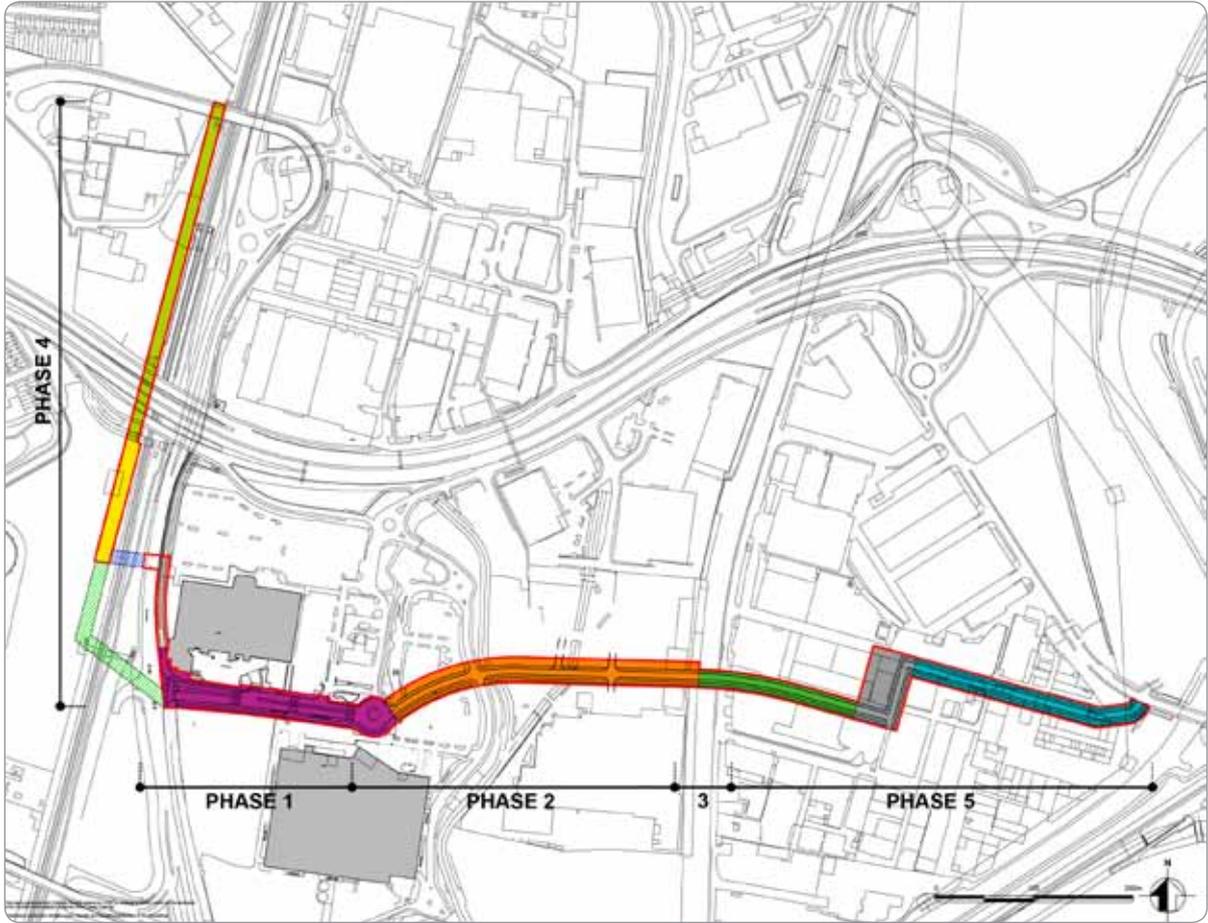


Figure 5.1: The Causeway Safeguarded Route

Key

	Safeguarded Route	Corridor widths:		26m width	
	Intended Route		12m width		18.5m width
	Possible Future Option		15.5m width		Square 45m x 77m
			10.5m width		20.5m width
			Widening to existing road of up to 4m		



Policy CL1: The Causeway

Part A: Overview

The Council will continue to work with its partners and stakeholders to ensure that opportunities to establish connection across waterways, highways, railway land or private land interests allow for the future implementation of the Causeway, as shown in Figure 5.1

Part B: Design of the Causeway

The route shown on Figure 5.1 will be safeguarded.

The Causeway should be navigable along its entire length by pedestrian and cyclists, with clear, safe and direct pedestrian and cycle provision. This should include a crossing over the River Lee Navigation Bridge. The potential for vehicular traffic to also use the River Lee Navigation Bridge will be explored. Development proposals should refer to the typical cross section as set out in the Meridian Water Masterplan.

Development proposals not adjoining the proposed Causeway route must actively contribute to enable the delivery of the Causeway through design, layout, orientation and facilitation. Planning applications may be required to support connections to the Causeway.

Where proposals conflict with the delivery of a continuous link route across Meridian Water and beyond, they will be refused.

Development proposals that include part of, or the entire Causeway, route will be required to prioritise pedestrian and cycle users, wherever practical and feasible. Clear and consistent signage along the entire route, including on-street markings for cycles will be required.

Part C: The Causeway as a Place for Interaction and Communities

The Causeway will connect Meridian Water's new neighbourhoods and play a key role in linking Meridian Water to the wider area, integrating with existing residents and communities.

Development proposals within Meridian Water should identify prioritisation of this link as the primary route for orientation, navigation and connectivity. The Council will expect to see how other routes are designed to provide connectivity to the Causeway.

The Masterplan identifies opportunities on a number of sites to deliver public squares and spaces along the Causeway to create vibrancy and activity. These include Station Square, Western Square, Gateway Square, Central Square and Angel Square.

Proposals that include a portion of the Causeway route, and where sufficient space exists adjacent to this route, will be expected to include provision of a public space or square in order to facilitate use of the route as a community resource and link.

These spaces must be designed as the primary locations for community infrastructure and for the clustering of food and drink uses, with active frontages on all sides and a prioritisation over highway traffic.

Where appropriate and feasible, these spaces should be designed to encourage 24-hour use and activity, taking into account adjacent uses and the safety of users in relation to the highway network.

Policy CL1 continued...**PART D: The Causeway as an Infrastructure Corridor**

The Causeway will form the primary or secondary route for essential infrastructure, including: high speed broadband, decentralised energy, gas and electricity networks and other infrastructure.

Proposals should show how the Causeway route through each site will act as the trunk route for servicing and subterranean infrastructure, including details of how the routes will positively and proactively connect to the Causeway route and servicing on adjacent sites.

Infrastructure provision within the Causeway route should be designed to minimise disruption in the form of

future maintenance and road works, wherever possible using shared channels and space set away from the main highway in order to allow maintenance and servicing to take place without disrupting the highway network.

Proposals should give consideration to the possibility of including the latest waste disposal systems, for both household and business waste collection.

Development proposals must demonstrate how they will contribute to delivering these expectations.

This policy should be read in conjunction with Core Strategy Policies 37 and 38, DMD 37 and the adopted Meridian Water Masterplan.

5.4 The Neighbourhoods**Housing growth**

5.4.1 Housing growth in the borough is necessary in order to contribute to addressing an acute level of housing need across London. The adopted London Plan (2011) sets a borough-wide ten year target of 5,600 new homes over the period of 2011 - 2021 with an annual target of 560. These targets have been revised by the Mayor in the draft FALP. The proposed target for the borough over the period 2015 - 2025 is 7,967 homes which equates to an annual target of 798 homes.

5.4.2 The Upper Lee Valley OAPF sets the strategic context for over 20,000 new homes and 15,000 new jobs by 2031. Significant investment in transport infrastructure, like a four-trains-per-hour service by 2018 and an eight-trains-per-hour service from 2022 on the West Anglia Main Line, and the potential four tracking of the London-Stansted line, will be crucial in unlocking development capacity,

particularly at Meridian Water. The possible introduction of Crossrail 2 on the existing West Anglia Main Line will further contribute to Enfield's future housing and economic growth offer.

5.4.3 Enfield's Core Policy 2, Housing Supply and Locations for New Homes, identifies that there is scope to deliver up to 5,000 new homes within the Central Leaside area in the plan period 2010 - 2025. It is anticipated that the Housing Zone at Meridian Water could support a further 3,000 homes in the surrounding area beyond Central Leaside's boundary. This change is of such a scale that it will create its own unique character, which will enable developments to determine their own character and density whilst securing good quality residential environments and public realm.

Affordable housing

5.4.4 Meridian Water will deliver a wide variety of new high quality homes, comprising different types, sizes and

tenure options to meet a range of needs, including family homes. A proportion of new housing must be affordable in order to provide for a range of incomes in the borough. Core Strategy Policy 3 seeks to achieve a borough-wide target of 40% affordable housing units in new developments, applicable on sites capable of accommodating ten or more dwellings.

5.4.5 The Proposed Submission Development Management Document⁵ (DMD) states that any negotiations on an appropriate tenure mix will take into account the specific nature of the site, development viability, the need to achieve more mixed and balanced communities, particular priority to secure affordable family homes at rental levels which meet both local and strategic needs, available funding resources, and evidence on housing need. Policy DMD 1 states that 70% of new homes should be social/affordable rented and 30% intermediate.

5.4.6 The DMD notes that sites in the east of the borough are generally not as viable as those in the west, and suggests that for some sites east of the A10 (which includes the Central Leaside Opportunity Area) a higher proportion of intermediate housing may be sought, with the split generally being 60% social rented and 40% intermediate.

5.4.7 This flexibility would be permitted if it is demonstrated to assist with viability to maximise delivery of new affordable homes, and contribute towards the creation of sustainable, mixed and balanced communities.

5.4.8 Furthermore, the expected Housing Zone funding could assist affordability by providing an appropriate level of financial support for additional housing on development parcels where it would otherwise be limited or not possible on viability grounds.

Mix of housing types

5.4.9 A mix of housing types and tenures is necessary to provide for a range of housing needs, including housing for families. Core Strategy Policy 38 defines the plans for Central Leaside as including a mix of housing types, sizes and tenures and affordable homes to support a new sustainable community, which will enable residents to remain in the community throughout their lifetimes.

5.4.10 Core Strategy Policy 5 sets out specific requirements for the mix of housing types within market and social rented housing. Within the intermediate housing sector there is more flexibility and an emphasis on a seeking a higher proportion of family housing. The Proposed Submission DMD policy supports the Core Strategy's approach but further reinforces the need for family housing by stating: 'Developments of every size should seek to prioritise the delivery of family sized units where the site context and conditions are appropriate'.

Improve existing housing in Central Leaside

5.4.11 Outside of Meridian Water, there are also opportunities to protect and enhance the existing housing within Central Leaside, west of the railway line at Pickett's Lock and west of Montagu Industrial Estate (the Montagu Road and Nightingale Road areas). This includes reducing the current level of vacant homes and improving the physical condition and energy efficiency of existing stock. There are also opportunities to include flood proof measures and improve the public realm of existing residential areas.

Meridian Water's Neighbourhoods

5.4.12 The Meridian Water Masterplan proposes the creation of seven neighbourhoods of distinct character and opportunity. Five of the seven neighbourhoods will contribute to the delivery of up to 5,000 new homes.

⁵ DMD1, proposed Main Modifications to Enfield's Development Management Document (May 2014)

These are shown on Figure 5.2 below. The housing ranges, set out in Table 5.1, indicate the likelihood of housing expected to come forward in these neighbourhood, depending on individual site characteristics such as building heights, design and viability requirements.

Table 5.1: Housing supply in Meridian Water

Neighbourhood	Housing range (indicative)
Meridian Angel (Policy CL3)	1,100 – 1,200
Meridian Central (Policy CL5)	650 - 700
The Islands (Policy CL6)	1,000 – 1,100
Canal-side West (Policy CL7)	1,100 – 1,200
Meridian East (Policy CL8)	1,100 – 1,200



Figure 5.2: The Residential Neighbourhoods in Meridian Water

Key

- 1 Meridian Angel
- 2 The Gateway
- 3 Meridian Central
- 4 The Islands
- 5 Canal-side West
- 6 Meridian East
- 7 The Parklands





Example of housing in Meridian Water



Housing density

5.4.13 Policy DMD 6, and its reference to the London Plan and the Core Strategy, acknowledges and makes clear that higher than London Plan density levels may be permitted where it is justified in AAPs/Masterplans, and where there are opportunities to comprehensively consider and address specific issues such as transport and social/community infrastructure. The Meridian Water Masterplan's key aim of improving

accessibility and improvements to key transport infrastructure, as well as the significant provision of social and community infrastructure will enable the delivery of new homes. As mentioned earlier, the level of change at Meridian Water will be so significant that a new community will be created. As this scale of change will be so great, it will have the ability to create its own setting and character, and therefore higher density ranges beyond those set out in the London Plan may be permitted.

Policy CL2: Housing Density and Capacity

Density levels within the neighbourhoods will depend on site constraints, detailed design, planned transport capacity, response to local character and the provision of an appropriate amount of public and private open space.

Development in Meridian Water should optimise housing and, where appropriate, achieve higher housing density levels than the London Plan.

Applications for housing will be supported and will be expected to:

- Achieve a high quality design;
- Deliver a housing output having regard to tenure and unit size;
- Appropriately consider existing or planned transport capacity; and
- Demonstrate why the housing densities cannot be achieved.

This policy should be read in conjunction with Core Policy 38 and DMD 6 and 8 and the adopted Meridian Water Masterplan.

5.4.14 The following section sets out specific planning policy in relation to the seven individual neighbourhoods.

Meridian Angel Neighbourhood

5.4.15 The Meridian Angel Neighbourhood is largely defined by ex-gasholders and underutilised brownfield land. Meridian Angel is bordered on its eastern boundary by a railway line running north-south, which forms an unattractive edge that separates the area from the wider Meridian Water area.

5.4.16 Angel Road is elevated at the area's northern edge, which creates a visually unattractive and noisy edge, set adjacent to a public park. The western edge mainly comprises the rear gardens of properties along Kimberley Road, beyond which the land use is largely residential.

5.4.17 The North Circular Road is the dominant elevated road feature, which runs through the middle of the area. The existing Metals and Waste recycling facility, currently located adjacent to Angel Road station is critical to ensuring site-wide viability for the scheme. In order to progress the Masterplan, in the medium to long term it needs to be re-located. However, moving a recycling facility is timely and costly. The Masterplan provides some recommendations for short-term mitigation, in advance of long-term redevelopment ambitions. Due to the nature of flooding in this area development must accommodate flood compensation measures, contributing positively to mitigating flood risk, see Policy CL16.

Policy CL3: Meridian Angel Neighbourhood

Part A: Overview

The Meridian Angel Neighbourhood will become an extension to the existing residential areas of Upper Edmonton and the Shires Estate. New rail infrastructure will enable a four trains-per-hour service from 2018 and an eight trains-per-hour service from 2022. The Council will therefore expect a high density housing scheme in this neighbourhood. Proposals that do not reflect this requirement will be strongly resisted.

Development of this area should comprise the following elements:

- New energy efficient homes of mixed-tenure and type, of a quantum in line with the range set out in Table 5.1;
- Approximately 4 ha of reconfigured employment land for high value employment generating uses;
- Development of the neighbourhood should seek to ensure that current employment activities can be relocated as far as practicable (see Policy CL10);
- Employment development should respect neighbouring residential uses and should include appropriate landscaping and screening;
- Improvements to Kenninghall open space with the creation of new pedestrian crossings that will provide safe connections to the surrounding neighbourhoods, integrating the new community with the immediate existing communities at Upper Edmonton and the Shires Estate;



New education facilities in Meridian Water

Policy CL3 continued...

- Creation of new public open space (former LSIS) at 'Angel Gardens' to address open space deficiency (see paragraphs 6.4.4);
- Development should respect and connect with the existing residential community to the west, and provide a high quality residential frontage;
- Depending on density, an area of open space, or like-for-like replacement provision to accommodate flood compensation commitments;
- A two-form entry primary school with shared facilities to form a community focus for the area. The school should be designed to enable out-of-hours activities;
- The Causeway – a high quality cycle and pedestrian link along this section of its length (see Policy CL1);
- A community and station square to support the activity around the upgraded Angel Road station and transport hub (see policies (CL4 and CL11); and
- A new hotel, or centre of social employment use. Any retail use would be subject to the demonstration of retail capacity and an application of the sequential test.

The Meridian Angel Neighbourhood will be developed in accordance with the principles set out in the Meridian Water Masterplan.

Part B: Design Principles

The following principles should be incorporated into proposals for development in the neighbourhoods:

- A comprehensive landscape scheme;
- Given the mixture of uses envisaged within the neighbourhoods, new development will be expected to be high quality and innovative design, which will provide an attractive place to work;
- Incorporation of public realm improvements and strong boundaries around edges to create safe and secure places in accordance with DMD37 'Achieving High Quality and Design-Led Development'; and
- Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities.

This policy should be read in conjunction with Core Strategy Policies 4, 5, 25, 26, 30, 34, 37 and 38, DMD policies 6, 8, 16, 37 and 43, and the adopted Meridian Water Masterplan.



New Station Square

The Gateway Neighbourhood

5.4.18 The Gateway Neighbourhood is bordered by the railway line to the west and Angel Road station to the north. The area is well served by the highway network. Meridian Way provides the radial route and the North Circular provides the east-west orbital route in the area.

5.4.19 Angel Road station is located to the north of the neighbourhood, providing a link

to the centre of London and northwards to Stansted and Cambridge. The station is surrounded by dual carriageway roads to the north, east and south, and by a scrap metal yard to the west.

5.4.20 To the south is Leaside Road. This rises to form an embankment edge to the south, creating physical and visual barriers at every edge of the neighbourhood thereby fragmenting the area.

Policy CL4: The Gateway Neighbourhood

The Gateway Neighbourhood will become a vibrant, high quality, mixed use area that will be the entry point to Meridian Water, to support business, retail and residential facilities, comprising the following:

- A mixture of employment generating uses (see Policy CL19);
- An integrated transport hub with extended platforms and access (see Policy CL11);
- The Causeway (see Policy CL1); and
- Incorporation of urban design principles (see Policy CL3, Part B); and

- High quality public space as 'Gateway Square' with access from the relocated Angel Road station (see policies CL4 and CL11)

As Meridian Water develops, The Gateway neighbourhood has potential for residential use, and applications for mixed use comprising residential will be supported, and will be developed in accordance with the principles set out in the Meridian Water Masterplan.

This policy should be read in conjunction with Core Strategy Policies 4, 5, 25, 26, 30, 34, 37 and 38, DMD policies 6, 8, 16, 37 and 43 and the adopted Meridian Water Masterplan



IKEA and Harbet Road Industrial Estate

Meridian Central Neighbourhood

5.4.21 Meridian Central is currently characterised by a mix of large and small industrial and retail units. Ravenside Retail Park is situated on the southern side of the North Circular Road and the retail frontage is highly visible from this road. The IKEA and Tesco stores are located on Glover Drive with large areas of associated car parking.

5.4.22 The neighbourhood is bordered by the North Circular at its northern edge, to the east by the River Lee, to the south by the North East Tottenham Industrial Estates and Leaside Road. Meridian Way forms its western edge. Pymmes Brook forms part of the area's eastern edge, which provides a landscape asset to incorporate into the design of the area.

Policy CL5: Meridian Central Neighbourhood

The Meridian Central Neighbourhood will become a central focus for retail, leisure and commercial activity at the heart of Meridian Water, comprising the following:

- New energy efficient homes of mixed-tenure and type, of a quantum in line with the range set out in Table 5.1;
- A new local centre containing retail development which comprises: A1, A2, A3, A4 and A5 uses along with other appropriate town centre uses; (see Policy CL13);
- A new shared surface high street (see Policy CL1);
- Reconfigured land around the Tesco and IKEA stores to enable pedestrian movement and connections and the delivery of the Central Square as a key community focus for the whole scheme;

- Approximately 3 ha of reconfigured employment land for high value employment generating uses (see Policy CL19);
- Improvements to the existing public realm and pedestrian connections to Ravenside Retail Park; and
- Incorporation of urban design principles (see Policy CL3, Part B).

The Meridian Central neighbourhood will be developed in accordance with the principles set out in the Meridian Water Masterplan.

This policy should be read in conjunction with Core Strategy Policies 4, 5, 25, 26, 30, 34, 37 and 38, DMD policies 6, 8, 16, 37 and 43 and the adopted Meridian Water Masterplan.



Example of housing in Meridian Water

The Islands Neighbourhood

5.4.23 The Islands is currently characterised by warehousing and retail units, large swathes of car parking land and vacant land.

5.4.24 The northern boundary consists of the Ravenside Retail Park, with the North Circular beyond. Ravenside has the potential to act as a buffer between

residential areas and the noisy North Circular Road.

5.4.25 There are several water courses running in close proximity. The Lee Valley Regional Park is located to the south of the neighbourhood. It presents an opportunity to create a strong connection with the park by extending its character through the islands site and into the heart of Meridian Water.

Policy CL6: The Islands Neighbourhood

The Island Neighbourhood will become a unique and sustainable neighbourhood, formed through an extension of the Lee Valley Regional Park comprising the following:

- New energy efficient homes of mixed-tenure and type, of a quantum in line with the range set out in Table 5.1;
- Mixed use development edging the Causeway to create an active frontage on to this central route (see Policy CL1);
- An all-through school with an appropriate amount of playing fields provision into the Lee Valley Regional Park;
- A green wildlife corridor running along Pymmes Brook; and

- Incorporation of urban design principles (see Policy CL3, Part B).

The Council will continue to work with its partners and stakeholders to ensure that opportunities to establish connections into the Lee Valley Regional Park allow for the future implementation of the all-through school.

The Island Neighbourhood will be developed in accordance with the principles set out in the Meridian Water Masterplan.

This policy should be read in conjunction with Core Strategy Policies 4, 5, 30, 34, 37 and 38, DMD policies 6, 8, 16, 37 and 43 and the adopted Meridian Water Masterplan.



Example of housing in Meridian Water

Canal-side West Neighbourhood

5.4.26 Canal-side West is located to the west of the Lee Navigation. Currently, the area accommodates a mix of retail warehouses and associated car parking with some smaller industrial units. Canal-side West is characterised as a low density industrial area at the water's edge. The existing network of streets and buildings are disjointed from the wider area. In addition, due to the large scale blocks of development, the area has poor accessibility.

5.4.27 The Lee Navigation Canal provides opportunities for development to be orientated in such a way as to celebrate this asset, and to create positive, extended frontages along the waterway.

5.4.28 To the east is the Strategic Industrial Location (SIL) Harbet Road Industrial Estate. The north part of the industrial estate will retain its designation, so opportunities for screening to mitigate the impact on residents should be explored.

Policy CL7: Canal-side West Neighbourhood

The Canal-side West Neighbourhood will become a residential-led neighbourhood, which maximises its waterfront location and connection to the Causeway spine road, offering high quality residential living alongside a hub of activity, including cafes, bars and restaurants. The neighbourhood will comprise the following:

- New energy efficient homes of mixed-tenure and type, of a quantum in line with the range set out in Table 5.1, set within high quality landscaping and connected to the Causeway (see Policy CL1);
- Improvements through modernisation and intensification to Ravenside Retail Park will be considered, subject to the demonstration of retail capacity and an application of the sequential test;
- A pocket park;

- A riverside high quality promenade connecting a series of waterside spaces that run south from the Causeway to the Lee Valley Regional Park; and
- Incorporation of urban design principles (see Policy CL3, Part B).

The Council will continue to work with its partners and stakeholders to explore the opportunities for floating homes and residential moorings.

The Canal-side West Neighbourhood will be developed in accordance with the principles set out in the Meridian Water Masterplan.

This policy should be read in conjunction with Core Strategy policies 4, 5, 25, 26, 30, 34, 37 and 38, DMD policies 6, 8, 16, 37 and 43 and the adopted Meridian Water Masterplan.



Harbet Road Industrial Estate

Meridian East Neighbourhood

5.4.29 Meridian East predominantly consists of the Strategic Industrial Location (SIL) Harbet Road Industrial Estate. This large estate is generally well occupied with a mix of industrial and employment generating uses in a number of different land ownerships.

Policy CL8: Meridian East Neighbourhood

Development of Meridian East will comprise employment and industrial land uses, as well as residential.

The northern part of the site will continue to be protected as Strategic Industrial Location (SIL) for continued employment uses (see Policy CL10 and Figure 5.3). Development in this neighbourhood should include the regeneration of the Harbet Road Industrial Estate as an Industrial Business Park (IBP) to the south of the Causeway and a Preferred Industrial Location (PIL) to the north of the Causeway (see Figure 5.3). This will combine the re-use of existing buildings with new business and employment opportunities and live-work spaces along the water's edge. The southern part of the site will be brought forward for residential development.

Development of the following type will be supported:

- Retention and intensification of 8.8ha of SIL Preferred Industrial Location (PIL), and 5.4ha of SIL Industrial Business Park (IBP) (see Figure 5.3) for business and employment generating uses;
- High quality, well designed to ensure that residential and employment uses can successfully operate together;
- New energy efficient homes of mixed -tenure and type, of a quantum in line with the range set out in Table 5.1;
- A mixture of homes, comprising of live/work, mixed-tenure and type to help create a mixed community and meet the range of housing needs in Enfield;
- An integrated industry, commercial and residential neighbourhood south of Angel Works Square and along the watercourses;



Harbet Road Bus Depot

Policy CL8 continued...

- New business opportunities for creative industries and business start-ups and a hub for innovation and new ideas;
- High quality homes created along areas with positive waterside aspect; together with uses such as cafes, bars, restaurants to maximise the area’s unique riverside and park-side setting;
- A new public square and bridge over the Lee Navigation connecting this neighbourhood and the rest of the Meridian Water area (see Policy CL1); and

- Incorporation of urban design principles (see Policy CL3, Part B).

The Council will continue to work with its partners and stakeholders to explore the opportunities for floating homes and residential moorings.

The relocation of the bus depot at Towpath Road is required, see Policy CL10.

This policy should be read in conjunction with Core Strategy policies 4, 5, 25, 26, 30, 34, 37 and 38, DMD policies 6, 8, 16, 37 and 43, and the adopted Meridian Water Masterplan.

The Parklands Neighbourhood

5.4.30 The Parklands is an area of open space on the eastern side of Meridian Water. As part of London's Green Belt and the Lee Valley Regional Park (the Park) it forms an important section of the Park's network of open spaces at one of its narrowest points. Elsewhere throughout its 26 mile length the Park is home to numerous leisure and recreational facilities. At Meridian Water there is currently very poor public access to the footpaths, open spaces and waterways of the Park, and development at Meridian Water provides an opportunity to maximise access to this underused resource.

5.4.31 The Parklands is dominated by the River Lee, the Lee Navigation and Banbury Reservoir. Its character is defined by its industrial, ecological and agricultural heritage, which combined with its location, creates a green corridor within this urban area.

Policy CL9: The Parklands

The Parklands will be formed of four unique park zones, each with a distinctive character and function that bring a combination of ecological, recreational and economic benefits at a local and regional scale.

The Eastern Common

Development of the following land uses and features will be supported in the Eastern Common:

- Provision of an urban farm or similar activity with the potential to serve as a community meeting space, providing spaces for events and support for the sporting facilities within the park;
- Provision of community facilities, children's play and a variety of formal playing fields including junior and senior football pitches. These will promote active lifestyles and team sports and be managed as part of the parkland;

- Community agriculture and food growing will be supported to provide residents with the opportunity to engage with the landscape; and
- The provision of boardwalks and pontoons to provide access through the new wetland habitat, extending some of the street form into the landscape. Other areas should be left inaccessible, allowing nature to take charge and maximising the biodiversity potential.

Water's Edge Walk

Provision of the following land uses and features will be supported in Water's Edge Walk:

- A landmark structure to form a point of orientation and mark an entry point into Meridian Water along Harbet Road;

Policy CL9 continued...

- Boardwalks through the new habitats close to the river, with a higher level walkway creating a linear route along the park, safe from flooding;
- Soft landscaped forms and planting to bring definition and character from the rest of the park into a safe and accessible learning space;
- River re-profiling will extend along the channel's edge, softening the landscape, stepping away from the development towards the park. The re-profiling will also increase flood storage capacity;
- Habitat creation along the softened edge to increase biodiversity and the ecological value of the waterway.
- Within Meridian Gardens, strategically located "look out" structures will create elevated vantage points across the park and flood alleviation space;
- Walkways across flood storage ponds and fluctuating landforms allowing for climate change adaptation;
- Sculpted landforms to create a dynamic landscape; and
- Trees, marginal and wetland planting to promote diverse new habitats and create a naturalistic landscape with biodiversity and ecological benefit.

Meridian Gardens

Provision of the following land uses and features will be supported in Meridian Gardens:

- The Lee Valley Regional Park will extend north through the Islands neighbourhood and provide a seamless link between the residential area and the park;
- Residential development integrated into the landscape with access, views, routes and connections into the parkland;
- Provision of a green gym encouraging active lifestyles;
- Meadow planting, soft landforms and groupings of trees used to create a parkland landscape that moves through the development and extends south;
- Pathways provided through the residencies creating pedestrian and cycle links connecting to the roads running parallel either side of the islands;

Banbury Reservoir

The Council will work with the LB Waltham Forest to agree a way forward for Banbury Reservoir. Provision of the following land uses and features will be supported in the Banbury Reservoir:

- Improved pedestrian access around the reservoir, including a fitness trail around the reservoir boundary, with green links and connections to South Chingford and Higham Hill;
- Boating and water sports activities to create a leisure destination and provide a community focus; and
- Increased access and facilities at Banbury Reservoir delivered on a phased basis.

The Parklands will be developed in accordance with the principles set out in the Meridian Water Masterplan.

This policy should be read in conjunction with Core Strategy policies 4, 5, 25, 26, 30, 34, 37 and 38, and DMD policies 6, 8, 16, 37 and 43.

5.5 Business and Employment

5.5.1 The transformation of Meridian Water will be go beyond the built environment, and help to raise the overall living standards for people in this part of North London, creating access to new jobs, training opportunities, education, and leisure activity. A new quarter of London will grow and develop, becoming a destination for visitors, and a place that people will choose to live, work and enjoy.

