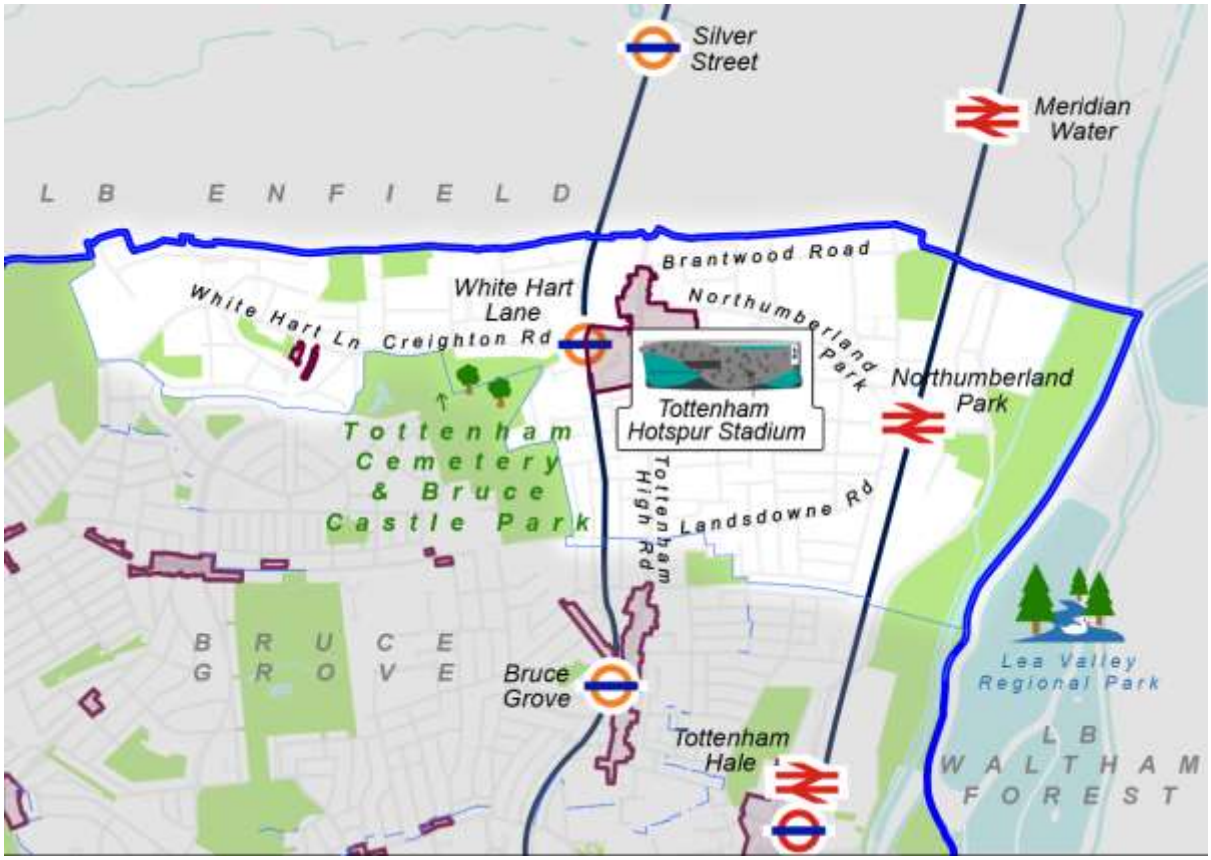
Part 2: Neighbourhoods

7. North Tottenham



Neighbourhood Context

Location

7.01 The North Tottenham neighbourhood is in the north-east of the borough. The London borough of Enfield lies to the north including the major regeneration site of Meridian Water to the north east and the River Lea provides a natural boundary with Waltham Forest to the east. Its residential suburbs blend into the Bruce Grove and Wood Green neighbourhoods, with Bruce Castle Park and Cemetery and the New River sports grounds helping to define these boundaries. The intersection of Tottenham High Road with Lansdowne Road/ Lordship Lane marks the southern entrance into North Tottenham from the Bruce Grove neighbourhood.

History

7.02 North Tottenham's history stretches back thousands of years. The High Road follows the path of an ancient Roman Road (known as Ermine Street). By the 16th century Tottenham was a popular rural retreat for city merchants, many of whom had mansions along the High Road. Daily coach services, omnibuses, the opening of what are now White Hart Lane and Northumberland Park stations, and reduced workers' fares to London in the 19th century made Tottenham more attainable and accessible for the middle and working class, allowing for the development of Victorian and Edwardian terraced houses. The end of the century saw then local amateur football club, Tottenham Hotspur, move to its present location.

7.03 During the interwar years the neighbourhood experienced suburban development in remaining open land to the west, facilitated by the construction of Great Cambridge Road, and the establishment of industrial estates in the east. In the 1960s, a period of intense housing redevelopment brought about the construction of many of the neighbourhood's large estates, including Love Lane, Altair House and the Northumberland Park Estate.

7.04 By far the most notable recent development has been the new world-class Tottenham Hotspur Stadium, which was completed in 2019.

Connectivity

7.05 Two railway lines serve North Tottenham – the Weaver Line on the London Overground and the West Anglia Main Line. In recent years, significant investments have been made to the two stations which fall within the neighbourhood. In 2019 work completed on a major upgrade to White Hart Lane Station on the Weaver Line which included new station entrances and step free access to the platforms. The same year, upgrade works completed to Northumberland Park Station on the West Anglia Line, with a new pedestrian bridge with accessible ramps alongside triple tracking of the line itself to allow for more frequent trains. New, higher capacity rolling stock is now operational on both lines and there is a future possibility of high frequency services on the Weaver Line.

7.06 Tottenham High Road and Great Cambridge Road are identified as priority routes for bus interventions in TfL's Bus Action Plan. Funding has been received for a new bus lane along the High Road. Cycle Superhighway 1 was completed in 2019 and has recently been extended into Enfield.

7.07 Public transport accessibility varies within the neighbourhood, with high accessibility around the High Road and Northumberland Park Station, and low accessibility in the suburban areas in the west of the neighbourhood and industrial land to the east.

7.08 North Tottenham has several busy arterial roads (Tottenham High Road, Watermead Way, and Great Cambridge Road), and the West Anglia Railway Line, which can inhibit east-west walking and cycling movement through the neighbourhood.

Economy & Town Centres

7.09 North Tottenham contains the largest proportion of designated industrial land in the borough. It supports a wide variety of activities from logistics and storage to construction retail, food and fashion manufacturing, and vehicle repair, with a high concentration of jobs filled by Haringey residents. The land is well connected, with easy road links to the North Circular to the north, southward into Central London via the A10 and in the case of the eastern industrial areas, the West Anglia Main Line.

7.10 Tottenham Hotspur Football Club (THFC) is a large employer and the jobs it supports and the activities which take place at the Tottenham Hotspur Stadium make a major contribution to the borough's economy.

7.11 Tottenham High Road North local centre, on the High Road, is the largest town centre in the neighbourhood. Planned development on both the High Road West and Tottenham Hotspur Stadium site allocations are anticipated to significantly increase the retail and leisure offer in the area, alongside new commercial and education uses and homes. The centre's retail units are occupied by a number of independent operators, with a high proportion of hot food takeaways, betting shops and convenience stores. There are also several food and beverage outlets in this area which are linked to the activities that take place at the Tottenham Hotspur Stadium.

7.12 Smaller local centres on Park Lane and Great Cambridge Road serve communities to the east and west.

Landmarks, culture and heritage

7.13 Tottenham Hotspur Stadium is a defining feature of the North Tottenham landscape and an internationally famous sporting destination, with a local history dating to 1882. Today the facility hosts not only some of the world's biggest sporting events, including football and non-football event, but also international artists like Lady Gaga, Beyonce and Guns N'Roses.

7.14 North Tottenham retains the best surviving 19th century townscape section of the High Road (around the Tottenham High Road local centre), with a high concentration of listed buildings, including some particularly outstanding Georgian buildings and a range of Victorian buildings.

7.15 North Tottenham's wealth of heritage is not just limited to the High Road. There is evidence of human use of the waters of the River Lea back through pre-history. Its waters were used to transport food and goods for thousands of years, while its marshes and fields provided rich pastureland. Today the area retains several key structures associated with historical use of the river, such as Stonebridge Lock. Unfortunately, much of this amazing history is not easily visible or accessible to the public. The area was home to Walter Tull, one of Britain's first black footballers and widely considered the first African-Caribbean mixed heritage man to be an infantry officer in the British Army. Killed in action at the Battle of the Somme, a plaque commemorating him was erected in 2014 at his former home on Northumberland Park Road.

Green and blue infrastructure

7.16 The majority of the neighbourhood is comprised of flat level terrain, reflective of its Lee Valley location. Elevation rises towards the north-west of the neighbourhood, the ridge of Devonshire Hill providing views to the south. The Moselle River runs through

Tottenham Cemetery, before disappearing into a culvert eastward along White Hart Lane then south along the High Road.

7.17 The eastern edge of the neighbourhood sits within the Lee Valley Regional Park. This large natural expanse offers great recreational opportunities but is not used by as many residents as it could be, being separated by the railway line and unwelcoming industrial areas. More accessible natural and open space is provided through Tottenham Cemetery and Bruce Castle Park, the latter sitting just outside the neighbourhood boundary.

7.18 Tree canopy coverage is particularly low in Northumberland Park (around 16%), with coverages rising in the less dense western suburbs (around 22%).

You told us

Responses from Tottenham Voices





7.19 As part of a new approach to placemaking, the Council carried out a Tottenham Voices engagement process in 2023 and 2024 aiming to give a range of local people the opportunity to have their say on Tottenham as it is today and their ambition for what it could be like in the future. The Council subsequently adopted Shaping Tottenham setting out a vision for what Tottenham could become.

7.20 The Tottenham Voices Engagement Summary sets out the following feedback for Tottenham as a whole:

- Tottenham does best at the things that make London a wonderful place to live. Diversity, creativity and vivacity
- Community makes people feel positive about Tottenham today including its richness and cohesiveness
- Tottenham is home to fantastic culture and does well at celebrating this
- People love having access to parks like Bruce Castle Park and the wilder landscapes of Tottenham Marshes and the Lea Valley
- There is a strong desire for Tottenham to be safer, cleaner and more pleasant to live in.
- The quality of the environment is holding Tottenham back, especially litter and fly-tipping
- Crime and anti-social behaviour means that many people feel unsafe or uneasy in certain places, particularly young people
- Traffic congestion, pollution and noise is problematic
- There should be a more interesting, diverse high street offer and more opportunities to enjoy leisure and culture

7.21 The Tottenham Voices Engagement Summary sets out the following feedback for North Tottenham specifically:

- There is a need to ensure that homes, communal areas and green spaces on the Northumberland Park estate are better maintained and repaired where necessary
- There is an opportunity for the Northumberland Park Resource Centre to be a local hub for arts

- There is an opportunity to expand on the delivery of play zones and to provide gyms that feel safer and more welcoming to women and girls
- Crime and gang related issues are impacting on young people
- More can be done to ensure local residents benefit from the jobs and opportunities on offer at Tottenham Hotspur and its stadium

North Tottenham Vision

North Tottenham in 2042 will have delivered on the aspirations set out in Shaping Tottenham and will be an international sports, culture, and leisure destination, with a proud local identity, thriving town centres, residential neighbourhoods, and places of production. A clear legacy will have been secured from Tottenham's hosting of the European Football Championships in 2028 and there will have been a significant uplift in jobs with the opportunity identified in the London Growth Plan fully maximised.

New development will have delivered a range of new uses and associated investment will have helped address inequities experienced in the neighbourhood and strengthened the local community. Placemaking will have been delivered in collaboration with local communities and businesses.

A significant number of new high-quality affordable homes will have been delivered to address local needs including as part of the transformation of High Road West and the area around the Tottenham Hotspur Stadium. A resident-led approach to investment and development in Northumberland Park Estate will have delivered many new and improved affordable homes alongside significant placemaking improvements.

North Tottenham Local Centre will have been transformed into an expanded District Centre led by new and enhanced leisure and cultural uses. It will contribute to a thriving North Tottenham Cultural Quarter, with new and enhanced social and cultural infrastructure anchored by Tottenham Hotspur Stadium and a new landmark community centre at High Road West. The delivery of new visitor accommodation will enhance the neighbourhood as a destination and help maximise the positive contribution from visitors.

Development will have strengthened local centres and provide new and enhanced community hubs throughout the neighbourhood, including at the new Selby Centre and within Northumberland Park Estate. There will be more local opportunities for positive social interaction, and improved access to everyday needs and services.

Heritage-led placemaking along and around the High Road will have protected and enhanced its historic value, preserving the village feel within the North Tottenham Conservation Area and improving its attractiveness as a destination.

Development will have helped to address deficiencies in access to good quality open spaces, including provision of a new park through the High Road West scheme, the planting of more street trees and enhanced connections through to Lee Valley Regional Park.

The neighbourhood's large industrial areas will have been intensified and modernised to be significantly more sustainable and to provide increased local employment opportunities. Public realm and connectivity improvements will enable these areas to better integrate into surrounding neighbourhoods.

Close collaboration with the London Borough of Enfield will have helped to leverage investment from large-scale development in the wider area, including at Meridian Water and Joyce Avenue and Snell's Park Estate, supporting significant improvements to the walking, cycling and public transport network.

Policy NTN1: North Tottenham Neighbourhood

A. The Council will support development proposals which contribute to the North Tottenham Vision and the aspirations set out in Shaping Tottenham and the London Growth Plan.

B. The neighbourhood will deliver at least 4,000 new homes over the plan period and deliver a significant uplift in jobs with development prioritised within the Upper Lee Valley Opportunity Area and following Placemaking Focus Areas:

Transform
North Tottenham Central
Transform/Enhance
Northumberland Park and Park Lane
Enhance
North-East Tottenham
North Tottenham High Road
White Hart Lane East
Selby Centre and Queen Street
White Hart Lane Central

C. The Council will support new and expanded town centre uses which help facilitate the transformation of the existing North Tottenham Local Centre into a designated District Centre and bolster the North Tottenham Cultural Quarter and the existing leisure offer provided that such proposals do not impact the vitality and viability of nearby town centres. Proposals for retail uses which exceed 400sqm gross must be supported by a Retail Impact Assessment showing the impact on nearby centres both within and outside the borough.

D. Proposals should reinforce the North Tottenham Cultural Quarter as an international culture, sports, leisure and education destination whilst also providing local-scale cultural facilities to create a cohesive, inclusive and accessible cultural hub. The Council will support the further use and development of Tottenham Hotspur Stadium as a word class visitor destination where this is demonstrated to have positive impacts for local communities and businesses and does not cause unacceptable harm to the amenity of local residents.

E. Proposals should enhance and optimise North Tottenham's designated industrial land for employment uses to support more jobs, in a way that enhances its functionality, character and integration with surrounding areas.

F. The rich heritage of the neighbourhood should be preserved, enhanced and celebrated. To achieve this, proposals should:

(1) take a conservation-led placemaking approach along the Tottenham High Road corridor.

(2) adopt a proactive approach to securing the long-term future of the neighbourhood's 'heritage at risk' assets.
(3) better reveal, interpret and present the neighbourhood's rich archaeological heritage.

G. Development must contribute to a clear, well-designed and managed public realm network. It must also support an improved perception of safety in the neighbourhood and be able to manage the impact of large crowds on event dates at the Tottenham Hotspur Stadium and elsewhere.

H. New and improved social infrastructure should be provided to improve access to integrated support services and community spaces, increasing their prominence in the neighbourhood.

I. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:
(1) providing safer and easier crossings over busy arterial roads and the West Anglia railway line.
(2) enhance and extending the cycle network, capitalising on investment in Cycle Superhighway 1.
(3) support the provision of car-club bays to address gaps in coverage.
(4) improve the management of traffic and crowd flows on event days.

J. Development proposals should deliver and contribute to, where appropriate, strategic improvements to the accessibility of green and open spaces. These include:

(1) an enhanced pedestrian and cycling Greenways Route linking Bruce Castle Park, across the High Road to Lee Valley Regional Park.
(2) a new local park on the High Road West allocation

Supporting text

Placemaking Strategy

7.22 There is a key opportunity to deliver enhancement and transformation within the North Tottenham neighbourhood to further capitalise on its strengths as well as to address the significant challenges it faces. The neighbourhood will experience a significant level of change over the next 15 years, reflecting its location within the Lea Valley Opportunity Area, the aspirations of the Council and other stakeholders to upgrade and expand its existing culture, leisure and visitor offer to enhance its status as an international destination, and significant enhancement and transformation opportunities on key strategic site allocations at High Road West, Tottenham Hotspur Stadium, Northumberland Park Estate and the Selby Centre.

7.23 It is important that development and investment is planned and delivered to provide significant benefits for the local community, which has some of the highest levels of need in the borough. This chapter sets out a clear and ambitious vision for the future of North Tottenham.

7.24 Most new homes will be accommodated in accessible and connected areas near Tottenham High Road and close to White Hart Lane and Northumberland Park stations, where high density development is more appropriate. The redevelopment of High Road West will make a crucial contribution to this, providing over 2,600 additional homes as part of a new urban neighbourhood.

District Centre

7.25 The scale of development anticipated justifies the elevation and expansion of North Tottenham Local Centre to a District Centre to support a growing local and visitor population. The boundary of the centre has been expanded to include the north part of the Tottenham Hotspur Stadium allocation and parts of the High Road West allocation.

7.26 The focus of the North Tottenham District Centre should be on providing cultural, leisure and community uses (including ancillary cultural contributors such as restaurants and cafes), supporting the North Tottenham Cultural Quarter. Convenience retail, services and workspaces are also encouraged in addition to smaller scale comparison retail.

7.27 Retail impact studies are not usually required for developments within designated town centres. However, given the proximity of both Angel Edmonton and Bruce Grove District Centres, and in particular the objective for Bruce Grove District Centre to enhance its role as the retail heart of Tottenham, these will be required for larger applications for retail uses to ensure that what is proposed serves to complement and strengthen rather than undermine the vitality and viability of nearby District Centres.

Cultural Quarter

7.28 The London Growth Plan recognises Tottenham as an internationally significant visitor destination, anchored by a major cultural venue in the Tottenham Hotspur Stadium. The stadium hosts international concerts and a range of sporting events including football, American football (NFL), rugby, boxing, alongside conferences, exhibitions and other activities. Continued development around the stadium site, alongside the transformation of High Road West on the opposite side of the High Road provides an opportunity to establish a wider Cultural Quarter, pulling together complementary social and cultural infrastructure and showcasing the area's heritage, sporting and music legacies, and the wealth of creative production that occurs across Tottenham.

Industrial Land

7.29 North Tottenham has existing sectoral strengths in food production and manufacturing and fashion manufacturing, with the potential to grow music, performance and visual arts leveraging off investment in the North Tottenham Cultural Quarter.

7.30 Many industrial areas are adjacent to areas of transformation, both in Haringey and in Enfield. Development should help develop a stronger sense of place, showcasing industrial activities and, where appropriate, attracting visitors to sample products.

Heritage

7.31 In recent years there has been concerted effort from the Council and key stakeholders such as Tottenham Hotspur Football Club to restore and enhance heritage assets in the neighbourhood. However, a number of North Tottenham's heritage assets, including the North Tottenham Conservation Area, are identified as 'heritage at risk'. Development provides an opportunity to enhance and celebrate the areas heritage assets and secure their long-term future.

7.32 The area around the High Road contains some of the area's most important heritage assets but also some of the best opportunities for development, which is why it is essential that the approach to development is grounded in an excellent understanding of and strategy for conservation and enhancement of the historic environment.

Public Realm

7.33 Residents in North Tottenham have some of the lowest levels of feeling safe in the borough, both during the day and at night. A key challenge is the poor layout of parts of the neighbourhood, particularly its estates, with many routes feeling unsafe and confusing to navigate. Proposals should seek to address this through public realm enhancement, for example improved lighting, or transformation by restructuring routes to feel safer. Contributions may be sought to support local community safety measures.

7.34 A strategic approach to the public realm is required, offering a clear and easily navigable network that provides for a range of activities. Given the comparatively

young population in this neighbourhood there should be a strong focus on providing activities for children and young people.

7.35 Development should encourage the local community to take greater pride and ownership in the public realm. It is important that public space is clearly identified as being public and kept accessible to residents at all times. The neighbourhood experiences high visitor numbers on event days. Public realm should be designed and managed to encourage use and activation on non-event days and avoid and minimise any negative which can arise from large crowds, such as noise, litter and anti-social behaviour.

Social Infrastructure

7.36 The North Tottenham community has significant needs and depends on a variety of social infrastructure and services. Although the area has many social infrastructure facilities, they are not always easily accessible or equipped to cater to local needs. New development should enhance or re-provide social infrastructure in a way that makes them a more prominent and accessible part of the urban landscape and allows them to be more effectively used to support a diverse and growing community and foster social integration. This includes considering how spaces complement wider provision, including across the borough boundary in Enfield.

Connectivity

7.37 A high proportion of traffic collisions take place on North Tottenham's busy arterial roads (Tottenham High Road, Watermead Way, and Great Cambridge Road), and other key routes (Willoughby Lane, White Hart Lane, Creighton Road, Brantwood Road and Northumberland Park Road). The Council will deliver and support transport interventions that address this severance and improve the safety of the street network.

Green Spaces

7.38 Large parts of North Tottenham lack sufficient access to district, local and smaller open spaces. In addition to the establishment of a new local scale open space within the High Road West allocation, development proposals, particularly for larger development sites, should support the creation of new and enhancement of existing open spaces.

7.39 The Greenways Route should be enhanced to better connect the historic Bruce Castle Park with the wild landscapes of the Lee Valley, improving access to large open spaces and nature and providing a high-quality pedestrian and cycle connection between Northumberland Park Station and the North Tottenham Cultural Quarter.

Policy NTN2: North Tottenham Cultural Quarter

A. The North Tottenham Cultural Quarter will be transformed via mixed use redevelopment. To secure its long-term reputation as an international visitor destination and ensure it capitalises on the area's strengths and delivers opportunities for residents and local businesses, development proposals within it should:

(1) Provide cultural infrastructure to support sports, recreation, education, art, music, and performance.

(2) Maximise the delivery of employment uses, with a strong focus on workspace to support the creative industries.

(3) Establish the Cultural Quarter as an evening and night-time entertainment destination by providing a wide range of evening and night-time entertainment activities and delivering high-quality, creative and heritage-sensitive lighting.

(4) Address low rates of cultural engagement in North Tottenham

(5) Provide cultural meanwhile uses to sustain a vibrant atmosphere during and after the construction period of development

(6) Help deliver a vibrant, inclusive and cohesive public realm, providing for a range of community and cultural activities and establishing a strong and distinct identity for the Cultural Quarter.

(7) Accommodate community and cultural uses within heritage assets, where this would enhance heritage value.

(8) Support cultural infrastructure with ancillary uses including food and beverage, retail and visitor accommodation.

(9) Contribute to a strong cultural eco-system, strengthening relationships between cultural assets and providers.

Supporting text

7.40 The Council recognises the immense opportunity presented by existing, planned and potential cultural infrastructure in North Tottenham. This policy sets a high-level strategy for realising this opportunity.

7.41 The neighbourhood has a strong sporting legacy, being the home of Tottenham Hotspur Football Club. In addition to the stadium which hosts a range of international and national sporting events, there are a number of local sporting facilities, including the nearby Tottenham Community Sports Centre, school facilities and, further afield, Coles Park Stadium and the Fredrick Knight Sports Ground. New development and public realm, particularly on undeveloped parts of the stadium site, provide an opportunity to deliver a wider range of play, recreation and sporting activities, enhancing existing provision and the Cultural Quarter's reputation for sports and recreation.

7.42 Tottenham also has a strong and well-development music scene, with a range of music-related assets. The international scale of the stadium, which already attracts global artists such as Beyonce and Bad Bunny, could be complemented with local rehearsal and performance spaces, cultivating local talent, attracting regional and international artists, and expanding the cultural destination offer.

7.43 An element of creative workspace should be provided within the Cultural Quarter to complement cultural consumption uses and support the creative industries. Where appropriate, creative production should be made visible to the public to support the vibrancy of the Cultural Quarter and showcase the wider creative production that occurs across the wider Tottenham Creative Enterprise Zone.

7.44 The mix of existing uses, presence of the stadium, and accessibility of the Cultural Quarter is an appropriate location for evening and night-time entertainment. It is important that such uses are appropriately managed to minimise impacts on local communities. Comprehensive development of key parts of the Cultural Quarter provides an opportunity to better design and manage evening and night-time economy venues and uses to ensure adequate management and mitigation of adverse effects. The Council will strongly support the establishment and protection of grassroots music venues and LGBTQ+ venues which have been in decline and are under pressure from development across London.

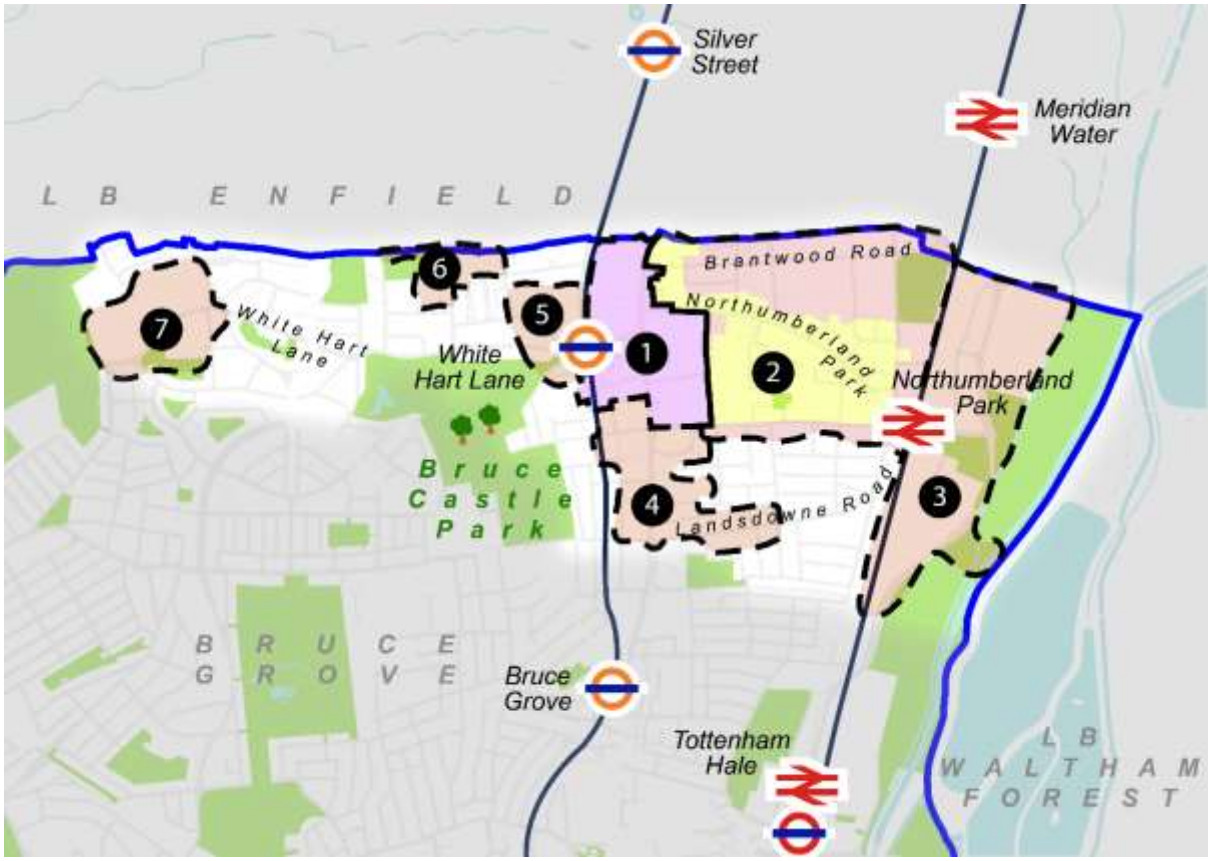
7.45 North Tottenham has some of the lowest rates of cultural engagement in the borough. Development proposals should seek to improve access to cultural production and consumption for the local community. This could include providing access to cultural spaces and activities, programming events in public spaces, providing heritage interpretation or public art, and designing and managing cultural spaces so they are accessible, and their use is optimised.

7.46 The Council will support provision for meanwhile uses that support the vibrancy of the Cultural Quarter. These uses will be particularly important in helping to establish the Cultural Quarter as a destination over time, with the opportunity to leverage upcoming cultural events, notably Haringey's term as the London Borough of Culture in 2027 and Tottenham Hotspur's hosting of the UEFA European Football Championships in 2028.

7.47 A vibrant and inclusive public realm will be crucial to the success of the Cultural Quarter. It should feel cohesive, accessible to local communities and be activated throughout the day and the week, not just on event days.

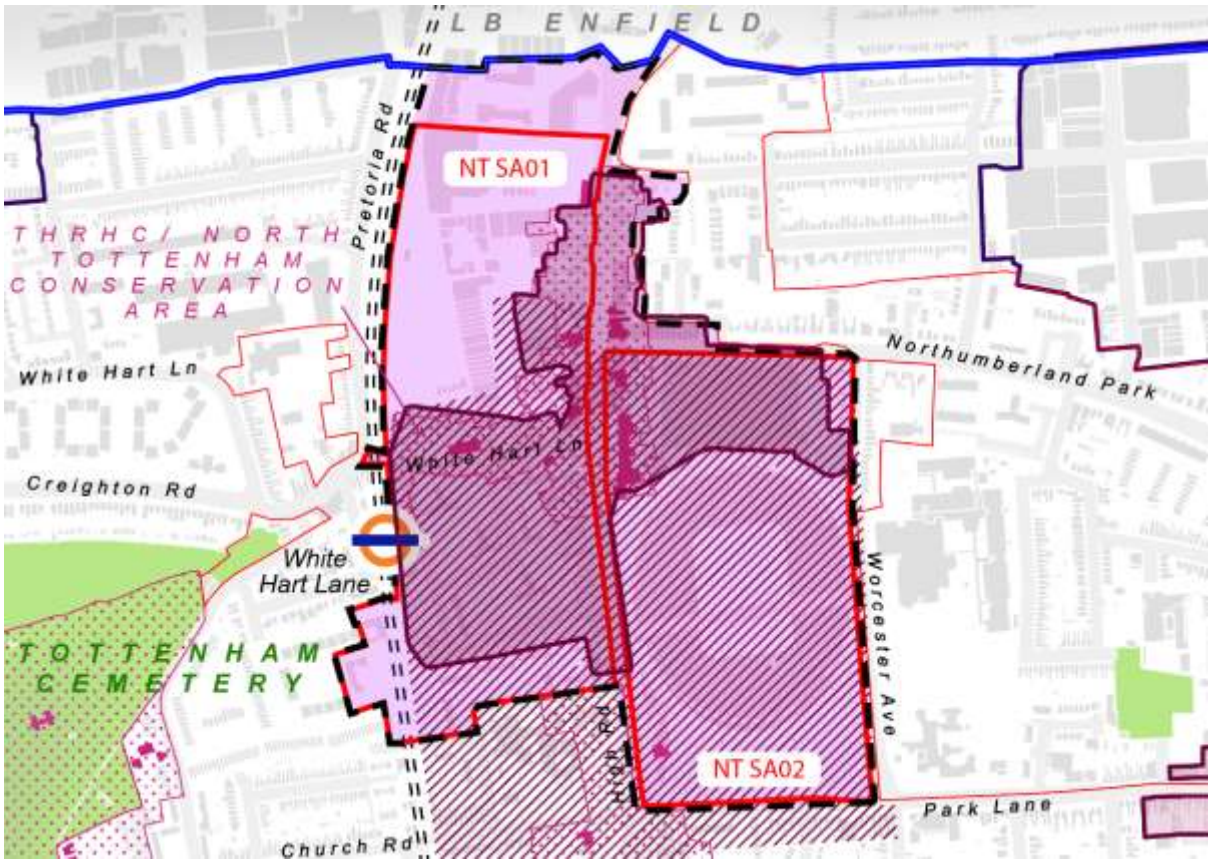
7.48 Cultural quarters are successful when a strong cultural ecosystem is established. Proposals should contribute positively to the existing and planned cultural offer. The Council encourages the building of relationships between cultural institutions not just in the Cultural Quarter but in the wider areas, this includes schools, creative industries in nearby industrial areas, sporting and religious facilities.

North Tottenham Placemaking Focus Areas



1. North Tottenham Central
2. Northumberland Park and Park Lane
3. North-East Tottenham
4. North Tottenham High Road
5. White Hart Lane East
6. Selby Centre and Queen Street
7. White Hart Lane Central

NT PFA1: North Tottenham Central



Strategy

7.49 The centre of North Tottenham will be transformed to reflect its status as an internationally significant destination. Transformation will be driven by comprehensive redevelopment of the High Road West site allocation and completion of the remaining elements of the Tottenham Hotspur Stadium site allocation. These will deliver new and improved public realm, green spaces, and social and cultural infrastructure, as well as a substantial number of new jobs and homes, establishing a new high density urban neighbourhood around a vibrant District Centre.

7.50 Strong emphasis will be placed on creating a coherent network of public spaces and providing cultural and social infrastructure and other town centre uses to support social integration and a rich civic life.

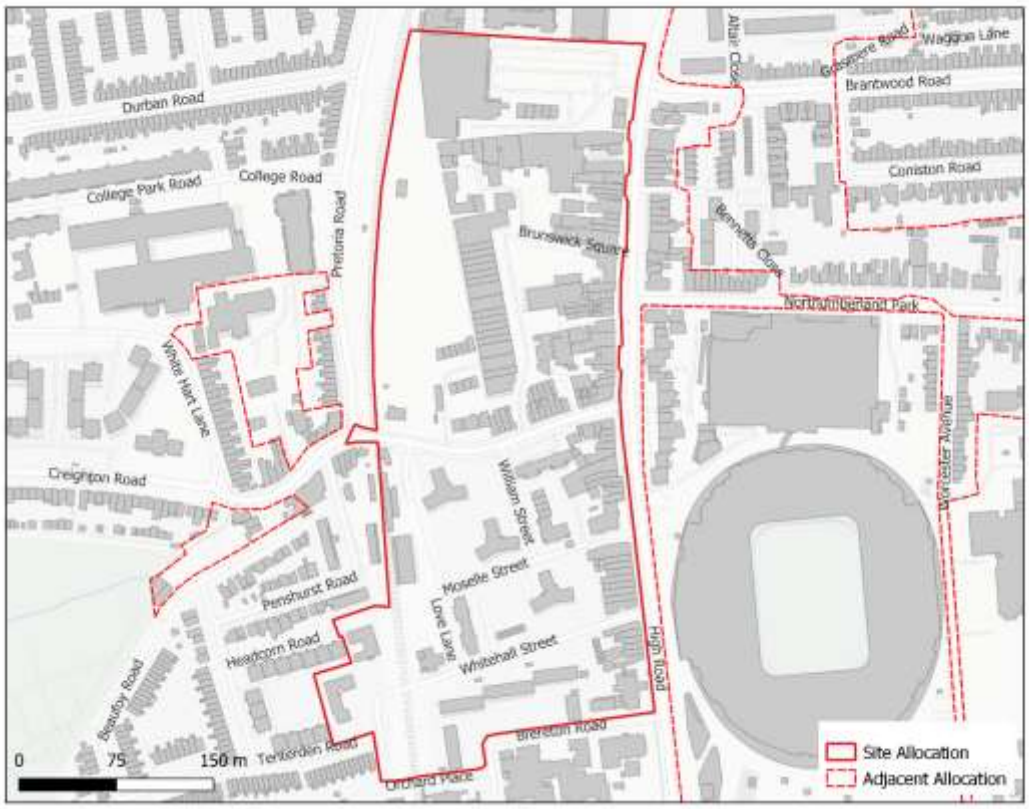
7.51 This strategy will be implemented through adherence to Policies NTN1-2, the site allocations outlined below, and the following initiatives.

- Working strategically and collaboratively with key stakeholders, including the London Borough of Enfield having regard to major planned development across the borough boundary within Enfield's Place Area at Angel Edmonton and Meridian Water.
- Capitalising on the opportunities offered by Tottenham Hotspur Stadium hosting the 2028 European Football Championships including the establishment of fan zones during the tournament, driving local and strategic transport improvements, and opportunities to secure a positive and lasting legacy
- Capitalising on the opportunities offered by Haringey being the London Borough of Culture in 2027.
- Establishing an emerging and expanded District Centre led by new and enhanced leisure, cultural and education uses.
- Establishing the North Tottenham Cultural Quarter, comprised of:
    - The stadium and a new landmark cultural/community facility as anchoring the cultural offer.
    - Large public spaces to accommodate events and activities, including a new public square and local park on High Road West and an enhanced public south podium square next to the stadium.
    - A restored, enhanced and sensitively lit historic streetscape along the High Road and White Hart Lane, with historic buildings housing community and cultural activities, where appropriate.
    - A series of laneways either side of the High Road at Peacock Yards and Northumberland Terrace, supporting a range of cultural production and consumption activities. These areas have the potential to facilitate the development of an cultural, arts and music focused ecosystem. Where appropriate, creative production should be made visible to the public to support the vibrancy of the Cultural Quarter.
- Conserving and enhancing the character of the North Tottenham historic townscape, including:
    - The continuous line of historic buildings either side of the High Road.
    - The sequence of public spaces along and behind the High Road and how they relate positively to heritage assets.
    - The sense of scale experienced along the High Road, ensuring that new development does not overly dominate the buildings.
    - Retaining and restoring shopfronts of architectural and historic merit. Others should be restored to original designs wherever possible.
    - Sensitive internal and external lighting of historic buildings to elevate the presence of key buildings.
- Providing easy, clear and safe connections for pedestrians and cyclists, including:
    - Accommodating large visitor flows from White Hart Lane and Northumberland Park Station and Tottenham High Road.

    - Ensuring the public realm is designed and managed to mitigate and avoid issues of noise, litter, crime and anti-social behaviour.
    - Rebalancing the provision of road space in favour of pedestrians, cyclists and public transport in accordance with Haringey's Walking and Cycling Strategy and emerging Kerbside Strategy.
- Signalling and enhancing threshold points into the areas, including:
    - The Weavers Overground Line bridge over White Hart Lane
    - Tottenham High Road, where the historic townscape is bookended by the statutory listed 867 & 869 High Road and the locally listed pub, 'The Coach & Horses'.
    - The intersection of Worcester Avenue and Park Lane

Site Allocations

NT SA01: High Road West



Site Information	Details
Address	High Road West, N17
Area [ha]	10.8
PTAL [2031]	4-5
Planning designations	North Tottenham Central PFA: Transform North Tottenham Conservation Area Listed buildings: 7, 32, 34 &34a White Hart Lane and 797 &799, 819 & 821 and 867 & 869 High Road Tottenham Locally listed buildings: Whittington Road Archaeological Priority Area Blue ribbon network Partially within Ecological corridor Partially within Flood Zone 2 and Flood Zone 3(Surface Water) Critical Drainage Area
Relevant permissions	APP/Y5420/W/21/3289690 HGY/2021/3175 (Hybrid) HGY/2022/0563 (Full) HGY/2023/2306 (Full) HGY/2024/0692 (Full)

Indicative capacities	2,900 homes, 20,000sqm town centre uses (Class E, Class F and Sui Generis), 4,000 industrial uses (Class B)
Phasing	2027-2041
Ownership	Public and private

Proposal

High Road West will be transformed through comprehensive masterplanned development to help establish an expanded emerging District Centre and a Cultural Quarter within a new urban residential neighbourhood accommodating over 2,600 new homes, including a large portion of affordable homes. Alongside a new high-quality, walkable public realm and street network, development will deliver significant new infrastructure. This includes a public square, local park, landmark cultural/community facility and health centre.

Several planning permissions have been given for this site, the most comprehensive of which is a hybrid planning permission (HGY/2021/3175) for the demolition of existing buildings and the creation of a new mixed used development with up to 2,929 new homes, commercial, office, retail and community uses, new public park, public square and other landscaped public realm and pedestrian and cycle routes.

There are separate planning permissions for various parcels within the overall allocation including a residential led mixed-use combined scheme for The Goods Yard, The Depot, 36 & 44-52 White Hart Lane and 867-879 High Road.

Masterplanning, engagement and delivery

A masterplan has been prepared for the entire allocation site related to the extant planning permission HGY/2021/3175.

The site must be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity. The Council will, where appropriate, support land assembly to enable comprehensive redevelopment of the site to deliver placemaking aspirations.

Having regard to expected delivery timeframes and the scale of the scheme, the viability position will need to be kept under review to ensure the scheme remains deliverable and that public benefits continue to be maximised.

Due to the size of the site and scale of development envisaged, a phasing strategy must be provided to avoid, mitigate and remedy the effects of the works on the nearby communities.

Development should accord with the principles set out in the most up-to-date Council-approved masterplan.

Given the scale of transformation envisaged, a comprehensive meaningful engagement process, which builds on the substantial engagement to date, should be followed in keeping with the Placemaking Approach and the Haringey Deal.

Land uses and activities

Existing land uses:

- Residential (including Love Lane Estate)
- Employment (including Peacock Industrial Estate and Carbery Enterprise Park)
- Town centre uses
- Community uses (including Whitehall & Tenterden Community Centre and Coombes Croft Library)

Acceptable land uses are:

- Residential
    - Predominant typology should be Class C3 residential
    - In 2021 a resident ballot approved the principle of redevelopment of the Love Lane Estate. As part of the Council's Love Lane Landlord Offer, existing secure and non-secure tenants living on the estate at the time of the ballot will be offered new social rented council homes on the site, and assistance will be provided for resident leaseholders to remain in the area.
    - Purpose-built student accommodation will be acceptable as an ancillary component of the overall residential development mix. Student accommodation has already been granted planning permission within parts of the allocation area at 'Printworks' 819-829 High Road (HGY/2023/2306) and 807 High Road (HGY/2024/0692).
    - Large-scale purpose-built shared living will be acceptable as an ancillary component of the overall residential development mix.
- Town Centre, Leisure, Education and Employment uses
    - A significant increase in town centre and employment floorspace is required to support the establishment of an expanded District Centre. This includes reprovision of employment floorspace as either town centre or employment floorspace.
    - The confirmed boundaries of the District Centre within the allocation must be agreed with Council officers and set out in the masterplan. The District Centre should include properties around the public square and along White Hart Lane and the High Road.
    - A significant uplift in town centre uses should support the establishment of an expanded emerging District Centre, with active ground floor uses around the public square, along White Hart Lane and the High Road.
    - A range of town centre and employment uses should be provided to meet local needs and enhance the area as a destination, including

leisure and education, providing seven day a week activity during the day and in the evenings.
    - High quality workspace should be provided, with priority given to creative industry workspace to support the Cultural Quarter. There are opportunities to locate workspace in areas behind the High Road, north of White Hart Lane, and underneath the railway arches.
    - Cultural consumption uses and uses which are cultural contributors should be provided to support the Cultural Quarter.
- Community uses
    - Social infrastructure should be provided to support the needs of the local community. This includes:
        - The reprovision of existing social infrastructure lost as part of the development.
        - A new landmark cultural/community facility facing onto the public square, helping to activate the public realm and designed to accommodate a range of community and cultural activities.
        - A new health centre. There should be early engagement with the NHS to establish the requirements of this facility.
        - Public toilets
- Meanwhile uses
    - A Meanwhile Use Strategy will be required.

Built form, character and heritage

- Where development is likely to impact heritage assets, a detailed assessment of their significance and their contribution to the wider conservation area should be undertaken and new development should respond to it accordingly.
- In undertaking a conservation-led approach to development, proposals should set out a strategy for optimising the positive contribution of heritage assets to:
    1) the economic vitality of the emerging District Centre and the Cultural Quarter
    2) local character and distinctiveness
    3) social inclusion and the use of historic buildings and spaces, such as The Grange, to bring people together.
- Conservation-led design guidance should be provided for detailed planning applications, particularly those elements directly impacting on heritage assets.
- Development proposals should improve the setting of many heritage assets through the sensitive redevelopment of negatively contributing buildings and establishment of a more complementary public realm and urban form.
- The allocation is in an area where tall buildings are appropriate. In line with the extant planning permission, building heights should fall towards the more sensitive heritage context along the High Road and White Hart Lane, with height rising towards the railway line. The approach to height and massing should be informed by an analysis of its contribution to North Tottenham's existing and emerging skyline, particularly when observed from key viewpoints.

- Proposals should address the cumulative effect of the emerging wider cluster of tall buildings in North Tottenham and the need to establish a cohesive skyline.
- Larger commercial and leisure buildings should be located within close proximity to the new public square, linking the station to the stadium.
- Development proposals should ensure the landmark cultural/community facility achieves exceptional design quality. A design competition should be used to encourage innovative and high-quality architectural solutions.
- Clear building frontages must be established along the High Road and White Hart Lane.

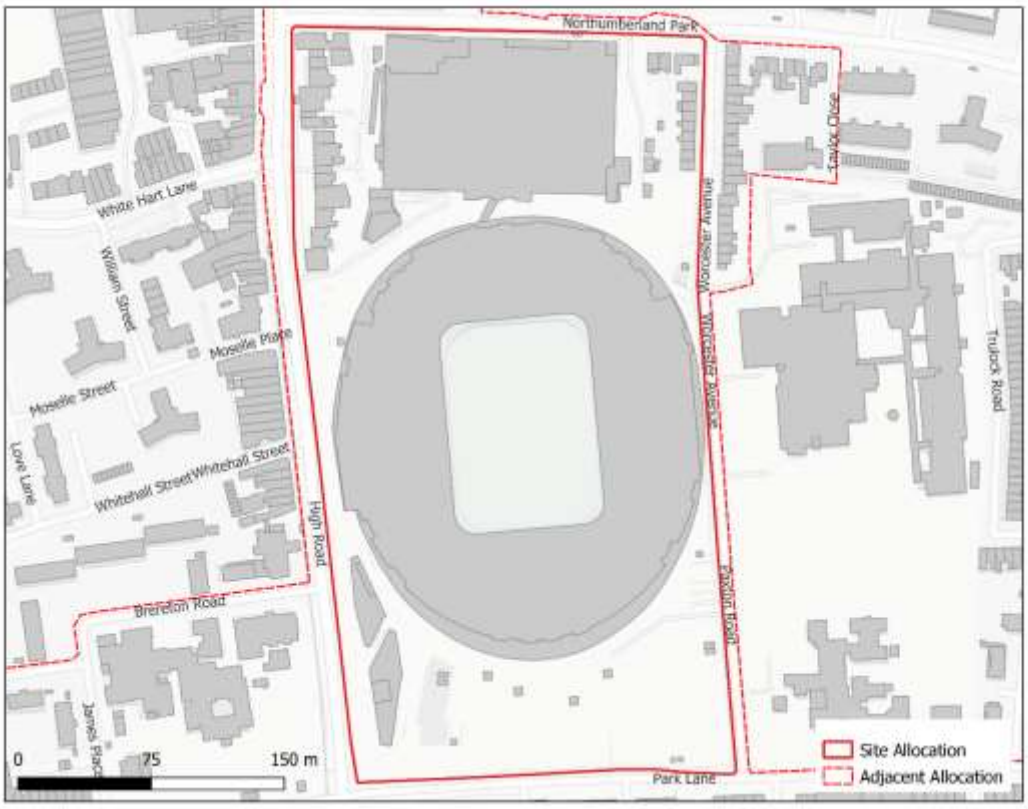
Movement and public realm

- A significant net increase in high quality public space and private amenity space should be provided, including:
  1) A large new community park (minimum 0.53ha) to address existing deficiencies in access to open space.
  2) A new public square (minimum 0.35ha), connecting White Hart Lane Station and Tottenham High Road. It should enable a range of community and cultural activities seven days a week, during the day and evenings, as well as allow for spectator movement on event days.
- A legible and cohesive network of streets should be created, prioritising active travel and connecting seamlessly into the surrounding area. Development proposals should:
  1) Significantly improve east-west pedestrian and cycling connectivity, including the strategic Greenways route to the Lee Valley Regional Park.
  2) Investigate and, where feasible, deliver or otherwise safeguard opportunities for a new connection across the railway to Pretoria Road.

Environment and sustainability

- The site is within a Critical Drainage Area and central and eastern parts of the site are within Flood Zones 2 and 3a (surface water).
- The Moselle runs in a culvert underneath the site and there should be consultation with the Environment Agency in this regard.
- The site has a high heat risk. Development proposals should prioritise the use of urban cooling measures and include a Cool Space.
- Opportunities should be pursued to enhance and expand the ecological corridor that runs along the railway line.
- Proposals should support mitigation of and improvement to local air quality and noise pollution.
- On land formerly in industrial use, studies should be undertaken to understand what potential contamination there is prior to any development taking place. This site is partially within a groundwater Source Protection Zone and therefore any development should consider this receptor.

NT SA02: Tottenham Hotspur Stadium



Site Information	Details
Address	748 High Road, Tottenham, London, N17 OAP
Area [ha]	9.31
PTAL [2031]	4-5
Planning designations	Central North Tottenham PFA: Transform Partially within North Tottenham High Road Conservation Area Listed buildings: 744 (Warmington House), 774 (now demolished), 790 (Dial House)792, 794, 796 (Percy House – including the forecourt walls and railings), 798, 800, 802, 808 and 810 High Road Locally Listed Buildings: 814 High Road (Former Barclays Bank) Archaeological Priority Area: Tier 2 and 3 Partially within emerging District Centre Cultural Quarter Partially within Flood Zone 2 and Flood Zone 3(Surface Water)
Relevant permissions	HGY/2015/3000 (Hybrid) plus numerous amendments and reserved matters applications
Indicative capacities	585 homes, 10,600sqm community and cultural uses, 3,000sqm employment uses, and 16,700 sqm hotel uses
Phasing	2027-2037
Ownership	Private

Proposal

The Tottenham Hotspur Stadium site will continue its transformation as an international visitor destination, anchoring the North Tottenham Cultural Quarter and underscoring Tottenham Hotspur Football Club's long association with the London Borough of Haringey.

In 2015 planning permission was given for the demolition and comprehensive phased redevelopment of the stadium and Tottenham Experience (now complete), a new sports centre, community uses, offices, housing and a health centre, together with streets, public and private open spaces.

With the world class stadium completed, remaining development will strengthen the Cultural Quarter by providing a range of culture and leisure activities, community infrastructure and a hotel to accommodate visitors. It will also contribute over 500 new homes; increasing footfall and supporting local businesses. Alongside these uses, an enhanced and expanded public realm will create an inclusive and vibrant atmosphere for residents and visitors throughout the day, week and year, on event days and non-event days.

The Council will continue to work collaboratively with the Football Club, taking a vision-driven and strategic approach to optimising placemaking benefits for the neighbourhood and wider area and respecting the operational needs of the Football Club.

Masterplanning, engagement and delivery

The development of the site is already supported by a comprehensive masterplan which was agreed as part of the original planning permission to redevelop the stadium. this site.

Land uses and activities

Existing land uses are:

- Stadium hosting a variety of sports including football, American football, boxing rugby, karting as well as concerts and other events
- Education
- Retail (including a large supermarket)
- Cultural (including 'The Tottenham Experience')
- Community provision

Acceptable land uses are:

- Residential uses
    - In addition to new dwellings (use class C3), the site is suitable for a hotel
- Town Centre, Education, Cultural and Employment uses
    - Priority should be given to the provision of a significant amount of cultural consumption, production and ancillary cultural contributor uses to establish the Cultural Quarter, in line with extant planning permissions.

The mix of uses should ensure seven day a week activity, on match and non-match days.
    - The Council will seek to maximise local employment outcomes on this site.
- Community uses
    - New high quality, inclusive community facilities should be provided, including a new health centre.

Built form, character and heritage

- The stadium and associated public realm is of a high-design quality and several listed buildings have already been brought back into positive use as part of the development
- Future development should also be of high quality design ensuring that development responds positively to the context and provides active frontages to the High Road and Park Lane.
- Future development should continue to make positive use of heritage assets and respond positively to the heritage context
- Where development is likely to impact heritage assets, a detailed assessment of their significance and their contribution to the wider conservation area should be undertaken and new development should respond to it accordingly.
- The allocation is an area where tall buildings are appropriate consistent with various tall buildings already granted planning permission.
- Tall buildings should relate positively to the surrounding public realm, respecting and enhancing the human-scale experience at the ground floor level. Proposals must be supported by high quality public realm and greenery and landscaping and provide a positive human scale experience for pedestrians and cyclists
- Tall buildings should be located towards the centre and south of the area, stepping down in height to relate to the scale of Trulock Road and Park Lane.
- Regard should be had to the cumulative effect of the emerging wider cluster of tall buildings in North Tottenham and the need to establish a cohesive skyline.
- The approach to height and massing should be informed by an analysis of its contribution to North Tottenham's existing and emerging skyline, particularly when observed from key viewpoints.

Movement and public realm

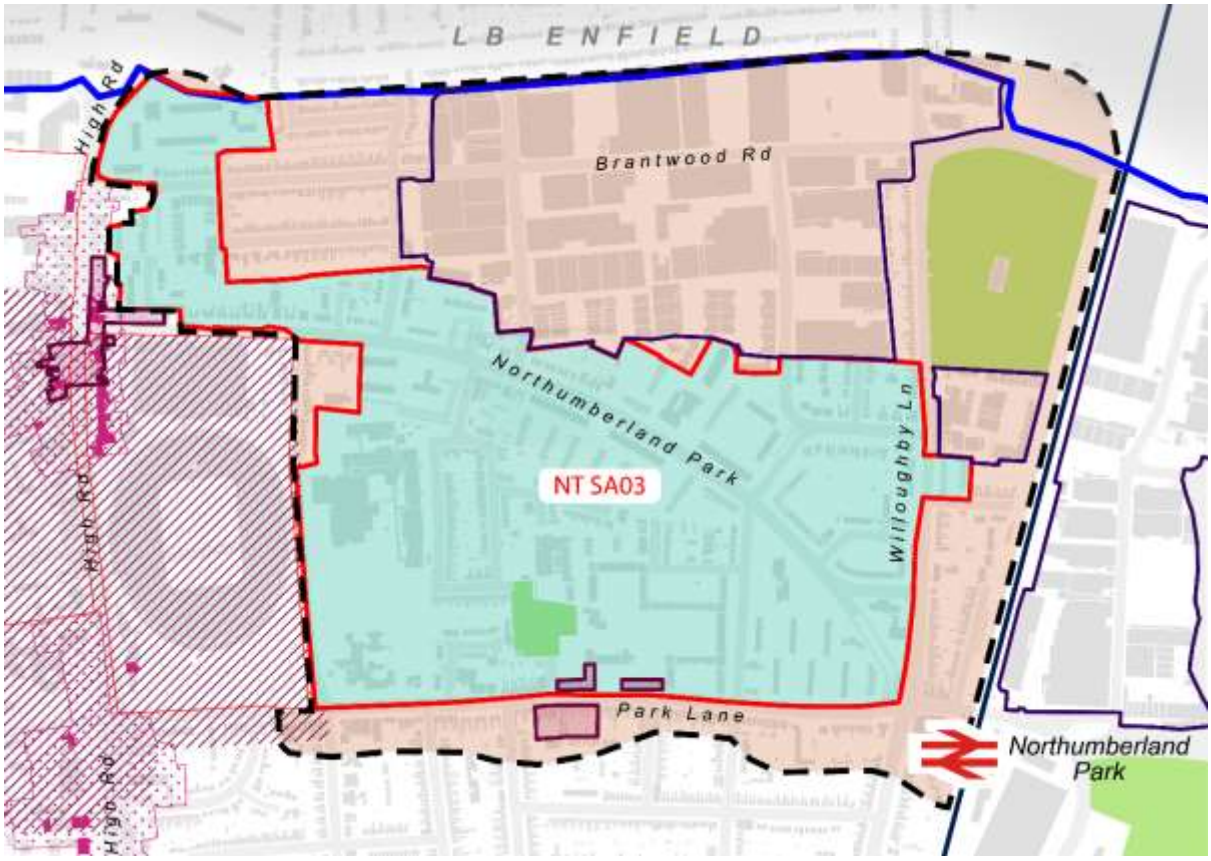
- Development proposals should provide:
    - High quality, publicly accessible and activated spaces within the site on non-match days that complement other public realm/spaces in the area and link with key existing and future walking and cycling routes in the locality.
    - New high quality public spaces, with a net increase in the amount of publicly accessible urban realm.
    - An improved physical and operational interface across Worcester Avenue to the Northumberland Park placemaking focus area to the east, and the

High Road to the High Road West site allocation to the west, to support placemaking objectives for those areas.

Environment and sustainability

- Through development and the management of events and activities at the stadium positive impacts on residents and businesses must be maximised and the negative impacts must be minimised and mitigated
- The site is within a Critical Drainage Area and partially within Flood Zones 2 and 3 (Surface Water).
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include a Cool Space.
- Proposals should support mitigation of and improvement to local air quality and noise pollution.
- Part of the site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning application.

NT PFA2: Northumberland Park and Park Lane



Strategy

7.52 The Northumberland Park area will be enhanced and, in places, transformed to create a welcoming, healthy, connected and vibrant neighbourhood that provides residents and businesses with services and opportunities to support them to live fulfilled lives. Much of this change will come through the resident-led masterplanned development of the Northumberland Park estate. At present the area experiences conditions linked to high levels of socioeconomic disadvantage, poor connectively and safety and issues with the housing stock. There are many public spaces with limited purpose and low levels of use.

7.53 Development provides an opportunity to create a more socially inclusive neighbourhood, celebrating the cultures and diversity of local communities and creating a place where residents feel proud, to live, safe to play and where visitors feel welcomed.

7.54 As part of the wider transformation of North Tottenham there may be opportunities for comprehensive development of part of this area alongside the Tottenham Hotspur Stadium site. This could provide opportunities for significant investment, enhanced community and cultural facilities via alternative provision and a better overall use of land.

7.55 The Council will work together with landowners, developers and businesses to support the intensification of the Brantwood Strategic Industrial Land and Willoughby Lane Locally Significant Industrial Site for employment uses, leveraging their strategic location within the Productive Lee Valley. Their sense of place and relationship with surrounding residential areas will be improved, attracting more visitors, particularly on Stadium event days, to see and taste what is being produced.

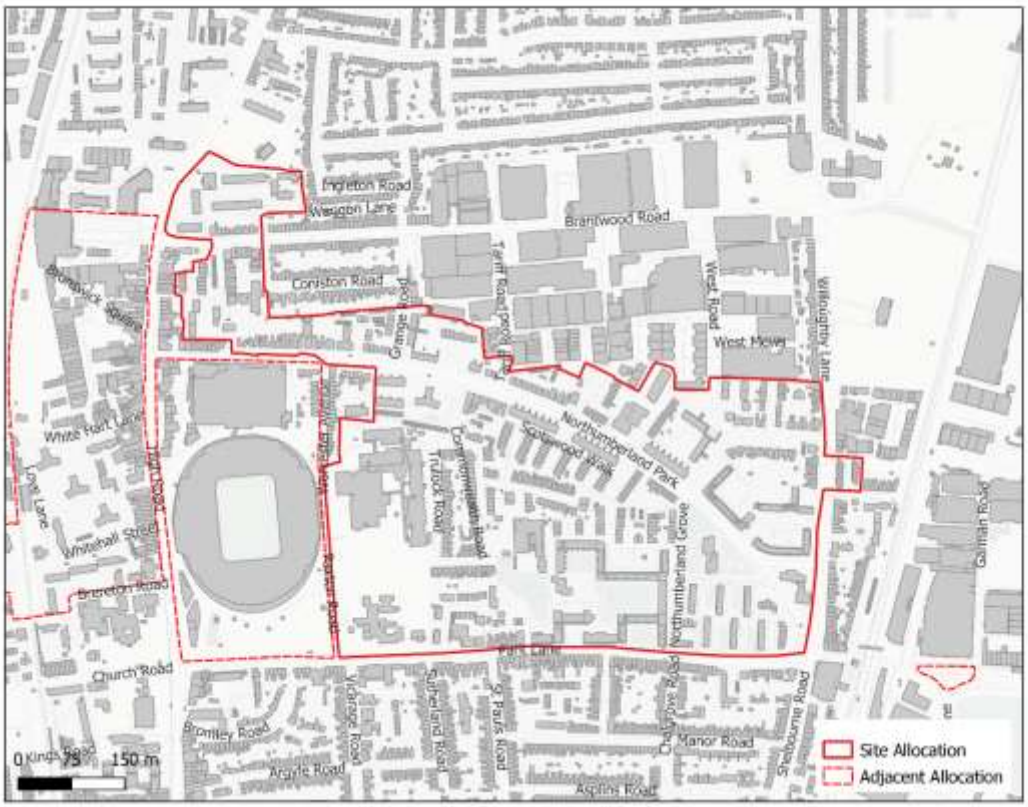
7.56 This strategy will be implemented through adherence to Policies NTN1, the site allocation outlined below, and the following initiatives.

- Working strategically and collaboratively with key stakeholders, including the London Borough of Enfield, to ensure enhancement/transformation complements and is complemented by development within this Placemaking Focus Area, adjacent Placemaking Focus Areas and across the borough boundary within Enfield's Urban Place Area at Meridian Water.
- Creating a community heart on Park Lane, enhancing the buildings, shops and services to better serve the local community; making the street greener and safer; and improving wayfinding to the Lea Valley and the High Street.
- Providing safer, clearer and better-connected streets and routes through the estate and enabling better integration between the residential and industrial areas.
- Delivering new and improved council homes, including new family homes, for Northumberland Park residents. Existing homes will be improved where required and new homes will be delivered on identified sites for infill and other sites which will improve the overall layout and safer routes across the estate.
- Taking a strategic and co-ordinated approach to the provision and enhancement of social infrastructure. The neighbourhood contains a number of community facilities; however many are not fit for purpose, are hidden away, and don't feel connected.
- Contributing to improvements in transport infrastructure, including:
    - Working with Transport for London and Network Rail to further improve connections over the railway and the station itself at Northumberland Park Station.
    - Working with London Borough of Enfield to improve the strategic east-west cycle connection from Meridian Water to White Hart Lane

    - Improving Park Lane as a key a primary east-west pedestrian and cycle route, with generous green infrastructure provision and wayfinding signalling its role in connecting residents and visitors to the open spaces of the Lee Valley.
- Enhancing the industrial estates through more co-ordinated and, where appropriate, masterplanned development.
    - Addressing poor access, circulation and parking for goods vehicles. This includes enabling more sustainable transport options for businesses.
    - Improving broadband and energy infrastructure provision.
    - Creating a strong sense of place through wayfinding and improvements to the public realm, particularly at gateways into the estates.
    - Preserving and enhancing industrial heritage where it exists, such as the front elevation of the Triumph Trading Estate.
    - Addressing high crime rates by engaging with the Metropolitan Police and implementing designing out crime principles.
    - Where possible, reducing the size of blocks or considering breaks in between blocks to increase permeability and create new accesses if opportunities to connect walking and cycling routes exist.

Site Allocations

NT SA03: Northumberland Park Estate



Site Information	Details
Address	Northumberland Park Estate Area, Tottenham, N17
Area [ha]	32
PTAL [2031]	3-5
Planning designations	Northumberland Park PFA: Enhance/Transform Locally listed buildings Flood Zone 2 Critical Drainage Area Archaeological Priority Area
Relevant permissions	
Indicative capacities	500-1000 homes, new town centre and employment uses
Phasing	2027-2042
Ownership	Public and private

Proposal

Northumberland Park Estate will be enhanced and/or transformed through a resident-led placemaking approach, in accordance with the Haringey Deal. In the short to medium term, development will provide new homes on infill sites and town centre uses on Park Lane, a safer and better-connected public realm, and new and

improved community infrastructure. In the long term, and subject to public engagement, there is the potential to secure significant placemaking benefits, including delivery of 500 to over 1000 new homes, through redevelopment of parts of the estate.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to:

- Cover the entire allocation
- Support and deliver the aspirations set out in the Local Plan, Shaping Tottenham, the Community Placemaking Plan, Northumberland Park Homes and Spaces Plan, and future Council adopted strategic placemaking documents.
- Set out a phased an approach to enhancement and/or transformation of the estate.
- Involve a well-qualified and cross-disciplinary masterplan team with estate regeneration and community engagement expertise and local representation.

- A comprehensive and meaningful engagement process should be followed throughout the planning and development of the site, in keeping with the Placemaking Approach and the Haringey Deal.
- The site should be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity. The Council will, where appropriate, support land assembly to enable comprehensive redevelopment of the site to deliver placemaking aspirations.
- Development proposals should not compromise future feasible transformational development that would secure significantly greater placemaking outcomes, subject to community engagement.

Land uses and activities

Existing land uses are:

- Predominantly housing with ancillary commercial and community uses.

Acceptable land uses are:

- Residential
  - A range of use class C3 housing types and tenures should be provided to support a diverse community, prioritising the delivery of family housing to address local housing need and issues of overcrowding and accessibility.
  - Development should improve the quality of existing homes, retaining good housing stock where appropriate, particularly family homes.
- Town centre and employment uses
  - New ground floor workspaces may be introduced to positively activate the public realm, support local businesses, and provide employment, learning and training opportunities.

    - Town centre uses should be provided within the Park Lane Local Centre, ensuring active ground floor uses. Reconfiguration of the Local Centre boundary may be proposed as part of the masterplan where this would help deliver placemaking aspirations.
- Community uses
    - Community infrastructure should be enhanced to meet current and future needs. Redevelopment, re-location and co-location of infrastructure will be supported where this helps to deliver placemaking aspirations in accordance with the masterplan.

Built form, character and heritage

- Community buildings should be made more prominent and oriented to engage with and better support the public realm. The Northumberland Park Neighbourhood Resource Centre is an important community asset which currently relates poorly to both Park Lane and Somerford Grove.
- Historic buildings, including the villas along Northumberland Park and the pub at 102 Northumberland Park should be retained and used to enhance the character of the area.
- The allocation is an area where tall buildings are appropriate.
- Tall buildings should be directed towards the following areas:
    - The east of the site, where there is an existing tall building (Kenneth Robbins House) and greater accessibility to Northumberland Park Station
    - Close to the Tottenham Hotspur Stadium, where there is greater transport accessibility and a planned cluster of tall buildings on the Tottenham Hotspur Stadium site allocation.
    - Altair Close, where there is an existing tall building (Stellar House), high public transport accessibility and a planned cluster of tall buildings nearby through the Joyce and Snells Park Estate development in Enfield.
- Moderate height may be used to articulate Park Lane Local Centre, while respecting the prevailing scale of development and the human scale of Park Lane.
- Development north of Brantwood Road, around Alastair Close, should help to articulate a graduated change in character and scale from the historic North Tottenham townscape to a more modern, higher density urban character.
- Buildings should have clearly defined fronts, backs, entrances and private and public spaces to create a safer environment.

