



Muswell Hill, Alexandra, Fortis Green and Highgate Area Forum and Committee

THURSDAY, 30TH JANUARY, 2014

6.30 pm

VENUE: St Michael's CE Primary School, North Rd, Highgate, London N6 4BG

MEMBERS OF THE AREA COMMITTEE/FORUM:

Councillors Allison, Beacham, Bloch, Davies, Engert (Chair), Erskine, Hare, Jenks, Newton, Scott, Solomon and Williams

There will be a 'Report a Problem' surgery from 6.00pm to 6.30pm where officers from the Council's Frontline services and the Police Safer Neighbourhood Team will be in attendance.

Introduction by the Chair – Councillor Gail Engert

1. AREA FORUM ITEMS

In respect of the following items Members of the Public attending are encouraged to ask questions and raise any concerns

PLANNING (6.35pm)

Draft Site Allocations Document (Planning) - including a number of sites near the Wellington Gyratory – Councillor Ejiofor will be attending the Forum together with Gavin Ball – Planning Policy Officer LB Haringey

LICENSING ISSUES (7.20pm)

In particular 'late-night licences' in residential areas – Daliah Barrett - Lead Officer – Licensing LB Haringey & Mark Greaves from the Metropolitan Police will be in attendance

NORTH HILL TRAFFIC ISSUES (7.50pm)

Richard Webber from the Highgate Neighbourhood Forum, will be in attendance to talk about traffic issues North Hill.

Aspirations for the Wellington Gateway Area will also be discussed.

Tony Kennedy - Transport Policy & Projects Manager LB Haringey will be in attendance

There will be a 5 minute interval after the Area Forum business has concluded before the Area Committee commences

2. APOLOGIES FOR ABSENCE

3. DECLARATIONS OF INTERESTS

A member with a disclosable pecuniary interest or a prejudicial interest in a matter who attends a meeting of the authority at which the matter is considered:

- (i) must disclose the interest at the start of the meeting or when the interest becomes apparent, and
- (ii) may not participate in any discussion or vote on the matter and must withdraw from the meeting room.

A member who discloses at a meeting a disclosable pecuniary interest which is not registered in the Register of Members' Interests or the subject of a pending notification must notify the Monitoring Officer of the interest within 28 days of the disclosure.

Disclosable pecuniary interests, personal interests and prejudicial interests are defined at Paragraphs 5-7 and Appendix A of the Members' Code of Conduct

- 4. QUESTIONS, DEPUTATIONS OR PETITIONS : TO CONSIDER ANY QUESTIONS, DEPUTATIONS OR PETITIONS RECEIVED IN ACCORDANCE WITH PART 4, SECTION B29 OF THE COUNCIL'S CONSTITUTION**
- 5. MINUTES - 23 SEPTEMBER 2013**
- 6. FEEDBACK FROM AREA FORUM PART OF THE PROCEEDINGS**
- 7. AREA PLAN UPDATE**
- 8. ANY OTHER BUSINESS THE CHAIR CONSIDERS TO BE URGENT**

Bernie Ryan
Assistant Director – Corporate Governance and
Monitoring Officer
Level 5
River Park House
225 High Road
Wood Green
London N22 8HQ

Clifford Hart
Democratic Services Manager
Level 5
River Park House
225 High Road
Wood Green
London N22 8HQ

Tel: 0208 489 2920
Email: clifford.hart@haringey.gov.uk

Thursday, 16 January 2014

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MUSWELL HILL, ALEXANDRA, FORTIS GREEN
AND HIGHGATE AREA FORUM & COMMITTEE

30 JANUARY 2014

Agenda Item 1

PLANNING

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Briefing note for Area Forums: Site Allocations DPD and Tottenham Area Action Plans public consultation Jan-Feb 2014

The Council would like to hear your views on future development in the borough.

The Local Plan: Strategic Policies document was adopted in April 2013, and building on this, the council is bringing forward additional Local Plan documents to help shape the future of the borough. The aim of this consultation is to introduce two of these documents to local interested parties, and set out the anticipated issues they will address.

The documents are at an early stage, and this is your opportunity to influence what issues they should address in your area. The responses to this consultation will be included in the next version of these documents, which will come forward for another consultation in Autumn 2014. After being examined in public by a qualified planning inspector, the documents are anticipated to be adopted by the Council in 2015.

Site Allocations DPD

This document identifies 54 of the most strategic sites in the borough, and aims to establish the principals of any future development on these sites. When complete this document will strengthen our control over development on these sites, as well as strengthening the Council's hand in bringing forward development where necessary.

Tottenham Area Action Plans

In areas of large scale regeneration the best mechanism for delivering change is considered to be an Area Action Plan (AAP) as it sets forth a comprehensive spatial strategy for co-ordinated development. An AAP will address the existing social, physical, environmental and economical issues in an area and will set the parameters for positive development in order to unlock the full potential of a place susceptible to transformational change.

How to get in touch

The documents are available to be viewed at local libraries, Council Offices, online at www.haringey.gov.uk/ldf. The consultation is open from 17th Jan-28th Feb 2014, and there are a range of ways you can get involved:

- Presentations with Q&A sessions will be given by Council officers at your local Area Forum
- Filling in an online survey using the above link
- Drop-in events will be held at local libraries (please contact your local library for dates)
- By phone on 0208 489 1479
- By email at ldf@haringey.gov.uk

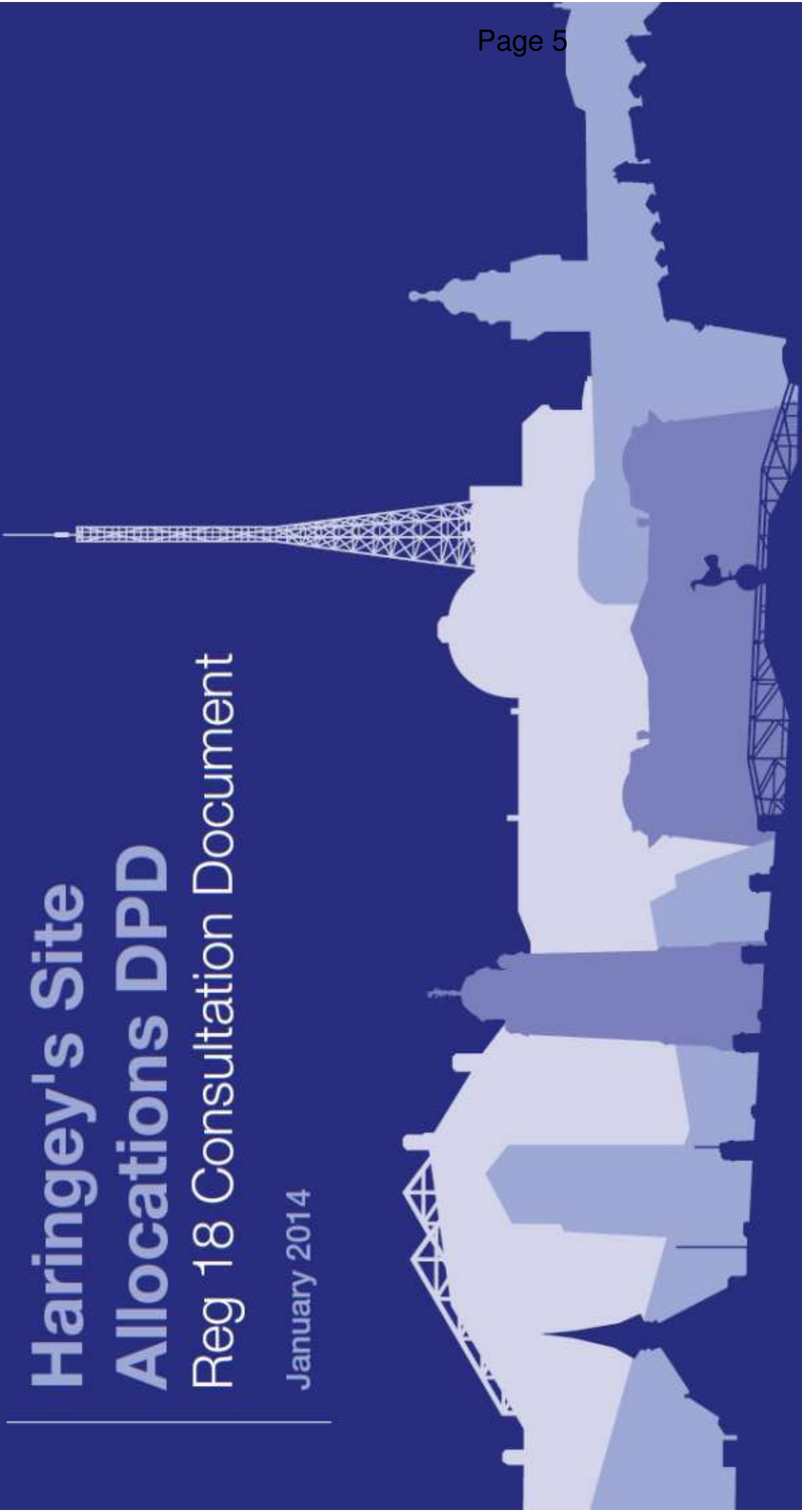
We would encourage you to make written representations to these documents, and in order to save paper, would like to encourage these to be submitted electronically. All written representations will be responded to and both the representation and Council response will be published online.

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Haringey's Site Allocations DPD

Reg 18 Consultation Document

January 2014



Haringey Council

Foreword

Statutory Information

The Local Plan: Strategic Policies document was adopted by Council in March 2013. This document sets out the strategic vision and objectives that the Council will seek to achieve through its planning decisions in the forthcoming years.

Planning and Compulsory Purchase Act 2004, Sections 17 to 23

In order to deliver the objectives of the Plan to deliver new homes, jobs, economic growth and improve our social infrastructure, significant sites will need to be developed across the borough.

**Town and Country Planning (Local Development) (England)
(Amendment) Regulations 2012
Regulation 18**

This report introduces the Site Allocations DPD, which in turn introduces the key development sites which will accommodate the majority of development in the borough over the next 20 years. In order to deliver the improvements that Haringey residents aspire to, the Council must have the appropriate powers necessary through the statutory planning system.

London Borough of Haringey

Sites Allocation Development Plan Document

The Site Allocations approach will help to build consensus in the community and with our various stakeholders and is a fair and objective legal basis for balancing competing priorities and promoting positive actions.

DRAFT FOR CONSULTATION

Haringey remains a listening Council, and in order to challenge the soundness of the evidence base within our DPD, the document will go through a public examination led by a planning inspector.

ON THE SUBJECT MATTER OF THE DEVELOPMENT PLAN

January 2014

We welcome any comments you have on this document. The purpose of this consultation is to enable the Council to engage with as wider audience as possible. Public meetings will be held at Area Forums at:

- Crouch End, Hornsey and Stroud Green Area Forum and Committee: 7:00pm, 14th January 2014;
- Northumberland Park and White Hart Lane Area Forum and Committee: 6:30, 20th January;
- St Ann's and Harringay Area Forum and Committee: 6:30pm, 21st January.
- Wood Green Area Forum and Committee: 6:30pm, 27th January;
- Bruce Grove and West Green Area Forum: 6:30pm 29th January;
- Muswell Hill, Alexandra, Fortis Green and Highgate Area Forum and Committee: 6:30pm, 30th January.

Hard copies of this document can be found at local libraries and in the Civic Centre.

To aid your consultation response, we have produced a Site Consultation Form. This form enables you to put comments against the headings used in this document. Please put the name or reference of the site at the top of the Form, and fill in the sections with any comments you would like the Council to consider.

Additionally, should you want to add a site, please fill in this form with the details you have available of the site you would like to submit, and we will consider the site in preparing the proposed submission version of the document. Please ensure that the site is over 0.25Ha, and provide a map including a red line boundary of the site with your submission.

Copies of the Form, in Word version, are available at Haringey.gov.uk/ldf/site_allocations. One is also included as Appendix 1.

Please submit any representations **by 28th February 2014** to:

Planning Policy
6th floor, River Park House
Wood Green
N22 8HQ

Or online to ldf@haringey.gov.uk
Or by fax to 020 8489 5552

Local Plan documents are built on consensus building. Our consultations will offer the opportunity for residents and businesses to give their views about regeneration in the area through a statutory consultation process and is a prerequisite for any redevelopment proposals. Our consultations will follow the principals set out in the Statement of Community Involvement, and will include the following:

- Advert in local papers on consultation;
- Press Release, Haringey People article and information on Council's website;
- Information in Public Libraries and possible drop sessions at Tottenham's libraries;
- Mail notification and Drop-in session for all councillors including ward councillors and the Planning Policy Members Advisory Group;
- Letters to all those on our consultation database which include local community groups and residents, infrastructure providers, developers, statutory bodies, and neighbouring boroughs;
- Offer to community groups and stakeholders to have meetings to discuss the proposals;
- Duty to co-operate engagement with bodies that may have an interest in the formulation of our plan.

Introduction

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

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

- The appropriate level of development occurs on the site;
- A positive approach to design is taken;
- Infrastructure is provided in a timely manner to serve the growing local community.

