

# Part B



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Improving Linkages within NE Enfield and to the surrounding area is critical to securing long-lasting change. This Movement chapter sets out policies in relation to pedestrian, cycle, bus, rail and car movement.

## 4.1 Introduction

4.1.1 Chapter 2 of this AAP sets out an overview of the issues and opportunities in relation to movement within North East Enfield, as well as connections to the wider area. North East Enfield appears to have relatively good transport links - it is close to the M25, and there are two rails lines and five stations. However, access to the M25 is indirect, convoluted and congested - this is particularly problematic for the logistics / distribution businesses based in NEE. Train services are infrequent - there are generally only two trains per hour.

4.1.2 Improving access and movement for all modes within NEE is a key issue, particularly if Enfield is to accommodate housing and employment growth in the future. Consultation with local businesses has highlighted transport as a key issue. Much of Enfield's business and residential communities currently relies on motor vehicle travel. It is essential that the use of more sustainable forms of transport is encouraged and a balance is struck between the need for good access to the area and the need to promote the principles of sustainable travel. This AAP promotes active forms of travel (walking and cycling) from the strategic down to the neighbourhood level with policies that aim to overcome existing and potential future severance caused by the north-south railway lines.

4.1.3 Further detail on transport and movement issues is provided in the Baseline Update document that accompanies this AAP. In summary, the key challenges and opportunities are to:

- secure a shift away from less sustainable means of transport (principally the private car) to more sustainable modes such as public transport, walking and cycling;
- making the most of the opportunity presented by improvements to train services as a result of the West Anglia Mainline Enhancement Project;
- coordinate transport improvements across NEE as a whole through the delivery of the Northern Gateway Access Package (NGAP);
- address the issues of severance presented by the railway lines by improving east-west connections for all modes of transport, but especially for cyclists;
- improve bus services so that buses become a more attractive and reliable service; and
- design the road network to provide quality streets for people and vehicles.

## 4.2 Encouraging Modal Shift

4.2.1 Improving access and movement for all modes within North East Enfield is a key issue, particularly if Enfield is to accommodate housing and employment growth in the future. Much of Enfield's business and residential communities currently relies on motor vehicle travel. This is evident from the Census 2011 data for method of travel to work. NEE also has a high car ownership in comparison with some of the other outer London boroughs (93% compared with 79% in Waltham Forest and 61% in Haringey). It is essential that the use of more sustainable forms of transport is encouraged and that a balance is struck between the need for good access to the area and the need to promote the principles of sustainable travel.

4.2.2 Walking and cycling in the area can be difficult. Although the area has strategic walking and cycling routes running north-south through the Lee Valley Regional Park, the pedestrian and cycle environment is disjointed and often a rather hostile environment. Making walking and cycling a pleasant and convenient means of getting around is key to securing a modal shift.

### Policy 4.1: Encouraging Modal Shift

The Council will work with developers and existing occupiers in encouraging modal shift from private modes of transport to public transport, walking and cycling. The Council will encourage implementation of travel plans and parking management strategies through the planning application process for new developments. This policy is closely aligned with the AAP proposals on east-west pedestrian/ cycle linkages and bus improvements to encourage modal shift.

### Policy 4.2: Improving the Quality of the Pedestrian and Cycling Environment

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

Developers will be required to create high quality streets and spaces within new development that connect to the wider area. Where appropriate, new development will be required to contribute to the improvement of pedestrian and cycle routes within the site's immediate context.

**Policy Context for Chapter 4: Movement**

<p><b>London Plan</b></p>	<p>Policy 6.1 Strategic approach                  Policy 6.2: Providing public transport capacity and safeguarding land for transport                  Policy 6.9 Cycling                  Policy 6.10 Walking                  Policy 6.12 Road network capacity</p>
<p><b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b></p>	<p>Objective 7                  3.2: The transport vision and challenge                  3.4: Improving rail connectivity                  3.5: Roads and surface transport                  4.3: Opening up the Lee Valley Regional Park                  8.3: Opening up the Lee Valley Regional Park</p>
<p><b>Core Strategy (Adopted Nov 2010)</b></p>	<p>Policy 24: The road network                  Policy 25: Pedestrians and cyclists                  Policy 26: Public transport                  Policy 27: Freight</p>
<p><b>Adopted Development Management Document (November 2014)</b></p>	<p>Policy DMD45: Parking standards and layout</p>
<p><b>Other Sources</b></p>	<p>National Planning Policy Framework                  National Planning Policy Guidance                  Lee Valley Regional Park Development Framework - Area 5 Proposals                  Core Strategy Transport Assessment/Appendices [2009]                  A1010 Study (Halcrow), July 2010                  Upper Lee Valley Transport Study (JMP), 2006                  Rail Options Study (Halcrow)                  Enfield Cycle Action Plan 2013                  Cycle Routes in Enfield, Oct 2013                  LB Haringey Cycle Map                  Enfield Mini Holland Bid Document, Dec 2013                  Northern Gateway Access Package (NGAP) background documents</p>



Encouraging a shift from the private car to more sustainable modes of transport is a key aim of this AAP

### 4.3 Northern Gateway Access Package

4.3.1 The Council wants to ensure that improvements to transport are coordinated across NEE, so that there is a joined-up approach to encouraging a shift towards more sustainable means of travel. The Council is leading the project known as the Northern Gateway Access Package (NGAP) which will provide this coordinating framework. NGAP will coordinate transport improvements across NEE as a whole with the aims of:

- improving connectivity by all modes for existing businesses and residents;
- enhancing Brimsdown and other parts of North East Enfield as a place to do business;
- addressing existing transport impacts, including severance, congestion and poor air quality; and
- ensuring that the necessary transport infrastructure is in place (including pedestrian and cycle infrastructure) to support planned population and employment growth in North East Enfield and the wider Upper Lee Valley.

4.3.2 Through the detailed technical assessment of NGAP, a sequential approach will be taken to the consideration of options, starting with measures to encourage a shift towards non-car modes, then local traffic management measures, and finally upgrading the highway network. This will bring together a range of transport improvement options that may potentially include::

- a package of restraint measures to limit general traffic growth and discourage car trips;
- the West Anglia Mainline Enhancement project, along with measures to retain and improve local connectivity for pedestrians, cyclists, buses and local car journeys;
- Crossrail 2, transforming frequency of rail services to the area;
- improved access to local railway stations;
- new and/or improved bus routes; and
- Highway improvements to address congestion and poor air quality.

4.3.3 The West Anglia Mainline Enhancement project will bring increased train frequencies, so significantly improving accessibility the eastern part of NEE and opportunities for improvements to stations and their environs. The increased capacity on Mainline routes will aid in developing Enfield's image as an employment focussed destination. The increased frequencies towards employment centres such as Stratford will also aid in improving the residential market. However, the increase in train frequencies is likely to result in the closure of level crossings at Brimsdown and Enfield Lock stations. The resulting access issues for vehicles, pedestrians and cyclists are being investigated and opportunities for improving access considered. As plans to develop future transport infrastructure are prepared the Council will do all that it can to secure east west connections so as to prevent fragmentation of communities and avoid areas of isolation.

4.3.4 Expanding the railway line to accommodate three or four tracks is likely to require a full re-design of Ponders End, Brimsdown and Enfield Lock stations within the NEE. These stations are presently designed with limited scope to expand. Options for enlarging the stations, adding additional platforms, improved access arrangements and station realm will be considered in liaison with the train operating company and Network Rail.

4.3.5 The Lee Valley Regional Park Authority (LVRPA) Area 5 - Park Development Framework Proposals (part of the evidence base to NEEAAP) should be considered alongside the policies below.

#### Policy 4.3: Northern Gateway Access Package

As set out in Core Strategy Policy 24, the Council will work with partners to continue to consider the potential merits, benefits and impacts of the NGAP proposals to improve accessibility and movements within NEE by all modes, particularly freight, to support the existing and new businesses in the Upper Lee Valley. NGAP will include a package of projects to improve accessibility and movement for pedestrians, cyclists, public transport users and freight in the NEE area.

#### Policy 4.4: West Anglia Mainline Enhancement Project

As part of NGAP, the Council supports the proposed capacity enhancement of the West Anglia Mainline. As set out in Core Strategy Policy 24, the Council will work with the Department for Transport, TfL and Network Rail to ensure adequate alternative arrangements are provided in association with any closure of level crossings on the West Anglia mainline in association with the increased rail service frequencies. The Council will work with train operating company and Network Rail to work on the station realm incorporating requirements for pedestrian and cycle crossings, inclusive accesses to the station platforms and any over station development. TfL and Network Rail will continue to investigate the feasibility of Crossrail 2 which is currently proposed to serve this rail corridor.

#### FIGURE 4.1 KEY >>>

- AAP Study Area boundary
- Motorway
- West Anglia Mainline Enhancements
- Crossrail 2 - Potential Regional Route
- Railway line
- ⊕ Railway station
- Major 'A' roads
- 'B' roads
- Enfield Borough boundary



## 4.4 Improving key pedestrian and cycle links

4.4.1 North East Enfield has access to some good north-south pedestrian and cycle links, particularly adjacent to the River Lee Navigation, Mollinson Avenue and the A10 Great Cambridge Road. The A1010 Hertford Road has the potential to provide a good north-south link subject to improvements being made for cyclists. East-West links are less direct and unclear, and the impact of West Anglia Mainline Enhancements could further reduce their effectiveness.

4.4.2 This part of the AAP sets out specific proposals for improving east-west links. These are not the only routes that will be used by pedestrians and cyclists: other streets, paths and open spaces also form an important part of the network. However, the six routes identified in Figure 4.2 opposite will form the main focus for improvements. These routes have been identified as they connect key destinations together, including:

- rail stations, which provide access to public transport;
- local centres, particularly the three principal centres along the Hertford Road, so providing access to day-to-day facilities such as shops, doctors and community facilities; and
- existing crossing points of the eastern rail corridor, so that direct connections are made between the employment areas to the east of the railway line and the residential areas to the west.

4.4.3 Connecting these destinations together with clearly identifiable, direct and attractive routes will improve access to employment, community and social facilities, and access to public transport for residents of the NEE area. Improved access is critical to supporting other policies in this AAP, particularly in relation to economic activity.

4.4.4 Some of the routes are already identified in LBE's Cycle Routes Strategy, or incorporate ideas developed as part of the 'Mini-Holland' bid for funding to the Mayor of London. The proposals set out in this AAP therefore form part of a coordinated approach with other Council initiatives.

4.4.5 For each route, we set out:

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

FIGURE 4.2 KEY >>>

	AAP Study Area boundary
	Motorway
	Railway line
	Railway station
	West Anglia Mainline Enhancements
	Crossrail 2 - Potential Regional Route
	Local centres
	A1010 corridor improved for pedestrians and cyclists
	Green space
	Key linkage improved for pedestrians and cyclists (Alignment is indicative if link does not follow an existing road or path)
	Key existing pedestrian and cycle routes
	Key connection point

**Route A:** Turkey Street - Ordnance Road - Enfield Lock - Lee Valley Park

**Route B:** Greenville Cottages - Longfield Ave- Albany Park - Turkey Brook - Lee Valley Park

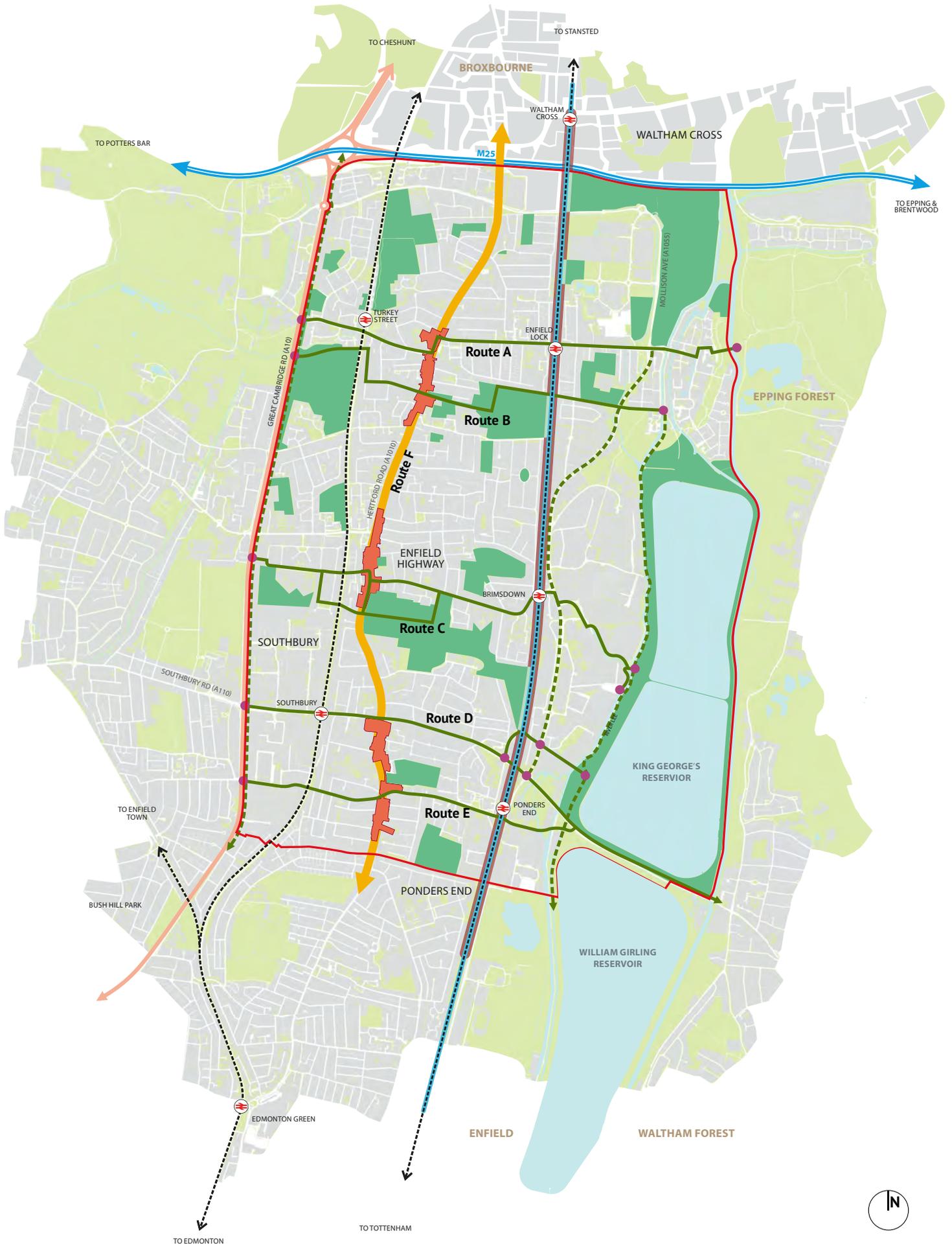
**Route C:** Brick Lane - Durants Park - Green Street - Lee Valley Park

**Route D:** Southbury Road - Nags Head Road - Lee Valley Road

**Route E:** Lincoln Road - South Street - Wharf Road - Lee Valley Park

**Route F:** A1010 Hertford Road

FIGURE 4.2: PROPOSED LOCATION OF KEY PEDESTRIAN AND CYCLE ROUTES



**Route A: Turkey Street - Ordnance Road - Enfield Lock Station - Lee Valley Park**



*Turkey Street*

Turkey Street and Ordnance Road provide a very direct east-west link across North East Enfield, with only one short change of direction needed on Hertford Road.

Large amounts of on-street parking make the provision of dedicated cycle lanes difficult. However, the directness of the route is attractive to users. Clear, consistent signage would help people find their way around. This could be supported by public art that extends the themes of the pocket park at Turkey Street Station.



*Aerial view of the current route*

Ordnance Road is very busy. However, the amount of traffic using the road may decrease with the closure of the level crossing in the future. This could make the route suitable for cyclists.

The junction of Turkey Street and Hertford Road is identified in Chapter 14 as a key 'gateway' to Enfield Wash Local Centre, and public realm improvements are recommended. There is an opportunity to improve wayfinding through signage and other means to guide pedestrians and cyclists between Turkey Street and Ordnance Road via Hertford Road.



*Junction of Turkey Street and Hertford Road*



*Underpass at Enfield Lock Station*

The level crossing at Enfield Lock is closed some 40 minutes out of every hour. Pedestrians and cyclists must either wait or use the underpass.

