

Maria Fletcher

020 8489 1512

maria.fletcher@haringey.gov.uk

09 January 2015

To: All Members of the Regulatory Committee

Dear Member,

Regulatory Committee - Thursday, 15th January, 2015

I attach a copy of the following report for the above-mentioned meeting which was not available at the time of collation of the agenda:

- 6. LOCAL PLAN MAKING - REVIEW OF HARINGEY'S LOCAL PLAN: STRATEGIC POLICIES, LOCAL DEVELOPMENT SCHEME, AND PREFERRED OPTIONS FOR TOTTENHAM AREA ACTION PLAN, SITE ALLOCATIONS DEVELOPMENT PLAN DOCUMENT, AND DEVELOPMENT MANAGEMENT DEVELOPMENT PLAN DOCUMENT (DPDS) (PAGES 1 - 120)**

Appendix D, Tottenham Area Action Plan (revised version)

Yours sincerely

Maria Fletcher
Principal Committee Co-Ordinator

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TOTTENHAM AREA ACTION PLAN

Preferred Option Consultation

February 2015



Foreword

The Tottenham Area Action Plan will be a blueprint for the comprehensive and co-ordinated regeneration of Tottenham and the local neighbourhoods within it.

Currently we are still in the early stages of preparing this Plan so there is still significant scope and opportunity for local people and stakeholders to get involved and influence the final document.

Since we last consulted the community on the broad options for change, we have been working with our delivery partners and the community to better understand the strengths of the area that need to be built upon, the opportunities that exist that need to be realised, and the existing issues that need to be addressed.

Taking account of the comments received to consultation in January 2014, this document sets out the Council's Preferred Option for how we believe the Tottenham area should be developed. In particular, this document establishes a shared future vision for the area – building on the responses received to the 'Tottenham's Future' consultation and outlined in the Strategic Regeneration Framework (March 2014) – and details how that vision will be delivered through policies aimed at managing specific issues and through proposals for development on specific sites.

To progress the document to its next stage, we now want your views on whether you think the vision for the area is the right one, and whether the suggested policies and site proposals are a sufficient and adequate guide to development to achieve that vision.

We want the Area Action Plan to be more than just a policy document. It is important to us and our delivery partners that the local community and key stakeholders can give their support to the final Plan and can work with us to deliver it over both the short and long-term. Therefore, if you are a local resident, business owner, or just have an interest in how this area should be developed in the future, we strongly urge you to get involved and have your say in shaping the content of this important Plan for Tottenham and the Borough.

Cllr Ali Demirci
Cabinet Member for Planning



Table of Contents

1 Introduction

1.1 Tottenham is a key strategic growth area within London. It is home to many distinct, diverse and strong communities where over 200 different languages are spoken. It has a rich history, a huge talent pool and, despite the recent recession, the highest start up of new businesses in London. It also has relatively low land values and densities, sites available for development, and some of the best transport links in north London, making it an attractive proposition for new investment. At the same time, it is also one of the most deprived areas in London and the UK, experiencing high levels of unemployment, benefit dependency, overcrowding and crime, and low levels of educational attainment, household income and health. It also suffers from a poor public realm in some areas and a lack of accessibility to quality open spaces and community & recreation facilities.

1.2 The desire to build upon its strengths, and the need to address the underlying causes of deprivation, have lead Tottenham to be identified as a priority area for regeneration. While efforts to date have been well intended, they have often been piecemeal and largely unsuccessful. There is now wide recognition that a more comprehensive and coordinated approach is required to manage and deliver regeneration and change across the whole of Tottenham.

1.3 The Tottenham Area Action Plan (AAP) is a significant and important component of the regeneration strategy for Tottenham. It establishes the local spatial planning framework for the area, giving detailed expression to the overall growth objectives for Tottenham as contained in the Core Strategy policies. In particular, the AAP seeks to realise the significant potential for urban renewal and intensification, particularly within Seven Sisters, Tottenham Green, Tottenham Hale and Northumberland Park.

1.4 The AAP provides for major new housing development aimed at delivering a further 10,000 new homes and significantly improving the quality of existing social housing, providing for a more balanced mix of housing tenure and greater housing choice. It also makes provision to deliver substantial employment growth, creating 5,000 new jobs through new retail development at Tottenham Hale, the intensification and diversification of existing industrial estates, and mixed leisure development, as part of a hub incorporating the new Spurs stadium, enhancing North Tottenham's distinct offer as a leisure destination and providing a catalyst for wider High Street and estate renewal.

1.5 The AAP proposes measures to ensure new development and growth is complemented by further improvements to public transport and interchange facilities, better pedestrian links with the surrounding area, including to the Lee Valley, and provision of community infrastructure – specifically new schools and healthcare.

1.6 Lastly, a major focus of the Plan is on recognising and reinforcing the distinctive characteristics of Tottenham's neighbourhoods, highlighting its important historic assets, delivering environmental improvements and helping to address the inequalities present across Tottenham.

Purpose of the Tottenham Area Action Plan (AAP)

1.7 The Area Action Plan (AAP) is being prepared in order to ensure that the scale of development and change proposed for Tottenham to 2026 and beyond is positively managed and guided by a planning framework and investment decisions that meet the aspirations that the local community and the Council have for the area as a whole, as well as the places within it.

1.8 It is particularly important that local residents and businesses can understand and appreciate how the changes proposed will affect them and their community. The AAP therefore seeks to provide clarity and increased certainty about how the opportunities for improving Tottenham's places will be realised and its challenges addressed. Specifically it prescribes how neighbourhoods are to develop, allocates strategic sites for particular uses and types of development, and sets out Tottenham specific policies aimed at ensuring new development is ambitious, appropriate and sustainable in a Tottenham context (i.e. balances development and population growth with increased and improved infrastructure, access to training and employment, and delivers a wider range of housing choice).

1.9 The AAP has a strong focus on delivery and implementation. It is intended to alert infrastructure providers and public sector agencies to the growth targets and existing deficiencies present, so that they may schedule service and capacity upgrades accordingly. Effective cross-service working, securing the coordinated and timely delivery of social and physical infrastructure improvements, will be essential to support new development and ensure that continued growth across Tottenham is sustainable. Equally, the AAP provides further guidance on the appropriate phasing of new development, taking into account the need to ensure regeneration occurs across all of Tottenham, including on sites with greater constraints than others.

1.10 The boundary of the AAP (see Figure 1.0) has been drawn to capture the key strategic sites, whilst recognising that they sit naturally within and alongside other sites and neighbourhoods that are not intended to be subject to the same level of change but that will benefit from the targeted regeneration and proposals to improve physical connections, transport accessibility, employment creation and enhanced social infrastructure. Conversely, the drawing of an AAP boundary does not preclude opportunities to realise better connections and other improvements outside of the AAP area including access to green spaces, heritage and leisure facilities, and links to other employment hubs.

Figure 1.0: Tottenham AAP Area

[INSERT OS MAP OF HARINGEY, NEIGHBOURING BOROUGH, STRATEGIC TRANSPORT LINKS ETC SHOWING THE RED LINE BOUNDARY FOR THE TOTTENHAM AAP AREA AND THE WARD BOUNDARIES]

Preparation of the Preferred Option AAP

1.11 Figure 1.2 illustrates where we have reached in the statutory process of preparing the Tottenham AAP. This draft of the AAP sets out the Council's preferred strategy for how

we believe Tottenham should be developed. It gives effect to the Haringey Local Plan Strategic Policies and adopts the shared vision and strategic objectives for Tottenham that the community and the Council agreed as an outcome of the 'Tottenham Futures' consultation undertaken over a five month period from October 2013 to February 2014.

Figure 1.2: Stages in AAP Preparation

[INSERT PLAN STAGES DIAGRAM]

1.12 To bring about the vision and the achievement of the strategic objectives, the draft AAP sets out the sites the Council proposes to formally allocate for specific types of use and development, including an indication of the quantum of housing or employment floorspace to be delivered on each. It sets out the existing designations Council intends to retain or alter to facilitate the regeneration needed, and the draft policies specific to Tottenham that new development is expected to accord to.

1.13 The proposed site allocations and policies have been prepared having regard to the following:

- consultation to date with the local community, including consultation on an early 'draft' version of the AAP (March 2014), and more recently, consultation on High Road West (September 2014) – see 'Previous consultation outcomes' below;
- engagement with landowners and developers through the pre-application process and other avenues to gain an understanding of the aspirations they hold for their sites;
- engagement with key stakeholders, such as Transport for London & the NHS, who need to support the proposals and commit to their delivery;
- the findings of evidence base studies¹, including emerging masterplan work, Tottenham specific studies on Transport, as well as borough-wide studies on housing need, flooding, employment, open space and urban character; and
- other policy developments related to Tottenham, including the potential designation of Tottenham as a Housing Zone and the scope for Crossrail 2 to serve Tottenham, providing significantly greater access to locations within the borough, to London and the wider South east.

1.14 With regard to sites, it is important to note that delivery of key developments within the Plan's timeframe is critical to the success of the AAP and sites that can feasibly be developed within this timeframe have been prioritised. However, it is acknowledged that other sites, currently unidentified, may become available during this fifteen year period. Therefore guidance is proposed for each neighbourhood and across the entire area to ensure all development is managed, and not just that planned for on currently identified sites.

1.15 Lastly, the AAP also sets out the approach the Council, along with its delivery partners, will take to deliver and implement the AAP. Many parties will have a role to play in

¹ A list of the evidence base used to inform the preparation of the AAP is set out in Appendix B. As each evidence base study is completed, these will be made available on the Council's website.

Tottenham's regeneration. The AAP will provide a solid foundation for physical change but much broader coordination between agencies, the private sector and local communities is still required if the broader social and economic objectives and vision for Tottenham are to be achieved.

1.16 The key proposals being advocated for Tottenham through the AAP Preferred Option stage are summarised in Figure 1.3.

Figure 1.3: Tottenham AAP Key Diagram

[INSERT THE KEY DIAGRAM FOR THE TOTTENHAM AAP AREA]

Previous consultation outcomes

1.17 Initial consultation on the broad proposals for Tottenham was undertaken in January 2014. A number of public consultation events were also held that attracted over 80 residents and stakeholders. The assessment of the consultation responses and the comments recorded at the events highlighted a number of common themes:

- The need for the AAP to be clear about what is being proposed, where, why, and the implications for local neighbourhoods, local residents and businesses;
- That the area is already densely populated and therefore there is concern whether the quantum of new residential development proposed for Tottenham is appropriate and equitable in a borough-wide sense;
- The existing deficiencies in social infrastructure serving the area that will be further exacerbated if additional housing is added - new infrastructure provision must be secured and not just promised;
- Concern that regeneration will led to the gentrification of Tottenham, with existing residents and businesses forced out;
- A desire to see the distinctive existing character of neighbourhoods retained and preserved, including local heritage;
- The need for further detail on the types of jobs proposed to be delivered, how they will be secured for local benefit, and what the proposals are for existing local employment sites, including proposals to support, retain (including relocation), and grow local businesses and secure affordable workspace;
- That regeneration in Tottenham should not be solely for, or in the hands, of major developers and landowners but should be a collaboration with the existing community.

1.18 In addition to consultation specifically on the draft AAP, since the riots in 2011, the Council has been seeking the views and priorities that Tottenham residents have to a wide range of social and economic issues. This included commissioning, in 2013, an independent organisation called Soundings to undertake a five-month consultation exercise called 'Tottenham's Future'. Over 650 responses were received and analysed, a significant number of which focused on matters that the AAP should address. A full summary of all responses

received to 'Tottenham's Future' is available on the Council's website², whilst the key ones relevant to strategic planning and the AAP are summarised below:

- The need to create more job opportunities for local people and support local people to get in to work;
- The need to provide properly funded facilities, activities and spaces for young people;
- Support local independent traders, attract higher end national retailers to the High Street and restrict betting shops and fast-food takeaways;
- Address overcrowding and provide for a mix of decent, secure social housing and well designed homes that are affordable to rent and own;
- Improve the physical environment, safety and the provision of local amenities; and
- Support local communities and ensure they benefit from regeneration.

1.19 The most recent consultation by the Council was on the proposed master plan for High Road West, which ran from 13th September to 25th October, generating 292 responses including the following of relevance to the AAP:

- Broad agreement to the comprehensive estate renewal of the Love Lane Estate;
- Support for the provision of an additional 1,200 new homes where this increases housing choice and provides for a better mix of housing in the area;
- Residents wished to see the High Road remain as the main shopping area, with improved public spaces, new retail and community hub provision;
- Improvements to local transport facilities, including the station and bus stops, are required to support new development;
- Protect of the local quality heritage buildings also came through strongly;
- Many local businesses raised concerns to the regeneration proposals for the area and, in particular, proposals for relocation of existing businesses.

1.20 In drafting the Preferred Option AAP, the Council has had regard to all the comments received to date to consultation in Tottenham and, where possible, has taken these on board.

Sustainability Appraisal, Habitats Assessment and Equalities Impact Assessments

1.21 In addition to the evidence base studies, the AAP is also supported by a Sustainability Appraisal, Habitats Assessment and an Equalities Impact Assessment. The Sustainability Appraisal tests the policies and proposals to identify the likely social, environmental and economic impacts that may arise, and evaluates options for mitigation of negative impacts and the enhancement of positive impacts. The Habitats Assessment determines whether the proposals in the AAP might have a significant effect on a European designated natural habitat. The Equalities Impact Assessment examines how the AAP meets the needs of the whole community and makes sure that the proposals and policies being advocated through the Plan do not result in any disproportionate disadvantage to any group

² http://www.haringey.gov.uk/index/housing_and_planning/tottenham/tottenham-consultations/previous-consultation-work.htm

in the community. The three assessments are further developed at each stage of the Plan's preparation and are published alongside the AAP for public consideration and comment.

Status of the Preferred Option APP and relationship to other Plans

1.22 The AAP is being produced to give effect to the Local Plan Strategic Policies (March 2013) and the London Plan (2011 including the Further Alterations). Figure 1.4 shows where the Tottenham AAP fits within the policy hierarchy for Haringey. As a statutory Development Plan Document, the AAP will form part of the Borough's Local Plan and will be used to appraise planning application proposals located within the Tottenham AAP boundary area. At this stage – the Preferred Option stage – the AAP will be a material consideration in the determination of planning applications.

Figure 1.4: The Planning Policy Hierarchy in Haringey

[INSERT DIAGRAM SHOWING HARINGEY POLICY FRAMEWORK HIERARCHY]

Structure of the AAP

1.23 The subsequent chapters in this Plan are structured as follows:

- Chapter 2 provides a brief summary of the existing characteristics of Tottenham and sets out the key issues, challenges and opportunities facing the area, which the AAP seeks to address.
- Chapter 3 sets out the Spatial Vision and Objectives for the future of Tottenham.
- Chapter 4 sets out the detailed Tottenham specific policies that supplement or supplant the borough-wide planning policies, to guide and manage new development.
- Chapter 5 sets out the approach to Tottenham's neighbourhoods and identifies the strategic opportunity sites that the Council wishes to see come forward for redevelopment.
- Chapter 6: Provides details on how the AAP will be implemented and its delivery monitored.

Consultation – Have your say

1.24 The Council places great importance on the ability of the local community and other stakeholders to support the proposals of the AAP and to work with us over the next fifteen years and beyond to deliver them. Therefore, if you agree, disagree or consider there are better alternatives to those being proposed through the Preferred Option, then please tell us and we will take these into account when we prepare the final draft of the AAP. In particular, we want your views on the suggested policies and site proposals, and whether you consider

these to be sufficient and robust enough guide to new development and deliver sustainable outcomes.

1.25 The AAP and all supporting documentation can be found on the Council's website at www.haringey.gov.uk/ldf. Hard copies of the Preferred Option consultation documents are also available for inspection and short term loan from the Council's offices at the Civic Centre and at all public libraries in the Borough.

1.26 Consultation will commence on 5 February 2015 for an eight week period. Over the consultation period the Council will hold a series of drop in events within Tottenham and across the Borough. The times and locations for these events are set out in the public notice in the local paper, on the Council's website, and in the covering letter sent out to residents and stakeholders on our consultation database. These events will be informal and offer the opportunity for the public to come in and discuss the Preferred Option AAP, and any other issues of relevance to the Plan, with officers.

How to comment

1.27 Comments on the document can be made in the following ways:

- By email to ldf@haringey.gov.uk;
- By attending one of the consultation drop in events advertised in the covering letter, the public notices and on the Council's website; or
- In writing to: Strategic Planning, 6th Floor, River Park House, Wood Green N22 8HQ

1.28 The closing date for receipt of comments is the **30th March 2015**. All comments received will be published on the Council's website and will taken into account in deciding the way forward for Tottenham in the final AAP.

What happens next?

1.29 We will use the comments received from this consultation, along with those received to the other draft Local Plan documents, to prepare the final draft of the Plan – the Submission draft (Regulation 19) document. The aim is to submit the final AAP to the Secretary of State in November 2015 following pre-submission publication in summer 2015. From that point the Planning Inspectorate will appoint an Inspector who will hold an 'Examination in Public' into the Plan and determine whether the AAP is sound and appropriate. We hope the final plan will be adopted by the Council in early 2016.

2.0 Existing Context and Key Drivers for Change

Social demographics

2.1 The Tottenham AAP covers an area of approximately 560ha, comprising the wards of Northumberland Park, Tottenham Hale and Tottenham Green, and parts of Bruce Grove, St Ann's and Seven Sisters .

2.2 It has an existing population of just over 78,000³, making up around 30% of the total population of Haringey. The demographic profile of the area has changed considerably over the last two decades, and is a key factor driving housing need within the area. Tottenham is one of the most ethnically diverse areas in the country. Over three quarters (78.9%) of residents are from ethnic minority groups, compared to 55.1% for London. National Insurance data shows that in 2013/14 Tottenham welcomed people from 62 different countries – with the top five being Italy, Spain, Poland, Hungary and Romania. It also has a much younger population than the rest of the borough and the capital, with 28.1% aged 0-19 compared to 25.6% for Haringey and 24.5% in London. White Hart Lane has the highest proportion of 0-19 year olds (32.5%).

2.3 As well as being one of the most diverse areas in the UK, it is also one of the most deprived. As Figure 2.1 shows, the entire Tottenham AAP area falls within the top 20% most deprived areas in England, and more than half within the top 10%. It is one of the poorest performing areas in the country for income, education, skills and health. 41% of local children live in poverty, compared to a UK average of 20.9%, and around 40% are in workless households, compared with the London average of 21%. 25% of households are experiencing overcrowding. Much of this deprivation therefore stems from labour market disadvantage, with unemployment and low skills base being the two biggest issues facing Tottenham today.

2.4 Although unemployment is reducing, the area still experiences some of the highest levels of unemployment in London and the UK. Some 17,430 residents are claiming an out-of-work benefit – equivalent to 22.3% of the population – and markedly higher than rates across the rest of London (12.4%). This rate is amongst the highest 5% in the country, and one ward in particular – Northumberland Park – has the highest rate of out-of-work benefit claimants in the whole of London, at 31.5%. Youth unemployment is also particularly acute, with 5.4% of 18-24 year olds in the area claiming Job Seekers Allowance, increasing to nearly 10% in Northumberland Park.

2.5 Those residents in employment tend to be in lower paid jobs. In 2012/13 the median household income in Tottenham was £21,834, substantially below both Haringey (£33,140) and London (£35,740). This is likely to be a reflection of educational attainment, which in Tottenham is improving but remains below London levels. In 2013, only 69% of the pupils who lived and studied in the area achieved level 4+ at Key Stage 2, and 57% of pupils 5 or

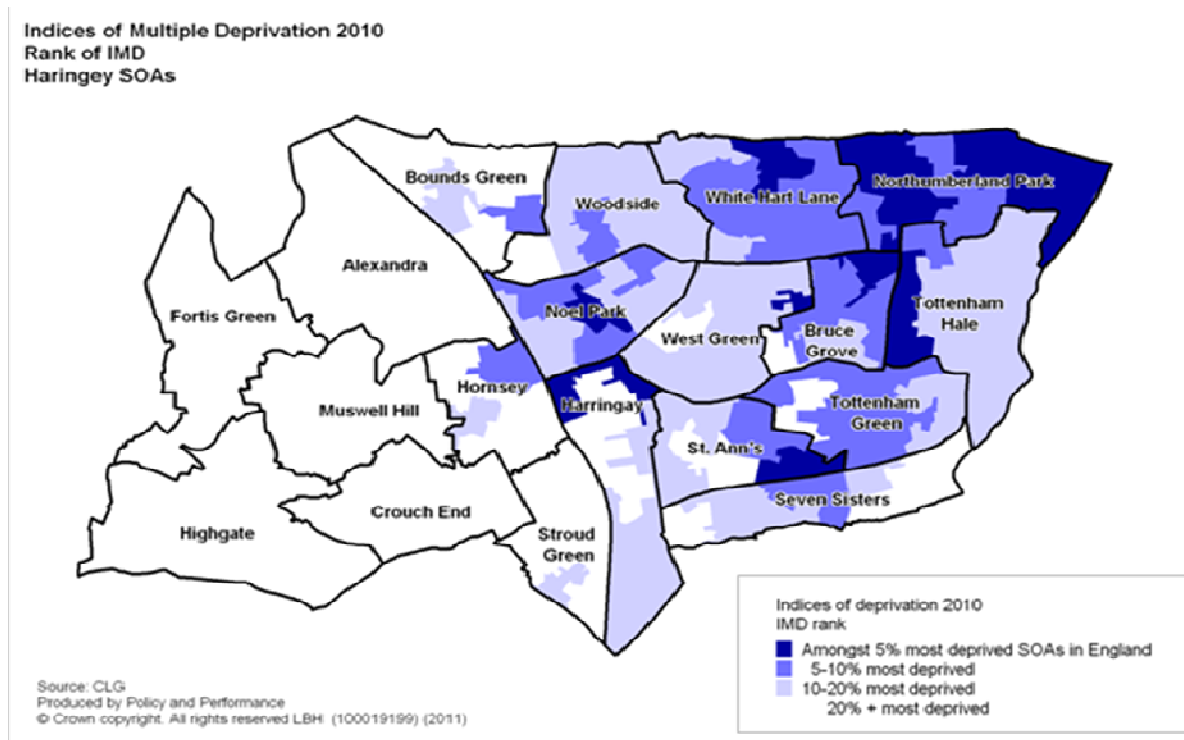
³ <http://data.london.gov.uk/dataset/gla-2012rnd-trend-ward-proj/resource/bdc2c3d8-3feb-44ba-a5dd-13ad9e54ea7b>

more A*- C at GCSE level, compared to 79% and 64.5% for London respectively. Of those aged 16 and over, only 37% have a qualification at level 3 or above. This is lower than Haringey (50.4%) and London (48.8%), and a quarter of all adults in Tottenham have no qualifications at all.

2.6 The high levels of deprivation are also having a negative impact on people’s health and wellbeing. In 2012/13, 44.9% of all 10 and 11 year olds living in Tottenham were either overweight or obese, compared with 37.4% for London. 15.6% of residents suffer from a long term limiting illness and 6.8% described their health as either bad or very bad. This compares to 14.2% and 5% for London respectively.

