4.1 Existing built form

The existing built form of the Upper Lee Valley varies in character and scale. It contains a predominance of housing but also contains industrial buildings, low rise retail sheds and traditional high streets. The urban grain is relatively fine with good connections through and between residential areas. A key feature of the area is the road, rail and water infrastructure, which can sometimes act as barriers.

The urban form of much of the housing is very distinct - two storey terraced houses built to a reasonably high density with small front and back gardens. The streets are laid out in grid form with higher densities occurring in the Victorian and Edwardian stock to the south of the area with relatively few trees. Lower densities are found in the interwar housing developments to the north at Ponders End characterised by large garden spaces facing onto the street and mature tree cover.

The Upper Lee Valley has a number of conservation areas and listed buildings along its length. With the exception of the listed buildings in Ponders End, these are concentrated along the A1010.
Fig. 4.1 Existing tall buildings and heritage assets
4.2 Tall buildings

There are relatively few existing tall buildings in the Upper Lee Valley. They do not necessarily relate to the location of town centres; major public transport nodes or open spaces and therefore contribute little to the legibility of the area or its sense of place.

The majority of tall buildings in the area are located in the industrial estates, such as the Coca Cola bottling plant, the Edmonton Eco Park main building and chimney stack, and the BOC sheds. Some of the areas industrial heritage in the form of the Victorian gas holders also form distinctive landmarks within the valley. These have a dispersed nature and are generally not tall point objects but large bulky buildings.

The London Plan (2011) identifies that tall buildings will continue to have a place in London, but they will be sited where the existing context and boroughs can support them. It also defines tall buildings as those that are substantially taller than their surroundings, cause a significant change to the skyline or are larger than the threshold sizes set for referral of planning applications to the Mayor.

The London Plan sets out the strategic policy with regard to tall buildings. The Mayor will promote the development of tall buildings where they create attractive landmarks enhancing London’s character and help to provide a catalyst for regeneration where they are acceptable in terms of design and impact on their surroundings. Suitable locations for tall buildings may include the Central Activities Zone and Opportunity Areas.

It is proposed that future tall buildings will generally be in well-defined clusters in the identified urban growth centres at Tottenham Hale, Meridian Water and Ponders End as well as around Tottenham Hotspur’s new stadium and Edmonton Green. By locating tall buildings in the base of the valley, their impact on conservation areas and listed buildings will be limited. They will also be close to existing rail and Tube stations, thus making most of the highly accessible location to support higher development capacity in accordance with the London Plan.
Fig. 4.2 Tall buildings

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They can also take advantage of parkside and riverside settings to improve views and accessibility. Tall buildings could help shield development from traffic and other noise in locations such as Meridian Water. Tall buildings will play a part in creating a sense of place in locations such as Central Leeside, to provide points of orientation as part of the broader landscape strategy to help to promote and identify the regeneration of those areas.

The Councils will carry out detail characterisation studies to assess the suitability of tall buildings in these areas and identify suitable locations for them where appropriate.

Haringey Council’s Supplementary Planning Document for Tottenham Hale (2006) supports an emerging cluster at Tottenham Hale centred on the station. In Blackhorse Lane the emerging Urban Design Framework undertaken by Waltham Forest Council indicates tall buildings may not be appropriate and that a medium height strategy is proposed. Enfield Council’s emerging masterplans for Ponders End and the adopted Meridian Water Masterplan indicate a series of taller buildings in these areas.
Tall buildings in industrial areas

Large areas of the Opportunity Area will continue their use as Strategic Industrial Locations which are also identified as locations suitable for tall buildings.

It is not envisaged that those buildings would be clustered in particular locations as that would set an onerous limit on future industrial development. Tall and large scale buildings within the Strategic Industrial Locations would continue to be dispersed throughout, but would be expected to make a positive and distinctive contribution to the skyline. Where possible, they will complement the aspirations of the open space strategy to enhance the legibility of the Opportunity Area.

A design guide for waste processing facilities published by the former London Development Agency illustrates how industrial buildings can contribute to place making. The design of substantial industrial buildings should consider the use of colour, texture and signage to make a positive contribution to the skyline and to contribute to the development of local distinctiveness.

