

**Consultation on Haringey's Site Allocation DPD
Regulation 18 Consultation Document**

**RESPONSE BY THE *OUR TOTTENHAM* NETWORK
PLANNING POLICY WORKING GROUP
5th March 2014**

Contact:

Organisation: <http://ourtottenham.org.uk/>

Coordinators for the Planning Policy Working Group:

- Claire Colomb - ccolomb30@gmail.com
- Dave Morris – dmorris@onetel.com

1. Preamble

Tottenham is a great place with a rich social and architectural history, made up of vibrant, diverse and talented communities. We want to ensure this continues. The ***Our Tottenham network*** brings together 40 key local community groups, projects and campaigns standing up for the interests of people in Tottenham, especially around planning and regeneration issues (http://ourtottenham.org.uk/?page_id=31). We work together to fight for our neighbourhoods, our community facilities and the needs of our communities throughout Tottenham. This response, formulated by the ***Our Tottenham Planning Policy Working Group***, is based on the principles embedded in the ***Community Charter for Tottenham*** agreed by the ***Our Tottenham network*** on 6 April 2013 (available here: <http://ourtottenham.wordpress.com/community-charter/>). This was followed up by a Community Planning for Tottenham conference in February 2014. See in the Appendices the Reports of our two conferences in April 2013 and February 2014.

The ***Our Tottenham network*** currently includes: Bull Lane Playing Fields Campaign / Weir Hall Action Group, Chestnuts Community Centre, Clyde Area Residents Association, Day-Mer, Defend Haringey Health Services, Find Your Voice, Friends of Lordship Rec, Growing-In-Haringey network, Haringey Alliance for Public Services, Haringey Defend Council Housing, Haringey Federation of Residents Associations, Haringey Friends of Parks Forum, Haringey Green Party, Haringey Housing Action Group, Haringey Left Unity, Haringey Living Streets, Haringey Needs St Ann's Hospital, Haringey Private Tenants Action Group, Haringey Solidarity Group, Haringey Trades Union Council, Living Under One Sun, Lord Morrison Hall / Afro International, N.London Community House, Peoples World Carnival Band, Selby Centre, The Banc, Tottenham and Wood Green Friends of the Earth, Tottenham Chances, Tottenham Civic Society, Tottenham Community Choir, Tottenham Community Sports Centre, Tottenham Concerned Residents Committee, Tottenham Rights, Tower Gardens Residents Group, Tynemouth Area Residents Association, University and College Union at CONEL, Urban Tattoo, Wards Corner Community Coalition, 1000 Mothers' March Organising Group, 20's Plenty for Haringey.

The stated aim of the ***Tottenham Area Action Plans*** (AAPs) is to facilitate and deliver the regeneration of Tottenham. The web page of the AAP consultation states that '*we are committed to transforming Tottenham into a successful place where people want to live, work and visit.*' Most local residents and businesses are happy and proud to live, work and invite their friends to Tottenham. It is already 'a place for diverse communities that people are proud to belong to', to use the headline of the Sustainable

Community Strategy 2007-2016 approved by the Council. Consequently, the aim of attracting new investments, new residents, new businesses and new development to Tottenham which underpins the AAPs should not be done at the expense of the existing community, i.e. by displacing local residents and local businesses; and it should actually improve the lives of existing residents (by creating jobs which locals can access and developments which generate true and significant benefits or facilities accessible to the community). Regeneration should not lead to gentrification in which local residents are forced or priced out of the area, and should not be done at the expense of the people of Tottenham. We do not want a form of regeneration which will over-develop Tottenham, which will push up house prices and private rents, reduce the amount of council housing in the area, force out small shops and businesses, encourage the exploitation of low-paid workers, and drive out large numbers of the poor and members of ethnic minorities to make way for a new higher-income population.

The **Tottenham Area Action Plans Regulation 18 Consultation Document** and the associated **Site Allocation DPD** do not 'reflect the community's aspirations for the area'. A consensus will only be built if the proposals put forward for the Tottenham area, and for the key sites earmarked within it, meet the unmet needs and demands of the existing residents and businesses of Tottenham. The 'compelling case for comprehensive change' (p. 11 of the *AAP Reg. 18 Consultation Document*) and the strategic priority given to new, large-scale development in Tottenham in the London Plan and in various statutory and non-statutory documents of Haringey Council (e.g. the *Plan for Tottenham*) cannot be realized at the expense of the people already living and working there.

We therefore disagree with the basic premises of the 'scale of change' referred to on page 4 of the *AAP Reg. 18 Consultation Document*. The target of 10,000 new homes in Tottenham is totally over-estimated. Several wards of Tottenham already have the highest densities in the Borough (see table and map below). Tottenham suffers from a chronic shortage of key facilities such as GPs, open space, schools etc... Tottenham cannot cater for 10,000 extra homes without grave problems for social infrastructure. How an additional 10,000 new homes would also be accompanied by the necessary additional amenities and services would need to be convincingly demonstrated, which is not the case at present. How these amenities and services would be provided and funded – in particular through Section 106 agreements and the CIL – is not explored convincingly in the **Tottenham Area Action Plans Regulation 18 Consultation Document** and the associated **Site Allocation DPD**.

2. Detailed response to the Haringey's Site Allocation DPD Regulation 18 Consultation Document

In the following section we have cut and pasted the original text of the *Haringey's Site Allocation DPD Regulation 18 Consultation Document* (available at http://www.haringey.gov.uk/index/housing_and_planning/planning-mainpage/policy_and_projects/local_development_framework/site-allocations-dpd.htm) and **inserted some responses and track changes highlighted in BLUE in the text below**. This response should be read in conjunction with the response submitted to the *Tottenham Area Action Plans Regulation 18 Consultation Document*.

Introduction

The Draft Site Allocations Development Plan Document (DPD) will allocate strategic sites which will make a significant contribution to meeting the ~~growth~~ aspirations set out in the Local Plan. This document will not set out all of the sites that will be developed in the borough over the plan period. Many developments will take place which can be satisfactorily managed using policies included in the Strategic Policies DPD and Development Management DPD.

Some larger, more strategic sites will benefit from having a Site Allocation, to ensure that:

The appropriate level of development occurs on the site;

A positive approach to design is taken;

Infrastructure is provided in a timely manner to serve the growing local community.

If these sites are not safeguarded for specific uses, the borough would be at risk of not being able to meet its identified ~~housing~~ targets [as set out in the Local Plan](#), and provide services for its communities.

Once adopted, the Site Allocations document will enable the Council to determine planning applications and make interventions on sites in line with the allocations. This document will enable:

Guidance for developers of what development is expected on these sites,

Refusal of proposals that do not conform with the allocation,

Intervention on sites to speed up their delivery, particularly in areas where infrastructure capacity is being enhanced.

Call for Sites

A Call for sites was issued in March 2013 to seek inputs into this document. This was in line with standard practice for a document of this type. Where sites were received they were reviewed for potential to be included in this document. A list of all sites nominated can be found at Appendix 2.

[A number of key steps and principles should apply for the identification and development of appropriate sites:](#)

- [Assessing whether current buildings and usage are viable](#)
- [Choosing appropriate criteria for any future development](#)
- [Ensuring the high quality of any proposals for development](#)
- [Ensuring adequate levels of s106 and CIL conditions and contributions](#)
- [Ensuring the engagement and empowerment of those who live or work on the site, and the surrounding community](#)

Issues emerging since adoption of Local Plan: Strategic Policies DPD

Although the Strategic Policies DPD was adopted in March 2013, the majority of its content was agreed prior to the Examination in Public in June 2011. As such it is prudent to review recent trends occurring since adoption of the Local Plan: Strategic Policies document.

In August 2011 there was widespread rioting in London. The subsequent destruction has necessitated immediate efforts to repair and replace damaged buildings in Tottenham, but also given a fresh impetus to regenerate Tottenham to try and ensure that those events are not repeated. The overall aims of this strategy are set out in the Plan for Tottenham, with a Physical Development Framework which is being consulted on in December 2013.

The 2011 Census showed that in line with most of London, Haringeys population has increased at a faster rate between 2001-2011 than was previously anticipated. While the population in the GLAs 2010 projection estimated Haringeys population at 225,000, the 2011 Census count was 254,900. This is likely to cause the GLA to revise Haringeys housing target upwards from its existing 820 new homes per year.

In order to test capacity for accommodating new housing in London, the GLA are in the process of carrying out a Strategic Housing Land Availability Assessment (SHLAA). This has received input from all London Boroughs and will help to inform the new housing targets. Haringey has assessed potential housing sites in the borough, and where appropriate these sites are included in this document as Draft Site Allocations or Housing trajectory sites.

[The increased figures for the local population set out above demonstrates the urgent need to address the deficiencies of social infrastructure of all kinds serving the current population.](#)

[The proposal to promote the construction of another 10,000 homes in Tottenham, an already densely populated area, is not realistic. It needs to be evaluated against the need to have addressed the additional social infrastructure needed by the existing population, and then the additional facilities, services and amenities that would be needed to serve the greatly increased population.](#)

[The principles of Lifetime Neighbourhoods recently embedded in the London Plan need to be applied to all neighbourhoods and development sites.](#)

[With Government cuts and caps to benefits affecting thousands of local residents, and almost no private tenancies available at LHA rates or below, the desperate need for genuinely affordable housing and social housing generally is of even greater urgency.](#)

[We note that many of the proposed Sites are designated industrial land. Such a designation is important to safeguard the sites and their usage. Where the buildings and activities are viable it is inappropriate and unacceptable to designate them for Site Allocation development. However we recognise that there may be opportunities in exceptional circumstances for a small part of such sites eg on some of the derelict or vacant parts, or fringes of some of the sites, to plan some housing \(eg live/work units\) or other appropriate usage without compromising the general industrial character of the site. This should be achievable through the usual planning channels and policies, subject to the review planned to take place of all Industrial Sites.](#)

If retail is retained or built under any future residential units it should be of a typical town centre or localised shopping parade character rather than industrial-sized stores or workplaces, as these are not appropriate for a residential area.

The Localism Act was enacted in 2011, enabling local community groups to establish themselves as Neighbourhood Forums, and subsequently prepare Neighbourhood Plans. Haringey contains one such Neighbourhood Forum, in Highgate. The Highgate Neighbourhood forum has made a thorough response to the Call for Sites, and a number of the sites put forward are included in this document. The Council will continue to work with the Highgate Neighbourhood Forum to bring forward their Neighbourhood Plan.

In an attempt to increase flexibility for businesses, householders, and developers the Government has announced changes to Permitted Development rights. These have enabled greater scope for the change of use of shops, larger residential extensions, and the change of use from offices to residences.

On 1st April 2012 the Mayoral Community Infrastructure Levy (CIL) was implemented across London. The rate in Haringey is 35/m², and is charged on all net additional floorspace apart from publically funded healthcare and education facilities. Haringey is working towards the adoption of a local CIL.

Some Guiding Principles

Under Design Principles, proposals for each site should:

1. Relate to sites that are mostly vacant or derelict. Any site consisting of mostly viable buildings and usage should not be subject to a Site Allocation or earmarked for demolition or change of use, except in very exceptional circumstances (such as those buildings and activities not contributing to any of the agreed goals for Tottenham and Haringey, or being predominantly vacant or derelict). It should be recognised that a Site Allocation for development is likely to create huge uncertainty, stress and blight for the current occupants of the site – this is unnecessary and unacceptable except in the most exceptional circumstances. Local Plan policies already allow for refurbishment and renewal of existing buildings, improvements to social infrastructure and the streetscape etc.
2. Conform to Lifetime Neighbourhoods criteria (as set out in the London Plan)
3. In Tottenham, conform to the Community Charter for Tottenham
4. Conform to best practice for similar sites around the UK and Europe
5. All new housing on the site should be high quality and genuinely affordable:
 - An affordable home is one that is affordable to any tenant earning the London Living Wage. 70% of such housing should be social housing.
 - A quality home means all of the following: Secure; Physically comfortable (with adequate indoor space to at least 'London Housing Design Guide 2010' standards ie Parker Morris standards plus 10% more space - and access to adequate outside garden space); It should comply with, and not exceed, the density matrix as set out in the London Plan, and built to 100% lifetimes homes standards. Designs should promote a permeable and convivial street pattern; It protects and enhances the conservation and positive character of the local area.

There should be easy access to schools, work, healthcare, cultural facilities, public transport, fresh affordable food, and green space. It should allow people to have control over their indoor and outdoor space, and to develop communities and support each other. Residents and communities should be empowered to make decisions and have control over their housing.

- As stated in the Haringey Local Plan, Haringey is characterised by predominantly low-rise (2-3 storey) residential suburban development across the borough, and 3-4 storey development in its town centres. The pattern of local housing heights in the various neighbourhoods should be respected and all new housing sites should conform to such patterns. In some very exceptional circumstances where the overwhelming pattern of development in an area is greater, heights may be appropriate up to a maximum of 6 storeys as long as there is no overshadowing or blocking of light to nearby residences, or key sightlines.

6. Refurbishment and renewal is preferred to demolition and re-build, unless this is impossible
7. Development to include additional social infrastructure, including adequate levels of quality, public open space (including major new spaces to address areas of deficiency as set out in the London Plan), play areas/equipment, and a range of other social infrastructure and amenity infrastructure, to serve the residents in and near the site. No net loss of social infrastructure.
8. No net loss of employment land and facilities unless the existing site can be demonstrated to have been unviable for a clear 3 year period.
9. All new facilities (residential, commercial, social) to be environmentally sustainable, ie conform to highest carbon-neutral criteria
10. Preserve the heritage and positive characteristics of the surrounding area and of Tottenham as a whole. Any buildings of merit should be added to the official Haringey Locally Listed Buildings list
11. For each development, all interfaces with streets, public areas or back gardens should enhance the view and contribute positively to local community experience of the site.
12. Change of use of a site will only be allowed in exceptional circumstances (such as the current usage proven to be unviable), subject to the criteria set out here being fully adopted.
13. A Social and Community Impact Assessment outlining how it conforms to the above principles is to be produced for each proposed development.

Under Implementation considerations, proposals for each site should:

- a. For Site Allocations, s106 and CIL to be paid towards community benefit to be calculated as all the development profit/surplus expected less 7% for the developer (which we understand is the approx European average profit margin). The current CIL to be recalibrated at much higher rate to reflect this figure. At least 20% of the total to be paid shall go to local green space improvements, and at least 20% shall go to youth services and facilities in the area.

- b. Anyone displaced by the development (whether residential or commercial tenant) must be rehoused by the developer in an equivalent or improved arrangement in the final site or nearby
- c. Any prospective developer must demonstrate an active and genuine local community partner involved in the decision-making around the design and management of the future site.
- d. If there is an expression of interest for a Community Plan for the site a minimum period of 12 mths shall be set aside to enable such a Plan to be developed before any further action is taken
- e. All jobs created during and following the development to be quality jobs, above the London Living Wage, with local trade union branch involvement, and earmarked for local people as far as possible, and to include local apprenticeships

Under Potential Development Capacity, proposals for each site should include:
Community and social infrastructure figures

Tottenham Hale Growth Area

Tottenham Hale is an identified Growth Area in the Haringey Local Plan, including an aspiration for the designation of Tottenham Hale as a District Centre by 2025. The London Plan identifies Tottenham Hales strategic position in the London-Stansted-Peterborough-Cambridge corridor predicts that the area can deliver new homes and jobs, and will be promoted as an international transport hub supported by significant investment in public transport.

The vision for Tottenham Hale is as a thriving centre with a vibrant mix of commercial, retail, residential and complementary town centre uses set within a legible network of public streets and spaces. The transformation of Tottenham Hale will capitalise on committed transport investment and the areas exceptional locational advantages in the Cambridge- Stansted-London corridor and as a gateway to the Lee Valley Regional Park. It will increase the opportunities for people to visit, work and live in the area and support the development of an evening economy which will in turn increase safety and vibrancy in the local area. [Any new development which includes residential units or is adjacent to residential areas will be expected to contribute positively to Lifetime Neighbourhoods criteria as set out in the London Plan.](#)

Improvements are already underway in the area:

Tottenham Hale Gyratory, new bus station and Public Square at Tottenham Hale Station. This work is scheduled to be completed in October 2014;

Tottenham Hale Station redevelopment and future over station development;

Improvements to frequency of the West Anglia Mainline services from Stratford to Angel Road (STAR scheme) and the devolution of the West Anglia franchise to the London Mayor and Transport for London;

Ongoing development at Hale Village.