This underpass is very narrow and cannot be used safely by pedestrians and cyclists at the same time. Although it is short in length, it is not possible to see clearly through it as the approach ramps are at an angle. Users may perceive it as unsafe as a result.

**Policy 4.5: Turkey Street - Ordnance Road - Enfield Lock - Lee Valley Park Pedestrian and Cycle Route**

Prior to any closure of the level crossing at Enfield Lock Station, the Council will develop a scheme for improving this route for vehicles, pedestrians and cyclists. The scheme should include:

- introducing clear and consistent signage along the route as a whole, including on-street markings for cyclists;
- integrating the improvements with proposals to enhance the public realm of Enfield Wash Local Centre, particularly the 'gateway' at the junction of Turkey Street and Hertford Road;
- integrating the improvements with proposals for Route F: Hertford Road; and
- improving the crossing at Enfield Lock Station with an improved underpass or new bridge in accordance with Policy 17.1 and 17.2.



*Ordnance Road and Mollison Avenue junction*

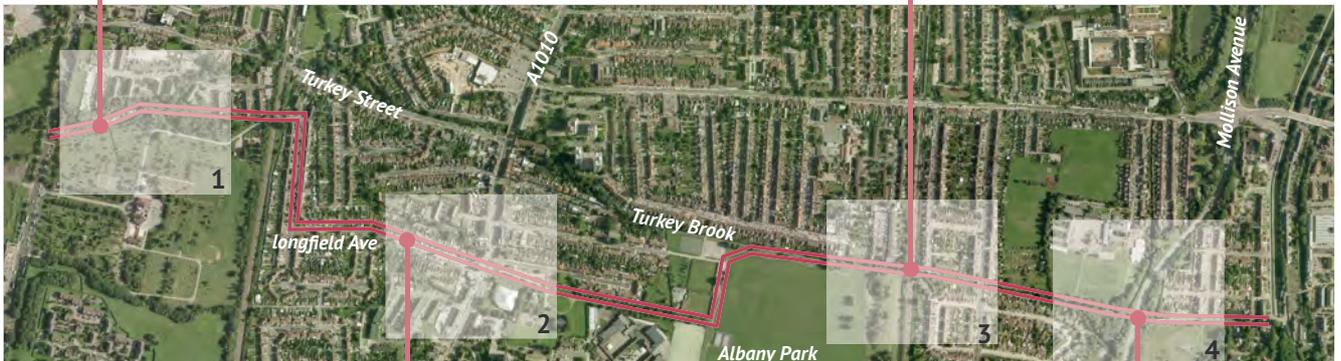
The junction between Ordnance Road and Mollison Avenue is an obstacle to this route, as the junction is currently unfriendly and intimidating for pedestrians and cyclists. Whilst it will remain a heavily trafficked junction, dedicated cycle lanes and Advance Stop Lines (ASLs) would help improve the connection to the existing Mollison Avenue / Smeaton Road cycle routes.

## Route B: Greenville Cottages - Longfield Avenue - Albany Park - Turkey Brook - Lee Valley Park



*Route alongside cemetery between A10 and Longfield Avenue*

The route running alongside the Enfield Cemetery has the benefit of being wide enough for both cyclists and pedestrians. Improvements can be made through increasing the visual permeability of the fencing and cutting back foliage. This would provide greater visibility along the route and give users a greater sense of security.



*Cycle route along Longfield Avenue lacks wayfinding markers*

The existing cycle route along Longfield Avenue has a distinct lack of wayfinding and road markings. For non-locals the route is unclear. Consistent waymarking would improve the clarity of the route. The route has high levels of on-street parking, making the introduction of on-street cycle lanes difficult.



*Cycle route over stepped bridge at Newbury Avenue rail crossing*

The link through Albany Park is part of the London Outer Orbital Path (LOOP). The bridge over the railway line is unattractive and not easily used by cyclists. A masterplan for improving Albany Park is underway. There is an opportunity to improve this bridge crossing as part of this masterplan - e.g. using the landform of earth mounds to gain some of the height needed to cross the railway line on the western side. Opportunities for a ramped access on the east should be explored.

**Policy 4.6: Greenville Cottages - Longfield Avenue - Albany Park - Turkey Brook - Lee Valley Park Pedestrian and Cycle Route**

The Council will develop a scheme for improving this route for pedestrians and cyclists. The scheme should include:

- introducing clear and consistent signage along the route as a whole, including on-street markings for cyclists;
- integrating the improvements with proposals to enhance the public realm of Enfield Wash Local Centre, particularly in designing the southern approach in accordance with Policy 14.1;
- integrating the improvements with proposals for Route F: Hertford Road; and
- improving the crossing over the railway line at Albany Park.



*Pedestrian / cycle bridge over Mollison Ave*

The pedestrian and cycle bridge crossing over Mollison Ave is quite successful as it is a gentle gradient and very direct. It connects well into the Enfield Lock Conservation Area and into the national cycle route running north-south next to the River Lee Navigation.



*Eastern side of the existing pedestrian bridge over Mollison Ave*

## Route C: Brick Lane - Durants Park - Green Street - Lee Valley Park



*Proposed East-West cycle route along Brick Lane.*

The Council has designated this route as a proposed Greenway. Currently the route lacks meaningful and consistent signage which would help people find their way. With more regular signage from Brick Lane to Stockingswater Lane, the route would link into existing north-south cycle routes along the A10, the River Lee Navigation and Hertford Road. The access to the A10 is convenient, but very narrow and squeezes between blank side elevations - it is not pleasant to use.

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*Durants Park currently lacks lighting*

The route through Durants Park is an attractive and direct part of this route. However, it is not a good route at night or on dark winter's evenings: it has no lighting. Whilst low-key lighting may be possible, an alternative 'night time' link along Green Street would be helpful.



*Brimsdown Station underpass*

The level crossing at Brimsdown Station is closed almost 40 minutes out of every hour. Pedestrians and cyclists must either wait or use the underpass, which is a long route that appears to be for station users only. People often wait for the level crossing to re-open in preference to using the underpass.



*Cycle route on Mollison Avenue*

Improving the east-west route will help to connect the existing route along Mollison Avenue into the wider NEE area.



*Narrow gated access to Lee Park Valley from Stockingswater Lane*

The entrance to the Lee Valley Park through the Brimsdown Industrial Estate is not very clear. Improvements are needed to highlight the entrance better for pedestrians and cyclists. Maintenance of existing greenery would help make the entrance more visible. Better designed signage would also be beneficial to help orientate leisure users.

**Policy 4.7: Brick Lane - Durants Park - Green Street - Lee Valley Park Pedestrian and Cycle Route**

The Council will develop a scheme for improving this route for pedestrians and cyclists. The scheme should include:

- introducing clear and consistent signage along the route as a whole, including on-street markings for cyclists;
- integrating the improvements with proposals for Route F: Hertford Road;
- providing a 'night time' route via Brick Lane, Hertford Road and Green Street as an alternative to the 'day time' route through Durants Park;
- in the short term, improving the underpass at Brimsdown Station in accordance with Policy 19.1;
- in the longer term, providing a new crossing at Brimsdown Station in accordance with Policy 19.2; and
- improving the crossings of Mollison Avenue in accordance with Policy 19.1 and undertaking a similar scheme at the junction with Stockingswater Lane.

## Route D: Southbury Road - Nags Head Road - Lee Valley Road



*Southbury Road crossing Great Cambridge Road (A10)*

Southbury Road and Nags Head Road provide a very direct East-West link across North East Enfield, with only three junctions dividing the route. The section of the route along Southbury Road currently lacks meaningful and consistent wayfinding for cyclists. The introduction of Advanced Stop Lines for cyclists would improve the major crossing.



*Southbury Road crossing to Nags Head Road*

There are three major junctions on this route and improving them could transform the experience for pedestrians and cyclists. Southbury Road / Nags Head Road pushes cyclists off their direct line and onto a marked route on the pavement to cross the road. Providing advanced stop lines for cyclists would provide an option for those that prefer to stay on the road.



*Nags Head Road cycle lanes*

The Nags Head Road section of the route has existing cycle lanes marked at both sides of the road. These appear to work successfully and - although controlled by only a single yellow line - has not been overrun with on-street parking.

The clear and consistent road marking along Nags Head Road provides cyclists with a dedicated route and a reasonable feeling of security.

**Policy 4.8: Southbury Road - Nags Head Road - Lee Valley Road Pedestrian and Cycle Route**

The Council will develop a scheme for improving this route for pedestrians and cyclists. The scheme should include:

- introducing clear and consistent signage along the route as a whole, including on-street markings for cyclists;
- improving the three major junctions along the route;
- integrating the improvements with proposals for Route F: Hertford Road; and
- integrating with the proposed improvements to the Southbury Station area in Policy 16.1.



*Lee Valley Road*

The Lee Valley Road is a hostile place for pedestrians and cyclists.



*Lee Valley Road roundabout*

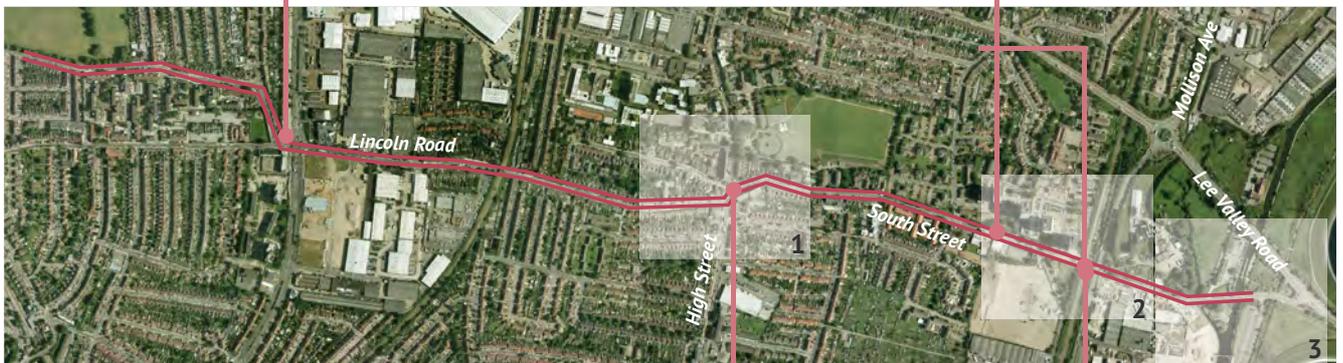
The cycle lanes continue from Nags Head Road directly onto the extensive roundabout at Lee Valley Road. This section of the route could be improved with better wayfinding and clearer markings.

## Route E: Lincoln Road - South Street - Wharf Road - Lee Valley Park



*Lincoln Road crossing Great Cambridge Road (A10)*

Lincoln Road has four lanes of traffic at the junction with the A10 and very limited space to accommodate cyclists on street. Moving eastwards, the street becomes two lanes in width and has extensive on street parking. There is currently no dedicated cycle provision in this area.



Ponders End High Street, Lincoln Road and South Street form a key junction. There are currently no dedicated pedestrian or cycle crossing points of the High Street at this point. Policy 10.1 identifies this as a key focal point for improvement.



*Lincoln Road looking towards South Street*



*Ponders End Station forecourt, South Street*

Some public realm improvements to South Street have already been undertaken, and it is noticeable how much more pleasant this route is for pedestrians and cyclists than others in the NEE area.

The eastern end of the street will undergo improvements as part of the Alma Estate regeneration, and this needs to be brought up to the same standard as the rest of the street.



*River Lee Navigation cycle path*



*Ponders End Station Bridge*

The pedestrian and cycle bridge at Ponders End Station is unattractive. Nevertheless its long ramps provide a functional way of crossing both the railway line and Mollison Avenue. The connection with Wharf Road is awkward, and there is conflict with lorries accessing the flour mill.

Better signage is needed linking to the key north-south leisure routes.

**Policy 4.9: Lincoln Road - South Street - Wharf Road - Lee Valley Park**

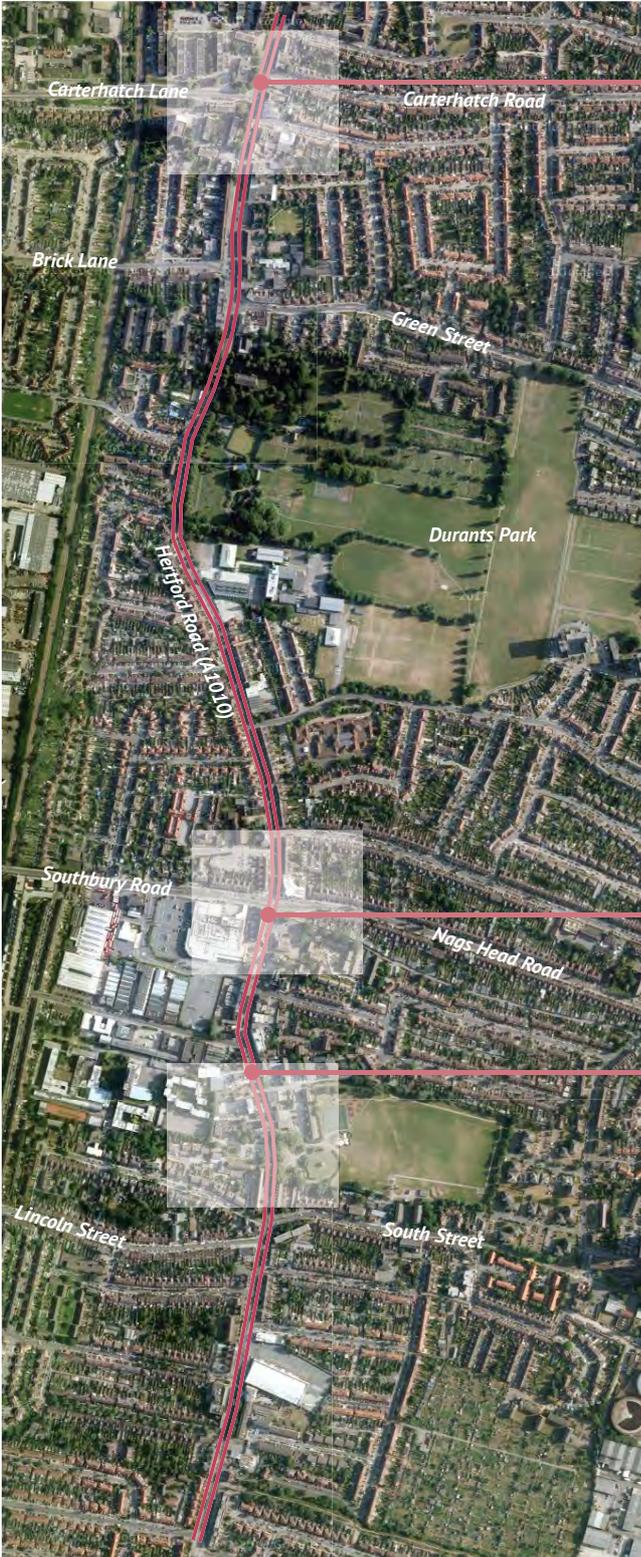
The Council will develop a scheme for improving this route for pedestrians and cyclists. The scheme should include:

- introducing clear and consistent signage along the route as a whole, including on-street markings for cyclists;
- improving the junction between Lincoln Road, Ponders End High Street and South Street in accordance with Policy 10.1;
- integrating the improvements with proposals for Route F: Hertford Road;
- improving the crossing at Ponders End Rail Station and connection to Wharf Road in accordance with Policy 11.3; and
- improving the junction between Wharf Road and Lee Valley Road.

### Route F: A1010 Hertford Road

The A1010 is identified in the Council’s bid for ‘Mini Holland’ funding as a key commuter cycle route to Central London, Haringey and Hackney. It also offers direct cycling access to a significant part of the borough and to major employment and regeneration areas in the Lee Valley. The A1010 is suffering from an identity crisis caused by its mix of High Street

environments and traffic corridors, and the Council wants to create a best-practice north-south route that becomes a place not just for cycling, but for people. This is particularly important in the Local Centres, where there is an opportunity to reduce traffic speeds and create a more cycle/pedestrian friendly environment.



Roundabout at Carterhatch Road

Hertford Road, Carterhatch Lane and Caterhatch Road form a key junction. At this roundabout there are currently no dedicated pedestrian or cycle crossing points. It can be difficult for cyclists to enter the roundabout due to the dominance of vehicles.

