

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

Contents

	Foreword	i
	How to get involved	ii
■	Introduction	
1	Introduction	1
	1.1 Introducing Central Leaside	1
	1.2 Central Leaside's Choices	5
■	The Issues and Options	
2	Working in Central Leaside	12
	2.1 Introduction	12
	2.2 Options for Central Leaside's Employment Land	17
3	Living in Central Leaside	20
	3.1 Introduction	20
	3.2 Housing	21
	3.3 Community Facilities	29
	3.4 Shopping	32
4	Connecting Central Leaside	34
	4.1 Introduction	34
	4.2 Public Transport	35
	4.3 Walking and Cycling	42
	4.4 The Road Network and Parking	44
5	Central Leaside's Image: Open Spaces, Leisure and Recreation	48
	5.1 Introduction	48
	5.2 Central Leaside as North London's Waterside	51
	5.3 Creating new Open Spaces in Central Leaside	54
	5.4 Improving the Quality of Existing Open Spaces in Central Leaside	56
	5.5 Improving the Image of Central Leaside	58
6	Angel Road	59
	6.1 Introduction	59
	6.2 Individual Sites of Interest	60
	6.3 Alternative Ways Forward for Angel Road	65
7	North East Tottenham / Northumberland Park	68
	7.1 Introduction	68
	7.2 Individual Sites of Interest	69
	7.3 Alternative Ways Forward for North East Tottenham / Northumberland Park	72
8	Pickett's Lock	74
	8.1 Introduction	74
	8.2 Individual Sites of Interest	75
	8.3 Alternative Ways Forward for Pickett's Lock	77
9	What's Next?	80
	9.1 Consultation Process	80
■	Appendix	

Contents

A	The Area Action Plan Process	81
B	Policy Context	82
C	Sustainability Appraisal	85
D	What you told us	86
E	Glossary	91
F	Information Sources	96

7 North East Tottenham / Northumberland Park

7.1 Introduction

- 7.1.1** This area sits just to the south of the major opportunity area at Angel Road. It contains sites which are designated as employment areas in Haringey's UDP, namely Brantwood Road, North East Tottenham, Marsh Lane and Willoughby Lane employment areas. The Haringey Employment Land Study (2004) identified opportunities for modernisation and intensification of employment uses and mixed uses in the area. To the west of the railway line lies a residential area that stretches towards Tottenham High Road. The area contains Marsh Lane Allotments and the Frederick Knight sports ground. The Meridian Way / Watermead Way and the railway line generally create a barrier between residential areas and open spaces (Green Belt) and the River Lee. Tottenham Marshes represents one of the best public access opportunities in the study area to the Lee Valley Regional Park. The green belt extends towards Millmead Road industrial estate near Tottenham Hale.
- 7.1.2** Most of the study area lies within Northumberland Park ward. The ward is characterised as being one of the most severely deprived areas not only in Haringey, but the whole country. Results from the Indices of Deprivation 2004 found that 85 per cent of residents in the Northumberland Park Ward live in areas that are amongst the 10 per cent most deprived in Haringey. Much of the deprivation stems from labour market disadvantage.
- 7.1.3** The proximity of the North East Tottenham / Northumberland Park area to the major opportunity area in Angel Road means that change and improvement at one will have an impact upon the other. In particular, it is the opportunity for major transformation around Angel Road that will drive change in the North East Tottenham / Northumberland Park area. The regeneration efforts in both areas must therefore be complementary. If, for example, a new mixed use living and working quarter is to be promoted on land around IKEA and Tesco (see Angel Road Scenarios A and B), what needs to be changed in the employment areas to the south to support and benefit from this? Can any of the employment areas in North East Tottenham / Northumberland Park accommodate further employment uses potentially displaced from the Angel Road area? The two areas sit immediately adjacent to each other and the approach taken in one must not undermine the other. Furthermore, it is likely that the phasing of improvements or developments would be staggered, so that any redevelopment at Angel Road would be undertaken in Phase 1, and North East Tottenham / Northumberland Park in Phase 2.
- 7.1.4** As with other parts of Central Leaside, there are questions to be asked about the future of employment, enhancing access to the Lee Valley Park, overcoming barriers to movement and challenging the perceived image of the area. In the Vision for the Upper Lee Valley developed by the NLSA and its members, North East Tottenham / Northumberland Park is identified as an important and strengthened community spine, with improved connections between the railway station, the Lee Valley Park, White Hart Lane stadium and Tottenham High Road. And central to this, the Vision identifies the opportunity for an improved employment offer and station precinct.

