



Edmonton Leaside Area Action Plan: Supporting Evidence

Final Report

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ABBREVIATIONS

AAP	Area Action Plan
BRES	Business Register and Employment Survey
CAZ	Central Activity Zone
GLA	Greater London Authority
HCA	Homes and Communities Agency
LBB	London Borough of Barnet
LBE	London Borough of Enfield
LBH	London Borough of Haringey
LBHI	London Borough of Hillingdon
LBHO	London Borough of Hounslow
LBWF	London Borough of Waltham Forest
ONS	Office of National Statistics
SIL	Strategic Industrial Land

1 SOCIO-ECONOMIC REPORT

1.1 Housing

- 1.1.1 In 2015, median house prices in all of the Edmonton Leaside wards (Edmonton Green, Jubilee, Lower Edmonton and Upper Edmonton) were below the borough average, most notably Edmonton Green¹.
- 1.1.2 The most prevalent housing type in Edmonton Leaside is terraced housing, whilst flats are the second most common. All of the Edmonton Leaside wards have below average proportion of detached and semi-detached housing compared to the borough average.
- 1.1.3 The Edmonton Leaside wards have relatively low levels of owner-occupied housing and corresponding higher levels of private rent, social housing and council housing than the borough average.

1.2 Population

- 1.2.1 In 2015 the population of Enfield numbered 348,533 residents and is forecast by the GLA to increase to 378,766 people by 2026, a proportional expansion of 8.7%². The population of London is forecast to increase at a rate of 9.4% over the same time period, similar to Enfield.
- 1.2.2 The latest version of the London Plan sets Enfield a target of providing an additional 798 dwellings per annum between 2015/16 and 2024/25³. These homes are expected to be accommodated on a range of sites across the borough, although opportunities to achieve housing delivery at a significant scale and pace are in limited supply.
- 1.2.3 The five Lower Super Output Areas⁴ (LSOAs)⁵ which form Edmonton Leaside have a population of 8,900 people⁶. The population densities of the LSOAs are lower than the Enfield average due to the high number of industrial and utility sites within the AAP area⁷. There is an over-representation of residents aged 0-15 in the Edmonton Leaside (27.5%) in comparison to the Enfield average (22.8%). Conversely, there is an under-representation in Edmonton Leaside of residents aged over 65 versus the Enfield average (8.8% and 12.8% respectively).
- 1.2.4 The plan area is ethnically diverse in comparison to the rest of the borough, with high concentrations of people of Black Caribbean, Black African, Turkish and Turkish Cypriot heritage.
- 1.2.5 According to the Indices of Multiple Deprivation (IMD) (2015), all of the LSOAs in the AAP area are within the most deprived 20% in England⁸.

¹ Greater London Authority (GLA), (2016); Average House Prices by Borough, Ward, LSOA and MSOA: 2015.

² GLA, (2016); Borough 2015 Round Capped SHLAA Based Population Projections

³ GLA, (2016); Minor Alterations to the London Plan.

⁴ Edmonton Leaside contains the following LSOAs: Enfield 018B; Enfield 025A; Enfield 025G; Enfield 30C; and Enfield 033F.

⁵ Lower Super Output Area data has been added to this appendix given these area provide a good match for the spatial footprint of Edmonton Leaside.

⁶ ONS, (2016); Mid-Year Population Estimates: 2015.

⁷ ONS, (2016); Mid-Year Population Density Estimates: 2015.

⁸ Department of Communities and Local Government (DCLG), (2015); Indices of Multiple Deprivation: 2015.

1.3 Crime and disorder

- 1.3.1 Upper Edmonton and Edmonton Green wards have some of the highest rates of crime and anti-social behaviour in the borough⁹. An improved public realm and good future development design could potentially help to address these issues.
- 1.3.2 Crime has been identified as a key issue on some of the borough's industrial estates, from petty crime and vandalism to the theft of expensive equipment and the presence of fear of serious crime.
- 1.3.3 A number of crimes of thefts or vandalism are left unreported because they happen so consistently, and that industrial estate owner/occupiers feel that crimes against them are perhaps considered to be less serious than crimes committed against residential occupiers.
- 1.3.4 The Council with partners has developed an Industrial Estates Strategy setting out short, medium and long term implications for the estates¹⁰. Through this a number of partnerships are being promoted that are aimed at reducing business crime within the borough. This will build on initiatives already in place, some of which the AAP will support.