2.7 Poor health and wellbeing is also affecting life expectancy in the area. In Northumberland Park, life expectancy for a male is 7.7 years shorter than for a male living in a more affluent part of the Borough. For woman the gap is less but still significant at 3.5 years.

Figure 2.1: Indices of Multiple Deprivation in Haringey



2.8 Tottenham also has the highest levels in the UK of people living in temporary accommodation. Currently, 35 in every 1,000 households in Tottenham is in temporary accommodation compared to a London average of 12 and a UK-wide average of 2. Many migrants to London come to the area partly as a consequence of the relatively cheap cost of living compared to wider London. These migrants then leave the area once they have established themselves economically. The churn leads to less respect for the local environment, to disruption to schooling, to poor healthcare continuity and ultimately to higher levels of crime – all of which, in turn, depress rents, thereby perpetuating the cycle.

Urban character

2.9 The AAP area includes large areas of employment land, particularly along the West Anglia railway line, and a predominantly suburban hinterland, exhibiting a range of different characteristics including a mix of late Victorian and Edwardian residential areas, with later in-fill development of high rise tower blocks and low rise housing estates. The area experiences extremely high concentrations of social housing and poor quality privately rented accommodation. More than 60% of the Borough's social housing is in Tottenham, 40% of that being located in the Northumberland Park ward alone.

2.10 The Lee Valley Regional Park forms both the Borough and AAP boundary to the east, much of which is designated Green Belt land and is accessible but for which access is poor from most parts of Tottenham due to severance caused by both the over ground railway line and the A1055. Across the rest of the AAP area there are a limited number of open spaces. Overall, environmental quality is generally poor.

2.11 Tottenham High Road is the main transport corridor, connecting Tottenham to Enfield and the M25 in the north and Hackney and central London to the South. The High Road is also an important historic corridor, comprising six separate but adjoining conservation areas along its length. Recent investment by the Council and Lottery has specifically targeted the refurbishment and enhancement of the Nineteenth Century shop fronts and their facades along the High Road, but there remain a number of heritage assets, across the AAP area, on the English Heritage at risk registry.

2.12 The area is well served by rail and tube lines, including the Victoria line, which serves both Seven Sisters and Tottenham Hale, and over ground connections to Stansted airport, as well as links to Cambridge and Liverpool Street. There is also an extensive bus network running through the area and excellent connections to the regional and national road network.

2.13 Two of the borough's five district centres are located in Tottenham, along with a number of smaller local centres and shopping parades, and a retail park at Tottenham Hale. The area houses the main campus for the College of Haringey, Enfield and North East London (CHENEL), the historic Tottenham Town Hall, the Bernie Grant Arts Centre, the Marcus Garvey Library, and Tottenham Green Leisure Centre. It is also home to the Tottenham Hotspur Football Club at White Hart Lane, which is a major landmark and crowd draw within the Borough. The Club recently received planning permission for a new £430m stadium development on its existing site.

Economy

2.14 Tottenham was once a thriving area. As recently as the 1960s and 70s local employers included many household names, such as duplicator manufacturer Gestetner (3,000 employees); the makers of Basildon Bond, (900 employees); and Harris Lebus – a then internationally known maker of furniture (6,000 employees). Other sizable firms included bottlers, bakers and a division of what later became Trebor Bassett, the confectioners (700 employees). Today all of these names are gone.

2.15 Many of Tottenham's problems are a direct consequence of the demise of its manufacturing base. Despite strong transport links and the availability of good employment sites, those jobs have not been replaced and have led to the high levels of existing unemployment in the area.

2.16 Tottenham's economic geography is based upon various fragmented centres of economic activity, including pockets of strategic industrial land in both the north and south of the AAP area, the Tottenham Hotspur stadium in Northumberland Park, and a fairly disorganized retail offer split between Bruce Grove on the High Road and the retail park at Tottenham Hale. In recent years however, the area has experienced an increase in SME activity, mostly associated with creative industries, but this sector is still in its infancy.

Key drivers for change

2.17 The key drivers for change are the forces that will influence and shape Tottenham over the coming years and have influenced the Council's decision to prepare this Area Action Plan. These key drivers are outlined below and either result in opportunities to be fully exploited or require positive interventions to counteract or address:

Deprivation and inequalities

2.18 A key challenge and driver for the AAP is to help address some of the underlying factors contributing to the levels of deprivation experienced in Tottenham. Without positive intervention, the causes of deprivation will continue to persist, perpetuating the cycle of deficiency and poverty, and will continue to undermine efforts to positively affect regenerate of the area. In particular, the AAP needs to ensure new development into the area secures opportunities for skills training, apprenticeships and local employment, prioritises low cost home ownership, and contributes to the provision of quality education, healthcare and recreation facilities. Significantly, it needs to create more balanced and mixed communities to address the imbalance of housing tenures within specific neighbourhoods, namely those with a high proportion of social housing.

Unemployment

2.19 There is a need to create new jobs, both to replace those that left in the 1960s and 1970s but also alongside the planned increase in housing, as part of achieving more sustainable development. With a change in reputation, its excellent transport connections, low business costs and cheap housing offer, there is real potential to attract new businesses to the area, especially those being displaced from inner London and the burgeoning creative industries sector. Local evidence suggests Tottenham is experiencing high demand for small-scale, cheap and flexible space for small businesses, with Tottenham expected to meet provision for the bulk of the Borough's forecast of 12,000 jobs in the London Plan. Provision needs to be made to renew and diversify Tottenham's poorer performing industrial estates to realise the prospect of accommodating more intensive employment uses. Given the need for start-up businesses to exist cheaply, with the right support there is potential to make the area a hub of early-stage entrepreneurship with provision for appropriately sized move-on space, to enable new and existing businesses to grow.

2.20 The potential for all new major development to provide construction apprenticeships and training targeted at local young people also needs to be fully exploited as should commitments to using local supply chains and opportunities to assist new businesses with their local recruitment needs, especially within the service sectors, through local job fairs.

Overcrowding

2.21 A quarter of local households within Tottenham are overcrowded. Cramped living conditions can harm family relationships, negatively affect children's education, affect sleep, and cause depression, stress and anxiety. It can also detrimentally affect a person's perception of options and future prospects. Redevelopment of poor quality housing, prioritising family affordable housing, strict application of the Mayor's internal space standards, and adherence to good design and layout can all help to significantly alleviate the overcrowding being experienced within parts of Tottenham.

Temporary accommodation

2.22 As Tottenham has one of the lowest cost bases in London, it already serves as a repository for other boroughs that place people in temporary accommodation here rather than housing them themselves, adding even greater strain to the existing housing stock and social problems. Social housing is already over capacity, so new arrivals to the area will predominantly be attracted to private rental – a market already experiencing high levels of overcrowded accommodation, a trend that can only continue. This further reduces the quality of housing stock that could otherwise serve as good family housing and retention of these families within the Borough.

2.23 High population churn damages the urban environment, education, healthcare, housing, community identity and can create crime. Addressing it is therefore a priority, and will be achieved partly by across-the-board increases in the quality of education, the protection and provision of more family housing and home ownership, improvements to the local environment and the creation of local job opportunities.

Population and housing growth

2.24 As London's population continues to grow, so does pressure on all Borough to accommodate such growth. The latest projections suggest that London's population could increase from 8.4m in 2011 to 9.54m by 2026. Over the same period, Haringey's population is also projected to grow by an additional 37,300 people.

2.25 To meet the needs of the growing population, Haringey must provide a minimum of 19,800 new homes across the borough between 2011 and 2026. Tottenham is expected to contribute half of this, around 10,000 new homes. This is on the basis of the availability of developable strategic Brownfield sites, its excellent transport connections, and the need for investment and change to bring about the regeneration needed. It is considered that sustainable residential development in Tottenham, in the form of higher densities and well designed taller buildings in accessible locations, can meet this target. However, it is crucial

for the AAP to ensure that the delivery of the growth agenda runs hand-in-hand with the regeneration agenda.

The quality of existing housing stock and estate renew

2.26 Part of the challenge in regenerating Tottenham is to improve the quality of the existing housing stock. While efforts have been taken, through the Decent Homes Programme, to retrofit properties to bring them up to standard, this is not possible for all homes, especially those within estates that are poorly laid out and constrained in terms of the ability to make further modifications. In such cases, estate renewal is a much more cost effective means by which to bring these homes up to modern living standards.

2.27 Existing low densities mean that estate renewal could also accommodate higher densities, providing the opportunity for more units, including housing of mixed tenures, as well as new units for existing social tenants. This is an opportunity to improve the lives of many people currently living in overcrowded dwellings and in substandard conditions.

2.28 Creating a more varied tenure mix is vitally important to breaking cycles of poverty such as cultures of intergenerational worklessness. There needs to be a better mixture of social, privately rented and privately owned property in the area – cosmetic changes to existing social housing estates will do little to fix the problem.

Meeting social needs

2.29 New development and growth must be supported by adequate social infrastructure. Community centres, health centres, schools, libraries should all become part of an integrated social fabric, with a series of 'village green' spaces with mixed social activities. At night schools or other facilities could become places for recreation – for sports, music or similar events.

2.30 New public spaces need to be added and existing spaces significantly improved so that each part of Tottenham has a quality network of green and accessible space. in which to undertake recreation and social activity, especially given the .

2.31 New commercial operators must be encouraged, so that once again Tottenham will see its own cinema and theatre, and charities that provide activities must be engaged. The provision of new local centres (e.g. such as community halls and medical centres) should include provision to share facilities with local charities to facilitate their engagement.

Realising the investment in public transport

2.32 Over the Plan period, Tottenham is expected to see significant investment in public transport accessibility, including a new intermodal station at Tottenham Hale, the three tracking of the West Anglia Main Line, the incorporation of the Edmonton Green line into the London Overground network, the electrification and longer trains on the Barking-Gospel Oak line, and improvements in frequency on the Tottenham Hale to Stratford line. This sits alongside improvements in road, bus, cycle and pedestrian networks, and by 2026, the

introduction of Crossrail 2 stations at Tottenham Hale and Northumberland Park, significantly increasing the accessibility of Tottenham to wider London.

2.33 The scale of development in Tottenham must therefore realise and maximise potential commensurate with the level of investment being made.

Town centres

2.34 There is a need to improve the retail offer across the whole of the Tottenham area, ensuring the offer in each location complements and does not compete with each other. Across the piece, shopping streets could be reduced in size and replaced with stronger centres to help attract visitors, and concentrate that local sense of buzz that makes residents want to congregate. This would allow well-known multiples who provide good value and employment to be located in Tottenham, together with a mix of smaller units allowing family businesses to continue.

2.35 There is a need again to realise the investment being made by Spur's on the stadium site, ensuring this becomes a hub of activity throughout the week and not just on match days. The transport enhancements to Tottenham Hale support the development of a district centre in this location, with potential to realise and develop a vibrant office market.

2.36 Improving the retail offer will require positive interventions in the form of public realm enhancements, reduced congestion, and encouraging a better variety of local amenities such as recreation, leisure, community spaces and cultural facilities.

Heritage assets

2.37 The AAP needs to ensure that the regeneration of the area acknowledges the importance local heritage assets make to the character of the area and ensure these are integrated into new developments to ensure their continued use and protection.

Education

2.38 The work of some excellent schools and colleges could be built upon, and Tottenham's increasing educational standards should continue to push upwards.

The need for a Strategic Plan

2.39 As a once-prosperous area that fell into decline, Tottenham now needs the ability to be managed as a coherent whole once more. To make this happen Tottenham needs bold action. The AAP is required to ensure development and change does not take place piecemeal and takes account of the area as a whole, rather than focusing on estates in isolation. It also ensures the public understands what is being proposed so that when applications are made these can be approved if they accord with the AAP.

3.0 THE VISION AND OBJECTIVES FOR TOTTENHAM

3.1 The vision for the area is taken from the 'Tottenham's Strategic Regeneration Framework' (March 2014) and was developed in consultation with the local community through the 'Tottenham Futures' consultation carried out between October 2013 and February 2014.

Tottenham's overarching vision

3.2 The vision for Tottenham is as follows:

"By the age of twenty a child born in Tottenham today will have a quality of life and access to the same level of opportunity that the best in London has to offer. It will be a place that builds upon a strong sense of community and which embraces all ages and cultures."

3.3 This spatial vision is underpinned by seven key strategies that the community have told us needs to happen to realise real and positive change. In twenty years our aim is for Tottenham to have:

Objective 1: World class education and training

3.4 Tottenham already has outstanding rated schools and the primary school teacher of the year teaches in the area, but we want all our provision to be the best up to the age of 18 and beyond. This must include improved access and higher participation rates in apprenticeships and university. We will work with existing schools and providers to improve or maintain their already great provision and will also attract new schools and new providers – including a major educational institution, to ensure Tottenham residents can compete with the best.

Objective 2: A prosperous hub for business and local employment

3.5 Tottenham is part of the world's most exciting city and an existing and competitive global jobs market. We want better access to these opportunities for Tottenham's communities but we also want more of those opportunities to be in Tottenham itself. We will work to attract major investment and deliver local business growth in successful business sectors to provide new jobs in, and for, Tottenham. In particular the AAP will help to deliver:

- flexible managed workspace SMEs,
- Creating or accessing at least 5,000 new jobs
- Encouraging major employment investment through the preparation of sites, business start-up hubs and work space

Objective 3: A safe, secure and attractive place to live

3.6 The AAP will secure:

- High-quality, well-maintained streets and facilities alongside well-designed new public spaces
- 10,000 new high-quality, energy-efficient homes across a mix of tenures and sizes.

Objective 4: A different kind of housing market

3.7 Tottenham has a great mix of housing, it was the last great Victorian suburb, but it is part of a city where housing demand is outstripping supply and in some areas the housing quality is poor. We want Tottenham to be known for having a different London housing market and will work with local residents to begin an ambitious programme of estate renewal where necessary. We will secure investors to provide a whole range of housing at a range of prices and tenures to ensure more people get access to the quality homes they need.

Objective 5: A fully connected place with even better transport links

3.8 Tottenham is only 12 minutes to the centre of London on the tube or train, but Improvements are already being made and we will work to improve the connections within Tottenham for all types of transport – including walking and cycling. In the longer term we will consistently make the case for the delivery of Crossrail 2 and further rail improvements to provide high frequency rail services connecting Tottenham with central and other parts of London. Including a focus on:

- Securing more frequent rail services to Stratford and the transformational benefits that Crossrail 2 will provide
- Upgrading stations, particularly Tottenham Hale, White Hart Lane and Northumberland Park
- New bus services connecting residential communities with the High Road and key stations

Objective 6: A high quality public realm network

3.9 We need to retain but build on this character and will use investment and bold planning measures to create great town centres, public spaces and streets - giving Tottenham places to meet, shop and play.

Including a focus on:

- Management strategies for public spaces, particularly Tottenham Green
- High-quality public space improvementssuch as the Growth on the High Road and gyratory projects
- Creation of a clear, consistent streetnetwork and better pedestrian and cycle links into the
- Lee Valley park

3.10 We need to retain but build on this character and will use investment and bold planning measures to create great town centres, public spaces and streets - giving Tottenham places to meet, shop and play.

Objective 8: A strong and healthy community

3.11 Tottenham is a network of strong, cohesive and diverse neighbourhoods. Many people love living there and feel they belong, but an improved Tottenham will need improved

health care provision, a continued joint effort to further reduce crime and support to foster strong and new social networks – particularly for young people.

- To establish the creation of an interconnected Green Grid, including a focus on securing investment in community infrastructure throughout Tottenham as new developments come forward
- To establish a district heating network serving existing and new developments
- Increasing the supply of energy-efficient homes in new developments and through retrofitting
- To enhance the quality of the local environment, improving the health and wellbeing of residents, reducing carbon emissions and adapting to climate change

Objective 8: To create great places

3.12 The AAP will:

- Enhance the historic environment through the development of a cohesive heritage strategy which will help to manage change in Tottenham
- Through the implementation of a design framework linked to distinctive place visions to ensure that new development is of the highest quality and the best design
- Develop distinctive localised place visions and policies

3.13 These objectives have been developed through the documents such as the Tottenham Physical Development Framework and the Tottenham Strategic Regeneration Framework. They have been supported by the Mayor of London, private sector investors and Government. But most importantly it is one that is based on the views and the feedback of our residents.

Neighbourhood Areas

3.14 To better understand the potential for change, five neighbourhood areas have been identified which reflect the varied character and functions of the place. The neighbourhood areas are identified in Map 3.1 and comprise:

4.0 Development Policies

Introduction

- 4.1 These development policies form part of a suite of policies in this AAP which should be used for assessing and preparing development proposals in Haringey. The suite of policies include:
- The Development Policies
 - The Area Wide Policies and
 - Site Allocations
- 4.2 The preceding chapters of this AAP provide the Area Wide and Site Specific Policies.
- 4.3 These Development Policies build on and supplement existing Local Plan policies and have been nuanced to reflect the regeneration vision for Tottenham. They do not repeat the Council's wider Local Plan policies or the 2011 London Plan and should be read in conjunction with the London Plan and Haringey's Local Plan which includes
- Strategic Policies Local Plan (2013)
 - Unitary Development Plan Saved Policies (2013)
- 4.4 In addition, there are emerging regional and local policy documents to which, once adopted, will form part of Haringey's Development Plan. These include the Further Alterations to the London Plan (FALP) and three additional Local Plan Documents which the Council is currently consulting on:
- Alterations to the Strategic Policies Local Plan;
 - Development Management Policies; and
 - Site Allocations.
- 4.5 The development policies are
- AAP 1 Regeneration
 - AAP2 Housing
 - AAP3 Town Centres and Employment
 - AAP4 Conservation and Heritage
 - AAP5 Urban Design and Character
 - AAP 6 Tall Buildings
 - AAP 7 Transport:-

Policy AAP1 Regeneration –

- A. The Council will support planning applications for development within the Tottenham AAP area which promote the positive regeneration of Tottenham.**
- B. The Council will take a proactive approach to working with landowners, the Mayor of London, the local community and other interested parties to help**

deliver the changes needed in Tottenham to meet the shared vision for the regeneration of Tottenham.

- C. Development Proposals should demonstrate how they have capitalised on opportunities to reduce social inequalities in Tottenham, improve the quality and supply of housing to meet housing needs, improve health and wellbeing, contributes to a diverse and sustainable economy and help deliver the necessary infrastructure to support the change in Tottenham.*
- D. Development proposals will be expected to maximise the use of public and private sector investment to provide a range of types and sizes of homes, create mixed and balanced communities, create economic opportunities for local residents and businesses, improve and enhance the local environment, and reduce carbon emissions and adapt to climate change, in accordance with the other policies of this AAP and Haringey's Local Plan.*
- E. The Council expects all development proposals in the AAP area to come forward as part of wider comprehensive redevelopment proposals, taking account of adjacent uses (existing or proposed), neighbouring landowner expectations, the Council's expectations for the delivery of infrastructure on sites identified in this AAP, the shared vision for Tottenham and the policies of this AAP and Haringey's Local Plan. Developers should consult with the Council at the earliest opportunity on such proposals and where appropriate, a masterplanning exercise should be prepared in consultation with the Council.*

4.6 To ensure the vision of this Area Action Plan are achieved, Policy AAP1 seeks to ensure all development proposals submitted to the Council proactively respond to the vision and ensure the regeneration objectives for the Tottenham AAP area are achieved. At the same time, the Council also has a responsibility to proactively to work with landowners and other parties to help deliver the aims of the AAP. The programme for growth is ambitious but with the support from the Mayor of London, both financially and politically, support from the community and the development industry the vision for Tottenham will be realised. AAP1(B) provides the Council's commitment to helping facilitate and delivery the necessary change.

4.7 Private and public investment will be key to delivering the ambitious regeneration vision for Tottenham. The housing zone is one example of investment which will directly and indirectly contribute significantly to delivering the aims of this AAP. The housing zone monies will direct important investment to the AAP area supporting well needed transport and public realm improvements which will benefit existing and

future residents of Tottenham. Development will be expected to harness the benefits of such investment and maximise the opportunities this presents which could lead to more sustainable development outcomes. Another such example will be Crossrail which will redefine the accessibility levels of parts of the AAP area. Developers and the Council should utilise this to optimise housing delivery and more effectively meet the objectives of the Haringey Local Plan.

- 4.8 Ensuring development proposals are designed and submitted to Haringey as part of wider comprehensive developments avoids concerns associated with piecemeal development. The aim is to ensure landowners are talking to each other and are aware of the shared vision for the AAP area, including the sites allocated for important infrastructure projects. Haringey wants to ensure development proposals do not prejudice wider development aspirations for the Tottenham AAP area. Comprehensive redevelopment which is designed in consultation with the Council is likely to result in a faster planning consent being granted and will avoid any undue delays in the planning process, to the benefit of everyone involved in the development process.

Policy AAP2 Housing

- A. To improve the diversity and choice of homes and address the large transient population in Tottenham, the Council will seek the delivery of 10,000 homes across the Tottenham AAP in order to meet housing needs, contribute to mixed and balanced communities and to improve the quality of homes;***
- B. The Council will expect affordable housing to be provided in accordance with Policy SP2 of the Strategic Policies Local Plan and DM17 of the Development Management DPD, with the exception of the affordable tenure split (DM17 A(c)) which in the Tottenham AAP area should be provided at 60% intermediate accommodation and 40% affordable rented accommodation;***
- C. Development proposals incorporating a housing element will be expected to provide the housing in accordance with the minimum capacities, densities, sizes and tenure mixes of individual sites set out in the relevant sub area policies and site allocations in this AAP. Higher densities and capacities may be acceptable in appropriate locations, close to town centres, in areas with good local facilities and amenities and in areas well served by public transport, providing the other policies of this AAP and Haringey's Local Plan are not compromised.***

D. To improve the quality of homes in Tottenham, new housing should be high quality and delivered in accordance with Policy DM16 of the Development Management DPD.

E. To better address the concerns of viability in delivering wholesale renewal on Haringey's housing estates in Tottenham (as listed in Alt53 of the Alterations to the Strategic Policies Local Plan), the Council will support higher density mixed tenure development, as a mechanism to

a. improve the quality and range of affordable housing options,

b. better address housing needs in Haringey;

c. secure a more balanced community; and

d. increase housing delivery in Tottenham.