7 North East Tottenham / Northumberland Park

7.2 Individual Sites of Interest

Employment Uses

7.2.1 Employment uses in the area are representative of the historical legacy of development here. Generally, premises and estates are outdated and not suited to modern commercial activities: premises are small, parking is lacking, servicing and access arrangement are poor. On the other hand though, this does mean that the area provides a relatively cheap supply of land for businesses. Could this area therefore be promoted as a location for seed-bed and start-up businesses? Alternatively, is there scope in this area to accommodate activities which often have greater employment densities than traditional industrial units in line with the changing nature of London's economy.? In any event, the quality of the estates and their relationship to surrounding uses must be improved: this is important in terms of continued investment and improving the interface with the Lee Valley Park. The section on Working in Central Leaside asks more general questions about how the quality of employment areas in Central Leaside might be improved. This section talks about specific sites and opportunities around North East Tottenham / Northumberland Park.

7.2.2 To better understand the North East Tottenham / Northumberland Park area, 'snapshots' of individual sites of interest have been set out below (see Figure 7.1 'North East Tottenham/Northumberland Park: Individual Sites of Interest') All these areas are designated as defined employment areas in Haringey's UDP.

Marsh Lane Employment Area

7.2.3 The Marsh Lane defined employment area is located to the east of Northumberland Park station, adjacent to the Lee Valley Regional Park (although separated from that by the presence of Watermead Way). The area is disconnected from surrounding employment and the residential communities due to the presence of the railway depot and limited crossing facilities at Northumberland Park station. To the north of the employment area the Allotment Gardens form a barrier between this and other employment land within the North East Tottenham estate. The Haringey Employment Land Study (2003) characterised the Marsh Lane area as underutilised.

North East Tottenham Employment Area

7.2.4 A key concern for this area is the quality of internal circulation, parking provision and servicing. Haringey Employment Land Study (2004) identified that the far northeastern corner of the estate represents an opportunity for redevelopment and intensification for employment uses.

7 North East Tottenham / Northumberland Park

Brantwood Road Employment Area

7.2.5 Brantwood Road is located to the west of the North East Tottenham employment area on the western side of the railway tracks. The Haringey Employment Land Study identified that there may be improvement opportunities in Brantwood Estate with the derelict 1930s buildings in the northeast of the site.

Willoughby Lane Employment Area

7.2.6 This is a small employment area, lying in between North East Tottenham and Brantwood Road employment areas, and surrounded by residential uses and the Fredrick Knight sports ground to the north.



Figure 7.1 North East Tottenham/Northumberland Park: Individual Sites of Interest

7 North East Tottenham / Northumberland Park

Connectivity

- 7.2.7** Connectivity across North East Tottenham / Northumberland Park is one of the key issues. Most of the connectivity issues for Central Leaside are examined in the section on Connecting Central Leaside . This section focuses on connectivity in the context of possible change options for this area.
- 7.2.8** Local road access in the Northumberland Ward is mainly through the A1010 [Tottenham High Road] and A1055 [Meridian Way/Watermead Way]. Both roads are congested in peak hours. One of the issues to bear in mind is the impact of increased traffic due to further development, for example it would need to be demonstrated that possible new road links would not add to commuter traffic in North Tottenham and in particular the possible impact on the Tottenham gyratory for which TfL are currently developing options for converting to two-way working.
- 7.2.9** As with the Angel Road area, there are also important questions surrounding the Lee Valley railway line and Northumberland Park station. The key issue for the Lee Valley railway line route through Northumberland Park and Angel Road is the lack of spare capacity. There is no prospect of any significant increase in the number of trains with the current rail infrastructure. Both authorities support the principle of four-tracking enhancements. The additional track would impact on the operation of the Northumberland Park level crossing as well as the other level crossings in the Lee Valley. The impact would need to be assessed in a study and may require enhancements to the road network to the north to cater for the displaced traffic at the level crossing. In addition to four-tracking, Network Rail proposes train lengthening by 2012 and early works on level crossings which would affect Northumberland Park (see section 4).
- 7.2.10** The impact of any relocation of Angel Road station (see Angel Road Scenarios A and B) also needs to be explored. If Angel Road station is to be relocated to the south to serve potential new development opportunities questions may arise as to operational issues for trains using Northumberland Park station. The key question here is whether the two stations will be located too close together to work efficiently. Another issue to bear in mind is access to White Hart Lane stadium, which is served by Northumberland Park station. Again, this will need to be explored further at the next stage of the AAP.