Evidence

A masterplan was adopted for Tottenham Hale in 2006. This is in the process of being refreshed. This masterplan will build on the 2006 masterplan in terms of scale of change and ambition. The focus has been honed on deliverable proposals up to the period 2015 to align with the Draft Site Allocations Document timeframe. As a result a number of design changes have been made to the plan and some additional opportunities have been identified, as detailed below:

Intensification of retail/commercial development around Tottenham Hale station and development of the area between Ferry Lane and the proposed east-west link, including the land opposite the station as a priority, including improving the public realm scope of the square. This is called Station Square West and a development brief for the site will be prepared.

Extending the area south to link the industrial employment area around the Fountayne Road Estates to Tottenham Hale Retail Park and support and foster this as a business enterprise zone.

Redesign of the retail park layout to provide an opportunity for phased delivery of mixed use residential development into the area alongside more town centre uses. Opportunity to provide smaller retail unit sizes and introduce uses that will encourage a night time economy.

Public realm improvements to address Monument Way/The Hale street frontage.
Employment Land in Tottenham Hale

The opportunity for change on designated employment land parcels will be explored through an Employment Land Review.

Sites in Tottenham Hale

[The Design Principles, Implementation Considerations and Potential Development Capacity for these sites should include those as set out in the Introduction: Some Guiding Principles. Where those already included in the document conflict with these principles, they should be amended so as to conform.](#)

TH1: Tottenham Retail Park - Creation of a new District Centre with a vibrant evening economy that includes town centre uses such as restaurants, cafes, hotels. Workspaces and residential uses with active frontages such as restaurants, and cafes. Residential, office and hotel uses will be introduced above town centre uses.

TH2: Station Interchange - convenience retail and cafes for station interchange users, scope for over station residential development

TH3: Station Square West - significant mixed use commercial/offices , diverse town centre retail offer including leisure uses, restaurants, and cafes, and residential above.

TH4: Ashley Road South - Organic growth and upgrading of workspaces together with streetscape and way finding improvements. Residential development may be introduced over looking Down Lane Park, and new offices and workspaces will be encouraged in this area.

TH5: Ashley Road North - Subject to the findings of the updated Employment Land Review and Urban Characterisation Study, the opportunity to provide a range of high density uses may exist, including residential. Any future uses on this site will be able to make use of the excellent amenity of overlooking Down Lane Park. The potential to fit development in between Watermead Way and the rail line will be explored. The existing uses on Technopark and the Council depot would need to be rehoused in the event of any redevelopment.

TH6: Hale Village - The final phase of this development is the hole in the ground which will contain residential and hotel uses.

TH7: Hale Wharf - a new residential quarter with shopfront type mixed use workspace , potential for cafes and restaurants on the waterfront

TH8: South Tottenham Industrial Area - employment area with potential for some residential to be integrated into workspaces

TH9: Welbourne Centre and Monument Way - mixed use development including ground floor commercial or community uses on the lower floors with residential infill along the northern front of Monument Way.

TH1: Tottenham Retail Park

Address

Tottenham Retail Park, Broad Lane, Tottenham Hale, N15

Size (Ha)

4.84

PTAL Rating

5

Timeframe for

2015-2020

2020-2025

2025-2030

2030-2035

delivery

Source

Tottenham Hale Masterplan Refresh

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)

Site Specific Proposal 20 (Unitary Development Plan 2006)- Tottenham International

Flood Risk Zone 2

Area of Archaeological Importance

Draft Site Allocation

Creation of a new District Centre with a vibrant evening economy that includes town centre uses such as restaurants, cafes, hotels. Workspaces and residential uses with active frontages such as restaurants, and cafes. Residential, office and hotel uses will be introduced above town centre uses.

The opportunity exists to enact an increasingly fine-grained road layout, improving cycling and pedestrian accessibility, and establishing strong links for residents and visitors to Tottenham Hale between the District Centre and the station.

The site is currently a retail warehouse site with double height single storey retail warehouse use and ancillary car parking. It is accessible from Broad lane and Ferry Lane, and these roads act as a barrier from the site being accessible to predominantly residential areas to the north and west.

Retail units line the southern and eastern site edge, with service yards and access road (part of the site) to their rear. Their public fronts face a large car park, to the north and west edges of the site, fronted by the busy Ferry Lane (A503) to the north and Broad Lane (part of the A10 Tottenham Hale Gyratory, one way southbound) to the west.

The Gyratory is currently being removed by TfL, with all roads concerned reverting to two-way traffic; Broad Lane is envisaged to be downgraded to a quieter and more residential street. The other side of Broad Lane is predominantly early 20th century 2 storey terraced housing; some of which faces the site, along with more recent 3 & 4 storey apartments blocks.

East of the site is the West Anglia Main Line railway; currently 2 track but with plans to be expanded on the far side from the site; beyond the rail line is housing.

South of the site is the South Tottenham employment area including the Fountayne Business Centre and High Cross Centre (part of TH8)

Potential Development Capacity

Residential: 110,000m²

Offices: 47,000m²

Town Centre uses: 47,000²

Publically accessible open space: 3,600m²

Capturing the benefits of the station interchange will be dependent on making the physical links to the other uses around the station, and improving the quality of the pedestrian environment. This is a key site in establishing Tottenham Hale as a new District Centre.

The retail provision is expected to be predominantly at ground level. Residential use is proposed above

this, arranged around raised podium gardens and courtyards. There should be active retail frontage along key pedestrian routes within the site.

The current buildings and usage of the site is viable, and should therefore not normally be subject to a special Site Allocation for Development. However an argument for exception could be made in this case. The site in its current form was created relatively recently and does not integrate with the general form or character of Tottenham.

If this site is earmarked for future development any such development should conform to the Guiding Principles set out in the Introduction. To accommodate additional housing or social infrastructure would be desirable and possible, and buildings up to six storeys would be acceptable in much of this site, provided adequate open space is included. If retail is retained or built under any future residential units it should be of a typical town centre or localised shopping parade character rather than industrial-sized stores or workplaces, as these are not appropriate for a residential area.

Generally blocks should be up to 10 storeys high, dropping to 4 storeys maximum along the Broad Lane frontage opposite the 2 and 3 storey existing housing. Heights could rise gradually at the corner and through the heart of the site to 10 storeys along the eastern edge beside the railway and northern edge opposite the station square, where there is also the opportunity of a much higher point block matching those around the station square (TH 2 & 3) and Hale Village (TH6).

Upgraded public spaces are proposed on the frontage of the Retail Park on to Ferry Lane and in the heart of the site. These should optimise the relationship with the new station square and linkages to neighbouring streets to the west and in the future to the south, and provide a high quality hard and soft landscaped public space.

Parking should be provided in undercroft (and possibly surface parking areas away from main pedestrian routes towards the east side of the site). The main vehicle access point for visitors and deliveries should be from Broad Lane. Car free development is supported in this site.

Implementation considerations

921,000 CIL estimate

Up to 1,100,000 S106 contribution

Noise pollution road traffic, railway

This site has a moderate flood risk (Zone 2)

Potentially contaminated Land

This site could potentially connect to the existing decentralised energy hub at Hale Village, or alternatively act as a new decentralised energy hub.

This site abuts a potential future Quietway cycle route

TH2: Tottenham Hale Station Interchange

Address

Tottenham Hale Station Site, Tottenham Hale, N17

Size (Ha)

0.95

PTAL Rating

6

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

Tottenham Hale Masterplan Refresh

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)

Local Employment Area (Local Plan: Strategic Policies DPD)

Site Specific Proposal 20 (Unitary Development Plan 2006)- Tottenham International

[A redesign of this site is supported. Any future development should conform to the Guiding Principles set out in the Introduction.](#)

Redevelopment of the station to create a new gateway to Tottenham and the wider North London area for international visitors arriving from Stansted. The new station building will include town centre uses at ground floor level With office or residential development above and to the north of the station.

At present, Tottenham Hale Station is an isolated transport interchange, with main line rail (including the Stansted Express) London Underground (Victoria Line), many London Transport and other operators bus services, taxi and private car drop-off/pick-up and private parking.

Currently high speed roads to the north, south and west (the latter one way, a part of the Tottenham Hale Gyratory) and the railway itself to the east cut the site off from its surroundings. The gyratory removal project will reduce the barrier effect of surrounding roads and reconfigure the bus station and car/taxi facilities to create an opportunity for a quieter, higher amenity public space. The masterplan for the gyratory and station square which TfL are currently building envisages a landmark development over and to the north of the station building to enclose the east side of the square.

Implementation considerations

45,000 CIL estimate

Up to 53,000 S106 contribution

Potentially contaminated land

Noise pollution roads, railway

This site has a moderate flood risk (Zone 2)

This site could potentially connect to the existing decentralised energy hub at Hale Village, or alternatively act as a new decentralised energy hub.

The rail lines underneath the site restrict the locations of structural support for higher density development.

This site has a potential future priority Quietway cycle route passing through it.

Design Principles

The station, above station development, bus interchange and public realm must be a high quality, fully accessible, design. The station building should have good presence in the urban context using over station development as part of the way finding strategy. This is a key site in establishing Tottenham Hale as a new District Centre.

A tall and high density development should be possible on this site. The tallest building elements at the south end of the station building adjacent to Ferry Road. Typical building heights are envisaged to be between 8 and 10 storeys at high points and otherwise a minimum of 6 storeys. However, in principle,

from a design point of view, a considerably higher point block would be acceptable, as part of a cluster including other sites around the square (TH1, 3 & 6).

The station square should provide safe and direct pedestrian routes to key pedestrian crossing points with minimum conflict with bus movements. A taxi rank should be provided within the station interchange area. Car free development is supported in this site.

It is also envisaged that a new pedestrian and cycle friendly east-west link will touch the north of this site and bridge the railway. This fits into wider regeneration plans including Hale Village (TH6), where it aligns with the central east west linear park and will continue to Hale Wharf and the Lee Valley parks; and Ashley Road, from where it will continue to Tottenham High Road.

The development should provide the station with a clear front on to the square and otherwise provide active ground floor uses such as retail, with retail or other non residential uses possible on the 1st floor and office or residential above.

The station square will have a high quality hard and soft landscaped scheme that creates a sense of identity and is uncluttered.

Potential Development Capacity

Residential: 5,300m²

Town Centre uses: 2,200m²

Publically available open space: 6,000m²



TH3: Station Square West

Address

Station Square West Site (Including Southern Ashley Rd), Tottenham Hale, N17

Size (Ha)

2.52

PTAL Rating

6

Timeframe for deliv

2015-2020

2020-2025

2025-2030

2030-2035

ery

Source

Tottenham Hale Masterplan Refresh

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Tottenham Hale Growth Area (Local Plan: Strategic Policies 2013)

Local Employment Area (Local Plan: Strategic Policies 2013)

Site Specific Proposal 20 (Unitary Development Plan 2006)

Area of Archaeological Importance

Draft Site Allocation

The northern part of the site consists of viable buildings and usage and should therefore not be subject to a Site Allocation.

The southern part of this site is historically very poorly designed, and could be redeveloped (including the removal of traffic access through the site and the creation of a public square).

Any future development should conform to the Guiding Principles set out in the Introduction.

Mixed use development opposite the new Station Interchange providing a mix of town centre uses at ground floor level with residential, hotel, or office development above. This site enables a key linkage between the Ashley Rd employment area, Tottenham Hale station and Tottenham Hale Retail Park.

Currently the site consists of a traffic island and land on the opposite side of Hale Road, to its north. This is at the centre of a gyratory system that is currently being removed, this site will become a major development opportunity with a number of sites containing potential for landmark developments. The gyratory is currently in the process of being removed by TfL to revert streets to two way working and make the space in front of the station an attractive, pedestrian friendly Station Square, containing a new bus station and focusing transport interchanges (see site TH2). Hale Road will become two-way; still taking A1055 traffic but no longer A503 traffic.

This site will include the western and northern sides of the square; the western side will no longer be severed from the station by traffic. The southern, traffic island site currently contains a number of buildings, many with active businesses, and a side street, Station Road, cutting diagonally across. The northern site also contains a number of industrial buildings, a petrol station and a terrace of 2 storey houses facing Hale Road, and Ashley Road, turning off Hale Road heading North, whilst Hale Road itself turns north, becomes Watermead Way and forms the eastern edge of the northern site.

To the north, the site, containing existing businesses likely to be redeveloped, continues as part of Lower Ashley Road (TH4), but the park, just to its west, will be retained and improved. The boundary between TH3 and 4 will become an east-west pedestrian and cycle friendly link connecting Tottenham High Road, via Chesnut Road, the park, this site, a new bridge over the railway at the northern end of TH2, Hale Village through its central linear park and on to the Lee Valley Regional Park.

To the west of the island site, across The Hale, the existing residential district with blocks facing the road rising to 4 storeys beside the road and 8 storeys behind. To the south, across Ferry Lane, is the Tottenham Retail Park (see TH1).

Potential Development Capacity

Residential: 74,000m²

Town Centre uses: 24,000m²

Publically accessible open space: 900m²

On the eastern edge of the island site and south eastern corner of the northern site, this site fronts on to a major public square with bus interchange. Station Square West should be transformed to a permeable urban fabric to reinforce the north-south connection in Tottenham Hale district and form strong landmarks on the western and northern edges to the new Station Square. This is a key site in establishing Tottenham Hale as a new District Centre.

Building heights should range between 6 to 10 storeys but could rise higher in places beside the square. Taller buildings should be located at the west and east ends of the site on key vistas lines from Monument Way and the Station respectively. Building frontages should address the back of pavement and provide active ground floor uses, with the side facing the square especially suited to retail or restaurant uses. Car free development is considered appropriate given the excellent public transport accessibility levels. Disabled parking spaces should be provided.

Opportunities to extend this square across to Ashley Road are encouraged in order to enclose the square on its north side and further promote pedestrian movement within the area. Within the internal layout of development opposite the station there may be opportunity to integrate a small hard landscaped public space that provides a sheltered space for cafes and restaurants away from the surrounding road network.

Development could clear any and all of the existing buildings on the site and the existing street need not be maintained, but buried services may need to be accommodated.

Implementation considerations

620,000 CIL estimate

The existing Victoria Underground Line constrains the height of development on some parts of this site.

Up to 740,000 S106 contribution

Potentially contaminated land

This site currently suffers from noise pollution

This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.

This site has a moderate flood risk (Zone 2)

This site has a potential future priority Quietway cycle route passing through it.

TH4: Ashley Road South

Address

Ashley Road area, Ashley Road, Tottenham Hale, N17 9LJ

Size (Ha)

2.63

PTAL Rating

4

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

Tottenham Hale Masterplan Refresh

Draft Site Allocation

[The site consists of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

Organic growth and upgrading of workspaces together with streetscape and way finding improvements. Residential development may be introduced over looking Down Lane Park, and new offices and workspaces will be encouraged in this area.

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)

Local Employment Area (Local Plan: Strategic Policies DPD)

Site Specific Proposal 20 (U nitary Development Plan 2006)

This forms the northern part of the coordinated plans to improve Tottenham Hale and adjoins the proposed Station Interchange site (TH2) and Station Square West (TH3). To its north and east is the further designated site of Ashley Road North (TH5). This site currently contains low to medium industrial uses in a range of good to poor quality.

The sites southern boundary is formed by the planned east-west pedestrian and cycle friendly link that will connect Tottenham High Road, via Chesnut Road, the park, this site, a new bridge over the railway at the northern end of the Station Interchange site, Hale Village through its central linear park and on into the Lee Valley Regional Park.

Watermead Way, the A1055 and currently an oppressive, car dominated environment, forms its eastern boundary of this site; over this is a narrow slither of site TH3 and then the West Anglia Main Line railway; with the Lee Valley beyond that.