- 4.9 It is expected to experience unprecedented growth over the next decade and a sustainable approach to delivering homes to meet this growth is provided in AAP2. Tottenham suffers acutely from overcrowding and deprivation caused by poor quality social housing, significant churn in population, polarised communities and limited options to better balance types communities through available market and intermediate homes. Policy AAP2 above seeks to delivery 10,000 new homes across the Tottenham AAP area as a mechanism for stimulating regeneration and economic growth. The capacity to deliver 10,000 new homes has been identified in the allocated housing sites outlined in the allocations sections of this report. Additional sources of capacity may come forward as a result of the investment going into the area and as these developments come forward, they will contribute to meeting housing needs in Tottenham.
- 4.10 To rebalance the high levels of social rented accommodation in Tottenham which equates to more than 60% of boroughs total social rented stock is located in Tottenham (40% of it is located in Northumberland Park alone), Policy AAP2 seeks a nuisance approach to affordable housing in Tottenham. Creating mixed and balanced communities in accordance with DM17 of the Development Management DPD, the Council would like to introduce alternative tenures into areas dominated by a single tenure type.
- 4.11 Tottenham has an ageing stock of Council housing and rather than re-providing or renovating low quality existing stock which is not a sustainable solution to renewing overcrowded, poorly design council housing and is not viable, the Council will support

proposal for wholesale renewal of Tottenham's housing estates in accordance with policy AAP2(E). This support will lead to the improvement in quality of affordable housing; better address housing needs; secure a balanced community; and will increase housing delivery.

- 4.12 Improving the quality of housing in Tottenham is a key priority and policy AAP2(D) is written to be consistent with the Council's wider aims for improving development design in Haringey, as set out in the Haringey Development Management DPD.

Policy AAP3 Town Centres and Employment

Bruce Grove and Tottenham High Road District Centre

- A. *The Council will adjust the town centre boundaries as detailed in Map XX to ensure that there is a consolidation of town centre uses around the core;***
- B. *For the Bruce Grove area between 1-7 Bruce Grove and 119-117 Bruce Grove, development must be co-ordinated and must deliver:***
- a. *A character area that promotes a cafe and restaurant type environment;***
 - b. *The managed retreat of retail between 1-4 Bruce Grove Road where the conversion of retail to A3 uses will be promoted.***
 - c. *An improved public realm to encourage pedestrian activity, this includes unifying the public space between number 1-4 Bruce Grove Road and pavement widening measures outside 119-117 Bruce Grove;***
 - d. *An attractive and functional new public green open space.***
- B. *For the Bruce Grove (A10) area between 73-115 the managed retreat of retail to residential will be promoted. Residential units at ground floor could be acceptable provided they are carefully designed to allow good levels activity and overlooking on to the public realm without compromising the privacy of the unit.***
- C. *At Bruce Grove Station development will provide:***
- a. *A design that reflects the function of the station as a focal point for the area and which relates positively with Bruce Grove's Conservation area character.***
 - b. *A high quality public realm on all frontages including the widening of public footpaths along the High Road.***
 - c. *Cafe and restaurant uses on the ground floor promoting the transition to the area along Bruce Grove.***
- D. *The Council will enhance Bruce Grove District Centre along the High Road as the principal high street shopping area, reinforcing its historic and diverse***

character. This will be achieved by preventing the amalgamation of individual shop units incorporating A classes which would involve the loss of existing viable, small independent shop units and not be appropriate to the scale, function and character of the centre and its role.

- 4.13 Concentrating the town centre uses around the core will have the dual effect of strengthening the town centre around a core and enabling appropriately designed non-town centre uses to come forward. The Council will focus on improving the pedestrian experience by promoting environmental enhancements at Bruce Grove Station. New streetscape furniture and materials; improvements to shop frontages, and new public spaces will enable a range of commercial and community uses.

West Green Road and Seven Sisters District Centre

- A. The Council will support planning applications for development within the Tottenham Green and Seven Sisters Centre as indicated in map XX to promote the positive regeneration of the area.***
- B. Development proposals will be resisted where they involved the amalgamation of individual shop units in order to preserve the historical streetscape pattern.***
- C. The town centre boundary and frontages will be adjusted as follows:-***
 - 1. The boundary will be adjusted to remove 120a to 126a West Green Road to support the consolidation and intensification of the town centre uses.***
 - 2. The town centre frontage will be re-designated to primary retail from 709 to 723 (odd) Seven Sisters Road;***
 - 3. The town centre frontage will be re-designated to secondary retail frontage from 41-111 (odd) and 56 - 120 (even) West Green Road***
- D. A range of retail, leisure or community facilities on ground floor frontages;***
- E. Small-scale units and kiosks near the underground station, are appropriate to create activity and vibrancy and security.***
- F. The Council will support the vibrant local market in the area.***

District Centre in Tottenham Hale

- A. The Council will support planning applications for development within the Tottenham Hale District Centre as indicated in map XX to promote the positive regeneration of Tottenham Hale.***
- B. Development proposals will provide:***

- a. A substantially improved public realm that unifies the streets and spaces around the gyratory, improves access to the station and prioritises pedestrian and cyclist circulation and safety;*
- b. An attractive and functional public spaces located around the gyratory;*
- c. Incorporate permeable surfaces, green space and trees.*
- C. A range of retail, leisure or community facilities on ground floor frontages;*
- D. Small-scale units and kiosks near the underground station, are appropriate to create activity and vibrancy and security.*
- E. Uses which are considered appropriate for Tottenham Hale are consistent with National Planning Policy Framework town centre uses.*

4.14 A new district centre will be created at Tottenham Hale. The Centre will become a distinctive, high quality, diverse and vibrant commercial destination. The environmental quality of the Tottenham Gyratory will be transformed through coordinated public and private investment, with complementary improvements to neighbouring residential areas, including significant investment in the open space and transport infrastructure around the Station and the Gyratory to support the proposed level of development, improve access to the station create good quality public open space, reduce traffic impacts and improve interchange between bus, train and tube. Development proposals will incorporate the creation of a legible link bisecting Ashley Road and leading to the Lee Valley Regional Park to encourage walking and improve sight lines to the IVRP.

Tottenham Stadium

- A. The Council will support a mix of leisure uses around Tottenham Stadium to ensure it is a destination on non-match days;*
- B. Development will contribute to develop a wider commercial and tourism destination for the area;*
- C. Walking and cycling are important modes of transport around the Stadium, and links will be encouraged between existing nearby town centres and the Stadium;*
- D. Proposals for retail uses over 500 sqm will not be supported in this location;*
- E. Leisure uses will be supported when they are below the NPPF thresholds.*

- 4.15 The London Borough of Haringey is proud of its long association with Tottenham Hotspur Football Club, it is a major employer in the borough, and important for Haringey's economic success. The Council will, where appropriate, continue to work with the Football Club to ensure appropriate nearby developments which enhance the investment in the stadium and surrounding areas and compliment the operation needs of the Club. Leisure uses around the stadium will encourage a wider audience on non-match days to ensure a viable and vibrant location which capitalises on improving the public realm and create an attractive environment for residents and non-residents to visit.

Employment

- A. Within the Tottenham AAP area, the Council will facilitate the regeneration and renewal employment sites and areas through a reorientation of the local employment offer in order to intensify land uses, maximise the amount of business floorspace and premises, and to increase the number and variety of jobs. This will be achieved by:***

- a. Re-classifying some of the area's employment land designations;***
- b. Supporting development proposals for enabling led mixed-use schemes, in line with Local Plan Policy DM48;***
- c. Supporting development proposals for B1 Office uses in Tottenham Hale.***

- 4.16 Whilst it is necessary that Tottenham's employment land is safeguarded, it is imperative that the Council proactively facilitates a step-change in the local employment offer, particularly to expedite economic development. The policy includes interventions to ensure that employment land is fully maximised and that sites are appropriately positioned to support the existing and emerging business sectors which are vital to supporting area regeneration and improving job opportunities.

- 4.17 One of the key mechanisms for achieving a step-change in employment is to re-classify some employment areas to allow a wider range of employment generating uses on sites, and to help facilitate regeneration led mixed use development, where required. Further details on employment land designations are set out in the Site Allocations of this AAP.

- 4.18 The policy recognises and supports a future role for Tottenham Hale as a destination for higher value, purpose built B1 office development. This type of employment land use will complement regeneration in the area, driven by demand arising from the establishment of a new District Centre and Crossrail station, along with the uplift in housing development.

Policy AAP4 Conservation and Heritage

- A. The Council will seek to strengthen the character and local identity of Tottenham by sustaining and enhancing local heritage assets, their setting and the wider historic environment. Proposals for new development will be required to:***
- a. Reflect relevant characterisation appraisals and strategies for the area;***
 - b. Identify and positively respond to the distinctive character and significance of heritage assets and their settings, whilst balancing the need to sensitively facilitate neighbourhood regeneration and renewal;***
 - c. Maximise opportunities for integrating heritage assets within new development and enhance connectivity between them***
 - d. Put heritage assets to viable uses consistent with their conservation, including through the adaptive re-use of vacant historic buildings, reinstating street frontages and historic street patterns, wherever possible.***
- B. In line with Policy DM10, development proposals involving the harm of or loss to a heritage asset or its wider setting will only be acceptable where it is demonstrated that they are part of a strategic regeneration scheme and provide public benefits that outweigh harm to the historic environment.***

- 4.19 In Tottenham, the historic environment forms an important part of the area's character and contributes to residents' sense of place and local identity. However some heritage assets, as well as their wider setting, have eroded over time and their value to the community compromised. This AAP policy supports Policy DM10 by seeking to positively manage the historic environment in the context of Tottenham's regeneration, with a particular focus on reinstating key heritage features, as part of a coordinated heritage vision and strategy.

- 4.20 All development proposals should demonstrate an understanding of the local historic environment and clearly consider the proposal's physical and functional impact on

this environment, as well as the wider neighbourhood area. The Council will seek to ensure that all proposals consider opportunities for adaptive re-use of existing assets, where viable, as well as the sensitive integration of new development within the existing urban and historic fabric.

- 4.21 Whilst the Council will seek to preserve and enhance Tottenham's heritage assets, in relation to their significance, it is recognised that the imperative to regenerate local neighbourhoods may take precedence over the conservation of some assets or their setting. Where the harm to or loss of heritage assets is proposed, the Council must be satisfied that there is significant public benefit which outweighs conservation considerations.

AAP6 Urban Design and Character including Tall Buildings

A) The appropriate height of the opportunity sites within Tottenham will be guided by the policies below and the policies set out in Chapter 5.

B) The Council will ensure the height of new buildings respond and help to define the surrounding character, whilst optimising opportunities for intensification and regeneration in order to help create legible neighbourhoods. As a result, the design, form and heights of buildings within Tottenham should be commensurate with the scale of change in its neighbourhood areas. Therefore:

- i) The design, form and heights of buildings and in particular those defined as high rise buildings (11+storeys) should be determined by multiple viewing points and the functions associated with both the specific locality and the building.***
- ii) Where a cluster of high rise buildings exist (3 or more) building's should relate to each other in terms of form, massing design and materiality.***
- iii) Due to the sensitive nature of high rise building proposals and to ensure a schemes of exceptional quality are produced and address the sensitive nature of high rise high rise buildings should be drawn up to RIBA Stage 4 before planning permission is granted.***
- iv) Place high rise buildings within a mid-high rise townscape (with the exception of Apex House) which optimises capacity and regeneration potential, and provides a transition in heights to the mid and low rise townscape beyond.***

Careful consideration will need to be given to the interface between mid-high rise and mid-rise buildings.

- v) *Focus mid rise buildings (3-6 storeys) along (parts of) the High Road, Park Lane, Lordship Lane, Northumberland Park, Broad Lane, Lawrence Road, West Green Road, Seven Sisters Road, Monument Way, Ferry Lane, and existing mid-rise residential areas, responding to the prevailing mid-rise character and in some cases promoting intensification, increasing heights from low-rise to mid-rise where appropriate.*
- vi) *Protect and respond to existing low-rise residential areas which characterise large parts of Tottenham by focusing low-rise buildings (1-3 storeys) in these areas. Mid rise buildings may be suitable in these areas where they form part of a wider vision for an area and sensitively respond to the surrounding townscape.*
- vii) *Any proposed high rise building (over 39m) should undergo a tailored design review to ensure it meets the highest design standards. This review can focus on elements specific to a high rise building, such as; form and silhouette, shadowing and microclimate, groundscape and public realm.*

4.22 What role and function of the tall buildings in Tottenham Hale – more generic than area appraisal, ie landmark, wayfinding, zone of economic activity associated with the district centre which is why a cluster is appropriate there. Area based policies will say that a cluster of tall buildings is appropriate. Why tall buildings are only located here and in that form.

4.23 line with Policy DM5 of the Development Management DPD, Policy AAP XX establishes the principle that building heights need to respond to the street hierarchy along with town centre and residential settings. It asserts that buildings should be taller on main streets and centres and decrease gradually as you move away into the quieter hinterland areas. This is considered a key component in creating legible neighbourhoods and places which is a key objective of the Tottenham AAP.

4.24 The consistency of building heights is recognised as an important quality. Where height changes do occur on a large scale this change should occur gradually and retain consistency. With elements that are considerably taller than this consistent

height such as Seven Sisters and the Apex House site allocation they should mark something or somewhere and have a reason for being taller. These by their very nature should be few in number.

Policy AAP 6Transport

- A. Supported by future improvements in the levels of public transport accessibility and capacity across the Tottenham AAP, the Council expects development proposals to:***
- a. seek improvements to connectivity and permeability for pedestrians whilst minimising the likelihood of conflicts with vehicular traffic.***
 - b. consider opportunities for improving walking and cycling across the AAP area, which could include the introduction of a wider cycling and walking network; and***
 - c. promote where appropriate, traffic calming, pedestrian accessibility enhancements, road safety measures and cycle facilities such as on street cycle parking;***
- B. Parking provision will be expected to be delivered in accordance with Policy DM41 of the Development Management DPD; and***
- C. In line with Haringey's Local Plan policies, the London Plan, the Local Implementation Plan [LIP] and the Mayor's Transport Strategy, the Council will work with its partners to promote and support the delivery of key infrastructure proposals to support the regeneration of Tottenham which are set out in the Area wide policies of this AAP.***

4.25 In accordance with Haringey's 2011-2031 Local Implementation Plan, a major objective of the AAP is to ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel. This includes facilitating an increase in walking and cycling to improve the health and term wellbeing of Haringey's residents

4.26 As part of the AAP production process a Transport Modelling and Analysis was undertaken in 2014 in order to assess the level of growth proposed in Tottenham in the context of the objective above.

4.27 The report emphasised that a suite of transport mitigation measures are needed if the level of proposed growth within Tottenham is to be accommodated sustainably.

The findings of this Analysis reflected both the TfL commissioned transport study in 2012 to support the development of the Upper Lea Valley Opportunity Area Planning Framework and Haringey's 2011-2031 Local Implementation Plan. These studies indicated that interventions should be based around the:

- The support for more walking and cycling;
- A better interchange at Tottenham Hale;
- Improving bus capacity through a package of new routes, extensions and increased service frequency for existing routes;
- Managing and improving the capacity of the road network; and
- Increased local rail services on the WAML and in the longer term, the implementation of Crossrail.

4.28 The report emphasised that a suite of transport Policy AAP6 aims to take advantage of the opportunities afforded by increased investment in the transport network and to adopt an approach which recognises the level of population growth and the need to offer sustainable alternatives to the car, including walking and cycling alternatives. As well as supporting the Development Management policy's approach to car parking and car free development.

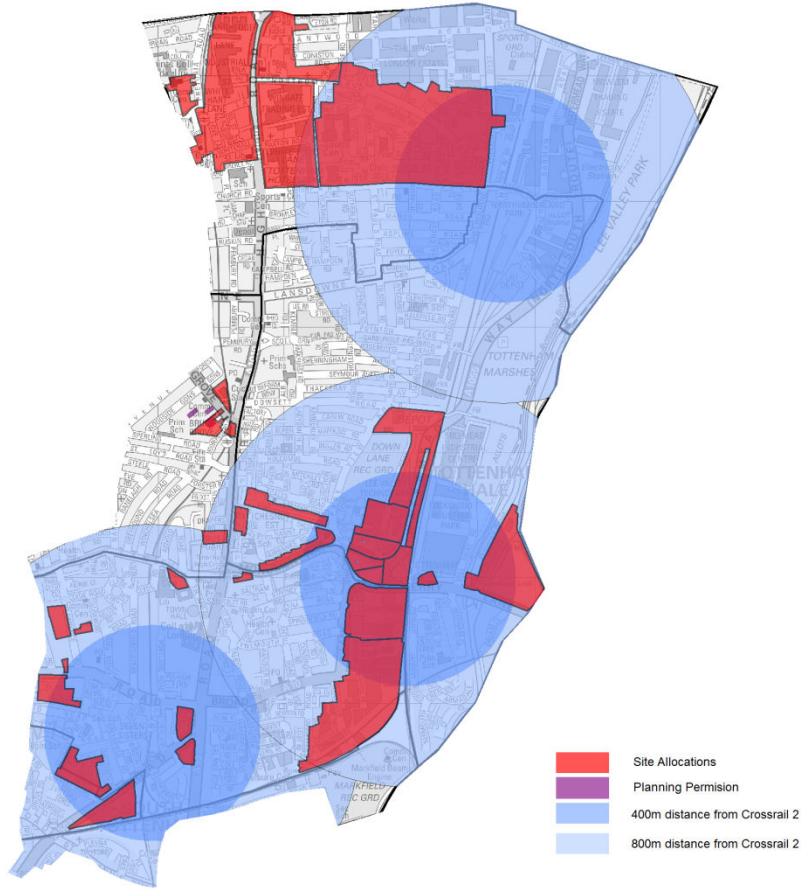
5.0 AAP Site Allocations

Draft SA1: Indicative Crossrail 2 Areas

Crossrail 2

In 2015 it is anticipated that Transport for London will announce a set of safeguarded sites for the delivery of Crossrail 2. Crossrail 2 is supported by the Council, and the challenges and opportunities for spatial planning will be addressed as more information becomes available. These sites will be subject to national legislation safeguarding them, and any requirements will be added to the Plan as applicable. The safeguarding process is due to be consulted on from mid November for an 8 week period and likely to be finalised in 2015. If construction/work sites and/or timescales are known before publication of the Plan, they will be included for consultation in the Proposed Submission consultation.

- Sites required for the construction of Crossrail 2 safeguarding will be protected as necessary.
- Sites within 400m (a 5 minute walk) of a proposed Crossrail 2 station will be closely scrutinised to ensure the proposed development optimizes the future accessibility provided by the introduction of Crossrail 2. This may include ensuring that a mix of uses and potentially enhanced infrastructure may be required from proposals in this area.
- Sites within 800m (10 minute walk) of Crossrail will be scrutinised for how they can complement the introduction of Crossrail 2. This may include design issues such as provision of routes to and from the station, and consideration of density to include future PTAL increase.



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SA2: Changes to Designated Employment Areas

Changes to Employment Designations

The hierarchy of Designated Employment Areas is set out in Local Plan policy SP 8. This document, informed by evidence in the Employment Land Review, and Viability Study, makes the following changes and/or clarifications to existing designations:

Changes to Employment Designations

- LSIS 1 (Crusader Industrial Estate): Expanded to include existing SSPs 17 and 29, and redesignated as Local Employment Area: Regeneration Area (See SA 33, SA 34, SA 35).
- LEA4: Campsbourne): Designated as Local Employment Area: Regeneration Area (See SA 53)
- LEA 6 (Friern Barnet Sewage Works): Designated as Local Employment Area: Employment Land (see site SA 49)
- LSIS16 (Vale/Eade Rd): Expanded to include land at Overbury Rd, split into three areas, part retaining LSIS designation, part being identified as a Local Employment Land: Regeneration Area (See sites SA 36, SA 37, and SA 38).
- LEA19 (Wood Green): Designated as Local Employment Area: Regeneration Area (see sites SA 22, SA 23, SA 24, and SA 25)
- The remaining sites are designated as LSIS, and remain subject to Policy SP 8 of the Local Plan.

Additional changes to DEAs are included in the Tottenham AAP.

Gypsy & Traveller Pitches

The Examination in Public of the Local Plan: Strategic Policies identified that the Site Allocations document would allocate land suitable for meeting Haringey's Gypsy and Traveller accommodation needs. SP3 of the Local Plan sets a list of criteria which new pitches should meet.

It is considered that sites which are being transferred from B2/B8 employment to a mix of uses provide the best opportunities for accommodating the Council's existing, and emerging need. This is due to the change of value between the existing and future land values is generally higher on these sites than on residential intensification schemes. This will allow for greater flexibility in terms of site design, which will better enable an appropriate site being created for pitch provision.

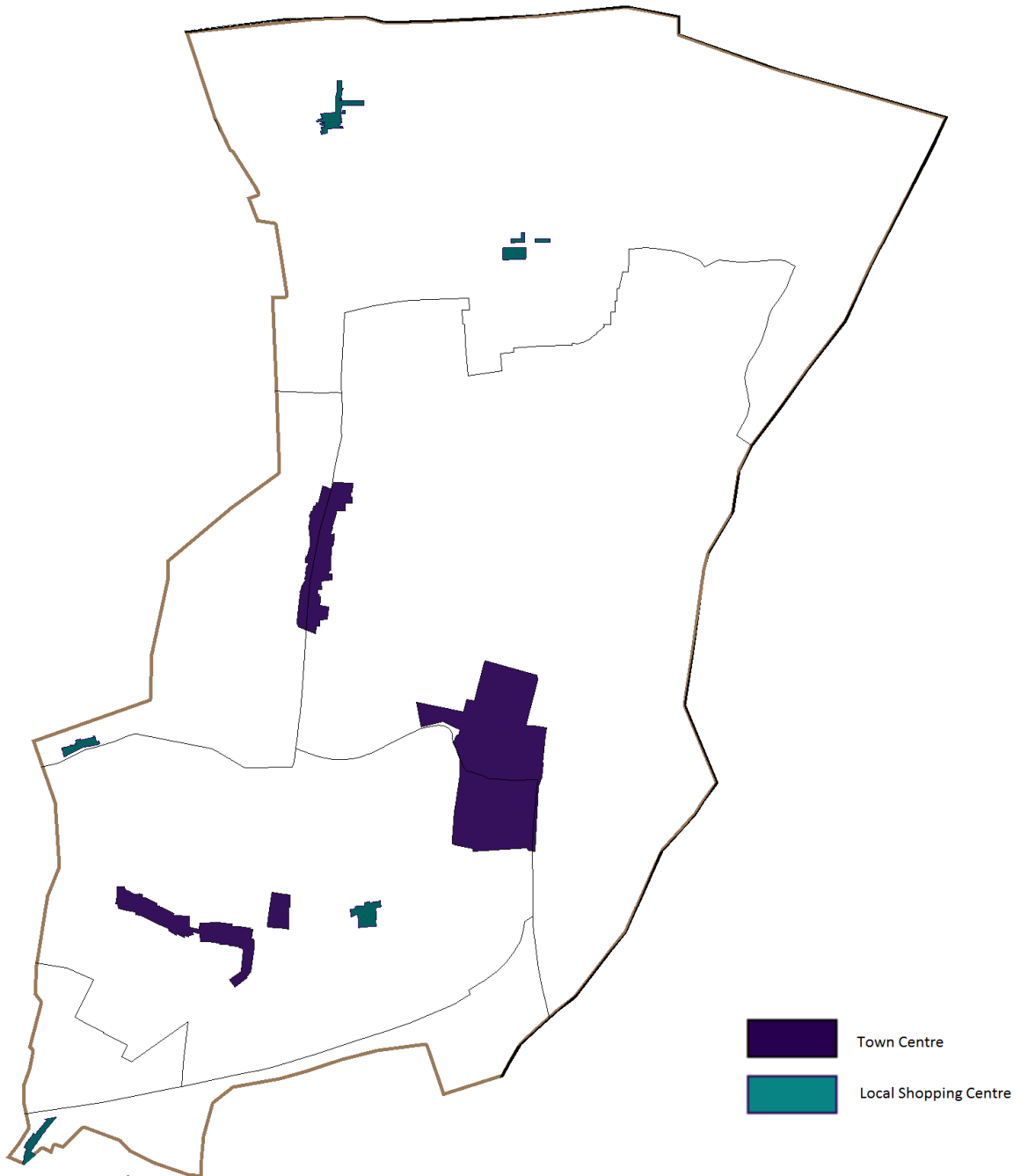
An ongoing study into the needs of the gypsy & traveller communities will identify future need over the plan period. Existing pitches will be included in this study to understand what contribution to meeting need they can make.