7 North East Tottenham / Northumberland Park

7.3 Alternative Ways Forward for North East Tottenham / Northumberland Park

- 7.3.1** The North East Tottenham / Northumberland Park area is characterised by employment uses, as shown in Figure 2.1 'Employment Land, Central Leaside'. There are two scenarios for North East Tottenham / Northumberland Park. On one level, the area could continue in its existing role as a preferred location for employment uses, although improvement in the quality of the employment uses would be needed. This could include managed change, small-scale redevelopment and environmental improvements. There could be a role for this area to promote seed bed and start-up businesses or absorb displaced employment from elsewhere in Haringey and Enfield.
- 7.3.2** Alternatively, greater levels of change could be promoted in the area. In addition to improvements to the quality of employment areas, this alternative approach would also see redevelopment and improvement to much of the North East Tottenham / Northumberland Park employment areas, with potentially higher-value employment uses integrated with the potential new living and working quarter around IKEA and Tesco. As part of this approach, it may be possible to introduce a mix of other uses and also to explore ways in which access to the Lee Valley Park might be enhanced and the relationship between the Park and adjacent development might be improved.
- 7.3.3** More detail follows on the Scenarios for North East Tottenham / Northumberland Park.

Scenario A: Retain emphasis on the existing range and type of employment uses

- 7.3.4** The objectives of this scenario would be:
- To retain, protect and enhance employment land status;
 - To facilitate gradual improvements over time to premises, internal access, public realm and servicing and parking in order to improve the quality of employment land; and
 - To ensure that land is available for B2 to B8 employment purposes.
- 7.3.5** This scenario would ensure that the area remains a location for traditional employment uses, reflecting the defined employment area allocations in Haringey's UDP, building on links to the North Circular. It would seek to bring back into use those areas currently identified as employment land but which are under-utilised. This scenario would seek to strengthen the employment land, ensuring targeted investment and improvements to its quality, and potentially inject some new uses such as green industries in synergy with an existing core of refuse and recycling activities already in the area, or seed-bed and start-up businesses (considered in section 2 - 'Working in Central Leaside'). In particular, our research has pointed to the need to improve the quality of premises, circulation, access and parking arrangements, so that the employment areas are fit for modern commercial purposes. Funding for such improvements would need to be identified, in particular the potential to secure regional funding would need to be investigated. Another key source of funding for improvements to these employment areas could come from potential mixed use development in the Angel Road area. The scale of improvements that could be undertaken might therefore depend on the preferred option chosen for the Angel Road area and the scale of mixed use development pursued there.

7 North East Tottenham / Northumberland Park

Scenario B: Transformation of selected areas

7.3.6 The objectives of this scenario would be:

- To redevelop selected employment land for higher-value employment uses and other mixed-use including housing as appropriate in synergy with the achievements of a new living and working quarter in the Angel Road area;
- To raise the quality of employment land and introduce some B1 floorspace
- To ensure that land is available for B2 to B8 employment purposes; and
- To facilitate gradual improvements over time to premises, internal access, public realm, servicing and parking in order to improve the quality of employment land.

7.3.7 Scenario B provides a significant change in the approach towards employment land over some or all of the area. It ensures that change and improvements in the area are well related to the potential for major transformation around IKEA and Tesco.

7.3.8 The main differences between this Scenario and Scenario A described above is that selected employment land would be promoted for higher-value and higher density employment uses, overlooking and integrated with adjacent development opportunities. Employment areas here have the potential to support modernisation and intensification of employment uses. Within this it may also be possible to integrate a mix of other uses supporting the wider redevelopment, such as housing and leisure, creating an attractive people-friendly development. Mixed use development in these areas would bring investment, which could act as a catalyst for further regeneration and investment. This could provide a context for investment on the remaining employment areas, through development for higher density employment uses, which would not necessarily be viable on its own.