1.4 Employment and skills

- 1.4.1 There is a considerable variation in the levels of qualifications held by residents within the AAP area in comparison to Enfield averages. In Edmonton Leaside 30.6% of residents over the aged 16 or over hold no qualifications and 19.8% hold degree level, in Enfield overall a lower proportion of residents have no qualifications (23.0%) and a higher proportion hold degree level qualifications (28.7%)¹¹.
- 1.4.2 In Enfield the proportion of people working in most employment categories is largely similar to London and Great Britain averages¹². However, the proportion of people working in sectors which are generally associated with industrial estates such as manufacturing and motor trades (5.3% and 2.0% respectively) is higher than in London as a whole (2.3% and 0.8% respectively). There are a number of large manufacturing firms in Enfield such as Coca Cola which is located on the Eley Industrial Estate within the AAP area.
- 1.4.3 The median gross weekly wages of Enfield residents is lower than the London average¹³. Over a year, a resident on Enfield will earn £3,000 gross less than the average resident of London.
- 1.4.4 Unemployment levels in the Edmonton Leaside are higher than the Borough average. The five LSOAs combined had an average unemployment rate of 7.9% versus the Borough average of 5.9%¹⁴. The proportion of residents claiming Job Seekers Allowance (JSA) for more than 12 months out of all JSA claimants ranges from 13.3% to 42.1% in the Edmonton Leaside LSOAs, the Enfield average of 28.5% fits within the middle of this range¹⁵.

⁹ <http://www.met.police.uk>, accessed November 2016.

¹⁰ London Borough of Enfield (LB Enfield), (2014); Industrial Estates Strategy.

¹¹ ONS, (2011); Census: 2011.

¹² ONS, (2015); Business Register and Employment Survey.

¹³ ONS, (2016); Annual Survey of Hours and Earnings: 2015.

¹⁴ ONS, (2011); Census 2011.

¹⁵ Department of Work and Pensions (DWP), (2016); Job Seeker's Allowance by Age and Duration: September 2016.

1.5 Education

- 1.5.1 In the 2014/15 academic year, 54.5% of children taking GCSEs gained five or more graded A*-C including Maths and English, which is slightly higher than the England average (53.8%)¹⁶. However, the Edmonton Leaside wards have amongst the lowest percentages in the borough.
- 1.5.2 Residential development in Edmonton Leaside will lead to an increase in the number of school age children in the local population. This will cause an expansion in demand for early years, primary and secondary school provision.
- 1.5.3 Projected increase in birth rates, leading to population increases, will result in a strong demand for early years provision in the area.
- 1.5.4 There is also a strong forecast demand for primary and secondary school places in the short-medium term. Enfield is forecasted by the Department of Education to see a 10.4% increase in the number children requiring primary school places from 2014/15 to 2019/20¹⁷. The Department also forecasts that demand for secondary school places in Enfield will increase by 18.4% from 2014/15 to 2021/22.

1.6 Health

- 1.6.1 Life expectancy for residents of Edmonton Leaside wards (80.6 years) is below the Enfield average (82.4 years)¹⁸. The proportion of residents that have their day to day activities limited a little or a lot is also higher in the LSOAs than the rest of Enfield¹⁹.
- 1.6.2 Childhood obesity has become an increasingly significant issue with Enfield having amongst the highest levels of obesity in England. Barriers to active travel and difficulty accessing open spaces are also likely to contribute to reduced activity levels.

1.7 Community Facilities

- 1.7.1 Pickett's Lock is currently underutilised and suffers from low footfall as a result of its relative inaccessibility. The site has the potential to serve a larger number of people and play a greater role in meeting the leisure needs of local residents. In addition to the leisure facilities at Pickett's Lock, there is a leisure centre in neighbouring Edmonton Green.
- 1.7.2 There are parks and open spaces towards the residential areas in the west; however, they suffer from poor accessibility due to barriers to movement. This is particularly true for the Lee Valley Regional Park which has few connections or linkages with Edmonton Leaside at present.
- 1.7.3 The main area of green space in Edmonton Leaside is Montagu Recreation Ground.
- 1.7.4 As Meridian Water comes forward the area will not be able to accommodate additional green space. This will place greater emphasis on improving access, particularly to the Lee Valley Regional Park and more intensive use of current green spaces.

¹⁶ Department of Education, (2016); Revised GCSE and Equivalent Results in England: 2014 to 2015.