The Southbury Road / Hertford Road junction is complex and busy. There is a need to re-design it to provide safe crossing facilities for cyclists of all levels and for pedestrians.



Dedicated cycle lane in Ponders End



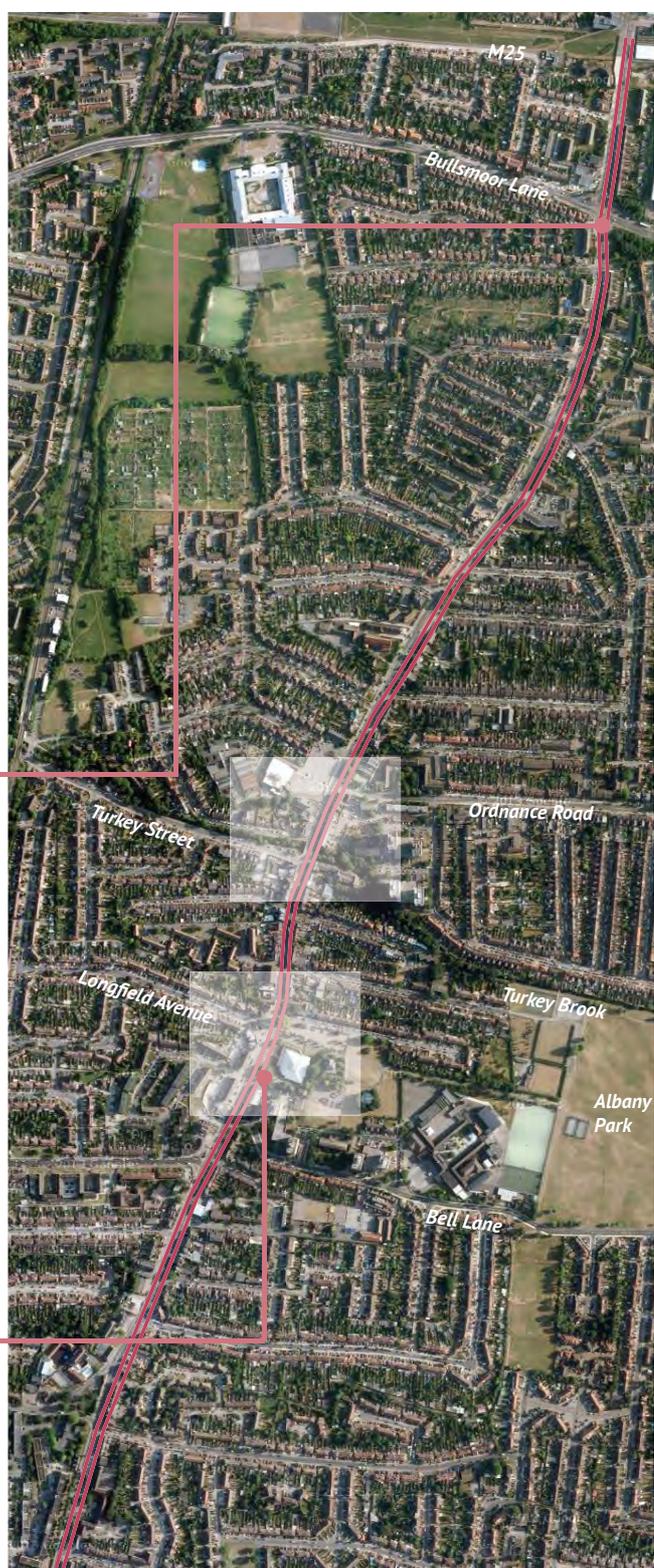
Ponders End High Street

As with the other two shopping areas on the Hertford Road (Enfield Highway and Enfield Wash), the shops on Ponders End are hidden behind rows of parked cars and by high volumes of traffic simply passing through.

**Policy 4.10: A1010 Hertford Road**

The Council will re-design the Hertford Road Corridor to provide a road that is not only enjoyable to cycle along but also to walk along. Key principles of the re-design to include:

- providing continuous segregated cycle lanes in both directions along the whole length of the road;
- removing or rationalising car parking to facilitate continuous cycle lanes;
- moving or merging bus stops to facilitate continuous cycle lanes;
- considering reducing traffic speeds in Local Centres through speed limits and/or traffic calming to support a more cycle/pedestrian friendly environment;
- providing raised junction entry treatments on all side roads; and
- introducing clear and consistent signage along the route as a whole, including on-street markings for cyclists.

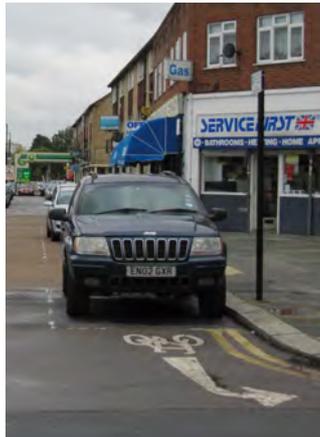


*Junction between A1010 and Mollison Avenue*

Bullsmoor Lane junction currently has high volumes of HGV traffic passing through it and with the existing narrow lanes it is a very intimidating and potentially dangerous environment for cyclists.

There is currently no provision for cyclists at the junction, including no Advance Stop Lines on all approaches. There are staggered pedestrian crossings at the junction. However, the minimum number of crossings is three to cross a single arm.

The Hertford Road is dominated by traffic and traffic-related infrastructure including guardrails, signage, road markings and controlled parking, much of which is located on slip roads and laybys dotted along the route. Despite the number of signs, wayfinding for pedestrians and cyclists is difficult.



*Lay-by adjacent to Albany Leisure Centre on Hertford Road*

## 4.5 Improving bus routes

4.5.1 On-going improvement of bus routes is vital to maintain a comprehensive and attractive network of bus services to meet the transport needs of North East Enfield. A robust bus network supports new development, and offers a flexible means to respond sustainably to emerging travel demands.

4.5.2 The North East Enfield area has direct access to approximately a dozen bus routes, but there is a need to strengthen this service provision to meet the challenges of growth within NEE. The overarching objective to deliver better bus services is supported by five integrated public transport policies, as described below.

4.5.3 **Bus Service Level:** Frequent bus services provide the capacity needed to support future growth in transport activity, and play a significant role in making public transport a mode of choice.

4.5.4 Bus service frequencies should be closely aligned to changes in development densities and future travel demands. The 2009 NEEAAP options report cited concerns about a lack of bus services to and from employment and residential areas, and recommends improved alignment of bus service frequencies to new residential and employment developments.

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

- intensification of development is expected to generate additional transport trips;
- new developments within NEEAAP affect the patterns of transport demand; and
- major developments beyond the boundaries of NEEAAP attract new transport trips from North East Enfield.

4.5.6 Links for intensification of bus services are identified in Figure 4.3. Priority areas for bus service intensification reflect development aspirations for NEE and key corridors include:

- Mollison Avenue to the north east of Enfield Lock station;
- Mollison Avenue / Newbury Avenue to the west of Brimsdown;
- Lincoln Road / South Street / Alma Road through Ponders End; and
- Nags Head Road / Lea Valley Road towards Chingford.

4.5.7 To support the 24 hour economy in industrial areas such as Brimsdown there is a need to extend the coverage of nightbus services. A priority link for introduction of a new nightbus is the A1055 Mollison Avenue.

### Policy 4.11: Enhancing the Bus Network

The Council will continue to work closely with TfL to develop an enhanced network of bus routes and services within North East Enfield to better meet the needs of existing residents and businesses within the area and to meet the growing demand that will be generated by proposed new developments.

### Policy 4.12: Maintaining Bus Accessibility at Enfield Lock

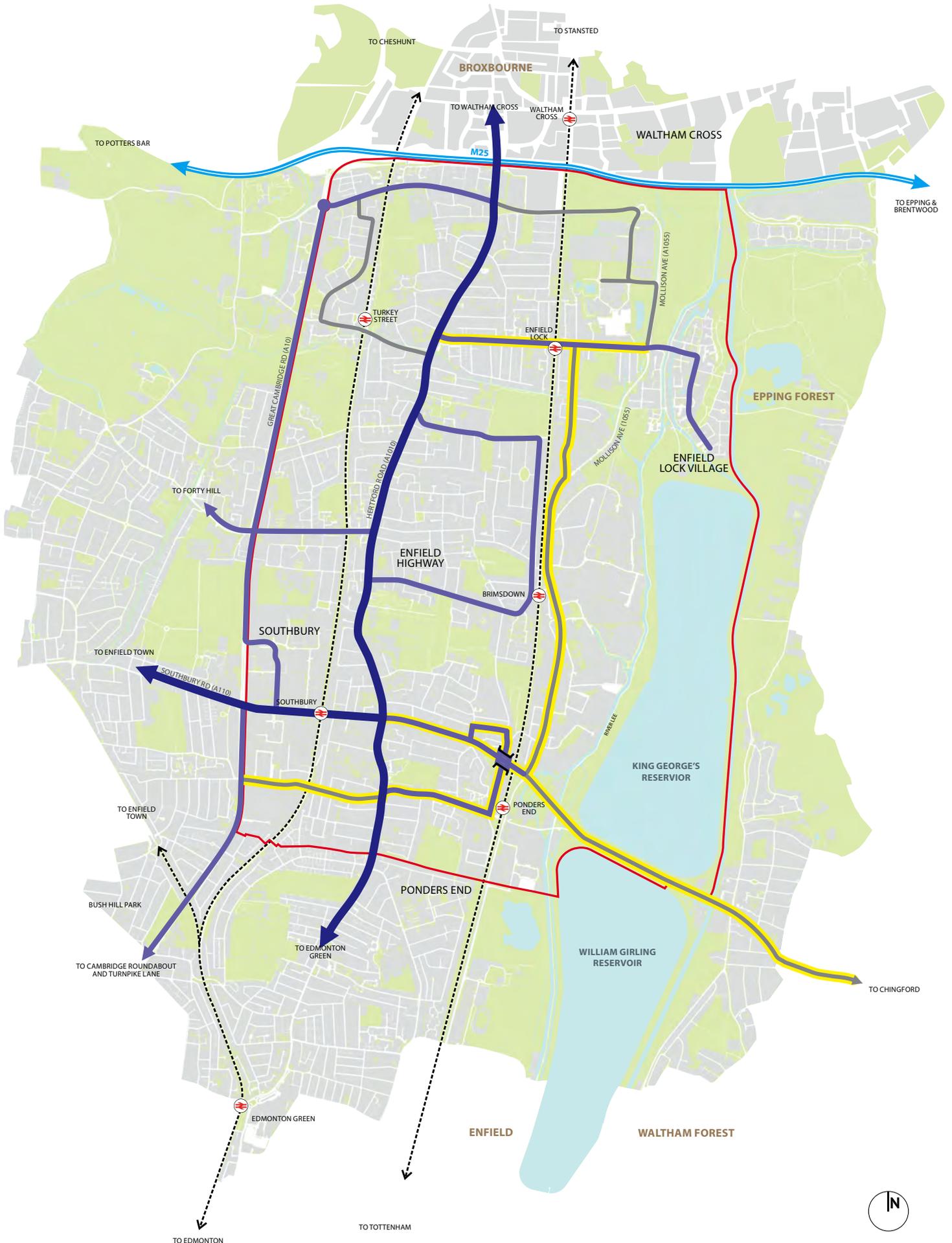
The 121 bus service crosses the railway line at Enfield Lock. The Council will work with TfL to develop an alternative service to replace the current 121 to ensure that access to the Enfield Lock area is at least as good as current, should the crossing close. Any new service should include standing and interchange facilities preferably at Enfield Lock Station but potentially at Brimsdown Station.



Photograph of new bus operating in London

### FIGURE 4.3 KEY >>>

- Low frequency (1 bus per hour to 4 buses per hour)
- Medium frequency (5 buses per hour to 14 buses per hour)
- High (Over 15 buses per hour)
- Links identified for frequency increase
- AAP Study Area boundary
- Motorway
- Railway line
- Railway station



4.5.8 **Bus Network Accessibility:** The economic vitality of North East Enfield would be substantially enhanced through the provision of new and extended bus services. Opportunities for enhancement to the North East Enfield bus network include development of the following new links:

- North of and North East of Waltham Cross towards Cheshunt and Waltham Abbey; East and Southeast of Chingford towards areas such as Loughton, Woodford Green and Leyton; and
- Southwest of Southbury towards Winchmore Hill and Palmers Green.

4.5.9 In addition bus links to the North Middlesex University Hospital need to be strengthened.

4.5.10 Major infrastructure works on the local rail network such as possible level crossing closures at Brimsdown and Enfield Lock should be used as trigger points for the planned introduction of new bus / rail interchange hubs. These hubs would have enhanced passenger facilities, and might require adjustment to bus service times, frequencies and destinations.

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

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

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

4.5.13 Opportunities to deliver enhanced bus priority provision should be embedded into the planning of new developments, and reviews of existing highway infrastructure. The transport plans for new developments must seek to incorporate bus priority measures from an early stage in the design development process.

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

4.5.15 All bus stops within North East Enfield need to achieve a minimum quality standard in terms of infrastructure and information provision. The minimum standard required within the NEE area is a bus stop layout that is compliant with the requirements of the Disability Discrimination Act (DDA), and essential facilities for bus users such as timetable information.

4.5.16 Effective bus services require easier access to public transport information for potential bus users, and the re-assurance offered by real time passenger information to help retain existing bus users. To encourage bus use and enable more informed transport decision making, employers and responsible authorities for public buildings within North East Enfield should be encouraged to provide better access to real time bus information.

4.5.17 Within North East Enfield there are opportunities to deliver improved access to bus information, including:

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

#### Policy 4.13: Improving bus services

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

- integration of bus and rail services is improved, and to ensure that major new developments have good access (if not within walking distance at least a 10 minute frequency bus connection) to at least one station;
- high quality bus services are provided to employment areas, including the Brimsdown Estate. Support will be given to providing more direct and frequent bus services serving employment areas. London Buses will be encouraged to extend the operational hours of such services to match the shift patterns of employees;
- bus reliability is improved through the introduction of traffic management measures to assist buses; and
- bus routes within North East Enfield are provided with the highest quality infrastructure, including accessible stops, modern high quality bus stop infrastructure, with real time information at stops, standing spaces, driver facilities and other public places.

## 4.6 Road Network and Vehicular Traffic

**4.6.1 Road Task Force:** The Road Task Force report was published in July 2013 and provides a strategic review that sets out a vision of how London can provide quality streets to cope with the expected population increase and achieve economic growth in London. Outer London is identified as one of the strongest assets in London and a key to future success. The RTF aims to maintain and enhance a high-quality of life and provide attractive places to live and work and raise families in outer London boroughs. These then can contribute to creating a network of diverse, accessible and safe neighbourhoods. To achieve that, there must be efficient access to jobs and services and recognition of diversity of the area, from quieter residential streets to more industrial suburbs.

**4.6.2** In regards of roads and streets, this will mean:

- improved journey time reliability and reduced congestion hotspots for drivers;
- enforcement focused on where it matters most (for example congestion, safety);
- high-quality bus services;
- safer, greener streets and better mitigation of noise, air quality, severance issues;
- measures to support walking and cycling;

- efficient access for goods and services; and
- potential for a tolled orbital tunnel to replace surface capacity and support network operation.

**4.6.3** Other objectives include unlocking growth and regenerating London sustainably; creating high-quality growth hubs; as well as supporting all London's town centres to serve as growing residential locations and economic, social and community centres; ensuring accessible employment and services to all.

**4.6.4** The RTF proposes nine street-types, defined by their "place" and "movement" roles; and are associated with a set of priority uses, strategic performance measure and potential types of interventions. They are intended for the purpose of TfL's and boroughs' planning and decision making, which include agreeing on priority functions and development of toolkit of measures. These are: Arterial Roads; High Roads; City Hubs; Connectors; High Streets; City Streets; Local Streets; Town Square/street; and City Places.

### Policy 4.14: Design of Road Network

The Council will work towards developing a comprehensive network design specific to road users and the functions served in accordance with the Road Task Force, July 2013 as summarised in Table 4.1.