7.3.9 The southern portion of North East Tottenham employment area and the Marsh Lane employment area need to be considered carefully in this option, as these areas have relatively low employment densities and inefficient uses of land. The potential for higher density development in these locations is closely linked with the future of Northumberland Park station and the Lee Valley line (considered in section 4 - Connecting Central Leaside).

Question 30

Which scenario do you prefer? Can you give us your reasons? Are there any other scenarios that you think we should consider?

Question 31

Which locations should be considered for more intensified employment uses and other redevelopment opportunities?

8 Pickett's Lock

8.1 Introduction

- 8.1.1** Pickett's Lock is located to the north of the study area, bordering the North East Enfield AAP boundary. It is an important location within the Lee Valley Park, and is of both local and regional importance as a centre for sports and leisure activities. Pickett's Lock is also one of the few points within the Upper Lee Valley where it is possible to access the waterfront.
- 8.1.2** Current regional and local guidance identifies Pickett's Lock as an area for future development and investment - the draft vision for the Upper Lee Valley, the Lee Valley Park Plan and the Enfield Culture and Leisure Strategy all identify Pickett's Lock as an area for the development of additional sports and recreation facilities. We need to consider, therefore, how the regional role of Pickett's Lock can be fulfilled without compromising the ability of local residents to use and enjoy the area.
- 8.1.3** At the moment, the sports and leisure facilities at Pickett's Lock, which include the athletics centre, golf course and cinema) are relatively well used. However, local residents and workers are discouraged from using these facilities because of the relatively poor access to the area. The combination of the Lee Valley railway line and Meridian Way form a barrier to east-west movement, restricting access to the facility for those who live in communities to the west of the railway line. Public transport is also limited: it is served by one bus route and the nearest railway station is at Ponders End and services to this are infrequent. Walking and cycling routes between Ponders End station and Pickett's Lock are also unattractive and unwelcoming.
- 8.1.4** It is important to note that whilst the primary function of the Pickett's Lock area is as a sports and leisure node, there are other important activities and issues within the area. The wider Pickett's Lock area includes the cluster of employment land at the Claverings Estate, which the Enfield Employment Land Study suggests might be suitable for a change of use. It also includes the former Coca-Cola premises. The AAP provides the opportunity to explore what uses might be best suited in these locations and what transport infrastructure might be required to support these.

8 Pickett's Lock

8.2 Individual Sites of Interest

8.2.1 To better understand the Pickett's Lock area, 'snapshots' of individual sites of interest have been set out below (see Figure 8.1 'Pickett's Lock: Individual Sites of Interest').

Pickett's Lock Leisure Complex

8.2.2 This includes a golf course, cinema complex and the recently opened Lee Valley Athletics Centre, which has served to strengthen the sports and leisure facilities at Pickett's Lock. The facility is the largest indoor and outdoor athletics centre serving London and the South of England. The site is within the Lee Valley Regional Park and the Green Belt boundary follows the extent of the park.

Pickett's Lock waterfront

8.2.3 Pickett's Lock waterfront is one of the few accessible points to the waterfront in the AAP area. The full value of the waterside location is not currently maximised due to the embankments surrounding the reservoirs, which restrict both access and views. At present, Pickett's Lock waterfront is used for small-scale employment uses.

Pickett's Lock Lane

8.2.4 Located to the south of the Pickett's Lock leisure complex is the Deephams sewage works. Pickett's Lock Lane runs along the northern edge of the sewage works and provides the main link between Meridian Way and the waterside. Residential development currently exists along part of the lane, but not along its length. There is scope to improve this pedestrian route.

Claverings Industrial Estate

8.2.5 This employment cluster comprises the Claverings Industrial Estate, Dominion Business Park and Horizon Business Centre. The employment cluster measures approximately 2.7 hectares. The Enfield Employment Land Study notes that it is currently a vibrant cluster, but that it is surrounded by housing and lacks buffers between the industrial activities and surrounding uses. The study recommends that partial change to residential might be appropriate, provided that this change is used to assist with the retention of employment on remaining areas. However, it is currently a successful location for small businesses and home to the Council's Children's services.