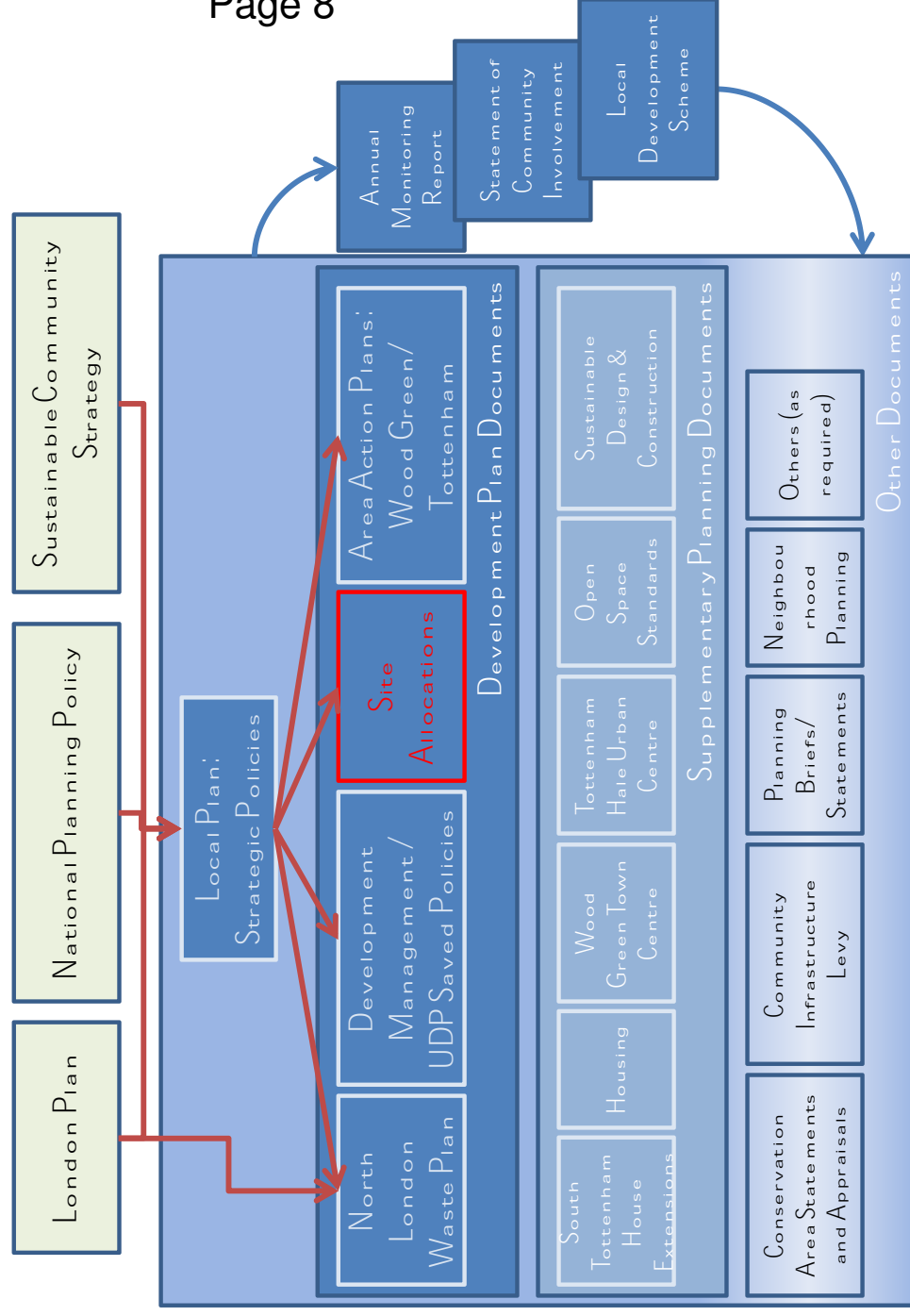
If these sites are not safeguarded for specific uses, the borough would be at risk of not being able to meet its identified housing target, and provide services for its communities.

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

- **Guidance** for developers of what development is expected on these sites,
- **Refusal** of proposals that do not conform with the allocation,
- **Intervention** on sites to speed up their delivery, particularly in areas where infrastructure capacity is being enhanced.

Call for Sites

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



Planning Regulations

This consultation is being carried out under the Local Planning Regulation 18 by which interested organisations, the public and businesses are encouraged to make representations on the proposed subject matter of a development plan. The representations are then taken into account in preparing a further document for public participation under Regulation 19.

Policy Context

This document takes account of the existing development plan in force in Haringey. This consists on the Local Plan: Strategic Policies, which was adopted in March 2013, and the London Plan 2011. It also has regard to demographic, social and economic change, and the operational plans of our partner organisations.

How this document is set out

The document will be broken down into chapters relating to the themes identified in SP1 of the Local Plan: Strategic Policies DPD. Each chapter will be introduced with an overarching map showing the context of the key sites for that area. The geographical chapters containing site profiles are:

- Tottenham Hale Growth Area
- Haringey Heartlands Growth Area & Wood Green Area of Change
- North Tottenham/Northumberland Park Area of Change
- Tottenham High Rd Area of Change (including Bruce Grove and Tottenham Green)
- Highgate, Muswell Hill, Crouch End, and Hornsey
- South of the borough

The majority of this document comprises of two-page site profiles for each site setting out:

- Location map;
- Site details: size, PTAL (Public Transport Access Level), address and potential phasing;
- The Draft Site Allocation;
- Existing policy designations;
- Description of the surrounding area;
- Potential development Capacities;
- Design considerations;
- Implementation considerations.

Sources of Sites

Many of these sites have been proposed for development before, but some of the areas may be new in this document. The sources of the sites in this document are:

- Unitary Development Plan 2006—Site Specific Proposals (UDP Appendix 1);
- Call for Sites (March-May 2013: Appendix 2 of this document);
- Greater London Authority SHLAA, including a separate Call For Sites
- Major outline planning permissions;
- Supplementary Planning Documents (SPDs), Guidances (SPGs), planning briefs, and masterplans;
- Internal stakeholder workshops.

Small scale developments & Housing Trajectory

This document sets out the location of all currently known large (over 0.25Ha) future housing sites. Over 20 years these sites may have the potential to accommodate 35,000 new dwellings. These sites fall into one of two categories, Draft Site Allocations, which are directly addressed in this document, and Housing Trajectory sites.

Housing Trajectory sites are sites of over 0.25Ha in size which do not require an allocation. This may be because the site already holds planning consent, or because the Council believes their delivery can be adequately managed using policies contained in the 2006 UDP or its future replacement, the Development Management DPD, when the site comes forward.

Development comes forward on sites of all sizes, and recent research from the Greater London Authority (GLA) shows that approximately 350 net additional units have come forward per year for the past 8 years on sites of below 0.25 Ha. These are generally conversions and smaller infill developments.

The Council's Housing Trajectory aggregates all of these sources of housing supply and presents them to identify how much residential development will come forward, where, and when. A Housing Trajectory is included as Appendix 3 of this document.

Issues emerging since adoption of Local Plan: Strategic Policies DPD

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

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

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

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

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

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

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

Previous Versions of this Document

In 2010, a Draft Site Allocations DPD was released for consultation. This was intended to support the proposed submission consultation of the Local Plan: Strategic Policies DPD.

This new version is released as a draft for consultation following the introduction of the National Planning Policy Framework, the Localism Act, and adoption of the Local Plan: Strategic Policies.

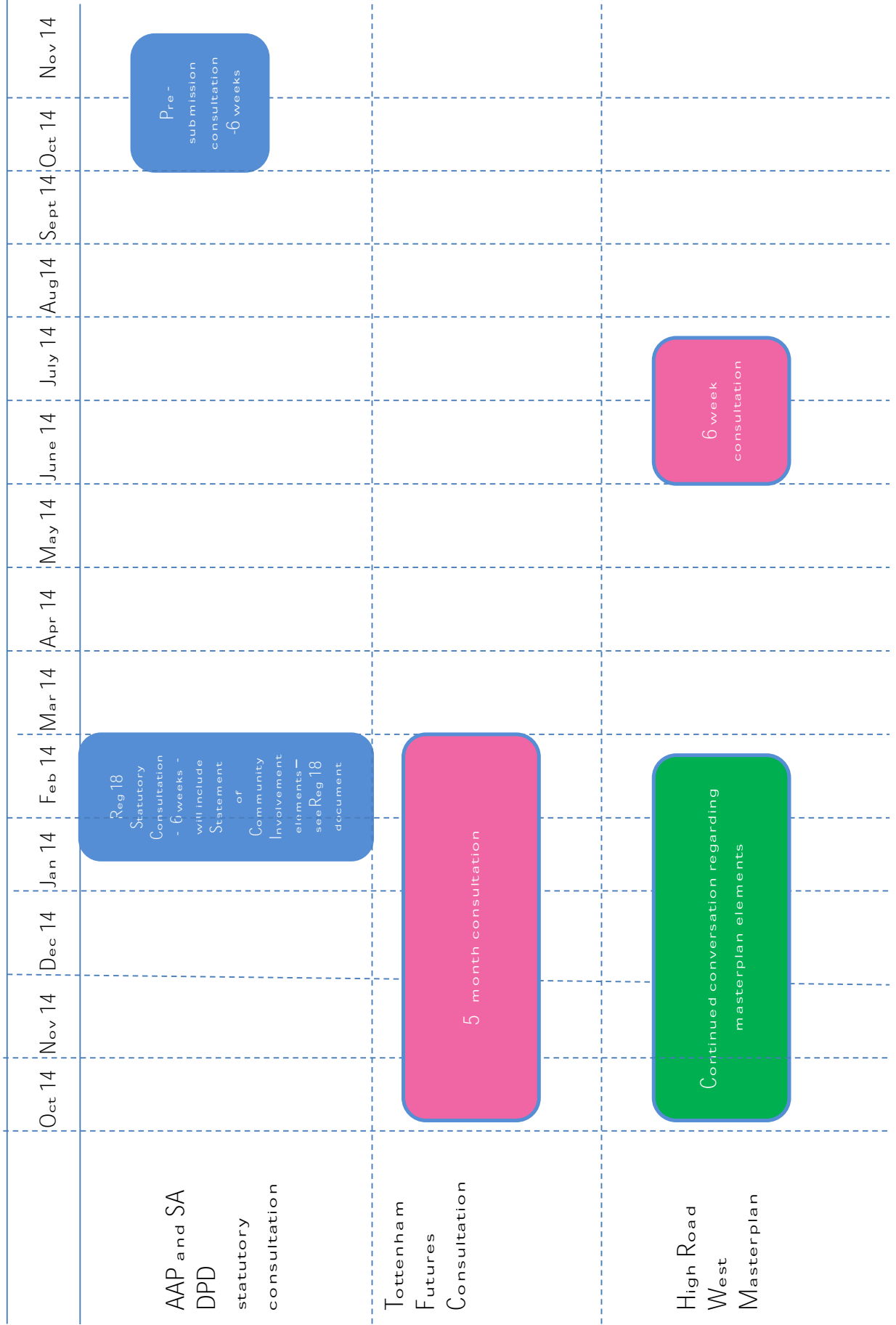
Draft Site Allocations and the Infrastructure Delivery Plan (IDP)

The site profiles contain estimates of CIL and s106 contributions that may be sought as part of any planning permission on a site. These are indicative modelled numbers, and their values may be higher or lower when the development comes forward. The revenues are based on a capacitation of the site based on its draft allocation, and the net additional floorspace was charged the CIL rates contained in the CIL charging Schedule submitted to the Secretary of State for Examination in Public on 21st October 2013.

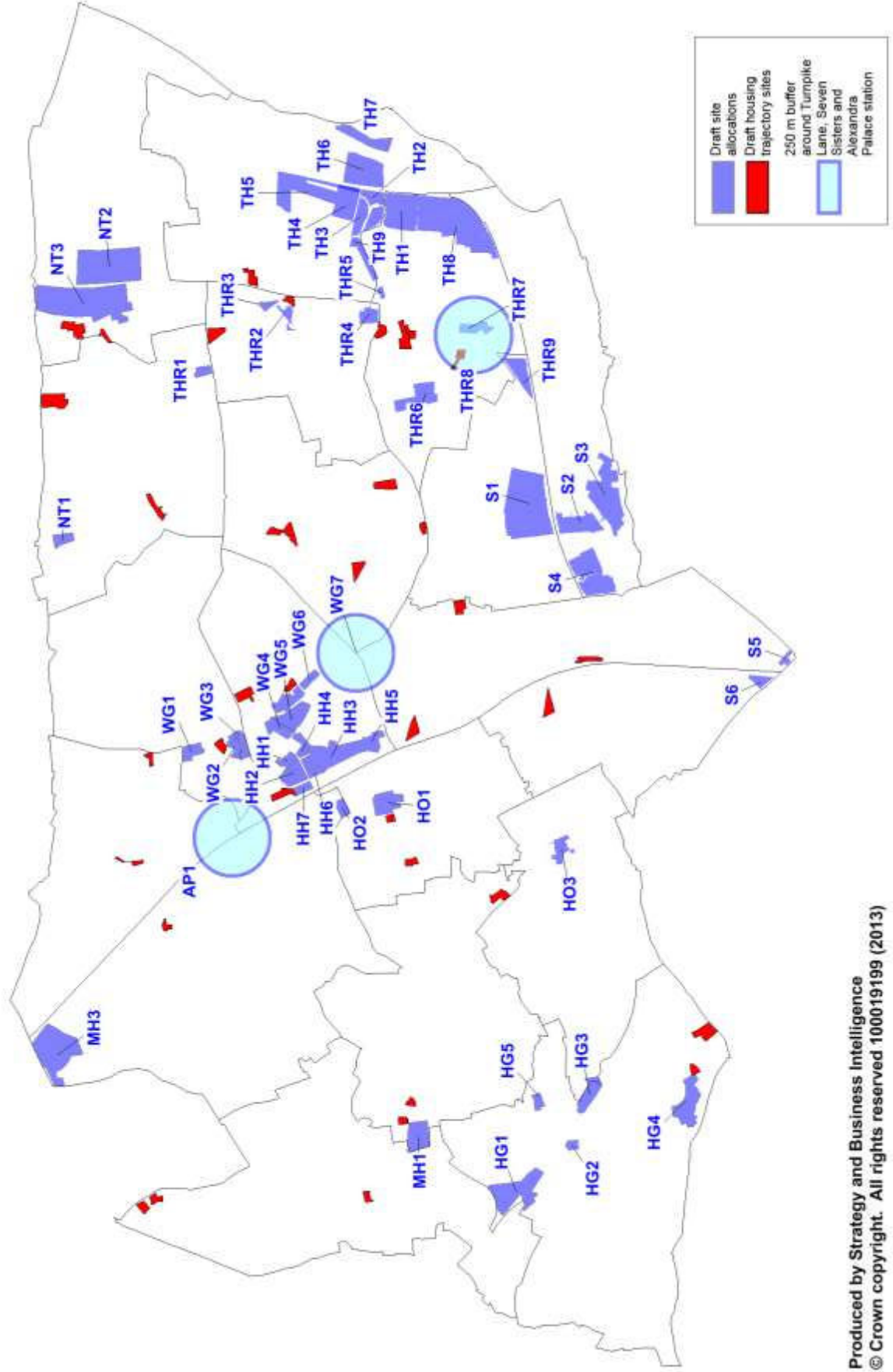
It is anticipated that by including these figures, it will help to give communities and infrastructure providers an idea of the range of benefits beyond those that the development itself offers in providing for infrastructure linked to growth.