To the west and north west of the site is a large public park, Down Lane Park, which forms an excellent opportunity for a superb residential outlook to these edges of the site. Plans for site TH5 to the north include improvements to connections onward to the north, which will connect to planned new education facilities and the residential districts beyond.

Buildings on the site include the Locally Listed Berol House (the former Eagle Pencil Works), a fine, four storey, late nineteenth or early twentieth century industrial building, and other decent older industrial buildings opposite, as well as more recent single storey industrial portal frames of ugly, utilitarian appearance.

Potential Development Capacity

Residential: 44,000m²

Offices: 128,000m²

Good quality existing Victorian and early twentieth century buildings should be retained and reused where appropriate. A mixture of residential and office uses is sought on the site; existing buildings lend themselves to both uses.

The plans to extend the line of Chesnut Road east to create a sustainable pedestrian and cycle friendly access corridor connecting Tottenham High Road to the Lee Valley Park and Hale Village need to be accommodated in proposals for this site; developments should create an attractive, active frontage to this green pedestrian and cycle priority road. Car free development is supported in this site.

Building heights should be between 3 and 6 storeys but could rise to the highest points up to 8 or

possibly 10 close to Tottenham Hale and the station square currently under construction.

Buildings should have clear fronts and backs with internal gardens and parking courtyards. Front doors should lead directly to the street and building frontages should address the back of pavement with minimal setbacks.

Streetscape improvements to Ashley Road should improve lighting, signage and the quality of the hard landscaping, materials and street furniture.

Implementation considerations

367,000 CIL estimate

Up to 443,000 S106 contribution

This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.

This site has a potential future Quietway cycle route passing through it.

This site has a moderate flood risk (Zone 2)

Potentially contaminated land

This site currently suffers from noise pollution



TH5: Ashley Road North

Address

Technopark and Ashley Road depot, Tottenham Hale, N17

Size (Ha)

5.47

PTAL Rating

3-4

Timeframe for deliv

2015-2020

2020-2025 2025-2030

2030-2035

ery

Source

Tottenham Hale Masterplan Refresh

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)

Local Employment Area (Local Plan: Strategic Policies DPD)

Site Specific Proposal 20 (Unitary Development Plan 2006)

The site consists mostly of viable buildings and usage and should therefore not be subject to a Site Allocation.

Any future development (including of the depot, if the Council decide to close it) should conform to the Guiding Principles set out in the Introduction. Any opportunity to expand the size of the park should be incorporated.

Friends of Down Lane Park are the key community partner who should be advising and helping guide decisions over any development that impacts on the park.

Subject to the findings of the updated Employment Land Review and Urban Characterisation Study, the opportunity to provide a range of high density uses may exist, including residential. Any future uses on this site will be able to make use of the excellent amenity of overlooking Down Lane Park. The potential to fit development in between Watermead Way and the rail line will be explored. The existing uses on Technopark and the Council depot [and recycling centre](#) would need to be rehoused in the event of any redevelopment.

Part of the Tottenham Hale Growth Area, this site consists of Technopark, the Ashley Road Depot, and a slither of industrial land between the Watermead Way and the West Anglia rail line. It is bisected by the A1055 Watermead Way, a 1980s road that rises to cross the rail lines to the east on an elevated, curving viaduct. Technopark is a 1980s built 2 to 3 storey office complex between Ashley Road and Watermead Way, surrounded by extensive surface car parking and landscaping.

Technopark is located directly to the east of Down Lane Park, while the depot is located to the parks north, with Park View Road forming the depot sites western and northern boundary. On the other side of these roads is terraced housing. There are entrances to the depot from the dead end of Ashley Road to its south, beside Technopark and from Park View Road. Between the depot, Technopark and Watermead Way are variable width zones of public landscaping crossed by paths and cycle tracks.

To the east of Watermead Way is a narrow slither of land divided into 5no. yard type industrial uses, extending south to the staff car park to Tottenham Hale station, where a pedestrian and cycle bridge over the railway is planned; see TH2, 3 and 5, and north to underneath the flyover, and is accessed in a turning bay off Watermead Way.

All of the sites are in some active use. Technopark is a modern business park containing 70 separate office, laboratory or workshop units, but with high vacancy rates. The Council Depot is in use providing a location for storing vehicles that perform important infrastructure task while not in use.

Technopark and the land beside the railway are allocated as employment land, but the depot site is not. There are no other significant designations, although it is in a zone susceptible to flooding.

Potential Development Capacity

Residential: 263,000m²

Commercial: 36,000m² Implementation considerations

2.2m CL estimate

The site is in an area of moderate flood risk

This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.

This site has a moderate flood risk (Zone 2)

This site has a potential future Quietway cycle route passing through it.

Potentially contaminated land

This site currently suffers from noise pollution

Up to 2,600,000 S106 contribution

Design Principles

Bringing together these four sites; the depot, Technopark, the industrial land beside the railway and landscaping / highways between, creates a potential development opportunity of significant potential. It forms the eastern and northern edges of Down Lane Park, an attractive, popular and significant public open space that would be a good outlook to residential, commercial, community or cultural uses, whilst Watermead Way and its proximity to the major transport interchange at Tottenham Hale Station give it great accessibility and visibility.

Whilst development height would have to drop down to close to the prevailing 2 storey height of existing houses to the north and west of the depot, provided transition was handled carefully, development height further south and east could be considerably greater, with the site of Technopark and the land beside the railway being potentially suitable for tall buildings of 20-plus storeys.

By including landscaping, footpaths and cycle tracks within the site, the council shows a preference for more urban development, with public landscaped space concentrated in coherent space such as the existing Down Lane Park and buildings directly addressing road frontages including Watermead Way. However the pedestrian and cycle connectivity north south, particularly from Ashley Road to the eastern end of Park View Road, where a foot & cycle path under the roads and railways connects to the Lee Valley Park will be encouraged to be improved.

On site parking should be provided within plots either as surface or podium parking.

Imaginative solutions could reduce the pedestrian unfriendly environment on the bridge of Watermead Way, but it should be recognised that the bridge provides impressive short and distant views across and down the Lee Valley and forms a notable vehicle gateway to Tottenham Hale.

TH6: Hale Village

Address

Hale Village, Ferry Lane, Tottenham Hale, N17

Size (Ha)

0.18

PTAL Rating

6

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

Tottenham Hale Masterplan Refresh

Draft Site Allocation

Hale Village is a significant residential development with planning approval. It is under construction and nearing completion of its final phases. The final phase of this development is the hole in the ground which will contain residential and hotel uses.

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)

Site Specific Proposal 20 (Unitary Development Plan 2006)

What is the site and surrounding area like?

Hale Village has been mostly developed, in accordance with an approved Masterplan and Design Code. Only three plots remain unbuilt. This includes the single most prominent and important land parcel, the South Western plot known as SW. The others are known as NE and E5.

SW in accordance with the masterplan this should contain a tower of 20+ storeys at the prow of the site with 6-8 storeys over the remainder; it should contain residential in the upper floors of the tower and hotel in the lower floors. A design competition has been held and a winning design selected.

NE 8 storey residential with nursery school, flexible community facility on ground floor granted planning permission.

E5 5th of 5 no. Pavilions; private market residential, 10 storeys to be externally identical to the other four already built / under construction

Potential Development Capacity

Residential: 10,000m²

Hotel: 10,000m²

As per planning approval: 1,250 homes, 750 jobs, 750 units of student accommodation, a 100-bed hotel with conference facilities, local shops, cafés, restaurants and other community facilities.

Building heights at Hale Village are defined in the adopted Masterplan and Design Code as implemented and modified in the plots completed so far; broadly blocks in the centre have 5-7 storeys, rising to 8-10 around the southern, eastern and northern edge and 12 along the western edge. The South Western block, the main plot as yet undeveloped, is to include a point block of 22 storeys, with the remainder at 10 storeys.

Hale Village has adopted a shared surface streetscape that promotes pedestrian movement. A hard landscaped public realm fronts on to Ferry Road and the parallel retail crescent. A linear public square has been prepared across the centre of the site in anticipation of the future bridge links; over the railway line to connect to Down Lane Park to the west and over the Lee Navigation to Hale Wharf and the Lee Valley parks beyond. A more naturally landscaped eco-park forms the neighbourhoods northern edge, whilst the north south routes are tree lined streets.

Materials and elevational treatments are also defined in the Masterplan and Design Code; brick, stone, render and terracotta cladding with horizontal emphasis to north-south streets and vertical emphasis to east-west spaces. Green roofs and rooftop allotments extend the design code to the 3rd dimension.

Implementation considerations

81,000 CI L estimate

Up to 97,000 S106 contribution

Strategic Industrial Location

This site has a moderate flood risk (Zone 2)

This site currently has a biomass decentralised energy hub, and the next phase of development should connect to this.

This site has a potential future priority Quietway cycle route passing through it.

Potentially contaminated land

This site currently suffers from noise pollution



TH7: Hale Wharf

Address

Hale Wharf, Ferry Lane, Tottenham Hale, N17

Size (Ha)

1.93

PTAL Rating

5

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

Tottenham Hale Masterplan Refresh

Draft Site Allocation

[The site consists mostly of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

[Further info may be provided in an appendix regarding this site.](#)

New residential-led riverside development providing new homes and a completion of the sustainable linkage between Tottenham Hale and the Lee Valley Regional Park. A cafe should be provided to complement the riverside location, providing for local residents as well as recreational visitors.

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)

Local Employment Area (Local Plan: Strategic Policies DPD)

Site Specific Proposal 20 (Unitary Development Plan 2006)

Area of Archaeological Importance

Blue Ribbon Network

Lee Valley Regional Park

Green Belt

Produced by Strategy and Business Intelligence : Crown copyright. All rights reserved 100019199 (2013)

The site is a long, thin finger of land between the natural course of the River Lee (itself forming channels and islands) and the canalised Lee Navigation; so the western side of the site is a continuous wharf frontage on to the canal, whilst the eastern side in contrast is mostly marshy riverside margins. To the east, a river island is mostly occupied by The Paddock, a public park of a mostly natural appearance to become part of the Walthamstow Wetlands project to improve and further open up this part of the Lee Valley Regional Park, with a visitors centre a short distance further east. The former petrol station in the south west corner of The Paddock, just east of the entrance to this site, offers another, small, development opportunity.

At the southern end of the site, the narrow finger of land fronts the A503 Ferry Lane; this should form a gateway and active frontage. To the north the wharf site eventually narrows to just a thin slither of land between the two watercourses, whilst north east of the river are the reservoirs that characterise the wide open spaces of this part of the Lee Valley.

Potential Development Capacity

Residential: 61,000m²

Commercial: 5,000m²

Retail: 5,000m²

Community floorspace: 5,000m²

Design Principles

The waterfront location provides for some good views into the Lee Valley and building heights should be between 5 and 8 storeys. There is the potential for a mix of retail, leisure and workspaces at ground floor level, especially along the wharf side and Ferry Lane frontage.

Hale Wharfs unique location provides potential for waterfront development and high quality public

realm along the banks of the River Lee. Residential development will occupy not only the upper floors but ground level uses will need to be flood- compatible such as communal gardens close to the natural banks of the Lee.

An east-west walking and cycling route linking Tottenham High Rd and the Lee Valley Regional Park should be completed through this site, and east into The Paddock and Walthamstow Wetlands. Pedestrian walkways should complement existing and connect with routes through the Lee Valley Regional Park / Walthamstow Wetlands. Private open space should be provided to complement the public open space surrounding this site.

If possible the design principles for the former petrol station site and Hale Wharf should be co-ordinated to create a unified final design.

Implementation considerations

Car, fire brigade and escape access to this site will need to be considered

510,000 CIL estimate

Potential Quietway cycle route including a bridge over the River Lea.

The site is in an area of high Flood risk.

Local pylons present

Wildlife corridors along the canal and especially river should be protected.

Light pollution; especial care should be taken to avoid this, especially from taller buildings, which may also be suitable for the avoidance of views of them from the park.

This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.

Potentially contaminated land



TH8: South Tottenham Employment Area

Address

South Tottenham Employment Area, Fountayne Road, Tottenham Hale, N15

Size (Ha)

10.18

PTAL Rating

5

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

Tottenham Hale Masterplan Refresh

Draft Site Allocation

[The site consists mostly of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

[Further info may be provided in an appendix regarding this site.](#)

Subject to the findings of the Employment Land Update, Fountayne Road /Markfield Road will continue to provide a mix of employment and residential uses with an increased fine graining of the road network to encourage higher density uses. As well as specific interventions to provide upgraded workspaces, some potential for effective live/work units, and managed hub facilities to support the growth of an

emerging creative quarter around Fountayne and Markfield Roads.

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)

Local Strategic Industrial Site (Local Plan: Strategic Policies DPD)

Site Specific Proposal 20 (U nitary Development Plan 2006)

Area of Archaeological Importance

Ecological Corridor

Site of Nature Conservation (Borough Grade II)

This industrial estate is a Locally Significant Industrial Site in the Local Plan: Strategic Policies. It contains industrial buildings of a range of ages from the early twentieth century to recent, some of modest architectural quality, mostly still in active industrial use but with some which have been converted to residential without planning consent.

To its east and south it is hemmed in by railway lines, across which there are no crossings except the narrow pedestrian and cycle underpass to the south at the end of Markfield Road. However this provides access to Markfield Park, a good local amenity that also fronts the Lee Navigation and includes a museum of a working steam engine, caf 韻 nd skateboard park.

Markfield Road itself, a quiet road, forms the south-western boundary of this site but a mixture of industrial and residential uses continues to its west. The north western boundary is Broad Lane, currently a much busier one way street part of the A10 Tottenham Gyratory, but this is being removed and the road will revert to a quieter, two-way residential street; beyond it is a neighbourhood of 2 storey terraced residential streets, with 3 and 4 storey flatted blocks fronting Broad Lane.

North of this site is the Tottenham Retail Park, Site TH1 in this document.

Potential Development Capacity

Residential: 79,700m²

Offices: 227,000m² (including existing)

Publically accessible open space: 1,800m²

A new north-south pedestrian and cycling route connecting to Tottenham Hale Retail park site and station site is proposed to increase connectivity into the this site. At its southern end Fountayne Road

should be connected to Markfield Road , along with any other measures that can be identified, to increase the permeability of the street network. This could also include opening up new or unused existing bridges under the neighbouring railway lines. On plot parking should be provided.

Building heights should reflect the context created by the retention of existing warehouse buildings and typically be between 3 and 4 storeys with taller elements located towards the railway lines.

A hard and soft landscaped public space is proposed within the heart of the Fountayne Road area to act as a destination and provide a hub for local businesses including a cafe and business support services.

Implementation considerations

660,000 CIL estimate

Up to 484,000 S106 contribution

This site has a moderate flood risk (Zone 2)

Change of use to Residential, Mixed Use and Live/work or Work/live policies

There is active enforcement investigation in this area which will inform the range of actions that can be taken on this site. This is ongoing and any actions coming out of this piece of work will be included in the proposed submission version of this document.

This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.

This site has a potential future Quietway cycle route passing through it.

This site currently suffers from noise pollution



TH9: Welbourne Centre & Monument Way

Address

Welbourne Centre, Tottenham Hale, N17

Size (Ha)

0.97

PTAL Rating

6

Timeframe for deliv

2015-2020

2020-2025

2025-2030

2030-2035

ery

Source

Tottenham Hale Masterplan Refresh

Draft Site Allocation

[The site consists mostly of a green space along Monument Way which should be treasured and preferably expanded and enhanced where possible, and a former community centre site \(now demolished\). It should therefore not be subject to a Site Allocation.](#)

[The site of the old community centre should be retained for appropriate social infrastructure to serve the local community eg a health centre and/or new community centre or youth club.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

Opportunity to create a landmark development in a prominent location in Tottenham Hale providing a new town centre use on the ground floor with offices or residences above. Residential infill along the northern front of Monument Way.

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan

2011)

Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)

Site Specific Proposal 20 (Unitary Development Plan 2006)

The Welbourne Centre occupies a key location where Park View Road, the road forming the western side of Down Lane Park, meets Monument Way, just before Monument way itself splits into Hale Road and The Hale, both major roads. The site therefore has strong visibility as well as fine views across and good access to Down Lane Park.