Density and building form

The preferred building form for the Opportunity Area comprises medium to high-density development which should be three to ten storeys in height in perimeter block form.
4.3 Opening up the Lee Valley Regional Park

One of the core assets of the area is the Lee Valley Regional Park, a gem that is often not visible. Despite the 4,000 hectare Park running the entire length of the Opportunity Area, access into the Park and views of the Park are often restricted.

The Park contains extensive underused riverside sites as well as many protected wildlife habitats in need of enhancement, including the Lee Valley Special Protection Area and RAMSAR sites (Fig 4.9). These include the Walthamstow Wetlands and Epping Forest immediately to the east.

Some of these sites are ideal locations for sport, leisure, entertainment and nature conservation and should be developed to establish the ‘North London Riverside’ – a vibrant community on the banks of the River Lee.

Rivers, tributaries, canals

1. River Lee Navigation
2. River Lee flood relief channel
3. Turkey Brook
4. New River
5. Salmon’s Brook
6. Pymmes Brook
7. The Ching
8. The Moselle
9. Coppermill Stream
10. New River
11. Dagenham Brook
Fig. 4.3 Open space designations
New development in the Upper Lee Valley should feel connected to the Park and be part of its unique landscape. Permeability through developments allowing full access to the Park and the waterside will be expected, as is the enhancement of existing water habitats and ecosystems. The provision of enhanced public access will provide greater access to nature for people. Careful design and incorporation of habitat protection and enhancement measures will be required to ensure that the nature conservation of internationally valued wildlife sites is maintained for people to enjoy.

The needs of the Park’s visitors should also be catered for. As a regional park, it serves a wider geographical area than the Upper Lee Valley, attracting and providing facilities for visitors from across the London region as well as visitors from Essex and Hertfordshire. Its strategic importance will grow with the development of new sporting and leisure facilities at Pickett’s Lock, the improved access to the Walthamstow Wetlands and proximity to the Olympic Park. Whilst it is important to improve local pedestrian and cycle routes to the Park, larger destination points of entry should also be improved. Improving connections to the Park to parts of All London’s Green Grid will help to achieve greater permeability for regional, London and local users.
Fig. 4.4 Strategic improved access to and through Lee Valley Park

High Road West, Tottenham Hotspur and Northumberland Park
Improved east-west pedestrian connection

Tottenham Hale
Improved east-west pedestrian connection from Tottenham High Road and Tottenham Green through to new station interchange and Park.

Meridian Water
Improve east-west pedestrian access and create continuous green spaces with water naturalisation projects.

Ponders End
Improved east-west connection from Ponders End Central through industrial parks to new waterfront development and to sports and leisure facilities at Picketts Lock.

Blackhorse Lane
Linear park to improve links to Walthamstow Wetlands and Lee Valley Park for existing and future residents and businesses.
4.4 Design principles

The Upper Lee Valley contains a number of distinctive urban and natural places which are currently fragmented. In ‘From Edge to Common Ground: Upper Lee Valley Landscape Strategy’ (2010), Witherford Watson Mann Architects identified 63 strategic landscape projects (see TA4) to enhance the existing natural assets and to make the Park more accessible for leisure, sporting activity and the enjoyment of nature.

3 design principles are recommended to bind and balance the natural spaces together with the urban spaces:

1. Forming a single valley space
2. Making many ways in and through the Park
3. Connecting to existing communities

1. Forming a single valley space

Fig. 4.5 identifies some of the key natural green spaces in the Lee Valley Regional Park which provide access to nature, flood alleviation and pollution control. Some of these spaces, such as the Walthamstow Wetlands Project (a proposed urban wetland and nature reserve with public access) are important wildlife habitats.