On larger schemes it may be desirable to co-locate infrastructure into a development site. Where this is done, it would be partially at the expense of developable land, and it is expected that CIL and/or s106 revenues would alter to accommodate this. The sites in this document will be used to begin negotiations with infrastructure providers to help providers and developers expedite these opportunities for co-location.

Tottenham Area Action Plans & Site Allocations Development Plan Document Consultation Timetable



Draft Site Allocations



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Site Ref	Site Name	Size (Ha)	Page
TH1	Tottenham Retail Park	4.84	12
TH2	Over Station Development at Tottenham Hale	0.95	14
TH3	Station Square West	2.52	16
TH4	Ashley Road South	2.63	18
TH5	Ashley Rd North	5.47	20
TH6	Hale Village	0.18	22
TH7	Hale Wharf	1.93	24
TH8	South Tottenham Employment Area	10.18	26
TH9	Welbourne Centre	0.97	28
	Employment Land in Tottenham Hale	n/a	30
HH1	Parma House	1.17	34
HH2	Chocolate Factory	1.48	36
HH3	Clarendon Square	4.55	38
HH4	Clarendon Square Gateway	0.95	40
HH5	Clarendon Rd South	1.48	42
HH6	NW of Clarendon Square	0.30	44
HH7	Land adjacent to Coronation Sidings	0.71	46
WG1	Civic Centre, Wood Green	1.18	50
WG2	Arriva Bus Depot	0.84	52
WG3	Station Rd Sites	0.96	54
WG4	Wood Green Library	1.33	56
WG5	The Mall	3.60	58
WG6	Bury Rd Car Park	0.70	60
WG7	Turnpike Lane Station	7.0	62
NT1	500 White Hart Lane	1.00	66
NT2	Tottenham Hotspur Stadium Development	9.99	68
NT3	High Road West	10.90	70
NT4	Estate Renewal in North Tottenham/Northumberland Park	n/a	72

Site Ref	Site Name	Size (Ha)	Page
	Employment Land in North Tottenham/ Northumberland Park	n/a	69
THR1	The Roundway at Bruce Grove	0.70	76
THR2	Tottenham Delivery Office et al	0.63	78
THR3	Bruce Grove Snooker Hall	0.50	80
THR4	Tottenham Green Bus Garage	1.43	82
THR5	Kwik Fit north of Saltram Close Housing Estate	0.30	84
THR6	Lawrence Rd	3.34	86
THR7	Seven Sisters Regeneration Project	1.37	88
THR8	Seven Sisters Station	19.6	90
THR9	Gourley Place & Wicks site	2.49	92
HG1	Wellington Roundabout & Highgate Rail Depot	3.97	96
HG2	Highgate Magistrates Court	0.47	98
HG3	Former Highgate Rail Station	1.50	100
HG4	Highgate Bowl	3.35	102
HG5	Summersby Rd	4.99	104
MH1	St. Luke's Hospital	2.52	106
MH2	56 Muswell Hill	0.50	108
MH3	Friern Barnet former sewage works	6.50	110
HO1	Hornsey Depot	2.36	112
HO2	Hornsey Water Treatment Works	0.66	114
HO3	Hornsey Town Hall	1.38	116
AP1	Alexandra Palace Station	19.6	118
S1	St. Ann's Hospital	11.50	122
S2	Greater Ashfield Rd	3.06	124
S3	Vale Rd/ Tewkesbury Rd Employment areas	7.15	126
S4	Arena Retail Park	5.74	128
S6	Finsbury Park Bowling Alley	0.37	130
S7	Finsbury Park & Stroud Green Rd	0.39	132

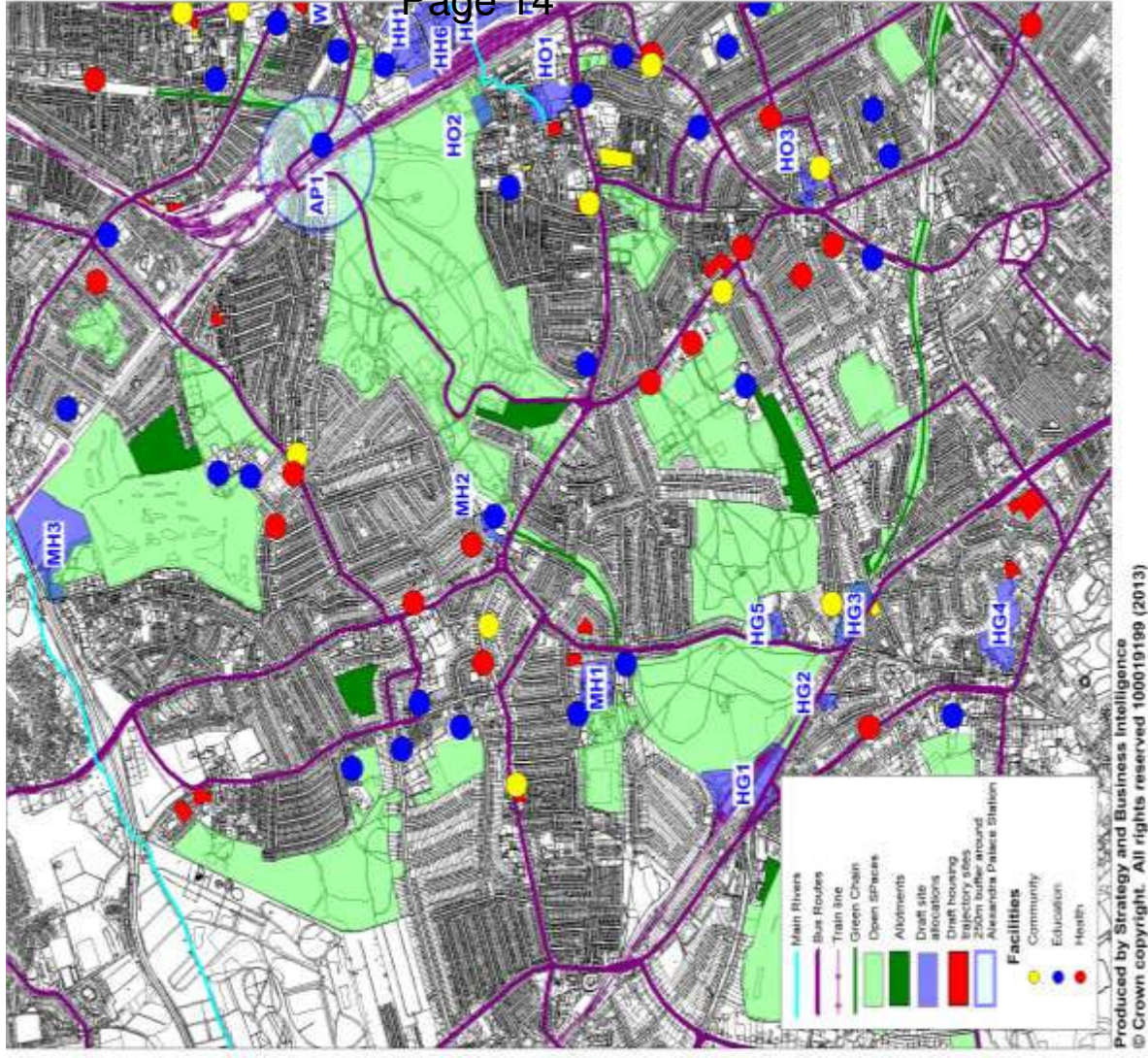
Muswell Hill, Highgate, Crouch End & Hornsey

Highgate is a thriving urban village crowning one of the twin hills to the north of London. Its proximity to London, benefits of its elevated position, clean air, spring water and open spaces all ensured its popularity as a place to live from 14th Century. Highgate is well known today for the quality of its historic built environment and the high value of its properties. There are established local organisations such as the Highgate Society and Institute, and an active Neighbourhood Forum in this area, which is working with Haringey and Camden Councils to bring forward a Neighbourhood Plan in 2013/14.

Muswell Hill was originally a medieval settlement developed near a spring. The centre is now characterised by predominantly Victorian and Edwardian development. The roads were set out and developed mainly in the late 1890's and early 1900's. The centre is located within Muswell Hill Conservation Area. The character of the area is maintained throughout and the status of the Conservation Area and the intention to preserve and protect it contributes to maintaining the centre's high quality environment. The area is distinguished by Alexandra Palace on the ridge top, and sloping down hill towards Hornsey.

Crouch End was a medieval settlement developed around the intersection of several roads. This district centre is characterised by largely Victorian developments. The centre has 267 retail and service units (excluding non retail Class A uses). The centre has a good mix of retail and service uses as well as a good range of uses associated with the evening economy.

Hornsey lies between Crouch End, Stroud Green, Alexandra Palace, and the Great Northern rail line. It has a High Street which acts as its primary centre, although local residents also use Crouch End due to its close proximity. Hornsey sits at the foot of Alexandra Palace park, and its historic centre forms a key part of the protected view from the Palace itself.



The Highgate Neighbourhood Forum are working with the London Boroughs of Camden and Haringey to produce a Neighbourhood Plan for Highgate. The Highgate Neighbourhood Forum responded to the Call for Sites with a number of sites. Not all of the HNF sites are included in this document. Sites not included here may still come forward as part of the Neighbourhood Plan. The following sites have been included in this consultation document:

HG1: Wellington Roundabout & Highgate Rail Depot

Residential led mixed use development, including retention of some existing retail and commercial uses, and provision of additional community facilities. This site will improve connectivity to the Wellington Roundabout site, and will act as a welcoming northern gateway to Highgate.

HG2: Highgate Magistrates Court

A residential led mixed use development, providing new housing, community uses and possibly a hotel.

HG3: Former Highgate Rail Station

Enhancement of the site while respecting its open space and biodiversity designations to enable education, tourist and community uses, with small scale commercial and retail (possibly open air market), making use of the disused buildings and hard landscaped spaces. Access to the site for pedestrians and cyclists will be improved to ensure better connectivity around the site and to surround areas.

HG4: Highgate Bowl

Proposals for this site will ensure that the open character of the area is maintained and access to the site is improved for the public. The margins of the site against the rear of properties along Highgate High Street and Southwood Lane should remain urban and could include extensions and small scale infill development. The heart of the bowl should be enhanced to encourage community uses, protect biodiversity and improve access to the site for local residents and visitors.

HG5: Summersby Rd

Potential opportunity to create mixed use development incorporating residential, office, and potentially a hotel, while increasing accessibility between Highgate Station and the Queen's Wood through the site.

The following sites in the greater Muswell Hill area are included for consultation:

MH1: St. Luke's Hospital

Redevelopment of existing inpatient hospital site to a residential led scheme with some health use, protecting its garden setting.

MH2: 56 Muswell Hill

Reconfiguration of the London Centre for Children with Cerebral Palsy to optimize this use and provide residential-led mixed use development including demolition of the existing nightclub, retention of the Green Man pub, and provision of new community facilities.

MH3: Former Friern Barnet Sewage Works

A large, significantly underused open area. Subject to the findings of the Open Space Review, Employment Land Review, and North London Waste Plan, this site will be allocated as necessary.

The following sites in the Hornsey/Crouch End area are included for consultation in this document:

HO1: Hornsey Depot

Residential-led urban renewal of a Council depot site including an increase in floor space for Hornsey Local Shopping Centre, as well as improved access to New River Village, as well as north-south and east-west routes through the site, and provision of new publically available open space.

HO2: Hornsey Water Treatment Works

Potential redevelopment of water filter beds at the foot of Alexandra Park for residential development.

HO3: Hornsey Town Hall

Restoration of the Town Hall for performance, assembly and rehearsal spaces, meeting places and activities for young people, restoration of the Council Chamber for public use, a cinema, creative space for small enterprises and business, retail/café/bar units. New housing and landscaped gardens will be created as part of this site.

HG1: Archway Road Area

Address	Wellington Roundabout/460 – 500 Archway Road/ Highgate Rail Depot, Highgate, N6			
Size (Ha)	5.38			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Call for Sites 2013			

Existing Policy Designations

- Highgate Conservation Area
- Highgate Neighbourhood Area
- Ecological Corridor



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Draft Site Allocation

Subject to relocation of the existing use, and protection of the existing railway's function, residential led mixed use development, including retention of some existing retail and commercial uses, and provision of additional community facilities. This site will improve connectivity to the Wellington Roundabout site, and will act as a welcoming northern gateway to Highgate.

What is the site and surrounding area like?

- 3 separate sites with poor connectivity to each other & surrounding area:
1. The Wellington Roundabout is an island of the busy A1 Archway Road to the east and North Hill to the west. It currently contains an Esso petrol station, car wash and tyre sales, a row of Victorian cottages and light engineering workshops in the southern corner and is "road-locked" and poorly connected to the surrounding areas.
 2. 460 - 500 Archway Road is currently a builders and DIY depot. The site contains four shed like units and outdoor storage space. The site has a long frontage along Archway Road. The north east of the site borders rail tracks of the Highgate Rail Depot, while the A1 (Archway Road) runs along the south of the site. To its north-west are 2 storey terraced houses, south-east a wooded railway cutting.
 3. The Highgate Rail Depot is currently in operational use as a rail depot for Northern Line trains. It is in a cutting and the only access to the public highway is to the north of the site on to Woodside Avenue. It was formerly a triangular junction on the Northern Heights surface railways

This is the northern end of the A1 Archway Road, a major arterial road into London; from there the A1 becomes a dual carriageway, whilst the old Great North Road crosses north-south as North Hill (south) and towards East Finchley. To the west and south is Victorian terraced housing, to the south, including parts of this site, Highgate Conservation Area.