¹⁷ Department of Education, (2016); SCAP 2015 Pupil Actuals and Forecasts.

¹⁸ GLA, (2016); Life Expectancy at Birth by Ward.

¹⁹ ONS, (2011); Census 2011.

- 1.7.5 Levels of dissatisfaction with open space are highest in the Edmonton Leaside area compared to other areas in Enfield. This is thought to be due to the limited range of open spaces and the generally poor levels of accessibility to them.
- 1.7.6 There are accessibility deficiencies in terms of allotments with none located within Edmonton Leaside, meaning that most of the area is not within 800m of an allotment. The closest patch of allotments is located south of Edmonton Leaside on Marsh Lane in Haringey. Capacity at existing allotment sites in the borough is limited, with one vacant plot available for every 11 people on the waiting list.

1.8 Employment

- 1.8.1 Enfield and the Upper Lee Valley is an important location in North London for employment; particularly in distribution, logistics and manufacturing industries.
- 1.8.2 The Upper Lee Valley contains London's second largest reservoir of industrial employment land, classified as SIL (Strategic Industrial Locations) and LSIS (Locally Significant Industrial Locations).
- 1.8.3 The SIL locations in Edmonton Leaside are Montague Industrial Estate, Eleys Estate, Aztec 406 Industrial Park, Edmonton Eco Park and Harbet Road Industrial Estate, while LSIS locations are Claverings Industrial Estate and the south part of Montague Industrial Estate. Additionally, Argon Road Industrial Estate is located within Edmonton Leaside. The majority of the industrial estates are well used and have limited vacancies, which suggest high demand for sites and premises.
- 1.8.4 Key employment sectors in Edmonton Leaside include logistics, warehousing, utilities, motor vehicle repair, wholesale and food and drink manufacturing.
- 1.8.5 Enfield's manufacturing sector in 2015 was proportionally the 7th largest out of the London Boroughs and the 10th largest by number of people employed in it²⁰.
- 1.8.6 There are around 36 food and drink manufacturing businesses in Enfield with around half located in Edmonton Leaside²¹. Over the 2006-16 period the largest relevant growth sectors in Enfield were forecast in the 2012 Employment Land Review to be wholesale and retail (25%) and transport and communications (6%). Part of the borough's demand for industrial land could be met by intensifying existing industrial estates at Edmonton Leaside.
- 1.8.7 Enfield currently has 27 businesses in the green and low carbon sector that produce energy, manage and process waste and install energy saving technology²². The borough is also London's second largest waste management and recycling hub and contains Edmonton EcoPark, a sub-regional facility that is one of London's largest recycling and sustainable waste management facilities.
- 1.8.8 Green industries and advanced manufacturing are important growth sectors in London and Enfield. There is demand across all of Edmonton Leaside's designated employment areas, though Council support and intervention will be important in helping to ensure that they remain viable.

²⁰ ONS, (2016); Business Register and Employment Survey: 2015.

²¹ LB Enfield, (2012); Employment Land Review.

²² LB Enfield, (2012); Employment Land Review.

1.9 Transport and movement

- 1.9.1 Edmonton Leaside has good access to the A406, A10 and M25, and is on the West Anglia mainline, providing direct access to Stansted airport. The West Anglia Mainline also links into Stratford, which is an important interchange and employment centre in East London. This access to the strategic road network and rail network is a key factor in supporting Edmonton Leaside's large industrial land portfolio.

1.10 Rail

- 1.10.1 The West Anglia Mainline runs north-south through Edmonton Leaside with a station at Angel Road. The station has few stopping services which greatly reduces rail accessibility in the area. Funding has been committed to increase the number of trains stopping at Angel Road to four per hour by 2018 and eight trains per hour by 2022. Angel Road station will also be relocated within Edmonton Leaside to create a new integrated transport hub, with new entrances and longer platforms.
- 1.10.2 The railway line forms a barrier to movement from east to west for pedestrians and cyclists, and currently limits access to Angel Road station. The station also has a low quality pedestrian environment which further reduces passenger utilisation. The station does not have step-free access and basic facilities such as real-time passenger information.
- 1.10.3 Partly indicative of the poor accessibility and rail links is that 4.5% of residents in employment in the Edmonton Leaside travel to work by train, which is lower than the Enfield and London averages (11.9% and 13.3% respectively)²³. This suggests that there is scope to achieve modal shift for existing and future residents.
- 1.10.4 Crowding levels in and around the Edmonton Leaside area by 2031 are forecast to be at a similar level to today and in the longer term, schemes such as Crossrail 2 could improve accessibility of the Upper Lee Valley.

