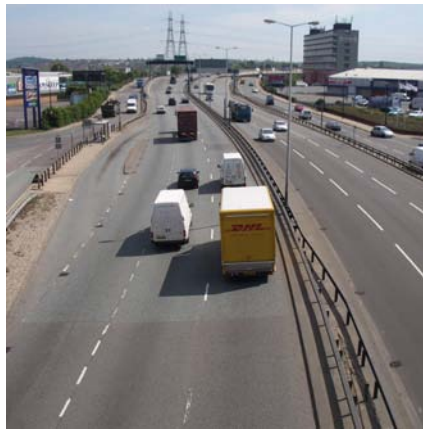


Central Leaside

Joint Area Action Plan



Draft for approval by LB Enfield and LB Haringey
Draft Central Leaside AAP: Issues and Options Report
November 2007

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Foreword

- 1 Text, image and signature to be supplied by Enfield and Haringey

Foreword

1 How to get Involved

Enfield Council has an on-line consultation system, which you can use to comment on this document. On-line consultation is the easiest and most convenient way to make comments on the Central Leaside Area Action Plan. To view the document and submit your comments please use the following link:

<http://www.enfield.gov.uk/AAPs>

You may also make your comments in writing and send them to:

The Planning Policy Team
London Borough of Enfield
PO Box 53
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or email: claap@haringey.gov.uk

Please also remember to complete and return the equal opportunities monitoring form, which can be found on Enfield's website.

The closing date for comments is the XXX February 2008

Note on the Text

All references to the DCLG (Department for Communities and Local Government) include its previous titles (ODPM, DTLR, DETR) and all policy statements / guidance published under those banners.

Lee or Lea?

Historically, the river has been called the "Lea", "Lee" or "Ley". The "Ley" spelling is seen in medieval documents but subsequently passed from common usage. Currently, "Lea" and "Lee" are the generally accepted spellings, with "Lea" used in reference to the original natural river and "Lee" referring to the canalised parts, such as the Lee Navigation. However, both spellings are often used. For the purposes of consistency and to avoid confusion, this report uses the spelling "Lee" when referring to the waterways in the area.

Note on the Mapping

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2 Introduction

2.1 The Central Leaside Study Area

- 2.1.1** Central Leaside is the collective name given to the strategic employment area that lies on the borders of Enfield and Haringey. It extends from Pickett's Lock in the north to North East Tottenham / Northumberland Park in the south (see Figure 2.3 'Central Leaside AAP area').
- 2.1.2** Central Leaside is at a crossroads, literally. It is in a key location in North London where the North Circular crosses Meridian Way and the Lee Valley Rail Line. You can get easily to the major growth areas of the City, Stratford, the Olympics site, Stansted and Cambridge (see Figure 2.1 'Location of Central Leaside AAP area'). It is part of the Upper Lee Valley, which is an Opportunity Area in the London Plan. The growing centre of Tottenham Hale lies immediately to the south and Brimsdown - London's second largest concentration of employment land - lies to the north. Central Leaside itself is strategically important because of its large cluster of industrial estates, its big shops such as IKEA and Tesco, and its leisure and recreational assets such as the national athletics centre at Pickett's Lock, and the Lee Valley Regional Park. A great many people live nearby, particularly in the communities to the west.
- 2.1.3** But at the moment Central Leaside is much less than the sum of its parts. Many of the employment areas are not attractive to look at, even by the standards of industrial areas. Dominated by a waste incinerator station and elevated highway, it consists of a series of disjointed land parcels containing retail units, industrial areas and vacant land. Some of the industrial areas suffer from outdated industrial stock, poor infrastructure, access and environmental quality. The very transport routes that make the area accessible also slice it into a series of poorly connected segments. The employment areas have no overall real "sense of place".
- 2.1.4** Not so long ago Central Leaside, along with the rest of the Upper Lee Valley, was an innovative area, spawning inventions that were employed in the growing consumer market of the early 20th century. Its substantial industrial estates, covering over 130 hectares, are a legacy of that era of consumer-oriented manufacturing and are still an important source of jobs for the sub-region. However, for over 30 years, the trend has been away from manufacturing and towards service and distribution. Some industrial production remains and thrives, the new Coca Cola plant on the Eley Estate is a good example of investment that has been attracted to the area as a result of the positive interventions that have taken place. Mostly, however, the old discarded shells of the former manufacturing units provide cheap homes for service and distribution uses and automotive activities, a visible reminder of the erosion of the former industrial base. Opportunities do exist to capitalise on the continued importance of high value-added niche manufacturing and the growing role of the food and drink and logistics sectors, however significant investment would be required to attract such employers.

2 Introduction



Figure 2.1 Location of Central Leaside AAP area

2 Introduction

- 2.1.5** The social and economic changes of the last 30 years are also reflected in other problems in the wider area including low average household income and educational achievement, under-investment in the housing and employment stock, and deterioration and shrinkage in local shopping streets as a result of changing shopping patterns and relatively low spending power. The overwhelming impression is that Central Leaside has drifted; it has adapted to economic change to some extent, but has not yet found a new role. If the existing economies and communities are to be revitalised, a step change is now needed.
- 2.1.6** Recently however, the North London Strategic Alliance, which includes the London Boroughs of Enfield, Haringey and Waltham Forest, produced a Vision for the Upper Lee Valley as North London's waterside. This looks at the long-term potential of the valley to raise its performance in every way and make much more of its assets: its good connections, growth potential, housing capacity and the Lee Valley Park. Central Leaside is in a crucial position to help achieve this vision.
- 2.1.7** So what role should Central Leaside have in the future? How might it fit into the golden triangle of growth from London to Cambridge and the south Midlands? Clearly, industry will continue to play an important part. The London Plan recognises this, particularly for businesses with less environmentally demanding requirements. But that cannot be the end of the story. There are unparalleled opportunities here to improve the profile and image of the area, to broaden the range of businesses, jobs and homes, and to improve the public transport connections. Higher value activities with more dense employment could be encouraged. New residential communities could be developed, perhaps as part of mixed use developments, to help meet housing needs. Environmental issues, such as climate change and the flood plain, will need to be taken into account, and there are opportunities to promote exemplary sustainable, eco-friendly new developments. A decision also needs to be made as to whether Central Leaside should accommodate much needed waste facilities and technologies for north London.
- 2.1.8** So Central Leaside is at a crossroads, not just physically, but in terms of its future direction. To encourage beneficial change throughout the area, the London Boroughs of Enfield and Haringey have agreed jointly to develop an Area Action Plan. This is a vital piece of collaborative working between the two boroughs and is one of two Area Action Plans being developed for the Upper Lee Valley, the other being North East Enfield. When it is finally adopted, the Area Action Plan will be a statutory planning document, and part of both councils' local development frameworks. The plan will set the framework for the long-term future of the area and will help unlock its potential. There is a huge opportunity for a step change which would help regenerate Central Leaside, raise the profile of the area, promote sustained economic growth and provide for a healthy, balanced and sustainable community.
- 2.1.9** The report you are reading, the Issues and Options Report, is the first key stage towards producing the Area Action Plan. It looks at the decisions that need to be taken to steer the area in a new direction. Your views are important because they will help us to develop the plan in more detail. We hope you find time to look at the questions and let us know what you think about the possible options for change.

2 Introduction



Figure 2.2 Central Leaside, from the air (looking north)

2 Introduction

2.2 Central Leaside's Choices

- 2.2.1** The Area Action Plan for Central Leaside is set within a broader policy context, which includes the London Plan, the emerging Core Strategy for Enfield and the Haringey UDP, together with the Area Action Plan for North East Enfield. Both Enfield's Core Strategy and Haringey's UDP have a series of strategic objectives which are taken into account in this report. There is also a non-statutory Plan for the Lee Valley Regional Park, a new Master Plan for Tottenham Hale and the neighbouring borough of Waltham Forest is also working on regeneration plans for nearby Blackhorse Road. You can read further about the policy context in the Appendix to this report and in the Baseline Study. These planning documents all recognise the opportunities presented by the study area.
- 2.2.2** One of the most important functions of the area is as a place where people work. There is a lot of employment land (see Figure 2.4 'Land Uses in the AAP area'). This is a very special feature of the area and forthcoming changes to the London Plan are due to recognise this by designating part of Central Leaside as a Strategic Industrial Location. But planning for the future of Central Leaside is not just about industrial land and floorspace. The draft vision for the Upper Lee Valley recognises that there are many other matters in need of improvement, including recreation, transport, the green environment, housing, skill levels, and the quality of life generally.
- 2.2.3** There are big decisions that need to be taken about the area. These relate to the quality of the environment, the balance between industry and other uses, the types of business that might grow here, how many new homes should be accommodated, where and what type of education, health, retail and recreational facilities should be provided, and how the area might be transformed to include a richer mix of uses, a better walking environment and better public transport.
- 2.2.4** Central Leaside, for all its large buildings and industrial estates, is not a typical urban environment. There are few routes that could genuinely be called attractive urban streets. The image is of a series of separate pieces of land with industrial estates and sheds. If you travel through the area, on the North Circular Road or Meridian Way, or on the rail lines, that is what you see; the residential communities are quite hidden. It is often difficult or unpleasant to get from one part of Central Leaside to the other except by motor vehicle. This report asks questions about whether we should start re-casting the character of the area to turn it into a more people-friendly place.

2 Introduction

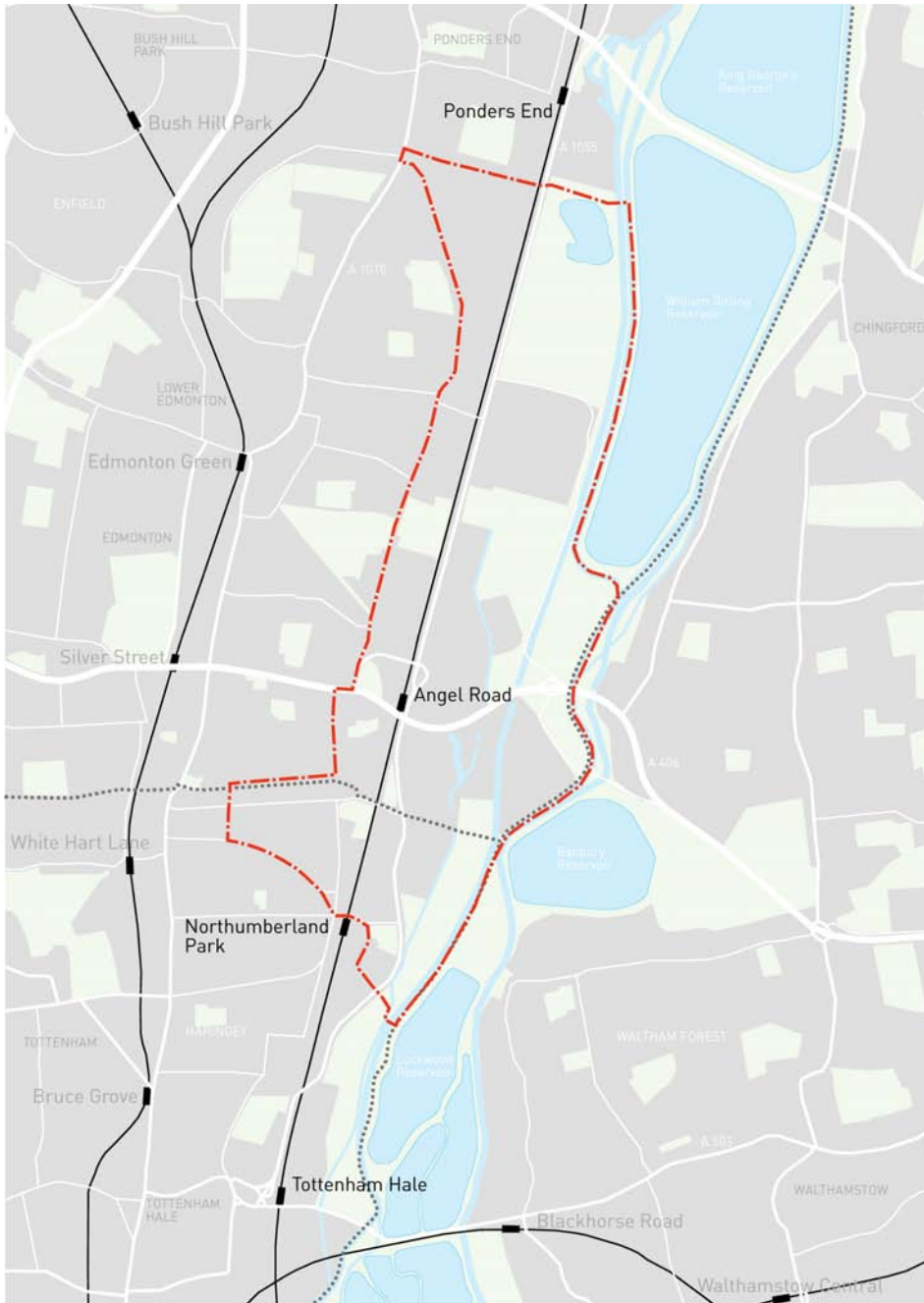


Figure 2.3 Central Leaside AAP area

2 Introduction

- 2.2.5** Much of the industrial base of Central Leaside is geared towards storage and distribution, large and small, together with service industries, automotive supply and repair and some manufacturing. Typically, these operate out of large sheds or other industrial estate premises. Indeed, the Further Alterations to the London Plan regard Central Leaside as a location for industry that is not environmentally sensitive. One option would be to accept that this is the essential purpose of Central Leaside. There are certainly some strong factors that point in that direction: the good connections for freight, the links to the strategic road network and local markets, the existing character of the area and the ability to operate industry without harming residential living conditions. Some industrial estates could remain as they are, others might require investment to modernise in order to attract employers that provide more jobs. Others may be suitable locations for waste facilities or green industries. But should that approach really apply to the whole of Central Leaside? There is, for instance, much unused and underused land in the area. So one alternative approach would be to plan for changes in the industrial base to consider whether parts of Central Leaside, or even the whole area, can be turned into more of a mixed community of businesses and homes, and to attract higher value businesses. Section 3 looks at the options for employment in Central Leaside.
- 2.2.6** For an area which is seen as industrial, Central Leaside contains a surprising number of homes - more than 4,500 people live on the fringes of employment land within the study area and there are large areas of established residential communities to the west (see Figure 2.4 'Land Uses in the AAP area'). Houses tend to be medium sized and low-rise terraces, which are a good housing resource although they no doubt could benefit from improvements, including improved energy conservation. But there is a great need for more housing and both Haringey and Enfield have to make provision for a lot more homes within their areas. Between 2007/08 and 2016/17 the London Plan requires a minimum of 3,950 new homes to be provided in Enfield and 6,800 in Haringey, based on existing housing capacity estimates. But more could be accommodated in Central Leaside, which has brownfield land as well as areas that might be redeveloped.
- 2.2.7** However, to make Central Leaside a place where people might want to live, a great many things need to be improved – transport, walking connections, green space and access to community facilities and local shops. New homes can only come in as part of an overall package to include all these things, and they must be a part of an overall strategy to change the character and image of the area. If we are to accommodate more housing in Central Leaside, we need to decide how much, whether we want housing to be built as part of a mix of uses, what the mix should be, what type of housing we want and where it should be built. At present, shopping is dominated by the “big box” retail units and traditional street-based shopping has suffered. Is this an inevitable trend or should more be done to encourage the return of sustainable, walkable shopping streets? The retail units have big car parks; how could this land be used more efficiently? And communities need good health and education facilities, particularly if families are to be encouraged into the area. To achieve this transformation, a lot would need to be done, and the impacts on existing local communities and shopping areas would need to be considered. Section 4 looks at the options for new homes and all the facilities required to support new communities.

2 Introduction

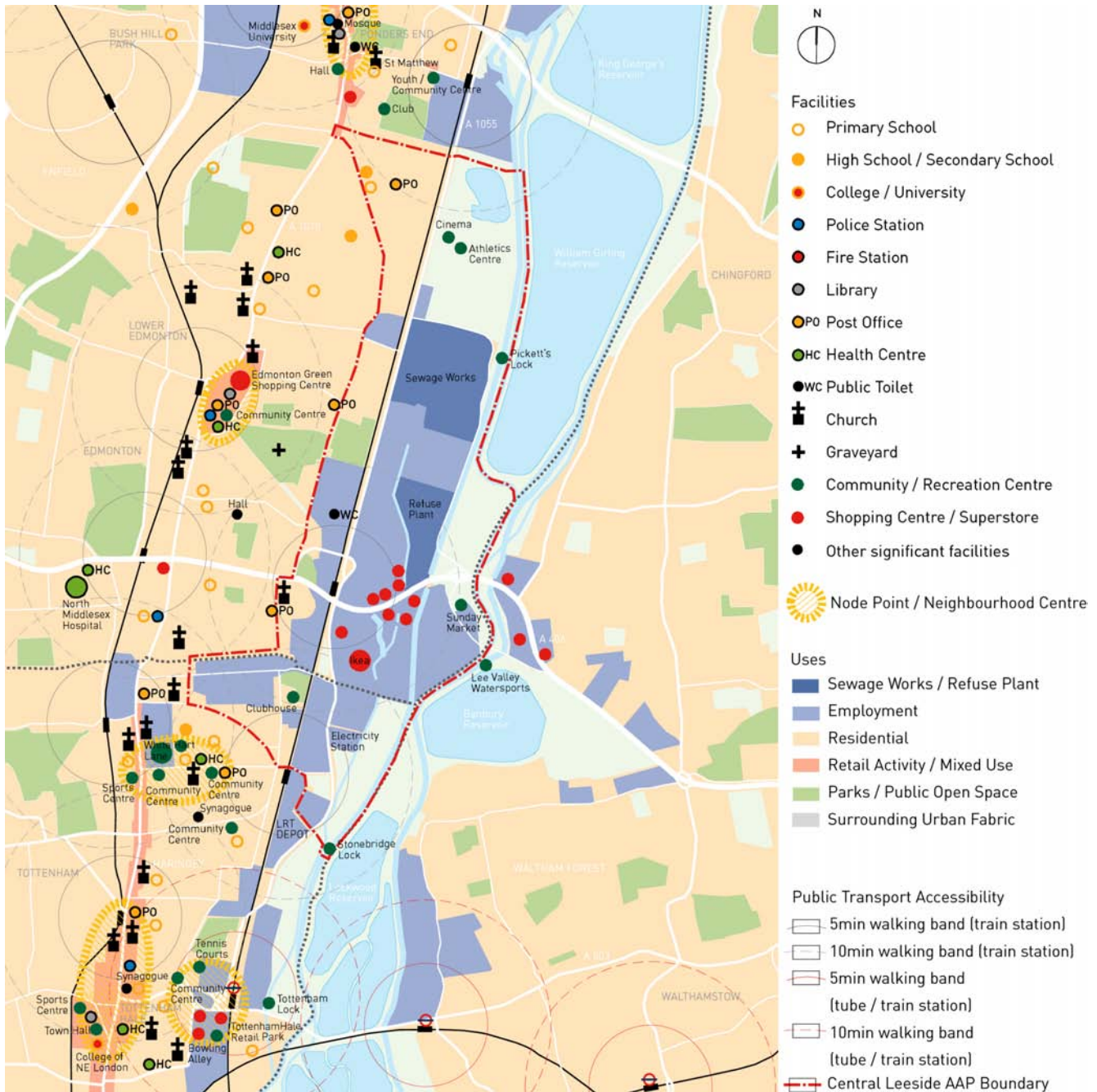


Figure 2.4 Land Uses in the AAP area

2 Introduction

- 2.2.8** One advantage of fostering a more urban, mixed use character is that a greater number of people can support better public transport. The area is currently dominated by cars and lorries. The encouragement to walk or use public transport needs to be built into the design of new development. Section 5 of this report looks at the improvements that might be made in public transport, for example by moving Angel Road station to a more reachable location and by improving east-west bus routes. How can the proposals for improved rail connections between London and Stansted be used to greatest benefit? What would be the implications of moving Angel Road station for the existing nearby stations at Northumberland Park and Ponders End?
- 2.2.9** The Lee Valley Regional Park is a unique asset on Central Leaside's doorstep, with its associated waterways, reservoirs and green space. But historically, manufacturing industries required the waterways for freight transport and the recreational or aesthetic value of the reservoirs – as London's water supply - was not considered. If the area is to be transformed, the Lee Valley Regional Park could provide the centrepiece for new emerging business and residential communities and access to it from surrounding residential communities in Enfield, Haringey and Waltham Forest could be opened up. This is important for these communities who currently suffer from a shortage of public open space and from difficulties accessing the Regional Park either because the routes are unpleasant or because they are blocked by major roads, railway lines or swathes of industrial land. Section 6 looks at the options for open spaces and the image and identity of Central Leaside.
- 2.2.10** The potential to provide more housing, to broaden the employment and skills base, to attract higher value businesses, to make Central Leaside more sustainable, to improve the area's environment and image, all require a change in the way we regard the area and the way we think about the area's brownfield land and employment sites. Given Central Leaside's inclusion within the Upper Lee Valley Opportunity Area in the London Plan, "do nothing" is not an option. This is supported by its recognition in Enfield's Core Strategy Issues and Options Report and Haringey's Sustainable Communities Strategy. However, there are choices about the type of intervention required and where to focus it; some sites will need to be retained or improved in order to support continued future employment use. However, on other sites, an option is to be much more proactive about encouraging mixed-use development. But which sites should be considered for such development, and which areas should stay as conventional industrial sites?
- 2.2.11** In order to develop a clear vision for Central Leaside, it is suggested here that there are three distinct sub-areas (see Figure 2.5 'Opportunity Areas') with different characteristics and opportunities for change which are considered in detail in sections 7 to 9.