Movement and public realm

- A safer, clearer and more connected public realm and street network should be established, improving walking and cycling routes both within the estate and to

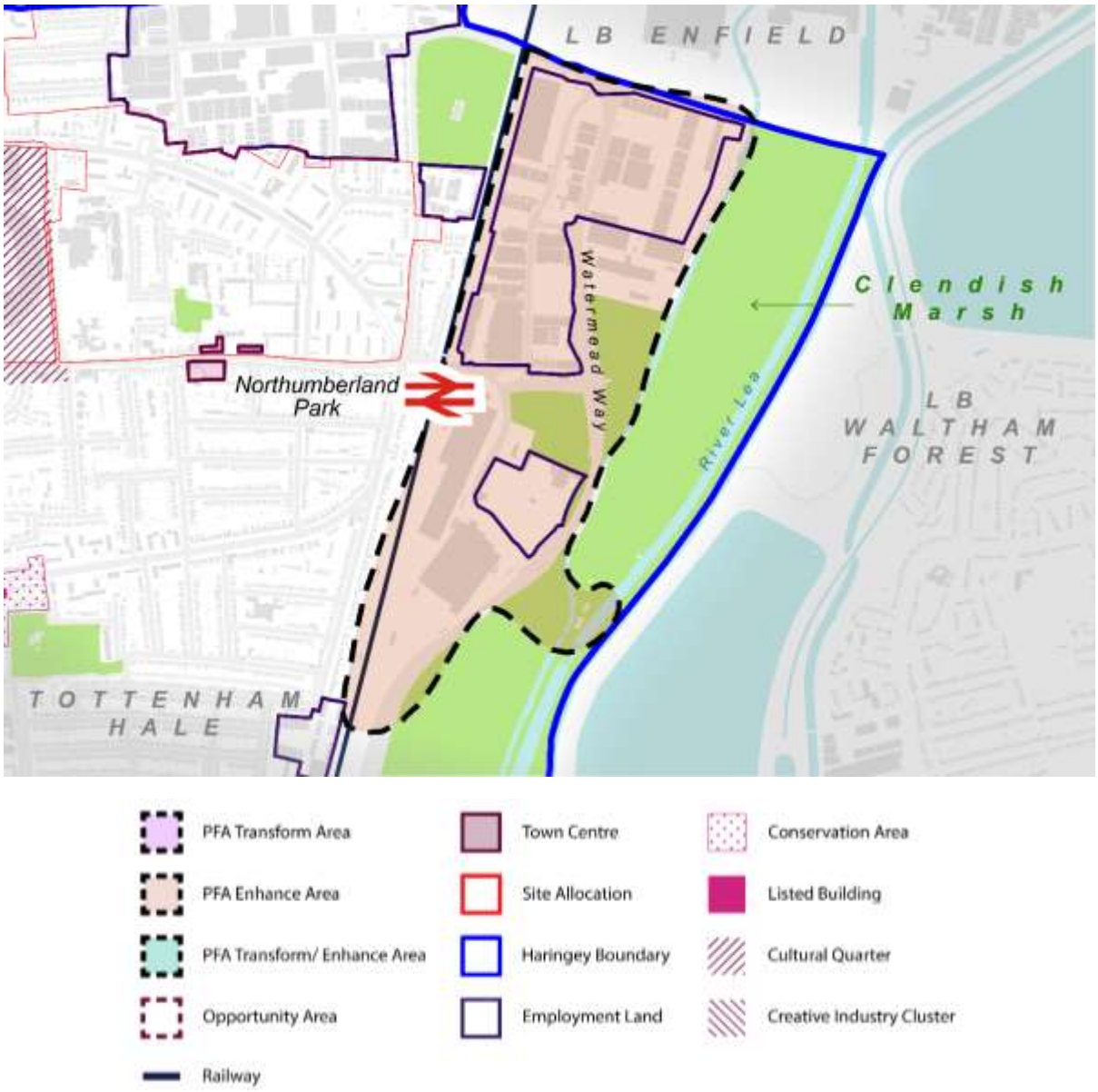
surrounding areas. This includes removing unneeded alleys and creating safer, well-lit routes, with passive surveillance throughout the estate.

- Existing east-west routes should be enhanced, including utilising Park Lane as a pedestrian and cycle friendly route linking Tottenham High Road, the existing Park Lane Local Centre, Northumberland Park Station and the Lee Valley Regional Park.
- The public realm and street network should be designed and managed to minimise vehicular traffic and manage parking and crowds to benefit residents and support local businesses. This includes directing crowd flows along the key routes of Park Lane and Northumberland Park rather than through the estate.
- Somerford Grove should be enhanced, expanded and made more visible to support a wider range of play and recreational activities for the area's diverse residents.
- Tottenham Hotspur Stadium is a local landmark and development proposals should consider opportunities to enhance views of the stadium, particularly from Somerford Grove, to create a sense of place.
- New and improved pocket parks and play spaces should be provided throughout the estate to support the area's young population. Priority locations include Thornley Close, Trulock, Stellar House and Kenneth Robbins House.
- The masterplan should preserve opportunities to connect the South Podium of the stadium to the heart of the Northumberland Park neighbourhood.

Environment and sustainability

- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include a Cool Space.
- Parts of the site are within Flood Zone 2, 3a (surface water) and a Critical Drainage Area.
- Development should support greening, an increase in tree canopy cover and incorporate opportunities for residents to engage in food growing activities.

NT PFA3 North-East Tottenham



Strategy

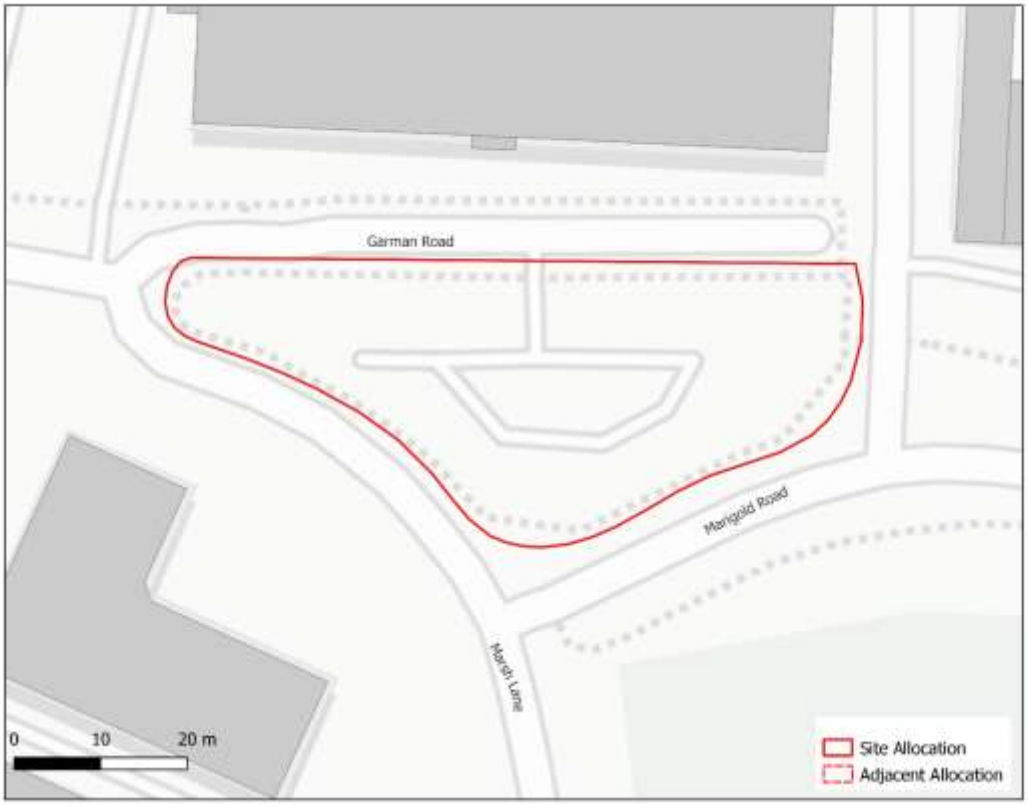
7.57 The Council will work together with landowners, developers and businesses to support the enhancement and co-ordinated intensification of the North East and Marsh Lane Strategic Industrial Land for employment uses, leveraging its strategic location within the Productive Lee Valley.

7.58 Development will support improved connections with Lee Valley Regional Park, Northumberland Park to the east and the new residential neighbourhood at Meridian Water to the north.

7.59 This strategy will be implemented through adherence to Policy NTN1, the site allocation outlined below, and the following initiatives.

- The Council will support ancillary uses where they support and do not compromise the functioning of the industrial areas. Uses with more public footfall, and those supporting employees such as a small local café serving workers or food retail that is ancillary to wholesale production should be directed to the street front along Marigold Road and the Garman Road.
- Contributing to an improved streetscape and walking and cycling connections along Garman Road, connecting through to Meridian Water. Active frontages should be provided along Garman Road and Marigold Road in particular.
- Contributing to wayfinding to key destinations such as Meridian Water, Industrial Estates and transport connections.
- Supporting sectoral strengths in food and beverage manufacturing
- Respecting the area's rich industrial heritage by retaining buildings and features that contribute positively towards its industrial character.
- The Council will support the enhancement of development of Stonebridge Lock as a visitor node based around the existing Waterside Centre.

NT SA04: Junction of Marigold Road/Garman Road/Marsh Lane



Site Information	Details
Address	Junction of Marigold Road/Garman Road/Marsh Lane,
Area [ha]	0.18
PTAL [2031]	3
Planning designations	Adjacent to Strategic Industrial Location Adjacent to Lee Valley Regional Park Adjacent to Critical Drainage Area Flood Zone Archaeological Priority Area
Relevant permissions	None
Indicative capacities	N/A
Phasing	2027-2031
Ownership	Public

Proposal

Delivery of temporary accommodation on Council-owned car park at Marigold Road/Garman Road/Marsh Lane.

Masterplanning, engagement and delivery

A masterplan is not required for the temporary use of the site.

The site has future potential for comprehensive development alongside larger sites to the north and south.

Land uses and activities

Existing land uses are:

- Surface level car park

Acceptable land uses are:

- Temporary accommodation subject to evidence the site provides a suitable living environment and is served by sufficient supporting infrastructure given location in an or predominant employment uses

Built form, character and heritage

- Development must ensure a high-standard of amenity for the intended occupiers of the accommodation

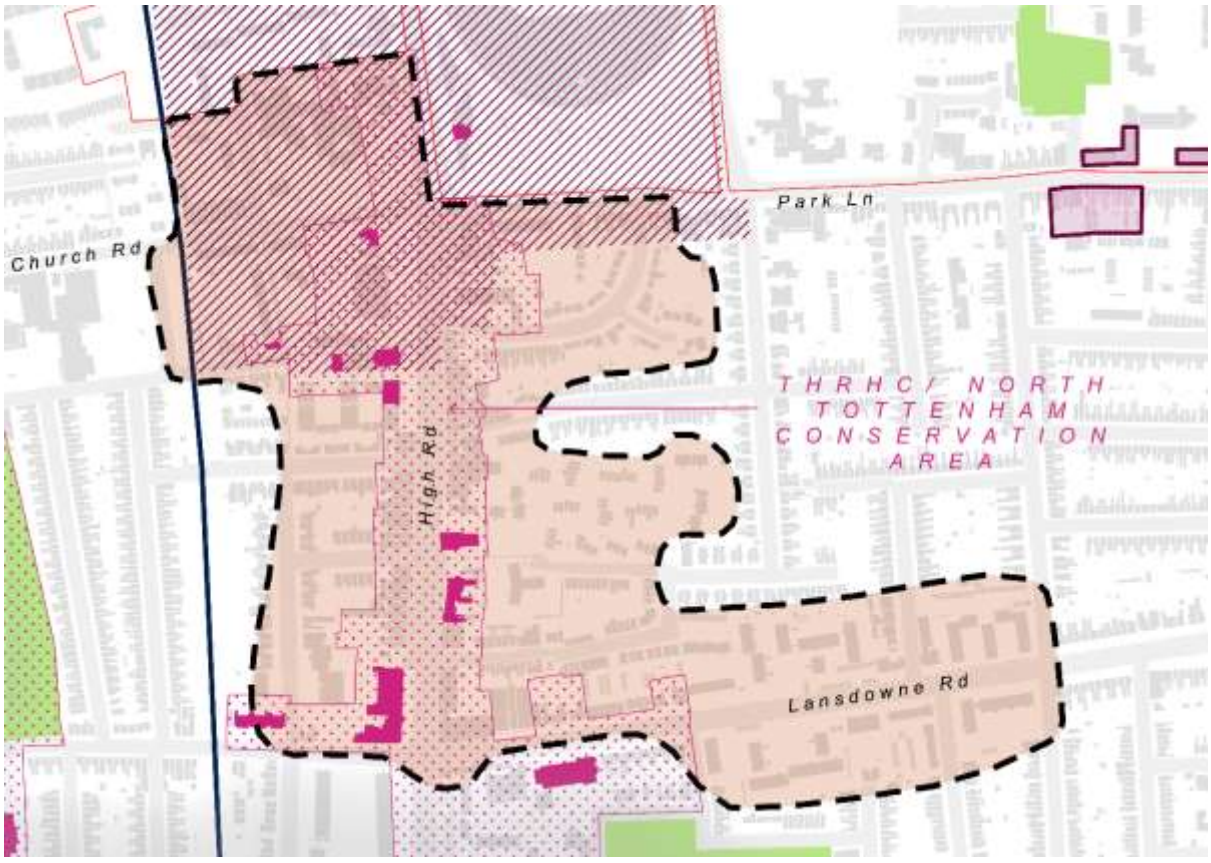
Movement and public realm

- Development must have safe and suitable access and not given rise to adverse effects to the safe movement of pedestrians, cyclists and vehicles

Environment and sustainability

- Development should deliver improvements to the public realm and greening as part of ensuring a high-quality residential environment.
- Existing street trees should be protected

NT PFA4: North Tottenham High Road



Strategy

7.60 Development and placemaking interventions will enhance this area's historic character and its role as the southern gateway into North Tottenham and the North Tottenham Cultural Quarter. Restored historic frontages, a pedestrian and cycle friendly public realm, and range of active workspace and high street uses will create a safe, engaging and welcoming high street environment with a strong sense of place.

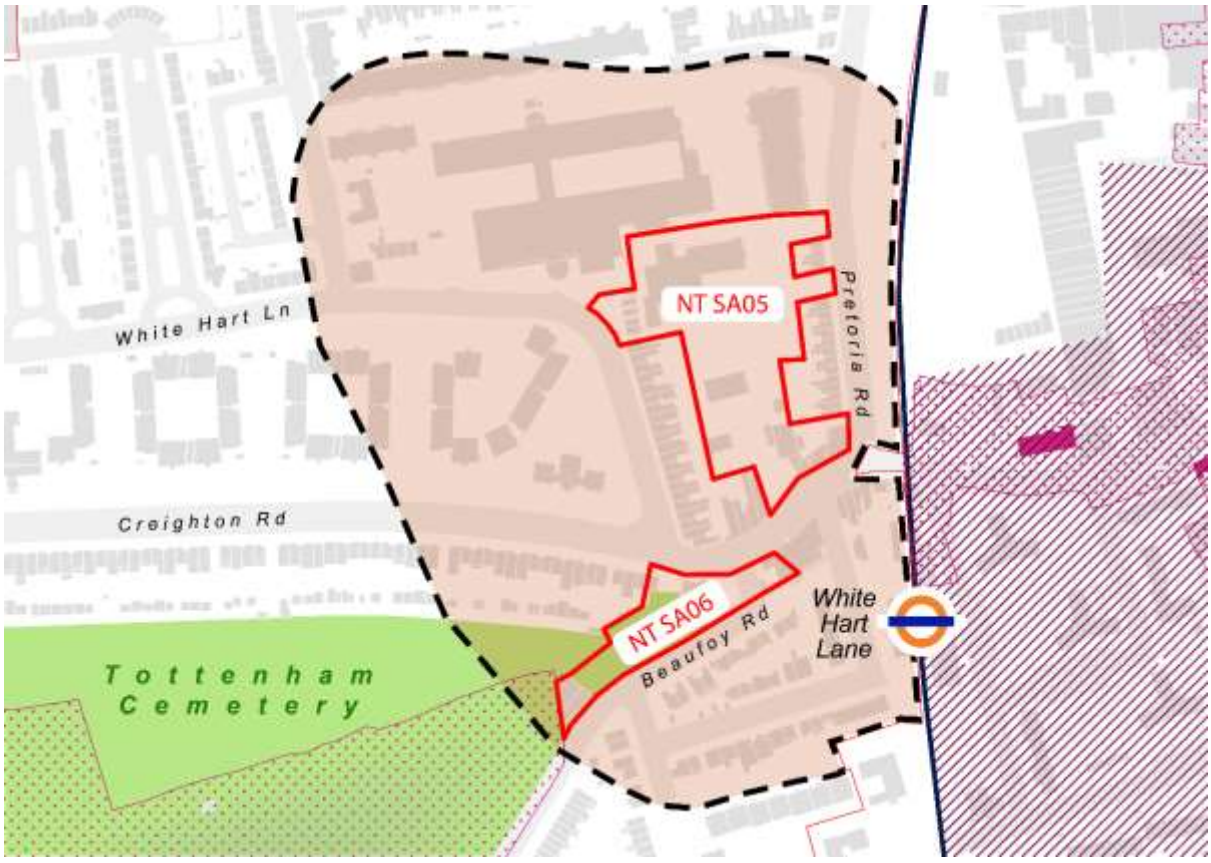
7.61 Lansdowne Road will be enhanced through a mix of infill and redevelopment, securing new homes and employment space, providing active frontages and an improved public realm.

7.62 Further from the High Road, there are opportunities for retrofit, infill and, where appropriate, redevelopment to address poor residential street frontages and improve east-west connections through to the high street.

7.63 This strategy will be implemented through adherence to Policies NTN1-2, and the following initiatives:

- Preserving and enhancing the historic environment by:
    - Retaining and restoring shopfronts of architectural and historic merit. Others should be restored to original designs wherever possible.
    - Sensitive internal and external lighting of historic buildings, taking opportunities to use lighting to elevate the presence of key buildings.
    - Replacing visually intrusive solid metal roller shutters with more heritage appropriate security measures.
    - Discouraging the painting of brickwork on historic buildings.
- Better revealing the significance of the Whitbred's Brewery complex.
- Signalling and enhancing threshold points into the areas, including:
    - The southern entrance to the Cultural Quarter, marked by Tottenham Baptist Church, Tottenham Community Sports Centre and the widening of the High Road public realm north of Bromley Road.
    - The entrance into the North Tottenham neigbhourhood at the intersection of the High Road, Lordship Lane and Lansdowne Road, bookended by the Enterprise Centre and the former LCS department store (636 & 638 High Road)
- Better activating the green space outside Tottenham Community Sports Centre as part of the public realm.
- Enhancing the pedestrian and cycling experience along the High Road and improving wayfinding.
- Pursuing opportunities to better activate the railway arches. They could accommodate creative industry workspace to support the Tottenham Creative Enterprise Zone.

NT PFA5: White Hart Lane East



PFA Transform Area
PFA Enhance Area
PFA Transform/ Enhance Area
Opportunity Area
Railway
Town Centre
Site Allocation
Haringey Boundary
Employment Land
Conservation Area
Listed Building
Cultural Quarter
Creative Industry Cluster

Strategy

7.64 This area contains the Haringey Irish Centre and Wedge Centre which both host a range of community organisations and services. There is an opportunity to reconfigure or re-provide community provision in the area to better meet local needs. This can be done while integrating new homes, retail and workspace to foster a more vibrant edge-of-centre character. Opportunities will be taken to activate the public realm, leveraging development to enhance existing open spaces. Development will serve to enhance the built character of the area, better celebrating local landmarks and improving street fronts. The area sits on the edge of the North Tottenham Cultural Quarter. There should be a co-ordinated approach to the provision of cultural infrastructure so that it complements the wider offer, both in the Cultural Quarter and at the nearby re-provided Selby Centre.

7.65 This strategy will be implemented through adherence to Policy NTN1, the allocations outlined below, and the following initiatives.

- Supporting development which re-provides and enhances the community facilities in the area, making them more accessible, intensifying their use, and, where appropriate, leveraging them to activate the public realm.
- Bringing the Railway Tavern, a local landmark, back into use. To support its viability there may be opportunities to relocate nearby community uses into the building.
- Improving the street front along White Hart Lane and Creighton Road, with a preference for historic shopfronts on the ground floor.
- Improvements to the public realm, including the creation of new public space and the widening of narrow footpaths. The path of the Moselle should be referenced in the design of the public realm.
- Working with Network Rail and other landowners to better use the land around the Electricity Substation on Penshurst Road and the railway arches.
- Improving the usability of the open space at the corner of Creighton Road and White Hart Lane.

NT SA05: North of White Hart Lane



Site Information	Details
Address	1-6 White Hart Terrace, 74-80 White Hart Lane Haringey Irish Cultural & Community Centre, Pretoria Road, Tottenham, London N17
Area [ha]	1.03
PTAL [2031]	4-5
Planning designations	White Hart Lane East PFA: Enhance Flood Zone 2 and 3a Critical Drainage Area Archaeological Priority Area
Relevant permissions	
Indicative capacities	100 homes, 1000sqm employment, 2000sqm community
Phasing	2032-2037
Ownership	Private and public

Proposal

Masterplanned comprehensive residential-led mixed-use development with re-provided and enhanced community facilities and workspaces to support the Cultural Quarter. The development of the Haringey Irish Centre site will create new pedestrian routes, public realm and enhance the edge-of-centre character of the White Hart Lane frontage.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to consider sensitive neighbouring uses, such as the school.

Applicants should engage with Haringey Sixth Form College to identify opportunities to establish a new pedestrian east west link between Pretoria Road and White Hart Lane.

Land uses and activities

Existing land uses are:

- Community, employment

Acceptable land uses are:

- Community and cultural uses
    - The existing community space in the Haringey Irish Centre should be re-provided through redevelopment.
    - Re-provided community uses could be re-located onto the White Hart Lane frontage to enhance their visibility.
- Residential
- Town centre & employment uses
    - Employment floorspace should be re-provided or increased.
    - Workspace should be provided to meet local demand, with priority given to creative industry workspace to support the Cultural Quarter.
    - Active ground floor uses should be provided along the White Hart Lane frontage.

Built form, character and heritage

- The height of development should respect the neighbouring terraced houses on Pretoria Road and White Hart Lane, with taller elements more appropriate towards the centre and northern end of the site.
- Building heights along the White Hart Lane should be in keeping with the buildings on the southern side of White Hart Lane.
- Enhanced active frontages should be re-provided along White Hart Lane to maintain its High Street character.

Movement and public realm

- Redevelopment should pursue, where appropriate, opportunities to:
    - Enhance and expanded public realm along the White Hart Lane frontage to complement the community facility, enable tree planting and/or provide for outdoor dining.

    - Create a small public square around the existing mature tree on White Hart Lane.
- Proposals should demonstrate how they have sought to engage with Haringey Sixth Form College to establish new east-west pedestrian route across the northern part of the site, linking White Hart Lane and Pretoria Road. This route should be safeguarded.
- A north-south pedestrian route, linking the southern section of White Hart Lane to Pretoria Road should be established.

Environment and sustainability

- The site is within a Critical Drainage Area and central and eastern parts of the site are within Flood Zones 2 and 3a (surface water).
- The Moselle runs in a culvert underneath the White Hart Lane. Development will require consultation with the Environmental Agency.
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include a Cool Space.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network and seek to prioritise/secure connection to existing or planned future DE networks.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

NT SA06: Wedge House



Site Information	Details
Address	Wedge House, White Hart Ln, London N17 8HJ
Area [ha]	0.31
PTAL [2031]	4-5
Planning designations	White Hart Lane East PFA: Enhance Flood Zone 2 and 3a Critical Drainage Area Archaeological Priority Area
Relevant permissions	
Indicative capacities	35 homes and at least 1,000 sqm employment and community space (Class E and F)
Phasing	2026-2031
Ownership	Private

Proposal

Mixed-use redevelopment and/or retrofit to re-provide community and employment uses, alongside new homes. Development provides an opportunity to enhance the White Hart Lane frontage and provide new public realm and green infrastructure.

Masterplanning, engagement and delivery

Proposals should demonstrate they have considered the feasibility of optimising the use of the site through retrofit and expansion of Wedge House.

Early engagement with the Environment Agency is required.

Land uses and activities

Existing land uses are:

- Industrial (Class B), employment (Class E), community (Class F)

Acceptable land uses are:

- Residential
  - Residential elements should be located on the upper floors
- Employment uses
  - Active ground floor uses should be provided along the White Hart Lane frontage, east of Beaufoy Road to signal an edge of centre character.
  - Employment floorspace should be re-provided or increased.
  - Workspace should be provided to meet local demand, with priority given to creative industry workspace to complement the nearby Cultural Quarter and enable the re-provision of existing uses.
  - Employment uses should be provided on the lower floors.
- Community (Class F)
  - Existing community uses should be re-provided.

Built form, character and heritage

- Development height should respect the single and double storey duplex and terrace houses to the north and west. There is capacity for some modest additional height at the corner of Beaufoy Road and White Hart Lane, where Wedge House currently sits.
- Development should preserve and enhance the setting of nearby heritage assets, including the Tottenham Cemetery Conservation Area.
- Redevelopment on 65A White Hart Lane should be in keeping with height and character of the buildings opposite and the Railway Pub to the east, enhancing setting of the pub and views towards it as a local landmark.
- Active frontages should be provided along White Hart Lane and Beaufoy Road.

Movement and public realm

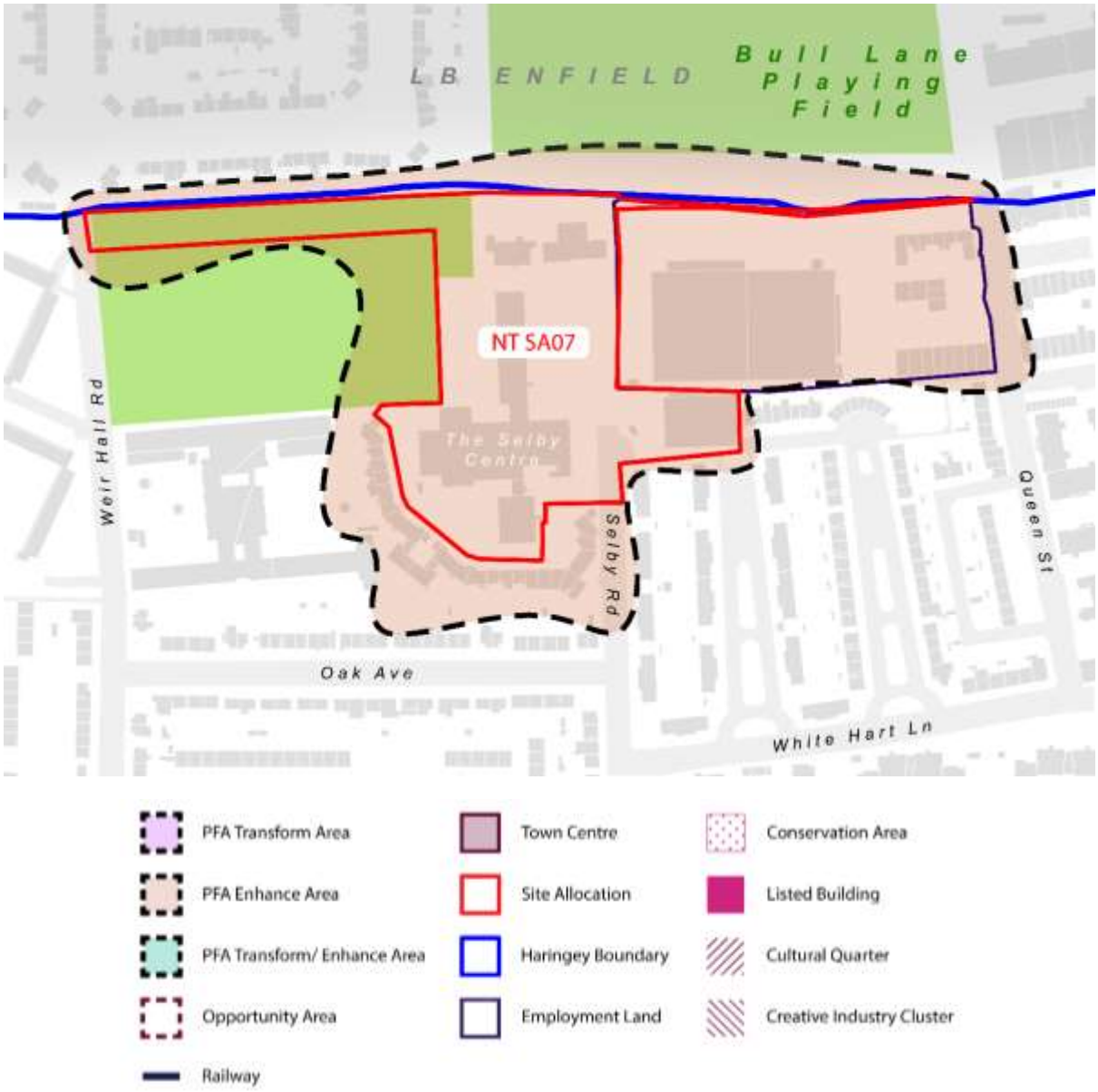
- There is an opportunity expand the public realm at the corner of Beaufoy Road and White Hart Lane to complement the community and employment uses on the site and provide green infrastructure.

Environment and sustainability

- The Moselle, a designated ‘main river’ runs through the site. Environmental permits are required for works on or in proximity of a ‘main river’.
- Proposals should pursue opportunities, where feasible, to daylight the River Moselle.

- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include a Cool Space.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network and seek to prioritise/secure connection to existing or planned future DE networks.
- The site is within a Critical Drainage Area and central and eastern parts of the site are within Flood Zones 2 and 3a (surface water).

NT PFA6: The Selby Centre and Queen Street



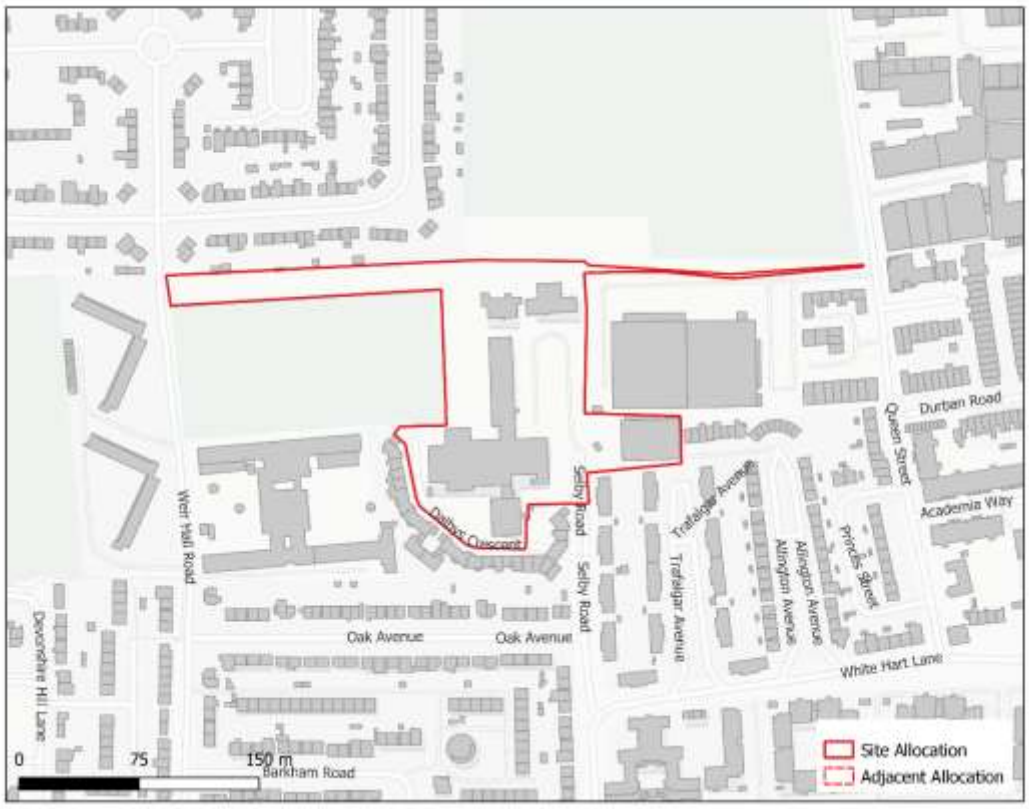
Strategy

7.66 This area will be enhanced to support the redevelopment of the Selby Centre, allowing for delivering new homes alongside the reprovision and enhancement of community and recreational facilities. Walking and cycling links will be improved to support safety and increase access to community facilities. The intensification of the Queen Street Locally Significant Industrial Site will enable the delivery of more modern, low-carbon workspaces and support local job growth.

7.67 This strategy will be implemented through adherence to Policy NTN1, the allocation outlined below, and the following initiatives.

- Delivery of a new mixed use, sustainable neighbourhood at the Selby centre, including around 200 new council homes
- Re-providing accessible and high-quality community and recreational facilities in the area to deliver social, economic and educational benefits
- Enhancing walking and cycling connections to social infrastructure, and along the newly extended Cycle Superhighway 1.
- Contributing to the provision of affordable workspace within the neighbourhood.
- Providing for and encouraging the use of more sustainable modes of transport, including within the Locally Significant Industrial Site.

NTSA07: The Selby Centre



Site Information	Details
Address	Selby Centre, Selby Lane, N17
Area [ha]	2.2
PTAL [2023]	1b-3
Planning designations	Open Space (part) Adjacent to Locally Significant Industrial Site Adjacent to Critical Drainage Area
Relevant permissions	HGY/2024/2851
Indicative capacities	200 homes, 100sqm employment space (Class E)
Phasing	2027-2031
Ownership	Public

Proposal

Comprehensive mixed-use redevelopment of the Selby Centre, together with linked development on the adjacent Bull Lane Playing Field in the London Borough of Enfield to create a new urban village, anchored by the reprovision and enhancement of community, cultural, open space and sporting facilities with a new Selby Centre at the heart of the community.

The Selby Urban Village project is a single project being jointly taken forward by Haringey, Enfield Council and the Selby Trust. It involves the transfer of land uses

from one borough to the next i.e. the demolition of the Selby Centre community facility in Haringey.

Masterplanning, engagement and delivery

Development will be underpinned by the holistic masterplan and delivery strategy agreed as part of planning permissions for both the Haringey and Enfield parts of the site.

Land uses and activities

Existing land uses are:

- Selby Centre comprising a mix of Class E, F1 and F2 Uses
- Car parking

Acceptable land uses are:

- Residential uses subject to re-provision of the Selby Centre on adjacent land in Enfield (Bull Lane Playing Fields)

The masterplan for the urban village provides for the linked rejuvenation of Bull Lane Playing Fields in Enfield via construction of a new build replacement Selby Centre, a new sports changing pavilion, a Multi-Use Games Area (MUGA), a 3G football pitch, two padel courts, new grass junior football pitches, two cricket pitches and batting nets and other related formal and informal sport, leisure and play facilities.

The masterplan also provides for, subject to funding, a potential new sports hall building within Enfield to replace the existing Selby Sports Centre in Haringey.

Built form, character and heritage

- The scale of the site enables the establishment of a higher density urban form which should relate positively to adjacent residential areas.
- Height of 4-6 storeys are acceptable in line with the extant planning permission
- Development should ensure an appropriate interface with the adjacent Locally Significant Industrial Site currently occupied by Booker Wholesale

Movement and public realm

- Development should improve local access to the site and the new community centre and enhanced Bull Lane Playing Fields and create stronger links and connections through the site to
- Proposals should support the creation of new and enhanced east-west pedestrian and cycling connections from Weir Hall Road to Queen Street and a new north-south route from Selby Road to the Bull Lane Playing Fields.

Environment and sustainability

- Development should be supported by a landscaping strategy to integrate the proposed development into the existing street grid whilst greening the site through the retention of several existing trees, planting new ones, and delivering new landscaped open spaces.

NT PFA7: White Hart Lane Central



Strategy

7.68 This area will be enhanced to modernise and intensify employment uses within the Locally Significant Industrial Sites, building on recent high-quality development such as SEGRO. Development will support improvements to walking and cycling, particularly along White Hart Lane, alongside public realm enhancement, the provision of more active frontages and high-quality landscaping. The Council will support opportunities to optimise use of the Coles Park Stadium site as part of the wider recreational offer in the area.

7.69 This strategy will be implemented through adherence to Policy NTN1 and the following initiatives.

- Supporting intensification of employment uses and the provision of more modern and sustainable facilities and transport modes. Large-format industrial uses are considered more appropriate, taking advantage of good road connectivity.
- Contributing to the provision of affordable workspace within the neighbourhood.
- Requiring active frontages and improved landscaping along White Hart Lane to create a more welcoming and attractive environment.
- Delivering improvements to walking and cycling access, particularly along White Hart Lane.
- Supporting the continued and enhanced provision of recreation and community facilities in the wider area.
- Ensuring development contributes to placemaking by integrating industrial, recreational, and residential functions cohesively.

8. Tottenham Hale



Neighbourhood Context

Location

8.01 The Tottenham Hale neighbourhood is located in the east of the borough. To the north its Victorian and Edwardian residential streets blend into North Tottenham, with the Carbuncle Passage and the Rosebury Industrial Estate helping to define the boundaries. To the east is the London Borough of Waltham Forest with a strong natural border provided by the River Lea and the Walthamstow wetlands. The Tottenham Hale neighbourhood blends into the Bruce Grove and Seven Sisters neighbourhoods to the West and the West Anglia Mainline and Markfield Park help to mark the southern boundary with Seven Sisters & South Tottenham.

History

8.02 There is believed to have been a settlement in Tottenham Hale from the early medieval period, although its name is not documented until the early 14th century when it appears in reference to 'John of the Hale'. This settlement continued to develop around the junction of High Cross Lane and Broad Lane becoming Tottenham's largest satellite by the mid-18th century.

8.03 The building of a permanent bridge over the River Lea in the 18th century, as well as the opening of Tottenham Hale station on the Northern & Eastern Railway and reductions in travel costs, helped bring migration into the area and accompanying large-scale terrace housing development. In 1900 Harris Lebus acquired 13.5 acres south of Ferry Lane, building what was to become for a time the largest furniture factory in the world. The neighbourhood saw many new factories and work buildings constructed during the interwar period.

8.04 From the 60s through to the 90s, various housing estates were constructed, including the High Cross Estate and Ferry Lane Estate, the latter sitting on part of what was the Lebus Factory. Since the 2000s the area has experienced transformation of formerly industrial areas into higher density residential and mixed-use neighbourhoods, firstly at Hale Village and more recently at Hale Wharf and around Ferry Island/ Ashley Road. This period also saw the removal of the gyratory system around the station, preparing for the establishment of the new Tottenham Hale District Centre.

8.05 Recently developments delivered by the Council and developers in close partnership have contributed to a vibrant expanded neighbourhood and delivered major benefits for residents. The neighbourhood has a broad mix of new housing, including genuinely affordable housing, and is served by high-quality social and community infrastructure. Tottenham Hale boasts some of the highest quality and best located council homes in London at Welbourne, Hale Wharf and the former Ashley Road Depot (now Wingspan Walk). The Welbourne development includes a new multi-purpose health care centre benefitting more than 25,000 residents and council investment together with developer contributions is delivering significant enhancement of Down Lane Park and the Paddock.

Connectivity

8.06 Tottenham Hale is extremely well connected by rail with an underground station on the Victoria Line and a mainline railway station on the West Anglia Mainline. The station interchange offers direct and fast routes to the City of London, the West End, Stansted Airport and Stratford and has received significant investment in recent years including redevelopment of the station complex itself, increasing its capacity and providing step-free access, as well as delivery of a new bus station and improved public realm.

8.07 In 2025 planning permission was granted to remove a requirement for Transport for London to provide a bridge over the railway, mitigated by a payment of £4m for the council to design & implement an improved pedestrian & cyclist experience along Ferry Lane.

8.08 The connectivity of the neighbourhood does however suffer from significant severance in the form of a number of busy through routes, heavy rail infrastructure, and large inward looking, post-war development.

8.09 Many visitors to Tottenham Hotspur Stadium events come and exit via Tottenham Hale transport interchange. The impact of large crowds needs to be carefully managed but high levels of footfall provides key important opportunities for town centre uses and the wider economy.

Economy & Town Centres

8.10 Tottenham Hale is a new District Centre and boasts a considerable retail offer. Tottenham retail park is a large retail warehouse development catering predominantly for car-borne shoppers. The retail park contains the majority of multiple retailers within the wider Tottenham area, which comprises mainly bulky good retailers. However, the newer development spaces to the north along Ashley Road includes a slightly different offer, including food and beverages ad new workspace and cultural uses.

8.11 The Hale Village and Hale Wharf developments also offers office, retail, health and community facilities beneath higher density residential space, signalling the transition of this area towards a public transport-oriented centre.

8.12 To the east and north are Hale wharf and Millmead and Lockwood Industrial estates, forming part of the Upper Lee Valley industrial area. Other industrial estates around Tottenham Hale include the Ashley Road area which comprises a light industrial estate including the former TechnoPark site.

8.13 The South Tottenham industrial area is located south of Tottenham Hale Retail Park. It includes a mix of uses including offices and light industrial uses. The area has given rise to a warehouse living community in recent years, including a mix of artists' residences and creative industries.

8.14 Tottenham Hale is part of the UK Innovation Corridor going north and east from London towards Cambridge. The London Growth Plan flags the potential of this industrial innovation corridor including potential for tech businesses, having regard to the area's excellent connectivity to both Kings Cross Knowledge Quarter (15 minutes by Victoria Line), and to the City of London.

8.15 A sufficient amount of suitable employment floorspace provision needs to be made to help renew and diversify Tottenham's industrial estates. This is necessary to realise the prospect of accommodating more intensive employment uses, including those in the burgeoning creative industries sector and 'maker' economy.

Landmarks, culture and heritage

8.16 Significant landmarks and buildings in this area include Markfeld Beam engine House in the southeast forming a key attraction and a link to the area's industrial past, and the Paddock, which is a proposed new Local Nature Reserve. There are many local groups and organisations that are vocal and active, helping to shape civic, community and cultural life in this area, including the Paddock Community Nature Park; 'Friends of' groups including for Tottenham Marshes, Markfeld Park, Down Lane Park; Lee

Valley regional Park Authority; alongside the now established creative communities in the industrial estates to the south of Tottenham Hale area.

Green and blue infrastructure

8.17 Tottenham Hale sits on the edge of, and partly within, one of London's great green corridors, the Lee Valley Regional Park. The Regional Park provides great recreational opportunities but connections to it need improving with severance caused by the railway line and several heavily trafficked roads. The neighbourhood also benefits from other major open spaces including Markfield Park and Down Lane Park, the latter of which has recently benefitted from a multi-million-pound improvement project by the Council. The Council has also invested heavily in the transformation of the Paddock, working with local stakeholders to turn it from an underused and overgrown space into a welcoming local nature reserve through new management arrangements and a programme of physical improvements. While the neighbourhood is well served by larger public open spaces, linkages between these spaces can be improved and there are deficiencies in access to smaller public open spaces in the south of the neighbourhood.

You told us

Responses from Tottenham Voices





8.18 As part of a new approach to placemaking, the Council carried out a Tottenham Voices engagement process in 2023 and 2024 aiming to give a range of local people the opportunity to have their say on Tottenham as it is today and their ambition for what it could be like in the future. The Council subsequently adopted Shaping Tottenham setting out a vision for what Tottenham could become.

8.19 The Tottenham Voices Engagement Summary sets out the following feedback for Tottenham as a whole:

- Tottenham does best at the things that make London a wonderful place to live. Diversity, creativity and vivacity
- Community makes people feel positive about Tottenham today including its richness and cohesiveness
- Tottenham is home to fantastic culture and does well at celebrating this
- People love having access to parks like Bruce Castle Park and the wilder landscapes of Tottenham Marshes and the Lea Valley
- There is a strong desire for Tottenham to be safer, cleaner and more pleasant to live in.
- The quality of the environment is holding Tottenham back, especially litter and fly-tipping
- Crime and anti-social behaviour means that many people feel unsafe or uneasy in certain places, particularly young people
- Traffic congestion, pollution and noise is problematic
- There should be a more interesting, diverse high street offer and more opportunities to enjoy leisure and culture

8.20 The Tottenham Voices Engagement Summary sets out the following feedback for Tottenham Hale specifically:

- There is an opportunity to enhance Tottenham Hale's public realm and industrial estates so these areas can develop further as a creative hubs and destinations

- Development should address challenges regarding anti-social behaviour and the need to provide more opportunities, diversionary activities, and safer spaces for young people

Tottenham Hale Vision

Tottenham Hale in 2042 will have delivered on the aspirations set out in Shaping Tottenham and will be a strong and cohesive community and place for enterprise and innovation, brought together around the natural landscapes of the Lee Valley.

Development will have responded to and enhanced the area's positive attributes and identity, including its industrial built heritage, natural features, art and creativity. Investment in green and blue infrastructure will mean the green expanse of the Lee Valley permeates westward through the neighbourhood, reducing noise and air pollution, and mitigating flood risk and overheating.

Several thousand new homes will have been delivered, accommodating families and offering various levels of affordability. New and improved social infrastructure and public spaces will have strengthened and supported a growing local community. Developer contributions will have helped to fund community infrastructure enhancements, fostering social integration as the neighbourhood continues a period of transition.

Development will have enabled the transformation of the current emerging district centre into a vibrant established district centre with a pedestrian-friendly high street at its heart running south from Ashley Road to the South Tottenham employment area. It will be a working centre, with businesses attracted by new high-quality workspaces, easy transport connections to city and airport destinations, and access to a range of retail, leisure, and community activities.

Tottenham Hale's history as a place of production and creative enterprise will continue to be of regional importance. The district centre will showcase the neighbourhood's innovative and creative industrial areas. Intensification of industrial areas will have allowed small and medium enterprises to flourish, building on its sectoral strengths and attracting new enterprises with new and renovated adaptable and environmentally friendly spaces.

Vehicular dominance will have been significantly reduced, including through the redevelopment of the car-oriented Tottenham Hale Retail Park into a walkable urban centre. Segregated parts of the neighbourhood will be stitched together through a repaired street network and improved walking and cycling connections, helping to forge connections between businesses and communities. New links over the railway north of Tottenham Hale station will complete the grand green boulevard linking the historic Tottenham High Road with the wild expanses of the Lee Valley.

Tottenham Hale will be an established destination in its own right with an attractive and complementary offer for visitors to the Tottenham Hotspur Stadium. A clear legacy will have been secured from Tottenham's hosting of the European Football Championships in 2028.

Policy THN1: Tottenham Hale Neighbourhood

A. The Council will support development proposals which contribute to the Tottenham Hale Vision and the aspirations set out in Shaping Tottenham and the London Growth Plan.

B. The neighbourhood will deliver at least 2,500 new homes over the plan period and deliver a significant uplift in jobs with development prioritised within the Upper Lee Valley Opportunity Area and following Placemaking Focus Areas:

Transform
Tottenham Hale District Centre
Enhance
Tottenham Lock
South Tottenham Employment Area
North and West Tottenham Hale

C. Proposals in the emerging Tottenham Hale District Centre should support its continued transformation into an established District Centre with a strong sense of place consistent with Policy TH2.

D. Proposals should enhance and optimise Tottenham Hale's designated industrial land to support more jobs and bolster the local creative economy. Development should support existing creative industry clusters and build on existing sectoral strengths while encouraging new businesses that are appropriate for the local context. There should be a focus on retaining existing small and medium sized enterprises and realising opportunities to improve the amenity and character of the industrial land. Support will be given to the development of the technology sector and the delivery of new floorspace to meet its needs and capitalise on the areas Innovation Corridor location.

E. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:

(1) addressing the severance caused by heavily trafficked roads and railways
(2) completing a strategic Green Link between Tottenham High Road and the Lee Valley Regional Park
(3) creating a more permeable and legible street and public realm network
(4) improving the management of traffic and crowd flows on event days.

F. Development must enhance the quality of the public realm and support management of large crowds on event days at the Tottenham Hotspur Stadium and elsewhere. There should be with a strong focus on greening, increasing tree canopy cover and encouraging social interaction and creating a strong sense of

identity. Development must support a comfortable street experience, including in relation to wind.

G. A strategic approach should be taken to the enhancement of the network of green and open spaces with opportunities being taken to improve connections with Lee Valley Regional Park. This includes:

(1) enhancing the quality and inclusivity of existing open and green spaces and creating new smaller spaces to support a growing population and address local deficiencies in access to public open space and nature.
(2) improving walking and cycling links to existing green and open spaces, including Down Lane Park, Markfield Park and the Lee Valley Regional Park.
(3) where appropriate, providing community and cultural infrastructure next to or within open spaces where this would encourage more visitors and reach a wider range of users.
(4) upgrading the Paddock to a designated Local Nature Reserve
(5) continuing and supporting the long history of food growing in Tottenham Hale

Supporting text

Placemaking Strategy

8.21 Tottenham Hale has undergone significant transformation and change in the past 15 years with substantial new development and a new high density urban form in its centre. Over the next 15 years its transformation will be largely finalised with the completion of many part-completed developments and the redevelopment of the Tottenham Hale Retail Park into a new residential-led mixed-use neighbourhood which broadens the range and mixes of uses in Tottenham Hale and help stitch together recent developments into a cohesive whole with a new north-south high street as its focus point running south from Ashley Road through to the South Tottenham employment area.

District Centre

8.22 Future development will turn Tottenham Hale's retail and commercial heart from an emerging District Centre to a thriving established District Centre recognised as such within the London Plan town centre hierarchy. Development will improve the configuration of the centre as a whole with the creation of a new north-south high street. This will begin with an enhanced commercial role for the northern part of Ashley Road, ahead of the longer-term development of Tottenham Hale Retail Park where the main component of the high street will eventually be.

Industrial land

8.23 Industrial and employment areas comprise a large part of the Tottenham Hale neighbourhood and are home to a range of exciting small and medium sized enterprises. However, losses in industrial stock over the past decade and increased demand for industrial floorspace has put significant pressure on these areas. In

addition, much of the industrial stock in the area is older and does not meet modern energy efficiency standards.

8.24 The neighbourhood contains two creative industry clusters within the Tottenham Creative Enterprise Zone but also has a long history of food production and manufacturing. There is strong demand for the provision of affordable workspace in Tottenham Hale, particularly where it supports creative industry clusters in the South Tottenham Locally Significant Industrial Area and the Millmead and Lockwood Strategic Industrial Location.

8.25 The value of Tottenham Hale's industrial areas and its creativity comes in large part through the organic and informal way in which it has emerged, supported by affordable rents. Proposals should enhance this rich industrial ecosystem and avoid displacing small and independent businesses that contribute to the strength of the local economy, particularly where they are in priority sectors.

Connectivity

8.26 Tottenham Hale neighbourhood is divided by Ferry Lane, Monument Way, Watermead Way and Broad Lane, busy roads which inhibit easy walking and cycling movements and where a high proportion of traffic collisions take place. Removing the barriers to Lee Valley Regional Park and creating a sustainable network of cycle and pedestrian routes is a key objective of the Upper Lee Valley Opportunity Area Planning Framework and of this plan.

8.27 Development provides an opportunity to replace car-dominated environments with ones that support walking, cycling and public transport, leveraging the high levels of connectivity the area benefits from, particularly around the District Centre. The Council will work positively with developers and key stakeholders, including TfL, to support and deliver rebalanced road space in favour of a safer and more sustainable transport system.

8.28 In contributing to and delivering a strategic network of streets, applicants should have regard to the Tottenham Hale Streets and Spaces Strategy, which among other objectives aims to establish new streets and pedestrian and cycling connections through major development sites.

Public realm

8.29 Parts of the neighbourhood will continue to experience change to their urban, social and economic character as development occurs and new residents and businesses are welcomed to the neighbourhood. In this context, public spaces will be particularly important in strengthening a sense of identity for Tottenham Hale and supporting social integration and a rich community life. Applicants should work closely with the community when designing public spaces, drawing on the strengths of local community groups, creative and innovative businesses, and the rich cultural heritage of the area.

8.30 Consideration should be given not only to the final design of public spaces but also to how they can contribute to these outcomes as the area evolves. This may involve the creation of temporary public realm or a transitional strategy for the public realm. Significant investment into the public realm has already occurred and is still anticipated. It is important that this investment is supported by strategies for the long-term maintenance and management of the public realm.

8.31 There should be a focus on street greening and opportunities to improve tree canopy coverage should be taken, particularly through the planting of street trees.
Crime and anti-social behaviour are key concerns for residents. The District Centre is a hotspot for crime and anti-social behaviour, particularly around the station. Development provides an opportunity to improve the design, management and activation of the public realm to reduce crime and anti-social behaviour in accordance with Designing out Crime principles.

8.32 Public realm should be designed and managed to encourage use and activation on non-event days and avoid and minimise the negative effects of large crowds, including noise, litter and anti-social behaviour.

Green and Blue spaces

8.33 Tottenham Hale's green and blue spaces are some of its greatest attributes, particularly its connection with the Lee Valley Regional Park. Development here should take a landscape-led approach to enhance this valued aspect of its character. There are opportunities to enhance and expand these spaces to better serve existing and new residents and businesses and attract visitors to the area as a destination for nature and recreation, including through the strategic placement and integration of community and cultural infrastructure.

8.34 In taking a strategic approach, development proposals should adhere to the principles within the Tottenham Hale Green and Open Spaces Strategy and the Lee Valley Regional Park Authority's Development Framework Proposals (Area 3) and Landscape Character Assessment and Strategy.

8.35 Priority should be given to addressing poor connections to the Lee Valley Regional Park, which is separated from the rest of the neighbourhood by the West Anglia Railway Line, improvements to Down Lane Park, and the creation of smaller open spaces in areas of deficiency in the south of the neighbourhood.

8.36 To support biodiversity, the Council has identified a potential Site of Importance for Nature Conservation (SINC) extension at Armadale Green within Ferry Lane Estate and is supporting the Paddock Community Nature Park in its aim to be statutorily designated as a Local Nature Reserve.

8.37 Tottenham Hale has a long history of food growing and production. It also has an engaged local community, involved in nature conservation. The Council will support proposals that expand, enhance and build connections between local food growing

and production and where they support local communities in caring for and learning about their natural spaces.

Policy THN2: Tottenham Hale District Centre

A. The Council will support the transformation of the emerging Tottenham Hale District Centre into an established District Centre through the delivery of new and expanded town centre uses provided that such proposals do not impact the vitality and viability of nearby town centres.

B. Development of key sites within the District Centre must be comprehensive and informed by a masterplan process, in accordance with relevant site allocation policies, and the principles of the Tottenham Hale District Centre Framework or subsequent adopted plans and strategies

C. Development must support the reconfiguration of the District Centre's urban form so that it is centred upon a clearly defined north-south high street running from Ashley Road in the north to the South Tottenham Locally Significant Industrial Site in the south. A high-quality placemaking approach should be taken to the development of the new high street with generous public realm, an environment that prioritises pedestrians and a mix of uses to ensure its activity, vibrancy and security at all times of day.

D. Proposals within the District Centre will be required to contribute to a vibrant and vital centre with a strong sense of place. A broad range of town centre uses should be provided including social and cultural infrastructure, retail, and leisure as well as new high-quality office and workspace to meet the needs of employees, residents and visitors. Appropriate catalyst uses to help anchor the District Centre will be supported.

E. Development must contribute to a coherent, permeable, accessible street network which provides improved pedestrian and cycling infrastructure appropriate to support a higher density mixed-use urban centre

Supporting text

8.38 A new District Centre is being developed at Tottenham Hale. It will stitch the neighbourhood together, provide spaces, services and infrastructure to support a rich community life, serve as an economic hub that draws on nearby vibrant and creative industrial areas, and be designed consistent with Tottenham Hale's unique natural and cultural character.

8.39 Its unique status as a new town centre requires careful management of its development to ensure that:

- the centre complements other nearby designated centres
- the proposed mix of uses and spaces respond to local need and the market over the short, medium and long term.

- There is a strategy for the phased development of the centre, that considers meanwhile uses and potential impact of Crossrail 2 and its safeguarding.

8.40 The policy establishes as a key principle that development of major sites in the District Centre should be comprehensive and informed by masterplans. Given the scale and importance of development in this area, development should occur through a masterplan process, supported by extensive public engagement. It also established as a key principle that development must support the reconfiguration of the District Centre's urban form so that it is centred upon a clearly defined north-south high street. A major portion of the high street will run through the redeveloped Tottenham Hale Retail Park and the allocation for that site clearly provides the contribution that it must make to this.

8.41 The mix of new uses will be crucial to ensuring the success of the District Centre. It is expected that a broad range of new town centre uses will be provided including social and cultural infrastructure, cafes, bars, restaurants, offices, workspaces, and retail to meet the needs of employees, residents and visitors.

8.42 The District Centre is also appropriate in principle for catalyst uses. Catalyst uses include (but are not limited) to business and conferences space, leisure, recreation, cultural, and educational uses.

8.43 If well planned these can make a significant placemaking contribution, but also have an impact on the capacity of sites to contribute to housing and employment targets. Proposals which require masterplanning should engage early with the Council to consider the potential for the introduction of catalyst uses and ensure they are part of a holistic approach to optimising placemaking benefits.

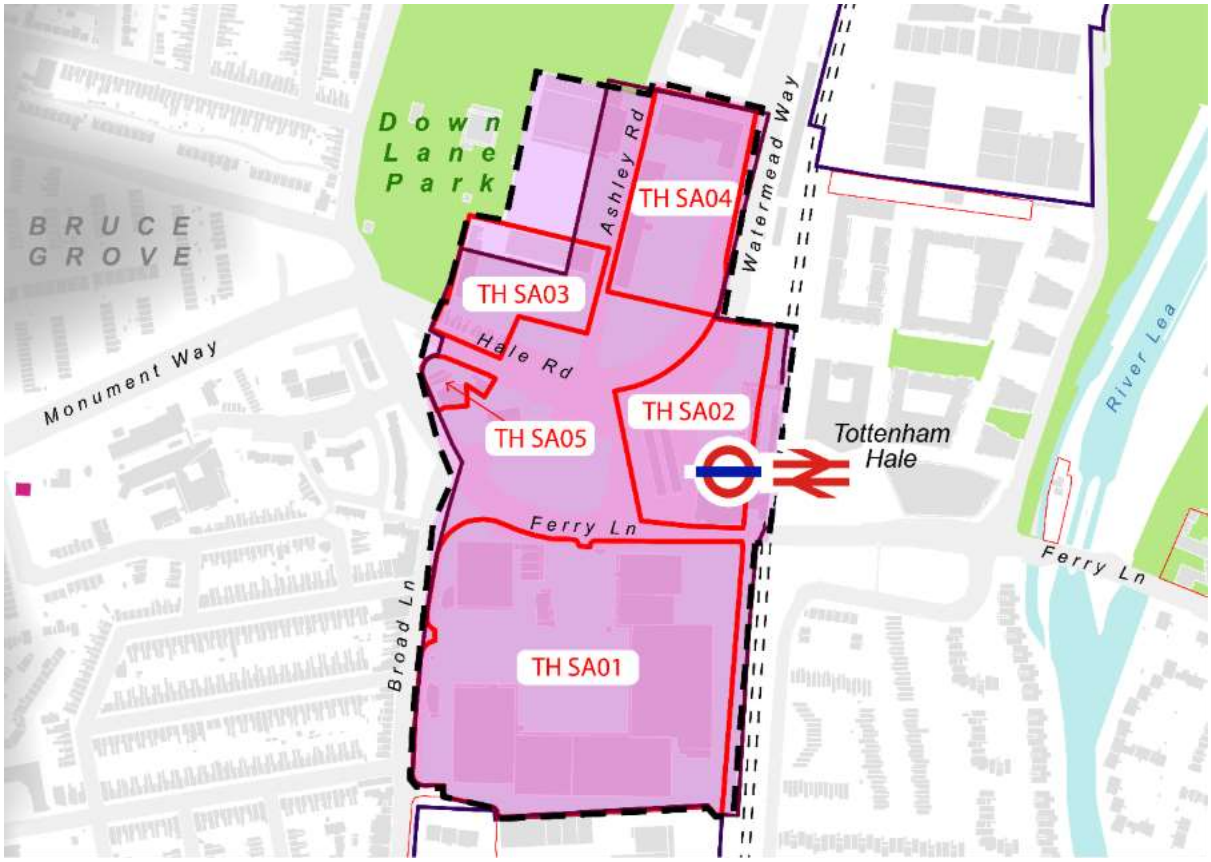
8.44 The District Centre provides an opportunity to deliver a good proportion of the high-quality new office and workspace space the borough needs, leveraging its excellent connections to the city, Stratford and Stansted Airport. An office quarter will be established on the Tottenham Hale Retail Park site. The Council will support a broad range of workspace typologies. It encourages the provision Class E(g)(iii) workspaces, in appropriate locations, that help build connections with and support economic activity in its surrounding industrial areas.

Tottenham Hale Placemaking Focus Areas



1. Tottenham Hale District Centre
2. Tottenham Lock
3. South Tottenham Hale Employment Area
4. North and West Tottenham Hale

TH PFA1: Tottenham Hale District Centre



Strategy

8.45 Through comprehensive redevelopment of key sites such as the Tottenham Hale Retail Park, the District Centre will be transformed into a vibrant and innovative hub that fosters creativity, connectivity and collaboration. Alongside a substantial number of new homes, it will contain a dynamic mix of workspaces, retail and leisure facilities, catering to the diverse needs of residents, businesses and visitors.

8.46 At the heart of the strategy is the creation of a new north-south high street for the District Centre and the delivery of a network of high-quality, accessible public spaces that encourage activity, social connections and offer an array of distinct experiences. The centre will draw on the wider attributes of the neighbourhood, seamlessly integrating with nearby green and blue spaces and creative industry clusters.

8.47 This strategy will be implemented through adherence to Policies THN1-2, the site allocations outlined below, and the following initiatives.

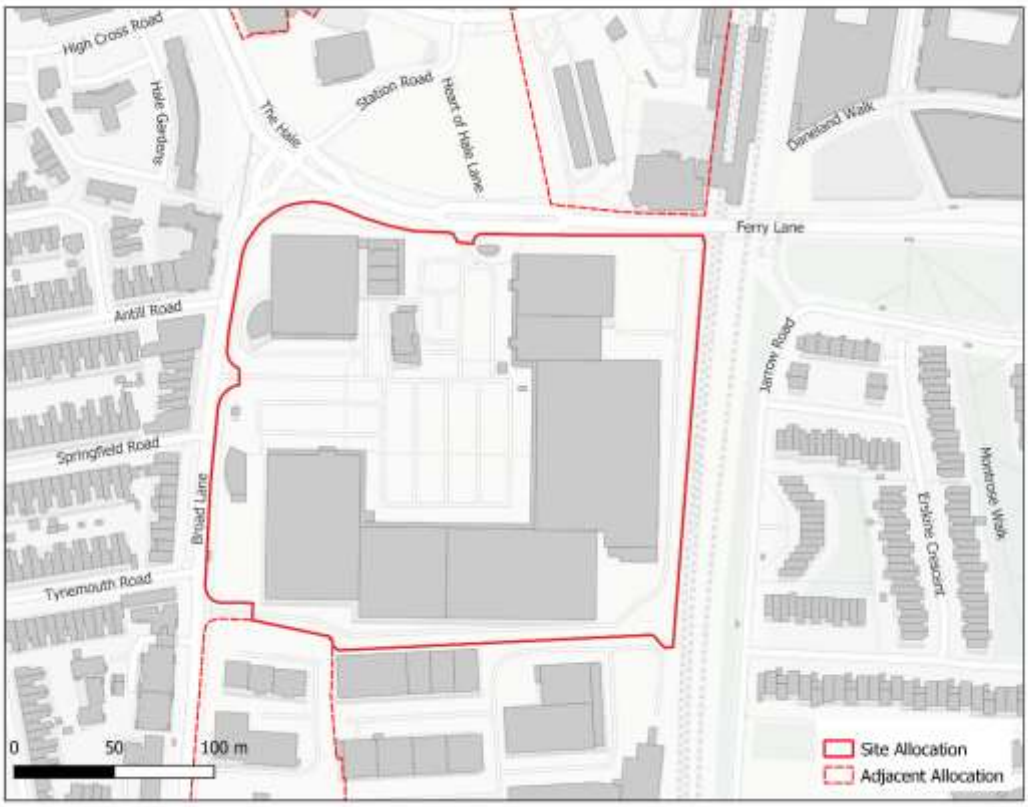
- Attracting catalyst uses to help anchor the District Centre
- Working positively with stakeholders throughout the process of transformation including to address construction impacts and support meanwhile uses to create an attractive and vibrant town centre environment.
- Delivering new social infrastructure to service and support a growing population, including a landmark community building.
- Securing smaller scale ground floor town centre units to establish a more traditional high street and support local independent businesses. New town centre units should be versatile and support a more adaptable, viable and dynamic town centre.
- Securing provision of new and improved green infrastructure to soften the high-density environment, address flood risk, microclimate and overheating impacts, reduce air pollution and create perceptual connections with the Lee Valley Regional Park. This includes:
    - using green infrastructure to make the District Centre feel like it relates to the Lee Valley Regional Park. This could include the use of water features and plant species native to the wetland area.
    - creating green links through to Lee Valley Regional Park, particularly along Ferry Lane and the Green Link, help
    - softening the emerging higher density urban environment
    - addressing identified flooding and overheating risks and supporting a comfortable microclimate
- Establishing a distinctive and coherent skyline that relates well to the surrounding areas and can be appreciated from key view points.
- Taking opportunities through development and its design to improve understanding of the area's history and use it to add to the distinctive identity of the new District Centre. A large portion of the PFA is within a Tier 2 Archaeological Priority Area containing the historic settlement of Tottenham Hale, which appears to have its origins in the Saxon or medieval period.
- Delivering a safe, inclusive and attractive public realm with a north-south high street and series of interconnected public squares that provide a variety of experiences to attract visitors and support a rich community life.
- Delivering a safe, legible and permeable movement network that:
    - Establishes a highly walkable District Centre that creates new and enhanced connections into surrounding areas.
    - Overcomes severance and improves walking and cycling connections across Ferry Lane, Monument Way, Broad Lane and the railway line,

including supporting delivery of a new pedestrian crossing over the railway line.

- Establishes high-quality cycle routes along Ferry Lane and Broad Lane to support the strategic cycle network.
- Improves the ease and convenience of shifting from one form of transport to another.