1.11 Roads

- 1.11.1 The A406 North Circular runs east to west through the south of Edmonton Leaside, linking the area to other parts of north London. It forms a barrier to north-south movement through the site between Meridian Water and the rest of Edmonton Leaside.
- 1.11.2 Meridian Way (the A1055) is the main north-south road through Edmonton Leaside linking the A406 and M25. However, in conjunction with the railway line, it forms a significant barrier to east-west movement. The local east-west highway network is restricted by reservoirs and rail lines, meaning that capacity is limited to the main strategic routes. The A406 is already near operating capacity and is expected to experience increased pressure in the future due to higher trip generation due to growth in Enfield²⁴.
- 1.11.3 The A1010 'corridor' is close to, but outside of, the Edmonton Leaside AAP. The corridor is a focus for local shopping and community facilities, with shopping centres at Edmonton Green and Angel Edmonton. The road is busy and there are conflicts between vehicles, pedestrians and cyclists.

²³ ONS, (2011); Census: 2011.

²⁴ LB Enfield, (2009); Core Strategy Transport Assessment.

- 1.11.4 Traffic levels on the highway network are already greater than the planned capacity. This situation is not helped by the unsatisfactory current indirect access to the M25 via Bullsmoor Lane (A1055). Some of the work undertaken by TfL as part of the on-going A1010 corridor study recognises that congestion is a serious problem at the A1010 / A1055 junction. Traffic levels across the North London sub-region are forecast to increase by some 12% (or around 100,000 km) in the AM peak hour by 2031²⁵.
- 1.11.5 Nightingale Road and Montagu Road run north-south along the western boundary of Edmonton through the residential areas of Edmonton and Lower Edmonton towards Southbury and Claverings Industrial Estate. This generates a significant level of traffic from commuters travelling to work and the industrial estates.
- 1.11.6 Access to and from the industrial estates is difficult and the route between Meridian Way and the North Circular is indirect.
- 1.11.7 There is a need to reduce conflict between residential and commuter traffic with road freight. The location of Edmonton Leaside along the West Anglia Mainline and Lee Valley may enable the transfer of freight to reduce the impact of freight transport on the local highway network.
- 1.11.8 There is a need to achieve a modal shift for freight and commuter traffic to reduce pressure on the transport network, reduce conflicts between road users, pedestrians and cyclists, and to increase movement through and between Edmonton Leaside to the surrounding areas.

1.12 Car Ownership

- 1.12.1 In Edmonton Leaside 46.6% of households have no access to a car, which is higher than the averages for Enfield (32.5%) and London (41.6%)²⁶.
- 1.12.2 Of those in employment, 37.7% of Edmonton Leaside residents travel by car, less than the Enfield average (42.4%) but higher than the London average (28.0%). This shows that whilst car ownership is lower in Edmonton Leaside, those that do own a car are dependent on it for accessing employment opportunities²⁷.

1.13 Parking

- 1.13.1 Within Edmonton Leaside parking is largely unrestricted, with few controlled parking zones or on-street pay and display parking areas.
- 1.13.2 The industrial estates in the area are characterised by considerable levels of ad-hoc on-street parking. The built environment of some estates, poor circulation, poor servicing areas, close proximity to residential areas and friction between different users on the estates have all contributed to difficulties with parking provision. All of these factors can restrict traffic flow.
- 1.13.3 In order for new developments on the industrial estates to be successfully let parking provision needs to be increased.

²⁵ LB Enfield, (2012); Discover Central Leaside: Towards an AAP.

²⁶ ONS, (2011); Census: 2011.

²⁷ ONS, (2011); Census: 2011.