These green spaces can be connected together into one continuous valley space by improving the following strategic links:

A. Improved links to Regional Park beyond M25
B. Improved access from Brimsdown Industrial Estate
C. Improved links from Ponders Lock and Mills to Brimsdown Industrial Estate
D. New links across Meridian Water
E. Improved access from Blackhorse Lane to Meridian Water
F. New path across southern section of flood relief channel path
G. New path along aqueduct to Hackney Marshes
H. New links to Olympic Park

Destinations

1. Cheshunt Marsh, White Water Canoe Centre and River Lee Country Park
2. Rammey Marsh
3. Gunpowder Park
4. Sewardstone Marsh
5. Lee Valley campsite
6. Royal Epping Forest and Chingford public golf course
7. The Hawk Wood
8. Ponders End lock and mills
9. Lee Valley Leisure Complex, golf course, campsite at Pickett’s Lock
10. Lee Valley Athletic Centre
11. Existing Thames Water site as flood storage marsh area
12. Continuous park space through Meridian Water
13. Britannia Sports Ground
14. Tottenham Marshes
15. Walthamstow Wetlands
16. Douglas Eyre Playing Fields
17. Markfield Recreation Ground
18. Springfield Park and Marina
19. St James Park and Low Hill Sports Ground
20. Walthamstow Marshes Nature Reserve
21. Hackney Marsh and towards the Olympic
Fig. 4.5 Forming a single valley space
2. Making many ways in and through the Park

The growth areas benefit from their close proximity to the Lee Valley Regional Park. Fig. 4.6 illustrates the existing routes into the Park and identifies routes to further open up the Park for pedestrians and cyclists.

Access into the Park and in particular, the Walthamstow Wetlands Project can also benefit the wider Opportunity Area by enhancing or creating routes along existing green spaces and waterways.

The Lee Valley Road (A110), North Circular (A406), Forest Road (A503), Coppermill Lane and Lea Bridge Road (A104) provide crossings through the Park.

These ways into and through support the Lee Valley Regional Park as both a local and regional destination.
Fig. 4.6 Making many ways in and through the Park
3. Connecting to existing communities

Access to nature should also be made available to the existing communities, particularly those along the A10/A1010 Corridor to create a balanced mix of natural and civic spaces.

Town centres
1. Enfield Wash
2. Enfield Highway
3. Ponders End
4. Edmonton Green
5. Angel Edmonton
6. White Hart Lane
7. Bruce Grove
8. Seven Sisters
9. Stamford Hill
10. Stoke Newington

Strategic Industrial Locations
11. Freezywater and Innova Park
12. Brimsdown industrial area
13. Central Leeside
14. Tottenham Hale
15. Blackhorse Lane
16. Lea Bridge Gateway

Proposed growth areas
17. Ponders End
18. Meridian Water
19. Tottenham Hale
20. Blackhorse Lane
Fig. 4.7 Connecting to existing communities
4.5 Development by the waterways

Water is a significant feature in the Upper Lee Valley. The River Lee flows from the north and is a major tributary to the River Thames. Together with the River Lee Navigation, they form the backbone of the Lee Valley Regional Park. The Park also contains major reservoirs which provide for 15-20% of London’s water supply. The Blue Ribbon Network has significant ecological and recreational value. The canal system is almost entirely accessible via the towpaths, providing valuable opportunities for informal recreation and contact with nature. Furthermore, the River Lee Flood Relief Channel helps in the management of flood risks.

Redevelopment in the Upper Lee Valley should aim to achieve three key objectives in relation to the Blue Ribbon Network:

1. It should maximise its waterfront location to create vibrant places. These developments will need to be carefully designed to be in keeping with the river setting and ensure enhanced visual, psychological and physical access to the water space and Park.

In particular, development close or adjacent to the River Lee Navigation should increase permeability for hinterland communities living in built up urban centres to access and enjoy the Lee Valley. There should be a continuity of access along the towpaths. Active uses of the water should be encouraged, particularly for freight and water-based recreation.

2. Development along waterways should seek to form a step change in the attractiveness and function of those waterways. Restoration of these waterways will turn them into an asset that can have ecological, amenity and flood risk benefits and will also increase property values. Naturalising and softening the water edge can further create a more attractive open space and act as a sustainable urban drainage system.

3. It should provide for the protection and enhancement of nature conservation, encouraging the creation and enhancement of wildlife habitats along the waterways, including accessible natural green spaces to ease recreation pressure on European Sites of Protection.

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**Walthamstow Reservoirs**

1. Lockwood Reservoir
2. High Maynard Reservoir
3. Low Maynard Reservoir
4. Reservoir 1
5. Reservoir 2
6. Reservoir 3
7. Reservoir 4
8. Reservoir 5
9. Warwick Reservoir East
10. Warwick Reservoir West
Fig. 4.8 The Blue Ribbon Network
4.6 Nature conservation

The Upper Lee Valley contains several designated sites of nature conservation, reflecting the importance of these sites for wildlife. A sensitive approach is required to design access for the public to ensure there is no overall loss of wildlife habitats.