SA3: Changes to Town Centre Boundaries

The control of uses on sites within town centre boundaries can be found in the Draft Development Management Policies.

- The existing district centre and Local Centre boundaries in the UDP will be retained, with the following amendments:
- Addition of Finsbury Park as District centre to complement the existing designation of the centre in the area falling into the London Borough of Islington;
- Tottenham Hale is allocated as a future District Centre (for more information see the Tottenham AAP);
- In Crouch End District Centre, the district Centre boundary is proposed to be expanded to include 71 Crouch End Hill (Marks & Spencer Simply Foods) and 163A-165 Tottenham Lane.
- In Wood Green the Town Centre boundary will be expanded to include the Wood Green Bus Garage and Station Rd Offices sites.
- Existing Primary and Secondary town centre Frontages are retained, with the following proposed changes:
- Creation of new secondary frontages through redevelopments in Wood Green Metropolitan Town Centre at Dovecote Rd, 7 Cheapside & Lymington avenue through SA 18.
- Creation of new primary frontages at SA 15: Wood Green Library
- Creation of new secondary frontage at Mecca Bingo
- Creation of new primary frontage at the Finsbury Park Bowling Alley Site, and creation of secondary frontages on a route through the site.
- Creation of new secondary frontage on Stroud Green Road.
- Through redevelopment of Arena Retail Park, extension of the primary shopping area and secondary frontage at the southern end of Green Lanes, with a reduction of the town centre boundary to reduce the envelope from that of the existing Retail Park to the Green Lanes frontage.
- Expansion of the secondary shopping frontage in Crouch End District Centre to include 71 Crouch End Hill (Marks & Spencer Simply Foods) and 159-165 Tottenham Lane.
- Primary shopping areas are proposed, as shown in yellow on the maps overleaf.

A schedule of addresses for primary and secondary frontages, primary shopping areas, and town centre boundaries are set out in Schedule X of the DMDPD consultation draft.

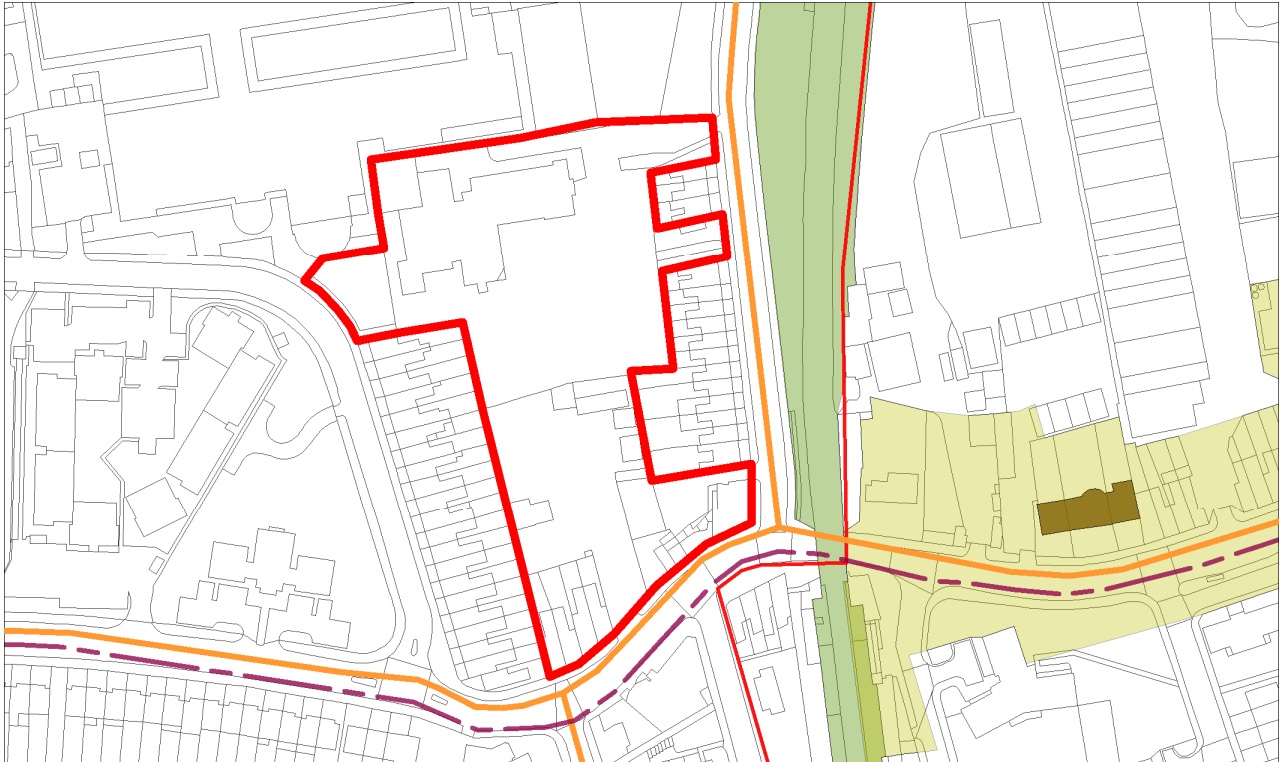


NT1: Irish Centre

Address			
Site Size (Ha)	1.026089		
Timeframe for delivery	PTAL Rating		4
	2011-2015	2015-2020	2020 onwards
Current/Previous use	Community facility, employment land		
Ownership	Mix of public and private freeholds		
How site was identified	SHLAA 2013		

Proposed Site Allocation

Residential led mixed use development with the potential to accommodate community uses, reprovide employment, improve accessibility, and enhance the White Hart Lane frontage.



Site Requirements

- New east west route across the northern part of the site, linking White Hart Lane and Pretoria Rd and enhancement to north/south access to improve permeability

White Hart Lane retail premises should be enhanced through any development

- There should be no net loss in employment floorspace
- The existing community use should be reprovided before any redevelopment occurs.

Development Guidelines

- The potential for a new north south route linking the new east-west route to White Hart Lane at the south of the site should be considered.
- Heights should be reduced to 3 storeys adjacent to the properties on Pretoria Rd, but could be up to 6 storeys in the north of the centre of the site.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and

improvement to local air quality and noise pollution should be made on this site.

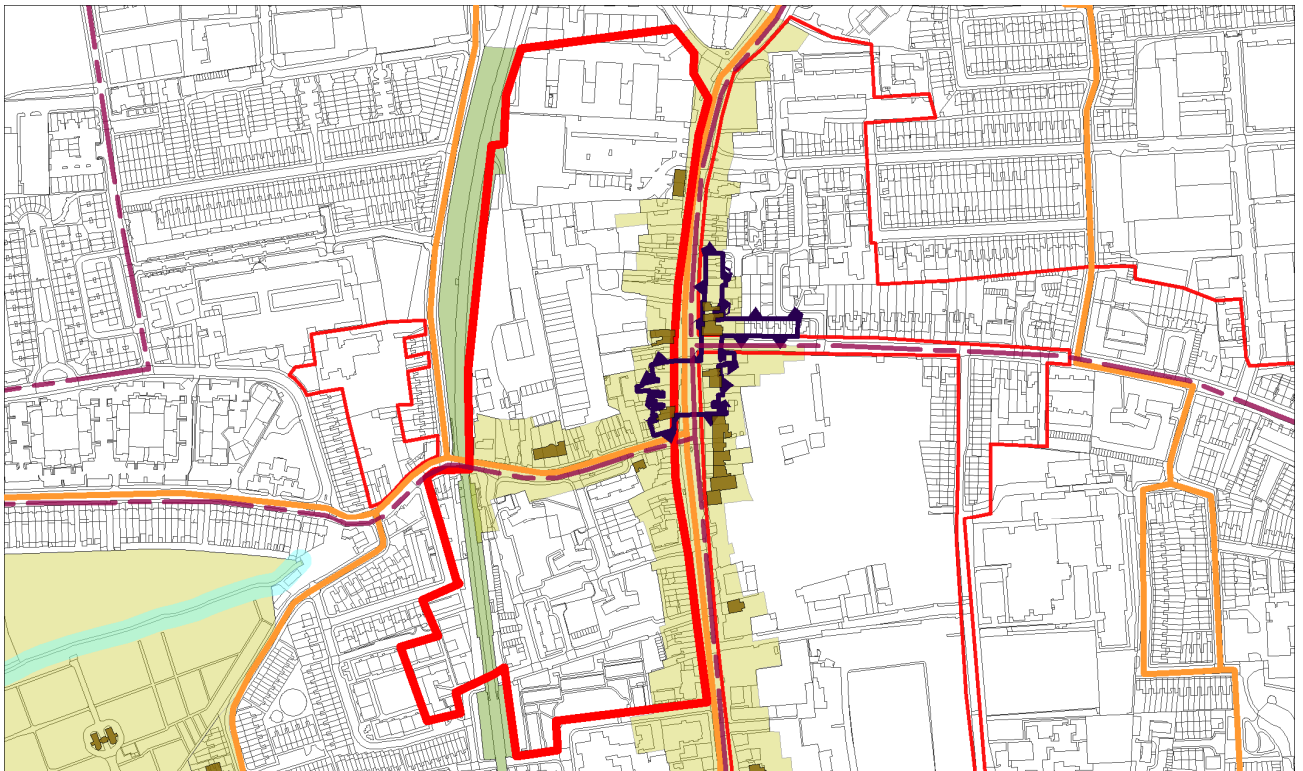
- Development should seek to complement future development at High Road West.

NT2: High Road West

Address			
Site Size (Ha)	11.81033		
Timeframe for delivery	PTAL Rating		4
	2011-2015	2015-2020	2020 onwards
Current/Previous use			
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified			

Proposed Site Allocation

Masterplanned comprehensive development creating residential led mixed use neighbourhood including a new public realm linking White Hart Lane Station and a redeveloped football stadium.



Site Requirements

- Development will need to conform with the Masterplan Framework agreed by the Council's Cabinet.
- Creation of a new residential neighbourhood through increased housing choice and supply with approximately 1,400 new homes of a mix of tenure, type and unit size – including the re-provision of existing social rented council homes.
- A new connection between an enhanced White Hart Lane Station, the High Road and the redeveloped football stadium will be created.
- Creation of a new public square and a community park
- New retail provision to enlarge the existing Local Shopping Centre. This should complement not compete with Bruce Grove District Centre, and provide 7 day a week activity, with an enhanced offer on match days.
- Enhance the area as a destination through the creation of new leisure, sports and cultural uses.
- Increase the quality and quantity of community facilities and social infrastructure - such as a new library, learning and education hub.
- Improve east/west pedestrian and cycling connectivity with places such as the Northumberland Park Estate and Lea Valley Park.
- The site lies within the North Tottenham Conservation Area, and includes listed and locally listed buildings. Development should preserve or enhance their appearance in line with statutory requirements.
- The regeneration of heritage assets should be considered where the benefits of change and sympathetic development can enhance the overall viability and attractiveness of future investment into the future of heritage buildings in the area.
- Tall buildings should be placed along the railway corridor to create a legible tall building spine. The buildings should use Brook House as a reference point and descend in height as they approach the North Tottenham Conservation Area.
- Enhanced infrastructure within the area will include:
 - New Learning Centre including library and community centre
 - New Health facility incorporating a Pharmacist.
 - Provision of new Creche.
 - Provision of a range of leisure uses, e.g cinema, bowling alley.
 - Provision of new community sports provision
 - Provision of a new and enhanced public open space including a large new community park and high quality public square and a defined hierarchy of interconnected pedestrian routes.

- Improved and enhanced entrance to White Hart Lane Station with step free access

Development Guidelines

- Produce a net increase in the amount and the quality of both public open space and private amenity space within the area
- To deliver transport improvements including a new, safe and attractive entrance to White Hart Lane Station and improved rail connectivity.
- Part of the site has a licensed waste capacity, and this will need to be reprovided before development can commence in line with Draft Policy SA4.
- Reprovision of employment floorspace lost as a result of the redevelopment as new leisure, sports and cultural floorspace and as modern, flexible workspaces. This can be achieved by developing a 'behind the High Road' workspaces typology with potential to connect to High Road retail properties, and/or through the creation of workspace behind the High Road and the railway arches.
- The site is within a Critical Drainage Area and any proposals should refer to the Local Flood Risk Management Strategy
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, pocket parks and other open spaces.
- Establish clear building frontages along the High Road and White Hart Lane to complement the existing character of the Local Centre.
- Incorporate a range of residential typologies including courtyard blocks of varying heights and terraced housing.
- In the part of the site facing the new stadium, development should respond to both the existing High Road Character, and the greater heights and density of the new stadium. This need to be carefully considered given the height differential between the existing historic High Road uses and future Stadium development.
- Larger commercial and leisure buildings should be located proximate to the new urban realm linking the station to the stadium.
- Due to the size of the site and scale of development envisaged, particular consideration of the effect of the works on the nearby communities, including how phasing will be delivered. This is referenced in the High Road West Masterplan Framework.
- The Moselle runs in a culvert underneath the site and will require consultation with the Environmental Agency.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and

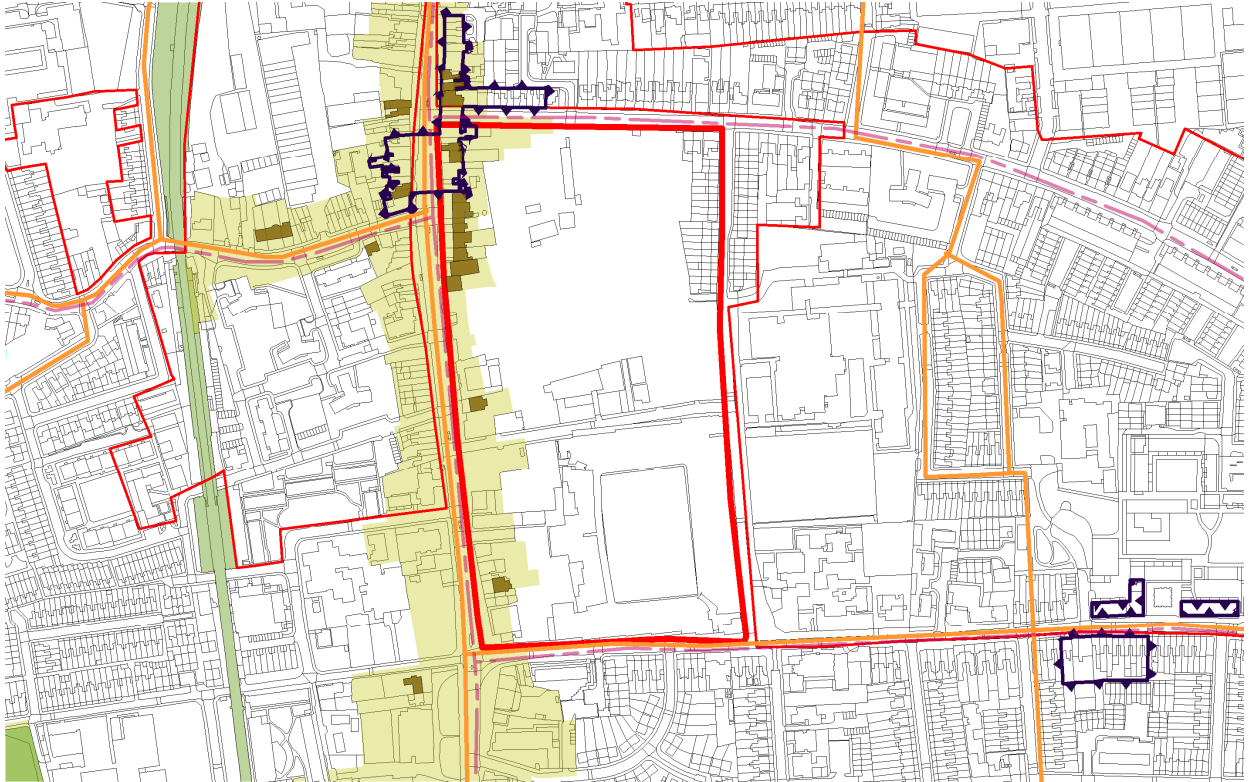
improvement to local air quality and noise pollution should be made on this site.

NT3: Tottenham Hotspur

Address			
Site Size (Ha)	9.161482		
Timeframe for delivery	PTAL Rating		3
	2011-2015	2015-2020	2020 onwards
Current/Previous use			
Ownership			
How site was identified			

Proposed Site Allocation

Redevelopment of existing football stadium to increase matchday capacity, with the introduction of residential, commercial, retail, education, community, leisure and hotel uses, and improved public realm across the site.



Future Planning Requirements

Should any planning application come forward in the future the Council will seek,

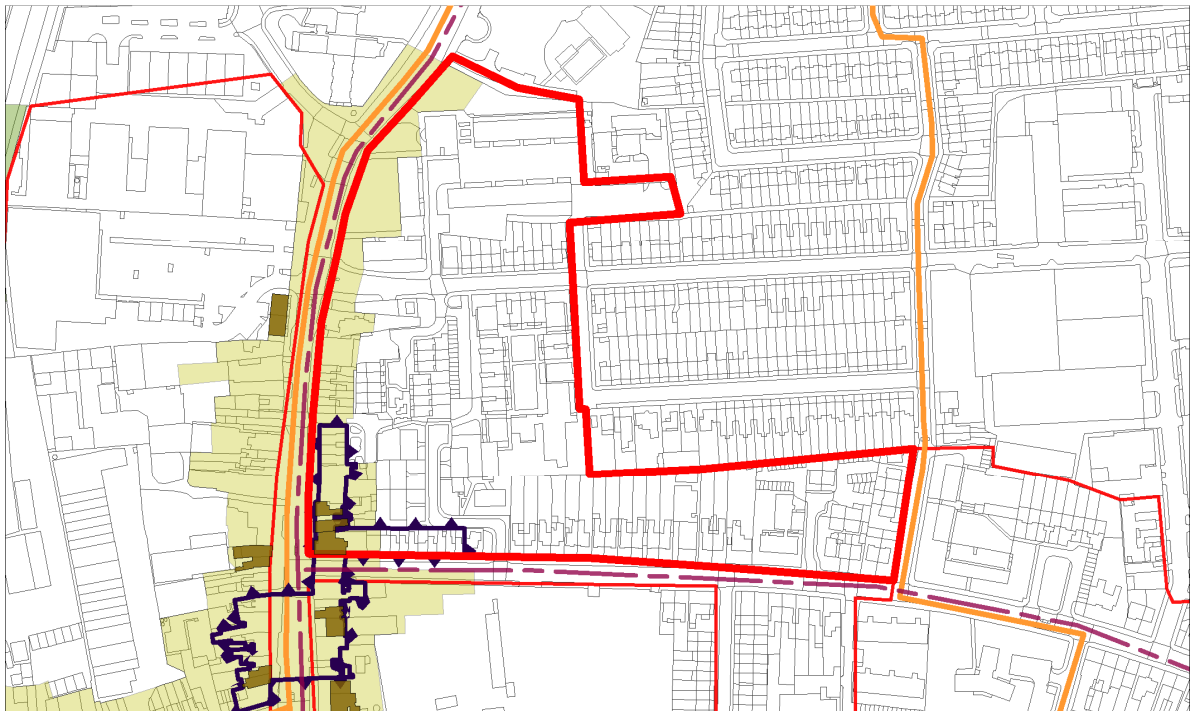
- A suitable frontage on the High Road, including considering connectivity and scale of development
- Improved interface with sites to the east of the stadium to support regeneration objectives for this area
- To address the statutory presumption in favour of retaining heritage assets unless justifiable
- An increase in residential on the site
- Improved connectivity east-west across the site
- Accessible public open space linked to wider routes

NT4: High Road North West

Address			
Site Size (Ha)	4.89485		
Timeframe for delivery	PTAL Rating		4
	2011-2015	2015-2020	2020 onwards
Current/Previous use			
Ownership			
How site was identified			

Proposed Site Allocation

Masterplanned improvement of the area to improve housing stock, including provision of additional housing with an increased range of types, sizes, and tenure of provision.



Site Requirements

- Development will be in conformity with any future adopted masterplan for the area.
- Redevelopment will create more, new, and better housing with greater diversity of scale and tenure and type, and will contribute to the creation of a Family Housing Area.
- Existing east west routes will be enhanced including Nortumberland Park as a key bus route through the area, including linking to Nortunmerland Park Station.
- retention of good housing stock where appropriate
- The High Rd frontage should be enhanced including retention of local listed and locally listed buildings.