Furthermore, the northern edge is formed by Chesnut Road, which forms a pedestrian and cycle friendly amenity link to Tottenham High Road and is envisaged to be extended across the park and through the Ashley Road (TH4) and Station Interchange (TH2) sites to link east with other major new developments, the Tottenham Hale Station Square and the Lee Valley with its larger regional park.

North of Chesnut Road is a neighbourhood of 2 storey terraced houses, with a local pub on the corner of Chesnut and Park View Roads.

East of the Welbourne Centre site is an existing post-war residential estate. It is in good condition, but its southern edge turns its back on Monument Way, with a high brick wall and underused car parking. A school, play centre and rare surviving listed Georgian house can be found on the south side of Monument Way.

Potential Development Capacity

Residential: 24,000m²

Town Centre uses: 3,600m²

The redevelopment of the Welbourne Centre is anticipated to offer an opportunity for a landmark residential building, responding to its key corner site and high visibility; however non residential uses on the ground floor, especially facing Monument Way, would be preferred.

Infill development along Monument Way in front of the Chesnut Estate will create an enhanced street edge with front doors and active ground floor uses addressing the new two way street. If it is all residential, there should be active residential frontages with living rooms and front doors on the other three streets. Layouts should anticipate the potential for future estate renewal in Chesnut Estate and blocks should be aligned to provide future north-south connections up to Chesnut Walk and align to

pedestrian crossings and routes south of Monument Way. However existing access arrangements and daylight to those existing dwellings should be maintained.

Parking should be on plot. Whether local vehicular and pedestrian access to the proposal and existing estate went between the existing and proposed housing or between the new housing and Monument Way is for discussion.

A taller building should be located on the Welbourne Centre site, with heights between 6 and 8 storeys. The podium beneath should be between 3 and 5 storeys. Building heights should be between 3 and 5 storeys along Monument Way.

Development should be set back from Monument Way. The streetscape on Monument Way will be enhanced as part of the ongoing gyratory road works. Opportunities to green the street with planting of mature trees are desirable.

Implementation considerations

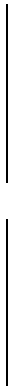
200,000 CIL estimate

Up to 236,000 S106 contribution

Potentially contaminated land

Enhanced link at junction of Chesnut Rd into Down Lane Park.

This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.



Employment Land in Tottenham Hale

Tottenham Hale is a highly accessible area by public transport, and is forecast to undergo significant levels of change in the coming years.

A major land designation in the Tottenham Hale Growth Area is designated employment land. The future of these landholdings will be considered in an Employment Land Update which will be commissioned to inform the next iteration of this document, as well as the Tottenham Area Action Plans. This will look at the existing and potential future uses, and what sectoral growth can be expected in the area, in the context of high PTALs.

Development has already commenced at Hale Village. There is evidence of unauthorized live/work pressures existing in sections of some of these employment designations.

The areas of designated employment land, as allocated in the Local Plan in this area are:

1. LEA 7: Hale Wharf, N17 (1.72 Ha)-Local Employment Area;
2. SIL/LEA 11: Millmead/ Ashley Rd Extension, N17 (11.47 Ha) - Local Employment Area (Ashley Rd), Strategic Industrial Land (Millmead);
3. LSIS 10: Lindens/Rosebery Works, N17 (1.32 Ha) - Significant Local Industrial Site;
4. LSIS 14: South Tottenham, N15 (9.12 Ha) - Significant Local Industrial Site;
5. LEA 15: Tottenham Hale, N17 (13.22 Ha) - Local Employment Area;
6. LEA 22: Rangemoor Rd/ Herbert Rd,

N15 (3.03 Ha) - Strategic Industrial Land.
Site Allocations Consultation Document: Jan-Feb
2014

31

North Tottenham/ Northumberland Park

Northumberland Park, or North Tottenham contains a mix of residential, industrial, and leisure uses. The area ranks as one of the most deprived areas in London against a number of socioeconomic indicators, and it is a key Council aim to improve life chances for the residents of this area.

[A key issue in Tottenham is the lack of enough social housing , the need to complete the decent homes works to all social housing, to address poor quality and unaffordable rented housing, and try to stabilise or reduce spiralling house prices. .](#)

[Note: The Council's uniquely-targeted approach to social housing estates as needing the insertion of private housing to create a 'mixed and balanced community' is blatant discrimination against local people on the basis of their economic status. This approach is quite rightly not being used to criticise streets of predominantly owner occupiers by claiming they are in need of social housing to make a 'mixed and balanced community'. All such references and bias against social and council housing should be removed from all Council documents as insulting, untrue, discriminatory and potentially unlawful breaches of Equalities Legislation. This approach is clearly a cover to try to justify the sell-off or use of some Council land cheaply to property developers, and to justify the increasing abandonment of the need to address the needs of local people for more \(not less\) social housing as the only genuinely affordable and secure housing for thousands of residents.](#)

There is a very high proportion of social housing, particularly social rented accommodation in the area. Rebalancing this tenure mix is a key challenge over the coming years in order to establish more balanced communities creating an area in which existing residents have access to high quality housing, and infrastructure facilities, and people aspire to live.

The area contains significant amounts of Strategic Industrial Land which are an important part of Londons reservoir of employment land. The Council wants to ensure that high quality employment space is available for business growth and has aspirations to encourage a greater mix of employment generating uses in north Tottenham. As well as encouraging higher value business sectors this could also include investment from the education sectors or knowledge institutions.

The area also contains part of the Lee Valley Regional Park, which is part of Londons largest open space. Access to the Lee Valley is currently poor but there are opportunities to improve this, which will benefit local residents and visitors.

There are strong north-south public transport routes present in the area, but generally weak east-west ones. Tottenham High Rd has numerous bus routes, and there are two rail lines passing through the area, with train frequency at Northumberland Park expected to double in the future.

The area will benefit from the proposed major development and expansion of Tottenham Hotspur Football Club. The first phase (which includes a new superstore, University Technical College and office space) is nearing completion. Further proposals include a new stadium, hotel, leisure space and new homes, as well as associated improvements to local transport and the public realm. This redevelopment

is also delivering employment and training opportunities to local residents.

Northumberland Park ward is identified as an Area of Change in the Councils Local Plan: Strategic Policies DPD. The Councils aspirations for this area are set out as:

Provision of a mix of land uses including the redevelopment of the football stadium;

Provision of appropriate residential use, including new build and renewal;

Provision of appropriate retail and leisure uses;

Appropriate contributions to open space, community facilities, regeneration initiatives and employment and training schemes;

High quality, sustainable design that respects its surroundings and preserves and enhances the areas historic environment;

Improving community safety, including reducing opportunities for crime and anti-social behaviour.

Employment Land in North Tottenham

[Any new development which includes residential units or is adjacent to residential areas will be expected to contribute positively to Lifetime Neighbourhoods criteria as set out in the London Plan.](#)

Strong, and rising public transport accessibility in close proximity to Northumberland Park and White Hart Lane rail stations could provide a spur to intensify uses in these areas. Particularly industrial land in high accessibility locations may be suitable for urban renewal. The ongoing requirement for these land parcels to be designated for employment use will be explored through an Employment Land Review.

[The Design Principles, Implementation Considerations and Potential Development Capacity for these sites should include those as set out in the Introduction: Some Guiding Principles. Where those already included in the document conflict with these principles, they should be amended so as to conform.](#)

Sites included in this document are:

NT1: 500 White Hart Lane

Subject to the findings of an Employment Land Review, opportunity to provide more intensive uses and improve connectivity between White Hart Lane and Mayfield Gardens.

NT2: Tottenham Hotspur Football Stadium

Redevelopment of existing football stadium to increase capacity, including ancillary uses such as hotel, and improved public realm across the site. Retail, education and community uses to the north of the site. Residential and community/ leisure facilities to the south.

NT3: Area West of High Rd

A residential led mixed use development which creates a new, vibrant, attractive and sustainable neighbourhood. The site should build on the international sports identity established by Tottenham

Hotspurs Football Club and draw leisure uses across the High Road to create a new leisure quarter set around a new high quality public space.

NT4: North Tottenham Estate Renewal

Opportunities for upgrading and renewing residential uses on the Love Lane and Northumberland Park are being explored as part of the Councils estate renewal strategy.

NT5: Designated Employment land in North Tottenham

A review of the current employment allocations in this area will be carried out in the context of future regeneration in North Tottenham.



NT1: 500 White Hart Lane

Address

500 White Hart Lane, Tottenham, N17 8HJ

Size (Ha)

1.00

PTAL Rating

1

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

Draft Site Allocation

[The northern two thirds of the site consists of viable usage and should therefore not be subject to a Site Allocation.](#)

[The southern third of the site is derelict and could benefit from appropriate usage.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

Subject to the findings of the Employment Land Review, opportunity to provide more intensive uses and improve connectivity between White Hart Lane and Mayfield Gardens.

Existing Policy Designations

Locally Significant Industrial Land (Local Plan: Strategic Policies 2013)

The north two-thirds of the site is an active builders yard, whilst the southern third is derelict cleared land. There is a narrow public footpath between high fences running up the eastern boundary of the site, linking White Hart Lane and Devonshire Hill Lane.

This site represents the eastern edge of the White Hart Lane Locally Significant Industrial Site. The site is located on the north side of White Hart Lane, which is served by the W3 bus.

To the south of the site across White Hart Lane is the Haringey Football Club site, and the entrance to Fenton Rd, which is a semi-detached residential street. There is flatted, terraced and semi-detached residential development to the east and north of the site, mostly of no more than 2 storeys. Much of the surrounding housing, especially to the east, is of the homes-for-heroes style inter-war neo-vernacular council housing, although to the north the housing is of the private speculative inter-war type.

There is industrial uses to the west of the site in the form of a large, modern, steel sheet clad, portal framed, warehouse, equivalent to 3-4 storeys in height. However whilst site NT 1 slopes up steeply, the neighbouring warehouse site has been levelled, so that there is a significant embankment between this site (and the housing to the north) and the neighbouring industry; vegetation has grown to some density here now.

Potential Development Capacity

Residential: 14,000m²

Town Centre uses: 2,000m²

Publically accessible open space

As part of a Locally Significant Industrial Site, non employment uses (including retail and residential uses) would only be contemplated if the tests described in the Local Plan Strategic Policies are passed.

Development up to 4 storeys may be possible on this site; higher generally closer to the industrial uses to the west and main road frontage, with lower heights on the parts of the site which interface with residential uses.

There are extensive sports grounds short distances north, south and west of the site as well as small green spaces amongst neighbouring residential streets but the quality of green space in the area is generally poor. Apart from the requirement to provide doorstep children's playspace, developers contributions may be better used improving neighbouring space. Private amenity space, preferably in the form of private gardens, should nevertheless be provided in accordance with London Plan and Haringey standards.

An opportunity exists to improve links through the site from White Hart Lane by its junction with Fenton Road through to Devonshire Hill Lane. This should primarily be a cycling and pedestrian route to protect local amenity for future residents.

A simple, brick based material palette would probably best integrate development into the neighbouring residential streets.

Implementation considerations

117,000 CIL estimate

Up to 140,000 S106 contribution

This site is in active employment use, and a change to residential uses may require additional evidence to ensure this change will not have any adverse effect on the boroughs industrial land supply.

This site could potentially support a communal heating system or combined heat and power facility.

This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

Potentially contaminated land



NT2:Tottenham Hotspur Stadium

Address

White Hart Lane Stadium, Bill Nicholson Way, Tottenham, N17

Size (Ha)

9.99

PTAL Rating

3-4

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

UDP 2006 Site Specific Proposal

Draft Site Allocation

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

[In particular all the historical buildings should be explicitly protected.](#)

Redevelopment of existing football stadium to increase capacity, including ancillary uses such as hotel, and improved public realm across the site. Retail, education and community uses to the north of the site. Residential and community/ leisure facilities to the south.

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Local Employment Area (Local Plan: Strategic Policies 2013) Northumberland Park Area of Change
(Local Plan: Strategic Policies 2013)

Site Specific Proposal 13 (Unitary Development Plan 2006) - Football stadium, retail and employment.

Local Shopping Centre (U nitary Development Plan 2006)

Blue Ribbon Network Area of Archaeological Importance Site Allocations Consultation Document: Jan-Feb 2014

The site is presently occupied by Tottenham Hotspur Football Club as a football stadium. There are a number of ancillary buildings on the site, some of which are also used for match day purposes. The football club have produced a masterplan for the whole of this site and detailed designs for some buildings, all of which have been granted planning approval. This will redevelop the football stadium, as well as create a new supermarket, employment, cultural, education and residential uses.

The site is on Tottenham High Rd, and the frontage is in a Conservation Area; some of the buildings are listed and of a high quality, while some could be improved. The culverted river Moselle runs beneath the High Rd.

To the west of the High Rd is Site NT4, which will improve links from this site to the west. To the east of the site is the Vale/Northumberland Park Schools, the Northumberland Park Sports Centre and the St. Pauls All Hallows C of E school. There are a mix of commercial and community buildings to the south.

Extant Planning Permission exists for development in three phases:

1. Supermarket retail, residential and education/community facilities to the north of the site,
2. Replacement football stadium in the centre of the site,
3. Residential led development with community/leisure enhancement in the south of the site.

Development of phase 1 is currently underway.

Potential Development Capacity (from planning permission)

Residential: 200 new units

Hotel: 15,000m²

Town Centre uses: 36,500m²

Sports uses: 85,000m²

Publically accessible open space

In the approved application, the new stadium will be an oval sitting in the centre of the site, with raised podiums to its north and south and street level plazas east and west. North of the stadium the 2-4

storey supermarket etc building is under construction. West of both the supermarket (in the north-west corner of the site) and residential (south-west corner of the site), a number of existing 3 and 4 storey buildings are retained; most are statutory of locally listed historic Georgian or Victorian buildings including a particularly striking Georgian terrace and two Grade II* listed early Georgian/Queen Anne villas, which are some of the most important heritage assets in the Borough.

The housing to the south of the site and stadium itself will rise to an equivalent of 8 storeys, in accordance with the approved masterplan and in the case of the stadium detailed planning permission. The edges of the housing and the approved supermarket and other uses drop away to lower heights around the edges, and the retained buildings along the High Road heights.

Open space and public realm needs to be in accordance with the approvals granted; quality and durability of materials is particularly important.

The pedestrian link between the site and White Hart Lane station needs to be of a high quality and high peak capacity. This will be addressed in site NT3. However it needs to integrate and compliment development of this site and coordination of design, massing, materials etc would be advisable.

Materials are largely approved in the extant planning application.

Implementation considerations

~~The preferred option from the High Rd West masterplan should be incorporated into any future amendments to the planning permission. The controversial proposals for the demolition of High Road West should be abandoned and a new scenario (for general improvements around the area) created - in genuine partnership with the existing residents and businesses.~~

~~The s106 and CIL contributions of £16.436m originally set as a condition by the Planning Committee should be restored, and expanded to £60m (equivalent to the contribution conditions imposed on the 2000s redevelopment of the Arsenal Stadium). The original condition for 50% of any housing on the site to be affordable, to be restored and amended to 100% genuinely affordable.~~

This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

This site could potentially act as a hub for a future decentralised energy network, or connect to wider decentralised energy networks encompassing North Tottenham.

Potentially contaminated land

This site currently suffers from noise pollution

NT3: High Road West

Address

High Road West, High Road, Tottenham,

Size (Ha)

10.9

PTAL Rating

4

Timeframe for deliv

2015-2020

2020-2025

2025-2030

2030-2035

ery

Source

High Rd West Masterplan consultation

Draft Site Allocation

[The controversial proposals for the demolition of High Road West should be abandoned and a new scenario \(for general improvements around the area\) created - in genuine partnership with the existing residents and businesses.](#)

[The site consists mostly of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

[The North Tottenham Businesses Group and the Love Lane Estate Residents Association should be key partners in any discussions and decisions regarding any proposed improvements to the area.](#)

Subject to completion of the High Road West Masterplan and emerging evidence base documents, the potential exists to create a residential-led mixed use development incorporating leisure, retail and employment uses and new open space. The site should build on the international sports identity established by Tottenham Hotspurs Football Club and draw leisure uses across the High Road to create a new leisure quarter set around a new high quality open public space. The new public open space will also provide a stronger pedestrian route linking a new improved White Hart Lane Station entrance to the High Road and new Stadium.