Site Allocations

THSA01: Tottenham Hale Retail Park



Site Information	Details
Address	Corner of Broad Lane and Ferry Lane, N17
Area [ha]	4.79
PTAL [2031]	5-6a
Planning designations	Tottenham Hale District Centre PFA: Transform Tottenham Hale District Centre Flood Zone 2 and partially Flood Zone 3a Archaeological Priority Area (Tier 1: The Lea Valley) Partially within Archaeological Priority Area (Tier 2: Tottenham Hale)
Relevant permissions	N/A
Indicative capacities	1,500+ homes, 18,500sqm town centre uses (Class E, Class F and Sui Generis), 2,800sqm Other
Phasing	2032-2041
Ownership	Private

Proposal

Tottenham Hale Retail Park will be transformed through comprehensive masterplanned development into a new mixed-use residential neighbourhood accommodating over 1500 new homes. It will complete a new north-south high street as part of the planned expansion and reconfiguration of Tottenham Hale District Centre. The existing car-dominated environment will be replaced with a high-density, pedestrian oriented, walkable urban development providing a wide mix of town centre uses. The bustling high street extension of Ashley Road together with new streets and public realm, including a new public square, will help to seamlessly stitch together the district centre with surrounding residential and industrial areas. Development will deliver significant greening of the site and include high-quality landscaping.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to:

1) Be accompanied and informed by a Town Centre Uses Statement to ensure it contributes positively and sustainably to the use mix of the District Centre.
2) Contain a strategy for the phasing of the development that takes into account Crossrail 2 safeguarding. This should consider how to support the development of the town centre over the short, medium and long-term, including through provision of meanwhile uses.

The site should be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity.

The arrangement of the masterplan for the site should be such that the Crossrail 2 safeguarding area to the east of the site could come forward separately in its own later phases. Early engagement with TfL should occur to ensure the masterplan takes into account the need for a Crossrail 2 station entrance on the site. The masterplan should ensure that development does not prejudice the ability for safeguarded land to be optimally developed at a future stage.

Early engagement should occur with the Council to consider the potential for the introduction of catalyst uses and ensure they are part of a holistic approach to optimising placemaking benefits.

Given the scale of transformation envisaged, a comprehensive early and meaningful engagement process should be followed

The Town Centre Uses Statement should include:

a) a vision, explaining the rationale and intended market profile of the development, including plans for how it will be presented to the market and its long-term management. The statement should include (but not be limited to):
   i. evidence on target market;
   ii. details of unit specification (i.e. size, height, depth);
   iii. examples of comparable tenants the scheme will target; and

iv. planning conditions or obligations being proposed by the applicant; and

b) a strategy detailing:
   i. the proposed quantum and phasing of town centre uses;
   ii. the proposed spatial distribution and mix of town centre uses;
   iii. how these would relate to the existing and planned town centre uses on adjacent sites; and a statement outlining how the proposals would support the wider vision and place making objectives of this Local Plan.

Land uses and activities

Existing land uses are:

- Retail park

Acceptable land uses are:

- Residential
  - Predominant typology should be for conventional Class C3 residential
  - Expected that the development should also contain older person's accommodation to meet the diverse needs of Haringey's communities and facilitate social integration.
  - Provision of purpose-built student accommodation and large-scale purpose-built shared living may be acceptable as an ancillary component of the overall residential development mix.
  - Visitor accommodation may be appropriate to support tourism and business.
- Town centre and employment uses
  - A significant quantum of office and workspace should be provided to replace losses of existing employment floorspace and to help meet identified employment need and establish Tottenham Hale as an enterprising and innovative working centre.
  - Workspace should be provided in the south of the site, helping to integrate it with South Tottenham Employment Area, with priority given to creative industries workspace.
  - A Primary Shopping Area should be established along the new high street and comparison retail focused within it. Active uses, such as retail, leisure or community facilities, should be located on ground and, where appropriate, lower floor levels, particularly on main pedestrian routes and around public squares.
  - Consistent active ground floor uses should be provided along the new high street, Ferry Lane, public square and key routes connecting to Tynemouth Road and Fountayne Road.
  - Residential and office/workspace uses should be provided on upper floors.
  - Food and leisure activities should be directed to spaces adjacent to public squares and main pedestrian routes, including the High Street, with generous public realm providing opportunities for outdoor dining.
- Community, education/learning and non-residential institutions

    - The opportunity should be explored to deliver a new educational use having regard to previous sectoral interest in delivering new provision in Tottenham Hale
    - Social infrastructure should be provided to support the needs of the new residential community
    - An element of cultural consumption and community floorspace is required to ensure the District Centre offers a range of experiences to attract and support residents, workers, and visitors. Community and cultural uses should be directed towards prominent locations, along the high street, next to the public square and along Broad Lane.
- Meanwhile uses
    - A Meanwhile Use Strategy will be required.

Built form, character and heritage

- The allocation is in an area where tall building heights may be appropriate. Building heights should step down towards the western and southern ends of the site, with the tallest component located in the north-east corner. Greater height can be accommodated along the railway line.
- The opportunity should be considered to deliver a high-quality architectural landmark building as a part of a comprehensive approach to height and massing informed by an analysis of its contribution to Tottenham Hale's skyline, particularly when observed from key viewpoints.
- Development should ensure that the high street and public square maintain a sense of openness and a human scale appropriate for a higher-density centre.
- Active frontages should be provided at ground floor level and, where appropriate, lower floor levels, with provision for servicing from the street.
- The use of the ground floor frontages for residential entrances, amenity and ancillary uses should be limited and restricted to quieter streets
- Food and leisure activities should be directed to spaces adjacent to public squares and main pedestrian routes, including the High Street, with generous public realm providing opportunities for outdoor dining
- Narrow to mid-length frontages should be provided along the high street, with podium space used to accommodate larger format cultural, community, office, workspace and retail floorspace
- Active ground floor uses should also be provided along Ferry Lane, public square and key routes connecting to Tynemouth Road and Fountayne Road.
- Broad Lane is a key interface with the existing built environment. Development on this edge will need to take this relationship into account. This edge will suit smaller ground floor units, which will suit local services.

Movement and public realm

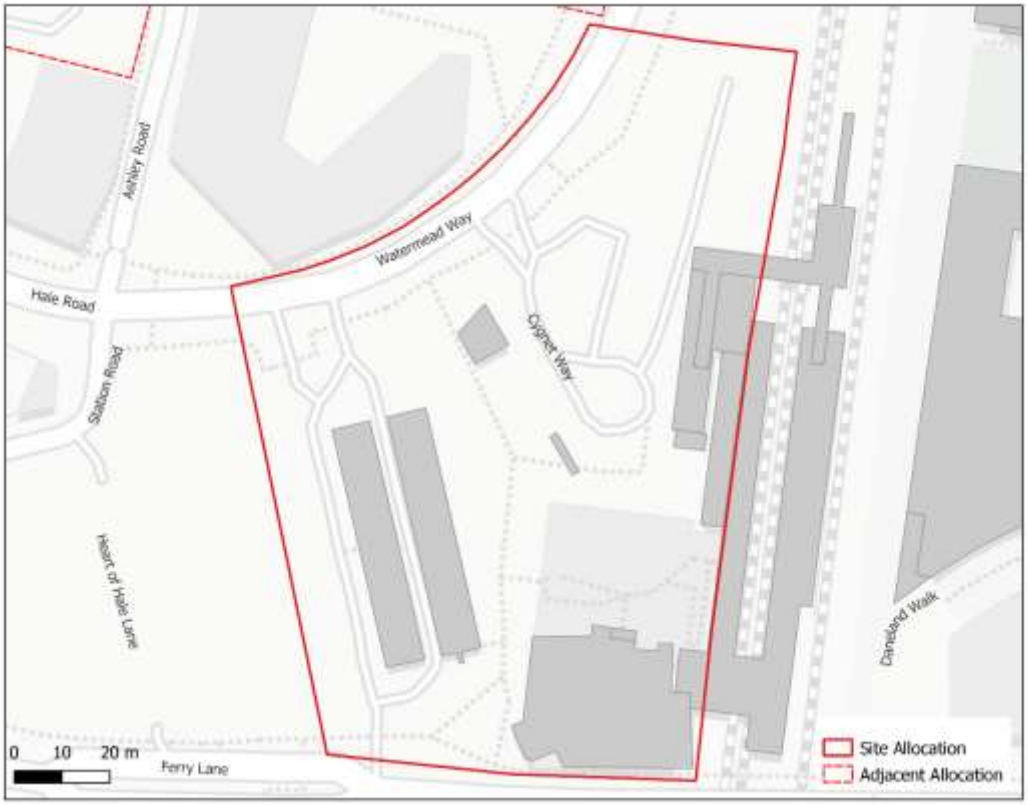
- A new pedestrian-focused network of streets must be established that stitches together the surrounding street network. This includes:

  - Aligning east-west streets with those to the east of Broad Lane, in particular Tynemouth Road
  - Creating a new grid structure, based on the three blocks present to the south.
  - Continuing Tottenham Hale's high street southward from Ferry Square to connect to the South Tottenham Locally Significant Industrial Site. It should be pedestrianised or at minimum pedestrian oriented with wide public realm, providing opportunities for outdoor dining, and containing a generous amount of green infrastructure.
- New and enhanced transport infrastructure should be provided to support sustainable travel, including walking and cycling and buses.
- Pedestrian and cyclist connections to Ferry Square and Station Square should be significantly improved.
- A micro-consolidation centre should be provided to enable sustainable transport and deliveries. Opportunities for the centre to also support industrial areas to the south should be explored.
- Part of the site is located over the path of the Victoria Underground line.
  - A significant net increase in high quality public space and private amenity space must be provided, including a new public square (minimum 0.25ha). It should enable a range of community and cultural activities seven days a week, during the day and evenings.
  - Smaller green pocket parks to address local deficiencies.

Environment and sustainability

- The development should deliver significant greening of the site and be informed by a comprehensive landscaping strategy. Landscaping should be high quality and include smaller green pocket parks to address local deficiencies.
- The site is within Flood Zone 2 with small parts of its edges within 3a (surface water).
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include a Cool Space.
- Tree-lined streets should be established along Ferry Lane and Broad Lane. Ferry Lane should have a public realm setback, with generous provision of green infrastructure, to mitigate noise and air pollution and to enhance perceptual and physical connections with Lee Valley Regional Park.
- Opportunities should be considered to enhance/support the adjacent SINC/ecological corridor along the railway line.
- The site lies in a Source Protection Zone.

TH SA02: Tottenham Hale Station



Site Information	Details
Address	Tottenham Hale rail and bus station, N17
Area [ha]	1.28ha
PTAL [2031]	5-6a
Planning designations	Tottenham Hale District Centre PFA: Transform Tottenham Hale District Centre Flood Zone 2 and partially Flood Zone 3a Adjacent to SINC and Ecological Corridor Archaeological Priority Area (Tier 1: The Lea Valley) Partially within Archaeological Priority Area (Tier 2: Tottenham Hale)
Relevant permissions	HGY/2013/2610, HGY/2018/1897 and HGY/2025/0818
Indicative capacities	150 homes, 2,400sqm town centre uses, 12,000sqm Other
Phasing	2027-2041
Ownership	Public

Proposal

Comprehensive re-development of station interchange to include new mixed-use development, transport infrastructure improvements and public realm enhancements to strengthen the site's contribution to the District Centre and

enhance its function as a gateway to Tottenham Hale and the Tottenham Hotspur Stadium.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to respond to the site's role and location within the District Centre and its relationship to Hale Village as well as accord with the vision and principles set out in the Tottenham Hale District Centre Framework, or subsequent Council-adopted placemaking documents.

Land uses and activities

Existing land uses are:

- Transport infrastructure (Sui Generis), Employment (Class E)

Acceptable land uses are:

- Residential uses
    - New residential uses should be located on the upper floors of new blocks adjacent to or over the station
- Town centre uses
    - Active uses should be provided at the ground floor enclosing Station Square, and at podium level if public realm is provided.
    - The provision of workspace should be maximised
- Transport infrastructure
- Community uses
    - Public toilets should be provided that are accessible from both within and outside the ticket gates.
- Meanwhile uses to activate the public realm for visitors and contribute to the District Centre.

Built form, character and heritage

- The allocation is in an area where tall buildings may be appropriate. The site may be appropriate for a landmark tall building.
- Given the site's prominence at a key interchange, an exceptional standard of design will be required.
- Building form and design should contribute to the emerging Tottenham Hale skyline.

Movement and public realm

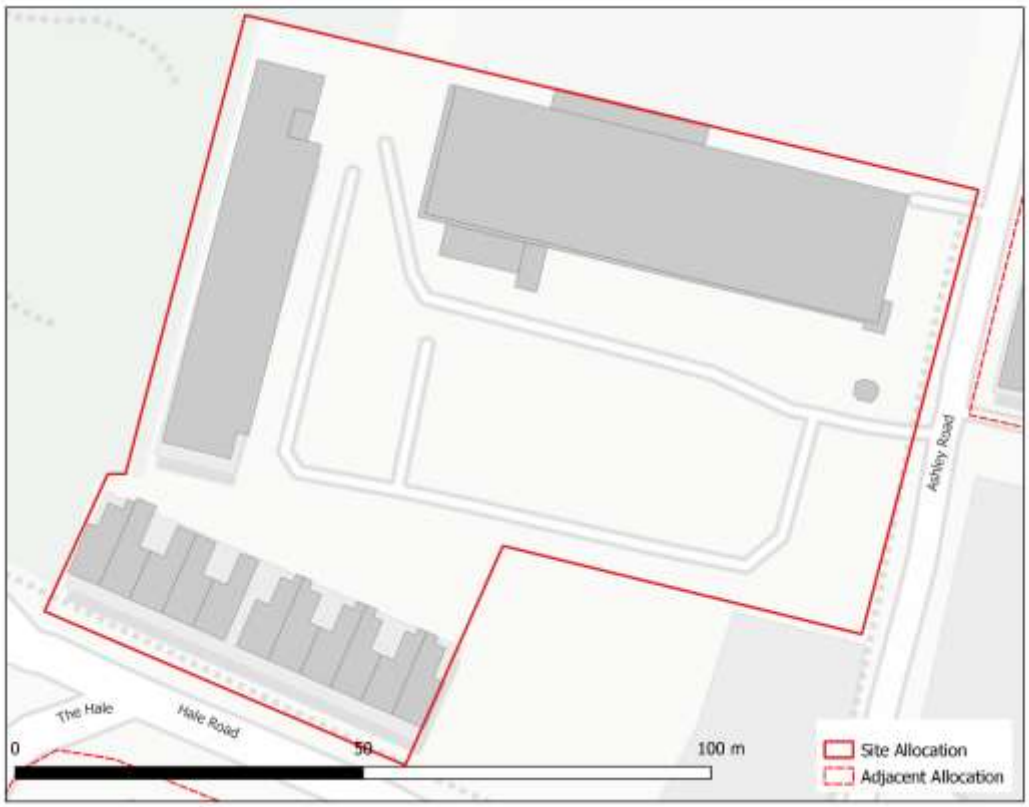
- All development proposals must have regard to the location of Tottenham Hale Station on the preferred alignment of Crossrail 2.
- New and enhanced public realm and transport infrastructure should be provided to enable the site to function as the key transport hub and a gateway to Tottenham Hale and the Tottenham Hotspur Stadium.

- The public realm, particularly Station Square, should be enhanced to encourage people to dwell there, provide a high-quality point of arrival, departure and interchange and create a distinct identity for Tottenham Hale.
    - The interchange between transport modes should be enhanced to provide a seamless journey and a clear transition for passengers and accommodate the needs of each mode and crowds associated with event days at the Tottenham Stadium.
    - Walking routes should be easy, safe and pleasant for people to move through, as set out in the District Centre Framework and Streets & Spaces Strategy, and support east-west and north-south movement.
    - New connections should be provided over the railway to Hale Village through to Perkyn Square.
    - There should be a focus on addressing crime and safety concerns in the area, especially of women and girls. Existing challenges should be addressed through introducing positive meanwhile uses, public realm management, enhanced lighting, and implementing Designing out Crime principles. Crime prevention specialists should be engaged early in the design process.
    - Generous green infrastructure should be used to articulate the centre's relationship with the Lee Valley Regional Park
    - Part of the site is located over the path of the Victoria Underground Line.

Environment and sustainability

- The site is within Flood Zone 2 with small parts of its edges within 3a (surface water).
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include a Cool Space.
- There should be generous provision of green infrastructure, to mitigate noise and air pollution and to enhance perceptual and physical connections with Lee Valley Regional Park.
- Opportunities to enhance/ support the adjacent SINC/ecological corridor along the railway line should be pursued.
- The site lies in a Source Protection Zone.

THSA03: Ashley Link



Site Information	Details
Address	Land at Ashley Road South of Burdock Road
Area [ha]	0.88
PTAL [2031]	5-6a
Planning designations	Tottenham Hale District Centre PFA: Transform Tottenham Hale District Centre Flood Zone 2 Archaeological Priority Area (Tier 1: The Lea Valley) Partially within Archaeological Priority Area (Tier 2: Tottenham Hale) Adjacent to Local Park and Open Space (Down Lane Park) Adjacent to Locally Listed Building (Berol House)
Relevant permissions	HGY/2016/4165 HGY/2019/0108
Indicative capacities	150 homes, 400sqm town centre uses
Phasing	2027-2031
Ownership	Public and private

Proposal

Comprehensive mixed-use redevelopment to provide ground floor town centre uses with a mix of residential and employment above. The site will form part of the newly

configured District Centre and help facilitate improved east-west connections through Down Lane Park into the District Centre and the Lee Valley Regional Park.

Masterplanning, engagement and delivery

Development should accord with the principles set out in the Ashley Road South Masterplan or any subsequent Council-approved update.

Development should be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity.

Land uses and activities

Existing land uses are:

- Cleared site (former industrial) except for row of terraced houses on southern fringe

Acceptable land uses are:

- Residential
- Town centre & employment uses
    - The Council will seek to maximise the achievable provision of town centre and employment space to support the District Centre.

Built form, character and heritage

- Development should form a consistent building line and complement the locally listed Berol House to the east.
- Design should complement the existing and emerging built environment and reference the area's industrial heritage.
- Active ground floor town centre uses will be required on frontages to Ashley Road and Hale Road.
- Ground floor town centre and/or employment uses will be required along some parts of the Ashley Link, a green route running east west through the site and beyond.
- Opportunities should be pursued to provide community or cultural facilities along the edge of Down Lane Park.

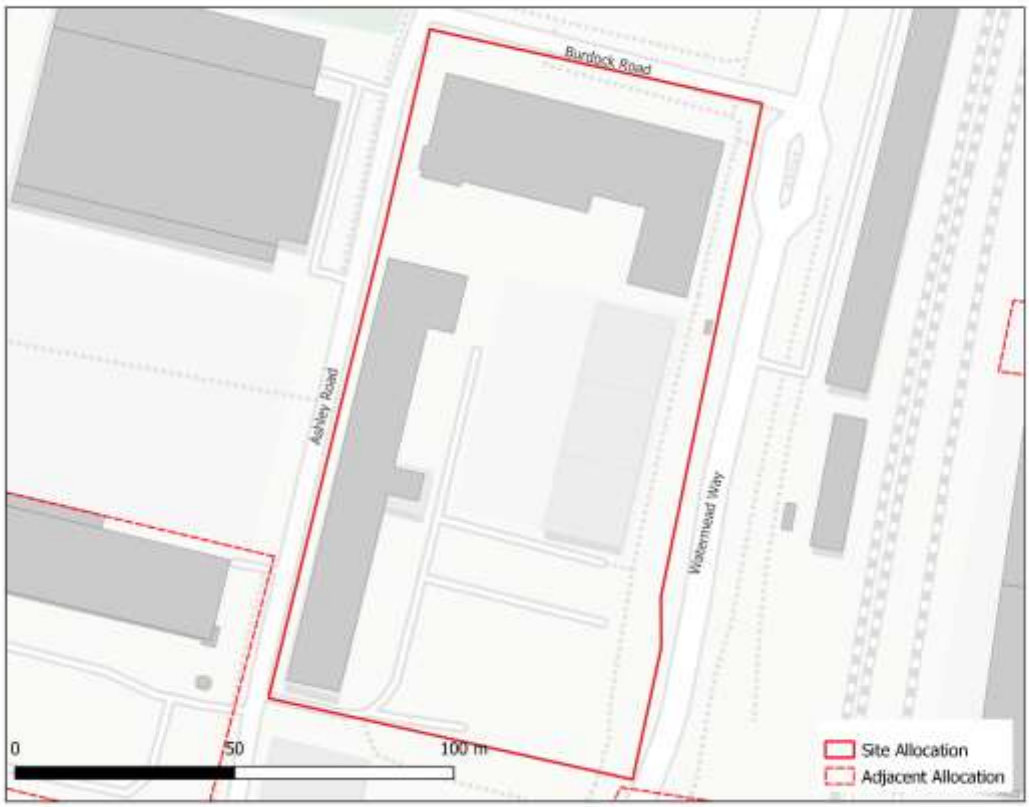
Movement and public realm

- A new pedestrian-focused east-west link should be created through the middle of the site connecting Down Lane Park to Ashley Road as part of the Ashley Link envisaged in the Ashley Road South Masterplan. The link should include generous green infrastructure and be tree-lined providing seating and door step play opportunities.
- The interface with Down Lane Park should be treated with care to ensure the park's amenity is preserved. Development should facilitate and enhance the establishment of entrances to the park, both at Ashley Link and at the south-eastern corner of the park on Hale Road.

Environment and sustainability

- The site is within Flood Zone 2.
- The site lies in a Source Protection Zone.

THSA04: Berol Yard



Site Information	Details
Address	Land at Ashley Road South of Burdock Road
Area [ha]	1.26
PTAL [2031]	5
Planning designations	Tottenham Hale District Centre PFA: Transform Tottenham Hale District Centre Locally Listed Building (Berol House) Flood Zone 2 and partially Flood Zone 3b (Fluvial) Adjacent to Local Park and Open Space (Down Lane Park) Archaeological Priority Area (Tier 1: The Lea Valley) Adjacent to Archaeological Priority Area (Tier 2: Tottenham Hale) Adjacent to SINC Local: Down Lane Park
Relevant permissions	HGY/2018/2353 HGY/2016/4165 HGY/2023/0261
Indicative capacities	370 homes, 8,900sqm town centre uses
Phasing	2027-2036
Ownership	Public

Proposal

Establishment of a new mixed-use quarter in the north of the District Centre. The historic Berol House will be refurbished and extended to enhance its contribution to the character and activation of the area. It will be complemented by mixed use development of the remaining elements of the site providing new homes and a range of cultural, community and employment uses, new public realm, and a more permeable street network, including facilitating east-west connections through to Tottenham Hale Station, Hale Village and the Lee Valley Regional Park.

Masterplanning, engagement and delivery

Development should accord with the principles set out in the Ashley Road South Masterplan or any subsequent Council-approved update.

The site should be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity.

Land uses and activities

Existing land uses are:

- Employment, residential, industrial (now cleared)

Acceptable land uses are:

- Town centre & employment uses
    - The Council will seek to maximise the achievable provision of town centre and employment space to provide significant new employment opportunities and support the District Centre with a minimum requirement for an uplift of commercial space
    - Berol House should be adapted to provide for flexible and affordable town centre and workspace uses in accordance with the extant planning permission
    - A public gallery and winter garden which would include a home for Made in Tottenham at a discounted rent should be secured
    - A Relocation Strategy must be provided for existing businesses in Berol House to ensure that all is done to support them in finding alternative accommodation
- Community and cultural uses
    - A cultural and arts space should be provided within Berol House and a public gallery and winter garden should also be provided in line with the extant permission
    - This site is appropriate for catalyst uses.
- Residential
    - Residential development to support the reprovision and uplift of town centre and employment floorspace
    - The provision of high-quality Build to Rent housing is supported including provision of London Living Rent and Discount Market Rent (DMR) housing

in line with Policy H11 of the London and as secured in the extant permission

Built form, character and heritage

- Berol House should be retained and refurbished to protect and enhance its historic significance.
- Development should respond to the area's industrial heritage and enhance the setting of Berol House.
- The site is in an area suitable for a tall building. Heights of up to 32 storeys are appropriate in accordance with the extant permission with a range of building heights required across the site that provide a stepped form and a varied scale when viewed from the surrounding context are demonstrated
- Active frontages should be provided along Ashley Road and Watermead Way, around public squares and key movement corridors.
- Other measures to improve the activity on along Ashley Road will be supported.

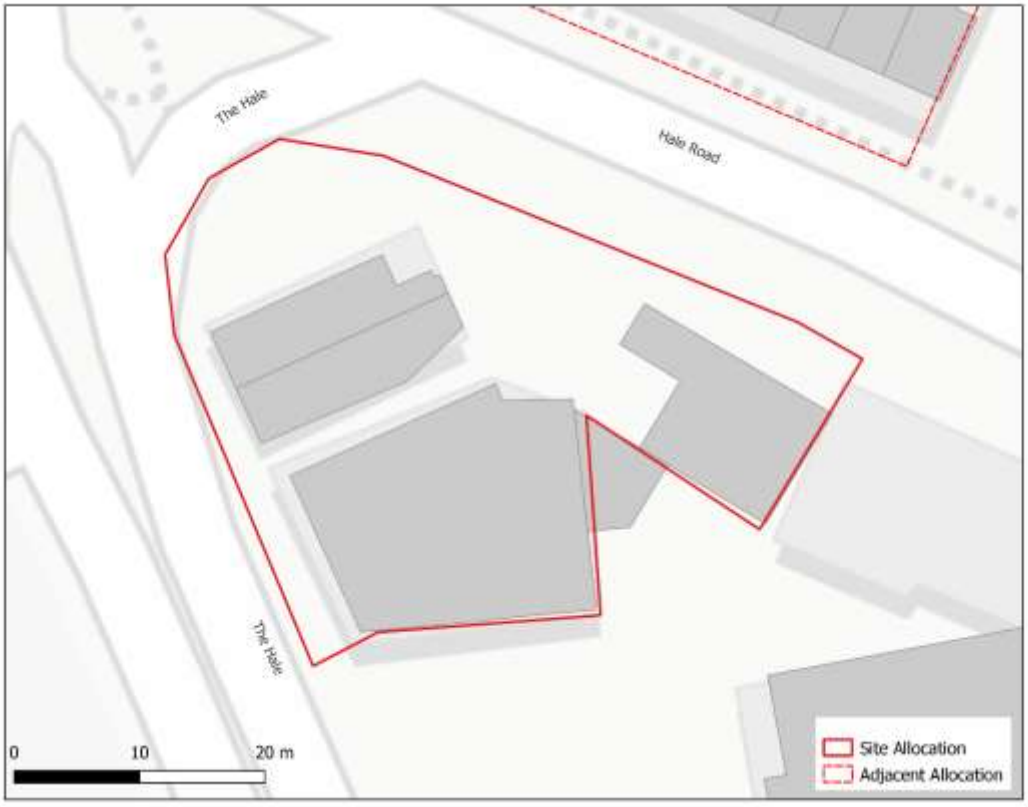
Movement and public realm

- A permeable town centre street network must be created, facilitating east-west and north-south pedestrian and cycle connections movement across the site.
- Ashley Road must be enhanced as a key part of Tottenham Hale's new high street and the main north-south route. It should be cycle and pedestrian friendly.
- This site has a key role to play in establishing a strategic green link from Tottenham High Road to the Lee Valley. Development should support the delivery of a potential future bridge over Watermead Way and the railway into Hale Village by providing a new bridge head and producing a feasibility study for the future bridge.
- Additional permeability should be provided through new pedestrian and local access routes passing east west through the site.
- Development should extend the public square in front of The Gessner and establish a new public square east of Berol House. This should include public art reflecting the heritage of Berol House and make available space for temporary public art installations in line with the extant permission

Environment and sustainability

- The site is within Flood Zone 2 with a small portion in Flood Zone 3b within the north-west corner.
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.
- Opportunities should be pursued to enhance/ support the adjoining SINC in Down Lane Park through greening the northern edge of the site. Street trees should be provided along Burdock Road.
- The site lies in a Source Protection Zone.

THSA05 29-33 The Hale



Site Information	Details
Address	29-33 the Hale, N17 NJZ
Area [ha]	0.14
PTAL [2031]	6a
Planning designations	Tottenham Hale District Centre PFA: Transform Tottenham Hale District Centre Flood Zone 2 (Fluvial) Adjacent to Archaeological Priority Area (Tier 2: Tottenham Hale)
Relevant permissions	HGY/2021/2304
Indicative capacities	431 purpose-built student accommodation bedrooms, 568sqm town centre uses
Phasing	2027-2036
Ownership	Private

Proposal

Redevelopment of site to provide a part 7, part 24 storey building of purpose-built student accommodation with commercial uses at ground and first floor with landscaping along the Hale Road frontage

Masterplanning, engagement and delivery

The site should be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity.

Land uses and activities

Existing land uses are:

- Commercial, Employment, Residential

Acceptable land uses are:

- Town centre & employment uses
    - The Council will seek to maximise the achievable provision of town centre floorspace to support the District Centre
- Residential
    - This site is suitable for purpose built student accommodation or otherwise suitable for Class C3 residential uses.
    - Student accommodation should contribute to affordable housing via a cash in lieu contribution in line with the extant permission

Built form, character and heritage

- The building should act as a gateway marker for the new town centre and as such a building of up to 24 stories is appropriate in line with extant permission.
- A sculptural form with a clear base, middle, and top should be delivered in line with the extant permission
- Use of brick, concrete, and glazed elements to create visual interest is supported
- A wind baffle should be integrated into the architecture to address microclimate concerns
- Active frontages should be provided at ground floor level alongside the public realm enhancements as secured in the extant planning permission

Movement and public realm

- Additional cycle parking should be delivered within the public realm
- Due to the constrained nature of this site, delivery and servicing arrangements must be carefully managed to avoid disruption and secured via a Delivery and Servicing Plan
- Green roofs and communal roof terraces should be provided in line with the extant permission to provide amenity space on this site

Environment and sustainability

- The site is within Flood Zone 2
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.

- Tree planting and greenery is required to enhance biodiversity alongside contributions to improve the public realm along the Hale Road frontage
- The site lies in a Source Protection Zone.

TH PFA2: Tottenham Lock



Strategy

8.48 Tottenham Lock will be enhanced to become a regional destination for nature-based leisure and recreation and a creative and green industrial hub.

8.49 Alongside delivery of new homes, development of prominent site allocations next to the area's natural assets will provide new and enhanced green spaces and public realm, easier access to the Lee Valley, more activities and workspaces and greater use and enjoyment of the area's waterways and green spaces. This will require close collaboration with the Canal & River Trust and Lee Valley Regional Park Authority.

8.50 The Millmead and Lockwood Strategic Industrial Area will be intensified to support the area's independent and creative small and medium sized enterprises, better respond to its context, and showcase the businesses that exist there.

8.51 Construction of a pedestrian bridge over the railway from Perkyn Square to Berol Quarter will complete a strategic green link, connecting Tottenham High Road to Lee Valley Regional Park.

8.52 This strategy will be implemented through adherence to Policies THN1-2, the site allocations outlined below, and the following initiatives.

- Ensuring character of new development is informed by the area's industrial heritage, including that of its waterways. A portion of the placemaking focus area is within a Tier 2 Archaeological Priority Area with the potential to contain remains associated with the medieval and post-medieval mills and watercourse management.
- Establishing Tottenham Lock as a regional destination for nature-based leisure and recreation. This includes:
    - Supporting increased recreational use of the waterways.
    - Encouraging permanent or meanwhile use cultural, leisure and food & beverage uses, particularly around the Hale Wharf/Lock 17 development.
    - Improving wayfinding to local assets
    - Supporting community nature conservation activities
    - Exploring the potential provision of moorings on the western side of the site to accommodate employment barges/ temporary moorings.
- Improving access to, and use of, the area's destinations. This includes:
    - Improving walking and cycling infrastructure, particularly the national cycle network and Lee Valley Walkway along the towpath.
    - Improving east-west access to the area by completing the green link over the railway line and providing safer and easier east-west connections from Park View Road (Watermead Way bridge) and the Carbuncle Passage (Tottenham Marshes bridge).
    - Improving safety and legibility of access into the Millmead and Lockwood Strategic Industrial Location (SIL). There are opportunities to create new routes through the industrial estates, connecting Hale Village to the Watermead Way pedestrian bridge and providing better access for visitors.
- Supporting a wide range of industrial and ancillary uses within the Millmead and Lockwood Strategic Industrial Location (SIL).
    - Supporting this creative industries cluster within the Tottenham Creative Enterprise Zone by providing new, improved and affordable creative workspace, particularly where this supports sectoral strengths in film, tv, radio, music, performance and visual arts.
    - Supporting the strong food production sector and encouraging connections with nearby food growing.

  - The area's high public transport accessibility, proximity to residential areas, and narrower streets make it less suitable for uses that require high levels of vehicle servicing and heavy goods vehicles.
  - New ancillary uses will provide amenities to support employees and visitors and deliver active frontages to the street to enhance the vibrancy of area. There are opportunities for the flexible use of spaces to support complementary evening and night-time economy uses where this does not compromise the primary industrial uses. These activities should be focussed along key pedestrian and cycle routes into the areas. All other industrial frontages should provide positive frontages onto key routes.
- Identifying opportunities to enhance the area's ecological assets and improve access to nature. This includes:
  - Establishing islands of aquatic planting alongside the River Lea and planting of hedgerows, grassland and wildflowers in available open space.
  - Improving access to, and southward views down, the River Lee, south of Hale Wharf. This should be done in a way that enhances and improves management of the mixed scrub and reed beds.
  - Enhancing the Paddock and supporting it to achieve statutory designation as a Local Nature Reserve.
  - Protecting the East Hale Allotments and encouraging food growing.
  - Enhancing the connections between the Lee Valley Regional Park and surrounding SINCs with the Millmead and Lockwood Industrial Estate, and by optimising the use of green infrastructure, particularly at its edges.

Site Allocations

THSA06: Lock Keepers Cottage



Site Information	Details
Address	Lock Keepers Cottage, Ferry Lane, London, N17 9NE
Area [ha]	0.08
PTAL [2031]	5-6a
Planning designations	Tottenham Lock PFA: Enhance SINC Metropolitan: Lee Valley Lee Valley Regional Park Flood Zone 2 and partially Flood Zone 3a (Surface Water) and 3b (Fluvial) Adjacent to Blue Ribbon Adjacent to Green Chain Archaeological Priority Area (Tier 1: The Lea Valley) Archaeological Priority Area (Tier 2): Tottenham Mills
Relevant permissions	HGY/2020/0847
Indicative capacities	13 homes, 600sqm community, cultural and employment uses
Phasing	2027-2032
Ownership	Private

Proposal

Community and employment-led mixed-use development of the site to help establish Tottenham Lock as a premier waterside leisure destination.

Masterplanning, engagement and delivery

Development proposals must:

- respond to the site's critical location and role in activating the canal side as a waterside leisure destination.
- demonstrate how the site will work together with other adjacent sites and improvements to Ferry Lane to create a coherent and activated public realm at Tottenham Lock.
- be developed through close and early engagement with the Council, Lee Valley Regional Park Authority, Canal & River Trust and Environment Agency
- respond to environmental, ecological interests in the locality, particularly relating to the water environment and habitat of the Lee Valley Regional Park.

Land uses and activities

Existing land uses are:

- Residential (lockkeepers cottage)

Acceptable land uses are:

- Community, cultural uses and workspace
- Residential

Built form and heritage

- Building heights must respond appropriately to the site's location within the Lee Valley Regional Park, on a prominent part section of the canal-side.
- Tall buildings are not appropriate on this site. Building height and form should respect the openness of Tottenham Lock, maintain a human scale environment and ensure they do not dominate the experience of walking along the canal.
- Given its prominence on the canal, an exemplary standard of design is required, delivering a landmark building that responds sensitively to the context and heritage of Tottenham Lock.
- Building design should be informed by an assessment of the impacts on protected views along the River Lee and Ferry Lane.
- Buildings should be located to allow a continuous sight line from the Green Link into the Lee Valley Regional Park.
- Ground floor uses are required which activate and enhance the canal-side
- An active and high-quality frontage must be provided to Ferry Lane.

Movement and public realm

- The ongoing operation and maintenance of the lock gates must be preserved.

- The site lies on the route of the Green Chain, Lee Valley Walk and the National Cycle Network. Development proposals should improve access to the towpath from Ferry Lane, including through provision of inclusive access.
- Development proposals should enhance the experience of pedestrian and cyclist movement to and along the towpath, including through managing impact of on-site-activities to ensure a safe flow of people.
- Development proposals should contribute to wider improvements to the quality of the public realm at Tottenham Lock.

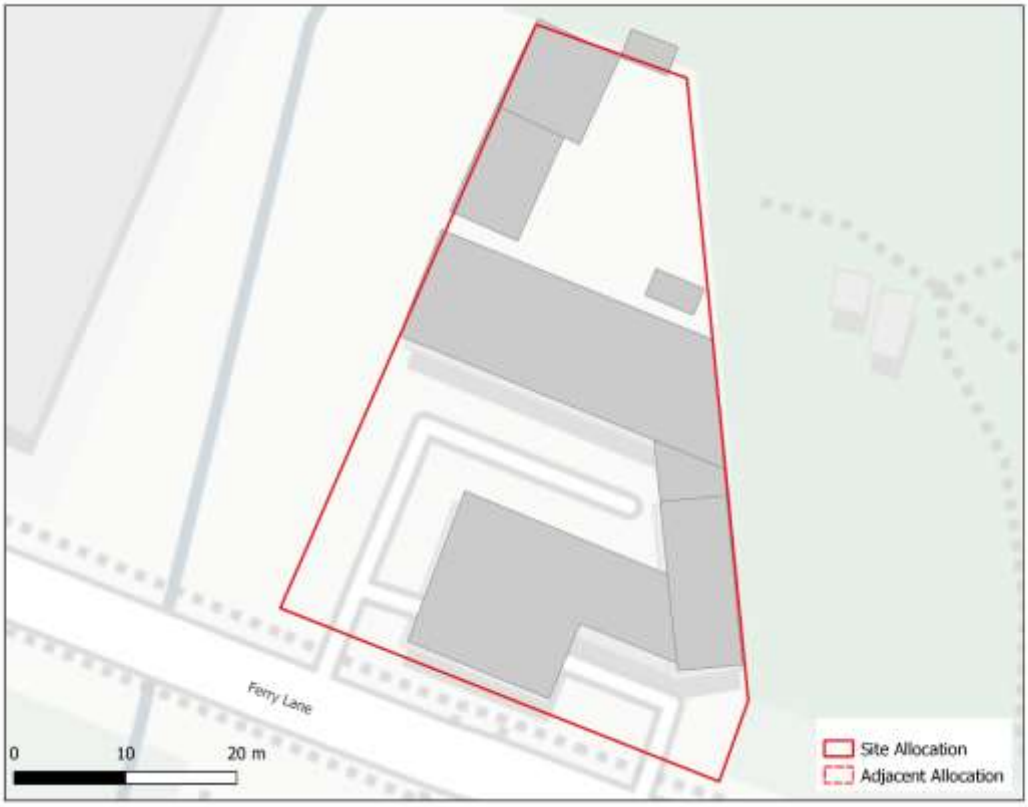
Environment and sustainability

- New development should enhance the various ecological assets in the vicinity of the site.
    - The adjoining Lea Valley SINC should be enhanced/ supported through both on and off-site greening.
    - An ecological buffer should be provided to Pymmes Brook.
    - Mature trees should be retained, in particular the large Willow tree which should form a key feature of any proposed landscaping.
    - Proposals should contribute to the restoration and appreciation of the Blue Ribbon Network.

The site is within Flood Zone 2 with a small portion in Flood Zone 3b within the north-west corner. A Flood Risk Assessment should accompany any planning application.

- The site is surrounded by a network of main rivers (Pymmes Brook, Lee Navigation). Development should ensure opportunities to enhance the ecological status of the rivers, reduce flood risk and ensure access for future maintenance and replacement of the river walls is realised. The condition of the flood defence must be commensurate with the lifetime of the development. A condition survey will need to be undertaken and any repair works identified carried out.
- The site lies in a Source Protection Zone.

THSA07: Former Garage Site



Site Information	Details
Address	2 Ferry Ln, London N17 9NG, UK
Area [ha]	0.17ha
PTAL [2031]	5
Planning designations	Tottenham Lock PFA: Enhance Lee Valley Regional Park Green Belt Ecological Corridor Adjacent to Blue Ribbon Adjacent to SINC Metropolitan: Lee Valley Adjacent to Local Park and Open Space: the Paddock Archaeological Priority Area (Tier 1: The Lea Valley) Archaeological Priority Area (Tier 2: Tottenham Mills) Flood Zone 2
Relevant permissions	N/A
Indicative capacities	80 homes, 700 sqm employment
Phasing	2027-2032
Ownership	Private

Proposal

Residential-led mixed use development with new public realm and visitor facilities for the adjacent Paddock nature reserve. The site is located within the Green Belt and its contribution to Green Belt purposes is being considered as part of the London-wide Green Belt review being led by the GLA. The Council's preliminary assessment is that the site represents 'grey belt' land in accordance with the NPPF. As such, the development of homes, commercial and other development shall not be regarded as inappropriate.

Masterplanning, engagement and delivery

Development on this site will need to respond positively to its strategic location on the edge of the Paddock and the River Lea and be planned and designed through close and early engagement with the Lee Valley Regional Park Authority.

Land uses and activities

Existing land uses are:

- Former Petrol Station, presently in vehicle repair/ alternate commercial use

Acceptable land uses are:

- Employment, cultural and community uses
    - Opportunities should be explored to provide a visitor centre or community space for the adjacent Paddock Reserve.
- Residential
    - The site is located within grey belt land. A minimum of 50% affordable housing will therefore be required in accordance with the 'Golden Rules' requirement in the NPPF.

Built form, character and heritage

- Development should relate positively to its unique context, adjacent to the Lee Diversion and the Paddock.
- Buildings should be set back to preserve views of the Paddock down Ferry Lane from the west.
- Active ground floor uses should be provided (e.g. a café) to activate the public realm and encourage visitors to dwell.

Movement and public realm

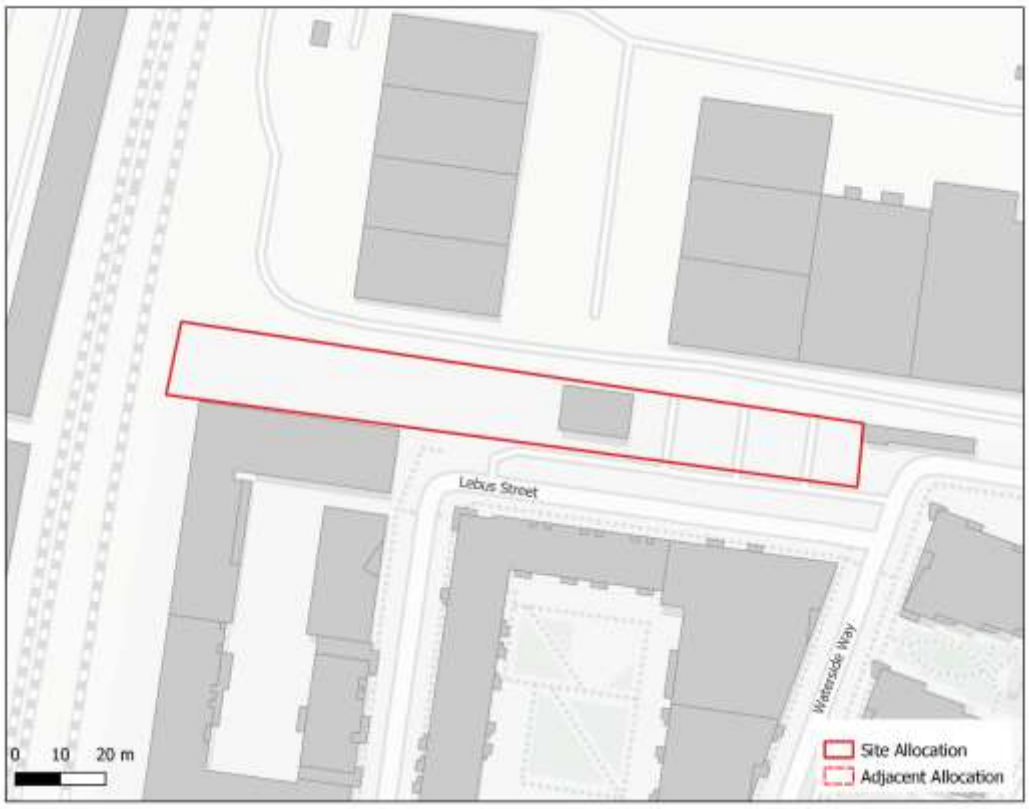
- New public realm should be created next to the active ground floor uses. There is an opportunity to establish a new entrance into the Paddock from this site.

Environment and sustainability

- New development should enhance the various ecological assets in the vicinity of the site.

- The ecological corridor and the adjoining Lea Valley SINC surrounding the site to the north, east and west should be enhanced/ supported.
- The setback along Ferry Lane should contain extensive green infrastructure, including street trees, helping to continue the planting in front of the Paddock.
- A setback should be provided to the Lee Diversion, with landscaping and public realm serving to enhance and improve appreciation of the Blue Ribbon network.
- A planted set back should be provided along the eastern boundary of the site, helping to extend the SINC and blend the site with the Paddock.
- The site is within Flood Zone 2. A Flood Risk Assessment should accompany any planning application.
- The site is on the edge of the Lee Diversion. Development should ensure opportunities to enhance the ecological status of the waterway and ensure access is available for future maintenance and replacement of the river walls. The condition of the flood defence must be commensurate with the lifetime of the development. A condition survey will need to be undertaken and any repair works identified carried out.
- The site lies in a Source Protection Zone and a Drinking Water Safeguard Zone (Groundwater). Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

THSA08: Land to the North of Lebus Street



Site Information	Details
Address	Land north of Lebus Street, Hale Village, N17 9FZ
Area [ha]	0.24ha
PTAL [2031]	5
Planning designations	Tottenham Lock PFA: Enhance Flood Zone 2 (Fluvial) Archaeological Priority Area (Tier 2: Lee Valley) Culverted Moselle River runs underneath part of the site Adjacent to SIL (Millmead Industrial Estate) Lee Valley Regional Park
Relevant permissions	The site forms part of the Hale Village Masterplan development (HGY/2006/1177) and this part of the site is permissioned for an Eco Park that also performed a SuDS function. Permission was granted in March 2021 for a temporary doctors surgery on the site until March 2023 (HGY/2021/0155). The site also has temporary consent for the existing car park, construction compound and ball court on the site (HGY/2021/1970). In 2024 (HGY/2024/0399) the temporary consent was extended for a further 3 years, to facilitate upgrading / re-cladding of buildings with fire retardant cladding
Indicative capacities	N/A

Phasing	2027-2036
Ownership	Private

Proposal

In line with the original Hale Village masterplan, the site should be landscaped to create an eco park. This should be of high ecological and amenity value and include the daylighting of the Moselle Brook to create a section of open watercourse. There is the opportunity for limited residential development within the site but this will only be acceptable where all the intended benefits of the eco park are delivered and secured.

Masterplanning, engagement and delivery

Proposals must complement, and be consistent with, the vision and objectives of Its the Hale Village Masterplan and in line with the original planning permission for Hale Village.

Proposals should involve engagement with key stakeholders including the Lee Valley Regional park Authority, the environment agency in connection with de-culverting, and Network Rail due to an accessway immediately to the rear of this site to the railway.

Land uses and activities

Existing land uses are:

- Temporary car park, single storey unit, games court, construction compound

Acceptable land uses are:

- Eco Park
- Residential
    - Potential for limited residential uses (Class C3) subject to delivery of eco park and all of the proposed benefits of this including deculverting of the Moselle Brook.

Built form, character and heritage

- Any buildings should be located to the northern end of the site allowing for the daylighting of the culverted Moselle which runs through the centre of the site
- Any buildings should reflect the surrounding context and be subject to detailed daylight and sunlight analysis of the impacts upon the existing residential blocks to the south of the site and to the daylighted part of the Moselle
- Adequate noise insulation must be secured to ensure that the continued 24 hour operation of the adjacent industrial area can continue unhindered. The Agent of Change principle will be applied.

Movement and public realm

- A green corridor should be created with a more direct link to the landscape of the Lee Valley Regional Park.

- A walkable landscaped route should be provided along the deculverted part of the Moselle

Environment and sustainability

- The site is within Flood Zone 2
- A landscaped eco park must be provided to create a new open space for residents of high ecological and amenity value.
- The current culvert housing the Moselle Brook will be removed to create an open watercourse.
- The site should incorporate planted margins designed to reflect the natural habitats of the Lee Valley

TH PFA3: South Tottenham Hale Employment Area



Strategy

8.53 The South Tottenham Employment Area's strong and organic creative industries ecosystem will be supported and celebrated. Retrofit and redevelopment of key sites will support businesses and employment growth, while responding sensitively to the area's industrial heritage. A greater intensity of industrial activities will be supported by ancillary facilities and uses, new public and semi-public spaces, more efficient and sustainable transport infrastructure, and new walking and cycling connections between industrial areas and to the adjacent District Centre.

8.54 This, in addition to other placemaking interventions, such as wayfinding and lighting, will better reveal the creativity, innovation and industrial heritage of this area, making it an attractive and vibrant destination for workers, creative residents, and visitors.

8.55 This strategy will be implemented through adherence to Policies THN1, the site allocations outlined below, and the following initiatives.

- Supporting a wide range of industrial and ancillary uses within the South Tottenham Locally Significant Industrial Site and adjacent Local Employment Areas
    - Supporting the creative industries cluster within the Tottenham Creative Enterprise Zone by providing new, improved and affordable creative workspace, particularly where this supports sectoral strengths in film, tv, radio, music, performance and visual arts.
    - New ancillary uses will provide amenities to support employees, visitors and the warehouse living community and deliver active frontages to the street to enhance the vibrancy of the area. There are opportunities for the flexible use of spaces to support complementary evening and night-time economy uses where this does not compromise the primary industrial uses. These activities should be focussed along key pedestrian and cycle routes into the areas. All other industrial frontages should provide positive frontages onto key routes.
    - The area's high public transport accessibility, proximity to residential areas, and narrower streets make it less suitable for uses that require high levels of vehicle servicing and heavy goods vehicles
    - Exploring the potential of delivering new and enhanced uses on the triangle of land bordered on 3 sides by railways
- Enhance the appeal of South Tottenham Employment Area as a destination for workers and visitors. This includes:
    - Using placemaking interventions to enhance threshold points into the area, including:
        - New entrances from the District Centre
        - The entrances into Fountayne Road and Markfield Road from Broad Lane
        - The entrance from Markfield Park underneath the railway line.
        - The intersections of Stamford Road with Constable Crescent and Page Green Road.
    - Providing wayfinding, improved signage and ensuring clear numbering of industrial units
    - Taking opportunities to create small public and semi-public spaces which can provide amenity for employees, encourage social interaction, and support ancillary uses such as outdoor eating and drinking spaces.
    - Ensuring local character is informed by the area's industrial heritage, including the notable Edwardian/1920s industrial, brick warehouse

buildings within Fountayne Road, to reinforce a degree of local distinctiveness.
    - Applying Designing Out Crime principles to create a safe environment during the day as well as in the evening. Creative lighting could be used to enhance safety and make the area more attractive for evening and night-time economy uses.
- Leveraging the area's high level of connectivity to encourage more sustainable transport and move towards reduced/consolidated vehicular trips and more sustainable zero emission vehicle fleets. This includes:
    - Establishing a more legible and permeable street network that connects seamlessly into the District Centre.
    - Taking opportunities to reduce and consolidate parking, loading and servicing areas to enable the removal of on-street parking.
    - Creating, enhancing and extending footpaths to enable safer pedestrian movement.
    - Providing cycling infrastructure for residents, employees and visitors and encouraging greater use of cycle freight.
    - Consider opportunities to consolidate delivery and freight movements through redevelopment within the industrial area and/or together with proposed development on the Tottenham Hale Retail Park site allocation
- Addressing low levels of green infrastructure and canopy coverage and enhancing perceptual connections with Lee Valley Regional Park and Markfield Park. This includes:
    - Providing more street trees, particularly along key movement corridors
    - Optimising green infrastructure, particularly at the edge of sites that adjoin Ecological Corridors and SINCs.
- Taking steps to reduce air pollution as a large portion of the PFA is within an Air Quality Focus Area.

THSA09: Fountayne Road



Site Information	Details
Address	Unit 3 High Cross Centre, 1-7 Fountayne Road, N15
Area [ha]	1.13
PTAL [2031]	4
Planning designations	South Tottenham Hale Employment Area PFA: Enhance Partially within Flood Zone 2 and Flood Zone 3a Local Employment Area Adjacent to Local SINC: Tottenham Railsides Adjacent to Ecological Corridor Archaeological Priority Area (Tier 1: The Lea Valley) Warehouse Living site
Relevant permissions	
Indicative capacity	
Phasing	2037-2041
Ownership	Private and public

Proposal

Retrofit and redevelopment to provide new and improved workspaces and warehouse living units to maintain and grow the creative industries. Conservation-

led placemaking and public realm improvements will support its development into a destination to exhibit the work of the creative communities in the area.

Masterplanning, engagement and delivery

There should be early engagement with and between landowners to enable co-ordinated or, if appropriate, wider masterplanned development that optimises land use and establishes a more permeable and legible street network.

Land uses and activities

Existing land uses are:

- Employment
- Warehouse living

Acceptable land uses are:

- Employment uses
- Warehouse Living
    - Proposals including new or refurbished warehousing living will be supported where they accord with Policy C6.
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

Built form and heritage

- Proposals should be informed by a thorough review of Fountayne Road's industrial heritage value.
- Development proposals should respond to the industrial townscape character and retain and retrofit buildings with industrial heritage value. Some redevelopment may be appropriate to enable intensification of land uses, provision of servicing and yard space to support businesses and provide outdoor amenity space, including public realm.
- Development should retain the fine grain nature of the warehouse buildings, providing a comfortable, intimate scale and character to the street.
- Building heights should maintain a human scale along Fountayne Road. Heights may be acceptable to rise towards the east and south of the site, where the railway line provides a buffer.
- Active frontages should be provided to Fountayne Road.

Movement and public realm

Development should deliver:

- Improvements to parking, servicing, delivery and the provision of yard space to support the operation of businesses and reduce on street parking.
- Improvements to Fountayne Road to create a more attractive and pedestrian and cycling friendly streetscape.

- An expanded public and semi-public realm, providing amenity for residents, employees and visitors and opportunities for networking between different businesses.
- Cycling infrastructure to support visitors, residents and employees
- Development proposals should pursue opportunities to establish or safeguard pedestrian connections through to Markfield Road to the southwest and Fountayne Road to the east.

Environment and sustainability

- Opportunities should be taken to enhance/ support the adjacent Grade II SINC and Ecological Corridor along the railway line.
- The site is partially within Flood Zone 2. A Flood Risk Assessment should accompany any planning application.
- The site lies in a Source Protection Zone.

THSA10: Fountayne Business Centre



Site Information	Details
Address	Fountayne Business Centre
Area [ha]	0.67
PTAL [2031]	5-6a
Planning designations	South Tottenham Hale Employment Area PFA: Enhance Locally Significant Industrial Site Flood Zone 2 and partially within Flood Zone 3a (Surface Water) Archaeological Priority Area (Tier 1: The Lea Valley)
Relevant permissions	
Indicative capacities	15,000sqm employment floorspace
Phasing	2027-2036
Ownership	Private

Proposal

Redevelopment of the Fountayne Business Centre and former car wash site to provide a significant uplift in office floorspace, an improved frontage to Broad Lane, and facilitate new connections into the South Tottenham Employment Area.

Masterplanning, engagement and delivery

There should be early engagement with surrounding landowners to enable co-ordinated or, if appropriate, wider masterplanned development that establishes more permeable and legible street network, better connecting the District Centre and Broad Lane with the Fountayne Road businesses.

Land uses and activities

Existing land uses are:

- Employment, vacant

Acceptable land uses are:

- Employment uses
- The Council will seek re-provision of high-quality office space on this site, including affordable workspace.

Built form, character and heritage

- A clear and consistent building line with active frontages should be established along Broad Lane and along the potential northward extension of Fountayne Road.
- Building heights of 3-6 stories are appropriate along the Broad Lane frontage. Heights should rise towards the north of the site and the District Centre and to the rear of the site where there are less sensitive industrial uses. Careful attention should be given to the massing and orientation of buildings to ensure they do not dominate or obstruct the potential northward extension of Fountayne Road.

Movement and public realm

- Development proposals should deliver or safeguard:
  - East-west pedestrian and cycling connections between Broad Lane and the industrial estates to the east.
  - A northward pedestrian extension of Fountayne Road along the eastern edge of the site connecting Fountayne Road to the District Centre.

Environment and sustainability

- Street trees should be provided along Broad Lane on the block the Business Centre is currently located.
- The site is within Flood Zone 2 and partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- The site lies in a Source Protection Zone.

THNSA11: Constable Crescent



Site Information	Details
Address	1-7 Constable Crescent
Area [ha]	0.47
PTAL [2031]	3
Planning designations	South Tottenham Hale Employment Area PFA: Enhance Local Employment Land Adjacent to Ecological Corridor Partially within Flood Zone 2 and Flood Zone 3a (Surface Water) Archaeological Priority Area (Tier 1: The Lea Valley)
Relevant permissions	
Indicative capacities	50 homes, 6000sqm employment uses
Phasing	2032-2042
Ownership	Public

Proposal

Mixed-use employment-led development on this site will mark the western gateway into the South Tottenham Employment Area. Development will maximise employment floorspace, enhance the public realm and strengthen connections to the railway archways, contributing to the area's vibrancy and accessibility.

Masterplanning, engagement and delivery

Development proposals should pursue opportunities for co-ordinated or masterplanned development together with adjacent 43-53 Markfield Road to:

- Facilitate connections through to Markfield Road
- Optimise the use of land
- Activate the Page Green Road and the archways to contribute to the character of the South Tottenham Employment Area

The site is within 10m of the railway, requiring engagement with Network Rail. Engagement should cover opportunities for the proposed development to facilitate activation of the archways.

Land uses and activities

Existing land uses are:

- Employment and vacant land

Acceptable land uses are:

- Employment uses
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace
- Residential uses will be permitted only on the Stamford Road frontage to optimise the delivery of new employment floorspace and should be located adjacent to the existing residential uses adjoining the site.

Built form, character and heritage

- Building heights should be in keeping new development to the north of Constable Crescent (4-6 stories), with the capacity for greater height to the south where the railway provides a buffer. Building heights should respond to the two storey terrace houses on the opposite side of Stamford Road.
- Design should reflect the industrial heritage of the area and articulate the entrance to the South Tottenham Employment Area.
- Active frontages should be provided along Constable Crescent, Stamford Road and Page Green Road.

Movement and public realm

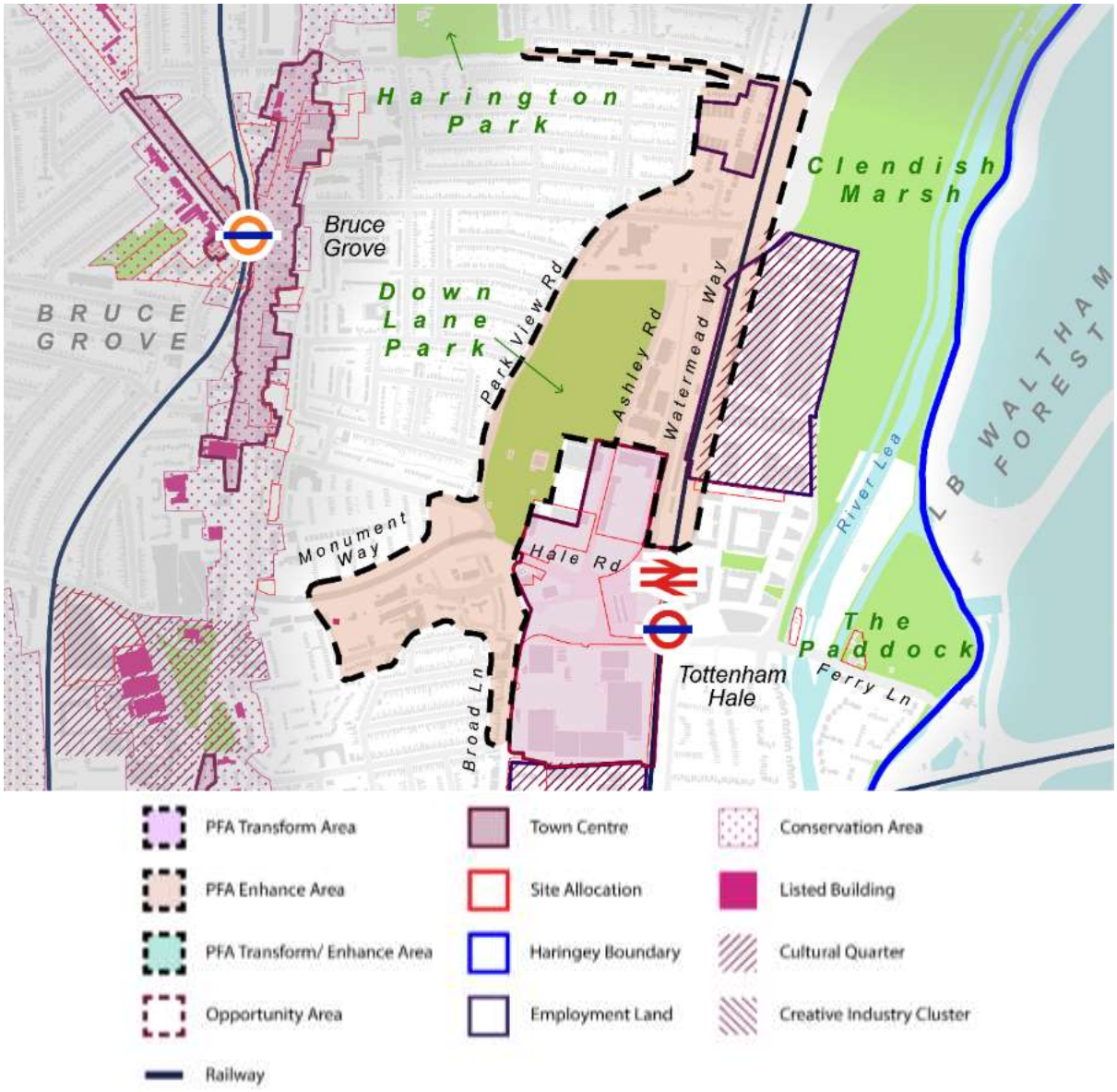
- Development proposals should facilitate an enhanced public access route from Page Green Road along the archways, with the opportunity to extend this through to through to Markfield Road.
- Development proposals should pursue opportunities to establish new connections through the site between the archways and Constable Crescent.

- There is an opportunity for public realm to be provided on Page Green Road to provide amenity for workers, potential outdoor dining for ancillary food and beverage uses, and draw visitors towards the re-activated archways

Environment and sustainability

- The line of mature trees along Stamford Road should be retained.
- The site is partially within Flood Zone 2 and 3a (Surface Water). A Flood Risk Assessment should accompany any planning application.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place.

TH PFA4: North and West Tottenham Hale



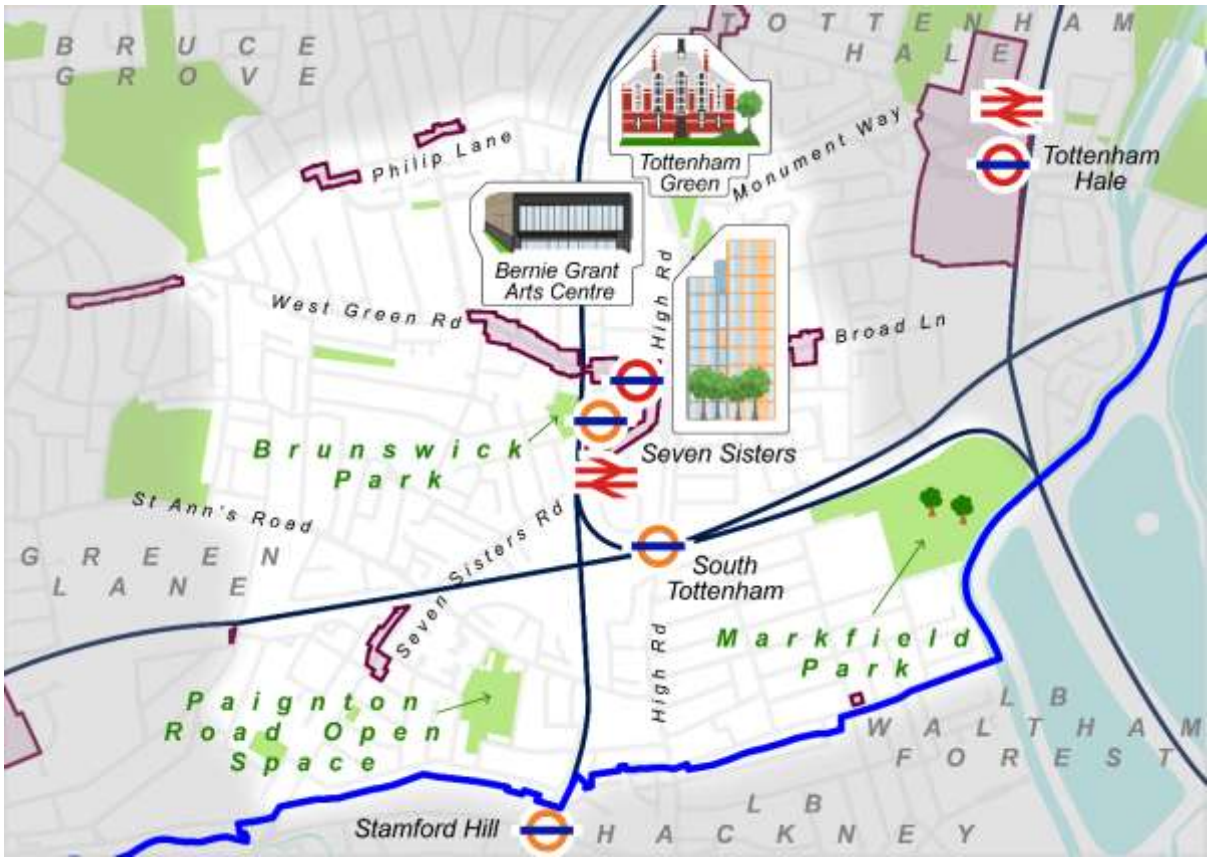
Strategy

8.56 North and West Tottenham Hale will be substantially enhanced with new homes, enhanced open space and revitalised industrial areas. 272 new council homes will be delivered at the former Ashley Road depot. Down Lane Park will be substantially upgraded through the council's investment, including use of developer contributions, improving inclusivity, increasing biodiversity and supporting the needs of a growing local population. Roseberry Industrial Estate will be optimised to better support the area's independent and small and medium sized enterprises, promote more sustainable transport movements, and achieve greater integration with the surrounding residential environment.

8.57 This strategy will be implemented through adherence to Policies THN1, the site allocations outlined below, and the following initiatives.