8 Pickett's Lock



Figure 8.1 Pickett's Lock: Individual Sites of Interest

8 Pickett's Lock

8.3 Alternative Ways Forward for Pickett's Lock

- 8.3.1** Although the Pickett's Lock complex is disconnected from the main area of potential transformation in Central Leaside, i.e. land around Angel Road at the North Circular, opportunities for change and improvement here must be set within the wider context of change in Central Leaside. Pickett's Lock is also in close proximity to the North East Enfield AAP area and the potential improvements currently being explored in and around Ponders End.
- 8.3.2** A holistic approach to any future proposals for Pickett's Lock is required, taking into consideration potential wider transformation at Central Leaside and in North East Enfield. For example, if existing employment land in Angel Road is developed for housing, employment land may need to be retained in Pickett's Lock.
- 8.3.3** There are two scenarios for Pickett's Lock (see Figure 8.2 'Pickett's Lock: Scenarios for Change'). One is that the area could continue in its existing role as a location for leisure activities pepper-potted with employment uses. This approach would require the role of the park to be strengthened, access to the waterfront improved, and the quality of the employment uses enhanced, which would include managed change, small scale redevelopment and environmental improvements.
- 8.3.4** The second scenario involves greater levels of change. This scenario would see the area playing a stronger leisure and recreational role, supported by residential development on under-used employment land. Within this approach, opportunities could exist to improve public transport connections to the area through a new railway station located on land close to the former Coca-Cola premises. However, a new station would only be an option if a new sports or leisure facility attracted significant numbers of visitors for large-scale events in order to justify a new station and if improvements to the rail infrastructure were provided as part of the four-tracking scheme. A new station could also provide improved facilities for existing residents and businesses in the area.
- 8.3.5** More detail follows on the Scenarios for Pickett's Lock.