Street Type	Description / Functions	Example within NEE
<b>Arterial Roads</b>	Reliable major routes for large volume of traffic that mitigate the impact on adjacent communities	A10 Great Cambridge Road
<b>High Roads</b>	Reliable major routes through London that provide vibrant, safe, secure and well-maintained urban environments and make shops and services easily accessible.	Section of A1010 between Nags Head Road and Green Street; A1010 between Carterhatch Road and Hoe Lane; A1010 to the north of Ordnance Road.
<b>City Hubs</b>	Vibrant focal points for business and culture. They reduce the impact of high traffic volumes while accommodating high pedestrian flows, bus access and essential traffic	Potentially Brimsdown station area.
<b>Connectors</b>	Reliable routes for medium distance and local road journeys, comfortable roads for cyclists and safe and secure routes for pedestrians	Bullsmoor Lane; Ordnance Road; Green Street.
<b>High Streets</b>	Reliable major routes through London that provide vibrant, safe, secure and well-maintained urban environments and make shops and services easily accessible.	Ponders End High Street, Enfield Wash Local Centre; Enfield Highway Local Centre.
<b>City Streets</b>	Provide a world-class, pedestrian friendly environment while ensuring excellent connections with the wider transport network	Potentially Nags Head Road.
<b>Local Streets</b>	Quiet, safe and desirable residential streets that foster community spirit and local pride	Hoe Lane, Chestnut Road.
<b>Town Square/street</b>	A focus for community activity and services (retail, leisure, public, etc) with ease of pedestrian movement a priority	Ponders End station area,
<b>City Places</b>	World-class, pedestrian friendly environment to support their role as places of major significance and encourage high levels of street activity and vibrancy	-

Table 4.1: RTF road categorisations compared with examples within NEE

North East Enfield has the potential to contribute towards housing targets in the Borough set out in the adopted Core Strategy and in line with the adopted London Plan targets. There are also opportunities to improve existing housing areas.

## 5.1 Introduction

5.1.1 **Housing Numbers:** The adopted London Plan (2011) sets a borough-wide ten year target of 5,600 new homes over the period of 2011 - 2021 with an annual target of 560. These targets have been revised by the Mayor in early 2014. The adopted Core Strategy policy (Core Policy 2: Housing supply and location for new homes) identifies that there is scope to deliver 1,000 new homes across the North East Enfield area in the plan period 2010-2025, with the main opportunities being in Ponders End.

5.1.2 In addition to its own work in identifying development opportunities, the Council has undertaken two call for sites in an effort to identify further sites as part of both the borough-wide local plan evidence base and in support of the NEE AAP Interim Direction Document (2012). The outcome of this process confirmed that the NEE area has limited opportunities for large-scale development of new housing.

5.1.3 The principal sites identified in the Core Strategy for new housing in NEE are the Former Middlesex University Site, Ponders End High Street and South Brimsdown, each expected to deliver 200 and 400 new dwellings respectively. The University site is now being taken forward to provide a Free School. The owner of South Brimsdown has indicated to the Council that residential development is unviable, and they wish to bring forward employment development on the site. Neither of these sites is therefore available for residential development, so reducing the available amount of new housing development by 600 units.

5.1.4 In developing this AAP, the Council has carefully considered all sites that may be available for residential development within NEE and has concluded that it is possible to bring forward 552 units net (set out in Table 5.1 overleaf). The Council is mindful of the need to deliver new housing in the borough and the housing trajectory figures at a borough-wide level indicate that the Council is maintaining an overall 5 year supply of housing land. However, the Council will undertake a review of the Core Strategy to ensure that it continues to meet its borough-wide housing numbers in the context of the Mayor's revised targets.

### Policy Context for Chapter 5: Housing

<b>London Plan</b>	<p>Policy 3.3 Increasing Housing Supply</p> <p>Policy 3.4 Optimising Housing Potential</p> <p>Policy 3.5 Quality and Design of Housing Developments</p> <p>Policy 3.8 Housing Choice</p> <p>Policy 3.9 Mixed and Balanced Communities</p> <p>Policy 3.11, Affordable Housing Targets</p>
<b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b>	<p>Objective 4</p> <p>2.2: New housing</p> <p>8.4: Ponders End Indicative Masterplan</p>
<b>Core Strategy (Adopted Nov 2010)</b>	<p>Policy 2: Housing supply and locations for new homes</p> <p>Policy 3: Affordable housing</p> <p>Policy 4: Housing Quality</p> <p>Policy 5: Housing types</p>
<b>Adopted Development Management Document (November 2014)</b>	<p>Policy DMD1: Affordable housing</p> <p>Policy DMD2: Affordable housing</p> <p>Policy DMD3: A mix of different sized homes</p> <p>Policy DMD6: Residential character</p> <p>Policy DMD8: General standards for new residential development</p> <p>Policy DMD9: Amenity space</p>
<b>Other Sources</b>	<p>National Planning Policy Guidance</p> <p>Affordable Housing Viability Study, 2009</p> <p>Enfield Housing Trajectory Justification Report, 2009</p> <p>Enfield Strategic Housing Market Assessment, 2010</p> <p>The London Strategic Housing Land Availability Assessment and Housing Capacity Study, 2009</p> <p>Enfield's Economic Viability Study, May 2013</p>



*The regeneration of the Alma Estate will provide new homes in Ponders End*



*The new development at Dujardin Mews will provide new family homes and flats*

Housing Sites
Former Middlesex University and High Street, EN3
Robbins Hall, Gardiner Close, EN3
Alma Estate Regeneration, EN3
Dujardin Mews, EN3
The Rifles Public House, 600 Ordnance Road, EN3
Former Public House, 173 South Street, EN3
Old Post Office, 229 - 245 High Street, EN3
Glyn Road Car Park, Hertford Road, EN3
Swan Annex, Hertford Road, EN3
Land at former Ordnance Road Public House and Kettering Hall, 69 Ordnance Road, EN3
265 High Street, Hertford Road, EN3
Former Conservative Club, 4 Derby Road, EN4 4AW
318 Lincoln Road, EN3
Office conversion, Southbury Road
<b>A minimum of 550 units (net)</b>

Table 5.1: Housing Sites

5.1.5 **Affordable housing:** Consultation responses to the Interim Direction Document indicate that local people feel that more housing is needed in NEE and that some of this should be affordable. However, questions were raised as to the amount of affordable housing that should be provided in the area as NEE already has a high proportion.

5.1.6 Core Strategy Policy 3 seek to achieve a borough-wide target of 40% affordable housing units in new developments, applicable on sites capable of accommodating ten or more dwellings. 70% of new affordable homes should be social rented and 30% should be intermediate housing. However, the Development Management Document notes that sites in the east of the borough are generally not as viable as those in the west, and suggests that for some sites east of the A10 (that is, within the NEE area), a higher proportion of intermediate housing may be sought, with the split generally being 60% social rented and 40% intermediate.

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

5.1.8 **Mix of housing types:** The potential for new family housing to make a contribution to creating a more sustainable area has been highlighted through consultation. There is potential for family housing to create stable communities that will, in turn, support shops and community facilities.

5.1.9 Core Strategy Policy 5 sets out specific requirements for the mix of housing types within market and social rented housing. However, it allows flexibility for intermediate

housing and the importance of housing for families is stressed. DMD policy supports the Core Strategy's approach but further reinforces the need for family housing by stating: 'Developments of every size should seek to prioritise the delivery of family sized units where the site context and conditions are appropriate.'

5.1.10 **Estate Regeneration:** The Alma Estate Regeneration is due to start on site, subject to planning, in early 2015 and this is a significant opportunity to provide high quality new housing and address existing problems such as the quality of streets and spaces.

5.1.11 The Council is in the process of drafting a Housing Development Strategy in parallel with this AAP that considers how the Council invests in new housing and the renewal and redevelopment of its existing housing. Within this strategy, a holistic methodology is used to determine a shortlist of future housing estate renewal projects across the borough that the Council will aim to complete over the next thirty years, subject to consultation with residents.

5.1.12 **Improving existing housing areas:** There are also opportunities to improve existing areas of private housing. North East Enfield has large areas of privately owned housing, much of it dating from the 1930s - 1950s with some earlier Victorian terraces and areas of more recent development such as Enfield Island Village which was constructed in the 1980s. Most housing areas are arranged in traditional streets, with front gardens and on-street parking.

5.1.13 As homes in these areas are privately owned by individuals, change in the buildings themselves is up to householders - large-scale interventions by the Council are neither possible or appropriate. However, there are opportunities to improve the public realm of these residential areas.

5.1.14 Chapter 4 proposes six new or improved strategic pedestrian / cycle routes. Five of these run east-west and one runs north-south along the Hertford Road. These connect together stations, local centres, major open spaces and existing pedestrian/cycle routes. These strategic routes need to be supported by a finer-grain network of local routes within individual housing areas. These local routes would create clear and attractive connections, with improved lighting, signage, street tree planting, crossing points and paving. The local routes would help to better integrate existing housing into their neighbourhoods, and supporting sustainable means of getting around.

5.1.15 **Housing quality:** New housing will be expected to accord with higher level policy in relation to housing standards and design quality, including:

- London Plan space standards;
- London Plan standards for children's play space;
- Core Strategy Policy 4, which requires a minimum standard of Code for Sustainable Homes Level 3 and requires all homes to be built to Lifetime Homes standards;



*The Alma Estate Regeneration will deliver a mix of different housing types*



*There are opportunities to improve the public realm in existing housing areas from simple traffic calming / crossing points (middle) to schemes incorporating public art (bottom)*

- DMD Policy 6, which requires proposed development to be of a density appropriate to the locality and meets a range of other design criteria; and
- DMD Policy 8, which sets general standards for new residential development including scale and massing, daylight and sunlight, and standards for amenity space including children's play.

**5.1.16 Environmental Considerations:** In identifying sites for housing, the Council has been mindful that the population of the area will increase and this has the potential to indirectly affect sites of nature conservation importance.. The detailed design of new housing will need to ensure that any adverse effects are avoided.

### Policy 5.1: Affordable housing

New residential developments should provide a minimum of 40% affordable housing in accordance with Core Strategy Policy 3. However, given the viability issues of sites within North East Enfield, the Council will take a flexible approach to the split of social rented, affordable rent and intermediate housing in order to support the delivery of new affordable homes. The target will be 60% social rented and affordable rent; and 40% intermediate.

### Policy 5.2: Mix of housing types

New residential development should provide a mix of housing types for market and social rented accommodation that accords with Core Strategy Policy 5. Intermediate housing should prioritise family units.

### Policy 5.3: Improving the public realm

The Council will develop a strategy for public realm improvements within individual neighbourhoods that connects to and supports the strategic pedestrian / cycle links identified in Chapter 4 and the green corridors proposed in Chapter 8. Principles should include:

- creating routes accessible to all pedestrians, including disabled people and those with children in pushchairs. Dropped kerbs or raised crossing points help to create accessible routes;
- integrating traffic calming with improvements to pedestrian routes through the use of raised tables;
- using design to distinguish between the relative importance of connections so creating a readily understandable hierarchy of routes - that is, those routes that are the most important should look important;
- introducing street trees and other forms of planting in carefully considered locations, so that the landscape supports the hierarchy of routes and also contributes to the biodiversity of the area - for example, by providing a green corridor linking open spaces;
- using good quality materials that are appropriate to the character of the area; and
- generally using a consistent palette of materials and street furniture to give a coherent character. However, distinct materials and street furniture may be appropriate for locations which form a strong focal point to an area.

Maintaining existing employment and encouraging new businesses to set up within the NEE area are critical to ensuring long-term sustainability: this is a place not only to live but also to work.

## 6.1 Introduction

6.1.1 A key part of the identity of North East Enfield (NEE) is its large areas of thriving industrial estates, including Brimsdown the second largest industrial estate in London after Park Royal. NEE is a valuable reservoir of strategically important industrial land, which is safeguarded and managed in accordance with Enfield's Local Plan, the London Plan and its supplementary planning guidance to meet the needs of modern industry in an efficient and sustainable way.

6.1.2 Some of the borough's largest businesses are located in North East Enfield, including Greggs, Warburtons and DHL.

6.1.3 NEE forms part of the London-Stansted-Cambridge-Corridor. The corridor brings together excellent connections to London, Cambridge and Europe, a variety of sites and premises, and a productive population with a diverse range of skills. The economy is built on technology and innovation with a high representation of future growth sectors including life sciences, IT, digital media and clean technology. It is a 21st Century knowledge-driven economy with capacity and appetite to grow. Over the next 20 years it is anticipated that this corridor will deliver 117,000 new homes and 170,000 new jobs. Achieving this requires modest investment by government, the neighbouring Local Enterprise Partnerships, in key rail and road schemes and superfast broadband. These will improve internal connectivity and lead to improved efficiency, innovation, productivity and liveability. Working with the London Stansted Cambridge Consortium, there is an opportunity to reposition NEE as a location for internationally oriented businesses, taking advantage of its relative proximity to Stansted Airport and the economic growth predicted within the Corridor.

6.1.4 The Core Strategy and Development Management Document include strong policies protecting and promoting designated employment land. An overview of the planning policy context is set out in the table opposite.

6.1.5 The Council seeks to exploit its competitive advantage to drive prosperity and growth in the borough. Enfield's overarching vision is set out in the Business Plan 2012-2015 being: "Our vision is to make Enfield a better place to live and work, delivering fairness for all, growth and sustainability and strong communities".

6.1.6 From the business plan, one of the key priorities is to "Bring growth, jobs and opportunity to the borough". The Plan recognises that, "Enfield is beginning to recover from

the recession, but it will not be a quick or easy journey, and many residents are still affected by the economic downturn. To ensure a sustainable recovery, we will promote Enfield as a good place to do business, focusing on attracting growth, jobs and opportunity for our residents."

## 6.2 Industrial estates

6.2.1 The Council is developing an Industrial Estates Strategy for the whole of the Borough. This strategy forms a framework for more focussed activity on attracting these investment and job opportunities, and increasing employment density. It has as its starting point a bold and ambitious vision to bring renewed industrial prosperity to Enfield.

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

6.2.2 In order to deliver this vision, the strategy aims to:

- support economic growth, innovation and enterprise, by:
  - maximising the role of the estates in meeting the Council's priorities for job growth; and
  - diversifying the borough's economic base;
- enhance the competitiveness of the borough by capitalising on its locational advantage within the London-Stansted-Cambridge corridor.

6.2.3 Hence the goal of the strategy is to ensure that the unique assets that Enfield has in terms of its industrial legacy is used to its best extent to bring growth and prosperity for the business and people of the borough.

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

6.2.4 In order to deliver the goal, the Industrial Estates Strategy provides a set of four strategic objectives that define in specific and measurable terms what the strategy seeks to achieve. These are to:

- maximise operational effectiveness of existing estates;
- create the conditions for growth;
- build the Enfield offer; and
- ensure Enfield residents share in the growth.

## 6.3 Other types of employment

6.3.1 In addition to the industrial estates, other types of employment are also important to the local economy - particularly the town and neighbourhood centres, and the two retail parks on the Great Cambridge Road (A10). Planning policy seeks to support town and local centres by directing new retail development to these locations. The retail parks'

### Policy Context for Chapter 6: Employment and Retail Parks

<b>London Plan</b>	<p>Policy 2.17: Strategic industrial locations</p> <p>Policy 4.1: Developing London's economy</p> <p>Policy 4.4: Managing industrial land and premises</p> <p>Policy 4.7: Retail and town centre development</p>
<b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b>	<p>Objective 3</p> <p>2.1: Employment and industry</p> <p>2.4: Retail</p> <p>8.2: Industrial land</p>
<b>Core Strategy (Adopted Nov 2010)</b>	<p>Policy 13: Promoting economic prosperity</p> <p>Policy 14: Safeguarding strategic industrial locations</p> <p>Policy 15: Locally significant industrial sites</p> <p>Policy 16: Taking part in economic success and improving skills</p> <p>Policy 18: Delivering shopping provision across Enfield</p> <p>Policy 19: Offices</p>
<b>Adopted Development Management Document (November 2014)</b>	<p>Policy DMD19: Strategic industrial location</p> <p>Policy DMD20: Locally significant industrial sites</p> <p>Policy DMD21: Complementary and supporting services within SIL and LSIS</p> <p>Policy DMD23: New employment development</p> <p>Policy DMD24: Small businesses</p> <p>Policy DMD25: Locations for new retail, leisure and office development</p> <p>Policy DMD39: Design of business premises</p>
<b>Other Sources</b>	<p>National Planning Policy Guidance</p> <p>Emerging Industrial Estates Strategy (PBA), 2013</p> <p>Enfield Employment Study (Halcrow), 2006</p> <p>Enfield Employment Land Update (Halcrow), 2009</p> <p>Employment Land Review (Roger Tym ), April 2012</p> <p>Enfield Retail Study Update, 2009</p>



Enfield Retail Park



Brimsdown Industrial Estate

role is to complement these centres by providing a distinctly different retail offer. However, recent trends have begun to change the nature of the retail parks:

- the sub-division of existing large floorplate uses into smaller units has led to retailers more appropriate to town centres moving into the retail parks – for example, mobile phone shops;
- new retail of floorplates similar to those found in the town centres has been developed, so attracting retailers that would normally be located in town centres; and
- there has been an increase in uses ancillary to the main retail function, particularly food and drink uses. These are beginning to transform the retail parks into a destination for reasons other than shopping.