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Locally Significant Industrial Sites (Local Plan: Strategic Policies 2013)

Northumberland Park Area of Change (Local Plan: Strategic Policies 2013)

Site Specific Proposal 19 (Unitary Development Plan) - Employment-led mixed use redevelopment including housing

Local Shopping Centre (U nitary Development Plan 2006)

North Tottenham Area Action Plan (Proposed)

Blue Ribbon Network

Ecological Corridor

Conservation Area

Area of Archaeological Importance

This site is broadly the area between Tottenham High Road and the railway line, running from Coombes Croft Library in the south to the former Cannon Rubber factory in the north.

It includes the Love Lane housing estate as the southern half of the site, with the northern half being predominantly industrial, which is partially LSIS designated.

The High Rd frontage is designated as a Local Shopping Centre around Northumberland Park. The High Rd is also a Conservation Area, and the River Moselle runs beneath White Hart Lane and Tottenham High Rd in this site.

Tottenham Hotspur Football Club (Site NT2) lies to the east across the High Rd. The High Road West site

provides a key link between a new White Hart Lane station entrance and the football stadium.

Three master plan options showing varying levels of intervention have been developed for this site and were subject to public consultation between April and June 2013.

Implementation considerations

Land for New community facilities will be provided on the site.

Major improvements to the station will include moving the entrance to the south, better accessibility and better access to the new stadium

The existing residents of Love Lane housing estate will need to have their housing needs catered for.

Any loss of employment land on this site will need evidence to show that the jobs here can be replaced elsewhere.

A retail impact assessment will be carried out to confirm the future need for, and mix of, town centre uses in this area.

This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

This site could potentially act as a hub for a future decentralised energy network, or connect to wider decentralised energy networks encompassing North Tottenham.

Potentially contaminated land

This site currently suffers from noise pollution

Design Principles

The new public open space should provide a strong pedestrian link between White Hart Lane Station, the High Road and the football stadium. The new public space will bring flexible opportunities for uses on match days and non-match days. The space will provide opportunities for local people with new restaurants; leisure facilities like a cinema or bowling alley; community space such as a new sports centre; more jobs for local people; more visitors, and more recreational opportunities for everyone in a safe and welcoming environment.

The interface with Tottenham High Road will be critical to the success of the area. The High Road will be improved to create an enhanced amenity which will contribute towards attracting investment and creating a pleasant environment to work, live and play. An opportunity may exist to enhance connections between this site and the Lee Valley Regional Park by foot and bicycle.

The area will bring substantial housing development including the potential renewal of the Love Lane Housing Estate. There should be an emphasis on new private housing recognising the high concentration of social housing in the wider area, however all existing social housing will need to be re-provided in the local area.

A master plan option is currently being developed and will make recommendations regarding the

quantum of development, massing, heights of buildings, materials and land use for the High Road West site.

Potential Development Capacity (Dependant upon findings of Employment Land Study)

Residential: 650-1,650 new homes

Commercial: 300-600 jobs

Community uses

7,450-8,950m² Publically accessible open space



NT4: Estate Renewal in North Tottenham

In north Tottenham there is work underway examining the potential for new long-term masterplanning opportunities for the redevelopment of the High Road and the Tottenham Hotspur Football Club stadium area.

A key issue in Tottenham is the ~~quantum lack of enough social housing tenure, and the need to complete the decent homes works to all social housing, to address poor quality and unaffordable rented housing, and try to stabilise or reduce spiralling house prices. stock.~~

~~In order to improve existing housing choice and increase overall housing supply, the opportunity exists to invest in new and existing housing that will produce a mixed and balanced community. Regeneration of existing housing estates will create opportunities to contribute to tackling the boroughs housing need, and diversify the existing housing stock in the area both in terms of mix and tenure.~~

~~Redevelopment of these sites could present opportunities to increase permeability within and through the sites. This could help to provide opportunities to enhance east-west connections linking Tottenham and the Lee Valley Regional Park.~~

~~*Note: The Council's uniquely-targeted approach to social housing estates as needing the insertion of private housing to create a 'mixed and balanced community' is blatant discrimination against local people on the basis of their economic status. This approach is quite rightly not being used to criticise streets of predominantly owner occupiers by claiming they are in need of social housing to make a 'mixed and balanced community'. All such references and bias against social and council housing should be removed from all Council documents as insulting, untrue, discriminatory and potentially unlawful breaches of Equalities Legislation. This approach is clearly a cover to try to justify the sell-off or use of some Council land cheaply to property developers, and to justify the increasing abandonment of the need to address the needs of local people for more (not less) social housing as the only genuinely affordable and secure housing for thousands of residents.*~~

~~The housing sites referred to in this section consist of viable buildings and usage and should therefore not be subject to a Site Allocation.~~

~~Any unfinished decent homes works should be completed and any estate improvements wanted by residents (eg concierges, landscaping, play areas, additional social facilities etc) should be planned.~~

~~Any future development should conform to the Guiding Principles set out in the Introduction.~~

Improvements in train frequency through Northumberland Park and White Hart Lane stations could provide an opportunity to increase private investment in this area, helping to spur development. While these transport improvements will enable local residents improved access to services across London, it will also be important to improve the standard of local infrastructure.

Employment Land in North Tottenham

Between now and 2030, North Tottenham is forecast to undergo significant change through public and private sector led regeneration and investment programmes. There is significant committed investment in public transport infrastructure through enhanced suburban rail services serving Northumberland Park and White Hart Lane stations.

A major land designation in the North Tottenham Area is designated employment land. The future of these landholdings will be considered in an Employment Land Update which will be commissioned to inform the next iteration of this document, as well as the emerging Tottenham AAPs. This will look at the existing uses, and what sectoral growth is expected in the area, in the context of anticipated rising PTALs.

[The sites in this section consist mostly of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

The areas of designated employment land, as allocated in the Local Plan in this area are:

1. SIL 3: Brantwood Rd, N17 (16.9 Ha) - Strategic Industrial Land
2. LEA 8: N17 Studios, 784-788 High Rd (2.1 Ha) - Local Employment Area
3. LSIS 9: High Rd West, N17 (2.6Ha) - Significant Local Industrial Site
4. SIL 12: North East Tottenham (15.5 Ha) - Significant Industrial Land
5. LEA 18: Willoughby Lane, N17 (1.1 Ha) - Local Employment Area
6. LEA 20: High Rd East, N17 (1.0 Ha) - Local Employment Area
7. SIL 21: Marsh Lane, N17 (2.1 Ha) - Strategic Industrial Land

Tottenham High Rd Area of Change

The High Rd is a significant spatial asset in Tottenham. It is a key historic north-south route linking London and its hinterland, and plays a key associative role in the minds of local residents, and communities across north London. It contains Tottenhams retail core, high frequency bus routes, key rail nodes at Seven Sisters and Bruce Grove, and a key sporting destination at the White Hart Lane football stadium.

Historically the High Rd has performed an employment, trading, and civic function for the wider area. This area was particularly affected by the riots in 2011, but will benefit from the priorities set out in the Plan for Tottenham, in terms of improving the local economy, housing choice and standards, and environment. Improvements are planned for the Bruce Grove/ Tottenham High Rd District Centre, and the Tottenham High Road Historic Corridor. As a result there will be training and employment opportunities for local residents.

This area includes a number of sub-areas along the High Rd:

1. Bruce Grove/Tottenham High Rd includes a number of high quality buildings along Bruce Grove, as well as serving as the main independent retail centre for Tottenham.
2. Tottenham Green is being developed as a civic and cultural hub, with a leisure centre, library and space for start up businesses, and potential additions to Tottenhams evening economy;
3. Seven Sisters is an area of more intense development around a Victoria Line underground and national rail station. This area contains the West Green district shopping centre, and interfaces with the Seven Sisters Rd corridor.

There are considerable heritage assets around this area, in particular in the Bruce Grove, Scotland Green, and Tottenham Green Conservation Areas. Ongoing regeneration and development will seek to build on these assets.

The Councils aspirations for this area in the Local Plan: Strategic Policies DPD include:

Potential for new housing and social infrastructure including, where appropriate and viable, the provision of new green space and community facilities;

Opportunity for ensuring that the Seven Sisters area and the tube and train station provides land marks/gateways to aid legibility through redevelopment and/or renewal;

Wards Corner regeneration delivering houses, shops and public realm improvements through redevelopment and/ or renewal;

Potential for future estate regeneration;

NDC Legacy Spatial Framework and Neighbourhood Plan;

Redeveloping Apex House as a strong district landmark building and gateway to Seven Sisters; and

Potential for a decentralised energy hub serving surrounding schools and housing estates.

Any new development which includes residential units or is adjacent to residential areas will be expected to contribute positively to Lifetime Neighbourhoods criteria as set out in the London Plan.

The Design Principles, Implementation Considerations and Potential Development Capacity for these sites should include those as set out in the Introduction: Some Guiding Principles. Where those already included in the document conflict with these principles, they should be amended so as to conform.

THR1: The Roundway at Bruce Grove

Consolidation of sites providing high quality housing in a development sympathetic to the adjoining Bruce Castle Museum and Park.

THR2: Tottenham Delivery Office and back of Bruce Grove

Consolidation of sites providing high quality housing and potential for workshops at ground floor level, with good permeability from Bruce Grove Station to Sperling Rd and the Avenue.

THR3: Snooker Hall site

Consolidation of sites providing high quality housing and potential for town centre uses at ground floor level.

THR4: Tottenham Green Bus Garage

Subject to relocation of existing use, creation of a mix of commercial and residential uses with new public open space. Mixed use development with civic functions located on ground floor and other customer-facing public services.

THR5: Kwik fit north of Saltram Close Housing Estate

Infill development with potential to strengthen east-west pedestrian links from Monument Way to Tottenham Green

THR6: Lawrence Rd

Comprehensive redevelopment of this street to provide improved local amenity through a residential-led redevelopment.

THR7: Seven Sisters Regeneration Project

Landmark development at Seven Sisters station delivering new homes, jobs, environmental improvements, a broader mix of shops, increased access to Seven Sisters underground station, and a revamped market. This development will be comprised of the Wards Corner and Apex House sites.

THR8: Seven Sisters Station

Identification of an area into which a future Crossrail 2 station may go. This could long-term uplift in the area, and may require sites to be safeguarded for development of station facilities.

THR9: Gourley Place and Wickes site

Comprehensive redevelopment opportunity to improve existing commercial space, provide high quality housing and improve accessibility through the site and potentially across the rail lines to the south and east.

|

|

THR1: The Roundway at Bruce Grove

Address

315 The Roundway, Bruce Grove, Tottenham, N17

Size (Ha)

0.7

PTAL Rating

3

Timeframe for deliv

2015-2020

2020-2025

2025-2030

2030-2035

ery

Source

Pre-application on neighbouring site

Draft Site Allocation

[The site consists mostly of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[Because of the heritage implications the Tottenham Civic Society have been monitoring proposals for development on this site and should be the key partner for evaluating any future proposals for buildings on this site.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

Consolidation of sites providing high quality housing in a development sympathetic to the adjoining Bruce Castle

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Tottenham High Road Area of Change (Local Plan: Strategic Policies DPD)

Conservation Area

Area of Archaeological Importance

This site contains the Shell garage on the Roundway, as well as an electricity sub-station and various industrial (automotive) uses on the remainder of the site.

The site is bounded by the A10 Roundway to the west, Lordship Lane to the south, and Church Lane to the east. The site would be rectangular in shape, but there is a high quality Locally Listed building housing a crèche located in the north east corner which should be preserved. The northern boundary is the back gardens of a terrace of 2 storey inter-war houses facing All Hallows Road to the north.

Across Church Rd to the east is Bruce Castle Museum and Park. Bruce Castle grand mansion and its adjacent hunting tower, is Grade I Listed, with parts dating back to the late Middle Ages; its main facade faces south onto Lordship Lane opposite the end of Bruce Grove; the park, which originally formed the gardens and park of the mansion, is designated as a Locally Listed Historic Park, Metropolitan Open Land and Ecologically Valuable Site (Borough Grade II) and has been awarded a Green Flag and contains a range of sport and leisure facilities. The site is also part of an Area of Archaeological Importance.

To the north of the houses, All Hallows Rd acts as an important cycling route through the area from the west into Bruce Castle Park; Church Lane also forms an important north-south cycle route and both will probably form part of the proposed Quietways network. Church Lane continues to the historic (originally medieval) All Saints Tottenham Parish Church, with other surrounding listed buildings about 150m north, before curving around the north of the park, with Tottenham Cemetery to its north.

The Roundway to the west of the site has a wide grass verge on its western side, and beyond that is the Peabody Cottages Estate, a Conservation Area. Part of the site itself on the Church Lane frontage, and all the land to its east, are in the Bruce Castle Conservation Area.

Potential Development Capacity

Residential: 14,000m²

The site is sufficiently substantial to provide a significant development, but the nearby conservation area and heritage constraints, along with the existing houses and nursery adjoining to its north, make it likely that acceptable heights would be limited; three stories maximum are recommended to the north and east, but it could rise to the south, west and middle of the site to four and in parts five. Privacy and overlooking distances to the housing to the north should also be respected.

Apart from the possible need to accommodate the electricity substation it could be possible that non residential uses such as offices could be accommodated on ground floor frontages, but the council would be prepared to accept a 100% residential scheme. However it would have to be of a high standard of design to provide good residential amenity standards, especially to the difficult southern and western frontages onto busy road. To these sides active frontages with many, regularly spaced front doors should be provided, but it would not be acceptable to have any single aspect flats or bedrooms on the ground floor of these frontages.

A public east-west route could be created across the site to create more residential frontage. Views of Bruce Castle or its adjacent tower could be exploited to give the site greater distinctiveness.

Form, massing, proportions, rhythm, style and materials need to be considered carefully in the context of the conservation areas; bricks suitable for the context are strongly recommended as the main facing material, probably with pitched clay tiled or slate roofs.

Implementation considerations

236,000 CIL estimate

141,000 potential s106 contribution.

The site is not in consolidated ownership, and bringing the sites together would aid bringing forward a comprehensive redevelopment.

Potentially contaminated land



THR2: Tottenham Delivery Office & back of Bruce Grove

Address

Tottenham Delivery Office, Builders Yard and Conservative Club, Bruce Grove, Tottenham, N17

Size (Ha)

0.63

PTAL Rating

5

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

Call for Sites 2013

Draft Site Allocation

[The site consists of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[The Council will aim to ensure maximum protection for the vital public service provided by the Royal Mail Delivery Office.](#)

[The Council will aim to ensure the protection of the Ecologically Valuable Site.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

Consolidation of sites providing high quality housing and potential for workshops at ground floor level, with good permeability from Bruce Grove Station to Sperling Rd and the Avenue.

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Tottenham High Road Area of Change (Local Plan: Strategic Policies DPD)

Bruce Grove District Centre (Local Plan: Strategic Policies DPD)

Secondary Town Centre Frontage (Unitary Development Plan 2006)

Conservation Area

Bruce Grove was originally laid out as a grand avenue leading in a straight line from Tottenham High Road to the mansion at Bruce Castle. In the eighteenth century a number of large Georgian houses were erected on its south-western side, in either short terrace (nos. 1-4) or semi-detached pairs (nos. 5-15), with very large back gardens of up to 200m length.

Some of these have since been developed, but there remain 2 large clusters of undeveloped or non optimally developed backlands. One is behind nos. 6-9, which is also designated an Ecologically Valuable Site of Local Importance but is covered in part in this allocation. The other, mostly in brownfield uses, is behind nos. 1-6 and off Moorefield Road, and is the main subject of this allocation.

This site currently consists of the Conservative Club at no. 6 Bruce Grove, a Royal Mail delivery office at 53 Moorefield Road and a builders yard that can be accessed from both no. 1 Bruce Grove or 55 Moorefield Road. The site has direct access to Bruce Grove itself, and lies just outside Bruce Grove District Centre. There is good access to Bruce Grove station.