European Protection

- **Special Protection Areas**
  protect the wide range of plants and animals
- **Special Areas of Conservation**
  protect rare and migratory birds
- **RAMSAR**
  protects all aspects of wetland conservation areas

National Protection

- **Sites of Special Scientific Interest**
  protects the best wildlife and geological sites

Regional protection

- **Sites of Importance for Nature Conservation**

Development is expected to make a positive contribution to the protection, enhancement, creation and management of nature conservation. Developers will need to plan for nature from the beginning of the development process and take opportunities for positive gains for nature through the layout, design and materials of development proposals and appropriate Biodiversity Action Plans.

Development should improve access to nature and assist in achieving the targets of Biodiversity Action Plans without adversely affecting the integrity of protected sites. It can promote landscaping that will naturalise the river banks, the river channel and improve the ecological value of the river corridor.

Developments should support and promote the ecological connectivity of biodiversity sites across the Lee Valley Regional Park through an improvement of green infrastructure, the Blue Ribbon Network and an enhancement of existing resources.
Fig. 4.9 Nature conservation areas
The Upper Lee Valley presents an opportunity to achieve sustainable development:

- By ensuring development mitigates and adapts to the impacts of climate change;
- Delivers a Lee Valley Heat Network and associated heat networks that provide low cost heat and energy to the Opportunity Area and to its surrounding areas;
- Ensures that environmental impacts are minimised including air pollution, noise and vibration, and flood risk;
- Ensures production of waste is reduced, recycled and reused on site;
- Protects and enhances ecology and biodiversity;
- Promotes sustainable transport thereby reducing the need to travel by car; and
- Protects and enhances ecology and biodiversity, including internationally designated sites.
5.2 The Lee Valley Heat Network

There is a unique opportunity to deliver a sustainable heat network which would put the Upper Lee Valley at the forefront of sustainable energy supply in London and give it a clear competitive advantage over other areas.

The vision is to deliver cost-competitive, low to zero carbon energy of heating and power, reduce overall carbon emissions, facilitate the transition and inward investment to a low carbon economy, and support development in a coherent unified manner that prevents the emergence of piecemeal, stand-alone, sub-optimal energy solutions.

There is also long term potential for inter-connection to a London-wide network including the Olympic Park and the emerging heat networks in the Royal Docks and London Riverside areas.

An Upper Lee Valley steering group has been established to maximise the opportunities for developing a Lee Valley Heat Network within the Opportunity Area. This group comprises the North London Strategic Alliance; the London Boroughs of Enfield, Haringey and Waltham Forest; the Greater London Authority; and the North London Waste Authority.
Parsons Brinckerhoff published a feasibility study of an energy masterplan on behalf of the steering group in August 2012. Since then, a business case for the Heat Network has been prepared and submitted to the steering group. A business plan for the first phase of development of the Lee Valley Heat Network is now being produced, based on commitments to the scheme being secured from heat suppliers and from developers.

The steering group will determine the optimum ownership and contracting structure of the scheme, and agree the preferred delivery approach. All new development within the Opportunity Area will be required to consider connections to the Heat Network. Every effort should also be made to supply existing buildings, particularly community uses such as leisure centres, schools and faith buildings. Where a development is completed before the Lee Valley Heat Network is available, the development should be designed using technical standards approved by the steering group to ensure it can connect to the network with minimum modifications.

The Edmonton Eco Park is the preferred location as the supply hub for the Lee Valley Heat Network, where best use can be made of existing generating facilities. Provision will still need to be made for an energy centre within the Eco Park that has the ability to operate top-up and standby steam boilers.

Location elsewhere would result in significant extra capital costs and reduce the scheme’s overall viability. The network will have the flexibility to adapt and expand according to future energy demands and new heat sources that are identified and to changes in regulation. Fig. 5.1 suggests possible directions for future expansion.
Fig. 5.1 The Lee Valley Heat Network
5.3 Waste

One of the objectives of the London Plan is for London to become self-sufficient in its waste management by 2031, so that London will manage its waste within its boundaries. The London Plan also sets a challenging target to increase recycling rates and to separate biodegradable waste to reduce the quantity of waste sent to landfills and recycling facilities to the counties surrounding London.