5.5.2 The Council will seek to ensure that the uses on Harbet Road Industrial Estate are compatible with the emerging residential neighbourhoods, particularly at Meridian East. In order to achieve this

transformational change, the area needs to achieve a shift in its economic base away from traditional industries, to one based on higher value industry that will strengthen the economic competitiveness of the Upper Lee Valley. There must be a supply of land, premises and successful places capable of attracting innovative and high value added companies, reflecting London's dynamic economic sectors.

5.5.3 Harbet Road Industrial Estate is made up of the Lee Valley Trading Estate, the Stonehill Estate and the Hastingwood Industrial Estate, which sit to the south west of Harbet Road, immediately south of the North Circular Road flyover. The estate

Manufacturing in Central Leaside



consists of predominantly warehouse and light industrial units, with some trade counter/wholesale uses fronting onto Harbet Road itself. There are some large buildings on the Stonehill part of the estate. Hastingwood Trading Estate is comprised of a number of SME or start up units, of approximately 100-300 sq.m, which have a high level of occupancy.

5.5.4 To realise the vision set out in the Meridian Water Masterplan (MWM), it is proposed that part of the site at Harbet Road Industrial Estate be considered for de-designation of SIL (the southern portion and a strip of land adjacent to the River Lee extending northwards). The quantum of SIL the MWM proposes to re-distribute at Harbet Road Industrial Estate is 4.5 hectares. This is shown on Figure 5.3. Detail around the changes to industrial land designations is further examined in Chapter 6.

5.5.5 This release will support the comprehensive regeneration of Meridian Water as well as ensuring the area is developed as a well-integrated extension of Edmonton and the wider area. The release of SIL in this location optimises the opportunities presented by the waterfront for new residents at Meridian Water.

5.5.6 The remaining SIL will be intensified to provide 8.8 hectares of SIL Preferred Industrial Location (PIL) floorspace, and 5.4 hectares of SIL Industrial Business Park (IBP) floorspace (See Figure 5.3). It is important to highlight that the remaining SIL will form part of a new neighbourhood at Meridian East, which will become a mixed use neighbourhood over time that will continue to provide a focus for employment and industrial activity.

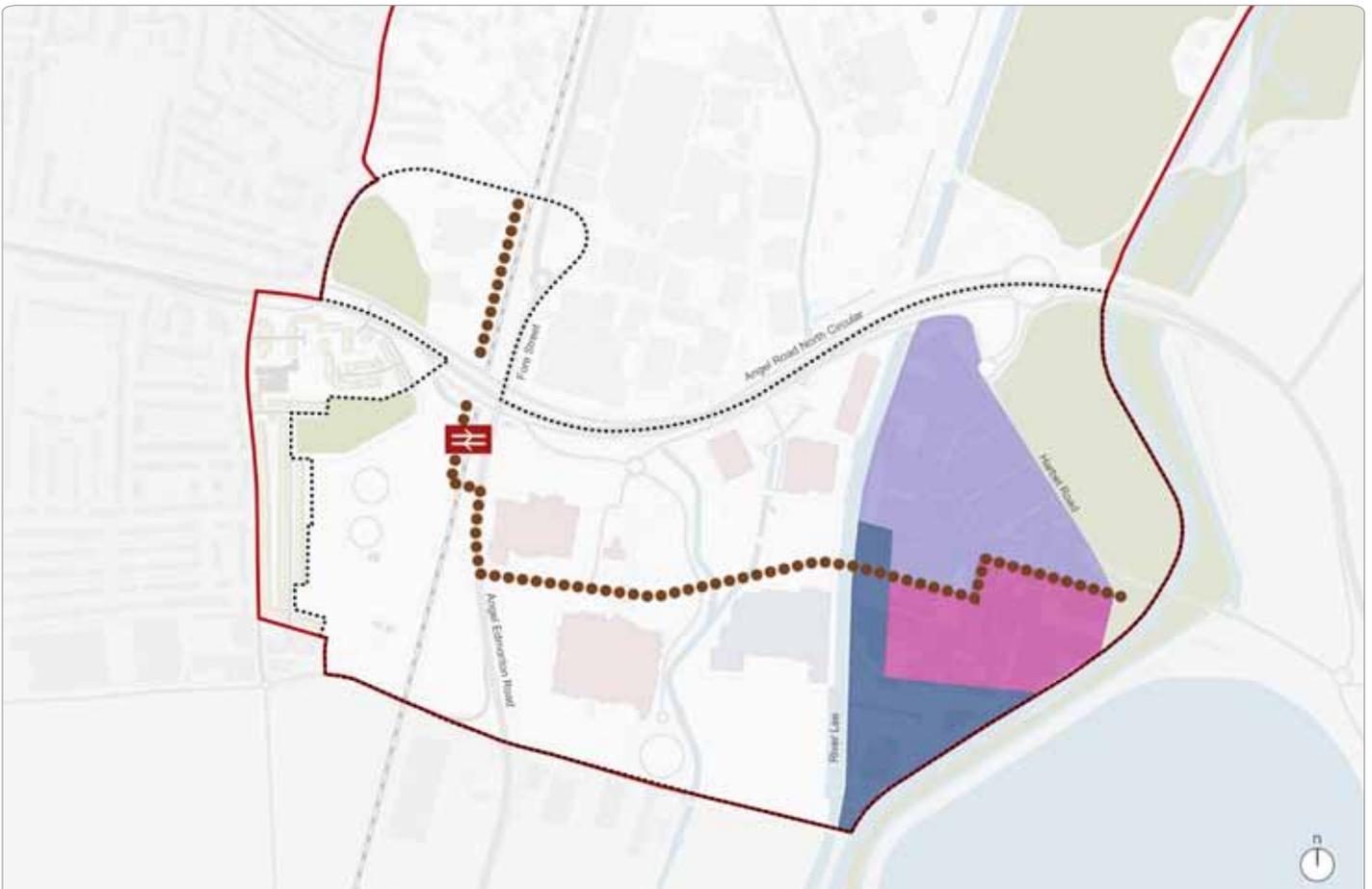


Figure 5.3: Harbet Road Strategic Industrial Location

5.5.7 As set out in Policy CL8, the remaining SIL will form part of a new neighbourhood at Meridian East, which will become a mixed use neighbourhood over time that will continue to provide a focus for employment and industrial activity. However, in order to deliver this transformational change, the area needs to achieve a shift in its economic base away from traditional industrial areas, to one based on higher value industry that aims to strengthen the economic competitiveness of the ULV. The proposed IBP will ensure certain industrial uses are intensified and promoted for industrial uses, B1(b), B1(c) and B2, and higher-value added activities and industries, encouraging innovative businesses in growth sectors. The promotion of these higher-value uses will also be necessary to enable good neighbour businesses to exist in close proximity to residential, and deliver job densification, which is particularly important in meeting one of the plan's key objectives.

5.5.8 The remaining PIL will typically fall within light industrial and general industrial uses. The Council will manage the differing offers of PILs and IBPs through coordinated investment, wider regeneration objectives, transport and environmental improvements in order to meet the needs of different types of industry appropriate to each area within Harbet Road SIL.

5.5.9 Recognising the opportunities coming forward in Meridian Water, the Council has an opportunity to provide new, cost efficient space for smaller occupiers

at a reconfigured Harbet Road industrial estate. The Council's Local Economic Assessment (2012) indicates low rates of new business start-ups and whilst the 2012 ELR acknowledged the demand for large warehouses in Enfield, it also recognises that very little new small units are being developed in the borough. Most occupiers seeking small units are accommodated on the shrinking local industrial portfolio in less appropriate units. A large comprehensive development scheme, such as Meridian Water, is one of the few opportunities to provide this type of space.

5.5.10 The Council will continue to work with partners and the GLA to develop a regeneration and investment strategy for Harbet Road which encourages redevelopment and enhances its offer as a competitive location that is attractive to modern industry.

5.5.11 The Council expects development coming forward in Harbet Road to be innovativ designed to provide an attractive place to work. New business opportunities for creative industries and business start-ups, and a hub for innovation and new ideas, will be encouraged and promoted at Harbet Road.

Figure 5.3 Key

-  Central Leaside Area Action Plan
-  Causeway Route
-  Meridian Water
-  Harbet Road SIL Release
-  SIL PIL
-  SIL IBP
-  Meridian Water Station



Harbet Road Bus Depot

5.5.12 The Meridian Water Masterplan highlights the relocation of the Bus Depot at Harbet Road. The Council will assist Arriva in finding a suitable location for example in terms of size and surrounding businesses. Proximity to main bus corridors is an important consideration in relocating bus depots as this reduces the time spent travelling between the depot and the bus route.

5.5.13 Where relocation of the bus depot requires existing businesses to be relocated, the Council will work with owners (and occupiers), prior to any development taking place, to relocate to appropriate premises in employment or mixed use areas defined in the AAP area, or other locations within the borough. TfL will be engaged in this process to ensure there is no net loss of overall bus capacity or if they agree that the bus garage is no longer required. This reflects guidance set out in the Mayor's Land for Industry and Transport SPG (2012).

Policy CL10: Harbet Road Industrial Estate

To secure a strong, diverse economy in Central Leaside the remaining Harbet Road Industrial Estate will continue to be protected as Strategic Industrial Location as shown on Figure 5.3.

Policy CL8 establishes the need for a loss of SIL to facilitate housing delivery at Meridian East Neighbourhood, and therefore requires a proportion of the remaining SIL to become an Industrial Business Park (IBP). This will create a buffer area between the residential areas as well as achieving higher job densities.

Harbet Road will provide a focus for employment and industrial activity in order to deliver a significant change in the business and employment offer. The following requirements will be incorporated into proposals for development in this area:

- Retention and intensification of 8.8ha of SIL Preferred Industrial Location (PIL) and 5.4ha of SIL Industrial Business Park (IBP);
- Intensification of land uses and the introduction of higher density development, particularly in the IBP, that increases employment and job growth;
- The proposed IBP will promote B1(a), B1(b) and B1(c) and higher value added activities and industries that will yield higher job densities, allowing employment uses to operate in close proximity to residential uses;
- The remaining areas of PIL will encourage B1(c) and B2 uses, and through good design ensure

that uses do not compromise the viability of other activities or the regeneration potential of the wider area;

- New opportunities for creative and cultural industries, business start-ups and a hub for innovation and new ideas;
- Provision for small and medium sized businesses that need employment land and flexible space;
- High quality and innovative design providing an attractive place to work and enable residential development to come forward (see Policy CL8);
- Public realm improvements;
- Pedestrian and cycle links to new and existing residential areas, shops, schools and health facilities;
- A comprehensive landscape scheme with layout of developments; and
- A contribution to local labour initiatives and employment skills training, in line with the Council's S106 Planning Obligations Supplementary Planning Document.

Relocation of Businesses

This policy should be read in conjunction with policy CL20, Part D Relocation of Businesses.

This policy should be read in conjunction with Core Strategy Policy 14 and 15, DMD policies 23 and 24, and London Plan Policy 2.17.

5.6 Movement

5.6.1 Meridian Water will be transformed by improvements to Angel Road station, which will create a sustainable transport interchange between rail and buses as outlined in Chapter 11.

5.6.2 Sustainable transport opportunities will improve substantially with the introduction of new and reorganised bus routes, improvements to the pedestrian and cycling environment, and the creation of a sustainable transport east-west spine road connecting Meridian Water to the integrated transport hub at the new Angel Road station.

5.6.3 At present, although Meridian Water benefits from its proximity to the North Circular Road, there is poor access to public transport, particularly at Angel Road Station. The area is dissected by major traffic routes and rail lines which restricts movement and connectivity to the surrounding areas of Central Leaside. Train services are infrequent, with Angel Road Station below the Mayor's aspiration for a minimum four train per-hour-service. Improving access and connectivity for all modes is integral to achieving positive change for Meridian Water and the integration of Central Leaside as a whole.

Angel Road Station

5.6.4 The transformation of Meridian Water will be driven by improvements to the new Angel Road station to create a focus on sustainable public transport with easy interchange between trains and buses. Station improvements will be complemented by a network of better routes and streets, which link sites north and south, and also east and west of the station.

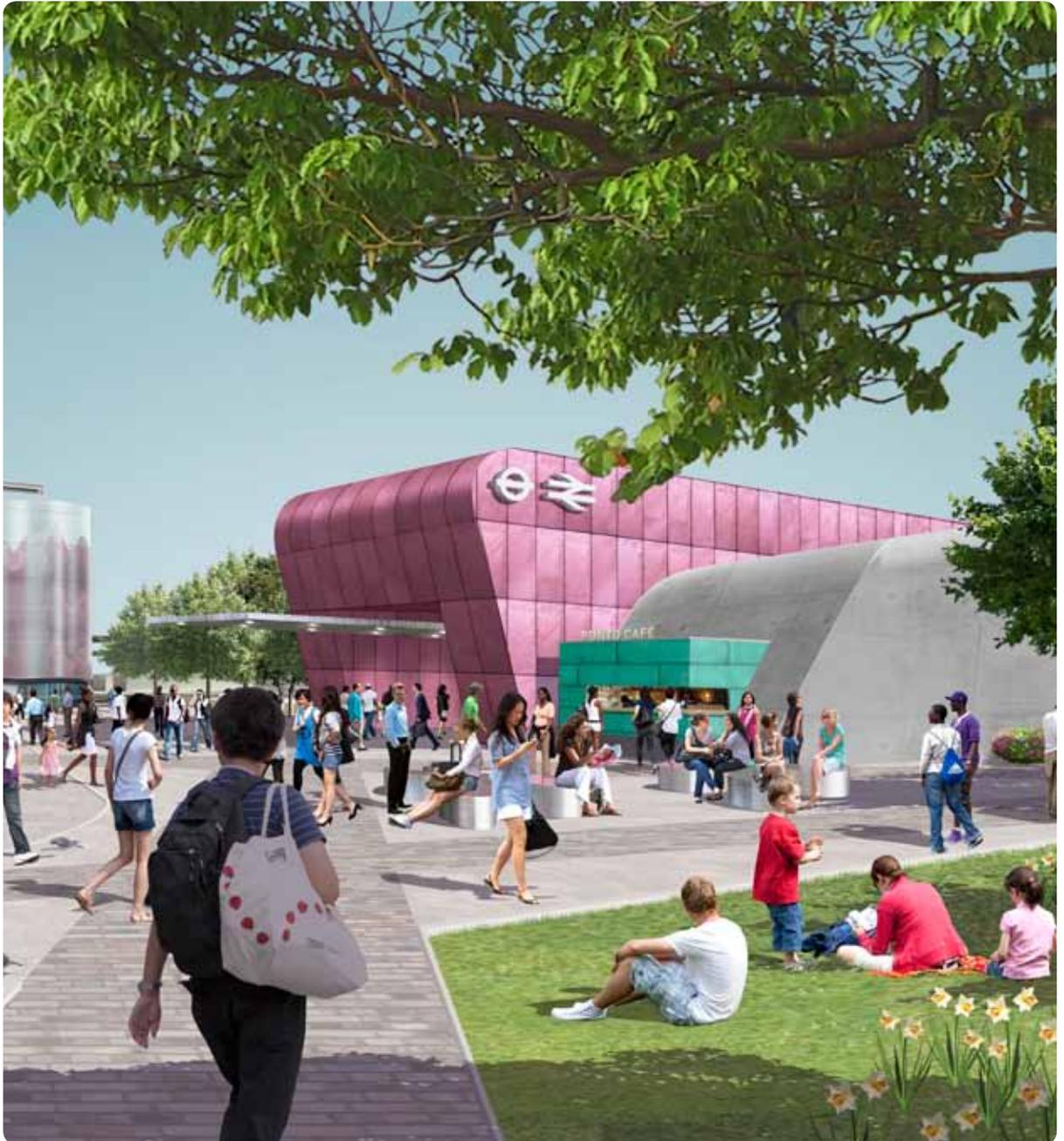
5.6.5 A more frequent and reliable rail service is a key element for development and regeneration within the entire Upper Lee Valley. Network Rail and the GLA have already pledged a total of £74m to enable the creation of the third tracking scheme

from Stratford to Angel Road station, which will be re-named as 'Meridian Water'. The investment in the Stratford to Angel Road (STAR) scheme, with its additional track, will allow a four trains-per-hour service at Meridian Water from 2018 onwards, and an eight trains-per-hour service by 2022. The improved service will provide much better public transport accessibility, which in turn will support the density of housing development established in the adopted MW Masterplan.

5.6.6 Currently the station offer users a very poor quality experience due to a number of critical issues:

- The station is surrounded by a dual carriageway to the north, east and south and is adjacent to a scrap metal yard to the west, which severely restricts the station's accessibility and isolates it from the surrounding areas of housing, industry, retail and leisure;
- The current entrance is accessed via steep steps on the north side of Conduit Lane (the flyover to the north of the station), which then leads pedestrians back under the flyover and along a long narrow pathway, which follows the train line southbound to the platforms, a route which is long and fails to provide a sense of security for users;
- The train frequencies for Angel Road do not meet the Mayor's aspiration for a minimum four train per hour suburban service in London, with no trains calling at the station between 10:00 and 15:30; and
- The station is lacking in basic facilities such as real time passenger information.

5.6.7 Improvements to the station will transform access and integrate the station with the wider area through good strategic and local connections. The improvements will provide a direct connection to Meridian Water, while the introduction of a bus hub will further add to the public transport connectivity in this area.



The new Meridian Water Station

5.6.8 Whilst enhancing the station itself will make it more attractive to passengers, the increased frequency of the rail service to Angel Road, through the provision of additional track, will be required to significantly increase passenger numbers.

5.6.9 The Council and its partners the GLA, Transport for London, Network Rail,

and Abellio Greater Anglia (train operator) have reached an advanced stage in producing major improvements to the existing Angel Road station to create a high quality, safe, approachable and useable facility on a phased basis.

Bus Station Interchange

5.6.10 A new bus interchange will be co-located with Angel Road Station, creating a transport hub and connecting bus services to the station. The integrated transport hub with greatly improved station accessibility will further enhance Meridian Water's public

transport network, enabling effective travel to and from Meridian Water with reduced dependence on the private car. The hub will connect Meridian Water to the wider North London area, the City, Stratford, Canary Wharf, City Airport, Stansted Airport, Cambridge, Heathrow and beyond.

Policy CL11: Angel Road Station Improvements

The Council and its partners the GLA, Transport for London, Network Rail, and Abellio Greater Anglia (train operator), will work closely to secure major improvements to Angel Road station supporting the regeneration of Meridian Water and wider area.

Improvements will include the following:

- Angel Road station relocated south – renamed 'Meridian Water Station' - to create an integrated transport hub with the new bus interchange on Meridian Way. This would enhance access to the station and greatly improve the experience of public transport users, providing an immediate connection between Meridian Water, Central Leaside and the wider North London region;
- Lengthening of the platforms to the south of the North Circular (A406)

to create new entrances on both sides of the railway to the east and west which will connect to the Causeway (see Policy CL1);

- A new bus interchange at Angel Road Station to create an integrated rail/bus transport hub, connecting Meridian Water to the wider north London region;
- Provision of real time information to improve the experience of public transport users;
- Safe, secure and Disability Discrimination (DDA) compliant accesses integrated with the station; and
- A car and taxi drop off point.

This policy should be read in conjunction with Core Strategy Policy 26.

West Anglia Rail Enhancement

5.6.11 Development in Central Leaside will increase demand on the public transport networks, requiring improvements to allow higher frequency and more accessible services. Major improvements to public transport will also transform the most appropriate level of housing densities within Central Leaside, and help to attract investors. The increased rail capacity will enable the development of new housing and employment at Central Leaside and the increased frequency of train connections to key economic and employment centres, such as the City and Stratford, will also support improvements to the residential market in Central Leaside.

5.6.12 The West Anglia Mainline Enhancement project will involve three tracking the railway line, which will allow increased train frequencies to Angel Road Station, providing four trains-per-hour at regular service intervals from 2018 and eight trains-per-hour from 2022, and calling at all stations between Brimsdown and Stratford. This will significantly improve accessibility to Central Leaside and to the wider London area.

5.6.13 Further detailed modelling work investigating the impact of development on public transport will be required as developments and detailed Masterplans come forward.

Improving Bus Services and Connectivity

Bus Routes

5.6.14 The economic vitality of Central Leaside will be enhanced through the provision of new and extended bus services. Bus services to surrounding communities will be improved, with more east-west and north-south connections.

5.6.15 The Central Leaside area has direct access to nine bus routes (including

one night bus), but there is a need to strengthen this service provision to meet the challenges of growth within Central Leaside (see Figure 5.4). There is a dual requirement to meet the growing demand from new development but also to link the areas where there is high unemployment with the opportunities of Central Leaside and also Brimsdown to the north. The overarching objective to deliver better bus services is supported by integrated public transport policies, as described below.

5.6.16 *Bus Service Level:* Frequent bus services provide the capacity needed to support future usage and demand, and play a significant role in making public transport a mode of choice. Bus service frequencies should be closely aligned to changes in development densities and future travel demands.

5.6.17 The Upper Lee Valley Transport Study (2006) has identified a package of bus interventions for the Upper Lee Valley. By 2021, one new service and five service extensions could be provided, in addition to 10 further frequency increases, with further frequency increases by 2031. The Study identifies extensions to two existing routes in Central Leaside, frequency changes to three existing lines, and a new route via Meridian Way.

5.6.18 These interventions will support the growth and regeneration of Central Leaside, including enhancing connectivity between key areas down to the neighbourhood level and beyond.

5.6.19 Frequencies will need to be increased on links and at interchange nodes where:

- Intensification of development is expected to generate additional transport trips;
- New developments within Central Leaside affect the patterns of transport demand;



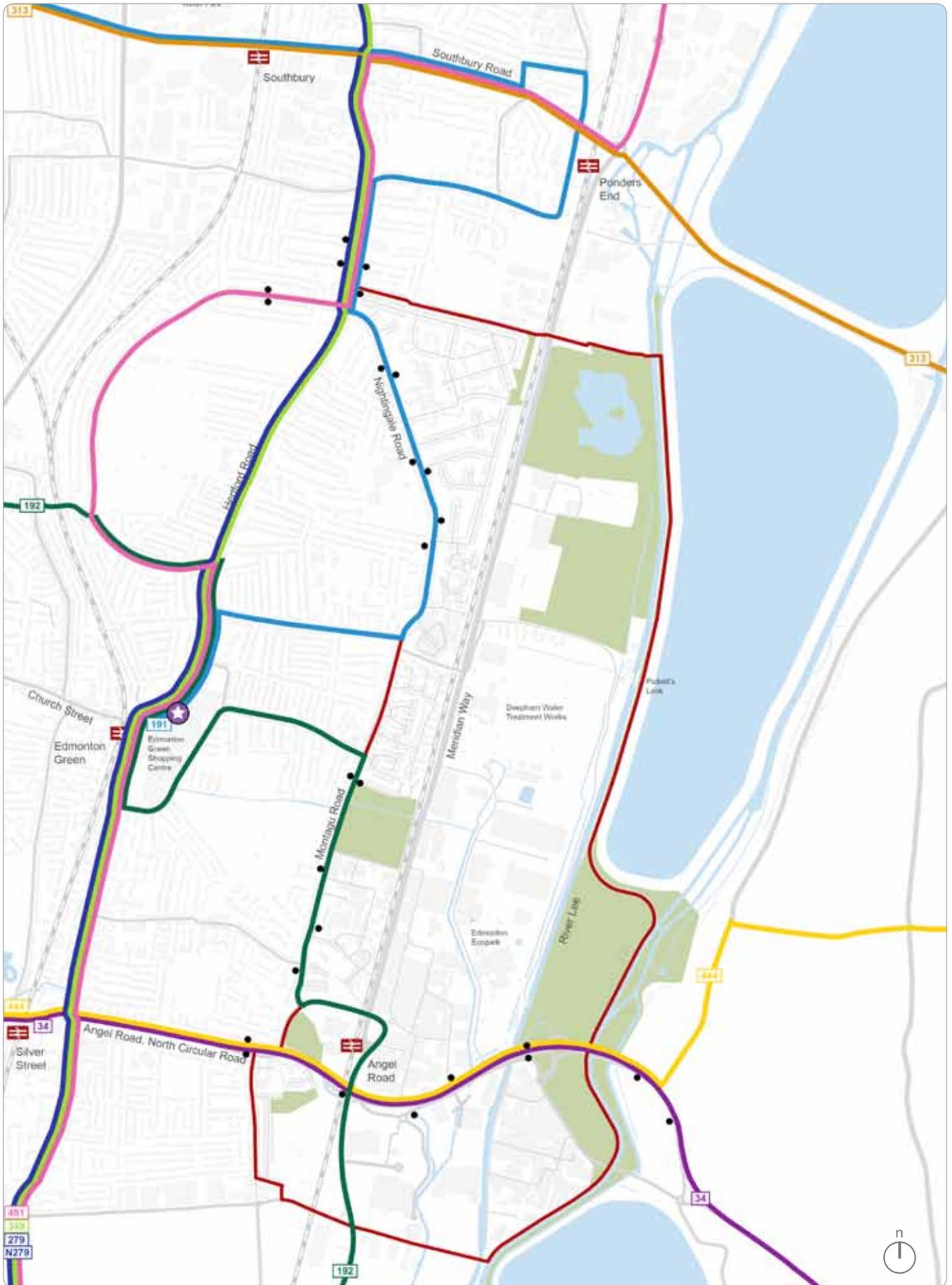


Figure 5.4: Existing Bus Routes in Central Leaside

- There is high unemployment, in order to link these areas with the opportunities in Central Leaside and also Brimsdown in the north; and
- Major developments beyond the boundaries of Central Leaside attract new transport trips from Central Leaside.

5.6.20 New bus routes may need to be put forward to support the proposed growth. The potential for additional bus routes in addition to a reassessment and re-routing of existing bus routes (particularly routes 192 and 341), to connect Edmonton Green to Tottenham Hale via Meridian Water would greatly increase the range of trips by public transport that could be made from Central Leaside.

5.6.21 *Bus Network Accessibility:* The economic vitality of Central Leaside would be substantially enhanced through the provision of new and extended bus services. The Council will work with TfL and London Buses to provide new services and extend existing services, using TfL’s ‘Measuring Public Transport Accessibility Levels’ (2010) guidelines to ensure good access to bus stops, which should be located no more than 640m from developments.

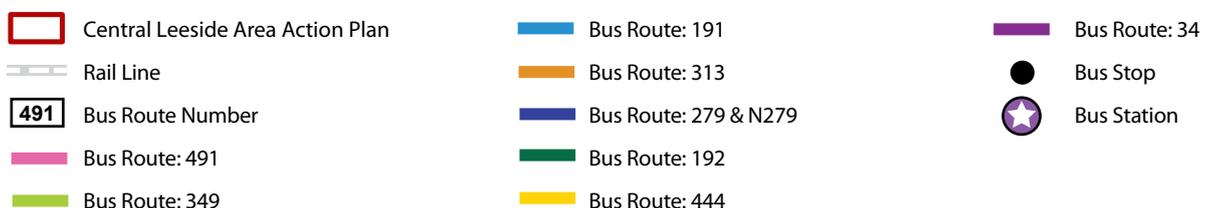
5.6.22 *Bus reliability:* Existing and potential public transport customers expect buses to be reliable and efficient. To compete with other transport modes, bus services must achieve a good standard of reliability, to provide a dependable transport service that meets or exceeds user expectations.

5.6.23 Improved reliability of bus operations, and associated reductions in average bus journey times, can be achieved through the strategic introduction of traffic management measures. These could include:

- ‘Bus gates’ to restrict sections of public highway to buses only;
- Introduction of bus priority through Selective Vehicle Detection as an integral part of new traffic signal infrastructure;
- Bus stop clearways and accessibility improvements – to protect bus stops from parking and loading obstructions, provide an appropriate kerb height and a robust carriageway surface;
- New or improved bus lanes – enhancements could include widening and resurfacing of existing bus lanes, and new bus lanes to support the enforcement of bus only access restrictions or protect buses from traffic congestion;
- Alterations to waiting and loading restrictions to assist buses and other road users; and
- Introduction of other traffic management measures to improve traffic flow, such as footway loading bays.

5.6.24 Opportunities to deliver enhanced bus priority provision should be embedded into the planning of new developments, and reviews of existing highway infrastructure. The transport plans for new

Figure 5.4 Key



developments must seek to incorporate bus priority measures from an early stage in the design development process.

5.6.25 *Amenity for bus users:* High quality bus stops are fundamental in the delivery of a positive bus user experience. The amenity of the waiting space at bus stops provides an important first impression of a bus service. A well designed bus stop thus becomes a positive advert for bus services.

5.6.26 All bus stops within Central Leaside need to achieve a minimum quality standard in terms of infrastructure and information provision. The minimum standard required within the Central Leaside area is a bus stop layout that is compliant with the requirements of the Equality Act 2010 and TfL's own 'Accessible Bus Stop Design Guidance', and essential facilities for bus users such as timetable information.

5.6.27 Effective bus services require easier access to public transport information for potential bus users, and the reassurance offered by real time passenger information to help retain existing bus users. To encourage bus use and enable more informed transport decision making, employers and responsible authorities for public buildings within Central Leaside should be encouraged to provide better access to real time bus information.

5.6.28 Within Central Leaside there are opportunities to deliver improved access to bus information, including:

- Real time bus information at railway stations, and bus interchanges;
- Bus information display screens within public buildings; and
- Integration of real time information provision into designs for buildings and public spaces within new developments.

5.6.29 Existing bus services will be extended from their current terminal point along Glover Drive so that they run through the centre of Meridian Water along the Causeway. Services from the west would then be directed north and linked to Argon Road. The bus services will connect to the new transport hub at 'Meridian Water Station' as well as Edmonton Green town centre and Tottenham Hale for access to the London Underground network.

5.6.30 London Buses have indicated that they are supportive of amending or expanding existing routes and providing new routes where demand is demonstrated. An advantage of bus services is that new and improved routes can be implemented within a relatively short timescale in comparison to other modes of mass-transit.



Policy CL12: Enhancing the Bus Network and Services

The Council will continue to work closely with TfL/London Buses to meet the needs of the existing communities and businesses within the area, and to improve bus routes to secure more east-west and north-south connections. The Council and its partners will:

- Develop an enhanced network of bus routes and services to meet the growing demand that will be generated by the proposed growth;
- Identify any potential new bus routes within Central Leaside to better meet the needs of existing residents and businesses; and
- Provide links between areas where there is high unemployment and employment opportunities such as Central Leaside and Brimsdown.