8 Pickett's Lock

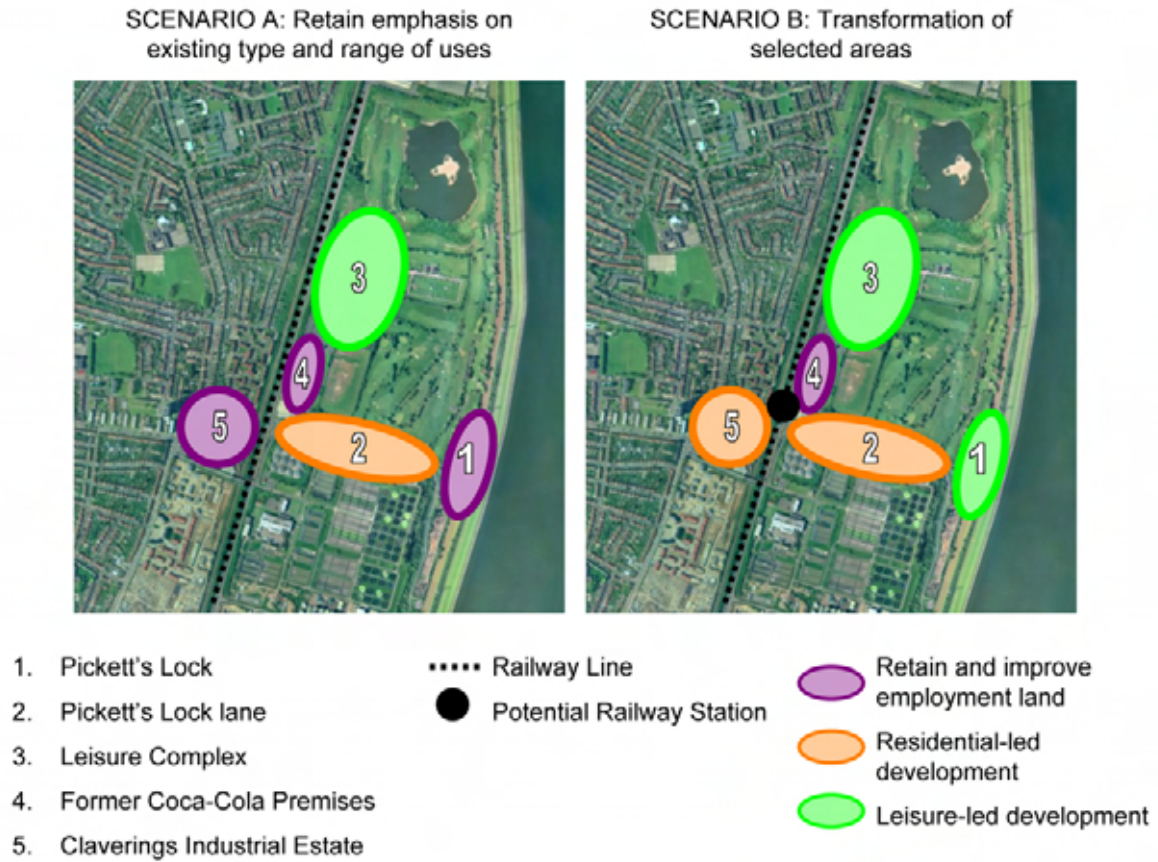


Figure 8.2 Pickett's Lock: Scenarios for Change

8 Pickett's Lock

Scenario A: Retain an emphasis on the existing range and type of uses

8.3.6 The objectives of this scenario would be:

- To retain, protect and enhance employment land status;
- To facilitate gradual improvements over time to employment premises, internal access, servicing and parking in order to improve the quality of employment land;
- To reinforce existing residential development along Pickett's Lock Lane; and
- To strengthen the area as a location for sports, leisure and recreational activities.

8.3.7 This scenario ensures that the area retains its current mix of uses and activities, while seeking improvements to the quality of these. It also seeks to enhance the relationship of the area with the waterfront and improve access to this key feature through residential development along the length of Pickett's Lane. This is important, given that it is one of the few locations within the Central Leaside area where it is possible to access the waterfront. In this scenario, opportunities are envisaged for the transportation of goods and materials to and from Pickett's Lock.

Scenario B: Transformation of selected areas

8.3.8 The objectives of this scenario would be:

- To significantly strengthen the sports, leisure and recreational role of the area, through a major new sports or leisure attraction on the Pickett's Lock site, with additional facilities on the waterfront;
- To develop some existing employment land for residential development;
- To reinforce existing residential development along Pickett's Lock Lane; and
- To improve accessibility through the provision of a new railway station.

8.3.9 This Scenario seeks to strengthen the role of Pickett's Lock as a sports and leisure complex in line with the vision for the Upper Lee Valley. The scenario reinforces existing residential uses along Pickett's Lock Lane. It also seeks to partially redevelop the Claverings Industrial Estate for residential use in line with recommendations within the Enfield Employment Land Study. The major difference between Scenarios A and B is that this scenario would envisage the new leisure or sports facility to be capable of hosting events attracting significant numbers of visitors, which might provide a case for providing a new railway station in the area, which would also serve existing communities, and new development. The proposal for a new station would need to be tested in terms of cost, patronage and the effect on services to other stations along the Lee Valley railway line.

Question 32

Which scenario do you prefer? Can you give us your reasons? Are there any other scenarios that you think we should consider?

9 What's Next?

9.1 Consultation Process

- 9.1.1** Enfield and Haringey Councils invite you to make comments on the issues and options set out in this report. We are particularly interested in seeking the views of key stakeholders, including local businesses and landowners, on the future of Central Leaside. We encourage responses within an eight-week period, until 4th April 2008, in order to inform the preparation of preferred options later in the year.
- 9.1.2** Once the preferred options report is prepared, this will be subject to a more formal six week period of public consultation in early 2009. Following this the Councils will have the opportunity to refine the preferred approach prior to submitting the Area Action Plan to the Secretary of State for independent examination, in September 2009.
- 9.1.3** The examination is likely to be held in Summer 2010. If you have made comments on the submitted Area Action Plan there will be an opportunity for you to be heard by the Planning Inspector. The Inspector will produce a report of his/her findings on the “soundness” of the Area Action Plan, which will be binding on the Council. It is anticipated that the Area Action Plan will be formally adopted in Autumn 2010.

This document has been produced by Urban Initiatives for Enfield Council and Haringey Council.

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