2 Introduction

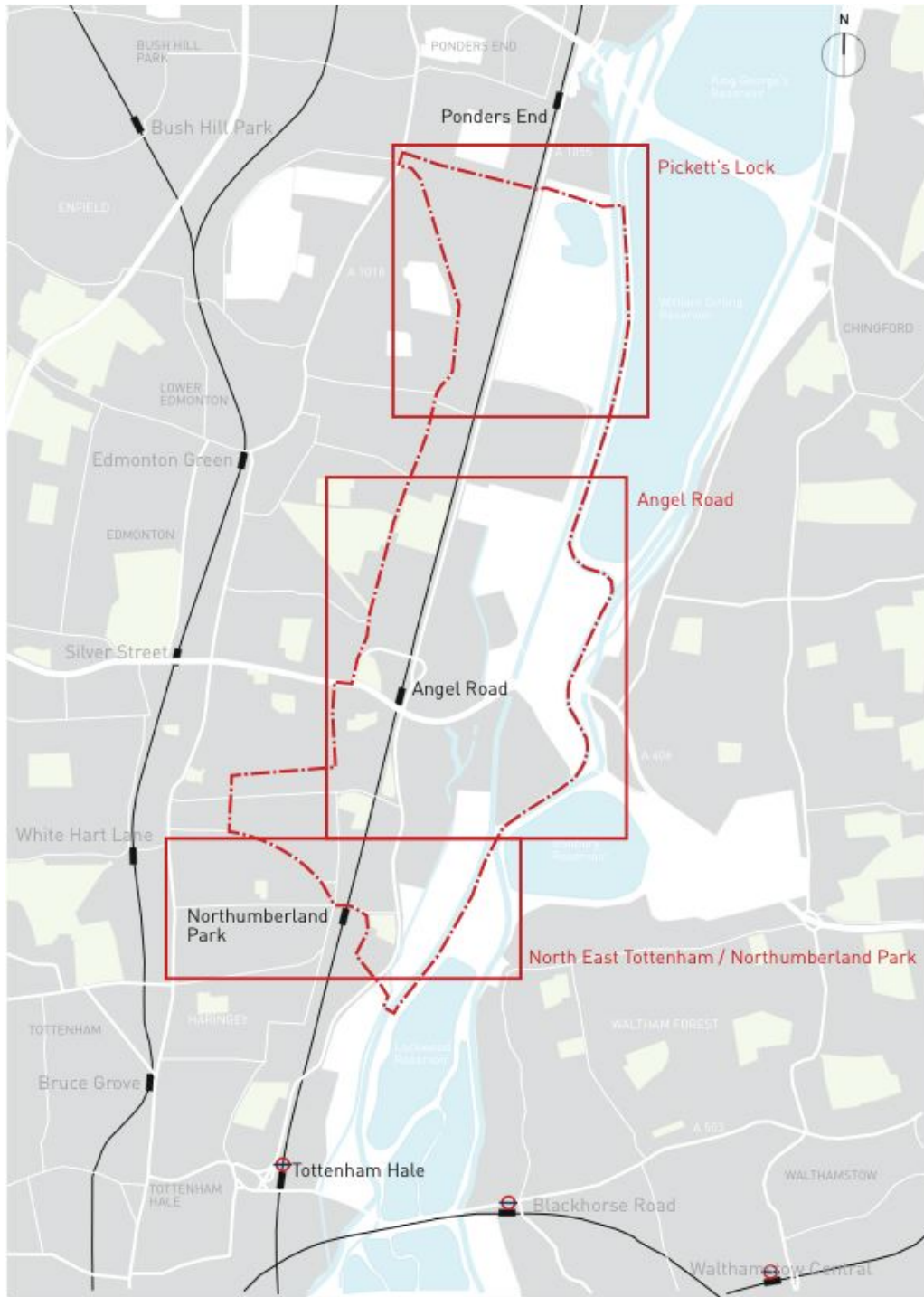


Figure 2.5 Opportunity Areas

2 Introduction

Angel Road

2.2.12 If pro-active mixed use development were to take place, this report suggests that it would make most sense to promote it in the area around IKEA and Tesco (the 'Angel Road' area) in Enfield, where retail development has already compromised the integrity of the strategic employment land and there are surrounding underused and vacant employment sites. There is already substantial developer interest in these sites, which suggests that there is market interest. Do you agree that this could be a location for any mixed use development? If so, section 7 considers how extensive this change could be, whether other adjoining sites north and south of the north circular could be included and if so, which.

North East Tottenham/Northumberland Park

2.2.13 This area lies in Haringey to the immediate south of the Angel Road area with mostly employment areas and open spaces (see section 8). Given the likely impact of development pressures that could occur in the Angel Road area, how should North East Tottenham/Northumberland Park respond? Should it broadly retain its existing mix of employment and residential land or seek to manage change in a more pro-active way? Some industrial estates might require investment to modernise in order to attract employers that provide more jobs. What type of employment uses will provide the best options for modernisation and intensification? Is the mixed use with residential an option in parts of North East Tottenham/Northumberland Park area? How can we improve life and infrastructure for existing communities in the surrounding residential areas?

Pickett's Lock

2.2.14 Another area of opportunity is around Pickett's Lock at the northern tip of Central Leaside in Enfield (see section 9). This is one of the few easy points of access to the Lee Valley Park and its waterways, the adjacent land is home to a national athletics centre, golf course and cinema complex. But there are important choices to be made about how this area can be made to sit more comfortably adjacent to strategic employment land, how we can make the most of the links with Lee Valley Park, and how we can improve life for existing communities in the vicinity.

Question 1

Sections 7-9 look at each of these sub-areas in turn. Do you believe this is the best approach for Central Leaside? Are these suggested key issues and choices to be made the right ones for each area? Can you suggest any others?

2 Introduction

2.2.15 This report presents the issues and options for all these subjects and opportunity areas. It has been informed by consultation with stakeholders (see appendix D). There are clearly some fundamental decisions to be made about the balance between employment and housing, the fostering of a more urban character, and the sort of employment land we need to provide and protect. Once these fundamental decisions are made, the Area Action Plan will provide the springboard for a number of supplementary planning documents which will explain in more detail how parts of the area should be developed.

3 Working in Central Leaside

3.1 Introduction

- 3.1.1** This report has already referred to the area's role as a Strategic Employment Location⁽¹⁾, and its good position in relation to strategic growth areas and the North Circular Road. The most prominent industrial estates in the area include Claverings, Montagu, Eley's, Harbet Road, Brantwood Road, North East Tottenham, Willoughby Lane and Marsh Lane (see Figure Figure 3.1 'Employment Land, Central Leaside'). Within Strategic Employment Locations, employment land is safeguarded and non-business uses are restricted. However, Central Leaside's historic role as a location for traditional industrial activity has been in decline for some time and this trend is likely to continue in the future. The sectors now occupying the greatest percentage of employment land are logistics operations, warehousing, refuse and recycling, utilities, motor vehicle sale and repair, and wholesale⁽²⁾. The food and drink manufacturing sector is growing in importance, particularly given the recent substantial enlargement of the Coca Cola bottling plant. These uses still provide a valuable source of jobs⁽³⁾ but employment deprivation is high in the surrounding residential areas⁽⁴⁾.
- 3.1.2** The area also suffers from a poor image and generally outdated industrial stock. Approximately 20% of the building stock in Central Leaside has been assessed as poor, compared to only 5% in North East Enfield⁽⁵⁾. In some locations, for example on Montagu Estate, there are a number of 'bad neighbour' industrial uses, such as scrap metal merchants and car breakers, that are incompatible with the residential surroundings. There is also a greater proportion of vacant and derelict sites in Central Leaside compared to North East Enfield, with most vacant land concentrated south of the A406 at Kimberley Road/Meridian Way.
- 3.1.3** Where land is no longer needed for industrial uses, the draft Further Alterations to the London Plan (2006) allow for a managed approach to its release for other purposes, based on local demand assessments. The relevant local demand assessments in this case are the Enfield Employment Land Study (EELS) and the Haringey Employment Land Study (HELs). These indicate that there is likely to be only very limited scope for the release of employment land for other uses. The EELS and HELs recommend the strongest protection for strategic employment sites in Central Leaside⁽⁶⁾ (all apart from sites 1, 2, 11 and 12 in Figure 3.1 'Employment Land, Central Leaside'). This conclusion might seem to suggest that Central Leaside will not change much in its function. Indeed, one clear option is to accept that logistics operations, warehouses and other similar large space users are a necessary part of the overall metropolitan employment scene and that Central Leaside plays an essential role in providing that space, and that its role should not change in this respect but be reinforced.

1 The London Plan designates the Central Leaside area as a Strategic Employment Location. It is for the boroughs to define the SEL boundaries within their LDFs, but an indicate boundary has been put forward in the North London Sub Regional Development Framework which excludes most of the Angel Road area south of the North Circular and east of the A1055. The Further Alterations to the London Plan (2007) seek to strengthen the SEL designations and re-title them as Strategic Industrial Locations.

2 This is based on a detail breakdown for the Enfield part of Central Leaside in the Enfield Employment Land Study (EELS, 2006) and information in the Haringey Employment Land Study (2003)

3 According to the EELS (2006), 6% of Enfield's jobs are located in the Enfield part of Central Leaside

4 See Figure 2.3, p.18, EELS (2006)

5 This is based on an independent assessment undertaken as part of the Enfield Employment Land Study (2006)

6 EELS (2006) states that between 1 to 6 hectares of employment land could be released across Enfield for other land uses between 2005-2016.

3 Working in Central Leaside

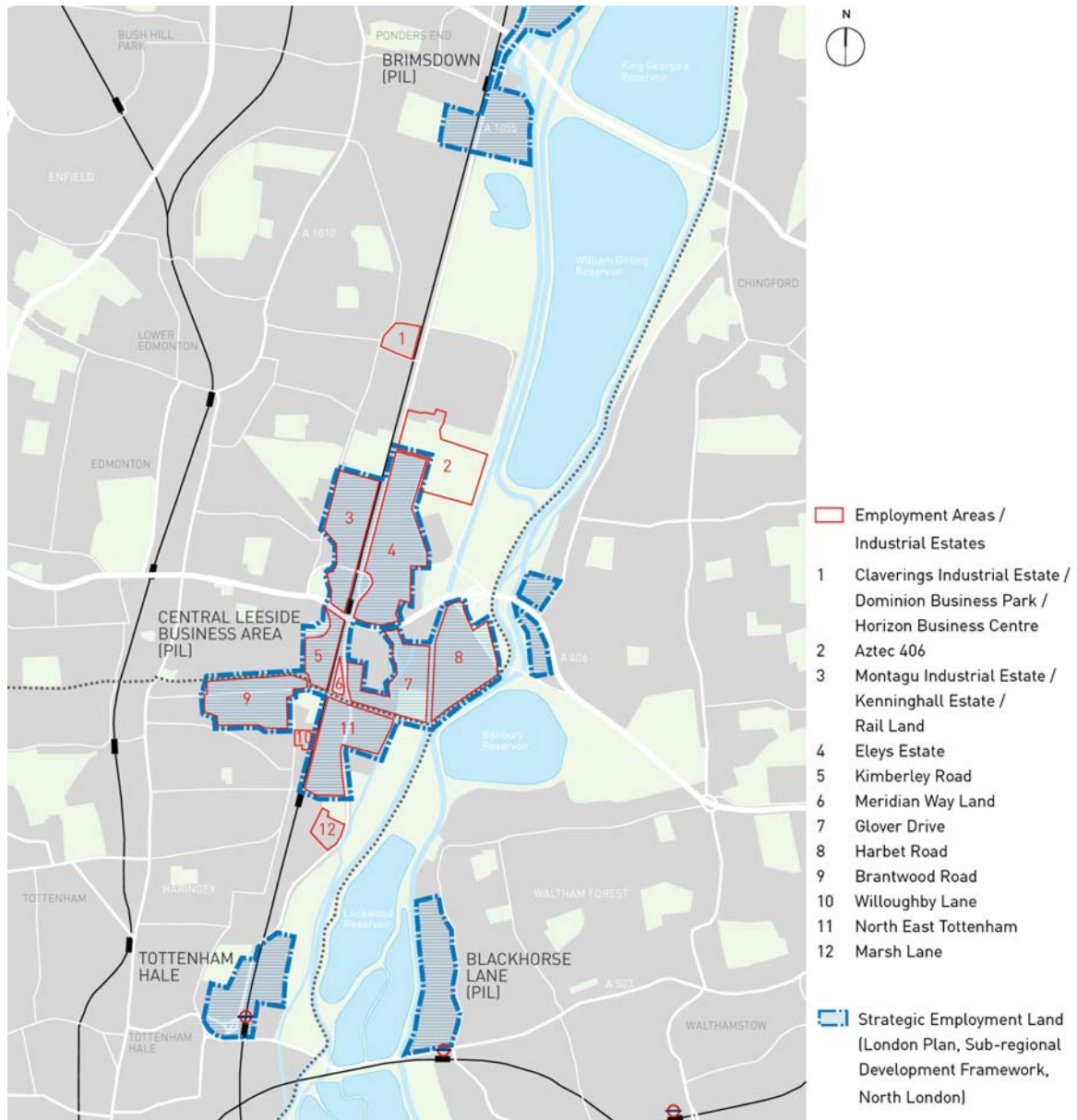


Figure 3.1 Employment Land, Central Leaside

3 Working in Central Leaside

- 3.1.4** However, the EELS did acknowledge that the Meridian Way/Glover Drive/Kimberley Road sites do offer a 'significant future development opportunity' but that their current isolation from other residential uses and amenities means that a masterplan would be required if the viability of these sites were to be feasible⁽⁷⁾. Furthermore, the integrity of the strategic employment land has already been compromised in the heart of Central Leaside, when permission was granted to Tesco and IKEA. This has meant that there is continued speculation about potential change of use in the vicinity of these stores and there is already developer interest for mixed-use development.
- 3.1.5** The London Plan requires the capital to become 85% self-sufficient in terms of waste management by 2020. Consequently, this requires the provision of additional waste infrastructure to complement that already existing. For the purposes of waste planning, the North London sub-region is extended to include the boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest. Enfield has been apportioned 20.2% of all waste to be managed across the sub-region. Haringey has been apportioned 12.4%.
- 3.1.6** The seven authorities have agreed to work together to produce a joint plan for waste, the North London Waste Plan. The plan is currently being prepared and is due for adoption in December 2010. It will identify locations for new waste facilities. At this stage, the area around Angel Road is a key area of search for new facilities, given existing waste facilities in the area, the nature of the uses and transport infrastructure. The accessibility of this area, in terms of proximity to the strategic road network and canals mean that it is a preferred area for facilities. The area is also home to the Edmonton Waste Facility, which has a current contract to incinerate waste until 2014. If additional facilities are to be provided it might be most appropriate to locate them in close proximity to existing facilities, making best use of existing infrastructure and minimising impact on other opportunity areas.
- 3.1.7** Locating new waste facilities in the Central Leaside area could provide a number of benefits. These include increasing economic prosperity through job creation, potential energy generation and re-use of by-products (particularly for manufacturing). In addition, with the current shift from traditional methods of disposing waste i.e. landfills, new waste management technologies mean that facilities do not necessarily constitute 'bad neighbour' uses.
- 3.1.8** The AAP therefore provides the opportunity to take a comprehensive and strategic view of the employment land and look at new ways of generating employment alongside other uses. The economy of London and the southeast continues to shift towards more knowledge-based, service sector and high-technology activities. There is also significant potential growth in green technologies, which would build on an existing core of refuse and recycling activities already in the area. We should look at the scope within Central Leaside to accommodate these activities, which often have greater employment densities than traditional industrial sheds. This could help to make more efficient use of the limited supply of employment land and inject more wealth into the local economy. This objective is supported by the GLA's Industrial Capacity SPG, which encourages owners and occupiers of industrial land, the LDA, boroughs and other stakeholders to manage and invest in capacity to meet the changing needs of the economy. Mixed use would also bring investment, which could be a catalyst for further regeneration and investment. The Issues and Options for Enfield's Core Strategy considers whether mixed use and more intensive

3 Working in Central Leaside

development should be provided as a general borough wide policy or on specific sites after careful scrutiny of local circumstances. Mixed use development in Central Leaside would be consistent with the latter.

- 3.1.9** There is another very important point. The area needs major improvements in pedestrian routes, public transport and the environment, as well as a substantial uplift in its image. For example, the options in the “Connecting Central Leaside” section of this report (section 5) all aim towards improving the quality of the connections in the area. These improvements need private funding and will not happen of their own accord. How are they to be achieved, if not through a new approach to the way we look at employment land? We need to think about how we achieve the levels of investment to support these improvements.
- 3.1.10** If it is accepted that the essential character and function of the area is to stay the same, based on the traditional large format shed, loading bay and car park, then better estate management and clear planning guidelines might help to achieve some improvement. But a transformation in Central Leaside’s environment and image, better streets and spaces, walking connections and public transport can only happen if there is major new investment. Realistically this is only possible through a significant change in the approach towards approach to employment land over some or all of the area. A more urban, mixed-use approach based on a proper street pattern could potentially deliver higher value uses, greater employment densities and a complementary range of uses in a more attractive and pedestrian-friendly and better connected layout.
- 3.1.11** So to what extent should we consider mixed-use, higher density development within parts of Central Leaside?

3 Working in Central Leaside



Figure 3.2 Coca Cola, Eley's Estate



Figure 3.3 Aztec 406

3 Working in Central Leaside

3.2 What are the Options?

3.2.1 Given Central Leaside's location in the growth corridor, its socio-economic context, and the changing nature of industry, we do not believe that the existing situation can simply be maintained without any investment or improvement. We think there are therefore three broad options.

Option 1

Reinforce the existing employment function

This would involve reinforcing the role of Central Leaside as an important industrial employment location, providing as much land as possible for low-density sectors that are forecast to grow in the next ten years, such as warehousing, distribution, transport, construction⁸. The focus would be very much on supporting existing businesses. The approach could be similar to that taken at Brimsdown, which is considered a successful example of estate investment, with a focus on rationalisation of layouts and better use of currently under-utilised space to provide larger plot sizes to accommodate expanding businesses⁹ and improving the infrastructure and environmental management of the estates.

Implications: This option would maintain existing levels of employment land, which are essential for these activities, and continue to provide employment to meet growth corridor jobs targets but is unlikely to generate the investment levels required for significant environmental improvement or the upgrading of the area's image.

Question 2

Which estates in Central Leaside are working well? Which should be a priority for intervention?

⁸ Although there is a general shift towards high technology sectors, there are still some low-density sectors that are forecast to grow.
⁹ Two-thirds of businesses in the Enfield Business Survey (EELS, 2006) anticipated that their business would grow in the next three years and 14% of businesses required larger premises to facilitate expansion.

3 Working in Central Leaside

Option 2

Take a pro-active approach to upgrading employment and developing niche sectors.

This could involve a number of different interventions including:

- Proactively encouraging growth sectors and industries by, for example, identifying a site for a logistics park, promoting a cluster of new green waste technologies, and promoting investment required to attract high value manufacturing. The growth potential of the green sector is significant and could help to create a 'unique selling point' and identity for Central Leaside. It would require specifically dedicating land in Central Leaside as a main centre for environmental industries and evaluating how the policy regime in London and the southeast might help to drive the growth of those industries.
- Undertaking an assessment of skills required to nurture these sectors and seek to train local people in skills required to access new jobs.
- Dealing with bad neighbour uses. For example, identifying vacant or underutilised land within existing employment areas for the relocation of bad neighbour uses from Montagu Estate. Opportunities for relocation are, however, extremely limited and costs of relocating businesses, who often own the freehold, could be prohibitive.

Implications: This option is likely to be more expensive and might not be feasible in the absence of mixed-use development in parts of the study area (see Option 3). There might also be some 'opportunity costs', for example the lack of availability of suitable sites means that the relocation of bad neighbour uses might make it more difficult to establish a base for 'green' industries. Criteria used to evaluate potential sites for new industries could include accessibility, quality of surrounding environment, access to amenities and a lack of physical or institutional (e.g. ownership) constraints. This approach would maximise the control of the public sector over potential future change but would require very significant public sector intervention and commitment. This interventionist approach to improving the economic value of employment land would require actively facilitating redevelopment through the application of mechanisms such as land use planning and land-owner agreement, acquisition by private treatise or compulsory purchase.

Question 3

Which of these interventions do you support? Are there any others that you can suggest?

3 Working in Central Leaside

Option 3

Transforming the area through intensification and mixed use

Can parts of Central Leaside be transformed into a more urban character with mixed use development fronting on to streets? These might attract different kinds of employment and a complementary range of other uses including residential. This option would require formulating pro-active planning policies for designated parts of Central Leaside, which allow for their transformation into mixed use developments including higher value business and commercial activities, space for start-up businesses, offices, healthcare, hotel, smaller scale retail and other complementary uses together with housing.

Implications: This option could kick start a step-change in transforming the image of Central Leaside, creating a new community based on a network of streets with good walking and public transport connections. There is also the potential to maximise opportunities of Central Leaside's waterside location. However, there will be a challenge to maintain or enhance projected employment levels, in order to compensate for the loss of strategic employment land. It is unknown whether this is likely to be a successful location for start-up businesses and other office uses – the market is untested here. Policies should be set out in the Area Action Plan and detailed concepts worked up through supplementary planning documents. This approach may require intervention on behalf of relevant public agencies and the co-operation of private interests.

Question 4

Where would intensification / higher density mixed use development be appropriate?