1.14 Pedestrian and Cycle Links

- 1.14.1 The area has access to the National Cycle Network route and Lee Valley Strategic Walk along the River Lee Navigation linking to London's Docklands in the South and Waltham Cross in the north.
- 1.14.2 Elsewhere, east-west and north-south journeys are disrupted by numerous barriers to movement, in particular the railway line, the A406, Meridian Way, the large industrial estates and the Lee Valley waterways and reservoirs.
- 1.14.3 Meridian Water is poorly connected with its surroundings and movement is hindered not only due to the isolated nature of the area but also due to a lack of a pedestrian friendly environment. Greenway enhancements are needed to connect Meridian Water and Edmonton Green.
- 1.14.4 The percentage of residents that cycle to work in Edmonton Leaside is marginally lower (1.3%) than Enfield (1.4%), but is significantly below London (4.0%) and England (3.0%)²⁸.
- 1.14.5 One of the key proposals of the Cycle Enfield scheme is to redesign the town centre of Edmonton Green around cycling and to improve cycle links to this area. New segregated cycle routes will provide direct connections to Central London and key destinations along the A1010 (Hertford Road) and A110 (Southbury Road). The A1010 cycle route will connect Edmonton Green to Ponders End and Tottenham, as well as improving access to employment opportunities in Meridian Water.

1.15 Public Transport Accessibility

- 1.15.1 Despite the high number of train stations in the Lee Valley, accessibility to public transport in the area is generally low. Public transport in Edmonton Leaside is limited, with an infrequent north-south rail service and a relatively low number of bus routes.
- 1.15.2 There are 18 bus routes and one night bus route that run through the wards which intersect with Edmonton Leaside, although connections within the area itself are far more limited.
- 1.15.3 Bus linkages are particularly weak to the east of the area where there are fewer road linkages. However, bus services though limited, are important to Edmonton Leaside residents; 26.4% of residents travel to work via bus, which is significantly higher than the Enfield and London averages (13.3% and 14.0% respectively)²⁹.
- 1.15.4 Public transport with sufficient capacity, frequency and quality needs to be provided in order to deliver development within Edmonton Leaside. Improving transport provision and accessibility will also encourage and enable new development across the area, in particular the proposed new community at Meridian Water and the improved access to the industrial estates and the redeveloped leisure and recreation destination at Pickett's Lock.

²⁸ ONS, (2011); Census: 2011.

²⁹ ONS, (2011); Census: 2011.

2 PROPERTY MARKET SUMMARY

2.1 Introduction

2.1.1 The majority of the economic activity in the Edmonton Leaside Area Action Plan (AAP) zone is industrial, with the office and retail markets being secondary in comparison³⁰. The AAP area is not a densely populated area due to industrial estates, utilities facilities and 'big box' retail taking up much of the space within the AAP boundary.

2.1.2 Within the Lower Super Output Areas (LSOAs) which make up Edmonton Leaside, the proportions of workers employed in broad industry groups associated with industrial and warehouse premises differ to Enfield and London averages³¹. Higher proportions of the Edmonton Leaside workforce are employed in industrial associated sectors such as manufacturing (9.2%) and transport and storage (11.7%) in comparison to the Enfield (5.3% and 5.7% respectively) and London (2.3% and 4.5% respectively) averages³². In Edmonton Leaside the major industrial and logistics employers include Coca Cola Enterprises, Lidl and Heals.

2.2 Current Stock

Residential

2.2.1 The residential stock in Edmonton Leaside is almost all to the west of Meridian Way, largely along Montagu Road, where the housing stock is characterised as reasonable quality Victorian terraced housing to the south, post war housing in the middle and new build residential crescents in the north of the AAP area. There is also a small estate of housing on Picketts Lock Road, adjacent to the Deephams Sewage Works.

Industrial

2.2.2 As of November 2016 Enfield has 12.0 million sq. ft. of industrial floorspace and 1.8 million sq. ft. of light industrial floorspace³³, 640,000 sq. ft. of the industrial floorspace is currently vacant (5.4% of total stock). In the open market 760,000 sq. ft. of industrial floorspace is currently available (6.3% of total stock). Average Rents for industrial floorspace have increased from £6.65 per sq. ft. in Q1 2009 to £9.49 per sq. ft. in November 2016.

2.2.3 The stock of accommodation in Edmonton Leaside is of variable quality, but rents on average are currently similar to Enfield³⁴. Between Q1 2009 and November 2016 average rents in Edmonton Leaside have increased from £7.12 to £9.13. Recent transactions include the letting of space on Advent Way on the Eley Industrial Estate at £13.00 per sq. ft.

2.2.4 The steady absorption of accommodation, together with minimal delivery of speculative space onto the market, has accentuated falls in vacancy. In Edmonton Leaside 2.0% of total industrial floorspace is vacant and not occupied, which is lower than the Enfield average of 5.4%.

³⁰ London Borough of Enfield (LB Enfield), (2014); Central Leaside: Proposed Submission Area Action Plan.