- Enhancing pedestrian and cycling connectivity and the public realm. This includes:
  - Providing safer and easier east-west connections to the Lee Valley Regional Park from Park View Road (Watermead Way Bridge) and Carbuncle Passage (Tottenham Marshes Bridge).
  - Supporting opportunities, where appropriate, to create new and enhanced north-south connections, including through the Roseberry Industrial estate, along Ashley Road, and the eastern side of the Harris Academy Tottenham.
  - Improving the arrangement and use of public realm within the High Cross Estate.
  - Working with TfL to establish Monument Way as a tree-lined boulevard.
- Supporting opportunities to improve street frontages and re-arrange and enhance public realm along Monument Way, Broad Lane and Watermead Way where this would contribute to placemaking, local character and enable the best use of land.
- Enhancing the setting of 62 High Cross Road, the only statutory listed building in the neighbourhood.
- Supporting opportunities to reflect archaeological significance through public realm improvements, interpretation and architectural detailing. A portion of the PFA is within a Tier 2 Archaeological Priority Area containing the historic settlement of Tottenham Hale, which appears to have its origins in the Saxon or medieval period.
- Improving ecology, biodiversity and climate change resilience as well as access to nature and perceptual connections with Lee Valley Regional Park. This includes:
  - Enhancing the SINC at Down Lane Park. There is the potential for wildflower meadow habitats and the introduction of additional grassland species.
  - Enhancing connections to existing green spaces, including Down Lane Park, Lee Valley Regional Park and Hartington Park
  - Providing more tree canopy coverage
  - Introducing green infrastructure to mitigate higher levels of flood risk in the area.
  - Providing more street trees, particularly along key movement corridors
- Taking steps to reduce air pollution. The southern and eastern part of the PFA is within an Air Quality Focus Area.
- Enhancing provision of play, sports and recreation at Down Lane Park

9. Seven Sisters & South Tottenham



Neighbourhood Context

Location

9.01 The Seven Sisters & South Tottenham neighbourhood lies in the south east of the borough. It is centred along the High Road with the High Cross intersection and the St Ignatius Catholic Church serving as key landmarks to the north and south respectively. To the north the neighbourhood meets Bruce Grove, to the east it blends into Tottenham Hale, to the south lies Stamford Hill in the London Borough of Hackney and to the west the West Green Road Memorial Garden, Chestnuts Recreation Ground and the Warehouse Living District signal entry into the Green Lanes neighbourhood.

History

9.02 Tottenham High Road has long been an important north-south route, following the route of the original Roman road connecting the Roman city of Londinium (London) to the military centres at Lincoln and York. What is now Tottenham Green, was the original main settlement in the medieval parish of Tottenham. The name 'Seven

Sisters' comes from a ring of trees that have stood at Page Green for hundreds of years. Much mystery surrounds the trees and why they were growing at this spot.

9.03 By the 16th century several affluent Londoners had set up country retreats in Tottenham, and by the 17th century an early settlement had emerged at Page Green, just off the High Road. The construction of Seven Sisters Road in 1833 connected Tottenham to Holloway, opening up the countryside along it for new development.

9.04 As Tottenham grew, there was demand for new shops and public buildings, many of which were built along the High Road between 1850 and 1900, including the Tottenham Fire Station (1905) and Tottenham Town Hall (1904-5) on the Green.

9.05 After the war, a number of large housing estates replaced the Victorian terraces which had been damaged or were considered slums. More recent changes to the built environment over the last decade have come through mixed use and residential redevelopment of formerly commercial units along Lawrence Road and the completion of Apex Gardens in 2020, a new Build to Rent development containing the neighbourhood's tallest building.

Connectivity

9.06 Seven Sisters is one of the most connected areas in the borough, benefitting from exceptional public transport links including London Underground, Overground, and numerous bus routes. This strategic connectivity positions the neighbourhood as a key gateway into Tottenham and a vital node within the wider London transport network. Many visitors to Tottenham Hotspur Stadium events come and exit via the Seven Sisters transport interchange. The impact of large crowds needs to be carefully managed but high levels of footfall provides important opportunities for town centre uses and the wider economy to thrive.

9.07 Tottenham High Road, Seven Sisters Road and Philip Lane are all identified as priority routes for bus interventions in TfL's Bus Action Plan. Cycle Superhighway 1 was completed in 2019, connecting the neighbourhood south to the City of London and north to Enfield.

Economy & Town Centres

9.08 Seven Sisters/West Green Road District Centre sits at the heart of the neighbourhood at the intersection of the three of its main roads (the High Road, West Green Road and Seven Sisters Road). It is a popular and well-used centre with excellent transport links and well known for its multi-cultural, independent shops which serve the diverse local community and attract visitors from beyond the borough.

9.09 Smaller local centres are located along the Broad Lane, Seven Sisters Road and Philip Lane.

9.10 The neighbourhood has one designated Locally Significant Industrial Site (LSIS), Rangemoor Road, located east of the High Road and south of Broad Lane. It also

houses two of the four designated creative industry clusters within the Tottenham Creative Enterprise Zone.

Landmarks, culture, and heritage

9.11 Tottenham Green contains many of the neighbourhood's landmarks, community and cultural facilities and key historic buildings, and remains the civic heart of Tottenham. Its cultural and community facilities include the Bernie Grant Arts Centre, which delivers innovative black-led creative programming, Marcus Garvey Library and Tottenham Leisure Centre, Tottenham Town Hall, and several educational institutions, the largest of which being the Tottenham campus of Capital City College (formerly The College of Haringey, Enfield and North East London).

9.12 Tottenham Green itself provides the area with a sense of openness rarely experienced elsewhere within the Tottenham High Road Historic Corridor and hosts the monthly Tottenham Green Market.

9.13 The Seven Sisters area is renowned for having residents from a range of Latin American backgrounds. This is particularly evident at the Seven Sisters Market, otherwise known as the famous 'Latin Village', which has its longtime home in Wards Corner, a historic former department store. The market has a strong role in Tottenham's identity and history and has a unique economic, social and cultural value for Latin Americans across London and the diverse communities that live and work in Tottenham.

9.14 Other key landmarks include St Ignatius Catholic Church at the corner of the High Road and St Ann's Road, the Snail Mural, visible from Seven Sisters Road, and the Markfield Beam Engine and Museum, a Grade II listed engine hall which was part of the Markfield Sewage Treatment Works.

Green and blue infrastructure

9.15 The neighbourhood only has one large open space, Markfield Park, but Downhills and Chestnuts Park are just outside its boundaries to the west and there is the major expanse of the Lee Valley Regional Park a short distance to the east.. Other notable green spaces in the neighbourhood include Paignton Road Open Space, Brunswick Park, Tewkesbury Road Open Space and Tottenham Green, which is the most prominent.

9.16 The rail corridors running east/west and north/south through Seven Sisters also serve as important ecological corridors, containing Sites of Importance for Nature Conservation (SINCs) and contributing to the area's green infrastructure. These corridors are closely linked to nearby parks such as Markfield Park and Paignton Road Open Space, which also contain SINCs. This plan proposes the designation of part of Brunswick Park as an additional SINC.

9.17 The River Lea runs along the eastern boundary of the neighbourhood with London Borough of Waltham Forest. Its tow path is part of the National Cycleway Network and the Lee Valley Walking Route. The Moselle and Stonebridge Brooks flow into the River Lea at Markfield Park, having been culverted through most of their journey through Haringey.

You told us

Responses from Tottenham Voices





As part of a new approach to placemaking, the Council carried out a Tottenham Voices engagement process in 2023 and 2024 aiming to give local people the opportunity to have their say on Tottenham as it is today and their ambition for what it could be like in the future. The Council subsequently adopted Shaping Tottenham setting out a vision for what Tottenham could become.

The Tottenham Voices Engagement Summary sets out the following feedback for Tottenham as a whole:

- Tottenham does best at the things that make London a wonderful place to live. Diversity, creativity and vivacity
- Community makes people feel positive about Tottenham today including its richness and cohesiveness
- Tottenham is home to fantastic culture and does well at celebrating this
- People love having access to parks like Bruce Castle Park and the wilder landscapes of Tottenham Marshes and the Lea Valley
- There is a strong desire for Tottenham to be safer, cleaner and more pleasant to live in.
- The quality of the environment is holding Tottenham back, especially litter and fly-tipping
- Crime and anti-social behaviour means that many people feel unsafe or uneasy in certain places, particularly young people
- Traffic congestion, pollution and noise is problematic
- There should be a more interesting, diverse high street offer and more opportunities to enjoy leisure and culture

The Tottenham Voices Engagement Summary sets out the following feedback for Seven Sisters and South Tottenham specifically:

- There is a need to make the most of existing cultural assets such as Bennie Grant Arts Centre
- Seven Sisters Station is considered dangerous by young people with West Green Road/Tottenham High Road junction seen as especially problematic.
- The High Road is very car-dominated, especially around Tottenham Green, which makes this a less appealing place to linger and emphasises it as a thoroughfare rather than a centre.

- The area would benefit from a more accessible and navigable transport infrastructure with step-free, clearly marked walking and cycling routes and rationalised bus stops at Seven Sisters.

Seven Sisters and South Tottenham Vision

Seven Sisters and South Tottenham in 2042 will have delivered on the aspirations set out in Shaping Tottenham. It will be the cultural gateway to Tottenham, where people come to enjoy, learn, and partake in its famous international food offer, world-class events and activities, vibrant evening economy and celebrated histories.

Development and change within the neighbourhood will have embraced and accentuated its positive characteristics, including its culture and creativity, heritage, connectivity, and diversity. Meanwhile uses and longer-term development at Seven Sisters Station and Wards Corner will have enabled the Seven Sisters/West Green Road District Centre and its surrounds to support a wider range of activities and services both during the day and in the evenings. The centre will be a community and cultural hub, with a strong sense of place, enabled in part through public realm improvements and the restoration of built heritage. Seven Sisters Market will be revitalised, enhancing the area's reputation as a regional destination for international food.

Tottenham Green will remain the historic and civic heart of Tottenham, as well as a key Cultural Quarter providing access to a wide range of cultural, leisure, community and educational opportunities. Conservation-led development, public realm improvements, and innovative meanwhile uses will support more community, sport, cultural and creative activities, and provide high-quality spaces for play, socialisation, and relaxation.

New affordable workspaces will be provided at Gourley Triangle, Tottenham Green, and around Bernard Road, strengthening existing creative industry clusters. These will be integrated into the wider neighbourhood, increasing the visibility of Tottenham's strong creative industry sector.

Development will deliver new homes and jobs and have provided more usable green spaces to address existing deficiencies, better frontages onto main roads, and improved connections to green spaces and key destinations. More efficient use will have been made of existing social infrastructure while leveraging opportunities to re-use and/or redevelop redundant social infrastructure to best address local needs.

Seven Sisters Station will be fully accessible (step-free), with station public realm and wayfinding improvements creating a much more welcoming arrival point into Tottenham and on a key route to the Tottenham Hotspur Stadium. New and improved crossings will make it easier and safer to get across major roads. A clear legacy will have been secured from Tottenham's hosting of the European Football Championships in 2028.

Pedestrians and cyclists will have been prioritised over vehicles, with major interventions aimed at tackling the impact of the High Road. A network of healthy streets, active squares, and green spaces will connect neighbourhoods, supporting local parades like Broad Lane and providing spaces for community gatherings and events.

Policy SSN1: Seven Sisters & South Tottenham Neighbourhood

A. The Council will support development proposals which contribute to the Seven Sisters and South Tottenham Vision and the aspirations set out in Shaping Tottenham.

B. The neighbourhood will deliver at least 1200 new homes over the plan period and deliver a significant uplift in jobs with development prioritised within the Upper Lee Valley Opportunity Area and following Placemaking Focus Areas:

Transform and Enhance
Seven Sisters and St Ann's Corridor
Enhance
Seven Sisters District Centre
Tottenham Green
Broad Lane, Page Green Terrace and Rangemoor Industrial Estate
South Tottenham
West Green Road (east)

C. Development in the Seven Sisters/ West Green Road District Centre should build on its strengths, while broadening its offer to cement its position as a regional destination and a vibrant cultural gateway to Tottenham. To achieve this:

(1) A wider and more extensive range of active town centre uses will be sought including new evening and night-time economy uses which build on the centre's accessibility and existing food and beverage offer.

(2) Seven Sisters Market must be retained and enhanced.

(3) Proposals for the amalgamation of individual shopfronts will be resisted to preserve the historic streetscape rhythm and encourage the retention of smaller units to support opportunities for independent traders.

(4) Small floor plate commercial units will be sought near Seven Sisters Station to create activity, vibrancy and security and provide space for independent traders.

D. The rich built heritage of the neighbourhood should be preserved, enhanced and celebrated. To achieve this, proposals should:

(1) strengthen the sense of enclosure along its key corridors and protect and enhance the views and vistas of townscapes and landmarks offered throughout the neighbourhood.

(2) conserve and enhance the homogenous and coherent character of its urban terraces

(3) retain, store, and reinstate the locally distinctive features of historic shopfronts and facades.

E. Proposals should enhance and optimise the neighbourhood's employment and industrial land to support more jobs, bolster the local creative economy, and improve its amenity and appeal. Development should support the growth of creative industry clusters and build on sectoral strengths, while enabling a diversification of uses, including, where appropriate, residential uses.

F. Proposals should take a holistic approach to the development, activation and enhancement of Tottenham Green Cultural Quarter as the civic heart of Tottenham.

G. To tackle overcrowding and provide for additional habitable accommodation for large families, the Council will support proposals for house extensions in South Tottenham in line with the House Extensions in South Tottenham Supplementary Planning Document and subsequent design codes the Council brings forward relating to such development.

H. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:
(1) addressing the severance caused by the car-dominated environment of the High Road and Seven Sisters Road and by the many railways in the neighbourhood
(2) working with Transport for London (TfL) to establish Seven Sisters Station as a welcoming and attractive gateway into Tottenham, addressing congestion and providing inclusive, step-free access.
(3) enhancing the quality of the public realm and supporting management of large crowds on event days at the Tottenham Hotspur Stadium and elsewhere.
(4) new and enhanced cycle infrastructure, building on investment in Cycle Superhighway 1.

I. Proposals should contribute to a more prominent, safe and activated public realm, and enhancement of the area's green and blue infrastructure. This includes:
(1) enhancing the functionality, accessibility, and overall user experience of the existing public realm.
(2) preserving and enhancing the heritage and cultural value of Tottenham Green, while supporting its continued public use and appreciation.
(3) maintaining and enhancing the character of the neighbourhood's major roads as tree-lined corridors while taking opportunities to enhance greenery and address air pollution
(4) addressing deficiencies in access to public open space by taking opportunities to creating new pocket parks

(5) supporting measures which improve feelings of safety, particularly along the High Road corridor and outside Seven Sisters Station

Supporting text

Placemaking Strategy

9.18 Seven Sisters will experience moderate to high change over the next 15 years, particularly along key road corridors. Short-, medium- and long-term development and placemaking initiatives within and around Seven Sisters District Centre, will be crucial in helping to stitch together the varied urban environments within the neighbourhood to create a strong sense of place.

9.19 This chapter sets out a clear and ambitious vision for the future of Seven Sisters. It should be read together with Shaping Tottenham, which articulates how the Council will work with its partners to deliver this vision.

Seven Sisters/ West Green Road District Centre

9.20 To complement the existing strong convenience retail offer and support a more vibrant town centre, the Council will seek to secure a greater range uses, including comparison retailer, culture, leisure, and evening and night-time economy uses.

9.21 The return of a permanent Seven Sisters Market in this area is important to delivering the needs and aspirations of the borough's existing communities, particularly residents from a range of Latin American backgrounds, and ensuring that the existing multicultural strengths of the area are sustained in the future.

9.22 Development within the District Centre should allow for the retention of existing independent businesses while providing additional space to attract new independent businesses. Proposals for refreshing and restoring the shopping frontages are supported, as is retention of the generally small floorplate shops.

9.23 There is an opportunity for the District Centre to attract visitors travelling to and from the North Tottenham Cultural Quarter and Tottenham Hotspur Stadium. The Stadium's hosting of the European Football Championships in 2028 provides a chance to deliver a powerful legacy for the whole of Tottenham including in Seven Sisters.

9.24 The centre has a good multi-cultural food offer, with a specialism in Latin food, which is part of its regional appeal as a destination. The Council will support proposals which build on this local strength.

Character and heritage

9.25 Seven Sisters has a wealth of heritage assets which contribute positively to the area. Key listed assets include the grand civic buildings in Tottenham Green and local landmarks like St Ignatius Church and St Ann's Church. Non-designated assets

include the West Green Road shops within the District Centre, and the characterful industrial buildings that front Seven Sisters Road within Gourley Triangle.

9.26 The Council will work positively with landowners and applicants to sustain and enhance the special character of the Clyde Circus Conservation Area to remove its Heritage at Risk status.

Industrial and employment land

9.27 Many of the buildings within the neighbourhood's designated and undesignated employment land are low-density, in poor condition, and do not contribute positively to the streetscape. Industrial intensification and, where appropriate, mixed-use development present opportunities to deliver high-quality employment floorspace, create more local jobs, and support the growth of the creative industries sector, including through the provision of affordable creative workspace.

9.28 Development should follow a coordinated or masterplanned approach to optimise outcomes and strengthen existing creative industry clusters within the neighbourhood and their connections with nearby clusters—namely the Harringay Warehouse Living District to the west and Markfield and Fountayne Roads to the east.

Tottenham Green Cultural Quarter

9.29 Tottenham Green boasts a rich array of cultural and community facilities and there are opportunities for these to maximise their collective impact. There is a significant opportunity to strengthen the area's identity as a cultural ecosystem through future development and placemaking interventions in line with Policy SSN2.

House Extensions in South Tottenham

9.30 The Council recognises that many families in South Tottenham have much larger family sizes than average and has therefore adopted a House Extensions in South Tottenham Supplementary Planning Document (SPD) to support residents to deliver additional habitable accommodation while at the same time ensuring extensions are high-quality and do not adversely affect the character of the area. Upon adoption of the New Local Plan, the Council will review the existing SPD to ensure that it is still fit for purpose including the three standard types of house extension and the boundary which the SPD relates to. As part of this, the Council will engage local communities and consider options for a potential replacement design code.

Connectivity

9.31 The full potential of the neighbourhood's connectivity has not yet been realised. Heavily trafficked roads and railway lines create physical and perceptual severance, limiting safe and convenient movement for pedestrians and cyclists. The street network is often confusing, with poor wayfinding and fragmented connections between key destinations.

9.32 These issues hinder access between important local destinations, including the Tottenham Cultural Quarter, Seven Sisters Station, and the creative industry clusters at Gourley Triangle and Rangemoor Road industrial estate. As a result, the neighbourhood can feel disjointed and difficult to navigate, despite its transport advantages.

9.33 Development and placemaking interventions present a significant opportunity to rebalance road space in favour of a safer, more inclusive, and sustainable transport system. Proposals should improve walking and cycling infrastructure, particularly across major roads, to reduce severance and enhance safety.

9.34 Developments should strengthen wayfinding and legibility, enabling intuitive movement between key destinations, fostering a more coherent and connected walking and cycling network ,and securing strategic connections including between Tottenham Green and Seven Sisters District Centre, and from the High Road through to Markfield Park and Lee Valley Regional Park.

9.35 A key opportunity lies in working with Transport for London to transform Seven Sisters Station into a welcoming and attractive gateway. The station currently experiences overcrowding during peak hours and event days, and lacks inclusive, step-free access. Development should support short- and medium-term improvements to the station environment, while safeguarding the long-term potential of Crossrail 2 for more transformational placemaking.

Public Realm

9.36 Seven Sisters benefits from a varied public realm, comprising open spaces, streets, and civic areas that—while modest in scale—hold significant potential to become more vibrant, better connected, and well-used parts of the neighbourhood. Spaces such as Tottenham Green, the Tropical Garden on West Green Road, and Brunswick Park are all very different in character but offer unique opportunities to enhance local identity, civic life, and wellbeing.

9.37 In some areas, however, the public realm is constrained by poor spatial relationships with surrounding built form, which can limit visibility, accessibility, and perceptions of safety. Rear-facing boundaries and inactive frontages reduce natural surveillance and weaken the connection between buildings and public spaces. Development and placemaking interventions offer a valuable opportunity to address these challenges. Minor enhancements—such as improved lighting, more active uses, and better wayfinding—can significantly improve how spaces are experienced and navigated. More substantial interventions, including reconfiguring public realm layouts, activating underused edges, and introducing sensitive infill development, can help create a more coherent, welcoming, and inclusive public realm that better supports community life and responds to the area's evolving needs.

Green and Blue spaces

9.38 The Council will support proposals which enhance and expand areas of ecological value and improve access to nature. This includes strategic connections to the Lee Valley Regional Park.

9.39 The Council will also seek to maintain and enhance the character of the neighbourhood's main roads—including Tottenham High Road, Seven Sisters Road, and Broad Lane—as tree-lined corridors that contribute positively to its character, including that of its conservation areas. Preserving and introducing green infrastructure along these routes will help improve environmental quality and support healthier streetscapes.

9.40 These corridors are currently affected by poor air quality, with two Air Quality Focus Areas identified around high-traffic roads. Greening interventions can play a vital role in mitigating air as well as noise pollution.

Policy SSN2: Tottenham Green Cultural Quarter

A. The Tottenham Green Cultural Quarter will be enhanced holistically as the civic and cultural heart of Tottenham. To achieve this, development proposals within it should:

(1) Preserve the special interest of its many listed buildings and their setting.

(2) Help sustain existing community and cultural uses and consolidate and improve access to them.

(3) Deliver new and enhanced community and cultural uses, and uses that are cultural contributors, such as restaurants, bars and cafes.

(4) Enhance Tottenham Green itself and the wider public realm network with opportunities maximised for outdoor events and activities.

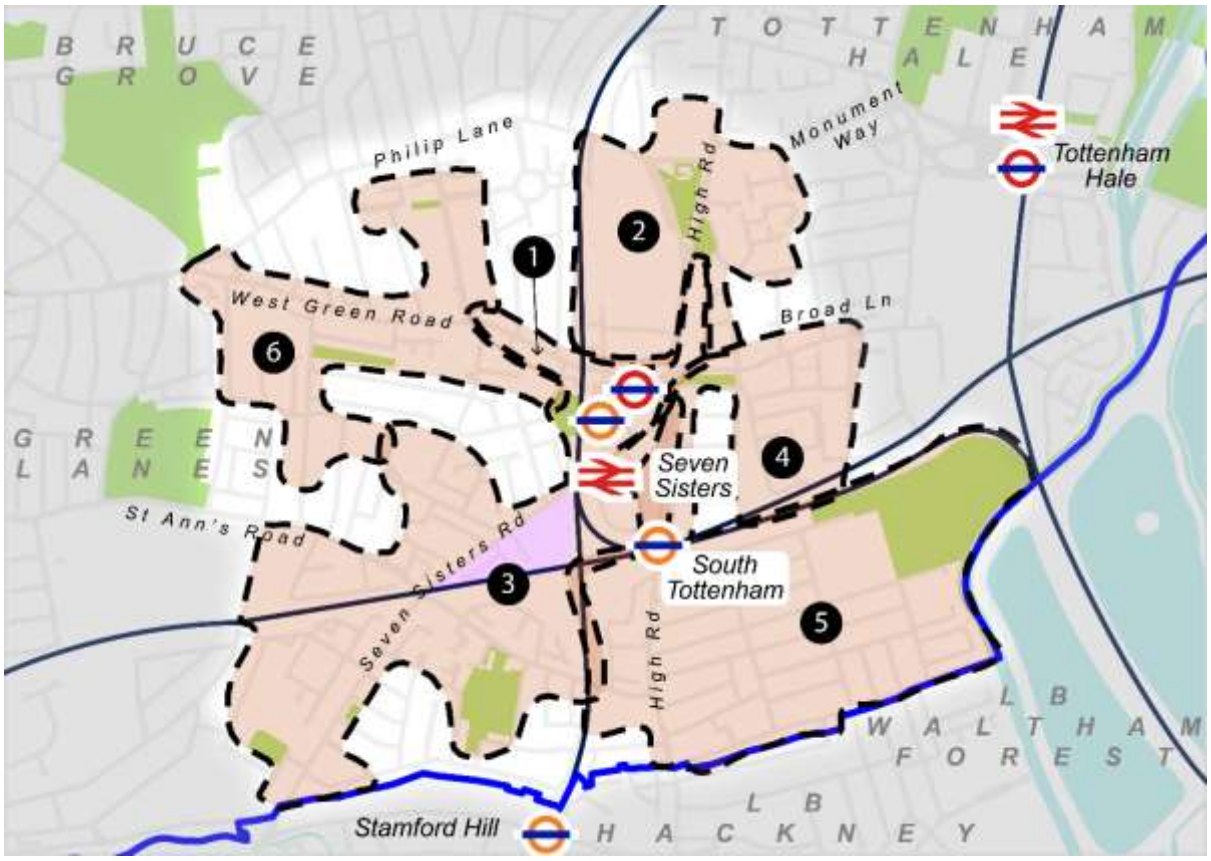
Supporting text

9.42 Tottenham Green boasts a rich array of cultural and community facilities and there are opportunities for these to maximise their collective impact. There is a significant opportunity to strengthen the area's identity as a cultural ecosystem through future development and placemaking interventions. A coordinated approach—achieved through collaborative working between the Council and local cultural and community groups and institutions—will be essential to unlocking this potential.

9.43 The historic environment is a defining feature of the Cultural Quarter's character and appeal. Development proposals should seek to better reveal and activate these heritage assets, celebrating the area's long and diverse history. Enhancing public understanding and appreciation of Tottenham Green's historic significance will help reinforce its role as a cultural destination.

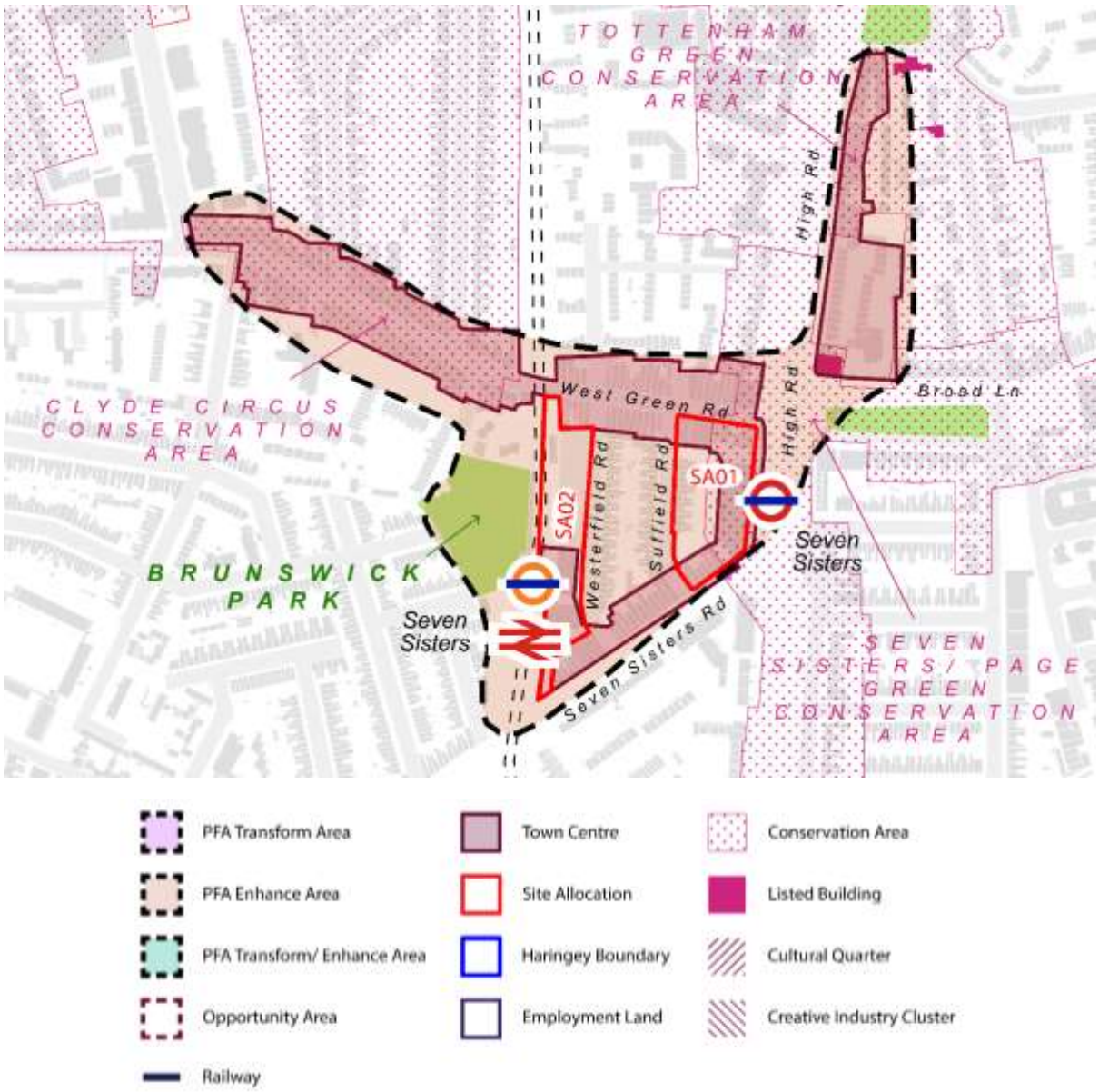
9.44 A strategic approach to the development and use of the public realm is vital to the success of the Cultural Quarter. Tottenham Green, as the principal open space along the Tottenham High Road Corridor, should be transformed into a safer, more inclusive, and well-used space that reflects and supports Tottenham's diverse and creative communities. Tottenham Green should be better connected to the spaces behind Town Hall Approach Road, including spaces between cultural and community assets. These underused and often disjointed areas have the potential to support more social and cultural activity and strengthen links to the Cultural Quarter.

Seven Sisters Placemaking Focus Areas



1. Seven Sisters District Centre
2. Tottenham Green
3. Seven Sisters and St Ann's Corridors
4. Broad Lane, Page Green Terrace and Rangemoor Industrial Estate
5. South Tottenham
6. West Green Road (east)

SS PFA1: Seven Sisters District Centre



Strategy

9.45 The Seven Sisters/West Green Road District Centre will be the vibrant cultural gateway to Tottenham. Development and placemaking interventions will make it feel like a more coherent centre, with a strong sense of place that draws on its strengths, including its accessibility, heritage, diverse and independent retail and food offer. The centre will be anchored by a permanent Seven Sisters Market and community hub at Wards Corner, delivering on the ambitions of the Wards Corner Community Plan and providing a long-term home for the Latin Village, a focal point for Latin Americans in Haringey and attracting visitors from London and beyond.

9.46 Development will have helped to capitalise on the opportunity to attract visitors travelling to and from other parts of Tottenham for major sporting and cultural events

and activities such as North Tottenham Cultural Quarter and the Tottenham Hotspur Stadium.

9.47 A more welcoming, green, safe, and easy to navigate public realm will encourage people to spend more time in the centre and facilitate a greater range of social and cultural activities. Improvements to transport infrastructure will help address overcrowding and ensure it is safe and easy to access and move around the centre, whether you are walking, wheeling, cycling, or taking public transport.

9.48 The potential future delivery of Crossrail 2 offers an opportunity for more transformational change within the centre. Given the uncertainty around delivery of Crossrail 2, this strategy recognises the importance of meanwhile and temporary uses in enhancing the centre and its offer.

9.49 This strategy will be implemented through adherence to Policy SSN1, the site allocations outlined below, and the following initiatives.

- Pursuing a joined-up approach to the enhancement of Seven Sisters District Centre, so that it looks and functions more like a coherent, traditional town centre and relates positively to its surrounding context on both sides of the High Road.
- Delivering a new vision for Wards Corner, which celebrates the rich heritage of the site. This will require working with residents, businesses and partners to bring forward a permanent market with the community at heart.
- Delivering a better visitor experience in advance of being London Borough of Culture and hosting international events such as the Euro 2028 Football Championships, with Seven Sisters Station a key arrival point. This includes improving the public realm, providing wayfinding, and enhancing the visitor offer such as cafes, restaurants, bars and music venues.
- Safeguarding Crossrail 2 land while encouraging meanwhile and temporary activities that positively activate the town centre.
- Supporting a wider range of town centre uses in accordance with Policy SSN1.
- Preserving, enhancing and celebrating the historic environment and the unique character of the West Green Road shops through:
    - Targeted building and shop front/signage improvements consistent with the enhancement of the character, heritage and townscape attributes of the area alongside new development.
    - Ensuring proposals respond positively to the wider setting of the Tottenham High Road Historic Corridor and opportunities to consolidate and enhance views into the corridor and improve the function of this PFA as a gateway into the corridor.
    - Bring heritage assets such as Wards Corner and the old Barclay's Bank into more active use.
- Pursuing a co-ordinated approach to the creation of a high-quality public realm. Proposals and placemaking interventions should:

    - Complement the historic environment and celebrate the cultural diversity and history of the area.
    - Provide safe and well managed public spaces that encourage people to relax, eat, and socialise rather than just pass through.
    - Address anti-social behaviour through positive activation and stewardship of space.
    - Take opportunities to introduce greenery into the centre and minimise noise and air pollution.
    - Improve access to and community use of Brunswick Park, alongside ecological enhancements, as one of the few nearby open spaces in the area.
- Improving ease of movement to, from and within the area and the accessibility of transport infrastructure. This includes:
    - Decluttering the public realm
    - Taking opportunities to extend narrow pavements.
    - Working with TfL to make Seven Sisters Station step-free.
    - Providing more and better quality public cycle parking
    - Improving walking and cycling movements across busy surrounding streets: the High Road, West Green Road, Broad Lane and Seven Sisters Road.
    - Improving the relationship between different modes of transport, particularly cycling and pedestrian movements.
    - Advocating for improvements to the station entrances and the public transport experience.

Site Allocations

SS SA01: Wards Corner



Site Information	Details
Address	Wards Corner Site, High Road, London N15
Area [ha]	0.71
PTAL [2031]	6a-6b
Planning designations	Seven Sisters District Centre PFA: Enhance Partially within Seven Sisters/ Page Green Conservation Area Locally Listed Buildings (227 High Road and 3-7 West Green Road) Partially within Seven Sisters District Centre Partially within Primary Shopping Area
Relevant permissions	HGY/2023/0075 (temporary outdoor food and retail market) HGY/2019/2315 (not implemented) Other (various)
Indicative capacities	100 homes, 6400sqm town centre uses, 200sqm community space
Phasing	2027-2036
Ownership	Public and private

Proposal

Holistic development of this site to ensure it stays the vibrant heart of the town centre, anchored by a permanent market, community space, and affordable retail that supports independent businesses, and a diverse mix of town centre uses, in keeping with the Wards Corner Community Plan. Development will restore and celebrate the site's heritage, enhancing its role as a gateway into Tottenham and providing a focal point for the Latin community. A high-quality public realm will enable a wide range of activities, creating a welcoming and inclusive space for all.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to:

- Cover the entire site allocation, demonstrating how proposed development complements the remainder of the site.
- Be flexible and phased, accommodating both meanwhile and long-term uses, while safeguarding future infrastructure.
- Ensure that this site delivers a high quality and coordinated development appropriate for the location which is a key gateway into Tottenham and maximises placemaking benefits for the area.
- Ensure the reprovision of the existing market on site and include a temporary home for the market while the proposal is being built out.
- Include a meanwhile use strategy for the continued activation of the site as the heart of the town centre throughout the development process.
- Be in keeping with the principles of the approved Wards Corner Community Plan, or a subsequent approved update of the plan.

Early engagement with Transport for London is required to optimise the contribution of the site to the adjacent public realm and connections to Seven Sisters Station. Consideration will need to be given to the safeguarding requirements and future implications of Crossrail 2.

Comprehensive and collaborative engagement will be required with local community groups and businesses given the site's prominent location and high community value.

Land uses and activities

Existing land uses are:

- Retail and residential

Acceptable land uses are:

- Town Centre uses:
    - A mix of commercial, cultural, community, and workspace uses should be provided, with a focus on affordability and supporting local employment.

    - A permanent market should be delivered with small, affordable retail units suitable for independent traders.
    - Active ground floor uses required along West Green Road, High Road, and Seven Sisters Road frontages to strengthen the town centre.
    - Meanwhile uses required that activate the site and benefit local enterprise, including pop-ups, events, and creative programming.
- Community uses
    - Community space is required to support the functioning of the site as a community hub.

B Residential uses

1) Above ground floor residential (use class C3) as part of mixed-use development

Built form, character and heritage

- The site is within the Seven Sisters/ Page Green Conservation Area and any development should enhance its setting and appearance. The locally listed former Wards department store should be restored and enhanced to create a strong sense of place and signal entry into the historic High Road.
- The strong sense of enclosure, rhythm and character along West Green Road should be preserved and enhanced.
- This site is identified as being in an area suitable for tall buildings. This should only occur through a comprehensive masterplan and should respect Apex Gardens as the centrepiece of the skyline. Any tall buildings should:
    - Contribute positively to wayfinding and orientation and a coherent future skyline for Seven Sisters centred on Apex House.
    - Respond positively to the Seven Sisters & Page Green Conservation Area, associated statutory and locally listed buildings, and the unique character of the West Green Road shops.
    - Avoid adverse impacts on locally significant views.

Movement and public realm

- Development must ensure a high-quality public realm is secured on all frontages and that it is designed appropriately to demarcate an important arrival point into Tottenham. The public realm should provide spaces that encourage people to dwell and socialise, facilitate easier movement and access to nearby transport infrastructure, and engage positively with nearby uses, drawing people into the Seven Sisters Market.
- The site is on the route of Cycle Superhighway 1, and public cycle parking should be provided as part of any scheme.

Environment and sustainability

- Proposals should implement and/or contribute to improvements in local air quality and noise pollution and optimise the provision of green infrastructure.

- The site is within Flood Zone 2 with small parts of its edges within 3a (surface water).
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include a Cool Space.

SS SA02: Seven Sisters Station and Westerfield Carpark



Site Information	Details
Address	Land and buildings west of Westerfield Road, London N15 5LD
Area [ha]	0.66
PTAL [2031]	6a
Planning designations	Seven Sisters District Centre PFA: Enhance Partially within Seven Sisters District Centre Adjacent to locally listed buildings
Relevant permissions	HGY/2017/0802
Indicative capacities	Temporary uses: 2,000 sqm town centre and employment uses
Phasing	2027-2041
Ownership	Public

Proposal

The site previously had permission for its temporary use for up to 7 years for the installation of modified shipping containers to provide mixed use workspace, retail, bar / food, events, performances and green spaces. There is a long-term opportunity for comprehensive redevelopment, including station redevelopment, leveraging the potential delivery of Crossrail 2.

Masterplanning, engagement and delivery

A masterplan is not required for short to medium term meanwhile uses.

A masterplan will be required for any permanent development of the site. It will need to ensure that the site delivers high quality, cohesive and coordinated development appropriate for the location which is a key gateway into Tottenham and maximises placemaking benefits for the area.

Early engagement with Transport for London and Network Rail will be required to optimise the contribution of the site to the adjacent public realm and connections to Seven Sisters Station. Consideration will need to be given to the safeguarding requirements and future implications of Crossrail 2.

Land uses and activities

Existing land uses are:

- Office and station infrastructure, car park

Acceptable land uses are:

- Residential (Class C3)
    - Residential uses are acceptable as part of long-term comprehensive development
- Town centre and employment uses
    - Development should provide active ground floor uses wherever possible and town centre uses on the northern and southern tips of the site to fully activate key routes. Meanwhile uses—such as pop-ups or creative workspaces—are encouraged in the short term, especially within or near the railway arches.
    - Workspace, particularly creative workspace, is strongly supported.

Built form, character and heritage

- An active frontage onto Seven Sisters Road should be created with town centre uses located here.
- Development must respond sensitively to the surrounding context, particularly the residential character of Westerfield Road and the locally listed buildings on Seven Sisters Road.
- The site is in an area where mid-rise buildings are appropriate, when brought forward as part of comprehensive long-term redevelopment. In general, massing should be carefully articulated to reduce visual impact and maintain a human scale. Taller elements may be considered where they mark key corners or improve legibility, provided they are justified through townscape analysis.
- Proposals must demonstrate high architectural quality, using materials, detailing, and colour palettes that reflect and enhance the local character. Façades should be well-proportioned and visually interesting, with active frontages that contribute to a lively and safe public realm. The design should support a distinct identity for the site while integrating with the wider town centre

- Development should explore opportunities to reuse and activate the railway arches for community, cultural, or commercial uses that enhance permeability and vibrancy. Proposals should also safeguard and, where feasible, deliver improved connections across the railway line, including potential links to Brunswick Park and enhanced access to Seven Sisters Station.

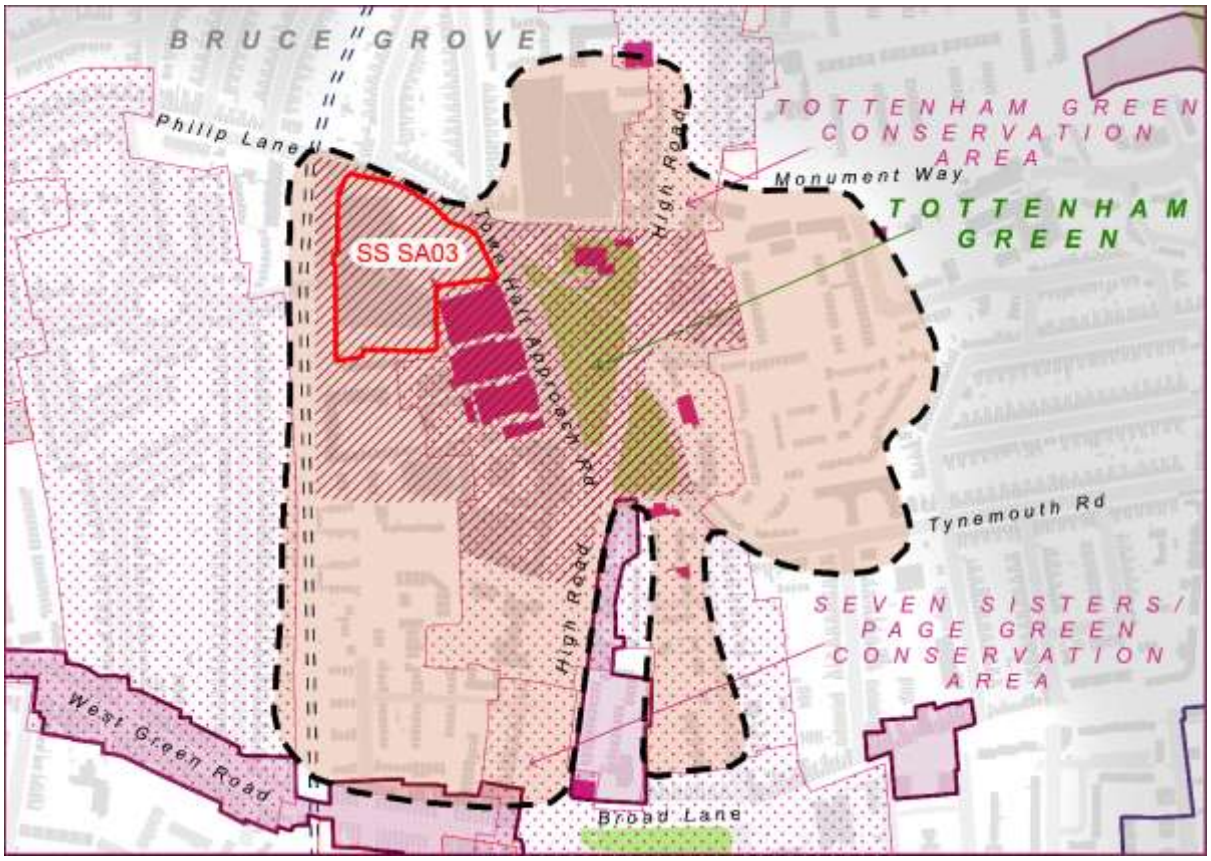
Movement and public realm

- A high-quality, inclusive, and welcoming public realm must be delivered as part of the site's development.
- Landscaping, lighting, and layout should promote safety, permeability, and community interaction.
- Where appropriate to the location and scale of development, proposals should contribute to addressing overcrowding at Seven Sisters Station and improving inclusive access, including step-free access. Development should also seek to enhance connectivity across the railway line—such as potential links to Brunswick Park and the provision of additional station entrances—where feasible and deliverable.
- A transport assessment must be provided to demonstrate that the loss of car parking will not have unacceptable impacts, with particular consideration given to inclusive access to the District Centre.
- Part of the site is located over the path of the Victoria Underground Line.

Environment and sustainability

- Existing mature trees should be retained and integrated into the design.
- Proposals should pursue opportunities to create green corridors that link with existing open spaces, including Brunswick Park and the railway embankments, to support ecological connectivity.
- The site is within Flood Zone 2
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include a Cool Space.

SS PFA2: Tottenham Green



Strategy

9.50 Tottenham Green will be enhanced as a cohesive and vibrant Cultural Quarter, rooted in its identity as the civic heart of Tottenham. The area's cultural strengths, including its grand historic buildings, educational institutions, community and leisure facilities, and creative industries will be brought together through coordinated placemaking. A renewed focus on collaboration between cultural institutions and the Council will help unlock the full potential of the area, creating a dynamic and inclusive destination that reflects the diversity and creativity of Tottenham's communities.

9.51 Public realm improvements will play a central role in connecting its assets, enhancing accessibility, enabling and encouraging more cultural activities, and complementing the indoor cultural activities. Tottenham Green itself will be activated with a wider

range of cultural and community activities, including more markets, festivals, and youth programming, creating a safer environment and reinforcing its role as the historic and social centre of the area. Heritage buildings will be restored and celebrated, and underused sites reimagined to support creative workspaces and community uses. Together, these interventions will create a welcoming, well-connected, and culturally rich environment that strengthens local identity, creative innovation and supports long-term social and economic vitality.

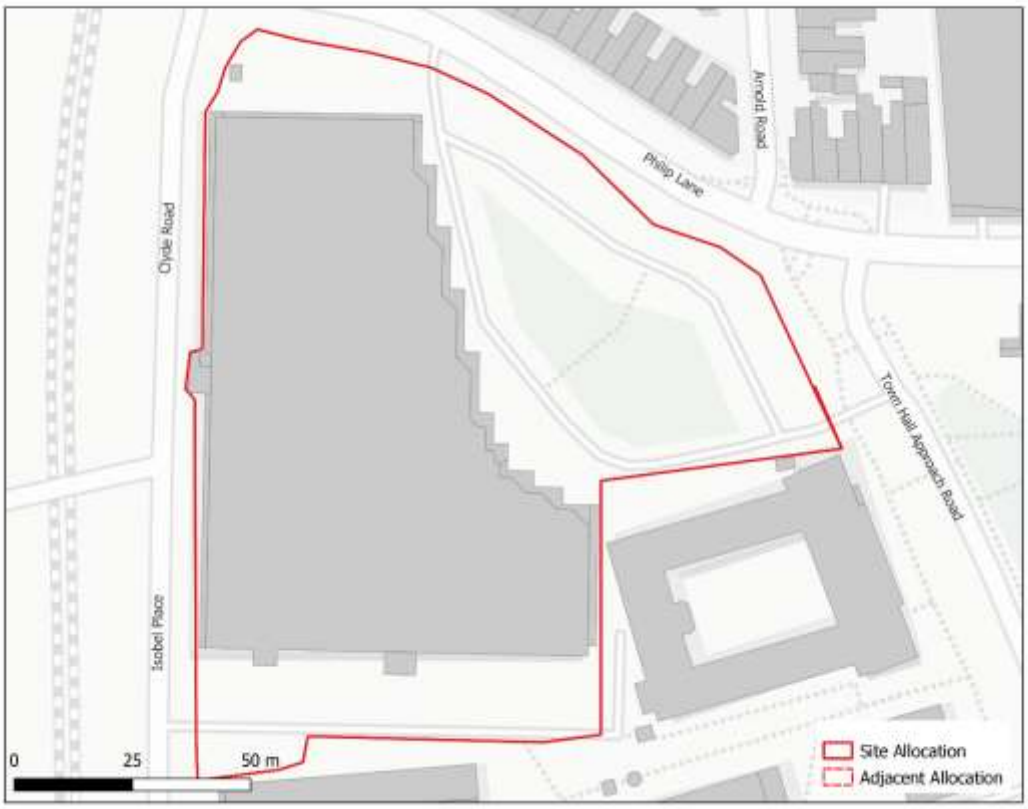
9.52 This strategy will be implemented through adherence to Policies SSN1 and SSN2, the site allocation outlined below, and the following initiatives.

- Supporting the Tottenham Green Cultural Quarter as the civic heart of Tottenham, and to provide a wide-ranging offer including the Tottenham Green Market area, restaurants, cafes, workspaces, community and cultural consumption venues that complement the historic and civic function of the Green.
- Developing the area as a hub of innovation and enterprise, leveraging the presence of several educational institutions, including the Capital City College (Tottenham Centre) and the successful SME community around the Tottenham Green Enterprise Centre.
- Bringing the old Tottenham Green nursery back into use as creative workspace.
- Improving building frontages, including shopfronts, along the eastern side of the High Road and northern side of Philip Lane.
- Expanding the range of activities provided for on the Green, including more events, markets and infrastructure for children and young people.
- Conserving, enhancing and celebrating the area's heritage assets and their setting. This includes:
    - Redevelopment or retrofit of underused sites that are negative contributors to the special character of the conservation area and its wider setting.
    - Improving public access to and appreciation of buildings, in line with their historical civic function.
- Taking a cohesive and co-ordinated approach to public realm and landscape design, particularly along and behind Town Hall Approach. This should provide a suitable setting for the frontage of listed buildings, and a series of activated and connected public spaces.
- Enhancing pedestrian and cyclist access to Tottenham Green, including safer links between both sides of the Green, improved connections to Clyde Circus and additional public cycle parking infrastructure.
- Enhancing the prominence of the Bernie Grant Arts Centre.
- Taking a strategic approach to wayfinding and place marketing of the area.
- Implementing additional designing out crime measures to address issues around safety and perceptions of safety in the area.
- Consolidating and enhancing views into the High Road and strengthening the sense of character and place:

    - The view along Town Hall Approach Road and from the Green towards the listed buildings
    - The view along the High Road looking towards the High Cross monument.
    - Threshold views at the junction with main Roads such as Philip Lane and Monument Way.
- Taking a strategic approach to the lighting of buildings and public spaces to improve safety, celebrate and enhance the prominence of heritage assets and curate a cohesive night-time aesthetic for the Cultural Quarter.

Site Allocations

SS SA03: Tottenham Green Leisure Centre & Marcus Garvey Library



Site Information	Details
Address	1 Philip Lane, N15 4JA
Area [ha]	1.41
PTAL [2031]	5-6a
Planning designations	Tottenham Green PFA: Enhance Partially within Tottenham Green Conservation Area Adjacent to Clyde Circus Conservation Area Adjacent to statutory listed buildings Tottenham Green Cultural Quarter
Relevant permissions	None
Indicative capacities	Replacement leisure and community/library facilities plus 200 homes
Phasing	2027-2041

Proposal

The site offers a longer-term opportunity to redevelop Tottenham Green Leisure Centre and Marcus Garvey Library to provide enhanced and sustainable community,

library and leisure services alongside new homes and other new uses. Development will make more efficient use of this under-utilised site whilst ensuring no net loss of social infrastructure. It will also deliver a range of other public benefits including public realm enhancements, new walking and cycling connections and an improved relationship to nearby heritage assets and contribution to the wider Tottenham Green Cultural Quarter.

The Council has recently made a major investment in site and at the current time no decisions have bene taken regarding the long-term future of the site. The library and leisure centre are valued community assets and the Council will consider a full range of options to improve and sustain the provision of community and leisure services from this location, including retrofit, infill, and redevelopment and reprovision. Any future proposals of the Council will be shaped through extensive engagement with the community and guided by our commitment to supporting locality-based provision that meets the needs of residents now and in the future.

Masterplanning, engagement and delivery

A masterplan will be required for comprehensive redevelopment of the site. It will need to:

- Ensure that this site delivers conservation-led cohesive and coordinated development which responds to its prominent location and role within the Tottenham Cultural Quarter.
- Create welcoming public spaces that encourage gathering, events, and informal recreation, complementing indoor community uses.
- Establish new pedestrian and cycle connections through the site to improve permeability and expand the active public realm west of Town Hall Approach Road.
- Include a strategy for the continuation of community and leisure services and continued activation of the site as a key part of the Cultural Quarter throughout the development process.

Comprehensive and collaborative engagement with local community groups and businesses will be required given the site's prominent location and high community value.

Land uses and activities

Existing land uses are:

- Leisure centre
- Library
- Surface level car park
- Community facilities

Acceptable land uses are:

- Replacement library and leisure centre
    - The library and leisure centre must be re-provided as part of any comprehensive redevelopment proposal

- Community and culture
- Workspace, particularly creative workspace to support the Cultural Quarter
- Residential
    - Residential (class C3) will be acceptable

Built form, character and heritage

- Respect and enhance the setting of the adjacent conservation areas and nearby statutory listed buildings, particularly the adjacent Ambitious College (former Tottenham County School), ensuring new development responds positively to local heritage assets.
- Reinforce and extend the established building line along Tottenham Green to create a coherent and dignified street frontage. This may be achieved through redevelopment or infill development on the car park.
- Promote high-quality architecture that reflects the civic and historic importance of the site and its context and contributes positively to the townscape.
- Ensure scale and massing are sensitive to surrounding heritage and residential context, with opportunities for landmark elements that aid legibility and placemaking, particularly along Philip Lane
- Respect historic views and townscape features, ensuring new development responds to the area's architectural rhythm, materials, and detailing.
- Building heights should be in keeping with the civic buildings along Town Hall Approach Road, with care taken not to detract or dominate. Building heights should rise towards the west of the site, along the railway line, in keeping with the apartments on Isobel Place.

Movement and public realm

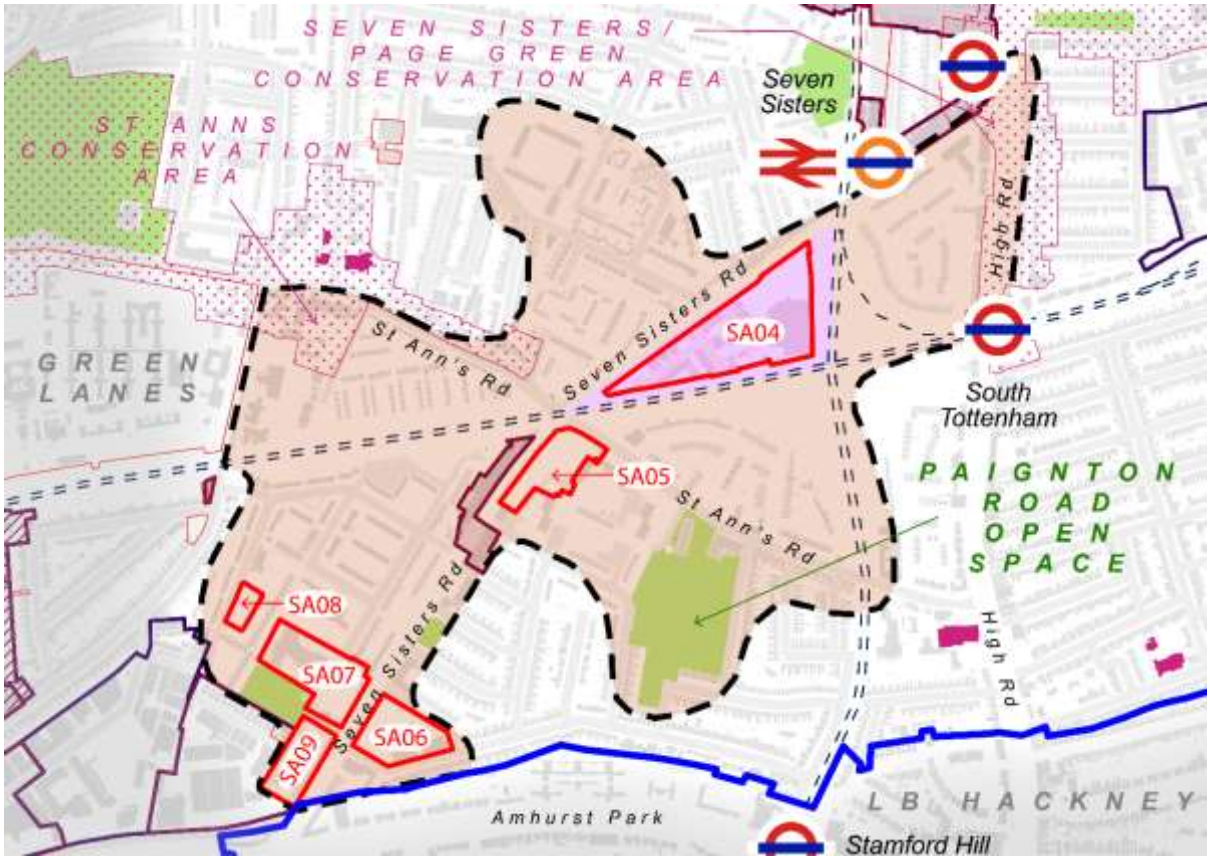
- Enhance connectivity by creating new pedestrian and cycle routes through the site, linking Tottenham Green to Clyde Circus, and providing more connectivity to and behind Town Hall Approach, connecting Tottenham Leisure Centre to the Bernie Grant Arts Centre, Tottenham Enterprise Centre, and Isobel Place.
- There are opportunities to redevelop part or all of the existing car park, subject to a comprehensive transport assessment and appropriate mitigations. This should improve the street frontage and reinforce the established building line to the south, contributing to a more active and welcoming edge to Tottenham Green. Any redevelopment on the car park must mitigate impacts on inclusive access to community and leisure services.
- Deliver a series of high-quality public spaces along the street frontage and within the site, supporting informal gathering, cultural activity, and improved permeability.
- Prioritise active travel through improved infrastructure, including cycle parking, widened pavements, and legible wayfinding.

- Provide active frontages along key pedestrian routes—particularly Town Hall Approach Road, Philip Lane, Clyde Road, and key internal routes—ensuring buildings overlook these spaces to enhance natural surveillance, encourage street-level activity, and improve perceptions of safety.

Environment and sustainability

- Retain and extend the existing line of mature trees along Town Hall Approach and Philip Lane, reinforcing the site's green character and contributing to local biodiversity and urban cooling.
- Deliver new green infrastructure to connect the ecological corridor along the railway line to Tottenham Green.

SS PFA3: Seven Sisters and St Ann's Corridors



Strategy

9.53 The Seven Sisters Road and St Ann's Road Corridors will be enhanced and transformed to provide more homes, jobs and more accessible and high-quality community infrastructure in a way which draws on their existing character and strengths.

9.54 Comprehensive redevelopment of the Gourley Triangle will create a new residential neighbourhood and reinforce the area's role as a hub for creative industries. Along the wider Seven Sisters and St Ann's corridor area, sensitive intensification, infill and redevelopment will contribute to a more coherent and enclosed streetscape, enriched

with greenery, improved lighting and wayfinding, and a network of new public and semi-public spaces.

9.55 This transformation will be underpinned by a coordinated strategy of public realm improvements, the retrofit and renewal of community infrastructure, and the celebration of the area's layered heritage — including its industrial past. Community assets will be reimagined as more accessible, flexible, and prominent spaces that better serve local needs.

9.56 This strategy will be implemented through adherence to Policy SSN1, the site allocations outlined below, and the following initiatives:

- Supporting a diverse mix of industrial, creative, and community uses across the area.
    - Strengthening the creative industry cluster at Gourley Triangle and pursuing opportunities to extend the provision of workspace along the corridors.
    - Encourage flexible workspace typologies that accommodate start-ups, social enterprises, and cultural production, particularly in textiles, media, and design.
- Enhancing Seven Sisters Road as a tree-lined urban boulevard with a better pedestrian environment, improved crossings, and new cycle infrastructure.
- Advocating for and delivering safer crossings at the St Anns/ Seven Sisters Road intersection in collaboration with TfL.
- Improving street legibility and connectivity, addressing confusing layouts and blocked or excessive through-routes via wayfinding and public realm realignment.
- Safeguarding opportunities for new connections across railway lines.
- Improving connections into the Warehouse Living District to better integrate it with surrounding areas.
- Ensuring active frontages on all public streets and spaces to promote natural surveillance and vibrancy.
- Creating new public open space at Gourley Triangle to address local gaps in access to public open space.
- Improving the relationship between buildings and open spaces, encouraging new or redeveloped buildings to front onto public open spaces.
- Addressing inefficient use of open spaces within housing estates to support community activities and improve safety.
- Making landmarks more prominent through improved wayfinding, new street patterns, and strengthened views.
    - Key landmarks include:
        - The Triangle Centre
        - The Snail Mural
        - Stamford Hill Telephone Exchange (locally listed)
- Deliver new social infrastructure and make more efficient use of, and improved access to, existing assets, including the re-use, infill, or

redevelopment of discontinued school sites to provide for homes, public realm, workspace and community uses.

SS SA04: Gourley Triangle



Site Information	Details
Address	Land South of Seven Sisters Road extending west of the Mainline Railway and East to the junction of Seven Sisters Road and St. Ann's Road
Area [ha]	2.02
PTAL [2031]	4-6a
Planning designations	Seven Sisters and St Ann's Corridor: Transform Adjacent to SINC borough grade II: Tottenham Railsides Adjacent to Ecological Corridor Suitable for Tall Buildings Creative Industry Cluster Tottenham Creative Enterprise Zone
Relevant permissions	
Indicative capacity	450 homes, 12,000sqm floorspace
Phasing	2032-2041
Ownership	Public and private

Proposal

The site presents a major opportunity for comprehensive redevelopment to grow and enhance the creative industry cluster within the Tottenham Creative Enterprise

Zone, while delivering a substantial number of new homes in an accessible location close to Seven Sisters Station. It will become a vibrant new residential neighbourhood that integrates living, working, and cultural activity. A new public open space will be created to address local deficiencies and support community wellbeing. The development will establish a distinctive sense of place, rooted in creativity, inclusion, and high-quality design.

Masterplanning, engagement and delivery

A masterplan is required for this site. It should:

- Cover the entire site, ensuring development is brought forward comprehensively to maximise the placemaking opportunity.
- Demonstrate how development can come forward in a phased and flexible manner across land parcels, including those under separate ownership. Phased development should incorporate meanwhile uses to maintain site activation, support local enterprise, and test future uses.
- Prioritise the enhancement of the local creative industry cluster by:
    - delivering an uplift in creative workspace, including a mix of unit sizes and types to support a diverse ecosystem of makers, designers, and cultural producers.
    - create a strong sense of place and destination rooted in the area's industrial heritage and creative identity, with active ground floors, public art, and spaces for cultural programming.
    - including a strategy for the retention, relocation, and reintegration of existing creative businesses, ensuring continuity of occupation and minimising displacement.

There should be early engagement with Network Rail and Transport for London to address impacts on adjacent rail infrastructure, and the opportunity to create a cycle lane along Seven Sisters Road.

Given the scale of development, a robust engagement strategy must be demonstrated, including with local residents, businesses, and underrepresented groups.

Land uses and activities

Existing land uses are:

- Light industrial, creative workspace, retail, and residential.

Acceptable land uses are:

- Employment uses:
    - Development should achieve an uplift in the existing employment floorspace.
    - The site is an identified creative industry cluster and the Council will seek to optimise the provision of creative workspace.

    - Provide a mix of flexible unit sizes to support a range of creative, cultural, light industrial, and knowledge economy businesses.
    - Prioritise affordable workspace, particularly for existing businesses and local start-ups, with a focus on fashion, design, and making.
    - Support the development of a creative industry cluster within the Tottenham Creative Enterprise Zone (CEZ), including shared facilities such as meeting rooms, cycle storage, and a café.
    - Encourage meanwhile uses that activate the site and support local enterprise, including pop-ups, events, and creative programming.
    - Ensure workspace is designed to accommodate a variety of occupiers, including those requiring higher floor loadings, ventilation, and adaptable layouts.
- Community uses:
    - Provide community space to support the site's role as a creative and social hub.
    - Ensure spaces are inclusive, accessible, and adaptable to a range of uses, including education, training, and cultural activities
- Residential uses
    - Class C3 uses are acceptable
    - Design must ensure that residential uses are appropriate alongside proposed and existing employment uses having regard to the agent of change principle threatened

Built form, character and heritage

- The site is identified as potentially suitable for tall buildings (30m+), subject to careful design and integration with the surrounding context.
- Any tall buildings should be located towards the south and east of the site, adjacent to the railway embankments, with building heights stepping down towards Seven Sisters Road to respect the scale of existing development and mature trees along the frontage.
- Development should seek to retain the characterful industrial buildings along Seven Sisters Road. The design of the site should reflect its industrial heritage and creative identity, using robust materials, and incorporating vertical extensions to retained buildings where appropriate.
- Development should create a varied and legible townscape, with active frontages, articulated massing, and a strong relationship between buildings and public realm.

Movement and public realm

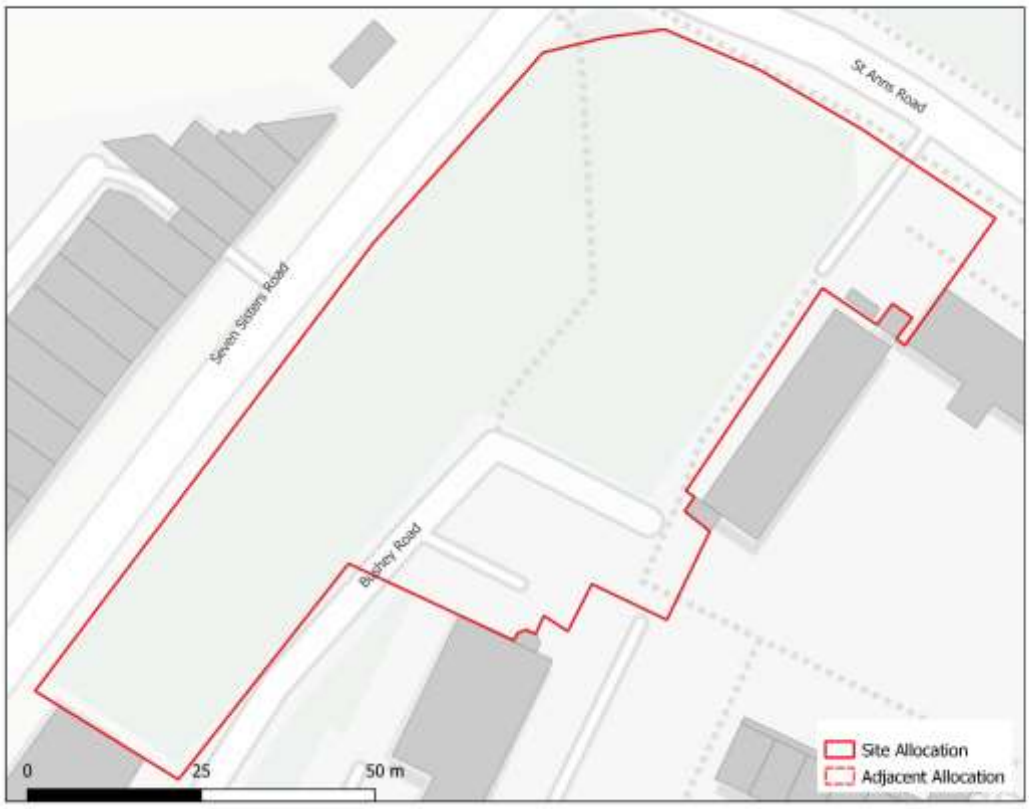
- A new, legible, and pedestrian-focused internal street network must be delivered across the site. This network should prioritise walking, wheeling and cycling while also accommodating the loading, servicing, and yard access needs of employment uses—particularly those in the creative industries.