Development Guidelines

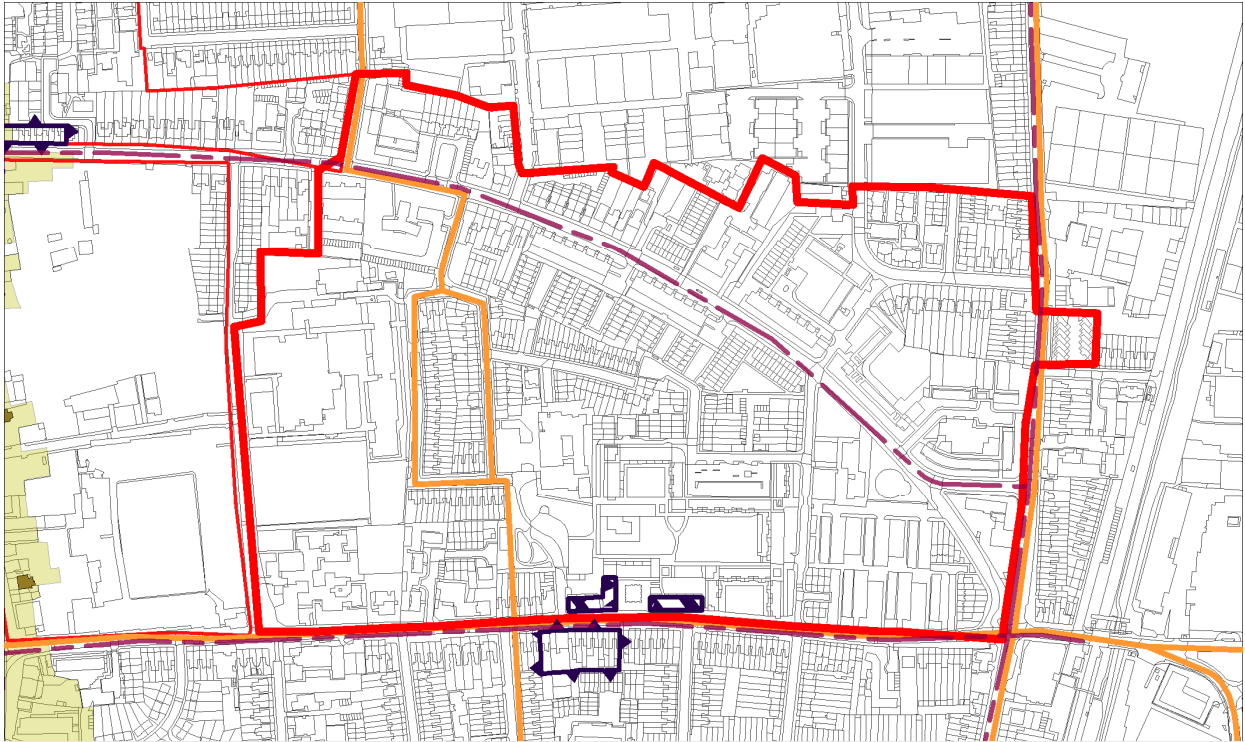
- New public spaces within the site should be created, with a net increase in the amount of publically accessible urban realm.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Development should complement and make use of the amenity provided by Florence Hayes Rec (In LB Enfield).
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

NT5: Northumberland Park

Address			
Site Size (Ha)	27.5655		
Timeframe for delivery	PTAL Rating		3
	2011-2015	2015-2020	2020 onwards
Current/Previous use			
Ownership			
How site was identified			

Proposed Site Allocation

Masterplanned improvement of the area to improve housing stock, including provision of additional housing with an increased range of types, sizes, and tenure of provision. Increased education provision and improved connectivity through the area will also be created.



Site Requirements

- Development will be in conformity with any future adopted masterplan for the area.
- Redevelopment will create more, new, and better housing with greater diversity of scale and tenure and type, and will contribute to the creation of a Family Housing Area.
- Existing east west routes will be enhanced including Park Lane as a pedestrian and cycling friendly route and Local Centre, connecting Tottenham High Rd and the Lee Valley Regional Park. Enhancement of Northumberland Park as a key bus route through the area, including linking to Northumberland Park Station.
- A fine graining of the road network in the area will be created with the aim of increasing permeability. New streets must connect to existing streets to the north and south of the area, and to new spaces proposed around the new stadium development to the west.
- retention of good housing stock where appropriate
- Taller buildings will be located at the south east corner of the site as part of the proposed Northumberland Park tall buildings cluster, and in the south west of the site adjacent to the stadium development.
- New health infrastructure will be provided within the area
- Existing schools will be retained and enhanced including provision of a new through-school within the masterplan area.
- Employment Land?

Development Guidelines

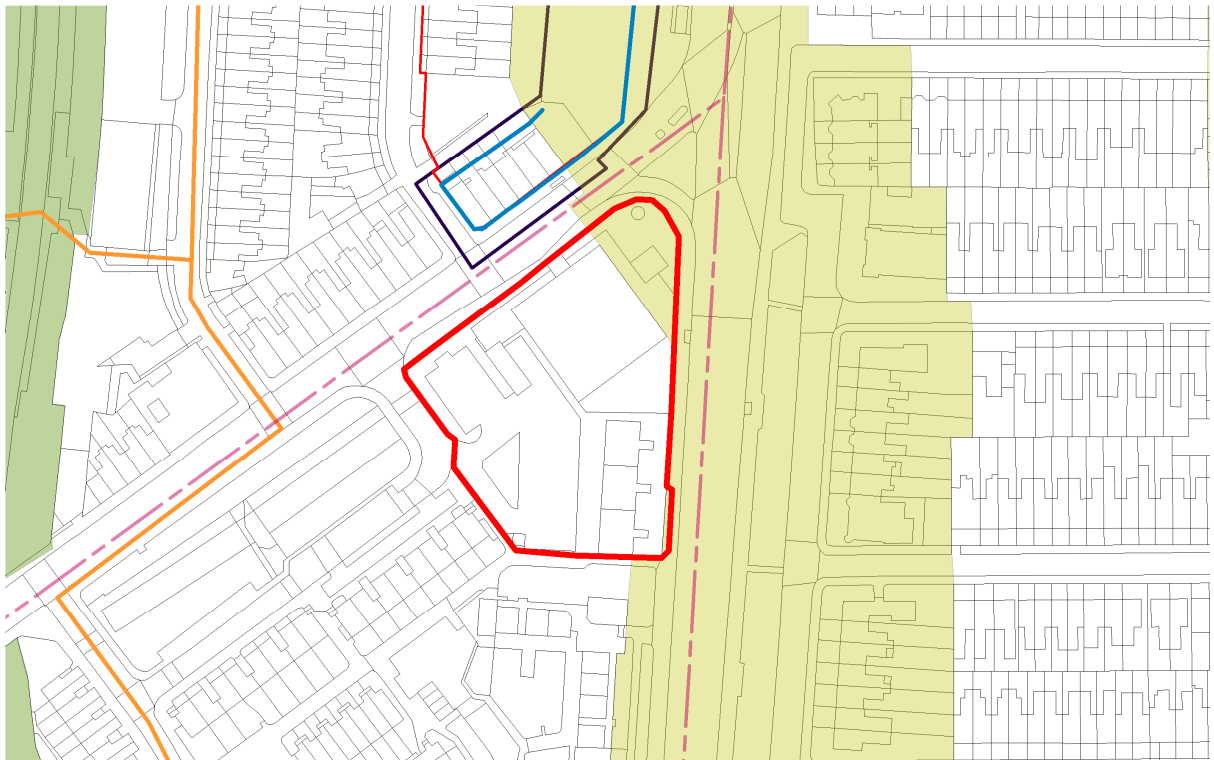
- New public spaces within the site should be created, with a net increase in the amount of publically accessible urban realm.
- The existing Somerford Grove public open space will be increased in size, nad enhanced in quality, and protected with a SLOL designation.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- The potential for new employment opportunities to be developed along Park Lane should be explored.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SA : Apex House

Address			
Site Size (Ha)	0.52		
Timeframe for delivery	PTAL Rating		6a
	2011-2015	2015-2020	2020 onwards
Current/Previous use			
Ownership			
How site was identified			

Proposed Site Allocation

Residential led mixed use comprehensive development whose design will provide a tall landmark building marking the strategic Seven Sisters transport interchange and public realm improvements.



Site Requirements

- This is a suitable location for a high quality tall building marking the location of the public transport interchange of train, tube, bus and Overground rail, and the junction of Seven Sisters Rd and Tottenham High Rd. Careful consideration of the long views of this building along, including the linear view along the High Rd and Seven Sisters Rd, as well as the effect on the microclimate should be considered in line with the DMDPD.
- The tallest element needs to address the prow of the site, rather than either Seven Sisters or Tottenham High Rd. This should be a slender point block tower.
- Development should step down towards the lower density building to the south and south-west of the site.
- Use will be residential, which will be used to cross subsidise an element of employment generating use. Secondary town centres use will be provided at ground floor level.
- Part of the site is located in the Seven Sisters Conservation Area and development should preserve or enhance its appearance as per the statutory requirements

Development Guidelines

- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Car free development is suitable for this site.
- This site is in a Critical Drainage Area - proposals should refer to the Local Flood Risk Management Strategy.
- The existing mature trees along Tottenham High Rd will be retained.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- This site should complement the proposals for the Wards Corner site.

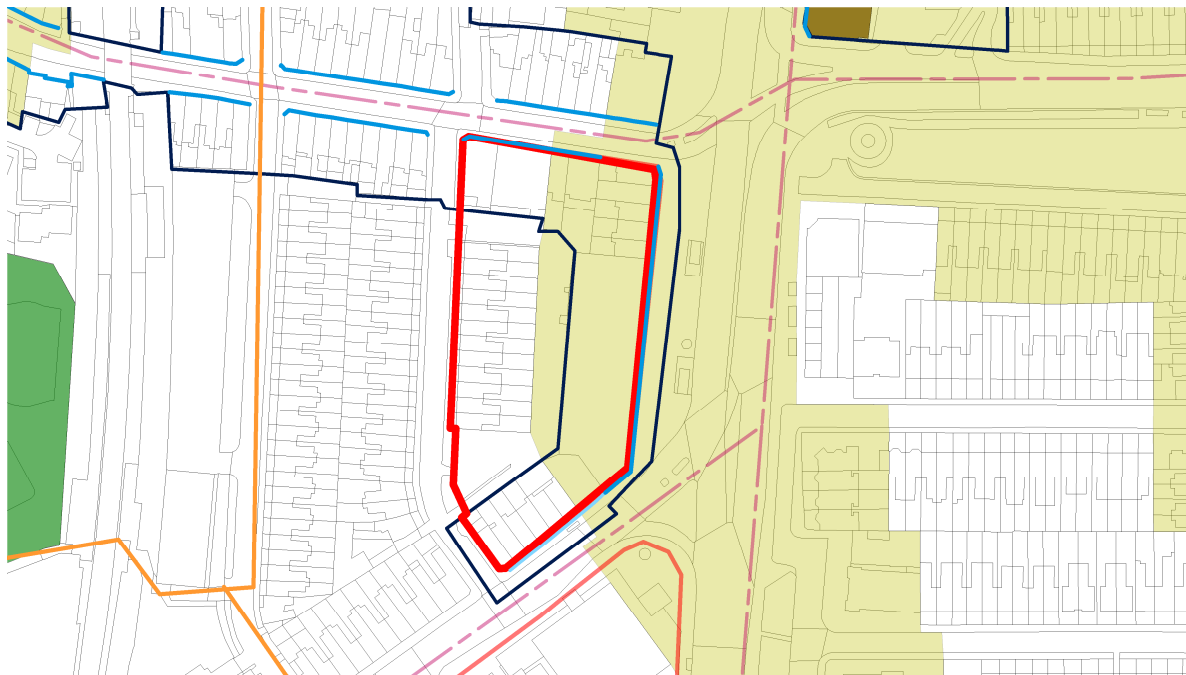
SA : Wards Corner

Address			
Site Size (Ha)	0.7		
Timeframe for delivery	PTAL Rating		6a
	2011-2015	2015-2020	2020 onwards
Current/Previous use			
Ownership			
How site was identified			

Proposed Site Allocation

Existing Permission 1

Existing Permission 2



Future Planning Requirements

- Ensure a comprehensive approach to this site is secured
- To help facilitate a co-ordinated approach towards development along the High Road and in particular Apex House
- Secure retail and other town centre uses at ground floor level onto the West Green Road, High Road and Seven Sisters Road frontages.
- The site lies within the Seven Sisters Conservation Area and development should preserve or enhance its appearance as per the statutory requirements
- Ensure a high quality public realm is secured
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

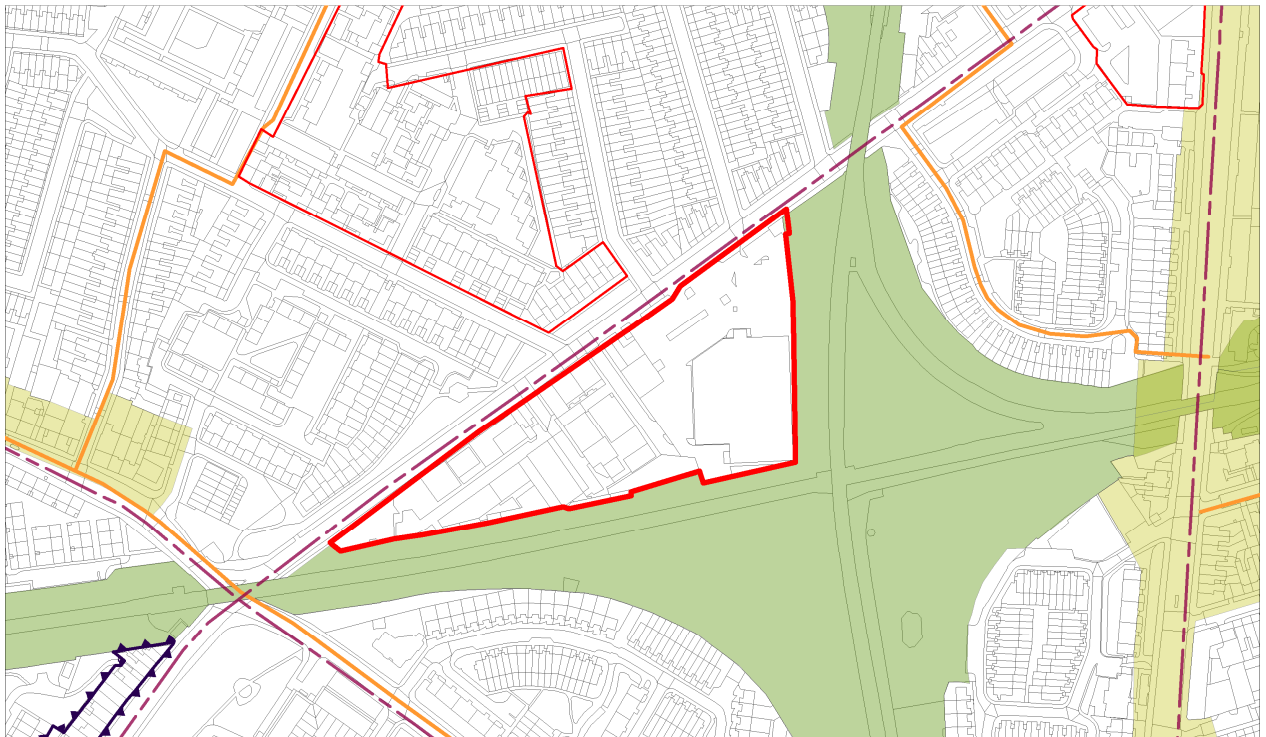
SA : Grouley Triangle

Address			
Site Size (Ha)	2.03		
Timeframe for delivery	PTAL Rating		5
	2011-2015	2015-2020	2020 onwards
Current/Previous use			
Ownership			
How site was identified			

Proposed Site Allocation

Creation of a comprehensively planned mixed use site providing new employment space with cross subsidy from residential use.

- Planning contributions to improve the quality and utility of the green spaces to the south and south east of the site



Site Requirements

- All developments within the site must be in accordance with a future Council-approved masterplan.
- Active frontage onto Seven Sisters Rd with employment uses located here. R
- Residential use will be permitted in order to cross subsidise employment re-provision. Thus the employment use should be of a typology that is compatible with residential use.
- To preserve and enhance the SINC and ecological corridor to the south and east of the site.
- There is potential for some 6-11 storey development along Seven Sisters Rd, but these should be point blocks rather than continuous slabs.

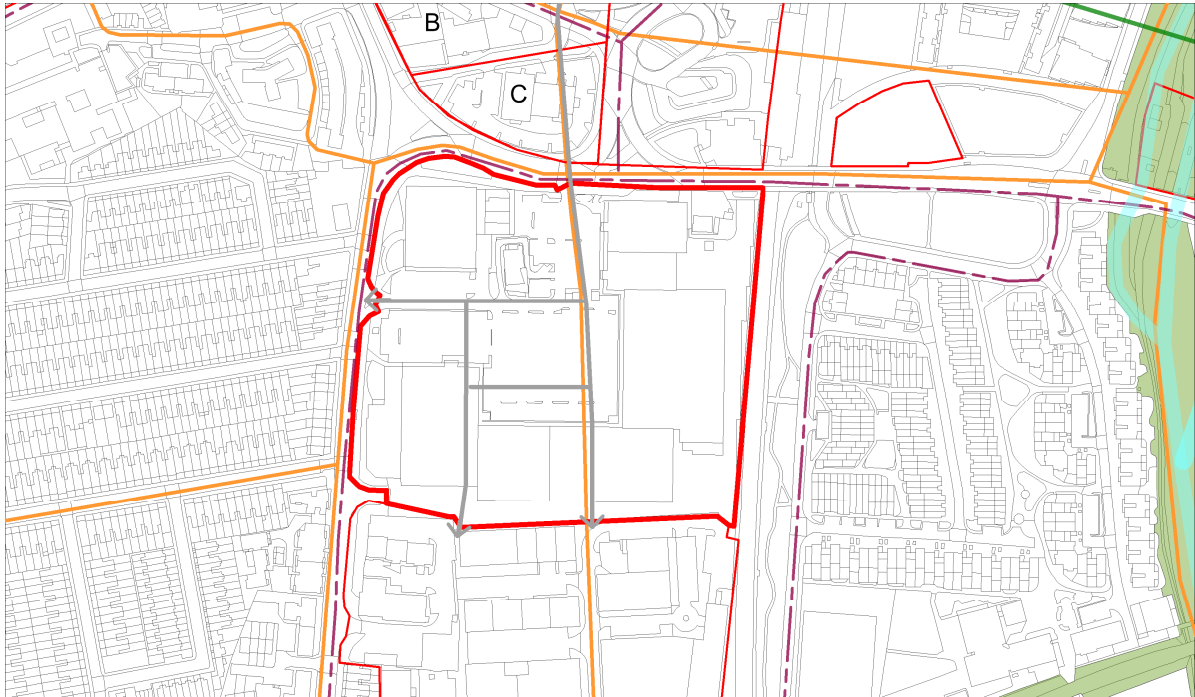
Development Guidelines

- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Capped commercial rents will be expected in this area in line with draft Development Management policies.
- The potential for a pedestrian crossing of the rail line to the south of the site should be considered.
- If this is feasible, the future of the “Plevna triangle” for use as public open space should be considered.
- Seven Sisters Road should present a welcoming frontage, but servicing should be provided from the rear.
- Parking should be minimised on this site due to the excellent local public transport connections.

TH5== : Tottenham Hale Retail Park

Address			
Site Size (Ha)	4.79		
Timeframe for delivery	PTAL Rating		4
	2011-2015	2015-2020	2020 onwards
Current/Previous use			
Ownership			
How site was identified			

Proposed Site Allocation



TH3 Station Square West



Site Allocation: Area A

Comprehensive redevelopment of the Southern end of Ashley Rd to create new District centre uses and enhanced east west and north south connections.

Site Requirements: Area A

- This site (Area A) will be comprehensively redeveloped, and must accord with the emerging masterplan for Tottenham Hale District Centre, including areas B & C of this policy.
- This site (Area A) will be given a Designated Employment Area: Regeneration Area status to recognize the contribution to the local economy that this site can make. It is anticipated that the

redevelopment of this site will not create a net reduction in employment floorspace.

- A Green link will be created along the northern edge of the site, running between Tottenham High Rd and the Lea Valley.
- Ashley Rd will be enhanced, with an enhanced crossing of Hale Rd/Watermead Way being created.
- Town Centre uses will be required on all frontages to Ashley Rd. Active frontage, potentially employment, should be provided on the Hale Rd/Watermead Way frontage.
- There should be a greater proportion of employment use provided to the east of Ashley Rd, with as a minimum ground floor employment, and more if viable.
- Heights should generally be highest along the Hale Rd/Watermead Way frontage.
- Development should take the form of perimeter blocks with the potential for tall point block buildings of 11+ storeys at strategic points along the southern edge of this site.
- Ashley Road should provide a pedestrian and cycle friendly link through the District Centre including linking the Station Square and the Green Link.

Development Guidelines: Area A

- The interface with Down Lane Park should be treated with care.
- Development should form a consistent building line, and complement Berol House and the Eagle Pencil Works to the north.
- The Victoria Line runs in a shallow tunnel beneath part of this site.
- This site is in a area of flood risk, and a Flood Risk Assessment should accompany any planning permission.

- Care will be required on south facing frontages to limit heights to avoid overshadowing of block courtyards.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

Site Allocation: Part B

Comprehensive redevelopment incorporating the proposed Premier Inn to create new District centre uses at ground floor with residential above and enhanced public realm.

Site Requirements: Area B

- This site (Area B) will be comprehensively redeveloped, and must accord with the emerging masterplan for Tottenham Hale District Centre, including areas A & C of this policy.
- Ashley Road will be extended through this site as the key public and movement spine passing through the Centre.
- The potential for a new development parcel to the east of Ashley Rd should be considered.
- Ground floor uses on this site will be town centre uses, playing a key role in establishing Tottenham Hale as a District Centre.
- Existing employment floorspace will be reprovided on this site.

- Development on this part of the site will generally be 3-10 storeys as a perimeter block. Taller elements marking the key corners of the site will be considered, possibly of 11+ storeys.

Development Guidelines: Area B

- The Victoria Line runs in a shallow tunnel beneath part of this site.
- This site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning permission.
- Station Rd, and potentially the extended Ashley Rd will provide service access for the buildings on this site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
-

Site Allocation: Part C

Comprehensive redevelopment creating new District centre uses at ground floor with residential above and enhanced public realm.

Site Requirements: Area C

- This site (Area C) will be comprehensively redeveloped, and must accord with the emerging masterplan for Tottenham Hale District Centre, including areas B & A of this policy.
- Ashley Road will be extended through this site as the key public and movement spine passing through the Centre.
- The potential for a new development parcel to the east of Ashley Rd should be considered on this site.
- Development of the part of the site to the west of Ashley Rd will generally be 3-10 storeys as a perimeter block. Taller elements marking the key corners of the site will be considered, possibly of 11+ storeys.
- Development of the part of the site to the east of Ashley Rd will reinforce the Ashley Rd route and provide enclosure for the bus station and the District Centre. This could be 7-10 storeys with the potential for a higher point block building of exceptional quality at the southern end rising up to 15 storeys.

Development Guidelines: Area C

- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Station Rd, and potentially the extended Ashley Rd will provide service access for the buildings on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

he Station Square West site will be a new focal point of the new Tottenham Hale District Centre.

It will be a thriving mixed-use area with a vibrant mix of high density businesses and homes occupying converted and new purpose built accommodation.

Development on the east side of the site will provide a high quality edge to the neighbouring Station Interchange site.

The Council will want comprehensive redevelopment of this site which will require co-ordinated site assembly between the three development parcels:

3a - Area between Hale Road and Green Link

3b - Area between Hale Road and Station Road

3c - Area South of Station Road

Development Guidelines

- Part of this site is within a n Area of Archaeological Importnace, and and future development should refer to the DMDPD in regard this.

C3 Residential

A 1-3

4,700sqm should be allocated to retail use

B1

Key outputs

Homes – 750

Jobs – 550

Site description

2.52 hectare site with a PTAL rating of 6.

Currently the site has taken the form of a traffic island around which Hale Road, The Hale and Ferry Lane accommodate significant through traffic. The site also comprises land on the north side of Hale Road and the southern end of Ashley Road. The gyratory has recently been 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).