4 Living in Central Leaside

4.1 Introduction

- 4.1.1** At the moment Central Leaside only has a small resident population, with more than 4,500 people living on the periphery of the employment areas to the west of the railway lines in Tottenham, Edmonton and close to Pickett's Lock. However, there is pressure in both boroughs and the Upper Lee Valley in general to accommodate new housing. The population is set to increase and Enfield's Core Strategy has looked at options for new sources of supply for housing; the Upper Lee Valley is one option. The Further Alterations to the London Plan provides an indicative figure of 7,000 additional new homes in the Upper Lee Valley Opportunity Area, some of which could be accommodated in Central Leaside.
- 4.1.2** However, Central Leaside currently lacks many of the qualities needed to make it an attractive place in which to live. The housing stock that does exist on the periphery of the study area is of generally poor quality and the area suffers from deprivation. Community facilities located just outside the study area are also increasingly under pressure. There are local shopping centres and facilities nearby such as Tottenham High Road. But the study area itself lacks a significant local centre, where residents can make use of local and convenience shopping facilities. The centre of the study area is characterised by big box retail outlets.
- 4.1.3** There are big choices to be made if Central Leaside is to become a sustainable, enjoyable and attractive place to live. The biggest decision relates to whether the area could accommodate new housing in the future and how much. Enfield's Core Strategy is currently exploring potential locations for new housing within the borough. The results of the consultation on the Core Strategy Issues and Options Report will be important in determining if Central Leaside should be a location for housing growth. It will then be for the AAP to determine which sites should accommodate housing, at what densities and where other retail and community uses to support new housing would need to be accommodated. Regard must also be had to Haringey's UDP, which has a target of 680 housing units to 2017, particularly through opportunities on previously developed land. If Central Leaside is to be an area for substantial new housing, is there an opportunity to create exemplar eco-friendly developments, in line with the Government's agenda for eco-towns?

4 Living in Central Leaside

4.1.4 These big choices are dealt with in more detail in the following sections in the form of options. Consider these options and tell us what you think.



Figure 4.1 Housing in Central Leaside

4 Living in Central Leaside

4.2 What are the Options for Housing?

Amount and location of new housing

- 4.2.1** The London Plan currently requires a minimum of 3,950 new homes to be provided in Enfield and 6,800 in Haringey between 2007/8 and 2016/17. These targets are based on housing capacity studies, which do not include any major potential sites within the Central Leaside study area. So any major new housing provision in the area will help the two boroughs to exceed their minimum targets and contribute to the next phase of housing growth.
- 4.2.2** Potential locations for new housing development within Central Leaside are explored in further detail within sections 7-9 of this report. At this stage we just want to know what you think about the broad principles.

What are the options for the amount and location of new housing?

Question 5

The Upper Lee Valley is identified as an area for growth and the provision of new housing. How much of this should be provided within Central Leaside, and where should this new housing be located?

- 4.2.3** We think that there are three options. Please tell us if you agree with any of these, or if you think there are alternative options.

Option 4

Provide a small amount of housing within Central Leaside.

Implications: This approach would see most of the area's employment land and premises, including some currently under-utilised sites, remain in employment use. Any new housing would be accommodated on the fringes of the employment areas, as close as possible to existing housing and community infrastructure.

4 Living in Central Leaside

Option 5

Provide new housing within mixed use development on currently under-utilised or vacant sites within the Central Leaside Strategic Employment Area.

Implications: The option identifies Central Leaside as a key location for new housing development but has a minimal impact on the existing functioning industrial estates. However, the scale of development within this option might not be sufficient to justify significant improvements to public transport or highways infrastructure, or to deliver necessary social infrastructure - for example schools, healthcare and shops - to support a new community. Central Leaside does sit on a floodplain, however, within this option, housing could be concentrated in a location away from Lee Valley's waterways.

Option 6

Provide a higher level of new housing within a major new mixed use development area, incorporating underutilised or vacant employment land, as well as some surrounding existing employment estates.

Implications: This option identifies Central Leaside as a key location for new housing development, and requires change of use of some existing industrial estates. The scale of development in this option would help to build a strong business case for significant improvements to the public transport and highways infrastructure, as well as provide a critical mass of new residents to support a new school, healthcare facilities and local amenities. A development of this size could also enable an exemplary eco-development, taking advantage of opportunities afforded by its location adjacent to the waterways and Lee Valley Regional Park. The floodplain is, however, a more critical issue in this option, and satisfactory assessments would need to be undertaken.

4 Living in Central Leaside

Housing density

- 4.2.4** New housing developments should make the most efficient use of suitable land, whilst respecting the local context, history and character of the area.
- 4.2.5** In London, the potential for a site to accommodate new homes is guided by a Density Matrix in the London Plan, which links housing density with public transport accessibility, as well as the surrounding context of an area. Central Leaside meets the Matrix's description of an 'urban' area, and therefore able to accommodate higher housing densities, however, access to public transport in large parts of the study area is limited⁽¹⁰⁾ and transport accessibility needs to be improved if higher 'urban' densities are to be workable in Central Leaside.

What are the options for housing density?

Question 6

If Central Leaside is to be a key location for new housing, at what density should housing be provided?

- 4.2.6** We think that there are three options. Please tell us if you agree with any of these, or if you think there are alternative options.

Option 7

Encourage new housing of a similar density to existing and adjacent housing areas within Central Leaside.

Implications: This option would ensure that new residential development respects the context of the surrounding area. However, this may not always be the most efficient use of suitable land. Where existing densities, for example, do not reflect public transport accessibility levels, new housing developments may be unnecessarily limited in terms of their density. A smaller number of residents can be accommodated in lower density developments, which minimises the potential for a critical mass to be accommodated in Central Leaside to support new transport and social infrastructure. Furthermore, higher density housing developments might better complement the scale of the road infrastructure and existing land uses in Central Leaside, and allow development to make the best use of assets in the area, such as the waterways.

4 Living in Central Leaside

Option 8

Encourage higher housing density in Central Leaside, in areas that are more accessible by public transport.

Implications: Given many parts of the area currently suffer from limited access to public transport, within this option efforts would be made to secure public transport infrastructure improvements. As indicated above, higher density development would enable a critical mass of residents to be accommodated in the area, helping to build a business case for public transport improvements and investment in social infrastructure.

Option 9

Encourage higher density housing development at appropriate locations, using a 'design-led' approach.

Implications: Whereas option 2 could be described as a 'transport-led' approach, this design-led option would allow elements of the built and natural environment to also determine the best locations for higher density development. For example, along the waterways and designated thoroughfares (both existing and new), higher density would be promoted, which would complement the scale of these features, and allow housing to benefit from the views made available. Relatively lower density family housing would be located in the heart of the community, away from main thoroughfares. As with option 2, this option would make efficient use of available land, and help to create a critical mass of people within Central Leaside to support the provision of new services and public transport facilities.

4 Living in Central Leaside

Housing type and mix

- 4.2.7** Current guidance at all levels highlights the importance of encouraging mixed and balanced communities. In order to achieve this, new housing developments must include a suitable range of housing types and tenures.
- 4.2.8** In terms of housing tenure, our background research has identified that there is a need for affordable housing in the wider area around and including Central Leaside. Enfield's Housing Needs Study (2005) estimated that there is a net annual shortfall of 2,916 affordable homes, whilst Haringey's Housing Needs Assessment 2007 has identified an annual shortfall of 4,885 affordable housing units. Haringey's UDP (adopted 2006) states that housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%. The Enfield and Haringey targets need to reflect the London Plan strategic target for 50% of all new housing within the capital to be affordable, and the associated London Plan target for a 70/30 split between social housing and intermediate provision, and for 10% of all housing provision to be suitable or easily adaptable for wheelchair users.
- 4.2.9** Central Leaside should encourage housing in a range of sizes and tenures. There is a particular need for larger, family-sized homes in both boroughs, especially units of four or more bedrooms. Equally, there is a shortage of affordable homes of all sizes in the action plan area. One of Enfield Council's strategic housing objectives is "to support the aspirations of residents to become homeowners." Affordable housing products such as low-cost home ownership are key to achieving this vision. Whilst addressing the boroughs' housing needs, the AAP should also ensure that development across the Central Leaside area offers accessible homes in a mixture of sizes and tenures, to achieve a balanced and successful community.



Figure 4.2 Terraced Housing in Central Leaside

4 Living in Central Leaside

What are the options for housing type and mix?

Question 7

What housing tenures should be provided within Central Leaside?

4.2.10 We think that there are two options. Please tell us if you agree with any of these, or if you think there are alternative options.

Option 10

Provide a mix of housing tenures within new housing developments, including a balance of private-for-sale housing, affordable social and intermediate housing, reflecting Haringey and London Plan targets of 50% affordable housing with a 70/30 split between social and intermediate housing.

Implications: This option will ensure the creation of a mixed and balanced community, although an opportunity might be lost to address the annual shortfall in affordable housing in both boroughs.

Option 11

Provide a greater proportion of affordable housing within new developments in Central Leaside than other areas in the two boroughs.

Implications: This option will take advantage of opportunity sites in the area to deliver a high proportion of affordable housing, reflecting the current high need and demand. However, this may not contribute towards the creation of a mixed and balanced community. The requirement for a higher proportion of affordable housing may reduce the value of land where private developers are seeking to promote change, and minimise the potential for new development to cross-fund the social and transport infrastructure required.

4 Living in Central Leaside

Question 8

What house sizes should be provided within Central Leaside?

4.2.11 We think that there are two options. Please tell us if you agree with any of these, or if you think there are alternative options.

Option 12

Ensure that all new residential development in Central Leaside includes a high proportion of family housing

Implications: This option would encourage families to move to and stay in the area, helping to create a vibrant community. The provision of family housing would, however, have implications for social and community infrastructure. In other words, if there are more families within the Central Leaside area there will need to be sufficient schools, health facilities, play areas etc. Given the lack of these facilities in Central Leaside at present, new developments will need to generate sufficient profit in order to be able to cross-fund social infrastructure. Developers' profits tender to be greater with smaller sized units, therefore a balance to be struck. This option would help to meet the need for larger owner occupied units within both boroughs. However, it may result in lower development densities across the area, therefore reducing the numbers of extra homes which both boroughs can secure.

Option 13

Provide a mix of house sizes within Central Leaside, with a greater priority on one and two bed flats.

Implications: This option will result in the provision of less family housing and more flats, therefore reflecting future predictions of demographic change. Under this option, higher development densities may be achieved, which could help to cross-fund required transport and social infrastructure. However, developing a new neighbourhood that does not include much family housing may not be sustainable in the long run. Further, it will not help to meet the current shortfall in family housing in both boroughs.

Question 9

How could development opportunities in Central Leaside help improve the condition of the existing housing stock? Are there any areas of housing in the immediate vicinity that could benefit from energy efficiency schemes?

4 Living in Central Leaside

4.3 What are the Options for Community Facilities?

Introduction

- 4.3.1** People living within the Central Leaside study area tend to be part of adjoining communities rather than part of a coherent Central Leaside residential neighbourhood. So their community facilities, such as schools, health centres, post offices, community centres and libraries, are typically outside the study area. However, this means that there are some residents within the study area that are under-provided for. The area to the south of Pickett's Lock and to the north of the North Circular, for example, lies outside of the recommended catchment for either a primary school or a secondary school⁽¹¹⁾.
- 4.3.2** The community facilities that do exist in the periphery of the study area will be placed under increasing pressure if Central Leaside's population increases over the coming years. The possibility of new or extended services therefore needs to be considered, so that new residents would be supported by an appropriate range of community facilities, which are both easily accessible and of a high quality. Indeed, both boroughs recognise the importance of community facilities within their current development plans, and acknowledge the role of these facilities in supporting the creation of a successful, healthy and inclusive society⁽¹²⁾.
- 4.3.3** In response to these pressures the Enfield, Barnet and Haringey Primary Care Trust is in the process of developing a strategy that will enable care to be provided closer to people's homes. This could include the provision of new primary care facilities distributed across the three boroughs. Although there are currently no plans for a new facility in Central Leaside, this may need to be reconsidered if the area is to accommodate substantial new housing development. It is also important to recognise that the provision of safe and attractive open spaces, parks and leisure facilities provides the opportunity for people to take part in sports and physical activities, therefore contributing to health and general well-being.
- 4.3.4** There are no schools in the study area, although there are a number close by. Most have been expanded over the last 10-20 years because of growing demand for places and are reaching capacity. The potential to extend and expand these schools is extremely limited. The only option for expansion of a primary school in this part of Enfield is at St. John and St. James CE Primary School on Grove Street, where some of the need arising from new development in Central Leaside could potentially be accommodated. Expansion here would require the incorporation of the adjacent St James open space into the school site to provide sufficient play space for the enlarged school. The open space could still, however, remain available for community use. The boroughs have identified a need for at least one new 2-form entry primary school, depending on the amount of housing that might be accommodated in Central Leaside. Expanding the capacity of surrounding primary schools would not provide sufficient additional school places to meet the demand from significant new residential development. In terms of secondary school provision, it is likely that a need for a new school will develop if significant new development is to take place at Central Leaside, since existing secondary schools are full and do not lend themselves to expansion. Although Haringey is building a new secondary school, this is only likely to meet current demand. New provision of both primary and secondary schools will therefore need to be considered in Central Leaside.

11 Central Leaside Area Action Plan Baseline Report (2007). Urban Initiatives for LB Enfield and LB Haringey.

12 Enfield Council, April 2007, The Enfield Plan Issues and Options Report (section 8 – social infrastructure); and Haringey Council, July 2006, Haringey UDP (section 10 – community well being).

4 Living in Central Leaside

4.3.5 The following options therefore ask what community facilities should be provided in Central Leaside in order to support the creation of a mixed and balanced community.

What are the options for community facilities in Central Leaside?

Question 10

How can we work with the Primary Care Trust to ensure that there are adequate health facilities to support Central Leaside's local community?

4.3.6 We think that there are two options, both of which could be implemented if necessary. Please tell us if you agree with any of these, or if you think there are alternative options.

Option 14

Identify potential locations for new health care facilities in Central Leaside, which could be considered by the Primary Care Trust in its forward plan.

Implications: This option will work towards providing new health facilities in the heart of any potential new Central Leaside residential community. This, combined with other community facilities, could help to create a sense of community in Central Leaside.

Option 15

Make the existing health care provision in the boroughs of Enfield and Haringey more accessible to existing and future populations in Central Leaside.

Implications: This option will require improved links and connections to be made between any potential new residential communities in Central Leaside and those existing facilities outside of the study area. However, if implemented on its own, this option may not provide adequate provision should the population of the area significantly increase through new housing development.

4 Living in Central Leaside

Question 11

How can we ensure that there are adequate schools to support a potential new residential community in Central Leaside?

- 4.3.7** We think that there are two options, which relate to the amount of potential new housing (especially family housing) to be accommodated in Central Leaside. Please tell us if you agree with any of these, or if you think there are alternative options.

Option 16

If only a minimal amount of housing is to be accommodated in Central Leaside, without a significant new mixed use development, seek to accommodate new demand within existing schools in Haringey or Enfield through expansion, where possible.

Implications: Improved links and connections would be required between any new housing and these schools. This option may, however, compromise the amount of available play space within the expanding schools, which is a significant issue in an area that is already deficient in open space.

Option 17

If a significant new residential population is to be accommodated in Central Leaside, identify a suitable location for a new primary school (or schools) in the heart of the area.

Implications: Depending on the level of potential population increase and family housing in Central Leaside, either one or two new primary schools are likely to be required. This option would provide new education facilities in the heart of the area, which would help to foster a sense of community, provide out-of-hours facilities for the wider population and promote sustainability, in particular through minimising the 'school run'.

Question 12

If significant new housing is to be developed in Central Leaside, where would be the most appropriate location for a new school (or schools)?

Question 13

What other community facilities might be required (for example a Children's Centre, library etc.)?

4 Living in Central Leaside

4.4 What are the Options for Retail?

Introduction

- 4.4.1** The only significant shopping area within Central Leaside is around the North Circular and is characterised by big box retail units such as Ikea and Tesco. The proximity of the area to the North Circular and the ready availability of space has encouraged such development to locate in the area. These facilities attract people from far beyond the Central Leaside study boundary.
- 4.4.2** Large format retailing is aimed at car-based shoppers and does not provide an attractive urban environment; typically the scene is one of large sheds sitting in big expanses of car parking. The surrounding environment is unwelcoming to both pedestrians and cyclists – the streets are poorly maintained and lit, and there are very few buildings providing ‘eyes onto the street’ at all times of the day.
- 4.4.3** The nearest district centres to Central Leaside are Edmonton Green, Angel Edmonton and Tottenham High Road. To the south of Central Leaside, the area around Tottenham Hale has been the subject of a Supplementary Planning Document and masterplan. As a result there are plans to transform the area, with new housing, improved public transport, retail space and community facilities.
- 4.4.4** If the future directions for Central Leaside indicate that population in this area is set to increase in the coming years, and is to develop into a thriving community, decisions need to be made about the type of retailing that would complement a new residential community in Angel Road. We can therefore assume that further ‘big-box’ retailing is not an option here. Furthermore, it would not be supported by the need for a sequential test, which supports retail in existing town centres. However, there is a decision to be made about the scale and breadth of new local retail and amenity facilities to be provided, which is considered in the options below.
- 4.4.5** We recognise that in order to effectively answer these questions a more detailed understanding of Central Leaside’s future population is needed. So at this stage we are just asking you about the principles of retail development. This is based on the assumption that the area’s demographics will significantly change. Look at the following options and tell us what you think.

4 Living in Central Leaside

What are the options for retail in Central Leaside?

Question 14

If a significant new residential community is to grow in Central Leaside, should we assume that the existing Tesco store provides suitable local provision, or should we be more ambitious and build the community around a new local centre, incorporating shops, services (such as a post office, launderette etc), cafes, and restaurants?

4.4.6 We think that there are two options. Please tell us if you agree with any of these, or if you think there are alternative options..

Option 18

Incorporate only minimal units for retail and services within potential new development at Central Leaside, assuming that most people can shop at Tesco.

Implications: This option would enable a greater proportion of the development to be residential, which could maximise potential cross-funding for other social infrastructure, such as schools and healthcare and transport. It might help to support nearby district centres, which might benefit from an increased residential catchment for custom. However, it would miss the opportunity to create a vibrant new local centre, which could help to bring life and safety to the area.

Option 19

Any new residential community in Central Leaside would be built around a new local centre, incorporating shops, services (such as a post office, launderette etc), cafes, and restaurants.

Implications: This option would allow for the creation of a new local shopping area, with small scale shops and services, that would support Central Leaside's growing population. This may in turn act as a focus for other uses, including public transport facilities, a school, healthcare facility and higher density housing development. Potential impacts on surrounding district centres and other shopping facilities would need to be considered. There could also be an issue of viability of convenience shops in this location, given the proximity of Tesco.

5 Connecting Central Leaside

5.1 Introduction

- 5.1.1** Improving access and movement within Central Leaside is a key issue, particularly if Enfield and Haringey are to accommodate significant future housing and employment growth. At a strategic level, Central Leaside has relatively good transport links – the North Circular provides good east-west connections, whilst the Lee Valley railway line provides fast services between Stansted and central London. The area also has some good strategic walking and cycling connections running north-south through the Lee Valley Regional Park.
- 5.1.2** However, these good strategic links in themselves cause barriers to local movement. The North Circular road, the Lee Valley railway line, the waterways and reservoirs all serve to restrict movement between the residential areas to the west of the action plan area and the employment areas and Lee Valley Regional Park in the east. Where crossings do exist, for example at Northumberland Park, the level rail crossing causes severe delays. The environment is generally hostile to pedestrians and cyclists. In addition, there are infrequent rail services and a lack of bus services to and from employment and residential areas. Sustainable transport modes need to be promoted in order to help reduce the current reliance on the private car.
- 5.1.3** Therefore, there are choices to make in relation to transport within the Central Leaside area. How can we maximise the benefits of the good east-west strategic road links within the area, whilst ensuring that the North Circular does not prevent movement around the study area on a more local level? How can the proposal for improved rail connections between London and Stansted be used to greatest benefit? And how can we promote more sustainable modes of transport in the longer term, encouraging people to switch from their cars to public transport, walking and cycling?

Public transport

- 5.1.4** Enfield's Core Strategy Issues and Options Report and Haringey's Unitary Development Plan both recognise that an efficient public transport network is essential to supporting the development of a mixed, balanced and sustainable community⁽¹³⁾.
- 5.1.5** There are a number of bus services running both north-south and east-west within Central Leaside, although their frequency is limited (see Figure 5.1 'Bus Frequencies'). For example, there are just 12 peak hour services running along the North Circular, despite its significance as the key east-west connector. There are bus routes running south to Tottenham Hale along Meridian Way/Watermead Way, and a number of routes that connect the study area with outlying locations, such as Waltham Cross, Edmonton Green and Seven Sisters. These routes are within easy walking distance of some residential areas within the study area. Notably, there is no service that runs north along Meridian Way to Pickett's Lock and Ponders End⁽¹⁴⁾.

13 London Borough of Enfield, April 2007, Core Strategy Issues and Options Report; and London Borough of Haringey, July 2006, Unitary Development Plan.

14 For more detailed information, see Central Leaside Area Action Plan, Baseline Report (2007). Urban Initiatives for LB Enfield and LB Haringey.