To the east is Highgate Wood, public open space maintained by the City of London and a Site of Metropolitan Importance for Nature Conservation. North are the backs of large 2 storey houses on Lanchester Road.

Potential Development Capacity

- Residential: 136,000m²
- Commercial development: 48,000m²
- Publically accessible open space: 12,000m²
- £20m CIL estimate
- Up to £1.3m S106 contribution

Site Allocations Consultation Document: Jan-Feb 2014

Design Principles

If the rail depot could be relocated, reduced in size or decked over, a significant development parcel could be created facing on to Highgate Wood but with narrow access off Woodside Avenue. Much better access can be achieved, as well as significantly more space and a primary road frontage, if 460-500 Archway Road is developed alongside.

This site could then have a long frontage on to Archway Road and provide a new access to Highgate Wood. Although heights would have to drop to close to those of surrounding houses, to the centre and south east, greater height up to 6-8 storeys could be possible, especially if the lower levels of the railway cutting are exploited. Views from the wood should be considered in any future development.

Other parts of the Alexandra Palace to Finsbury Park rail line have been opened as pedestrian and cycleways - The Parkland Walk - to the south-east to Finsbury Park and northeast to Alexandra Palace. If site HG3 can be achieved, it should be extended to and through this site; linking the 2 detached parts of the walk, giving the site rapid, level, car-free access to Highgate underground station, and potentially continuing to East Finchley station.

Opportunities are also sought to improve the traffic interchange at the junction with the historic Great North Road and modern A1, to make it a better for busses, cyclists and pedestrians; possibly including removing the gyratory. This would improve access to properties on the Wellington roundabout and make a better gateway to Highgate. By considering the two sites together it is hoped that improved accessibility between the sites and the rest of London can be achieved.

The Victorian cottages and workshops in the southern corner of the island should be protected in any proposal. Public art should be considered marking the entrance to Highgate from the north on Archway Rd.

Implementation considerations

- Constraints – relocation of the rail depot would be needed to allow the redevelopment of that site.
- The rail depot is an Ecological Corridor and must be maintained as such.
- Will need to take into account the Highgate Neighbourhood Plan, when adopted.
- This site should contribute to the Council's 50% Affordable Housing target
- Potentially contaminated land
- This site currently suffers from noise pollution

HG2:Highgate Magistrates Court

Address	Highgate Magistrates Court, corner of Archway Road and Bishops Road N6 4HS				
Size (Ha)	0.47				
PTAL Rating	4				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	Call for Sites 2013				

Draft Site Allocation

A residential led mixed use development, providing new housing, community uses and possibly a hotel.

Existing Policy Designations

- Highgate Conservation Area
- Highgate Neighbourhood Area



What is the site and surrounding area like?

The site consists of the vacant Magistrates Court and Police Station, including a separate adjacent office block. All buildings on site date from the mid 20th century. The Magistrates Court is a 1960s modernist building of 2 storeys with a mostly blank façade of fine Portland stone cladding with minimal windows, although to the rear it is in red brick with ribbon windows; the police station & office block are taller and in brick / curtain walling

The site slopes to the north where it faces the busy A1 Archway Road but actually sits at the junction of Church Road (to its north-west) and Bishops Road (to its north-east). On the opposite corner of Bishops Road with Archway Road is the last retail unit of a local shopping parade that extends south on the east side of Archway Road. Across Church Road, properties along Archway Road are residential, as are most on Bishops and Church Roads themselves and other roads to the south and west, although, there is a church and vicarage west of site on Church Street. Highgate Woods is easily accessible from the site via the Archway Gate, opposite the police station; otherwise the opposite side of Archway Road is residential to the south and wooded railway cutting to the north.

The site is part of the Highgate Conservation Area, along with all the surrounding area except for Highgate Wood itself and the railway cutting; both are designated Metropolitan Open Land. Highgate Wood is designated a Site of Metropolitan Importance for Nature Conservation and an Area of Archaeological Importance, and represents a major public recreation facility very close to the site, albeit separated by a major road. The railway cutting and houses on the opposite side of Archway Road, being built over the disused railway tunnel, are designated an Ecological Corridor.

Potential Development Capacity

- Residential: 10,000m²

Design Principles

The site is considered suitable for a residential led mixed use or purely residential development; this could involve retention of some of the existing buildings; particularly the Magistrates Court. Heights of replacement buildings should respect their neighbours, especially at the site edges on Bishops and Church Road, but towards the apex of the site, at the junction of the three roads, four or possibly five storeys would be possible, especially if the levels of the site are exploited.

Residential development will have to provide active frontage with individual and communal front doors to both streets and especially to the apex, avoiding single aspect ground floor flats and single aspect flats facing north. The apex of the site could provide a good opportunity to mark the corner in a suitable architectural way and to provide a small pocket public amenity space, possibly incorporating doorstep play or seating.

Materials, detailing, form, rhythm and scale should respond to the existing residential context of streets to the south and west, with appropriate matching brick, clay tiled pitched roofs, vertical emphasis and a rhythm of bays to match. Landscaping should include front gardens to match or fit into those streets, with parking concealed, possibly in a basement.

Implementation considerations

- £1.4m CIL estimate
- Up to £95,000 S106 contribution – additional bus services may be required on this section of Archway Road to support the increased housing numbers.
- Proposals for the site will need to take into account the requirements of the Highgate Neighbourhood Plan, when adopted.
- This site should contribute to the Council's 50% Affordable Housing target and dwelling size mix requirements.
- Potentially contaminated land
- This site currently suffers from noise pollution

HG3: Former Highgate Rail station

Address	Former Highgate Rail Station				
Size (Ha)	1.50				
PTAL Rating	4				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	Call for Sites 2013				

Draft Site Allocation

Enhancement of the site while respecting its open space and biodiversity designations to enable education, tourist and community uses, with small scale commercial and retail (possibly an open air market), making use of the disused buildings and hard landscaped spaces. Access to the site for pedestrians and cyclists will be improved to ensure better connectivity around the site and to surrounding areas.

Existing Policy Designations

- Highgate Conservation Area
- Highgate Neighbourhood Area
- Metropolitan Open Land (MOL)
- Ecological Corridor
- Metropolitan Site of Important Nature Conservation
- Highgate Neighbourhood Area (2013)
- Proposed Green Chain



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What is the site and surrounding area like?

The site is a large wooded steep sided valley, around and including the entrances to the current Highgate Underground Station and disused former Highgate surface rail station. The original station, opened in the 1880s as part of the northern heights lines, in a deep valley between two short tunnels to the south-east and north-west. After the underground was extended in the 1930s to interchange here and north to join this line before East Finchley, the surface station was rebuilt to designs by Charles Holden, however this project was never completed. There is a single residential unit at upper level in the old master's house.

From the other side of the short southern tunnel, the former rail line has been converted to a popular footpath / cycleway, the Parkland Walk, providing a traffic free route to Finsbury Park. The longer northern tunnel emerges in a tube depot, site HG1. The tunnels are occupied by bats, which are protected under European Law.

The whole of the site, along with Parkland Walk, is designated Metropolitan Open Land, an Ecological Corridor and Site of Metropolitan Importance for Nature Conservation. Highgate and Queens Woods, major recreation and nature conservation sites, are both a short distance north of the site.

The A1 Archway Road runs north-west to south-east along the southern eastern edge of the site, with active retail frontage as a designated Local Shopping Centre, on the opposite side, including the popular Jacksons Lane Community Theatre opposite its southern corner; retail continues south on both sides of Archway Road and north on just the west side, with a pub on the east side beside the site on the corner of Muswell Hill Road.

The south-eastern edge is Shepherd's Hill, a residential street, with Highgate Library immediately next door. To the north east is Priory Gardens, a residential cul-de-sac. The site is accessible from Archway Road, from Wood Lane (both via steep steps), Priory Gardens at grade and by vehicle from Shepherd's Hill.

Potential Development Capacity

- Limited opportunity for development of new floorspace on this site.
- A cultural/community use in the surface station footprint is suggested.

Design Principles

This proposal is not for a large residential or commercial development but for a public space improvement possibly combined with a small community, cultural or social facility strictly confined to the existing footprint of the disused station buildings. It could consider rationalisation of the tube station surface level buildings as part of improvements, and possibly land swaps of built, wooded and particularly paved land.

Although the site has strong landscape and wildlife protection designations, much of its quality is not great as landscape or habitat. Therefore the council would like to see the quality of both improved, along with providing better public access, to provide seating areas and more permeable boundaries.

While the tunnels are inhabited by protected bats, both are double tunnels, and elsewhere public access has been achieved without harm to bat habitats. It should be possible to open at least one of each tunnel to pedestrians and cycles. South, this would allow the route of the Parkland Walk to access the tube station, free of dangerous roads and steep hills; north it could allow the walk to extend into Highgate Wood, be connected to the separate Muswell Hill section to Alexandra Palace, needed to open up site HG3 and possibly extend to East Finchley tube, allowing longer distance pedestrians and cyclists to avoid all busy roads and steep hills.

In addition to being modest, any new building should be a landmark of exemplary design, acknowledging the Charles Holden design and wooded setting.

Implementation considerations

- Proposals for the site would have to have to be ancillary to, and protect and enhance the open space and biodiversity designations of the site.
- Steep gradient of site from Archway Road will prevent ease of access for mobility impaired users, wheelchair users, buggies and cyclists. The bat occupied tunnels present a challenge to extending the Parkland Walk through the site.
- Proposals for the site will need to take into account the requirements of the Highgate Neighbourhood Plan, when adopted
- Proposed uses must protect and enhance MOL and SINC designations
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- There may be the potential to link a Quietway cycle through this site.

HG4:Highgate Bowl

Address	Land comprising the Highgate Garden Centre & the Harrington Scheme			
Size (Ha)	3.35			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Call for Sites 2013			

Existing Policy Designations

- Highgate Conservation Area
- Local SINC
- Highgate Neighbourhood Area (2013)



Draft Site Allocation

Proposals for this site will ensure that the open character of the area is maintained and access to the site is improved for the public.

The margins of the site against the rear of properties along Highgate High Street and Southwood Lane should remain urban and could include extensions and small scale infill development.

The heart of the bowl should be enhanced to encourage community uses, protect biodiversity and improve access to the site for local residents and visitors.

What is the site and surrounding area like?

The site is broadly north of Highgate High Street; the High Street is a historic village centre and the centrepiece of one of the most important Conservation Areas in the Borough; it is currently designated a Local Shopping Centre. The High Street contains a wealth of historic 18th and 19th century buildings, laid out as a dense street frontage of 2-4 storeys, in long narrow plots that could be the relict of medieval burghage plots; plot lines and boundary walls extend deep into the bowl. This form extends, at reducing densities, as the road curves north to become Southwood Lane, although here, the presence of Highgate School is evident in the 1960s high rise Dyne House and gymnasium and parade ground behind, within the bowl.

The Highgate Bowl is a distinctive physical feature as the land drops steeply to the north and east. Formerly too steep to build on, it was used for agricultural and horticultural uses until well into the twentieth century, and some remain. As these have declined, much has become densely wooded. There are a number of different uses in various ownership, including the Highgate Garden Centre (recently closed), the Harrington Scheme (a horticultural training scheme for disabled youths), woodlands (derelict nursery site), Townsend and Broadbent Yards, along with a number of small scale mixed commercial uses including office, warehousing and light industry, and some residential.

Access to the site is very limited, through Townsend Yard linking the High Street to the south of the site, while Broadbent Close is accessed directly from the High Street. Both yards are currently under utilised and are therefore considered together with the future of the Highgate Bowl.

North-east of the Bowl 19th century suburban semi detached residential properties back on to the site. To the north-west, Kingsley Place is low rise

Potential Development Capacity

- Residential: 4,500m²
- Commercial development: retain existing floorspace
- Publically accessible open space: enhanced amenity of the Highgate Bowl

Design Principles

Proposals for this site need to ensure that the open character of the bowl is maintained and access to the site is improved for the public. For these reasons it is essential that proposals for the land parcels in the bowl are brought forward as a joined up development scheme, not piecemeal projects. The heart of the bowl should be enhanced to encourage community uses, protect biodiversity and improve access to the site for local residents and visitors. The biodiversity, SINC designations (Borough Grade II) and existing trees should be protected.

The strong wish locally is for development as community use, with in particular retention of the Harrington Scheme and greater public access to the Garden Centre site; possibly an open air theatre or heritage centre for the Highgate area. The council would like to see community open space making the best use of the bowl's natural topography. Therefore if the open space uses could be connected with public access, possibly controlled, the greater extent of the bowl could be further appreciated.

The margins of the site against the rear of properties along Highgate High Street and Southwood Lane should remain urban and could include extensions and small scale infill development. The recent development to the rear of nos. 60-64 Highgate High Street provides a good precedent for the kind of development that should be contemplated. Such development should be small scale and low rise, 2-maximum 4 storeys, but closely packed with pedestrian pathways and narrow courts, opening up to allow vistas across the bowl and beyond while respecting the historic Burghage plots.

High quality design with form, details and materials appropriate for the Conservation Area will be required.

Implementation considerations

- Proposals for the site will need to take into account the requirements of the Highgate Neighbourhood Plan, when adopted.
- £1.2m CIL estimate
- This site should contribute to the Council's 50% Affordable Housing target
- The site is in fragmented ownership and this could be a constraint on achieving a co-ordinated proposal for this site.
- The existing planning appeal on the garden centre site for low density housing.
- Up to £45,000 S106 contribution
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

HG5: Summersby Rd, Highgate

Address	40 Muswell Hill Rd & 1-44 Summersby Rd, Highgate			
Size (Ha)	0.50			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Call for Sites 2013			

Draft Site Allocation

Potential opportunity to create mixed use development incorporating residential, office, and potentially a hotel, while increasing accessibility between Highgate Station and the Queen 's Wood through the site.

Existing Policy Designations

- Highgate Conservation Area
- Highgate Neighbourhood Area (2013)
- Metropolitan Site of Important Nature Conservation



What is the site and surrounding area like?

This site is currently in employment use as a builders merchants (40 Muswell Hill Road) and other B1 employment use (Woodside Works, Summersby Road).

