Chapter 07

MERIDIAN WATER IN CENTRAL LEESIDE

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Central Leeside is the name given to the land near Angel Road station, that lies on the border between the south-eastern part of the London borough of Enfield and the north-eastern part of the London borough of Haringey.

Meridian Water is the name broadly given to the area bounded by Conduit Lane, the A406 North Circular Road, Kimberley Road and the Lee Valley Regional Park. It contains Ikea and Tesco, an established employment area at the Lee Valley Trading Estate (Harbet Road) and a collection of underused and vacant industrial sites in and around Glover Drive.

Meridian Water is the largest regeneration priority area identified in Enfield’s Core Strategy (2010) where a comprehensive approach to development will take place. The Meridian Water Masterplan expands on that guidance and provides a framework for managing change and development in the area. It was adopted by Enfield Council as Planning and Urban Design Guidance in July 2013, and is a material consideration in the determination of planning applications in this area.

Development in Meridian Water has the potential for up to 5,000 homes and 3,000 new jobs along with supporting facilities.

Additionally, significant regeneration and redevelopment opportunities in the Central Leeside area include:

- Upgrade works to the existing Deephams Sewage Treatment works;
- Redevelopment of the Edmonton Eco Park to provide the next generation of waste services and to kickstart the provision of the Lee Valley Heat Network; and
- Opportunities for high quality sport and recreation facilities at Picketts Lock.

Enfield Council is preparing the Central Leeside Area Action Plan to guide the regeneration and future development of the wider area.
Fig. 7.2 Existing context
7.2 Guiding principles for Meridian Water

Enfield Council has developed a set of guiding principles in the Meridian Water Masterplan, which complement the development principles for the wider Upper Lee Valley Opportunity Area.

It sets out proposals to link the east and west of the area with a pedestrian friendly route known as the Causeway that joins Harbet Road to Glover Drive to open up and connect the area with communities in Edmonton, Tottenham, Walthamstow, Chingford and beyond.

1. **Realising the scale of opportunity and the opportunity of scale**

2. **Delivering 5,000 new homes**

3. **Facilitating economic growth** Delivering at least 3,000 new jobs of varied types.

4. **Enabling movement and improving transport connections** Improving and upgrading Angel Road station and increasing the train frequencies to unlock development potential.

5. **Celebrating the Lee Valley waterways** Maximising the potential of them and by creating prime waterside locations which benefit from views into the Valley.

6. **Building strong communities** Promoting sustainability, social inclusion and an improved quality of life for all. Provision for new schools and a University Technical College, which provides high quality education and life long learning opportunities.

7. **Improving access to healthy living corridors** Connecting to an uninterrupted network of open spaces and creating the conditions to embrace biodiversity and lifestyle benefits.

8. **Delivering high levels of sustainability** Meridian Water will serve as a precedent for socially, environmentally and economically sustainable living, including connection to the low cost and low carbon Lee Valley Heat Network.
Fig. 7.3 Meridian Water masterplan

Source: Enfield Council

Fig. 7.4 Possible future development

Source: Enfield Council
7.3 Meridian Water Masterplan

There are three major components to the Meridian Water Masterplan:

1. The Causeway

A grand civic Causeway forms the backbone of Meridian Water, going across the site from west to east. It is the core Masterplan feature around which the rest of the masterplan is structured.

Changing in character as it moves through the site, the Causeway is intended to become a vibrant community focus that is animated by a series of squares and public spaces at points along its length. Key features include a new integrated transport hub, a landmark bridge and a high street.

The Causeway realises a number of objectives:
- Stitching communities together;
- Connecting the site;
- Providing a place of social interaction;
- Facilitating a sustainable transport corridor;
- Facilitating a 21st century low carbon corridor; and
- Enabling a delivery corridor.

2. The neighbourhoods

Meridian Angel, The Gateway, Meridian Central, The Islands, Canal-side West, Meridian East, The Parklands

3. The frameworks

The Masterplan is held together by a series of independent frameworks to create an integrated neighbourhood:

- Movement
- Homes
- Business and employment
- Shopping and leisure
- Community
- Water
- Public space
- Energy

The Meridian Water Masterplan can be found at www.improvingenfield.com
Fig. 7.5 Meridian Water Masterplan
**Angel Road station**

Angel Road station is located to the north of Conduit Lane. It provides a link to central London and northwards to Stansted and Cambridge. However the station is disconnected from the Masterplan area by the dual carriageways to the north, east and south and by a scrap metal yard to the west. As such it remains an under-utilised station and resource for the Opportunity Area.

Improvements to the existing station entrance, a platform extension with a new entrance south of the North Circular and renovating the existing underpass below Meridian Way will create a welcoming environment for passengers into the heart of Meridian Water. Confirmed funding from the Mayor’s Growing Places Fund will help to deliver these improvements.

Additional rail investment will be required to unlock the development potential of Meridian Water to create a frequent local service connecting to Central London and Cambridge. Details of planned improvements to upgrade the rail line and increased services to 4 trains per hour are set out in Chapter 3.4 Improving rail connectivity.