- A new small local park must be incorporated into the scheme to address local deficiencies in access to open space. This space should be publicly accessible, well-landscaped, and integrated with the wider public realm strategy.
- Proposals should take opportunities to widen the footpath along Seven Sisters Road, which is currently too narrow to accommodate safe and comfortable pedestrian movement.
- Early engagement with Transport for London is required to deliver strategic improvements to the cycle network along Seven Sisters Road, ensuring safe and continuous cycling infrastructure that connects with the wider network.

Environment and sustainability

- Development should protect and enhance the adjacent Site of Importance for Nature Conservation (SINC) and ecological corridor along the railway corridor
- Development should integrate nature into the wider site and provide greening along Seven Sisters Road

SS SA05: Frederick Messer House



Site Information	Details
Address	Land adjacent to (south of) the junction of Seven Sisters Road and St Ann's Road, London N15
Area [ha]	0.63
PTAL [2031]	4–5
Planning designations	Seven Sisters and St Ann's Corridor PFA: Enhance Tottenham Creative Enterprise Zone Adjacent to Site of Nature Conservation Adjacent to locally listed building: Woodberry Tavern
Relevant permissions	HGY/2024/3315
Indicative capacities	66 homes
Phasing	2027-2031
Ownership	Public

Proposal

Infill residential development on amenity land delivering new homes, enhanced public realm, and a more enclosed and active street frontage along Seven Sisters Road and St Ann's Road in accordance with extant planning permission.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Development should be brought forward in a comprehensive and coordinated manner and contribute to improved permeability, amenity, and safety in accordance with the extant planning permission.

Land uses and activities

Existing land uses are:

- Amenity land/undesignated open space

Acceptable land uses are:

- Residential

Built form, character and heritage

- Proposals should improve the urban grain and street frontage along Seven Sisters Road and St Ann's Road.
- Development should respond positively to the surrounding context, including the locally listed Woodberry Tavern and the varied scale of nearby buildings.
- Mid-rise buildings are appropriate where justified through a design-led approach.

Movement and public realm

- A new east–west pedestrian link must be delivered through the site, connecting Seven Sisters Road to the estate and improving access to Paignton Road Open Space.
- Public realm improvements should include tree planting, seating, doorstep play, and defensible space for ground floor homes.

Development should deliver improvements to play areas and other open spaces within the Sir Frederick Messer Estate informed by discussions with estate residents.

Environment and sustainability

- Retain and enhance the existing mature trees along Seven Sisters and St Ann's Roads
- Improve existing landscaping within the estate and make this more accessible and attractive
- The northern and eastern edges of the site are within Flood Zones 2 and 3
- The site is in a Source Protection Zone

SS SA06: Former Stamford Hill Primary School



Site Information	Details
Address	Berkeley Rd, London N15 6HD
Area [ha]	0.67
PTAL [2031]	3
Planning designations	Seven Sisters and St Ann's Corridor PFA: Enhance Tottenham Creative Enterprise Zone Adjacent to locally listed building: Woodberry Down Baptist Church
Relevant permissions	N/A
Indicative capacities	N/A
Phasing	N/A
Ownership	Public

Proposal

In February 2020, the Council approved a proposal to amalgamate Stamford Hill Primary School with Tiverton Primary School, resulting in the closure of Stamford Primary School from August 2020. To date, no decision has been taken on the future use of the site and at the appropriate point the Council will consider options for its future use. To change the use of the site would require written consent from the Secretary of State for Education. A more detailed site allocation will be prepared at the next stage of plan-making if required to provide additional clarity on the site's future.

SS SA07: Tiverton Primary School



Site Information	Details
Address	Pulford Rd, N15 6SP
Area [ha]	0.94
PTAL [2031]	2-3
Planning designations	Seven Sisters and St Ann's Corridor PFA: Enhance Tottenham Creative Enterprise Zone Adjacent to designated open space: Tewkesbury Road Open Space
Relevant permissions	N/A
Indicative capacities	N/A
Phasing	N/A
Ownership	Public

Proposal

In April 2025, the Council took the decision to close Tiverton Primary School from 31 August 2025 with displaced pupils transferring to other local schools. To date, no decision has been taken on the future use of the site and at the appropriate point the Council will consider options for its future use. To change the use of the site would require written consent from the Secretary of State for Education. A more detailed site allocation will be prepared at the next stage of plan-making if required to provide additional clarity on the site's future.

SSSA08: Land in front of 2-24 Tiverton Road



Site Information	Details
Address	2-24, Tiverton Road, N15 6RS
Area [ha]	0.15
PTAL [2031]	2
Planning designations	Seven Sisters and St Ann's Corridor PFA: Enhance Tottenham Creative Enterprise Zone
Relevant permissions	N/A
Indicative capacities	17 homes
Phasing	2027-2032
Ownership	Public

Proposal

Infill development of underutilised amenity and car parking land to deliver new homes, better activate the street and support an enhanced public realm and landscape.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Development should be brought forward in a comprehensive and coordinated manner, with reference to any future estate-wide masterplanning for the Tiverton Estate.

Proposals should demonstrate how the scheme integrates with the wider estate, does not impede realistic opportunities for more comprehensive development that could secure greater placemaking benefits, and contributes to improved permeability, amenity, and safety.

Land uses and activities

Existing land uses are:

- Car parking/amenity land/undesignated open space

Acceptable land uses are:

- Residential uses

Built form, character and heritage

- Building heights of 3 to 4 storeys are appropriate.
- Development should respect the surrounding 4–5 storey residential context and maintain appropriate separation distances to neighbouring buildings.
- Development should provide active frontages, particularly to Tiverton Road and new or enhanced public realm/ shared spaces.

Movement and public realm

- Improve pedestrian connections to adjacent green spaces and local amenities, including the Tewkesbury Open Space and the local shops on Moreton Close.
- Development must provide enhanced and usable public realm that is well integrated with the wider public realm network and feels open to the wider public, particularly the wider estate.
- There is an opportunity to reduce traffic on the internal streets to the north, south and west of the site, creating shared spaces that can act as an extension to the usable and enhanced public realm provided on the site.
- A Transport Assessment must be provided to demonstrate that the loss of car parking will not have unacceptable impacts, particularly in relation to inclusive and safe access

Environment and sustainability

- Existing trees should be retained wherever possible, with any losses mitigated through replacement in the nearby public realm.

SS SA09: Seven Sisters & Tewkesbury Road



Site Information	Details
Address	341-379 Seven Sisters Road, 6-46 Tewkesbury Rd, N4
Area [ha]	0.54
PTAL [2031]	3-5
Planning designations	Seven Sisters & St Anns Corridor PFA: Enhance Adjacent to locally listed building: Woodberry Down Baptist Church
Relevant permissions	None
Indicative capacities	60 homes, 490sqm employment
Phasing	2032-2041
Ownership	Public and Private

Proposal

Redevelopment of existing buildings to deliver new high-quality homes and commercial floorspace and create a higher quality streetscape on Tewkesbury Road that complements the adjacent Harringay Warehouse District.

Masterplanning, engagement and delivery

A masterplan is required to support comprehensive and coordinated development, ensure new and existing uses are complementary and that servicing, access and public realm and appropriately considered and addressed.

Land uses and activities

Existing land uses are:

- Employment
- Residential

Acceptable land uses are:

- Employment uses
  - Employment uses should be provided on the ground floor
- Residential
  - Residential is appropriate for upper floors

Built form, character and heritage

- The terrace fronting Seven Sisters Road should be retained and improved.
- Buildings will continue to present active frontages onto Seven Sisters Road but servicing should be accessed from Overbury and Tewkesbury Rds.

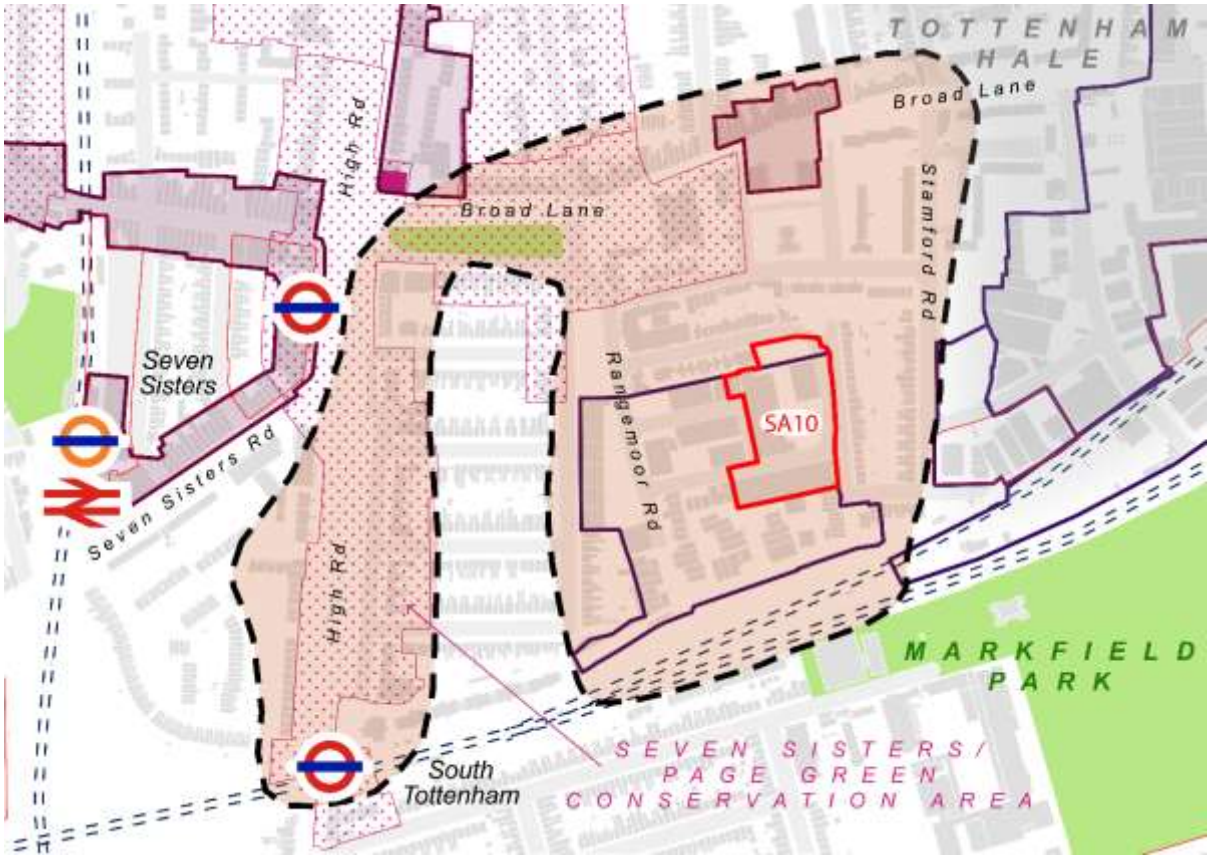
Movement and public realm

- Improved east-west access should be delivered from Seven Sisters Road to Overbury and Tewkesbury Roads for pedestrians and cyclists
- Public realm should be substantially enhanced along Tewksbury Road with a coordinates strategy put in place for parking, servicing and waste management

Environment and sustainability

- Development should take opportunities to deliver multi-functional greening along Tewksbury Road

SS PFA4: Broad Lane, Page Green Terrace and Rangemoor Industrial Estate



PFA Transform Area
PFA Enhance Area
PFA Transform/ Enhance Area
Opportunity Area
Railway
Town Centre
Site Allocation
Haringey Boundary
Employment Land
Conservation Area
Listed Building
Cultural Quarter
Creative Industry Cluster

Strategy

9.57 Development and placemaking interventions in this area will help to strengthen and make more visible the valued activities and features of this varied urban environment. This includes the vibrant independent businesses within the Rangemoor Industrial Estate, with sectoral strengths in food & beverage and the creative industries; the historic green spaces of Page Green Common and Page Green Terrace, and the tree lined Broad Lane corridor with its mix of local shops.

9.58 A key strategic objective is to improve connections between the distinct sub-areas within this Placemaking Focus Area through enhanced wayfinding and public realm improvements. There is also a need to address the severance caused by Broad Lane and the High Road, which currently hinder access to nearby destinations such as Seven Sisters District Centre and Tottenham Green.

9.59 This strategy will be implemented through adherence to Policy SSN1, the site allocation outlined below, and the following initiatives.

- Optimising opportunities to create new jobs and expand employment floorspace by taking a cohesive and co-ordinated approach to the redevelopment of the Rangemoor Road Locally Significant Industrial Site (LSIS), and adjoining Bernard Works site allocation.
- Supporting and growing sectoral strengths in food & beverage production and the creative industries within the Rangemoor Road Industrial Estate. This includes securing and expanding the provision of affordable workspace to support the area's designation as a creative industries cluster.
- Enhancing the area as a destination through wayfinding and the provision of ancillary, complementary uses such as cafes and exhibition spaces that showcase the area's sectoral strengths.
- Delivering a network of green spaces, pocket parks and other green infrastructure to create a green link between Seven Sisters District Centre and Markfield Park through the Rangemoor Road LSIS.
- Improving the cycle infrastructure along Broad Lane and providing safer and easier pedestrian and cycle connections across Tottenham High Road and Broad Lane
- Celebrating and restoring historic green spaces: Page Green Terrace and Page Green Common.

Site Allocation: SS SA10: Bernards Works



Site Information	Details
Address	Bernard Works, Bernard Road & 19 Bernard Road, N15
Area [ha]	0.7
PTAL [2031]	5
Planning designations	Broad Lane, Page Green Terrace and Rangemoor Industrial Estate PFA: Enhance Local Employment Area Creative Industry Cluster
Relevant permissions	HGY/2017/3584 HGY/2021/2160
Indicative capacities	110 homes, 5500sqm employment uses
Phasing	2027-2031
Ownership	Public and private

Proposal

Comprehensive redevelopment of existing industrial and commercial buildings to deliver a mixed-use, employment-led scheme that enhances the creative and residential offer. The development will provide employment floorspace, affordable workspace, and new homes, alongside improved public realm and permeability.

Development will support the growth of the creative industry cluster and contribute to the objectives of the Creative Enterprise Zone (CEZ).

There are two extant planning permissions for a total of 110 homes across two sites together with high-quality commercial and affordable workspace. The planning permission has been implemented but substantive construction works have not yet begun.

Masterplanning, engagement and delivery

Existing planning permission HGY/2017/3584 took a master planned approach to development considering additional land parcels plus the wider employment area. Any subsequent proposals within the allocation should have regard to this masterplan or otherwise be supported by another agreed masterplan.

Land uses and activities

Existing land uses are:

- Office
- Light industrial
- Amenity land

Acceptable land uses are:

- Employment uses
  - The quantum of dedicated employment floorspace should be maximised through any development.
  - The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace
- Residential uses
  - Residential uses will be permitted to optimise the delivery of new employment floorspace

Built form, character and heritage

- Mid-rise buildings are appropriate for this site, with heights stepping down towards existing residential areas to respect local character.
- Taller buildings are acceptable in the southeast corner, subject to high-quality design and minimal impact on heritage assets.
- The architectural language should reflect the industrial and residential context, using varied brick tones and robust materials.
- The scheme must preserve and enhance the setting of nearby heritage assets, including the Page Green/Seven Sisters Conservation Area.
- Active frontages should be provided to the street and new public park

Movement and public realm

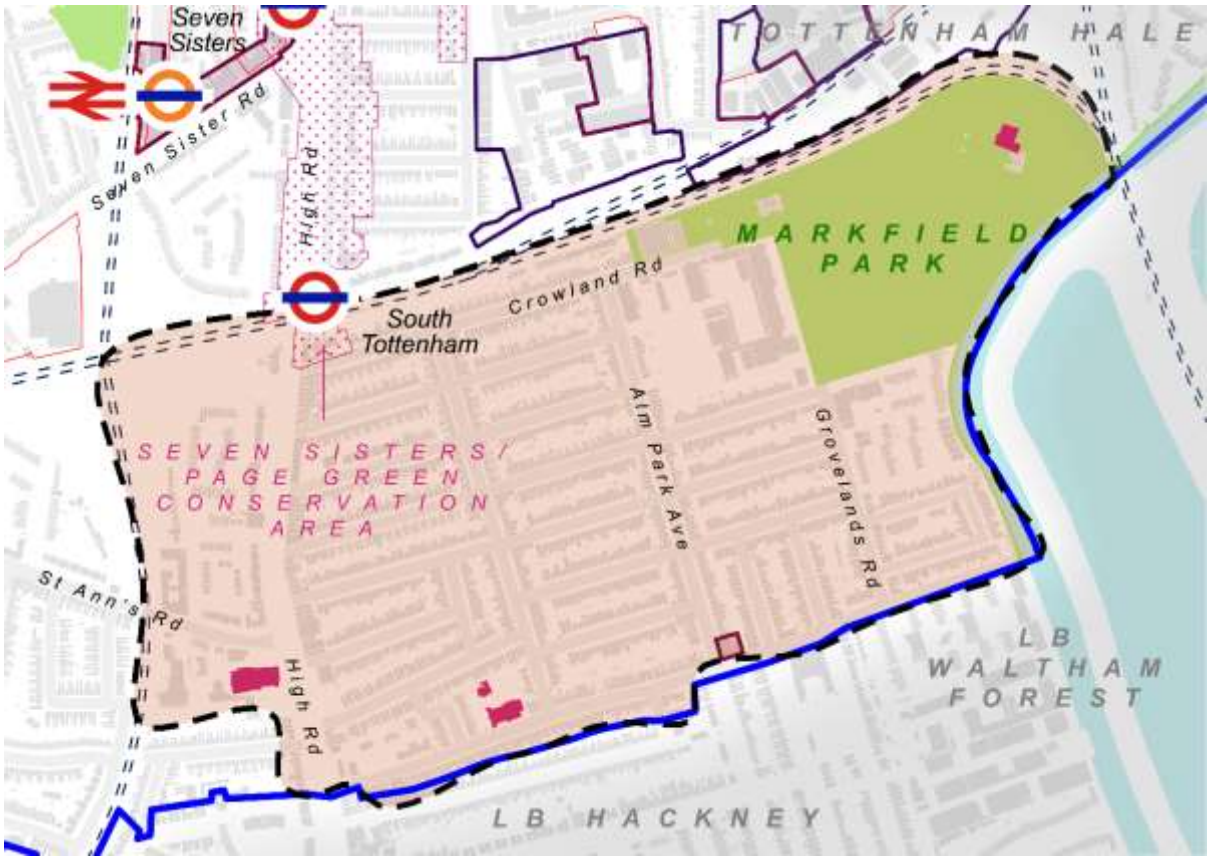
- A new public park should be provided alongside Bernard Road.
- Development proposals should facilitate an enhanced public access route from Page Green Road along the archways, with the opportunity to extend this through to through to Markfield Road.
- Pedestrian access should be retained from the site to Page Green Road.

- Improved streetscape is required with the existing homes on Ashby Road.

Environment and sustainability

- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SS PFA5: South Tottenham



Strategy

9.60 South Tottenham will be enhanced through gentle intensification and limited redevelopment and infill to meet the needs of its residents. Opportunities exist along the High Road corridor for development that better frames and encloses the streetscape and provides a more attractive and active street frontage. The area will continue to provide for residential extensions through the House Extensions in South Tottenham Supplementary Planning Document (SPD), helping to address local need for larger family homes.

9.61 This strategy will be implemented through adherence to Policy SSN1 and the following initiatives.

- Enhance access to and recreational use of Markfield Park through improved entrances, signage, and active frontages.
- Upgrade the canal towpath to improve safety, accessibility, and connectivity for pedestrians and cyclists.
- Explore opportunities to daylight sections of the Moselle Brook to enhance biodiversity, climate resilience, and public realm quality.
- Preserve and frame key views of St Ignatius Church to reinforce its role as a local landmark and orientation point.
- Collaborate with Network Rail to transform railway overpasses into welcoming gateways through lighting, public art, and streetscape improvements.
- Support the extension and adaptation of family homes in line with the House Extensions in South Tottenham SPD to meet local housing needs.
- Investigate the potential to expand the area covered by the House Extensions in South Tottenham SPD through a future design code to ensure consistent, high-quality development.
- Providing for new or improved community and educational facilities, including faith facilities and places of worship. These should be directed towards:
    - existing social or community facilities with surplus space
    - new purpose-built premises along the High Road corridor
    - conversions of existing non-residential buildings; or
    - conversions of residential buildings in areas or streets characterised by a mixture of uses.

SS PFA6: West Green Road (east)



Strategy

9.62 The West Green Road Corridor will be reinforced through a mix of infill, redevelopment, and public realm enhancements, creating a cohesive and vibrant urban streetscape defined by its tree-lined character and complementary mix of built forms. As people move through the corridor, they will experience a rich sequence of visual and spatial moments—from the busy, dense West Green Road shops in the District Centre, to the medium-density mixed-use environment of Lawrence Road, and through to the historic and open setting of the West Green Memorial Garden, that together with its surrounding uses functions as a hub for the community.

9.63 This strategy will be implemented through adherence to Policy SSN1, the site allocations outlined below, and the following initiatives:

- Complete the transformation of Lawrence Road into medium-density, mixed-use neighbourhood set either side of a tree-lined avenue
- Preserve and enhance the historic character of the West Green Memorial Garden while supporting employment-led or mixed-use development to the south that activates the area with improved frontages and new uses.
- Improve the character, layout and safety of post-war estates by enhancing pedestrian and cycle permeability, optimising green spaces for recreation, biodiversity and sustainable drainage, and repurposing undercroft garages for active uses.
- Promote sensitive infill development by identifying and utilising underused sites for new housing or mixed-use schemes that respect local character and contribute positively to placemaking.
- Enhance Clyde Road as a key east-west active travel route.

SS SA11: 30-48 Lawrence Road



Site Information	Details
Address	30-40 Lawrence Road, N15
Area [ha]	0.29
PTAL [2031]	3-5
Planning designations	West green Road (east) PFA: Enhance
Relevant permissions	HGY/2024/1456 (withdrawn)
Indicative capacities	30 homes, 2000sqm employment uses
Phasing	2027-2032
Ownership	Private

Proposal

Mixed-use or employment-led development that delivers increased employment floorspace and job opportunities, with the potential for new homes above active ground floor employment uses.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Land uses and activities

Existing land uses are:

- Industrial/ Office

Acceptable land uses are:

- Employment uses
  - Employment floorspace should be re-provided at ground floor level. The Council will support the provision of new creative industry workspace within the CEZ.
- Residential uses
  - Residential uses are appropriate on upper floors.

Built form, character and heritage

- Mid-rise buildings are appropriate for this site, with heights stepping down towards the terraced houses to the east.
- While taller development is suitable on the Lawrence Road frontage due to the deep setbacks from the street, new development must not create a canyon-like effect on the street

Movement and public realm

- Development should support improvements to the nearby public realm, including establishing Clyde Road as a key east-west pedestrian and cyclist route.

Environment and sustainability

- The existing street trees are a strong asset to the streetscape and should be protected.

SS SA12: Corner of Lawrence Road/Clyde Road



Site Information	Details
Address	Corner of Lawrence Road/Clyde Road, N15
Area [ha]	0.04
PTAL [2031]	3
Planning designations	West Green Road Corridor PFA: Enhance Adjacent to Clyde Circus Conservation Area
Relevant permissions	N/A
Indicative capacities	TBC
Phasing	2027-2031

Proposal

Modest residential development on surface level car park

Masterplanning, engagement and delivery

A masterplan is not required for this site but prior engagement is required with adjacent residents and occupiers.

Land uses and activities

Existing land uses are:

- Surface level car park

Acceptable land uses are:

- Residential uses (class C3)

Built form, character and heritage

- Development must respond positively to adjacent residential accommodation and not cause unacceptable harm to privacy via overlooking
- High quality design is required having regard to the prominent corner location of the site and the opportunity to provide a more positive gateway into the Clyde Ci

Movement and public realm

- Development should support improvements to the nearby public realm, including establishing Clyde Road as a key east-west pedestrian and cyclist route.

Environment and sustainability

- The existing street trees are a strong asset to the streetscape and should be protected.

SS SA13: 17 and 23 South Grove



Site Information	Details
Address	17 and 23 South Grove, N15 5QG
Area [ha]	0.17
PTAL [2031]	2
Planning designations	West Green Road Corridor PFA: Enhance Critical Drainage Area
Relevant permissions	N/A
Indicative capacities	TBC
Phasing	2027-2031

Proposal

Mixed-use or employment-led development that delivers increased employment floorspace and job opportunities, with the potential for new homes above active ground floor employment uses.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Land uses and activities

Existing land uses are:

- Light industrial

Acceptable land uses are:

- Employment uses
  - Employment floorspace should re-provided at ground floor level.
  - Employment uses should be compatible with surrounding residential context.
- Residential uses

Built form, character and heritage

- Development should provide active frontages to South Grove Road.
- Heights of 2-4 stories are appropriate, with care required to avoid impacts on surrounding residential uses.

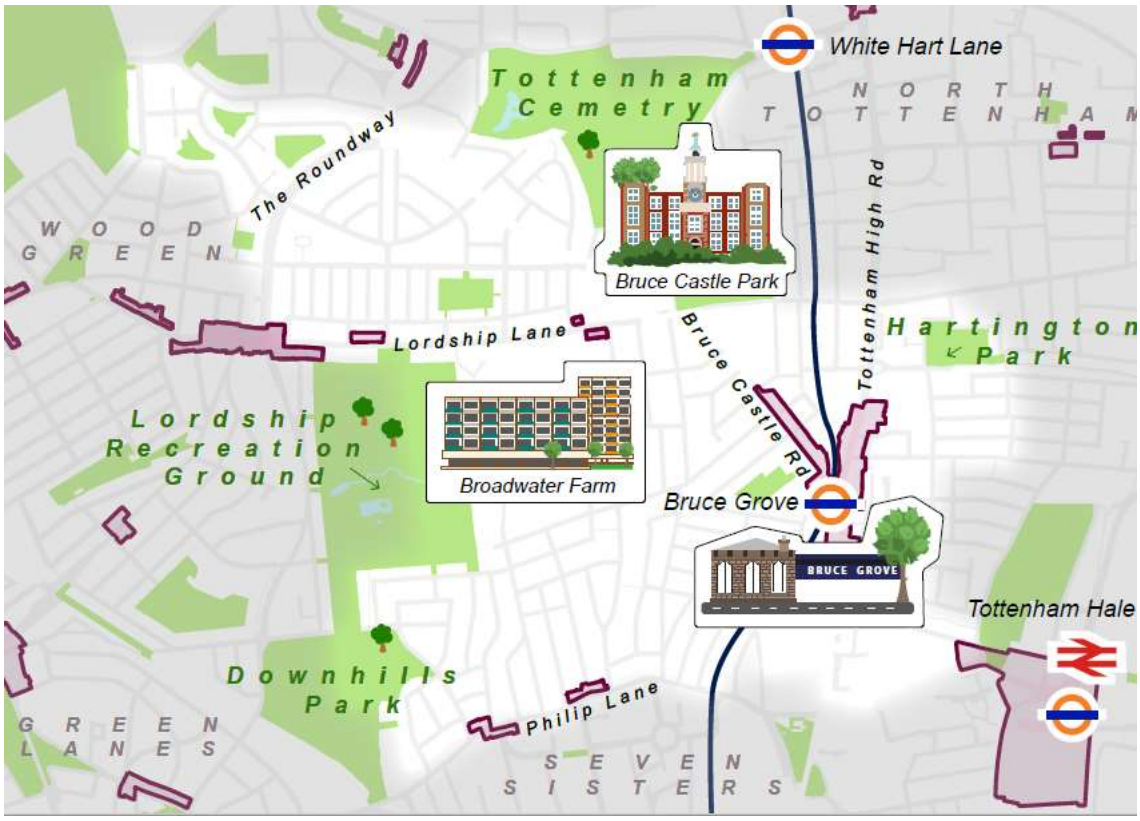
Movement and public realm

- Development should reduce the amount of parking provided, the length of crossovers and improve the adjacent public realm.

Environment and sustainability

- Development should delete greening/new street trees along South Grove

10. Bruce Grove



Neighbourhood Context

Location

10.01 The Bruce Grove neighbourhood is located in the central eastern part of the borough and includes the vibrant Bruce Grove town centre on Tottenham High Road. The majority of the neighbourhood is located to the west of the High Road with the large green spaces of Lordship Recreation Ground, Downhills Park and Tottenham Cemetery helping shape its northern and western boundaries with North Tottenham and Wood Green neighbourhoods respectively. Its southern boundary with Seven Sisters is defined by the Philip Lane and Monument Lane corridors.

History

10.02 Bruce Grove has a long history with the High Road following the route of an ancient roman road connecting the Roman city of Londinium (London) to the military centres at Lincoln and York.

10.03 In the 16th century Tottenham was a popular rural retreat for city merchants, many of whom had mansions along the High Road.

10.04 During the late 18th and early 19th century, villas and terraces started to spread outwards along the existing and new side roads, particularly Bruce Grove Road and eastward to Tottenham Hale, facilitated by improved transport to London.

10.05 In 1898 the London County Council started construction of the Tower Gardens estate in the north-east of the neighbourhood, which continued into the 1930s, dramatically expanding the residential hinterland to the west of the High Road.

10.06 By 1914, the High Road had been transformed into a busy commercial street, with ground floors being converted into shops and new public buildings and purpose-built shopping parades.

10.07 Lordship Recreation Ground was officially opened in 1932, with new housing expanding between it and the High Road during the interwar years.

10.08 The biggest change to the urban form in the post war years came through the construction of 1,063 new dwellings at the Broadwater Farm Estate between 1967 and 1973.

Connectivity

10.09 Access to public transport is highest in the east of the neighbourhood, along Tottenham High Road. The neighbourhood's only train station, Bruce Grove Station, is located along the High Road, at its intersection with Bruce Grove, and provides north-south connections on the Weaver Overground Line.

10.10 Lordship Lane is a key east-west route, linking the High Road to Wood Green. At the southern edge of the neighbourhood, Monument Way connects Bruce Grove with the Tottenham Hale neighbourhood to the east, while West Green Road connects it to the Green Lanes and Wood Green neighbourhoods to the west.

10.11 Cycle Superhighway 1 continues northward through the centre of the neighbourhood, linking West Green Road with Bruce Castle Park, through residential streets, having veered off the High Road at Tottenham Green.

10.12 Key challenges the neighbourhood faces include heavy vehicular traffic levels and road safety issues, particularly along the High Road but also along Bruce Grove, Lordship Lane and The Roundway. The neighbourhood contains the Bruce Grove West Green Low Traffic Neighbourhood which was delivered as part of the Council's ambitious Streets for People programme.

Economy, Town Centres

10.13 Bruce Grove is the retail heart of Tottenham. The town centre, designated as a District Centre in the London Plan, is focused along Bruce Grove and Tottenham High Road and provides an array of services including many valued local independent shops. However, it has fewer cafes, restaurants or evening economy activities compared with

other similar sized town centres in the borough, and a higher concentration of betting shops and amusement arcades.

10.14 There are smaller collections of local shops on Lordship Lane and just south of the neighbourhood boundary along West Green Road.

10.15 The neighbourhood does not contain any designated industrial land but the High Road contains a number of offices and workspaces, with hubs at Tottenham Green Workshops and Grove Business Centre.

Landmarks, culture and heritage

10.16 The neighbourhood has an extensive culture and heritage offer. Key landmarks in the neighbourhood include Bruce Castle, a Grade I listed 16th Century manor house in 20 acres of parkland and the distinctive Broadwater Fram Estate characterised by its modernist, concrete, large panel system architecture. Bruce Castle is home to Haringey's Museum and Archives and is a historical treasure trove with a lively schedule of family activities, frequently changing exhibitions, a wide-ranging schools programme, and a schedule of talks and local history walks. The neighbourhood contains a variety of Conservation Areas covering the High Road, Bruce Castle, Tottenham Cemetery and the Tower Gardens estate, which was one of the first municipal 'cottage estates' in the world.

Green and Blue Infrastructure

10.17 The neighbourhood benefits from access to a number of large open spaces including Lordship Recreation Ground, Downhills Park, Tottenham Cemetery and Bruce Castle Park. Bruce Castle Park was Tottenham's first public park and is home to the oldest oak tree in Tottenham - an ancient sessile oak tree which is over 450 years old. While the neighbourhood is well served by larger public open spaces, linkages between these spaces can be improved and there are deficiencies in access to smaller public open spaces in the centre of the neighbourhood and around the High Road.

You told us

Responses from Tottenham Voices





10.18 As part of a new approach to placemaking, the Council carried out a Tottenham Voices engagement process in 2023 and 2024 aiming to give local people the opportunity to have their say on Tottenham as it is today and their ambition for what it could be like in the future. The Council subsequently adopted Shaping Tottenham setting out a vision for what Tottenham could become.

10.19 The Tottenham Voices Engagement Summary sets out the following feedback for Tottenham as a whole:

- Tottenham does best at the things that make London a wonderful place to live. Diversity, creativity and vivacity
- Community makes people feel positive about Tottenham today including its richness and cohesiveness
- Tottenham is home to fantastic culture and does well at celebrating this
- People love having access to parks like Bruce Castle Park and the wilder landscapes of Tottenham Marshes and the Lea Valley
- There is a strong desire for Tottenham to be safer, cleaner and more pleasant
- The quality of the environment is holding Tottenham back, especially litter and fly-tipping
- Crime and anti-social behaviour means that many people feel unsafe or uneasy in certain places, particularly young people
- Traffic congestion, pollution and noise is problematic
- There should be a more interesting, diverse high street offer and more opportunities to enjoy leisure and culture

The Tottenham Voices Engagement Summary sets out the following feedback for Bruce Grove specifically:

- People love having access to parks like Bruce Castle, Hartington Park, Lordship Rec and Downhills.
- Access to the River Lea and the Marshes is great
- It is important to make the most of existing key assets such as Bruce Castle
- Bruce Grove can feel unsafe walking around at night
- The High Road is car-dominated

Bruce Grove Vision

Bruce Grove in 2042 will have delivered on the aspirations set out in Shaping Tottenham and will continue to be a lively and characterful neighbourhood with a dynamic and bustling town centre that acts as Tottenham's retail heart.

The strong retail offer of Bruce Grove District Centre, with its many independent businesses, will be strengthened and complemented by a wider range of town centre activities, including new workspaces, culture and leisure uses, and restaurants. A key catalyst for this will be an enhanced and expanded Holcombe Market together with the re-activation of the forecourt and arches located at Bruce Grove Station with new shops, leisure and community activities,

The public realm along the High Road corridor will be enhanced and expanded as part of the Your Bruce Grove project and via infill development. A network of pedestrian-focused laneways and side streets will have been established that are full of art and activity. New permanent and temporary uses will provide new activities and passive surveillance, improved lighting, public realm and green infrastructure to make the area feel safer, creating spaces for the community to come together.

Bruce Grove will be the centre of a wider cultural corridor, running along the historic High Road. New development and investment will have helped to restore historic shopfronts, bring historic buildings back into active use, and highlight and communicate the area's diverse histories, using lighting, public art, and wayfinding to key heritage assets like Bruce Castle.

New homes, jobs and community and social infrastructure will have been sensitively integrated into the existing environment, primarily along the High Road corridor and at Broadwater Farm. The Council will have worked with Broadwater Farm residents to improve Broadwater Farm estate to make it a better and safer place for the community to live, work and socialise.

It will be easier to access green and open spaces, with improved green connections to key assets like the Lee Valley, Bruce Castle Park, and Lordship Recreation Ground. Opportunities will have been taken to create new accessible public green spaces, including at the Cloud Garden.

Improvements to cycling, walking, and public transport infrastructure will have created a healthier, safer, and more pleasant streetscape. This will allow the neighbourhood to function as the heart nexus of Tottenham, attracting visitors while facilitating journeys to other key destinations like the Lee Valley, and Tottenham Green and North Tottenham Cultural Quarters.

Policy BGN1: Bruce Grove Neighbourhood

A. The Council will support development proposals which contribute to the Bruce Grove Vision and the aspirations set out in Shaping Tottenham.

B. The neighbourhood will deliver at least 400 new homes over the plan period and deliver an uplift in jobs with development prioritised within the Upper Lee Valley Opportunity Area and following Placemaking Focus Areas:

Enhance
Bruce Grove High Road Corridor
Bruce Castle Historic Quarter
Broadwater Farm

C. The rich heritage of the neighbourhood should be preserved, enhanced and celebrated. To achieve this, proposals should:

(1) take a conservation-led placemaking approach along the Tottenham High Road corridor

(2) improve the ability to understand and appreciate the neighbourhoods' heritage assets within their context,

(3) retain, restore, and reinstate the locally distinctive features of historic shopfronts and facades in the area to create a more attractive streetscape. This should be done in accordance with the Bruce Grove Conservation Area Design Guide, and

(4) adopt a proactive approach to securing the long-term future of 'heritage at risk' assets.

D. Proposals should broaden the range of town centre uses within Bruce Grove District Centre, while maintaining its position as the retail heart of Tottenham. The priority for new town centre uses include healthy food and beverage retail, cultural, community and leisure facilities, workspace, and well managed evening economy activities.

E. The Council will support re-development of existing car parks in Bruce Grove District Centre where this creates a safer, greener and more attractive environment and does not have adverse impacts on town centre accessibility, particularly for disabled people.

F. Proposals to improve the quality of housing, communal areas and overall environment of the Broadwater Farm Estate will be supported.

G. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:

(1) Improved east-west connections from the High Road to key destinations.

(2) a safer, more welcoming and accessible pedestrian environment along and within the High Road corridor, including an enhanced and expanded network of side streets either side of the High Road.
(3) new and enhanced cycle infrastructure, building on investment in the Cycle Superhighway.

H. Proposals should contribute to a safer, greener and expanded public realm. This includes:
(1) Addressing deficiencies in access to public open space by creating new pocket parks, a new small local park, and pedestrianised side streets.
(2) Supporting measures which improve feelings of safety, particularly along the High Road corridor.
(3) Addressing low levels of greenery particularly along the High Road corridor.

Supporting text

Placemaking Strategy

10.20 Bruce Grove will experience incremental change over the next 15 years, largely through conservation-led infill development along the historic High Road, redevelopment of surface level car parks in the District Centre and the master planned renewal of Broadwater Farm Estate. This chapter sets out a clear and ambitious vision for the future of Bruce Grove. It should be read together with Shaping Tottenham, which articulates how the Council will work with its partners to deliver this vision.

Historic Environment

10.21 The Bruce Grove neighbourhood has a rich and varied heritage. To protect and enhance this, development should take a conservation-led approach, investing in and leveraging this wealth of built heritage to strengthen the historic identity of Bruce Grove, stimulate economic growth, and provide a sense of belonging for the local community.

10.22 Development proposals should highlight heritage assets and implement placemaking interventions such as public realm improvements, public art and wayfinding to help tell the story of Bruce Grove, not just the visible built heritage, but archaeological heritage, and the intangible cultural heritage that comes from its diverse communities. This will build on Council initiatives like ‘Tottenham Tales’. A key strategic ambition is improving physical and perceptual connections between the historic High Road and town centre and Bruce Castle historic quarter.

10.23 Many of the shopfronts in Bruce Grove, particularly along the High Street have been significantly altered with unsympathetic ground floor units. The Council will require any changes to result in improvements to the shopfronts in keeping with the Bruce Grove Conservation Area shopfront Design Guide.

10.24 Bruce Grove has a number of conservation areas and listed buildings that are identified as ‘Heritage at Risk’. The Council will continue to work with landowners,

developers, leaseholders and the local community to secure the long term future of these assets

Town Centres and the High Road

10.25 Bruce Grove District Centre contains a strong retail offer that the Council seeks to maintain and grow. New retail uses should be directed to the High Road Primary Shopping Area in the first instance. The Council will support new town centre uses that create a more diverse offer and help to activate the public realm and attract more visitors, such as cafes, restaurants, independent businesses, and culture and leisure uses. The centre has an overconcentration of hot food takeaways and gambling, pawnbroker and pay day loan shops which has a negative impact on the wellbeing of local residents.

10.26 The wealth of heritage in Bruce Grove and surrounds provides an opportunity for new and existing businesses to curate a unique identity and selling point through conservation-led restoration and retrofit.

10.27 Bruce Grove's accessibility and its commercial offer makes it an attractive location for new workspace. Appropriate locations for office and workspace include above ground level shops, High Road backland sites and along side streets either side of the High Road, retaining the High Road ground floor Primary Shopping frontage for active retail and leisure uses.

Connectivity

10.28 Bruce Grove is in the centre of Tottenham and plays a key role in connecting its many destinations. Its street pattern is oriented towards north-south connections, so there is a need to improve pedestrian and cycling east-west connections, between the High Road and nearby community hubs and assets, including Lordship Recreation Ground, Downhill Park, Broadwater Farm, and Bruce Castle and Bruce Castle Park to the west and Tottenham Hale District Centre, Down Lane Park, Hartington Park and Lee Valley Regional Park to the east.

10.29 There is an opportunity to leverage development within the High Road corridor to address high rates of traffic collisions, reduce existing street clutter and improve crossings and pavement quality to establish a safer and more welcoming environment for its many users. Development along the side street system, east of the High Road, will enable new and safer pedestrian connections to and alongside the High Road, providing alternative north-south routes to the busy High Road.

10.30 In addition to improvements to Cycle Superhighway 1, the cycle network would benefit from new infrastructure, particularly along the High Road, along Lordship Lane, and the western portion of The Roundway. More cycle parking spaces should be provided throughout the neighbourhood, but particularly along the High Road.

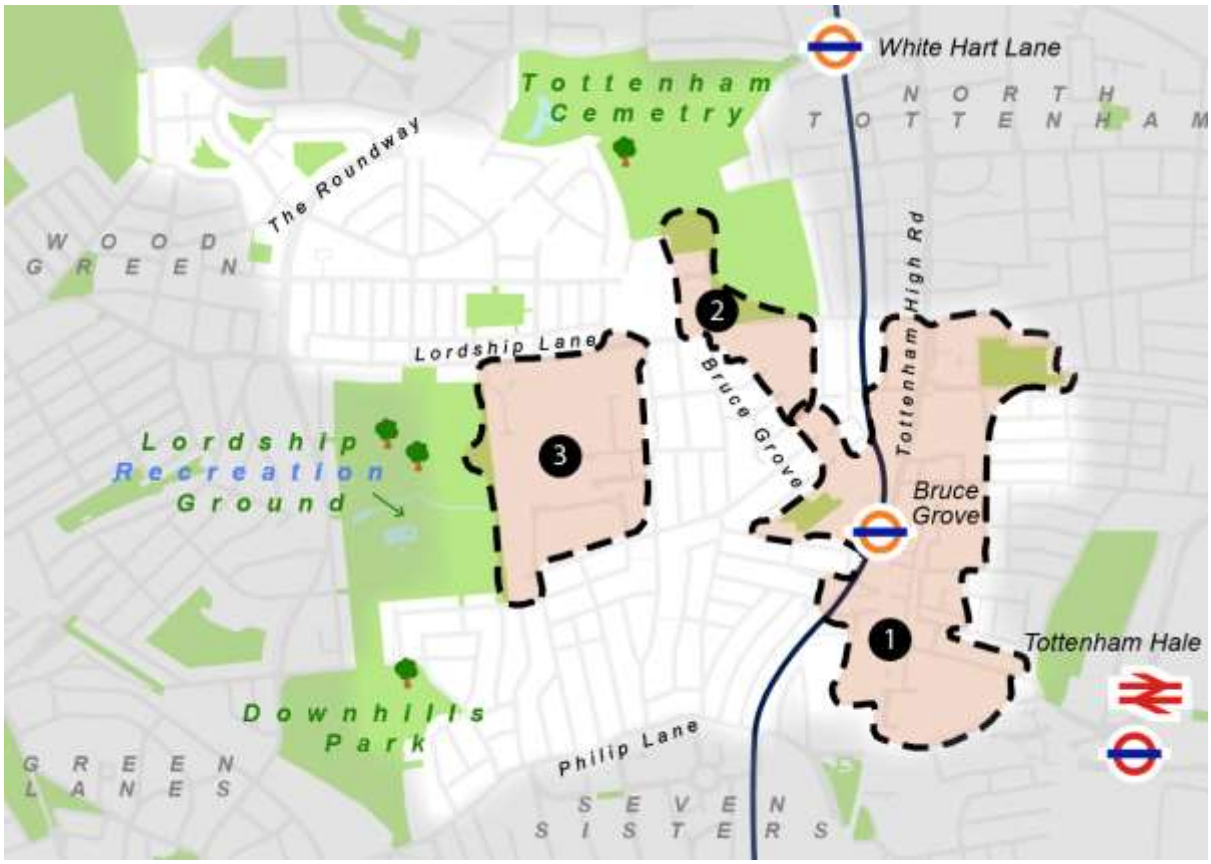
Public realm

10.31 While Lordship Recreation Ground, Downhills Park, Hartington Park and Bruce Castle Park provide good access to public open space in the east and north of the neighbourhood, there remain deficiencies in the south and east and a need to improve access to the Lee Valley Regional Park. To address this, proposals should create new or expanded smaller open spaces and pocket parks. There are opportunities to improve access to existing open spaces, support community parklets in higher density residential areas and business parklets in commercial areas such as the High Road.

10.32 Crime and anti-social behaviour are among top concerns raised by residents. This is a particular issue along and behind the High Road where quiet and poorly lit side streets can attract undesirable activities. Proposals should look to activate these spaces with positive activities and apply Designing Out Crime principles.

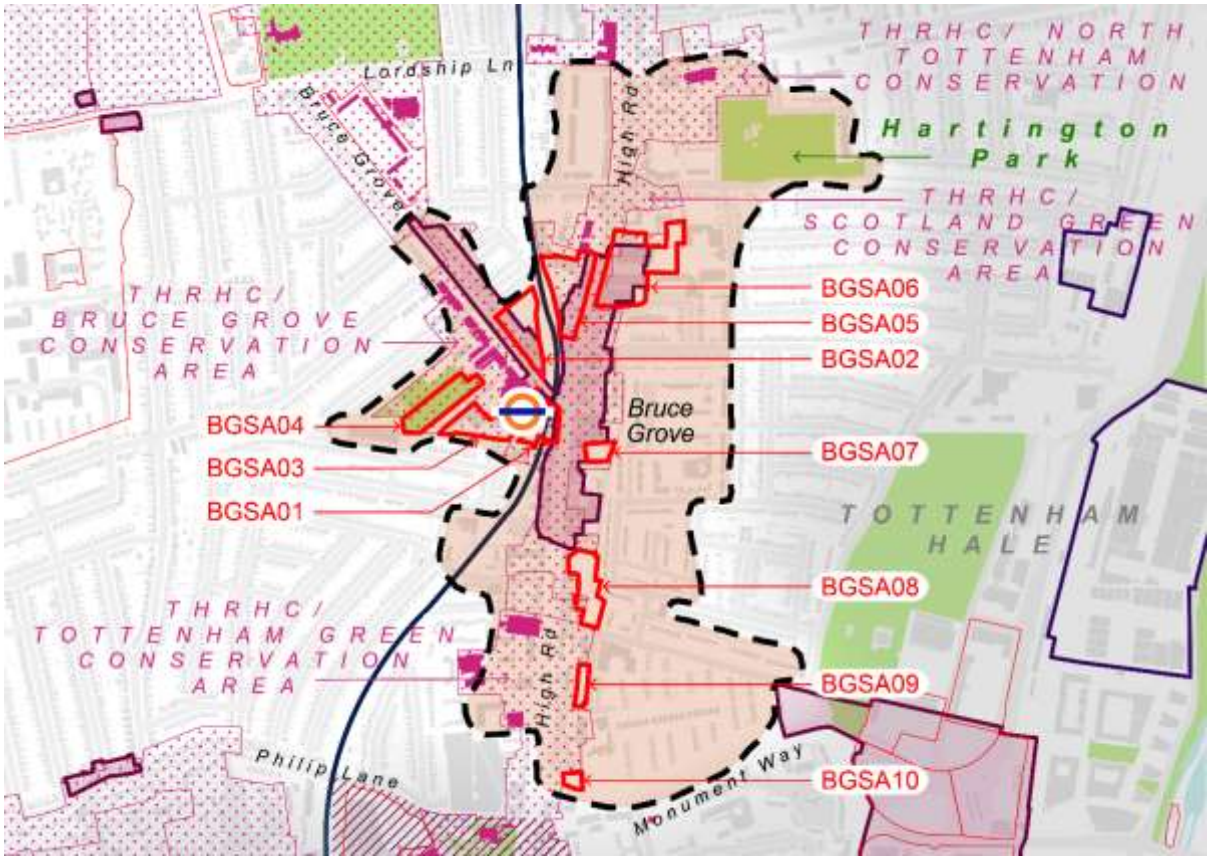
10.33 Bruce Grove has one of the lowest levels of canopy coverage in the borough and has a high level of heat risk. Proposals should address this by enhancing the provision of green infrastructure.

Bruce Grove Placemaking Focus Areas



1. Bruce Grove High Road Corridor
2. Bruce Castle Historic Quarter
3. Broadwater Farm

BG PFA1: Bruce Grove High Road Corridor





Strategy

10.34 The Bruce Grove High Road Corridor is a dynamic and bustling area, well-connected by public transport and known for its historic architecture and attractors like Holcombe Market and Roller Nation.

10.35 Infill, redevelopment and retrofit within the corridor will help diversify the current offer of the area with new independent businesses, workspaces, and leisure uses, creating a vibrant environment during the day and evening.

10.36 Development will also support significant improvements to the public realm, expanding Holcombe Market and revitalising the alleys and car parks behind the High Road with art, green infrastructure and temporary uses to increase footfall, provide spaces for the community to come together, and ensure this area feels safe and accessible for everyone to use.

10.37 Development will be conservation-led, restoring and celebrating the historic environment to ensure a strong and positive identity that attracts visitors and supports the local economy.

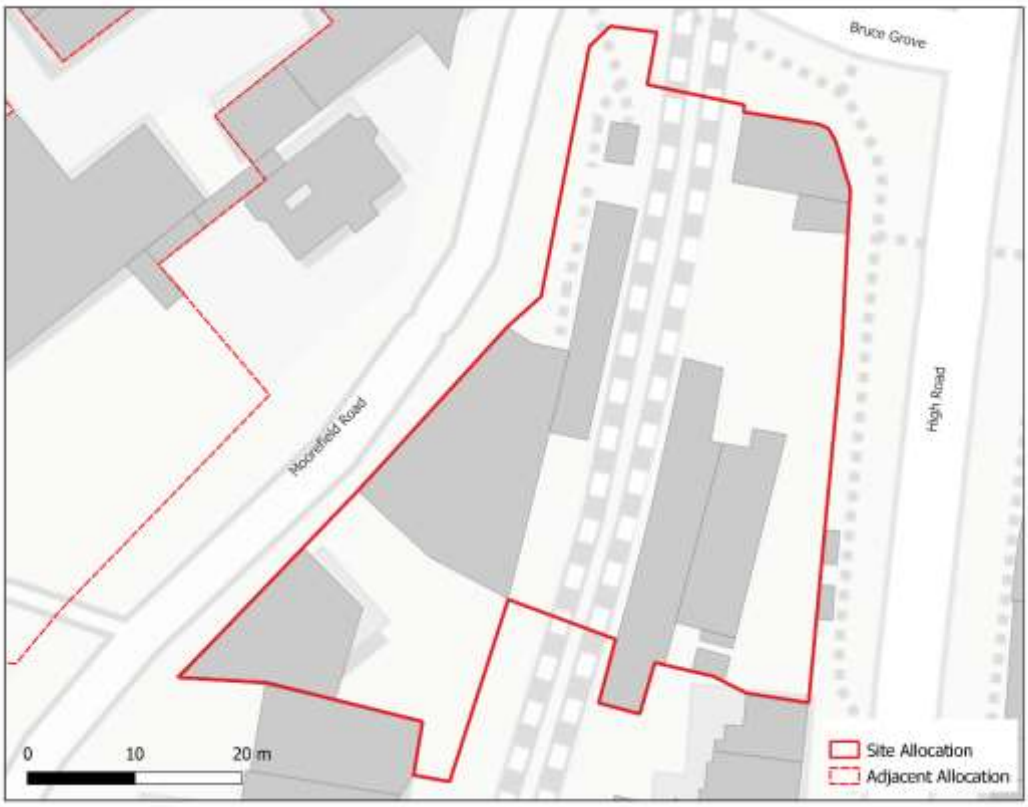
10.38 This strategy will be implemented through adherence to Policy BGN1, the site allocations outlined below, and the following initiatives.

- Improving and expanding Holcombe Market to act as a catalyst for the activation and diversification of the town centre offer at Bruce Grove. This includes new and improved public realm, signage, lighting, landscaping and drainage, improved provision for market stalls and potential for an events space. There is also potential for an additional market at Scotland Green.
- Resisting the overconcentration of betting shops and fast-food takeaways and supporting a healthier food and beverage offer.
- Creating greener, safer, expanded and better-connected public realm that attracts more pedestrians and cyclists by:
  - Taking a strategic approach to creating a vibrant and pedestrian-focused series of side streets and public spaces around the High Road, including along Stoneleigh Road, Holcombe Road, Brook Street, St Loys Road, and Morrisons Yard.
  - Establishing a new public open space at 'The Cloud Garden' to improve access to nature and open space.
  - Enhancing footways along Bruce Grove to improve movement and bus passenger waiting facilities.
  - Delivering new green infrastructure to provide shade, shelter and address air pollution. A large portion of the PFA sits within an Air Quality Focus Area.
  - Working collaboratively with businesses to consolidate and improve waste management, loading, unloading and deliveries along the High Road corridor.
- Enhancing local landmarks and their settings including the Tottenham Police Station, Bruce Grove Station, Palace Cathedral Theatre, the High Cross Monument, St Mark's Church, and 1-10 Bruce Grove Road.
- Taking a conservation-led approach to development, including:
  - Maintaining the diverse and vibrant character of the High Road, with a range of buildings of varying scale, origin, and design which, together with the elevated railway line, provide a strong sense of enclosure.
  - Lighting buildings and public spaces to enhance the appreciation and significance of heritage assets, having regard to heritage guidance, and create a safer public realm.
  - Refurbishing or redeveloping buildings which negatively contribute to the High Road conservation

- Supporting opportunities to reflect archaeological significance through public realm improvements, interpretation and architectural detailing.
- Signalling and enhancing views and thresholds into the High Road, including:
  - The view east, from Bruce Grove Road, interrupted by the bridge but still giving a sense of ‘anticipation’ of the busy town centre.
  - The view along the High Road of long continuous terraces
  - The view down Chestnut Road towards the Palace Theatre
  - The Monument Way/ High Road and High Cross Monument which signals entry into the Bruce Grove neighbourhood from the east and south.

Site Allocations

BG SA01: Bruce Grove Station



Site Information	Details
Address	Corner of Bruce Grove, Tottenham High Road and Moorefield Road, N17
Area [ha]	0.21
PTAL [2031]	5
Planning designations	Bruce Grove High Road Corridor PFA: Enhance Partially in Flood Zone 3a (Surface Water) Bruce Grove District Centre Bruce Grove Conservation Area Locally Listed Building (Bruce Grove Station) Adjacent to Locally Listed Buildings Archaeological Priority Area (Tier 2: Ermine Street) Ecological Corridor (Tottenham High Road)
Relevant permissions	N/A
Indicative capacities	10 homes, 200sqm town centre and employment uses
Phasing	2027-2041
Ownership	Public and Private

Proposal

Improvements to Bruce Grove Station and forecourt to bring the historic railway arches into active use, create a vibrant High Road frontage with new town centre uses, and enhance the public realm. Mixed-use development on the builder's merchants will provide additional active town centre uses and could also provide new visitor accommodation.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to:

- Respond to the site's prominent position, the status of Bruce Grove Station as a local landmark, heritage asset, and key transport asset.
- Consider opportunities for meanwhile uses on the site.

Early engagement is required with the Council, Transport for London, and National Rail to ensure proposals deliver and do not compromise the operation of, or future improvements to, transport infrastructure.

Land uses and activities

10.39 Existing land uses are:

- Train station, builder's merchant

Acceptable land uses are:

- Town centre uses
  - Uses that will add to the vibrancy of the town centre and attract footfall such as retail, food and beverage, community and cultural uses. The existing builder's merchant is a suitable location for a hotel to attract visitors to the area.
- Residential
  - Above ground floor residential as part of mixed-use development of the existing builder's merchants

Built form, character and heritage

- Development proposals must be designed to preserve or enhance the character of the Bruce Grove Conservation Area and the significance and setting of existing heritage assets, including the locally listed station building (a local landmark), highlighting its focal location within the Conservation Area.
- The eastern railway arches should be brought back into use, accommodating town centre uses to activate the forecourt area and High Road.
- An innovative and high-quality single storey design on the existing station forecourt, linked to the arched openings for the station, will be supported.
- An active, lively frontage onto the High Road is required that complements the existing station.

- Development of the builder's merchant should allow for an appreciation of the form of the station building, responding positively to the locally listed community centre to the south, and creatively integrating the western arches into its design to preserve their heritage value.

Movement and public realm

- Development should improve the public realm outside the station.
- High-quality wayfinding should be provided to key destinations
- Space should be provided for a landscaped court at the northern end of the existing forecourt with the potential for it to be connected to the station and used as an outdoor area to a restaurant unit.
- The pavement on Tottenham High Road should be widened.
- Proposals should improve the accessibility of the station. Opportunities to provide additional public cycle parking should be pursued.

Environment and sustainability

- The site is partially within Flood Zones 3a (Surface Water).
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.
- Green infrastructure should be provided within the station forecourt to help 'green' the High Road and to support the ecological corridor.
- The site lies in a Source Protection Zone.

BG SA02: Former Bruce Grove Cinema and Banqueting Suite



Site Information	Details
Address	110-119 Bruce Grove, N17 6UR
Area [ha]	0.44
PTAL [2031]	5
Planning designations	Bruce Grove High Road Corridor PFA: Enhance Partially within Bruce Grove District Centre Bruce Grove Conservation Area Grade II Listed Building (Bruce Grove Public Conveniences) Locally Listed Buildings (Bruce Grove 117-119: Former Bruce Grove Cinema) Adjacent to listed buildings Partially in Flood Zone 3a (Surface Water) Archaeological Priority Area (Tier 2: Ermine Street) Adjacent to Ecological Corridor
Relevant permissions	HGY/2020/0003 & HGY/2020/0004
Indicative capacities	20 homes
Phasing	2027-2041
Ownership	Public and Private

Proposal

Retrofit and redevelopment of this site to retain and enhance its role as an important piece of cultural infrastructure in Bruce Grove and continue the restoration of its heritage assets. The Council has already invested in the restoration and retrofit of the Grade II listed public conveniences into a community café and public toilet, securing its long-term future.

Development will improve the site's relationship with the street, and along with new development of the rear car park, introduce a wider range of town centre and employment uses, together with new homes.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to:

1) Demonstrate how the former Bruce Grove Ballroom (110-116 Bruce Grove), recently restored and Grade II listed public toilets, and former Bruce Grove cinema entrance block will be retained and enhanced.
2) Take a retrofit first approach to development of the former cinema auditorium.
3) Explore opportunities for the creation of a cultural precinct, providing new culture and leisure uses along side streets within the site.

Land uses and activities

Existing land uses are:

- Community, cultural, and retail

Acceptable land uses are:

- Community and cultural uses
  - The site provides valuable cultural and community activities, including the Tottenham Roller Disco, a Banqueting Suite and a local church. The Council will require retention of cultural and community floorspace and support the expansion of cultural and community uses.
- Town centre and employment uses
  - Active ground floor town centre uses should be retained and provided along the Bruce Grove frontage.
  - Workspace, particularly creative workspace.
- Residential
  - Residential uses are appropriate on upper floors, provided there is no net loss of employment and town centre uses and subject to the agent of change principle

Built form, character and heritage

- Proposals must be designed to preserve and enhance the character of the Bruce Grove Conservation Area and the significance and setting of existing heritage

assets, including the listed former Bruce Grove public conveniences, locally listed former Bruce Grove Cinema (both of which are local landmarks) and the listed buildings opposite.
    - Efforts to redevelop or improve the incongruous early 2000s extension to the eastern elevation of the cinema will be supported.
    - Restoration of the original features of the auditorium flank wall facing Bruce Grove will be supported. This includes restoration of its distinctive lighting, highlighting it as a local landmark and cultural destination.
- A heritage-sensitive additional storey extension to the banqueting suite will be supported where it can be demonstrated that it enhances the setting and character of the building, and the wider conservation area. This should include restoration of the ground floor shopfronts.
- Active frontages should be provided at ground floor level.

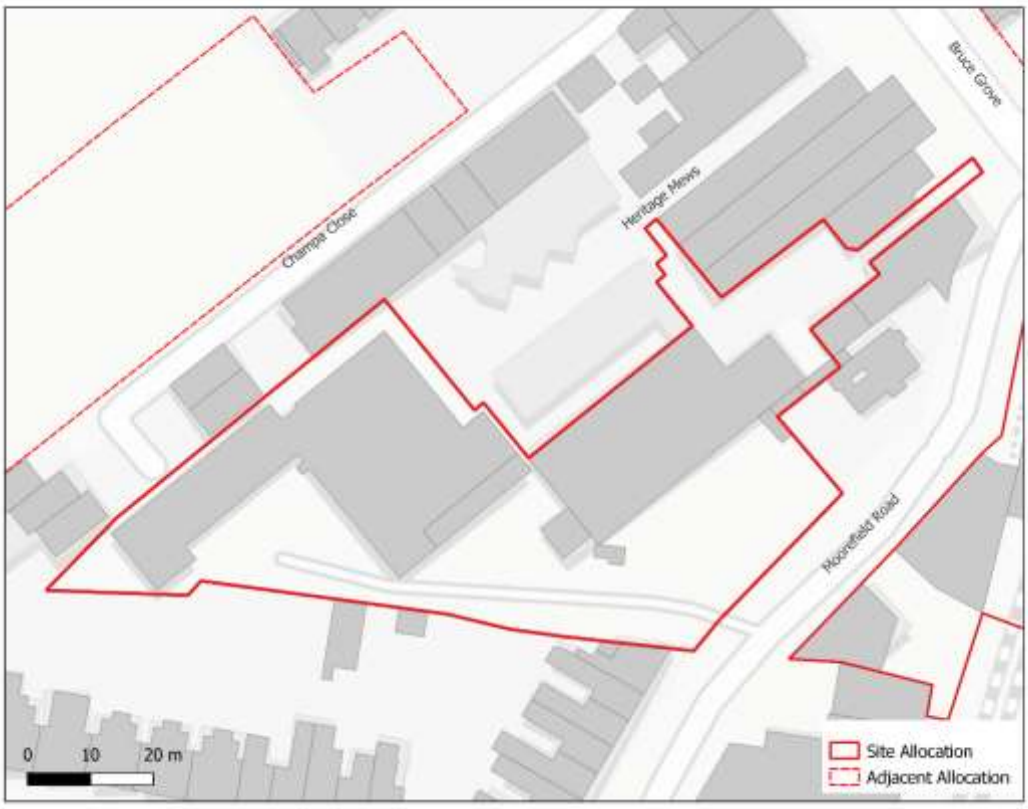
Movement and public realm

- Development should deliver improved public realm that enhances the character of the Bruce Grove Conservation Area

Environment and sustainability

- The site is partially within Flood Zone 3a (Surface Water). A Flood Risk Assessment should accompany any planning application.
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.
- Opportunities to enhance/support the adjacent ecological corridor along the railway line should be considered.
- The site lies in a Source Protection Zone. Development proposals will need to consider this receptor in any studies undertaken.

BG SA03: Tottenham Delivery Office



Site Information	Details
Address	Rear of 5 Bruce Grove and Delivery Office and builder's yard on Moorefield Road
Area [ha]	0.44
PTAL [2031]	4-5
Planning designations	Bruce Grove High Road Corridor PFA: Enhance Tottenham High Road Historic Corridor Bruce Grove Conservation Area Partially within Bruce Grove/ Tottenham High Road District Centre Adjacent to Grade II listed buildings (1-4 Bruce Grove) Adjacent to locally listed buildings (6 Moorefield Road - Holly Cottage and 22 Moorefield Road) Partially within Archaeological Priority Area (Tier 2: Ermine Street)
Relevant permissions	N/A
Indicative capacities	65 homes, 1000 sqm employment uses
Phasing	2027-2041
Ownership	Private

Proposal

Mixed-use redevelopment of this site to re-provide employment floorspace, deliver new homes, a new pedestrian link to the Cloud Garden and improved active frontage along Moorefield Road.

Masterplanning, engagement and delivery

The site should be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity.

Land uses and activities

Existing land uses are:

- Employment/ Industrial (postal delivery office and builders' merchants)

Acceptable land uses are:

- Employment uses
- Existing employment floorspace should be re-provided.
- Residential
- Residential development should support the reprovision and uplift of employment floorspace

Built form, character and heritage

- Proposals must preserve or enhance the character of the Bruce Grove Conservation Area and the significance and setting of existing heritage assets, in particular the listed buildings along Bruce Grove Road and the locally listed buildings at 6 and 22 Moorefield Road.
- Proposals should provide passive surveillance along the new pedestrian route to the Cloud Garden.
- Where the site interfaces with existing residential properties, back gardens of new homes should meet the back gardens of existing properties.

Movement and public realm

- A new route through the site should allow for pedestrian connections between Moorefield Road and Champa Close enabling access to the Cloud Garden. This should allow access to the properties along it but not be a through-route for vehicles.
- Contributions will be sought towards improvement of public realm along Moorefield Road and Bruce Grove, including to the forecourt of 1-5 Bruce Grove

Environment and sustainability

- The site should deliver increased greening along Moorefield Road and green pedestrian route to the Cloud Garden

- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.
- The site lies in a Source Protection Zone.

BG SA04: Cloud Garden



Site Information	Details
Address	Land to the rear of 7-8 Bruce Grove
Area [ha]	0.41
PTAL [2031]	4-5
Planning designations	Bruce Grove High Road Corridor PFA: Enhance Local Open Space Site of Importance for Nature Conservation (Local) Bruce Grove Conservation Area Adjacent to listed buildings
Relevant permissions	HGY/2022/4536 Appeal reference: APP/Y5420/W/23/3321012
Indicative capacities	5 homes. 0.2ha public open space
Phasing	2027-2031
Ownership	Private

Proposal

To deliver on longstanding community ambitions to enhance the site's ecological value, celebrate its history (including its relationship to Luke Howard, the 'namer of clouds'), and provide accessible high-quality public open space in an area identified in the Council's Open Spaces Study as being deficient in open space. Modest

residential development on a portion of the site is appropriate where it helps to achieve these ambitions.