New bus routes will be provided to Edmonton Green town centre, the transport hub and Tottenham Hale via Meridian Water wherever possible. Existing routes will be reorganised so that they run along the Causeway, through Meridian Water.

The Council will continue to work closely with TfL/London Buses, major employers and other stakeholders to ensure that:

- Integration of bus and rail services is improved, and to ensure that major new developments have good access (no more than 640m from the development) to a bus stop;
- High quality bus services are to be provided to employment areas. Support will be given to providing more direct and frequent bus

services serving employment areas. London Buses will be encouraged to extend the operational hours of such services to match employees shift patterns and time services to match employees travel to and from work;

- Bus reliability is improved through the introduction of traffic management measures to assist buses; and
- Bus routes within Central Leaside are provided with the highest quality infrastructure, including accessible stops, modern high quality bus stop infrastructure, with real time information at stops and other public places.

This policy should be read in conjunction with Core Strategy Policy 26.

Bridging the Waterways

5.6.31 Improved access across the waterways is a fundamental requirement to allow greater permeability through Central Leaside. In order to ensure accessibility and connectivity across Meridian Water, proposals for sites directly adjacent to the waterways will be expected to identify how residents and visitors will be able to quickly cross the waterways to ensure east-west connectivity through the site.

5.6.32 Connectivity should be provided in the first instance via the Causeway link as set out in Policy CL1, in line with the overall vision for Meridian Water. Ancillary crossings in appropriate locations will be acceptable provided they provide a secondary crossing to the main Causeway link.

5.6.33 Where bridges are proposed over the Lee Navigation, all crossings should ensure a minimum waterway width of 5.69m and a minimum air draft of 2.45m at all points in order to maintain its navigability.

5.6.34 Proposals in Meridian Water, particularly but not limited to sites adjacent to the River Lee Navigation, should show how non-public transport based vehicular traffic flows are designed and orientated to avoid crossing the River Lee Navigation, unless in exceptional circumstances, such as flood events. In order to ensure highway safety and minimise traffic congestion, pedestrian and cycle usage will be prioritised in line with the relevant policies. See Policy CL1, and section 11.3 and 11.4 for more detail.

5.7 Shopping

5.7.1 Retail in Enfield is focussed at the major centre of Enfield Town and the district centres of Angel Edmonton, Edmonton Green, Palmers Green and Southgate. The next tier in the retail hierarchy is local centres, which provide core local shopping facilities and services (such as a convenience store, post

office, pharmacy and newsagent) for their respective local communities, largely catering for a catchment area within walking distance.

5.7.2 In line with Core Policy 17, a new Local Centre is proposed in Meridian Water to cater for the day to day needs of the new local community. Local centres ensure convenient access, especially by foot, to local goods and services needed on a day to day basis whilst also providing a focus for community interaction. The facilities and services provide convenience retail rather than comparison retail and would include uses such as convenience store, post office, pharmacy and newsagents.

5.7.3 Growth at Central Leaside has the potential to support increased retail provision, however it sits in a sensitive location amongst regeneration areas in the Upper Lee Valley. The district centre of Edmonton Green is subject to significant regeneration efforts including comparison floorspace delivery, and across the borough boundary south into Haringey the areas of Tottenham and Northumberland Park will also undergo significant investment and regeneration during the plan period. Central Leaside will therefore need to complement and not compete with these centres and priorities for Enfield and Haringey.

5.7.4 The Core Strategy and DMD set a policy for no more than 2,000 sq. m of floorspace in the Meridian Water Local Centre. According to the Town Centre Uses and Boundaries Review (2013), as a typology, a Local Centre is between 20-40 outlets and less than 4,000 sq. m gross floorspace. The key facilities that should be protected in local centres and local shopping parades include food supermarkets or convenience stores, Post Office counters, newsagents, and chemists. By setting a Local Centre capacity of 2,000 sq. m this will ensure that the scale of retail is appropriate in Meridian Water and will encourage residents to travel to Edmonton Green for comparison retail.

5.7.5 As the new community grows and the area transforms, Meridian Water has the opportunity to attract further town centre uses, contributing to the vitality of the area. Over the plan period, there is the potential for the Local Centre to grow and expand. However, any development in Meridian Water over-and-above that set out in the Core Strategy should be supported by an update to the Retail Study or similar document and would have to be developed through a phased approach that would not harm the vitality and viability of other centres.

5.7.6 An indicative Meridian Water Local Centre Zone is shown on Figure 5.5

5.7.7 DMD 28 states that the proportion of A1 (retail) shop units in a Local Centre must be no less than 50% of the total number of commercial units, with the remainder

A2-A5. The policy direction for A3 and A4 uses along the waterway is already covered in Policy CL7. The management of uses in the Local Centre will be subject to the requirements of DMD 28.

5.7.8 The Local Centre will need to provide for small and independent shops in accordance with DMD 29. As a new Local Centre, affordable units may be required within the Local Centre rather than off-site, subject to viability considerations. Affordable floorspace should be provided to help maintain and enhance the social and economic offer of the Local Centre.

Policy CL13: Meridian Water Local Centre

The Meridian Water Local Centre Zone will be the focus for retail and leisure uses, located in The Meridian Central Neighbourhood, and will form the hub of the community.

Subject to viability, the Local Centre will be expected to deliver on-site affordable floorspace provision for small and independent shops in order to support the offer and attractiveness of the Local Centre.

In order to capitalise on the waterfront location and create a destination and identity for Meridian Water, a concentration of A3 and A4 uses will be supported along the Causeway, within the Local Centre zone, and overlooking the River Lee Navigation (see Policy CL5).

There is the potential for the Local Centre to grow, as the new community at Meridian Water comes forward. A greater scale of development to that set out in the Core Strategy may be supported where:

- An update to the Retail Study (or similar evidence base document) recommends an increase in office floorspace or town centre uses in the Meridian Local Centre; and
- There would be no adverse effect on neighbouring centres.

This policy should be read in conjunction with Core Strategy policies 17 and 18, DMD policies 25, 32, and London Plan Policies 2.15 and 4.8.

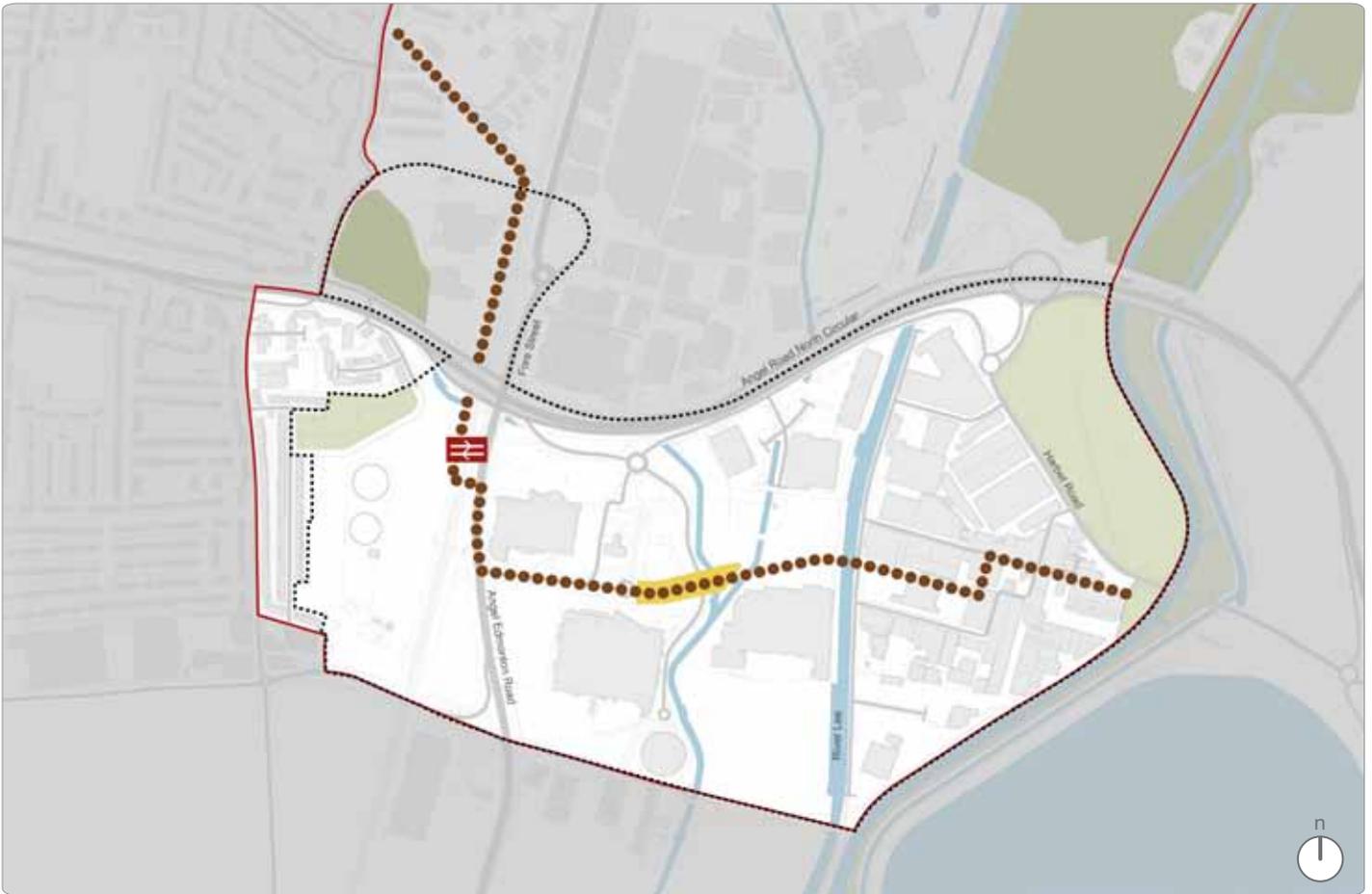


Figure 5.5: Indicative Meridian Water Local Centre Zone

Figure 5.5 Key

- | | |
|---|---|
|  Central Leaside Area Action Plan |  Indicative Meridian Water Local Centre Zone |
|  Roads |  Meridian Water |
|  Rail |  Causeway Route |
|  Public Open Space |  Meridian Water Station |

Ravenside Retail Park

5.7.9 Currently retail in Central Leaside is located at out of town retail stores at Glover Drive (Ikea and Tesco), Ravenside Retail Park and Angel Road Retail Park (north of the North Circular). These out of town retail sites have a wider catchment due to their accessibility from the A406 North Circular. Retail provision in Central Leaside makes a significant contribution towards employment and the local economy.

5.7.10 Ravenside Retail Park, located in the north of Meridian Water, south of the North Circular, and facing the dual carriageway, forms a visual screen from Meridian Water to the busy North Circular Road. The retail park will not directly face Meridian Water, which could lead to inactive frontages and a poor quality of public realm around the park.

5.7.11 Ravenside Retail Park plays an important role in the borough's retail hierarchy, however, the out of town Retail Park detracts from the quality of the environment and public realm locally. The Urban Characterisation Study highlights the negative streetscape impacts of 'big box retail' such as that at Ravenside Retail Park. It states that they do not take cue from the local context, are 'amorphous', have low permeability and act as a barrier to pedestrian movement. Reconfiguring Ravenside Retail Park to improve urban design, deliver active frontages, increase pedestrian accessibility and encourage greenery, would greatly enhance the quality and appearance of the area.

5.7.12 The London Plan is clear that out of town retail parks can have a positive contribution to retail where they complement and do not compete with town centres. Out of town retail parks offer comparison retail for bulky items however, due to their nature and location, they are typically car dependent and require large car parks.

5.7.13 The Enfield Retail Study (2009) recommends that comparison retail is focussed at Enfield's town and district centres. This evidence underpins DMD 25 which requires proposals to meet the Sequential Test and Retail Impact Assessments, directing retail to Enfield Town and the district centres first, then edge of centre sites and then retail parks.

5.7.14 FALP Policy 2.15 (Town Centres) provides planning policy support to provide modern retailing facilities that should ensure that existing and future retailers are able to react to future market conditions. 'Future-proofing' retail through these approaches should have the benefit of safeguarding jobs in the retail sector, which will be of great benefit to the local economy, as well as delivering additional employment opportunities through an increased density of retail use at the retail parks.

5.7.15 The role of retail parks is to complement the major and district centres by providing a distinctly different retail offer. In North East Enfield, immediately to the north of Central Leaside, the sub-division of existing large floorplate units into smaller units and development of smaller floorplate units has attracted retailers that would be more appropriate in town centres. Furthermore, there has been an increase in 'ancillary' uses, particularly food and drink that has begun to transform the character and nature of retail parks.

5.7.16 FALP Policy 4.8 Part B g) states that planning policies should seek to "manage clusters of uses having regard to their positive and negative impacts on the objectives, policies and priorities of the London Plan". It will be important to prevent such sub-division and ancillary use changes from occurring at the retail parks in Central Leaside due to their close proximity to Meridian Water Local Centre and its sensitive location amongst priority regeneration areas in the Upper Lee Valley. There is the potential for too many 'town centre uses' to cluster close to each other at the retail parks and Local Centre which could adversely affect regeneration efforts at Edmonton Green, Tottenham Hale and Northumberland Park.

5.7.17 To resist the potential clustering of 'town centre uses' in Meridian Water it is considered justified to adopt a policy preventing the sub-division of units which would attract retail uses more suitable in a town centre location, and to prevent ancillary uses coming forward on the retail parks.

5.7.18 It should be noted that DMD 25 will apply, requiring proposals to meet the sequential test and retail impact assessment, however it is considered that an explicit policy resisting the sub-division of retail units is necessary to avoid adverse impacts on neighbouring district centres through an oversupply of uses and retailers that would be more appropriate in major or district centres.

5.7.19 The FALP provides policy support for reconfiguring and intensifying retail provision in Central Leaside to provide modern retail units, which will increase employment opportunities and capitalise on the increased public transport accessibility and customer base at Meridian Water. Further policy support for Ravenside Retail Park is required to assist with public realm improvements, place-making and north-south connections throughout the site.

Policy CL14: Linking Ravenside Retail Park to the Wider Central Leaside Area

Redevelopment and reconfiguration of retail units at Ravenside Retail Park will be supported provided that it seeks to:

- Integrate with the new community at Meridian Water and the rest of Central Leaside;
- Improve the quality of the public realm; street scene and design of the buildings; and
- Improve pedestrian movement and safety throughout the site; particularly north-south connections from Meridian Water to the rest of Central Leaside.

This policy should be read in conjunction with Core Strategy policies 17, 18 and 38, DMD policy 25 and London Plan Policy 2.15.

5.8 Community Facilities

5.8.1 The regeneration of Meridian Water will deliver a new sustainable neighbourhood. With up to 5,000 new homes and 3,000 new jobs, future growth at Meridian Water will attract an estimated 11,500 new residents, plus workers and visitors. This means that Meridian Water will require social and community infrastructure to respond to additional demand and to help integrate new and existing communities. The AAP needs to encourage community cohesion, ensuring that proposals for community facilities are centrally located, with proposed new schools, health facilities and learning facilities connecting into community zones where people can meet and interact.

Education

5.8.2 The need for at least two primary schools, one secondary school and two early years facilities has been identified to support the new community at Meridian Water. These schools will be expected to serve the local population within close proximity of the new residential areas. The development of an all-through school (combining early years, primary and secondary facilities on one site) is seen as favourable.

5.8.3 The establishment of early years facilities by a private provider will be supported. Given that a considerable number of early years places are likely to be required over the plan period, establishment of a children's centre is also seen as a key opportunity. A children's centre would also offer support for parents and incorporate other facilities such as meeting rooms, which would be beneficial to the wider community.

5.8.4 The Council will continue to review the requirement for primary, secondary and early years education, beyond that outlined above, in light of evolving population projections over the plan period. Provision of school places in the context of pupil



Ravenside Retail Park

cross-border movement to neighbouring boroughs will also be considered, and the Council will continue to engage with surrounding boroughs as necessary.

Healthcare

5.8.5 Community and social infrastructure provided within Central Leaside must enable residents to live healthy and active lifestyles, reducing the health inequalities which exist across the borough, such as variations in lifespan and causes of mortality. It is also important to address wider health issues such as obesity, ensuring access to healthy food, and encouraging the use of active and sustainable modes of transport such as walking and cycling.

5.8.6 The Council expects that existing health inequalities will be addressed in part by increasing accessibility to education and employment opportunities, providing new open and play space to facilitate active and passive recreation opportunities, and creating cohesive and functional communities with the

opportunity to interact and socialise in interesting, vibrant places. Community facilities which encourage these behaviours will be supported and provided within Meridian Water. In addition, a new healthcare facility will be required to ensure that all residents within Meridian Water have access to a good quality, local healthcare service.

5.8.7 The large scale residential development that will take place at Meridian Water will require a new GP surgery to be delivered to accommodate GPs, nurses and other healthcare staff.

5.8.8 The Council will continue to review the requirement for healthcare services in light of evolving population projections over the plan period and taking account of the specific health needs which exist and may arise within the area. The promotion of active lifestyles, consumption of healthy food, travel on foot or by bike and greater social cohesion are key issues which will be facilitated in part by the redevelopment of Meridian Water.

Policy CL15: Community Facilities in Meridian Water

Community facilities in Meridian Water must:

- Ensure that proposals for community facilities that will cater for the needs of both the new and existing communities are situated in a location which is highly accessible to these communities;
- Ensure that community buildings are adaptable so that they can accommodate a variety of different uses. Provision may include office space to house any management organisation set up to manage social and environmental elements of Meridian Water; and
- Support community groups or organisations to deliver and manage various community facilities.

Education

Development at Meridian Water will be expected to contribute to the provision of the following:

- Two primary schools (both with a minimum of two forms of entry);
- One secondary school (with a minimum of eight forms of entry; and
- Two early years facilities or children's centres (to provide a minimum of 60 places each).

During out-of-school hours, the Council will support the efficient use of educational space for community use, provision for sports and social activities and places of religious worship.

The co-location of early years facilities with other community uses (for example a library, hall, community centre or school) will also be supported.

Healthcare

The Council will continue to work with its partners to ensure that appropriate modern healthcare facilities are delivered to support growth at Meridian Water. This comprises the following:

- A new GP surgery within close proximity of new residential areas and located close to a community hub or Meridian Water Local Centre.

The potential for co-location of health clinics within a community centre will be explored which may allow more flexible access to services for local residents, which do not need to be located within the GP surgery itself.

Community Spaces and Places

Community facilities should serve the local population, and should be clustered within local centres to form a community hub set within a well-connected neighbourhood. The co-location of facilities (for example a hall or community centre) is particularly encouraged, as is the flexible use of facilities for example school sports halls which can be used by local residents during evenings and weekends.

In order to facilitate the development of functional places where local residents can easily access the services they require, development of community facilities which are easily accessible on foot or by bike, and located within easy reach of residential development will be supported.

This policy should be read in conjunction with Core Strategy policy 7, 8 and 11, DMD policies 16, 17 and 18 and London Plan Policy 3.16, 3.17 and 3.18.

Public Open Space and Play Space

5.8.9 Connections to the Lee Valley Regional Park and Banbury Reservoir should also be enhanced in order to facilitate access to these considerable areas of public open space. In addition, enhancements to Pickett's Lock will be delivered and provide further recreational opportunities. Development of new walking and cycling routes, areas of informal play, and places for relaxation should be provided in conjunction with improvements to access at Lee Valley Regional Park and Banbury Reservoir.

5.8.10 The Meridian Water Masterplan emphasises the accessibility of public space, helping encourage residents to cycle and walk through, to and from open spaces. Given that Meridian Water is unable to accommodate additional green space, due to limited availability of land, this places a greater emphasis on improving access to it, particularly to the Lee Valley Regional Park, as well as improving the quality of provision to accommodate more intensive usage. Policy DMD 72 of the Proposed Submission DMD sets out the Council's position on how it proposes to address these shortfalls.

5.8.11 Open spaces should be multi-functional, supporting sports and recreation alongside biodiversity, natural habitats, amenity and landscape. Planting and habitat creation are proposed to enhance the biodiversity of the area.

5.8.12 The more 'urban' open spaces, such as small areas of hardstanding and adjacent to residential areas, are designed to be the focal point for markets, community activities and other events throughout the year, while the larger parklands to the east will form part of a sustainable urban drainage system (SuDS) network, with green spaces acting as temporary flood storage where possible,

and helping reconnect the River Lee Navigation back to housing and other urban areas.

5.8.13 Proposals for the delivery of the new public open space, articulated within the Meridian Water Masterplan, and in line with Policy CL33 of this AAP, will be supported. Proposals will be assessed against relevant DMD policies, including DMD 71, and relevant principles for the design of open space included within the Masterplan, such as how to make the area more connected and integration with the wider area. Furthermore, the provision of new open space at Angel Gardens will help address current open space deficiency and provide substantial positive benefits to the area in the context of improving the immediate physical environment and providing opportunity for greater social wellbeing, partnership and cohesion.

Multi-Functional Community Facilities

5.8.14 The provision of multi-functional community facilities within Meridian Water, will allow people the opportunity to meet and integrate, encouraging a sense of community and creating the opportunity for social interaction, which will result in social and health benefits.

5.8.15 The recent closure of a number of facilities local to Central Leaside, such as pubs and social clubs, means that provision of community halls, meeting rooms and other social spaces is even more important. Improved integration with Edmonton Green will allow for improved connections and cohesion with the wider community, and will also facilitate the use of meeting rooms, halls and community centres within Meridian Water by residents in the wider Central Leaside area and beyond.

5.9 Water

5.9.1 Water has an integral role in the success of Meridian Water, since waterways can create a unique sense of place and improve the everyday experience of residents and visitors. The Masterplan recognises the individual potential of each waterway and seeks to enhance their value and role within Meridian Water through providing opportunities to integrate with the new developments.

5.9.2 In conjunction with the green infrastructure, waterways must be managed to ensure Meridian Water's resilience against climate change, bringing benefit to immediate communities and the wider region.

Flood Risk Mitigation

5.9.3 Two brooks, one canalised river and the overflow channel cross Meridian Water. Fluvial risk is therefore a key consideration to the development of the site, although the Level 2 SFRA also considers other forms of flooding.

5.9.4 As a large area of previously developed land with extensive flood risk, redevelopment at Meridian Water represents an excellent opportunity to improve flood risk management that will benefit future users of the area and maximise development opportunities.

5.9.5 The Meridian Water Masterplan sets out a number of flood management measures that could incorporate modifications to the existing flood risk management infrastructure, or alteration of the site topography, including:

- Raising and lowering ground levels in key areas to increase safety in some places while creating compensatory flood storage elsewhere;
- Widening and restoration of the Pymmes Brook, Salmons Brook and Flood Relief Channel rivers;



Water attenuation system

- Creating flood storage upstream and downstream using the natural floodplain upstream and downstream of the site to accommodate additional floodwater;
- Increasing attenuation of tributaries. The flood risk posed by Pymmes Brook and Salmons Brook could potentially be alleviated by creating flood storage areas higher up in the catchment; and
- Comprehensive redevelopment of the open space across the area and the reshaping of the waterways.

5.9.6 Whilst the measures described in the Masterplan may be subject to future amendments, particularly at individual application stage, the fundamental criteria is that all developments must be safe from flooding and must not increase flood risk elsewhere.

Policy CL16: Managing Flood Risk in Meridian Water

The Council will continue to work in partnership with the Environment Agency, the Lee Valley Regional Park Authority, Thames Water and the Canal & Rivers Trust to secure an integrated and sustainable approach to the management of development and flood risk through complementary flood mitigation and water management measures.

All development will require a detailed site specific Flood Risk Assessment (FRA) to be submitted with each individual planning application, in accordance with the requirements of the NPPF, Enfield's Level 1 SFRA and the recommendations of the Level 2 SFRA.

Any new land identified as potential storage areas should not be remote from the proposed development site, as disruption to local flow patterns and flood mechanisms would be likely to result due to displacement of water.

Development should respond to the following principles:

- Consideration given to the condition of embankments around the reservoirs and Lee Navigation and maintenance regimes associated with these features;
- Widening and restoration of the Pymmes Brook, Salmons Brook and Flood Relief Channel rivers;
- Volumes of floodplain lost must be equal to the compensatory storage volume added;
- The implementation of Sustainable Urban Drainage Systems (SuDS) for all new developments and attenuation. It is likely that overland storage will be required to achieve this; and
- Storage added must also be at equivalent ground levels to the levels of any storage to be lost, in order to ensure that local flow patterns and storage are not disrupted.

This policy should be read in conjunction with Core Strategy Policy 28 and 29, DMD policies 59, 60, 61 and 62, and London Plan Policy 5.12.

5.10 Infrastructure Delivery in Meridian Water

5.10.1 Funding for infrastructure at Meridian Water will, in part, be secured by the collection of contributions via the planning system. Enfield's Community Infrastructure Levy (CIL) Preliminary Draft Charging Schedule (May 2013) proposes a varying rate for residential development across the borough, due to economic viability grounds arising from high abnormal site and supporting infrastructure costs. Therefore, residential development in the Meridian Water Masterplan area is currently proposed

to be charged at a zero rate for Enfield's CIL during the life of the charging schedule.

5.10.2 From April 2015, the CIL regulations restrict the use of pooled contributions towards items that may be funded via the levy. From that point onwards, no more may be collected in respect of a specific infrastructure project or a type of infrastructure through a section 106 agreement, if:

- Five or more obligations for that project or type of infrastructure have already been entered into since 6 April 2010, and

- It is a type of infrastructure that is capable of being funded by the levy.

5.10.3 A draft “Regulation 123” list identifies what type of infrastructure or projects the Council intends to fund (in whole or in part) from the Community Infrastructure Levy. The Council is preparing to introduce a Community

Infrastructure Levy and will publish a draft Regulation 123 Infrastructure List alongside the Draft Charging Schedule in late 2014. Following this consultation and adoption of the Enfield CIL Charging Schedule, the Regulation 123 List will be finalised to ensure that the Community infrastructure Levy and s106 obligations will fund separate items of infrastructure.

Policy CL17: Infrastructure Delivery in Meridian Water

Residential development within the Meridian Water Masterplan Area will be the subject of a financial contribution towards infrastructure requirements secured as a planning obligation. Key principles in determining the content and level of the corresponding S106 planning obligation are:

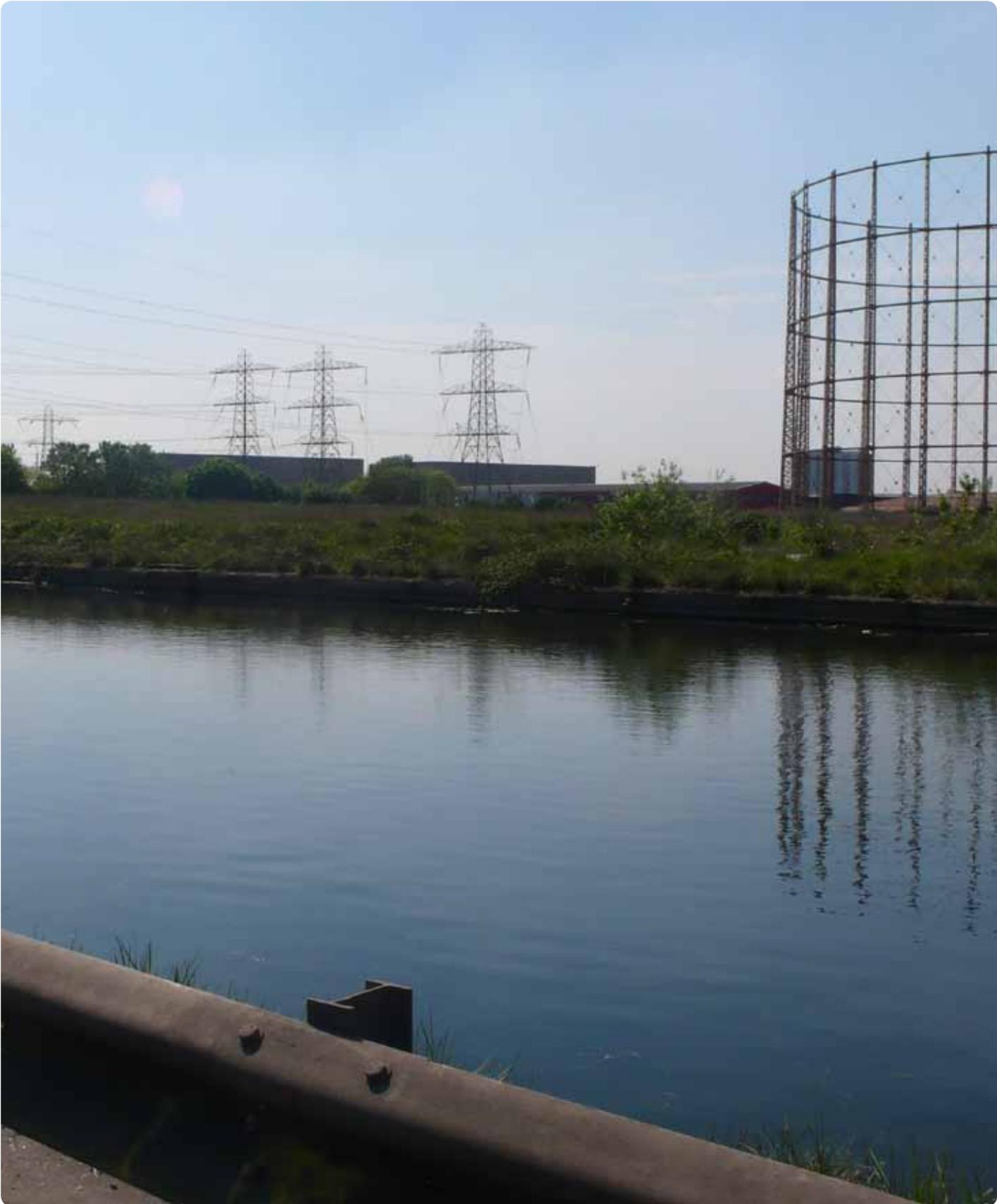
- a. It relates to infrastructure project provision identified within the Meridian Water Masterplan terms (excluding such infrastructure as may be listed periodically in any Regulation 123 List) particularly;
 - Flood defences
 - Waterside public realm improvements
 - New and improved public open space
 - Affordable housing
 - Employment measures
 - Provision and operation of car clubs.
- b. It must be necessary to make the development acceptable in planning terms, directly related to the development, and fairly and reasonably related in scale and kind to the development;

- c. A maximum amount will be secured subject to viability to ensure the level of contribution does not harm the delivery of the Masterplan; and
- d. It may include overage provisions to secure an increase in contribution, proportionate with the rise in land value resulting from the delivery of the infrastructure.