It is located between Summersby Road to its south, Muswell Hill Road the B550 to its east, Queens Wood to its north and the grounds of 33-44 Summersby Road to its west. The site is currently in employment use as a builders yard, accessed off Muswell Hill Road. Access is possible from either road, although the entrance to Summersby Road off Muswell Hill is very narrow and it is a cul-de-sac.

Summersby Road and South Close to its south are lined with 3-5 storey mansion blocks from the 1930s-1950s, including 33-44, the only one on the same side of Summersby Road as the site. The land slopes up steeply to the south, so that this site generally sits below these blocks, whilst it drops away further into the wood to the north of the site. It also rises to the west up to Muswell Hill Road, where in addition to about 40m frontage, there are 5no. 3 storey 19th century terraced houses with back gardens backing on to the site.

Highgate Wood lies across Muswell Hill Road to the west. Both Queens and Highgate Woods are designated Metropolitan Open Land, Sites of Metropolitan Importance for Nature Conservation, Historic Parks, Local Nature Reserves and provide a recreation and natural resource.

The site is located relatively close to Highgate Underground Station, which is approximately 300m away on Archway Road, which is also a lively and designated Local Shopping Centre. The site and all the built land to its south are in the Highgate Conservation Area.

Potential Development Capacity

- Residential: 7,000m²
- Commercial development: 4,000m²

Design Principles

Provided the current employment use here could be accommodated, there would in principle be no objection to a residential led mixed use redevelopment of this site.

The surrounding residential heights are of 3-5 storeys, although due to the slope, these may appear higher on this site. Therefore development should make use of the terrain as well as appropriate heights to site buildings to not harm the amenity of neighbouring homes.

There is excellent local green infrastructure, and this site should be configured to take advantage of this both through providing views of the woods, and potentially increasing accessibility into the Woods from Highgate Station.

Form, massing, design, materials and details should be appropriate for the Conservation Area and woodland setting but need not be in a historic pastiche style.

Implementation considerations

- £1m CIL estimate
- Up to £68,000 S106 contribution
- This site should contribute to the Council's 50% Affordable Housing target
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land

What is the site and surrounding area like?

The site is currently occupied by the St Luke's inpatient hospital for mental health patients. The decision has been taken by the NHS trust to dispose of the site and lease back Simmons House (in the south west corner of the site) for ongoing care provision.

The site is set in Muswell Hill, and is within walking distance of the district centre which lies to the north east. It is part of the Muswell Hill Conservation Area, and the residential streets to the north (Grand Avenue) and east (Muswell Hill Road) are characteristic of the area, being made up of Edwardian red brick 2 to 3 storey houses in short terraces, with front and back gardens. There is a secondary service access to the site off Grand Avenue and the north-south informal path across the site has become popular.

To the south, across Woodside Avenue, where the present 3no. principal entrances to the site are, lie the Cranwood Care Home site, the St James's C of E Primary School and a Thames Water pumping station. There is also a tennis court that is also in the ownership of the hospital (this site). The western boundary of the site is another school, Treehouse Special School.

The land rises gently across the site to the north and east and continues rising to the north, with Woodside Avenue forming a valley bottom; to the south Highgate Wood is visible as the land rises again.

The site contains one statutory listed building; the Central Admin Building, and as such all development would be subject to Listed Building Consent. In addition, the three other "frontage" buildings, Norton Lees, Roseneath and Simmons House, all original 19th century grand detached houses, are locally listed. The gardens are registered as a locally significant historic park.

Potential Development Capacity

- Residential: 49,000m²
- Community facilities: 8,000m² (retained hospital use)

Design Principles

This site is not located in a highly accessible area, and is surrounded by sensitive uses, and as such Potential Development Capacity should be limited to three storeys at the perimeter of the site. Higher densities may be achievable in the centre of the site, but the low PTAL restricts the maximum acceptable density.

The site is currently quite green, and the mature trees on this site should be preserved and made focal points of public open space. Private open space should also be provided in the form of balconies and wherever possible private gardens, especially for family sized accommodation.

The statutory and locally listed buildings and historic parkland on the site should be retained and enhanced in this redevelopment.

The planning application made earlier in 2013 for this site was refused, but a similar development would probably be acceptable, especially if the proportion of affordable housing was increased.

Implementation considerations

- £7.3m CIL estimate
- Up to £493,000 S106 contribution
- This site could potentially act as a hub for a decentralised energy network in the Muswell Hill area.
- This site should contribute to the Council's 50% Affordable Housing target
- This site abounds a potential future Quietway cycle route
- Potentially contaminated land

MH2: 56 Muswell Hill

Address	London Centre for Children with Cerebral Palsy, 56 Muswell Hill, N10			
Size (Ha)	0.50			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Existing Pre Application			

Draft Site Allocation

Reconfiguration of the London Centre for Children with Cerebral Palsy to optimize this use and provide residential-led mixed use development including demolition of the existing nightclub, retention of the Green Man pub, and provision of new community facilities.

Existing Policy Designations

- Muswell Hill District Centre
- Muswell Hill Conservation Area
- Secondary Town Centre Frontage



What is the site and surrounding area like?

The site currently contains the Green Man pub fronting Muswell Hill, with the London Centre for Children with cerebral palsy to the rear. The lightly-used Dukes Mews provides a thoroughfare from Muswell Hill to Dukes Avenue, and cuts through the site exiting to the north. There is also a pedestrian right of way across the length of the site, exiting at its north-eastern end with a path through to Dukes Avenue and an entrance to the neighbouring primary school.

The site is part of the Muswell Hill Conservation Area, and the Muswell Hill frontage adjoins the Muswell Hill District Centre. The former Green Man public house adjoins Edwardian, 3-4 storey, red brick, commercial terraces facing on to Muswell Hill Broadway, that are characteristic of Muswell Hill, with retail on the ground floor and residential above; whilst their frontage is grand, their rears are messy.

The site slopes moderately along Muswell Hill from north west to south east, with Muswell Hill Primary School providing the south-eastern boundary beyond mature trees. The school is considerably below this site, being in the cutting of the former Alexandra Palace railway. There is also a moderate slope to the north east, meaning the rear of the site is drops away from the Muswell Hill frontage.

There are private residences adjoining the site on Dukes Ave to the north-west of the site, made up of characteristic Muswell Hill Edwardian, 2 to 3 storey, red brick short terraces with short front and long back gardens, which back on to the site.

Potential Development Capacity

- Residential: 7,000m²
- Pub/restaurant: 700m²
- Education establishment: 3,000m²

Design Principles

The existing public house fronting Muswell Hill should be retained and improved as it makes an important contribution to the Muswell Hill frontage and the Conservation Area. In keeping with the Muswell Hill Conservation Area, red brick and Portland Stone should be the principal materials used in the construction of new buildings.

Due to the presence of nearby residences, height should be limited to 3 storeys on this site. Overlooking of the gardens of these residences should be carefully managed. Mature trees are present at the boundary of the site and Muswell Hill Primary School, providing an opportunity for balconies to be provided on this face.

Due to the slope, slightly higher heights may be achievable at the rear of the site without significantly affecting amenity. The access to the site should be managed, with adequate pickup/drop-off space provided for the school. The link along Dukes Mews should be preserved primarily for pedestrian and cycling use.

Implementation considerations

- £1m CIL estimate
- Up to £68,000 S106 contribution
- Open Space designation
- This site should contribute to the Council's 50% Affordable Housing target
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land

MH3: Frien Barnet former sewage works

Address	Frien Barnet former sewage works , Pinkham Way,			
Size (Ha)	6.5			
PTAL Rating	1			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	UDP 2006 Site Specific Proposal, Call for Sites 2013			

Draft Site Allocation

Subject to the evidence provided in the Open Space and Biodiversity Review, Employment Land Review, and North London Waste Plan, the existing designations will be reviewed.

Existing Policy Designations

- Local Employment Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 5 (Unitary Development Plan 2006)
- Site of Important Nature Conservation (Borough Grade I)
- Ecological Corridor (part of site)



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What is the site and surrounding area like?

The site is currently vacant and access is not currently permitted. It has good vehicle access of a roundabout from a slip road on to the dual carriageway A406 Pinkham Way, part of the North Circular.

Historically the site was a sewage treatment works and subsequently it was used for landfill by the London Borough of Barnet. The remnants of the sewage treatment works which closed in the 1960s are visible at the northern end of the site. At present the site is not in active use and there is no access to the public. It has been retained in employment land designation. It currently has dual designation as a Local Employment Area and a Site of Important Nature Conservation (Borough Grade I).

This site was considered as a potential location for future waste management facilities through the recently withdrawn North London Waste Plan. Representations to maintain the potential for this site to achieve a waste management function have been received as part of the Call for Sites. There is likely to be a new Waste Plan produced in 2016.

There are local aspirations for this site to be used as a publically accessible open space, or an eco-village. An application for the site to be considered a Village Green was recently rejected.

The site contains significant level changes, including a partially culverted water course and residual valley running across the site south-east to north-west. The adjacent railway line to the east of the site is several meters above on an embankment, which is a designated Ecological Corridor. Beyond the railway line is the Bounds Green Industrial Estate, another designated employment area (DEA2).

The areas to the west and south of the site form a large area of Metropolitan Open Land (MOL) and Site of Importance for Nature Conservation (SINC); including Hollickwood Park, a small local public park also designated SINC Grade II, and Muswell Hill Golf Course, which like the site is SINC Grade I. The MOL and DEA boundaries are contiguous but are not consistent with the actual land ownership boundaries, particularly the boundary between the Pinkham Way site and Hollickwood Park.

To the west of the park is a residential area, some 100m from the nearest part of the site.

Site Allocations Consultation Document: Jan-Feb 2014

Design Principles

It is not realistic to define the design considerations on this site until a proposed use is known.

Potential Development Capacity

- Floorspace estimates for this site are not possible at this time.

Implementation considerations

- Nature conservation designation being further explored in the Open Space and Biodiversity Study
- Relatively consolidated ownership.
- Contamination may be an issue on this site due to the historical uses.
- This site should contribute to the Council's 50% Affordable Housing target if housing is proposed
- Parts of this site have a moderate flood risk (Zone 2)
- A potential future Quietway cycle route passes through this area.
- Potentially contaminated land
- This site currently suffers from noise pollution

HO1: Hornsey Depot

Address	Hornsey Depot, Haringey Heartlands, Hornsey			
Size (Ha)	2.36			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Existing Pre- Application discussions			

Draft Site Allocation

Residential-led urban renewal of a Council depot site including an increase in retail floorspace for Hornsey Local Shopping Centre, as well as improved access to New River Village, as well as north-south and east-west routes through the site, and provision of new publically available open space.

Existing Policy Designations

- Haringey Heartlands/Wood Green Opportunity Area (London Plan 2011)
- Haringey Heartlands Growth Area (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 4 (Unitary Development Plan 2006) : Haringey Heartlands
- Hornsey Local Shopping Centre (Unitary Development Plan 2006)
- Conservation Area



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What is the site and surrounding area like?

The site fronts on to the A504 Hornsey High Street, which forms part of the Hornsey Conservation Area, as well as being a key east-west link connecting Turnpike Lane and Muswell Hill and Highgate. The High Street is also a lively designated Local Shopping Centre with a number of locally listed buildings, including neighbours of the site which wraps around their backs.

To the west is Myddleton Road, a narrow road gated to vehicular traffic, which along with Campsbourne Road just to its west give access to the residential area to the west and north of the site, and could provide additional access to this site. There is a small urban renewal scheme which is almost completed directly to the west of the site at Pembroke Works. Miles Road forms the north perimeter to the site, and there is housing of many ages, from 2 to 6 storeys to the north and west.

The eastern boundary is formed by Cross Lane, which provides access to a small Local Employment Area to its west and forms a key north-south cycle Quietway cycle. To the north-west is the New River Village, a major housing development of the last 10 years. Immediately on the north-west corner of the site is the Campsbourne Well; this locally listed Victorian former pumping station, a couple of water works cottages, the New River Estate and water works (including HO2) form the Hornsey Water Works Conservation Area.

The Moselle River runs in a culvert across the north-west corner of the site and should be opened up.

Potential Development Capacity

- Residential: 64,000m²
- Town Centre Uses: 21,000m²

Design Principles

Development could include enhanced retail capacity for the local shopping centre and to meet growth of population from the surrounding area, as well as a significant quantity of new housing.

Due to the site's size there is the opportunity to deliver higher density development on this site, particularly away from the Hornsey High St Conservation Area frontage, and the existing residences on Myddleton and Mills Roads. 5-6 storeys may be possible across the site, with 7-9 in the centre. Care should be taken to avoid height obstructing key views, especially of local landmarks from Alexandra Palace or of the view of the Palace from the High Street.

The development of these higher density dwellings will create increased need for public open space, and this should be a priority in the development of the area. New open space should complement the retail offer. Car Parking to support retail and housing should not generally be at surface to avoid car dominance.

Improving public route connections across the site, both east-west and north-south is a key objective for this site; east-west linking New River Road with Myddleton Road, north-south linking Hornsey High Street and Mills Road. These would not be through vehicular routes but for pedestrians and cycles. Access for commercial vehicles should be from the High St.

Massing, form, rhythm, materials and detailing of the High Street frontage should respond to and complement the Conservation Area, but elsewhere a modern brick based architecture would be suitable.

Implementation considerations

- £9.4m CIL estimate
- Up to £637,000 S106 contribution
- This site could potentially act as a hub for a future decentralised energy network in Hornsey.
- This site should contribute to the Council's 50% Affordable Housing target
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land

HO2: Hornsey Water Treatment Works

Address	Hornsey Water Treatment Works, Coburg Rd, Hornsey, N4				
Size (Ha)	0.66				
PTAL Rating	1-2				
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035	
Source	Call for Sites				

Draft Site Allocation

Potential redevelopment of water filter beds for residential development.

Existing Policy Designations

- Metropolitan Open Land (London Plan 2011)
- Conservation Area



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What is the site and surrounding area like?