Waste will be considered as a resource which can generate heat and power to bring environmental and economic benefits from its management. There is a relationship with the green industry sectors (see Chapter 2.1 Employment and industry).

The North London Waste Plan

Seven North London boroughs will combine their individual apportionments - the proportion of London’s total waste - as their collaborative contribution to London’s self-sufficiency. The North London Waste Plan will identify sites for waste management use and will balance the projected growth in population and jobs with the need to preserve the natural and built environment.

The Plan will develop a long term strategy to meet the identified future need for waste facilities in North London to 2027. The Plan is being drafted by the London Boroughs of Barnet, Camden, Enfield, Hackney, Haringey, Islington and Waltham Forest.
Edmonton Eco Park

The Edmonton Eco Park Planning Brief is a Supplementary Planning Document (SPD) to Enfield’s Local Plan. It was adopted in May 2013 and provides guidance on the future development of the Eco Park.

The SPD requires the site to continue to be used for sustainable waste management, prioritising recycling and energy recovery in particular. As stated earlier, future development on the site is required to provide the heat for a local heat network to supply low cost energy to homes and businesses in the area.

The SPD requires new development to be of a high quality design, use sustainable design and construction methods, reduce visual and environmental impacts, and explore opportunities to use the River Lee Navigation to transport materials.
There are two key water infrastructure facilities in the Upper Lee Valley.

**Deephams Sewage Treatment Works, Edmonton**

A strategically important treatment works serving a population equivalent of nearly one million people. Thames Water is currently investigating options for upgrading the works to meet tighter environmental standards and to ensure a sufficient sewage treatment capacity exists to support the planned growth within the catchment area. It is clear therefore, that a major sewage treatment works will continue to be a feature of this area and this will need to be considered when allocating other land uses.

The majority of water which flows through the Meridian Water site in Salmon’s Brook is discharged from the treatment works. The vitality of the watercourse is therefore dependant upon the works. Thames Water is also a significant landholder in the growth area and as part of the upgrade work it is likely to consider the merits of locating treatment works on its other land holdings. This could have an impact upon the flood mitigation measures for the growth area. Given the timing of the redevelopment of Central Leeside and the upgrade of the sewage works; Enfield Council, the Environment Agency, the Lee Valley Regional Park Authority, Thames Water and the Canal and River Trust (formerly British Waterways) should work together to secure complementary flood mitigation and water management measures.

**Coppermills Water Treatment Works, Walthamstow**

Providing drinking water for 15-20% of London, this is strategically important infrastructure owned and operated by Thames Water that will remain a feature of the area.

It will be essential that new waste water and new water supply infrastructure is in place in time to service the development proposed in the growth areas. A water supply and drainage strategy will need to be undertaken in association with the development proposals to ensure adequate water supply and sewerage infrastructure capacity both on and off site. Reference should be made to the Waste Water National Policy Statement.
Fig. 5.2 Deephams Sewage Works

Fig. 5.3 Coppermills Water Treatment Works
5.4 Flood risk management

The Strategic Flood Risk Assessments are completed by the boroughs and many sites will require careful flood risk examination. The River Lee flood relief channel was a response to severe flooding in 1947. There remains a residual flood risk and flood incidents are likely to increase.

The Upper Lee Valley growth areas are located in flood risk zone 3a and have a high probability of flooding. Development will be subject to reasonable and appropriate flood mitigation measures. Masterplans will need to explore the issues associated with flooding in more detail.

The Drain London Project has produced Surface Water Management Plans and Preliminary Flood Risk Assessments to assess surface water flooding risks. Some areas within the Opportunity Area are at higher risk of surface flooding:

- Markfield Recreation Ground, Haringey,
- Immediately west of West Anglia Rail Line, Brimsdown,
- Sports Pitches north of Spring Hill, Hackney,
- Cabinet Way, Chingford, and
- Several areas close to Dagenham Brook, Leyton.