5 Connecting Central Leaside

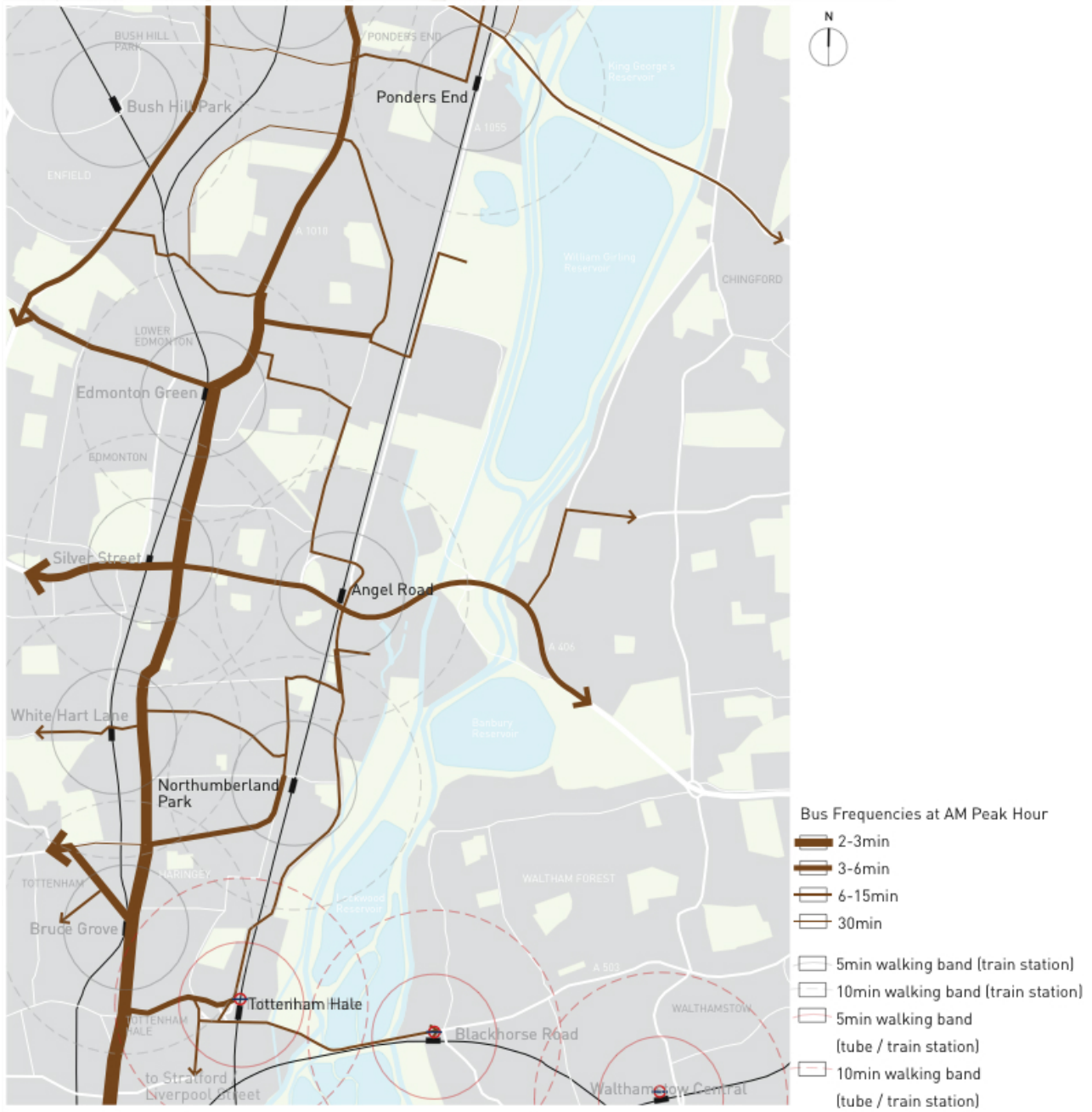


Figure 5.1 Bus Frequencies

5 Connecting Central Leaside

- 5.1.6** In addition, there are severe rail service limitations, despite a seemingly good rail connection. Both local and long-distance rail services running along the Lee Valley line are restricted by track capacity. There is only a single railway line in each direction; both fast non-stop services and slow local rail services share the same track. While there are many fast trains that currently pass through Central Leaside, few stop within the study area to serve the local resident and working population. Although there is clearly a need for additional services, this is currently not possible, as the rail line already operates at maximum capacity during peak times.
- 5.1.7** Improving the rail service is crucial to achieve a step change in Central Leaside. To address this, there are proposals to provide two extra tracks along the length of the Lee Valley line next to the existing tracks - this is known as four-tracking. The issue of extending the capacity of the Lee Valley Line is outside the scope of the Central Leaside AAP. Network Rail, together with London Rail, is responsible for taking these proposals forward. Network Rail's Strategic Business Plan (2007) states that it is currently planned to implement four-tracking between 2014 and 2019 and that an agreement with BAA, Network Rail and Transport for London will be sought early in 2008. Analysis undertaken so far suggests there is potential to increase the number of local services that stop at Northumberland Park and Angel Road from two to eight trains per hour. Enfield and Haringey Councils both support the four-tracking proposal to improve accessibility to the Central Leaside area. The proposal also has the support of the Mayor of London, Network Rail and Transport for London.
- 5.1.8** People are further discouraged from using rail services given the poor quality of the majority of the stations within the action plan area. Angel Road rail station is particularly inferior, with unwelcoming entrances and its unappealing location underneath the North Circular. It is one of the least used stations in London and has a poor level of service. The location and accessibility of Angel Road station is a key issue to be addressed within the Central Leaside AAP.
- 5.1.9** The implementation of the four-tracking scheme could provide the opportunity to explore the use and location of the station, to make it more accessible and attractive to users. Angel Road station could either be relocated or improved in situ. If the station could be relocated south of its current location it could then become central to the development opportunities at Kimberley Road and around Tesco and IKEA. The potentially large catchment population within easy access of a relocated station and the associated increased patronage levels development would generate would help to justify its relocation. However, the impact of relocating Angel Road station nearer to Northumberland Park station will need to be assessed fully. There are clearly cost and access implications for the wider community associated with relocation, and these would need to be weighed against the opportunities for regeneration in the area.

5 Connecting Central Leaside

Walking and cycling

- 5.1.10** As a result of movement within Central Leaside being dominated by the private car, the area suffers from pockets of severe traffic congestion. This is particularly evident during peak traffic times along Meridian Way/Watermead Way, the North Circular and Tottenham High Road. This has a negative impact on the quality of the surrounding environment both for pedestrians and cyclists. Parts of the study area are particularly unwelcoming and unattractive as a pedestrian or cyclist, including some of the industrial estates adjacent to the North Circular, the area around Meridian Way/Watermead Way, and along local streets including Montagu Road. Walking and cycling is not only discouraged by the heavy traffic, but also by the sheer scale of the road infrastructure around the North Circular. Improvements to the pedestrian environment and access to public transport facilities for local communities in existing residential areas such as the North East Tottenham / Northumberland Park area should be explored.
- 5.1.11** There are also a number of pedestrian and cycle links within the area that could be enhanced to fully exploit both existing features and future opportunities. East-west 'green fingers' linking residential areas to the River Lee waterways could be created. Links also need to be strengthened along the waterways, where there is the opportunity to improve the quality of these areas to encourage more active use. The use of the waterways could also be explored, for commercial and leisure purposes.
- 5.1.12** An existing but incomplete pedestrian link exists along the route of the former rail alignment between Angel Road and Edmonton Green. This provides a direct route to the town centre. However, the hostile environment of the road network and employment uses located here, makes the Angel Road end of this route particularly unpleasant. Connections at the Angel Road end should therefore be enhanced to encourage increased use of this pedestrian link.
- 5.1.13** The ability to achieve a well-connected pedestrian environment is limited unless the character of part or all of the area is transformed through new development fronting on to the street to create more activity and better natural surveillance. Where areas are to remain as large format industrial and warehouse units, a better pedestrian environment can be achieved through higher quality estate management as employed in, for example, the Brimsdown estate in North East Enfield. All new development proposals should consider how to reduce the current dependence on the private car, through a combination of parking restrictions and the provision of alternative modes of travel. Central Leaside should champion alternative modes of transport, if it is to become a sustainable place in which to live and work.

5 Connecting Central Leaside

The road network and parking

- 5.1.14** There are a number of issues to be resolved in relation to the major road network, particularly the North Circular (see Figure 5.2 'The road network in Central Leaside'). The North Circular provides excellent links to the west (A10, M1) and to the east (M11). However, access to and from the industrial estates is difficult and the interchange between Meridian Way and the North Circular is indirect and confusing. Also the links to the north and south through Tottenham High Road get congested at peak times. One of the issues to bear in mind is the impact of increased traffic due to further development. New local and strategic road links considered will need to be assessed carefully so that they do not add to commuter traffic in the immediate and wider area, including Tottenham Hale.
- 5.1.15** Despite these restrictions there is a significant amount of freight movement along Meridian Way/Watermead Way. There are concerns about the effects of this freight movement on the local environment. Any proposals for the employment areas that might cause an increase in freight movements would need to be balanced with environmental considerations. There might also be potential, in the long term, to transfer the movement of freight from the roads to the waterways and rail.
- 5.1.16** The local road network is poorly connected across Central Leaside. The main issue is that the area is dissected by hostile, large scale, through routes. For example, local vehicles travelling east-west between Enfield and Waltham Forest tend to use the North Circular to do so, adding to the traffic congestion problem of this major road. Further, the layout of local access roads in parts of the study area is unclear and in many places confusing.
- 5.1.17** An improved local road network could help to improve movement through the area, for all transport modes. Improving access and movement could then maximise potential development opportunities. It could help serve existing and proposed businesses and communities within this area and change the way in which the area is currently used and developed now and in the future. It could create a pedestrian friendly environment, which is easy to move through and use.
- 5.1.18** Opportunities for new local road connections in the area could involve new links between Leaside Road, across the Lee Valley Trading Estate to Harbet Road, although any environmental impact on the Lee Valley Regional Park would need to be assessed carefully. Opportunities may also exist to provide improved local routes between the Hall Lane junction on the North Circular and Eley's Estate, overcoming the roundabout nature of existing road connections.
- 5.1.19** There are currently no controlled parking zones and no on-street pay and display parking areas within the Central Leaside area. The industrial estates in the action plan area are characterised by considerable levels of ad-hoc on-street parking. For example, parked cars on the pavements in Eley's Estate. In contrast, there is considerable off-street parking at the retail sites for IKEA and Tesco and at other smaller retail units. Some of the industrial estates have limited car parking for visitors and businesses.

5 Connecting Central Leaside

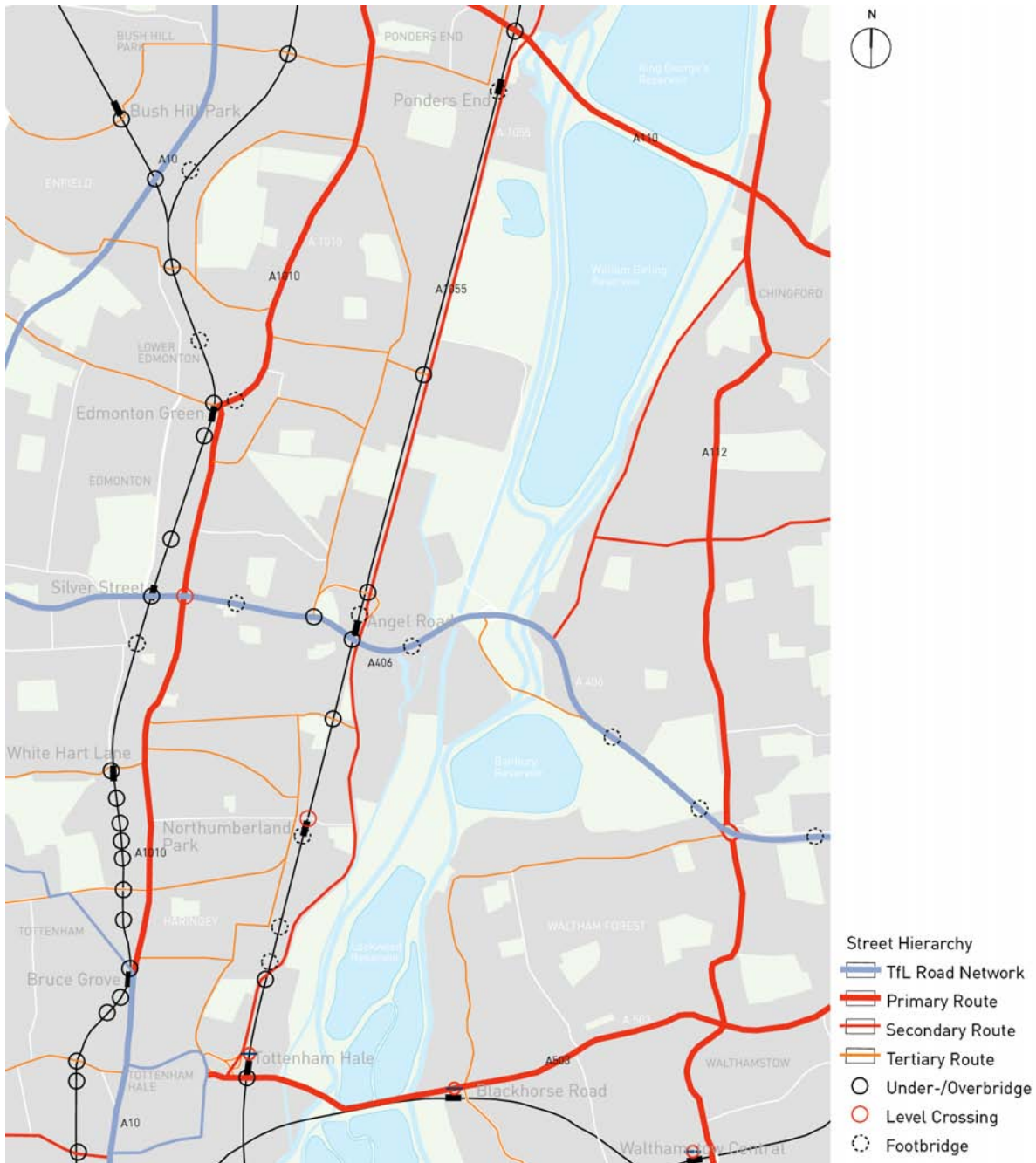


Figure 5.2 The road network in Central Leaside

5 Connecting Central Leaside

5.2 What are the Options?

5.2.1 The options presented in the following sections seek to address some of these issues. Have a look at these options and tell us what you think.

Encouraging people to use public transport in Central Leaside

Question 15

How can more people be encouraged to use bus services in Central Leaside?

5.2.2 We think that there are three options; more than one could be pursued. Please give us your views, and if you wish to suggest further options, please do so.

Option 20

Seek the maintenance and improvement of existing bus services and facilities.

Implications: This option will include seeking an increase in the frequency of existing bus services, as well as improved bus facilities, such as the provision of real time information and improved waiting facilities. This option would encourage more people to use public transport, although there will be cumulative benefits if it is combined with the option below.

Option 21

Seek the provision of new bus routes within Central Leaside – such new routes should improve accessibility within the area to existing industrial estates and residential areas, as well as to areas beyond Central Leaside, including Waltham Forest, Tottenham Hale and Edmonton Green (see Figure 5.4 'Options for Improving Bus Services in Central Leaside').

Implications: By providing more bus routes, this option would provide a viable alternative for individuals currently dependent upon their car. This would have a positive environmental effect as traffic congestion would be reduced, especially at peak times, and it could also help to resolve the car parking problems currently faced in many of the employment areas. The provision of better services along Meridian Way and Watermead Way to Tottenham Hale would be particularly important in the short term, ahead of four-tracking.

5 Connecting Central Leaside

Option 22

Investigate the potential for leisure and recreational water-bus or water-taxi services from Tottenham Hale to Central Leaside (see Figure 5.4 'Options for Improving Bus Services in Central Leaside').

Implications: This service would only be directed at the leisure market as journey times would not make it a viable option for businesses and commuters. It would, however, be a way of raising the profile of Central Leaside and the Lee Valley Park.



Figure 5.3 Existing Bus Services

5 Connecting Central Leaside



Figure 5.4 Options for Improving Bus Services in Central Leaside

5 Connecting Central Leaside

Question 16

Question: How can more people be encouraged to use rail services in Central Leaside?

5.2.3 We think that there are four options; more than one could be pursued. Please give us your views, and if you wish to suggest further options, please do so.

Option 23

Seek to increase the frequency of rail services at all stations within Central Leaside.

Implications: While this option will encourage more people to use local rail services, the limited track capacity at present will mean that any improvements to the frequency of existing services will not result in a step-change in the use of the railways. Increased frequency can only be supported if there is sufficient residential population to patronise the extra services. This has implications for the amount of new homes in the area and the density of residential development.

Option 24

Improve access to all rail stations within Central Leaside.

Implications: This option will significantly improve the safety and security of the railway stations, therefore encouraging more people to use local rail services. This option, however, will have far greater benefits if combined with improvements to the frequency of services and, in particular, with four-tracking.

5 Connecting Central Leaside

Option 25

Relocate Angel Road station, to the south of its current location.

Implications: This option would ensure that Angel Road station relates well to both existing and new development in the Angel Road area. By relocating the station to the south, it could potentially provide a focus for new mixed-use development and activity. However, the distance between the relocated Angel Road station and neighbouring stations, particularly Northumberland Park, will need to be considered, as well as any potential impacts upon the frequency and quality of services to these stations. The costs associated with relocation will be considerable. These costs, however, should be viewed with the understanding that there is already a need for substantial investment in the station.

Option 26

Create a new station at Pickett's Lock.

Implications: A new station at Pickett's Lock would only be a viable consideration in conjunction with significant proposals for a major new sports and leisure event centre on the Pickett's Lock site, that would attract large crowds. This number of visitors to the existing athletics centre and cinema complex would not justify a new station. In the event of major new proposals coming forward, a new station in this location could also help to improve station access for nearby residents and businesses (see options presented in Section 9.3). The impact of a new station on Angel Road and Ponders End stations would also need to be considered.



Figure 5.5 Angel Road Station

5 Connecting Central Leaside

Encouraging people to walk and cycle in Central Leaside

Question 17

Question: How can more attractive and useable walking and cycling routes be provided in Central Leaside?

5.2.4 We think that there are two main options; more than one could be pursued. Within each option, there are other choices to be made. Please give us your views, and if you wish to suggest further options, please do so.

Option 27

Improving walking and cycling routes within the Central Leaside area. If significant transformation of the Angel Road area through mixed-use development were to take place, this could provide an opportunity to create a proper street environment in this location, with residential and commercial buildings fronting onto the street, pavements and lighting. Within the employment areas, any future development or projects undertaken to improve access should seek to improve the potential for walking, including proper footpaths and pavements, improved lighting and security features. Conditions to improve walking and cycling along key routes, such as Meridian Way/Watermead Way as well as along routes to and from Angel Road and Northumberland Park stations and to and from bus stops.

Implications: This option would make it easier to move around the Central Leaside on foot or by bicycle, and remove barriers to internal movement. However, significant improvements could only really be achieved in conjunction with new development.

Option 28

Improve the walking and cycling connections to the wider area beyond Central Leaside, helping to connect the area to key facilities and amenities. This could focus on (a) improved connections to the national cycle route and Lee Valley pathway, which could involve new crossings across the Lee Valley railway line, and better connections to Banbury Reservoir and Waltham Forest (b) improved connections to Angel Road shopping area and through to Edmonton Green, which could involve upgrading the pedestrian link alongside the former rail alignment between Angel Road and Edmonton Green.

Implications: Any new mixed-use development would be expected to contribute to improved connections to improve accessibility to employment, social facilities, public transport and open spaces including the Regional Park. New crossings would help to reduce the barrier to walking and cycling caused by the Lee Valley railway line.

5 Connecting Central Leaside

Relieving congestion and improving the environment

5.2.5 We would like to pose a few questions in relation to relieving congestion in the Central Leaside area and reducing the dominance of car use. Previous sections on improving public transport and walking and cycling connections are likely to have a significant impact on the dominance of the car in the area. However, these questions consider options for the management of traffic and the road network. Please consider these and give us your views. If you think there are other options, please let us know.

Question 18

Should we provide more protection from heavy road traffic to residential areas, for example around Montagu Road, Dyson Road and in North East Tottenham / Northumberland Park?

Implications: This could include road closures or traffic calming measures to protect residents from heavy vehicular traffic and rat-running on residential streets. However, this could increase some congestion on main routes.

Question 19

If major new development is to go ahead in the area, should additional traffic movements be catered for through improvements to the highway network, including increased capacity?

Implications: If major new development takes place in the area, increasing the number of people living and working in Central Leaside, there is likely to be an increase in car movements, unless the level of improvements to public transport in the area could justify car-free developments. This would add congestion to the network, which is already under pressure. Small-scale improvements to the highway network and traffic management could be sought, alternatively new east-west local road links north and south of the North Circular could be considered, which would help to alleviate congestion on the North Circular.

5 Connecting Central Leaside

Question 20

Should we seek to introduce management of the currently informal parking arrangements in the employment areas?

Implications: This would help to improve the image of the employment areas, as well as conditions for walking within them. In the event of new mixed use development in Central Leaside and an increase in the residential population, it would also help to manage the parking available in employment areas, so that it is only used for businesses and visitors.

Question 21

Is there potential for freight, bulky goods, waste and construction material to be transferred from the roads to more sustainable modes of transport, including rail and the waterways?

Implications: Operational wharfage already exists at the Edmonton Incinerator and there is protected wharfage south of the IKEA store, as well as proposals for Pickett's Lock. The potential therefore exists to encourage a step-change in how freight, bulky materials and waste are moved around the area, through the use of the waterways. Whilst initial set up costs will be relatively high, this option would have benefits both for businesses as well as the environment, as traffic congestion will be significantly reduced. This option will also make use of the waterways, which are currently underused, although there may be negative visual and aesthetic impacts.

The current limited capacity of the Lee Valley Line would be a barrier to increasing rail freight, but this could be an option for consideration in the future with improvements to capacity being progressed.