Section 106 contributions will be required and pooled for five residential neighbourhoods in Meridian Water. The Council will require outline applications to be submitted for each neighbourhood area indicated on Figure 5.2 and detailed in Table 5.1 and policies CL3, CL5, CL6, CL7 and CL8.

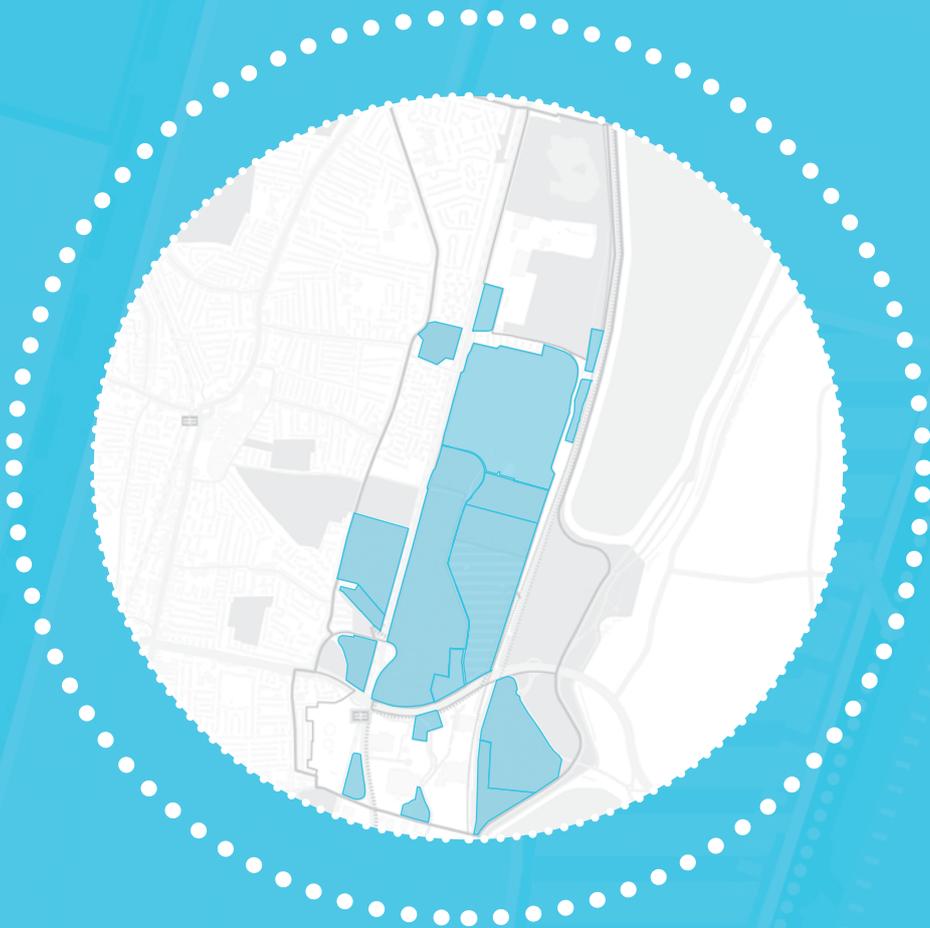
Payments may be collected in stages related to more detailed applications. No more than five obligations for a specific item of infrastructure will be pooled across the borough (except where pooling restrictions do not apply).

This policy should be read in conjunction with Core Policy 46.



Meridian Water from the River Lee

Facilitating Economic Growth and Improving Industrial Estates



6 Facilitating Economic Growth and Improving Industrial Estates

6.1 Introduction

6.1.1 Growing Enfield's business-base is a key element of the Council's approach to economic development. Enfield's Local Economic Assessment (LEA) (2011) identified that Enfield has space to accommodate more businesses and grow the overall number of jobs in the borough. One of the short to medium term priorities (para 3.25 of the LEA) is the need to *'improve access to local jobs in key growth sectors by unlocking training opportunities and identifying routes to employment including self-employment'*. The LEA recognises that one of the key strengths of the borough is that it has available land for both housing and business development whilst many other areas in London have limited space for growth.

6.1.2 Central Leaside will continue to be a major area for economic activity with significant scope for growth and expansion of employment opportunities. Existing businesses will benefit from the regeneration and redevelopment opportunities to intensify and redevelop existing sites for modern industries, including high-tech manufacturing, green and environmental industries and waste management.

6.1.3 Supporting economic and employment growth, and strengthening the local labour market, are key ingredients to realising the vision of Central Leaside as an area that attracts investment as a place to live and work.

6.1.4 This chapter sets out the Council's approach to facilitating economic growth and improving the industrial estates across Central Leaside. The first section provides policy direction on the area's Strategic Industrial Location (SIL) and Locally Significant Industrial Sites (LSIS), focusing in particular on how the designated employment areas can contribute to providing jobs across the area. The second section refers to the area's industrial estates and establishes a policy framework for more focused activity on attracting investment and increased job opportunities.

6.1.5 Business and industrial uses are defined as all those land uses within B1, B2 and B8 use classes, as well as non-B class uses including sui generis employment uses such as transport, utilities and waste. In addition to the B use classes, retail, leisure, education and community uses are also considered as an employment source which will contribute towards meeting the net additional 3,000 jobs across Central Leaside over the life of the AAP.



6.2 Policy Context

Policy context for Economic Growth & Industrial Estates	
<p>London Plan (2011)</p> <p>Draft Further Alterations to the London Plan (2014)</p>	<p>Policy 2.17 Strategic Industrial Locations</p> <p>Policy 4.1 Developing London's Economy</p> <p>Policy 4.2 Offices</p> <p>Policy 4.4 Managing Industrial Land and Premises</p> <p>Policy 4.7 Retail and Town Centre Development</p> <p>Policy 4.8 Supporting a Successful and Diverse Retail Sector (and Related Facilities and Services)</p> <p>Policy 4.10 New and Emerging Economic Sectors</p> <p>Policy 4.11 Encouraging a Connected Economy</p> <p>Policy 4.12 Improving Opportunities For All</p>
<p>Upper Lee Valley Opportunity Area Planning Framework (2013)</p>	<p>Policy 7.2 Guiding principles for Meridian Water</p> <p>Policy 7.3 Meridian Water Masterplan</p> <p>Policy 7.4 Industrial land</p>
<p>Enfield Core Strategy (2010)</p>	<p>Core Policy 13 Promoting Economic Prosperity</p> <p>Core Policy 14 Safeguarding Strategic Industrial Locations</p> <p>Core Policy 15 Locally Significant Industrial Sites</p> <p>Core Policy 16 Taking Part in Economic Success and Improving Skills</p> <p>Core Policy 17 Town Centres</p> <p>Core Policy 18 Delivering Shopping Provision Across Enfield</p> <p>Core Policy 19 Offices</p>
<p>Proposed Submission Development Management Document (2013)</p>	<p>DMD 19 Strategic Industrial Location</p> <p>DMD 20 Locally Significant Industrial Sites</p> <p>DMD 21 Complementary and Supporting Services within SIL and LSIS</p> <p>DMD 23 New Employment Development</p> <p>DMD 24 Small Businesses</p>
<p>Other Sources</p>	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Meridian Water Masterplan (2013)</i></p> <p><i>Draft Industrial Estates Strategy (2013)</i></p> <p><i>Employment Land Study, Halcrow, (2006)</i></p> <p><i>Employment Land Study Update, Halcrow, (2009)</i></p> <p><i>Employment Land Review, Roger Tym & Partner (2012)</i></p> <p><i>Enfield Local Economic Assessment (2011)</i></p>

6.3 Employment in Central Leaside

6.3.1 Central Leaside is an area where business and industry have flourished since the 19th century. Old and modern industrial buildings and yards dominate the character of Central Leaside. Until around 20 years ago, this area had a very strong manufacturing base that declined markedly following the economic recessions of recent years and the competition from lower cost developing nations. To some extent this has been offset by the growth in other sectors such as food and drink manufacturing and green and low carbon industries. Industrial estates still remain a vital source of employment for local residents.

6.3.2 Despite an overall reduction in employment numbers, Enfield's manufacturing sector remains one of the largest in London and there has been an increase in employment in food and drink manufacturing over the past 20 years⁶.

6.3.3 There are around 36 food and drink manufacturing businesses in Enfield with around half located in Central Leaside⁷. This sub-sector has the largest workforce in the manufacturing sector, making up one in three jobs, with businesses typically employing 20-130 people. These businesses have London, UK and international markets and include national brands.

6.3.4 Existing industrial estates, in particular those located north of the A406 will provide opportunities for established industries to grow and to develop their role as a location for jobs and economic activity, in order to deliver at least 3,000 new jobs across the area.

6.3.5 Growing the borough's business-base is a key element of the Council's approach to economic development. Enfield has space to accommodate more businesses and grow the overall number of jobs in the borough. Most of the businesses in Enfield's growing sectors are concentrated on the eastern and southern-

side of the borough, along the Upper Lee Valley (ULV) growth corridor, where strategic sites including Meridian Water, are located.

Job Growth in Central Leaside

6.3.6 Some of the borough's old factory sites have been redeveloped into modern business parks that accommodate a wide range of firms. Businesses are attracted by Enfield's good location through its proximity to key transport routes, and by the availability of land.

6.3.7 Enfield still needs to continue to expand, modernise and diversify its employment base. This means encouraging new firms and start-ups but also retaining and growing the borough's existing businesses. Enfield has experienced substantial changes to its economy and business-base over the past 40 years, shifting away from being dominated by large businesses and 53% employment in the manufacturing sector, to a broader service-based economy made up predominantly of small and micro businesses⁸.

6.3.8 Employers in growth sectors have indicated that it is difficult to attract local applicants for skilled jobs, notably construction trades, distribution and engineering jobs. As a result, businesses tend to look to recruitment agencies to fill positions⁹.

6.3.9 Enfield's approach to socio-economic regeneration involves working in close partnership with key stakeholders to achieve long-term benefits for its residents, particularly those experiencing severe disadvantage and deprivation¹⁰.

⁶ Employment Land Review, Roger Tym & Partners (2012)

⁷ Employment Land Review, Roger Tym & Partners (2012)

⁸ Enfield's Local Economic Assessment (2011)

⁹ Enfield's Local Economic Assessment (2011)

¹⁰ Enfield's Local Economic Assessment (2011)

6.3.10 The need to deliver more jobs and economic growth in Central Leaside is a key objective of this AAP. To achieve this, the Council needs to create the right conditions to attract investors to locate in this part of the borough. The area has the potential to deliver up to 3,000 net additional jobs over the life of the AAP.

6.3.11 In order to accurately plan for net additional job growth in Central Leaside, it is important to know the number of existing jobs across the area. According to the ONS, Business Register and Employment Survey (2012)¹¹, there is estimated to be **7,264** jobs across the study area, in various industrial categories such as manufacturing, leisure, utilities, retail and other B and non – B uses.

6.3.12 To deliver a net additional 3,000 jobs across Central Leaside over the plan period, the area needs to achieve a shift in its economic base away from traditional industrial areas to one based on higher value industry that aims to strengthen the economic competitiveness of the Upper Lee Valley.

6.3.13 The estimated net additional employees is based on known and assumed intensification of each of the areas within Central Leaside. For some areas this is based on established regeneration plans, such as housing delivery at Meridian Water, the provision of new education facilities and the proposed Local Centre at Meridian Water.

6.3.14 For Harbet Road, this is based on the move away from traditional industrial areas to ones based on higher value that aims to increase investment and job growth. As set out in Policy CL8 and CL10, the designation of Harbet Road as an IBP (5.4 hectares) and PIL (8.8 hectares) will significantly contribute to this job uplift. In other cases, it is based on assumed redevelopment and intensification of the

area's industrial estates including Eleys Estate, Aztec 406 Industrial Park, the proposed upgrade to Deephams Sewage Treatment Works and the redevelopment of Edmonton EcoPark. Improvement and intensification at Clavering's and Montagu Industrial Estates, where businesses and agents have indicated increased demand for space through the Council's 2012 Employment Land Review, will also contribute to this growth.

6.3.15 Based on a combination of known regeneration projects and assumed uplifts on industrial estates reflecting market trends and demands, a net additional **3,134** jobs can be delivered across Central Leaside. Currently, these projections are phased over the plan period.

6.3.16 The table below shows the existing number of employees and estimated future employment growth across Central Leaside. Further detail on how these figures will be allocated across the industrial estates and key opportunity areas will be provided in the next version of this document.

Table 6.1: Estimated existing and future employees in Central Leaside

Estimated employees 2014	Estimated net additional employees 2031	Estimated gross employment in 2031
7,264	3,134	10,398

6.3.17 Based on past and estimated future employment trends evidenced in the Employment Land Review (2012), business feedback, known expansion plans and the long term vision for the area, it is expected that new jobs in Central Leaside will mainly be created in light industry (B1c), green industries (higher value B2), business

¹¹ ONS, (2012); Business Register and Employment Survey, London.



Heal's Distribution Centre, Aztec 406 Industrial Estate

innovation, cultural and creative industry, some retail and leisure and recreation and community and education uses. A number of temporary construction jobs associated with the construction of the 5,000 new homes will also be created. Economic activity will continue to be protected and intensified in the established industrial estates, and leisure uses developed at Pickett's Lock. Sectors with growth potential include: the green & low carbon, wholesale, construction, retail and health sectors.

6.3.18 Furthermore, the provision of new mixed use employment - related uses at three new LSIS located in Meridian Water will also contribute to meeting the 3,000 jobs. The Council will need to ensure that there is careful control and management over the proposed uses to ensure the expected employment densities.

Existing Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS)

6.3.19 In line with Enfield's Core Strategy Policies 14 and 15, the existing SIL and LSIS locations within Central Leaside are shown below in Figure 6.1. As per the

adopted Core Strategy (2010), there is approximately 331 hectares of SIL across Enfield, with approximately 88 hectares of this in Central Leaside. The borough contains 34.2 hectares of LSIS, with 9.3 hectares of this within Central Leaside.

6.3.20 The Local Plan's objective to promote economic prosperity and sustainability is a long-term one, seeking to strengthen the economy, create new jobs and address unemployment over the life of the plan. In order to achieve this objective the borough's SIL and LSIS are safeguarded by the Core Strategy and the London Plan.

6.3.21 The availability of employment land of the right type and in the right location is central to achieving the Council's policy on economic prosperity and job growth. Most of the borough's industrial land lies in the Upper Lee Valley. North East Enfield and Central Leaside together account for 83% of the borough's industrial land and provide differing employment offers.

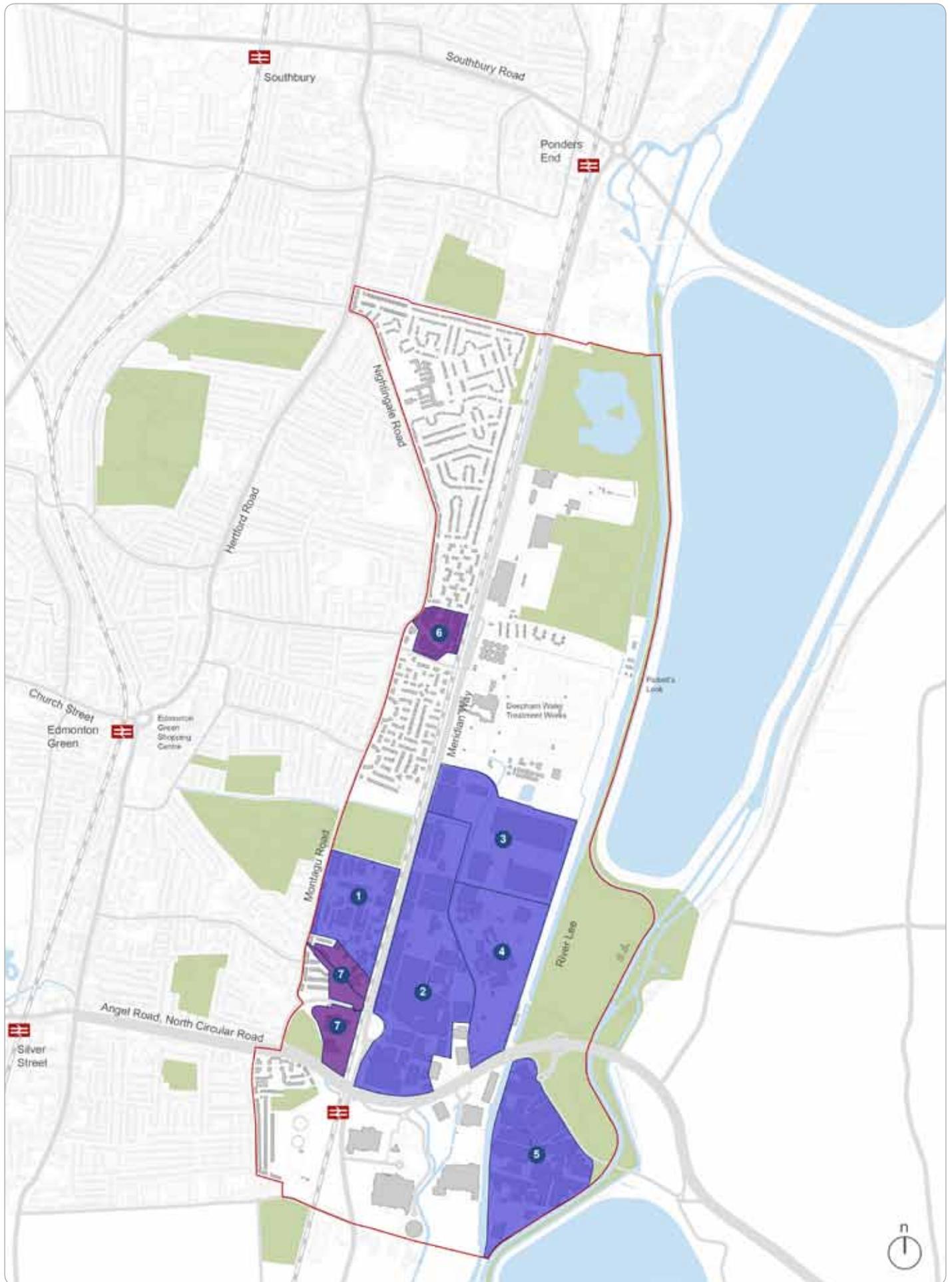


Figure 6.1: Existing SIL and LSIS in Central Leaside

6.4 Central Leaside AAP approach to SIL and LSIS

6.4.1 The Council’s approach to release of SIL at Harbet Road is already set out in Section 5 of this AAP. Policy CL10 provides the policy direction for the changing nature of the remaining SIL at Harbet Road Industrial Estate, necessary to accommodate the delivery of 5,000 new homes at Meridian Water. Policy CL8 Meridian East Neighbourhood provides policy direction for how the proposed employment and residential uses can successfully operate together.

6.4.2 In order to achieve a balance of transformation change and no net loss to industrial capacity in Central Leaside, it is necessary to identify new SIL and LSIS to address the 4.5 hectare loss of SIL at Harbet Road, which will enable the Council to intensify and consolidate existing employment areas to deliver 3,000 jobs. A number of areas are appropriate for SIL and LSIS designation, which are shown on Figure 6.2, with a further analysis provided in Table 6.2 below.

6.4.3 Core Policy 15 and DMD Policy 20 seek to ensure that such LSIS sites are safeguarded for a range of industrial uses where they continue to meet demand and the needs of modern industry and business. Where such sites are no longer suitable for industrial uses, or have been identified through the Council’s regeneration programme as opportunities to contribute to the wider regeneration benefits, a progressive release of land will be achieved

through the development of comprehensive master plans in order to facilitate urban regeneration.

6.4.4 Although the southern half of Montagu Industrial Estate is currently designated LSIS, there is evidence that the previous employment use has largely ceased by the 1980s. Since then the site has been vacant with public access largely restricted, which in part has encouraged fly tipping. To respond to open space deficiency, the Council is bringing forward its own proposals for a new open space at Rays Road. Through this AAP, the southern portion of Montagu Industrial Estate will be de-designated as LSIS to accommodate the new landscaped park for public recreation at Rays Road, to be named ‘Angel Gardens’. This will help the Council secure one of its objectives in delivering its wider regeneration of Central Leaside and the delivery of the Meridian Water Masterplan (see Policy CL3).

6.4.5 Whilst the proposal would result in the loss of employment land, it is acknowledged through the Council’s regeneration programme that the impact on overall provision would likely be offset either through the future intensification of existing employment sites (e.g., Harbet Road) and/or the potential opportunities created through the delivery of the Meridian Water Masterplan. Furthermore, given the site is currently vacant, the proposal would not involve the displacement of any existing businesses from the site. Figure 6.2 shows this area of land removed from LSIS.

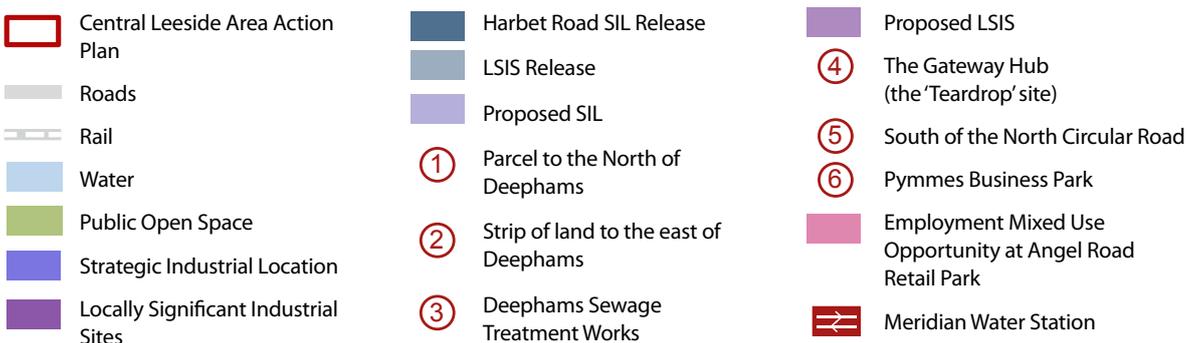
Figure 6.1 Key

	Central Leaside Area Action Plan		Strategic Industrial Location		Locally Significant Industrial Sites
	Roads		1 Montagu Industrial Estate (northern part)		6 Claverings Industrial Estate
	Rail		2 Eleys Estate		7 Montagu Industrial Estate (southern part)
	Water		3 Aztec 406 Industrial Estate		
	Public Open Space		4 Edmonton EcoPark		
	Meridian Water Station		5 Harbet Road Industrial Estate		

Table 6.2: New SIL and LSIS in Central Leaside

ID	Industrial Estate	SIL / LSIS	Suitability for SIL / LSIS
1.	Parcel to the north of Deephams	SIL (PIL)	Provision of up to 2.1 ha of industrial land, suitable for PIL SIL uses. The site is relatively distant from residential and town centre uses, and is unlikely to have a significant effect on existing land values and development opportunities within the AAP area. Safeguards the site for employment generating uses.
2.	Strip of land to the east of Deephams	SIL (PIL)	Provision of up to 2.0 of industrial land, suitable for PIL SIL uses. The site is relatively distant from residential and town centre uses, and is unlikely to have a significant effect on existing land values and development opportunities within the AAP area. Site is already industrial in character.
3.	Deephams	SIL (PIL)	Extending the SIL Preferred Industrial Location (PIL) at Eleys/Aztec and Edmonton EcoPark designation north to cover land occupied by Deephams Sewage Works. Site is already industrial in character.
4.	The Gateway Hub (i.e. the 'teardrop' site)	LSIS	Provision of up to 1.7 ha of mixed use employment land and employment-related uses.
5.	South of the North Circular Road	LSIS	Provision of up to 1.5 ha of mixed use employment land and employment-related uses.
6.	Pymmes Business Park	LSIS	Provision of up to 1.5 ha of mixed use employment land and employment-related uses.

Figure 6.2 Key



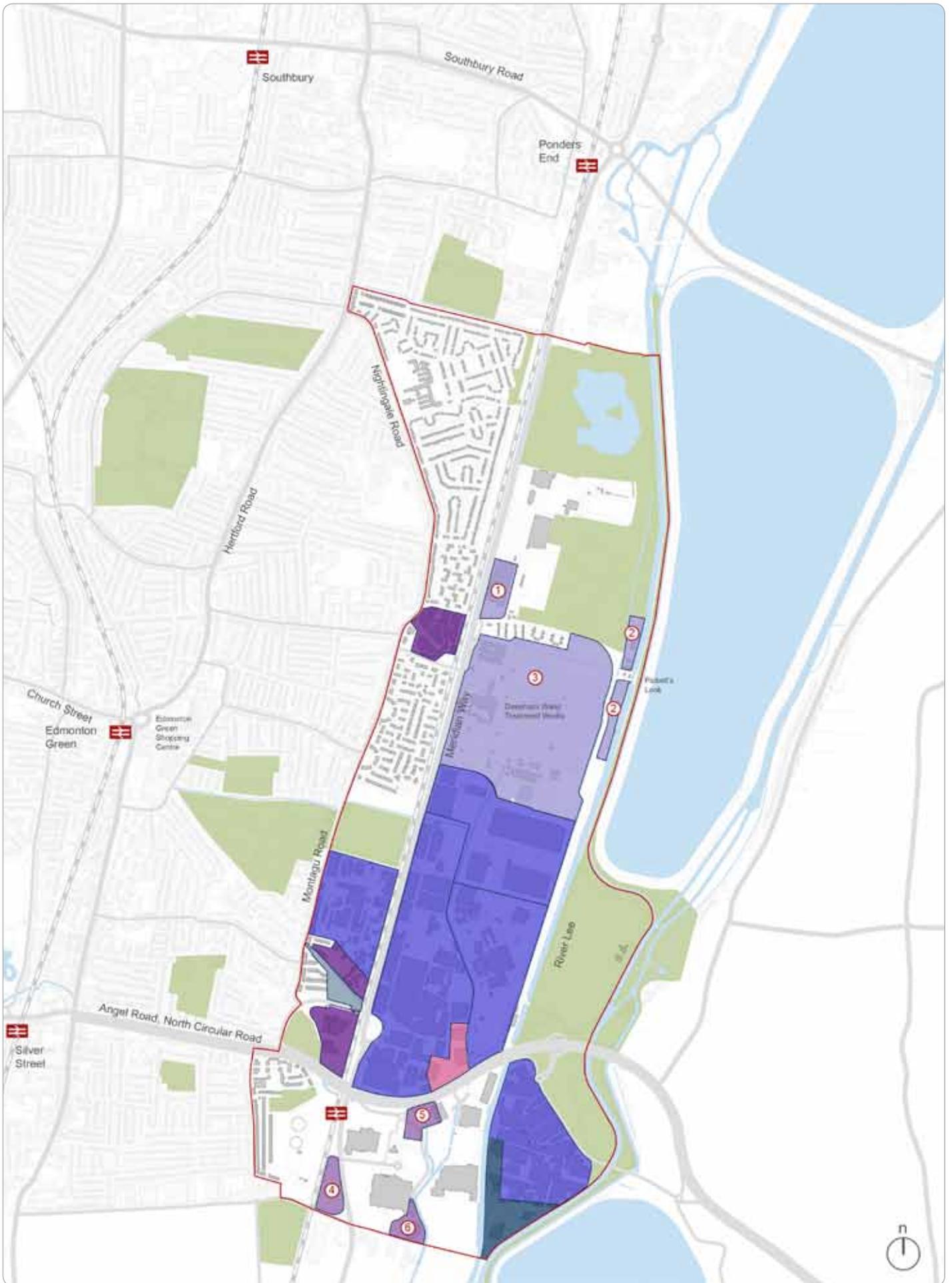


Figure 6.2: Proposed SIL and LSIS in Central Leaside

Deephams Sewage Treatment Works

6.4.6 Designating Deephams STW as SIL involves extending the SIL Preferred Industrial Location (PIL) designation north to cover land occupied by the sewage works. Although the inclusion would not represent a gain in SIL floorspace, it would consolidate and strengthen the protection of the area for future employment uses. The utilities infrastructure at Deephams is an industrial-type use which would be appropriately contained within SIL, bringing an additional 34 hectares under SIL designation.

6.4.7 The planning application for the Phase 2 Upgrade of Deephams Sewage Treatment Works (STW) covers the entire existing site. The redevelopment will be carried out on a phased basis across the site, allowing the STW to continue operating during the works. The layout of the proposed Upgrade releases space within the existing site that can be used to accommodate future changes to the sewage works Post Phase 2 redevelopment. This released space has the potential for interim use for other non-waste infrastructure uses. See Policy CL23 for more detail.

Policy CL18: New Strategic Industrial Locations in Central Leaside

The Council will safeguard the following new sites as Strategic Industrial Locations (SIL):

Name of industrial area	Preferred Industrial Location (PIL) or Industrial Business Park (IBP)	Area of site (to the nearest hectare)
Parcel to the north of Deephams	PIL	2.1
Strip of land to east of Deephams	PIL	2.0
Deephams	PIL	34

This policy should be read in conjunction with Core Strategy policies 14 and 15, DMD policy 23, and London Plan Policies 2.17 and 4.4.



Eleys Industrial Estate

Policy CL19: New Locally Significant Industrial Sites in Central Leaside

The Council will safeguard the following new sites as Locally Significant Industrial Sites (LSIS):

Name of industrial area	Area of site (to the nearest hectare)	Key site specific principles for development
The Gateway Hub (the 'teardrop' site)	1.7	The design, layout and style of individuals plots should be guided by the Meridian Water Masterplan See policy CL4 Gateway Neighbourhood
South of the North Circular Road	1.5	The design, layout and style of individuals plots should be guided by the Meridian Water Masterplan See policy CL5 Meridian Central Neighbourhood
Pymmes Business Park	1.3	The design, layout and style of individuals plots should be guided by the Meridian Water Masterplan. Proposals will be expected to be of high quality design that respects the setting of the nearby LVRP. See policy CL5 Meridian Central Neighbourhood

This policy should be read in conjunction with Core Strategy policies 14 and 15, DMD policy 23, and London Plan Policies 2.17 and 4.4.