Sites either side of Station Road currently contain a number of buildings, many with active businesses. Sites north of The Hale also contains a number of active industrial/employment buildings, a petrol station and a terrace of 2 storey Victorian houses facing Hale Road. 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. A proposed Green Link traverses the northern edge of the site and forms the southern edge of the adjacent TH4 site. This link will become an east-west pedestrian and cycle route connecting Tottenham High Road, via Chesnut Road and Down Lane Park with the Lee Valley Regional Park. The route of this Green Link traverses this and a number of other allocation sites, all of which will play a key role in its delivery.

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).

Site constraints/dependencies

The busy and noisy environment along Watermead Way and Hale Road - a more suitable location for employment uses.

Terrace of late Victorian houses along Hale Road.

The Green Link will pass through the northern part of the site.

The relationship with Down Lane Park makes the west of the area an attractive prospect for residential developments.

A proposed new hotel along Station Road will provide the area with early investment. This development also strengthens the role Station Road will as sites come forward.

The land south of Station Road is in one ownership which will help to bring the site forward.

North of Station Road and south of Hale Road land is in multiple ownerships. This parcel should come forward for development comprehensively to ensure the optimum form of development is achieved.

The area will play a key role in proving direct links to regeneration area to the north and south through the provision of a north-south pedestrian route.

Alignment of the Victoria Line service tunnel is a constraint.

Design considerations

The block structure of the northern part of the site should respond to the retention of Beryl House (part of Site TH4), the terrace of Victorian houses on The Hale and other buildings of heritage value.

Development parcels on the northern part of the site should define a network of parallel and broadly equidistant east-west routes which connect Ashley Road with Down Lane Park to the west and Watermead Way to the east. The southern-most route will be formed by the Green Link which should cross the site as directly so as to maintain the direct axial link between the High Road and the Regional Park.

For the northern part of the site typical block proportions will be typically 80m deep and 40m long along its Ashley Road frontage.

New blocks respect alignment of all perimeter routes.

Development blocks will be a mix of courtyard blocks and podium blocks with private residential amenity spaces over private parking. The resultant form of development shall create strong built edges to all public routes, streets and the edge of the Down Lane Park.

Land at the northern part of the site (Zone A) is in multiple ownerships. This parcel should come forward for development comprehensively to ensure the optimum form of development is achieved.

Station Road alignment (part of Zone B) will be retained and the parcels either side of it developed comprehensively with two podium blocks.

A new building is proposed between the Station Road sites and the bus interchange space – to both help define a new north-south connection to Ashley Road and the retail park respectively and to help to define and enclose the bus interchange space.

For the southern part of the site blocks on the north-south alignment are typically 16m deep. Blocks on an east-west alignment are typically 12m deep.

Corner plots are marked with taller buildings than those around them – to help provide a strong and well defined built form which is easy to navigate.

Building heights should be generally be between 1 and 6 storeys, with opportunities for taller development of up to 10 storeys along main routes and 11 or more storeys at key corners.

Access

Physical access to new buildings should be made directly from street, with the primary street address for new development in the north part of the site being Ashley Road.

For the northern part of the site vehicular access should generally be gained via Ashley Road, with access to individual development blocks from connecting lanes.

The operation of the junction of Station Road and Hale Road will be key in delivering the north/south link route. The current junction operates a two way access arrangement at Hale Road. It is suggested that a one way left out only access is considered to maximise space for the pedestrian north/south link.

The pedestrian crossing in its current form (post completion of the new bus station) is sited to the east of the current pedestrian desire line. Relocating the junction to the east would strengthen the key north / south link running through the Masterplan.

Vehicular access to the residential units adjacent to the bus station appears difficult. There is no obvious access point for resident or servicing vehicles. Basement access could be considered from Station Road but would incur associated costs and disruption during construction.

It is assumed that Station Road would need to remain open to vehicles to provide servicing access to the Premier Inn and access to residential car parking spaces. Given the nature of Hale Road and the Hale it is not considered that direct access could be safely provided elsewhere.

The operation of the junction of Station Road and Hale Road will be key in delivering the north/south link route. The current junction operates a two way access arrangement at Hale Road. It is suggested that a one way left out only access is considered to maximise space for the pedestrian north/south link.

The west part of the existing bus station could be released for development if the bus station is redeveloped and moved to the east. Alternatively eastbound services on routes 123, 230 and W4 could stop on Ferry Lane and route 192 standing buses could be located on Watermead Way. This would allow the number of stops and stands within the bus station to be reduced and free up land for development. However, this approach would require Ferry Lane to be widened to allow traffic to pass stopped buses. Work to Ferry Lane could perhaps take place when the existing road bridge is altered to allow for upgrades to the West Anglia main line.

Active frontages and streets

New buildings should address existing and proposed streets and public routes.

Where buildings do not physically address an axis (for example, commercial buildings along Watermead Way which may be accessed from proposed side streets and apartment buildings looking over Down Lane Park) buildings should provide overlooking with windows and balconies.

Care should be taken to ensure good quality frontages address the edges of the Green Link as it traverses the site.

The Station Interchange Square needs enclosure and active edges – which would be provided by a new building forming its western edge.

Commercial uses would occupy lower floors on developments along Station Road.

Land uses

For the northern part of the site the primary land use for development east of Ashley Road should be employment generating.

For the northern part of the site residential land uses will predominate in development to the west of Ashley Road.

For the northern part of the site retail and other public-facing commercial uses should concentrate at the southern end of Ashley Road at its intersection with the proposed Green Link indicated on the map.

Mixed commercial uses would prevail in the east of the southern area, nearer the station.

Mixed residential uses would prevail in the west of the southern area at Station Road.

Retail uses will occupy lower floors in the vicinity of the new north-south axis in the southern area.

Public realm

The Green Link will provide a high quality pedestrian/cycle direct link across the Ashley Road area between the High Road and the Lee Valley Regional Park.

Ashley Road will form the northern section of a new north-south local route. This route, carrying vehicles and possibly buses in this northern section, will connect the key investment locations and should therefore be of a high quality. The crossing over Hale Road should be provided as close to the junction with Station Road as possible.

Site specific infrastructure

Residential amenity space.

Streetscape improvements along The Hale, Hale Road and Watermead Way.

Acoustic mitigation between The Hale, Hale Road and Watermead Way and new homes.

The east-west Green Link.

The new north-south local route.

The site is identified as being in an area with potential for being part of a decentralised energy hub, as a customer, or requiring part of the site to provide easement for the network.

Delivery

In addition to proposals for this area coming forward as part of a comprehensive masterplan, it is likely that key parts of the site will also need to be delivered in comprehensive phases. Landowners will need to collaborate to achieve this, otherwise where necessary, the Council will ensure that if a part of the site is promoted for development, that it does not fetter or negatively impact on delivery of later phases.

A site specific appraisal has been undertaken to assess the viability of a new mixed use development and demonstrates that with the allocated GLA funding and an assumed amount of affordable housing grant, the proposed scheme can deliver a policy compliant level of private and affordable flats and non-residential uses, including commercial employment space, at a market acceptable level of development return.

We would anticipate that there will be growth in sales values for new residential development and the non-residential uses over the development plan period which will help to improve the viability of the scheme and may allow for a greater proportion of affordable housing to be provided.

We have not appraised one of the sites as this has already achieved planning permission for a hotel and the land owner is actively progressing with development of the site.

TH4 Ashley Road South



Key site objectives

The Ashley Road South site will be a thriving mixed-use area with a vibrant mix of high density businesses and homes occupying converted and new purpose built accommodation.

Leading land use

C3 Residential

Supporting land use

A Class

B1 Workspace

Key outputs

Homes – 300

Jobs – 650

Site description

2.63 hectare site with a PTAL rating of 4.

This site 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 site's 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 of the site is a large public park, Down Lane Park, which forms an excellent opportunity for a high quality 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.

Site constraints/dependencies

The busy and noisy environment along Watermead Way and Hale Road - a more suitable location for employment uses.

The relationship with Down Lane Park makes the west of the area an attractive prospect for residential developments.

Design considerations

Ashley Road will be retained as the key public and movement spine.

The block structure should respond to the retention of locally listed Beryl House, and other buildings of heritage value.

Development parcels should define a network of parallel and broadly equidistant east-west routes which connect Ashley Road with Down Lane Park to the west and Watermead Way to the east.

Typical block proportions will be typically 80m deep and 40m long along its Ashley Road frontage.

Development blocks will be a mix of courtyard blocks and podium blocks with private residential amenity spaces over private parking. The resultant form of development shall create strong built edges to all public routes, streets and the edge of the Down Lane Park.

On the east side of Beryl House, commercial buildings will provide overlooking and a strong built edge to Watermead Way.

Building heights should be generally be between 1 and 6 storeys.

Access

Physical access to new buildings should be made directly from street, with the primary street address for new development being Ashley Road.

Vehicular access should generally be gained via Ashley Road, with access to individual development blocks from connecting lanes.

Active frontages and streets

New buildings should address existing and proposed streets and public routes.

Where buildings do not physically address an axis – for example, commercial buildings along Watermead Way which may be accessed from proposed side streets and apartment buildings looking over Down Lane Park, buildings should provide overlooking with windows and balconies.

Care should be taken to ensure good quality frontages address the edges of the Green Link as it traverses the site.

Land uses

The primary land use for development east of Ashley Road should be employment generating.

Residential land uses will predominate in development to the west of Ashley Road.

Retail and other public-facing commercial uses should concentrate at the southern end of Ashley Road at its intersection with the proposed Green Link.

Public realm

Ashley Road will form the northern section of a new north-south local route. This route, carrying vehicles and possibly buses in this northern section, will connect the key investment locations and should therefore be of a high quality.

Site specific infrastructure

Residential amenity space.

Streetscape improvements along Watermead Way.

Acoustic mitigation between Watermead Way and new homes.

The new north-south local route.

The site is identified as being in an area with potential for being part of a decentralised energy hub, as a customer, or requiring part of the site to provide easement for the network

Delivery

A site specific appraisal has been undertaken to assess the viability of a new mixed use development and demonstrates that with the allocated GLA funding and an assumed amount of affordable housing grant, the proposed scheme can deliver a policy compliant level of private and affordable flats and non-residential uses, including commercial employment space, at a market acceptable level of development return.

We would anticipate that there will be growth in sales values for new residential development and the non-residential uses over the development plan period which will help to improve the viability of the scheme and may allow for a greater proportion of affordable housing to be provided.

TH5 Ashley Road North



Key site objectives

The Ashley Road North site will deliver family housing which respects the prevailing scale and character of the local area.

New development will take advantage of south facing aspect across Down Lane Park.

The site will also provide the opportunity for recreation facilities associated with the new Harris Academy.

The strip of land to the east of Watermead way will be intensified and provide opportunities for new jobs.

Leading land use

C3 Residential

D1 - School

B Class uses

Key outputs

Homes – 180

Jobs – 150

Site description

5.47 hectare site with a PTAL rating of 3-4.

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 park’s north, with Park View Road forming the depot site’s 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 sliver 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.

The sliver of land provides land and outbuildings for Network Rail which fall under the Sui Generis use class and extends south to a staff car park, where a pedestrian and cycle bridge over the railway is planned.

All of the sites are in some active use. Technopark is a modern business park containing 70 separate office, laboratory or workshop units. 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.

The sliver of land provides land and outbuildings for Network Rail which fall under the Sui Generis use class and extends south to a staff car park, where a pedestrian and cycle bridge over the railway is planned, and north to underneath the fly over, and.

Site constraints/dependencies

The northern portion of the site presents a valuable opportunity to deliver family homes in the area.

The site benefits from a prominent south facing aspect overlooking Down Lane Park.

The site provides potential to help meet the Harris Academy's expanding space requirements.

Due to noise, pollution and amenity space constraints along Watermead Way, the Hale Sliver will be more location for employment uses.

Design considerations

Development proposals should respect the prevailing east-west grain of the area.

Development should take the form of east-west aligned terraced housing blocks.

Higher density decked housing blocks would be appropriate on the central east and southern edges of the site .

Principal terraced housing streets should be formed with 12m deep blocks.

Deck access blocks on the southern and eastern edges should also be 12m deep.

Building heights should generally be 1 to 3 storeys, which potential for some 4 to storey buildings along the edge of the Down Lane Park and main routes.

The structure of development on the site to the east of Watermead Way should follow guidelines for Ashley Road South (TH4).

A permeable north south link from the site connecting into Dowsett Road should be created

Access

The site would be developed through the natural extension of the local street network.

All buildings would be accessed directly from new or existing streets.

A new connection should be made between the housing and school uses connecting the north of Ashley Road with Park View Road.

Local cycle routes should be protected.

Active frontages and streets

All housing would address new or existing streets.

Building fronts, where front doors are located, will face other building fronts across public streets. Private back garden and amenity areas will abut each other.

Development on the southern boundary of the site should provide overlooking and surveillance over Down Lane Park.

Land uses

The principal land use on the northern part of the site will be family dwellings.

Higher density apartments would be appropriate on the eastern and southern boundaries.

The centre of the site would be appropriate for smaller scale mews houses.

The east of the site will be used for education uses associated with the newly established Harris Academy.

Site specific infrastructure

Residential amenity space.

Streetscape improvements along Watermead Way.

The site is identified as being in an area with potential for being part of a decentralised energy hub, as a customer, or requiring part of the site to provide easement for the network

Delivery

The Council are currently assessing the feasibility and exploring different options of relocating the Ashley Road Depot which would enable the site to come forwards for development.

Site TH1 Tottenham Retail Park



Key site objectives

The retail park will be comprehensively transformed into the commercial heart of the new district centre.

Through its phased redevelopment, the retail park site will be transformed into a high quality urban environment with a vibrant mix of retail, leisure, office and residential developments.

Leading land use

A1Retail - 25,600 sqm should be allocated for this class use.

B1a Office

D2 Community and Leisure

Supporting land use

C3 Residential

Key outputs

Homes – 770

Jobs – 2,100

Site description

4.84 hectare site with a PTAL rating of 5. 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 has been removed by TfL, with all roads concerned reverting to two-way traffic; Broad Lane is envisaged to be downgraded to a quieter street. The other side of Broad Lane is pre-dominantly 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).

Site constraints/dependencies

The Retail Park is an inward looking environment. Ferry Lane in particular suffers with prominent flank walls of large retail units.

There is a major opportunity for the site to present a much more positive frontage to Ferry Lane and more directly address the station.

The retail units are of an out-of-centre format, set within a car dominated environment.

Continuity of public parking will be required to facilitate phased redevelopment.

The Victoria Line tunnel passes beneath the site.

The railway presents a hard edge to the east.

Crossrail 2 alignment is likely to impact directly on the eastern edge of the site.

Pedestrian connections to the site are important given the nature of the roads around the site.

Existing lease arrangements will have a direct bearing on how and when sites come forward for redevelopment.

Redevelopments should accommodate potential new connection to the south.

Design considerations

Form of development

The site should be developed as a series of irregularly sized development parcels to enable different uses to be accommodated.

The corner of Ferry Lane and Broad Lane should be the focus for new retail floorspace – with an opportunity for the provision of multi-storey retailing.

New retail and leisure provision should typically be larger format space.

Broad Lane frontage provides an opportunity decked parking – masked by other uses – to serve the redeveloped retail park.

Sites where commercial and residential uses are combined should take the form of podium blocks where private amenity courtyards for residents is provided over private resident parking areas.

Historical analysis of the site should inform a new urban grain.

New development should be organised around a central high quality public space in which pedestrians are the priority.

New development should address Ferry Lane and Broad Lane directly.

The form of development should encourage the creation of future connections south.

Access

Existing vehicular access to, and egress from, the site can be maintained from Broad and Ferry Lanes respectively.

Provision for future connections to the south should be incorporated.

Routes around the outer perimeter of the blocks provide scope for surface parking for residents.

The junction on Broad Lane acting as the main access route to/from the proposed multi-storey car park (MSCP) is currently operating as the B&Q servicing access. Given the likely traffic volumes as a result of the redevelopment, consideration should be given to signalling the junction and providing dedicated pedestrian / cycle crossing facilities.

Vehicular access and servicing of the residential units away from the key link roads will need to be considered. Whilst residential development could come forward as car free, to accord with London Plan Standards 10% of units must be disabled accessible and thus have access to a dedicated car parking space. Car Parking in the MSCP is considered too far away from the residential units, particularly for disabled homeowners.

The pedestrian crossing in its current form (post completion of the bus stop) is sited to the east of the current pedestrian desire line. Relocating the junction to the east would strengthen the key north / south link running through the Masterplan.

Consideration should be given to the crossing facilities over Ferry Lane adjacent to the LU station. Should the revised (scaled down) bus station option come forward it may well be required that Ferry Lane is widened to the south to accommodate space for buses. Providing a direct access underneath Ferry Lane to the LU Station could also be considered, particularly if the station is to be expanded to accommodate Crossrail 2 services.

Active frontages and streets

A new commercial frontage to Ferry Lane is a priority for any regeneration of the site.

Principal retail frontages would address a new landscaped central space.

Multi-storey retailing on the corner of Ferry and Broad Lanes would present ground floor retail to these two principal street edges.

Decked car parking should be wrapped in secondary active community or commercial uses.

Residential frontages will line inner streets and lanes and the outer perimeter of the site.

Land uses

Redevelopment will be led by larger format retail, leisure and food and beverage uses of a scale appropriate for a district centre.

Opportunities to accommodate office accommodation adjacent to the station entrance should be explored.

High density residential uses on upper floors will provide a range of unit types, tenures and sizes which benefit from exceptionally high levels of accessibility.

Public realm

The existing surface car parking will be consolidated into a decked car park.

A new high quality public space would be delivered at the centre of the site.

A series of well lit and overlooked streets and lanes will be delivered across the site, providing a permeable environment.

The pavements along Ferry Lane and Broad Lane, at the edges of the site, will be widened and new trees will be planted to provide a degree of separation from passing traffic.

Site specific infrastructure

Residential amenity space.

Public space at the centre of the site.

Streetscape improvements along Ferry Lane and Broad Lane.

Acoustic mitigation between Ferry Lane and the rail line and new homes.

New routes into and through the site, including a new connection High Street.

The site is identified as being in an area with potential for being part of a decentralised energy hub. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide easement for the network.

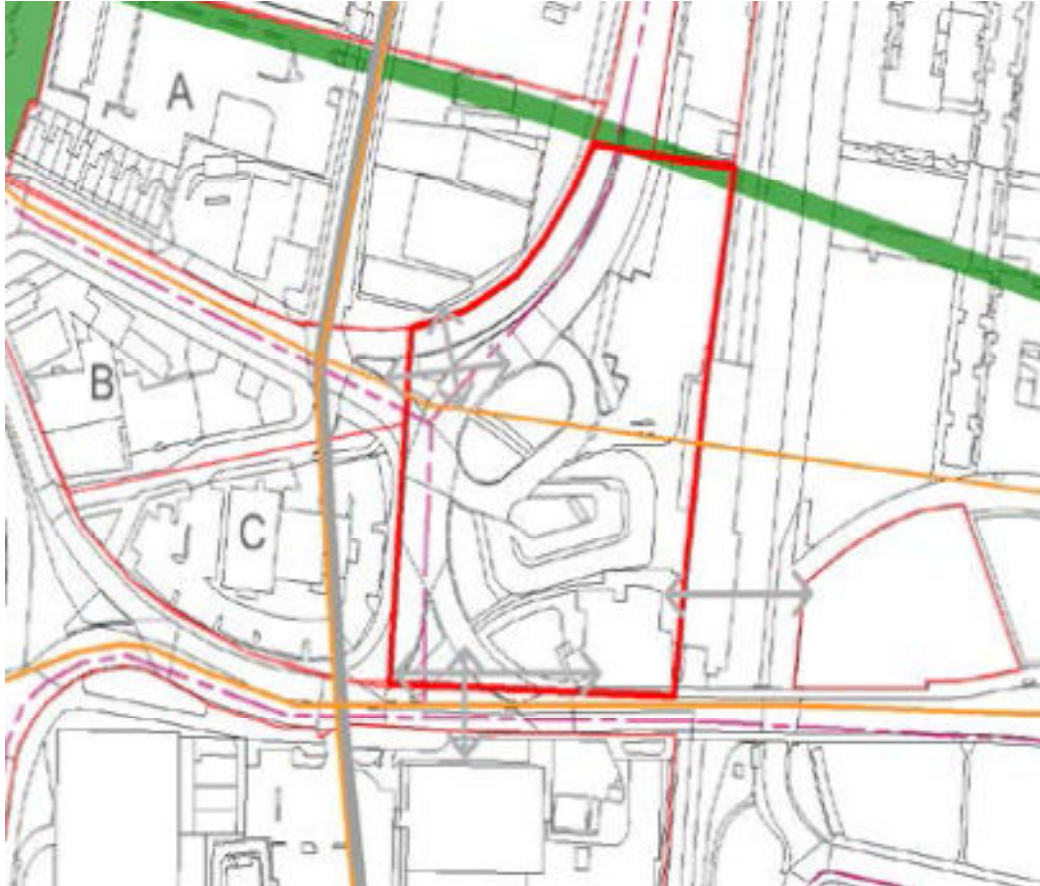
Delivery

A phasing strategy will need to be agreed, informed by the term of existing leases and any associated break clause conditions. Maintaining an acceptable level of retailer parking would be a critical factor in moving sites forward for redevelopment.

A high-level appraisal of the proposal has been undertaken based upon very broad assumptions. However, given there is currently substantial value within the existing retail centre it is not considered reasonable to undertake a traditional appraisal without sight of the tenancy information. The Council will therefore promote on-going discussions with the landowner.

Over the plan period, there will be a natural erosion of the latent value within the existing retail park due to changing consumer spending habits and as retailers look for different formats. Consequently, we consider that the proposal will over time, have a reasonable prospect of delivery.

Site TH2 Station Interchange



Key site objectives

The Station Interchange will be a new high quality point of arrival, departure and interchange.

The site will be flanked by new development on both its east and west side.

Leading land use

C3 Residential

B1 Uses

Supporting land use

A1- 3

2100 sqm should be allocated for retail use.

Key outputs

Homes – 110

Jobs – 470 -

Site description

0.95 hectare site with a PTAL rating of 6.

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 operator's bus services, taxi and private car drop-off/pick-up and private parking.

Currently, busy roads to the north, south and west and the railway itself to the east cut the site off from its surroundings. The gyratory removal project has reduced the barrier effect of surrounding roads and reconfigured 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.

Site constraints/dependencies

Plans are already in place for a redeveloped station building with scope for over-station accommodation.

A new bus station is nearly complete.

Design considerations

Planning permission has already been granted for a new station building.

The over-station development should be between 7 and 10 storeys in height, rising to over 11 storeys in height fronting Ferry Lane.

Access

Consideration should be given to the crossing facilities over Ferry Lane adjacent to the LU station. Should the revised (scaled down) bus station option come forward it may well be required that Ferry Lane is widened to the south to accommodate space for buses. Providing a direct access underneath Ferry Lane to the LU Station could also be considered, particularly if the station is to be expanded to accommodate Crossrail 2 services.