## 6.4 Improving existing employment areas

6.4.1 NEE's designated industrial sites are one of the area's biggest assets. It includes the cluster of industrial estates comprising Brimsdown to the east, together with estates at Freezywater and Innova Park to the north, and smaller estates to the south, such as Alma Road, Redburn Trading Estate and Meridian Business Park. Queensway and the Great Cambridge Road and Martinbridge Trading Estate lie near to the western boundary of the area.

6.4.2 There is a strong planning policy framework already in place to protect existing employment areas with NEE. The policies in this chapter aim to address issues specific to the NEE area, rather than repeat higher level policy. However, a brief overview of higher level policies is provided below to give context to this AAP. The key higher level policies protecting employment include:

6.4.3 There are six areas designated as Strategic Industrial Locations (SIL) within NEE, and these are:

- Freezywater;
- Innova Park;
- Brimsdown;
- Great Cambridge Road and Martinbridge;
- Redburn Trading Estate; and
- Meridian Business Park.

6.4.4 The London Plan distinguishes between two types of SIL:

- Preferred Industrial Locations (PIL) which are particularly suitable for general industrial, light industrial, storage and distribution, waste management, recycling, utilities and other industrial related activities; and
- Industrial Business Parks (IBP) which are particularly suitable for activities that need better quality surroundings, including research and development, light industrial



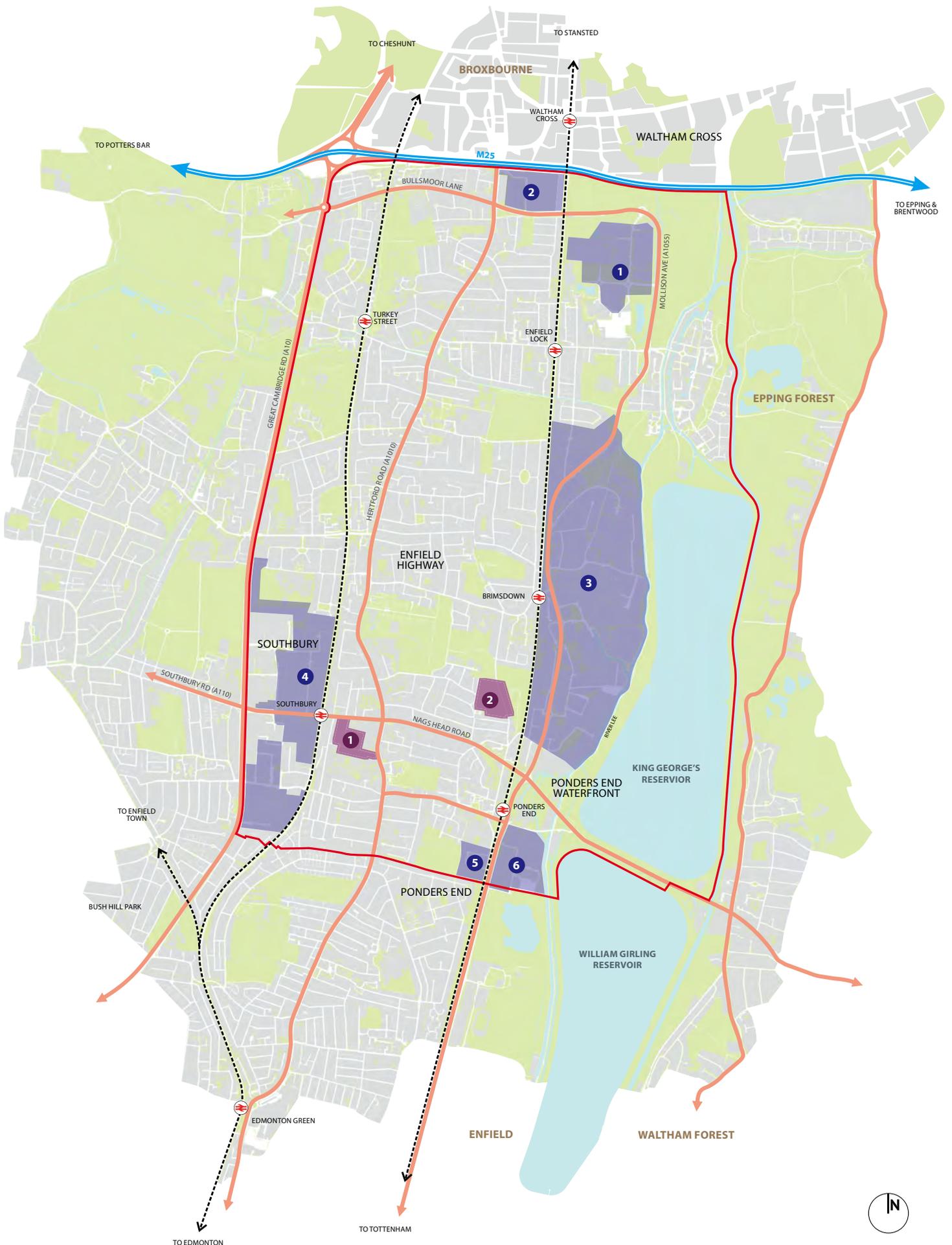
Innova Park



Great Cambridge Road and Martinbridge Trading Estate

### FIGURE 6.1 KEY >>>

- AAP Study Area Boundary
- Motorway
- - - - Railway line
-  Railway station
- Strategic Industrial Locations
- 1 Innova Park (PIL)
- 2 Freezywater (PIL)
- 3 Brimsdown Industrial Estate (PIL)
- 4 Great Cambridge Road and Martinbridge Trading Estate (IBP)
- 5 Redburn Trading Estate (PIL)
- 6 Meridian Business Park (PIL)
- Locally Significant Industrial Site
- 1 Queensway Industrial Estate
- 2 Alma Industrial Estate



6.4.5 Of the six areas designated as SIL, only the Great Cambridge Road and Martinbridge Trading Estate are designated as an IBP - the remaining five are PILs. This means that the Great Cambridge Road and Martinbridge Trading Estate have a unique role to play within NEE in providing a higher quality business environment.

6.4.6 The Queensway Industrial Estate and the Alma Road Industrial Estate are designated as Locally Significant Industrial Sites and afforded a level of policy protection that is lower than SIL.

6.4.7 Where sites are designated as LSISs and are no longer suitable for industrial uses or have been identified through the Council's place shaping programme as opportunities to contribute to wider regeneration benefits, a progressive release of land will be achieved through the development of comprehensive masterplans, in order to facilitate urban regeneration.

6.4.8 These Core Strategy Policies are supported by policies in the Development Management Document (DMD) which makes clear that only employment related uses will be permitted in designated employment areas, and proposals involving the loss of industrial capacity will be refused.

6.4.9 However, this policy provides a degree of flexibility on the Great Cambridge Road, where the change of use from industrial may be permitted subject to a range of criteria including no significant loss of industrial capacity.

6.4.10 DMD Policy 39, the design of business premises, sets requires new business premises to make efficient use of land and maximise their contribution to the urban environment. the policy sets out a range of criteria which development must meet, of which the following are particularly relevant to the existing industrial estates:

- facilitate movement through the provision of suitably located, safe, naturally lit and publicly accessible routes; and
- positively address the public realm: publicly accessible and more active areas should front the public realm.

6.4.11 The Council is developing an Industrial Estates Strategy for the whole of the Borough. The draft Strategy assesses existing employment areas within the NEE area, and sets out where the priorities for Council intervention should lie. These priorities have been used to inform policy in this chapter, and the Council will particularly encourage redevelopment of those estates identified as being of 'high' or 'medium' priority. In summary, the key issues for each of the industrial areas within North East Enfield are:

6.4.12 **Brimmsdown Industrial Area:** The Brimmsdown Industrial Area is the largest within NEE, and the second largest in London after Park Royal. It is made up of a diverse range of different areas, including: large distribution / logistics units at Bilton Way and Bancroft Way in the north; small SME units at

the Leaside Business Centre; new industrial and distribution units at Delta Industrial Park in the centre of Brimmsdown; and a range of smaller units to the south of the area.

6.4.13 Throughout Brimmsdown, units are generally well occupied indicating a continued and sustainable demand for this type of cheaper space within the Borough. Some of the issues which affect these estates include inadequate parking provision and congestion resulting from high plot ratios and insufficient turning space for large vehicles.

6.4.14 There is potentially a case for the redevelopment and/or rationalisation should a large part of Brimmsdown come forward for redevelopment. However land ownership is complicated and this means that the area does not lend itself easily to simple estate rationalisation.

6.4.15 A major issue for Brimmsdown is transport access for employees. Many of the businesses operate shift patterns, and train and bus services are poor or non-existent out of normal nine-to-five office hours. There is a need to improve transport access by all modes. The Northern Gateway Access Package (NGAP) of transport improvements is key to improving access to Brimmsdown. Policy in relation to NGAP is set out in the Movement Chapter of this AAP and in the Core Strategy. This chapter identifies less strategic more specific priorities in relation to pedestrian and cycle access.

#### Priority for strategic action/redevelopment: LOW

6.4.16 **Alma Road Industrial Estate:** The estate is made up predominantly of Small and Mediums Enterprise (SMEs) – particularly small manufacturing, storage, car mechanics and retail trade units. The estate has some significant issues including a lack of car parking, congestion and its close proximity to residential uses. However, vacancy rates are low and the estate performs an important function.

6.4.17 Short term: the Strategy recommends undertaking a parking and/or transport strategy for the estate in order to try and combat congestion and the problems arising from the lack of parking.

6.4.18 Long term: the strategy makes recommendations to redevelop the estate, where units could be re-provided to one of the Council's regeneration areas.

#### Priority for strategic action/redevelopment: HIGH

6.4.19 **Redburn Trading Estate:** This estate is located in an area undergoing rapid change - the Oasis Hadley Academy has recently opened immediately to the north. Although access to the strategic road network is poor, the estate itself is in acceptable condition and has high occupancy rates. It forms an important part of NEE's SME employment space offer.

6.4.20 The Strategy notes that there is an opportunity to consider improvements in tandem with the Ponders End South Street Area regeneration proposals.

#### Priority for strategic action/redevelopment: MEDIUM

6.4.21 **Meridian Business Park:** This area is made up of a small number of long-term food manufacturing occupiers, such as Snowbird Foods and G.R. Wright and Sons Limited. The estate environment is good, with evidence of individual business security measures, adequate on-premises parking and easy access to public transport (it is next to Ponders End station). The Strategy states that there is no reason to believe that the operators at Meridian Business Park will not continue to be located there in a sustainable way.

#### Priority for strategic action/redevelopment: LOW

6.4.22 **Innova Park:** Innova Park is made up of modern office, warehouse and distribution units. Occupiers include John Lewis, Iceland and Sony. Given its good access to the local and regional road network and generous plot ratios, the draft Industrial Estates Strategy recommends that it is more suited for continued logistic and distribution uses.

6.4.23 Innova Park is suited to a long-term use as a distribution centre given its good access to the local and regional road network and its generous plot ratios. There are still design and build opportunities at Innova Park.

#### Priority for strategic action/redevelopment: LOW

6.4.24 **Freezywater:** Freezywater is the largest distribution facility on the M25, which combines a Tesco.com and Tesco Express distribution facility. It serves both the greater London area and the home counties. The estate environment is of high quality. Opportunities exist for design and build. This includes a purpose built new e-commerce development for Tesco.

#### Priority for strategic action/redevelopment: LOW

6.4.25 **Queensway:** This estate has a broad range of unit sizes. These include small “start-up” units and larger warehouse units (c.1,000 sq m). As an established industrial/manufacturing location many of the units have high plot ratios. However, the estate has notably low vacancy levels and plays an important role as a centre for local employment, particularly SMEs. The estate is in fragmented ownership and leasehold arrangements are complex. Issues relating to congestion and parking availability are prevalent at this estate.

6.4.26 This estate falls within the Ponders End Central area. Regeneration in this area is guided by the Ponders End Central Planning Brief, 2011. Given that this estate is safeguarded as LSIS, the existing role and function of the estate should be improved to fulfil local employment need. There is an opportunity to improve the estate in tandem with redevelopment at the adjacent sites identified in the Planning Brief (see Policies 10.1 and 10.2 of this AAP). The Industrial Estates Strategy recommends that the Council undertakes a scoping exercise to determine whether access to the site and circulation within the site could be improved in tandem with any redevelopment which comes forward on the adjacent sites.



Queensway Industrial Estate



Brimsdon Industrial Estate

#### Priority for strategic action/redevelopment: MEDIUM

6.4.27 Whilst many of the existing employment areas are thriving, improvements are needed if they are to keep pace with the demands of businesses and take advantage of the area's position in the London-Stansted-Cambridge Corridor. In summary, the key issues arising across the industrial estates are:

- image and identity - whilst they function well, many of the estates suffer from the lack of a clear, marketable 'brand';
- car parking; and
- access by all modes of transport.

6.4.28 Whilst planning policies can help address these issues, many of them also need to be addressed through improved management. The Council will support developers and occupiers by:

- encouraging the setting up of structured estate management groups to address issues of car parking, crime and environmental quality in partnership with others;
- setting up / continuing business development forums for large employers and SMEs across the area; and
- ensuring that existing business areas have the highest quality broadband to service their business needs.

### Policy 6.1: Improving existing industrial areas

**Part A:** A coordinated approach is required to ensure that the existing industrial areas are kept at pace with the demands of businesses and takes advantage of the area's position within the London-Stansted-Cambridge corridor. The Council will work with the Government, London-Stansted-Cambridge consortium, neighbouring Local Enterprise Partnerships in key rail, road and superfast broadband schemes to improve internal connectivity and lead to improved efficiency, innovation, productivity and liveability.

**Part B:** New industrial development or redevelopment will be permitted within the industrial areas identified as SIL and LSIS on Figure 6.1 of this AAP.

Proposals for new industrial development or redevelopment will be required to contribute to improvements towards access and environmental quality of the estate. Where appropriate, and having regard to viability and the operational requirements, proposal should:

- provide efficient car parking layouts that direct car users away from parking on the street;
- ensure building frontages positively address public streets;
- improve circulation on internal estate roads where development is of sufficient scale to enable this to happen; and
- provide good quality public realm and, where appropriate, planting to support the biodiversity of the area.

The Industrial Estates Strategy identified some specific actions for key estates. These are:

#### ALMA ROAD INDUSTRIAL ESTATE:

- in the short term, the Council will work with occupiers and owners of this estate to develop solutions to problems such as car parking and explore the potential for environmental improvements to frontages to help the estate relate better to the adjacent residential areas; and
- in the longer term, the Council will work with occupiers and owners to develop a strategy for relocating existing businesses as part of a Council-led regeneration strategy that includes a masterplan for the redevelopment of the estate for employment-led mixed-use development. The strategy will ensure that existing businesses are supported in any relocation.

#### REDBURN INDUSTRIAL ESTATE:

The Council will develop a strategy for improvements in tandem with Ponders End South Street proposals. Proposals here should seek to:

- improve transport access along Woodall Road;
- manage car parking; and
- improve the appearance of forecourts.

#### QUEENSWAY ESTATE:

- in the short term, the Council will undertake a scoping exercise to determine whether access to the site and circulation within the site could be improved in tandem with any redevelopment which comes forward within Ponders End Central; and
- the Council will continue to consult with occupiers regarding any impact which this AAP and the Ponders End Planning Brief initiatives might have on the estate.

#### BRIMSDOWN INDUSTRIAL ESTATE

Comprehensive redevelopment of parts of the Brimsdown Industrial Estate has the potential to raise the quality of the area and provide modern large floorplate accommodation. Comprehensive site rationalisation will be supported subject to plans meeting other planning policies.