The existing connection between Meridian Water and Edmonton Green should also be enhanced to provide cycle and bus links to the station. Chapter 3.5 Road and surface transport gives further information on the package of bus enhancements tested by the TfL Transport Study.
Fig. 7.6 Improving access to Angel Road

To Edmonton Green
Extend existing road to provide cycle links and new bus corridor

Existing entrance to Angel Road

New entrance to Angel Road

Platform extension

Renovate existing underpass
Connect station and new developments to new High Street

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Source: Enfield Council
The creation of a new industrial geography at Central Leeside will provide opportunities to diversify the type of employment uses, offering a unique location for green industry clusters, emerging technologies and other cleaner industries.

The safeguarded Strategic Industrial Locations at Eleys Estate, Montagu Industrial Estate, Edmonton Eco Park and Aztec 406 Industrial Park in Enfield and Brantwood Road in Haringey will be protected for continued employment uses. These areas will continue to concentrate on industrial activity within the Opportunity Area, attracting new occupiers and accommodating on-going requirements of existing businesses operating within it. The Lee Valley Trading Estate (Harbet Road) Strategic Industrial Location has the potential to become an area for mixed-use development due to its proximity to the new development at Meridian Water, Lee Valley Regional Park and the River Lee. Formal changes to the Strategic Industrial Location boundaries will be explored and determined through the Central Leeside Area Action Plan.

Better connections to the Lee Valley Regional Park will be made through the reconfiguring of industrial sites to provide new pedestrian friendly routes lined with a mix of uses, particularly focussed on opening up the opportunities provided by Banbury Reservoir.
The reconfiguration of the industrial land will also provide the opportunity to create more successful and easily defended boundaries for industrial uses within this area of the Lee Valley, ensuring future growth and development of this business base. The North Circular forms a good buffer and edge to areas of industrial land, and will help to protect industrial uses to the north from erosion, as well as providing a prime location and connectivity for employers and other uses.

The redesignation of strategic industrial land in Meridian Water is part of a structured and managed consolidation of employment land to make more efficient use of the area. It will be the focus for accommodating mixed-use residential development within the site, coupled with the opportunity for new community infrastructure within the area.

Development proposals will create a shift in employment profile of the area, diversifying from traditional industries to provide spaces for a wider range of jobs, from entry level jobs to skilled technical roles, building on the existing strength of green industries and food sectors and the area’s strong industrial innovation, invention and reputation.

The quantum of local and strategic industrial land which has been retained is needed to meet both the local authorities and London’s wider need for industrial land. Its protection and rejuvenation is as important to the success of the growth areas as the new mixed-use developments. Any further release of protected industrial land will need to meet the Mayor’s industrial land SPG requirements.
Strategic Industrial Locations

1. Aztec 406 SIL 18.0 ha
2. Montagu Industrial Area SIL 10.0 ha
3. Eley Estate SIL 26.0 ha
4. Edmonton Eco Park SIL 16.0 ha
5. Lee Valley Trading Estate (Harbet Road) SIL 18.0 ha
6. Central Leeside Business Area SIL 3.7 ha
7. Brantwood Road SIL 17.0 ha
8. North East Tottenham SIL 15.5 ha
9. Marsh Lane SIL 2.1 ha

Locally Significant Industrial Locations

10. Claverings Industrial Estate LSIS 2.5 ha
11. Montagu Industrial Area LSIS 6.0 ha
12. Langhedge Lane Industrial Estate LSIS 0.7 ha
13. Brook House /Canon Rubber - LSIS 1.8 ha potential to be released
14. High Road West LSIS 6.2 ha (including Brook House)

Central Leeside

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Fig. 7.7 Industrial land designations
7.5 Opening up the Lee Valley Regional Park

One of the most notable issues within Central Leeside is that the Lee Valley Regional Park suffers from significant levels of inaccessibility, despite its prominence in the Opportunity Area. As the Park reaches the Meridian Water area, it is actively severed by the North Circular and surrounding developments, restricting access to the open space and also limiting the visual profile of the area. Consequently many nearby residents are unaware of the substantial areas of open space and recreational land on their doorsteps.

However, the proposals set out in the Meridian Water Masterplan establish the opportunities to offer a diversity of green spaces, ranging in scale, form and function. They will create the conditions for development to unlock the existing potential of the Lee Valley Regional Park while also connecting and extending to existing and new communities.

The proposals to open up the Park include:

• Improving the quality, character and continuity of the waterfront area by softening the river channel edges. This will provide open space for residents, a sustainable urban drainage system and enhance the biodiversity values in Central Leeside;
• Improving access for communities in Edmonton to new facilities and opportunities;
• Improving the public realm to create a more welcoming and encouraging environment for pedestrians, cyclists and commuters;
• Improving access to the existing network of open spaces, walking and cycling paths; and
• Ensuring that development will complement and contribute to the overall public realm strategy for the wider Opportunity Area.