The west part of the existing bus station could be released for development if the bus station is redeveloped and moved to the east. Alternatively eastbound services on routes 123, 230 and W4 could stop on Ferry Lane and route 192 standing buses could be located on Watermead Way. This would allow the number of stops and stands within the bus station to be reduced and free up land for development. However, this approach would require Ferry Lane to be widened to allow traffic to pass stopped buses. Work to Ferry Lane could perhaps take place when the existing road bridge is altered to allow for upgrades to the West Anglia main line.

Active frontages and streets.

Commercial opportunities on ground floor of new station building would create an active edge to the east side of interchange square.

Land uses

The over-station development would be most suitable for office uses although residential uses would also be appropriate.

Public realm

New development should provide high quality frontage to the new Station Interchange square.

Site specific infrastructure

Residential amenity space.

Streetscape improvements along Ferry Lane.

Acoustic mitigation between Ferry Lane and the rail line and new homes.

The site is identified as being in an area with potential for being part of a decentralised energy hub. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide easement for the network.

Delivery

A site specific appraisal has been undertaken to assess the viability of a new mixed use development and demonstrates that with the allocated GLA funding and an assumed amount of affordable housing grant, the proposed scheme can deliver a policy compliant level of private and affordable flats and non-residential uses, including commercial employment space, at a market acceptable level of development return.

We would anticipate that there will be growth in sales values for new residential development and the non-residential uses over the development plan period which will help to improve the viability of the scheme and may allow for a greater proportion of affordable housing to be provided.

TH6 Hale Village Tower



Key site objectives

Hale Village tower will deliver new homes, and a small number of new jobs.

The design of the tower will contribute positively to the streetscene, townscape and wider views.

New development will take advantage of the environmental and transportation assets of the immediate surrounding area.

Leading land use

C3 Residential

Supporting land use

A1 Retail

Key outputs

Homes – 195

Jobs – 36

Site description

0.18 hectare site with a PTAL rating of 6.

Hale Village has been mostly developed, in accordance with an approved Masterplan and Design Code. Only one plot, the most prominent land parcel, remains unbuilt.

Hale Village contains a new mixed community which complements the longer established and more suburban form of the Ferry Lane Estate to the south.

The original outline planning consent for Hale Village included provision for a tall building on the plot closest to the railway station. Outline consent was then granted for a mixed-use building of up to 18 storeys.

Site constraints/dependencies

The Hale Village tower will play a central role in animating the new public space facing the centre of Tottenham Hale.

A new bridge link to the station will be delivered with the replacement station building.

The site provides the potential for new residents to benefit from exceptional views to the east and south down the Lee Valley.

Design considerations

The Hale Village tower should contribute positively to the Ferry Lane street frontage.

The form, scale and massing of the tower should contribute positively to the setting of the Lea Valley Regional Park and the openness of the Green Belt.

Any subsequent application to exceed the height in the existing planning permission would require special justification based upon the design and architectural outcomes expressed in AAP Building Heights Policy xxxxxxxx which advocates tall buildings along the Ferry Lane corridor to be of a slender form

Site specific infrastructure

Residential amenity space.

Streetscape improvements along Ferry Lane.

Acoustic mitigation between Ferry Lane and the rail line and new homes.

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

Delivery

The site has recently been offered to the market and a developer is shortly to be appointed. Planning permission was granted in 2006 - HGY2006/1177.

TH7 Hale Wharf



Key site objectives

Hale Wharf will provide a mixture of new homes with priority given to family housing.

Will provide no net loss of jobs and a variety of employment uses clustered around the Green Link emphasising its leisure related role.

To deliver a co-ordinated, comprehensive development that incorporates the garage site and the Lock Keepers Cottage to the east and relates positively with the Paddock Community Nature Park, Ferry Lane, the River Lea and and Lea Valley Regional Park.

Will provide a publicly accessible and welcoming Green Link through to Lea Valley Regional Park.

The design of the new development will take its cue from the natural surroundings that compliments the setting of the Lea Valley Regional Park and does not detrimentally impact upon the openness of Green Belt

New development will take advantage of the environmental and transportation assets of the immediate surrounding area.

Leading land use

C3 Residential

Supporting Land Use

A1 - A3 – Cafe

B1 Workspace

D1 Community Use

Key outputs

Homes – 300

Jobs –45

Site description

1.93 hectare site with a PTAL rating of 5.

The site is a long, thin strip of land between the natural course of the River Lee (itself forming channels and islands) and the canalised Lee Navigation; 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 Community Nature Park provides an important refuge for water birds and other aquatic animals and plants. Across Ferry Lane/Forest Road is the Walthamstow Wetlands project, which aims to improve and further open up this part of the Lee Valley Regional Park, with a visitor’s centre a short distance further east. The former petrol station to the south west corner of The Paddock and the Lockkeepers for the south east offer two small redevelopment opportunities.

At the southern end of the site, the narrow strip 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.

Site constraints/dependencies

The site provides the potential for new residents to benefit from exceptional views to the east and south down the Lee Valley. The site is in various ownerships. Comprehensive development of the site including the Paddocks, the BP Garage and the Lock Keepers Cottage will be vital in determining the acceptability of the site through its relationship with the Lea Valley Regional Park and the protection of the openness of the Green Belt.

Redevelopment of the Hale Wharf site will need to maintain access to the house boat community north of the Hale Wharf site.

The site lies on the route of the Green Link and new development will need to allow for quality routes through the site linking into The Paddocks.

New development should enable the ongoing operation and maintenance of the lock gates. New development should not adversely impact on the ecological assets in the area.

The Environment Agency will be a key stakeholder in agreeing any new development proposals as the site is just outside of a high flood risk area. The site is in close proximity to the Walthamstow Marshes SSSI, Lee Valley Ramsar Site and Special Protection Areas.

Design considerations

Building heights will have to respond to the proximity and 'openness' of the Green Belt. Building should step down from Ferry Lane as tall buildings in this location would be against a busy road and create an effective marker point to the river.

The provision of new purpose built employment floorspace to accommodate the potential for a mix of retail, leisure and workspaces at ground floor level.

The existing number of jobs at Hale Wharf will have to be reprovided on site.

Where a tall building is proposed it should act as a gateway into Tottenham Hale, be of a slender form and relate in form and massing to other buildings along Ferry Lane (see Building Heights Policy xxxxxx Policy). A tall building in this location over 11 storeys would have to be of exceptional design.

The mid part of the site facing the river should be around 5-6 storeys dropping down to four storeys towards the northern end.

The bulk and massing of the buildings should be informed by the surrounding natural environment and vistas. Careful consideration should be given to the exterior as to take advantage of the existing natural environment

Buildings should be orientated to allow a continuous sight line from the Green Link into the park

Access

A clear, accessible and high quality public route should connect the three bridge landings which form part of the Green Link. Clear and high quality routes should be I think we want to make the point about Hale Wharf forming part of the Green Link and hence there is a need to connect into The Paddocks. Also, there will need to be a clear, quality route connecting the bridge landings onto the Wharf.

Predominantly residential, with replacement of job numbers on site.

Public realm

Hale Wharf will form part of the Green Link and the connection through the site should feel open to the public and welcoming. The development should reflect the park through landscaping and ecology.

Employment provision should be focused around the Green Link, where this provision exists, the access routes should be clearly designed and marked as public space.

Site specific infrastructure

Streetscape improvements along Ferry Lane.

Permeable public space fronting the River Lee.

Increased traffic generation implications on Ferry Lane will have to be considered.

Acoustic mitigation between Ferry Lane and new homes.

The site is identified as being in an area with potential for being part of a decentralised energy hub, as a customer, or requiring part of the site to provide easement for the network

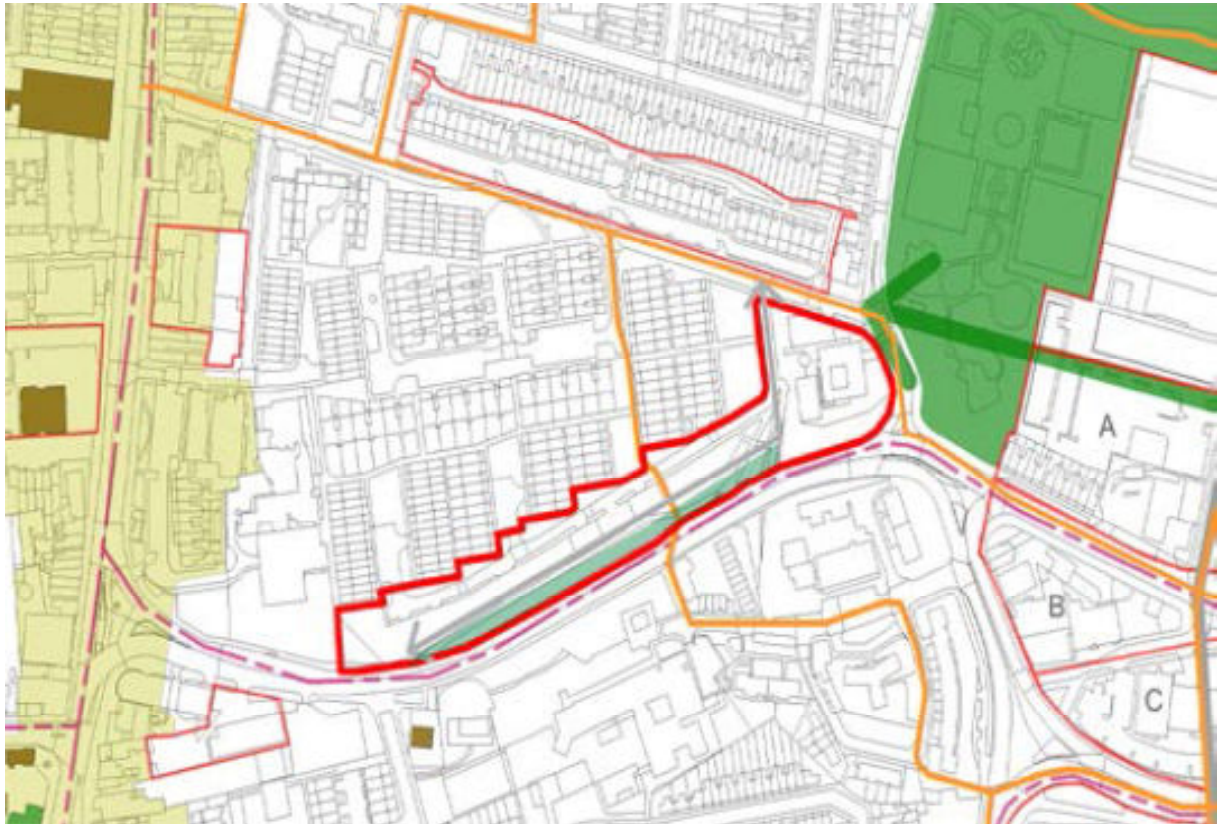
The Green Link should clearly connect with the Paddock.

A car free development is promoted on this site

Delivery

In order to deliver the proposed new homes and jobs, LBH consider that comprehensive redevelopment of Hale Wharf is required.

TH8 Welbourne Centre



Key site objectives

Monument Way will remain the principal vehicular and bus route between Tottenham Hale and Tottenham High Road and beyond.

This prominent tree lined boulevard will be enhanced and benefit from buildings which overlook its length, alongside an improved and reconfigured Fairbanks Road environment.

The Welbourne Centre provides an opportunity for a new health centre and associated community uses on the lower floors.

The site will provide new homes, with a mix of typologies and tenures.

Leading land use

D1Health Centre

C3 Residential

Key outputs

Homes – 183

Jobs – 32

Site description

0.97 hectare site with a PTAL rating of 6.

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.

Site constraints/dependencies

Residents of the Chesnut Estate value the existing physical separation between their residential neighbourhood and Monument Way itself.

Very few buildings provide Monument Way with any sort of address, activity or frontage. The road corridor is more hostile for pedestrians as a result.

The land between Fairbanks Road and Monument Way provides an opportunity to maintain a level of environmental mitigation for existing residents whilst also ensuring new development has a more direct relationship with the principal road corridor.

The Welbourne Centre site provides an exciting opportunity to deliver a new health centre together with higher density residential uses above.

Design considerations

New development along this axis should seek to improve the environment along Monument Way.

New development should complete the exposed 'block-ends' along Fairbanks Road.

Building heights along Fairbanks Road should not exceed 4 storeys.

Building heights on the Welbourne Centre site should range from approximately 5 storeys to a maximum of 10 storeys.

New development should help protect the existing private amenity of existing residents from the environment along Monument Way.

Access

New development should be accessed off a realigned Fairbanks Road.

Fairbanks Road should be moved south to release developable land adjacent to the existing Fairbanks Road terraces.

Vehicular access off Chesnut Road to Fairbanks Road will continue to be required – potentially relocated west to better connect public open space with new community facilities.

The potential for establishing future vehicular access to the Chesnuts Estates directly off Monument Way should be explored. Such an approach would require provision of a link road between Hamilton Road and Fairbanks Road.

On-street parking should be accommodated along Fairbanks Road.

Active frontages and streets

Care should be taken to ensure new development does not turn its back to Monument Way.

Realignment of access road would enable new development to directly address Fairbanks Road and improve the environment along Monument Way.

The Welbourne Centre should address and be orientated towards the Tottenham Hale District Centre to the east.

Land uses

New development along Fairbanks Road provides opportunities for new family housing.

A new health centre and associated community uses should be delivered on the lower floors of the Welbourne Centre site.

Higher density apartments should be accommodated above the health centre.

Public realm

The pedestrian experience along Monument Way should be improved.

A landscape buffer should be maintained between Monument Way and the realigned Fairbanks Road to protect residents from disruption caused by vehicular traffic.

The public open space adjacent to the Welbourne Centre could become more useful for local amenity if it is closely related to the new community facilities through the realignment of the junction between Fairbanks Road and Chesnut Road.

Site specific infrastructure

Residential amenity space.

Public amenity space adjoining the Welbourne Centre.

Streetscape improvements along Monument Way.

Acoustic mitigation between Monument Way and new homes.

Realignment of Fairbanks Road.

New access to Fairbanks Road from Monument Way.

The site is identified as being in an area with potential for being part of a decentralised energy hub, as a customer, or requiring part of the site to provide easement for the network

Delivery

An appraisal of the site has been undertaken to assess the viability of a new residential development and demonstrates that with the allocated GLA funding and an assumed amount of affordable housing grant, the proposed scheme can deliver a proportion of affordable housing, but given the current mix assumed in the site capacity work, it may struggle to achieve a policy compliant level at a market acceptable level of development return.

We would anticipate that there will be growth in sales values for new residential development over the development plan period which will help to improve the viability of the scheme and may allow for a greater proportion of affordable housing to be provided

Centre could become more useful for local amenity if it is closely related to the new community facilities through the realignment of the junction between Fairbanks Road and Chesnut Road.

Site specific infrastructure

Residential amenity space.

Public amenity space adjoining the Welbourne Centre.

Streetscape improvements along Monument Way.

Acoustic mitigation between Monument Way and new homes.

Realignment of Fairbanks Road.

New access to Fairbanks Road from Monument Way.

TH9 South Tottenham Employment Area



Key site objectives

Protection and significant intensification of B class employment generating uses particularly those which support design, creative functions industries will be supported by the Council.

On the periphery of the employment area where there is transition into residential areas limited warehouse living will be considered as part of schemes, where the main purpose is on improving the quality of employment space provision and where there will be an uplift in floorspace as part of the scheme.

Limited warehouse living schemes will also be considered where there are existing live/work areas such as Fountayne and Markfield Road .Positive interventions by the council to facilitate the intensification of appropriate B Class will be required.

Key Outputs

Jobs – 1000

Homes – 300

Leading land use

B 1- 2

Supporting land use

C3,

B8

Limited A class uses (A3) which support B Class operations

Site description

11.9 hectare site with an average PTAL of 4. South Tottenham Employment Area (DEA 14 in the 2013 Local Plan) is a Locally Significant Industrial Site (LSIS) providing for a range of industrial uses (B1a, B1c/B2 and B8).

To its east and south the site is bordered by railway lines, where there are 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, café and 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 re-moved 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.

Tottenham Hale Retail Park is located to the north of DEA

Site constraints/dependencies

The site is part of the Crossrail 2 safeguarding area.

Design considerations

Creating new permeable links through the site and improving the legibility of the street network will be critical in creating a new mixed use neighbourhood.

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.

A new connection from the southern end of Fountayne Road through to Markfield Road. ,

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 Foun-tayne Road area to act as a destination and provide a hub for local businesses in-cluding a cafe and business support services.

Land uses

Should intensify and create B1b, B1c/B2 and B8 uses

Possible future opportunity to capitalise on the regeneration of the Retail Park by providing more flexibility in land uses at the northern end of the site.

Site specific infrastructure

Cycle route – part of Quietway route - check

The site is identified as being in an area with potential for being part of a decentralised energy hub, as a customer, or requiring part of the site to provide easement for the network

Crossrail 2 safeguarding site.

TH8 South Tottenham Employment Area

Key site objectives

Protection and significant intensification of B class employment generating uses particularly those which support design, creative functions industries will be supported by the Council.

On the periphery of the employment area where there is transition into residential areas limited warehouse living will be considered as part of schemes, where the main purpose is

on improving the quality of employment space provision and where there will be an uplift in floorspace as part of the scheme.

Limited warehouse living schemes will also be considered where there are existing live/work areas such as Fountayne and Markfield Road .Positive interventions by the council to facilitate the intensification of appropriate B Class will be required.

Key Outputs

Jobs – 1000

Homes – 300

Leading land use

B 1- 2

Supporting land use

C3,

B8

Limited A class uses (A3) which support B Class operations

Site description

11.9 hectare site with an average PTAL of 4. South Tottenham Employment Area (DEA 14 in the 2013 Local Plan) is a Locally Significant Industrial Site (LSIS) providing for a range of industrial uses (B1a, B1c/B2 and B8).

To its east and south the site is bordered by railway lines, where there are 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, café and 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 re-moved 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.

Tottenham Hale Retail Park is located to the north of DEA

Site constraints/dependencies

The site is part of the Crossrail 2 safeguarding area.

Design considerations

Creating new permeable links through the site and improving the legibility of the street network will be critical in creating a new mixed use neighbourhood.

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.

A new connection from the southern end of Fountayne Road through to Markfield Road. ,

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 Foun-tayne Road area to act as a destination and provide a hub for local businesses in-cluding a cafe and business support services.

Land uses

Should intensify and create B1b, B1c/B2 and B8 uses

Possible future opportunity to capitalise on the regeneration of the Retail Park by providing more flexibility in land uses at the northern end of the site.

Site specific infrastructure

Cycle route – part of Quietway route - check

The site is identified as being in an area with potential for being part of a decentralised energy hub, as a customer, or requiring part of the site to provide easement for the network

Crossrail 2 safeguarding site.

Delivery

APPENDIX A: Tottenham Housing Trajectory

Housing Schedule

A.1 Haringey's Local Plan provides a commitment to deliver at least 19,802 net additional homes in the Borough over the fifteen year period from 2011/12 to 2025/26.

A.2 The Tottenham Area is tasked to deliver at least 10,000 of the 19,802 homes needed⁴. The following table summarises the past completions within the Tottenham AAP area for the period 2011/12 to 2013/14, as well as pipeline supply and planned delivery for the remaining Plan period 2014/15 to 2025/26. It indicates where and when development is intended to come forward to meet and, where possible, exceed the 10,000 homes target within the Tottenham area, including the broad distribution of growth as benchmarked in accordance with Strategic Policy SP1.

Delivery Summary 2011/12 to 2025/26

[Insert Table]

⁴ For the avoidance of doubt, the effect of this Tottenham AAP and Local Plan Site Allocations is not to disaggregate the Borough-wide target into separate, minimum targets for the different growth locations. Therefore, it will not be a material consideration if development to achieve 10,000 homes within the Tottenham Area is not on track when overall delivery against the Borough target of at least 19,802 homes is on track as a result of phased growth across the rest of the borough.

APPENDIX B: Evidence Base Studies

B1. Prior to the preparation of any new plan, baseline information must be collected to establish the need for and scope of the document. The evidence base for the AAP draws upon studies undertaken for the Borough as well as specific studies undertaken for Tottenham. These are set out below along with a brief description of their purpose.

B2. All of the evidence base documents are available to view from the Council's website www.haringey.gov.uk/ldf.