Justification for SIL Release

6.4.8 Taking the above into consideration, it is necessary to show the implications of the Harbet Road SIL release on the rest of Central Leaside, in terms of the actual quantum of SIL floorspace. Table 6.3 demonstrates that with the release of SIL at Harbet Road and the additional sites designated as SIL and LSIS, there is a minor loss of **0.4 hectares** of SIL across the study area.

6.4.9 With industrial land releases elsewhere in London exceeding the GLA's benchmark guidance and reducing the supply in other boroughs, there is some evidence of businesses relocating to Enfield, supporting designation of proposed SIL and LSIS in Central Leaside, and indeed elsewhere in the borough. Enfield's Employment Land Review (2012) highlighted that local agents confirmed that the shrinking availability of stock in London as a whole, and particularly Central London, is continuing to force occupiers to outer London boroughs such as Enfield.

6.4.10 The Core Strategy directs Enfield's employment growth. There are two approaches to the borough's industrial and business locations: firstly to grow and support businesses that are successfully operating from Enfield's employment locations; and secondly to diversify the economy into new growth sectors to ensure that the borough is not dependent on declining sectors. The Core Strategy identifies the scope of potential for the different employment areas to focus on different sectors.

6.4.11 **Core Policy 13 Promoting Economic Prosperity** - policy intervention, via the Central Leaside AAP, is required to reverse the continuing decline in employment and promote the area as an attractive business location for growth services such as business services, creative industries and hospitality services. To deliver change at Meridian Water and to ensure its benefits are shared by Central Leaside and beyond, it is necessary to shift employment in area away from traditional

Table 6.3: Loss of SIL floorspace in Central Leaside

Site ID	Name	Area (ha)
1.	Parcel to the north of Deephams STW	2.1
2.	Two strips of land to east of Deephams STW	2.0
Sub-total (1-2)		4.1
3.	Deephams STW	34.0
Total Proposed SIL (1-3)		38.1
Loss of SIL at Harbet Road		(4.5)
Proposed net SIL change excluding Deephams STW		(0.4)
Proposed net SIL change including Deephams STW		33.6
% SIL loss in Enfield context		0.1%
% SIL loss in Central Leaside context		0.5%

industries such as manufacturing, whilst building on existing strong green industry, food sector and light industrial uses.

6.4.12 There are a number of broad economic drivers that would suggest demand for industrial land and premises in Enfield is likely to remain strong over the coming years. In general, the firms occupying the industrial estates in Enfield have sought to locate in Enfield because it provides a competitive advantage for their products or markets. Enfield sits at the heart of one of the major growth corridors in the most vibrant part of the UK economy. Therefore, the industrial estates have a unique role to play in servicing this growth and, provided they get their offer right, should have a productive future. The borough's industrial land portfolio includes Brimsdown which is the second largest industrial estate in London after Park Royal. The continued safeguarding and management of this SIL could potentially accommodate the types of logistics and distribution companies that require appropriate sites, premises and infrastructure to accommodate future growth.

6.4.13 Meridian Water is the largest single development during Enfield's current plan period, facilitating on underused and brownfield land the delivery of 5,000 new homes, 3,000 new jobs, new transport connections and much-improved recreational opportunities. In the context of the sub-regional Upper Lea Valley Opportunity Area Planning Framework, the loss of 0.4 hectares of SIL is a relatively small loss.

6.5 Improving Existing Industrial Estates

6.5.1 Central Leaside contains a valuable reservoir of strategically important industrial land, which is safeguarded and managed in accordance with the London Plan and its supplementary planning guidance, and Enfield's Local Plan.

6.5.2 The Council is developing an Industrial Estates Strategy for the entire borough. This Strategy forms a framework for more focused activity on attracting investment and job opportunities, and increasing employment density. The vision is:

“to build on existing key strengths, such as Enfield's strong manufacturing and technological legacy of the past to create an even more prosperous and vibrant place that is fit to do business for the 21st century”.

6.5.3 In order to deliver this vision, the Strategy aims to:

- Support economic growth, innovation and enterprise, by:
 - Maximising the role of the estates in meeting the Council's priorities for job growth; and
 - Diversifying the borough's economic base.
- Enhance the competitiveness of the borough by capitalising on its locational advantage within the London-Stansed-Cambridge corridor.

6.5.4 The overall goal of the Industrial Estates Strategy is to ensure that the industrial estates of the borough are used to their full potential to achieve economic growth and prosperity for businesses in Enfield and to provide stable and well-paid employment opportunities for Enfield's residents.

6.5.5 The draft Strategy assesses existing employment areas within the Central Leaside area, and sets out where the priorities for Council intervention should lie. These priorities have been used to inform policy in this chapter.



Coca Cola Production Line

6.5.6 A number of key issues and priorities for action have emerged from the Industrial Estates Strategy. Some relate to individual estates and the actions are primarily targeted at making things work better. Action can be taken on a number of estate management issues such as:

- Road congestion;
- Road upkeep;
- Parking/Serviceing;
- Crime; and
- Advertising controls.

6.5.7 There are also short term business development initiatives which can be launched around co-ordinated cross-borough working and local business engagement. There is key strategic infrastructure investment which is critical for long term prosperity of the estates, most notably the new 'Meridian Water Station' and four trains-per-hour service from 2018 and eight trains-per-hour from 2022 on

the West Anglia Mainline. Furthermore, improvements to bus services to employment areas will support local people in accessing jobs (see Policy CL12). The Lee Valley Heat Network and Crossrail 2 will also add to the Central Leaside offer.

6.5.8 Harbet Road industrial estate is discussed as part of the Meridian Water development in Chapter 5. This section deals with Central Leaside's other industrial estates. The key issues for each of these industrial estates are summarised below:

6.5.9 Eleys Estate (SIL): is located in the south east of the borough, to the north of the North Circular Road, East of Meridian Way (A1055) and west of the Edmonton EcoPark site. Occupancy is high and space at a premium, with many of the units having high plot ratios and little available space. It also has a fragmented landownership pattern, with approximately 72 different landowners. The estate has more than 60 occupiers at any one time, a number of

different types of uses, as well as a range of quality of premises. The estate's historic nature and multiple occupants make it one of the most significant and complex industrial areas in the borough.

6.5.10 Eleys' Estate is affected by a number of issues, predominantly around congestion, parking, areas of poor estate environment, and crime.

6.5.11 The Council will work with representatives of the Eleys Estate management group to better understand the issues affecting the estate.

6.5.12 Montagu Industrial Estate (SIL and LSIS): is located east of Meridian Way and Eleys Industrial Estate. Access is via small/residential roads, and the estate is in relatively close proximity to residential areas around Montagu Road. The estate is owned by the Council. The northern part of the estate is designated SIL and the southern portion is LSIS.

6.5.13 There are approximately 50 units on the estate, including uses such as London Black Cab repair shops, garages, a wedding venue, concrete works, metal works and general industrial and small scale manufacturing uses. The nature of uses on the site suggests that the majority of occupiers on the estate are local businesses, supplying Enfield and north London.

6.5.14 Aztec 406 Industrial Park (SIL): this site is to the north of the Edmonton EcoPark and consists of waste management facilities and large modern warehousing units at Ardra Road including a LIDL distribution depot, a Heals distribution centre and the Biffa Edmonton Materials recycling Facility.

6.5.15 Claverings Industrial Estate: Most of the area is purpose built for light industrial, office uses Council services and creative/cultural uses, although the units are now quite old, it provides low rental space for local users. The estate is owned by Enfield Council.

6.5.16 The 2012 Employment Land Review recognised that the Claverings Estate should retain its LSIS designation, but a new mix of uses could be considered.

6.5.17 Although some of the units on the estate are showing signs of obsolescence having been built in the 1960s/70s, the estate layout is satisfactory and there is an adequate supply of parking. There is potential for this estate to be encouraged in the short to medium term to become a creative hub, reflecting the current number of artistic/creative uses on site. This could be seen as the start of a creative cluster in Central Leaside. There is also some potential for job intensification and upgrading of the estate environment.

Relocation strategy

6.5.18 The Council will work with occupiers and owners to develop a strategy for relocating existing businesses as part of a Council-led regeneration strategy for the redevelopment of the estate for employment-led mixed-use development. The strategy will ensure that existing businesses are supported in any relocation.

6.5.19 A relocation strategy for existing businesses affected by the release of SIL will be provided. This strategy will ensure that:

- The scale, character and diversity of affected businesses are recognised;
- The alternative locations that have been identified to accommodate relocated businesses suit their specific needs; and
- Robust processes are put in place to provide support to businesses during their relocation to minimise potential adverse effects, for example to access support networks. There should be particular regard for small businesses to help them relocate within the existing development if possible, and allow them to return if temporarily displaced.

Policy CL20: Improving Existing Industrial Areas

Part A: Overview

New development in the industrial estates of Central Leaside will be expected to take advantage of the strategic position in the Upper Lee Valley Corridor and Stansted Corridor to drive prosperity and growth. Development must deliver increased job densities and opportunities for local people. A coordinated approach is required to ensure that the existing industrial estates meet the demands of businesses. The Council will work with its partners and the business community to improve internal connectivity, efficiency, innovation and productivity.

Part B: Priorities for Action

New industrial development or redevelopment will be permitted within the industrial areas identified as SIL and LSIS in policies CL18 and 19, and shown on Figure 6.2.

Development proposals within the industrial estates listed in Part C will be required to contribute to improvements as follows:

- Provide efficient car parking layouts that direct car users away from parking on the street;
- Improve circulation on internal estate roads where development is of sufficient scale to enable this to happen;
- Improve pedestrian and cycle routes within Central Leaside and beyond, in accordance with Policy CL26; and

- Provide good quality public realm and, where appropriate, planting to support the biodiversity of the area.

Part C: Industrial Estates

Policies relating to the Harbet Road Industrial Estate are set out in CL10.

Eleys Estate (SIL)

- Work in partnership with the Eleys Estate Management Group to develop a strategy to tackle identified issues such as estate crime;
- Where feasible, work with the Eleys Estate Management Group to help facilitate the adoption of unclassified roads; and
- Meet the requirements set out in Part B above.

Montagu Industrial Estate (SIL) (northern section)

- Meet the requirements set out in Part B above.

Montagu Industrial Estate (southern section)

- Changes to the design, layout and style of individual plots should be guided by the Meridian Water Masterplan;
- Declassification of LSIS designation to accommodate the provision of 1.5ha of open space known as 'Angel Gardens', see paragraphs 6.4.4 and Figure 6.2; and

Policy CL20 continued...

- Meet the requirements set out in Part B above.

Aztec 406 Industrial Business Park (SIL)

- Meet the requirements set out in Part B above.

Claverings (LSIS)

- A proactive approach in encouraging creative/cultural uses through flexible lease terms and assisting with artistic and cultural set-ups; and
- Meet the requirements set out in Part B above.

Part D: Relocation of Businesses

Where development requires existing businesses to be relocated, the Council will work with owners (and occupiers), prior to any redevelopment taking place, to relocate to appropriate premises in employment or mixed use areas defined within the AAP, or other locations within the borough.

This policy should be read in conjunction with Core Strategy policies 13, 14 and 15, DMD policies 19, 20, 21 and 23 and London Plan policies 4.4 and 4.10.



Eleys Industrial Estate

Angel Road Retail Park



7 Angel Road Retail Park

7.1 Introduction

7.1.1 Angel Road Retail Park is located north of Meridian Water, Ravenside Retail Park and the A406 North Circular. It straddles Eley Road and is located adjacent to SIL land at Eleys Estate. It consists of three large 'big box' retail blocks and is designated as a Retail Park under policy DMD 25.

7.1.2 The units at Angel Road Retail Park are simple warehouse buildings made of brick and metal sheeting. The Town Centre Uses and Boundaries Review (2013) states that *"the buildings are in a reasonable condition and well maintained, however, the buildings are a bit dated"*.

7.1.3 The Review also states that the site is within walking distance of Angel Road Station and bus routes. As a result of proposals at Meridian Water, Angel Road Station will be relocated south of the A406, and new and enhanced bus routes will operate along the Causeway serving the new development. Angel Road Retail Park is somewhat isolated from Meridian Water at present – the only access being a pedestrian footbridge from Ravenside Retail Park. Whilst the frequency of public transport links will improve as a result of long term development and change in Central Leaside, the focus of this will be south of the A406, meaning that the A406 places a barrier between Angel Road Retail Park and the public transport improvements.



Angel Road Retail Park

7.2 Policy Context

Policy context for Retail Chapter	
London Plan (2011)	Policy 2.7 Outer London Economy Policy 2.15 Town Centres
Draft Further Alterations to the London Plan (2014)	Policy 4.7 Retail and Town Centre Development Policy 4.8 Supporting a Successful and Diverse Retail Sector (and Related Facilities and Services) Policy 4.9 Small Shops
Upper Lee Valley Opportunity Area Planning Framework (2013)	Paragraph 2.3 Mixed-use Paragraph 2.5 Retail
Enfield Core Strategy (2010)	Core Policy 17 Town Centres Core Policy 18 Delivering Shopping Provision Across Enfield Core Policy 37 Central Leaside Core Policy 38 Meridian Water
Proposed Submission Development Management Document (2013)	DMD 25 Locations for New Retail, Leisure and Office Development DMD 28 Large Local Centres, Small Local Centres and Local Parades DMD 29 Individual Shops and Small Clusters of Shops
Other Sources	<i>National Planning Policy Framework (2012)</i> <i>Meridian Water Masterplan (2013)</i> <i>North East Enfield AAP (2014)</i> <i>Town Centre Uses and Boundaries Review (2013)</i> <i>Enfield Retail Study Update (2009)</i> <i>Draft Enfield Retail Capacity Study (2014)</i>

The changing nature of Angel Road Retail Park

7.2.1 The recent change of use from A1 retail to a banqueting hall has further changed the character of the area, including its retail function, and suggests that the Retail Park could be surplus to requirements. Furthermore, the Further

Alterations to the London Plan (FALP) shows that demand for retail floorspace across London is less than previously predicted. The projection for the number of retail jobs has almost halved in FALP from London Plan 2011 and medium-sized centres in Outer London are likely to be the worst affected.

7.2.2 Changing consumer behaviour and a rise in London's population are likely to give rise to significant demand for modern, more efficient forms of retailing. The FALP states that *"as far as possible, this should be met through redevelopment of existing capacity, largely within or on the edge of town centres"*.

7.2.3 FALP Policy 4.7 states that planning policies should identify future levels of retail floorspace need, or where appropriate consolidation of surplus floorspace. The policy also states that planning policies should 'firmly resist' inappropriate out of centre development, and manage existing out of centre retail in line with the sequential approach, seeking to reduce car dependency, improve public transport, cycling and walking access. Furthermore, FALP Policy 2.15 states that planning policies should *"proactively manage the changing roles of centres, especially those with surplus retail and office floorspace, considering the scope for consolidating and strengthening them by encouraging a wider range of services"*.

7.2.4 The economic downturn has had a significant impact on retail, and notably reduced demand for traditional bulky goods retail warehouses. Retail demand is for modern retail stock as new forms of retailing (including 'multi-channel retail') grow. Reduced demand for bulky retail and a preference for modern stores are key reasons for businesses vacating premises and rationalising their portfolio. FALP Policy 2.15 supports proposals for existing and proposed retail to adapt to market conditions, which should help to provide appropriate retail stock to meet modern retail needs.

7.2.5 Given the town-centre and edge-of-centre preference for retail development, there is the potential to de-designate Angel Road Retail Park and promote the site for employment led uses. Doing this would consolidate out-of-town retail in Ravenside Retail Park, freeing up land for potential industrial use at Angel Road Retail Park, and integrating and supporting/ancillary uses to further strengthen the vitality and viability of SIL. Small scale walk to services



North Circular and Retail Parks

such as a workplace crèche or café which meet the essential day to day needs of the industrial occupiers could be introduced here. Given the site is currently surrounded by employment uses, residential uses will not be appropriate on this site, and the Council will refuse applications for such uses. The specific allocation for Angel Road will be picked up via Enfield's forthcoming Core Strategy Review.

7.2.6 The de-designation of Angel Road Retail Park would also lead to a better integration of Eleys Estate through new development to incorporate commercial space to cater for small businesses, whilst at the same time allowing successful existing businesses to continue to flourish.

7.2.7 It should also assist with the relocation of some of the businesses from Harbet Road to be adjacent to Eleys Estate, therefore allowing a more integrated, consolidated area which intensifies the number of jobs created.

This will safeguard important employment opportunities at Eleys Estate and the wider SIL area whilst proposals at Angel Road will also assist in providing additional local employment opportunities for residents at Meridian Water. Furthermore, new development at Angel Road Retail Park should help improve the public realm of the area and provide more of a 'gateway' to Eleys Estate. See Chapter 6 for further detail on the approach to the borough's industrial estates.

Policy CL21: Angel Road Retail Park

Development proposals that support employment mixed uses at Angel Road Retail Park will be supported provided that they:

- Integrate with and support the vitality and viability of the existing Eleys Estate;
- Contribute to the overall 3,000 job target and improve training and skills opportunities;
- Contribute to improving public realm of Eleys Estate so to create an employment gateway to the rest of the industrial estate (see Policy CL20, Part B and C); and

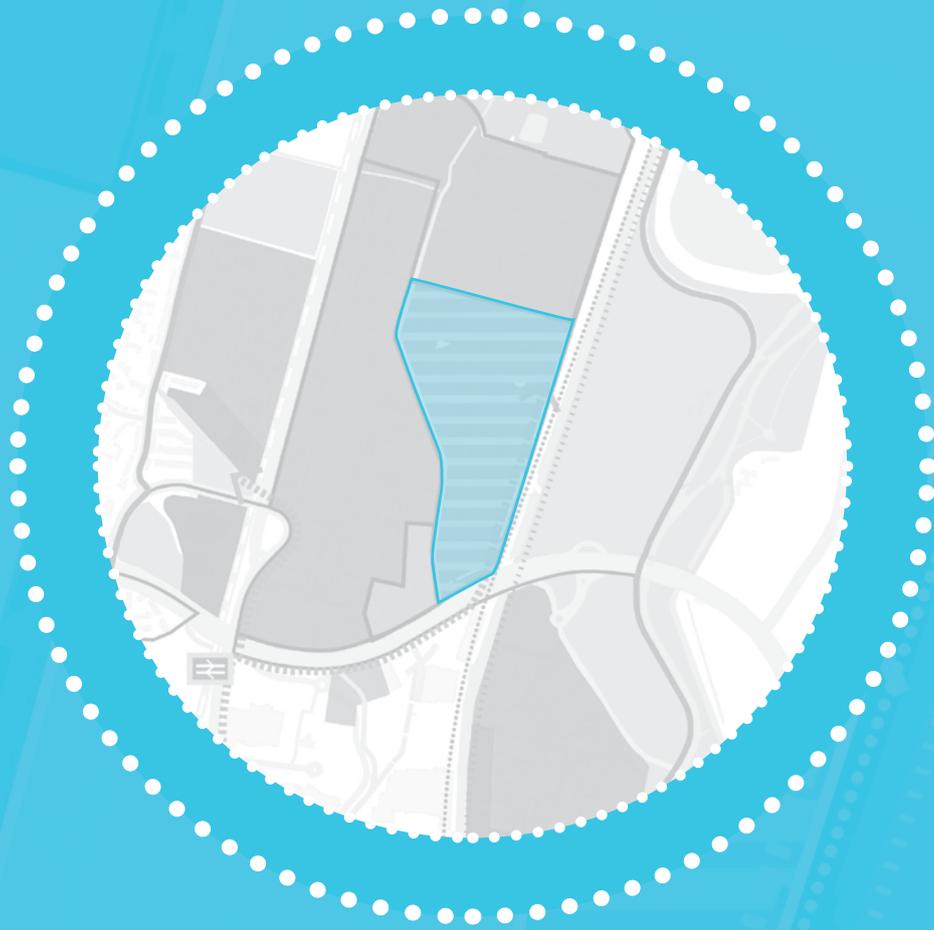
- Do not have a negative impact upon the existing transport network.

Residential uses will not be appropriate on this site and proposals for such uses will be refused.

Development proposals that are compatible with SIL and LSIS uses as identified in DMD 19, 20 and 21 would be particularly supported in this location.

This policy should be read in conjunction with Core Strategy policy 17 and DMD 19, 20 and 21 and London Plan policy 2.7 and 4.7.

Edmonton EcoPark



8 Edmonton EcoPark

8.1 Introduction

8.1.1 The Edmonton EcoPark is a vital site for managing the municipal and commercial waste collected across seven north London boroughs.

8.1.2 The Mayor of London has set an overall target for London to become self-sufficient in the management of its waste by 2031. To ensure that London achieves self-sufficiency, each borough has been asked to manage a rising proportion of total waste arising within its area (the apportionment target). Enfield has pooled its individual apportionments with the six other north London boroughs (Barnet, Camden, Hackney, Haringey, Islington and Waltham Forest), and together the boroughs are preparing a new waste plan. The waste plan will ensure that sufficient capacity for waste management is provided across the sub-region. Due to its vital role in meeting north London's apportionment target, the Edmonton EcoPark is identified and safeguarded as an existing and strategic waste site in Enfield's adopted Core Strategy.

8.1.3 Modern exemplar waste management facilities are required to meet the apportionment target and manage waste in the most sustainable way possible. There is an important opportunity to secure environmental and regeneration benefits for the area and to recover value from waste resources (for example waste heat).

8.1.4 The Edmonton EcoPark Supplementary Planning Document (SPD) (May 2013) highlights that development on the Edmonton EcoPark should improve the appearance of the site and facilitate the wider regeneration of the area through the use of more sustainable waste management technologies, job creation (with 250 jobs the site is already a major employer in the area), by attracting new businesses, and through the delivery of a decentralised energy network supplying affordable and low carbon heat across the Upper Lee Valley area. Development of the site should be considered on a comprehensive basis so that the cumulative form and impact of development can be assessed.



8.2 Policy Context

Policy context for Edmonton EcoPark	
<p>London Plan (2011)</p> <p>Draft Further Alterations to the London Plan (2014)</p>	<p>Policy 5.5 Decentralised Energy Networks</p> <p>Policy 5.6 Decentralised Energy in Development Proposals</p> <p>Policy 5.16 Waste Self-Sufficiency</p> <p>Paragraph 5.9a (relates to Policy 5.1 Climate Change Mitigation)</p> <p>Paragraph 5.32 (relates to Policy 5.5 Decentralised Energy Networks)</p>
Upper Lee Valley Opportunity Area Planning Framework (2013)	Objective 6 - A Lee Valley Heat Network linked to the Edmonton EcoPark
Enfield Core Strategy (2010)	<p>Core Policy 20 Sustainable Energy Use and Energy Infrastructure</p> <p>Policy 22 Delivering Sustainable Waste Management</p>
Proposed Submission Development Management Document (2013)	DMD 52 Decentralised Energy Networks
Other Sources	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Edmonton EcoPark SPD (2013)</i></p> <p><i>Meridian Water Masterplan (2013)</i></p> <p><i>Discover Central Leaside: Towards a draft Area Action Plan (2012)</i></p> <p><i>London's Municipal Waste Strategy: London's Waste Resource (2011)</i></p> <p><i>GLA's Industrial Capacity Supplementary Planning Guidance (2012)</i></p>

The EcoPark and the Lee Valley Heat Network

8.2.1 The Council's approach to the Lee Valley Heat Network (LVHN) is set out in further detail in Chapter 12. To make the development of the EcoPark acceptable in planning terms the Council may use planning obligations to secure measures such as:

- A commitment to provide heat to the LVHN;
- A commitment to safeguard land for the energy centre and pipe routes from the site;
- Mitigation measures associated with the outcome of any Environmental Impact Assessment;

- A landscape strategy;
- Measures that ensure that development maintains access to the Lee Navigation for waterborne transport; and
- Supporting business and employment initiatives, including initiatives such as local labour in construction, employment skills training, apprenticeships, and job brokerage.

Policy CL22: Redevelopment of the EcoPark site

The Council requires development of the EcoPark site to:

- Provide enhanced and sustainable waste treatment facilities to meet the future waste management needs of north London's residents as part of a network of waste management sites;
- Use a design-led approach to provide a distinctive and well-functioning environment with a high quality of design, landscaping (including ecological enhancement), materials and finish, integrated with proposals in the wider area of regeneration;
- Avoid or minimise emissions to air and water, including carbon dioxide emissions, through the use of advanced waste management technologies, environmental improvements, and sustainable design and construction techniques such as green roofs and walls, in accordance with DMD policies;
- Maximise energy and resource efficiency in construction and operation, and use design to facilitate materials reuse and recycling at end of life/decommissioning;
- Protect the amenity of local residents, including by minimising nuisance risks such as noise and odour;
- Enable efficient and effective operation of the site to meet regulatory requirements for health and safety, air quality and environmental protection;
- Minimise local transport impacts, providing off-site mitigation if appropriate, and enabling sustainable forms of transport including water borne transport;
- Ensure local access to employment and training opportunities, through employment initiatives and other measures including transportation improvements;
- Be designed to be resilient to the impacts predicted as a result of climate change; and
- Support the implementation of the Lee Valley Heat Network (LVHN) as set out in Policy CL30.

This policy should be read in conjunction with Core Strategy policies 20 and 22, DMD policies 51 and 52, London Plan Policy 5.5, and Enfield's Edmonton EcoPark Planning Brief.

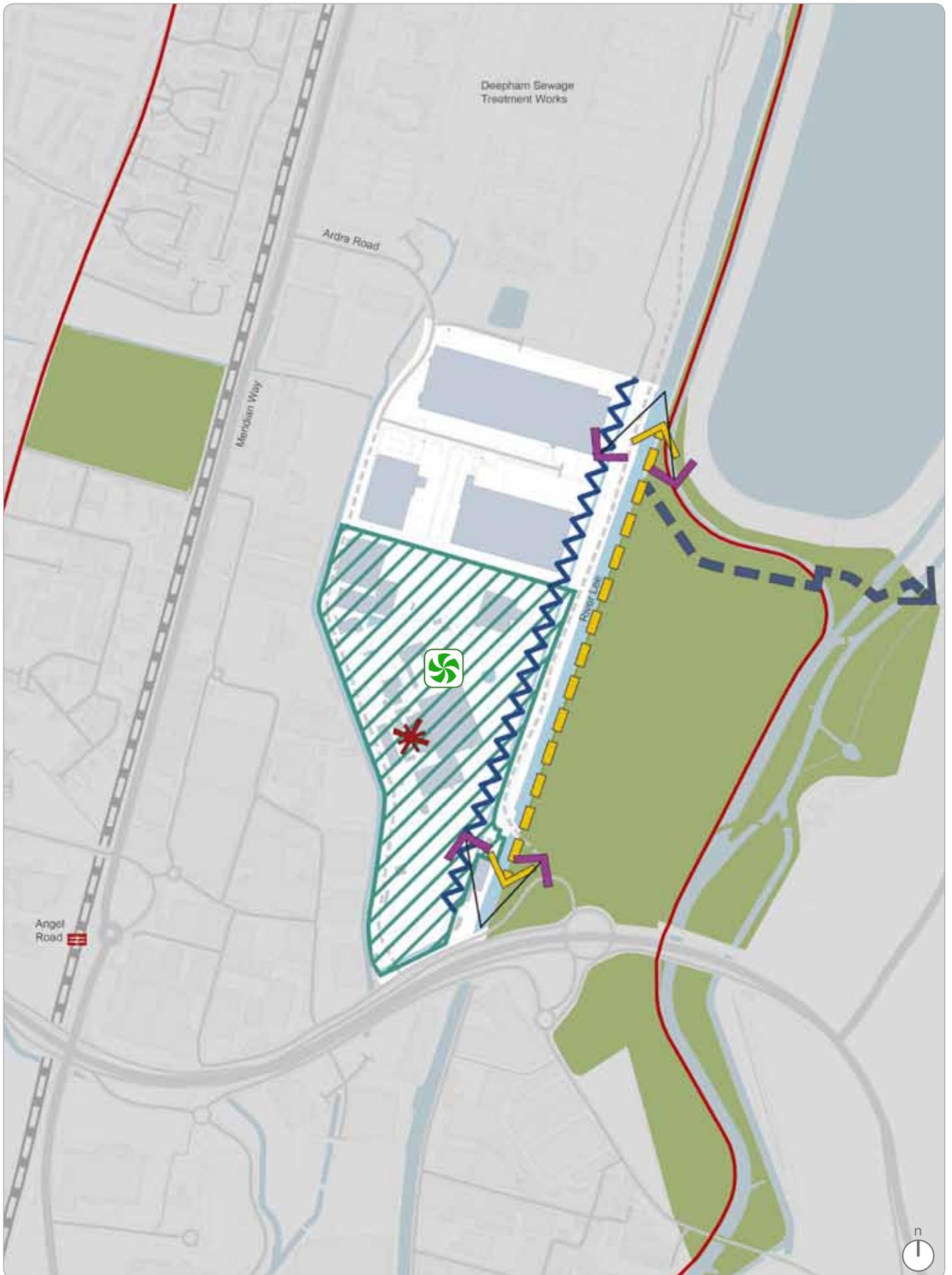


Figure 8.1: Edmonton EcoPark – Site Context



Figure 8.1 Key

- | | | | |
|---|----------------------------------|---|-----------------------|
|  | Central Leaside Area Action Plan |  | Green Industry |
|  | Roads |  | Edges |
|  | Rail |  | Lee Valley Path |
|  | Employment |  | Footpath |
|  | Public Open Space |  | Overhead power cables |
|  | Edmonton EcoPark |  | Vista/View Corridor |



Deephams Sewage Treatment Works



9 Deephams Sewage Treatment Works

9.1 Introduction

9.1.1 Located in the south eastern part of the borough, Deephams Sewage Treatment Works (STW) is strategically located within the Upper Lee Valley Opportunity Area, adjacent to the opportunity site of Pickett's Lock, and to the north of the major regeneration area of Meridian Water. Thames Water own, operate and maintain Deephams STW, which is their fourth largest sewage works, occupying approximately 34 hectares. The plant is located in a largely industrial and commercial area and serves a population equivalent of 883,000, discharging treated effluent into the Salmons Brook, a tributary of the River Lee, in accordance with an environmental permit set by the Environment Agency. The impact of the odour from the works is considerable upon the people who live, work and visit the area.