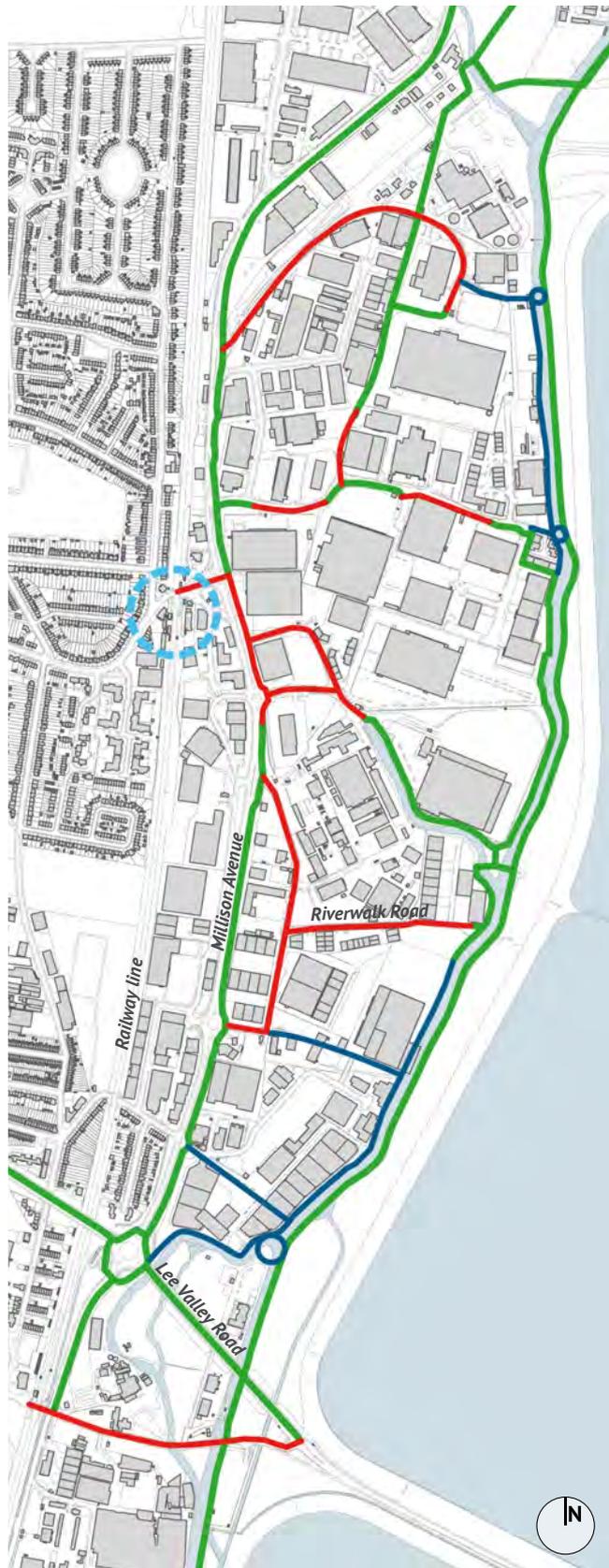
Opportunities for new cycle routes that would collectively provide a connected network that would improve access to the Brimsdown Estate for employees will be encouraged. Routes shall have regard to the operational requirements of business and the need to ensure cyclist safety. Redevelopment of existing buildings or new development adjacent to those routes identified as a gap in an existing route or an opportunity for a new cycle route shall ensure that:

- the layout of the proposed development provides for the cycle route within the public realm; and
- the design of the buildings ensures that frontages positively address the public realm within which the cycle route is located.

Figure 6.2 sets out existing cycle routes within and immediately adjacent to the Brimsdown Estate, and identifies gaps in provision.

#### FIGURE 6.2 KEY

-  Existing Cycle Route
-  Gap in Existing Route (Alignment is indicative)
-  Opportunity for New Cycle Route (Alignment is indicative)
-  Brimsdown Station Area: Refer to Policies 19.1 and 19.2



Existing waterside route at Brimsdown Industrial Estate



Entrance signage to Mossops Creek Park



Pedestrian bridge adjoining the Brimsdown Industrial Estate

**6.4.29 Great Cambridge Road / Martinbridge Estate:** This is Enfield's largest employment area outside of the Lee Valley OAPF boundary. The only estate within NEE designated as an Industrial Business Park (IBP). IBP's are defined in the London Plan as being SIL that is appropriate for firms that need high quality environments and include activities such as research and development (B1b), light industrial (B1c) and high value-added general industrial (B2). They generally require significantly less heavy goods access than SILs and are able to relate more easily to neighbouring alternative uses. Enfield's approach to this is elaborated in DMD Policy 19.

**6.4.30** This IBP area is in transition as a result of a long process of change mostly spanning the last 20 years. It remains in an important strategic location adjacent to two A classified roads (with easy access the M25 and national road network), as well as close proximity to Southbury Station on the Hertford East to Liverpool Street line. It also benefits from frequent bus facilities. Together with adjacent retail park, leisure and other facilities this provide a positive context for business investment in this location. Enfield Council's aim is to encourage development that supports the area's role as an Industrial Business Park.

**6.4.31** Examples of suitable development include high technology uses, IT and data facilities, flexible modern business space, high quality office renewal, meeting spaces and conferencing facilities. It is acknowledged that there has been some interest in trade counters in this location and there may be some benefit of clustering (e.g. for construction related activities like building, plumbing and electrical supplies) as well as seeking synergy with the retail park. Such uses will need to be carefully considered in terms of ensuring that they are only permitted where they can be shown to have positive effects on employment generation, allow for easy conversion to business space in the future, result in strong physical improvements to the location and do not detract from the functioning of the IBP. Showroom areas for such uses should be limited to no more than 10% of the gross internal floorspace in line with DMD Policy 21.

**6.4.32** The character to the south within the Martinbridge area is of high quality, with recently developed employment buildings set within a good quality landscaped parking environment. Car parking is ample and service areas are generous. Lumina Park fronts onto the A10, and is beginning to create a positive edge to this major corridor with the new Travelodge and Toyota car dealership. Sites are available for further development, and it is important that a high quality edge to the A10 is provided through these new buildings and their environs in line with the aspirations for the A10 corridor set out in the Upper Lee Valley Opportunity Area Framework.

**6.4.33** However at Progress Way in the south of the estate the units are showing signs of obsolescence and there are issues with under provision of parking.

**6.4.34** Although the Man lorry business has an attractive 1930s building fronting Southbury Road, buildings in this location are generally of low quality and fail to positively address the road. The large Asda warehouse has a particularly poor relationship with Southbury Road. There is an opportunity to improve this key 'gateway' to North East Enfield through the redevelopment of buildings onto Southbury Road.

**6.4.35** The area to the north of Southbury Road is of mixed character, with some large, modern warehouses mixed with office buildings and a number of trade counter operations. With boundaries formed by the railway line to the east and the backs of retail units to the west, this area has an inward-focussed character. There is an opportunity to improve Baird Road in particular to provide a more efficient and pleasant access for all modes of transport to both the industrial estate and the adjacent retail park.

**Priority for strategic action/redevelopment: MEDIUM**



*High quality development at Lumina Park forms part of the Great Cambridge Road / Martinbridge Estate*



*High quality development at Lumina Park forms part of the Great Cambridge Road / Martinbridge Estate*

### Policy 6.2: Improving the Great Cambridge Road and Martinbridge Trading Estate

**Part A:** The Great Cambridge Road and Martinbridge Trading Estate is the only Industrial Business Park in NEE. Proposals falling within the IBP will need to demonstrate compliance with the relevant London Plan and Enfield's Local Plan policies. Other uses will only be permitted in accordance with specific policies within the AAP, or where they would be ancillary and complementary to the overall operation of the IBP.

**Part B:** Redevelopment of existing buildings or new development is required to support the Estate's role in providing high quality surroundings by:

- encouraging high quality employment uses that fit with its role as an Industrial Business Park (IBP);
- creating positive frontages onto the public realm, particularly along Baird Road and Crown Road (see Policy 6.3);
- improving the gateways to the Estate along Southbury Road and Lincoln Road;
- creating a high quality public realm to a consistent standard across the Estate, reflecting the high quality of recent development in the south of the Estate;
- reconfiguring car parking to provide efficient layouts that direct car users away from parking on street;
- improving circulation on internal estate roads, particularly for large vehicles; and
- ensuring that any trade counter uses supports the overall function and quality of the IBP.

**Part C:** Consistent and high quality design including measures to minimise energy use will be sought for all new development. The scale, height, massing, form and materials of new buildings must be compatible with surrounding buildings and with the landscape setting of the IBP. New signage, street furniture and lighting will be expected to comply with the specifications and principles set out in the emerging Enfield Design Guide.



*Lumina Park includes uses such as an hotel fronting onto the Great Cambridge Road (A10)*



*Ancillary cafe / retail uses at the Travelodge Hotel help support the business environment*



*High quality development at Lumina Park forms part of the Great Cambridge Road / Martinbridge Estate*

## 6.5 Retail parks

6.5.1 A key objective of this AAP is creating sustainable neighbourhoods. This includes enhancing the neighbourhood local centres along the Hertford Road, smaller local centres and shopping parades throughout the NEE area so that they provide the day-to-day facilities that people need. Planning policies in the Core Strategy and the Development Management Document (DMD) recognise the importance of the town centres, and support them by directing new retail development to these locations. The Council would ideally like to see all major retail development located within existing centres.

6.5.2 However, there are some types of shopping that are difficult to accommodate within traditional local centres as they require large buildings and good access by vehicle – these are known as bulky goods stores, and typically comprise DIY stores, electrical goods and other large items. The retail parks on the Great Cambridge Road (A10) perform an important role in providing for bulky goods shopping. They are of good quality and serve not only residents of the NEE area, but also people living in the wider area.

6.5.3 The retail parks are located in a prominent position and form an important 'first impression' of NEE. The quality of the design of the buildings and public realm is important to creating a positive image for the area. Whilst the role of the retail parks is to provide for shopping that requires access by private vehicle, it is vital that they provide a good environment for access by other modes of transport so that they are well integrated into the wider urban fabric and accessible to all. Improvements to connectivity and the pedestrian environment within the retail parks are therefore important to ensure their long-term sustainability.

6.5.4 Higher level policy set out in the Core Strategy and DMD is clear: out-of-centre retail development should be complementary rather than detrimental to the shopping provision in centres. Of particular concern are the recent trends of sub-division of floorspace to provide units of a size that would more appropriately be located in a Local Centre, and the growing number of food uses. The Council recognises, however, that the existing retail parks have an important role to play in providing modern facilities within NEE.

6.5.5 **Core Strategy Policy 18** seeks to protect retail in existing centres, and sets out the circumstances in which new retail may be permitted within the retail parks, which include:

- demonstrating through a sequential test that no suitable sites are available within or on the edge of the town centres;
- providing a retail impact assessment to demonstrate that the development is not likely to have a negative impact to the viability and vitality of Enfield's centres or planned investment in centres; and
- showing that the development increases the overall sustainability and accessibility of the retail park in question.

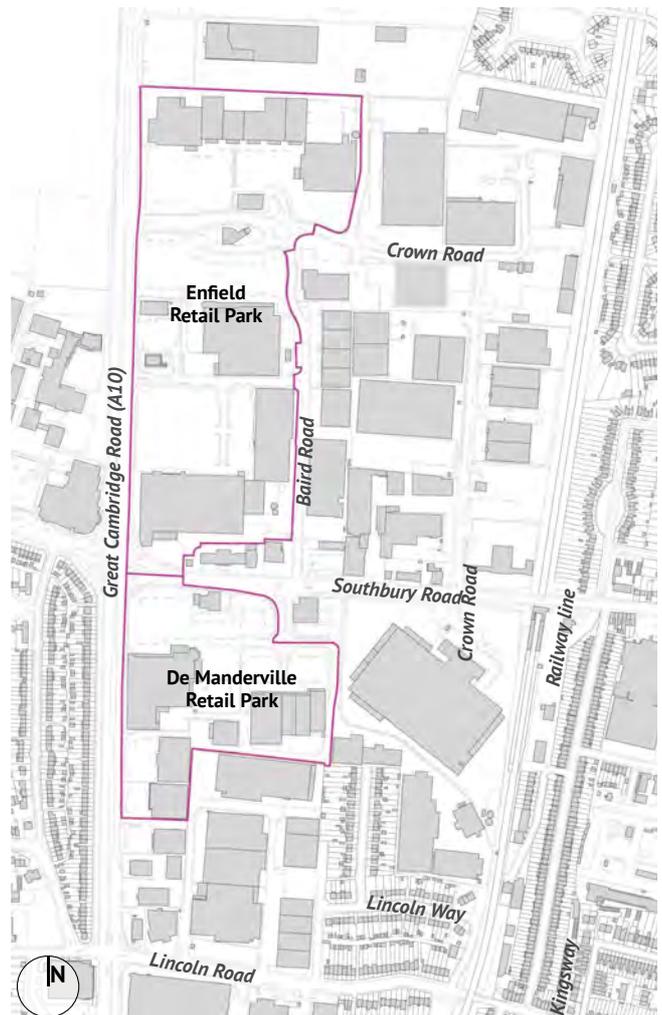


FIGURE 6.3 KEY

Retail parks

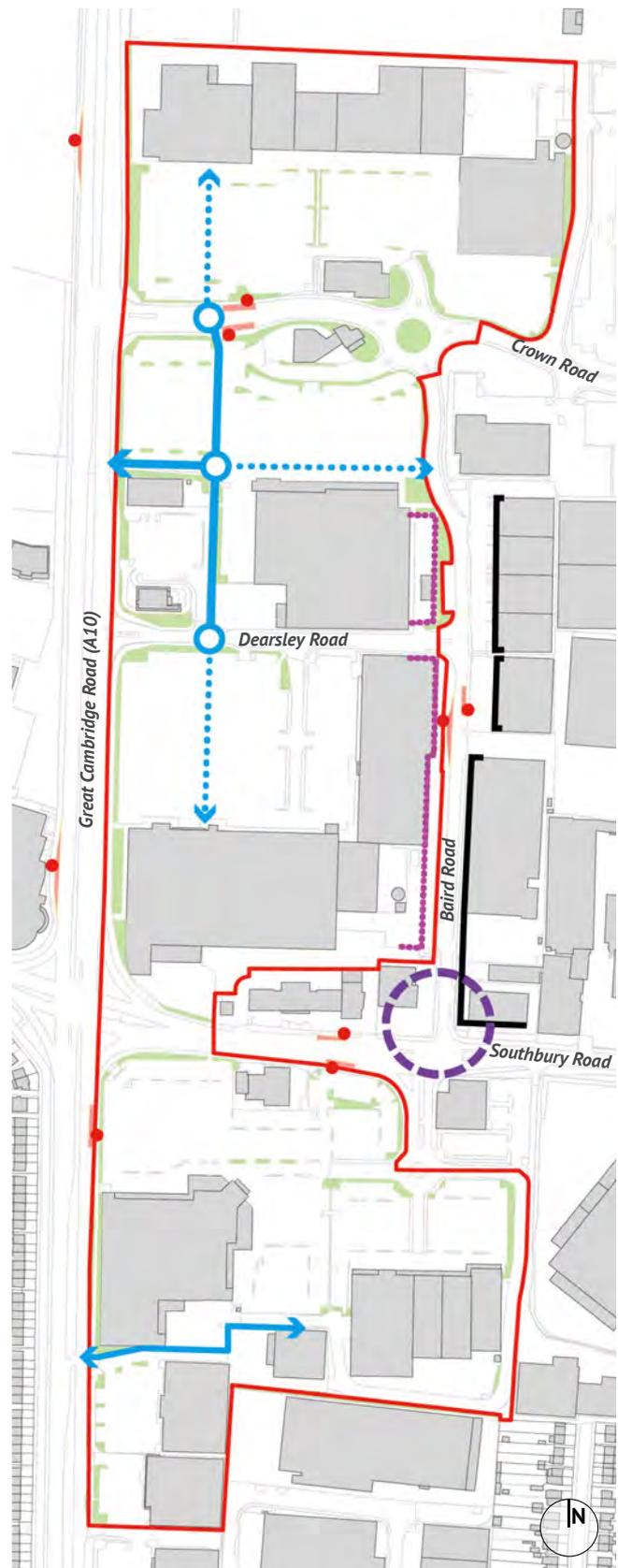


Enfield Retail Park

**Policy 6.3: Improving the Retail Parks**

The Council will encourage improvements to the retail parks that create a better approach for pedestrians, cyclists and users of public transport, and improve the pedestrian experience within the retail parks. This will encourage and support modes of transport that are more sustainable than the private car. Figure 6.4 sets out the key principles and these are to:

- encourage the redevelopment of buildings at the Southbury Road / Baird Road junction to provide an attractive 'gateway' to the retail parks;
- as and when redevelopment of buildings on Baird Road comes forward, require positive building frontages onto the public realm;
- encourage improvements to the blank frontages onto Baird Road; and
- extend the existing network of pedestrian routes within the retail parks with new linkages on the alignments shown.