The site has permission in principle, secured on appeal, for residential development alongside the provision of public open space and landscaping.

Masterplanning, engagement and delivery

A masterplan is required for this site to ensure it is developed in coordination with adjacent landowners and a cohesive approach is taken to establishing the new public open space, providing appropriate easy access to it and integrating it with adjacent social infrastructure.

A collaborative and meaningful engagement process should be followed throughout planning and development of the site, particularly the open space elements, in keeping with the Placemaking Approach. A co-design approach to establishing the public open space together with the local community is strongly supported.

Land uses and activities

Existing land uses are:

- Open space

Acceptable land uses are:

- Public open space
  - 50% of the site should be provided as public open space in perpetuity to be secured via a S106 agreement
- Residential
  - Residential development is supported on part of the site where it enables realisation of community benefits as outlined in this site allocation.

Built form, character and heritage

- Proposals should be designed to preserve or enhance the character of the Bruce Grove Conservation Area and the setting of existing heritage assets, particularly the listed buildings along Bruce Grove and the listed wall which bounds the site to the south east.
- Proposals should relate positively to the public open space, this includes:
  a) Providing passive surveillance
  b) Framing the park and views of it
  c) Using landscaping and building materials that complement the park's character
  d) Maximising natural light into the park
- Historical and cultural landscape design should be used to communicate local history and create a strong sense of place.

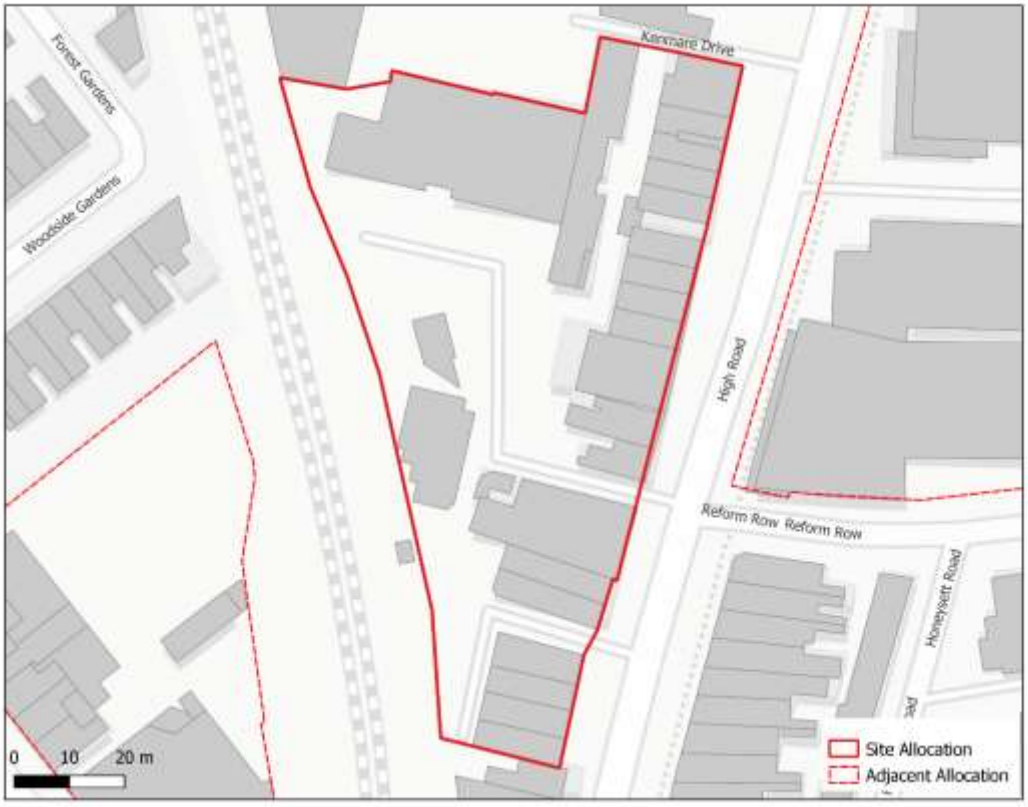
Movement and public realm

- A contiguous public open space of at least 0.2ha must be provided to help address an identified open space deficiency in this part of Bruce Grove and justify the loss of part of the existing open space for residential development.
- Early engagement must occur prior to submitting a planning application to agree a suitable approach to the long-term management and maintenance of the public open space.

Environment and sustainability

- A Green and Blue Infrastructure Plan (which may be part of a Design and Access Statement) must be provided setting out how the development has been designed to put into practice the Green & Blue Infrastructure Principles in this plan. Proposals must be accompanied by a comprehensive ecological impact assessment.
- Proposals must enhance and not adversely affect (either directly or indirectly) the Site of Importance for Nature Conservation. Protection of biodiversity must be appropriately demonstrated via an ecological assessment prepared by a suitably qualified person.
- The site is partially within Flood Zones 3a (Surface Water).
- The site lies in a Source Protection Zone.

BG SA05: 545-577 Tottenham High Road



Site Information	Details
Address	545-577 Tottenham High Road
Area [ha]	0.61
PTAL [2031]	5
Planning designations	Bruce Grove High Road Corridor PFA: Enhance Partially within Bruce Grove/ Tottenham High Road District Centre Partially within Primary Shopping Area Bruce Castle Conservation Area Locally Listed Buildings (549-553 and 567a High Road) Adjacent to locally listed buildings Adjacent to listed buildings Partially in Flood Zone 3a (Surface Water) Archaeological Priority Area (Tier 2: Ermine Street) Adjacent to Ecological Corridor
Relevant permissions	HGY/2021/0723
Indicative capacities	N/A
Phasing	2032-2036
Ownership	Public and Private

Proposal

This section of the High Road contains several poor-quality buildings that detract from the conservation area along with underappreciated heritage assets. This site allocation supports conservation-led restoration and redevelopment to enhance the character of the conservation area, better celebrate heritage assets and provide new and improved town centre, workspace and social infrastructure uses alongside public realm improvements to support a vibrant historic high street.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Proposals should demonstrate meaningful engagement with neighbouring landowners to explore opportunities for more comprehensive development.

Land uses and activities

Existing land uses are:

- Town centre uses
- Social infrastructure uses, including a school, community centre and religious facility

Acceptable land uses are:

- Town centre and employment uses
- Residential uses
    - New residential uses are appropriate on upper floors where they do not result in a reduction in employment and town centre floorspace
- Cultural and social infrastructure

Built form, character and heritage

- Proposals should be designed to preserve or enhance the character of the Bruce Grove and Scotland Green Conservation Areas and the significance and setting of the many existing heritage assets within the site and its surrounds.
- 557 to 565 High Road and 545a-545 High Road are identified as negative contributors to the conservation area and should be refurbished or redevelopment to ensure the buildings positively contribute to the conservation areas. Locally listed buildings and existing positive contributors must be retained.
- The building line along the High Road must be maintained.
- Heights along the High Road should be in keeping with the established pattern of 2 to 3 storeys. Heights at the back of the High Road must be limited so as not to detract from the setting of heritage assets and the character of the High Road, including views of the site and the statutory listed buildings at 581-585b and listed boundary walls, when approaching from the north.

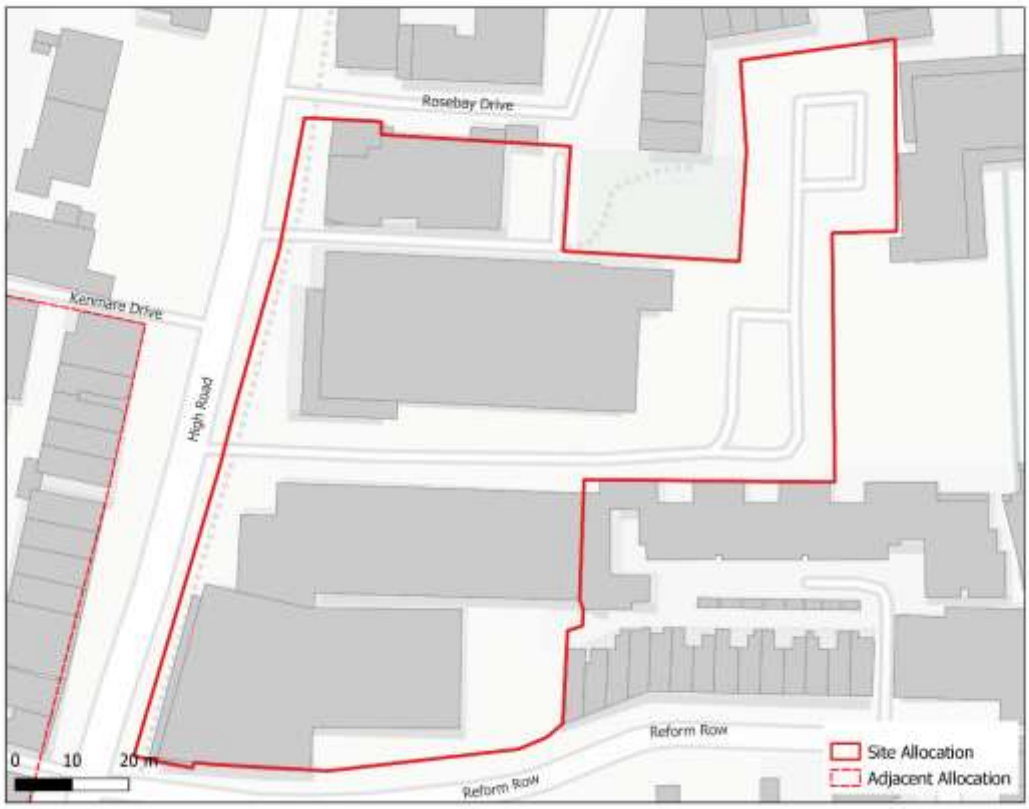
Movement and public realm

- Proposals should deliver public realm improvements to the side streets leading to the back of the High Road to facilitate pedestrian connections to backland activities and enhance the setting of heritage assets and the character of the conservation area. This includes enhancing views towards the locally listed 551b High Road (former electricity sub-station), 579 High Road (an 18th century barn), and appreciation of the listed boundary walls along 581-585 High Road.

Environment and sustainability

- The site is partially within Flood Zones 3a (Surface Water)
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.
- Opportunities should be taken to enhance the adjacent ecological corridor along the railway line.
- The site lies in a Source Protection Zone.

BG SA06: Aldi



Site Information	Details
Address	570-592 High Rd, London, N17 9TA
Area [ha]	0.95
PTAL [2031]	5
Planning designations	Bruce Grove High Road Corridor PFA: Enhance Partially within Bruce Grove/ Tottenham High Road District Centre Partially within Primary Shopping Area Partially within Scotland Green Conservation Area Adjacent to Bruce Grove Conservation Area Locally Listed Building (596 High Road) Adjacent to Statutory Listed Buildings Archaeological Priority Area (Tier 2: Ermine Street)
Relevant permissions	N/A
Indicative capacities	100
Phasing	2037-2041
Ownership	Mix of private and public freehold and leasehold

Proposal

This site allocation supports mixed-use redevelopment and retrofit of existing buildings to better complement the historic environment. Development will re-provide and enhance existing social infrastructure and workspace, as well as the supermarket, while accommodating new town centre uses, homes, green infrastructure and an enhanced and expanded public realm.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to cover all land parcels within this allocation showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the site allocation.

There should be early engagement with and between landowners to enable co-ordinated masterplanned development that optimises land use and safeguards a potential northern extension of the east of High Road side street system, continuing from Honeysett Road.

Land uses and activities

Existing land uses are:

- Supermarket, gym, retail, social infrastructure and workspace

Acceptable land uses are:

- Town centre & employment uses
  - The Council will seek reprovision of the existing supermarket and The Grove Business Centre.
  - Ground floor town centre uses should be provided within the District Centre boundary. The Council will require replacement retail uses within the Primary Shopping Area.
- Residential (class C3)
- Social infrastructure
  - The Council will seek retention or onsite reprovision of the Friends Meeting House.

Built form, character and heritage

- The site is partially within the Bruce Grove and Scotland Green Conservation Areas. Proposals must be designed to preserve or enhance the character of these conservation areas and the significance and setting of existing heritage assets, particularly the statutory listed buildings opposite the High Road.
- The locally listed building at 596 High Road must be retained and enhanced. The remaining buildings on site are either neutral or negative contributors to the conservation areas and should be refurbished or redeveloped to ensure the buildings positively contribute to the conservation areas' character. This

includes re-establishing the High Road building line with complementary form, massing and detailing.
- Building heights should be limited to 2-3 storeys along the High Road, with heights able to rise towards the centre of the site. Care must be taken not to adversely affect the privacy and security of The Mulberry Primary School and surrounding residential uses.
- Active frontages should be provided along the High Road and any new public spaces.

Movement and public realm

- Proposals should provide an enhanced and expanded public realm, with spaces for rest and social interaction.
- Proposals should deliver or safeguard an extension of the eastern side street system from Reform Road/ Honeysett Road northward, providing improved access to the Mulberry Tree Community Garden.

Environment and sustainability

- The site is partially within Flood Zones 2 and 3a (Surface Water).
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.
- The site lies in a Source Protection Zone.

BG SA07: Stoneleigh Carpark C



Site Information	Details
Address	302 Stoneleigh Rd, N17 9JG
Area [ha]	0.11
PTAL [2031]	5
Planning designations	Bruce Grove High Road Corridor PFA: Enhance Adjacent to Bruce Grove Conservation Area Adjacent to locally listed buildings Archaeological Priority Area (Tier 2: Ermine Street) Flood Zone 2 and partially Flood Zone 3a
Relevant permissions	N/A
Indicative capacities	20 homes plus 250sqm employment
Phasing	2027-2031
Ownership	Public

Proposal

Infill residential or mixed-use development of Stoneleigh Road Car Park C providing new homes and an enhanced public realm to contribute to a safer, greener, more activated and accessible, pedestrian-focused environment behind the High Road.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Development proposals must be informed by a comprehensive and inclusive engagement process. Particular consideration should be given to how development may affect inclusive access to the town centre, ensuring that changes enhance connectivity, safety and the overall experience for all town centre users.

Land uses and activities

Existing land uses are:

- Car park

Acceptable land uses are:

- Residential
- Employment uses
    - Ground floor light industrial or workspace, in particular creative workspace, to activate Stoneleigh Road.

Built form, character and heritage

- Active frontages should be provided along Stoneleigh Road.
- The site is adjacent to the Bruce Grove Conservation Area. Proposals must preserve or enhance the character of the Bruce Grove Conservation Area and the significance and setting of existing heritage assets, including the locally listed buildings to the east and south of the site.
- Building height should be in keeping with the character of the surrounding area, with taller elements located along Stoneleigh Road to activate it and provide passive surveillance.
- The massing of the development should complement the setting and views towards the locally listed Brook Street Chapel, maintaining an appreciation of its silhouette when viewed from the south.

Movement and public realm

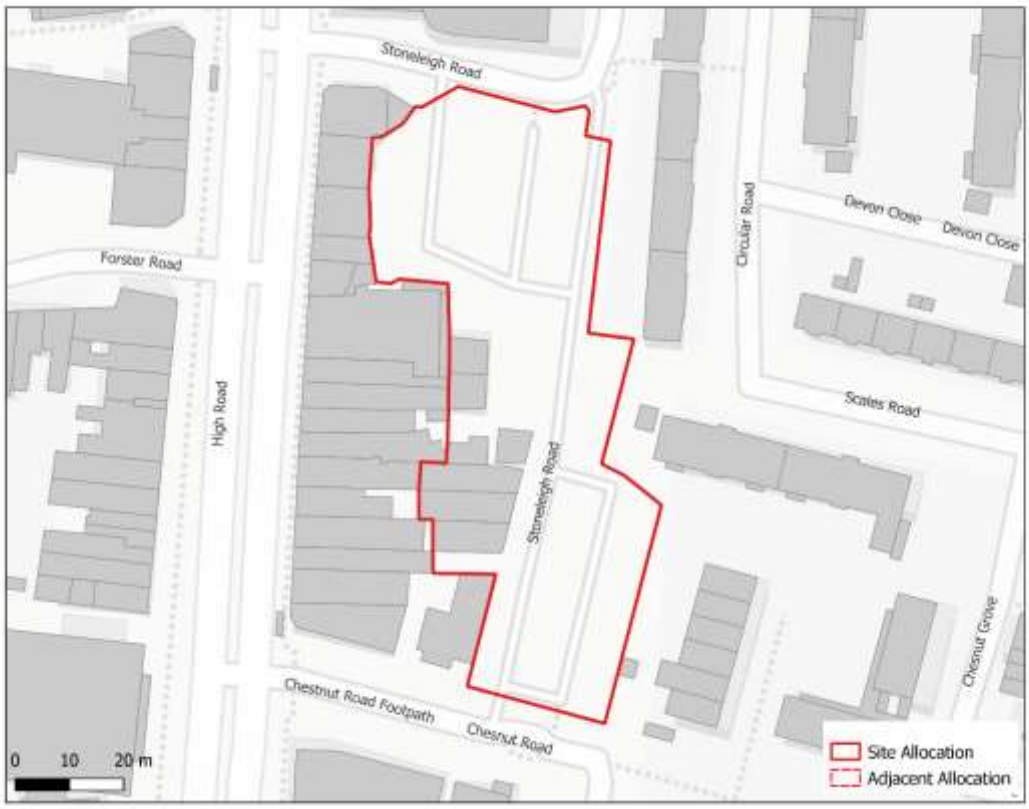
- The public realm along Stoneleigh Road and Brook Street should be enhanced to deliver a more pedestrian-focused environment which is green, safe and accessible to all.
- A Transport Assessment must be provided to demonstrate that the loss of car parking will not have unacceptable impacts, particularly in relation to inclusive and safe access

Environment and sustainability

- A small portion of the site is in Flood Zone 3a (Surface Water

- Proposals should protect the mature tree at the rear of the site and provide additional greenery and landscaping.
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.
- The site lies partially in a Source Protection Zone.

BG SA08: Stoneleigh Carpark A and B



Site Information	Details
Address	Car Park A and B, Stoneleigh Road, London, N17 9BQ
Area [ha]	0.38
PTAL [2031]	6a
Planning designations	Bruce Grove High Road Corridor PFA: Enhance Partially within Bruce Grove District Centre Partially within Primary Shopping Area Partially within Bruce Grove Conservation Area Adjacent to Grade II Listed Building (The Beehive Pub) Adjacent to locally listed buildings Adjacent to Tottenham Green Conservation Area Archaeological Priority Area (Tier 2: Ermine Street)
Relevant permissions	HGY/2019/1141: Approval of details attached to original granted planning permission HGY/2014/3174 for construction of 4 storeys / 7 flats, land to the rear of 418 High Road (lapsed)
Indicative capacities	30 homes, 800sqm employment uses
Phasing	2027-2031
Ownership	Public and Private

Proposal

Mixed-use development of Stoneleigh Road Car Parks A and B providing new homes, employment space, and an enhanced public realm. Development will help deliver a safer, greener, more activated and accessible, pedestrian-focused environment behind the High Road.

Masterplanning, engagement and delivery

Development proposals for Stoneleigh Carpark A and B must demonstrate cohesive and co-ordinated planning and design that contributes to the comprehensive enhancement of the side street system east of the High Road. A masterplan is strongly encouraged to optimise placemaking opportunities, ensure integration with surrounding uses, and support delivery of a vibrant, pedestrian-focused environment.

Development proposals must be informed by a comprehensive and inclusive engagement process. Particular consideration should be given to how development may affect inclusive access to the town centre, ensuring that changes enhance connectivity, safety and the overall experience for all town centre users.

Land uses and activities

Existing land uses are:

- Car park, vehicle services, restaurant

Acceptable land uses are:

- Residential
- Employment uses
    - The Council will seek ground floor light industrial or workspace uses, in particular creative workspace, to activate Stoneleigh Road.

Built form, character and heritage

- The site is adjacent to the Bruce Grove Conservation Area and partially within the Tottenham Green Conservation Area. Development proposals must preserve or enhance the character of this conservation area and the significance and setting of existing heritage assets, including the Grade II listed Beehive Public House (a local landmark) immediately to the north of the site.
- Building height should be in keeping with the character of the surrounding area and avoid dominating the high street frontage and Beehive Public House.
- Massing should be designed to allow an appreciation of the front of the Grade II listed Beehive Public House from the pedestrian connection

between Stoneleigh Road and Chestnut Road, with view studies undertaken to inform determination of the building line.
- An active frontage should be provided along Stoneleigh Road and the pedestrian route through to Chestnut Road.

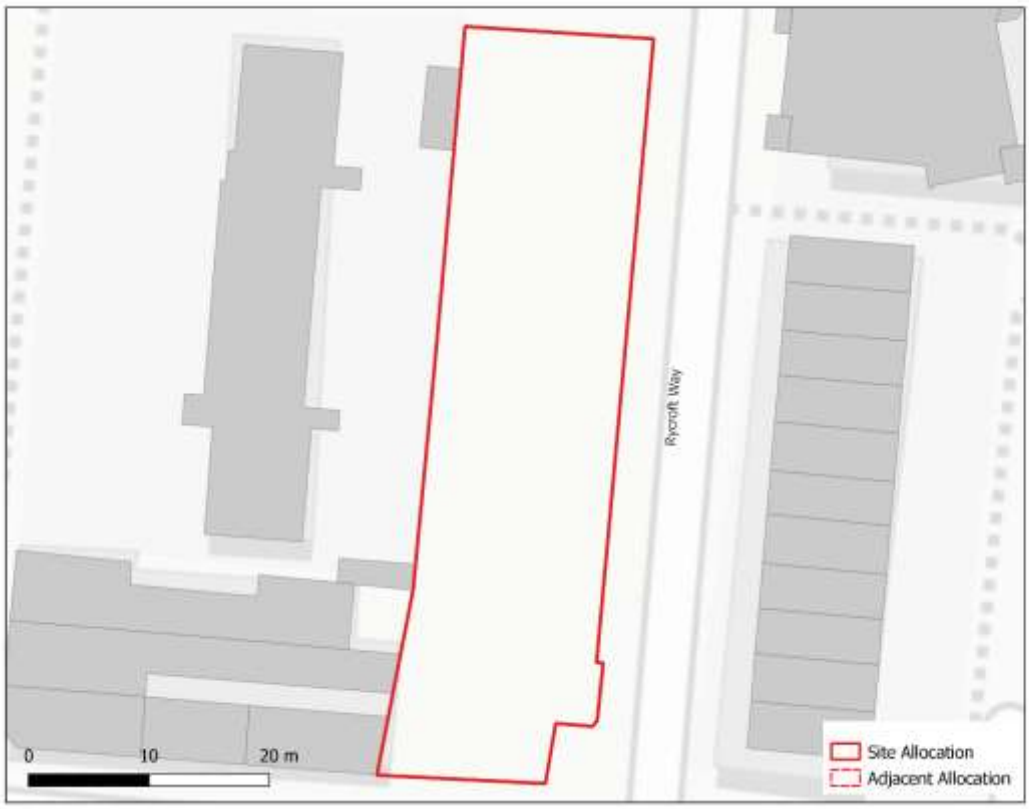
Movement and public realm

- A small public space or extended public realm should be created on the corner of Stoneleigh Road and the pedestrian route through to Chestnut Road. This space should:
    1) Facilitate views of the Beehive Public House approaching from the south
    2) Provide opportunities to socialise
    3) Contain infrastructure to facilitate pop-up activities
    4) Provide secure public cycle parking
- A pedestrian connection through to Circular Road/ Scales Road should be created
- A Transport Assessment must be provided must be provided to demonstrate that the loss of car parking will not have unacceptable impacts, particularly in relation to inclusive and safe access

Environment and sustainability

- The site is partially within Flood Zone 3a (Surface Water).
- The mature tree at the south of the site should be retained.
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space. Public realm design should optimise the provision of green infrastructure.

BG SA09: Rycroft Way Carpark



Site Information	Details
Address	Car Park, Rycroft Way, Tottenham, London
Area [ha]	0.1
PTAL [2031]	6a
Planning designations	Bruce Grove High Road Corridor PFA: Enhance Tottenham Hale District Centre Flood Zone 2 and partially Flood Zone 3a Archaeological Priority Area (Tier 2: Tottenham Medieval Settlement) Adjacent to locally listed buildings
Relevant permissions	N/A
Indicative capacities	15 homes
Phasing	2027-2031
Ownership	Public

Proposal

Residential infill development of the Rycroft Way Car Park to provide new homes and an enhanced public realm. Development will help to deliver a safer, greener more activated environment behind the High Road.

Masterplanning, engagement and delivery

A masterplan is not required for the site.

Development proposals must be informed by a comprehensive and inclusive engagement process. Particular consideration should be given to how development may affect inclusive access to the town centre, ensuring that changes enhance connectivity, safety and the overall experience for all town centre users.

Land uses and activities

Existing land uses are:

- Residential, carpark

Acceptable land uses are:

- Residential

Built form, character and heritage

- Building heights should be in keeping with the character of the surrounding area and should drop down in scale to respect the height of buildings along Somerset Road.
- Active frontages should be provided along Rycroft Way and Somerset Road, providing passive surveillance.
- The site is within the setting of the Tottenham Green Conservation Area and should enhance its character, including maintaining the strong presence of the locally listed Former Tottenham Grammar School (now Tottenham Green Workshops) to the south.

Movement and public realm

- Development should deliver or contribute to improvements to the adjacent public realm. This includes an opportunity to create new public realm at the eastern end of Somerset Road with improved connections through to Hamilton Close.
- A Transport Assessment must be provided to demonstrate must be provided to demonstrate that the loss of car parking will not have unacceptable impacts, particularly in relation to inclusive and safe access

Environment and sustainability

- Proposals should retain and protect the existing mature trees.
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.

BG SA10: Carpark at junction of High Road and Monument Way



Site Information	Details
Address	Car park, High Road/Monument Way, N17 6QA
Area [ha]	0.06
PTAL [2031]	6a
Planning designations	Bruce Grove High Road Corridor PFA: Enhance Flood Zone 2 and partially Flood Zone 3a Archaeological Priority Area (Tier 2: Tottenham Medieval Settlement)
Relevant permissions	N/A
Indicative capacities	10 homes
Phasing	2027-2031
Ownership	Public

Proposal

Residential development of the Welbourne Road Carpark alongside public realm and landscaping improvements.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Land uses and activities

Existing land uses are:

- Car park

Acceptable land uses are:

- Residential

Built form, character and heritage

- The site is adjacent to the Tottenham Green Conservation Area. Development proposals must preserve or enhance the character of the conservation area and the significance and setting of existing heritage assets. This includes positively responding to the terraces to the north and their distinct castellated form.
- Building height and massing should be in keeping with the character of the surrounding area and serve to positively frame the High Road/ Monument Way intersection and the High Cross monument.
- Active frontages should be provided along street fronts and to the public realm at the High Cross intersection.
- Proposals must avoid adverse impacts on the privacy and security of the adjacent primary school.

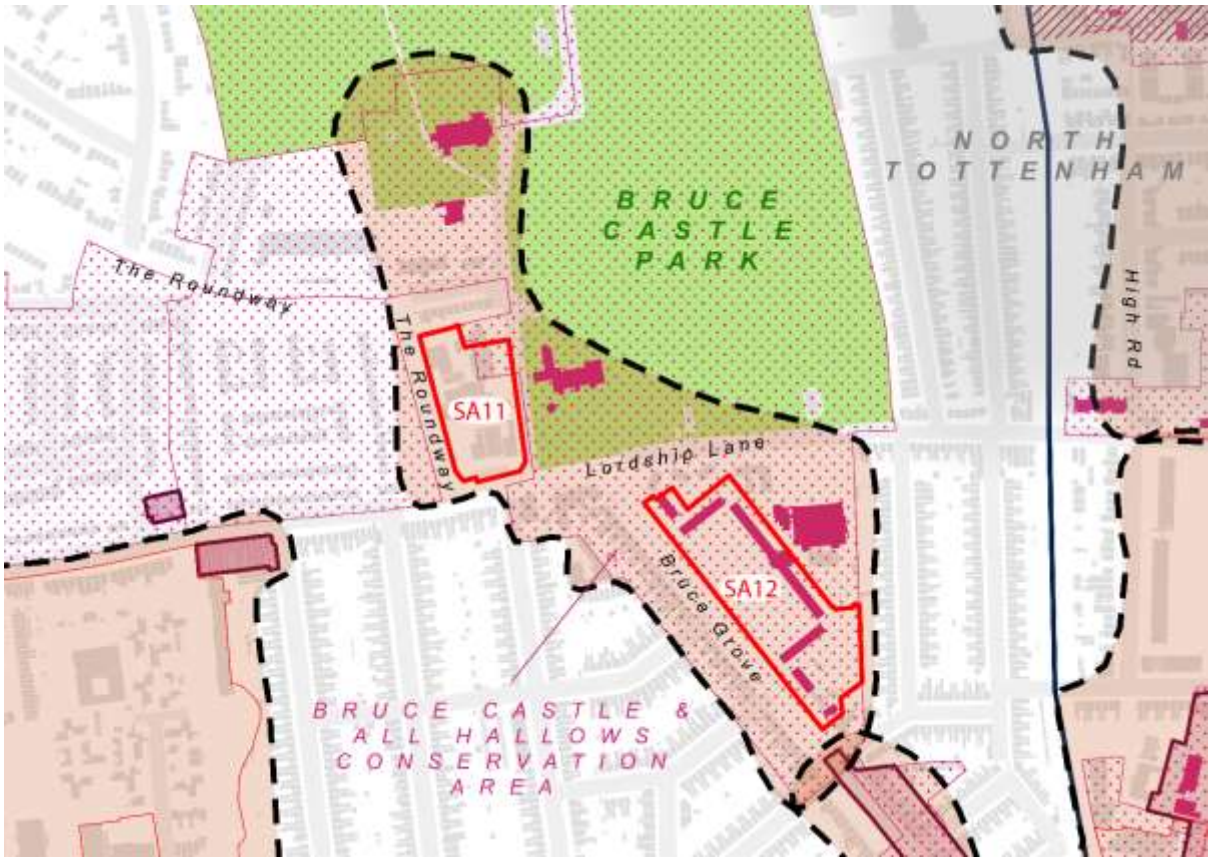
Movement and public realm

- Development should deliver public realm and landscaping improvements.

Environment and sustainability

- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.
- The large mature tree on the southern boundary must be retained and adjacent mature trees should be protected.

BG PFA2 Bruce Castle Historic Quarter



PFA Transform Area
PFA Enhance Area
PFA Transform/ Enhance Area
Opportunity Area
Railway
Town Centre
Site Allocation
Haringey Boundary
Employment Land
Conservation Area
Listed Building
Cultural Quarter
Creative Industry Cluster

Strategy

10.40 Bruce Castle and Bruce Castle Park are two of Haringey's most treasured landmarks. Today they are home to the Bruce Castle Museum and Archive and offer a range of community, cultural and leisure activities.

10.41 Future development in this area will help protect and enhance the historic environment, making it easier for people to appreciate, access and enjoy everything the area has to offer. This includes introducing new, complementary uses and an improved public realm in and around Bruce Castle

10.42 This strategy will be implemented through adherence to Policy BGN1, the site allocation outlined below, and the following initiatives.

- Preserve and enhance the character of the Bruce Castle and All Hallows Conservation Area and Peabody Cottages Conservation Area and the setting and significance of listed and locally buildings. The Council will work positively and proactively with Historic England to secure the future of assets on the national 'heritage at risk' register.
- Ensure that new development complements and enhances the area's historic character.
- Support a range of community and cultural uses for buildings within Bruce Castle Park where this will support greater engagement with heritage, result in the preservation of the historic buildings and can take place without loss of character or causing harm to the buildings' significance.
- Restore the historical character of the locally listed shops and public house on the south side of Bruce Grove. Proposals and uses for the shops which better activate the public realm, relate positively to Bruce Castle and enable the removal of car parking, which currently detracts from the conservation area, such as retail and food and beverage uses, will be supported.
- Support landscape improvements to the Drapers Alms Houses and the reinstatement of historically accurate timber windows and doors, front boundary walls and consolidating detracting clutter in front yards along Bruce Grove, to enhance their role in connecting the historic town centre with Bruce Castle.
- Support public realm and transport improvements within the area to:
    - Enhance the setting and appreciation of and access to Bruce Castle as a local landmark and heritage asset.
    - Improve the ease and safety of pedestrian and cycle movements, particularly at the roundabouts and along Cycle Superhighway 1.
    - Create a more engaging public realm around the Bruce Grove/ Lordship Lane roundabout.
    - Reduce street clutter that detracts from the heritage assets.
    - Reduce air pollution, particularly at the Bruce Grove/ Lordship Lane intersection which is identified as an air quality hotspot.
- Provide new active workspace and retail uses near the main entrance to Bruce Castle to support its role as a cultural destination.

BG SA11: The Roundway



Site Information	Details
Address	58-62 Lordship Lane, 311-315 The Roundway and 12 Church Lane, Tottenham N17
Area [ha]	0.59
PTAL [2031]	2-4
Planning designations	Bruce Castle Historic Quarter PFA: Enhance Flood Zone 2 and partially Flood Zone 3a Adjacent to the Bruce Castle Conservation Area and Peabody Cottages Conservation Area Adjacent to listed buildings Adjacent to locally listed buildings
Relevant permissions	HGY/2022/0967
Indicative capacities	30 additional homes to those already completed, 150sqm employment uses
Phasing	2032-2036
Ownership	Private

Proposal

Continuation of the mixed-use development of the existing low-density employment uses to provide replacement employment floorspace and new homes. The site is in a prominent location at the northern end of Bruce Grove where it connects with the

Roundway and Lordship Lane. Conservation-led development is required to enhance the setting of Bruce Castle and Bruce Castle Park.

Development has been completed on the majority part of the site allocation under planning permission HGY/2022/0967, providing 76 new homes, new employment floorspace, landscaping and a new pedestrian route between The Roundway and Church Lane.

Masterplanning, engagement and delivery

A masterplan was agreed through planning permission HGY/2022/0967 setting out how the sites adjacent to the recently developed part of the site could be developed. As such a new masterplan is not required.

There is a substation in the south west corner of the site which will need to be considered in liaison with UK Power Networks and retained or re-provided.

Land uses and activities

Existing land uses are:

- Petrol station and car wash facility, vehicle garage and electrical substation

Acceptable land uses include:

- Employment
- Residential

Built form, character and heritage

- The site is adjacent to the Bruce Castle and All Hallows Conservation Area and the Peabody Cottage Conservation Area. Development proposals must preserve or enhance the character of the conservation area and the significance and setting of existing heritage assets, including the Grade I listed Bruce Castle and Tower (local landmarks).
- A detailed heritage based urban design appraisal should be carried out prior to any future development proposals to establish agreed principles regarding acceptable height, scale and massing that should form part of any development brief for the site.
- The prominent location of the south eastern part of the site allocation lends itself to the creation of a visible architectural landmark, marking the entrance and setting of Bruce Castle. It could act as a ‘wayfinder’ for the heritage assets nearby. This should be achieved by virtue of its design rather than height and should be such that it is not intrusive to the setting of Bruce Castle or its grounds.
- Heights should be limited adjacent to the nursery and the existing houses to the north of the site.

- New development should attempt to continue the street frontages on all sides and should respect the scale of terraces within the Peabody Estate Conservation Area.

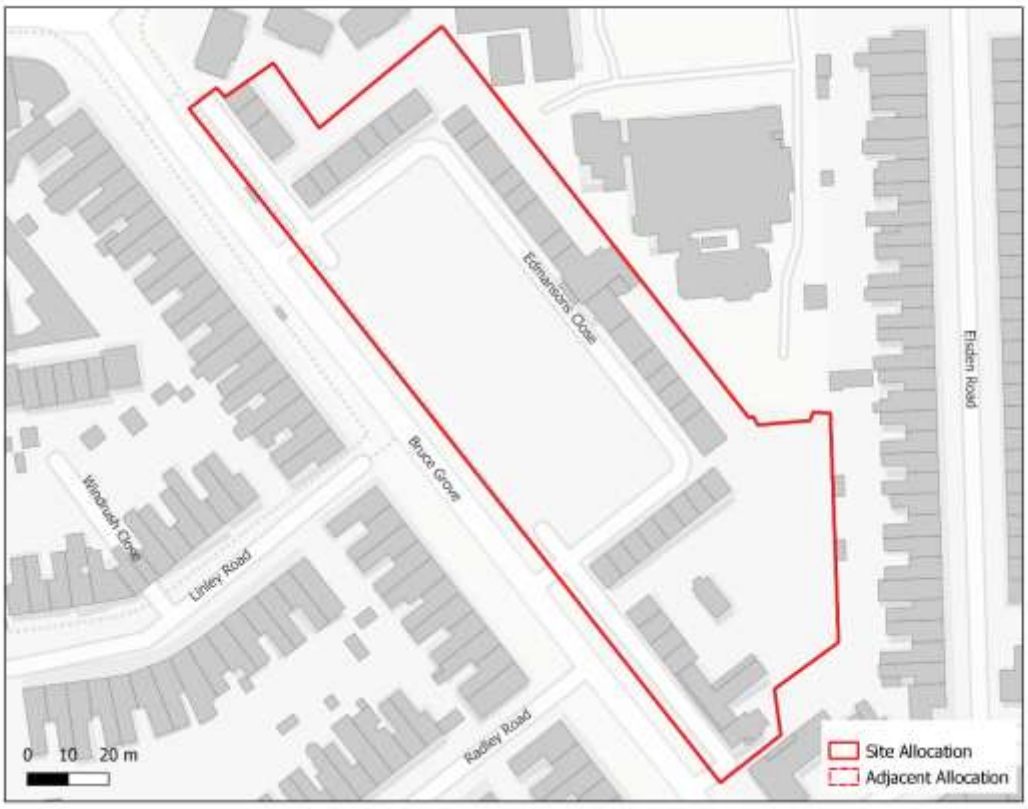
Movement and public realm

- Recent development of the majority of the allocation will improve local connectivity to and from Bruce Castle Park via a new east-west pedestrian route.
- To mitigate the impacts of the development, proposals for the remaining land parcels may be required to make contributions to Bruce Castle Park and to improve access to it
- Proposals should contribute to cycleway improvements, particularly along Church Street, which is part of Cycle Superhighway 1.

Environment and sustainability

- Development should protect existing mature trees on the edge of the site
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.

BGSA12: The Drapers Almshouses



Site Information	Details
Address	The Drapers Almshouses, Edmansons Close, Bruce Grove, London, N17 6XD
Area [ha]	1.17
PTAL [2031]	2-4
Planning designations	Bruce Castle Historic Quarter PFA: Enhance Listed (Grade II) Bruce Castle Conservation Area Adjacent to further listed buildings Adjacent to locally listed buildings Flood Zone 2 and partially Flood Zone 3a
Relevant permissions	Current planning and listed building consent applications: HGY/2022/4319 & HGY/2022/4320
Indicative capacities	N/A
Phasing	2027-2031
Ownership	Private

Proposal

Conservation-led restoration, retrofit and redevelopment to secure the long-term future of this important site containing statutory listed buildings and locally listed park

and gardens and to enhance its contribution to the Bruce Castle Conservation Area and local community.

There are current applications for this site for alterations and extensions to existing almshouses to create new homes and the demolition of the existing laundry building and 1970s infill building and replacement with a new apartment building.

Masterplanning, engagement and delivery

A masterplan is not required but a comprehensive and conservation-led approach must be taken to proposals as part of securing the long-term future of the site.

Land uses and activities

Existing land uses are:

- Residential (including specialist older persons' and affordable housing) and
- Community (currently vacant)

Acceptable land uses include:

- Community use and cultural uses.
    - Proposals must retain and restore the chapel for community or cultural uses.
- Residential
    - New residential development will be permitted on this site to help secure the long-term future of the site and protect the range of community benefits it currently provides.

Built form, character and heritage

- A detailed heritage appraisal should be carried out prior to any future development proposals to establish agreed principles regarding acceptable height, scale, massing and landscaping
- Existing original almshouses should all be retained and development located in areas identified as less sensitive to change. The frontage of the buildings should be restored and their appreciation enhanced.
- Opportunities for new houses and flatted blocks are limited to space to the rear of the existing almshouses.

Movement and public realm

- Proposals should include improvement to the front courtyard in keeping with its heritage values and should consider how landscaping interacts with the Bruce Grove frontage, offering enhanced views of the heritage assets.

Environment and sustainability

- Proposals should enhance biodiversity on the site in a manner that does not undermine heritage values.

BG PFA3 Broadwater Farm



PFA Transform Area
PFA Enhance Area
PFA Transform/ Enhance Area
Opportunity Area
Railway
Town Centre
Site Allocation
Haringey Boundary
Employment Land
Conservation Area
Listed Building
Cultural Quarter
Creative Industry Cluster

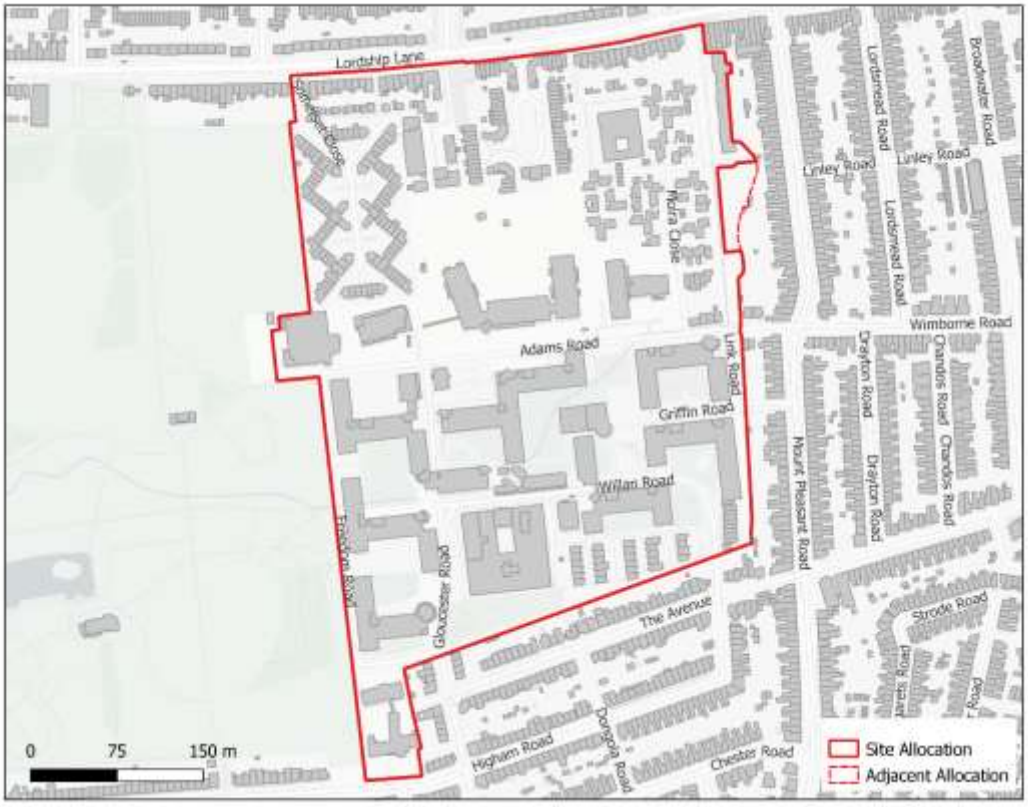
Strategy

10.43 Broadwater Farm Estate and its surrounds will be enhanced in collaboration with its community to be a safe, welcoming neighbourhood. The area will be a lively place, with high quality homes, affordable workspaces and improved open spaces and facilities supporting a strong sense of community and creating opportunities for residents to play, work and socialise.

10.44 This strategy will be implemented through adherence to Policy BGN1, the site allocation outlined below, and the following strategic objectives.

- Redefine the character of existing streets to encourage active travel and make better connections to the wider area. Streets should be clear routes that are defined by the buildings connecting key destinations.
- Improve the character of the estate, creating a greener, more sustainable and friendly environment. Open spaces should feel safe and welcoming.
- Retain the historic significance of the statutory listed mosaic mural previously located at Tangmere Block.
- Activate and improve the ground floor experience. Existing facilities should be improved and some re-located in new buildings.
- Improve the sense of arrival to the estate. New buildings should relate to the estate character and that of surrounding streets. The size and layout of new buildings should aid wayfinding and address security.
- Existing and new homes should have access to safe and secure communal entrances, bins and bike stores. All homes must be designed to be comfortable, and thermally efficient. New developments should provide more family homes on the Estate in response to housing need.
- Enhance the quality and appearance of shopfronts, their forecourts, and adjacent public realm along Lordship Lane.
- Help to meet housing needs for the Gypsy, Roma and Traveller Community through the provision of pitches at Brookside Green.

BGSA13: Broadwater Farm



Site Information	Details
Address	Broadwater Farm housing estate, N17
Area [ha]	18.63
PTAL [2031]	1b-3
Planning designations	Bruce Grove: Broadwater Farm PFA: Enhance Partially within Metropolitan Open Land: Lordship Recreation Ground and Downhills Park Archaeological Priority Area (Tier 3: The River Moselle and Surrounds) Blue ribbon network Partially within Flood Zone 2 and Flood Zone 3 (Surface Water and Fluvial) Adjacent to SINC local: Lordship Recreation Ground and Downhills Park Adjacent to Conservation Area: Tower Gardens Adjacent to Local Centre: Lordship Lane East
Relevant permissions	HGY/2022/0823 HGY/2024/3522
Indicative capacities	294 (gross), 52 (net) 1,282sqm community, employment and retail uses
Phasing	2027-2031
Ownership	Public and Private

Proposal

Retrofit, redevelopment and placemaking improvements to provide new and improved homes, better infrastructure, and an enhanced and expanded public realm in a way that builds on the area's positive qualities and strong sense of community.

As part of its commitment to bring about the most wide-reaching improvements to the estate since it was built over 50 years ago, the Council has secured planning permission for the demolition of the existing Tangmere, Northolt, Stapleford North, enterprise centre, medical centre and energy centre buildings and erection of 294 new homes (net gain of 52 homes) for Council Rent in a mix of houses and flats within buildings ranging from two to nine storeys in height. 1,282sqm of non-residential uses would also be provided in the form of a wellbeing hub, a replacement enterprise centre and a retail unit. This follows a resident ballot in early 2022 when residents of the estate voted in favour of the Council's proposals for the estate.

Subject to further engagement, there remains potential for additional retrofit and redevelopment within Broadwater Farm Estate per the Haringey Characterisation Study and Tall Buildings Study Part 1.

Masterplanning, engagement and delivery

- Development should proceed in accordance with the Broadwater Farm Urban Design Framework or any replacement Council-approved masterplan.
- Given the scale of transformation envisaged, a comprehensive early and meaningful engagement process should be followed.

Land uses and activities

Existing land uses:

- Residential and social infrastructure

Acceptable land uses include:

- Residential
    - Where redevelopment occurs, existing social rented council homes should be re-provided, alternative accommodation offered for secure tenants, and assistance provided for resident leaseholders from Broadwater Farm Estate to remain in the area.
    - A mix of housing tenures and types should be provided to meet the diverse needs of Haringey's communities and facilitate social integration, with a strong focus on providing family housing.
- Employment, community and cultural uses
    - Existing employment, community and cultural uses should be re-provided and, where appropriate, re-located and improved to better address streets and outdoor spaces.
    - New employment, community and cultural uses will be supported along key frontages, in particular Adams Road and at key intersections

on Willan Road, where need is evidenced and active uses at ground level and passive surveillance are provided.

Built form, character and heritage

- Active frontages should be maximised within the estate, with active uses provided on the ground floor on key street frontages.
- Ground floor uses and activation should be introduced in the undercrofts at key locations to better define street frontage.

Movement and public realm

- A clear street hierarchy should be established, with improved connections to the surrounding local network, particularly to key destinations including local schools, Children's Centre, Community Centre, retail units, Lordship Recreation Ground, Lordship Lane, Philip Lane and Bruce Grove.
- A series of new and enhanced shared and public spaces should be provided, equipped with improved play facilities and generous green infrastructure.
    1) A new Community Park should be created in the heart of the estate
    2) Public realm interventions should improve the relationship with surrounding social infrastructure and open space assets, including the community centre, schools, wellbeing hub and Lordship Recreation Ground
- Pedestrians should be prioritised on existing streets through footway improvements and rationalised parking layouts.
- Cycle routes should be established through the site, connecting to Cycle Superhighway 1 and key destinations including Lordship Recreation Ground, Lordship Lane, Bruce Grove District Centre, and Philip Lane.
- Development proposals should increase access to bus stops on Lordship Lane and the W4 bus stop within the estate. The Council will advocate for the delivery of two-way buses on the W4 route.
- Development proposals should reduce car dominance, consolidating parking and vehicular routes to allow for more pedestrian quiet streets.

Environment and sustainability

- The site is partially within a Critical Drainage Area, Flood Zones 2 and 3 (surface water and fluvial).
- The Environmental Agency should be consulted regarding impacts on the culverted Moselle Brook which runs underneath the site. Development should seek to safeguard future possibilities for deculverting.
- The site has a high heat risk. Development proposals should prioritise the use of urban cooling measures and include a Cool Space.
- Development should mitigate and where possible improve local air quality and the noise environment.

BG SA14: Brookside Green



Site Information	Details
Address	Brookside Green, N17 6HZ
Area [ha]	0.16
PTAL [2031]	2
Planning designations	Bruce Grove: Broadwater Farm PFA: Enhance Flood Zone 2/3 Partially within Critical Drainage Area Adjacent to Blue Ribbon
Relevant permissions	N/A
Indicative capacities	2 pitches
Phasing	2027-2032
Ownership	Public

Proposal

Provision of two new permanent gypsy and traveller pitches as part of a new site at Brookside Green to support the borough's Gypsy, Roma and Traveller Community.

Masterplanning, engagement and delivery

A masterplan is not required.

Proposals should be subject to early and meaningful community engagement

Land uses and activities

Existing land uses:

- Amenity land/open space

Acceptable land uses include:

- Gypsy and traveller pitches

Built form, character and heritage

- The layout of the site, associated facilities and landscaping, must be well planned to ensure the amenity of site residents and adjoining occupiers and facilitate the proper integration of the site within the surrounding environment and communities
- The site should have appropriate boundary walls and fences to maintain the security and privacy of occupiers and adjacent residential properties

Movement and public realm

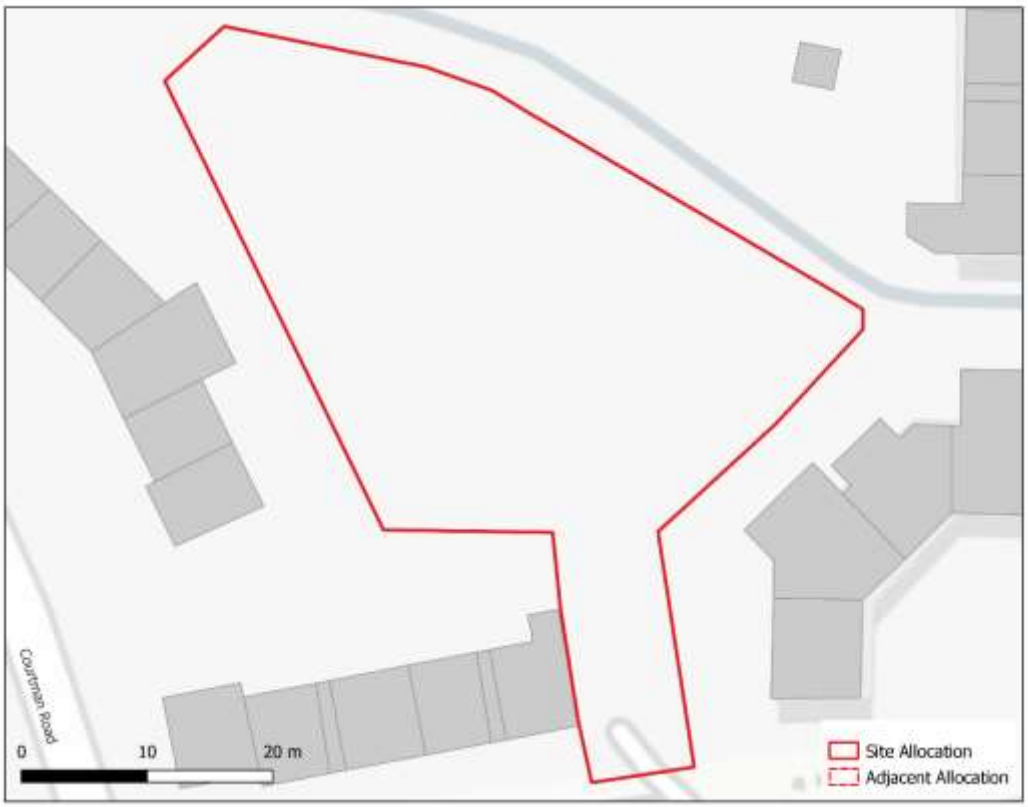
- Safe and suitable access will be required for the vehicular route into the site
- It must be demonstrated that the site will have no adverse traffic impacts

Environment and sustainability

- Existing mature trees should be retained and protected
- New planting and landscaping should be introduced
- The site is partially within a Critical Drainage Area

Other Site Allocations in Bruce Grove

BG SA15: Rear of the Roundway



Site Information	Details
Address	Rear of 167 Roundway, N17
Area [ha]	0.13
PTAL [2031]	3
Planning designations	Partially within Critical Drainage Area
Relevant permissions	N/A
Indicative capacities	3 pitches
Phasing	2027-2031
Ownership	Public

Proposal

Provision of three new permanent gypsy and traveller pitches as part of a new site at the rear of 167 Roundway to support the borough's Gypsy, Roma and Traveller Community.

Masterplanning, engagement and delivery

A masterplan is not required.

Proposals should be subject to early and meaningful community engagement

Land uses and activities

Existing land uses:

- Temporary modular homes

Acceptable land uses include:

- Gypsy and traveller pitches

Built form, character and heritage

- The layout of the site, associated facilities and landscaping, must be well planned to ensure the amenity of site residents and adjoining occupiers and facilitate the proper integration of the site within the surrounding environment and communities
- The site should have appropriate boundary walls and fences to maintain the security and privacy of occupiers and adjacent residential properties

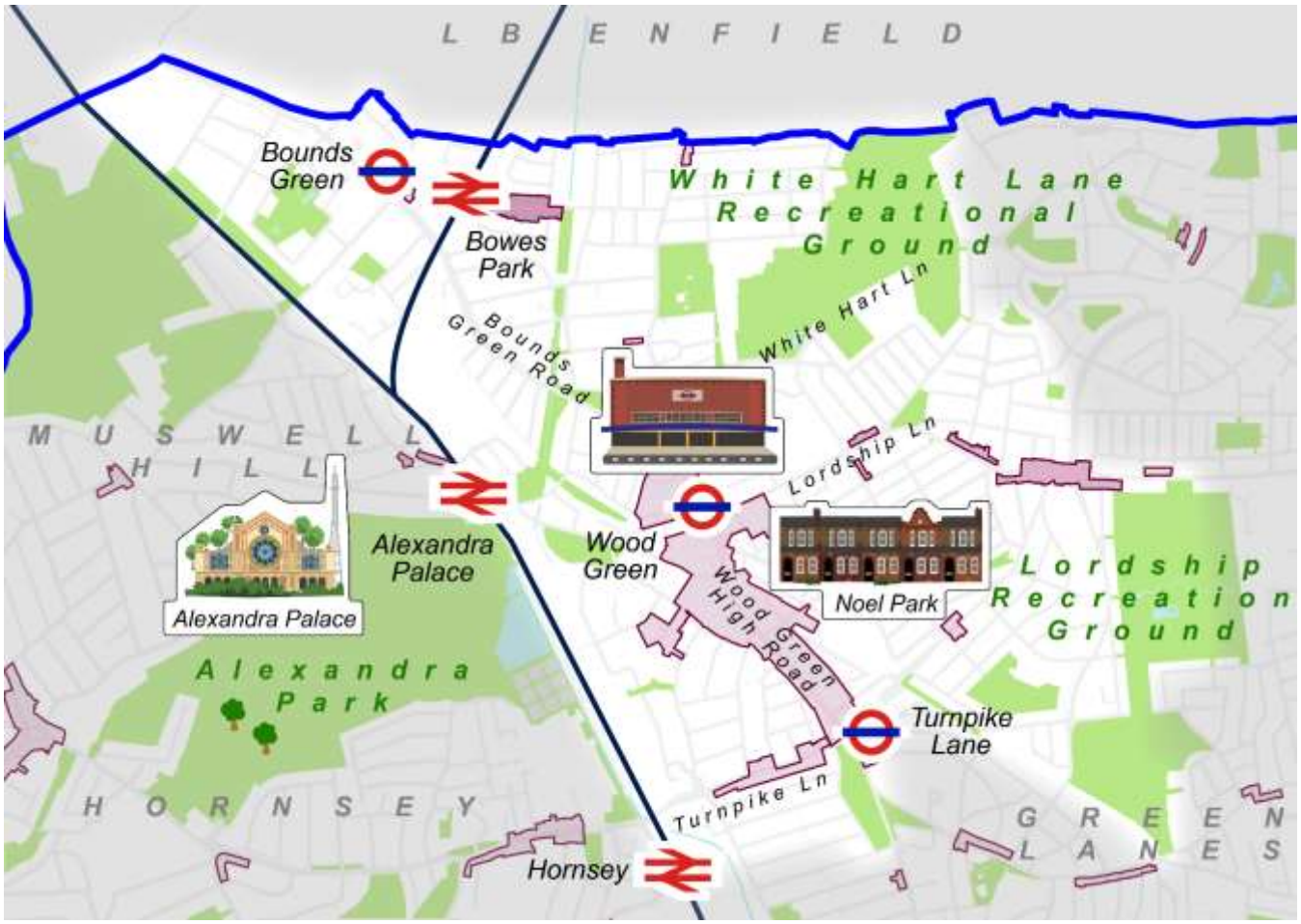
Movement and public realm

- Safe and suitable access will be required for new vehicular routes into the site
- It must be demonstrated that the site will have no adverse traffic impacts
- Opportunities should be explored to deliver improvements to the pavement and cycle path alongside the site

Environment and sustainability

- Existing mature trees should be retained and protected
- New planting and landscaping should be introduced
- The site is partially within a Critical Drainage Area

11. Wood Green Neighbourhood



Neighbourhood Context

Location

11.01 The Wood Green neighbourhood is located the central northern part of the borough. It is bounded to the west by the Great Northern railway line and to the north by the North Circular (A406) and boundary with London Borough of Enfield. The Turnpike Lane corridor forms its southern boundary while the large open spaces of Lordship Lane Recreation Ground and the New River sports grounds help define its eastern edges.

History

11.02 Wood Green started off as a small hamlet at the base of Tottenham Wood in the 13th century. It is centred on a route into Central London, leading to the site of what is now Smithfield market. In the 17th century the New River was constructed through the area as part of a large-scale project to bring fresh water to London from the Hertfordshire area.

11.03 The road pattern that exists today was laid out at the beginning of the 19th and 20th centuries, with the establishment of the railway network (Great Northern rail line, Palace Gates line, and later the Piccadilly tube line) bringing factories and homes to the area. These are still visible today in the form of Victorian housing, included large areas of terraced workers cottages, such as the Noel Park estate, but also with some grander villas and semi-detached properties.

11.04 While the industrial areas in the north and west of the neighbourhood continued to renew themselves for principally employment uses, the second wave of development in Wood Green stemmed from the closure of the Palace Gates rail line, local governmental changes, and the advent of the car as a mode of transport. New, ambitious projects were commissioned, with the office buildings along Station Road, Shopping City (now the Mall), Bury Road Car Park, and the Sandlings housing estate being examples of large developments built in the second half of the 20th century. Most recently major residential-led development has been taking pace on the site of the former Clarendon gas works with the in-progress neighbourhood known as Alexandra Gate.

Connectivity

11.05 The neighbourhood is well served by public transport. It contains three Piccadilly Line underground stations at Bounds Green, Wood Green and Turnpike Lane, providing a high frequency service to the West End. In addition, Bowes Park, Alexandra Palace and Hornsey railway stations offer regular services to Moorgate via Finsbury Park, Highbury & Islington and Old Street. There are 12 bus routes operating on Wood Green High Road. Services west and east go along Lordship Lane, Turnpike Lane, Station Road, and Westbury Avenue, intersecting the High Road at the two tube stations.

11.06 There is potential for Crossrail 2 to be introduced into the area in the future and two routes through the neighbourhood have been proposed to this effect. Land has been safeguarded for this purpose, however, currently Crossrail 2 is not committed to or funded by the government.

Vehicular traffic is heavy along Wood Green High Road, which typically carries 30,000 vehicles a day. Lordship Lane, Turnpike Lane and Station Road also carry high flows. This creates significant transport pressure at the junctions at either end of the Wood Green High Road.

Town Centres

11.07 Wood Green is identified as a Metropolitan Centre in the London Plan, one of only 13 across London. In keeping with this, it serves a wide catchment for a range of shopping and other retail services. The focus of this is Wood Green High Road which includes a mix of period terraced retail properties, as well as the more modern indoor shopping mall. Together these provide a range of retail premises providing significant opportunities for a mix of retail businesses including national retailers, smaller local chains, independent traders, and market stallholders. To the south of the neighbourhood is a more local shopping offer at Turnpike Lane.

Landmarks, culture and heritage

11.08 There are 12 Listed Buildings in the neighbourhood and four Conservation Areas. The former Gaumont Cinema, which has a traditional stone and brick frontage fronting Wood Green High Road is Grade II* listed and has a particularly significant interior. St. Michael's Church, the Obelisk within Trinity Gardens, the War Memorial in King George VI Memorial Garden, and 7&9 Bounds Green Road are also important parts of the neighbourhood's historic environment. The tube stations at Wood Green and Turnpike Lane are part of a series of stations designed by Charles Holden for the Piccadilly Line and make a major contribution to the area's character.

11.09 The heart of the neighbourhood is Wood Green Metropolitan Centre centred around Wood Green High Road and the Wood Green Shopping Mall. Wood Green Cultural Quarter lies to the west, with Bounds Green Industrial Estate, Bowes Park and Myddleton Road local centre to the north, White Hart Lane and Lordship Lane in the northeast, including New River Sports complex, Lordship Lane shops, and White Hart Lane Recreation Ground, the Noel Park estate and Downhills Park to the east and Turnpike Lane Local Centre to the south.

Green & Blue Infrastructure

11.10 The most prominent open spaces in this Neighbourhood are White Hart Lane Recreation Ground and the New River Sports complex, the latter of which is a major leisure facility. Wood Green Common and Ducketts Common, both located close to the Town Centre, are open spaces of a significant scale. Nightingale Avenue, King George VI Memorial, Crescent and Trinity Gardens, along with the New River reserve and former rail line stretching between Station Road and Park Avenue create a contiguous network of green spaces in the north of the area. Other smaller, but locally significant, open spaces in the Wood Green area include Russell Park and Belmont Recreation Ground.

11.11 The New River and (culverted) Moselle River both run through the area. While the New River is visible in part, the Moselle is not visible, and its alignment, while influencing land use patterns above ground, is not easily identifiable by visitors to the area.

You told us

Responses from Wood Green Voices



11.12 As part of a new approach to placemaking, the Council carried out a Wood Green Voices engagement process in 2022 aiming to give a range of local people the opportunity to have their say on Wood Green as it is today and their ambition for what it could be like in the future. The Council subsequently adopted Shaping Wood Green setting out a vision for what Wood Green could become. The document includes 6 themes based on engagement feedback. Key engagement feedback for each theme is summarised below:

Theme 1 Making Wood Green a welcoming place: Communities want a Wood Green where people of all ages can enjoy spending time in their neighbourhood and where the public spaces people see around them are clean and well maintained. Many people feel unsafe or unwelcome as they move around Wood Green – especially young people, and especially after dark. Litter and waste made by some people makes it hard for everyone else to fully enjoy their surroundings or take pride in where they live.

Theme 2 Culture at the heart of Wood Green: Wood Green should be a place where culture and creativity are woven into its fabric. Residents want to see more events and venues where they can enjoy music, performances and celebrate their diverse heritage and multicultural identity.

Theme 3 Putting the green in Wood Green: Residents love Wood Green's parks and green spaces but would like them to be improved – and for Wood Green's streets to be greener.

Theme 4 Living well: Wood Green already has many services and facilities nearby but the quality, mix and accessibility needs improving to give more of residents the support they need for a good life, day-to-day, on their doorstep.

Theme 5 North London's town centre for all: Wood Green is a popular well-established place to shop and eat but like other town centres it needs to adapt to changing trends in how people are shopping and using their high streets. Wood Green needs more diverse community, cultural and civic anchors. A health hub, a leisure centre, a higher education institution and a cultural anchor would all help make Wood Green a richer destination to learn, socialise and to enjoy leisure and cultural activities. Many residents would like to see more opportunities to inject further colour and character into our public realm, making

buildings and public spaces attractive and enjoyable places to spend time - to play, watch performances or just eat a sandwich.

Theme 6 An economy to benefit everyone: Everything the Council does should create real benefits for local people. The Council must work in collaboration with partners and always involve local people in progressing the vision for the area.

Wood Green Vision

Wood Green in 2042 will have delivered on the aspirations set out in Shaping Wood Green and will have been strengthened as the economic and cultural heart of North London. It will be a vibrant community hub, providing a wealth of services and experiences for locals and visitors alike. Residents, businesses, and local partners will be proud of their neighbourhood, having worked together to enhance it based on their shared aspiration.

New development will have delivered a range of cultural, community, leisure, and retail activities, supporting a more resilient economy that offers a diversity of experiences. This includes an enhanced Cultural Quarter, that builds on its industrial heritage and supports local creative industries through the provision of affordable workspaces. 4,500 quality new homes will have been delivered for new residents and existing communities with a focus on mixed-use redevelopment schemes helping to increase footfall and spend in the neighbourhood.

The Council, developers, businesses, and local communities will have worked together to expand and enhance the public realm, creating spaces for relaxing, socialising, public art, community events and activities. These spaces will be inclusive, reflecting the diversity of users and the unique character of Wood Green. More positive cultural and community activities will make spaces feel safer and more welcoming, alongside improved lighting and other crime prevention through urban design techniques.

New cultural and social infrastructure facilities will have been delivered, including a redeveloped library, new leisure provision including swimming, and enhanced health hubs. Opportunities for a new higher educational institution to complement the centre will have been pursued. The nighttime economy will have been expanded and diversified as a key attractor and driver of economic growth.

Existing deficiencies in access to green spaces will have been addressed by improving connections to nearby parks, such as Alexandra Palace Park, and by taking opportunities to enhance and create pocket parks throughout the neighbourhood. New development will have taken all opportunities to deliver green infrastructure throughout the public realm, contributing to a new Green Loop and improving the neighbourhood's attractiveness in a way that addresses the climate and biodiversity crises.

The High Road and Turnpike Lane will have been enhanced to avoid it being experienced as a crowded thoroughfare. This includes providing more spaces to rest and relax, improving shopfronts and facades, and developing new safe and vibrant laneways to add depth to the High Road. New connections will be created to better link the town centre and cultural quarter with surrounding residential areas and through into Hornsey.