6 Central Leaside's Image: Open Spaces, Leisure and Recreation

6.1 Introduction

- 6.1.1** A bird's eye view of Central Leaside shows the proximity of Central Leaside to the Lee Valley Regional Park, its waterways, reservoirs and green open space (see Figure 6.1 'Green spaces in Central Leaside'). However, the experience on the ground is radically different. Here, these assets are almost invisible – not only is it difficult to access the Regional Park, we are rarely able to benefit from views of it. The reservoirs, for example, are hidden from view by large embankments and there are few leisure attractions that make use of the water. In the past, manufacturing industries required the waterways for freight transport and the recreational or aesthetic value of the reservoirs was not considered. The legacy of Central Leaside as an industrial area adjacent to the North Circular Road has meant that it effectively forms a 'break' in the continuity of the Lee Valley Regional Park. Today, however, the waterways are largely unused by the industries in the area, and there is a window of opportunity to transform Central Leaside so that the Park can be 'stitched' back together, with the waterways of the Lee Valley Regional Park potentially forming the centrepiece for new emerging business and residential communities, and access to the Park opened up for surrounding communities in Haringey, Enfield and Waltham Forest.
- 6.1.2** Parks and green spaces can bring lasting economic, social, cultural and environmental benefits to an area. Successful green spaces are therefore central to the creation of a high quality environment, as well as to creating a strong image and identity for an area⁽¹⁵⁾. The most significant open space in the study area is the Lee Valley Regional Park. In Enfield, other public open spaces include Kenning Hall, which is adjacent to Angel Road station, Montagu recreation ground and Ladysmith Road. In Haringey, access to Tottenham Marshes and the Lee Valley Park is more direct, and the area also includes Marsh Lane allotments and Frederick Knight sports ground. There is a need to improve the quality of and access to some of these spaces, even for existing residential communities in the vicinity, and potentially to consider more radical options. At the moment, the eastern part of the study area is lacking in access to open space. Any new residential development in the area would need to address this issue. This could be achieved through improvements to existing open spaces (for example, Lee Valley Regional Park) and waterways, including improving access, and provision of new open spaces. It should be noted that Lee Valley Regional Park sits within the Green Belt, and any proposals affecting it would to be assessed at a strategic level.
- 6.1.3** There is also considerable potential to make more of the leisure facilities currently located within the Central Leaside area and to consider new ones that could be accommodated through any potential development. The Lee Valley Leisure complex at Pickett's Lock is the most renowned leisure facility in the area, comprising a new national athletics centre, golf club and cinema complex. However, access to the sports facilities for local people needs to be facilitated and the cinema complex is now relatively outdated. At the southern end of Central Leaside, Banbury Reservoir has been used for watersports in the past, and there could be an opportunity to re-open and improve facilities here and consider opportunities on the William Girling Reservoir. More local recreational opportunities exist at the Montagu recreation ground, but these are limited to a playground and multi-use games area. If the resident population of Central Leaside were to grow in the future, these facilities would benefit from being updated and new ones would need to be considered.

6 Central Leaside's Image: Open Spaces, Leisure and Recreation

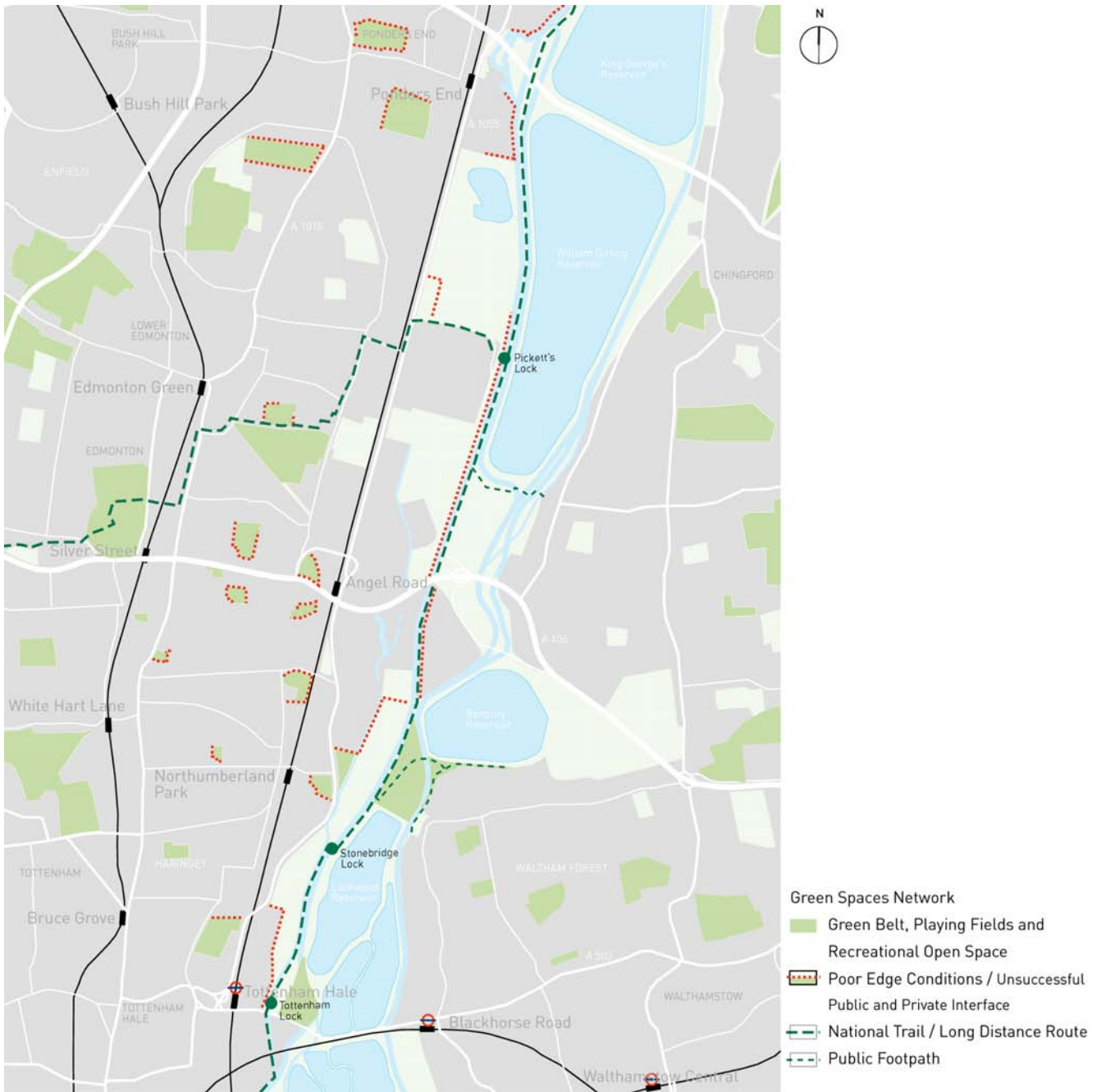


Figure 6.1 Green spaces in Central Leaside

6 Central Leaside's Image: Open Spaces, Leisure and Recreation

- 6.1.4** Finally, just beyond the study area boundary is the White Hart Lane stadium in Tottenham, which is home to Tottenham Hotspur Football Club. Although the stadium is not located within Central Leaside, the sheer volume of vehicular and pedestrian traffic associated with match days has a knock-on effect on roads and public transport within the study area. It is understood that the club are looking at the possibility of expanding or relocating the stadium. Haringey Council has therefore identified the need to prepare an SPD for the White Hart Lane area. Any future proposals for this area could impact upon the AAP area, and must therefore be considered at future stages.
- 6.1.5** There are big choices to be made as to how the potential of existing recreational assets in Central Leaside can be maximised in the future, as well as how new ones could be introduced in order to contribute towards the creation of a unique and positive image for the area
- 6.1.6** The options set out below consider ways in which these big choices can be made. Look at these options and tell us what you think.



Figure 6.2 Lee Valley Park and Waterways

6 Central Leaside's Image: Open Spaces, Leisure and Recreation

6.2 Central Leaside as North London's Waterside

Question 22

How could Central Leaside contribute to the North London Strategic Alliance's Vision for the Upper Lee Valley as North London's Waterside?

- 6.2.1** The options below set out a range of interventions that relate to the level of potential change and development envisaged in the area as a whole. Please tell us which option you support, or if you think there are alternative options.

Option 29

Improve access to the Lee Valley Regional Park at Pickett's Lock and North East Tottenham/Northumberland Park and the recreational facilities at Pickett's Lock and Banbury Reservoir.

Implications: This option presents smaller-scale interventions that could be undertaken in the absence of significant mixed use development in the area. It would help to connect the park with existing surrounding communities, and would help to raise the overall profile of the park within Central Leaside and the wider area. The first aim would be to improve existing access points to the Regional Park at Pickett's Lock and North East Tottenham/Northumberland Park. At Pickett's Lock, the focus would be on improvements to Pickett's Lane, which lies between the leisure complex and Deephams Sewage Works. The other focus for intervention would be on the route running east-west to the Park between North East Tottenham and Marsh Lane employment areas in Haringey. This would include improving safe pedestrian access along River Lee, and navigation to link Central Leaside with Tottenham Hale. This could include the creation of new visible gateways to the park, better signs, defined walking and cycling routes.

In terms of improving recreational facilities, the focus in this option would be on Pickett's Lock, and Banbury Reservoir, with the potential introduction of new recreation and leisure activities within the park and on the waterways (for example, sailing and fishing on the reservoirs). Access to the reservoirs, would need to be balanced against health and safety as well as security concerns. Any new facilities in the Park would need to take into account both Enfield and Haringey's Green Belt policies.

6 Central Leaside's Image: Open Spaces, Leisure and Recreation

Question 23

How can the role and function of the Lee Valley Leisure Complex at Pickett's Lock be enhanced?



Figure 6.3 Lee Valley Leisure Complex

6 Central Leaside's Image: Open Spaces, Leisure and Recreation

Option 30

Create new east-west links to the Lee Valley Regional Park in the Angel Road area.

Implications: This option would be achieved most effectively if large-scale mixed use development were pursued that included land up to the edge of the Regional Park. However, there are also likely to be options for improved east-west links if more a moderate development option is pursued. This could be achieved both by introducing new east-west routes within the development itself, but also through potential cross-funding of improving pedestrian and cycle routes to the Park.

Option 31

Extend and create new areas of the Regional Park.

Implications: Extending the park on a north-south axis through the North Circular would reconnect the park which is currently disjointed at this point, providing a continuous park environment along the Upper Lee Valley. This option could only be achieved if large-scale mixed use development were to be pursued in heart of Central Leaside, which included sites up to the edge of the Regional Park. An appropriate location for the extension of the park could be between Pymmes Brooke and the River Lee Navigation, which could provide an attractive setting for new development and create new opportunities for recreation and leisure activities.

Question 24

What other leisure and cultural facilities should be provided in Central Leaside?

Question 25

Are there opportunities for the provision of large-scale leisure facilities, including spectator sports facilities and attractions in the AAP area?

6 Central Leaside's Image: Open Spaces, Leisure and Recreation

6.3 Creating new Open Spaces in Central Leaside

- 6.3.1** Our research has shown that not all parts of the action plan area have adequate access to open spaces, including the Lee Valley Park and other smaller, more local areas of open space. Current guidance recommends that all households should be within an 800m catchment area for a public park and a 400m catchment area for children's play provision. At the moment, however, some residents in Jubilee and Lower Edmonton wards are beyond these recommended catchment areas, as well as residents in the North East Tottenham / Northumberland Park area London Borough of Enfield, August 2006, Enfield Open Space and Sports Assessment; and London Borough of Haringey, October 2003, Haringey Open Space and Sports Assessment.
- 6.3.2** Measures are therefore needed to address deficiencies in the provision of open space across the Central Leaside study area – deficiencies that are only likely to increase with additional development.



Figure 6.4 Tottenham Marshes

6 Central Leaside's Image: Open Spaces, Leisure and Recreation

What are the options for creating new open space within Central Leaside?

Question 26

What form should new open space take within the Central Leaside area? Should small new open spaces be distributed evenly within new developments or should we focus instead on creating one large area of new open space?

6.3.3 We think that there are two options. Please tell us which option you support, or if you think there are alternative options.

Option 32

Integrate small new open spaces within new developments.

Implications: This option would make it easier for new residents and workers to have access to some open space in the vicinity of their homes or place of work. However, the range and scale of facilities (playgrounds, sports facilities) would be more limited, the open spaces may appear more private, and they would serve a more local role. The open spaces would also naturally be of a more 'urban' nature, and it would not be easy to create areas of naturalised open space.

Option 33

Secure sufficient funding for the creation and maintenance of a large new open spaces by pooling money from developers.

Implications: This option would result in the creation of a larger public area of open space, although this may be further away from residential areas. It would, however, enable an extension of the Regional Park to be achieved, helping to establish a stronger north-south green link.

6 Central Leaside's Image: Open Spaces, Leisure and Recreation

6.4 Improving the Quality of Existing Open Spaces in Central Leaside

6.4.1 The Open Space Assessments undertaken for the boroughs of Enfield and Haringey recommend scope for improvement to the following open spaces within the study area:

- Montagu Recreation Ground (Enfield)– this lies to the north of Montagu Industrial Estate and serves the residential communities to the north west of the study area. It is classified as a Local Park of good quality, but lacking in natural green space. The Open Space Assessment considers there to be potential for landscaping and for introducing other open space uses, including children’s play.
- Kenning Hall Open Space (Enfield) – this is sandwiched between the rail lands at Angel Road station, the North Circular and a scrap yard. It is difficult to access and poorly overlooked. The Open Space Assessment classifies Kenning Hall as a Green Amenity Space of ‘fair’ quality and low value. The opportunity for it be converted into allotments is highlighted. The Assessment does not consider there to be scope for other real improvement to the space, given its inaccessibility and the surrounding hostile environment.
- Ladysmith Road Open Space (Enfield) – this lies immediately to the north of the Gas Holder site to the south of the North Circular and east of Meridian Way. It is classified as a good quality Small Local Park, ‘visually attractive’ but with low value. The Open Space Assessment does not consider there to be scope for other real improvement to the space. However, any future development of the Gas Holder site to the south could be linked to improvements to its value or an extension of this space.
- Frederick Knight Sports Ground (Haringey) – this is a playing field/sports ground that lies between the Brantwood Road and Willoughby Lane industrial estates. It measures 3.92ha and is in reasonable condition. It is owned and managed by the private sector, but has five sports pitches secured in public use.
- Tottenham Marshes (Haringey) – the marshes are one of Tottenham’s most important assets, given this part of Haringey is lacking in open space. In 2005, the visitor’s centre at Stonebridge Lock was opened as part of a concerted effort to improve the River Lea for all its users. Recently, the Lea Valley Regional Park Authority and Haringey and Waltham Forest Councils have secured funding and implemented a project to improve access for local communities onto Tottenham Marshes.
- Marsh Lane allotments (Haringey) – these allotments are located south of the North East Tottenham employment area, on the corner of Marsh lane and Garman Road. Haringey’s Open Space and Sports Assessment (2003) stated a 100% occupancy rate for these allotments with a small waiting list.

6.4.2 The clearest candidate for intervention and improvement is Kenning Hall open space in Haringey, which is the poorest quality of all the open spaces. It is particularly isolated, inhospitable and inaccessible, which means that it is underused and poorly maintained.

6 Central Leaside's Image: Open Spaces, Leisure and Recreation

6.4.3 We believe there are two options for Kenning Hall open space. Please tell us which you support or if you think there are any other alternatives.

Option 34

Turn Kenning Hall open space into allotments.

Implications: This would provide allotment space in the Enfield part of the study area and potentially put this rather leftover space into better use. However, it would remove a public open space in an area that is already deficient and issues of poor access and an inhospitable environment would still be an issue.

Option 35

Relocate the existing Council Depot to the Kenning Hall site and reprovide the open space on Rays Lane.

Implications: Rays Lane would be a better and more accessible location for a public open space, and the land at Kenning Hall could be put to good use. Both sites are owned by the Council and therefore a land swap is possible.

Question 27

Do you agree with the recommendations of the Open Space Assessments for the other open spaces in the Central Leaside area? Are there any other improvements that you can suggest? Which other spaces should be a priority for improvement?

6 Central Leaside's Image: Open Spaces, Leisure and Recreation

6.5 Improving the Image of Central Leaside

- 6.5.1** The potential interventions considered so far would help to enhance the image of Central Leaside as a place to live and work. However, in addition there is a general need to ensure that the public realm within the study area is of a high quality. The public realm is defined as the space between buildings, including streets and squares and it has a major impact on how attractive, safe and welcoming a place feels.
- 6.5.2** At the moment, the public realm in Central Leaside is dominated by traffic, with poor quality and poorly defined routes and spaces for pedestrians and cyclists. In Central Leaside the aim should be to create a legible network of streets, squares, parks and other spaces that will positively transform the image of the area for residents, visitors, workers and investors.

Question 28

Are there any parts of Central Leaside that should be prioritised in terms of improvements to the public realm? Potential interventions include better paving, lighting, street furniture and public art. How should the public realm be improved?

7 Angel Road

7.1 Introduction

- 7.1.1** The area around the North Circular at Angel Road represents a major opportunity for change and transformation within the Upper Lee Valley⁽¹⁶⁾. It is designated within the London Plan as a Strategic Employment Location (SEL) and is situated within the Upper Lee Valley Opportunity Area. It is currently characterised by poor quality employment estates, much vacant and underutilised land and big box retail development. The result is an area that lacks pedestrian scale, strong frontage and ease of movement for pedestrians and cyclists. Within the employment areas themselves, issues of access, internal circulation and servicing also need to be addressed, as well as the suitability of existing premises for modern commercial activity.
- 7.1.2** Residential neighbourhoods are only found west of the Lee Valley railway line and A1055 and improved pedestrian and transport accessibility is required at a local level to exploit the connections to the surrounding areas. There are limited connections to Lee Valley Regional Park and River Lee watercourses, and the quality of the public realm is poor. However, access to the area by public transport is limited. Although there are some bus services, the location of Angel Road station on the other side of the North Circular flyover and the railway line makes it very difficult to access Angel Road on foot. Individual sites of interest within Angel Road

¹⁶ The Upper Lee Valley Vision document (NLSA, 2006, Upper Lee Valley: A New Vision) identifies this as an area for major investment, becoming a destination for businesses, housing and education, with enhanced connectivity at a strategic gateway location to the Upper Lee Valley.

7 Angel Road

7.2 Individual Sites of Interest

Montagu Industrial Estate

7.2.1 This estate covers an area of 17 hectares, and is located adjacent to Angel Road station. Currently, it contains a number of ‘bad neighbour’ – but important - uses, for example a scrap yard, open storage and waste transfer. Enfield Council is a major landowner. The area is separated from the main employment area (Eley’s Estate) by the road and rail corridor. Access to the estate is only possible via Montagu Road, which is predominantly residential. The estate has poor ground conditions, which could limit its potential for redevelopment.

Eley’s Estate

7.2.2 Eley’s Estate is one of the largest and most fragmented single industrial areas in the borough. The largest single occupier is Coca Cola. The balance of occupiers, many of whom still own their freeholds, are generally small to medium sized companies. Recent investment has improved internal access and security to some extent, but circulation and access is still poor. Estate managers are currently consulting with occupiers on ways to improve access. The southern boundary is dominated by retail units and storage uses.



Figure 7.1 Eley's Estate

7 Angel Road

Kimberley Road

7.2.3 This site covers 7 hectares and is in National Grid ownership. It is a relatively isolated site, separated from the other sites by road and rail, and access arrangements to any new development would need to be considered carefully. An area of housing is located to the west of the site. On the opposite side of the Lee Valley rail line along Meridian Way is a site known as the 'Teardrop' site, which is currently vacant. This is a 'gateway' site between Enfield and Haringey and could be suitable for a landmark development. Vehicle access to the site may be difficult given the arrangement of the road junction adjacent to the site and the rail corridor along its western edge.



Figure 7.2 Kimberley Road Opportunity Site



Figure 7.3 Location Plan: Kimberley Road

7 Angel Road

Land around Tesco and IKEA

7.2.4 There is a large amount of underutilised land around the Tesco and IKEA stores, consisting mainly of surface car parks and undeveloped land. There is poor accessibility by public transport but the site is in the heart of the area and potential exists for future mixed-use development, if the retail stores were to become part of a development partnership. As part of their planning permission, IKEA were required to remediate a 10-acre site to the south of their store for small business uses and the provision of a wharf. There is also a gas holder on this part of the site, which is still operational.



Figure 7.4 Land around Ikea and Tesco



Figure 7.5 Location Plan: land around Tesco and Ikea

7 Angel Road

BOC and adjacent land

7.2.5 Located to the east of the land around Tesco and IKEA, this site consists of the former BOC premises and cluster of retail warehouses fronting the North Circular.



Figure 7.6 Former BOC premises



Figure 7.7 Location Plan: Former BOC premises and adjacent land

7 Angel Road

Harbet Road Estate

7.2.6 This estate comprises Stonehill Business Park, Hastingwood Trading Estate, Lea Valley Trading Estate and Edmonton Wharf. It has good access to the North Circular but is disconnected from much of the Angel Road area. There are a substantial number of occupiers within small to medium sized units. There are significant barriers to movement for pedestrians, cyclists and local vehicles. The estate is currently made up of low density employment use (mainly single-storey), general industrial uses, small business premises and a bus storage depot.