The site at present is part of the Hornsey Water Treatment Works. It is located immediately west of the East Coast Main Line Railway, south and east of Alexandra Park, north of Newlands Road, the Campsbourne Estate and the New River Village. The water works were built attached to the New River, which runs into a pair of ponds immediately north of the works, then in a straight aqueduct parallel to the railway immediately east of the works.

The water works consists of nine modular basins arranged in a 3x3 square in plan. This site only represents the south-western two basins. The basins are brick lined, built 1859-79 and have embankments about 10-20m above the base of the basin around them. They are locally listed. Several of the basins in the centre and north of the works have recently been modified with the construction of a number of modern water treatment buildings in them, but these two have been identified as surplus to requirements

Alexandra Park, just to the north-west of the site, is a major public recreation space, designated a Site of Borough Grade I Importance for Nature Conservation, and a Historic Park; both the park and the water works, including this site, are designated Metropolitan Open Land.

The Penstock Footpath is a historic and important east-west pedestrian and cycle link connecting Wood Green and Haringey Heartlands with Hornsey and Alexandra Park. It turns off Newlands Road at the southern edge of the site, runs east along the edge of the New River, then turns north beside the New River, before passing under the railway in a short tunnel.

Potential Development Capacity

- Residential: 18,000m²

Design Principles

The development potential of this site depends on a case being made for modification of the extent of Metropolitan Open Land (MOL); if the site can be removed from this, the council considers it could become suitable for residential development. It is arguable whether the site contributes to the openness of the landscape given the recent construction of water treatment facilities in some quite substantial buildings, in the remainder of the works.

Were the MOL designation to be modified, the basin embankment structures would still have to be retained. However an imaginative and innovative residential development could be envisaged within the basins, accessed by bridges at 1st or even 2nd floor off routes around the embankments. This could then allow the historic structures of the basin banks to be revealed. The architecture of new housing could be modern to contrast with the historic structures and compliment the New River Village and new water treatment buildings.

This could also improve public access to the basins, and potentially improve routes through the site, including potentially extending the Penstock Footpath, allowing it to avoid the narrow vehicular part of Newlands Road and access Alexandra Park in a clearer and more direct way, without traffic interaction.

The margins of the site and the area of scrubby vegetation in Haringey ownership beside Newlands Road could also be considered and included in development.

Implementation considerations

- £2.6m CIL estimate
- Up to £178,000 S106 contribution
- This site should contribute to the Council's 50% Affordable Housing target
- The existing use will need to be relocated before development will be allowed on this site.
- Contaminated land may be a constraint on this site.
- Utilities provision will require a new set of connections to this site.
- This site is in a Critical Flood Risk Management Strategy.
- A potential future priority Quietway cycle route passes through this area.

HO3: Hornsey Town Hall

Address	Hornsey Town Hall The Broadway, N8 9JJ, The Broadway, Hornsey, N8 9JJ			
Size (Ha)	1.38			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Existing Planning Permission			

Draft Site Allocation

Restoration of the Town Hall for performance, assembly and rehearsal spaces , meeting places and activities for young people, restoration of the Council Chamber for public use, a cinema, creative space for small enterprises and business, retail/ café/bar units. New housing and landscaped gardens will be created as part of this site.



Existing Policy Designations

- Crouch End District Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 9 (U nitary Development Plan 2006) - Mixed Uses
- Primary Town Centre Shopping Frontage (Unitary Development Plan 2006)
- Strategic View of St. Paul ' s (both viewing corridor and wider setting)

What is the site and surrounding area like?

The site is located in the heart of Crouch End, between The Broadway, Harringay Park and Weston Park. The Town Hall site includes:

- The main Town Hall building, including the Assembly Halls and the former Council Chamber (Statutorily Listed Grade II*), designed by Reginald Uren and built in 1935.
- The Old Clinic (to the rear of the Town Hall)
- The car parks to the rear of the Town Hall and the Library
- The Library Garden
- The Broadway Annexe on the north side of the Town Hall Square, the Customer Services Centre, council offices and Studio
- The Town Hall Square

The site is a key site in the Crouch End District Centre, and future uses should compliment the existing and planned uses in this area. The shopping centre is vibrant and successful, and the main Town Hall building is included in its designated boundary.

The surrounding uses are retail to the west, residential to the north and south and east. Hornsey Library, immediately to the south of the site on Harringay Park, is a key local landmark, civic amenity and statutory listed Grade II. The whole of the site and its surroundings are within the Crouch End Conservation Area.

There is vehicle access beside the library on Harringay Park and through a gap between houses on Western park to the north.

Potential Development Capacity

- As per planning permission

Design Principles

Planning Permission and Listed Building Consent was granted for a mixed use conversion of the site, including cultural, commercial and community use of the main spaces of the town hall and residential conversion, extension and new build to the rear, in 2010 (HGY/2010/0500). The new housing blocks were to be 5-6 storeys along the eastern edge of the site and extending the rear annex wings of the Town Hall to the south east, with mews house infill behind the Broadway Annex.

A similar development to that previously approved would be acceptable.

The square in front of the Town Hall is envisaged to be the main public space improvement in the development; this can have market stalls and outdoor seating, bringing life up to the entrance to the building. Public access to the main spaces of the Town Hall, whether for events or as part of the programme envisaged, is vital.

For the residential development to the rear, a public pedestrian north-south route through the site would be welcomed. Vehicular access should be off Harringay Park only and lead to underground or undercroft parking only.

Implementation considerations

- This site should contribute to the Council's 50% Affordable Housing target
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- This site could potentially act as a hub for a future decentralised energy network.

AP1: Alexandra Palace Station

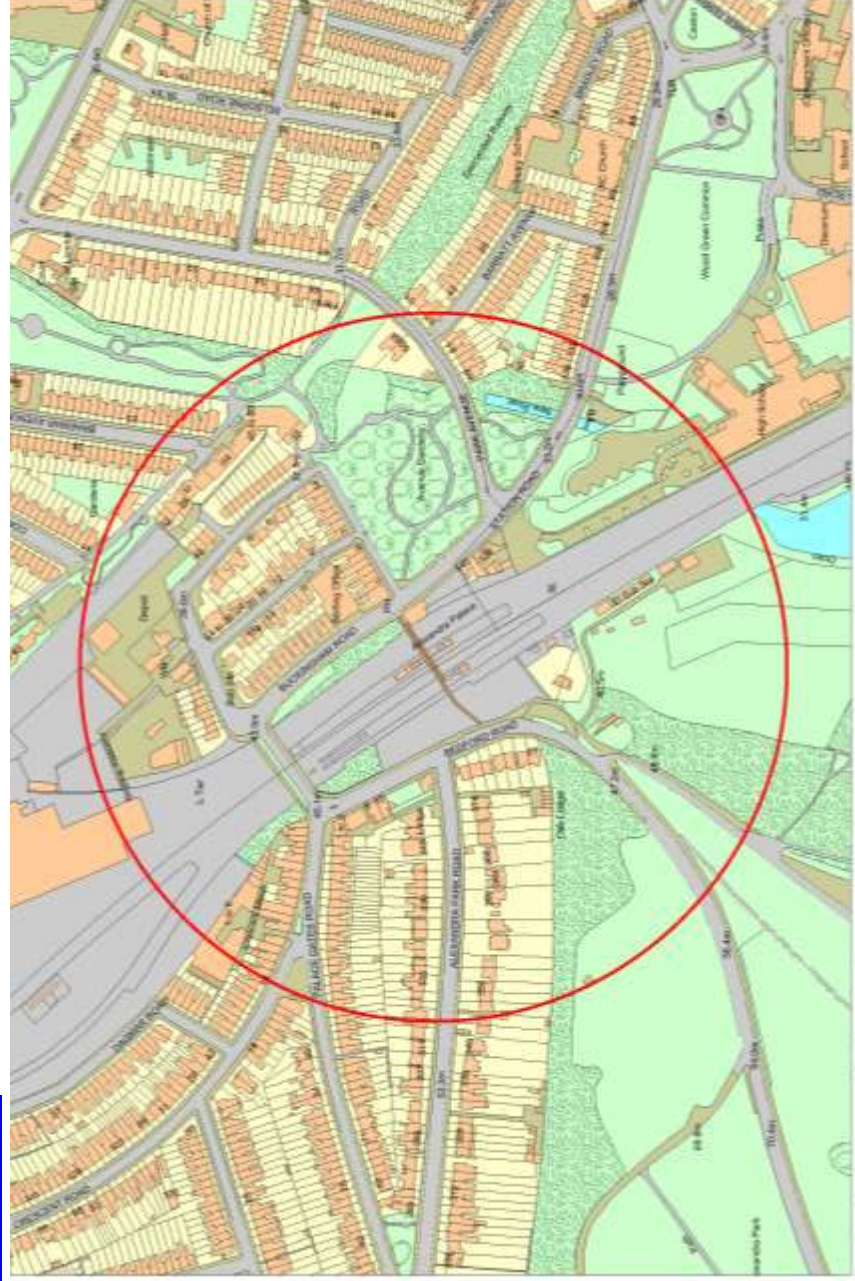
Address	250m ² radius of Alexandra Palace station, Tottenham, N15			
Size (Ha)	19.6			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Crossrail 2 preferred alignment			

Draft Site Allocation

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

Existing Policy Designations

- Conservation Area
- Ecological Corridor
- Historic Park



What is the site and surrounding area like?

The site consists of the area surrounding Alexandra Palace Station. The station itself is a potential Crossrail 2 station. Currently it offers a rail stopping service on the Great Northern rail line through to Kings Cross.

Alexandra Palace and its park hinterland surrounds the station to the south-west. There is residential predominantly in the remainder of the area.

Potential Development Capacity

Specific developments are not identified in this document.

Design Principles

This area lies partially in the Alexandra Palace, Wood Green Common, and Hornsey Water works and filter beds Conservation Areas, and this context needs to be respected in any future developments.

How any development in this area compliments Alexandra Palace should be considered, including ensuring that access to events at the Palace are well planned for visitors arriving through this train station.

Implementation considerations

- Current additional details are not available with relation to station exit points at this time.
- The tunnelling and access points for Crossrail 2 will likely require land parcels to construct them.

Housing Estate Renewal

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

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

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

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

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

Appendix 1: Consultation response Form

Address/ Site Reference						
Size (Ha)						
PTAL Rating						
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035		

Comments on the Draft Site Allocation

Existing Policy Designations (if known)

What is the site and surrounding area like?

Comments on the design principles

Comments on the potential development capacity

Comments on the implementation considerations

Appendix 2: Call for Sites Responses

- | | |
|---|--|
| <p>1. Arup on behalf of Low Profile holdings Ltd nominated British Distributing Co., Colina Mews, Green Lanes, N4. This site is included as a potential housing trajectory site.</p> <p>2. AXIS, the London Borough of Barnet, the North London Waste Authority, and the Pinkham Way Alliance each nominated the Former Frien Barnet Sewage Works. This site is included as MH3.</p> <p>3. Barton Willmore on behalf of Workspace Management nominated The Chocolate Factory site. This site is included as HH2.</p> <p>4. The Canal & River Trust nominated Hale Wharf. This site is included as TH7.</p> <p>5. CGMS on behalf of Parkstock Ltd nominated 10 Stroud Green Rd. This sites is included as S6.</p> <p>6. CGMS on behalf of Parkstock Ltd nominated 269-271 Seven Sisters Rd. This sites are included as S5.</p> <p>7. DTZ on behalf of Royal Mail Group submitted Muswell Hill Delivery Office. This site is below the threshold for consideration in this document.</p> <p>8. DTZ on behalf of Royal Mail Group submitted Wood Green Delivery Office. This site is below the threshold for consideration in this document.</p> <p>9. DTZ on behalf of Royal Mail Group submitted Lower Edmonton Delivery Office. This site is below the threshold for consideration in this document, and outside of the borough.</p> <p>10. DTZ on behalf of Royal Mail Group submitted Tottenham Delivery Office. This site is included as part of THR1.</p> <p>11. The Highgate Neighbourhood Forum nominated 191-201.5 Archway Rd. This site is below the threshold for consideration in this document.</p> <p>12. The Highgate Neighbourhood Forum and Thames water nominated the Thames Water site between 27A and 29 Aylmer Rd. This site is not included in this document.</p> <p>13. The Highgate Neighbourhood Forum nominated the London Underground sidings behind 460-510 Archway Rd. This site is included as part of HG1.</p> | <p>14. The Highgate Neighbourhood Forum nominated 40 Muswell Hill Rd. This site is included as part of HG5.</p> <p>15. The Highgate Neighbourhood Forum nominated 1-44 Summersby Rd. This site is included as part of HG5.</p> <p>16. The Highgate Neighbourhood Forum nominated the Highgate Bowl. This site is included as HG4.</p> <p>17. The Highgate Neighbourhood Forum nominated the disused Highgate Station site. This site is included as HG3.</p> <p>18. The Highgate Neighbourhood Forum nominated the Highgate Magistrates Court, Police Station, and Telfer House site. This site is included as HG2.</p> <p>19. The Highgate Neighbourhood Forum nominated the Wellington Roundabout site between North Hill, Bakers Lane, and Archway Rd. This site is included as part of HG1.</p> <p>20. The Highgate Neighbourhood Forum nominated 460 Archway Rd. This site is included as part of HG1.</p> <p>21. Savills on behalf of Thames Water nominated land adjacent to Hornsey Lane Reservoir, Tile Kiln Lane, Hornsey Lane, N6. This site is included in the Housing Trajectory.</p> <p>22. Savills on behalf of Thames Water nominated Land at Water Treatment Works, Newland Rd, Hornsey. This site is included as HO2.</p> <p>23. Savills on behalf of Tottenham Hotspur Football and Athletic Company Ltd nominated the White Hart Lane stadium and surrounding land. This site is included as NT2.</p> <p>24. Savills on behalf of Tottenham Hotspur Football and Athletic Company Ltd nominated 500 White Hart Lane. This site is included as NT1.</p> |
|---|--|
- The Lee Valley Regional Park Authority, Natural England, and Our Tottenham submitted responses, but did not nominate any sites.