Policy WGN1: Wood Green Neighbourhood

A. The Council will support development proposals which contribute to the Wood Green Vision and the aspirations set out in Shaping Wood Green.

B. The neighbourhood will deliver at least 4,500 new homes over the plan period and deliver a significant uplift in jobs with development prioritised within the Wood Green Opportunity Area and following Placemaking Focus Areas:

Transform
Wood Green Central
Hollywood Green and Central High Road
Wood Green Cultural Quarter
The Mall and High Road Central
Enhance
High Road North and Myddleton Road
White Hart Lane and Lordship Lane
Station Road and Commons
Turnpike Lane Corridor
Wood Green High Road and Terraces
Bounds Green Industrial Estate

C. Development proposals must strengthen the important role and function of Wood Green as a Metropolitan Centre and contribute more widely to the neighbourhood's economic performance and resilience.

D. Development proposals should protect and strengthen the cultural, creative and economic contribution of the Wood Green Cultural Quarter as a key creative industries cluster, enhancing its attractiveness and potential as a cultural destination.

E. Proposals should contribute to a more welcoming, safe, and green public realm should be created. This will be achieved by:

(1) development creating new, high quality public spaces, particularly within the Opportunity Area, to address local deficiencies, serve a growing population, and deliver on the ambitions of the Wood Green Public Realm Framework.

(2) development adhering to The Wood Green and Turnpike Lane Design Manual including preferred materials for the design of frontages and public realm proposals

(3) requiring supporting measures which improve feelings of safety, particular in the evening and nighttime.

(4) encouraging and supporting positive uses of public realm for the community

(5) introducing green infrastructure, including parks and pocket parks, into the public realm, and taking opportunities taken to enhance local biodiversity.

F. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include contributing to the ambitions of the Wood Green Public Realm Framework to deliver:
   (1) East-west connections from Noel Park to Alexandra Palace Park, through the Metropolitan Centre and Cultural Quarter, identified as the Wood Green Cultural Corridor.
   (2) A new north-south connection from the Civic Centre through to Parkland Road and the Wood Green Library, as part of a wider, enhanced Green Loop.
   (3) Step free access to Underground stations
   (4) Additional secure cycle parking hubs close to Wood Green, Turnpike Lane, Alexandra Palace and Bounds Green stations.

G. The Council will continue to advocate for delivery of Crossrail 2 and the transformational benefits it would bring to the Wood Green neighbourhood. Where proposals are subject to Crossrail 2 safeguarding, they should set out short to medium term development opportunities and improvements that support placemaking aspirations, while not compromising delivery of Crossrail 2, and the long-term optimisation of the sites if Crossrail 2 proceeds.

H. A new distinctive urban form should be created in the neighbourhood, reflecting the status of the Metropolitan Centre.

Supporting text

Placemaking Strategy

11.13 Wood Green will experience a significant level of change over the next 15 years, reflecting its designation as an Opportunity Area in the London Plan and the fact that it contains the greatest proportion of Transform Areas in the borough. This chapter sets out a clear and ambitious vision for the future of Wood Green. It should be read together with Shaping Wood Green, which articulates how the Council will work with its partners to deliver this vision.

11.14 Most homes will be accommodated in Placemaking Focus Areas where there is good access to public transport and services, facilities and amenities, particularly in and around the Wood Green Metropolitan Centre and along key corridors.

Metropolitan Centre

11.15 The London Plan 2021 designates Metropolitan Centres which it defines as centres which serve wide catchments which can extend over several boroughs. Wood Green has a strong town centre offer; however, it falls short of its potential, particularly given

its status as the North London's only Metropolitan Centre. New development provides an opportunity to address this, establishing a higher density urban form, increasing the amount and diversity of uses, and providing an expanded and activated public realm linking the Centre and wider neighbourhood.

11.16 A key aim is to expand and diversity the centre's night time economy. The Wood Green Night Time Economy Study (2025) sets out a series of recommendations to help achieve this and which the policies in this plan seek to help deliver. There are opportunities to expand night time uses within both the Metropolitan Centre and the Cultural Quarter, via night markets and events and at key sites such as The Mall and Wood Green Library.

Cultural Quarter

11.17 The Wood Green Cultural Quarter contains one of London's key creative industry clusters, with an established 'maker' economy. New development should bolster this role, retaining and growing existing businesses and attracting new creative enterprises to support the cluster. This should form the foundation of an exciting destination on the doorstep of the Metropolitan Centre, with complementary cultural and edge-of-centre uses and pedestrian and cycling linkages through to the Alexandra Palace Cultural Quarter.

Public realm

11.18 A significantly expanded public realm is required to support a growing resident and visitor population within the Opportunity Area. Development should activate the public realm with adjacent active land uses and public realm infrastructure to support a range of activities including markets, outdoor dining, socialising, performances, play and public art.

11.19 Safety has been identified as a high priority in the neighbourhood and particularly at night and within the Metropolitan Centre. Special attention should be paid to designing proposals which enhance feelings of safety and implement Designing Out Crime principles. Developments should be focused on encouraging positive uses and activities throughout the day and into the evening to ensure there are eyes on the street and avoid opportunities for anti-social behaviours to establish. Evening and night-time uses are especially important within town centres.

11.20 Parts of Wood Green face deficiencies in access to public open spaces. New development should support the creation of new parks and enhancement of existing parks to facilitate the establishment of an accessible network of public open spaces.

Connectivity

11.21 Wood Green's central location and prominent role within the borough make it a nexus for connectivity and movement. There is an opportunity to leverage the scale of development anticipated within the Opportunity Area to dramatically improve safe and easy movement for pedestrians and cyclists and address current challenges in east-west connectivity across the neighbourhood.

11.22 The Cultural Corridor will improve physical and perceptual connections between three key cultural hubs; the Metropolitan Centre, Wood Green Cultural Quarter and Alexandra Palace Cultural Quarter. It will also serve to provide safer and easier access to the open spaces of Alexandra Palace Park for a growing Wood Green population. There are also opportunities to enhance pedestrian and cycle connections to the east, through Noel Park, linking through to Woodside Park and Lordship Recreation Ground.

11.23 The new north-south link will help to provide an alternative activated and pedestrian-oriented route to the west of the High Road, connecting the key civic facilities and spaces around an enhanced Wood Green library to a renewed Civic Centre. It will form part of a wider Green Loop, linking together and expanding several green spaces and putting the 'green' back into Wood Green. There are opportunities for the north-south link to be extended both southwards towards Turnpike Lane and northwards along the path of the New River and towards White Hart Lane Recreation Ground and the New River sports grounds.

11.24 Cycle and pedestrian facilities have been improved in recent years as part of public realm enhancements to the town centre. However, much better access by cycle and foot into and through the area is needed to support sustainable development. Wood Green and Turnpike Lane stations serve a large catchment, particularly to the east of Wood Green High Road. The establishing of new cycle hub facilities, including bike storage, repair, and refreshment facilities will encourage a bike-to-rail mode of travel.

11.25 The accessibility of buildings and services is also essential to enhance the civic role, and attractiveness as a Metropolitan Centre. The Council will work with TfL to investigate the feasibility of achieving step free access to stations within this area, and to improve level access to buses. Development proposals should utilise the Wood Green Accessibility Audit recommendations to achieve inclusive access.

Urban form

11.26 The area in and around Wood Green Metropolitan Centre is one of the most appropriate areas in the borough for taller and tall buildings. It is important that careful consideration is given to the location and design of taller and tall buildings, considering impacts on heritage, strategic and local views, microclimate and how they interact with the public realm.

11.27 Proposals for taller and tall buildings should demonstrate how they contribute to a cohesive and coherent skyline. There is the potential for several landmark tall buildings to be established, reflecting the status of the centre.

Policy WGN2: Wood Green Metropolitan Centre

A. In addition to complying with Town Centre, High Street and Shop policies TC1 to TC8, proposals in Wood Good Metropolitan Centre will be required to:
   (1) Direct larger format comparison retail uses to the Primary Shopping Area. Redevelopment in the Primary Shopping Area should seek to cater to larger format stores.
   (2) Retain or re-provide smaller retail units within existing terraces for the benefit of smaller businesses.
   (3) Demonstrate positive effects on the range and diversity of town centre activities and uses, cultural offer, and mix of positive activities and uses in the evening and night-time.

B. The Council will support the creation of an office and workspace hub in and around the Metropolitan Centre.

Supporting text

11.28 There is a strong desire from residents and visitors for a greater range of services and activities, particularly retail, leisure and dining options and a more vibrant evening and night-time economy supported by additional cultural venues.

11.29 The Council seeks to retain a retail heart to the Metropolitan Centre within the Primary Shopping Area through provision of larger floorplate retail units to attract and support larger format retail, including national comparison retailers.

11.30 The terraces along Wood Green High Road play a vital role in supporting independent traders and small and medium sized enterprises (SMEs), balancing the larger retail presence within the Primary Shopping Area. This policy aims to preserve and enhance these terraces, many of which have heritage values and make a strong contribution to local character. The Council will seek to protect their continued use for independent traders and SMEs and encourage their expansion into the upper floors of the terraces.

11.31 Wood Green has a low number of cultural facilities compared to some other Metropolitan Centres in London. The Council will therefore support the improvement, retention and/ or reprovision of existing cultural facilities, and encourage the provision of new cultural facilities in appropriate locations. The town centre's leisure offer should be available to all sectors of the local and wider community throughout the day. The strengthening of the night-time economy is a priority, given Wood Green's identification as an area of regional or subregional significance for the night-time economy. Proposals that deliver night-time economy uses whilst managing impacts upon amenity will be supported and new residential elements should be located and designed to enable rather than undermine the centre's role in providing an evening and night-time offer.

11.32 The centre's connectivity, size and status and recent changes in ways of working make it an appropriate location for employment floorspace, and an affordable

alternative to Central London. To realise this potential, developments should, subject to viability and demand, provide high quality employment spaces, with sufficient infrastructure to attract business, including a high-quality public realm, greater leisure offer, and excellent internet connectivity. Employment spaces should be designed to be flexible, able to adapt to a range of potentially changing occupants.

11.33 The greatest opportunity for a step-change in employment floorspace provision will be along Wood Green High Road and Station Road, particularly close to Wood Green Underground Station.

11.34 The most appropriate locations for market spaces may be on new pedestrianised routes running off the High Road and in proximity to the market with the Mall, and in accordance with the Council's Market Strategy. Applications for market uses will have to demonstrate how the market will contribute to the vibrancy of Wood Green overall, and how they will interact favourably with traders on adjacent town centre frontages.

Policy WGN3: Wood Green Cultural Quarter

A. The Wood Green Cultural Quarter will be transformed via mixed-use redevelopment, including residential uses. To protect and strengthen the economic, cultural and creative offering and contribute more generally to placemaking, development proposals within it should:

(1) Deliver an appropriate mix of uses having regard to relevant employment designations and site allocations

(2) Complement and enhance the existing creative industry ecosystem

(3) Maximise the delivery of employment uses, with a strong focus on workspace to support the creative industries

(4) Provide adequate yard space, access and servicing to enable the proper functioning of new creative workspaces.

(5) Where affordable employment space is required, prioritise this for the creative industries, with a preference for unit sizes of 50-500sqm

(6) Prioritise delivery of cultural consumption facilities to complement the hub of creative industries and help establish it as a destination.

(7) Help deliver a high-quality public realm, creating a clear sense of place within the Cultural Quarter, drawing on its use, activity and industrial heritage.

Supporting text

11.35 As the Cultural Quarter undergoes transformation via mixed-use redevelopment, the Council aims to protect and strengthen its economic, cultural and creative offering. In order to do this, proposals must accord with relevant site allocations to ensure an appropriate mix of uses is delivered, including maximising employment uses on designated employment land, alongside complementary town centre and residential uses. The Council requires that workspace will make up key elements of redeveloped sites to protect and strengthen the rich creative ecosystem that has emerged organically.

11.36 Development proposals should support and expand the cluster of creative industry uses by increasing the amount of available workspace at differing unit sizes and a range of price points. Evidence from the Council's Employment Land Study (2021) and Haringey Workspace Study (2023) show that employment floorspace, including co-working, start-up, and grow-on space are forecast to be in significant demand over the plan period. Workspace to accommodate these types of use can take the form of light industrial units, studios, office space, serviced offices and co-working space. These typologies could be in converted existing buildings or built anew as part of mixed-use developments and will be created principally in the Cultural Quarter area.

11.37 In accordance with relevant employment policies, there will be a requirement to provide affordable employment space on certain redeveloped sites and also to

engage with existing businesses on the site including engaging with them at an early stage, seeking to retain them on site where desired and possible, implementing effective transitional arrangements and providing support for any businesses that cannot be incorporated to relocate off site.

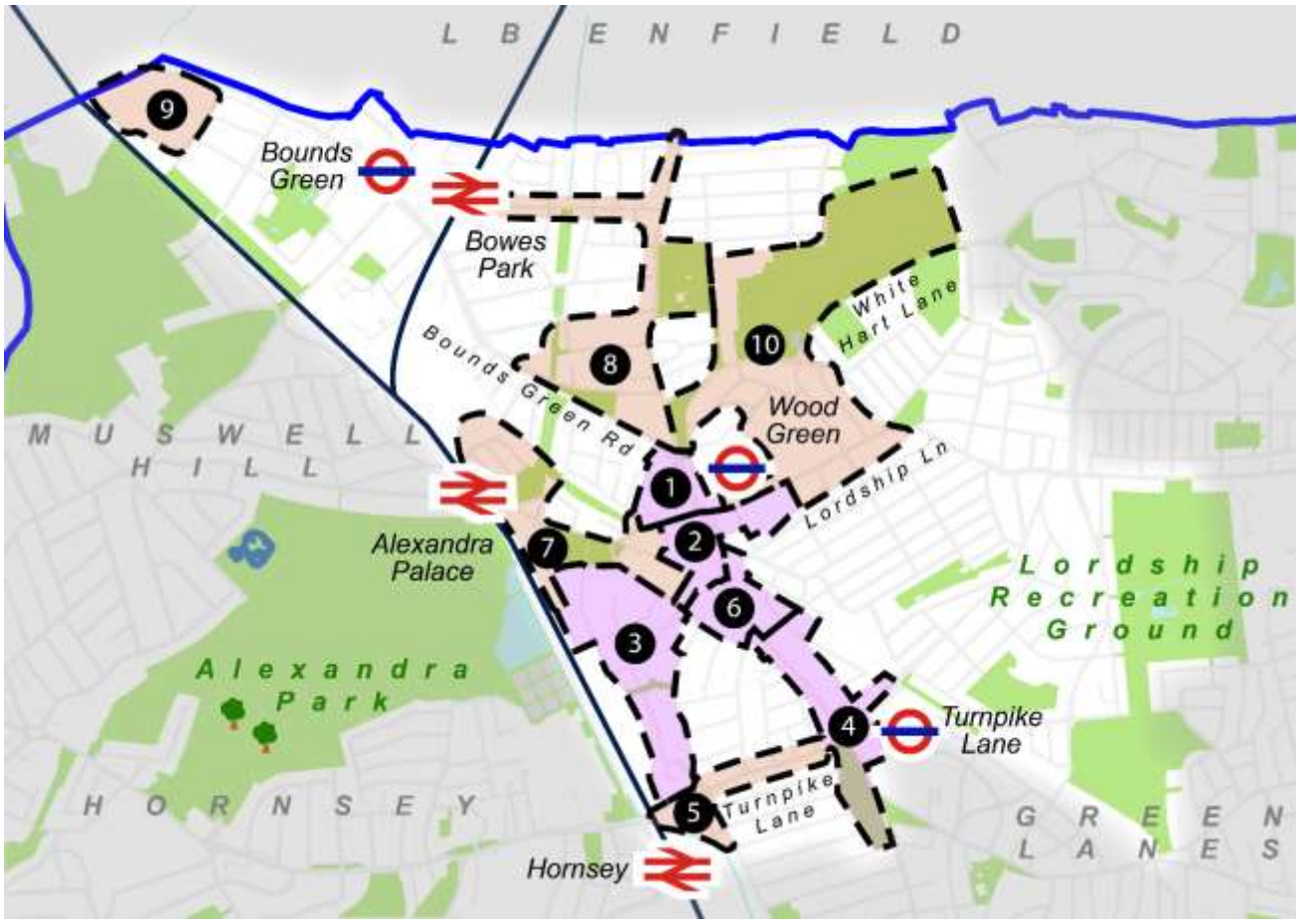
11.38 Affordability will continue to be a key issue, with Wood Green offering a price-advantageous location when compared to Central London, but with excellent amenity and connections to Central London. Affordable workspace delivered should support the incubation of small and medium sized businesses. New affordable space will support new business growth, and appropriate move-on space will be created to ensure that as far as possible the jobs created by new firms are retained in the local area. It is important that the sizes of new development reflect the spatial needs of firms who will use them. Small units therefore may be suitable.

11.39 The area has the potential to support the provision of a many new homes. The Agent of Change principle will be strictly applied to ensure that new residential uses are introduced and designed in a way that does not undermine the economic, cultural, and social functioning of the Cultural Quarter. The Council will strongly resist the cumulative reduction of policy compliant workspace provision.

11.40 Part of the vision for the Cultural Quarter is that it will become a cultural destination, with new spaces for cultural consumption, such as art galleries, complementing and showcasing the cultural production that already exists. The introduction of new cultural consumption infrastructure should not undermine the functioning of the Metropolitan Centre as the primary cultural and town centre destination.

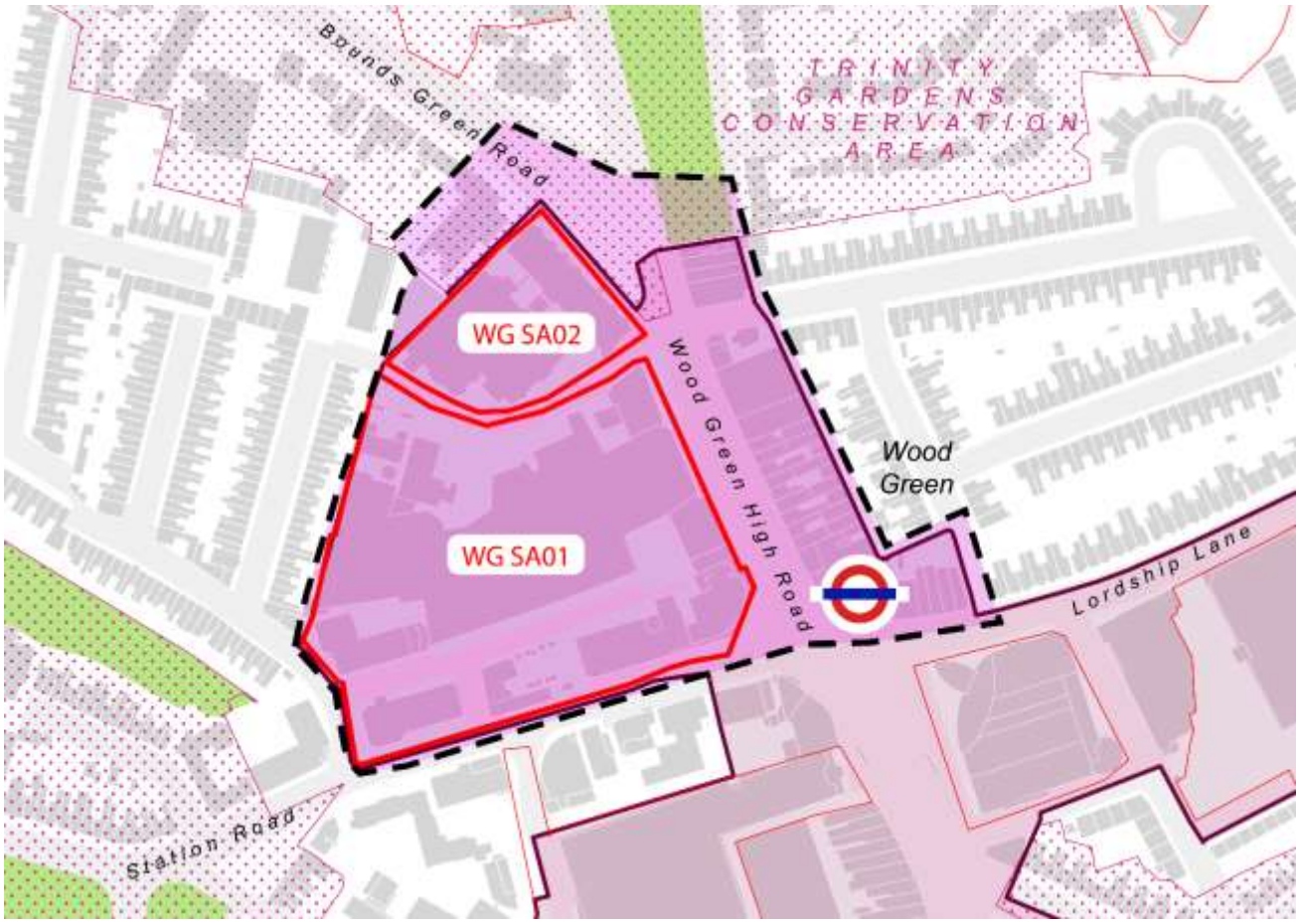
11.41 It is also critical that the redeveloped urban realm in the Cultural Quarter is of a high quality. This will help to ensure that the new workspace can be successfully marketed including the provision of adequate servicing and yard space. The public realm should be designed so that cultural consumption including events can utilise the space, including through widening of the pavements along Coburg and Caxton Roads at the heart of this area through the proposed new east-west improved link.

Wood Green Placemaking Focus Areas



1. Wood Green Central
2. Spouters Corner and Central High Road
3. Wood Green Cultural Quarter and Alexandra Gate
4. High Road and Terraces
5. Turnpike Lane Corridor
6. The Mall and High Road Central
7. Station Road and Commons
8. High Road North and Myddleton Road
9. Bounds Green Industrial Estate
10. White Hart Lane and Lordship Lane Corridors

WG PFA1: Wood Green Central

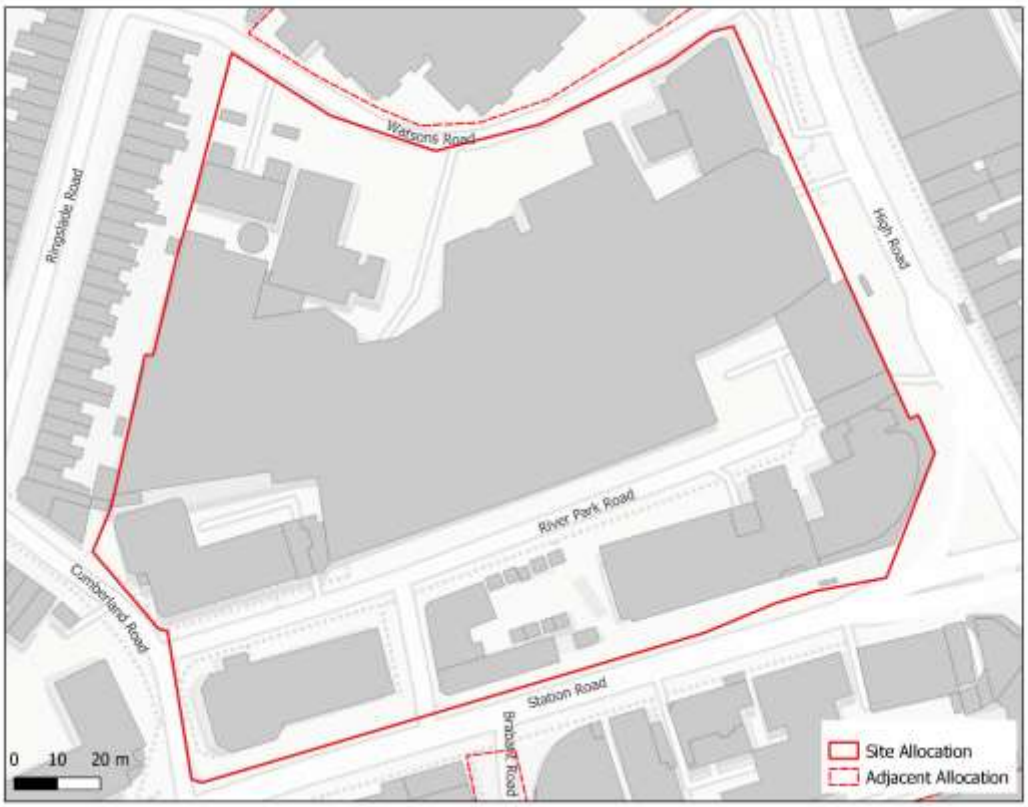

Bruce Grove
Bruce Grove
Bruce Grove

11.43 This strategy will be implemented through adherence to Policies WGN1-3, the site allocations outlined below, and the following initiatives:

- Deliver a greater and more diverse mix of uses by:
    - Redeveloping and intensifying the Wood Green Central and Green Ridings House sites to deliver a mixed-use quarter, with generous workspace provision.
    - Supporting new cultural, leisure and evening economy uses
    - Supporting residential uses above ground floor level, once provision of town centre uses has been maximised
- Create a welcoming and distinctive gateway at Wood Green Underground Station by:
    - Establishing a cluster of tall and taller buildings facing the station entrance
    - Undertaking transport and public realm interventions to improve the entrance to Wood Green from the Underground Station and creating a more pedestrian and cycling friendly environment. This includes investigating and pursuing feasible junction modernisation at the High Road/ Station Road intersection.
    - Improving the provision of secure public cycle parking.
- Creating a network of new and improved public spaces, enhanced by generous green infrastructure, to support a vibrant working and living quarter.
- Establish a new network of lanes west of the High Road to expand the Metropolitan Centre street front. This includes:
    - A new north-south route forming part of a wider green loop connecting Station Road to Bounds Green Road, providing views towards St Michael's Church in accordance with the Wood Green Public Realm framework principles
    - New east-west links across the collection of sites
- Taking steps to reduce air pollution. The PFA is within an Air Quality Focus Area.

Site Allocations

WG SA01: Wood Green Central



Site Information	Details
Address	Wood Green Bus Garage and ancillary buildings, High Road, N22 Ashley House Business Centre, High Road, River Park House, Alexandra House, 48 Station Road, 40 Cumberland Road, 5 River Park Road (Blue House Yard)
Area (Ha)	2.2
PTAL [2031]	6
Planning designations	Wood Green Central PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Archaeological Priority Area: Tier 2 Adjacent to Grade 2 Listed Wood Green Station
Relevant permissions	None
Indicative capacities	900 homes, 16,000 sqm Class E, ancillary Class F1/F2
Phasing	2027-2041
Ownership	Public and Private

Proposal

Redevelopment of several land holdings, including the existing Council offices, to create a new mixed-use precinct. A new urban form will be established, with landmark tall buildings and a vibrant, green and welcoming public realm, with development acting as a catalyst for wider transformation within Wood Green. During redevelopment phases there should be a meanwhile strategy to activate the site with town centre and cultural uses, including pop up and temporary markets.

Masterplanning, engagement and delivery

- A masterplan is required. It will need to:
  - Cover the entire site.
  - Align and demonstrate early engagement with development on the Green Ridings House site to ensure delivery of a holistic public realm strategy, securing the north-south green link.
- The site is a Crossrail 2 Area of Surface Interest and early consultation with TfL will be required.
- There is a substation in the top NW corner of the Arriva Site which will need to be considered in liaison with UK Power Networks and re-provided.
- Wood Green Bus Garage is a key infrastructure asset within Wood Green and a significant local employer. This asset should be re-provided within the borough so that no loss of services to the Borough result from the re-development.

Land uses and activities

11.44 Existing land uses:

- Council offices, bus garage, business centre

11.45 Acceptable land uses are:

- Residential:
  - Predominant typology should be for conventional Class C3 residential
  - Provision of purpose-built student accommodation and large-scale purpose-built shared living maybe acceptable as an ancillary component of the overall development mix
- Town Centre uses
  - The allocation should deliver circa 16,000 sqm of town centre and employment floorspace with priority given to office and workspace subject to demand and viability
  - Active uses should be located on the ground floor adjacent to the public realm, in particular along Station Road, the High Road, new north south route and around public squares.
  - Community and cultural uses should be provided at ground floor level. Reprovision should be made for existing creative businesses in Blue House Yard either within the allocation or at an alternative location in Wood Green secured.

Built form, character and heritage

- Comprehensive redevelopment is appropriate as the existing buildings are of limited architectural merit and do not meet market demands for high-quality workspace.
- Given the site's connectivity and location within the Metropolitan Centre a new higher density urban form should be established, providing for significant new commercial and residential floorspace.
- Development should facilitate the creation of individual buildings to enable an expanded and activated public realm
- This allocation is in an area where tall buildings may be appropriate. Heights should be mediated from a peak at corner of High Road and Station Road down to Ringslade Road.
- Proposals should preserve and enhance the significance of the nearby heritage assets and their settings including the Wood Green Common Conservation Area, the Grade II listed Wood Green Underground Station and St Michael and All Angels Church.
- Proposals should enhance existing views and create new views of the Church of St Michael and All Angels and Wood Green Underground Station.

Movement and public realm

- 2,500 sqm of public square(s) and open space, excluding roads and footpaths should be delivered on these sites, activated through adjoining town centre uses, split proportionately between Arriva Bus Garage and Station Road Offices. This should include a central green square, bordered by active frontages and spill out, with the capacity for activation, markets and events, in accordance with the principles of the Wood Green Public Realm Framework.
- The site should function as the 'welcome mat' of Wood Green, with frontages onto the High Road and Station Road to be active into the evening and night time
- East west pedestrian connection with active frontages, new surfacing, street greening and doorstep play provision should be provided throughout the site.
- Active street corners with spill out, greening, level pedestrian crossing to Cumberland Road and improvements to existing planting should be prioritised
- Wayfinding to Alexandra Palace from the station and along Station Road could be incorporated along the Station Road frontages.
- A reduction of levels and barriers along Station Road will be expected at the south western corner of this site to improve pedestrian experience
- A north-south pedestrian and cycle route should be delivered through the site in accordance with the principles of the Wood Green Public Realm Framework, helping to complete the Wood Green Loop.

Environment and sustainability

- New green infrastructure should be provided throughout the public realm, particularly along the north-south route and within the public square/s.

- Given the scale of development and importance of public realm provision, strong focus should be given to designing proposals which support a comfortable microclimate.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA02: Green Ridings House



Site Information	Details
Address	Green Ridings House, High Road, Wood Green, N22 8HR
Area (ha)	0.51
PTAL [2031]	6a
Planning designations	Wood Green Central PFA: Transform Wood Green Opportunity Area Wood Green Metropolitan Centre Adjacent to Grade 2 Listed St Michaels Church Adjacent to Trinity Gardens Conservation Area
Relevant permissions	None
Indicative capacities	150 homes, 2,225 sqm Class E
Phasing	2032-2036
Ownership	Private

Proposal

Redevelopment of the telephone exchange to provide new jobs and homes as part of a wider mixed-use of the Wood Green Central. Development will contribute to a new public realm network and enhance the site's relationship with nearby green spaces and the surrounding historic environment.

Masterplanning, engagement and delivery

- A masterplan is required to demonstrate alignment with development on the Wood Green Central site to ensure delivery of a holistic public realm strategy, securing a north-south green route as part of the wider Green Loop.
- The site is a Crossrail 2 Area of Surface Interest and early consultation with TfL will be required.

Land uses and activities

11.46 Existing land use:

- Telephone exchange (Sui generis)

11.47 Acceptable land uses include:

- Residential (Class C3)
- Employment and Town Centre
    - Proposals should support the creation of a mixed-used commercial quarter.
    - Town centre floorspace should be provided, prioritising the provision of office and workspace.
    - Active ground floor uses should be directed to key public realm routes and street frontages.

Built form, character and heritage

- Heights should be at the highest to the southern end of this site, stepping down to the north and west adjacent to designated heritage assets and lower density residential streets.
- Development should facilitate the creation of individual buildings to enable an expanded and activated public realm
- Proposals should preserve and enhance the significance of the Trinity Gardens Conservation Area, nearby listed buildings (7 & 9 Bounds Green Road and the Church of St Michael and All Angels (Grade II listed)) and their setting.
- Proposals should enhance existing views and create new views of the Church of St Michael and All Angels.

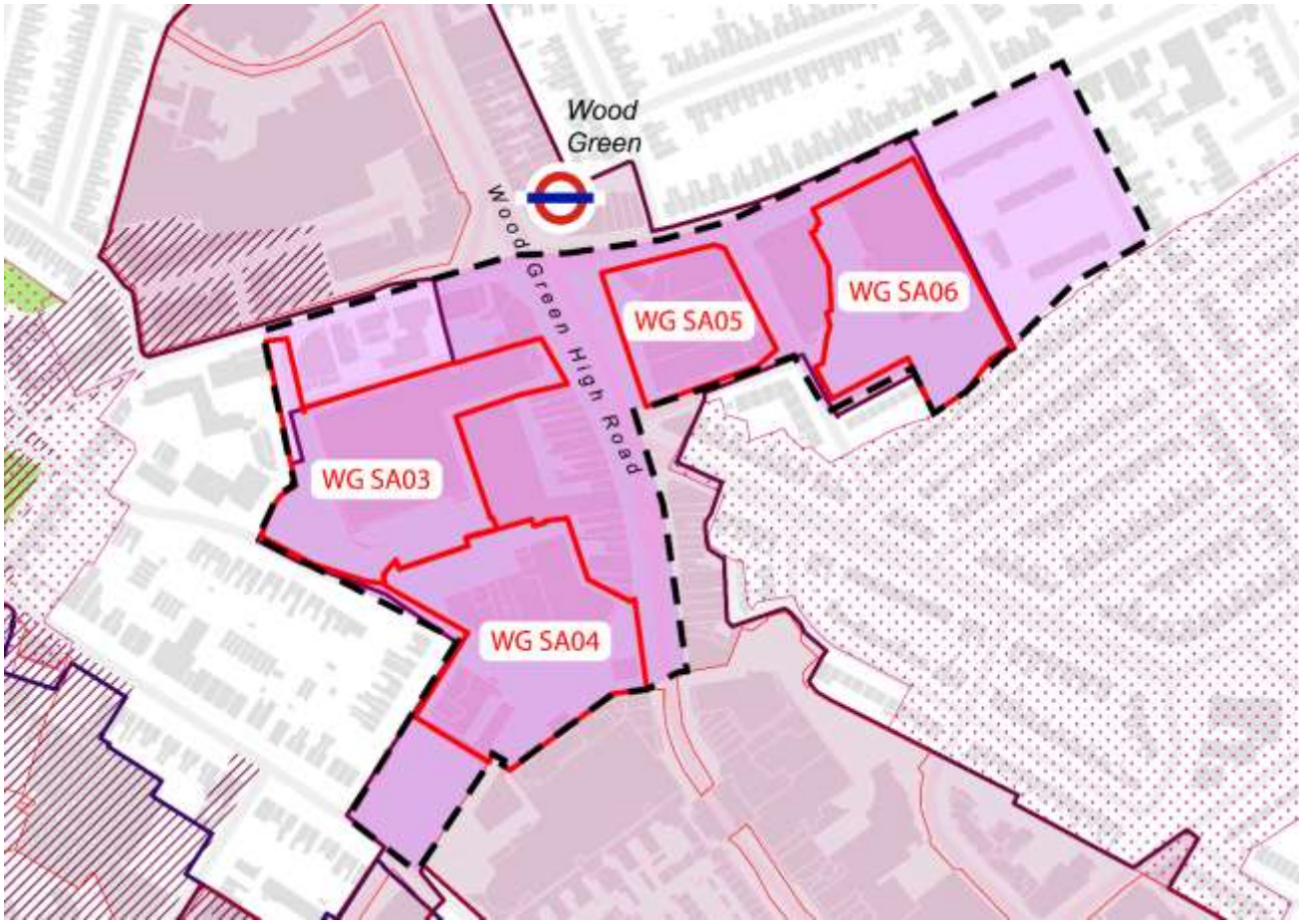
Movement and public realm

- The public realm to the north of the site, opposite St Michael's Church should be enhanced and expanded to form a pocket park.
- Activation of the Watsons Road street corner with planting and spill out space should be incorporated into the site's redevelopment
- A north-south pedestrian and cycle route should be delivered through the site in accordance with the principles of the Wood Green Public Realm Framework, helping to complete the Green Loop.

Environment and sustainability

- New green infrastructure should be provided throughout the public realm, particularly along the north-south route and within the expanded pocket park, retaining the existing mature trees.
- Given the scale of development and importance of public realm provision, strong focus should be given to designing proposals which support a comfortable microclimate.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG PFA2: Spouters Corner and Central High Road



Strategy

11.48 The Spouters Corner and central High Road area will be transformed to establish a vibrant leisure and retail destination within the Metropolitan Centre. Redevelopment of key sites will provide for new cultural, community and leisure uses. These will be complemented by a greater range of retail, food and beverage and evening economy offerings, particularly along the terraces and site allocations of the High Road and Station Road. The area will be connected by an expanded network of pedestrian streets, with new public squares including outdoor dining spaces and bustling markets, providing new linkages through to the Cultural Quarter to the west and Wood Green Central to the north.

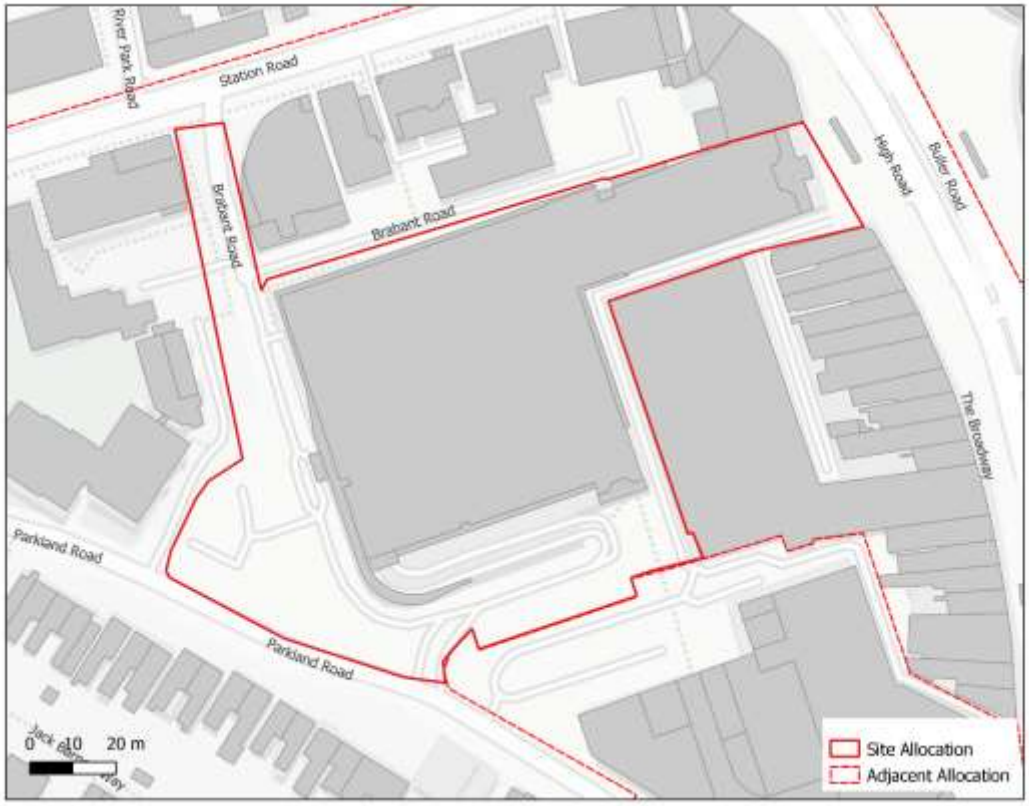
11.49 This strategy will be implemented through adherence to Policy WGN1 and 2, the site allocations outlined below, and the following initiatives:

- Attracting uses that support its role as a leisure and retail destination, leveraging redevelopment on key sites to provide new retail, leisure and cultural anchors, including an improved library and civic offer.

- Creating the start of a Wood Green Cultural Corridor which will form an expanded and enhanced east-west connection for pedestrian and cyclists linking the High Road and the Cultural Quarter, including a new east-west connections running from Gladstone Mews to Mayes Road / Coburg Road and with improved street layouts creating more space for shoppers and visitors
- Enhancing the area's public realm through:
    - Seeking improvements to the setting of the listed Gaumont cinema, with a focus on how the contribution to the centre of the existing large blank facades can be improved through redevelopment of adjacent sites.
    - remodelled public realm spaces at Spouters Corner and the Library activated by commercial and leisure uses
    - An enhanced area of footway to the south of Wood Green Station to reduce pressure on pedestrian traffic in and out of the station and waiting at pedestrian crossings.
    - Improved wayfinding upon station exit.
    - Taking opportunities to create new and expand existing market spaces
- Creating a welcoming and distinctive gateway at Wood Green Underground Station by:
    - Undertaking transport and public realm interventions to improve the entrance to Wood Green from the Underground Station and creating a more pedestrian and cycling friendly environment. This includes investigating and pursuing feasible junction modernisation at the High Road/ Station Road intersection.
    - Improving the provision of secure public cycle parking.
- Creating a distinctive gateway to the Cultural Quarter at the Library site adjacent to the Mall that also marks the entrance to this leisure and retail focused component of the High Road by:
    - Establishing a safe and inclusive public realm, including a new public space with a free speech area between the Library site and the Mall to create access through from Wood Green Library site to the cultural quarter
    - Enabling the creation of a replacement public square to aid in delivering transformational change of the area
    - Improved cyclist and pedestrian experience along passageway adjacent to the library through the widening of the passage, lighting and new surfacing.
- Taking steps to reduce air pollution. The PFA is within an Air Quality Focus Area.

Site Allocations

WG SA03: Morrisons Wood Green



Site Information	Details
Address	Morrison's, Wood Green High Road, N22 6DS
Area (ha)	1.13
PTAL [2031]	6a
Planning designations	Spouters Corner and Central High Road PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Part Archaeological Priority Area Tier 2
Relevant permissions	None
Indicative capacities	260 homes. 5,500 sqm Class E
Phasing	2032-2036
Ownership	Private

Proposal

Redevelopment to provide a mix of uses including residential, leisure, commercial and employment floorspace. Development will enable the creation of a high-quality public realm, with new east-west and north-south links, and a new local park

Masterplanning, engagement and delivery

- A masterplan is required to align and demonstrate early engagement with development on the Wood Green Library site to ensure delivery of a holistic public realm strategy, securing the north-south link and connections back to the High Road.

Land uses and activities

Existing land use:

- Supermarket

Acceptable land uses are:

- Residential (Class C3)
- Town Centre
    - A replacement supermarket should be delivered, subject to market demand
    - Other town centre uses are appropriate on this site and should be provided at ground floor level along all frontages, with cafes, restaurants and leisure uses situated along the new routes through the site to the rear
    - Cultural, leisure and community uses will be supported

Built form, character and heritage

- Development should facilitate the creation of individual buildings to enable an expanded and activated public realm
- Adjacent to listed building: Gaumont Cinema - Development should conserve or enhance the significance of the Heritage Asset, which has been identified as Heritage at Risk.
- This site lies beneath protected viewing corridors of Alexandra Palace from Lordship Rec and Lordship Lane/Bruce Castle, this view should be preserved through this site.
- The site is identified as suitable for a tall building(s). Taller elements should be located in the north-east of the site, with reduced heights towards the residential terraces on Parkland Road and the historic terraces along the High Road

Movement and public realm

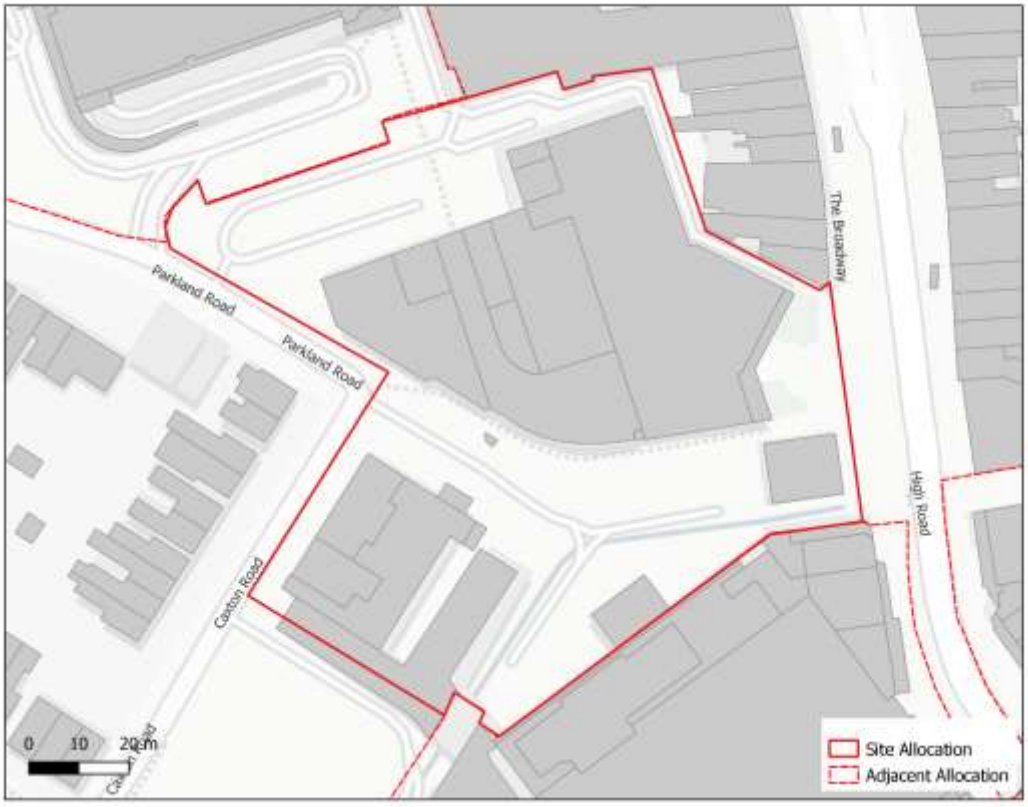
- Establish a new public park in the west of the site, based around the existing mature trees, in accordance with the principles of the Wood Green Public Realm Framework.
- A new pedestrian route from the High Road through to the new local park should be created, activated with town centre uses, seating, greenery and instinctive wayfinding to create a welcoming space, in accordance with the principles of the Wood Green Public Realm Framework.
- Enhancements to the public realm should be created at the front of this site, leveraging the existing mature trees and new green infrastructure as well as instinctive wayfinding to create a gateway to the new pedestrian route.

- Facilitate a re-alignment of Brabant Road to form a new north-south Green Link connecting the Wood Green Library site through to the Civic Centre, prioritising pedestrians and cyclists in accordance with the principles of the Wood Green Public Realm Framework.
- The public realm should connect into wider networks on the Wood Green Library site, creating a system of activated lane perpendicular to and behind the High Road.
- Vehicular access to Brabant Road should be maintained as part of a shared surface stretch of the north south link for servicing only

Environment and sustainability

- Proposals should provide a substantial increase in green infrastructure to address deficiencies in the Metropolitan Centre and preserve the mature trees in the rear carpark.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA04: Wood Green Library



Site Information	Details
Address	Wood Green Library and Shopping Centre, Wood Green High Road; 6-10 Caxton Road; 185 High Road; and service yard 5 of The Mall, Wood Green, N22 6XD
Area (ha)	1.09
PTAL [2031]	6a
Planning designations	Spouters Corner and Central High Road PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Water)
Relevant permissions	None
Indicative capacities	200 homes. 6,800 sqm Class E, Class D and Class F (Leisure and Community)
Phasing	2032-2036
Ownership	Public and Private

Proposal

Redevelopment to provide a greater density and diversity of uses, including an enhanced cultural, community and evening economy offer.

A significantly expanded and open public realm will be delivered, enabling a wide range of community and cultural activities. It will be a nexus for wider connections in Wood Green, drawing people from the High Road and facilitating east-west connections to Alexandra Park via the Cultural Quarter, and a north-south Green Link to the Civic Centre.

The library and community facilities must be re-provided on site, or elsewhere within Wood Green Metropolitan Centre.

Masterplanning, engagement and delivery

A masterplan is required. It will need to be informed by engagement with landowners of The Malls and Morrisons to ensure delivery of a holistic public realm strategy, securing the north-south link and connections back to the High Road.

Community organisations and users of the community facilities should be engaged and help shape development and re-provision.

Land uses and activities

Existing land uses:

- Library, Indoor Market and Shops (Class E)
- Wood Green Faith Community Centre and Mosque

Acceptable land uses are:

- Re-provided community uses
- Residential (Class C3)
- Town Centre, Employment and Leisure:
  - Town centre uses should be provided on ground floor and first floor to facilitate an active Metropolitan Centre environment with active frontages.
  - A Replacement library and community facilities must be secured either on site, or elsewhere within Wood Green Metropolitan Centre
  - The customer service centre within the site will need to be re-provided on site, or at another location within the Metropolitan Centre.
  - A replacement ‘free speech area’ should be secured in the public realm.
  - Cultural infrastructure and contributors such as food & beverage outlets should be directed towards this site as a key cultural cluster.

Built form, character and heritage

- Adjacent to listed building: Gaumont Cinema - Development should conserve or enhance the significance of this Heritage Asset, which has been identified as Heritage at Risk.
- Development should facilitate the creation of individual buildings to enable an expanded and activated public realm
- This site lies beneath protected viewing corridors of Alexandra Palace from Lordship Rec and Lordship Lane/Bruce Castle. Development should be carefully designed to protect these views

- The site is suitable for both a replacement library, and new leisure facilities to serve the centre of the borough.

Movement and public realm

- A new public square should be created to act as the cultural and civic heart of the Metropolitan Centre fronted by active uses, and with greening, seating and the capacity for events.
- Development should facilitate the creation of a network of activated laneways behind the High Road, in accordance with the principles of the Wood Green Public Realm Framework.
- Potential activation of the Mall's north-eastern flank should be considered in designing the east-west route at this site
- Infrastructure to activate the public realm, including for provision of temporary markets and outdoor dining should be provided, particularly in the new public square.
- Water features within the public realm could be provided to reference the flow of the Moselle.
- A new or improved cyclist and pedestrian experience along the passageway adjacent to the library linking to Caxton Road and the Cultural Quarter should be delivered as part of the east-west cultural corridor link, in accordance with the principles of the Wood Green Public Realm Framework.

Environment and sustainability

- The site is partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Water). A Flood Risk Assessment should accompany any planning application.
- Enhanced tree planting around the perimeter of this site should help address a deficiency in canopy cover in this part of the borough, and help provide shading for the public realm
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA05: Spouter's Corner



Site Information	Details
Address	Spouter's Corner, 180 Wood Green High Road, Wood Green, N22 6EJ
Area (ha)	0.63
PTAL [2031]	6a
Planning designations	Spouters Corner and Central High Road PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Transport proposal: Crossrail 2 area of surface interest for a worksite Adjacent to Grade II listed Wood Green Underground Station Adjacent to Noel Park Conservation Area Part in Archaeological Priority Area Tier 2
Relevant permissions	
Indicative capacities	145 homes, 4,600 sqm Class E, Class F1/F2
Phasing	2027-2036
Ownership	Private

Proposal

Redevelopment to provide a mixed-use development, with replacement leisure, town centre and employment uses acting as key cultural anchor for the Metropolitan

Centre. A new higher density urban form will be provided, framing the Wood Green/ Lordship Lane junction together with the Wood Green Corner sites. A re-imagined and enhanced Spouter's Corner will contain an activated public plaza along Wood Green High Road and Lordship Lane drawing visitors into the area.

Masterplanning, engagement and delivery

- A masterplan is required
  Consultation with TfL will be required to understand the requirement to preserve bus standing behind this development, and to understand the potential future requirements of the development of Crossrail 2.

Land uses and activities

Existing land uses:

- Cinema, Town Centre (Class E) uses

Acceptable land uses:

- Residential (Class C3)
- Town Centre and Leisure
  - Town Centre uses are appropriate on this site and must provide active frontages at ground floor level. There should be an emphasis on replacement leisure provision to meet evidenced demand for such uses. Multi storey commercial development will be supported.
  - The ground floor of the Lordship Lane frontage of the building could be a suitable location for a cycle hub linked to Wood Green Underground Station and proposals that incorporate one are encouraged

Built form, character and heritage

- Development should be set back from Wood Green High Road to create a new, enhanced plaza at the entrance to Wood Green.
- This site lies partly beneath protected viewing corridors of Alexandra Palace from Lordship Rec and Lordship Lane/Bruce Castle. These views should be preserved through this site
- Part of the site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations
- Development should respect the scale of the terraced developments on Gladstone Avenue
- Adjacent to listed building: Wood Green Underground Station - Development should conserve or enhance the significance of the Heritage Asset.

Movement and public realm

- New development should mark the entrance to Wood Green Underground Station and framing views down the High Road
- Establish an improved plaza fronting onto Wood Green High Road. The busy High Road should be appropriately screened from the plaza to mitigate noise and air pollution impacts where possible.

- The public space should be adequately sized to enable outdoor seating, performance space, and circulation, and be activated by commercial and leisure uses
- Improved bus stops on the High Road frontage and Lordship Lane should be explored as part of the public plaza improvements

Environment and sustainability

- Enhanced tree planting around the perimeter of this site should help address a deficiency in canopy cover in this part of the borough, and help provide shading for the public realm
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA06: Mecca Bingo



Site Information	Details
Address	707-725 Lordship Lane, Wood Green, London, N22 5JY
Area (ha)	0.85
PTAL [2031]	6a
Planning designations	Spouters Corner and Central High Road PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Adjacent to Noel Park Conservation Area
Relevant permissions	HGY/2024/0450 - Permission for 623 student bedrooms and 77 affordable homes over four buildings rising to nine storeys with 799 sqm flexible commercial floorspace.
Indicative capacities	632 Student bedrooms, Class C3 –77 homes, 800sqm Class E
Phasing	2027-2031
Ownership	Private

Proposal

Comprehensive redevelopment of former bingo hall for employment, leisure and community uses, with student accommodation above, and social housing to the

rear including a new public realm and small park in accordance with Planning Permission HGY/2024/0450

Masterplanning, engagement and delivery

- N/A Site under construction in accordance with planning permission

Land uses and activities

Existing land uses:

- Site currently vacant following demolition of former bingo hall

Acceptable land uses are

- Residential (Class C3 and Purpose Built Student Accommodation)
- Town Centre
  - Town centre uses are appropriate on this site providing active frontages at ground floor level, along Lordship Lane.

Built form, character and heritage

- The alignment of Wellesley Road should be extended, with residential uses provided on the southern side of the road.
- This site lies outside of protected view corridors, and is suitable for heights up to those permissioned
- The height of development in the south of the site should be respectful of the existing properties on Moselle Avenue and Wellesley Road
- Adjacent to Noel Park Conservation Area – the principles of the Lordship Lane Character Area should be used to guide any alternative development on this site
- Given the Bingo use provided a form of community activity, proposals should incorporate alternate leisure and community floorspace

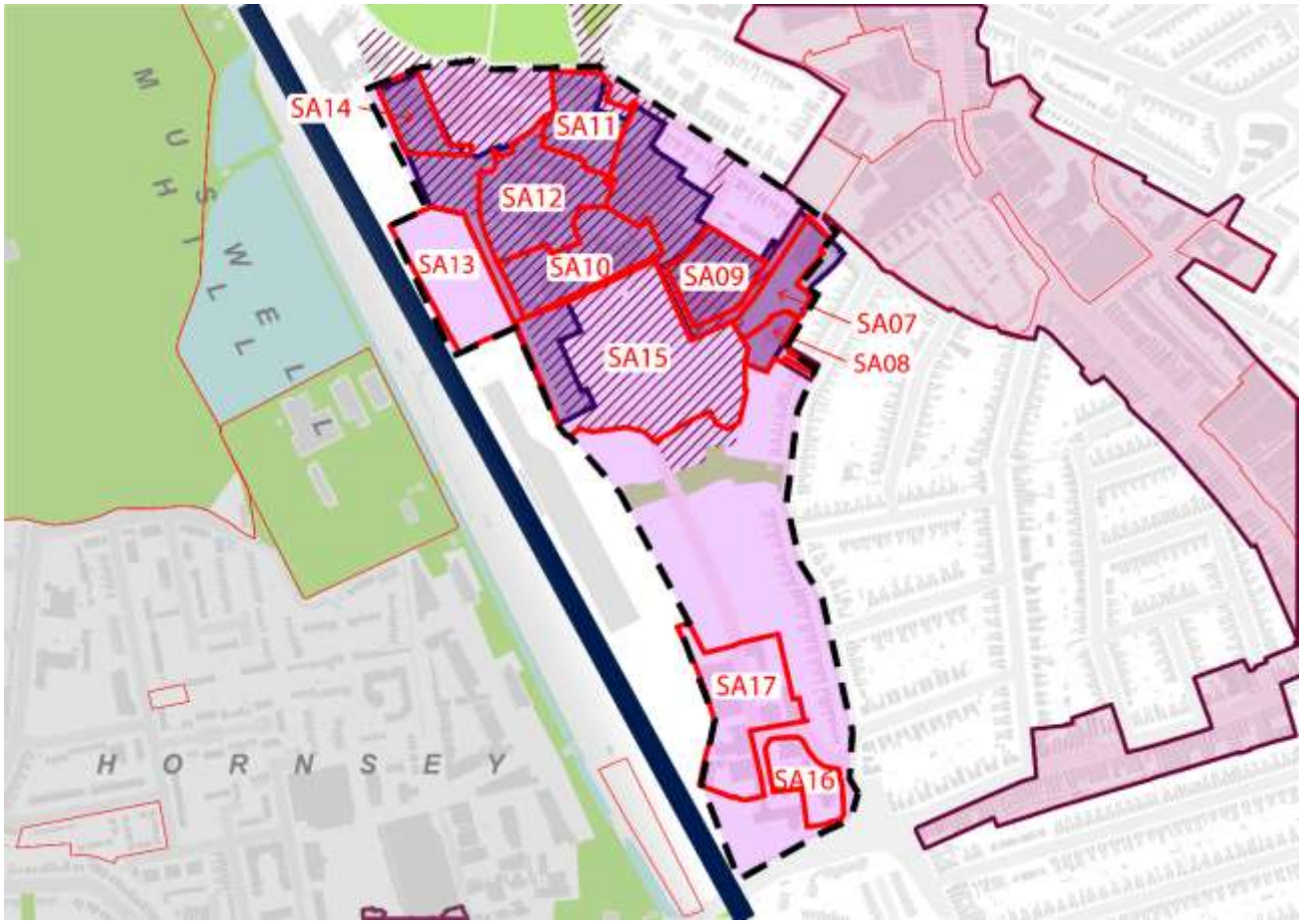
Movement and public realm

- New development should enhance the public realm in this area by providing a new north south route through this site and incorporate appropriate landscaping and areas of public open space to complement the commercial uses and provide space for residents to enjoy

Environment and sustainability

- The site is identified as being in an area with potential for being part of a decentralised energy network. Proposals should reference the Council's latest decentralised energy masterplan regarding how to connect, and the site's potential role in delivering a network in the local area
- Any alternative scheme should explore opportunities to de-culvert the Moselle River which runs under part of the site.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG PFA3: Wood Green Cultural Quarter and Alexandra Gate



Strategy

11.50 Transformation of the Cultural Quarter will build on its strong ecosystem of creative businesses. Employment-led mixed-used development will provide an exciting mix of new workspaces, cultural infrastructure and town centre uses. A significantly improved high-quality public realm network will deliver a clear east-west route through from the Metropolitan Centre, drawing visitors into this vibrant creative community, currently hidden away, and linking it to the open spaces and Cultural

Quarter at Alexandra Palace. New linkages to opens spaces, particularly to Alexandra Palace Park, will help address Wood Green's deficiency in access to open space.

11.51 The Cultural Quarter will be complemented by the completion of Alexandra Gate comprising predominately residential development at Clarendon Square and employment-led mixed used development at the southern end of Clarendon Square, providing new workspace, community uses and retaining existing businesses.

11.52 This strategy will be implemented through adherence to Policy WGN1-3, the site allocations outlined below, and the following initiatives:

- Introducing new employment, cultural, town centre and town centre uses to support the Cultural Quarter as a key cultural and employment destination.
    - Active uses, in particular evening and night-time economy uses and cultural consumption infrastructure, should be directed towards Coburg Road and Brook Road as routes within the Cultural Corridor linking the Metropolitan Centre through to Alexandra Palace.
    - Cultural anchors, such as cultural or educational institutions, should be attracted to the area to boost footfall and enhance its profile.
    - Delivery of affordable workspaces to support and enhance the existing creative economy
- Employment-led mixed-used development at the southern end of Clarendon Road will help to support and complement activities within the Cultural Quarter and establish a southern gateway through to this Placemaking Focus Area.
- Establishing a vibrant public realm network to complement creative activities and facilitate social, economic and physical connections. This includes:
    - Establishing a new public square within the Clarendon Square allocation.
    - Creating a new north-south pedestrian and cycling connection from Mary Neuner Road through to Mayes Road.
    - Strengthening the east-west connections along Coburg and Brook Roads, with a significantly improved public realm that supports cultural, evening and night-time economy uses and contains generous green infrastructure, including significant tree planting along this route.
    - Strengthening Western/ Mary Neuner/ Clarendon Roads as a calm, tree-lined north-south route through to Turnpike Lane.
    - Re-allocation of road space away from on-street car parking to deliver widened pedestrian and cycle routes, street greenery, and bus route infrastructure to support a higher footfall environment resulting from new development.
    - Contributing towards improvements to Alexandra Palace Park, the New River Path and Penstock Tunnel to enhance the important recreational asset and to ensure safe and attractive connections to the

cultural, leisure and recreation opportunities at Alexandra Palace and Alexandra Palace Park.
    - Creative design, use and management of the public realm and yard space to provide space for cultural events and activities and facilitate connections between businesses in the area, strengthening and building ties within the creative ecosystem.
- Establishing a new higher density urban form, building on and showcasing the area's character.
    - Heights within this area should rise towards the southern edge of Coburg Road, stepping down to the Wood Green Common Conservation Area to the north and the terraces along Mayes Road and Hornsey Park Road to the east and south.
    - The design of buildings and spaces within the Cultural Quarter should respond to its industrial heritage, preserving and enhancing key landmark buildings, such as Chocolate Factory 1 and 2, and creating new opportunities to appreciate them from the public realm.
    - Developments should protect and enhance the significance of its built heritage. There are opportunities to embrace the former Duke of Edinburgh Pub and Cambridge House on Mayes Road as gateways into the Cultural Quarter.
    - Proposals should be designed to signal and showcase the creative activity going on inside the Cultural Quarter. This could be achieved through the creation of shared public realm/ outdoor workspace, use of transparent glazing, and creative lighting.
- Taking steps to reduce air pollution. The southern part of the PFA is within an Air Quality Hotspot.

Site Allocations

WG SA07: Iceland



Site Information	Details
Address	Iceland, 59 Mayes Road, Wood Green, N22 6TN
Area (ha)	0.4
PTAL [2031]	4
Planning designations	Wood Green Cultural Quarter and Alexandra Gate PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Local Employment Area Partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Water)
Relevant permissions	HGY/2017/2886 - comprehensive mixed-use scheme of up to 9 storeys with commercial, retail and community uses at ground floor
Indicative capacities	161 homes, 2,207 sqm Class E
Phasing	2027-2031
Ownership	Private

Proposal

Redevelopment of the existing Iceland building to provide a high-density, employment-led mixed-use development. Commercial and/or community/cultural ground floor uses will activate the street front, facilitate connections into the Cultural Quarter and Alexandra Gate and help blend the Cultural Quarter with the Metropolitan Centre to the east.

Masterplanning, engagement and delivery

A masterplan is required. It will need to align and demonstrate early engagement with masterplanned development on the Land to the rear of Hornsey Park Road and Alexandra Park Gate sites to secure an optimum north south pedestrian connection through this site

Land uses and activities

Existing land use:

- Supermarket

Appropriate land uses are:

- Residential (Class C3)
- Town Centre
  - Town Centre uses should be provided at ground floor to activate the street frontage, with a preference for retail, food & beverage, or workspace.
  - Development should result in a net increase in employment floorspace
- Community
  - Community and cultural uses appropriate uses at ground floor level, including a potential new NHS facility subject to need/its requirements

Built form, character and heritage

- Development should preserve and enhance the protected local view corridor from Alexandra Palance to Lordship Recreation.
- The tallest element of any scheme should be centred towards the middle of Mayes Road frontage and along Brook Road, with heights dropping down adjacent to the two storey residential homes to the south-east along Hornsey Park Road.

Movement and public realm

- New public realm should be created at the front of this site at the corner of Brook Road and Mayes Road, signalling a key gateway through to the Cultural Quarter. This could include wayfinding and seating.
- Development should provide for a new pedestrian and cyclist connection from Hornsey Park Road through the Land to the rear of Hornsey Park Road site to Brook Road and into the north-south pedestrian routh along the eastern boundary of the Alexandra Park Gate site which connects to the Clarendon Road Play Area

- Development should facilitate an improved public realm along Mayes Road and Brook Road, including new and improved pedestrian crossings in accordance with the principles of the Wood Green Public Realm Framework.

Environment and sustainability

- The site is partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Water). A Flood Risk Assessment should accompany any planning application.
- The Moselle runs in a culvert along the north edge of the site. Opportunities for de-culverting should be explored.
- Green infrastructure, including trees, should be provided alongside the Brook Road and Mayes Road street front.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA08: Rear of Hornsey Park Road



Site Information	Details
Address	157 – 159 Hornsey Park Road, N8 0JX
Area (ha)	0.20
PTAL [2031]	4
Planning designations	Wood Green Cultural Quarter and Alexandra Gate PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Local Employment Area Partially within Flood Zone 2 and Flood Zone 3 (Fluvial) The Moselle River runs in a culvert along the north edge of the site Local Viewing Corridor to Alexandra Palace from Lordship Rec and Bruce Castle
Relevant permissions	HGY/2024/0466 - erection of two buildings to provide residential units and Class E floorspace; landscaping and a new pedestrian route
Indicative capacities	32 homes, 97sqm Class E
Phasing	2027-2031
Ownership	Private

Proposal

Redevelopment for a higher density mixed-use scheme, reflecting its town centre location, and providing a new pedestrian route connecting Hornsey Park Road with Brook Road.

Masterplanning, engagement and delivery

- A masterplan is not required but an optimum north south pedestrian connection should be secured through this site.

Land uses and activities

Existing land uses:

- Light industrial uses (Class B2)

Appropriate land uses are:

- Residential (Class C3)
- Town Centre and Employment
  - Town Centre uses are appropriate on this site, with a preference for workspace for the creative industries and small to medium enterprises or office space.

Built form, character and heritage

- Height of new buildings where they back onto the residential properties on Hornsey Park Road should be considered carefully to respect their residential amenity.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Lordship Rec. Development should be designed to protect this view.
- New development along the new east-west route should frame the space creating a positive and safe town centre feel along its length.