Figure 7.8 Harbet Road Estate



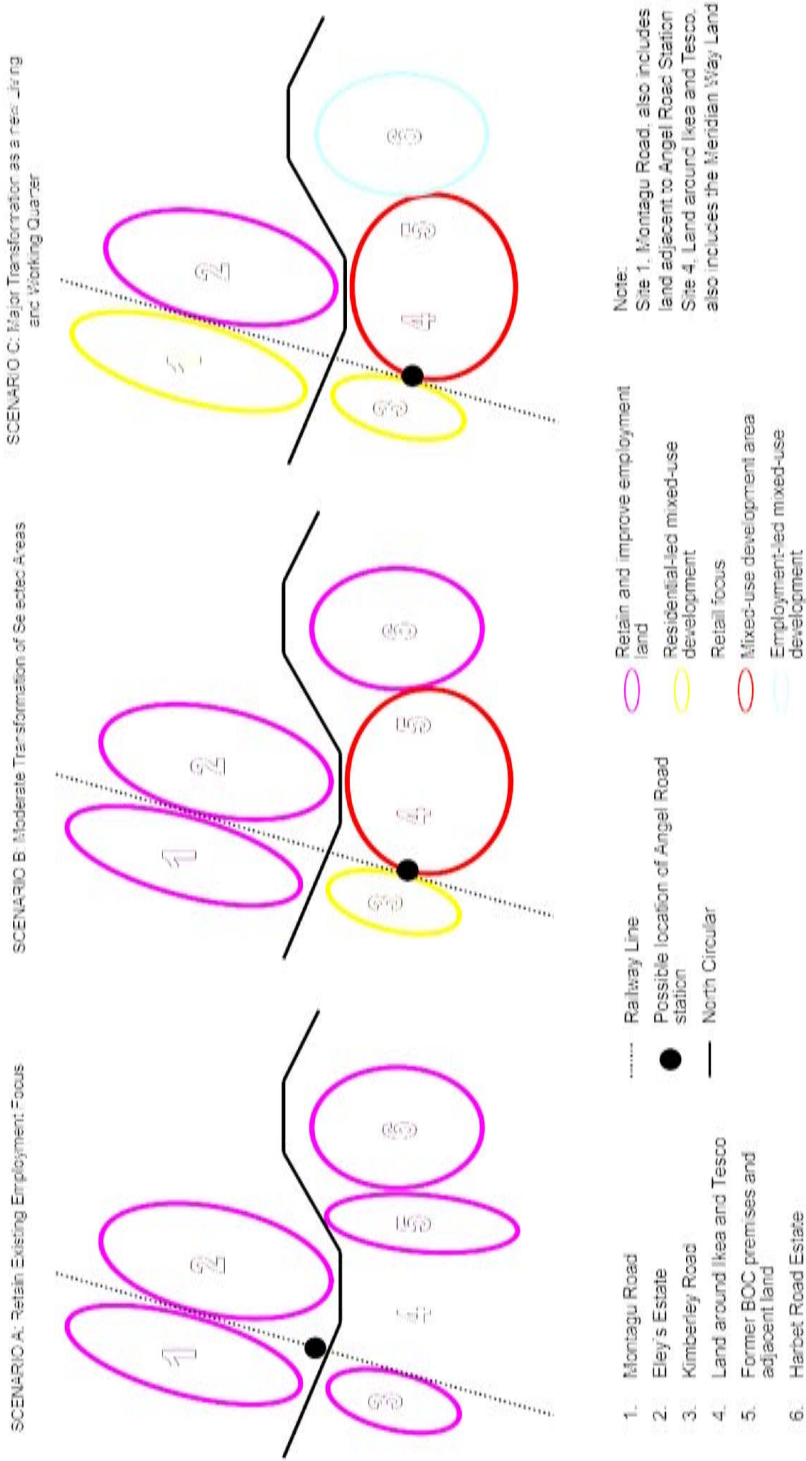
Figure 7.9 Location Plan: Harbet Road Estate

7 Angel Road

7.3 Alternative Ways Forward for Angel Road

- 7.3.1** The purpose of this Issues and Options report is to set out options for the broad direction for the Angel Road area. This has to be done in order for the final AAP to be able to formulate policies and proposals for the sites and land uses within it.
- 7.3.2** Options range from managed, incremental small-scale change to major transformation. On the one hand, it is possible to see this area as continuing in its existing role: a location for large warehouse operations, retail warehouses, smaller industrial and storage uses in existing industrial estates. It could also continue to accommodate the kind of uses that need a home in and around urban areas but are difficult to place, such as waste transfer facilities. In these circumstances, managed change, small-scale redevelopment and environmental improvements would take place but the essential characteristics of the area would remain.
- 7.3.3** At the other end of the spectrum, major changes can be envisaged: redeveloping outworn industrial areas and replacing shed-based B2 to B8 industrial floor space and retail warehouses over time with finer-grained mixed uses with higher levels of residential occupation and employment density. These strategic options for Angel Road are set out below (see [Could not find task_1561_ID_54](#)).

7 Angel Road



Picture 7.1 Angel Road: Scenarios for Change

7 Angel Road

Scenario A: Retain emphasis on the existing range and type of employment uses

7.3.4 The objectives of this scenario would be:

- To retain, protect and enhance strategic employment land status;
- To facilitate gradual improvements over time to premises, internal access, servicing and parking in order to improve the quality of employment land;
- To ensure that land is available for B2 to B8 employment purposes; and
- To focus retail warehouse uses around IKEA and Tesco.

7.3.5 This scenario would ensure that the area remains as a base for traditional employment land and retail warehousing, taking advantage of the good connections provided by the North Circular Road and the connections northwards to the M25. Industrial and warehousing designations would include currently vacant land. This approach would recognise that warehouse operations are required within easy reach of London's residential and employment uses. Policies would therefore be geared to retaining and improving employment land and consolidating retail warehousing around IKEA and Tesco.

7.3.6 This scenario would seek to strengthen the strategic importance of the employment land, as designated in the London Plan, whilst ensuring targeted investment and improvements to its quality. In particular, the evidence base has pointed to the need to improve the quality of premises, circulation, access and parking arrangements, so that the employment areas are fit for modern commercial purposes. Under this scenario Angel Road station would be kept in the same place. There is no justification in terms of the level and type of new development to consider its relocation.

7 Angel Road

Scenario B: Moderate transformation of selected areas

7.3.7 The objectives of this scenario would be:

- To retain and improve strategic employment land that is currently in use;
- To redevelop vacant or underused employment land at Kimberley Road for other uses, including residential, linking to nearby existing residential areas;
- To promote new mixed use development around IKEA to create an environment which people, particularly pedestrians, enjoy and feel safe using;
- To relocate Angel Road station to a better position to the south, related to development opportunities;
- To introduce some B1 floorspace onto employment land that is currently vacant or underused; and
- To concentrate change south of the North Circular Road.

7.3.8 In this scenario, strategic employment land that still contains viable uses at Montagu, Eley's and Harbet Road would be retained but options to upgrade employment and develop niche sectors (see Option 2, 'Working in Central Leaside') could be explored. Vacant and underutilised employment land would be redeveloped for other purposes including mixed use development. The main focus would be south of the North Circular, where mixed use development would be permitted on a number of sites to make the area more people friendly and to encourage higher employment densities in finer grained mixed use developments. Under this scenario, there might be potential to relocate Angel Road station to the south of the North Circular. Here the station would relate better to the new development opportunities to the east and west of the railway line. However, an assessment of potential patronage generated by new mixed use and residential development would need to be undertaken, to see if this would be significant enough to justify relocation of the station. In addition, the reduced distance between the relocated Angel Road station and Northumberland Park station would have implications for the frequency and quality of services at these stations, which would need to be fully investigated.

Scenario C: Major transformation to create a new living and working quarter for north London

7.3.9 The objectives of this scenario would be:

- To introduce higher-value uses;
- To establish a major growth area in the Upper Lee Valley;
- To provide aspirational housing exploiting the position of the area near the Lee Valley Regional Park;
- To create a mix of employment and other uses;
- To transform the areas north and south of the North Circular Road;
- To relocate Angel Road station to a better position to the south, to improve its potential;
- To provide new social and community infrastructure commensurate with the growth in population; and
- To encourage major investment in employment opportunities.

7.3.10 This scenario recognises that a more visionary approach is required to take advantage of the area's favourable position in the London-Stansted-Cambridge-Peterborough growth corridor. A new mixed use growth centre could be created. The approach requires a long-term vision and a willingness to look critically and creatively at the existing policy framework, recognising that economic growth is likely to come from sectors other than traditional warehousing and shed-based manufacturing. It proposes substantial redevelopment of existing industrial areas, although this might take place as a phased approach, depending on the success of the mixed-use development around IKEA. Over time this could facilitate the transformation of the unattractive areas of retail sheds into residential and living quarters based on walking and public transport rather than dominated by roads and parking. In this scenario, Eley's estate would be consolidated, whereas Montagu estate and Kimberley Road would be redeveloped for mixed use, given their proximity to existing residential areas to the west. The approach taken at Harbet Road would be to selectively redevelop parts of the estate, using some mixed use development as a catalyst for upgrading the employment uses, but retaining a predominantly employment character. In considering the redevelopment of employment land in this scenario, full assessments of ground conditions and other potential constraints to redevelopment would need to be undertaken and arrangements would need to be put in place to re-locate any businesses displaced as a direct result of the redevelopment scheme to suitable premises elsewhere. Under this scenario Angel Road station could be moved to the south, although this would need to be considered in the context of potential further residential development at Montagu Road. Again, the distance between the relocated Angel Road station and neighbouring stations, particularly Northumberland Park, would need to be considered, as well as any potential impacts upon the frequency and quality of services to neighbouring stations.

Question 29

Which scenario do you prefer? Can you give us your reasons? Are there any other scenarios that you think we should consider?

8 North East Tottenham / Northumberland Park

8.1 Introduction

- 8.1.1** This area sits just to the south of the major opportunity area at Angel Road. It contains sites which are designated as employment areas in Haringey's UDP, namely Brantwood Road, North East Tottenham, Marsh Lane and Willoughby Lane employment areas. The Haringey Employment Land Study (2003) identified opportunities for modernisation and intensification of employment uses and mixed uses in the area. To the west of the railway line lies a residential area that stretches towards Tottenham High Road. The area contains Marsh Lane Allotments and the Frederick Knight sports ground. The Meridian Way / Watermead Way and the railway line generally create a barrier between residential areas and open spaces (Green Belt) and the River Lee. Tottenham Marshes represents one of the best public access opportunities in the study area to the Lee Valley Regional Park. The green belt extends towards Millmead Road industrial estate near Tottenham Hale.
- 8.1.2** Most of the study area lies within Northumberland Park ward. The ward is characterised as being one of the most severely deprived areas not only in Haringey, but the whole country. Results from the Indices of Deprivation 2004 found that 85 per cent of residents in the Northumberland Park Ward live in areas that are amongst the 10 per cent most deprived in Haringey. Much of the deprivation stems from labour market disadvantage.
- 8.1.3** The proximity of the North East Tottenham / Northumberland Park area to the major opportunity area in Angel Road means that change and improvement at one will have an impact upon the other. In particular, it is the opportunity for major transformation around Angel Road that will drive change in the North East Tottenham / Northumberland Park area. The regeneration efforts in both areas must therefore be complementary. If, for example, a new mixed use living and working quarter is to be promoted on land around IKEA and Tesco (see Angel Road Scenarios B and C), what needs to be changed in the employment areas to the south to support and benefit from this? Can any of the employment areas in North East Tottenham / Northumberland Park accommodate further employment uses potentially displaced from the Angel Road area? The two areas sit immediately adjacent to each other and the approach taken in one must not undermine the other. Furthermore, it is likely that the phasing of improvements or developments would be staggered, so that any redevelopment at Angel Road would be undertaken in Phase 1, and North East Tottenham / Northumberland Park in Phase 2.
- 8.1.4** As with other parts of Central Leaside, there are questions to be asked about the future of employment, enhancing access to the Lee Valley Park, overcoming barriers to movement and challenging the perceived image of the area. In the Vision for the Upper Lee Valley developed by the NLSA and its members, North East Tottenham / Northumberland Park is identified as an important and strengthened community spine, with improved connections between the railway station, the Lee Valley Park, White Hart Lane stadium and Tottenham High Road. And central to this, the Vision identifies the opportunity for an improved employment offer and station precinct.

8 North East Tottenham / Northumberland Park

8.2 Individual Sites of Interest

Employment Uses

- 8.2.1** Employment uses in the area are representative of the historical legacy of development here. Generally, premises and estates are outdated and not suited to modern commercial activities: premises are small, parking is lacking, servicing and access arrangement are poor. On the other hand though, this does mean that the area provides a relatively cheap supply of land for businesses. Could this area therefore be promoted as a location for seed-bed and start-up businesses? Alternatively, is there scope in this area to accommodate activities which often have greater employment densities than traditional industrial units in line with the changing nature of London's economy.? In any event, the quality of the estates and their relationship to surrounding uses must be improved: this is important in terms of continued investment and improving the interface with the Lee Valley Park. The section on Working in Central Leaside asks more general questions about how the quality of employment areas in Central Leaside might be improved. This section talks about specific sites and opportunities around North East Tottenham / Northumberland Park.
- 8.2.2** To better understand the North East Tottenham / Northumberland Park area, 'snapshots' of individual sites of interest have been set out below. All these areas are designated as defined employment areas in Haringey's UDP.

8 North East Tottenham / Northumberland Park

Marsh Lane Employment Area

8.2.3 The Marsh Lane defined employment area is located to the east of Northumberland Park station, adjacent to the Lee Valley Regional Park (although separated from that by the presence of Watermead Way). The area is disconnected from surrounding employment and the residential communities due to the presence of the railway depot and limited crossing facilities at Northumberland Park station. To the north of the employment area the Allotment Gardens form a barrier between this and other employment land within the North East Tottenham estate. The Haringey Employment Land Study (2003) characterised the Marsh Lane area as underutilised.



Figure 8.1 Marsh Lane Employment Area

8 North East Tottenham / Northumberland Park

North East Tottenham Employment Area

8.2.4 A key concern for this area is the quality of internal circulation, parking provision and servicing. Haringey Employment Land Study (2003) identified that the far northeastern corner of the estate represents an opportunity for redevelopment and intensification for employment uses.

Brantwood Road Employment Area

8.2.5 Brantwood Road is located to the west of the North East Tottenham employment area on the western side of the railway tracks. The Haringey Employment Land Study identified that there may be improvement opportunities in Brantwood Estate with the derelict 1930s buildings in the northeast of the site.

Willoughby Lane Employment Area

8.2.6 This is a small employment area, lying in between North East Tottenham and Brantwood Road employment areas, and surrounded by residential uses and the Fredrick Knight sports ground to the north.

8 North East Tottenham / Northumberland Park

8.3 Connectivity

- 8.3.1** Connectivity across North East Tottenham / Northumberland Park is one of the key issues. Most of the connectivity issues for Central Leaside are examined in the section on Connecting Central Leaside . This section focuses on connectivity in the context of possible change options for this area.
- 8.3.2** Local road access in the Northumberland Ward is mainly through the A1010 [Tottenham High Road] and A1055 [Meridian Way/Watermead Way]. Both roads are congested in peak hours. One of the issues to bear in mind is the impact of increased traffic due to further development, for example it would need to be demonstrated that possible new road links would not add to commuter traffic in North Tottenham and in particular the possible impact on the Tottenham gyratory for which TfL are currently developing options for converting to two-way working.
- 8.3.3** As with the Angel Road area, there are also important questions surrounding the Lee Valley railway line and Northumberland Park station. The key issue for the Lee Valley railway line route through Northumberland Park and Angel Road is the lack of spare capacity. There is no prospect of any significant increase in the number of trains with the current rail infrastructure. Both authorities support the principle of four-tracking enhancements. The additional track would impact on the operation of the Northumberland Park level crossing as well as the other level crossings in the Lee Valley. The impact would need to be assessed in a study and may require enhancements to the road network to the north to cater for the displaced traffic at the level crossing. In addition to four-tracking, Network Rail proposes train lengthening by 2012 and early works on level crossings which would affect Northumberland Park (see section 5.1).
- 8.3.4** The impact of any relocation of Angel Road station (see Angel Road Scenarios B and C) also needs to be explored. If Angel Road station is to be relocated to the south to serve potential new development opportunities questions may arise as to operational issues for trains using Northumberland Park station. The key question here is whether the two stations will be located too close together to work efficiently. Another issue to bear in mind is access to White Hart Lane stadium, which is served by Northumberland Park station. Again, this will need to be explored further at the next stage of the AAP.

8 North East Tottenham / Northumberland Park

8.4 Alternative Ways Forward for North East Tottenham / Northumberland Park

- 8.4.1** The North East Tottenham / Northumberland Park area is characterised by employment uses, as shown in Figure 3.1 'Employment Land, Central Leaside'. There are two scenarios for North East Tottenham / Northumberland Park. On one level, the area could continue in its existing role as a preferred location for employment uses, although improvement in the quality of the employment uses would be needed. This could include managed change, small-scale redevelopment and environmental improvements. There could be a role for this area to promote seed bed and start-up businesses or absorb displaced employment from elsewhere in Haringey and Enfield.
- 8.4.2** Alternatively, greater levels of change could be promoted in the area. In addition to improvements to the quality of employment areas, this alternative approach would also see redevelopment and improvement to much of the North East Tottenham / Northumberland Park employment areas, with potentially higher-value employment uses integrated with the potential new living and working quarter around Ikea and Tesco. As part of this approach, it may be possible to introduce a mix of other uses and also to explore ways in which access to the Lee Valley Park might be enhanced and the relationship between the Park and adjacent development might be improved.
- 8.4.3** More detail on the Scenarios for North East Tottenham / Northumberland Park is set out below.

8 North East Tottenham / Northumberland Park

Scenario A: Retain emphasis on the existing range and type of employment uses

8.4.4 The objectives of this scenario would be:

- To retain, protect and enhance employment land status;
- To facilitate gradual improvements over time to premises, internal access, public realm and servicing and parking in order to improve the quality of employment land; and
- To ensure that land is available for B2 to B8 employment purposes.

8.4.5 This scenario would ensure that the area remains a location for traditional employment uses, reflecting the defined employment area allocations in Haringey's UDP, building on links to the North Circular. It would seek to bring back into use those areas currently identified as employment land but which are under-utilised. This scenario would seek to strengthen the employment land, ensuring targeted investment and improvements to its quality, and potentially inject some new uses such as green industries in synergy with an existing core of refuse and recycling activities already in the area, or seed-bed and start-up businesses (considered in section 3 - 'Working in Central Leaside'). In particular, our research has pointed to the need to improve the quality of premises, circulation, access and parking arrangements, so that the employment areas are fit for modern commercial purposes. Funding for such improvements would need to be identified, in particular the potential to secure regional funding would need to be investigated. Another key source of funding for improvements to these employment areas could come from potential mixed use development in the Angel Road area. The scale of improvements that could be undertaken might therefore depend on the preferred option chosen for the Angel Road area and the scale of mixed use development pursued there.

8 North East Tottenham / Northumberland Park

Scenario B: Transformation of selected areas

8.4.6 The objectives of this scenario would be:

- To redevelop selected employment land for higher-value employment uses and other mixed-use including housing as appropriate in synergy with the achievements of a new living and working quarter in the Angel Road area;
- To raise the quality of employment land and introduce some B1 floorspace
- To ensure that land is available for B2 to B8 employment purposes; and
- To facilitate gradual improvements over time to premises, internal access, public realm, servicing and parking in order to improve the quality of employment land.

8.4.7 Scenario B provides a significant change in the approach towards employment land over some or all of the area. It ensures that change and improvements in the area are well related to the potential for major transformation around Ikea and Tesco.

8.4.8 The main differences between this Scenario and Scenario A described above is that selected employment land would be promoted for higher-value and higher density employment uses, overlooking and integrated with adjacent development opportunities. Employment areas here have the potential to support modernisation and intensification of employment uses. Within this it may also be possible to integrate a mix of other uses supporting the wider redevelopment, such as housing and leisure, creating an attractive people-friendly development. Mixed use development in these areas would bring investment, which could act as a catalyst for further regeneration and investment. This could provide a context for investment on the remaining employment areas, through development for higher density employment uses, which would not necessarily be viable on its own.

8.4.9 The southern portion of North East Tottenham employment area and the Marsh Lane employment area need to be considered carefully in this option, as these areas have relatively low employment densities and inefficient uses of land. The potential for higher density development in these locations is closely linked with the future of Northumberland Park station and the Lee Valley line (considered in section 5 - Connecting Central Leaside).

Question 30

Which scenario do you prefer? Can you give us your reasons? Are there any other scenarios that you think we should consider?

Question 31

Which locations should be considered for more intensified employment uses and other redevelopment opportunities?

9 Pickett's Lock

9.1 Introduction

- 9.1.1** Pickett's Lock is located to the north of the study area, bordering the North East Enfield AAP boundary. It is an important location within the Lee Valley Park, and is of both local and regional importance as a centre for sports and leisure activities. Pickett's Lock is also one of the few points within the Upper Lee Valley where it is possible to access the waterfront.
- 9.1.2** Current regional and local guidance identifies Pickett's Lock as an area for future development and investment - the draft vision for the Upper Lee Valley, the Lee Valley Park Plan and the Enfield Culture and Leisure Strategy all identify Pickett's Lock as an area for the development of additional sports and recreation facilities. We need to consider, therefore, how the regional role of Pickett's Lock can be fulfilled without compromising the ability of local residents to use and enjoy the area.
- 9.1.3** At the moment, the sports and leisure facilities at Pickett's Lock, which include the athletics centre, golf course and cinema) are relatively well used. However, local residents and workers are discouraged from using these facilities because of the relatively poor access to the area. The combination of the Lee Valley railway line and Meridian Way form a barrier to east-west movement, restricting access to the facility for those who live in communities to the west of the railway line. Public transport is also limited: it is served by one bus route and the nearest railway station is at Ponders End and services to this are infrequent. Walking and cycling routes between Ponders End station and Pickett's Lock are also unattractive and unwelcoming.
- 9.1.4** It is important to note that whilst the primary function of the Pickett's Lock area is as a sports and leisure node, there are other important activities and issues within the area. The wider Pickett's Lock area includes the cluster of employment land at the Claverings Estate, which the Enfield Employment Land Study suggests might be suitable for a change of use. It also includes the former Coca-Cola premises. The AAP provides the opportunity to explore what uses might be best suited in these locations and what transport infrastructure might be required to support these.

