

STATEMENT OF COMMON GROUND
BETWEEN



ENFIELD COUNCIL

AND

IKEA

In respect of Enfield Council's Edmonton Leaside Area Action Plan (2017) (ELAAP)

This Statement of Common Ground has been prepared to identify areas of agreement and disagreement between Enfield Council and Quod, acting on behalf of IKEA, on matters relating to the Council's Submission Edmonton Leaside Area Action Plan (2017).

Notes on amendments:

1. **Bold underlined text indicates an addition to the ELAAP text**
2. ~~Strikethrough text indicates a deletion to the ELAAP text~~

Agreed changes:

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<p>5.1.3 Meridian Water comprises one of the largest areas of underused and brownfield regeneration land in London, with large areas of derelict land alongside industrial accommodation of varying age and quality. <u>It also contains a significant scale of retail, including IKEA and Tesco stores.</u> In the context of a significant and worsening housing shortage across Greater London, the case for comprehensive, residential-led redevelopment is compelling.</p>
<p>5.1.7 The Council has selected a master developer which has set out a long-term aspiration to provide around 10,000 new homes and over 6,000 net new full-time jobs at Meridian Water, as well as an additional several thousand construction jobs during its development phase.</p> <p>The Council also suggests removal of any other references throughout the document to a master developer.</p>

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5.4.2 employment at Meridian Water is dominated by industrial uses, in particular B2 and B8, to the east of the site at Harbet Road. In the Council's Industrial Estates Strategy (2014), the industrial infrastructure is described as predominantly secondary warehouse and light industrial units, with some trade counter / wholesale uses.

There is also significant retail activity at Ikea, Tesco and Ravenside Retail Park, which is situated in the central areas of Meridian Water. **This retail provides important employment to local communities.**

5.4.9 Additionally, the uses supporting residential development will result in hundreds of new FTE jobs being created, mainly in retail and education, but also in the health, transport and leisure sectors. **The jobs in the retail sector, including the existing retail businesses in Meridian Water, will continue to make a valuable contribution toward employment and economic growth in Edmonton.** The evidence base modelling assessed the likely additional expenditure arising from new Meridian Water.

Policy EL2, end of first paragraph: It is agreed that the reference to 6,000 – 7,000 net new jobs will be changed to 6,000 net new jobs as follows:

The evidence shows that, subject to sufficient supporting infrastructure and the achievement of high quality urban design, 6,000 ~~to 7,000~~ net new jobs could be delivered at Meridian Water.

All other references in the document to 6,000-7,000 jobs will also be changed to 6,000 jobs.

Policy EL2 New final bullet:

Development which adversely impacts existing businesses and operations should provide appropriate mitigation in line with the London Plan's Agent of Change principle;

Paragraph 5.5.7:

To encourage a vibrant and diverse local shopping environment, a variety of occupants will be encouraged across Meridian Water. The width and height of the shops make a significant contribution

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to the character and the rhythm of the street. **Whilst the market will influence the relative size of each unit, where possible** the width of each shop will therefore be limited to 6-8 metres, with restrictions on double fronted shops.

Paragraph 5.8.1 – additional text:

The Causeway route shown by Figure 5.1 is indicative only.

Policy EL6 - The Causeway

Part A

The Council will work with its partners and stakeholders to implement the Causeway and maximise connectivity across Meridian Water. The route of the Causeway **is indicatively** shown in Figure 5.1.

Fig 5.1 and paragraphs 5.8.8-9:

- Mark all references to the Causeway route as **“indicative”**;
- to designate that **“the detailed design will be shown in the Meridian Water masterplan document”**; and
- to remove any references to the width of the Causeway from the entirety of the AAP document.

Fig 5.2 and other figures showing the Causeway:

For all figures showing the route of the Causeway, the word **“indicative”** will be added to the figure title.

Policy EL12:

Development proposals and supplementary planning documents **will seek to:**

Paragraph 10.1.7:

Policy EL22 provides **information** ~~detail~~ on the proposed routes.