Document	Topic	Description	Date
Policies			
National Planning Policy Framework (NPPF)		Conformity	March 2012
National Planning Guidance		Detailed guidance on development topics to support NPPF	
London Plan	Regional Spatial Strategy	Identifies Tottenham as a growth point with London Conformity	July 2011
Further Alterations to the London Plan	Updated Population and Housing projections	Increases Haringey's Housing target to 1502 homes per annum	
Haringey's Local Plan: Strategic Policies 2013 - 2026	Local Spatial Strategy	Identifies Tottenham Hale as a Growth Area which signifies that it has the greatest capacity for growth in Haringey Identifies Northumberland Park, Tottenham High Road Corridor and the Seven Sister Corridor as Areas of Change which signifies that these are areas with considerable potential for growth though on a lesser scale than growth areas	March 2013
Upper Lee Valley OAPF		Emphasises the optimisation of the potential that the Lee Valley offers with a network of blue and green spaces, links and bridges to open up the park to existing and new communities. Investment in strategic infrastructure such as rail, cycle and pedestrian routes is a major element underpinning this growth and regeneration. In addition other strategic infrastructure such as a Lee Valley Heat Network is promoted. The OAPF stresses the Upper Lee Valley's potential for, growth in the visitor economy around green / blue spaces, knowledge economy, green enterprises, and more traditional logistics, distribution. These potential assets have been	

		<p>addressed in the AAP.</p> <p>Three urban design principles underpin the OAPF which in turn have helped to form a major cross cutting theme of this plan which is to improve access to movement. Through Tottenham. These principles are:</p> <ul style="list-style-type: none"> • Forming a single valley space; • Making new ways in and through the park and • Connecting to existing communities. <p>In addition the potential for tall buildings is expressed, especially the ones with “landmark” character that support the regeneration of an area. These are expected to be located in generally well defined clusters in identified urban growth centres (e.g Tottenham Hale). New developments should give consideration to design principles given the sensitive ecological nature of the area.</p>	
Studies			
Tottenham Transport Modelling Assessment	Transport	Transport modelling carried out to assess the transport impacts of the potential changes in population and employment in Haringey with a particular focus on the Tottenham AAP area. The study identifies a range of possible interventions to mitigate the impact of these changes.	Nov 2014
Haringey Urban Characterisation Study	Urban Structure Analysis	Study assessing the Borough’s urban character, structure and form. Informs Tottenham AAP’s agenda of change, and place making whilst guiding how it should safeguarding its existing assets.	Feb 2015
Haringey’s Open Space and Biodiversity Study	Open Space and Nature	<p>Study assessing the quantity, quality and value of the open space and sites of importance for nature conservation (SINCs) in the Borough.</p> <p>Sets locally derived standards for the provision of open space in the Borough. These standards will form the basis for redressing the quantitative and qualitative deficiencies through the planning process.</p>	2014
Haringey’s Strategic Housing Market Assessment	Housing	Provides up to date information and understanding of housing growth and needs in Haringey, including affordable housing needs. The report will be used to	May 2014

		develop housing and planning policies for the borough.	
Haringey Economic Growth Assessment	Economy	Assessment looking at the potential for economic growth and inward investment in Haringey. Concluded that a successful economic strategy for Haringey should be based around objectives such as attracting and retaining a skilled, affluent population, providing business support and business space for Haringey's successful and entrepreneurial small business scene. The Assessment also states that Haringey should not attempt to attract Central London activities and advanced manufacturing.	2014
Employment Land Study	Employment Land	This update provides up to date analysis of the Borough's overall employment land supply as well as an assessment of the likely demand for employment land and premises up to 2031. It also sets out recent changes to the strategic policy context for economic development and their implications for the supply and demand for employment land in Haringey.	Updated 2015
Strategies			
A Plan for Tottenham	Regeneration Plan	Sets out the ambitions and plans for regeneration, development and growth in Tottenham	Sept 2012
The Tottenham Strategic Regeneration Framework	Community Consultation document	2014 Framework which sets out vision for the future of Tottenham and sets out how local people's priorities could be achieved through long-term regeneration. Supported by five month public consultation.	March 2014
The Tottenham Physical Development Framework	Spatial Framework	Sets out a conceptual spatial framework for Tottenham. It shows the opportunities for change in Tottenham's key regeneration areas and makes a number of recommendations for consideration by Haringey Council.	March 2014
The High Road West Masterplan Framework	Masterplan Framework for Housing Estate Regeneration	The Masterplan Framework for High Road West sets out guiding principles for future development of the High Road West area and sets parameters regarding the quantum of development, massing, heights of buildings, materials and land use for the High Road West site. The Masterplan Framework informs the AAP's vision and objectives for the wider North Tottenham whilst the detail of the Framework guides the key principle for	Sept2014

		development on this site which in turn will provide guidance for any future planning application.	
Northumberland Park Estate Masterplan Framework	Masterplan Framework for Housing Estate Regeneration	<p>Initial Masterplan Framework for Northumberland Park sets out broad principles for development. The Framework sets out broad principles parameters regarding the quantum of development, massing, heights of buildings, materials and land use for the Northumberland Park site.</p> <p>The Masterplan Framework informs the AAP's vision and objectives for the wider North Tottenham whilst the detail of the Framework guides the key principle for development on this site which in turn will provide guidance for any future planning application</p>	
Supplementary Planning Documents			
Transforming Tottenham Hale Urban Centre	Masterplan	The Masterplan defines the preferred form of development for Tottenham Hale in order to facilitate a comprehensive development that will provide new jobs and homes.	2006

APPENDIX C: Proposed deleted policies and proposal sites of the Haringey Unitary Development Plan (2006)

C.The table below identifies the Part 2 policies and proposal sites of the Haringey Unitary Development Plan (2006) that will be deleted upon adoption of Haringey's Development Management DPD.

A full list of the policies that were deleted by the Secretary of State on 15th July 2009 and those deleted upon the adoption of the Haringey Local Plan: Strategic Policies on 18th March 2013 are contained in Appendix 1 of the Haringey Local Plan: Strategic Policies.

UDP Part 2 policies		
UDP Policy	Title	Date of Deletion
UD1	Planning Statements	2016
UD3	General Principles	2016
UD7	Waste Storage	2016
UD10	Advertisements	2016
UD11	Telecommunications Equipment	2016
ENV5	Works Affecting Watercourses	2016
ENV6	Noise Pollution	2016
ENV7	Air, Water And Light Pollution	2016
ENV11	Contaminated Land	2016
ENV12	Development at or Near Premises Involving Use Or Storage Of Hazardous Substances	2016
HSG2	Change Of Use To Residential	2016
HSG5	Hostel Accommodation	2016
HSG6	Houses In Multiple Occupation (Hmo)	2016
HSG7	Housing For Special Needs	2016
HSG11	Restricted Conversion Areas	2016
EMP4	Non Employment Generating Uses	2016
EMP5	Promoting Employment Uses	2016
EMP6	Car Repairs Workshops, Garages And Car Washes	2016
EMP7	Live/Work Units	2016
TCR2	Out Of Town Centre Development	2016
TCR3	Protection Of Shops In The Town Centres	2016
TCR4	Protection Of Local Shops	2016
TC5	A3 Restaurants And Cafes, A4 Drinking Establishments And A5 Hot Food Takeaways	2016
M8	Access Roads	2016
M9	Car-Free Residential Developments	2016
M10	Parking For Development	2016
M12	Mini Cabs	2016
OS3	Significant Local Open Land (Slol)	2016
OS4	Alexandra Park And Palace	2016

OS5	Development Adjacent To Open Spaces	2016
OS8	Heritage Land	2016
O17	Tree Protection, Tree Masses And Spines	2016
CLT3	Social Clubs	2016
CLT4	Hotels, Boarding Houses And Guest Houses	2016
CSV4	Alterations And Extensions To Listed Buildings	2016
CSV5	Alterations And Extensions In Conservation Areas	2016
CSV6	Demolition Of Listed Buildings	2016
CSV7	Demolition In Conservation Areas	2016
CSV8	Archaeology	2016
UDP Proposal Sites		2016
Site		Address
13	White Hart Lane Stadium	2016
18	Tottenham Green Baths	2016
19	Land adjacent to railway line White Hart Lane Station	2016
20	Tottenham International including Tottenham Hale Station, the retail park, Hale Wharf and Tottenham Marshes	2016
21	Wards Corner and Council Offices at Apex House	2016
27	Lawrence Road	2016
28	Seven Sisters, Road / Durnford, Street/ Gourley Place	2016

APPENDIX D: Superseded Supplementary Planning Documents and Guidance

D1. This AAP proposes a new policy framework for Tottenham. As a result, a number of existing Supplementary Planning Documents (SPDs) and Guidance (SPGs) will be out of step with the new spatial strategy and the Tottenham policies and site allocations which give effect to this. The SPDs and SPGs listed below are therefore proposed for deletion.

- Tottenham Hale Urban Centre Masterplan, 2006
- Lawrence Road Planning Brief SPD, October 2007
- Tottenham High Rd Shopfront Policy (draft 2006);

D2. Upon adoption of the suite of Haringey's Local Plan documents, including the Tottenham AAP, the Council will undertake a full analysis of the requirements for further supplementary guidance and will publish a proposed schedule of new SPDs to be prepared on its website.

APPENDIX E: Glossary

- **Accessibility:** Ability of people or goods and services to reach places and facilities.
- **Accessible Development:** A building, facility etc. and its wider environment which can be reached and used, in particular by people with disabilities.
- **Accessible Transport:** Transport services and vehicles designed and operated to be usable by people with disabilities and other transport disadvantaged people, with characteristics possibly including affordable fares, wheelchair user accessibility and easy reach of final destination.
- **Active Frontages:** *street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings. This quality is assisted where the front facade of buildings, including the main entrance, faces and open towards the street.* This is not the same as attractive frontages, such as art walls, green walls or display boxes. Active frontages are often taken to mean continuous rows of highly-glazed shop fronts with frequent entries and cafes.
- **Affordable Rent:** Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.
- **Affordable Housing:** Affordable housing includes social rented and intermediate housing provided to specific eligible households whose needs are not met by the market (See entry for affordable rent, intermediate and social rented for further details).
- **Amenity:** A positive element or elements which contribute to the overall character or an area, for example open land, trees, historic buildings and the inter-relationship between all elements in the environment.
- **Annual Monitoring Report (AMR):** The AMR is part of the Local Development Framework and reviews progress on the preparation of the Council's Local Development Framework.
- **Area Action Plan (AAP):** Development Plan Documents used to provide a planning framework for areas of change (e.g. major regeneration) and areas of conservation.
- **Area of Archaeological Importance:** Areas with known archaeological potential where the Council's archaeology policies will normally be strictly applied.
- **Area for Intensification:** These are areas which have significant potential for increases in residential, employment and other uses through development for regeneration of available sites and exploitation of potential for regeneration, through higher densities and more mixed and intensive use. These areas have good existing or planned public transport.
- **Area of Change:** these are areas with considerable potential for growth, though on a lesser scale than growth areas. These areas are appropriately located to support growth and contain identified sites which are available and suitable for development.
- **Area of Opportunity:** London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and /or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.
- **Article 4 Direction:** A power available under the 1995 General Development Order allowing the Council, in certain instances, to restrict permitted development rights.
- **Backland Development:** Development of land-locked sites, such as rear gardens, private open space or old lock up garages, usually within predominately residential areas.
- **Biodiversity:** Biodiversity encompasses the whole variety of life on earth (including on or under water) including all species of plants and animals and the variety of habitats within which they live. It also includes the genetic variation within each species.
- **Biodiversity Action Plan (BAP) – Haringey:** The Biodiversity Action Plan includes policies and actions that will contribute towards conserving, enriching and celebrating the wildlife in Haringey.
- **Blue Ribbon Network:** Policy covering London's waterways, water spaces and land alongside them.
- **Building Research Establishment Assessment Method (BREEAM):** used to assess the environmental performance of new and existing buildings.
- **Brownfield Land:** Previously developed land which is or has been occupied by a permanent structure.
- **Borough Roads:** Roads for which the Borough is the Highway Authority.

- **Building Line:** The line formed by frontages of buildings along a street.
- **Car Club:** Schemes which facilitate vehicle sharing.
- **Central Activity Zone (CAZ):** The CAZ is the area where planning policy recognises the importance of strategic finance, specialist retail, tourist and cultural uses and activities, as well as residential and more local functions.
- **Care in the Community:** This enable people in need of care, whether because of old age, disability, illness or other reasons, to continue to live in their own homes or in homely settings within the community.
- **Census:** A ten-yearly comprehensive nation-wide sample survey of population, housing and socio-economic data. The latest one was conducted in March 2011.
- **Cluster:** Geographical concentration of interconnected companies, specialised supplies, service providers in related industries, and associated institutions (for example universities, standard agencies, and trade associations) in particular firms that compete but also co-operate.
- **Code for Sustainable Homes:** The national standard for the sustainable design and construction of new homes.
- **Combined Heat and Power (CHP):** The combined production of heat, usually in the form of steam, and power, usually in the form of electricity.
- **Community Facilities:** Community facilities can be defined as including children's play and recreation facilities, services for young people, older people and disabled people, as well as health facilities, facilities for emergency services, including police facilities, education facilities, libraries, community halls, criminal justice facilities meeting rooms, places of worship, public toilets, pubs and post offices.
- **Community Infrastructure Levy (CIL):** A per square metre tariff on new development seeking to raise revenue to fund new infrastructure.
- **Community Transport:** A range of voluntary sector, non profit-making transport services designed to meet the needs of people who do not have access to private transport and for whom public transport is unsuitable.
- **Comparison Goods:** Goods for which the purchase involves comparison by the customer and which while not being purchased frequently must nevertheless be stocked in a wide range of size, colours and fabrics, jewellery, furniture and goods normally sold at specialist shops and general stores.
- **Compulsory Purchase Order (CPO):** An order which enables a statutory authority to purchase an area of land compulsory for an approved project.
- **Conservation Area:** Area designated by the Council under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historic interest. The Council will seek to preserve and enhance the character and appearance of these areas.
- **Contaminated Land:** Land which contains potentially harmful substances as a result of human activity or from natural causes may be regarded as contaminated land. Because substances in or on the land may be hazardous and likely to affect its proposed development, a quantitative risk based assessment is required to determine whether the proposed development should proceed and whether some form of remedial action is required.
- **Context:** In urban design terms the character and setting of the immediate local area within which a building or site is situated or to be sited. The context will take into account any local distinctiveness of an area i.e. the particular positive features of a locality that contribute to its special character and sense of place and distinguishes one local area from another.
- **Convenience Goods:** Good purchased on a regular basis which meet the day to day needs of local residents. They require minimum effort in selection and buying e.g. food, newspapers and other goods of a standardised type of which there is a wide sale.
- **Conversions:** The sub-division of residential properties into self-contained flats or maisonettes.
- **Core Strategy:** The Core Strategy was the former title of the Local Plan: Strategic Policies document.
- **Culture:** A way of life including, **but not** limited to language, arts and science, thought, spiritual activity, social activity and interaction (the Roshan Cultural Heritage Institute).
- **Cultural Quarter:** Area where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environment.
- **Decent Homes Standard:** A Government standard for housing which requires both Councils and Registered Social Landlords (RSLs) to bring up their property standards to a defined minimum by 2010.
- **Density:** The number of habitable rooms per hectare.

- **Designated Views** - views which focus on architecturally and culturally important groups of buildings that can be enjoyed from well managed public spaces
- **Development Management Development Management Document (DMDPD):** These are the policies which are required to ensure that all development in the borough meets the spatial vision and objectives set out in the Local Plan.
- **Development Plan Documents (DPD):** Statutory planning documents that form part of the Local Development Framework including the Local Plan: Strategic Policies, Development Management Policies and Site Allocations Document.
- **District Centre:** District centres have traditionally provided convenience goods and services for more local communities and accessible by public transport, walking and cycling.
- **Ecological Corridor:** Ecological Corridors are relative areas of green space running through built up areas that allow the movement of plants and animals to other areas and habitats.
- **Emergency Services:** Includes Fire, Police and Ambulance services.
- **Employment Land Review (ELR):** A study providing evidence of the macroeconomic circumstances driving the need for provision of employment land in the borough.
- **Environmental Assessment:** A method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level 'strategy' (a policy, plan or programme), with the aim of taking account of these effects in decision-making.
- **Fluvial:** Water in the Thames and other rivers.
- **Form:** The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscaping of development.
- **General Development Order (GDO):** Identifies the certain types of usually minor development for which planning permission is not required and which therefore do not require a planning application to be submitted to the Council.
- **Greater London Authority (GLA):** The GLA is a strategic citywide government for London. It is made up of a directly elected Mayor and a separately elected Assembly.
- **Green Belt:** Green Belt is an area of land which has been given special status to restrict inappropriate development.
- **Green Chain/Link:** Linked green spaces composed of such elements as open land, footpaths, canals and rivers which provide public access, play valuable recreational, conservation, ecological and general amenity role. Green chains can also be Ecological Corridors.
- **Green Industries:** This business sector that produced goods or services, which compared to other more commonly used goods and services, are less harmful to the environment.
- **Green Infrastructure:** A network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.
- **Green Roofs:** Planting on roofs to provide climate change, amenity and recreational benefits.
- **Growth Area:** Specific areas for new residential development to accommodate future population growth. In Haringey, there are two including Tottenham Hale, Opportunity Area, and Haringey Heartlands, Area of Intensification.
- **Gyratory:** A road junction at which traffic enters a one-way system around a central island.
- **Health Impact Assessment (HIA):** A process for ensuring that land use and planning decision making at all levels consider the potential impacts of decisions on health and health inequalities. It identifies actions that can enhance positive effects and reduce or eliminate negative effects.
- **Heritage Land:** Heritage Land is open land of strategic importance to London of significance for its landscape, historical and nature conservation interest. The only Heritage land at the present time is Highgate Golf Course which forms part of the wider area of Hampstead Heath.
- **Highway Authority:** An authority responsible for a highway, whether or not maintainable at public expenses.
- **Historic Parks and Gardens:** Parks and gardens containing historic features dating from 1939 or earlier registered by English Heritage. These parks and gardens are graded I, II or II* in the same way as Listed Buildings. Only Alexandra Park and Finsbury Park are registered in Haringey.
- **Homes and Community Agency (HCA):** HCA is the national housing and regeneration agency for England.
- **House in Multiple Occupation (HMO):** Housing occupied by members of more than one household, such as student accommodation or bedsits.
- **Housing Association:** see Registered Provider.
- **Housing Trajectory:** Graph illustrating the supply of projected completion housing completions up to 2026.

- **Industrial Business Park (IBP):** Strategic industrial locations that are particularly suitable for activities that need better quality surroundings including research and development, light industrial and higher value general industrial, some waste management, utility and transport functions, wholesale markets and some small scale distribution. They can be accommodated next to environmentally sensitive areas.
- **Intermediate Housing:** Housing available at prices and rents above those of social rent but below market prices or rents.
- **Landmarks** - Buildings and structures, other than Strategically Important Landmarks, that are visually or culturally prominent in Designated Views
- **Landscape:** The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these elements combine.
- **Lifetime Home:** Ordinary homes designed to provide accessible and convenient homes for a large segment of the population.
- **Linear View:** A view seen through narrow gaps between buildings or landscaping
- **Listed Building:** Locally listed buildings are those which satisfy one or more of the following criteria: historic interest, architectural interest or environmental significance. Statutory listed buildings are buildings of special architectural or historic interest, they are graded as I, II* or with grade I being the highest. English Heritage is responsible for designating buildings for statutory listing in England.
- **Local Development Documents (LDD):** The collective term for Development Plan Documents, Supplementary Planning Documents (does not form part of the statutory development plan) and other documents including the Statement of Community Involvement.
- **Local Development Framework (LDF):** The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current Local Plans or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan.
- **Local Development Scheme (LDS):** The LDS sets out the programme/timetable for preparing the LDD.
- **Local Implementation Plan (LIP):** Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.
- **Local Nature Reserve (LNR):** Sites which offer special opportunities for people to see and learn about wildlife in natural surroundings. LNRs are a statutory designation made under the National Parks and Access to the Countryside Act 1949.
- **Local Plan: Strategic Policies:** The Local Plan: Strategic Policies is a Development Plan Document setting out the vision and key policies for the future development of the borough up to 2026.
- **Local Shopping Centre:** The level of shopping centre below District Centre level, providing services for local communities.
- **Local Strategic Partnership (LSP):** A partnership of people that bring together organisations from the public, private, community and voluntary sector within a local authority area.
- **London Development Agency (LDA):** Organisation acting on behalf of the Mayor, whose aim is to further the economic development and regeneration of London.
- **London Plan (The Spatial Development Strategy):** The London Plan is the name given to the Mayor's spatial development strategy for London.
- **Market Housing:** Private housing for rent or for sale, where the price is set in the open market.
- **Metropolitan Open Land (MOL):** Strategic open land within the urban area that contributes to the structure of London.
- **Metropolitan Town Centre:** Metropolitan centres serve wide catchments areas and can cover several boroughs. Typically they contain at least 100,000sq.m of retail floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, leisure, service and civic functions.
- **Mixed tenure:** A mix of affordable and market housing.
- **Mixed Use Development:** Provision of a mix of complementary uses, such as residential, community and leisure uses on a site, within the same building or within a particular area.
- **National Planning Policy Framework (NPPF):** Sets out the Government's planning policies for England and how they are expected to be applied. The NPPF replaces 44 planning documents,

primarily Planning Policy Statements (PPS) and Planning Policy Guidance (PPGs), which previously formed Government policy towards planning.

- **Neighbourhood and more local centres:** Typically serve a localised catchment often most accessible by walking and cycling. They include local parades and small cluster of shops, mostly for convenience goods and other services.
- **Open Space:** All land in London that is predominately undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
- **Panorama** - A broad prospect seen from an elevated public viewing place
- **Planning Obligations Supplementary Planning Document:** A guidance document offering support in the implementation of planning obligations on planning applications subsequent to the adoption of the Haringey CIL.
- **Primary Care Trust (PCT):** PCTs decide what health services a local community needs, and they are responsible for providing them.
- **Public Realm:** This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.
- **Public Transport Accessibility Level (PTAL):** Public Transport Accessibility Levels are a measure of the extent and ease of access to the public transport network.
- **Regeneration:** The economic, social and environmental renewal and improvement of a rural or urban area.
- **Registered Provider:** non-profit making organisations that provide low-cost housing for people in need of a home.
- **River Prospect:** Short and longer distance visual experiences of a rivers cape (in HGY case Lee, Moselle or New River)
- **Section 106 Agreements (S106)/Planning Obligations:** These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.
- **Secured by Design:** The planning and design of street layouts, open space, and buildings so as to reduce the likelihood or fear of crime.
- **Site Allocations Development Plan Document:** This will form part of Haringey's LDF and will guide land use and future development in the borough until 2026.
- **Sites of Importance for Nature Conservation (SINC):** SINCs are areas protected through the planning process having been designated for their high biodiversity value.
- **Small and Medium Enterprises (SMEs):** Small and Medium Enterprises (SMEs) comprise businesses with more than 11 but less than 250 staff.
- **Social Infrastructure:** Facilities and services including health provision , early years provision , schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.
- **Social Rented Housing:** Rented housing owned and managed by local authorities or registered social landlords, or be provide by other bodies under equivalent rental agreements.
- **Spatial Vision:** A statement of long term shared goals for the spatial structure of an area.
- **Statement of Community Involvement (SCI):** The Council's policy for involving the community in the preparation, review and alteration of LDDs and planning applications. It includes who should be involved and the methods to be used.
- **Strategic Environmental Assessment (SEA):** Expression used by the European Union to describe environmental assessment as applied to policies, plans and programmes.
- **Strategic Housing Land Availability Assessment (SHLAA):** An assessment of land availability for housing which informs the London Plan and borough local development documents, as set out in section 48 of the NPPF
- **Strategic Housing Market Assessment (SHMA):** An assessment of housing need and demand which informs the London Plan and borough local development documents.
- **Strategic Industrial Location (SIL):** These comprise Preferred Industrial Locations (PILs) and Industrial Business Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of industrial and related sectors including logistics, waste management, utilities, wholesale markets and some transport functions.

- **Supplementary Planning Document (SPD):** Provides supplementary information about the policies in DPDs. They do not form part of the development plan and are not subject to independent examination.
- **Supplementary Planning Guidance (SPG):** Additional advice, provided by the Council on particular topic or policy areas and related to and expanding upon statutory policies.
- **Sustainability Appraisal (SA):** This is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained in the DPDs, which complies with the EU Directive for Strategic Environmental Assessment.
- **Sustainable Urban Drainage Systems (SUDS):** An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.
- **Tall Buildings:** The Council has adopted the definition of Tall and Large Buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline, are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London.
- **Townscape View** - Unfolding close view of built up environment with spaces between and in each case views might or might not contain (but will be more significant if they do)
- **Tree Preservation Order (TPO):** Made under the Town and Country Planning Act 1990 by the local planning authority to protect trees of importance for amenity, landscape and nature conservation.
- **Urban Characterisation Study (UCS):** An appraisal of the character of the borough in terms of built urban form, topography, conservation and heritage value.
- **Use Classes Order:** The Town and Country Planning (Use Classes) Order 1987, as amended, lists 15 classes of use. A change of use within the same Class does not constitute development and thus does not require planning permission.
- **Unitary Development Plan (UDP):** A UDP is a land use plan that seeks to make the most efficient and effective use of land in the public interest. The LDF will eventually replace Haringey's UDP 2006.
- **View Corridor:** Strategic important views designated in the London Views Management Framework.
- **Warehouse Living:** Purpose built and genuine integrated working and living accommodation specifically targeted at the creative industries sectors.

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