The site is surrounded to the south and west by 2 to 3 storey residential housing. The site lies within Bruce Grove Conservation Area. All the Georgian properties, nos. 1-16 Bruce Grove, are statutorily listed, whilst Holly Cottage on Moorefield Road just to the east of the site is locally listed. Bruce Grove Primary School on Sperling Road to the south is a grander Victorian school backing on to 7-10 Bruce Grove.

Bruce Grove Station and high frequency bus routes on Bruce Grove and Tottenham High Road provide good public transport connections.

Implementation considerations

68,000 CIL estimate

81,000 potential s106 contribution.

The site is not in consolidated ownership, and bringing the sites together would aid bringing forward a comprehensive redevelopment.

Potentially contaminated land

Some of the semi-detached villas have had recent backland developments with their own access off

Bruce Grove down the side of the villa. In the 1970s beside no. 9, a tall vehicular archway through the side wing was built to lead to an office wing and extensive parking. In the last 10 years beside no. 5, a narrow roadway has been cut through to create Champa Close of 2 storey residences. More recently beside no. 8 a pedestrian only archway leads to a shorter terrace. To protect the heritage significance, only the latter would now be permitted. Therefore to enable backland development behind 1-6, vehicular access from Moorefield Road is required.

This should be extended to the hammerhead at the end of Champa Close; connecting this private road and providing access to the larger site behind nos. 6-9. Notwithstanding that, it is not envisaged this will be for any use other than public open space; for recreation, sport and leisure or nature conservation, with potentially small infill residential development at its margins, primarily envisaged behind no. 6 and potentially as change of use and redevelopment behind no. 8. Some reconfiguration of the land around Bruce Grove Primary could enable connection to Sperling Road as well as better (possibly shared) playground space for the school. Champa Close will remain un-adopted, but could provide pedestrian access to Bruce Grove, as could the archway through no. 8.

However this means development behind 1-6 and to 53 and 55 Moorefield Road becomes important for both connections and as a residential and employment opportunity. This development should enable the connection of Bruce Grove, Champa Close, Sperling Road and Moorefield Rd as a pedestrian route.

Proposals would have to take account of the Bruce Grove Conservation Area, and so new development should be limited to 3 storeys with the possibility of 4 storeys in the centre of sites.

Materials: To fit in with the Conservation Area, and listed buildings, the primary material should be brick.

Potential Development Capacity

Residential: 8,000m²

Workspaces: 3,000m²

THR3: Bruce Grove Snooker Hall

Address

Bruce Grove Snooker Hall & Banqueting Suite Site, Bruce Grove, Tottenham, N17

Size (Ha)

0.5

PTAL Rating

5

Timeframe for deliv

2015-2020

2020-2025

2025-2030

2030-2035

ery

Source

Draft Site Allocation

[The site consists of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

Consolidation of sites providing high quality housing and potential for town centre uses at ground floor level.

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Tottenham High Road Area of Change (Local Plan: Strategic Policies DPD)

Bruce Grove District Centre (Local Plan: Strategic Policies DPD)

Secondary Town Centre Frontage (Unitary Development Plan 2006)

Conservation Area

This site is triangular in plan, located on the north-east side of Bruce Grove, and primarily consists of three buildings on this frontage. The northern building is the Regency Banqueting Suite, which is a two storey retail parade of early 20th Century origin with the banqueting suite on its 1st floor. To its south is the higher and more imposing snooker hall building, a former cinema mostly now a plain brick rendered facade, with partial remains of former ornamentation and a grand domed entrance at its southern end; it is a former cinema and is locally listed. To the south of the snooker hall is a council owned small former public toilet, a Grade II listed building, single story with a basement, in a half timbered style with elaborate metal railings enclosing modest surrounding grounds.

The rear of the site includes a significant amount of car parking, along with a few small structures, yards and scrubland, with the rear boundary defined by the West Anglia line, elevated on an embankment. The embankment is wooded and it and the tracks are designated an Ecological Corridor. The north-west boundary of the site is the back gardens of two storey terraced late 19th century houses on Woodside Gardens, a quiet residential street typical of streets to the north and west of the site.

The frontage buildings are part of the Bruce Castle Conservation Area and designated Town Centre; the Banqueting Suite and Snooker Hall are designated Secondary Frontage. However, on the other side of Bruce Grove the shopping centre ends opposite the WCs, followed by a sequence of grand, statutorily listed Georgian villas set behind large generally paved front gardens. Formerly run down, these are gradually being restored to create an impressive setting for this site; they include Site THR1.

Bruce Grove Station and plentiful bus routes on the A10 Bruce Grove and Tottenham High Road provide excellent public transport connections.

Potential Development Capacity

Residential: 8,000m²

Town Centre Uses: 1,300m²

The council would like to see a viable use that preserves the listed former public toilets and restores the entrance to the locally listed former cinema (now a snooker hall). As an identified positive contributor the frontage of the banqueting suite should also be preserved. However development involving partial demolition of those buildings (excepting the WCs), and new construction on vacant and underused land to their rear would be considered. Joint development of at least the snooker hall and banqueting suite to a coordinated masterplan would be preferable.

The rear of the site and the upper floors of the frontage buildings could be residential or office use, but the ground floors of the frontage buildings, including the listed former toilets, would need to be in town centre uses. It is important to retain and restore a continuous active frontage along Bruce Grove. It

would be preferable for residential development on the rear of the site to be developed as townhouses in mews type streets or courts, with clear and simple access routes, but the only possible access will be off Bruce Grove, which is a Transport for London managed trunk road. Greater height may be possible closer to the railway, but within the Conservation Area maximum heights should be 3-4 storeys and close to the backs of neighbouring houses it should drop to 2 storeys and not to close to the boundary to maintain privacy, day and sunlight to neighbours.

Form, massing, materials and detailing of any extensions or new buildings should be appropriate to the Conservation Area; preferably built of brick and to a high standard of design.

Implementation considerations

67,000 CIL estimate

80,000 potential s106 contribution.

Potentially contaminated land

This site currently suffers from noise pollution



THR4: Tottenham Green Bus Garage

Address

Tottenham Green Bus Garage, Phillip Lane, Tottenham, N17

Size (Ha)

1.43

PTAL Rating

6

Timeframe for deliv

2015-2020

2020-2025

2025-2030

2030-2035

ery

Source

GLA SHLAA

Draft Site Allocation

[The site consists of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[The Council will aim to ensure maximum protection for the vital public service provided by the Bus Garage.](#)

[If the Bus Garage owners decide to close the Garage in future, an alternative public use should be found for the site, preferably green space to expand the existing Tottenham Green.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

[The Friends of Tottenham Green should be included as a key community partner in any future proposed development.](#)

Subject to relocation of existing use, creation of a mix of commercial and residential uses with new public open space. Mixed use development with civic functions located on ground floor and other customer-facing public services.

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Tottenham High Road Area of Change (Local Plan: Strategic Policies 2013)

Strategic Local Open Land

Historic Park

Area of Archaeological Importance

Conservation Area

This site is located to the north of Tottenham Green on Phillip Lane, adjacent to the statutory listed Holy Trinity Church. It is currently in active use as an Arriva Bus Garage on the north side of Phillip Lane.

The site is in close proximity to Tottenham High Road, with yards in commercial uses to the east separating the site from the High Road. It may be possible to include some or all of these backland yards and possibly some of the properties facing the High Road in this site. However it is worth noting that in addition to being part of the Conservation Area several are locally listed (nos. 363 (the former Swann Public House), 365, 373, 383, 385 and 391 (Library Court, the former Tottenham Library)).

Of even greater heritage significance is a cluster of monuments around the junction of the High Road, Philip Lane and Monument Way, particularly The High Cross Monument; believed to be an eighteenth century reconstruction of an original mediaeval Eleanor's Cross.

Terraced housing is to the west of the site facing the Green and on Arnold Road, and there is a 1990s housing estate to the rear of the site.

Tottenham Green is the key local feature, and this area is the subject of public realm improvement and landscaping works, which are due to be completed in 2014. The north of the Green is occupied by the Holy Trinity Church, and this faces the bus garage. The Tottenham Green Leisure Centre, Marcus Garvey Library, the Bernie Grant Arts Centre, the former Tottenham Town Hall and the College of Haringey, Enfield, and North East London (CHENEL) form a grand civic western edge to the Green. Together these form the civic and cultural heart of Tottenham.

Potential Development Capacity

Residential: 25,000m²

Offices: 11,000m²

Town Centre uses: 3,000m²

Community uses: 5,000m²

Publically accessible open space: 7,500m²

Any future development will need to be sympathetic to the nearby church, limiting heights to 2 to 3 storeys at the south of the bus station site, and on the car park site. Higher development may be possible to the north of the bus station site.

However, if in addition to the bus station, sufficient sites on the High Road were available, the potential exists for the route of Philip Lane to be diverted across the site, uniting the southern part of the site with the church and Tottenham Green. This would add to the open space of Tottenham Green and improve the setting of the church.

Any properties on the High Road added to this development would have to be unlisted buildings and would preferably be detractors in the current Conservation Area Character Assessment, to justify their demolition. Proposals would have to include appropriate development lining this diverted route of Philip Lane, to fit into the Conservation Area, to be acceptable to the setting of the other retained heritage assets and especially not to harm the setting of the High Cross.

Any other opportunities to improve local connections by creating through streets within the site to those to the north, Library Court and/or Eleanor Close should also be taken. Car free development will be supported.

Form, massing, materials and detailing should be appropriate to the Conservation Area; preferably built of brick and to a high standard of design.

Implementation considerations

The existing bus station use would need to be relocated.

It may be desirable in this location to provide public Wi-Fi which will improve the competitiveness of local businesses, as well as an amenity upgrade for visitors to the area.

209,000 CIL

Potential s106 contribution: 250,000

Cycle Parking

Potentially contaminated land

This site currently suffers from noise pollution



THR5: Kwik Fit north of Saltram Close

Address

Kwik Fit north of Saltram Close Housing Estate, Stainby Road, Tottenham, N15

Size (Ha)

0.3

PTAL Rating

6

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

GLA SHLAA

Draft Site Allocation

[The site consists partially of viable buildings and usage, and partially of tree-lined green space. It should therefore not be subject to a Site Allocation.](#)

[However the green space should be protected and could be sought for transfer for the use of the Saltram Close estate \(which recently lost some of its land to new development at the NE corner of the estate\) and surrounding area.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

Infill development with potential to strengthen east-west pedestrian links from Monument Way to Tottenham Green

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Seven Sisters Corridor (Local Plan: Strategic Policies 2013)

West Green/Seven Sisters District Centre (Local Plan: Strategic Policies 2013)

Area of Archaeological Importance

This site is within the Tottenham Gyratory, with access to Monument Way and Tottenham High Road; however the gyratory is currently in the process of being removed. Both Tottenham High Road and Monument Way will revert to two way traffic.

The southern half of the site is vacant and poorly maintained, with the northern half is occupied by a Kwik-Fit car garage. The two sites are in separate ownership and are in very different condition, but it would be preferable to envisage the two sites as closely related and under a single allocation. Kwik-Fit has frontage on to Monument Way; the only current access to the remaining site is through a narrow roadway off the High Road; this also provides back service and upper floor access to buildings on the High Road and a couple of small yards.

However immediately to the south of this site is the Saltram Close Estate, a large 1960s council housing estate; immediately to the south is a north south aligned block of maisonettes over ground floor parking, facing a large central amenity space, with a double banked 4 storey block to its east; north of this block, east of this allocation site, a former playground has recently been redeveloped with a new 4 storey block of affordable housing facing Monument Way. There is therefore potentially pedestrian and servicing access from Saltram Close to the south and east.

The recent development immediately to the east on the former playground at the corner of Monument Way and Stainby Road is particularly significant. The amenity and privacy of the council housing to the south and flats above shops on the High Road to the west will also have to be protected.

The properties facing the High Road to the west of the site are in the Tottenham Green Conservation Area.

Potential Development Capacity

Residential: 7,300m²

Combining the vacant land with the Kwik Fit site on Monument Way would potentially create a new access routes both north-south, from Saltram Close to Monument Way, and east-west, from the High Road at Tottenham Green into Saltram Close and on to Stainby Road. These should be through routes for pedestrians and possibly cycles only with vehicular access to small private parking garages or courts only.

This site sits within a relatively built-up area, so in principle heights of 6-7 storeys may be expected facing Monument Way. However to fit in with and not harm the amenity of neighbouring housing. It should drop to 4 storeys on the southern part of the site.

There is a need to create some amenity space on the site, this may partially be achieved through the provision of balconies. Ground floor flats should preferably be family sized units with private gardens to the rear of blocks. Upper floor flats should have private balconies.

Building should be set back from the busy Monument Way, with active frontages and possibly non residential ground floor uses, would be required. All public routes, including the proposed north-south and east-west public routes, should have clear, simple, robust design allowing through views and active frontage with front doors to all sections.

Implementation considerations

61,000 CI L estimate

Potential 73,000 s106 contribution

The opportunity to improve pedestrian accessibility between the High Rd, Saltram Close, and Monument Way is crucial to this site.

The site is in an area of moderate noise pollution and poor air quality.

This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.

Potentially contaminated land



THR6: Lawrence Rd

Address

Lawrence Rd, West Green

Size (Ha)

3.34

PTAL Rating

3

Timeframe for deliv

2015-2020

2020-2025

2025-2030

2030-2035

ery

Source

Existing Masterplan

Draft Site Allocation

[Any future development should conform to the Guiding Principles set out in the Introduction. In particular, any development should ensure the substantial expansion and improvement of the green space at the northern end of the site.](#)

Comprehensive redevelopment of this street to provide improved local amenity through a residential-led redevelopment.

Existing Policy Designations

Site Specific Proposal 27 (Unitary Development Plan 2006): Mixed use employment and residential development.

Planning Permission has been granted on the southern end of this site (H GY/2012/1983)

Lawrence Rd connects West Green Road and Phillip Lane and is located west of Seven Sisters tube station, with its southern extent being a short walk to the facilities of the West Green / Seven Sisters District Centre. It is crossed at the northern end of the site with an east-west route, Elizabeth Place / Clyde Road, which to the west is a linear park of pedestrian priority, which connects Tottenham Green (behind the Tottenham Green Leisure Centre / Marcus Garvey Library and Bernie Grant Arts Centre), through Clyde Circus, across Lawrence Road and west to the western end of Phillip Lane, close to where it opens out into West Green.

The streets that run parallel to Lawrence Rd to both the east and west, and Clyde Rd which lies to the north are residential in nature, and fall within the Clyde Circus Conservation Area. The Centrepiece of the Conservation Area, the Circus itself, is to the north east of the site.

Lawrence Rd is characterised by larger scale commercial buildings which are generally out of context with the surrounding streets. The buildings are generally 4 storeys in height, with the highest up to 8 storeys and are positioned in close proximity to the street edge, presenting an imposing facade. Mature trees along this street add to the feeling of enclosed space in the area.

The majority of buildings are now disused, although there is some commercial activity in this area. Planning Permission has been granted for a residential led mixed use redevelopment of most of the southern half of this site, and demolition of existing buildings on this site has commenced. The northern sites and one small site to the south west remain, and some may not be redeveloped, including the 8 storey Studio 28 live-work block.

Potential Development Capacity

Residential: Up to 435 units in total (Lawrence Rd masterplan)

As stated, a large part of this site has planning permission and is currently being developed; as part of that development, a masterplan for the remainder of this site was prepared. This envisages 6-8 storey blocks lining both sides of Lawrence Road; residential will other non residential ground floor uses (B1, work parts of Live-Work or small corner shops or cafes) to contribute to active ground floor usage, with family townhouses facing mews streets or courts behind. These mews streets and/or courts could connect together or be individual semi-private closes. Larger flatted blocks will turn into facing West Green Road to the south and Elizabeth Place /

Clyde Road to the north.

The existing buildings have large floorplates and are generally higher than the surrounding area. Accordingly this site could accommodate 5-6 storeys, stepping down to wards the gardens on parallel streets to either side. Due to the large existing floorplates, mews may be possible behind the development on Lawrence Rd itself.

Development should contribute to improvements to the Elizabeth Place linear park but need not

provide any more public space than streets with one or two small pocket parks and childrens playspaces.