9.1.2 Thames Water will be undertaking a transformational upgrade to the Deephams STW site that will increase its capacity, reduce polluting discharge and significantly lower odour. The proposed upgrade is driven by a new discharge consent

set by the Environment Agency, which comes into force in March 2017. The new requirements oblige Thames Water to bring into operation an upgraded treatment plant that will significantly improve the quality of the effluent discharged to Salmon's Brook and the River Lee.

9.1.3 The proposed upgrade will also increase treatment capacity to cater for population growth within the catchment area, while replacing parts of the sewage treatment works which are approaching the end of their useful life. The upgrade will significantly reduce odour emissions from the site, to the benefit of nearby residents and businesses, with the number of properties most or moderately affected by odour reducing by 99%.

9.1.4 The Council acknowledges the need for improvements to the strategic wastewater infrastructure within the UK, and in particular to manage the needs driven by high levels of population growth within the borough and London-wide. Given the levels of growth anticipated in the borough, especially at Meridian Water, significant improvements to existing

sewage works within the borough is welcomed. The Council supports the need for the upgrade of the existing STW to meet European and statutory water quality requirements and the needs of a growing population through sensitive, integrated, coordinated and high quality development.

9.1.5 The consideration of good design as a key criteria within the decision making process as set out in the National Planning Statement will be strongly supported as part of any wastewater development proposals. Good design within this scheme is of utmost importance as the resulting developments will form

one of the largest and most complex wastewater developments in Europe and therefore needs to be designed in such a way to encourage and promote the UK's leading role in the green industry field. The upgrade to the site should include consideration of the feasibility of supporting the Lee Valley Heat Network.

9.1.6 The Council is proposing to designate STW as SIL in order to consolidate and strengthen the protection of the area for future employment uses. Further detail is set out in Chapter 6, Policy CL18.

9.2 Policy Context

Policy context for Deephams Sewage Treatment Works	
London Plan (2011)	Policy 5.14 Water Quality and Wastewater Infrastructure
Draft Further Alterations to the London Plan (2014)	Policy 7.24 Blue Ribbon Network
Upper Lee Valley Opportunity Area Planning Framework (2013)	Objectives for the Upper Lee Valley 5.4 Water Infrastructure
Enfield Core Strategy (2010)	Policy 21 Delivering Sustainable Water Supply, Drainage and Sewerage Infrastructure Policy 32 Pollution Policy 37 Central Leaside
Proposed Submission Development Management Document (2013)	DMD 64 Pollution Control and Assessment DMD 65 Air Quality
Other Sources	<i>National Planning Policy Framework (2012)</i> <i>Waste Water NPS (2012)</i> <i>Meridian Water Masterplan (2013)</i> <i>Discover Central Leaside: Towards a draft Area Action Plan (2012)</i>



Policy CL23: Deephams Sewage Treatment Works (STW)

The Council will work closely with Thames Water and its development partners to ensure the proposed upgrade continues to cater for population growth in the catchment area.

The proposed upgrade of Deephams STW is in line with the new discharge consent set by the Environment Agency meeting water quality targets and will significantly reduce odour emissions from the site.

The following principles should be incorporated into proposals for development at Deephams STW:

- High quality design standards which effectively combine function and form to address the visual impact on the local landscape;
- Landscape treatment throughout the site to enhance ecological links to the wider Central Leaside area;

- Tree planting to visually improve and enhance the site's image;
- Promote green industry employment;
- Promote sustainable transport for staff;
- Require connection to the Lee Valley Heat Network (see Policy CL31); and
- Measures to minimise noise impacts along the eastern boundary of the site adjacent to the Lee Valley Regional Park.

This policy should be read in conjunction with Core Policy 21.



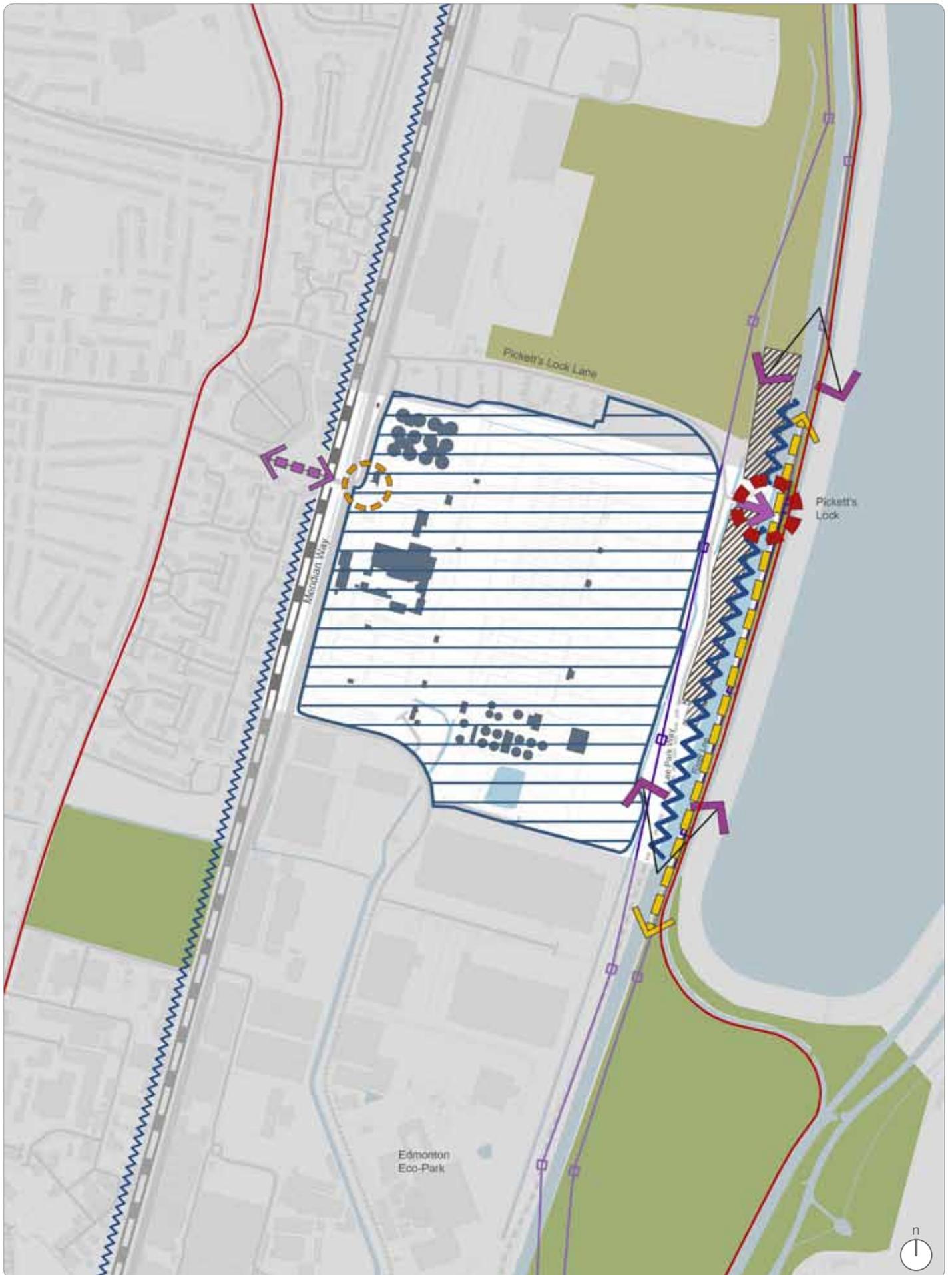
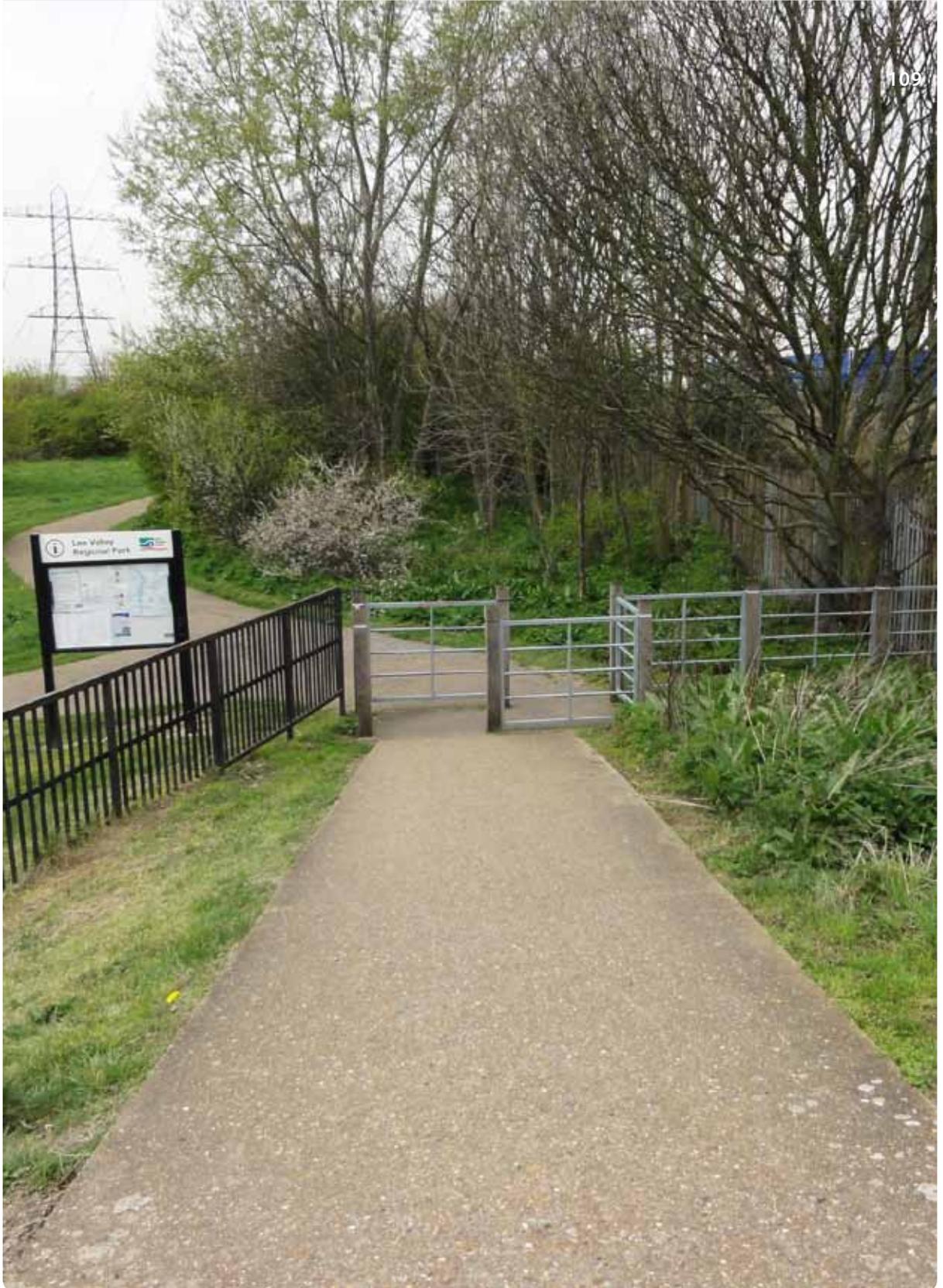


Figure 9.1: Deephams Sewage Treatment Works – Site Context



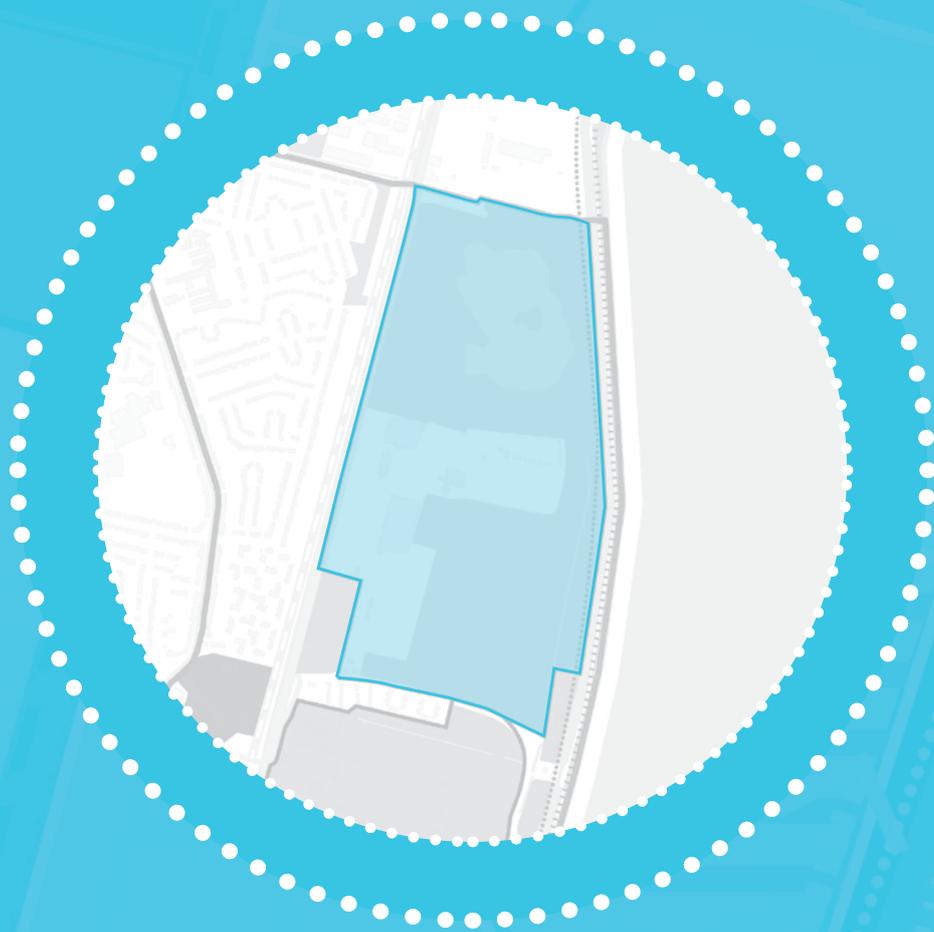
Lee Valley Regional Park

Figure 9.1 Key

	Central Leaside Area Action Plan		Former builders merchant's site and highways maintenance depot		Lee Valley Path
	Roads		Carpark		Overhead power cables
	Rail		Deeapham Sewage Treatment Works		Access
	Employment		Edges		Vista/View Corridor
	Public Open Space				Focal Point
	Golf course				Gateway



Pickett's Lock



10 Pickett's Lock

10.1 Introduction

10.1.1 Pickett's Lock Leisure Complex is identified as a Major Development Site in the Green Belt. The principle of developing Pickett's Lock as an area for the development of additional sports and recreation facilities is supported by Core Strategy Policy 33. Any development coming forward must be considered in the context of the Green Belt and exceptional circumstances would need to be demonstrated.

10.1.2 Pickett's Lock occupies a strategic position in the Upper Lee Valley Corridor and the London Stansted Cambridge corridor, offering an ideal opportunity to deliver a large scale development of a strategic nature.

10.1.3 The opportunity to generate additional community benefits will be sought through the redevelopment and regeneration opportunities at Pickett's Lock. It is important that Enfield Council and the Lee Valley Regional Park Authority (LVRPA) share a long term strategic vision for the site. A coordinated approach should set out the parameters for future development. Key drivers for change include the following:

- Leveraging the strategic location of Picketts Lock in the Upper Lee Valley and London-Stansted-Cambridge corridors;
- Population growth at Meridian Water and in the wider area is providing new demand for extensive, high-quality leisure uses;
- To take the opportunity to develop an outstanding mix of leisure and recreation facilities that benefits Enfield's residents, workers, and visitors from the wider region;
- The need to benefit the local community through the creation of new employment opportunities, contributing to the creation of 3,000 new jobs in Central Leaside; and
- To take advantage of step-change improvements to transportation links in the area, including four trains-per-hour from 2018 and eight trains-per-hour from 2022 on the railway line between Brimsdown and Stratford, the significant upgrade to Angel Road Station, new and improved bus services, and new and upgraded pedestrian and cycle routes.

10.1.4 The Council and the LVRPA recognise the need to provide for the needs of Enfield's residents, in particular those residents living nearest the site and for the needs of the new community at Meridian Water, both in terms of access to the site and leisure activities that are currently underprovided. The Council will work with its development partners to ensure that the regeneration of Pickett's Lock is successfully integrated into Central Leaside to provide benefits for the wider community.

10.2 Policy Context

Policy context for Deephams Sewage Treatment Works	
<p>London Plan (2011)</p> <p>Draft Further Alterations to the London Plan (2014)</p>	<p>Policy 2.18 Green Infrastructure: The Multi-Functional Network of Green Spaces</p> <p>Policy 3.19 Sports Facilities</p> <p>Policy 7.16 Green Belt</p> <p>Policy 7.18 Protecting Public Open Space and Addressing Deficiency</p> <p>Policy 7.19 Biodiversity and Access to Nature</p> <p>Policy 7.21 Trees and Woodlands</p> <p>Policy 7.24 Blue Ribbon Network</p> <p>Policy 7.27 Blue Ribbon Network: Supporting Infrastructure and Recreational Use</p> <p>Policy 7.28 Restoration of the Blue Ribbon Network</p> <p>Policy 7.30 London's Canals and Other Rivers and Waterspaces</p>
<p>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</p>	<p>Objective 8</p> <p>4.4 Design Principles</p> <p>4.5 Development by the Waterways</p> <p>4.6 Nature Conservation</p> <p>7.5 Opening up the Lee Valley Regional Park</p>
<p>Enfield Core Strategy (Nov 2010)</p>	<p>Policy 33 Green Belt and Countryside</p> <p>Policy 34 Parks, Playing Fields and Other Open Spaces</p> <p>Policy 35 Lee Valley Regional Park and Waterways</p> <p>Policy 36 Biodiversity</p>
<p>Proposed Submission Development Management Document (March 2013)</p>	<p>DMD 25 Locations for New Retail, Leisure and Office Development</p> <p>DMD 71 Protection and Enhancement of Open Space</p> <p>DMD 74 Playing Pitches</p> <p>DMD 75 Waterways</p> <p>DMD 78 Nature Conservation</p> <p>DMD 80 Trees on Development Sites</p> <p>DMD 81 Landscaping</p> <p>DMD 82 Protecting the Green Belt</p> <p>DMD 89 Previously Developed Sites in the Green Belt</p>
<p>Other Sources</p>	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Discover Central Leaside: Towards a draft AAP (2012)</i></p> <p><i>Lee Valley Regional Park Development Framework</i></p>

Policy CL24: Revitalising Developed Areas at Picketts Lock

The Council will continue to work with the Lee Valley Regional Park Authority to help develop its Park Development Framework, to identify the priority mix of additional recreation and leisure facilities at Pickett's Lock.

Pickett's Lock is identified to deliver a large significant new development that will provide a destination attraction for Central Leeside and beyond. Pickett's Lock is considered suitable for a potential range of new and improved leisure, sport and recreation uses, including a health and fitness centre, a snowdome, an ice rink, conference/exhibition spaces, self-catering accommodation, a hotel and commercial ten-pin bowling.

Development proposals must demonstrate that they:

- Generate additional community benefits;
- Contribute to the creation of new jobs for local people;
- Incorporate a design-led approach using high-quality design, materials and finish;
- Will not exacerbate congestion on the wider transport network; and
- Promote sustainable transport for staff.

This policy should be read in conjunction with Core Strategy Policy 33, DMD policies 25, 82 and 89, and London Plan Policy 3.19 and 7.16.

10.2.1 There is an opportunity to rediscover the open spaces at Pickett's Lock for the benefit of new and existing communities as well as enhancing the visitor experience. Policy CL24 sets out potential leisure and recreational uses however, they will be subject to a sequential assessment, in line with other local planning policies.

10.2.2 Delivering a step change in leisure, sport and recreational uses at Pickett's Lock while ensuring proposals conform fully to Green Belt policy will require developers to work closely with the Council and the LVRPA to strike an appropriate balance between the scale of new facilities while also maintaining the openness of the site.

10.2.3 Proposals to improve the east-west movement network to underpin the revitalisation of Picketts Lock will be supported. In particular, the creation of a new pedestrian and cycle route across the West Anglia Main Line, A1055 Meridian Way and the River Lee Navigation. See Policy CL27 for more detail on proposed routes.

Policy CL25: Revitalising Open Space at Picketts Lock

Development proposals for the re-use or redevelopment of existing open space at Pickett’s Lock will be supported and encouraged.

The following principles should be incorporated into proposals for development in Pickett’s Lock:

- A mix of appropriate leisure, sport or recreational uses;
- Landscaping or re-landscaping strategies, including tree, shrub and wild flower planting, to enhance ecological links to the wider Central Leaside area;
- Improvements to the access network to, from and within the Pickett’s Lock area, including new pedestrian and cycle paths, as set out in Policy CL27.

The Council will encourage the use of the green spaces and waterways by:

- Encouraging a greater number of visitors to the site;
- Supporting expansion of the range of appropriate outdoor activities available at the site;

- Supporting and increasing of the accommodation options which are suitable to the nature of the open space and waterway;
- Exploring ways, with the Canal & River Trust, of increasing usage of the canal, as well as connecting users from Enfield to the Tottenham Lock landing (see Policy CL28); and
- Encouraging new community and learning facilities to provide services, support and opportunities through a range of community development projects, for example in the form of ‘floating classrooms’ boats on the waterway.

All development proposals must be accompanied by:

- An integrated long-term landscape and ecological management and maintenance plan; and
- A surface water management plan demonstrating that they have no negative impact on ground water.

This policy should be read in conjunction with Core Strategy Policy 34, 33 and 35, DMD 71, 74, 78, 81, 82 and London Plan Policy 7.18 and 7.19.

Figure 10.1 Key





Figure 10.1: Pickett's Lock – Site Context





AAP Policy Framework



PART C:

AAP Policy Framework

11 Enabling Movement

11.1 Introduction

11.1.1 This section sets out planning policy in relation to movement within Central Leaside, as well as connections to the wider area, and should be read together with Chapter 5 Meridian Water, Section 5.6 Movement.

11.1.2 Improving access and movement for all modes within Central Leaside is a key issue, particularly if the area is to successfully accommodate the planned housing and employment growth. Consultation with local businesses has highlighted transport as a key issue.

Much of Enfield's business and residential communities currently relies on private road vehicles. It is essential that the use of more sustainable forms of transport is encouraged and a balance is struck between the need for good access to the area and the need to promote the principles of sustainable travel. This AAP promotes sustainable modes of travel such as walking and cycling from the strategic down to the neighbourhood level, and stresses the importance of a high quality public realm from well thought out urban design in the promotion of these modes of travel.



North Circular Road

11.2 Policy Context

Policy context for Movement	
<p>London Plan (2011)</p> <p>Draft Further Alterations to the London Plan (2014)</p>	<p>Policy 6.1 Strategic Approach</p> <p>Policy 6.2 Providing Public Transport Capacity and Safeguarding Land for Transport</p> <p>Policy 6.9 Cycling</p> <p>Policy 6.10 Walking</p> <p>Policy 6.12 Road Network Capacity</p>
<p>Upper Lee Valley Opportunity Area Planning Framework (2013)</p>	<p>Objective 7</p> <p>3.2 The transport vision and challenge</p> <p>3.4 Improving rail connectivity</p> <p>3.5 Roads and surface transport</p> <p>4.3 Opening up the Lee Valley Regional Park</p> <p>8.3 Opening up the Lee Valley Regional Park</p>
<p>Enfield Core Strategy (2010)</p>	<p>Core Policy 24 The Road Network</p> <p>Core Policy 25 Pedestrians and Cyclists</p> <p>Core Policy 26 Public Transport</p> <p>Core Policy 27 Freight</p>
<p>Proposed Submission Development Management Document (2013)</p>	<p>DMD 45 Parking Standards and Layout</p> <p>DMD 47 New Roads, Access and Servicing</p> <p>DMD 48 Transport Assessments</p>
<p>Other Sources</p>	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Core Strategy Transport Assessment/Appendices (2009)</i></p> <p><i>A1010 Study (Halcrow), (2010)</i></p> <p><i>Upper Lee Valley Transport Study (JMP) (2006)</i></p> <p><i>Upper Lee Valley (Halcrow) (2012)</i></p> <p><i>Discover Central Leaside (2012)</i></p> <p><i>Freight by Water Feasibility Study (2013)</i></p> <p><i>Enfield Council Bus Service Review (2012)</i></p> <p><i>Rail Options Study (Halcrow)</i></p> <p><i>Enfield Cycle Action Plan 2013</i></p> <p><i>Cycle Routes in Enfield, Oct 2013</i></p>

11.3 Encouraging Modal Shift

11.3.1 Improving access and movement for all modes within Central Leaside is a key issue, particularly if Enfield is to accommodate housing and employment growth over the life of the plan. Although there is low car ownership in Central Leaside there is higher use when compared to the London average, suggesting many of Enfield's business and residential communities currently rely on private road vehicle.

11.3.2 Sustainable transport will be promoted through high quality public realm. Providing high quality streets with low vehicle design speeds, where pedestrians and cyclists have priority and where parking levels are reduced, is key to producing high levels of walking and cycling. Sustainable travel can be encouraged through travel plans, which offer information on sustainable travel as well as schemes and incentives to encourage sustainable travel, such as car clubs.

11.3.3 Walking and cycling in Central Leaside can be difficult. Whilst the area has some good walking and cycling connections running north-south through the Lee Valley Regional Park, connections to these routes that exist are often poor quality and do not encourage safe walking and cycling journeys. Making walking and cycling a pleasant and convenient means of getting around is key to securing a modal shift. The Council will work with developers and existing occupiers in encouraging modal shift from private modes of transport to public transport, walking and cycling.

11.3.4 The Council will require implementation of travel plans and parking management strategies through the planning application process for new developments, in line with Core Policy 24 and DMD 48.

11.4 Improving Key Pedestrian and Cycle Links

11.4.1 Existing connections within Central Leaside are generally poor, with particular issues between the large residential areas to the west of Central Leaside and the large industrial estates either side of Meridian Way. The infrastructure that provides such good strategic connections, for example the North Circular Road, also constitutes significant barriers to local accessibility for cycling and walking.

11.4.2 When considering proposed improvements, it is important to recognise that Central Leaside has the benefit of being served by the West Anglia Main Line as well as strategic walking routes such as the Lee Valley Walk and Lee Valley Pathway. Central Leaside also benefits by being served by a number of strategic cycle routes which are part of the National Cycle Network and London Cycle Network. These strategic walking and cycle routes can provide a foundation on which improvements to key routes and local networks can be built.

11.4.3 Improved pedestrian and cycle connections within Central Leaside are needed to allow residents, employees and visitors to access services, retail, employment opportunities, leisure and open spaces, and other modes of transport, for example rail stations. Improved connectivity within Central Leaside could also create significant opportunities to unlock the potential of the Lee Valley Regional Park.

11.4.4 Development should be supported by greatly improved transport linkages and connections, and developments should integrate with and enhance the transport networks and opportunities. A high quality environment, with well-designed streets and a good mix of uses will be some of the key determinants to increase levels of walking and cycling, and will help to make walking and cycling a key mode of travel



Cycling along the River Lee

for those living, working and visiting the area. New development should deliver improved onward connection for cyclists and pedestrians. Connectivity will also be greatly improved to transport hubs which will allow improved interchange with other modes of transport, and provide much needed access to surrounding areas of Enfield and neighbouring boroughs.

11.4.5 The walking environment must be well designed and provide a feeling of safety and security in order to encourage more people to use sustainable modes of transport rather than private motor vehicles, and to meet the Mayor's and borough's objectives in relation to walking and cycling. All new streets within Central Leaside should be attractive to cyclists and pedestrians, through high quality design and arrangement, as well as a good mix of uses.

11.4.6 In addition, significant investment in cycling facilities will be vital to achieving higher levels of cycling and walking. A number of proposals are set out for Central Leaside as part of the 'Cycle Enfield' scheme for the borough, with one of the key aims being to redesign the town centre of Edmonton Green around cycling and improve cycle links in the area. New segregated cycle routes are proposed to provide direct access to key destinations

and employment opportunities along the A1010 and A110 and at Meridian Water.

11.4.7 One of the most significant improvements required to accommodate cycle trips is better east-west connection, both within Central Leaside and beyond, particularly towards Edmonton. It is important that Central Leaside is properly integrated into the wider communities so that all members of the community can enjoy new facilities.

11.4.8 New developments must be designed to fully include the requirements of cyclists as set out in the Further Alterations to the London Plan (FALP) (2014). Cycle parking and cycle changing facilities should be provided to encourage more cycling. The minimum standards for cycle parking should be adhered to for residential and non-residential development as per the London Plan (2011) and the FALP (2014). Conditions for cycling should also be enhanced by improving the quality of the cycling network.

11.4.9 Strong travel plans which encourage cycling and walking should support the investment in cycling and walking facilities, and are expected to be funded by development.

Policy CL26: Improving the Quality of the Pedestrian and Cycling Environment

The Council will work with partners to secure a step-change to the quality of the existing pedestrian and cycle environment, providing attractive, safe and convenient links to the adjoining areas.

High quality design, arrangement of streets and a good mix of uses, including streets where pedestrians and cyclists have priority, will be delivered to promote high levels of walking and cycling.

Developers will be required to create high quality streets and spaces within new developments that connect to the industrial estates, Pickett’s Lock and the wider area of Central Leaside. Links with transport hubs will also be provided, which will provide connections to surrounding areas of Enfield and neighbouring boroughs.

The Council will create safe, efficient and connected pedestrian and cycle links to encourage a shift to more sustainable forms of transport.