Opening the Park to new users brings additional vitality and viability benefits for Meridian Water. It will allow a focus for investment in open space, offsetting potential flooding within the site and creating a new perception of the area as a development opportunity. It will offset the need for significant new levels of open space by enhancing and improving some of the existing areas to create more accessible and welcoming open spaces in the Lee Valley Regional Park.
Proposed improvements

A. Aspirations for a new bridge over railway line and Meridian Way to connect Jubilee Park to Picketts Lock with more pedestrian friendly route through/along golf course.
B. Establish a continuous walking path along Salmon’s Brook to Edmonton Green, through Churchfield Recreation Ground, along Edmonton Eco Park, through the development area and connecting onto Pymmes Brook.
C. New bridges and route through Aztec 406 Industrial Park to enhanced Thames Water site.
D. Extend existing cycle path and enhance new bus connections to Edmonton Green.
E. Allow access from Edmonton Eco Park to Thames Water site.
F. Transform Thames Water site into landscaped marshland as additional flood storage.
G. Enhance connection between parks and sports ground.
H. Enhance accessibility of Angel Road station with extended platforms and new entrance to the south of the A406.
I. New strategic open spaces along southern edge of the A406 to enhance east-west access.
J. Improve east-west access with new bridges over Lee Navigation.
K. Parallel park space to Lee Navigation to create value into the depth of the site and to run the park space into the site.
L. Enhance north-south access through Lee Valley Regional Park with a new riverside walk.
M. Retain and significantly improve the existing underpass to enhance east-west connections.

Destinations

1. Churchfield Recreation Ground
2. Jubilee Park
3. Cinema
4. Indoor bowls club
5. Lee Valley complex camping and caravan park
6. Lee Valley Athletics Centre
7. Lee Valley leisure golf course
8. Picketts’ Lock
9. Edmonton shopping centre
10. Montagu Sports Ground
11. Pymmes Park
12. Craig Park
13. Sports ground
14. Kenninghall Open Space
15. Former gasworks
16. Lee Valley Regional Park
17. Sunday market
18. Mill
19. Frederick Sports Ground
20. Tottenham Hotspur FC stadium
21. Hartington Park
22. Tottenham Marshes
23. Higham Hill Recreation Ground
Fig. 7.8 Opening up the Lee Valley Regional Park
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<td>8.3</td>
<td>Opening up the Lee Valley Regional Park</td>
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<td>8.4</td>
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<td>148</td>
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8.1 Introduction

Ponders End falls within the boundary of the North East Enfield Area Action Plan. It is a large local centre with a mix of uses including retail, residential, employment and community facilities. It is relatively well connected with two railway stations at Southbury and Ponders End. Its high street is along the A1010 Hertford Road, the main north–south route through the area. It is also served by the A110 Nags Head Road, an important east–west route linking Enfield Town with Chingford. Ponders End has one of the few points where it is possible to easily access the Lee Valley Regional Park and waterfront.

The former gasholders site on South Street has been redeveloped to provide a new academy set in a pedestrian orientated development which became operational in January 2013. Improvements have also been delivered in Ponders End Park on the High Street. In July 2012 Enfield Council’s Cabinet approved demolition and redevelopment of the entire Alma Housing Estate on South Street to replace the existing 717 residential properties with 750–1000 new homes. The existing commercial parade is to be potentially moved towards Ponders End Station. Access to Ponders End station and the Lee Valley Regional Park will also be improved.

The former Middlesex University site, now referred to as the Electric Quarter will be a mixed-use redevelopment with up to 408 new homes, employment spaces, modern high quality retail space and the relocated Ponders End Library to become the heart of the local centre to create a continuous and vibrant High Street.

The land adjacent to the Lee Valley Regional Park waterside will be redeveloped into a new mixed-use employment community to reconnect the Ponders End community with its waterfront and to improve access to and through the regional park for the Lee Valley as a whole.
Fig. 8.2 Existing context
8.2 Industrial land

Unlike the other growth areas, the regeneration of Ponders End is not as heavily reliant upon the redistribution of Strategic Industrial Locations. The redevelopment of the former Middlesex University Campus, the Alma Housing Estate and delivery of the new Academy provides the impetus and catalyst for regeneration in Ponders End.

Existing industrial uses within Ponders End should continue to be protected. Brimsdown Strategic Industrial Location currently accommodates a number of green businesses such as Johnson Matthey and E.On Power Station. Food manufacturing businesses such as Warburton are also located here due to the proximity to the M25.

The range of industrial business should continue be expanded to continue to provide new employment opportunities.

**Strategic Industrial Locations**

1. **Brimsdown** SIL 116.0 ha
2. **Meridian Business Park** SIL 14.0 ha
3. **Redburn Trading Estate** SIL 4.0 ha

**Locally Significant Industrial Locations**

4. **Alma Industrial Estate** LSIS 4.5 ha
5. **Queensway** LSIS 3.5 ha

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**Ponders End**

Excluding Brimsdown, Freezywater and Innova Park

**Industrial land**

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**Indicative job capacity** 700

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North 0 500m

6 mins 3 mins

Locally Significant Industrial Sites
Strategic Industrial Locations
Utilities
Storage
Industry
Growth areas
Fig. 8.3 Industrial land designations
8.3 Opening up the Lee Valley Regional Park

Public realm improvements for Ponders End are pedestrian focussed and have two functions. The first is to promote community safety and a better street environment with good links to public transport. The second is to improve access to and through the Lee Valley Regional Park from surrounding open spaces and existing and proposed residential communities.

With the exception of the newly refurbished Ponders End Park, the majority of green spaces in Ponders End are disconnected as privately owned allotments, schools and residential streets break up the natural green routes linking the surrounding open spaces to the Lee Valley Park. As such there are few official entrances to the Park. A successful access to the Park is at Mossops Creek through to Brimsdown Industrial Estate. However the larger retail areas offer no access through to the Park. Meridian Way also acts as a barrier to the Park, although this is easier to overcome to the north where traffic is lighter.