³¹ Edmonton Leaside contains the following LSOAs: Enfield 018B; Enfield 025A; Enfield 025G; Enfield 30C; and Enfield 033F.

- 2.2.5 The Lee Valley industrial corridor (including Edmonton Leaside) has a high proportion of distribution and logistics (B8 use) businesses. There is also a heavy industry/utilities presence within the study area. This includes Deephams Sewage Treatment Works, National Grid and Enfield Power Station on the Brimsdown estate.
- 2.2.6 Much of the current take up of accommodation is by small independent enterprises who are attracted to the location and the cheap rents that are available due to the quality of accommodation.
- 2.2.7 The majority of current requirements in Enfield as a whole are for logistics warehouse accommodation. Specifically, the closer to either the M25 (J25) or the North Circular Road the better, but as demand increases, occupiers will look to secure premises where the infrastructure can accommodate them. Currently, there are requirements from John Lewis, Waitrose, Ocado, Amazon and others for large distribution warehouses. Innova Park is very popular and the first speculative 76,000 sq. ft. warehouse development for more than 5 years is under construction, which will satisfy this part of this demand.
- 2.2.8 Demand in the area is for the new, attractive, high specification buildings, with good yard space and parking provision. In order to achieve this, some of these older estates should be redeveloped at no more than 45% plot ratio. This modern standard is what is required by occupiers and institutional investors.

Office

- 2.2.9 With a total office stock of 2.3 million sq. ft. in the borough, the office sector is small in comparison to the industrial market of 12.0 million sq. ft., and provides a smaller contribution to Enfield's economy. The total area of office floorspace in Enfield since 2005 has decreased by -2.1%, suggesting there has been little to no speculative development of offices in recent years. The office market in Edmonton Leaside is very limited (84,000 sq. ft. of floorspace in total) and of variable quality. The main function of the market in the AAP area is to mainly support industrial activity in Edmonton Leaside.
- 2.2.10 The stock of office accommodation in Edmonton Leaside is often part of a mixed office/industrial units. There is little office accommodation in purpose built office blocks. Older property within the Claverings Industrial Estate offer B1 opportunities, especially within the New Horizon Business Centre, but this location is still quite isolated and lacks the local services that modern occupiers look for to attract their staff.
- 2.2.11 Due to this, and the low values for residential accommodation, the office market in Edmonton Leaside has been relatively unaffected by office to residential conversions, allowed without planning permissions after changes to Permitted Development Rights which occurred in May 2013.
- 2.2.12 While Edmonton Leaside is a strong industrial area, there is presently a very limited demand for office accommodation. This is for a number of reasons, but mainly due to the fact that occupiers tend to locate within the town centres or within purpose built office parks. There are established regional office locations that would compete with Edmonton Leaside for north-of-London office occupiers, such as Welwyn Garden City, Hatfield, St Albans and Harlow.

Retail/Leisure

- 2.2.13 Within Edmonton Leaside there is no traditional high street or significant cluster of retail accommodation; however, there is some out-of-town 'big box' retail including Ravenside Retail

Park, Ikea and Tesco. These stores all south of the North Circular road within the Meridian Water boundary.

- 2.2.14 The Ravenside Retail Park takes a total of £61m of comparison goods spend. Shopper profiles in Edmonton Leaside are different from the borough-wide averages. Shoppers in Edmonton Leaside come from a large catchment area and use the DIY and Home stores off the North Circular, including Next Home, Wickes and Ikea, which is the major driver of shopper demand.

2.3 Opportunities

Residential

- 2.3.1 In order to deliver viable residential units at Meridian Water, a regeneration project is required in order to deliver high quality housing in a new, improved environment. Similar such projects include Woolwich Arsenal and Kidbrooke Village by Berkeley Group and Wembley Park by Quintain. These schemes created new and improved environments and identities, which increased the desirability of the areas and in turn expanded the demand and value of residential units. These schemes are good examples of creating mixed and balanced communities. The effects of these projects have spread beyond the initial development areas.
- 2.3.2 Meridian Water presents a good residential development opportunity due to the planned improvements of local infrastructure. The Lee Valley Heat Network is a service provided by the Eco-park in the Edmonton Leaside area. This will provide energy and heating for Meridian Water, which is planned to contain high quality, sustainable developments. Deephams Sewage Treatment Works is also being refurbished, which will provide more effective sewage treatment facilities and will be able to serve the new homes planned for the areas.
- 2.3.3 Once Meridian Water is underway, the increased supply of new and varied residential accommodation will provide an opportunity for a new community in this part of Enfield. Demand for accommodation will increase as the benefits of living in Meridian Water become widely known. The regeneration benefits of the scheme should also help drive demand as the area improves with new working, living and leisure opportunities. Improvements to Angel Road station will improve accessibility for commuters and new residents. This increased supply of new business and residential accommodation will lead to an increase in demand and therefore value, providing the next phases the fiscal impetus that will be required to sustain the long term regeneration of the area.