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Policy EL22:

Policy EL22: Proposed Route - Improvement Principles

Route 1: The Causeway – an east-west spine road running through Meridian Water (see Policy EL6)

Route 2: Montagu Road – ~~Ardra~~ Road – Lee Valley Path

Route 3: Charlton Road – Lee Valley Leisure Complex - Pickett's Lock

Lane – Pickett's Lock – Lee Valley Path

Planning proposals and supplementary planning documents to deliver these pedestrian and cycle routes ~~must include will encourage~~:

- ~~Creation of~~ Well-designed, high quality new links and pedestrian and cycle bridges, including

mainline, Meridian Way and River Lee Navigation;

- Clear and consistent signage throughout the route, including on-street markings for cycles;
- Provision of pedestrian and cycle facilities which integrate with the existing highway network;
- Improved public realm; and
- Introducing interventions to discourage informal and on street parking, where this affect the route.

This policy should be read in conjunction with Core Policies 24 and 25 and DMD 48.

Policy EL 23:

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

- *Integration of bus and rail services is improved, and **seek** to ensure that **existing businesses and** major new developments have good access - of no more than 640m from the development - to a bus stop;*
- *Support is given to providing more direct and frequent bus services serving **existing businesses and** employment areas. TfL will be encouraged to extend the operational hours of such services to match employees shift patterns and time services to match employees travel to and from work to reflect demand;*

Changes proposed by Quod, but not agreed by LBE:

Issue (Document Order)
New paragraph after 5.1.7: <u>Existing businesses, including IKEA, will continue to be important to the area, and it is an objective of this AAP to ensure any development at Meridian Water should not detrimentally affect their operations.</u>
New Paragraph after 5.4.6 <u>It is anticipated that the existing major retail businesses, including IKEA, will retain their businesses in Meridian Water. Their current operations will be protected, and regeneration in Meridian Water should not harm these operations.</u>
Policy EL2 – new third bullet proposed: <u>Growth of existing businesses, enabling them to expand their operations and provide additional job opportunities;</u>
Policy EL3 – paragraph 3 and the following bullet: <i>Development Proposals for A-Class uses, and supplementary planning documents showing A-Class uses, will be permitted in the following locations:</i> <ul style="list-style-type: none">• <i>Fronting on to the Causeway, in particular <u>where it does not detrimentally affect the visibility of existing businesses and the servicing, access and car parking serving existing businesses. Such uses will be</u> concentrated between and including the existing Glover Drive and the crossing over the River Lee Navigation;</i>
Paragraph 5.8.3 – additional wording: <u>The development of the Causeway should be compatible with existing neighbouring uses, and should not harm their accessibility, operations and visibility. It should be designed to avoid the creation of severance between the existing IKEA store and the existing IKEA car park.</u>
Policy EL6 Part A – new paragraph proposed:

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The design of the Causeway should not cause any harm to the existing vehicular access, car parking and servicing of the IKEA store.

Policy EL6 Part B change to third bullet of paragraph 2:

Seek to eEnsure active frontages to the Causeway on both sides for all new businesses, in line with detail to be provided in the Meridian Water Masterplan;

Policy EL6 Part B:

~~Ensure no~~ **Discourage the provision of car** parking between the building frontage and the Causeway, with the only exceptions being **existing parking and** on-street single-width parking;

Policy EL6 Part B – new final bullet:

Demonstrate that the Causeway route will not cause any harm to the operation, visibility, existing vehicular access, car parking and servicing of the IKEA store.

Paragraph 5.8.6:

The **indicative** route is articulated in four sections. **The design of the route will come forward as part of the masterplan; it will be designed to ensure it does not interfere with existing operations.**

The route is identified by a ~~no-build~~ corridor with a variable width, indicating the minimum distance between buildings and permanent structures.