There are many opportunities for improving access from Ponders End to the Park as Fig 8.4 illustrates. These focus around increasing the number of informal access points to the Park and introducing new green routes connecting existing green spaces, such as along drainage ditches, rail track sidings and edges of private open space, and increasing the number of crossings over both sets of railway tracks to improve east-west connectivity.

The Lee Valley Athletics Centre at Picketts Lock provides a range of sporting activities and programmes. It will benefit from improved physical links into the Park and from the promotional activity associated with new development in Ponders End, such as increased use by schools and groups in the Upper Lee Valley.

The Lee Valley Regional Park Authority and Enfield Council are working together to agree a draft vision for the future of Picketts Lock as a strategic leisure destination over the next 10 years. In the interim, the Park Authority is seeking proposals for a medium level of investment.
Proposed improvements

A. New green route along southern edge of Bishop Stopford’s School to connect Enfield Playing Fields and Durants Park and onwards to Lee Valley Regional Park.
B. Improve signage and sense of arrival of existing routes through Brimsdown Industrial Estate to Lee Valley Regional Park.
C. Aspirations for a new crossing over railway to improve access from Alma Road Open Space to Brimsdown Industrial Estate and the Lee Valley Regional Park.
D. Explore possibility of a (vehicular) connection through Tesco car park to relieve the Nags Head junction.
E. Access to Southbury station via Emilia Close.
F. Route from the Electric Quarter development to Ponders End Park, one of the Mayor of London’s Great Spaces.
G. Clear and direct routes from Academy Street development to Ponders End Park and Ponders End Waterfront. The redevelopment of the Alma Estate will reinstate the historic street pattern.
H. Ponders End Waterfront development as an educational natural refuge with improved access to Park, Lee Valley Road and South Street.
I. Improve and enhance access to the Lee Valley Regional Park, River Lee and King George’s Reservoir - partially open to public.
J. Enhance footpath by the drainage ditch along the allotments and create new link on the eastern edge to South Street.
K. Moorings for houseboats as promoted by the Rivers and Canals Trust (formerly British Waterways) and the Lee Valley Regional Park Authority.
L. North-south connection along the western side of the River Lee (already part implemented).
M. New footpath along allotments as a green route from Jubilee Park to Lee Valley golf course.
N. Footpath along railtrack between Jubilee Park and Edmonton Green.

Destinations

1. Enfield Playing Fields
2. Brimsdown Sports Ground
3. Durants Park
4. Alma Road Open Space
5. Lee Valley Regional Park
6. Ponders End Park
7. Wrights Flour Mill
8. Allotments
9. Jubilee Park
10. Lee Valley leisure golf course
11. Indoor bowls club
12. Lee Valley (camping and caravan)
13. Lee Valley Athletics Centre
14. Picketts Lock
15. Edmonton shopping centre
16. Pymmes Park
17. Edmonton Eco Park
18. Thames Water site
8.4 Ponders End indicative masterplans

1. **Nags Head Road and High Street** Retail, community
   Improve junction and revitalise High Street.

2. **Electric Quarter** Residential, employment, retail, community
   Redevelop the former Middlesex University Queensway campus into a new vibrant mixed-use local centre. It will be a key industrial strip with creative industries, community focussed buildings, retail/cafes on the ground floor and residential above. There will be further homes with communal courts and integrated and on-street car parking.

3. **Ponders End Park** Recreational, community
   One of the Mayor’s Great Spaces to transform into a playful and productive space with improved access and routes, upgrade of existing bandstand and tennis court, new gym area and community orchard.

4. **South Street** Educational, community, residential
   The regeneration of the Alma Estate and the delivery of the Oasis Hadley Academy (opened January 2013) on former gas holder site.

5. **Ponders End station** Transport
   Refurbish/replace footbridge over railway station and tracks.

6. **Ponders End Waterfront** Leisure, educational, community growing
   Improve access to regional park using the listed Wrights Flour Mill as a heritage trail. Utilise water meadow for flood water storage, enhance biodiversity and separate from industrial land. Opportunity to use vacant building as an indoor workspace for visiting schools.

7. **Duck Lees Lane** Residential, employment, recreational, access
   New employment-led mixed use scheme with north-south orientation to maximise solar access. Taller buildings have views across to the Lee Valley. Existing building to be refurbished into small workshop studio.

8. **Southern Brimsdown** Employment, mixed use
   Refurbish into new employment-led mixed use development orientated to mitigate against flood risk and allow slivers of ecology into the site as well as pedestrian/cycle links into the Waterfront.
Fig. 8.5 Ponders End indicative masterplans
Chapter 09

A10/A1010 CORRIDOR

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Development opportunities in the four growth areas have been identified in Chapters six, seven and eight of the OAPF. In addition, there are also a number of potential development opportunities along the A10/A1010 Corridor.

The A10/A1010 Corridor stretches approximately 400 metres on either side of the A1010 from the M25 to Stamford Hill. It is a historic route into London that has become a diverse and varied mixed-use high street linking a series of north London communities. It is a vital part of the Upper Lee Valley and offers key infrastructure provision to the existing communities such as town centres, transport, education and health facilities. It contains many distinctive communities and town centres including Stamford Hill, Stoke Newington, Seven Sisters, Tottenham Green, Bruce Grove, High Road West (White Hart Lane), Northumberland Park, Angel Edmonton, Edmonton Green and Ponders End.