The Council will encourage improvements to Towpath Road and along the River Lee towpath to create a continuous north-south route for pedestrians and cyclists from Tottenham Hale, through Meridian Water, to Enfield Lock.

New development will be required to contribute to the improvement of pedestrian and cycle routes.

This policy should be read in conjunction with Core Policies 24 and 25 and DMD 47.

Figure 11.1 Key



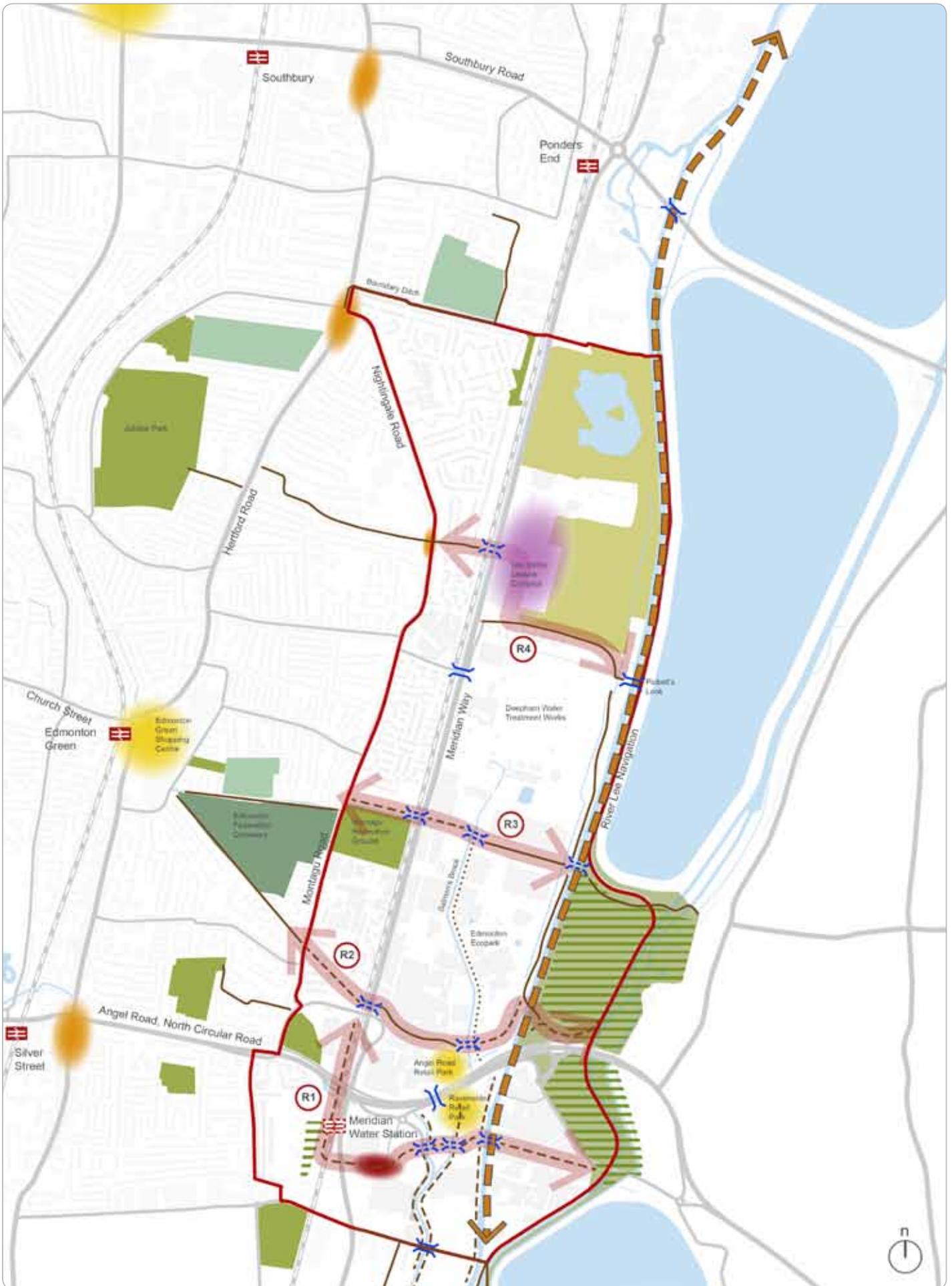


Figure 11.1: Proposed Location of Key Pedestrian and Cycle Routes



11.4.10 A number of specific proposals for east-west links have been established. These links will connect the east and west side of the railway line and create an important movement network throughout Central Leaside and between adjacent neighbourhoods, centres, open spaces and employment areas. Some parts of these routes will require high level public realm interventions whereas some others will be constructed by opening up new links and building new foot bridges.

11.4.11 Connecting key destinations with attractive, direct and clear routes will improve access to employment, community and social facilities, as well as help deliver other policy principles of the AAP.

11.4.12 For each route, the following is set out:

- A description of the route as existing, highlighting some of the key issues that need to be addressed to transform it into a high quality link;
- Plans identifying the main interventions that need to be made to improve the link; and
- A policy setting out the principles that should be addressed in any scheme to improve the route.

Policy CL27: Proposed Route - Improvement Principles

Route 1: The Causeway – an east-west spine road running through Meridian Water (see Policy CL1)

Route 2: Montagu Road – Nobel Road – Lee Valley Path

Route 3: Montagu Road – Ardra Road – Lee Valley Path

Route 4: Charlton Road – Lee Valley Leisure Complex - Pickett's Lock

Lane – Pickett's Lock – Lee Valley Path

The Council will develop a scheme for creating these routes for pedestrians and cycles. The schemes should include:

- Introducing clear and consistent signage along the route as a whole, including on-street markings for cycles;

- Creating new links and pedestrian and cycle bridges along the route to provide an uninterrupted east-west route;
- Providing pedestrian and cycle facilities where currently they are absent;
- Include well-designed, high quality bridging over the rail mainline, Meridian Way and River Lee Navigation;
- Improving the crossings and public realm along the route; and
- Introducing interventions to discourage informal and on-street parking.

11.4.13 Route 1 is explained in Chapter 5, Meridian Water, Policy CL1 Causeway and shown on Figure 5.1.

Route 2: Montagu Road – Nobel Road – Lee Valley Path

11.4.14 This route will be an extension of the greenway which runs along south of Edmonton Federation Cemetery providing a pedestrian and cycle link between Edmonton Green and Montagu Road. Opening the former railway line and creating a new greenway for pedestrian and cycle movement will provide a link to the new Meridian Water development. This greenway will also connect with Meridian Way by a pedestrian and cycle bridge over the railway line. This could be achieved by constructing an extension on Conduit Lane which could be accessed from the greenway and Meridian way by stairs and a ramp.

11.4.15 Nobel Road currently provides a limited walking and cycling movement and is of poor quality. Informal car parking creates a cluttered environment and severance in movement. Public realm improvements will enhance the perception of the area and encourage walking and cycling.

11.4.16 A new pedestrian and cycle bridge over Salmon's Brook will connect Edmonton EcoPark to the links on the west. A public route south of this should be provided to Lee Park Way to enable access to the Lee Valley Path and to the public open spaces at Lee Valley Park, proposed via the Meridian Water Masterplan.

Route 3: Montagu Road – Ardra Road – Lee Valley Path

11.4.17 This route will form an extension of the existing footpath along Salmon's Brook at the north of Edmonton Federation Cemetery creating the most direct east-west link between Edmonton Green and the Lee Valley Park. The existing foot path will require public realm interventions to improve provide access and to make it safe for cyclists.

11.4.18 The route through Montagu Recreation Ground will run along Salmon's Brook. Currently there is no pedestrian crossing on Montagu Road along the recreation ground. A pedestrian and cycling crossing point along the access of the route will encourage the use of the new route.

11.4.19 There is no existing crossing over the railway line. This new route will require a new pedestrian and cycle bridge to create an uninterrupted east-west connection.

11.4.20 A new pedestrian and cycle crossing facility is needed on Meridian Way along the new bridge. As part of this route a new link will be required along Salmon's Brook to create a direct connection to Ardra Road.

11.4.21 Ardra Road currently provides a limited walking and cycling movement and is of poor quality. It gets cluttered by the high number of parked heavy vehicles. There are opportunities to improve the public realm and create a greenway on Ardra Road to enhance the perception and encourage walking and cycling. A new pedestrian and cycle bridge crossing the River Lee Navigation will provide access to the Lee Valley Park and path.

Route 4: Charlton Road – Lee Valley Leisure Complex - Pickett's Lock Lane – Pickett's Lock – Lee Valley Path

11.4.22 This is a significant route that provides a direct and short pedestrian and cycle link to the Lee Valley Leisure Complex. It will improve accessibility for the surrounding communities. This route also connects Jubilee Park and Lee Valley Park which are important recreational assets in the area.

11.4.23 Charlton Road is a residential street providing pedestrian footpaths on both sides. The further section of this route towards the railway will be created by transforming the existing footpath into a link for pedestrians and cyclists.

11.4.24 There is no existing crossing over the railway line along this route. A new pedestrian and cycle bridge will be required to create an uninterrupted east-west connection. At this point new pedestrian and cycle crossing facilities are required on Meridian Way.

11.4.25 Pickett's Lock Lane currently provides limited walking and cycling movement of poor quality. It has a green appearance owing to the mature trees of the Lee Valley Regional Park and those bordering the northern edge of Deephams Sewage Treatment Works. The only footpath is on the southern side of the road and it stops towards its eastern section.

11.4.26 The entrance at Pickett's Lock gets cluttered by informal car parking. The area around the lock lacks a sense of place and there are no facilities provided other than a couple of seats and some rubbish bins.

11.5 Use of the Waterways for Transportation

Freight

11.5.1 Central Leaside comprises one of the largest clusters of industrial estates in London, which generates a considerable amount of freight traffic travelling along Meridian Way, the A406 and the M25.

11.5.2 Transferring road freight to the waterways would offer the potential to reduce the impact of freight transport on the local highway network. The Freight by Water Feasibility Study considers the transportation of SRF from Edmonton EcoPark via water as a technically feasible option, with the capacity to accommodate an annual flow of 300,000Te and requiring fewer containers compared to road transport. Construction materials and waste from new developments within Central Leaside could also be transferred via the waterways.

Leisure and Tourism

11.5.3 There is also the potential to use the waterways for tourism. For example, waterbus and water taxi services can provide a service for leisure and educational markets.

11.5.4 There is potential to develop the leisure complex at Pickett's Lock into a focal point of waterfront access, which could be served by a waterbus/taxi service. This will help promote the recreational use and development of the Lee Valley Park and the River Lee Navigation. Facilities such as cafes or public houses could be provided in these areas to encourage leisure use, as part of any review of land uses at the site. See Chapter 10 for more detail on Pickett's Lock.

Waterbus/ Taxi Service

11.5.5 In addition, a waterbus/taxi service could also be explored to link into the adjoining area of Tottenham Hale to provide a connection with the underground system. Services could continue further south into the Lower Lee Valley, potentially linking with the Olympic Legacy transformation. To the north, the service could run as far as Enfield Lock, with access to the surrounding residential areas, including Gunpowder Park and Enfield Island Village.

Policy CL28: Use of the Waterways for Transportation

The Lee Valley Navigation provides the opportunity to encourage and support greater water-borne traffic, in particular:

- Freight transport to help alleviate the road network;
- Leisure and educational uses, such as day trip boats, overnight moorings, and a 'floating classroom'; and
- Waterbus/taxis to transport passengers along the Lee Valley.

Proposals must be considered through consultation with all the relevant statutory organisations.

The Council will particularly consider the potential of Pickett's Lock as a centre for waterfront access (see Policies CL25 and 32).

This policy should be read in conjunction with Core Policy 27.

11.6 Balanced Parking Provision

11.6.1 Parking in Central Leaside is currently largely unrestricted. There are no controlled parking zones nor on-street pay and display parking areas. Parking provision on the industrial estates is a major issue. The built environment of some estates, poor circulation, poor servicing areas, close proximity to residential areas and friction between different users on the estates have all contributed to difficulties with parking provision.

11.6.2 New off-street parking associated with new development will need to have regard to current London Plan standards and the standards set out in the Council's Proposed Submission DMD. The Council will seek to minimise new car parking in conjunction with reviewing existing controls and improving public transport through walking and cycling.

11.6.3 Enfield's parking standards are set out in Policy DMD 45 of the Proposed



Parking in the industrial estates



Angel Road & Glover Drive

Submission DMD. Development involving limited or car free housing developments must demonstrate that any increase in on-street parking would not adversely affect traffic flows, bus movement, road safety or the amenity of local residents or the local environment. Development will only be permitted if:

- There is an adequate number of suitably located disabled parking spaces for residents/visitors and, where appropriate, for operational/servicing needs. A drop-off point for older people, the disabled and emergency services may also be required; and
- Public transport infrastructure has sufficient capacity to accommodate increased demand as a consequence of the development.

11.6.4 The policy seeks to minimise car parking and to promote sustainable transport options. A flexible and balanced approach needs to be adopted to prevent excessive car parking provision while at the same time recognising that low on-site provision sometimes increases pressure on existing streets.

11.6.5 It is essential that a design led approach is adopted to ensure parking functions satisfactorily. Consideration must be given to parking and the design of access and parking areas for cars, cycles and service vehicles and its relationship to the built environment which it serves. Well planned and designed parking can have a determining influence on the successfulness of streetscape and can often influence appropriate development density. Providing creative, well-designed and accessible solutions to car parking and servicing within housing and commercial developments is important to its success. Within Central Leaside, large parking courts directly in front of buildings are unlikely to achieve these aims and on-street parking should be the first choice, where this fits with a broader urban design strategy.

11.6.6 The latest guidance set out within the London Plan, Policy 6.9, states that new developments should provide secure, integrated, convenient and accessible cycle parking facilities in accordance with the minimum standards.

11.7 Road Network and Vehicular Traffic

11.7.1 The strategic highway network of Central Leaside is dominated by the North Circular (A406) to the south which provides an east-west route through the area, and the two radial routes of the A10 and Meridian Way. In addition, the A1010 Hertford Road is a strategic north-south route as well as serving local traffic.

11.7.2 Although the A406 provides excellent links to the west (A10 and M1) and to the east (M11), access to and from the industrial estates is difficult and the route between Meridian Way and the North Circular is indirect. There is also currently indirect access to the M25 via Bullsmoor Lane (A1055).

11.7.3 The local network is also poorly connected across Central Leaside with the area dissected by major traffic routes. In addition, the layout of local access roads in parts of the area is unclear and in many places confusing.

11.7.4 At a strategic level, irrespective of growth in population and employment, the effect of traffic growth across London will

lead to increased pressures across the whole of Enfield's highway network.

11.7.5 Traffic levels on the highway network within Enfield are, on several links, already operating at or near capacity¹². Adding these projected trips to the existing transport network would, without network enhancements, lead to increased congestion. Traffic levels across the North London sub-region are forecast to increase by some 12% (or around 100,000 km) in the AM peak hour by 2031¹³.

11.7.6 Developments are likely to have an impact on the highway network through an increased number of car trips as well as from increased freight, waste collection and service and delivery activity. Although a new east-west connection will be introduced in Meridian Water to enable the new developments, the main impact of development will be to existing highway links and junctions.

¹² Enfield Core Strategy Transport Assessment (2009)

¹³ Discover Central Leaside (May, 2012)



Eleys Estate



Meridian Way

11.7.7 The Council will work with developers to minimise and manage the impact of traffic from new development on the road network in line with the Upper Lee Valley OAPF and the requirements of Policy DMD 47 of the Proposed Submission DMD. The Council will require new developments and detailed masterplans to carry out additional modelling to establish the impact of detailed proposals, taking into account growth elsewhere in the Upper Lee Valley Opportunity Area.

11.7.8 The Upper Lee Valley OAPF highlights that the following junctions within Central Leaside experience significant levels of congestion:

- Montagu Road/Conduit Lane; and
- Conduit Lane/Angel Road.

11.7.9 Options to improve the strategic highway network could include the following:

- Selective junction improvements to increase journey time reliability;

- Demand management measures to reduce vehicle use, including school and workplace travel plans, enhancements to walking and cycling routes, and public transport improvements; and
- Controlling the levels of on-street parking and public car park provision, particularly in relation to new residential and commercial development.

11.7.10 The Mayor of London's Road Task Force (RTF) report was published in July 2013 and provides a strategic review that sets out a vision of how London can provide quality streets to cope with the expected population increase and achieve economic growth in London. Outer London is identified as one of the strongest assets in London and a key to future success. The RTF aims to maintain and enhance a high-quality of life and provide attractive places to live and work and raise families in outer London boroughs.

11.7.11 With regards to roads and streets, this will mean:

- Improved journey time reliability and reduced congestion hotspots for drivers;
- Enforcement focused on where it matters most (for example congestion safety);
- High-quality bus services;
- Safer, greener streets and better mitigation of noise, air quality, severance issues;
- Measures to support walking and cycling;
- Efficient access for goods and services; and
- Potential for a tolled orbital tunnel to replace surface capacity and support network operation.

11.7.12 Other objectives include unlocking growth and regenerating London sustainably, creating high-quality growth hubs, as well as supporting all of London's

town centres to serve as growing residential locations and economic, social and community centres, ensuring accessible employment and services to all.

11.7.13 The RTF proposes nine street types, defined by their “place” and “movement” roles; and are associated with a set of priority uses, strategic performance measure and potential types of interventions (see Table 11.1 set out in Appendix X). They are intended for the purpose of TfL's and boroughs' planning and decision making, which include agreeing on priority functions and development of a toolkit of measures.

Policy CL29: Design of the Road Network

The Council will work towards developing a comprehensive network design within Central Leaside, in accordance with the Road Task Force (July 2013) as summarised in Table 11.1 of Appendix X.

The arrangement of streets and places within Central Leaside should be guided by an urban design strategy which incorporates sufficient capacity to meet demand and also encourages sustainable travel through a high quality environment.

The network design will include a new east-west connection, The Causeway, which will be a no through route for vehicles (see Policy CL1).

Where possible and required to support development, there will be improvements to congested junctions and the control of on-street parking. Each development site will be looked at on its merits and site characteristics.

This policy should be read in conjunction with Core Strategy Policy 24 and DMD 47.

12 Promoting a Low Carbon Future and Managing Flood Risk



Greenstar Recycling

12.1 Introduction

Low Carbon

12.1.1 Development in Central Leaside is expected to deliver a significant number of new homes and jobs, over the next 10-15 years. This presents an opportunity to provide a place which promotes sustainable lifestyles through well-designed buildings and spaces, and maximises energy efficiency and use of low and zero carbon energy generation technologies.

12.1.2 The Council is committed to achieving the highest standards for sustainable design and construction within the borough. All developments will need to comply with the environmental and energy standards set out in London Plan energy policies 5.2, 5.3, 5.6, 5.7, 5.9 and DMD Chapter 8 Climate Change and Chapter 10 Green Infrastructure. Examples of environmental features which could be considered include solar panels and rainwater harvesting.

12.1.3 Large scale decentralised energy networks offer an affordable way of achieving low carbon energy supply in densely populated urban areas, meeting domestic, commercial and some industrial space heating and domestic hot water requirements. They achieve this through the supply of low cost low carbon sources of heat (for example waste heat from power stations and heat generated from highly efficient gas combined heat and power engines) distributed at scale as hot water, or less often steam, conveyed via highly insulated underground pipes.

12.1.4 Benefits of decentralised energy for local people and businesses include:

- Protection against future energy price rises;
- Durable cost and carbon savings – with potential knock-on benefits for inward investment, business advantage and job creation;

- Security of energy supply; and
- Addressing fuel poverty and reducing health inequalities.

12.1.5 Research into the potential for a decentralised energy network in the Upper Lee Valley¹⁴ has indicated that a network is viable and could be extended over time. It identified the EcoPark site as the preferred location of a supply hub to provide low carbon heat to a ‘core network’ or first phase configuration for the Lee Valley Heat Network (including connections to the Meridian Water development). The study also highlighted the key role that planning policy development can play in supporting the delivery of the network.

12.1.6 There is also the potential to use the waterways in Central Leaside to cool buildings, particularly for waterside businesses with a significant cooling demand (for example those with data centres). This would involve using canal water and heat exchange technology to provide a more sustainable alternative to traditional air conditioning, reducing local businesses’ energy bills and carbon dioxide emissions. The Canal & River Trust is promoting the use of such schemes and there are already examples of buildings using waterways for ‘free cooling’, such as GlaxoSmithKline’s canal-side headquarters in Brentford, the Mailbox mixed use city centre development in Birmingham and the Hepworth Gallery in Wakefield. This AAP supports the use of such innovative and sustainable solutions, subject to consent from the Environment Agency.

Flood Risk

12.1.7 Central Leaside is crossed by several significant watercourses including the Lee Navigation and the River Lee flood

relief channel, which forms the eastern boundary of Central Leaside, as well Pymmes Brook and Salmon’s Brook, which are tributaries of the Lee.

12.1.8 Central Leaside lies within a combination of Flood Zones 2 and 3. This means that certain parts of Central Leaside have medium to high probability of flooding based on the Environment Agency definition of flood risk.

12.1.9 In responding to and managing the impact of flood risk, there is an opportunity to adopt a sequential approach to development layout by locating more vulnerable and essential infrastructure within Flood Zone 2 areas and water compatible uses within Flood Zone 3 and closer to the watercourses. The location of more vulnerable and essential infrastructure uses within Flood Zone 3 will require the Exception Test as set out in the NPPF.

12.1.10 As a large area of previously development land with extensive flood risk, redevelopment at Meridian Water represents an excellent opportunity to improve flood risk management that will benefit future users of the area and maximise development opportunities.

12.1.11 The Council will apply the Sequential Test within the Meridian Water area in order to direct development to areas of low flood risk. Where this is not possible, the Council will need to be satisfied that development can meet the provisions of the Exception Test (where required by the NPPF), and that development can be made safe in accordance with the definition set out in Enfield’s Level 2 SFRA.

¹⁴ Upper Lee Valley Decentralised Energy Network Feasibility Study, Parsons Brinckerhoff (August 2012).

12.2 Policy Context

Policy context for decentralised energy & managing flood risk	
<p>London Plan (2011)</p> <p>Draft Further Alterations to the London Plan (2014)</p>	<p>Policy 5.5 Decentralised Energy Networks</p> <p>Policy 5.6 Decentralised Energy in Development Proposals</p> <p>Paragraph 5.9a (relates to Policy 5.1 Climate Change Mitigation)</p> <p>Paragraph 5.32 (relates to Policy 5.5 Decentralised Energy Networks)</p> <p>Policy 5.12 Flood Risk Management</p> <p>Policy 5.13 Sustainable Drainage</p> <p>Paragraph 5.9a (relates to Policy 5.1 Climate Change Mitigation)</p> <p>Paragraph 5.32 (relates to Policy 5.5 Decentralised Energy Networks)</p>
<p>Upper Lee Valley Opportunity Area Planning Framework (2013)</p>	<p>Objective 6 - A Lee Valley Heat Network linked to the Edmonton EcoPark</p>
<p>Enfield Core Strategy (2010)</p>	<p>Core Policy 20 Sustainable Energy Use and Energy Infrastructure</p> <p>Core Policy 28 Managing Flood Risk through Development</p> <p>Core Policy 29 Flood Management Infrastructure</p>
<p>Proposed Submission Development Management Document (2013)</p>	<p>DMD 52 Decentralised Energy Networks</p> <p>DMD 59 Avoiding and Reducing Flood Risk</p> <p>DMD 60 Assessing Flood Risk</p> <p>DMD 61 Managing Surface Water</p> <p>DMD 62 Flood Control and Mitigation Measures</p>
<p>Other Sources</p>	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Edmonton EcoPark SPD (2013)</i></p> <p><i>Meridian Water Masterplan (2013)</i></p> <p><i>Discover Central Leaside: Towards a draft Area Action Plan (2012)</i></p> <p><i>Upper Lee Valley Decentralised Energy Network Pre-Feasibility (North London Strategic Alliance, 2011)</i></p> <p><i>ULV DEN Feasibility Study (North London Strategic Alliance, 2012)</i></p>

12.3 Decentralised Energy

12.3.1 The Council is working closely with neighbouring boroughs, the GLA and other partners on the development of the Lee Valley Heat Network (LVHN), which was officially launched in July 2014. Research demonstrates that there is a unique opportunity to deliver a commercially sustainable decentralised energy network that would put the Upper Lee Valley at the forefront of energy production in London. The vision is that the LVHN will initially use heat from the Energy from Waste (EfW) facility at the Edmonton EcoPark, moving energy in the form of hot water and/or steam through a system of pipes to buildings and industry across the Lee Valley, including the Meridian Water development. Over time the network will connect additional heat sources and heat demands elsewhere in the Lee Valley, such as the proposed Alma Estate Combined Heat and Power satellite scheme, Deephams Sewage Works, North Middlesex Hospital and the Northumberland Park Development (White Hart Lane, Haringey).

12.3.2 The National Planning Policy Framework, the London Plan and Enfield Council's local planning documents (particularly Policy DMD 52 and the EcoPark SPD) together provide a planning policy framework that is strongly supportive of promoting the development of low carbon decentralised heat networks. The following policy seeks to further strengthen the policy support for delivery of the LVHN within the AAP area.

The EcoPark site and the LVHN

12.3.3 Key issues for a policy on heat networks include the need to establish an energy centre on the EcoPark site, deliver a network route linking the EcoPark energy centre to the Meridian Water development, and secure future connections towards Alma Estate and Haringey/ Northumberland Park (see Figure 12.1 overleaf). LVHN issues relating to the EcoPark site are dealt with in this chapter,

further details on the wider requirements for the EcoPark site are provided in Chapter 8.

12.3.4 The principal requirement for the future development of the EcoPark is to treat waste in the most sustainable way possible, however the treatment of waste also presents a significant opportunity to generate additional community benefits through the provision of heat. For this reason, the EcoPark is identified as the key heat source for initial development of the LVHN¹⁵. The future waste management infrastructure requirements of the EcoPark site are currently being assessed as part of work on the North London Waste Plan; this work and its implications for the design of the energy centre and network routes will be kept under review.

12.3.5 The LVHN business plan proposes that initially the existing EcoPark EfW facility would be adapted so that heat from the facility can be captured and transferred to an on-site energy centre which would be connected to the wider LVHN. The plant proposed by the LVHN to serve the initial phase of the heat network is based around a 15MWth steam offtake connection from the EfW facility, top-up and standby gas-fired boilers of 20MWth capacity, thermal storage vessels (approx. 400m³ capacity), an energy centre to accommodate all of the operational equipment, and all typical ancillary plant. The LVHN energy centre building would be developed in a single phase and 64m x 38.5m of land would be required to develop this facility, with an expected building height of 15m (excluding flues). The plant proposed by the LVHN to serve the second and subsequent phases of the heat network is based around a 40 MWth heat offtake connection from the new EfW facility, and top-up and standby gas-fired boilers of 80MWth capacity.

¹⁵ The Upper Lee Valley Decentralised Energy Network Feasibility Study (2012) and Enfield's Renewable and Low Carbon Energy Study (2010) identify the EcoPark as a strategic heat supply location that is feasible and viable.

12.3.6 The ULV DEN Feasibility Study suggests that the energy centre could be developed over two phases and that 1,300m² (for example 50m by 26m) of land would be required to develop this facility.

centre and routes on the EcoPark site, whilst maintaining flexibility for detailed design (particularly important given the ongoing work on waste management infrastructure requirements).

12.3.7 The following policy includes provisions to strengthen the safeguarding provided in the EcoPark SPD for the energy

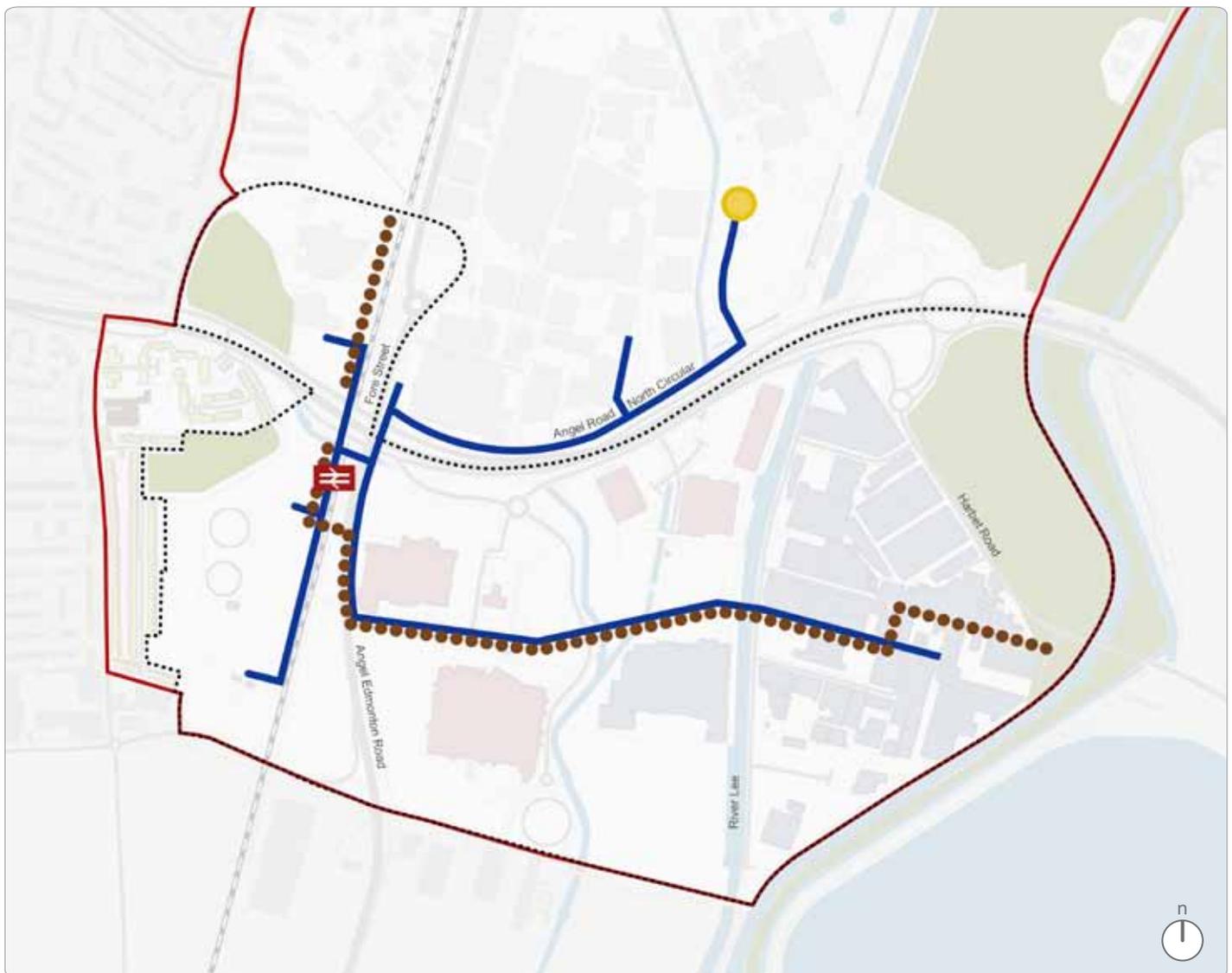


Figure 12.1: Lee Valley Heat Network Route (indicative)

Key					
	Central Leaside Area Action Plan		Public Open Space		Phase 1
	Roads		Meridian Water		Edmonton EcoPark
	Rail		Causeway Route		Meridian Water Station



View of the EcoPark from the River Lee



Biffa Recycling

Creating a resilient network

12.3.8 A further policy consideration is the need to maximise the resilience of the network as far as possible, for example by future-proofing large developments for emergency backup. This will help to make connection to the network more appealing for existing and new buildings, especially if it negates the need to install back-up boilers on site, thereby freeing up funds and space for other purposes.