Meanwhile uses and temporary buildings can be located within this corridor only if their presence does not interfere with the Causeway's alignment. Cycle lanes will be provided along **the Causeway.** **Their design should take into account their interaction with the access requirements of existing established businesses and should not undermine the operation, accessibility and visibility of existing businesses, including IKEA.**

Paragraph 5.8.7:

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Segment 1 - starts at the junction of the existing Glover Drive with Meridian Way to the west and ends just beyond eastern limit of the IKEA store before crossing the Pymmes Brook. The alignment of Glover Drive will be retained as it serves the Tesco Extra and IKEA stores. **No works will be supported which would undermine existing operations, including IKEA.** The profile of Glover Drive will be reconfigured to accommodate cycle lanes in each direction, generous pavements, and landscaping, **except where this would undermine the operation, accessibility and visibility of existing businesses, including IKEA.** The corridor width in this section **is indicated at 32 m.**

5.11.4:

Active frontages are an important element in establishing a sense of place **and, with the exception of existing businesses,** should be provided along the Causeway, the River Lee Navigation and around the railway station area **where it is deemed possible, in line with the Meridian Water Masterplan and subject to detailed design. Indicative active frontages are shown in Figure 5.4. Where there would be no detrimental impact upon existing businesses, the...**

Figure 5.4 – to be amended in relation to IKEA to reflect above amendment to paragraph 5.11.4.

Policy EL10:

Supplementary planning documents **will be encouraged** to:

- Maximise opportunities for intensification and making most efficient use of land;
- Develop a hierarchy-based network of streets and eliminating existing surface car parking (with the exception of on-street and blue-badge **and those serving existing retail operations, such as IKEA,** parking);

Policy EL11 – Part A:

Part A: Building Configuration

Development proposals **and** supplementary planning documents ~~must~~, **will seek to:**

- Deliver both high quality design and high density development while ensuring the viability of the

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major infrastructure required by the development;

- *Ensure buildings conform to a height-to-width ratio appropriate for the street, with an aspect ratio of 1:1 to 1:1.5, achieved through design solutions such as upper storey set-backs, accent towers and breaks in blocks, as well as raised podium courtyards used to maximise aspect and access to daylight and sunlight;*
- *Provide for **Encourage** the modification and adaptation of buildings and layout, **where practical** including those of existing retail operators, so that they support comprehensive regeneration;*
- *~~Set out an~~ **Promote an** appropriate mix of uses, which could include commercial and other non-residential uses on ground and lower floor levels, with residential uses on higher floors;*
- *Have a direct, positive and productive relationship with the public realm, providing natural surveillance;*
- *Maximise unobstructed long views from roof terraces;*
- *Protect residential privacy through appropriate measures including horizontal and vertical screens, angled windows or obscured glazing, and planting schemes;*
- *Provide, where practical roof gardens or green/brown roofs;*
- *Include green walls, where **practical and viable**, to provide visual interest, mitigate climate change and support biodiversity; and*
- *For commercial units, incorporate a minimum of four metres floor to ceiling height, **where practical and suitable for the business**, to allow for flexibility of use;*

Paragraph 11.8.3 – new paragraph after 11.8.2:

The car park provision at existing businesses will not be undermined and support will be given to new parking provision at existing businesses where there is a proven need for more car parking.

Paragraph 11.9.10 – additional wording:

Development will not be permitted where it harms the operations (car parking, access or servicing) of existing businesses.

Changes proposed by LBE, but not agreed by Quod:

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New paragraph after 5.1.7: <u>Existing businesses will continue to be important to the area, and it is an objective of this AAP to ensure that development proposals at Meridian Water should take into consideration their operations.</u>
New Paragraph after 5.4.6 <u>It is anticipated that existing major businesses will retain their operations in Meridian Water. Regeneration proposals should work alongside existing businesses to ensure their operations are taken into consideration.</u>
Paragraph 5.8.3 – additional wording: <u>The development of the Causeway should take into consideration existing businesses and operations and should where feasible and reasonable seek to mitigate adverse impact.</u>
Policy EL6 Part B change to third bullet of paragraph 2: <u>Seek to eEnsure active frontages to the Causeway on both sides for all new businesses as well as for existing businesses where possible, in line with detail to be provided in the Meridian Water Masterplan;</u>
Policy EL6 Part B: Ensure no <u>Discourage the provision of car</u> parking between the building frontage and the Causeway, with the only exceptions being on-street single-width parking;
Paragraph 5.8.6: <u>The indicative route is articulated in four sections. The design of the route will come forward as part of the masterplan;</u> The route is identified by a no-build corridor with a variable width, indicating the minimum distance between buildings and permanent structures. Meanwhile uses and temporary buildings can be located within this corridor only if their presence