The area is subject to major development proposals, which taken together with the other growth areas, has the potential to improve the social, physical and environmental infrastructure of the A10/A1010 Corridor and to provide homes and jobs.

The Mayor is undertaking a review of strategic roads in London informed by the Roads Task Force established in 2012. This work will help inform strategies for regeneration and development throughout the Corridor.
Fig. 9.2 Existing A10/A1010 corridor context
9.2 A corridor of opportunity

A10/A1010 Corridor Study

The A10/A1010 Corridor Study (GVA Grimley, 2010) found that the Corridor offers a range of assets and opportunities. Developments in the growth areas can make the most of these to bring wider regeneration potential for the A10/A1010 Corridor to become a business and civic street.

Key findings and recommendations:

- Established communities with transport, community infrastructure, shopping, services and jobs,
- A diverse range of character areas, from bustling urban high street to high density housing, historic Georgian and Victorian buildings and public realm to 20th century suburbs,
- A range of near and medium term site opportunities,
- Clusters of sites that relate to existing centres, destinations, character areas and land uses,
- Clusters of sites that can relate to existing physical and community infrastructure rather than requiring wholly new infrastructure,
- Opportunities to link sites to wider initiatives, particularly at Ponders End, Meridian Water in Central Leeside, Tottenham Hale, Seven Sisters, Tottenham Green, Bruce Grove, High Road West (White Hart Lane), Northumberland Park, Edmonton Green, Angel Edmonton, Stamford Hill and Stoke Newington.

The A10/A1010 corridor also faces challenges including:

- A reserve of smaller sites that have yet to come forward to deliver housing or employment,
- Deprivation across a number of factors,
- Modest property values that may be a barrier to investment,
- The absence of a co-ordinated public sector strategy for advancing sites.
Fig. 9.3 Connecting growth areas to A10/A1010 Corridor
9.3 The vision for Tottenham’s Places

The Mayor of London and Haringey Council has committed a £41 million package of investment to bring transformational change in Tottenham by 2015 driven by the August 2011 disturbances and the redevelopment plans of Tottenham Hotspur. A number of projects are already underway.

‘A Plan for Tottenham’ (Haringey 2012) published the vision that Tottenham will be a place everyone is proud to be part of and sets out the development and regeneration ambitions. Work is being progressed by the GLA and Haringey Council to set out the detail of the 5 key areas and the residential core:

1. **High Road West** Sports and Leisure  
   A new neighbourhood of mixed communities adjacent to the sports and leisure facilities at Tottenham Hotspur FC.

2. **Northumberland Park** Knowledge Hub  
   A new employment destination, better integration with the Lee Valley Park and major housing growth.

3. **Bruce Grove** Retail  
   The historic and retail heart of Tottenham will expand the shopping range offered in the area.

4. **Seven Sisters and Tottenham Green** Culture and Education  
   Public realm improvements and new development opportunities and connection to new communities settling in Seven Sisters.

5. **Tottenham Hale** Business and Exchange  
   A major growth hub and gateway to the Upper Lee Valley and north London. See chapter 6 for further details.

6. **Residential Core**  
   The existing Victorian housing stock will become more desirable, valued and will play a key part in providing the setting and housing opportunities that enable families to live, work and stay in Tottenham.
Fig. 9.4 The vision for Tottenham’s places
High Road West and Tottenham Hotspur FC Development

Change in High Road West, an 11 hectare area of north Tottenham adjacent to Tottenham High Road, is being supported by the development of a comprehensive masterplan.

The ambitions for the area are that it becomes a thriving new destination for north London, with a sports, entertainment and leisure offer supported by enhanced retail, workspace and residential development.

The Masterplan proposals will complement the investment and redevelopment proposals being brought forward on the adjacent Tottenham Hotspur FC (THFC) stadium redevelopment project. The delivery of the committed schemes for THFC (which includes £430m investment in a 56,000 seat stadium, 6,700 sqm supermarket, new University Technical College, new office space and 285 new homes) and Brook House (222 new homes and a primary school) will catalyse change in the area.

The Masterplan options present various opportunities including:

- Increased public transport accessibility, including enhancements at White Hart Lane station, a new entrance and ticket hall and a review of bus services.
- Between 600-1,600 new homes with an inclusive, sustainable mix of housing tenures.
- Potential for up to 7,000 sqm of new employment uses to provide new commercial opportunities whilst safeguarding existing levels of employment, with potential to grow to around 700 jobs in the area.
- New community infrastructure including 460 places in a primary school, library ‘ideas store’, a crèche, community centre and sports centre.
- Up to 4,000 sqm of new major public space a new public realm (Station Approach) linking the new ticket hall at White Hart Lane Station to the High Road and a new community park to the north of White Hart Lane;
- Potential for up to 14,000 sqm of new leisure based commercial development including a 10 screen cinema, a fitness club, and bowling alley and associated restaurants and shops.
High Road West masterplan

- A new mixed use neighbourhood with a leisure and sport focus
- Estate renewal
- Station improvements
- Improved connections to the High road

Potential jobs 700
Potential homes 1,600
Northumberland Park

The Northumberland Park area is identified as an Area of Change in Haringey’s Local Plan. The ambitions for Northumberland Park are that the area undergoes transformation both in terms of the quality and mix of housing and the nature and diversity of the employment offer. A step change in employment can be achieved through the attraction of a knowledge based institution/hub (such as a Higher Education provider) which will provide the catalyst for spin-off and start-up businesses. There are a wide range of employment sites (some in Council control) which can be upgraded and intensified as new businesses are attracted to the area.