A materials palette of two or three complementary predominantly red bricks, large windows and recessed balconies, with clay tile or metal pitched roofs on houses and flat roofs either accessible as amenity space or with green roofs on the flats, has been agreed for the development with planning permission and this should be continued elsewhere in this site.

The mature trees along Lawrence Road and the clump in the backlands to the north west of the site should be maintained and incorporated into all the future design proposals.

Implementation considerations

A S106 planning obligation has been agreed as part of the first phase of this site. Any future requirements should build on this agreement.

This site could potentially support a communal heating system and Combined heat and power facility.

Potentially contaminated land



THR7: Seven Sisters Regeneration Project

Address

Wards Corner & Apex House, Seven Sisters Station, High Road, Tottenham Green, N15

Size (Ha)

1.37

PTAL Rating

6

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

UDP 2006 Site Specific Proposal

Draft Site Allocation

[The site consists of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[The Council will ensure maximum protection for the historic Wards Corner building and indoor market. The Wards Corner Community Plan which has been submitted for planning permission should be fully supported and adopted immediately. The Wards Corner Community Coalition The West Green Road and Seven Sisters Development Trust should be included as the key community partners in any future proposed development in the area.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

Landmark development at Seven Sisters station delivering new homes, jobs, environmental improvements, a broader mix of shops, increased access to Seven Sisters underground station, and a revamped market. This development will be comprised of the Wards Corner and Apex House sites.

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Seven Sisters Corridor (Local Plan: Strategic Policies 2013)

West Green/Seven Sisters District Centre (Local Plan: Strategic Policies 2013)

Site Specific Proposal 21 (U nitary Development Plan 2006)

Primary & Secondary Town Centre Shopping Frontages (U nitary Development Plan 2006)

Conservation Area

The site is located in close proximity to Seven Sisters underground station, at the confluence of West Green Rd, Tottenham High Rd, Broad Lane and Seven Sisters Rd. There are two development parcels, the Wards Corner site, which is presently a local market and some terraced housing, and Apex House, which is currently a Council-owned and operated office building. The two sites are separated by Seven Sisters Road.

An active frontage wraps around the first site from Seven Sisters Rd to West Green Road, although many of the buildings are derelict and some unsafe. The western edge, formed by Suffield Road, is a street of late nineteenth century, 2 to 3 storey terraced houses.

To the south of Apex House is a 1970s estate of council housing, some of which is now in private ownership. To the north of Seven Sisters Station, and between the site and Seven Sisters Overground station are terraced housing. About half of the Wards Corner site, as well as most of the street and public realm itself, including right up to the edge of Apex House, are in the Seven Sisters and Page Green Conservation Area.

Apex House itself contains a clock tower / public toilets on the north west (High Road) side and large surface car park to its south-east, both of which can be included in development.

Potential Development Capacity

Residential: 52,000m²

Town Centre uses: 16,000m²

Potential to proliferate uses at this location to make best use of high PTAL

Planning Permission has been granted for a major mixed use scheme, including significant amounts of residential and retail use, on the Wards Corner site. It is considered that 6-8 storeys may be generally possible on these sites, potentially with up to 10 storeys on the Apex house site.

An opportunity to introduce a new tube entrance on the south side of Seven Sisters Rd exists.

There may be an opportunity to introduce a modern style of architecture along Seven Sisters Rd, with Apex House being a potential bookend, although the setting and impact on the Conservation Area will need to be considered.

The active frontage needs to be maintained and enhanced where possible.

Car free development will be supported on this site.

Implementation considerations

The addition of the Seven Sisters rail line to TfL operation may also deliver additional services. In the longer term Seven Sisters is on the preferred Crossrail 2 route.

432,000 CIL estimate

Potential 518,000 s106 contribution

It may be desirable in this location to provide public Wi-Fi which will improve the competitiveness of local businesses as well as an amenity upgrade for visitors to the area.

This site could potentially support a communal heating system and Combined heat and power facility.

This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

Potentially contaminated land

This site currently suffers from noise pollution

THR8: Seven Sisters Station

Address

250m² radius of Seven Sisters station, Tottenham, N15

Size (Ha)

19.6

PTAL Rating

6

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

Crossrail 2 preferred alignment

Draft Site Allocation

[The site consists of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

[If future Crossrail proposals are likely to cause damage to the interests of the local area and its communities the Council should oppose the proposals.](#)

Identification of an area into which a future Crossrail 2 station may go. This could create long-term value uplift in the area, and may require sites to be safeguarded for development of station facilities.

Existing Policy Designations

Upper Lea Valley Opportunity Area (London Plan 2011)

Seven Sisters Corridor (Local Plan: Strategic Policies 2013)

West Green/Seven Sisters District Centre (Local Plan: Strategic Policies 2013)

Site Specific Proposal 15 (Unitary Development Plan 2006)- Mixed use commercial, retail and residential

Site Specific Proposal 21 (U nitary Development Plan 2006)

- Comprehensive mixed use development

Primary & Secondary Town Centre Shopping Frontage (U nitary Development Plan 2006)

Conservation Area

Ecological Corridor

Historic Park

Seven Sisters is a key gateway into Tottenham, and is currently an Overground rail station and an underground rail station. It is located on the corner of Seven Sisters Rd, Tottenham High Rd, and St Anns Rd.

An active frontage wraps around the site from Seven Sisters Rd to West Green Road, and forms part of the Seven Sisters/West Green District centre. Other retail uses exist in the area, particularly on the High Rd.

In addition to the existing train routes passing through the station, Seven Sisters is on the preferred route for Crossrail 2.

Potential Development Capacity

Specific developments are not identified in this document.

This area lies partially in the Seven Sisters Conservation Area, and this context needs to be respected in any future developments.

The Seven Sisters Corridor, Tottenham High Rd, West Green Rd, and Broad Lane form a complex junction at Seven Sisters. Options to improve pedestrian and cycling permeability through the site should be pursued.

Car free development will be supported in this area.

Implementation considerations

Current additional details are not available with relation to station exit points at this time.

The tunnelling and access points for Crossrail 2 will likely require land parcels to construct them.

This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.



THR9: Gourley Place & Wickes site

Address

Gourley Place & Wickes site, Seven Sisters Road, N15

Size (Ha)

2.49

PTAL Rating

4-6

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

UDP 2006/ GLA SHLAA

Draft Site Allocation

[The site consists of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

[Further info may be provided in an appendix regarding this site.](#)

Comprehensive redevelopment opportunity to improve existing commercial space, provide high quality housing and improve accessibility through the site and across the rail lines to the south and east.

Existing Policy Designations

Seven Sisters Corridor (Local Plan: Strategic Policies 2013)

Site Specific Proposal 28 (Unitary Development Plan 2006): Mixed use including employment and residential.

Ecological Corridor

Site of Important Nature Conservation (Borough Grade II)

This site consists of the land bounded by Seven Sisters Rd, and the Gospel Oak-Barking and Seven Sisters rail lines. Currently there is a Wickes trade/retail unit with extensive surface parking and a number of industrial units.

The rail embankment forms a barrier to the east and south of the site. Seven Sisters Rd forms the final edge of this triangular site to the northwest. To the north-west of Seven Sisters Road it is residential use, but comprising a variety of 2 to 4 storey terraced houses and flats from either the late nineteenth century or mid twentieth century; the latter being council housing in a number of small estates.

The area is experiencing migrant casual worker issues which are a blight on the local area, with evidence of rough sleeping, drinking, and littering existing on the site.

Its location is very close to Seven Sisters underground (Victoria Line) and surface rail (Liverpool Street) stations, giving it excellent connections to the City and West End.

Implementation considerations

448,000 CI L estimate

Up to 538,000 S106 contribution

This site is in an area of moderate air pollution coming from Seven Sisters Rd

This site could potentially support a communal heating system and Combined heat and power facility.

This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

Potentially contaminated land

This site currently suffers from noise pollution

There is considerable evidence that a much better use of this site could be made and it is understood a number of the owners of the small industrial sites to the south west of the site would welcome a comprehensive redevelopment. This should not remove employment uses from the site, but the nature of this employment could change, which should allow a significant amount of residential use to coexist.

The Seven Sisters Road frontage and proximity to Seven Sisters station should allow a density of development with at least two floors, possibly more of employment use, including the ground floor, to create active frontage and attract higher end employment use; this could include office space, professional services, research and higher value workshop space, with a welcoming frontage on to Seven Sisters Road and potentially servicing from the rear. This could also contain residential units on upper floors, but never lower than second floor.

Behind the main road frontage there could be three or four streets running off, in which the amount of employment reduces to become completely residential towards the back of the site, where residential streets should link together and a small pocket park could provide amenity space, unless a bridge can be provided.

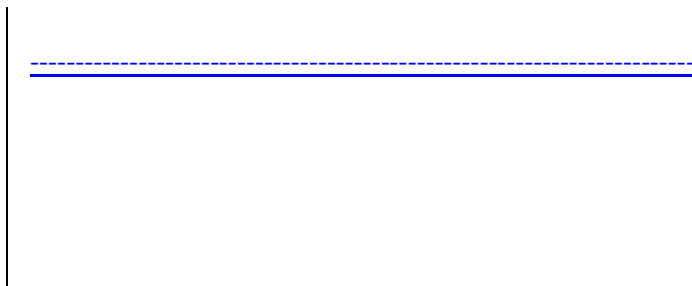
Opportunities for bridging either/both the railways should be investigated, probably just for pedestrians and cycles. If this is achieved a higher density residential development would be permitted on this site, as the Plevna and Ermine Triangles to the south and south-east would provide plentiful amenity space as well as ecological value. A north-south cycle route across the site and railway would make a valuable contribution to the evolving Quietway cycles network.

Car free development will be supported on this site.

Potential Development Capacity

Residential: 54,000m²

Commercial development: 22,000m²



South of the Borough

This area includes St. Anns, Seven Sisters Rd, and Harringay. The area is undergoing considerable change as land values increase in the neighbouring boroughs of Islington and Hackney, and increasing demand for housing spreads into this area. The area contains the Green Lanes District Town Centre as its key focal point for shopping, with services also available on Seven Sisters Road.

The Seven Sisters Corridor is identified as a priority area for change in the Haringey Local Plan. The Council's aspirations for the area include:

Cross borough working with Hackney and Islington to identify strategic priorities for the Seven Sisters Corridor, and develop joint solutions;

Potential for new housing and social infrastructure including, where appropriate and viable, the provision of new green space and community facilities;

Scope for comprehensive mixed use at St Anns Hospital site;

Potential for future estate regeneration;

NDC Legacy Spatial Framework and Neighbourhood Plan;

Potential for a decentralised energy hub serving surrounding schools and housing estates.

[Any new development which includes residential units or is adjacent to residential areas will be expected to contribute positively to Lifetime Neighbourhoods criteria as set out in the London Plan.](#)

Current Issues

On a number of the industrial sites in the south of the borough, residential development is occurring without planning permission, raising a number of issues:

The standard of some of the residential accommodation is currently unfit for human habitation;

The necessary infrastructure to provide services for the new residents can not be adequately managed;

No affordable housing is being provided.

The sites in this section (as well as TH7: South Tottenham Employment Area), this document only identifies the issues that exist in the area for consultation. The Council would like to hear from a range of local stakeholders including developers, residents, and businesses regarding how these sites should be utilised in the future. The issues above will be considered as part of ongoing planning applications and enforcement activity.

The Design Principles, Implementation Considerations and Potential Development Capacity for these sites should include those as set out in the Introduction: Some Guiding Principles. Where those already included in the document conflict with these principles, they should be amended so as to conform.

The draft Site Allocations in this chapter are:

S1: St. Anns Hospital

Rationalisation and improvement of the existing health care use to provide a more specialist function on a smaller footprint, and enable residential development on the site.

S2: Greater Ashfield Rd

Subject to the findings of a future Employment Land Study, identify the benefits of protecting existing employment designations where suitable against encouraging a wider range of uses including mixed use development. If new uses are formally introduced, a masterplanning process setting out enhanced design and accessibility for this area will be required.

S3: Vale Rd/ Tewkesbury Rd Employment Areas

Subject to the findings of a future Employment Land Study, identify the benefits of protecting existing employment designations where suitable against encouraging a wider range of uses including mixed use development. If new uses are formally introduced, a masterplanning process setting out enhanced design and accessibility for this area will be required.

S4: Arena Retail Park

Retail estate with long term intensification potential for transport-oriented mixed use development. Opportunities exist to improve accessibility to and from Harringay Green Lanes Overground station and Green Lanes District Centre for communities to the east and south of the site.

S5: Finsbury Park Bowling Alley

Mixed use development, including high rise residential, office and leisure uses.

S6: Stroud Green Rd

Subject to the existing use being relocated, high density mixed use redevelopment, including active frontage on Stroud Green Rd, and a mix of office and residential development above.

S1: St. Anns Hospital

Address

St. Anns Hospital & Post office site, St. Anns Road, N15 3TH

Size (Ha)

11.5

PTAL Rating

2

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

UDP 2006 Site Specific Proposals

Existing Policy Designations

Seven Sisters Corridor (Local Plan: Strategic Policies 2013)

Site Specific Proposal 14 (Unitary Development Plan 2006): Comprehensive mixed use scheme including residential, health facilities and a school.

St. Ann s Conservation Area

Local Site of Important Nature Conservation

Ecological Corridor

Draft Site Allocation

[The site consists of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[The site should be explicitly safeguarded for health services in order to be able to expand such services to meet the needs of a fast-growing local population. This could include ancillary healthy-living uses such as an allotment site for service users and local people.](#)

[The Haringey Needs St Ann's Hospital group should be a community partner in any discussions or decision-making about this site. See their official response to this consultation. Further information may be provided on this issue in the form of an appendix.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

[Further info may be provided in an appendix regarding this site.](#)

Rationalisation and improvement of the existing health care use to provide a more specialist function on a smaller footprint, and enable residential development on the site.

The site is currently an NHS hospital. A number of the current buildings are outdated and unsuitable for health provision. Consequently many buildings are either vacant or partially occupied. A police station (locally listed) sits by the north eastern corner of the site; as it is understood to be partially or wholly surplus to operational requirements, it can be considered part of the site. An Ambulance Station sits by the north western corner of the site; this is not believed to be surplus to operational requirements.

The site sits between St. Anns Road to the north, and the Gospel Oak- Barking rail line to the south. The St. Anns Conservation Area includes part of the north of the site, from the northern boundary up to the perimeter road and central space, and the adopted appraisal identifies the historic boundary wall and several of the small older hospital buildings in this area as locally listed or positive contributors. The boundary wall along the St Anns frontage is a particularly prominent and distinctive feature,

Opposite the site on St. Anns Road is Chestnuts Recreation Ground, between Black Boy Lane and Cornwall Road (both local distributor roads that meet St Anns Road at T-junctions opposite the site). To the east of Cornwall Road is a contemporary flatted development of up to 8 storeys, with a health (primary care) centre on the ground floor; there is a school and St Ann's parish church beyond. West of Black Boy Lane is another school with a residential district of 2 storey late 19th century terraces beyond.

The western boundary is the back gardens of terraced housing (mostly late 19th century) and small flat blocks (mostly mid 20th century) on Warwick Gardens; part of an area of consistent terraced streets between the site and Harringay Green Lanes, a vibrant town centre some 50m distant, with regular buses and the nearest station, on the Overground Line.

The eastern boundary is formed by Hermitage Road, a local road and popular cycle route; beyond which is a school, workshop, sheltered housing and mosque in a locally listed Victorian former school building.

Potential Development Capacity

Residential: 116,000m²

Community facilities: 173,000m²

The local Health Authority have undertaken a review of their accommodation requirements and have concluded that approximately 40% of the St Anns Hospital site is surplus to requirements; they intend to release this for development and use the proceeds to improve the health facilities on the retained remainder of the site. This will be the eastern 60% of the current site. As well as immediately building new facilities, this will retain land and underused low density buildings that could be enlarged, to permit all their envisaged potential future expansion requirements.

