



# **EDMONTON LEESIDE AAP: STATEMENT IN RESPONSE TO INSPECTOR'S MATTERS, ISSUES & QUESTIONS**

MATTER 9 (IMPLEMENTATION)

# Contents

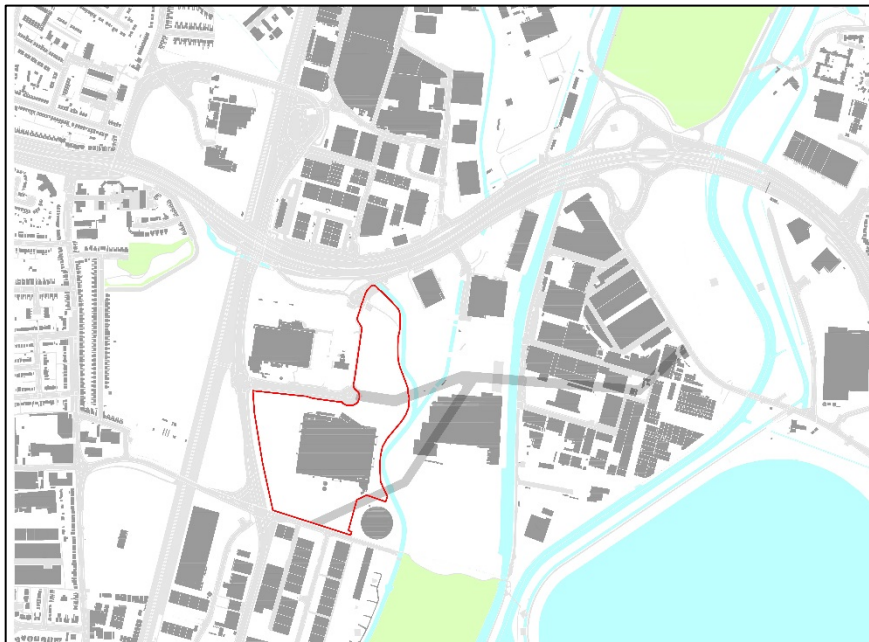
---

1	Introduction	1
2	Matter 9 – Implementation	3

# 1 Introduction

- 1.1 This Statement is submitted further to the representations by IKEA Properties Investments Ltd (“IKEA”) to the Edmonton Leaside Proposed Submission Area Action Plan (January 2017) (“AAP”) and, prior to those, the Central Leaside Proposed Submission AAP (November 2014)<sup>1</sup>.
- 1.2 IKEA operates an existing furniture and homeware retail store, herein referred to as “IKEA Tottenham”, which lies at the heart of the Meridian Water area. It is a major employer in the area, employing in the region of 600 people directly, of which 80-85% are drawn from the local area/boroughs. It is a long established retail destination, serving north London and beyond.
- 1.3 The store is located to the south of, and fronts onto, Glover Drive. Customer car parking is provided at surface level, to the north east, and at undercroft level beneath the store. Both car parks are accessed via a service road leading from Glover Drive, which also provides access to a servicing area to the south east of the store. In addition, IKEA owns substantial land to the south, west and east of the store, as shown in the plan at **Figure 1**. The continued visibility and accessibility of the store is key to its successful operation.

Figure 1: IKEA Land Ownership Plan



- 1.4 IKEA support the overarching principle of the regeneration of Meridian Water, and the London Borough of Enfield’s (‘LBE’) growth ambitions for this area. It is however crucial to the future success of the store that IKEA’s operational needs are not harmed by the proposals within the AAP. IKEA’s representations to date have raised objections to the AAP on two principle grounds:
- a. The overly prescriptive nature of AAP policies as drafted is likely to inhibit the continued operation, visibility and accessibility of the IKEA store (particularly in relation to the Causeway/Boulevard route and design); and

<sup>1</sup> Note: IKEA’s representations to date were submitted by their previous planning advisors, Dalton Warner Davies, and that their role has been replaced by Quod who are now appointed as IKEA’s planning consultants.