12.3.9 The Council will aim to deliver the first phase of the heat network, linking the EcoPark site to Meridian Water, ahead of the completion of key phases of the Meridian Water development so that new developments can connect directly to the network as a source of heat. This will be particularly important for phases involving large heat loads such as large residential developments and schools. This is needed to avoid developments getting 'locked in' to alternative heat generation solutions, which would reduce/delay the benefits delivered by the network (for example total carbon emissions savings) and potentially increase network development costs. For the same reasons, where developments are completed before the heat network is able to supply them with heat the policy should make provisions to avoid 'lock in' to alternative heat solutions and encourage connection to the network as soon as it is extended to the development.

12.3.10 The Council will take into account the design standards and specifications for district energy networks set out in the LVHN Technical Specifications (Residential and Commercial) and the

Mayor of London's 'London Heat Network Manual' (2014, or as updated) in the implementation of the LVHN policy, and the determination of relevant planning applications. Should there be a conflict between the LVHN specifications and the Mayor of London's standards then the LVHN specifications take precedence. Where connection to an existing or future decentralised energy network is feasible and viable, a commitment to a connection may be secured via a legal agreement. The connection charge may take into account the cost of the LVHN operator providing a temporary onsite boiler where this is deemed appropriate to facilitate connection to the LVHN.

Delivery of the LVHN

12.3.11 An easement is to be provided that allows the heating network pipes to be routed underground. The typical width of the twin pipe installation will be 1.4m - 2.2m, depending on proximity to the EcoPark site, and a further Zone of Influence of 1.5m is required each side of the pipework, creating a width of 4.4m – 5.2m

Policy CL30: The Lee Valley Heat Network

Part A: Developing the Lee Valley Heat Network

The Council will support the development of a Lee Valley Heat Network (LVHN). This will include safeguarding and securing:

- The establishment of an energy centre on the EcoPark site;
- A network route linking the EcoPark energy centre to the Meridian Water development (Figure 12.1); and
- Future connections towards Alma Estate and Haringey/ Northumberland Park.

The Council will continue to work with its partners and stakeholders to ensure that opportunities to establish connections across waterways, highways, railway land or private land interests allow for the future implementation of the LVHN.

Proposals for major developments which produce a significant amount of heat should supply heat to the LVHN unless it can be demonstrated that this is not technically feasible or economically viable.

Part B: The ECOPARK Site and the LVHN

To facilitate the delivery of the LVHN, development of the EcoPark site should:

- Enable existing heat/energy from the energy from waste (EfW) facility to be captured and supplied to

the LVHN energy centre prior to decommissioning of the EfW facility, and then supply heat from the new waste (EfW) facility that replaces the existing waste (EfW) facility to the LVHN energy centre. There shall be no break in the heat supply to LVHN energy centre between the existing waste (EfW) facility being decommissioned and new waste (EfW) facility being commissioned of longer than 6 months. Any significant modifications to the existing EfW facility will be required to make a connection to the LVHN, and maintain sufficient supply;

- Incorporate space for an energy centre, a connection from EfW sources of energy/heat into the LVHN energy centre, and both low temperature hot water (LTHW), and if requested in the future steam, pipe network leaving the site, having regard to meeting the technical specification for the LVHN, including the minimum allowances for energy /heat output (as recommended by LVHN), and the requirement for operational and ancillary plant equipment; and
- Not prejudice installation and operation of the above mentioned LVHN energy centre.

Detailed safeguarding routes and the location for an energy centre should be agreed with the Council as part of pre-application discussions.

Part C: Creating a Resilient Network

To enhance the resilience of the LVHN, any development of over

Policy CL30 continued...

300 dwellings with an individual connection to the network should provide an area that could be used in an emergency to park a truck mounted boiler sized at 20 metres by 4 metres. This area should be:

- Hardstanding, including any access road needed to link it to the road network;
- Of sufficient size and configuration to allow an articulated truck to access and park within it;
- Located at least 20 metres from any building with opening windows or inlet fresh air ventilation; and
- Located within 20 metres of the pipework branch that connects the development to the LVHN.

The Council will safeguard a site (see Figure 12.1) at the west side of the Meridian Water development for a plant room to house thermal stores to support delivery of the Lee Valley Heat Network (LVHN). An “unobstructed” pipework route to the LVHN pipe network within the Causeway will also be safeguarded. “Unobstructed” here means a three metre wide zone with nothing built over it to a height of at least 10 metres.

Part D: Connecting to the LVHN

All major developments should connect to or contribute towards the LVHN in accordance with Policy DMD 52.

Where a major development is expected to be completed before the

LVHN is able to supply it with heat then:

- If there are firm plans to enable the site to be connected to the LVHN within five years, the development should design for heat network connection from the outset and use temporary on-site boilers (potentially provided by the heat network operator) until network connection is possible.
- If there are no firm plans for extension of the LVHN within a feasible and viable range of the development, provision of on-site Combined Heat and Power (CHP, with standby boilers) will be expected where the heating demand makes it feasible. The development should also be future proofed for connection to a heat network. In such instances the Council may agree with the developer that the installation of CHP can be deferred for up to five years (the development would use heat from standby boilers during this time) to allow time for the LVHN to be extended and connected to the development. If the developer connects to the network within five years then the requirement to install CHP would fall away; if not then the obligation to install CHP would be triggered.

The policy should be read in conjunction with Core Policy 20 and DMD policy 52, London Plan policies 5.5 and 5.6 and Enfield’s Edmonton EcoPark Planning Brief.

12.4 Managing Flood Risk

12.4.1 There is a risk of surface water flooding within Central Leaside. However, following work undertaken for Drain London in 2011, the level of risk for Central Leaside is relatively low. Despite this, it will be important to employ Sustainable Drainage Systems for all new developments and provide attenuation for an up to 1 in 100 year event with climate change.

12.4.2 The key tool for reducing surface water flood risks is the application of Sustainable Urban Drainage Systems (SuDS). In line with Core Strategy policy 28 and DMD 61, all new developments will be required to incorporate SuDS techniques. SuDS reduce or slow down rainfall run-off by storing, diverting or infiltrating rainwater. This approach is set out in the sustainable drainage hierarchy in the London Plan and in the Council's Proposed Submission DMD. Any drainage solutions should seek to not only minimise the rates and volumes of surface water runoff, but also provide multiple benefits including improved water quality, amenity benefits and improved biodiversity.

12.4.3 The Meridian Water Masterplan (section 7.2.18) sets out detailed development guidance in respect of flood risk assessment and mitigation. This guidance, along with policies DMD 60 and DMD 61 must be taken into account in all development proposals. Chapter 5, Policy CL16, sets out detailed policy guidance on how development in Meridian Water should respond to flood risk issues.



Waterways in Central Leaside



13 Celebrating Waterways and Green Spaces



River Lee Navigation

13.1 Introduction

13.1.1 Central Leaside benefits from a number of waterways and green spaces, including the River Lee Navigation, Pymmes Brook, Salmons Brook and the Lee Valley Golf Course at Picketts Lock. However, many of these waterways and green spaces are at present difficult to access and of poor quality.

13.1.2 The waterways are an important asset for recreation and sport for the local community and visitors. Regeneration and improvements across Central Leaside will help to provide better access to the waterways, integrating them into the everyday living and working experience, both in the new neighbourhoods of Meridian Water as well as along the wider Lee Valley.

13.1.3 Redevelopment in Central Leaside will aim to maximise its waterfront location to create vibrant places connecting the waterways to the new and existing communities.

13.1.4 Although existing residents in Central Leaside and beyond are in close proximity to the Lee Valley Regional Park and the smaller pocket parks, access is poor. It is not possible to create a large new open space in Central Leaside, but there are opportunities to improve existing or create new smaller spaces, and to improve links to neighbouring open spaces. There is potential for the new neighbourhoods at Meridian Water

to deliver this, such as a new pocket park at Canal-side West and development at The Parklands combining ecological and recreational benefits. Other opportunities exist at Pickett's Lock with the potential to intensify its use to provide more of a leisure and recreation offer.

13.1.5 Moored boats are an inherent feature of waterways and can contribute to the vitality of an area. Any mooring scheme (residential, leisure or visitor) should bring life and colour to an area and positively contribute to the character and setting of the waterway. The value of residential boats, due to their frequent and regular presence on site, can add a greater sense of security to an area which is generally appreciated by local communities, and supported by the Canal & River Trust. The Council will support permanently moored vessels on the River Lee Navigation provided a number of development principles are adhered to, as set out in Policy DMD 75 of the Proposed Submission DMD.

13.1.6 The policies in this chapter aim to maximise the potential of and access to the area's waterways and green spaces for the benefit of local residents and visitors to the area, ensuring they contribute fully alongside new housing, employment and other uses to an improved sense of place at Central Leaside. This chapter of the AAP should be read in conjunction with Chapters 5 Meridian Water and 11 Movement.

13.2 Policy Context

Policy context for Waterways and Green Spaces Chapter	
<p>London Plan (2011)</p> <p>Draft Further Alterations to the London Plan (2014)</p>	<p>Policy 2.18 Green Infrastructure: The Multi-Functional Network of Green Spaces</p> <p>Policy 3.19 Sports Facilities</p> <p>Policy 7.16 Green Belt</p> <p>Policy 7.18 Protecting Public Open Space and Addressing Deficiency</p> <p>Policy 7.19 Biodiversity and Access to Nature</p> <p>Policy 7.21 Trees and Woodlands</p> <p>Policy 7.22 Land for Food</p> <p>Policy 7.24 Blue Ribbon Network</p> <p>Policy 7.27 Blue Ribbon Network: Supporting Infrastructure and Recreational Use</p> <p>Policy 7.28 Restoration of the Blue Ribbon Network</p> <p>Policy 7.30 London’s Canals and Other Rivers and Waterspaces</p>
<p>Upper Lee Valley Opportunity Area Planning Framework (2013)</p>	<p>Objective 8</p> <p>4.4 Design principles</p> <p>4.5 Development by the waterways</p> <p>4.6 Nature conservation</p> <p>7.3 Meridian Water Masterplan</p> <p>7.5 Opening up the Lee Valley Regional Park</p>
<p>Enfield Core Strategy (2010)</p>	<p>Core Policy 33 Green Belt and Countryside</p> <p>Core Policy 34 Parks, Playing Fields and Other Open Spaces</p> <p>Core Policy 35 Lee Valley Regional Park and Waterways</p> <p>Core Policy 36 Biodiversity</p> <p>Core Policy 38 Meridian Water</p>
<p>Proposed Submission Development Management Document (2013)</p>	<p>DMD 25 Locations for New Retail, Leisure and Office Development</p> <p>DMD 71 Protection and Enhancement of Open Space</p> <p>DMD 74 Playing Pitches</p> <p>DMD 75 Waterways</p> <p>DMD 78 Nature Conservation</p> <p>DMD 80 Trees on Development Sites</p> <p>DMD 81 Landscaping</p> <p>DMD 82 Protecting the Green Belt</p> <p>DMD 89 Previously Developed Sites in the Green Belt</p>



Policy context continued...

Other Sources	<p><i>National Planning Policy Framework (2012)</i></p> <p><i>Discover Central Leaside: Towards a Draft Area Action Plan (2012)</i></p> <p><i>Edmonton EcoPark SPD (2013)</i></p> <p><i>Enfield Open Space and Sports Assessment Update(2011)</i></p> <p><i>Enfield Parks and Open Spaces Strategy(2010)</i></p> <p><i>Meridian Water Masterplan (2013)</i></p> <p><i>Picketts Lock Outline Masterplan: Scenarios Report (2011)</i></p> <p><i>Park Development Framework, Lee Valley Regional Park Authority</i></p>
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13.3 Waterways and Green Spaces**Policy CL31: Celebrating the Lee Valley Waterways**

Waterfront development should capitalise on its location. In particular, waterfront proposals will be expected to prioritise:

- New development addressing the waterway;
- Movement to, from, alongside and across the water;
- Public access to the waterways;
- Potential for water-based recreation and leisure use;
- Active frontages adjacent to the water's edge, including uses such as cafés, bars and workshops;
- New high quality public open spaces at the waterfront; and
- Softening of river channel edges where appropriate to enhance biodiversity and local amenity.

Where development is located close to a waterway and has a significant need for cooling (a cooling load of

500KW or more), the feasibility of using water from the waterway as part of a low carbon cooling system should be evaluated (see Chapter 12).

Proposals for the restoration or the increased use of the River Lee Navigation, Pymmes Brook and Salmons Brook as the Lee Valley waterways within Central Leaside will be supported in line with London Plan policies 7.24 to 7.28 on the Blue Ribbon Network.

Proposals for new residential moorings will be supported provided they meet the requirements of policy DMD 75.

Leisure activity should be encouraged alongside the waterway through the provision of open spaces, café units, bars and restaurants.

This policy should be read in conjunction with Core Strategy Policy 35 and 38, DMD 75 and London Plan Policy 2.18, 7.19, 7.24, 7.27, 7.30.



River Lee Navigation

Policy CL32: New and Existing Open Spaces

New development should make appropriate contributions to improving the quality of the existing open space network across the Central Leaside area.

Proposals to provide new open space or enhance existing open space will be expected to be design-led and have considered the potential for a range of appropriate uses, including:

- Sports and recreation;
- Flood storage capacity;
- Nature conservation;
- New or enhanced landscaping; and
- Bringing underused and vacant spaces or buildings back into active use.

Locations that have been identified as offering potential for the creation of new multi-functional open space include but are not limited to:

- Picketts Lock;
- The land on either side of the North Circular Road to the east and north-east of Meridian Water; and
- Kenninghall Open Space.

Proposals will be supported that improve the access across and between existing and new green spaces, including the use of 'green corridors' comprising footpath networks and cycle paths.

Green corridors should enhance east-west movement to improve connectivity between the Lee Valley Regional Park and the rest of Central Leaside and beyond.

This policy should be read in conjunction with Core Strategy policies 34 and 35, DMD 71, 72 and 78 and London Plan Policy 2.18 and 7.27.



Delivery and Implementation



PART D:

Delivery and Implementation

14 Delivery and Implementation

This AAP will support the regeneration and transformation of Central Leaside through a number of significant and interlinked actions. The document identifies locations for new housing, employment, open spaces and other important land uses, as well as existing land uses that are currently underutilised, underperforming or require regeneration.

14.1 Introduction

14.1.1 The interventions proposed through this document are linked to a series of new or revitalised transport and infrastructure networks in order to support the existing and new population. These will help to achieve a step change in perceptions of the area and to enable Central Leaside to build more effectively on its strategic location within the North London sub-region and beyond.

14.1.2 This chapter is structured as follows:

1. Governance;
2. Partnership working;
3. Development management;
4. Development phasing;
5. Funding sources;
6. Land assembly and disposal;
7. Monitoring and review; and
8. Projects and prioritisation.

14.1.3 The chapter concludes by setting out how progress in implementing this AAP will be monitored by the Council.

14.2 Governance

14.2.1 The Council will set up a Central Leaside Area Action Plan Officer Working Group. The project group will be an officer advisory/implementation group made up of senior representatives from the following service areas and would have a project sponsor from senior management:

- Strategic Planning and Design;
- Neighbourhood Regeneration;
- Development Management;
- Housing;
- Property;
- Traffic and Transportation;
- Parks and Leisure; and
- Economic Regeneration.

14.2.2 The key role of the project group would be to manage the implementation of the AAP and oversee its delivery and its detailed briefs. Other key roles of the group would be to:

- Advise the project sponsor and report on progress against the plan on a regular basis;



- Liaise with other relevant delivery arrangements for complementary projects to ensure synergy, transparency and co-ordination of any activity taking place in Central Leaside;
- Oversee appropriate support for any new fora or groups that may need to be established to ensure that the objectives and policies are delivered. These groups will have responsibility for bringing relevant parties together to create an action plan for either an agreed geographical area or functional area;
- Provide a bridge between those groups already in place and/or where activity goes beyond the remit of the strategic framework. This group could be used as a vehicle for fast-tracking any potential blockages for specific developments within the AAP area as well as an initial joint public sector appraisal body for third party for third party development proposals;
- Manage the marketing and public relations activity relevant to the strategic framework. This will be done in conjunction with the Council and its partners; and
- Complete external funding applications.

14.3 Partnership Working

14.3.1 The existing Edmonton Leaside Partnership (ELP) will play a key role in delivery of this AAP. ELP consists of key stakeholders including: residents, the Council, NHS and health representatives from Enfield's Clinical Commissioning Groups, the Police, Voluntary and Community Sector representatives, schools, colleges and officers from JobCentre Plus, amongst others.

14.3.2 Part of ELP's remit is overall guardianship of the Edmonton and Central Leaside areas.

14.3.3 In terms of Habitats Regulations considerations, the London Borough of Enfield will work with the Environment Agency, Thames Water, Lee Valley Regional Park, the Canal & River Trust (formerly British Waterways) and other consultees to ensure that proposed plans and projects do not have an adverse effect on water levels or quality in the European sites.

14.3.4 The activity of the Central Leaside Area Action Plan Officer Project Group would be reported to the Edmonton Leaside Partnership Board meeting.



14.3.5 The southern boundary of the AAP area is adjacent to the London Borough of Haringey, and Enfield will therefore work closely with Haringey and other partners across the wider north London sub-region as appropriate to ensure that delivery and implementation takes account of their plans and programmes, as well as the spending and delivery plans of regional bodies such as TfL.

14.4 Funding Sources

14.4.1 The transformation of Central Leaside will need to be supported by funding to deliver the required social and physical infrastructure. There are a number of funding streams that are available, including:

- **Community Infrastructure Levy (CIL):** CIL will become an important means of funding infrastructure through the development process. CIL allows local authorities to charge a levy on new developments to raise funds to build the infrastructure to support growth. In London there are two levies: a Mayoral CIL to raise funds for Crossrail and a Local Authority CIL to pay for infrastructure such as transport, open space, schools, community and health facilities, leisure centres and energy. It is anticipated that Enfield's CIL will come into effect in spring/summer 2015.
- **Section 106 Agreements:** The traditional role of Section 106 Agreements to fund infrastructure is changing as a result of the introduction of CIL. However, s106 will continue to have an important role in delivering affordable housing, revenue costs and to address site-specific issues such as access.
- On adoption of Enfield's CIL or after 6 April 2015 (whichever is first) the Regulations (Community Infrastructure Levy Regulations 2010 as amended) restrict the pooling of obligations to a maximum of 5 planning obligations for an item of infrastructure that is not intended to be funded by CIL, thereby significantly limiting the scope of S106. The Council's Section 106 Supplementary Planning Document will be reviewed prior to adoption of CIL. Revenue generated from CIL and pooled S106 contributions may be used, alongside other available funding, to jointly deliver infrastructure after the CIL charge has been adopted.
- **Greater London Authority Funding:** Funding may be sought from a number of GLA funds, including the Mayor's Outer London Fund, the Growing Places Fund and the Mayor's Recovery Fund.
- **Funding from the London Borough of Enfield:** The Council will put in place a range of investment plans and agreements that can be used to support some of the projects identified in this AAP.
- **Investment from other public bodies:** This may include the Lee Valley Regional Park Authority, Canal & River Trust, the Environment Agency, Transport for London and Network Rail.
- **Private sector investment:** The private sector will fully or partly fund a number of the projects identified in this AAP. These projects will range from large-scale regeneration projects such as the Meridian Water Masterplan to smaller-scale interventions in selected locations.
- **Housing Zone:** The Council has submitted a Housing Zone bid to the GLA. The potential declaration of a Housing Zone in Meridian Water will accelerate the delivery of new homes through a variety of potential interventions that will be tailored to site, and viability requirements of each development parcel and neighbourhood. This will significantly advance the pace of housing development at Meridian Water.

14.5 Development Management

14.5.1 Development management is the principal tool through which Enfield will implement the AAP, enabling it to reshape the area according to the plans' policies and principles.

14.5.2 Alongside this document, development management decisions will be made in line with Enfield's Core Strategy and Development Management Document, (anticipated to be adopted in its final form later in 2014). At the same time, the London Plan will continue to form the strategic framework governing development management decisions across Central Leaside. The GLA consulted on Further Alterations to the London Plan in early 2014, with a revised London Plan to come into effect in early 2015. More locally, the Edmonton EcoPark Supplementary Planning Document has now been adopted and therefore forms a material consideration in determining planning applications for this part of Central Leaside.

14.6 Development Phasing

14.6.1 Recent events and activities already taking place across the AAP area provide confidence that development will begin sooner rather than later in the plan period. It is anticipated that the first phase will be to the west of the Masterplan area, with housing gradually progressing eastwards over time. Meanwhile, Enfield has submitted a bid to the GLA for Meridian Water to be designated as a Housing Zone. If the bid is successful, this will help the development secure access to additional funding streams, which is likely to have a positive impact upon phasing and accelerated housing delivery.

14.6.2 Elsewhere in Central Leaside, Thames Water submitted an application in July 2014 for its comprehensive upgrade of the Deephams Sewage Works, which

has the potential to significantly enhance amenity for existing and future residents. The Lee Valley Heat Network was officially launched in July 2014, with routes for infrastructure being safeguarded from alternative uses. A feasibility study is also under way for the Causeway linking Meridian Water to Edmonton Green.

14.6.3 These projects provide confidence that the regeneration of Central Leaside is already underway and that collectively they will help to facilitate the delivery of the new housing, employment and open space proposed through this document.

14.7 Land Assembly and Disposal

14.7.1 Land assembly will be a key issue in the delivery of development sites and infrastructure, particularly at Meridian Water. Alongside its regulatory role, the Council presently owns a small portion of the land at Meridian Water, although it has not ruled out land acquisition through negotiation or compulsory purchase, where this would enable development. In preparing this AAP, the Council is providing a clear and formal planning policy framework for individual landowners to deliver development on their respective sites.

14.7.2 The delivery of the public realm, transport improvements, and other critical infrastructure identified in the AAP will provide an attractive canvas for investors and developers and attract more people to the area. In addition to funding support, the Council may take a key role in land assembly and more detailed feasibility appraisals for each phase of development, and in assisting, where appropriate, in the relocation of existing uses where this is necessary to facilitate delivery.

14.7.3 In the unlikely event that landowners do not bring forward planning applications on their land consistent with the Meridian Water Masterplan and this AAP, and

implementation is delayed beyond the Council's reasonable expectation, the Council may adopt more of a lead 'developer' role in delivery. This would entail the Council undertaking a more significant role in land acquisition and assembly potentially through the use of compulsory purchase order powers and/or direct delivery through partnerships with developers.

14.7.4 The adoption of the AAP will be an important factor in implementing any formal CPO procedures. The entire procedure usually takes between 12-18 months, but this varies significantly depending on the number of objections received and whether the objections trigger the necessity to hold an inquiry.

14.8 Monitoring and Review

14.8.1 The Council has a statutory requirement to prepare a Monitoring Report on the progress of local planning policy documents, the extent to which policies within these documents are being implemented and their effectiveness.

14.8.2 Monitoring is needed to establish what is happening now and what may happen in the future. By monitoring and studying trends it is possible to identify key challenges and opportunities for the future and enable policy to be adjusted or revised where necessary. Monitoring is also important to ensure that the aim of sustainable development is being achieved.

14.8.3 The Council will prepare an annual Monitoring Report on the Central Leaside AAP that will:

- Assess the extent to which policies in the AAP are being implemented;
- Set out, where a policy is not being implemented, the reasons why and what steps will be taken to ensure it is implemented;

- Make available up-to-date information collected for monitoring purposes;
- Identify the significant effects of implementing policies in the AAP and whether they are intended; and
- Set out whether policies are to be amended or replaced.

14.9 Projects and Prioritisation

14.9.1 This AAP sets out a range of projects and initiatives, from low key interventions to major infrastructure projects. These projects will need to be prioritised, so that a rolling programme of implementation is carried over the lifetime of the AAP. This section sets out:

- Enabling projects and early wins;
- Prioritisation of other AAP projects; and
- Requirements for supporting planning briefs.

The prioritisation of projects is as follows:

- Enabling projects and early wins: 2015 - 2022;
- Short term: 2017 - 2022;
- Medium term: 2022 - 2027; and
- Long term: 2027 - 2035.

Enabling projects and early wins

14.9.2 There are a number of projects identified in this AAP that are already underway. The progress ranges from being identified in Council strategies, to securing funding, and - in the case of Meridian Water - having a preferred developer on board. Table 14.1 below sets out the priority projects, which can deliver either an 'early win' or are critical to enabling other forms of development to happen (such as the West Anglia Mainline Enhancements project).

14.9.3 More information about the projects can be found in the Council's Infrastructure Delivery Plan and Supporting Schedules (2014).

Table 14.1: Priority AAP Projects

Project Description	Phase	Lead Agencies	Outcome
Meridian Water Highway Infrastructure. (incorporates walking and cycling route R1 from the AAP)	5-10 years	LBE / TfL / Private Sector	Provide Causeway road and associated bridges
Examination of options for Lee Valley Line Level Crossings	0-5 years	LBE / Network Rail	Examine options for the replacement of level crossings as part of enhancements to the West Anglia Main Line
Implementation of replacement of Lee Valley Line Level Crossings	0-5 years	LBE will be required to fund any consequential restructuring needed of the local road network. Funding gap identified.	To provide off-grade bridges and subways
Angel Road Station and Interchange Enhancements	0-5 years	London Growth Fund / LBE / Private sector	Platform extensions, new station entrances, improved pedestrian links to station and formation of bus hub.
West Anglia Main Line STAR Scheme	0-5 years	LIP / NR / DfT / London Growth Fund / LBE / Private sector funding	Implementation of additional track and associated signalling.
West Anglia Main Line	11-15 years	DfT. Funding gap identified.	Increasing local services on West Anglia Main Line to at least 4 trains per hour serving local stations.
Meridian Water to Edmonton Green bus link	TBC	TBC	Improved bus access
North – South bus services	11-15	TfL, Developer Contributions	Enhanced bus service along the A1055 corridor.
Borough-wide improve bus services focussed on the Lee Valley Corridor and orbital links	0-5 years 11-15 years	TfL / Developer Contributions	Improved bus access implementing the findings of the Bus Service Review and supporting new development.

Wharves at Pickett's Lock and London Waste EcoPark & Ponders End	16-20 years	TfL, Freight Facilities Grant	Secure wharves and promote waterborne freight transport
Upper Lee Valley Decentralised Energy Network	0-10 years	LBE, Neighbouring Authorities	Implementation of a sub-regional decentralised energy network to include the Alma Estate and Meridian Water
Deephams Sewage Treatment Works Upgrade	TBC (EA discharge consent requires upgrade by March 2017)	Thames Water	Effluent quality improvements and redevelopment of existing works to provide enhanced treatment infrastructure
Meridian Water Flood Compensation Areas	TBC	LBE	Flood compensation area and enabling works for development of the Masterplan area.
Meridian Water Public Realm	As outlined in Meridian Water Masterplan	LBE	Enhanced frontage and environmental public realm improvement works
Meridian Water Public Realm – Angel Square	As outlined in Meridian Water Masterplan	LBE	Demolition of building at Angel Square
Meridian Water Public Realm – Angel Square to Harbet Road	As outlined in Meridian Water Masterplan	LBE	Upgrading of street – Angel Square to Harbet Road
Two New 2FE Primary Schools at Meridian Water	2016-19	LBE / DfE	Two new primary schools as part of the Meridian Water development
One New 6FE Secondary School at Meridian Water	2016-18	LBE / DfE	New secondary school for the Edmonton area including Meridian Water
New GP Practice Facility at Meridian Water	2020-25	GP-based	New GP Practice to serve the new community
Community Hub at Meridian Water	2015 onwards	LBE / Library Services	New library provision / space
Police Neighbourhood Transport Team Base / Front Counters	TBC	Met Police	A base for the Police in the new community at Meridian Water

Central Leaside – Creation of a multi-functional open space	By 2018	Place Shaping	Creation of a new open space to serve new residents in Central Leaside
Central Leaside – area of new open space	11-15 years	TBC	Area of new open space
Central Leaside – Improved access to the Lee Valley Park (incorporates walking and cycling routes R3 and R4 from the AAP)	11-15 years	TBC	Improved access to the Lee Valley Park
Central Leaside – Rays Road (incorporates walking and cycling route R2 from the AAP).	2-3 years	LBE	Create access and improve access to Rays Road site. Create pedestrian and cycle link to Angel Road Station
Meridian Water Towpath	TBC	LBE, British Waterways, Lee Valley Regional Park	Remodel a hazardous section of towpath. Incorporate ecological enhancements to improve biodiversity.

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