A change in employment in the area will also be supported by improvements in the type of housing available. There is a high concentration of public sector owned land in the area and the Council is exploring all options for using this land flexibly to bring forward growth and improvement. The Council will work with local residents to improve existing homes and explore opportunities for substantial estate regeneration to create a better mix of housing across Northumberland Park. Opportunities for new homes and neighbourhoods will be supported by new access points into the Lee Valley Park and substantial investment in the rail network that will lead to four trains per hour, connecting Northumberland Park with the growth areas of Tottenham Hale and Stratford. (See Chapter 3)

The most recent assessments for the transformation of Northumberland Park indicate that the area has the potential for up to 4,500 new homes across a range of tenures and 4,000 new jobs in the light industrial, research, education and knowledge based sectors. The Council will test the potential for transformation and regeneration through an Area Action Plan for Northumberland Park.
Bruce Grove

Bruce Grove is at the heart of business and community life in Tottenham. It is a key action objective of the Council that the area will be enhanced and revitalised as a beautiful and historic high street. It will attract new businesses and services and will flourish as a retail destination.

The priorities for the area include:

- Maximising existing assets through focusing the retail offer at key transport nodes along the High Road
- Major investment in improvement works to the streetscape, shop signage and pop-up activities and Bruce Grove station to enhance the area.
- New mixed use development sites are coming forward that can take advantage of the Tottenham High Road location and a focus on strengthening and diversifying the retail offer through the development of retail accommodation that is attractive to multiple retailers.
Seven Sisters and Tottenham Green

Seven Sisters will be a gateway into Tottenham and the High Road. The comprehensive redevelopment of Wards Corner will help bring new homes to the area, and create major new retail space and public spaces. A key part of the Seven Sisters gateway will be an opportunity for new residential-led development at Apex House as well as a more focussed retail offer that draws in West Green Road and residential development at Lawrence Road to the west.

The wider Seven Sisters area has an array of light industrial premises that are suitable for a range of growth sectors – green technologies, creative industries and logistics in particular. These premises have the potential to be developed into flexible, high quality work spaces that encourage new businesses to locate and grow here.

Public realm improvements will link Seven Sisters to Tottenham Green, the largest public space on the High Road. The Green is surrounded by significant leisure, cultural and educational assets, including The College of Haringey, Enfield and North East London; Tottenham Town Hall, the Holy Trinity Church, Tottenham Green Leisure Centre, the Marcus Garvey Library, Bernie Grant Arts Centre and the Tottenham Enterprise Centre. This area will be turned into the heart of public and civic life in Tottenham.

Following a £1.2m investment, the Green will be transformed into a high quality public space suitable for markets, events and community activities, alongside a newly improved leisure centre. The Council is committed to develop a public services hub in the area. It will become a key destination on the A10/A1010 Corridor with restaurants, cafes and bars.
Fig. 9.6 The A10/A1010 town centres (south)
9.4 A10/A1010 centres

Stamford Hill and Stoke Newington

Stamford Hill and Stoke Newington are located at the southern end of the Opportunity Area and form part of the link between the Upper and Lower Lee Valley Opportunity Areas. The A10 divides Stamford Hill, Stoke Newington High Street and Stoke Newington Road. It continues south through the heart of Dalston Major Town Centre, to Shoreditch and into the City. The A10 runs north to Seven Sisters and forks at Bruce Grove to the west as the A10 and to the east as the A1010 towards Angel Road.

Stamford Hill is a designated Local Centre and the commercial activities are concentrated at the junction of Stamford Hill and the A107 Clapton Common/Amhurst Park. There are opportunities for more intensive activity and improved retail offer within the centre and its environs. The wider Stamford Hill area may be subject of a Neighbourhood Plan. Local community groups with the assistance of Hackney Council officers are in the process of developing a neighbourhood forum and constitution for the area.

The Stoke Newington District Centre covers Stoke Newington High Street, the southern part of Stamford Hill and includes the eastern part of Church Street. At Church Street the district centre merges with the designated Stoke Newington Church Street Local Centre. It is the third largest ‘town’ centre in Hackney after Dalston and Hackney Central.

Stoke Newington is highly accessible by public transport with two Overground stations at Dalston Junction and Dalston Kingsland. Nine bus routes provide easy access to these and to Victoria line and National Rail services at Seven Sisters, Finsbury Park and Highbury & Islington.

The Stoke Newington area contains a variety of buildings dating back to the 18th century. Much of the Stoke Newington lies within a Conservation Area and the high street commercial area is characterised by three or four storey terraced properties which contain ground floor retail/commercial and residential above. Many of the buildings are listed or locally listed, with some of the best quality buildings along Stoke Newington Church Street.
Stoke Newington has five distinct areas (fig. 9.6):

1. The central area is on Stoke Newington High Street around the high street banks between Brooke Road and Church Street.
2. The eastern part of Church Street is characterised by restaurants, cafes and independent retailers.
3. The northern part of the centre is concentrated around the Morrison’s supermarket characterised by shops catering for the surrounding Orthodox Jewish community.
4. The southern part of the centre stretches from Brooke Road towards Stoke Newington police station with a wide range of retail and commercial businesses, and
5. Stoke Newington Road is characterised by Turkish shops and facilities.