9 Pickett's Lock

9.2 Individual Sites of Interest

9.2.1 To better understand the Pickett's Lock area, 'snapshots' of individual sites of interest have been set out below.

Pickett's Lock Leisure Complex

9.2.2 This includes a golf course, cinema complex and the recently opened Lee Valley Athletics Centre, which has served to strengthen the sports and leisure facilities at Pickett's Lock. The facility is the largest indoor and outdoor athletics centre serving London and the South of England. The site is within the Lee Valley Regional Park and the Green Belt boundary follows the extent of the park.

Pickett's Lock waterfront

9.2.3 Pickett's Lock waterfront is one of the few accessible points to the waterfront in the AAP area. The full value of the waterside location is not currently maximised due to the embankments surrounding the reservoirs, which restrict both access and views. At present, Pickett's Lock waterfront is used for small-scale employment uses.

Pickett's Lock Lane

9.2.4 Located to the south of the Pickett's Lock leisure complex is the Deephams sewage works. Pickett's Lock Lane runs along the northern edge of the sewage works and provides the main link between Meridian Way and the waterside. Residential development currently exists along part of the lane, but not along its length. There is scope to improve this pedestrian route.

Claverings Industrial Estate

9.2.5 This employment cluster comprises the Claverings Industrial Estate, Dominion Business Park and Horizon Business Centre. The employment cluster measures approximately 2.7 hectares. The Enfield Employment Land Study notes that it is currently a vibrant cluster, but that it is surrounded by housing and lacks buffers between the industrial activities and surrounding uses. The study recommends that partial change to residential might be appropriate, provided that this change is used to assist with the retention of employment on remaining areas. However, it is currently a successful location for small businesses and home to the Council's Children's services.

9 Pickett's Lock

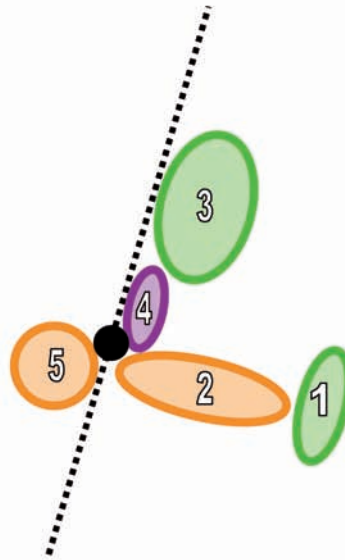
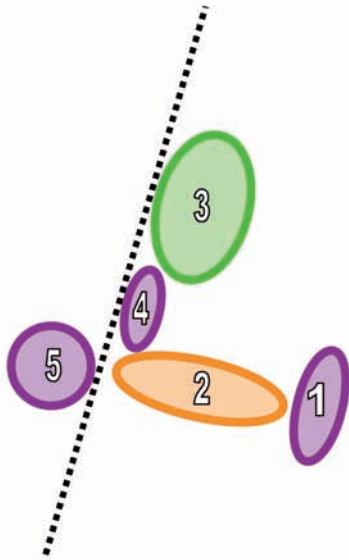
9.3 Alternative Ways Forward for Pickett's Lock

- 9.3.1** Although the Pickett's Lock complex is disconnected from the main area of potential transformation in Central Leaside, i.e. land around Angel Road at the North Circular, opportunities for change and improvement here must be set within the wider context of change in Central Leaside. Pickett's Lock is also in close proximity to the North East Enfield AAP area and the potential improvements currently being explored in and around Ponders End.
- 9.3.2** A holistic approach to any future proposals for Pickett's Lock is required, taking into consideration potential wider transformation at Central Leaside and in North East Enfield. For example, if existing employment land in Angel Road is developed for housing, employment land may need to be retained in Pickett's Lock.
- 9.3.3** There are two scenarios for Pickett's Lock (see Figure 9.1 'Pickett's Lock: Scenarios for Change'). One is that the area could continue in its existing role as a location for leisure activities pepper-potted with employment uses. This approach would require the role of the park to be strengthened, access to the waterfront improved, and the quality of the employment uses enhanced, which would include managed change, small scale redevelopment and environmental improvements.
- 9.3.4** The second scenario involves greater levels of change. This scenario would see the area playing a stronger leisure and recreational role, supported by residential development on under-used employment land. Within this approach, opportunities could exist to improve public transport connections to the area through a new railway station located on land close to the former Coca-Cola premises. However, a new station would only be an option if a new sports or leisure facility attracted significant numbers of visitors for large-scale events in order to justify a new station and if improvements to the rail infrastructure were provided as part of the four-tracking scheme. A new station could also provide improved facilities for existing residents and businesses in the area.
- 9.3.5** More detail on the Scenarios for Pickett's Lock is set out below.

9 Pickett's Lock

SCENARIO A: Retain emphasis on existing type and range of uses

SCENARIO B: Transformation of selected areas



- 1. Pickett's Lock
- 2. Pickett's Lock lane
- 3. Leisure Complex
- 4. Former Coca-Cola Premises
- 5. Claverings Industrial Estate

- Railway Line
- Potential Railway Station

- Retain and improve employment land
- Residential-led development
- Leisure-led development

Figure 9.1 Pickett's Lock: Scenarios for Change

9 Pickett's Lock

Scenario A: Retain an emphasis on the existing range and type of uses

9.3.6 The objectives of this scenario would be:

- To retain, protect and enhance employment land status;
- To facilitate gradual improvements over time to employment premises, internal access, servicing and parking in order to improve the quality of employment land;
- To reinforce existing residential development along Pickett's Lock Lane; and
- To strengthen the area as a location for sports, leisure and recreational activities.

9.3.7 This scenario ensures that the area retains its current mix of uses and activities, while seeking improvements to the quality of these. It also seeks to enhance the relationship of the area with the waterfront and improve access to this key feature through residential development along the length of Pickett's Lane. This is important, given that it is one of the few locations within the Central Leaside area where it is possible to access the waterfront. In this scenario, opportunities are envisaged for the transportation of goods and materials to and from Pickett's Lock.

Scenario B: Transformation of selected areas

9.3.8 The objectives of this scenario would be:

- To significantly strengthen the sports, leisure and recreational role of the area, through a major new sports or leisure attraction on the Pickett's Lock site, with additional facilities on the waterfront;
- To develop some existing employment land for residential development;
- To reinforce existing residential development along Pickett's Lock Lane; and
- To improve accessibility through the provision of a new railway station.

9.3.9 This Scenario seeks to strengthen the role of Pickett's Lock as a sports and leisure complex in line with the vision for the Upper Lee Valley. The scenario reinforces existing residential uses along Pickett's Lock Lane. It also seeks to partially redevelop the Claverings Industrial Estate for residential use in line with recommendations within the Enfield Employment Land Study. The major difference between Scenarios A and B is that this scenario would envisage the new leisure or sports facility to be capable of hosting events attracting significant numbers of visitors, which might provide a case for providing a new railway station in the area, which would also serve existing communities, and new development. The proposal for a new station would need to be tested in terms of cost, patronage and the effect on services to other stations along the Lee Valley railway line.

Question 32

Which scenario do you prefer? Can you give us your reasons? Are there any other scenarios that you think we should consider?

10 What's Next?

10.1 Consultation Process

- 10.1.1** We are now consulting the local groups, organisations and key stakeholders on this Issues and Options document. The response on this consultation will be used to develop the Preferred Options for the new Area Action Plan, which will be subject to a more formal six week period of public consultation in June / July 2008. Following this the Council will have the opportunity to refine its preferred approach prior to submitting the Area Action Plan to the Secretary of State for independent examination, in March / April 2009.
- 10.1.2** The examination is likely to be held September / October 2009. If you have made comments on the submitted Area Action Plan there will be an opportunity for you to be heard by the Planning Inspector. The Inspector will produce a report of his/her findings on the "soundness" of the Area Action Plan which will be binding on the Council. It is anticipated that the Area Action Plan will be formally adopted by the Council in Summer 2010.

Appendix A The Area Action Plan Process

The Issues and Options report has been prepared in accordance with the new planning regulations, specifically those set out in:

- Planning Policy Statement 12 (PPS12): Local Development Frameworks;
- Creating Local Development Frameworks: A Companion Guide to PPS12;
- The Planning and Compulsory Purchase Act 2004 (the Act); and
- Statutory Instrument 2004 No. 2204: The Town and Country Planning (Local Development) (England) Regulations 2004.

Area Action Plans are used to provide the planning framework for areas where significant change or conservation is needed. PPS12 states that Area Action Plans should:

- Deliver planned growth areas;
- Stimulate regeneration;
- Protect areas particularly sensitive to change;
- Resolve conflicting objectives in areas subject to development pressures; or
- Focus the delivery of area-based regeneration initiatives.

PPS12 also encourages the preparation of joint AAPs, where major areas of opportunity or zones of change straddle authority boundaries - Central Leaside is such an area. The process for preparing joint documents is the same.

The Area Action Plan preparation process can be divided into a number of stages. The first stage involves gathering an evidence base to identify the issues that need to be addressed by the AAP. The associated baseline report for this AAP can be viewed on Enfield Council's web site alongside this Issues and Options report. The second stage is the process of production. This involves the preparation of the Issues and Options report, consultation on this, the subsequent preparation of a preferred options report and associated consultation. Following the review of all comments and representations made in light of the preferred options document the AAP document will be produced for the purposes of submission to the Secretary of State. Consultants Urban Initiatives in association with Urban Delivery and JMP have been commissioned to take the AAP through to this stage, after which the document will be taken through an independent examination process. Subject to any changes required by the Secretary of State as a result of the examination, the final stage is for both Council's to adopt the AAP.

In terms of timescales, consultation on this Issues and Options report will run through January and February 2008. The preferred options document is expected to be subject to consultation in Autumn 2008, with submission of the AAP to the Secretary of State following in Spring 2009. Independent examination of the AAP will take place in 2010 and it is anticipated that the final document will be adopted by the end of 2010.

Appendix B Policy Context

Enfield's Policy Context⁽¹⁷⁾

The Council is consulting on an overarching 'Triple Arc Vision' for the delivery of economic, social and environment well being in Enfield. This is presented in the Sustainable Community Strategy for Enfield (2007 - 2017) and comprises three characteristic aspects of Enfield: (i) Green Enfield; (ii) New Enfield; and (iii) Heart of Enfield. This concept is being consulted on through the Core Strategy Issues and Options report.

The Triple Arc has no 'hard' boundaries. Applying the Triple Arc concept to Central Leaside, Green Enfield represents the need to preserve and maximise the benefits of the area's natural assets and open space, particularly in the Lee Valley Regional Park. New Enfield represents challenge, change and opportunities – the area contains some of the most deprived parts of the borough and has opportunities arising from vacant and underutilized industrial sites. Heart of Enfield represents the need to protect and enhance local distinctiveness. These are not distinct geographical areas and the Central Leaside AAP includes aspects of each.

The Core Strategy Issues and Options report suggests a series of Strategic Objectives to guide future change, development and regeneration across the Borough, including the Central Leaside area⁽¹⁸⁾. The Strategic Objectives are set out below:

1. To become an exemplary, sustainable Borough by addressing the causes and impact of climate change and developing the green economy
2. To increase biodiversity and protect and enhance areas rich in biodiversity including the William Girling and King George V reservoir Sites of Special Scientific Interest to the east of the Borough and ancient woodlands in Chase and Cockfosters
3. To protect and enhance Enfield's invaluable green resources, retaining the open character of the Borough and safeguarding the Green Belt and other public open space for the enjoyment of Enfield's residents now and in the future
4. To create enhanced learning, leisure and recreational opportunities and improve access to green areas
5. To provide high quality, sustainably constructed new homes to meet the aspirations of local people
6. To build distinctive, balanced communities
7. To provide new affordable homes and homes for families, whilst creating a sustainable social mix
8. To promote the provision of new community facilities, including schools, health and social services, to meet the needs of the existing and growing population in places that are accessible
9. To reduce the social deprivation, child poverty and inequalities in health and educational attainment between Enfield's residents particularly in Edmonton Green, Enfield Highway, Ponders End, Turkey Street and Upper Edmonton where these issues are more prevalent
10. To maximise the economic potential of the Borough, including the employment locations in the Upper Lee Valley and Enfield's town centres and to capitalise on the benefits arising from the 2012 Olympics
11. To reduce levels of unemployment, particularly amongst young people and disadvantaged sections of the community and support the development of skills to enable all residents to access the employment market
12. To improve movement, accessibility and orbital links within the Borough and north London sub-region and reduce the adverse environmental impact of travel

Appendix B Policy Context

13. To improve the environment, infrastructure and economic and social well-being in North East Enfield and Central Leaside
14. To connect with the waterfront and draw the high quality natural environment of the Lee Valley into the heart of nearby communities
15. To improve the quality of life of residents living in proximity to the North Circular Road
16. To preserve the local distinctiveness of the Borough, improve the quality and attractiveness of the public realm, develop civic pride, create better places, secure environments and inclusive communities through good urban design
17. To safeguard established communities and the quality of the local environment
18. To protect the Borough's archaeological sites, scheduled ancient monuments, buildings of national and local architectural or historic special interest ("listed buildings"), conservation areas, and historic parks and gardens
19. To enhance and strengthen Enfield's town centres to meet the needs of the communities they serve and attract residents and visitors and support the growth of the service sector economy

Appendix B Policy Context

Haringey's Policy Context

In July 2006 Haringey Council replaced its first Unitary Development Plan (UDP). The UDP⁽¹⁹⁾ policies and proposals adopted in 2006 are therefore saved for at least three years, after which they will be replaced by the Local Development Framework. The UDP provides a framework for the borough in land use terms up to 2016 and will be a tool for enabling development and facilitating the implementation of the Council's and other bodies' strategies, including the Community Strategy. The plan will provide a positive guide for achieving desirable development to meet identified social, economic and environmental needs.

The UDP establishes twelve General Policies. These are as follows:

1. Environment: Development should contribute towards protecting and enhancing the local and global environment and make efficient use of available resources;
2. Development and urban design: Development should be of high quality design and contribute to the character of the local environment in order to enhance the overall quality, sustainability, attractiveness, and amenity of the built environment;
3. Housing supply: The Council will aim to provide enough housing to meet the needs of Haringey residents and to contribute towards achieving a draft London wide target of 31,090 additional households a year. Draft alterations to the London Plan identify a revised housing target for Haringey of 6,800 additional homes between 2007/2008 and 2016/2017. This housing provision can be achieved through (i) developing new sites for housing, (ii) converting houses into flats, (iii) changing the use of a building to housing, (iv) making use of empty properties, and (v) redeveloping existing sites at higher densities.
4. Employment: Development should meet the needs of business and industry, and provide employment opportunities for local residents.
5. Town Centre Hierarchy: The Council will seek to maintain and enhance the existing hierarchy of shopping which comprises (i) a metropolitan centre, (ii) five district centres, (iii) designated local shopping centres, and (iv) other local parades and individual shops, including retail parks.
6. Strategic transport links: The Council will aim to improve existing public transport provision, and promote strategic public transport links such as Thameslink 2000, Crossrail 2, and Orbirail.
7. Green belt, metropolitan open land, significant local open land and green chains: Areas of green belt, metropolitan open land, significant local open land and green chains are shown in the proposals map as the most important open spaces in the borough. There is a presumption against inappropriate development in these areas.
8. Creative, leisure and tourism: The Cultural Quarter (Wood Green), Tottenham Green and the metropolitan town and district centres will be focal points for new creative, leisure and tourism development.
9. Community well being: Development should meet the borough's needs for enhanced community facilities from population and household growth.
10. Conservation: Development should respect and enhance Haringey's built heritage in all its forms.
11. Implementation: The Council will seek to keep the UDP up to date and take enforcement action where appropriate.
12. Priority areas: The Council will focus major regeneration and development opportunities in the priority areas, in order to improve the most deprived communities. The Council will support development proposals in these areas provided that they: (i) comply with policies

Appendix B Policy Context

set out in any relevant development frameworks or area action plans and the policies contained in the UDP as a whole; (ii) contribute towards improving the local area in terms of housing, jobs, transport facilities, local services and the environment; and (iii) satisfy the aims and objectives of Haringey's Neighbourhood Renewal Strategy.

In addition to the UDP, Haringey's Community Strategy 2007-2016⁽²⁰⁾ establishes a series of priorities which aim to improve the quality of life for those who live, work and visit Haringey. The Strategy states that Haringey will:

- Be a good place for people;
- Have an environmentally sustainable future;
- Have economically vitality and prosperity shared by all;
- Be safer for all;
- Have healthier people with a better quality of life; and
- Be people focused.

Appendix C Sustainability Appraisal

The Central Leaside AAP will be guided by the overarching principles of sustainable development. Indeed, all Local Development Documents should be prepared with the aim of contributing to the achievement of sustainable development, which is widely defined as 'development which meets present needs without compromising the ability of future generations to achieve their needs and aspirations'⁽²¹⁾.

To ensure that the AAP meets these objectives, a Sustainability Appraisal is being undertaken alongside the production of the AAP. The Sustainability Appraisal process enables the likely economic, environmental and social effects arising from the AAP to be considered, ensuring that decisions are made that accord with the principles of sustainable development. All policies contained within the AAP will need to reflect sustainable development objectives.

A Sustainability Appraisal Scoping Report has been produced for the Central Leaside AAP and has been consulted upon in accordance with Government guidance. The Scoping Report has sought to identify the economic, environmental and social issues relevant to the AAP, indicating those issues that will be used as a basis for assessing the options in the AAP. It can be viewed on Enfield Council's website: www.enfield.gov.uk/AAPs. The objectives outlined in the Scoping Report for the purposes of assessing the options are:

Environment

- To reduce air pollution and ensure air quality continues to improve;
- To meet the challenges of climate change;
- To conserve and enhance Central Leaside's biodiversity;
- To protect, enhance and make accessible for enjoyment, Central Leaside's green and open spaces and historic environment;
- To achieve the sustainable management of waste;
- To achieve sustainable water resources management; and
- To increase energy efficiency.

Social

- To ensure that everyone has the opportunity to live a decent, sustainably constructed and affordable home;
- To improve the health and well-being of Central Leaside and reduce inequalities in health;
- To reduce poverty and social exclusion;
- To raise educational achievement levels in Central Leaside and help people to acquire the skills needed to find and remain in work;
- To reduce crime and the fear of crime; and
- To improve accessibility for all to services and facilities.

Economic

- To reduce road congestion;
- To ensure high and stable levels of employment; and
- To sustain economic growth and competitiveness.

Appendix D What you told us

The purpose of this report is to seek responses from the community, stakeholders and local organisations in terms of the issues and options presented, what the preferred options are that should be taken forward by the Council and whether there are any other issues or options that should be considered.

Up to this stage in the AAP process the work has been informed by informal consultation with the local community and various stakeholders. The findings of this are summarised below:

Community Consultation

We talked to elected members, displayed exhibition boards at the Lee Valley Tesco Extra store and asked people what they thought about the Central Leaside area. At the public exhibition we asked:

- What do you think is good about the area?
- What do you think the main problems in the area are?
- What would you like to see in Central Leaside?

The consultation responses received are summarised in the table below:

What do you think is good about the area?

- The area has good access both to Central London and to the surrounding countryside;
- The parks and waterways are attractive, particularly Tottenham Marshes and Stonebridge Lock;
- Public transport is relatively reliable;
- There is good road access within Central Leaside, as well as to and from the area;
- Central Leaside is a good location for business;
- Good retail provision, including IKEA; and
- The area has a strong sense of community spirit and identity.

What do you think the main problems in the area are?

- Anti-social behaviour, including crime, vandalism and drugs;
- Air pollution;
- Lack of facilities for the young and teenagers;
- Poor access to local health services;
- Concern about the concentration of buy-to-let properties in North East Tottenham / Northumberland Park;
- Public transport is expensive, buses are unreliable and trains infrequent;
- The area is, in many places, inhospitable for both pedestrians and cyclists;
- The lack of safe walking routes for school children;
- Traffic congestion (including the A1055);
- Poor policing and the fear of crime;
- High levels of unemployment and a lack of jobs for local people;
- Lack of initiatives to support young adults in their jobs and in skills development;
- There is concern about new housing within the area and the ability of existing community facilities to support the growing population;
- Insufficient parking particularly within the employment areas. This creates a problem for those working in the area;
- There are poor east-west links within the area caused in part by the level crossings;
- Poor access to the waterways and the Lee Valley Park;
- Schools within the surrounding area are overcrowded and perform poorly;

Appendix D What you told us

- The community within the area is not well integrated; and
- Poor quality housing, particularly in North East Tottenham / Northumberland Park.

What would you like to see changed in Central Leaside?

- Safer and improved green spaces and better links to the waterways and the Lee Valley Park, particularly for pedestrians and cyclists;
- Better schools and educational attainment;
- Improved local public transport services, including more frequent and reliable bus and train services and a tube station within the area;
- Improved east-west connections are needed;
- Improved street lighting;
- More youth, community facilities, sports and leisure facilities;
- The area should be a place for people, including families to live;
- There should be a mix of housing to provide for sustainable communities;
- More car parking spaces within the area;
- More leisure facilities, including a cinema;
- The provision of facilities to attract visitors to the area;
- The Angel Road area needs a signature development;
- A wider variety of shops, including small independent stores as well as larger high street stores;
- A wider variety of local employment opportunities, including job related training;
- The provision of small and affordable work spaces;
- Need to reconsider the designation of the Green Belt, particularly where this land could be suitable for other uses, including green industries or clean waste uses;
- Improved traffic management; and
- More policing within the area to reduce the fear of crime.