Industrial

- 2.3.4 Supporting new employment growth and strengthening the local labour market are the key ingredients to supporting Enfield's economy and realising the vision of Edmonton Leaside as an area that will attract investment.
- 2.3.5 Edmonton Leaside is a popular industrial area and certain areas should continue to be promoted for employment uses. One of the major opportunities to improve the area is to redevelop the old, cluttered estates which do not meet the requirements of many industrial occupiers, like Eleys Industrial Estate. There is demand for good logistics accommodation, but little present appropriate supply. However, this may become increasingly difficult as the high demand and low available accommodation is pushing rents higher and increasing the investment value of the units. The broken ownership of the units also limits the potential for a comprehensive large scale redevelopment, which is what would be required to effectively

improve the quality of the accommodation to the level required by large scale occupiers interested in locating to the area.

2.3.6 In order to improve the diversity of the area, industrial accommodation should be focussed into a specific industrial quarter within the study area. This accommodation should be focussed north of the North Circular and east of Meridian Way within the study area (within the Eleys Industrial Estate). This is the most appropriate place for new industrial accommodation.

2.3.7 There is also some opportunity to grow the green and low-carbon sectors, which includes businesses providing services and products reducing the carbon footprint of households and businesses and diverting waste from landfill. The Eco Park and work on the feasibility of a decentralised energy network in the Upper Lee Valley is likely to help attract other businesses.

Office

2.3.8 The proposed large scale regeneration of Meridian Water and the changing nature of the Harbet Road Industrial Estate will have a dramatic effect upon the supply and demand of commercial employment within the Meridian Water area. The clustered and phased delivery of a range of new B1 uses will encourage businesses to consider Edmonton Leaside as a location for higher skilled and value jobs.

2.3.9 The inclusion of these new uses must be as part of mixed business and industry, including residential, retail and food & beverage accommodation that can support a new community of IT and tech uses, alongside arts and crafts and fashion related business. The supply of a dedicated “walk to” cluster of uses must look beyond its boundaries for them to be delivered in a comprehensive way.

2.3.10 Meridian Water is quite isolated at present and access must be improved to allow this location to develop, as recognised in the July 2013 Meridian Water Master Plan³⁵. Suitable data pipes and electricity must be laid in advance to support the creation of a technology, media and telecommunications (TMT) cluster within the Masterplan area. Improvements to Towpath Road, or a new link from Leaside Road should also be examined.

Retail/Leisure

2.3.11 The potential to accommodate new homes and jobs at Meridian Water and in the surrounding area will create demand for new retail and other town centre uses. The proposed Meridian Water local centre should serve the majority of this new demand, from a convenience shopping perspective, whilst having regard to the district centre at Edmonton Green and Tottenham in Haringey.

2.3.12 Clustering new retail development around Ikea and Tesco will prevent units from becoming isolated. Furthermore, the existing Ravenside Retail Park could take advantage of the opportunity to modernise. Ample car parking will be required to ensure the success of this new local centre as car will be the most popular and appropriate way of visiting the centre.

2.3.13 Leisure uses that are compatible with neighbouring centres could be introduced to help create a destination and promote the development of an evening economy. Food and beverage offerings along the canal, within the Meridian Water development, would support the new community and provide a focus for existing businesses and residents from further afield within the borough.

³⁵ LB Enfield, (2013); Meridian Water Master Plan.

- 2.3.14 There is a major opportunity to intensify the leisure uses at Picketts Lock. These include the Lee Valley Regional Park, the Athletics Stadium, and a multi-screen cinema complex. Not all of the existing facilities in the area are well used. Both the Council and the Lee Valley Regional Park Authority have identified a number of potential leisure uses for the redevelopment of Picketts Lock. Further discussions are required around the most appropriate uses, but the redevelopment and regeneration of Picketts Lock provides the opportunity to benefit the local community through the creation of new employment opportunities thereby contributing to the new jobs across Edmonton Leaside.

