

Central Leaside

Joint Area Action Plan



A Joint Plan for Enfield's Local Development Framework and Haringey's Local Development Framework
Central Leaside AAP - Issues and Options Report
February 2008

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Appendix A The Area Action Plan Process

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

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

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

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

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

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

Appendix B Policy Context

Enfield's Policy Context

The Central Leaside Area Action Plan (AAP) is one of a series of documents being prepared by Enfield Council as part of its Local Development Framework (LDF), and will replace the existing Unitary Development Plan. The LDF will be the spatial expression of Enfield's Sustainable Community Strategy (2007-2017). The Council's Local Development Scheme (2007-2010) sets out the content and structure of the LDF, together with an estimated timetable for the preparation of its different components.

The Council is currently preparing the Core Strategy, which is the cornerstone planning document for the LDF. This sets out the vision and spatial strategy for the future development of the borough and the core policies for achieving this vision. The emerging Core Strategy identifies areas within the borough where significant growth or change is proposed. This includes Central Leaside and North East Enfield, which lie within the Upper Lea Valley, part of the government's national London-Stansted-Cambridge-Petersborough growth area and designated as an opportunity area in the London Plan.

Consultation on the Issues and Options Report for the Core Strategy was carried out in Spring 2007. In the Report we asked your views on a draft vision for the Upper Lea Valley, developed by the North London Strategic Alliance (NLSA) - the subregional partnership, which includes the London Boroughs of Enfield, Haringey and Waltham Forest. This vision for the Upper Lea Valley as "North London's Waterside - a place for people and businesses, a space to grow, to start and stay" looks at the long-term potential of the area to raise its performance in every way and make much more of its assets.

Comments received on the Issues and Options report have helped to inform the preparation of the Preferred Options Report for the Core Strategy and includes a preferred broad strategy for the Upper Lea Valley. This broad strategy summarises what the Council would like to achieve in the area. Area Action Plans for North East Enfield and Central Leaside will provide more detailed and definitive projects, proposals and courses of action.

Further information about consultation on the Preferred Options Report for the Core Strategy and the preparation of Enfield's LDF in general, can be found at www.enfield.gov.uk/LDF.

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Haringey's Policy Context

In July 2006 Haringey Council replaced its first Unitary Development Plan (UDP). The UDP⁽⁷⁾ policies and proposals adopted in 2006 are therefore saved for at least three years, after which they will be replaced by the Local Development Framework. The UDP provides a framework for the borough in land use terms up to 2016 and will be a tool for enabling development and facilitating the implementation of the Council's and other bodies' strategies, including the Community Strategy. The plan will provide a positive guide for achieving desirable development to meet identified social, economic and environmental needs.

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

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

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

In addition to the UDP, Haringey's Community Strategy 2007-2016⁽¹⁸⁾ establishes a series of priorities which aim to improve the quality of life for those who live, work and visit Haringey. The Strategy states that Haringey will:

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

Appendix C Sustainability Appraisal

The Central Leaside AAP will be guided by the overarching principles of sustainable development. Indeed, all Local Development Documents should be prepared with the aim of contributing to the achievement of sustainable development, which is widely defined as 'development which meets present needs without compromising the ability of future generations to achieve their needs and aspirations'⁽¹⁹⁾.

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

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

Environment

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

Social

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

Economic

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

Appendix D What you told us

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

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

Community Consultation

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

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

The consultation responses received are summarised in the table below:

What do you think is good about the area?

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

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

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

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

What would you like to see changed in Central Leaside?

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

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

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

Stakeholder Consultation

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

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

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

Employment and Business:

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

Transport:

- Arriva London is concerned that traffic congestion and road side parking within the area have a negative impact on the efficient and reliable running of bus services;
- Discussion with Network Rail has raised a number of issues regarding rail services within Central Leaside. It is considered that increased rail services at Northumberland Park will cause further traffic congestion and impact upon public transport. Network Rail therefore propose that the Northumberland Park level crossing should be closed and replaced by a pedestrian bridge; and
- Network Rail further stated that Northumberland Park and Angel Road stations should be significantly improved, particularly given the amount of development that this area may accommodate in the future.
- Traffic Congestion on the North Circular east of the A10 is seen as an issue for business activities in the area⁽²⁰⁾. However, Estate Managers recognise that the area benefits from good access to the M11 and M25.
- Estate Managers also recognised the potential benefits of a new railway station at Pickett's Lock - the area currently being poorly served by public transport and being located some distance from the nearest stations at Angel Road and Ponders End.

Lee Valley Regional Park:

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

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

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

Waterways:

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

Flooding:

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

Water and Energy Efficiency:

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

General Development Issues:

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

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Business Survey

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

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

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

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

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

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

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

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

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

Appendix E Glossary

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

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

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

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

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

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

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

Other	✓
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