Appendix 3: Saved UDP Proposals to be replaced

Site No.	Name and Address	Proposal
4	Haringey Heartlands, Hornsey Depot and Hornsey Waterworks, including Alexandra School, a large site in central Haringey East and West of the railway line	Comprehensive mixed use development to include employment, retail, housing, restaurant, healthcare and community facilities, including education.
5	Former Friern Barnet Sewage Works, Pinkham Way, N10	Employment generating uses subject to no adverse effect on the nature conservation value of the site.
6	Former Hornsey Central Hospital, Park Road N8	New build Health and Social Care Centre
8	Greenfield School, Coppetts Road, N10	If the site becomes surplus to education then housing may be acceptable.
9	Hornsey Town Hall, The Broadway, N8	Mixed use – such uses could include A1, A2, A3, B1, C3, D1, D2, a theatre (sui generis) and a farmers' market. For more detail see Section 5 of the adopted Planning Brief.
10	Part of Lymington Avenue N22	Mixed use retail/residential/community use
12	Former Petrol Station site, 308 West Green Road, N15	Mixed use including residential and retail
13	White Hart Lane Stadium, High Road, N17.	Expansion. Including better facilities and mixed use development, including residential & possibly a hotel.
14	St Ann's Hospital, St Ann's Road, N15	Comprehensive mixed use scheme including residential, health facilities and a school if the site becomes surplus to health requirements, mixed use will be considered – mix to include predominantly community
15	Seven Sisters and Westerfield Road, N15	Mixed use commercial, retail and residential (see also SSP23 Wards Corner and Council offices at Apex
16	341 - 379 Seven Sisters Road, N15	Retail/offices/ housing/ community

Site No.	Name and Address	Proposal
17	Arena Business Centre, N15	Employed led mixed use development
18	Tottenham Green Baths/ Clyde Road, Town Hall Approach Road, N15	Mixed use. Arts and Education.
19	Land adjacent to railway line White Hart Lane, N17.	Employment led mixed use development including housing.
20	Tottenham International including Tottenham Hale Station, the retail park, Hale Wharf and Tottenham Marshes	Comprehensive mixed use development to include better integrated transport interchange, employment, university campus, retail, housing, leisure including the enhancement of the open space, education and community facilities.
21	Wards Corner and Council Offices at Apex House, N15	Comprehensive mixed use development (see also SSP15 Seven Sisters and Westerfield Road N15)
23	Highgate/Church Road Clinic, N6	Neighbourhood Primary Care Centre (Health)
25	Cranwood Home for the Elderly adjacent to St. James School, Woodside Avenue, N10	Education
26	Texaco Garage, Tottenham Lane, N8	Mixed use, residential and retail.
27	Lawrence Road, N15	Mixed use, employment and residential
28	Seven Sisters Road / Dumford Street/ Gourley Place, N15	Mixed use including employment & residential.
29	Omega Works, Hermitage Road, N15	Mixed use employment and residential.
30	Civic Centre, High Road Wood Green, N22	Mixed use

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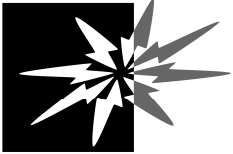
MUSWELL HILL, ALEXANDRA, FORTIS GREEN
AND HIGHGATE AREA FORUM & COMMITTEE

30 JANUARY 2014

Agenda Item 1

LICENSING ISSUES

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Haringey Council

Briefing note for the Muswell Hill, Alexandra, Fortis Green and Highgate Area Forum

Date : 30 January 2014

Licensing Act 2003

Purpose of Briefing

- To update the Muswell Hill, Alexandra, Fortis Green and Highgate Area Forum about the Licensing Act 2003 and how they are able to make use of the review process under the legislation.

An Introduction

The Licensing Act 2003 introduced a totally new system of licensing. It is a very lengthy and complex Act and this short guide can only summarise the main points. However, in some ways it is clearer than the old system. All licenses are now dealt with by your local council.

There are now just two types:

A personal licence - licence a suitably qualified person over 18 to sell alcohol

A premises licence - licences the place where 'licensable activities' take place.

This is most commonly selling alcohol in pubs, bars and restaurants but also can include such things as putting on live music, dancing, or a boxing match.

For people living and working nearby, it is a premises licence that they are most likely to be concerned with. The building where licensable activities take place and the customers arriving and leaving is usually the main source of complaint.

Premises licences do not have to be renewed and will last for the life of the business so it is important that the person applying for the licence and the licensing authority get it right when the application is first granted, and therefore minimising the potential for that premises to cause problems to residents who surround them.

You may all be familiar with talk of '24 hour licensing'. Under the Licensing Act 2003 there was no longer any standard closing times and each premises is able to potentially apply to stay open for 24 hours. Of course most do not, and have either made small increases to their opening hours or remained the same.

However, many places have opted to trade for longer, either for a few nights a week such as Friday and Saturday or perhaps every night. Or they may have applied for new activities that they previously did not have permission for. There has also been recent changes to the legislation brought in under the Live Music Act 2012- this now makes it possible for live music to be played between the hours of 8am-11pm on licensed premises selling alcohol, without the need for a specific provision to cover for the live music.

Making Representations

There are two ways in which you can make your views known.

If a premises wishes to open longer or vary its activities from those it provides currently, it must apply for a variation of its licence. You can make representations about the proposal to vary the licence. You can also do so if it is a new premise which is planned.

If your representations are accepted by the council in relation to the variation or new application, it may mean the application is then taken to a Licensing Sub Committee for a decision. The Committee can refuse the application or grant the application but with safeguards placed on it by way of conditions to the licence or the hours or activities are cut back.

If the premises licence has been granted and starts causing you problems in the way it is being run you can also make representations and ask for a review of the premises licence. This can also result in sanctions, from new conditions being imposed or the hours or activities being cut back to the licence being suspended for a period or even taken away for good. This is a new and potentially very effective power for residents and neighbours to get something done about licensed premises that are causing problems; but the onus is on you to initiate the review.

In both situations your representations must be based on evidence, representations must not be based on prejudice, bias or un-provable matters/issues. Representations that are not backed up by evidence are regarded as frivolous objections and will not be accepted. You also cannot keep repeating objections to a licence for the same premises on the same grounds if the council has heard your reasons and does not agree with them. If you do, your objections will be regarded as repetitious objections and again they will not be accepted. You cannot object just because you are involved in another licensed premises and do not like the thought of new competition. Such representations would be called vexatious objections and also will not count.

It is now possible for residents to make representation on any premises and not just those in the vicinity to where they live, however evidence of not promoting the licensing objectives must be submitted.

Relevant Representations

It is important to make sure your representations are not frivolous, repetitious or vexatious. Your view must be relevant to the four licensing objectives of the Licensing Act 2003. These four licensing objectives are the only matters that can be considered in deciding whether or not an applicant gets a licence and any representations you make must relate in some clear way to them - they are:

- The protection of children from harm
- Public safety
- The prevention of crime and disorder
- The prevention of public nuisance

These are key words and cannot be emphasised too highly. If you are kept awake at night by music from the pub next door – you are complaining about public nuisance. If there are fights in the car park – you are complaining about crime and disorder. Make sure you tie your representations in to at least one of these four objectives.

Collecting Evidence

This is where evidence comes in, but just how can an ordinary person provide evidence to a local council? Well it doesn't have to be too complicated – it just needs to be accurate.

The most essential thing is to keep a written note or a diary; note down the date, the time and a brief description of any incidents that take place. Write as clearly as you can, it may be some months before the matter is heard, and it is very important that you get your facts right.

If you can supplement your notes with a sound recording, a picture or a video recording – that helps tremendously. It also helps if you can get other people in the area to make notes about what happened (or keeps happening). If an incident prompted an official response, for example: if an ambulance is called, a noise complaint is logged or the police arrive – try to get some details either immediately or the next day by contacting the official or service that attended the incident. An official note or reference number from one of the authorities can help to prove the incident occurred.

Keep a record of such evidence over time. A licensee can perhaps rightly argue that something was just a one off problem and promise it will not happen again, but if there are regular repetitions of the problem and you have them all noted down, then your case will be much stronger.

Check official records with the Council: Are there any records of other complaints besides your own? Have there been complaints to the Council about noise? Does the Community Safety Team have any crime and disorder statistics and other data? Have there been articles in the local press about nuisance or trouble? Do the police or local environmental health officers (EHO's) support your concerns or even the fire brigade if there are risks to public safety?

Check your facts and make sure they are accurate because your case can be easily undermined if you exaggerate or make allegations which turn out not to be true. The timetable is strict and you must get your representation in before the deadline otherwise your view will be excluded. You must set out the grounds under which you object. You cannot add other entirely new grounds at a later date. You must also say if you intend to go the hearing or are being represented at it (by a colleague, friend or legal representative). The hearing will then be held within 20 working days after the end of the period for making representations.

Calling for a Licence to be Reviewed

If any licensed premises starts to cause you regular problems then you have the right to give notice to the premises licence holder and the licensing authority that you will call for the licence to be reviewed. Again, your reasons must be related to at least one of the four licensing objectives and be based on the evidence. It will be helpful if you can also state what action you want the licensing authority to take to remedy the problem.

The Council will advertise the fact that you have asked for a review together with the reasons and inform other responsible authorities such as the police, EHOs and fire brigade to see if there are other parties interested in making representations. Within 20 working days of the end of that period the licensing authority must hold a hearing where you can put your case forward.

Make sure you have all your evidence and be clear how you would like the problem to be solved. For example: if there is loud music or noise keeping you awake at night do you want better sound insulation installed, sound limiters put on the music system or both or some other solution such as a condition that no music is played (at all, or after a certain hour)? If the problem is simply the nuisance, or crime and disorder caused by the numbers of people in the streets near you late at night you will have to try and be very clear why the premises

you are complaining about should be singled out for action. It may be better in such cases to request simultaneous reviews of all similar types of premises in the area, for example: ask for reviews of all premises in a defined area operating after a certain hour, or providing music and dancing.

To stand any chance of succeeding in such group reviews you will need very clear evidence of the problems you allege. This will take time to gather and it may be best to work with a local community organisation, the police, or some other body that can share the considerable amount of work involved.

Appeals

Either side may appeal a decision by appealing in writing to the magistrates court at within 21 days of being notified of the licensing authority's decision. If the premises licence holder appeals the licensing authority will be required to defend its decision in front of the magistrates but may ask you to attend as a witness to support the authority. If you decide to appeal (plus any other parties such as other neighbours or the police) then the licensing authority will again defend its decision and it will be up to you to try and convince the magistrates that the decision at the hearing was wrong. However, you should be aware that if you appeal, it is possible, particularly if the magistrates think you are wasting their time, or don't have good grounds to appeal, to award costs against you. That is, you will have to pay the costs incurred by the licensing authority in defending the appeal; this can often come to hundreds if not thousands of pounds.

However, if you really feel the licensing authority made an error or failed to take important points into consideration and you want to appeal, try to check out your case with a solicitor beforehand. They can advise if there is an important principle to be tested or if the procedures were not followed or crucial evidence has been ignored. If you do have good grounds to appeal then even if the appeal is disallowed by the magistrates there is a good chance that they would not award costs against you.

If you would like further information or to discuss any particular licensing issues then please contact : Ms Dale Barrett-Williams 020 8489-8232

**MINUTES OF THE MUSWELL HILL, ALEXANDRA, FORTIS GREEN AND HIGHGATE
AREA FORUM AND COMMITTEE
MONDAY, 23 SEPTEMBER 2013**

Councillors Allison, Beacham, Bloch, Davies, Engert (Chair), Erskine, Hare, Jenks, Newton, Scott, Solomon and Williams

MINUTE NO.	SUBJECT/DECISION	ACTION BY
MH82.	<p>APOLOGIES FOR ABSENCE</p> <p>There were no apologies for absence.</p>	
MH83.	<p>MINUTES - 13 JUNE 2013</p> <p>RESOLVED</p> <p>That the minutes of the meeting held on 13 June 2013 be approved and signed by the Chair.</p> <p><u>Matters Arising</u></p> <p><u>MH78 – Minutes – 11 April 2013</u></p> <p>MH55 and 56: In response to a question regarding the business case for LED lighting, Tony Kennedy advised that a borough-wide decision had been taken to adopt LED lighting. The work programme for the roll-out would depend on the yearly funding allocation, but it was initially proposed to focus on the three wards of Crouch End, Tottenham Hale and Northumberland Park. An approach with regards to cast-iron columns was being developed, and it was intended that a full asset review be undertaken within the next 18 months, subject to confirmation from the new contractor regarding their timetable. The Committee requested that it be kept up to date with progress on these areas.</p> <p>Action: Single Frontline</p> <p>MH58 – Muswell Hill Library disabled access and use of space behind the Library: The Chair had written to Cllr Watson for an update on the space to the rear of Muswell Hill Library. The Chief Executive had advised that Property Services were looking at the possibility of selling this space, but there was concern that the resultant loss of space would prevent the creation of a lift to provide disabled access in future. These concerns had been raised with Stephen McDonnell and a response was awaited.</p> <p>NOTED</p> <p>MH64 – Issues pertaining to nursery places: Clarification on this matter had been obtained by the Area Champion and circulated to Committee Members.</p> <p>NOTED</p>	

**MINUTES OF THE MUSWELL HILL, ALEXANDRA, FORTIS GREEN AND HIGHGATE
AREA FORUM AND COMMITTEE
MONDAY, 23 SEPTEMBER 2013**

MH73 – Area Plans: The intention was to review the Area Plan on a half-yearly basis; this was planned for next month.

NOTED

MH80 – Feedback from Area Forum – 13 June 2013

MH80i) – Deputation from WalkSafe N10 and 20 mph issue: The Chair was delighted to report that following the last Forum, officers and local Ward Councillors had met with residents and the Council is now consulting on extending an existing 20mph zone to include Coppetts Road. It is also proposed to carry out some resurfacing and installing some new and more evenly-spaced speed cushions along the road. Letters were due to go out to local residents in the vicinity the week beginning 23 September 2013.

The Chair had attended Cabinet and made the requests regarding the extension of the consultation period on the borough-wide 20mph speed limit and clarification of the A and B roads, as agreed at the previous meeting. The consultation period on the 20mph proposal had been extended to October following that meeting.