Abney Park Cemetery sits on the edge of the commercial centre and is formally one of the ‘magnificent seven’ garden cemeteries in London. It is an English Heritage Registered Park and Garden, containing several listed monuments and is a Local Nature Reserve managed by the Abney Park Trust. There is a visitors’ centre and training facilities for educational activities including stone carving.

There is potential within Stoke Newington for high quality mixed-use development. Investment in some of the shop frontages, public realm and management of the busy highway, for example by removing the gyratory system, could help make the centre more attractive to high quality retailers and leisure operators and more pedestrian friendly. The Council has a long term aspiration to see the removal of the gyratory system.
Angel Edmonton

Angel Edmonton is an Area for Regeneration located along the A10/A1010 Growth Area corridor that is served by Silver Street and White Hart Lane rail stations. The North Circular Road (A406) intersects the Primary Shopping Centre in two with the northern element of Angel Edmonton within close proximity of Edmonton Green District Centre in Enfield and the southern end of the Centre being relatively close to Haringey. Angel Edmonton has suffered in recent times through a range of complex and persistent social, economic and physical issues which also face Edmonton Green. These must be tackled in an integrated way.

Since February 2011, Angel Edmonton has seen investment into its centre with 120 mixed tenure residential properties, a new community building and over 1,000 sqm of retail space on Fore Street as part of the Highmead regeneration project to help extend the range and function of the centre. The aspiration is to improve the local economy through a town centre-led growth strategy.

Regeneration will therefore be guided with a view to:

- Improve the shopping environment with a range of different town centre uses such as shops, cafes, evening economy, hotels, restaurants, culture, offices and civic functions and leisure uses;
- Encourage new residential development into the centre to complement the town centre function;
- Focus on young people through education, up-skilling, schools, outreach work and job opportunities;
- Improve the quality of, and access to, open spaces and parks;
- Improved access to the station through improved pedestrian and cycle links through the area; and
- Improve the connections across the area including to Meridian Water and Edmonton Green.
Fig. 9.7 The A10/A1010 town centres (north)
Angel Edmonton lies to the west of the large-scale regeneration programme at Meridian Water and will play a major part in linking the new residents and businesses. Development principles for Angel Edmonton and Meridian Water will be integrated by:

- Improving walking and cycling routes between the two areas;
- Maximising the number of jobs created in Meridian Water that are suited, and accessible, to communities in Angel Edmonton; and
- Considering the impact that any retail uses in Meridian Water will have on the regeneration and diversification of Angel Edmonton and the A10/A1010 Corridor.

Edmonton Green

Edmonton Green is located along the A10/A1010 Corridor and has huge potential for change. It is a major transport interchange, a district town centre in need of regeneration, and has a number of heritage assets. There is a range of complex and persistent social, economic and physical issues facing Edmonton Green.

Since 1997, Edmonton Green has been the focus of extensive generation work under the “pathfinder” programme. Under the Edmonton Partnership Initiative, the area has benefited from housing renewal; a new leisure centre; improvements to the shopping centre; a major transport interchange; new health centre and environmental improvements to Salmon’s Brook. However environmental and socio-economic issues persist and there is potential to build on the work already undertaken to create a comprehensive planning framework for Edmonton Green.

Increasing prosperity in Edmonton is a priority as it is one of the most deprived areas in the borough and it is identified as an Area of Regeneration in the London Plan. Core Policy 39 of the Enfield’s Core Strategy sets out the policy direction to achieve transformational change.
Regeneration will be guided through the preparation of an Area Action Plan which will aim to:

- Clearly define the function and role of Edmonton Green town centre and its relationship with Angel Edmonton, Tottenham Hale, Wood Green and Meridian Water;
- Improve the shopping environment with a range of different town centre uses such as shops, cafes, evening economy, hotels, restaurants, culture, offices and civic functions and leisure uses;
- Create new jobs and better links to existing jobs, including linking this to town centre improvements and opportunities;
- Focus on young people through education, up-skilling, schools, outreach work and job opportunities;
- Improve the quality of, and access to, open spaces and parks;
- Improved access to the station through improved pedestrian and cycle links through the area; and
- Improve the east-west connectivity across the area.

Linking the new residential and business community at Meridian Water with Edmonton Green will be a key feature of the planning framework for both of these areas. Development at Edmonton Green and Meridian Water will be integrated by:

- Improving walking, cycling and public transport links between the two areas;
- Maximising the number of jobs created in Meridian Water that are suited, and accessible, to communities in Edmonton Green;
- Considering the impact that any retail uses in Meridian Water will have on the regeneration and diversification of Edmonton Green District Centre and the A10/A1010 Corridor; and
- Evaluating the potential for co-ordinated energy networks and improvements to green infrastructure.
Chapter 10

INFRASTRUCTURE, IMPLEMENTATION AND DELIVERY

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10.1 Infrastructure, funding and investment sources

In order to achieve co-ordination and delivery of growth in the Upper Lee Valley, the need for considerable investment in infrastructure projects will be required. There are a number of funding streams available to deliver social and physical infrastructure, including:

- **Community Infrastructure Levy (CIL)**

CIL will become the principal means of funding infrastructure through the development process. CIL can be spent across local authority boundaries suitable for delivering strategic infrastructure.