- b. The AAP is not underpinned by the requisite transport evidence. There is no evidence to demonstrate that Meridian Water is able to sustainably accommodate the proposed Causeway/Boulevard and overall quantum of development, or indeed that IKEA's operational needs will not be adversely affected. Without this, the AAP is neither fully justified nor effective and cannot provide a sound strategic framework for sustainable development.
- 1.5 Over the past four years, throughout the preparation of the AAP, IKEA have sought to engage with officers at LBE to work collaboratively to address their concerns whilst ensuring the sustainable regeneration of Meridian Water. Progress has recently been made and, without prejudice to matter (b) above, IKEA are now working with LBE to enter into a Statement of Common Ground (SOCG) to address their concerns in relation to point (a) through a suite of modifications. Whether these modifications are "Minor" or "Main" will be determined by LBE in agreement with the Inspector.
- 1.6 The lack of transport evidence (matter b) has not however been addressed and remains as a primary concern to IKEA and a fundamental ground for objection. In addition, IKEA also object to the absence of an Infrastructure Delivery Plan (IDP) to demonstrate how the Council plans for the various phases of development to be funded and delivered. These issues are addressed within the Statements submitted on behalf of IKEA in response to Matter 6 (Transport and Movement) and 9 (Implementation), which this Statement should be read alongside.
- 1.7 **In summary, this Statement, along with others made on behalf of IKEA, identify that the AAP fails to provide a sound framework for sustainable development, due to fundamental omissions from the evidence base and Plan itself. In order to remedy this, it is critical that further work is undertaken on the transport evidence to underpin the AAP – without this work the AAP cannot be fully justified or effective – and an IDP is provided to demonstrate that the AAP is deliverable, and ultimately sound.**

## 2 Matter 9 – Implementation

- 2.1 IKEA support the overall objectives and visions of the AAP which will help LBE meet a good proportion of the Borough's housing and employment needs. However, in order to do so, it is essential that the AAP is underpinned by a proportionate and appropriate evidence base.
- 2.2 IKEA's principal concerns are the lack of an appropriate transportation base, and the omission of an appropriate infrastructure delivery plan. Most notably in respect of the last matter, the infrastructure of primary concern to IKEA is the transport infrastructure which is fundamental to the overall regeneration plan.

### *i. Are the vision and objectives of the Plan realistic and achievable?*

- 2.3 The vision and objectives (set out in Part A of the Plan) rely upon an understanding of the capacity of the area to deliver the scale of development proposed. The absence of any transportation modelling (see IKEA's response to Matter 6) means that the ability to deliver the scale of ambition is unproven.
- 2.4 IKEA are advised that the Council are committed to undertaking transport modelling of the Meridian Water in April 2019. It is understood that the modelling will take between 6-9 months. Until that modelling has been concluded, it is premature to determine whether the Plan's vision and objectives are realistic and achievable.

### *ii. Does the plan adequately identify constraints to the implementation and how does it seek to overcome these?*

- 2.5 For the same reasons as above, given the lack of any transport modelling, it is not possible to identify any transport constraints on the implementation of the vision and objectives, nor is it possible to identify the necessary mitigation to ensure the Plan is achievable.

### *iii. Does the plan adequately respond to the needs and aspirations of existing landowners and operations?*

- 2.6 It is demonstrated in the other Position Statements by IKEA that as presently drafted the Plan does not respond to IKEA's existing operations. However, it is anticipated that through modifications to the Plan, which will be covered via an SOCG, the Plan can be modified so that it appropriately responds to IKEA's operations other than in respect of transportation impact of the Plan which is presently unknown. IKEA, therefore, maintain an objection to the transportation aspects of the Plan, given it does not respond to IKEA's needs and aspirations.

### *iv. Does the plan provide for a realistic timescale for development? Does it identify appropriate phasing for development through the plan period and beyond? Does it preclude earlier development of some sites?*

- 2.7 The Plan has no delivery programme, other than a completion of the AAP's projects and redevelopment by the end of the Plan period.
- 2.8 The phasing (Figure 14.1) is indicative only, and the delivery of the projects (Table 14.1) has no timetable for programme.
- 2.9 An infrastructure delivery plan, including timetabling and phasing is necessary in order to make the Plan sound, both in terms of effectiveness and being justified.

*v. Are there any omissions in the projects identified that would compromise soundness? Have any other projects been considered and discounted?*

2.10 See above.