This provides a useful overview of community concerns and opinions on the need for future change in the area. The responses raise a number of contradictory points, particularly in terms of public transport services, safety and provision of local facilities. However, the key findings from the consultation event were that the local community would like to see:

- A greater range of local employment opportunities, including more highly skilled jobs;
- A wide range of retail facilities;
- A cleaner, greener and safer living and working environment;
- Better connections to and facilities within the Lee Valley Park;
- Improved public transport connections;
- More facilities for children of all ages;
- Schools that perform better and are less overcrowded; and
- A greater sense of community identity.

Stakeholder Consultation

In addition to the manned exhibition, a series of meetings and discussions have been held with a number of stakeholders, including the Environment Agency, Thames Water, British Waterways, the Primary Care Trust and representatives of the employment estates in the Central Leaside area. These discussions have been supplemented by responses to an initial letter and questionnaire seeking views and opinions

Appendix D What you told us

on the main issues for the AAP area. This letter was responded to by groups and individuals, including North London Business, the Lee Valley Regional Park, Arriva London, Ferry Lane Action Group, Enfield Enterprise Agency, and Network Rail.

The issues raised as a result of this initial consultation are summarised below:

Employment and Business:

- Enfield Enterprise Agency stated that the needs of the local business community must be actively considered;
- Estate Managers consider that much of the employment land and the premises available in the study area is considered outdated and not suited to modern business activities. Flexible space is required to cater for business need and demand.
- Estate Managers also consider that poor internal circulation, parking and service arrangements are having an impact on the level of investment in the area. Solving these issues may require the restructuring of these estates.
- British Waterways consider that housing growth targets could be met through the achievement of higher densities and through consideration of the boundaries of strategic employment land. Monitoring of industrial land capacity if required to allow surplus land to be redeveloped and released for alternative uses. The intensification of employment land is therefore encouraged. However, Estate Managers recognise the pressure on land from competing uses and that planning policies should be used to strengthen employment areas. Such policies should also be used to encourage industrial uses as opposed to warehousing and distribution, which may be better located to the north of the borough in closer proximity to the M25.

Transport:

- Arriva London is concerned that traffic congestion and road side parking within the area have a negative impact on the efficient and reliable running of bus services;
- Discussion with Network Rail has raised a number of issues regarding rail services within Central Leaside. It is considered that increased rail services at Northumberland Park will cause further traffic congestion and impact upon public transport. Network Rail therefore propose that the Northumberland Park level crossing should be closed and replaced by a pedestrian bridge; and
- Network Rail further stated that Northumberland Park and Angel Road stations should be significantly improved, particularly given the amount of development that this area may accommodate in the future.
- Traffic Congestion on the North Circular east of the A10 is seen as an issue for business activities in the area⁽²²⁾. However, Estate Managers recognise that the area benefits from good access to the M11 and M25.
- Estate Managers also recognised the potential benefits of a new railway station at Pickett's Lock - the area currently being poorly served by public transport and being located some distance from the nearest stations at Angel Road and Ponders End.

Lee Valley Regional Park:

- The Lee Valley Regional Park Authority claim that there is a need to protect, enhance and open up pedestrian and cycle access to the Park, as well as establish a relationship between

Appendix D What you told us

the Park and the uses along side. Local residents must also be encouraged to use and enjoy the Lee Valley Park; and

- Ecological assets within the Park should be protected, according to the Environment Agency.

Waterways:

- The Environment Agency voiced support for the opening-up and re-naturalisation of watercourses within the area.
- Thames Water view the waterways as an opportunity for the transportation of freight, waste, construction materials and other non-time sensitive goods and products. Equally, Estate Managers feel that the waterways have the potential to be used for commercial purposes.
- With regards to the potential use of the reservoirs for recreational purposes, Thames Water suggested that such potential could be hampered by health and safety concerns.
- British Waterways consider that the redevelopment of riverside sites provides the opportunity to restore the river corridors.
- All of those consulted agree that new development along the waterfront should contribute to public realm improvements and increase accessibility to the waterside

Flooding:

- The Environment Agency raised concerns regarding flooding. It is considered that the floodplain is a primary constraint to development in the Central Leaside area and development in such locations should only be allowed if the environmental effects are compensated for and there is no additional flood risk on-site or downstream. A Strategic Flood Risk Assessment is currently being undertaken by the Council and will need to inform the LDF.

Water and Energy Efficiency:

- Discussions with Thames Water raised concerns in relation to Deephams Sewage Treatment Works and, more specifically, the impact of large scale development within the area on local sewerage capacity. Deephams Sewage Treatment Works is being upgraded in line with requirements for growth identified in the London Plan. Development in the area should thus be phased in accordance with improvements to capacity at the treatment works. Water efficiency in new development should be encouraged, through the installation of grey water systems and rainwater harvesting measures.
- The Environment Agency stated that sustainable energy and resource use should be encouraged in all new developments through planning and design and decentralized, on-site renewable energy generation. Indeed, new developments should demonstrate how a proportion of the site's energy needs will be generated from renewable energy.

General Development Issues:

- Ferry Lane Action Group consider that there is an opportunity to consolidate the location of bad neighbour uses; and
- The Environment Agency consider that there is an opportunity to encourage environmental industries to locate in the Central Leaside area.

Appendix D What you told us

Business Survey

As part of the Enfield Employment Land Study (Halcrow for Enfield Council, 2006) a survey of businesses was undertaken to identify the nature and needs of existing business activity in the area. The findings from this, as outlined below, relate to all businesses in the borough, although much of this is of relevance to the Central Leaside AAP.

The most important influence for businesses in choosing their location is good road connections (80% of respondents cited this as an important or very important factor). Other important factors include suitable staff, low incidence of crime and proximity to customers.

In terms of operations, on-site car parking was rated by respondents as essential, although security features, heavy goods access, and access to ICT and broadband were also considered important.

Two-thirds of respondents rated their surrounding area as good or very good. Of those respondents who were dissatisfied with the area surrounding their business the main reasons included:

- No facilities or amenities;
- Poor public transport;
- Road congestion;
- Dirty / crime / uncared for;
- Poor access / roads; and
- No parking.

The survey demonstrated a relatively high level of satisfaction with business premises and over half of the respondents rated Enfield as a good or very good place to do businesses. Only 13% of respondents were dissatisfied with Enfield as a place of business.

In regard to desired improvements to the area, the safety of the area and quality of the environment rated highly. More than half of the respondents also rated improvements to road access within their estate as important. 40% of respondents also rated the following improvements as desirable: better access to the major road network; more facilities for staff; better public transport links; more affordable housing for staff; and improvements to surrounding residential areas. Respondents rated water-freight access as the least desired improvement.

In terms of business type, the respondents were predominantly serving a North London or London customer base, with only one-third of businesses dealing with customers internationally. However, business supply chains cover a wider geographic area, with a large number of businesses having suppliers across the North London sub region and across the UK.

In terms of relocations, 40% of respondents said they were either planning or considering relocation in the next three years. The main reason given for relocation was the requirement for larger premises to facilitate expansion. However, of those companies wishing to relocate, 80% wished to stay in the general area.

Appendix E Glossary

| Term | Definition |
|----------------------------------|--|
| AAP - Area Action Plan | A development plan document that provides a planning framework for an area of significant change or conservation. |
| Accessibility | The ability of people to move round an area and to reach places and facilities, including elderly and disabled people, those with young children and those encumbered with luggage or shopping. |
| Active frontage | Making frontages 'active' adds interest, life and vitality to the public realm. |
| Activity node | Concentration of activity at a particular point. |
| BREEAM | Building Research Establishment Environmental Assessment Method. Measures the environmental performance of commercial buildings by assessing water, waste, energy and travel usage. |
| Built form | see 'form' |
| Comparison goods | These are expensive goods that are not bought on a frequent basis. These are the type of retail items that people buy from the store offering them best value for money rather than the store that is closest to them. For example, televisions and white goods, such as dishwashers or freezers. |
| Context | The setting of a site or area, including factors such as traffic, activities and land used as well as landscape and built form. |
| Convenience goods | These are essential everyday items, bought on a frequent basis, such as food. |
| Core Strategy | A development plan document. Sets out the key elements of the planning framework for an area, comprising a spatial vision and strategic objectives, a spatial strategy, core policies and a monitoring and implementation framework with clear objectives for achieving delivery. All other development plan documents should be in conformity with core strategy. |
| Creative and Cultural Industries | The Department for Culture Media and Sport (DCMS) classifies the following industries as part of the CCI sector, "advertising, architecture, the art and antiques market, crafts, design, designer fashion, film and video production, interactive leisure software, music, the performing arts, publishing, software and computer services, and television and radio production". |
| DCLG | Department for Communities and Local Government: Created on 5 May 2006 with a powerful remit to promote community cohesion and equality, as well as responsibility for housing, urban regeneration, planning and local government. |
| Density | The floor space of a building or buildings or some other unit measure in relation to a given area of land. Built density can be expressed in terms of plot ratio (for commercial development); number of units or habitable rooms per hectare (for residential development); site coverage plus the number of floors or a maximum building height; or a combination of these. |

Appendix E Glossary

| Term | Definition |
|-----------------------|--|
| Design Code | A document setting out with some precision the design and planning principles that will apply to development in a particular place. It provides a template within which to design an individual scheme or building. |
| Desire line | An imaginary line linking facilities or places which people would find convenient to travel between. |
| DETR | Department for Environment, Transport and the Regions: Government department responsible, amongst other things, for matters of planning law and policy. Since devolved. |
| DPD | Development Plan Document: A spatial planning document prepared by a plan-making authority and subject to independent examination. |
| Du/Ha | Dwelling Units per Hectare: A measure of residential development. |
| Ecohomes | An assessment method established by BRE, which measures the environmental performance of homes by assessing water, waste, energy and travel usage. |
| Economically inactive | People aged over 16 who are not in employment or claiming an unemployment benefit, such as housewives/ husbands, full-time students, retired people. |
| Enclosure | The use of buildings to create a sense of defined space. |
| Fine grain | see 'grain'. |
| Floorplate | The surface area of a building. |
| Form | The layout (structure and grain), density, scale (height and massing), appearance (materials and details) and landscape of development. |
| Gateway | A structure, building or group of buildings that defines an entrance/exit to an area. |
| Grain | The pattern of the arrangement and size of buildings and their plots in a settlement; and the degree to which an area's pattern of street-blocks and street junctions is respectively small and frequent, or large and infrequent. |
| Height | The height of a building can be expressed in terms of a maximum number of floors; a maximum height of a parapet or ridge; a maximum overall height; any of these maximum heights in combination with a maximum number of floors; a ratio of building height to street or space width; height relative to particular landmarks or background buildings; or strategic views. |
| Human scale | The use within the development of elements, which relate well in size to an individual human being and their assembly in a way, which makes people feel comfortable rather than overwhelmed. |
| Landmark | A building or structure that stands out from its background by virtue of height, size or some other aspect of design. |

Appendix E Glossary

| Term | Definition |
|--------------------------|--|
| Landscape | The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these components combine. Landscape character can be expressed through landscape appraisal, and maps or plans. |
| Landscape design | Involves the collective organisation of human activities, natural processes and physical components in the process of shaping external space. It encompasses both the built environment, and is allied with urban design in sharing the purpose of creating varied, distinctive and engaging places. |
| Layout | The way buildings, routes and open spaces are placed in relation to each other. |
| LDF | Local Development Framework: A portfolio of documents that together provide a framework for delivering the spatial planning strategy for an area. The framework includes the Core Strategy, Area Action Plans and Supplementary Planning Documents. Collectively, these are known as Development Plan Documents. |
| Legibility | The degree to which a place can be easily understood and traversed. |
| Lifetime homes standards | A set of 16 design features that ensure a new house or flat will meet the needs of most people in terms of accessibility. |
| Massing | The combined effect of the height, bulk and silhouette of a building or group of buildings. |
| Mixed-uses | A mix of uses within a building, on a site or within a particular area. |
| Movement | People and vehicles going to, and passing through buildings, places and spaces. |
| Natural surveillance | The discouragement to wrongdoing by the presence of passers-by or the ability of people to be seen out of surrounding windows. |
| Neighbourhood centre | Defined by the London Plan as centres, which provide services for local communities with a key role to play in addressing the problems of areas lacking accessible retail and other services. |
| Node | A place where activity and routes are concentrated often used as a synonym for junction. |
| ODPM | Office of the Deputy Prime Minister: Government department responsible for housing, local government, regeneration, planning and urban and regional issues. Since devolved and replaced by the DCLG. |
| Perimeter block | Term given to street blocks where the buildings follow a continuous building line around the block and contain private space within backyards or courtyards. This is opposed to individual buildings that sit in the middle of plots. Buildings face the street and can accommodate a diversity of uses. The private areas enclosed to the rear may contain car parking, servicing and open space. |
| Permeability | The degree to which an area has a variety of pleasant, convenient and safe routes through it. |

Appendix E Glossary

| Term | Definition |
|------------------------------------|--|
| Planning regulations | Relating to the Planning and Compulsory Purchase Act 2004, the Town and Country Planning (Local Development) (England) Regulations 2004 and the Town and Country Planning (Transitional Arrangements) Regulations 2004. Introduced the need for production of Local Development Frameworks to streamline the planning process and promote a proactive, positive approach to managing development. Also introduced requirements for greater community and stakeholder involvement in the preparation of development plan documents and the need to produce Sustainability Appraisals. |
| PPG / PPS | Planning Policy Guidance Note: Government guidance on general and specific aspects of planning policy that local authorities must take into account in formulating development plan policies and in making planning decisions. PPGs are being replaced by Planning Policy Statements (PPS). |
| PTAL | Public Transport Accessibility Level: provides a measure of public transport accessibility at any given location based on distance to, frequency and number of public transport services. |
| Public art | Permanent or temporary works of art visible to the general public, whether part of a building or freestanding; can include sculpture, lighting effects street furniture, paving railings and signs. |
| Public realm | The parts of a village, town or city (whether publicly or privately owned) that are available, without charge, for everyone to use or see, including streets, squares and parks. |
| Registered social landlord | Social landlords that are registered with the Housing Corporation - most are housing associations, but there are also trusts, co-operatives and companies. |
| Retail circuit | A well-connected area and trail of retail activity within an area. |
| SA | Sustainability Appraisal: Local development plan documents need to be prepared with a view to contributing to the achievement of sustainable development. An SA is a systematic and iterative process. The purpose of the SA is to appraise the social, environmental and economic effects of the strategies and policies in a local development plan document from the outset of the preparation process. |
| Scale | The impression of a building when seen in relation to its surroundings, or the size of parts of a building or its details, particularly as experienced in relation to the size of a person. Sometimes it is the total dimensions that give it its sense of scale. At other times it is the size of elements and the way they are combined. |
| Shoulder Height | The general height of buildings in an area, above which landmark buildings stand out. |
| Small and Medium Enterprises (SME) | Small enterprises are defined as businesses with less than 50 employees and medium enterprises are businesses with up to 250 employees. |

Appendix E Glossary

| Term | Definition |
|--------------------------------------|---|
| SPD | Supplementary Planning Document: A piece of planning guidance supplementing the policies and proposals contained in development plan documents. |
| Structured parking | Car parking provided within a structure such as a multi-storey or underground. |
| Sustainable Communities Plan | <p>The Sustainable Communities Plan was launched in 2003 and is a key policy of the DCLG in guiding its regeneration and departmental objectives. The Government's definition of a sustainable community is:</p> <p><i>Sustainable communities are places where people want to live and work, now and in the future. They meet the diverse needs of existing and future residents, are sensitive to their environment, and contribute to a high quality of life. They are safe and inclusive, well planned, built and run, and offer equality of opportunity and good services for all.</i></p> |
| Sustainable development | As defined by the Bruntland Commission (1987, and quoted in PPS1) as 'Development which meets present needs without compromising the ability of future generations to achieve their needs and aspirations.' |
| Urban design | The art of making places. Urban design involves the design of buildings, spaces and landscapes, in villages, towns and cities, and the establishment of frameworks and processes which facilitate successful development.' |
| Walkable neighbourhood / environment | A neighbourhood that is designed for ease of walking. The quality of the routes should be designed to give walking priority and discourage car use. People should be able to walk to local facilities e.g. newsagent, bus stop, health centre, primary school etc. |

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Appendix G Translation Form

This document is about planning for the future of the Central Leaside Business Area on the borders of southeast Enfield and Haringey. If you would like a copy in another language or format, please fill in your name and address below, place a tick against the language(s) you require and return the whole form to the Civic Centre.

| Language | |
|--|---|
| GREEK (✓) <input type="checkbox"/> | Το παρόν έγγραφο είναι για τον προγραμματισμό για το μέλλον της εμπορικής περιοχής του Central Leaside Business Area στα σύνορα του νοτιοανατολικού σημείου Enfield και του Haringey . Εάν θέλετε αντίγραφο σε άλλη γλώσσα ή σχήμα, παρακαλώ συμπληρώστε το όνομα και τη διεύθυνσή σας παρακάτω, τοποθετεί ένα tick στη γλώσσα (ή γλώσσες) που θέλετε και στείλετε ολόκληρο το έντυπο στο Δημαρχείο. |
| SOMALI (✓) <input type="checkbox"/> | Dukumiintigaani waxa uu ku saabsan yahay qorsheeynta ama dhismaha mustaqbalka ee eeriyaada Central Leaside Business ee boodharka Koofurta-bari ee Enfield iyo Haringey . Hadii aad koobi luqad kale ku qoran ama qaab kale u qoran aad dooneeysid, fadlan ku buuxi magacaaga iyo ciwaankaaga hoosta, fadlan tigna sii luqada ama luqadaha aad ugu baahan tahay una soo celi foomka dhamaantii xarunta layiraahdo Civic Centre. |
| POLISH (✓) <input type="checkbox"/> | This document is about planning for the future of rejonów przemysłowych Central Leaside Business Area na południowo-wschodnich granicach Enfield i Haringey . If you would like a copy in another language or format, please fill in your name and address below, place a tick against the language(s) you require and return the whole form to the Civic Centre. |
| TURKISH (✓) <input type="checkbox"/> | Bu basılı duyuru, Güneydoğu Enfield ile Haringey sınırındaki Central Leaside Ticari İşyeri bölgesinin geleceğine ilişkin imar ve planlama belgesidir. Bu duyurunun Türkçesini okumak ya da başka bir formatta edinmek istiyorsanız, lütfen adınızı, soyadınızı ve adresinizi aşağıya yazıp uygun kutucuğu işaretledikten sonra, formun tümünü Civic Centre adresine gönderin. |
| FRENCH (✓) <input type="checkbox"/> | Ce document concerne la planification de l'avenir du quartier Central d'Affaires de Leaside au bord du sud-ouest d'Enfield et Haringey . Si vous souhaitez en recevoir une copie dans une autre langue ou un autre format, veuillez compléter votre nom et adresse ci-dessous, cocher la / les langue(s) que vous désirez et rendre le formulaire complet au Centre Municipal. |
| ALBANIAN (✓) <input type="checkbox"/> | Ky dokument bën fjalë për planifikimin e së ardhmes së zonës së Central Leaside Business Area në kufijtë e Enfield-it Juglindor dhe Haringey-it . Në qoftë se do të dëshironit një kopje në një gjuhë apo format tjetër, lutemi plotësoni emrin dhe adresën tuaj më poshtë, vendosni shënjën [✓] kundrejt gjuh-ës (ëve) që kërkonit dhe ktheheni krejt formularin në Civic Centre. |
| FARSI (✓) <input type="checkbox"/> | این سند در ارتباط با کار ساختناتی در ناحیه Central Leaside تجاری لی ساید مرکزی در سرحد جنوب شرقی انفیلد و هارینگئی می باشد . چنانچه نسخه ای از این مدرک را به زبان و یا فرم دیگری میخواهید لطفاً نام و نشانی خود را در قسمت پایین نوشته ، خانه ای را که روی روی / زبان / زبانه ای مورد نظر شماست علامت بزنید و فرم کامل را به سرویس سنتر پست نمایید . |
| GUJERATI (✓) <input type="checkbox"/> | અનુલેખ એને ફેરિંગેની આનેય (દક્ષિણ-પૂર્વ)ની સરહદ ઉપરનાની સેન્ટ્રલ લિસાઇડ બિઝનેસ (Central Leaside Business)ના વિસ્તારના ભવિષ્ય માટેના આયોજન વિશે આ દસ્તાવેજ છે. તમને જો અન્ય/બીજા ભાષામાં અથવા રચનાની શૈલીમાં નકલની ઇચ્છા હોય તો કૃપા કરીને જો ભાષા(ઓ)માં નકલની જરૂરિયાત હોય તેની બાજુમાં નાનું ચિહ્ન કરી અને નીચે તમારું નામ અને સરનામું ભરી આખું ફોર્મ સિવિક સેન્ટરમાં પાછું મોકલો. |
| BENGALI (✓) <input type="checkbox"/> | এই ডকুমেন্টটি (নথিপত্রটি) সাউথ ইস্ট এ্যানফিল্ড এবং হারিংয়েসের সীমান্তবর্তী এলাকায় সেন্ট্রাল লীসাইড বিজনেস এরিয়ার ভবিষ্যৎ পরিকল্পনা সম্পর্কে। আপনি যদি অন্য একটি ভাষায় বা ফর্মাটে (গ্রুপে) একটি কপি পেতে চান, তবে দয়া করে নীচে আপনার নাম ও ঠিকানা পূরণ করুন, আপনার প্রয়োজনীয় ভাষা (সমূহ) এর পাশে একটি টিক চিহ্ন বসান এবং সম্পূর্ণ ফর্মটি সিভিক সেন্টারে ফেরৎ পাঠান। |

| Other | <input checked="" type="checkbox"/> |
|-------------|-------------------------------------|
| AUDIO | <input type="checkbox"/> |
| CASSETTE | <input type="checkbox"/> |
| AUDIO CD | <input type="checkbox"/> |
| BRAILLE | <input type="checkbox"/> |
| LARGE PRINT | <input type="checkbox"/> |

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