**FIGURE 6.3 KEY**

- Retail Park Policy boundary
- Existing bus stop
- Green space
- Potential to improve frontages
- Potential for improvements to boundary treatments
- Existing pedestrian route
- Potential new pedestrian routes
- Improve gateway to Baird Road

It is recognised that as North East Enfield's population increases over the coming years the existing community facilities, including health facilities and schools in surrounding areas, will be placed under greater pressure. The provision of new and improved facilities must be planned and delivered in parallel with the construction of new homes. The Hertford Road will continue to play an important role as a hub for community activity.

## 7.1 Area needs

7.1.1 This AAP is supported by updated work looking at what community facilities will be required in the area during the lifetime of the plan. In summary these are:

7.1.2 **Education:** The area is well served at secondary school level, and Enfield College is a major asset to the area. There is unlikely to be a need for additional secondary places before 2023 due to the recent increase in provision from academies in the area. At primary school level, recent increases in academy provision have ensured that the rising demand for places can be met until at least 2018. The projected school-age population statistics and provision of pupil places information are reviewed annually so that any changes can be addressed. If there is a significant school-age population increase during the lifetime of this AAP, the provision of extra capacity at education facilities may be required.

7.1.3 **Providing for primary school expansion:** The 2014 release of the GLA school roll projections show that there is not expected to be pressure on available and currently planned primary capacity until 2021. Demand is expected to outstrip supply from then but there is at least one local authority maintained primary school that can be expanded to provide more capacity, which is expected to meet demand up to 2023. The Council reviews this position on an annual basis and if the demand for primary places is projected to exceed available capacity in schools options to provide that capacity are investigated. The two main options for increasing capacity are the opening of academies or free schools, over which the Council has little control, or the expansion of existing Council funded schools. If the expansion of a Council school is required then the expansion plans are subject to consultation before final decisions are taken on delivery.

7.1.4 **Providing for secondary school expansion:** For secondary provision, demand will outstrip current capacity from 2018 but there is an agreed proposal for a secondary academy (ARK North Enfield) in the area. A site has now been identified and the Education Funding Agency are working with the academy provider to deliver the school. It is expected that the new academy will deliver more than enough capacity to meet demand until 2023. Current and future capacity and demand will continue to be reviewed on an annual basis and where necessary the provision of extra capacity will be investigated.

### Policy Context for Chapter 7: Community Facilities and Services

<b>London Plan</b>	Policy 3.16: Protection and enhancement of social infrastructure  Policy 3.17 Health and social care facilities  Policy 3.18 Education Facilities  Policy 3.19 Sports Facilities
<b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b>	-
<b>Core Strategy (Adopted Nov 2010)</b>	Policy 7: Health and social care facilities  Policy 8: Education  Policy 9: Supporting community cohesion  Policy 11: Recreation, leisure, culture and arts
<b>Adopted Development Management Document (November 2014)</b>	Policy DMD16 Provision of New Community Facilities  Policy DMD17 Protection of Community Facilities  Policy DMD18 Early Years Provision
<b>Other Sources</b>	National Planning Policy Guidance  Joint Strategic Needs Assessment  Infrastructure Delivery Plan April 2013  Enfield Children and Young People's Plan 2011-2015  The Drive Toward Prosperity – Enfield's Child and Family Poverty Strategy, 2012  Education: Primary Expansion Programme - various Cabinet Papers 2012 - 2013  Enfield Safer and Stronger Communities board Partnership Plan, 2012-13  NEE AAP Baseline Update (Tibbalds), 2013

7.1.5 **Childcare Facilities:** Ongoing commitment is required from the Council to childcare / Early Years funding to address the needs of working parents and enable people back to work. The planned extension of the Early Years Scheme and its success relies on certainty around long-term funding and careful planning of the location of services (e.g. near places of work in the Borough) and accessibility.

7.1.6 **Community facilities:** NEEA comprises of a diverse population, in terms of age and ethnicity compared to the rest of the Borough. There a number of community facilities provided across the borough. The NEE area is currently served by four community centres/halls; three youth clubs and one sports club. These are located fairly unevenly across the area. Residents of Ponders End for instance, have good accessibility to youth clubs but are limited vicinity to community halls. With the proposed increase in housing and the growth of the population, it is anticipated that an additional community hall will be required within the lifetime of this AAP and potentially another swimming pool.

7.1.7 An expansion of community facilities in the Ponders End area is likely to be the preferred location to cater for the increasing community and cultural needs in the area.

7.1.8 **Healthcare facilities:** The British Medical Association standard for the number of GP's required is 1 per 1800 people. The existing number of GP's in Enfield broadly meets the current NHS standard. However, taking account of the Borough's growth agenda, the projected increase in population will result in a need for approximately an additional 25 GP's, nurses and other primary care staff within the Infrastructure Delivery Plan (IDP) period.

7.1.9 The regeneration of the Alma Estate will help meet these requirements through the delivery of a new neighbourhood health centre and a modern GP practice as part of a proposed community hub in Ponders End High Street.

7.1.10 **Other opportunities:** In addition to these requirements, this AAP identifies opportunities to improve existing facilities:

- redeveloping the cluster of community facilities of South Street to re-provide the facilities within a new mixed-use development;
- improving the frontage to the Albany Leisure Centre, potentially with new development that complements the leisure centre use (such as a cafe); and
- redeveloping Enfield Highway Community Centre so that facilities are enhanced and the building can act as a positive landmark on the gateway to the Enfield Highway local centre.

### Policy 7.1: Providing community facilities

The Council will continue to monitor the need for community facilities to support both the existing and future population for North East Enfield. The Council will:

- identify locations in Ponders End suitable for a new community facility and develop a strategy for capital and revenue funding of it;
- ensure that a new neighbourhood health centre is provided as part of the regeneration of the Alma Estate; and
- require appropriate community facilities in residential and mixed-use developments of sufficient scale and within accessible locations.



Existing community facilities on South Street



The Ordnance Unity Centre is under construction on the corner of Hertford Road and Ordnance Road

North East Enfield has some excellent open spaces, not least the Lee Valley Regional Park and Waterways. But it also has some shortfalls. This section sets out policies to improve green spaces in the area, provide new elements to connect the green network together and support local food growing.

## 8.1 Introduction

8.1.1 The overall policy approach is to ensure that there is a network of well connected open spaces within North East Enfield, providing a mix of different spaces and facilities for all age groups. The Lee Valley Regional Park and Waterways, an important natural asset to the area will serve local and regional needs. Smaller local and pocket parks and children's play areas, integrated into residential areas and neighbourhood centres, will serve local needs. This will be achieved by:

- improving existing open spaces;
- requiring new open space within new developments;
- joining green spaces together to create a connected green network;
- creating better links to the Lee Valley Regional Park in accordance with Core Strategy Policy 35 - Lee Valley Regional Park and Waterways and the Lee Valley Regional Park Development Framework – Area 5 Proposals; and
- re-introducing market gardening to the area.

## 8.2 New and existing open spaces

8.2.1 On the whole, the NEE area has good access to a wide range of different types of open space. However, the Council's Open Spaces and Sports Assessment update [2012] identified a number of deficiencies and these are:

8.2.2 **Public Parks:** The NEE area is below the quantity standard for park provision, the quality of parks is mixed and there some accessibility issues. The study shows that the major deficiencies in the NEE area are:

- within the Brimsdown Industrial Estate including the Ponders End Waterfront area; and
- within Southbury, between the western rail corridor and the A10 south of Enfield Cemetery.

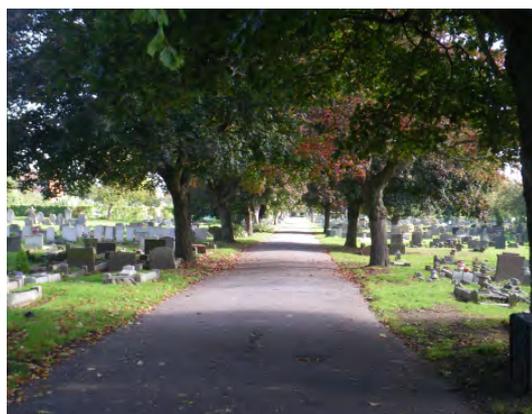
8.2.3 The study recommends that providing new parks and upgrading existing spaces should be a priority, and sets out that there is an opportunity to upgrade the status of St Georges Playing Field, which is currently categorised as a public playing field but could be upgraded to a Small Local Park by introducing additional facilities such as seating and children's play. The site is large enough to accommodate such facilities without removing pitches required to meet demand in the Borough.



*Pocket park on the A1010 Hertford Road*



*Albany Park*



*Hertford Road Cemetery links to Durants Park*

<b>Policy Context for Chapter 8: Green Network and Food Growing</b>	
<b>London Plan</b>	<p>Policy 2.18: Green Infrastructure</p> <p>Policy 7.16: Green Belt</p> <p>Policy 7.17: Metropolitan Open Land</p> <p>Policy 7.18: Protecting local open space and addressing local deficiency</p> <p>Policy 7.19: Biodiversity and Access to Nature</p> <p>Policy 7.22: Land for Food</p>
<b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b>	<p>Objective 8</p> <p>8.3: Opening up the Lee Valley Regional Park</p> <p>8.4: Ponders End Indicative Masterplan</p>
<b>Core Strategy (Adopted Nov 2010)</b>	<p>Policy 11: Recreation, leisure, culture and arts</p> <p>Policy 12: Visitors and tourism</p> <p>Policy 33: Green belt and countryside</p> <p>Policy 34: Parks, playing fields and other open spaces</p> <p>Policy 35: Lee Valley Regional Park and Waterways</p> <p>Policy 36: Biodiversity</p>
<b>Proposed Submission Development Management Document (March 2013)</b>	<p>Policy DMD72: Protection and enhancement of open space</p> <p>Policy DMD72: Open Space Provision</p> <p>Policy DMD73: Children's Play Space</p> <p>Policy DMD74: Playing Pitches</p> <p>Policy DMD75: Waterways</p> <p>Policy DMD76: Wildlife Corridors</p> <p>Policy DMD77: Green Chains</p> <p>Policy DMD78: Nature Conservation</p> <p>Policy DMD79: Ecological Enhancements</p> <p>Policy DMD82: Protecting the Greenbelt</p> <p>Policy DMD85: Land for Food and Other Agricultural Uses</p>
<b>Other Sources</b>	<p>National Planning Policy Guidance</p> <p>Enfield Open Space and Sports Assessment Update (Atkins), 2011</p> <p>Lee Valley Regional Park Development Framework - Area 5 Proposals</p> <p>Metropolitan Open Land and Green Chain Associated Open Space Review, 2013</p> <p>Green Belt Review, 2013</p> <p>Ponders End Waterfront Big Green Fund Bid, 2013</p> <p>Enfield Food Strategy and Action Plan, 2011</p>

8.2.4 **Playing pitches:** Playing pitches in secure community use are limited in the North East Enfield area at present and there are some accessibility issues. Therefore provision of new outdoor sports pitches should be a high priority particularly given the higher proportion of the population not in good health in this area. The study also recommends that improvements are made to the following pitches:

- Brimsdown Sports Ground East;
- Ponders End Recreation Ground;
- Aylands Open Space; and
- Alma Road Open Space.

8.2.5 **Allotments:** Allotment provision in the North East Enfield area is slightly below the quantity standard, there are also some accessibility issues although large parts of the North East Enfield area are within an allotment catchment meaning that allotments should be considered a priority but not the top priority for new developments.

8.2.6 The study recommends that an allotment site or sites are found in the area south of Turkey Brook and north of Carterhatch Lane, between A10 and A1010. The study also recommends that the Council develops a Borough-wide vision for allotments, integrated with other strategies. The Council's emerging Food Strategy incorporates this vision.

8.2.7 **Natural green space:** There are currently sufficient natural green spaces in the North East Enfield area, with only a small area adjacent to the M25 being deficient. However, much of the central part of the NEE area is some 2000m walking distance from natural and semi-natural greenspace – that is, a walking time of around 30 minutes. The main areas of natural and semi-natural greenspace in the NEE area are:

- to the east of the area, within the Lee Valley Regional Park;
- within the central area at Durants Park and Brimsdown Sports Ground East; and
- to the north west, at Hoe Lane open space and Aylands Link.

8.2.8 On balance provision of natural greenspace is not considered a priority for provision in new developments. However, there are opportunities to improve pedestrian and cycle connections to the natural greenspace of the Lee Valley Regional Park, and this would fit with other policy aspirations to improve movement in general throughout the NEE area. However, it is important that recreational needs are balanced with ecological sensitivities and so recreation should be encouraged in the areas that are least sensitive. The Council already works closely with the Lee Valley Regional Park Authority, and will continue to work within the parameters of the Lee Valley Park Development Framework in promoting sustainable use of the Park resource whilst protecting its biodiversity value, particularly those area with international and national designations to avoid any adverse impacts on the integrity of the Lee Valley Special Protection Area / Ramsar site.



*The attractive pocket park on Teal Close*



*Turkey Brook*

**8.2.9 Areas with Ecological Designations:** There is broad area either side of the A1010 Hertford Road that is deficient in access to areas with ecological designations - that is, outside of the recommended 1km distance. The study recommends improving nature conservation within Durants Park and Albany Park to address this deficiency. The future development of the Ponders End Waterfront area also has the potential to bring greenspace with nature conservation value within reach of local people.

**8.2.10 Children's Play Provision:** At present the level of children's play provision is below the recommended standard of 0.48 sqm per child, there are accessibility issues and the area has a high proportion of children aged 0-15. Also users of children's play areas in North East Enfield area tend to use them more frequently than other parts of the Borough. Given these issues the provision of children's play facilities is considered one of the key priorities for new provision in the area. The main areas that are deficient in children's play provision are:

- Southbury between the western rail corridor and the A10;
- Brimsdown Industrial Estate including the Ponders End Waterfront area (although this area has a low residential population, making the need for playspace less important than other parts of the NEE area);
- Ponders End in the areas closest to the A1010 Hertford Road and south of South Street;
- the northern part of Enfield Highway between the eastern rail corridor and the A1010 Hertford Road; and
- Enfield Lock between Ordnance Road and Park Road.

**8.2.11** The study recommends that shortfalls are addressed in part by upgrading existing play areas that do not currently count towards provision so that they meet the standards required for Local Equipped Areas for Play (LEAPs) or Neighbourhood Equipped Areas for Play (NEAPs). The following play areas are identified as being suitable for upgrade:

- Denridge Close Amenity Space;
- Kettering Road;
- Kestrel House, Alma Road; and
- Hastings House.

**8.2.12** There are several open spaces within deficiency areas which do not currently accommodate provision for children's play but have the potential to accommodate such facilities. The introduction of LEAP or NEAP standard play equipment to these spaces would alleviate some of the current deficiencies in access to children's play. Within the AAP area these are:

- Enfield Rangers Playing Field;
- Hoeland Open Space; and
- Brimsdown Sports Ground East.



*Lee Valley Regional Park & Waterways*



*Ponders End Waterfront*

**8.2.13** In summary, the priorities for new open space provision in the NEE area are:

- public parks;
- outdoor playing pitches; and
- children's play space.

**8.2.14** Some additional allotment provision will also be important but is a lower priority. There is limited need for more natural greenspace.