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4 EVIDENCE BASE DOCUMENT LIST

Planning Policy

<i>Document</i>	<i>Lead Author</i>
The London Plan 2016	GLA
Upper Lee Valley Opportunity Area Planning Framework 2013	GLA
The Enfield Plan: Core Strategy 2010-2025	LBE
Improving Enfield: Development Management Document (2014)	LBE
National Planning Policy Framework 2012	CLG
Discover Central Leaside- Towards A Draft Area Action Plan 2012	LBE
Meridian Water Masterplan 2013	LBE
Enfield Mini Holland Bid Document 2013	LBE
North East Enfield AAP 2014	LBE
Waste Water NPS 2012	Department of Environment, Food and Rural Affairs
Enfield Characterisation Study 2011	Urban Practitioners

Housing

<i>Document</i>	<i>Lead Author</i>
Housing And Economic Viability Study 2013	BNP
Enfield Affordable Housing Economic Viability Study 2014	LBE
Enfield Strategic Housing Market Assessment 2010	ECOTEC
London Strategic Housing Land Availability Assessment 2013	GLA

Retail / Town Centres

<i>Document</i>	<i>Lead Author</i>
Town Centre Uses And Boundaries Review 2013	LBE

Enfield Retail and Town Centre Study 2014	Nathaniel Lichfield & Partners
Draft Enfield Retail Capacity Study 2014	LBE

Employment / Skills

<i>Document</i>	<i>Lead Author</i>
Draft Industrial Estates Strategy 2013	LBE
Employment Land Study 2006	Halcrow
Employment Land Study Update 2009	Halcrow
Employment Land Review 2012	Roger Tym & Partner
Enfield Local Economic Assessment 2011	LBE
Enfield Employment and Skills strategy 2014-2017	LBE
Lee Valley Regional Park Development Framework	LBE

Transport

<i>Document</i>	<i>Lead Author</i>
Enfield Draft Infrastructure Delivery Plan 2014	LBE
Core Strategy Transport Assessment/Appendices 2009	LBE
A1010 Study 2010	Halcrow
Upper Lee Valley Transport Study 2006	JMP
Upper Lee Valley 2012	Halcrow
Freight By Water Feasibility Study 2013	LBE
Enfield Council Bus Service Review 2012	LBE
Rail Options Study	Halcrow
Enfield Council Action Plan	LBE
Cycle Routes In Enfield 2013	LBE

Sustainability/ Energy

<i>Document</i>	<i>Lead Author</i>
Edmonton EcoPark Supplementary Planning Document 2013	LBE
Upper Lee Valley Decentralised Energy Network Pre-Feasibility (North London Strategic Alliance) 2011	LBE
ULV DEN Feasibility Study (North London Strategic Alliance) 2012	LBE

Sustainability/ Energy

<i>Document</i>	<i>Lead Author</i>
Enfield Open Space And Sports Assessment Update 2011	LBE
Enfield Parks And Open Space Strategy 2010	LBE
Park Development Framework, Lee Valley Regional Park Authority	LBE
Pickett's Lock Outline Masterplan: Scenarios Report 2011	Roger Tym & Partners, Peter Brett Associates & Tibbalds

Other

<i>Document</i>	<i>Lead Author</i>
London's Municipal Waste Strategy: London's Waste Resource 2011	GLA

5 ROAD CATEGORY

Table 11.1 Road Task Force (RTF) Road Categorisations

<i>Street Type</i>	<i>Description/Functions</i>
Arterial Roads	Reliable major routes for large volumes of traffic that mitigate the impact on adjacent communities
High Roads	Reliable major routes through London that provide vibrant, safe, secure and well-maintained urban environments and make shops and services easily accessible.
City Hubs	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.
Connectors	Reliable routes for medium distance and local road journeys, comfortable roads for cyclists and safe and secure routes for pedestrians.
High Streets	Reliable major routes through London that provide vibrant, safe, secure and well-maintained urban environments and make shops and services easily accessible.
City Streets	Provide a world-class, pedestrian friendly environment while ensuring excellent connections with the wider transport network.
Local Streets	Quiet, safe and desirable residential streets that foster community spirit and local pride.
Town Square/street	A focus for community activity and services (retail, leisure, public, etc.) with ease of pedestrian movement a priority.
City Places	World-class, pedestrian friendly environment to support their role as places of major significance and encourage high levels of street activity and vibrancy.