Work on the improvements connected to the new W7 bus stop was underway. The pavement was now greatly improved, and it would be wonderful for all of Muswell Hill Broadway to be of such high quality. There were still works to be completed on new traffic islands and raised tables at the entrance to Dukes Avenue and the northern arm of the Broadway, and it was hoped that these would make it easier for pedestrians to cross. Completion of the works was scheduled for the first week in November at the latest.

NOTED

MH80ii) – Bus Route information: A number of issues that were brought up with TfL had been followed up by the Chair, as follows:

- 1) The countdown had been reinstated at the bus stop at the Muswell Hill Road junction with Archway Road (Highgate Wood side).
- 2) Suggestions regarding resident involvement in bus consultations had been taken back for discussion. TfL had assumed that Councils consulted residents, and the Council had now forwarded the latest TfL consultation, including routes 234 and 102 to local Ward Councillors. Local Liberal Democrat Councillors had consulted local residents via email and over 100 responses had been received, which Councillors had collated and forwarded to TfL.
- 3) TfL had undertaken a loading survey in response to concerns regarding overcrowding on the 134 and 43 bus routes during the morning rush-hour, such that people were unable to board buses. The findings of the survey did not evidence the concerns raised,

**MINUTES OF THE MUSWELL HILL, ALEXANDRA, FORTIS GREEN AND HIGHGATE
AREA FORUM AND COMMITTEE
MONDAY, 23 SEPTEMBER 2013**

	<p>and local residents had been asked to submit emails regarding this matter to their local Councillors so that these could be passed on to TfL.</p> <p>4) The Chair had forwarded the document provided by TfL in respect of bus routes on to Highgate Ward Councillors as requested at the previous meeting.</p> <p>NOTED</p> <p>MH80iii) – Local Road Improvements: A discussion had been held at the previous meeting regarding ways in which the Forum and Committee could have local transport priorities incorporated in the Local Implementation Plan, the funding bid to TfL for 2014-17. A list of long-standing transport issues in the wards covered by the Area Forum had been compiled by local Councillors on the basis of local residents' concerns, but when the submission went to Cabinet earlier in the month, a majority of these requests had been omitted. Local Liberal Democrat Councillors had challenged the decision by Cabinet to approve the Local Implementation Plan and referred the matter to the Overview and Scrutiny Committee, as it was felt that transport and highways funding should be distributed to all parts of the borough, and local residents would be advised of progress with this matter.</p> <p>NOTED</p>	
<p>MH84.</p>	<p>QUESTIONS, DEPUTATIONS OR PETITIONS : TO CONSIDER ANY QUESTIONS, DEPUTATIONS OR PETITIONS RECEIVED IN ACCORDANCE WITH PART 4, SECTION B29 OF THE COUNCIL'S CONSTITUTION</p> <p>There were no questions, deputations or petitions for the Committee to address.</p>	
<p>MH85.</p>	<p>FEEDBACK FROM AREA FORUM PART OF THE PROCEEDINGS</p> <p><u>Police Issues</u></p> <p>Concern was expressed regarding the review of contact point arrangements, as raised by Insp. Shaw in her presentation. It was agreed that Cllr Newton would write to the Borough Commander to seek a response on this issue, and also to seek clarification around whether the reported shortfall in police numbers was a recruitment or a funding matter.</p> <p>Action: Cllr Newton</p> <p>Concern was also raised regarding the tone of the presentation with regards to Police Officers' concerns around working late shifts, when this was when the majority of concerns for local residents arose.</p> <p>Licensing matters had been suggested by local residents as a key topic for the January meeting, and it was felt that the Police should be in attendance for this item. It was suggested that Mark Greaves, Police</p>	

**MINUTES OF THE MUSWELL HILL, ALEXANDRA, FORTIS GREEN AND HIGHGATE
AREA FORUM AND COMMITTEE
MONDAY, 23 SEPTEMBER 2013**

Licensing officer, should be invited to attend the meeting.

Action: Clerk

The Committee had welcomed the suggestion around sharing resources, for example with St John's Ambulance, in order to facilitate a space for police presence in Highgate. It was agreed that this should be discussed at the Highgate Neighbourhood Forum to consider ways of taking this suggestion forward.

Action: Highgate Ward Councillors

Parking – MH Shopkeepers view

It was agreed that the Chair of the Committee write to the new Cabinet Member for Environment, Cllr Bevan, to request a reduction in stop and shop parking rates, as had been requested in the recent petition to Full Council made by Chris Ostwald, and to request the introduction of 30 minutes of free parking, in order to support trade in local town centres. It was noted that a formal response to the petition, signed by 5,500 people, had not been received and the matter had now become urgent.

It was reported that further steps regarding this issue were available under the Localism Act, but that it would be appropriate to write to the Cabinet Member in the first instance.

The Committee additionally:

RESOLVED

Given the concerns raised by traders in local town centres and as the run-up to the Christmas period begins, to call on the new Cabinet Member for Environment, urgently, to grant thirty minutes free parking in all pay and display bays across the Area Forum area and that in addition parking charges be reduced from the current high level of £3 per hour.

Parking – Crossovers for parking

It was agreed that the Chair of the Committee write to the Service regarding what evidence there was that the Council enforces compliance with its own planning requirements on crossovers, in particular figures for enforcement action for crossover infringements in each of the Area Forum Wards over the past three years.

Action: Chair

Road Safety

It was noted that Tony Kennedy had mentioned the possibility of the removal of lights at the junction between Colney Hatch Lane and Alexandra Park Road. It was agreed that Cllr Solomon would discuss this matter further with Tony Kennedy outside the meeting, in liaison with Fortis Green Ward Councillors. It was further suggested that this matter be raised with TfL.

**MINUTES OF THE MUSWELL HILL, ALEXANDRA, FORTIS GREEN AND HIGHGATE
AREA FORUM AND COMMITTEE
MONDAY, 23 SEPTEMBER 2013**

	<p>Action: Cllr Solomon</p> <p>The Committee discussed the impact of both behavioural issues and physical road layout issues on accident statistics. It was noted that while behavioural issues may have a greater impact in certain areas of the borough and measures to address these may need to be more targeted, physical issues needed to be addressed in a fair and equal way across the borough and this should be reflected in the funding bid to TfL. It was emphasised that it was important to draw the distinction between these two different factors.</p> <p>NOTED</p> <p>The Chair had advised those attending the Forum of an offer by the Mayor of Haringey to attend the meeting in March 2014 to discuss the work of the Mayor, and asked for the Forum's view on whether they wished to take up this offer. Those attending the Forum had indicated that they did not wish to take up the offer by the Mayor to attend the March 2014 meeting.</p> <p>NOTED</p>	
<p>MH86.</p>	<p>ANY OTHER BUSINESS THE CHAIR CONSIDERS TO BE URGENT</p> <p>The date of the next meeting of the Area Forum was Thursday, 30 January 2014 and was due to be held in Highgate Ward. Possible venue options included the Murugan Temple, Jacksons Lane and St Michael's School, and it was agreed that the clerk would contact each venue regarding their availability on this date and seek further details.</p> <p>Action: Clerk</p> <p>The meeting closed at 9.25pm.</p>	

COUNCILLOR GAIL ENGERT

CHAIR

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MUSWELL HILL, ALEXANDRA, FORTIS GREEN
AND HIGHGATE AREA FORUM & COMMITTEE

30 JANUARY 2014

Agenda Item 7

Area Plan Update

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Issues of concern for the Muswell Hill, Alexandra, Fortis Green & Highgate Forum as taken from the ongoing Area Plan (last updated 11 April 2013)

1. **Improving Childcare** including:
Access and affordability
2. **Environmental Improvements** including:
Grot-spots and Dumping
Street lighting replacement
Pavement replacement
3. **Supporting Local Businesses and Employment** including:
Reduce on-street parking charges for town centres
Encourage local businesses to take on apprentices
4. **Youth Opportunities** including:
Map local provision including Youth Service and Voluntary
Maintain strong link with Exposure Magazine
5. **Developing Community Hubs** including:
Expansion of Muswell Hill Library & accessibility issues including lift to first floor
Space behind Muswell Hill Library – Community use events/market place etc.
6. **Reducing Crime & Anti-Social Behaviour** including:
Provision of police front counter within the Muswell Hill shopping area
with aspiration for this to include a fully operational SNT base
Make use of enforcement cameras to tackle night-time economy crime
Improve street lighting & Street-tree pruning
7. **Improving Transport / Connectivity** including:
Improvements to east-west bus routes across the borough
Trial service of 144 route from the new W7 headstop at Muswell Hill roundabout
8. **Appropriate Management of Houses of Multiple Occupation (HMOs)** including:
Houses split into multiple individual dwellings and issues of refuse storage etc

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Highways and Streetscene issues in Muswell Hill, Alexandra, Fortis Green & Highgate as taken from the ongoing Area Plan (last updated 11 April 2013)

Alexandra Ward				
Location	Issue	Raised	Action	Resolved
Palace Gates Road	Redesign of road infrastructure or ban on long/large lorries at the factory entrance next to the Sweet Tree Bakery	(Cllr Solomon)		
Bidwell Gardens N11	Vehicles rat-running through the Bidwell Gardens area	(Cllr Solomon)		
Alexandra and Fortis Green Wards				
Location	Issue	Raised	Action	Resolved
Colney Hatch Lane N10	Review of Traffic Lights and pedestrian crossing facilities on Colney Hatch Lane N10 at the junctions with Alexandra Park Road and Pages Lane and to the immediate North of these junctions	(Cllrs Solomon & Newton)		
Fortis Green Ward				
Location	Issue	Raised	Action	Resolved
Aylmer Parade N2	Parking provision including visitor and loading	From c.2006 (Cllr Newton)	Stop-and-Shop scheme proposed June 2012 but needs rethinking	

Coldfall Estate N10	Renewal of poor and insufficient Street lighting	December 2007 LBH/44510 (Cllr Newton)		
Fortis Green N2	Highway Resurfacing	c.2006 LBH/89026 (Cllr Newton)		Resurfaced December 2013
Greenham Road N10	Road Safety and Traffic Calming measures	From 2007 LBH/42115 (Cllr Newton)		
Fortis Green and Muswell Hill Wards				
Location	Issue	Raised	Action	Resolved
MH Roundabout	Improvements to pedestrian crossings	From 2007 LBH/36580 (Cllrs Engert & Newton)		Dukes Avenue and arm leading to Colney Hatch Lane improved as part of W7 bus stop works Nov 2013
MH Roundabout	Issues around traffic build-up at the roundabout particularly to Queens Avenue	From 2007 LBH/36580 (Cllrs Engert & Newton)		
MH Roundabout	Accessible first bus stop for W7	From early 2009 (Cllrs Engert & Newton) LBH 0544012 (Cllr Jenks)		New headstop for W7 Completed Dec 2013
MH Roundabout	Trial of 144 bus route to also run from new W7 headstop	(Cllrs Engert & Jenks)		
Highgate Ward				
Location	Issue	Raised	Action	Resolved
North Hill/Church Road/View Road	Crossing to include a pedestrian phase	LBH 0713912 (Cllr Allison)		
North Hill	Speeding traffic	January 2010 & with SNT April 2011 (Cllr Allison)	Speed tests carried out in October 13 but location questioned	

North Hill	Repair and repainting of 100m+ Victorian railings	First raised 2007 LBH 0619212 (Cllr Allison)		
Miltons	Replacement street lighting	January 2010 LBH 73103 (Cllr Allison)		
Miltons	Removal of excess street furniture	(Cllr Hare)		
Hillside Gardens	Street lighting	(Cllr Alison)	Cast iron refurbishment scheduled for Feb/Mar if structurally sound	
Southwood Lane & Highgate High Street	Bulging churchyard wall	May 2012 LBH 75601 (Cllr Allison)		
Langdon Park Road	Resurfacing	January 2010 (Cllr Allison)		
Jacksons Lane	Proper repairs to cobbles	(Cllr Alison)		
Archway Road	Information about accidents	(Cllr Alison)		Accident statistics supplied
Muswell Hill Ward				
Location	Issue	Raised	Action	Resolved
Summerland Gardens car park	Two-way entry and exit from car park onto Muswell Hill Broadway + close current exit	2004 Followed up 2008 LBH/51813 (Cllrs Engert & Newton)		
St James's Lane area N10	Traffic problems from vehicles exiting from Summerland Gardens car park as well as large HGVs	2008 LBH/51514 (Cllrs Engert & Newton)		
St James's Lane area N10	Renewal of street lighting	From 2009 LBH/65109 (Cllr Engert)		

Muswell Hill	Pedestrian Crossing at the bottom of Muswell Hill	From 2009 LBH/62086 (Cllr Engert)		
Priory Road	Speeding traffic	LBH 0067911 (Cllr Jenks)		
Priory Road	Obscured sight-lines for drivers due to parked vehicles	LBH 0067911 (Cllr Jenks)		Build-out installed at junction of Danvers Road
Priory Road	Pedestrian crossing near Redston Road	LBH 0067911 (Cllr Jenks)		
Wood Vale to Park Road	Greenways crossing	LBH 84782 & LBH 0267911 (Cllr Jenks)		Crossing has been constructed
Junction Priory Road and Park Road	Area around shopping Parade needs new pavements	LBH 89728 & LBH 0564512 (Cllr Jenks)		Area around shopping Parade resurfaced in paving slabs
Lynton Road	Resurfacing	LBH 92148 (Cllr Jenks)		
Etheldene Avenue	Resurfacing	LBH 0564512 & LBH 92652 (Cllr Jenks)		
Park Avenue South	Resurfacing	LBH 88792 (Cllr Jenks)	Partially resurfaced but not perfect	
Pathway near Moravian Church N8	Double yellow line	LBH 81790 (Cllr Jenks)		Resolved
Muswell Hill	Review junctions at foot of Muswell Hill for pedestrian and vehicle safety			
General	Paving stones should be replaced with paving stones not tarmac	LBH 85116 (Cllr Jenks)		
General	Recycling banks as part of road scene	LBH 89014 (Cllr Jenks)		