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does not interfere with the Causeway's alignment. Cycle lanes will be provided along **the Causeway. Their design should take into account their interaction with the access requirements of existing established businesses.**

5.11.4:

Active frontages are an important element in establishing a sense of place and should be provided along the Causeway, the River Lee Navigation and around the railway station area. **Indicative active frontages are shown in Figure 5.4.**

Policy EL10:

Supplementary planning documents **will be encouraged** to:

- Maximise opportunities for intensification and making most efficient use of land;

Policy EL11 – Part A:

Part A: Building Configuration

Development proposals **and** supplementary planning documents ~~must~~ **should**:

- Deliver both high quality design and high density development while ensuring the viability of the major infrastructure required by the development;
- Ensure buildings conform to a height-to-width ratio appropriate for the street, with an aspect ratio of 1:1 to 1:1.5, achieved through design solutions such as upper storey set-backs, accent towers and breaks in blocks, as well as raised podium courtyards used to maximise aspect and access to daylight and sunlight;
- ~~Provide for~~ **Encourage** the modification and adaptation of buildings and layout, including those of existing retail operators, so that they support comprehensive regeneration;
- ~~Set out an~~ **Promote an** appropriate mix of uses, which could include commercial and other non-residential uses on ground and lower floor levels, with residential uses on higher floors;
- Have a direct, positive and productive relationship with the public realm, providing natural surveillance;
- Maximise unobstructed long views from roof terraces;
- Protect residential privacy through appropriate measures including horizontal and vertical screens,

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angled windows or obscured glazing, and planting schemes;

- *Provide, where practical roof gardens or green/brown roofs;*
- *Include green walls, where **practical and viable**, to provide visual interest, mitigate climate change and support biodiversity; and*
- *For commercial units, incorporate a minimum of four metres floor to ceiling height to allow for flexibility of use;*

Paragraph 11.9.10 – additional wording:

Development should take into consideration existing businesses and operations and should where feasible and reasonable seek to mitigate adverse impact.

Transport modelling and the Causeway:

On **Transport modelling**, the **Council's View** is that:

The Plan area as a whole has been subject to numerous transport studies as the proposals have evolved over time and various challenges and opportunities have been identified. The proposed strategy for delivering Meridian Water is a phased approach, with Transport Assessments to be submitted for separate items of infrastructure and parcels of development at the most appropriate time. Each future planning application will also be subject to discussions with Transport for London (TfL) and transport modelling work. The Council acknowledge that additional transport modelling is required to allow the local and strategic impact of the AAP to be determined.

The Council also acknowledge that the ELAAP goes beyond the Core Strategy transport evidence base which supported the initial 5,000 homes. However subsequent preliminary strategic modelling work which accompanied the Phase 1 Meridian Water application have already tested a number of highway network and housing options including 10,000 homes and 6,000 jobs. The Meridian Water Masterplan will establish the detailed quantum of land uses to be delivered on a phased basis over the 15-20 year build out period of the project.

On the **Causeway**, the **Council's View** is that:

Amendments have been made to the ELAAP in reference to the Causeway route as proposed above, to address concerns raised. These amendments acknowledge that the detailed design of the final

route will come forward as part of the Meridian Water Masterplan and ensure it takes into account existing businesses and their operations.

IKEA remains concerned that the Strategic Modelling Report (October 2016) advises that 10,000 homes and 6,000 jobs would have a significant impact on the network, and that to date, a comprehensive package of mitigation through a multi-modal transport strategy has not yet been developed. It is **IKEA's** strong view that that further work is necessary, which will need be undertaken by the Council, to understand the local road network operation, using standalone junction models, to confirm that this will operate efficiently when the AAP development is complete. **IKEA** also remain concerned regarding the Causeway's alignment and design, its interaction with the access requirements of existing businesses and their operation, accessibility and visibility, and would not support the alignment where it adversely impacts on their business (including operations, accessibility and visibility).



Signed on behalf of Enfield Council

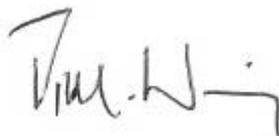


Signed _____

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Place

Date: 05/10/2018

Signed on behalf of IKEA



Signed _____

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Date: 05/10/2018