CIL allows local authorities in England and Wales to charge a levy on new developments to raise funds to build the infrastructure to support growth. In London, there are two levies - a Mayoral CIL to raise funds for Crossrail and a Local Authority CIL to pay for a wide range of infrastructure including transport, open space, parks, schools, community and health facilities, leisure centres and energy.

As CIL is simply a standard tariff, it cannot be used to provide affordable housing or other site specific mitigation measures. Therefore, Section 106 agreements may still be necessary where applicable. The four boroughs are at different stages in calculating CIL charges for their areas. Up to date information is available on the boroughs’ websites.

The Mayoral CIL came into force on 1 April 2012 to levy all new developments in London (except development for health and education facilities) to raise £300m towards the delivery of Crossrail. The rates for the boroughs in the Opportunity Area are as follows:

**Zone 2 boroughs** (Hackney and Haringey)
£35 per square metre

**Zone 3 boroughs** (Enfield and Waltham Forest)
£20 per square metre
• **The Greater London Authority family**
  Funding has been made available from the Mayor’s Outer London Fund, the Growing Places Fund and the Mayor’s Recovery Fund. The GLA will also work with boroughs to bid for growth and innovation funding.

• **Local authorities**
  Borough investment plans and investment agreements are directly relevant to the planning framework.

• **Planning obligations/ Section 106 agreements**
  The traditional role of planning obligations to fund infrastructure is changing as a result of the introduction of CIL but in the short term they will continue to have an important role in delivering affordable housing, revenue costs and to address site-specific issues such as access.

• **Planning tariffs**
  Tariff contributions can be pooled, matched with other funding sources and used to help deliver infrastructure in a timely and efficient way. A tariff for S106 contributions has operated in Blackhorse Lane since 2009.

• **Tax Incremental Financing**
  Based on future uplifts in business rates, this form of financing could assist the delivery of specific projects. Tax Incremental Financing has not yet been applied in the UK, but its use could be explored.

• **Business Rate Supplement**
  The introduction of a levy across businesses in the Opportunity Area.

• **Investment from other public bodies** such as the Lee Valley Regional Park Authority, Canal and River Trust (formerly British Waterways), the Environment Agency and Network Rail.

• **Third party charities and other social enterprises.**

• **Private sector firms** such as utilities companies.
10.2 Development Infrastructure Funding Study

The Greater London Authority working with the local authorities will undertake a Development Infrastructure Funding Study for the Upper Lee Valley Opportunity Area. Similar studies have been carried out for other Opportunity Areas including Vauxhall/Nine Elms/Battersea and White City.

The overall objective of the Development Infrastructure Funding Study (DIFS) for the Upper Lee Valley is to:

- Identify the critical enabling infrastructure necessary to deliver the growth;
- Provide an assessment of the capacity of development to fund this infrastructure, and identify funding gaps; and
- Recommend what alternative funding mechanisms might be available to fund the infrastructure.

The infrastructure to be assessed is that deemed to be ‘strategic’ and which has not been considered by the individual authorities’ Community Infrastructure Levy (CIL).

The extent of strategic infrastructure to be considered should be agreed with all parties.
10.3 Delivery mechanisms

A number of different delivery mechanisms exist that could be considered to help bring about the planning and regeneration objectives the Opportunity Area Planning Framework promotes. These include:

- Determining **planning applications** to make sure they comply with all relevant planning policies (local and strategic) and guidance and appropriately contribute to the wider needs of the Opportunity Area Planning Framework area,

- Implementation of **planning permissions**,

- Working proactively with the **private sector and landowners** to encourage investment and long-term involvement,

- Utilising **public sector funding, land and assets** to achieve objectives,

- **Compulsory purchase** to acquire land to deliver comprehensive development and infrastructure. This is particularly useful where sites are difficult to assemble through private negotiations - for example where there are complicated freehold and leasehold interests,

- Coordinating **strategies and investment** decisions by the local authorities and the Greater London Authority working together with boroughs, investors, the North London Strategic Alliance and the Lee Valley Regional Park Authority. Implementation and delivery groups exist for other opportunity areas. A similar model will be investigated for the Upper Lee Valley,

- **Co-ordination** between the Borough Infrastructure Studies, the proposed Development Infrastructure Funding Study, London Plan Infrastructure Plan and London West Anglia Group Infrastructure Planning Work,

- Aligning **statutory and non-statutory planning documents** – such as the London Plan, the Opportunity Area Planning Framework, Masterplans, Area Action Plans, Supplementary Planning Documents, best practice guidance and design briefs.
10.4 Monitoring and review

The Mayor’s vision, objectives and policies set out in this Guidance are based on a number of assumptions drawn from best evidence available when the document was prepared. Whilst this provides a sound basis for the direction and objectives set out in this guidance, it is important to recognise that circumstances can change and it may be necessary to adjust these priorities as the area evolves, needs change and financial circumstances alter.

The annual monitoring reports published by the Mayor and the boroughs will enable the Mayor and partners to identify emerging social, economic and environmental trends and ensure the framework is kept relevant and up to date.