### Policy 8.1: Enhancing existing open spaces

The Council will seek to implement the recommendations in Open Spaces and Sports Assessment update [2012]. These are:

- improve St Georges Playing Field to upgrade its status to a Small Local Park. Improvements to include provision of seating, children's play areas and new planting. No existing sports pitches to be removed;
- improve the following playing pitches: Brimsdown Sports Ground East; Ponders End Park; Aylands Open Space; and Alma Road Open Space;
- provide new allotments in the zone identified in Figure 8.1;
- create better links to the Lee Valley Regional Park and encourage recreation in areas of least sensitivity;
- improve access to areas with ecological designations by:
  - improving nature conservation within Durants Park, and securing an appropriate ecological designation;
  - ensuring that the emerging Albany Park masterplan supports nature conservation and secures an appropriate ecological designation; and
  - securing the scheme for a nature reserve at South Meadow at Ponders End Waterfront as set out in Policy 12.1.
- upgrade the following play spaces to meet the standards required for a Local Equipped Area for Play (LEAP) or Neighbourhood Equipped Area for Play (NEAP):
  - Denridge Close Amenity Space;
  - Kettering Road;
  - Alma Road; and
  - Hastings House.
- provide LEAP or NEAP play equipment in Hoe Lane Open Space and Brimsdown Sports Ground East.



Durants Park

### Policy 8.2: Providing new open space

The Council will explore the potential for new playing pitches within existing open spaces. The Council will require developers to provide new playing pitches within new development of sufficient scale to accommodate them in accordance with Core Strategy Policy 34 and DMD Policy 74

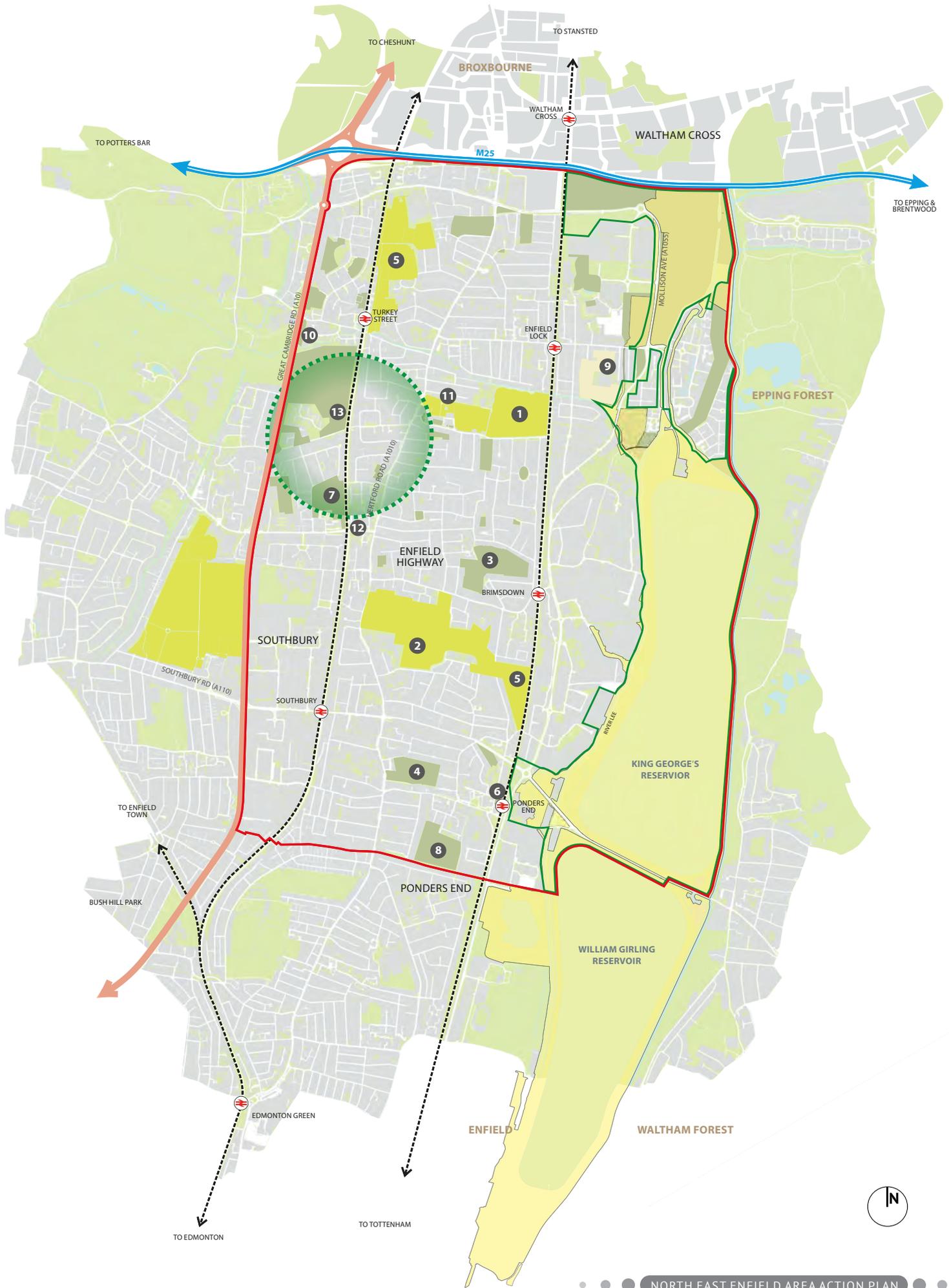
Where new development of sufficient scale comes forward, the Council will require developers to provide new public parks as an integral part of the scheme in accordance with Core Strategy Policy 34.

Where new development regenerates existing areas, replacement of or improvements to existing open space will be required. As part of the Alma Estate Regeneration, new open spaces will be required to replace the existing spaces.

The Council will require on-site provision of children's play space in new development in accordance with Core Strategy Policy 34 and DMD Policy 73.

#### FIGURE 8.1 KEY

-  AAP Study Area Boundary
-  Motorway
-  Railway line
-  Railway station
-  Major 'A' roads
-  Waterways
-  Metropolitan open land
-  Nature conservation
-  Local open space
-  Lee Valley Regional Park
-  Zone for new allotments
-  1 Albany Park
-  2 Durants Park
-  3 Brimsdown Sports Ground East
-  4 Ponders End Park
-  5 Aylands Open Space
-  6 Alma Road Open Space
-  7 St George's Playing Field
-  8 Falcon Fields Allotments
-  9 Soham Road Recreation Ground
-  10 Dendridge Close Amenity Space
-  11 Kettering Road
-  12 Hastings House
-  13 Hoe Lane Open Space



### 8.3 Joining green spaces together

8.3.1 As existing open spaces with the NEE area are improved and new open spaces are provided during the lifetime of this AAP, there is an opportunity to connect them together to create a network of green space. Connecting spaces together will help to:

- reinforce routes and create positive links, so that people living in the area can easily access the open spaces;
- enhance the biodiversity of the area by proving corridors for wildlife; and
- create a visually more attractive place.

8.3.2 Figure 8.2 identifies the strategic green corridors that are key in connecting spaces together. There are other corridors and spaces that could also connect the area's main spaces together, but these are the most important links.

#### Policy 8.3: Joining green spaces together

The Council will develop a strategy to create a series of east-west strategic green corridors connecting existing spaces and the River Lee Navigation together as set out in Figure 8.2. These corridors will be designed to reflect the character of the neighbourhoods through which they pass and will therefore change character along their length. Schemes should include new native planting and, where appropriate, water features, ecological habitats, softening hard edges and so on.

Where new development forms part of or is immediately adjacent to a strategic green corridor, the Council will require the development to incorporate appropriate landscape elements to support the overall corridor.

### 8.4 Food growing

8.4.1 The Council is developing a Food Strategy for Enfield. There are three key drivers for the development of the Food Strategy:

- encouraging healthier eating and physical activity as part of a healthier lifestyle;
- supporting and improving the performance of Enfield's thriving food sector; and
- promoting food security.

8.4.2 Coupled with this, there is mounting interest in the production and consumption of healthier, more sustainable food in Enfield. Individuals and community groups are increasingly growing food in back gardens, on allotments and other sites across the Borough. More and more schools are setting up their own growing spaces while using healthy food to learn about healthier lifestyles. Community participation in food production presents the opportunity to reduce spatial inequalities. Demand for fairly-traded, local products and nutritional labelling on food is increasing, empowering consumers and supporting local businesses.

8.4.3 There is a long history of agriculture and horticulture in the Borough, which has played an important role in how Enfield has developed. The food sector continues to be an important contributor to Enfield's economy, with a range of small-scale producers, wholesalers and large companies generating significant income and providing many jobs. There is potential to re-introduce market gardening to the NEE area to help support the Food Strategy.

#### Policy 8.4: Encouraging local food growing

As part of the Borough-wide Food Strategy, the Council will develop a strategic approach to food growing sites, including:

- investigating the potential for re-introducing market gardening within existing open areas, particularly the areas of Green Belt to the east of the NEE area;
- diversify growing in the established apple orchards in Ponders End Park;
- identifying ways that food growing can form part of new developments and requiring provision by developers; and
- ensuring that the Borough-wide allotment strategy includes specific actions for North East Enfield.

#### FIGURE 8.2 KEY

	AAP Study Area Boundary
	Motorway
	Railway line
	Railway station
	Major 'A' roads
	Strategic Green Corridors
	Improvements to River Lee Navigation Tow Path
	Site of Special Scientific Interest (SSSI)
	Green space protected by Planning Policy Designations
	Local Green Space
	Lee Valley Regional Park



## 9.1 Introduction

9.1.1 Development in North East Enfield is expected to deliver a significant number of new homes and jobs over the next 15-20 years. This presents an opportunity to provide a place which promotes sustainable lifestyles through well designed buildings and spaces, and that help to enhance local biodiversity, use of energy and water efficiency, manage the impact of waste, mitigate the impact of climate change and promote walking, cycling and the use of public transport.

9.1.2 The Core Strategy seeks to achieve wide economic and environmental sustainability simultaneously and recognises the important interrelated health benefits of well-designed neighbourhoods, high quality housing, access to employment opportunities, access to open space and access to shops and services. The DMD sets out specific requirements in relation to energy efficiency and sustainability. There is no need for this AAP to repeat higher level policy, and so this chapter focuses on setting out policy in relation to area-specific issues - in particular, the Lee Valley Heat Network.

## 9.2 The Lee Valley Heat Network

9.2.1 The Council working in partnership with neighbouring boroughs of Haringey and Waltham Forest, the GLA and NLS A have undertaken a study on the feasibility of the Lee Valley Heat Network, [LVHN] July 2011. It addresses how planning the future of energy provision in the sub-region could deliver economic benefits for local residents and businesses including helping to reduce fuel poverty and stability in energy costs.

9.2.2 It demonstrates that there is a unique opportunity to deliver commercially sustainable decentralised heat network that would put the Upper Lee Valley at the forefront of energy production in London. The vision is to combine strategic energy assets and develop them to become a source of low-cost, low-carbon heat where local waste streams represent a significant renewable fuel resource.

9.2.3 The Heat Network has the potential to deliver cost-competitive, low-zero carbon energy supplies, support job creation, reduce overall carbon emissions, facilitate the transition to the low carbon economy, and support development in a coherent, unified way. The Upper Lee Valley Opportunity Area Planning Framework (ULVOAPF) identifies the Edmonton Eco Park is the preferred location as the supply hub for the Lee Valley Heat Network, where best use can be made of existing generating facilities.

9.2.4 The London Boroughs of Enfield and Haringey have followed up the initial feasibility study with a more detailed technical study, the Lee Valley Heat Network - Alma Estate Lake Loop Heating (Dec 2013). This study investigates the feasibility of using a heat pump to extract heat from the King George V reservoir via a lake loop to provide the regenerated Alma Estate with heat. Power would be provided via a CHP unit provided as part of the Alma Estate Regeneration. The study recommends that, on the basis of both financial and environmental performance, the lake loop is the preferred

option. There are a number of risks to the success of the project, and an approach to mitigating these is set out in the report. It is an ambitious scheme, which needs to be able to stand alone, but also have the capacity to expand and integrate easily with neighbouring London heat networks.

### Policy Context for Chapter 10: Sustainable Energy

<b>London Plan</b>	<p>Policy 5.5 Decentralised energy networks</p> <p>Policy 5.6 Decentralised energy in development proposals</p> <p>Policy 5.7 Renewable energy</p> <p>Policy 5.8 Innovative energy technologies</p>
<b>Upper Lee Valley Opportunity Area Planning Framework (July 2013)</b>	Objective 6
<b>Core Strategy (Adopted Nov 2010)</b>	Policy 20: Sustainable energy use and energy infrastructure
<b>Adopted Development Management Document (November 2014)</b>	<p>Policy DMD50: Environmental Assessment Methods</p> <p>Policy DMD51: Energy Efficiency Standards</p> <p>Policy DMD52: Decentralised Energy Networks</p>
<b>Other Sources</b>	<p>National Planning Policy Guidance</p> <p>Enfield Renewable Energy and Low Carbon Study (AECOM), 2010</p> <p>Lee Valley Heat Network Feasibility Study</p> <p>Pre-feasibility Study of the Viability of a Decentralised Energy Network in the context of the Upper Lee Valley (Parsons Brinckerhoff), 2011</p> <p>Enfield 2020 Sustainability Action Plan</p>



Enfield Power Station

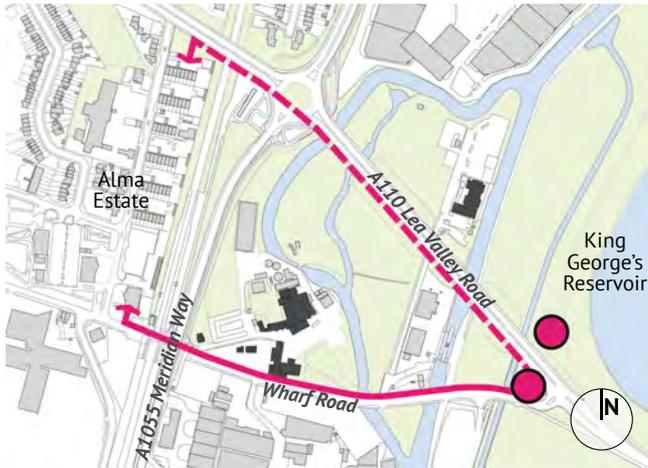


FIGURE 9.1 KEY

- Possible heat pump station locations
- Preferred incoming pipework route from heat pump
- Alternative incoming pipework route from heat pump

### 9.3 Enfield Power Station

9.3.1 Enfield Power Station is located at the northern end of the Brimsdown Industrial Estate adjacent to the River Lee Navigation. It is a natural gas fired power station operated by EON. At present waste heat from power generation is expelled into the atmosphere at 40 degrees celsius via air cooled condensers. As part of the initial feasibility study into the LVHN, options have been identified for taking waste heat from the power station and preliminary discussions have been held with EON. As yet, there is not certainty that the power station could provide heat as well as power.

9.3.2 The power station is scheduled to operate until 2023, at which point EON will decided whether to:

- discontinue operations and decommission the site; or
- construct a new power station or undertake a major recondition of the existing power station which could include provide heat as well as power.

9.3.3 The feasibility study recommend that any new power station at Enfield should be designed to operate in CHP mode, although it should be able to also operate in power mode only to allow flexibility should heat demands not meet expectations. The study stresses the importance of ongoing communication with EON.

#### Policy 9.1: Sustainable Energy

A coordinated approach to sustainable energy is required within North East Enfield to deliver the carbon reductions required by higher level policy.

Proposals within North East Enfield will need to demonstrate compliance with the London Plan and Enfield's Local Plan's policies on energy and sustainability ensuring that development integrates: energy efficiency measures, decentralised energy systems; and renewable energy technologies.

- The Council will encourage the development of the Enfield Power Station site as a Combined Heat and Power (CHP) plant rather than a power generation only facility that is capable of linking to the Lee Valley Heat Network.
- Any new power generation plant and other major potential sources of waste heat must be designed for heat recovery, with the cost of these designs borne as part of the development.
- Developers of schemes at Ponders End, South Brimsdown and Innova Park should explore the potential for CHP, not only to serve their schemes but also to connect into a wider network in the long-term.

The Council will:

- work with partners and stakeholders to ensure that opportunities to establish connections across waterways, highways or private land interests are safeguarded and delivered to allow the future implementation of the Lee Valley Heat Network:
- work with partners and landowners to implement a localised decentralised energy network to support the expansion of the Lee Valley Heat Network, as shown in Figure 9.1; and
- work with partners and developers to develop a framework for implementing a low carbon area across the whole of North East Enfield in line with Core Policy 20 and DMD policies 51-53.

Changes in energy production must ensure no net addition to air pollutant emissions and, where possible, a reduction in such emissions. The implementation of the LVHN will need to ensure no direct or indirect impacts on the Lee Valley biodiversity interests or interests of other European sites.