Some areas outside the Opportunity Area are also affected, such as along the North Circular and along Seven Sisters Road.

Sustainable urban drainage systems are a key tool in reducing surface water flood risks. They can reduce or slow down rainfall run-off by storing, diverting or infiltrating rainwater. Therefore these should be incorporated in new development as set out in the sustainable drainage hierarchy in the London Plan (Policy 5.13). Any drainage solutions should seek to minimise the rates and volumes of surface water run off and provide benefits including improved water quality, amenity benefits and improved biodiversity.

There is a residual risk of flooding from failure of a raised reservoir embankment. Reservoir Flood Plans are in place to manage this risk, therefore development is unlikely to be acceptable in locations with possible rapid or deep inundation. See Appendix TA 5 Flood risk management for further detail within each growth area.
Fig. 5.4 Utilities in flood risk zones
Chapter 06

TOTTENHAM HALE AND BLACKHORSE LANE

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6.1 Introduction

The Tottenham Hale and Blackhorse Lane growth areas are located towards the south of the Opportunity Area, on either side of the Walthamstow Wetlands and include part of the Lee Valley Special Protection Area. The growth areas are connected by Ferry Lane/Forest Road (A503) and Tottenham Hale and Blackhorse Road stations.

Tottenham Hale is located on the eastern side of the London Borough of Haringey. The area is comprised of a number of sites including a mixture of industrial and warehousing units, a retail park, a major road system, public transport interchange and a new residential development. Tottenham Hale station provides access to West Anglia Main Line from London Liverpool Street to Stansted and Cambridge; and to the Victoria line.

At present, Tottenham Hale is fragmented and dominated by traffic. Haringey Council’s vision for Tottenham Hale is for it to become a bustling hive of activity with a vibrant mix of community, commercial, leisure and residential uses set within a public network of streets and spaces of the highest quality.

Blackhorse Lane is located on the western side of the London Borough of Waltham Forest. The area has a diverse character comprising residential, shops, businesses and community uses. Blackhorse Road station provides Victoria line services to central London and the east-west Barking-Gospel Oak Overground services.

Waltham Forest Council’s vision is to evolve Blackhorse Lane into a mixed-use area, providing new homes, small scale local businesses and commercial spaces.
Fig. 6.2 Existing context
6.2 Tottenham Hale development strategy

Tottenham Hale is expected to be subject to substantial change over the next 15-20 years, including an aspiration of the Council for it to be designated as a district centre. It provides the opportunity to deliver new homes and jobs, a high class transport interchange with traffic calming; improved connections to the Lee Valley Regional Park and River Lee; and new retail and commercial spaces all set within a vastly improved public realm.

Haringey’s Local Plan capacity figures for Tottenham Hale is 3,400 homes by 2026. A recent assessment indicates a potential of up to 5,000 homes and 4,000 jobs by 2031. These figures will be tested via the London Plan review related housing capacity assessment and the Local Plan making process.

The four trains per hour service on the West Anglia Main Line will bring significant opportunities to Tottenham Hale. In the longer term, with the potential arrival of Crossrail 2 to the Upper Lee Valley, this could further promote Tottenham Hale into a Major Town Centre or even a Metropolitan Centre.

The regeneration opportunities in Tottenham Hale require a holistic and comprehensive approach to help unlock the development potential of the area.

The Gyratory

The Tottenham Hale gyratory is currently being reconfigured with completion scheduled for December 2014.

It will ease traffic movement by returning the gyratory to a two way road system. Coupled with this, there will be signage improvements to the public realm allowing easier movement for pedestrians and cyclists between Bruce Grove, Seven Sisters/Tottenham Green and Tottenham Hale.
**Tottenham Hale station square and station interchange**

Proposals are being developed for a comprehensive station development to create a landmark building which will help define the heart of the new centre. This work includes the creation of a new public square at Tottenham Hale station as a focal point at the heart of the new district centre and a gateway to the London-Stansted-Cambridge-Peterborough growth corridor. The new bus station, adjacent to the square, will provide increased capacity for buses with new shelters and step-free interchange to both West Anglia Main Line and Victoria line services.