The released site is considered by the council eminently suitable for development as a new residential neighbourhood. The site has generally poor accessibility, and this and its connectivity should be improved through the redevelopment. Possible options include improving access to Green Lanes Overground station through the south -western corner of the site, and enhancing the bus route along St. Anns Road. Even with one or both of these enhancements, the accessibility is unlikely to allow more than 4-5 storey development across the site. Development should take the form of streets and squares with 2-6 storey terraced townhouses and flatted blocks on prominent corners and edges.

The railway embankment to the south is a borough grade II SINC, and part of the site adjoining this is a local SINC. This should be maintained and enhanced as a green amenity space for local residents. Multiple areas of publically available open space should be provided on the site, although the large park opposite, Chesnut Park, provides a good local amenity resource.

The original Police Station could be converted to residential, with new 3-4 storeys . behind.

Implementation considerations

970,000 CIL estimate

Up to 1.2m S106 contribution

This site has the potential to act as a hub for a future decentralised energy in this area.

This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

A potential future Quietway cycle route passes through this area.

Potentially contaminated land

This site currently suffers from noise pollution

S2: Greater Ashfield Rd

Address

Greater Ashfield Rd, Ashfield Road, N4 1NY

Size (Ha)

3.06

PTAL Rating

1-2

Timeframe for deliv

2015-2020

2020-2025

2025-2030

2030-2035

ery

Source

UDP Site Specific Proposals, GLA SHLAA

Draft Site Allocation

[The site consists of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

[The Arena Association and the Haringay Wharehouses Tenants Association should be community partners in any discussions or decision-making about this site.](#)

Subject to the findings of a future Employment Land Study, identify the benefits of protecting existing

employment designations where suitable against encouraging a wider range of uses including mixed use development.

If new uses are formally introduced, a masterplanning process setting out enhanced design and accessibility for this area will be required.

Existing Policy Designations

Seven Sisters Corridor (Local Plan: Strategic Policies 2013)

Local Strategic Industrial Site (Local Plan: Strategic Policies 2013) Site Specific Proposal 17 (Unitary Development Plan 2006)

Site Specific Proposal 29 (Unitary Development Plan 2006) Ecological Corridor

Site of Important Nature Conservation (Borough Grade II)

This site is a collection of industrial sites which lie between Hermitage Rd and the Gospel Oak-Barking rail line. There are residential areas to the east, west and south, but due to these sites industrial legacy, connection through and between the sites is poor. To the east and south these are largely Victorian terraced houses, of 2 storey height, with some similar later infill; to the West, houses on Finsbury Park Avenue and Wiltshire Grove are a 1980s development of 2-4 storeys

This site can be split into three; Crusader Industrial Estate, which is in active use in the centre with Arena Business Centre to the north, and Omega Works to the south, both of which have some active business use, some vacancy and some unpermitted residential use. Sections of Arena Business Centre have been in live/work use for a long period, and a return to commercial use is not considered likely. The 2006 UDP identified a masterplan to be drawn up for this area. An enforcement investigation is ongoing into various sections of this site. Likewise Omega Works was identified for mixed use development including residential in the UDP 2006, but at present this is coming forward as unplanned developments which in some cases is resulting in a poor quality environment for local communities.

The area is not connected to the residential area that adjoins it to its west, which is up a wooded embankment (SINC Grade II), a relic of the former Harringay Stadium on the residential site and on Arena Retail Park (Site S4) beyond. Ashfield Road provides access to the east at two points; one from the Crusader estate, one from Arena; otherwise the sites are separated by rows of terraced housing. Omega Works lines and is accessed from Hermitage Road to the south; Crusader also has an access here.

The northern boundary is the Gospel Oak-Barking rail line, which acts as a barrier to other local communities, is SINC Grade II and an Ecological Corridor; site S1 is the other side of the railway. The site is in an area of public open space deficiency for recreation and children's play.

Potential Development Capacity (Dependant upon findings of Employment Land Study)

Residential: 37,000m²

Commercial development: 52,000m²

The nature of development possible on these sites is dependant on decisions on the future of the

current industrial uses, but if a wider mix of more people-intense development is permitted, it is likely that some continued employment generating uses would also be required. Timings and whether any of the existing built structures are to be retained is also somewhat dependent on these decisions. None of the existing buildings on this site need be retained for heritage reasons, although the Hermitage Road facades of Omega Works have some appeal.

Whether comprehensive redevelopment or piecemeal, it is vital that public routes into, through and across these sites be improved, including seeking ways to connect to Finsbury Park Avenue and Arena Retail Park to the west. If a connection to the north could also be achieved this would also be welcomed, but this may be more possible on Site S4. The future opening up of the existing blocked up tunnel linking Stanhope Gardens with the Retail Park should be considered within this. Within the site, a clear and legible street network is needed.

Development will have to improve access to public open space for recreation; this could include improving access to existing open space but is likely to require the creation of a new pocket park within the development.

Massing could be higher in the centre of the site but should drop down to close to the 2 storey terraces on Ashfield and across Hermitage Road, but the 2 storey houses to the west are on higher land and it may be possible to use this level difference.

Implementation considerations

311,000 CIL estimate

Up to 372,000 S106 contribution

This site should contribute to the Councils 50% Affordable Housing target

Potentially contaminated land and noise pollution constraint

There is active enforcement investigation in this area which will inform the range of actions that can be taken on this site. This is ongoing and any actions coming out of this piece of work will be included in the proposed submission version of this document.

This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

A potential future Quietway cycle route passes through this area.

|

S3: Vale Rd/Tewkesbury Rd

Address

Vale Rd/Tewkesbury Rd, Vale Road, N4 1DJ

Size (Ha)

7.15

PTAL Rating

2 to 3

Timeframe for deliv

2015-2020

2020-2025

2025-2030

2030-2035

ery

Source

GLA SHLAA

Existing Policy Designations

Seven Sisters Corridor (Local Plan: Strategic Policies 2013)

Local Strategic Industrial Site (Local Plan: Strategic Policies 2013)

Site Specific Proposal 16 (Unitary Development Plan 2006)

Draft Site Allocation

[The site consists of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

[Further info may be provided in an appendix regarding this site.](#)

Subject to the findings of a future Employment Land Study, identify the benefits of protecting existing employment designations where suitable against encouraging a wider range of uses including mixed use development.

If new uses are formally introduced, a masterplanning process setting out enhanced design and accessibility for this area will be required.

The site is currently a wide area in mixed use, with some industrial units being converted over time into informal, unapproved live-work, as well as purely residential accommodation and continuing employment use.

The area is enclosed by Eade Road to the south, beyond is the embankment up to the New River, with a path offering open space and an east- west pedestrian cycle link on its south bank, but not conveniently accessible to the site. Across this lies the Woodberry Down regeneration area in the London Borough of Hackney.

The south-eastern boundary is formed by Seven Sisters Road, as far as Tiverton Primary School, which along with the Tiverton Estate (3, 5 and 10 storey, mid 20th century council housing) form the north-eastern boundary. To the north-west and west it backs on to back gardens of 19th century, 2 storey, terraced houses on Hermitage Road, Vale Grove and Vale Road. Vale, Tavistock, Overbury and Tewkesbury Roads run through the site.

The site includes four main employment sites:

1. Florentia Clothing Village, which is in active use as a clothing manufacture and distribution centre;
2. Overbury Road / Eade Road east, which is in a mix of commercial and residential use, most buildings have a partial residential element;
3. Building between Vale Road & Eade Road, which is in active commercial use;
4. Area north of Vale Road, which is a mix of illegal residences and active commercial uses;
5. Nos. 341-357 Seven Sisters Road.

Most of the existing buildings are designed for industrial and warehousing use. Some of these have been converted into residential use, with some remaining in industrial/warehousing use, with clothing

manufacturing businesses being most prominent. The converted units are of variable quality, with some being unfit for human habitation.

Potential Development Capacity (Dependant upon findings of Employment Land Study)

Residential: 97,000m²

Commercial development: 134,000m²

Site Allocations Consultation Document: Jan-Feb 2014

The nature of development possible on these sites is dependant on decisions on the future of current industrial uses, but if some residential development is permitted, it is likely that some continued employment generating uses would also be required. Timings and whether any of the existing built structures are to be retained is also somewhat dependent on these decisions. A case could be made for some of the existing buildings on site to be retained for heritage reasons.

Whether employment sites are retained, regularised, converted or redeveloped as mixed use or residential, the network of public routes and spaces within the site is in need of improvement, with a particular lack of north-south routes across the site and beyond across the New River. Gated developments are not considered acceptable.

Development along Seven Sisters Road should respect or only slightly increase the prevailing 4 storey height, with active non-residential uses on the ground floor, and residential above. The ground slopes steeply down behind this frontage and greater height should be possible there and towards the centre and southern edge of these sites. However heights should drop back down to close to the existing neighbouring prevailing heights along the north-western end western edge

The Seven Sisters Road frontage and south eastern corner of the site also form an important gateway to the borough and a notable landmark building of especially high architectural quality would be desirable here.

Implementation considerations

800,000 CIL estimate

Up to 965,000 S106 contribution

This site should contribute to the Councils 50% Affordable Housing target

There is active enforcement investigation in this area which will inform the range of actions that can be taken on this site. This is ongoing and any actions coming out of this piece of work will be included in the proposed submission version of this document.

This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

Potentially contaminated land

|

S4: Arena Retail Park

Address

Arena Retail Park, Green Lanes, N4 1ED

Size (Ha)

5.74

PTAL Rating

3-6

Timeframe for delivery

2015-2020

2020-2025

2025-2030

2030-2035

Source

GLA SHLAA

Draft Site Allocation

[The site consists of viable buildings and usage and should therefore not be subject to a Site Allocation.](#)

[The shocking threat to the Doncaster Road Community Garden should be withdrawn immediately, and an explicit protection for this inspirational facility put in place.](#)

[Any future development should conform to the Guiding Principles set out in the Introduction.](#)

Retail estate with long term intensification potential for transport- oriented mixed use development. Opportunities exist to improve accessibility to and from Harringay Green Lanes Overground station and Green Lanes District Centre for communities to the east and south of the site.

Existing Policy Designations

Green Lanes District Centre (Local Plan: Strategic Policies 2013)

Site Specific Proposal 17 (Unitary Development Plan 2006)

Secondary Town Centre Shopping Frontage (Unitary Development Plan 2006)

The site the southern end of Harringay Green Lanes District Centre, besides the A106 Green Lanes, and consists of two principal retail warehouse / supermarket buildings with additional ancillary uses. Much of the site is used for car parking. It contains a mix of comparison and convenience retail, with some other uses including a Royal Mail delivery office.

The London Overground Gospel Oak - Barking railway forms the northern boundary of the site and forms a barrier to permeability. Between its bridges over Green Lanes and Hermitage Road nearly 1km to the east, there are no other ways of crossing the railway, although there is an unused bridge in the north-eastern corner of this site. The entrance to Harringay Green Lanes station is from within the site.

To the east and west and south of the site there is a mixture of medium density housing; 4 storey 19th century housing, some with retail ground floors, facing Green Lanes, 2 and 3 storey, 19th century terraced housing and more recent infill along and off Hermitage Road to the south east and a 1980s or more recent 2-4 storey private housing estate, developed at the same time as Arena Retail Park, immediately to the east. These two were built on the site of the former Harringay Stadium, on a raised level site with an embankment around it; wooded and quite high to the east and south, now just a gentle slope to Green Lanes to the east.

Finsbury Park lies directly to the south-west; it is designated Metropolitan Open Land, a nationally registered Historic Park and Site of Borough Grade II Importance for Nature Conservation; it would provide superb recreational facilities on the doorstep of this site but access to the park from the north eastern corner is very poor.

Potential Development Capacity

' Residential development: 133,000m² ' Retail: Maintain existing levels.

Complementary open space for Finsbury Park Site Allocations Consultation Document: Jan-Feb 2014

There is the potential for higher density development on this site due to its highly accessible location and District Centre location. Development could reduce the dominance of surface parking, replacing it with underground and under podium parking, retain retail uses on the ground and possibly first floor and residential above. The number of storeys possible would be limited at the margins by the impact on neighbouring developments; probably in practice to about 4 storeys, whilst at the centre its height would only be limited by more distant impacts and the environment created in the site, which indicates

probably that heights up to 8 storeys could be achieved.

Enhancing east-west pedestrian and cycle links through the site has the potential to improve access to Green Lanes station to residents at the very least in the Finsbury Park Avenue and Wiltshire Gardens area. If improvements to connections through site S2 can be achieved, it could also improve access and connections to the live/ work communities in Arena and Omega business parks and housing on and around Hermitage Road.

Any development should investigate if the bridge under the railway in the north eastern corner of the site can be opened up, providing pedestrian and cycle access to the residential streets north of the railway including development at the St Anns Hospital site, S1.

Massing, form, rhythm and materials choice is relatively open provided good architectural quality and residential standards are maintained.

Implementation considerations

1.1m Cl L estimate

Up to 1.3m S106 contribution

This site should contribute to the Councils 50% Affordable Housing target

Potential opportunity to improve Green Lanes Overground station accessibility, both at the station and through the site to the south and east(s106)

High quality public open space is available nearby, so the issue of private open space should be carefully considered in future developments.

This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

Housing Estate Renewal

All the sites consist of viable buildings and usage and should therefore not be subject to a Site Allocation.

Haringey's Council housing estates provide essential and genuinely affordable housing, and contain vibrant communities of all ages, with a wealth of experience and talents.

The estates should be explicitly protected from any development which is not to improve the estate for the existing residents.

Their Residents Associations should be the key partners in any discussions or decision-making about each of these sites.

A key issue in Tottenham is the lack of enough social housing, the need to complete the decent homes works to all social housing, to address poor quality and unaffordable rented housing, and try to stabilise or reduce spiralling house prices. .

Note: The Council's uniquely-targeted approach to social housing estates as needing the insertion of private housing to create a 'mixed and balanced community' is blatant discrimination against local people on the basis of their economic status. This approach is quite rightly not being used to criticise streets of predominantly owner occupiers by claiming they are in need of social housing to make a 'mixed and balanced community'. All such references and bias against social and council housing should be removed from all Council documents as insulting, untrue, discriminatory and potentially unlawful breaches of Equalities Legislation. This approach is clearly a cover to try to justify the sell-off or use of some Council land cheaply to property developers, and to justify the increasing abandonment of the need to address the needs of local people for more (not less) social housing as the only genuinely affordable and secure housing for thousands of residents.

Any unfinished decent homes works should be completed and any estate improvements wanted by residents (eg concierges, landscaping, play areas, additional social facilities etc) should be planned.

Current planning policies already enable such estate improvements.

Any future development should conform to the Guiding Principles set out in the Introduction.

In addition we note that the Selby Centre (former school, now a major hub for 100 community groups) is identified as one of these sites. It is not a housing site and should be withdrawn immediately and explicitly protected as an essential part of Tottenham's community infrastructure. The Council should work in partnership with the Selby Trust which runs the site to secure its future.

A key driver of change in Haringey and in particular Northumberland Park is Haringeys Housing Investment and Estate Renewal programme. Currently, there are a number of small, medium and large housing regeneration sites that could potentially be included in subsequent versions of this document

should an allocation be required.

The aim of Haringeys housing programme will be to regenerate existing Council housing, build new shared ownership homes and provide new private housing in order to meet housing need and create mixed and balanced communities. In order to do this the programme will have to address a legacy of poor land use, typified by many 1960s housing estates, whilst positively contributing to place shaping by closely integrating the housing sites with the surrounding area.

In addition, as a proportion of Haringeys housing has been based on poor land use principles, the opportunity exists on some council owned sites to increase the quantum and quality of housing provision, rebalance the overprovision of too many one and two-bed properties; and address anti-social behaviour made worse in certain instances by poor estate layout. The overall housing regeneration programme would have positive place shaping implications as the regenerated sites would integrate better with the surrounding environment.

Recent changes to national housing policy and funding opportunities have resulted in a significant shift in the landscape for provision and improvement of social housing, with local authorities receiving more freedom and flexibilities over how they invest in their housing stock.

Given the scale of the challenge in Tottenham, estate renewal opportunities in North Tottenham are considered as their own potential Allocation (NT4: pp 70). Other sites may be included in future Site Allocations documents, once feasibility and masterplanning is underway, and certainty around the principal of development of these sites increases.