TfL is bringing forward significant improvements to Tottenham Hale station itself, including a new station entrance, ticket office and a link bridge to Hale Village. This will be enhanced by increased capacity on the West Anglia Main Line and the potential designation of Tottenham Hale and Seven Sisters as Crossrail 2 stations.

Further information on both the Gyratory and station square is provided in Chapter 3.5 Road and surface transport.

**Development sites**

The transformation of Tottenham Hale is already underway. Hale Village comprises a mix of uses including residential, retail, student accommodation and offices along with a combined heat and power plant, public and private landscaped areas.

The Transforming Tottenham Hale Urban Centre Master Plan SPD (2006) provides strategic guidance on the delivery of sites. Plans are progressing for Hale Wharf, Ashley Road South, Station Interchange, the Island Site and the former Wellbourne Centre. The emerging Site Allocations Development Plan Document and individual development briefs will refresh the existing guidance to ensure that each site is integrated into the new centre.
6.3 Industrial land

To enable the redevelopment of the growth areas for mixed-use residential-led development, the industrial land designations have been amended through the boroughs’ Local Plans and consultation with the Greater London Authority. Strategic Industrial Locations (SIL) and Locally Significant Industrial Sites (LSIS) have been released around both Tottenham Hale and Blackhorse Lane stations to create medium to high density development hubs which will make the most of the good public transportation links.

The opportunity to release industrial land from its protected designation has been made on various considerations including the characteristics of the area, neighbouring uses and the need to create a buffer between the retained heavy industrial uses on the Strategic Industrial Location and residential uses.

The local and strategic industrial land which has been retained is needed to meet both the local councils’ and the wider London’s need. 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 Land for Industry and Transport SPG requirements.

The designation in Tottenham Hale reflects those in the Haringey Local Plan. There are SIL and LSIS at Tottenham Hale which provide important industrial employment uses. Further changes to employment designations may be considered and tested by the Council in order to complement the regeneration of the area.

A strategy should be developed for Sutherland Road LSIS which looks at its potential for growth and diversification, given its proximity to Blackhorse Road station. In particular, there should be a focus on its potential for a mixed use creative quarter.

The creation of a new industrial geography at Tottenham Hale and Blackhorse Lane will provide opportunities to diversify the type of employment uses, offering opportunities for small and medium size businesses as well as the larger industrial uses associated with strategic industrial land.
Strategic Industrial Locations

1. Millmead SIL 8.0 ha
2. Blackhorse Lane SIL 16.5 ha

Locally Significant Industrial Locations

3. Lindens / Roseberry Works LSIS 1.3 ha
4. South Tottenham LSIS 9.1 ha
5. Sutherland Road LSIS 5.7 ha

Tottenham Hale

Strategic Industrial Locations 8.0 ha
Locally Significant Industrial Locations 10.4 ha
Total industrial land 18.4 ha

Blackhorse Lane

Strategic Industrial Locations 16.5 ha
Locally Significant Industrial Locations 5.7 ha
Total industrial land 22.2 ha

Total

Strategic Industrial Locations 24.5 ha
Locally Significant Industrial Locations 16.1 ha
Total industrial land 40.6 ha
Indicative job capacity 5,000
Fig. 6.3 Industrial land designations
6.4 Opening up the Lee Valley Regional Park

The Lee Valley Regional Park is one of the most important features of the Tottenham Hale and Blackhorse Lane growth areas. As well as providing vital ecological and recreational resources, it provides a unique and high quality environment. To avoid development having a detrimental impact on the European Sites of Protection, development should have regard to the design principles set out in Chapter 4.4 and the maintenance and enhancement of natural green spaces and wildlife habitats. Any masterplan brought forward by the boroughs should include a long term implementation strategy for nature conservation including monitoring.

Many of the green spaces are well connected to enable north-south movement within the Lee Valley Regional Park. The River Lee Navigation, the Lee Diversion and Pymmes Brook offer significant recreational and environmental benefits for the local community.

However visual and physical access to the Park and water network is often restricted – one of the few views of the reservoirs is on Forest Road. It is much more difficult to cross between the east and west than to follow the linear path from north to south. This is partly due to the location of the park entrances, which require crossing busy roads such as Watermead Way. Other existing physical barriers include waterways, railway lines and roads.

Listed on the following pages are a number of options which will improve access to the Lee Valley Regional Park and the River Lee Navigation.
Proposed improvements

A. Potential closing of level crossing at Northumberland Park.
B. Improve entrance to Park via busy highway crossing.
C. Aspirations for three new bridges over railway and canal connecting Ashley Road development to Hale Wharf.
D. New access route from The Paddock to Hale Wharf and cycle network.
E. Improve Tottenham Hale station interchange and gyratory.
F. Fully accessible public routes along waterfront with a new bridge over flood relief channel to new linear park to Station Hub.
G. Enhance Ferry Lane and Forest Road as the main gateway to Walthamstow Wetlands and exploit views of the reservoirs.
H. Provide link through railway underpass between Douglas Eyre Playing Field and Station Hub. Link to Walthamstow Wetlands along new linear park.
I. Improvements to Blackhorse Lane streetscape to a create new urban centre which is safe for pedestrians, including improved cycle parking and relieving congestion on Standard Junction.
J. Significantly improve Sutherland Road into a high quality pedestrian-oriented mixed use development.
K. New access from Blackhorse Road to Douglas Eyre Playing Fields with the relocation of the electricity sub-station.
L. New visitor centre, facilities and public access into and through Walthamstow Wetlands.
M. New bridge to link Markfield Park with Walthamstow Wetlands.

Destinations

1. Banbury Reservoir
2. Lee Valley Park
3. Bruce Castle Park
4. Hartington Park
5. Tottenham Marshes
6. Stonebridge Lock
7. Higham Hill Recreation Ground
8. Down Lane Recreation Ground
9. The Paddock and Tottenham Hale Lock
10. Douglas Eyre Playing Fields
11. Markfield Recreation Ground
12. Springfield Park and Recreation Ground
13. Coppermill Playfield
14. Walthamstow Marsh Nature Reserve
15. St James’ Park
16. Low Hall Sports Ground
Fig. 6.4 Opening up the Lee Valley Regional Park
6.5 Development sites/interventions

Tottenham Hale development sites

Haringey Council will be preparing development briefs for sites to identify opportunities for major housing, mixed use developments, jobs, growth and the more effective utilisation of industrial sites. It is important that the development of these sites is approached in a comprehensive and complementary manner.

1. **Ashley Road area** Residential, employment, potential new school
   A comprehensive mixed-use masterplan with good connections to transport and improved entrance to Down Lane Park.

2. **Wellbourne Centre** Town centre uses, workspace, residential
   A new landmark building to act as a gateway to the new district centre.

3. **Station Square West** Transport, public realm, retail, hotel
   A new landmark building as a focal point of the new district centre.

4. **Tottenham Hale station interchange** Transport, retail
   Improvements including a new station entrance, ticket office and bridge link to Hale Village.

5. **Former GLS Depot (Hale Village)** Residential/mixed use
   Residential-led mixed use scheme with new homes, student housing and shops, cafes and restaurants.

6. **Hale Wharf** Residential, retail, leisure, workspace
   Landmark residential-led development with public realm maximising the waterfront location.

7. **Tottenham Hale Retail Park** Residential, retail
   Redevelop existing low-rise commercial, A1 retail and leisure spaces into a residential-led mixed-use scheme maximising proximity to transport interchange and South Tottenham LSIS.
Reconfigure Tottenham gyratory into a two way system.
Blackhorse Lane development sites

1. **Sutherland Road** Residential, employment, mixed use
   Modern and good quality mixed-use development of new residential units and refurbishing business buildings to provide a creative hub for local businesses. High quality public realm with carefully considered access to Sutherland Gateway.

2. **Blackhorse Road station hub and waterfront** Retail, leisure, residential
   Opportunity for new mixed use development with 1,000 homes, 7500 sqm commercial space, a creative business hub for small and medium enterprises and a neighbourhood centre. A new linear park connects to the waterfront with consideration of flood defences.

3. **Willow Field school** Education
   Retain site for education use.

4. **Blackhorse Road / Hawarden Road** Educational, mixed use

5. **Douglas Eyre Playing Fields** Green space
   Enhance existing railway underpass access from Station Hub sites to Green Belt and sports opportunities in Douglas Eyre Playing Fields.
Fig. 6.6 Blackhorse Lane development sites/interventions