Movement and public realm

- New development should enhance the public realm in this area by providing a new north south route through this site and incorporate appropriate landscaping to connect through to the Clarendon Square
- The east-west linkage should be as straight as possible between Wood Green High Road and Clarendon Square

Environment and sustainability

- The site is partially within Flood Zone 2 and Flood Zone 3 (Fluvial). A Flood Risk Assessment should accompany any planning application.
- The Moselle runs in a culvert along the north edge of the site. Opportunities for de-culverting should be explored.
- New street trees should be provided on this site and green the new route through to Clarendon Square
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA09: Bittern Place



Site Information	Details
Address	Bittern Place, Coburg Road, Wood Green, N22 6TP
Area (ha)	0.53
PTAL [2031]	6a
Planning designations	Wood Green Cultural Quarter and Alexandra Gate PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Local Employment Area Local Viewing Corridor to Alexandra Palace Partially within Flood Zone 2 and Flood Zone 3 (Fluvial)
Relevant permissions	
Indicative capacities	180 homes, 4,500sqm Class E
Phasing	2027-2031
Ownership	Public and Private

Proposal

Employment-led mixed-use development of a prominent corner site to provide a greater density of town, workspace and residential uses, extending the Metropolitan

Centre into the Cultural Quarter. Development will help to activate the public realm, particularly strategic east-west connections along Coburg and Brook Roads.

Masterplanning, engagement and delivery

- A masterplan is not required but engagement with existing businesses on site should be undertaken to understand and cater to relocation requirements on site where there is a desire to return post-re-development

Land uses and activities

Existing land uses:

- Light and general Industrial Uses (Use Class E (g) / B2.

Appropriate land uses on this site are:

- Residential (Class C3)
- Commercial and Cultural:
  - Town Centre and Cultural uses, with an emphasis on leisure, food and drink, office, light industrial and research and development are appropriate on this site as it is within Wood Green Metropolitan Centre and to enhance the Cultural Quarter, provide modern replacement floorspace for existing businesses on site and to support the placemaking of this new neighbourhood

- Proposals should be mixed-use, employment-led development with replacement yard space suitable for light industry or last mile delivery businesses

Built form, character and heritage

- Heights should be limited to avoid interrupting the designated viewing corridor from Alexandra Palace from Downhills Park Road. Development should be designed to ensure this view is carefully managed.
- Taller elements are appropriate to the west of the site, away from adjacent residential houses on Mayes Road which will continue to be an important local residential street
- Active frontages which address the public realm will be provided around all edges of the Coburg Road, which forms the key east-west link through the area.
- Development should enhance the setting of the neighbouring former Duke of Edinburgh pub and Chocolate Factory 2 buildings

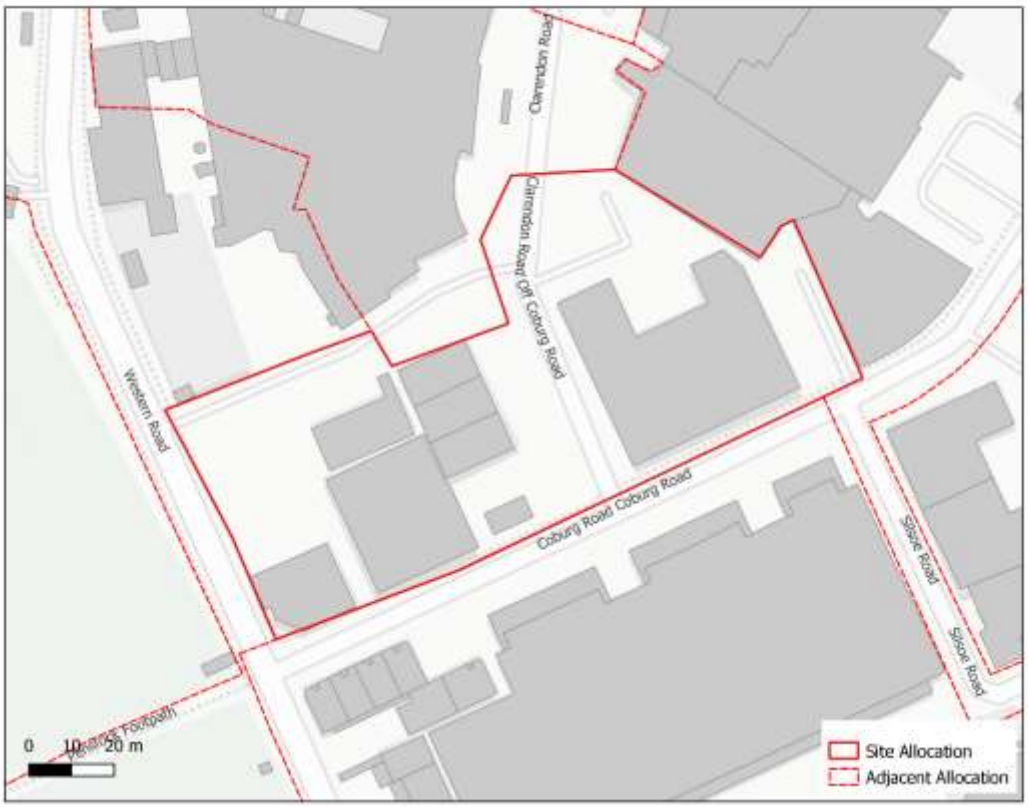
Movement and public realm

- Improvements to the public realm along Coburg Road should be secured, in accordance with the principles of the Wood Green Public Realm Framework, alongside a public route through the site running north south.
- Adequate yard space should be incorporated into the scheme to provide for the needs of modern business and industry

Environment and sustainability

- The site is partially within Flood Zone 2 and Flood Zone 3 (Fluvial). A Flood Risk Assessment should accompany any planning application.
- Additional tree planting should be secured to address a canopy cover deficiency in this area, and to enhance the east-west route on Coburg Road
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA10: Mallard and Kingfisher Place



Site Information	Details
Address	Mallard and Kingfisher Place, Coburg Road, N22 6XF
Area (ha)	0.83
PTAL [2031]	4
Planning designations	Wood Green Cultural Quarter and Alexandra Gate PFA: Transform Wood Green Opportunity Area Local Employment Area Wood Green Cultural Quarter Local Viewing Corridor to Alexandra Palace Partially within Flood Zone 2 and Flood Zone 3 (Surface Water)
Relevant permissions	
Indicative capacities	190 homes, 8,000sqm Class E
Phasing	2027-2031
Ownership	Public

Proposal

Redevelopment to provide a greater density and mix of employment, workspace and residential uses, supporting the Cultural Quarter. Active frontages and uses, and a dramatically improved public realm will create dynamic, creative environment

along Coburg and Clarendon Road, as part of the strategic east-west cultural corridor.

Masterplanning, engagement and delivery

- A masterplan is required. It will need to cover both of these sites to optimise site capacity and help establish a new frontage onto Coburg Road
- The employment quantum may be delivered predominantly on either Kingfisher or Mallard Place, but active frontages will be required on all Coburg Road ground floor elevations

Land uses and activities

Existing land uses:

- Light and general Industrial Uses (Use Class E (g)) / B2.
- Community and Education Use (Use Class F1)

Appropriate land uses on this site are:

- Residential (Class C3)
- Employment and Cultural:
  - Employment uses should be provided including affordable and creative workspace, alongside cultural facilities to enhance the Cultural Quarter, provide modern replacement floorspace for existing businesses on site and to support the placemaking of this new neighbourhood
  - Proposals should be mixed-use, employment-led development and not result in a reduction in employment floorspace

Built form, character and heritage

- The site is within the Wood Green Cultural Quarter and is suitable for developments incorporating affordable and creative workspace, alongside cultural facilities – therefore appropriate yard and servicing space will be required on Kingfisher Place.
- The Chocolate Factory 2 and former Duke of Edinburgh pub are important local assets in the area, and will remain and contribute to the active frontages along this route, new development should complement these assets
- Active frontages to both sides of Clarendon Road will be required, which will demonstrably contribute to the cultural character of the area
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhill Park Road. Development should be designed to ensure this view is carefully managed
- New development at the junction of Western and Coburg Roads should mark the entrance to the area from Alexandra Palace via the Penstock foot tunnel

Movement and public realm

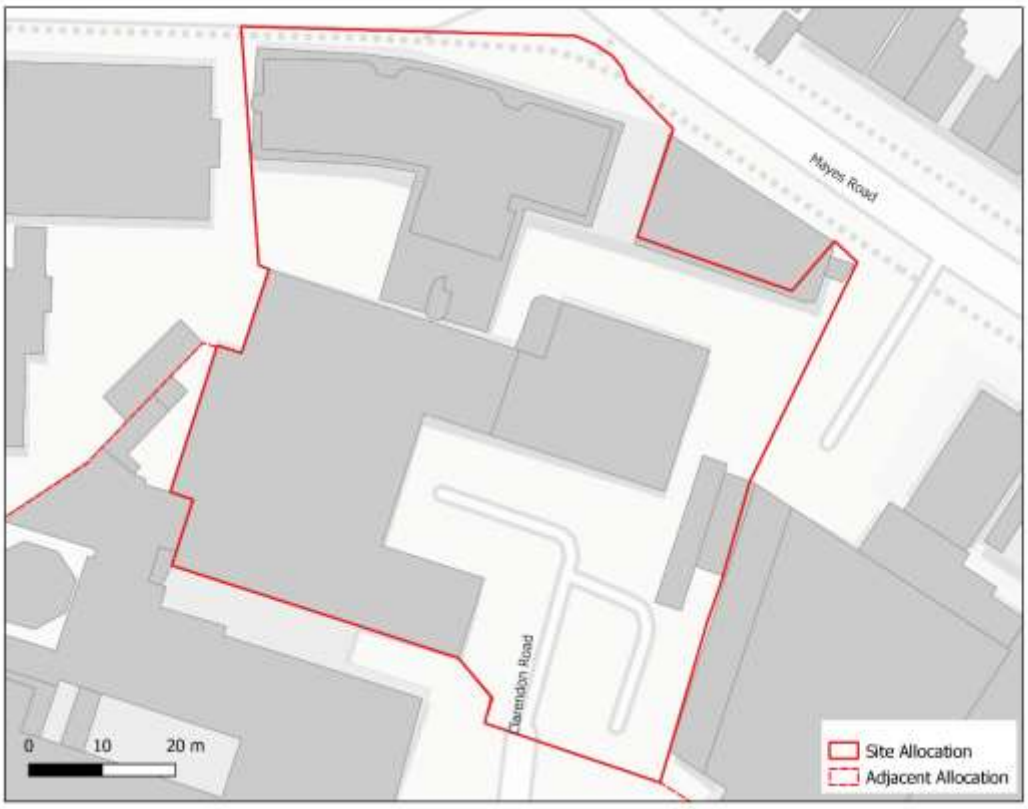
- Improvements to the public realm along Coburg Road should be secured, alongside a public route through the site running north south, in accordance with the principles of the Wood Green Public Realm Framework.

- The site fronts onto Coburg Road which is part of a new east-west connection through Wood Green, establishing an easily navigable pedestrian and cycling link from Wood Green High Road to Alexandra Palace via the Penstock foot tunnel, in accordance with the principles of the Wood Green Public Realm Framework.
- A new, high quality public realm should be created at the centre of the Cultural Quarter around Clarendon Road to the north of the site in conjunction with WG SA 14. A Public Realm Strategy which engages with the wider redevelopment of the area including how this site interfaces with Clarendon Square and Guillemot Place will be required

Environment and sustainability

- The site is partially within Flood Zone 2 and Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- Tree planting should be maximised along Coburg Road to enhance the green pedestrian link to Alexandra Palace
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA11: Guillemot Place



Site Information	Details
Address	Haringey Job Centre, Mayes Road, and Guillemot Place, N22 6XJ
Area (ha)	1.2
PTAL [2031]	5
Planning designations	Wood Green Cultural Quarter and Alexandra Gate PFA: Transform Wood Green Opportunity Area Local Employment Area Wood Green Cultural Quarter Wood Green Common Conservation Area (part) Local Viewing Corridor to Alexandra Palace Archaeological Priority Area Tier 2 Partially within Flood Zone 2 and Flood Zone 3 (Surface Water)
Relevant permissions	
Indicative capacities	160 homes, 4,500m Class E
Phasing	2027-3032
Ownership	Public and Private

Proposal

The site contains old industrial and warehousing buildings in a good location within the Wood Green Cultural Quarter, and Local Employment Area. The site is suitable

for comprehensive employment-led redevelopment enhancing the Wood Green Cultural Quarter, including creation of a new north south link between Clarendon Road and Wood Green Common, creating mixed use development.

Masterplanning, engagement and delivery

- A masterplan is required. It will need to cover both Guillemot Place and the Job Centre site, to optimise site capacity and help establish a new north south route through to Wood Green Common at the interface of Guillemot Place and Haringey Job Centre. Provision for the route must be made in each land parcel.
- Quanta of residential and employment uses on each land parcel should be proportionate to their overall site size

Land uses and activities

Existing land uses:

- Light and general Industrial Uses (Use Class E (g) / B2.

Acceptable land uses:

- Residential
- Employment:
  - Employment uses should be provided including affordable and creative workspace, alongside cultural facilities to enhance the Cultural Quarter, provide modern replacement floorspace for existing businesses on site and to support the placemaking of this new neighbourhood
- Proposals should be mixed-use, employment-led development and not result in a reduction in employment floorspace
- Affordable workspace will be sought of the same typologies as existing on this site
- A replacement Job Centre should be provided or an alternative location in Wood Green secured.
- Adequate yard space should be re-provided to support the cultural and workspace typologies delivered on this site

Built form, character and heritage

- The site is within the Wood Green Cultural Quarter and is suitable for developments incorporating creative workspace, alongside cultural facilities
- Part of the site is located within Wood Green Common Conservation Area and any development should make a positive contribution to the setting of the Conservation Area, in particular the locally listed Alexandra Primary School, and 109 Mayes Road
- Adjacent to Locally Listed Buildings (Cambridge House on 109 Mayes Road, and former Duke of Edinburgh Public House on 83 Mayes Road)
- Massing should be informed by developments at the Chocolate Factory
- This site is within a viewing corridor of Alexandra Palace from Lordship Rec and Lordship Lane/ Bruce Castle, and the new local view from Wood Green High Road, and development should be designed in such a way as to complement these views

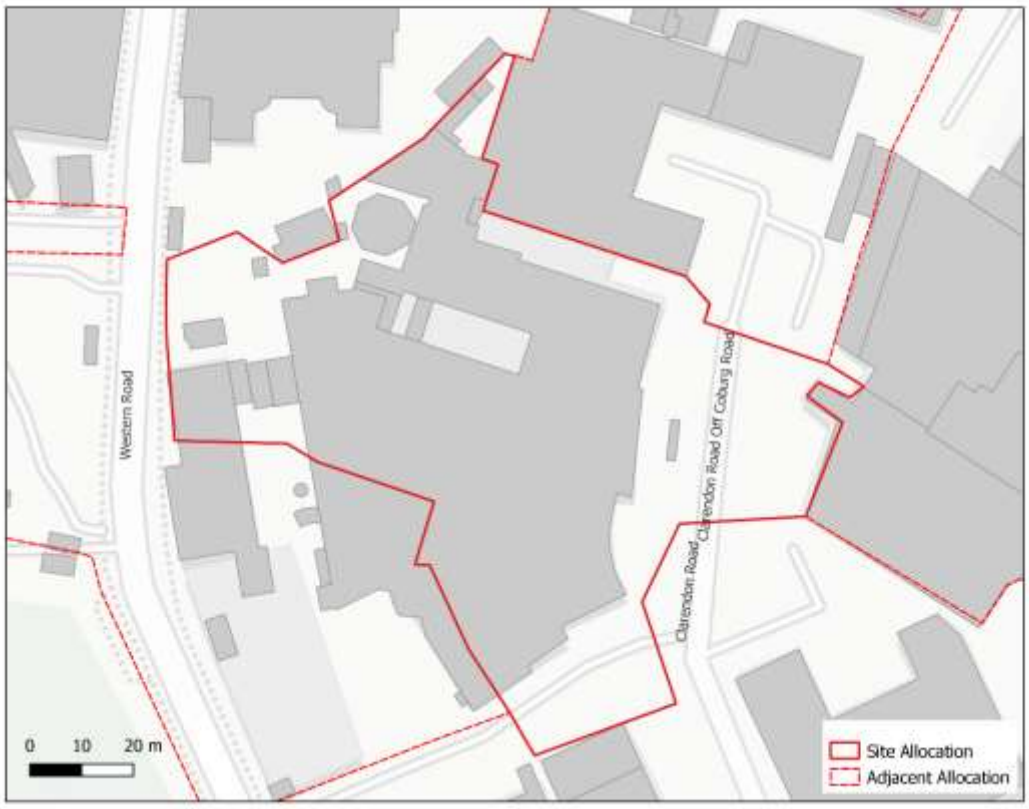
Movement and public realm

- An extension of Clarendon Road, from its current cul-de-sac, through the site, as a pedestrian and cycling route, linking the Cultural Quarter with Wood Green Common must be established
- A new, high quality public realm as part of the north-south link should be created that will act as the focal point for the Cultural Quarter on this the site in combination with the Chocolate Factory, in accordance with the principles of the Wood Green Public Realm Framework.

Environment and sustainability

- The site is partially within Flood Zone 2 and Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- Additional tree planting should be secured to address a canopy cover deficiency in this area
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA12: Chocolate Factory



Site Information	Details
Address	Chocolate Factory, 1-3 Clarendon Rd, and John Raphael House, Wood Green, N22 6XJ
Area (ha)	1.4
PTAL [2031]	4
Planning designations	Wood Green Cultural Quarter and Alexandra Gate PFA: Transform Local Employment Area Wood Green Opportunity Area Local Viewing Corridor to Alexandra Palace Flood Zone 3 (Surface Water)
Relevant permissions	HGY/2017/3020
Indicative capacities	150 homes (80 homes have already been delivered on this site), 10,657sqm Class E/D
Phasing	2027-2031
Ownership	Private

Proposal

Redevelopment with extensions to the existing Chocolate factory to create a mixed use development with new homes, commercial, employment and community uses, new public realm, and replacement and enhanced affordable workspace.

Masterplanning, engagement and delivery

- Any alternate development proposals will be required to be accompanied by a masterplan. It will need to:
    - Cover both this site and the adjacent Guillemot Place site, to optimise site capacity and help establish a new north south route through to Wood Green Common at the interface of Guillemot Place and Haringey Job Centre.

Land uses and activities

Existing land uses:

- Light and general Industrial Uses (Use Class E (g) / B2.

Acceptable land uses are:

- Residential
- Employment floorspace:
    - Employment uses should be provided including affordable and creative workspace, alongside cultural facilities to enhance the Cultural Quarter, provide modern replacement floorspace for existing businesses on site and to support the placemaking of this new neighbourhood
- Proposals should be mixed-use, employment-led development and not result in a reduction in employment floorspace

Built form, character and heritage

- Adjacent to Wood Green Common Conservation Area and development should positively enhance its setting
- The original Chocolate Factory building is to be retained
- Heights of up to 18 storeys are appropriate as per the planning permission. Any revised application should revisit heights in assessing potential harm upon the protected viewing corridor

Movement and public realm

- Public realm should be provided in accordance with the planning permission quanta and principles
- Provision for the north south route linking Clarendon Road with Wood Green Common must be secured, in accordance with the principles of the Wood Green Public Realm Framework.
- Better east-west connectivity through the site, as secured in the planning permission linking Western Road with Clarendon Road should be delivered

Environment and sustainability

- The site is within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- Additional tree planting should be secured to address a canopy cover deficiency in this area

- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA13: Land adjacent to Coronation Sidings



Site Information	Details
Address	Land adjoining Western Road, the Penstock foot tunnel, and the Great Northern Rail Line, Wood Green, N22 6UB
Area (ha)	0.9
PTAL [2031]	3
Planning designations	Wood Green Cultural Quarter and Alexandra Gate PFA: Transform Local Employment Area Wood Green Opportunity Area Partially within Flood Zone 3 (Surface Water) Wood Green Cultural Quarter Local Viewing Corridor to Alexandra Palace Ecological Corridor
Relevant permissions	None
Indicative capacities	180 homes, 3,020sqm Class E/B
Phasing	2037-2042
Ownership	Private

Proposal

Mixed use development of this mostly vacant land to provide new employment floorspace at ground level and an improved public realm, creating a more

prominent, safe, activated and attractive route through to the Penstock Foot Tunnel. Significant green infrastructure should be provided to enhance the ecological corridor running alongside the railway line and preserve Western Road's character as a tree-lined green route.

Masterplanning, engagement and delivery

A masterplan is required

- Engagement with Network Rail will be necessary given the adjacent railway and Hornsey Depot

Land uses and activities

Existing land use:

- Vacant land with temporary storage use

Acceptable land uses are:

- Residential
- Employment
  Industrial, workspace, research and design, and office uses are appropriate on this site given its employment land designation and its location away from neighbouring sites
- The site lies on the edge of the cultural quarter and so is also suitable for developments incorporating affordable and creative workspace, alongside cultural facilities

Built form, character and heritage

- The site marks the gateway to the Penstock Tunnel through to Alexandra Palace. Enhancements should be delivered that complement the public realm improvements to the tunnel itself.
- Local Viewing Corridor to Alexandra Palace should not be interrupted. Heights will be constrained by the impact on long views of Alexandra Palace from Downhill Park Road.
- Development should mark the corner of Western Road and the Penstock path
- Development at the corner of Western Road and the Penstock path should complement the development across Western Road to the west. A taller element could be designed in such a way to be visible from Alexandra Palace Park, acting as a way marker, while respecting the setting of the Park

Movement and public realm

- A new frontage to the Penstock path should be created, increasing passive surveillance of the path and the entrance to the tunnel
- Penstock Path will become part of the new east west route linking Wood Green with Alexandra Palace and the west of the borough through the Penstock foot tunnel.
- Development contributions for a dedicated cycle and pedestrian crossing of Western Road into Coburg Road should be secured

- Consideration should be given to retention of the mature trees fronting onto Western Road, while ensuring that new buildings face onto, and are accessed from Western Road.

Environment and sustainability

- The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- The site is currently part of a north-south ecological corridor running along the rail line. While accepting that the quantum of corridor in this area will be reduced, the impact of development will need to be identified and mitigated to ensure that the function of the corridor is protected through the development. At present the land is not considered to be positively contributing to the principles of the corridor, and any future development should ensure a positive contribution to the corridor
- Biodiversity Net Gain should prioritise habitats and species that will complement those in the Ecological Corridor
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA14: Quicksilver Place



Site Information	Details
Address	Quicksilver Place, Car Park, Western Road, Wood Green, N22 6UH
Area (ha)	0.3
PTAL [2031]	4
Planning designations	Wood Green Cultural Quarter and Alexandra Gate PFA: Transform Local Employment Area Wood Green Opportunity Area Wood Green Cultural Quarter Local Viewing Corridor to Alexandra Palace Partially within Flood Zone 3 (Surface Water) Adjacent designation: Wood Green Common Conservation Area
Relevant permissions	None
Indicative capacities	100 homes, 1650 sqm Class E/B
Phasing	2032-2036
Ownership	Public

Proposal

Redevelopment which increases employment floorspace alongside delivering residential uses on the site and addresses the needs of the emergency services to secure an intensified and optimal use of land within the Opportunity Area, and

further the creation of a new mixed-use destination at the edge of the Cultural Quarter

Masterplanning, engagement and delivery

- A masterplan is not required
- The amenity of users of Heartlands High School should be considered through any design
- Engagement with the Metropolitan Police as to the service's needs will need to be undertaken, and replacement facilities secured either on-site or in the vicinity as dictated by need.

Land uses and activities

Existing land use:

- Car park and Police base (Sui Generis)

Acceptable land uses are:

- Commercial and Industrial:
  - Industrial, workspace , research and design, and office uses are appropriate
- Residential:
- The site lies on the edge of the cultural quarter and so is suitable for developments incorporating affordable and creative workspace, alongside cultural facilities

Built form, character and heritage

- This site is not considered suitable for a tall building due to the potential impact on long views of Alexandra Palace from Lordship Rec and Lordship Lane/Bruce Castle
- The development should be designed in such a way that it contributes positively to the setting of Wood Green Common, and other buildings within the Conservation Area, in particular it should be designed to complement the characterful Decorium centre

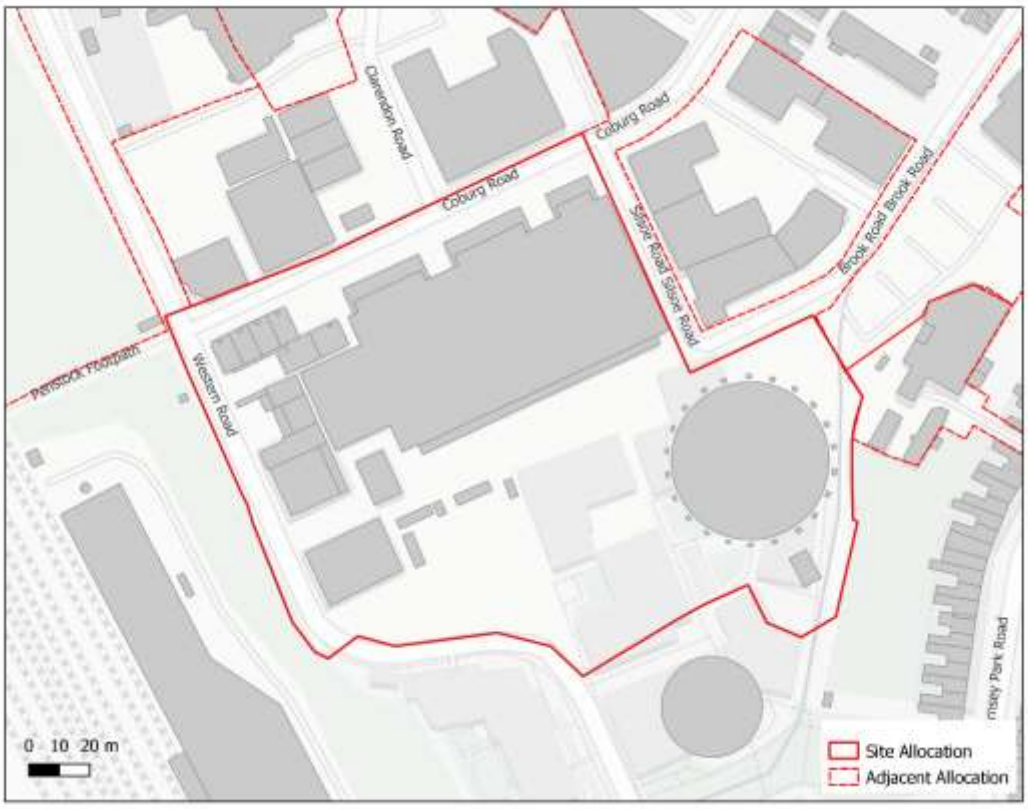
Movement and public realm

- Access for the parking of vehicles in relation to any maintained patrol base will be necessary to meet operational requirements.
- A separate pedestrian and cycle access to the north of the site linking to the new river path should be explored.

Environment and sustainability

- The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- Additional tree planting should be secured to address a canopy cover deficiency in this area
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA15: Clarendon Square



Site Information	Details
Address	Land at Former Clarendon Gas Works, Clarendon Road, Hornsey Park Road, Mayes Road, Clarendon Road, N22 6TZ
Area (ha)	2.54
PTAL [2031]	4-6
Planning designations	Wood Green Cultural Quarter and Alexandra Gate PFA: Transform Wood Green Opportunity Area Wood Green Cultural Quarter Local Employment Area (part) Partially within Flood Zone 2 and Flood Zone 3 (Surface Water)
Relevant permissions	HGY/2009/0503
Indicative capacities	750 homes, 2,500sqm Class E/D/F
Phasing	2027-2031
Ownership	Ownership

Proposal

Comprehensive masterplanned mixed use redevelopment to create a new destination within Wood Green, including new employment floorspace, new homes, and a new public square with ancillary retail and employment uses, a decentralised energy hub, community uses, and establishing a new north-south and east-west connections through the area.

Masterplanning, engagement and delivery

- The first 2 phases of the overall scheme are completed with phase 3 currently underway. A masterplan is required for remaining phases. It will need to:
  - Cover both this site and the adjacent land to the rear of Hornsey Park Road, to optimise site capacity and help enhance the new east-west route along Coburg Road, and north south continuing along Clarendon Road with public open spaces secured in line with the planning permission
- Development of higher densities on land parcels still to come forward may be appropriate subject to an area-wide masterplan showing how the development delivers on the design and amenity secured through the planning permission, would not interrupt protected views, and does not compromise co-ordinated development on the other land parcels within the allocation, and on surrounding sites.

Land uses and activities

Existing land uses:

- Light and general Industrial Uses (Use Class E (g) / B2.
- Ancillary Class E (b)

Acceptable land uses are:

- Employment uses
- Residential
- Area suitable for affordable and creative workspace, alongside cultural facilities
- As per the permission, replacement employment floorspace should be provided and should seek to maximise the quanta permissioned in the outline permission.

Built form, character and heritage

- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhill Park Road. Development should be designed to protect this view
- View of the site from Alexandra Palace & Park should be considered in any design. Development should address the Park across the rail line on upper levels where it will be visible from within Alexandra Palace Park.

Movement and public realm

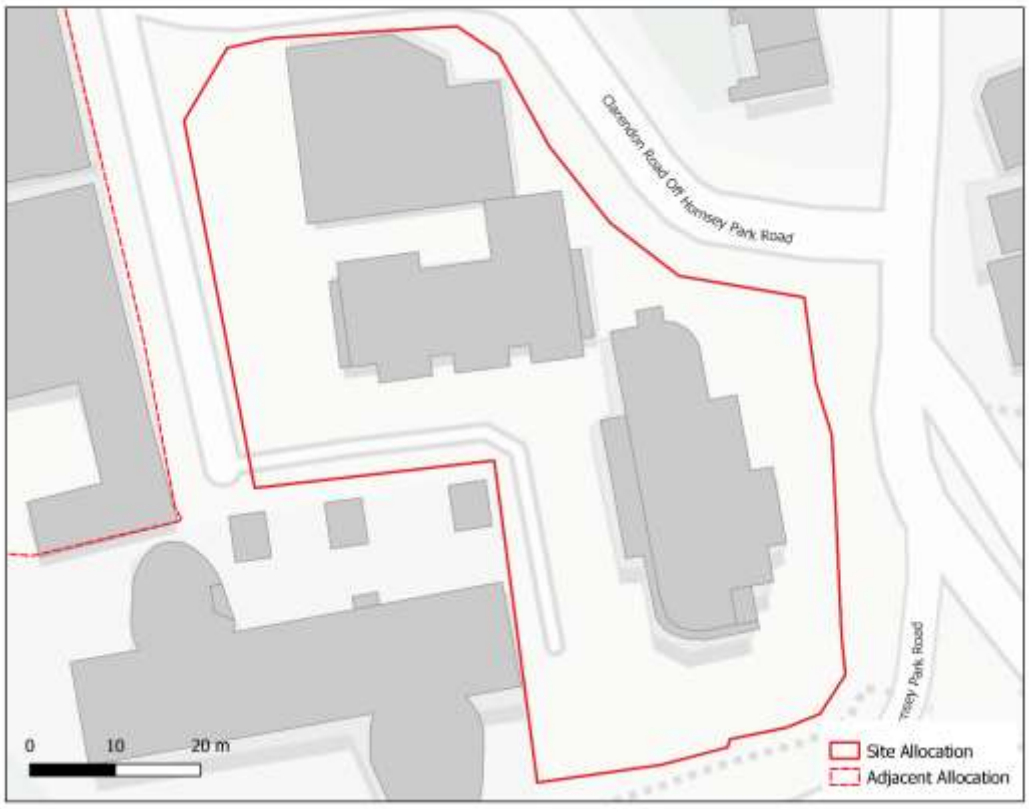
- New public realm has been created. Further improvements to the new north south route along Mary Neuner Way should be secured
- An improved route for pedestrians and cyclists will be established along Coburg Road along with Mallard, Kingfisher and Guillemot Places. Part of this will be the principal new East-West Route through Wood Green, establishing an easily

navigable pedestrian and cycling link from Wood Green High Road to Alexandra Palace via the Penstock foot tunnel, in accordance with the principles of the Wood Green Public Realm Framework. This route should be sufficiently wide to accommodate a range of activities and events throughout the year and development should be set back to allow this, and provide enhancements to the public realm interfacing onto this key route
- Provision for a new bus route, including a new bus stop on Mary Neuner Way will be required.

Environment and sustainability

- The site is partially within Flood Zone 2 and Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- Adjacent to Ecological Corridor. Development proposals should protect and enhance the nature conservation value of the site
- The site is a former gas works and industrial site and land must be remediated as necessary.
- Additional tree planting should be secured to address a canopy cover deficiency in this area
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA16: Clarendon Road Gateway



Site Information	Details
Address	African Caribbean Cultural Centre, Clarendon Recovery College and Jessica Buttons, 9; 30-36 Clarendon Road, N8 0DJ
Area (ha)	0.4
PTAL [2031]	4
Planning designations	Wood Green Cultural Quarter and Alexandra Gate PFA: Transform Wood Green Opportunity Area Partially within Flood Zone 3 (Surface Water) Ecological corridor on the adjacent railway embankment
Relevant permissions	HGY/2022/3846
Indicative capacities	130 homes, 4,000 sqm Class E /F2
Phasing	2027-2031
Ownership	Public and Private

Proposal

Redevelopment for the creation of new mixed use development including community, employment and residential uses, and to complement the development

at Clarendon Square to the north. Planning permission has been granted at Jessica Buttons, 30-36 Clarendon Road for a 51 unit mixed use redevelopment (HGY/2022/3846). The redevelopment of this area which is currently of a mixed character that includes a mix of community, employment and residential uses can help establish a more coherent urban form, improved public realm, and modern community and employment floorspace.

Masterplanning, engagement and delivery

- A masterplan is required. It will need to cover the African Caribbean Cultural Centre, Clarendon Recovery College and Jessica Buttons buildings and include a more coherent network of roads and pedestrian and cycle routes to increase connectivity to Turnpike Lane and Mary Neuner Road
- Engagement with the West Indian Cultural Centre and Clarendon Recovery College will be required, and replacement floorspace secured on site or in the vicinity unless there is no longer a need for these facilities.

Land uses and activities

Existing land uses:

- Light and general Industrial Uses (Use Class E (g) / B2.
- Community Use (Class F2)

Acceptable land uses are:

- Residential:
- Commercial
- Industrial, workspace, research and design, and office uses are appropriate Community
    - Opportunities should be explored to collaborate with existing community facilities providers in the area to improve the overall level of service. Replacement community facilities for the West Indian Cultural Centre should be secured if required

Built form, character and heritage

- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations
- Heights should be restricted where they interface with the properties on Hornsey Park Road
- The design and massing of any development should reference and complement the permitted scheme at 30 Clarendon Road

Movement and public realm

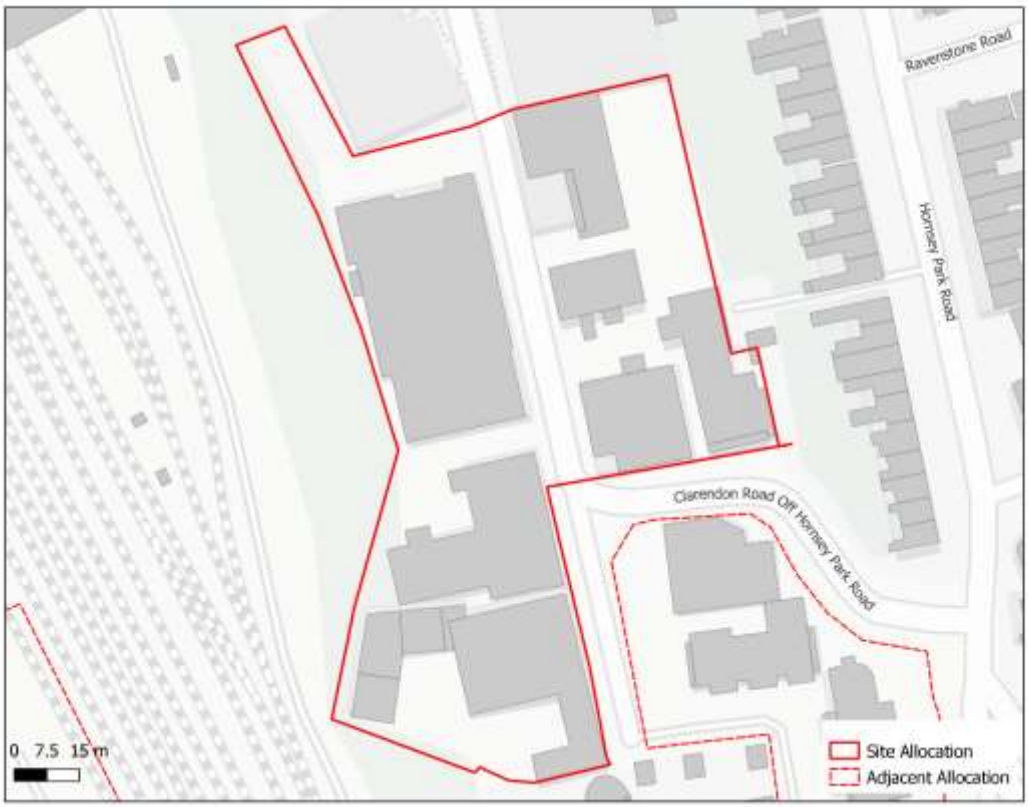
- Improvements to the new north south route along Mary Neuner Way/Clarendon Road should be secured including the provision of landscaping and trees to enhance this key north-south route
- Provision for a new bus route, including a new bus stop on Mary Neuner Way/Clarendon Road, may be required

- Increased permeability through the site will be sought, with a public realm designed to mitigate the development from the busy intersection of Turnpike Lane and Hornsey Park Road.

Environment and sustainability

- The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- Adjacent to Ecological Corridor, Development proposals should protect and enhance the nature conservation value of the site
- Additional tree planting should be secured on the perimeter of this site to address a deficiency in canopy cover in this area
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA17: Clarendon Road South



Site Information	Details
Address	19-33 and 50 Clarendon Road, Civica Election Service, Hertie, Virgin Group and London Alevi Community Centre, N8 0DD
Area (ha)	1.08
PTAL [2031]	4-6a
Planning designations	Wood Green Cultural Quarter and Alexandra Gate PFA: Transform Wood Green Opportunity Area Wood Green Cultural Quarter Partially within Flood Zone 3 (Surface Water) Adjacent to Ecological Corridor
Relevant permissions	HGY/2024/2279 Demolition of existing buildings and delivery of a new co-living development and affordable workspace, alongside public realm improvements, soft and hard landscaping, cycle parking, servicing and delivery details and refuse and recycling provision.
Indicative capacities	150 homes. 4,000sqm Class E
Phasing	2027-2036
Ownership	Public and Private

Proposal

The site is currently of a mixed character that includes community, employment (including election services) and residential uses. There is potential for the site to be used more intensively for the creation of new mixed use development including community, employment and residential uses, and to complement the development which is expected to take place on the adjacent sites to the east of Clarendon Road. The retention and expansion of election services and community uses within this area is supported.

Masterplanning, engagement and delivery

A masterplan is required. It will need to cover all land parcels within this allocation to ensure optimum site capacities can be achieved, with a proportionate split of employment and residential quanta.

Engagement with the elections services operations is necessary to allow for their continued secure functioning on a 24hour basis.

There are existing community uses on site, and engagement with them, including the Alevi Centre, will be essential to inform appropriate development options.

Land uses and activities

Existing land uses:

- Light and general Industrial Uses (Use Class E (g) / B2.

Acceptable land uses are:

- Retention and enhancement of existing community uses e.g. the Alevi Centre
- Residential
    - Provision of circa 150 new homes with ancillary provision of 220 co-living bedspaces per the existing planning permission for 25-27 Clarendon Road
- Employment
    - Industrial, workspace, research and design, and office uses are appropriate on this site with a preference for workspace, office and community uses to support placemaking
- Adequate replacement yard space should be provided to cater for the industrial, and workspace floorspace

Built form, character and heritage

- This site lies outside of protected view corridors, and may be suitable for tall or taller buildings, subject to other design considerations
- The design of buildings should reference the recently completed developments at Clarendon Square
- Residential uses should be appropriately screened and insulated from adjacent ongoing business uses. The agent of change principle will apply.

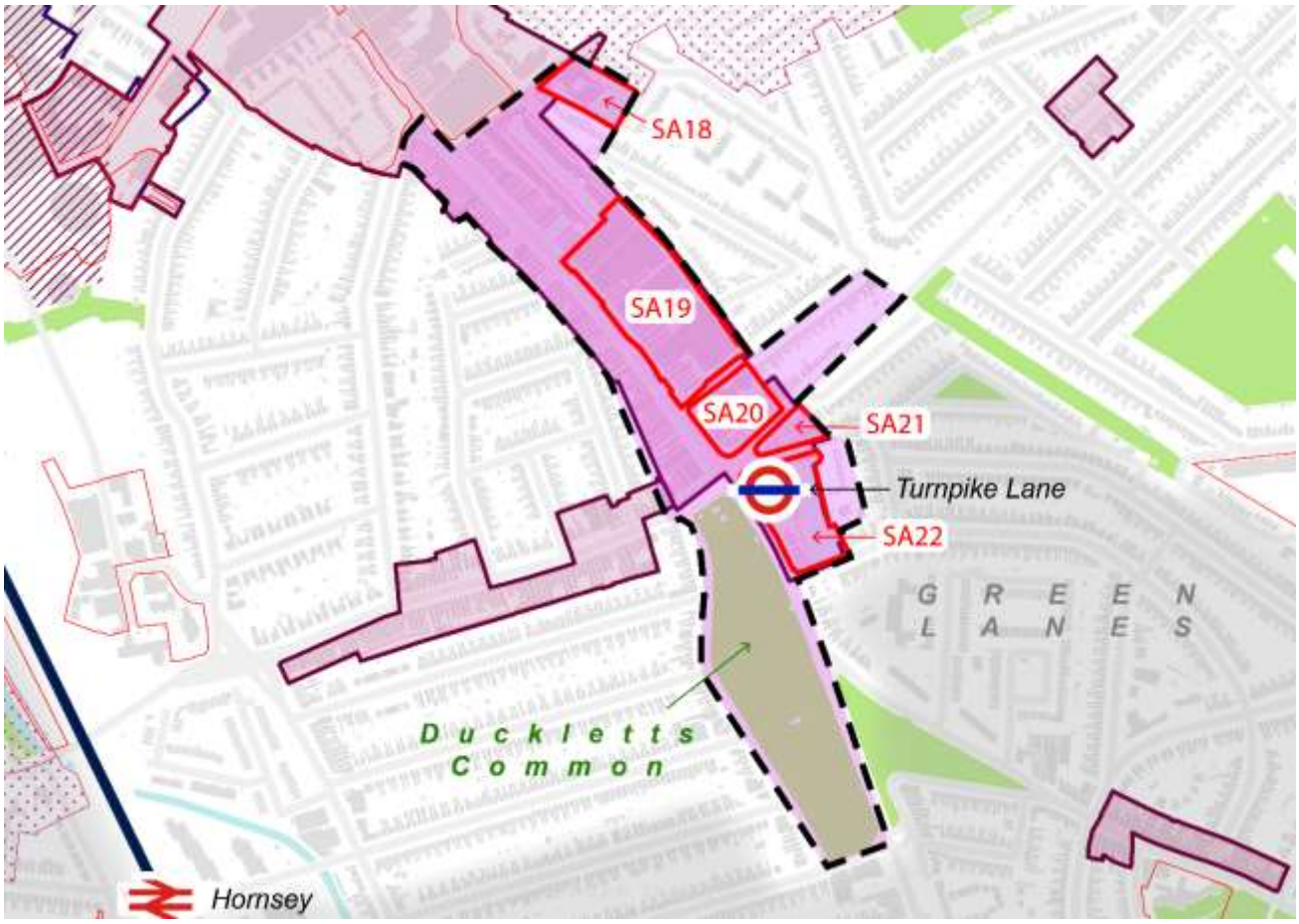
Movement and public realm

- Improvements to the new north south route along Mary Neuner Way/Clarendon Road should be secured including the provision of landscaping and trees to enhance this key north-south route
- Provision for a new bus route, including a new bus stop on Mary Neuner Way/Clarendon Road, may be required including safer pedestrian crossings
- Appropriate traffic/parking arrangements will be required having regard to existing patterns of traffic within the local area

Environment and sustainability

- The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- Close attention in the design of this site should be had to the impact of the railway embankment on future occupants of the site.
- Improvements to the adjacent ecological corridor should be sought, with Biodiversity Net Gain habitats on site complementing those found within the ecological corridor
- Additional tree planting should be secured on the perimeter of this site to address a deficiency in canopy cover in this area
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG PFA4: High Road and Terraces



PFA Transform Area
PFA Enhance Area
PFA Transform/ Enhance Area
Opportunity Area
Railway
Town Centre
Site Allocation
Haringey Boundary
Employment Land
Conservation Area
Listed Building
Cultural Quarter
Creative Industry Cluster

Strategy

11.53 Transformation of the eastern side of the High Road through significant redevelopment opportunities will introduce a greater density and mix of uses, while positively responding to the character of the historic retail terraces on the western side of the High Road. New activated laneways running perpendicular to the High Road will both enhance its connectivity and expand the frontage of the Metropolitan Centre.

11.54 This strategy will be implemented through adherence to Policy WGN1 and WGN2, the site allocations outlined below, and the following initiatives:

- Supporting the continued transformation of the eastern side of the High Road to deliver new mixed use commercial floorspace and an improved urban environment through:
    - Redevelopment of key sites including the Sainsbury's site and former BHS and adjacent sites to improve the public realm, expand the range of town centre uses available in the area and provide active ground floor frontages
    - Delivering opportunities for new lanes running east-west between Bury Road and the High Road, and ensuring ground floor uses are created that make use of the pedestrianised urban realm in front of their active frontages
    - using car parks for more productive uses including cultural and leisure activities, and exploring the potential for additional housing on these sites
    - Establishing active frontages on the laneways running off the High Road in this area. High quality public realm will be created which will help to attract users to spend time in these new "off the High Road" locations.
    - Support for uses that are open in the day and also into the evening to bolster the centre's evening economy
- Enhancement of the western side of the High Road to:
    - Preserve the terraces of individual smaller shop units within the area as identified as 'The Terraces' to retain the historical terraced frontages to Wood Green High Road, to preserve the streetscape rhythm and to preserve opportunities for independent traders.
    - Residential uses will be resisted above shop frontages, to preserve office units, as well as storage and ancillary spaces for the retail units, and to help encourage uses that open later into the evening to locate in this area
- Bolster community and other uses within this area of Wood Green by providing space for new cultural activities including replacement floorspace for existing community facilities and youth clubs if affected by redevelopment
- Increase the permeability of the area and the depth of the town centre through:
    - Creating and enhancing connections throughout Wood Green, including new laneways to create permeability along the east side of the High Road to Bury Road, new east west connections to link the High Road and cultural quarter areas and improving street layouts and creating space for shoppers and visitors
    - Improvements to the small open space at the corner of Whymark Avenue and the Sandlings to optimise the cycle and pedestrian route, open space quality, and address issues of public safety
    - Setting back of retail frontages to create greater circulation space on the High Road to improve the urban realm on Wood Green High Road
    - Laneways off the High Road should continue to make provision for market stalls

- Taking steps to reduce air pollution. The PFA is within an Air Quality Focus Area.

Site Allocations

WG SA18: Salvation Army



Site Information	Details
Address	Salvation Army, Lymington Avenue, Wood Green, N22 6JA
Area (ha)	0.33
PTAL [2031]	6a
Planning designations	High Road and Terraces PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Noel Park Conservation Area Adjacent designations: Grade II listed Church of St Mark
Relevant permissions	None
Indicative capacities	74 homes, 1,470 sqm Class E/F2
Phasing	2032-2036
Ownership	Private

Proposal

There is opportunity to intensify this site, while replacing the existing community use, deliver new town centre or employment floorspace, and homes on the site and create new routes through the site with active frontages, enhancing the commercial

offer of the Metropolitan Centre and linking in with the proposed laneways off the eastern side of the High Road.

Masterplanning, engagement and delivery

A masterplan is not required

Land uses and activities

Existing land uses:

- Place of worship and community use (Use Class F1)

Acceptable land uses:

- Community
    - Replacement community facilities for the Salvation Army should be provided if required
- Residential:
- Town Centre
    - Town Centre uses are appropriate

Built form, character and heritage

- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhill Park Road. Development should be designed to protect this view
- Heights should be restricted along residential interfaces, and have entrances that present onto the street
- Views from the Noel Park Estate should be considered in the design of development on this site
- Development should complement the buildings in the Noel Park Estate Conservation Area to the north of the site.
- Grade II listed Church of St Mark. Development should conserve or enhance the setting of this Heritage Asset.

Movement and public realm

- Development should contribute to the creation of a new Laneway off Lymington Avenue, with active frontages along their length linking to the Sandlings entrance
- An enhanced public realm will be sought at the front of this site on Lymington Avenue

Environment and sustainability

- Additional tree planting should be prioritised on this site to address deficiencies in canopy cover in this area
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA19: 16-54 Wood Green High Road



Site Information	Details
Address	16-54 Wood Green High Road, N22 6BQ (excluding 44-46)
Area (ha)	1.57
PTAL [2031]	6a
Planning designations	High Road and Terraces PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Crossrail 2 Safeguarding Partially within Flood Zone 2 Archaeological Priority Area Tier 2
Relevant permissions	The site has two planning permissions at the former BHS (HGY/2018/3145) and M&S buildings (HGY/2018/1472), with the development known as Icon Heights at the former M&S - 42-44 High Road now complete.
Indicative capacities	105 homes, 3,000sqm Class E
Phasing	2027-2037
Ownership	Private

Proposal

The site has planning permission at the former BHS and M&S buildings, with the development known as Icon Heights at 42-44 High Road now complete. The remaining buildings along this frontage are suitable for comprehensive redevelopment for mixed use development consisting of town centre uses at ground and first floor level, with residential above.

Masterplanning, engagement and delivery

- A masterplan is required. It will need to cover all land parcels within this allocation showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the site allocation.
- Part of the site is safeguarded for Crossrail 2.16-40 High Road is in the safeguarding limits subject to consultation and 16-26 High Road is an area of surface interest
- Piccadilly Line runs in a shallow tunnel through this area – consultation with TfL and Crossrail will be required

Land uses and activities

Existing land uses:

- Town Centre Uses (Use Class E)

Acceptable land uses are:

- Residential (Use Class C3)
- Town Centre
    - Town Centre uses are appropriate with a preference for retail uses and, provision of larger floorplate retail units aimed at national comparison retailers
    - New employment floorspace will be supported on this site above ground floor including office or co-working SME office typologies.
- Cultural or leisure uses will be supported

Built form, character and heritage

- There is an opportunity to improve the High Road frontage, introduce a fine graining of the site to introduce new town centre uses off the High Road through the introduction of new Laneways, and increase residential and employment uses.
- Part of this site lies beneath a protected viewing corridor of Alexandra Palace from Downhill Park Road. Development should be designed to protect this view
- Heights of buildings at the rear of the site should be sympathetic to the residential properties on the east side of Bury Road
- A podium level fronting onto Wood Green High Road may be suitable to respect the character of the terraced properties on the eastern side of Wood Green High Road as delivered at 42-44 High Road.

- Building lines should be set back at ground floor level to increase space for circulation along Wood Green High Road, through having a wider pavement width
- The Victorian shopping parade immediately north of the site on Wood Green High Road should be retained and enhanced by this site's development
- A materials palette should be used that complements the terraces opposite on Wood Green High Road, and the Noel Park Conservation Area.

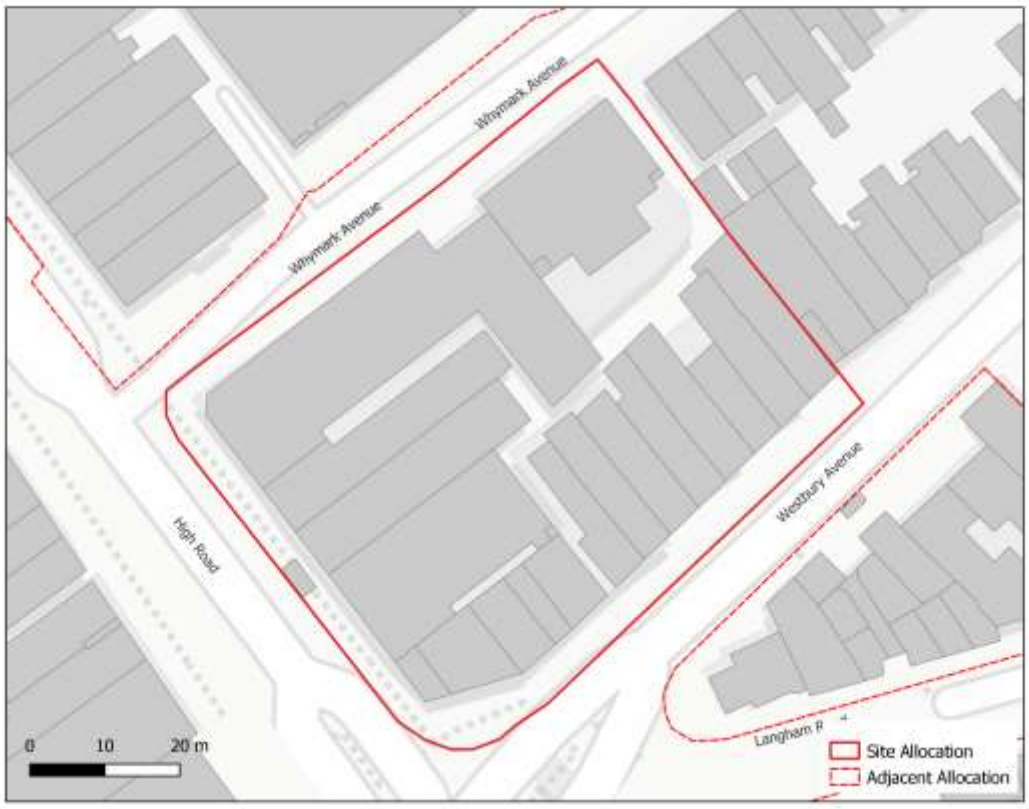
Movement and public realm

- New lanes should be created running east-west off the High Road. These should have town centre frontages at ground floor level, and are suitable as zones to help improve Wood Green's evening economy. One or two new laneways should be created through comprehensive development on this site.
- New development should increase the amount of circulation space available on the pavements fronting Wood Green High Road.
- New development should deliver improvements to Bury Road consistent with the Wood Green Public Realm Framework

Environment and sustainability

- The site is partially within Flood Zone 2. A Flood Risk Assessment should accompany any planning application.
- A piling statement will be required prior to any piling taking place due to Piccadilly line tunnels.
- Additional tree planting should be secured along the High Road and Bury Road Frontages to address a deficiency in canopy cover in this area
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA20: Land between Westbury and Whymark Avenue



Site Information	Details
Address	Land between Westbury Avenue, Whymark Avenue, and the High Road, Wood Green, N22 6BX
Area (ha)	0.46
PTAL [2031]	6b
Planning designations	High Road and Terraces PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Partially within Flood Zone 3 (Surface Water) The site lies in a groundwater Source Protection Zone Adjacent designation: Grade II listed Turnpike Lane Underground Station
Relevant permissions	None
Indicative capacities	120 homes, 1,000 sqm Class E
Phasing	2037-2042
Ownership	Private

Proposal

Redevelopment of this collection of buildings to provide an improved entrance to the town centre delivering new town centre uses, an improved public realm, and new employment and residential floorspace, in line with a site-wide masterplan

Masterplanning, engagement and delivery

A masterplan is required. It will need to cover all land parcels within this allocation showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the allocation

Due to the Piccadilly Line running shallow through this site TfL should be consulted as part of any planning application on site.

All of the site is safeguarded for Crossrail 2 and is in the safeguarding limits subject to consultation zone.

Land uses and activities

Existing land uses:

- Town Centre Uses (Class E)
- Residential

Acceptable land uses are:

- Residential
- Town Centre
  - Town Centre, specifically retail and café, restaurants or drinking establishments are appropriate
  - New employment floorspace will be supported on this site including office or co-working SME office typologies.

Built form, character and heritage

- A taller building marking the gateway to Wood Green from Turnpike Lane tube station will be supported but should preserve or enhance the setting of the listed station.
- A podium level fronting onto Wood Green High Road may be suitable to respect the character of the terraced properties on the eastern side of Wood Green High Road.
- Height should fall away from its peak at the frontage to Wood Green High Road along Whymark Avenue to preserve the amenity of adjoining terraced residential properties
- The frontage to the High Road needs to create a high-quality active frontage. The opportunity for additional town centre uses at first floor level should also be explored
- Whilst the existing buildings on site have limited aesthetic or historic value, any new buildings should enhance the setting of the adjacent listed buildings including responding positively to the adjacent Grade II listed Turnpike Lane Underground Station to the south

Movement and public realm

- Building should be set back at ground floor level to increase space for circulation along Wood Green High Road, while also providing active frontages.
- Opportunity should be considered to enable an improvement to the cycle network between Wood Green and the south/west at the junction of The

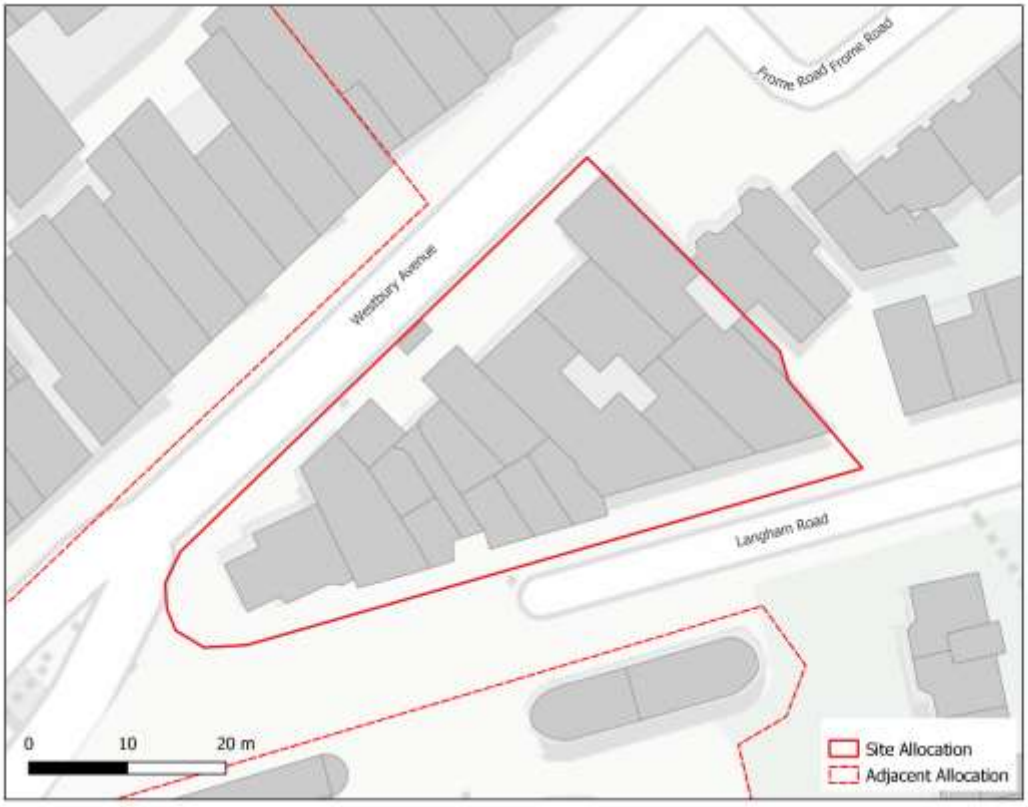
Sandlings and Whymark Avenue. There may be an opportunity to improve the existing small open space open space at the junction of The Sandlings and Whymark Avenue

- The urban realm around Turnpike Lane station should be of a high quality, and new development should enable this as it occupies a key gateway location into Wood Green

Environment and sustainability

- The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- A piling statement will be required prior to any piling taking place
- Additional tree planting should be secured along the High Road and Whymark Avenue Frontages to address a deficiency in canopy cover in this area
- The site lies partially in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA21: Turnpike Lane Triangle



Site Information	Details
Address	Triangular piece of land between Westbury Avenue, Langham Road, Turnpike Lane, N22 6BS
Area (ha)	0.16
PTAL [2031]	6b
Planning designations	High Road and Terraces PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Partially within Flood Zone 3 (Surface Water) Adjacent designation: Grade II listed Turnpike Lane Underground Station
Relevant permissions	None
Indicative capacities	40 homes, 200sqm Class E
Phasing	2032-2036
Ownership	Private

Proposal

This site is ideally located to create a positive impression of Wood Green upon arrival at Turnpike Lane station. Redevelopment could create a mix of town centre and residential uses, to create an improved gateway to the town centre with the potential to realise Turnpike Lane as a multi-modal transport hub.

Masterplanning, engagement and delivery

- A masterplan is required. It will need to:
    - Cover all land parcels within this allocation showing how the land included meets this policy and does not compromise co-ordinated development on the other land parcels within the site allocation
- Due to the Piccadilly Line running shallow through this site TfL should be consulted as part of any planning application on site.
- Part of the site at 278 Langham Road is safeguarded for Crossrail 2 and is in the safeguarding limits subject to consultation zone.

Land uses and activities

Existing land uses:

- Town Centre Uses (Class E)
- Residential (Class C3)

Acceptable Uses are:

- Residential:
- Town Centre
    - Town Centre uses, specifically retail and café, restaurants or drinking establishments are appropriate
    - New workspace will be supported on this site including office or co-working SME office typologies.

Built form, character and heritage

- Development should preserve or enhance the setting of the listed station.
- This site should provide a distinctive new building when exiting Turnpike Lane station. Subject to environmental and architectural justification, a high quality, taller building with a sleek appearance will be supported
- Heights should be restricted at the interface with the residential buildings to the east on Langham Road and Westbury Avenue

Movement and public realm

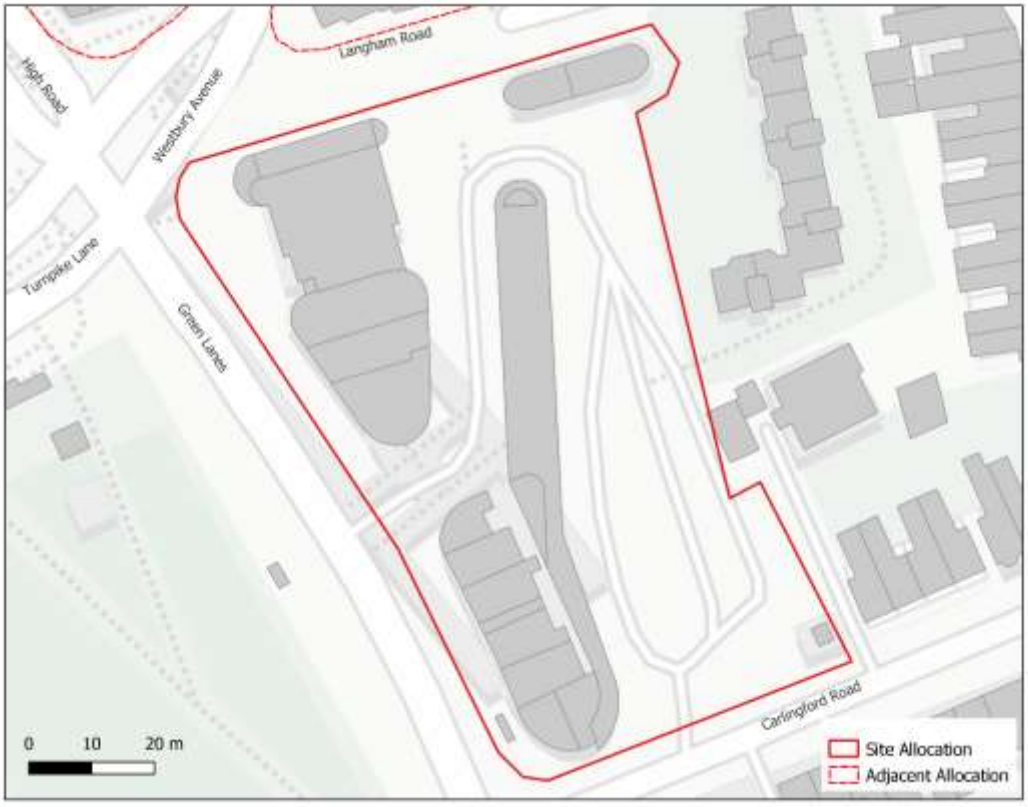
- The ground floor of the Westbury Avenue frontage of the building could be a suitable location for a secure cycle hub linked to Turnpike Lane station.
- New high quality urban realm should be secured between the new building and Turnpike Lane station
- This site should contribute to providing an important node on the borough's cycling network by enabling a connection from Frome Road through the bus station, and Duckett's Common towards Hornsey and the West of the borough

Environment and sustainability

- The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.

- A piling statement will be required prior to any piling taking place.
- Additional tree planting should be secured along the High Road and Graham Road Frontages to address a deficiency in canopy cover in this area

WG SA22: Turnpike Lane Station



Site Information	Details
Address	Turnpike Lane Station and Bus Stand, N15 3LA
Area (ha)	0.68
PTAL [2031]	6b
Planning designations	High Road and Terraces PFA: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Partially within Flood Zone 3 (Surface Water) Grade II listed Turnpike Lane Underground Station
Relevant permissions	None
Indicative capacities	85 homes, 1,670sqm Class E
Phasing	2032-2036
Ownership	Public

Proposal

Turnpike Lane station is a Grade II Listed building hosting a Piccadilly Line Underground station and shops fronting onto Green Lanes. TfL have identified the bus standing section of the site as an opportunity for intensification. Redevelopment

could be achieved on this site to create new town centre, employment and residential uses, and improve the multimodal transport function of Turnpike Lane tube and bus station. Re-provision of the bus station in consultation with TfL and their operational requirements is required.

Masterplanning, engagement and delivery

- Bus standing and stops to meet operational demand will be required.
- The site is safeguarded for Crossrail 2, and is in the safeguarding limits subject to consultation zone and area of interest for surface works. Turnpike Lane station has been identified as a potential station on Crossrail 2
- Due to the Piccadilly Line running shallow through this site, and the bus station, TfL should be consulted as part of any planning application on site.

Land uses and activities

Existing land uses:

- Town Centre Uses (Class E)
- Bus station

Acceptable land uses are:

- Residential
- Town Centre
    - Town Centre uses with a preference for retail and food and beverage uses are appropriate
- New employment floorspace will be supported including office or co-working SME office typologies.

Built form, character and heritage

- The Grade II listed Turnpike Lane Underground Station should be retained, and its setting respected through any design.
- Due to the close proximity to listed buildings, this site is unlikely to be suitable for tall or taller buildings, subject to other design considerations
- Heights should be restricted at the interface with the residential buildings to the east on Crescent and Carlingham Roads.

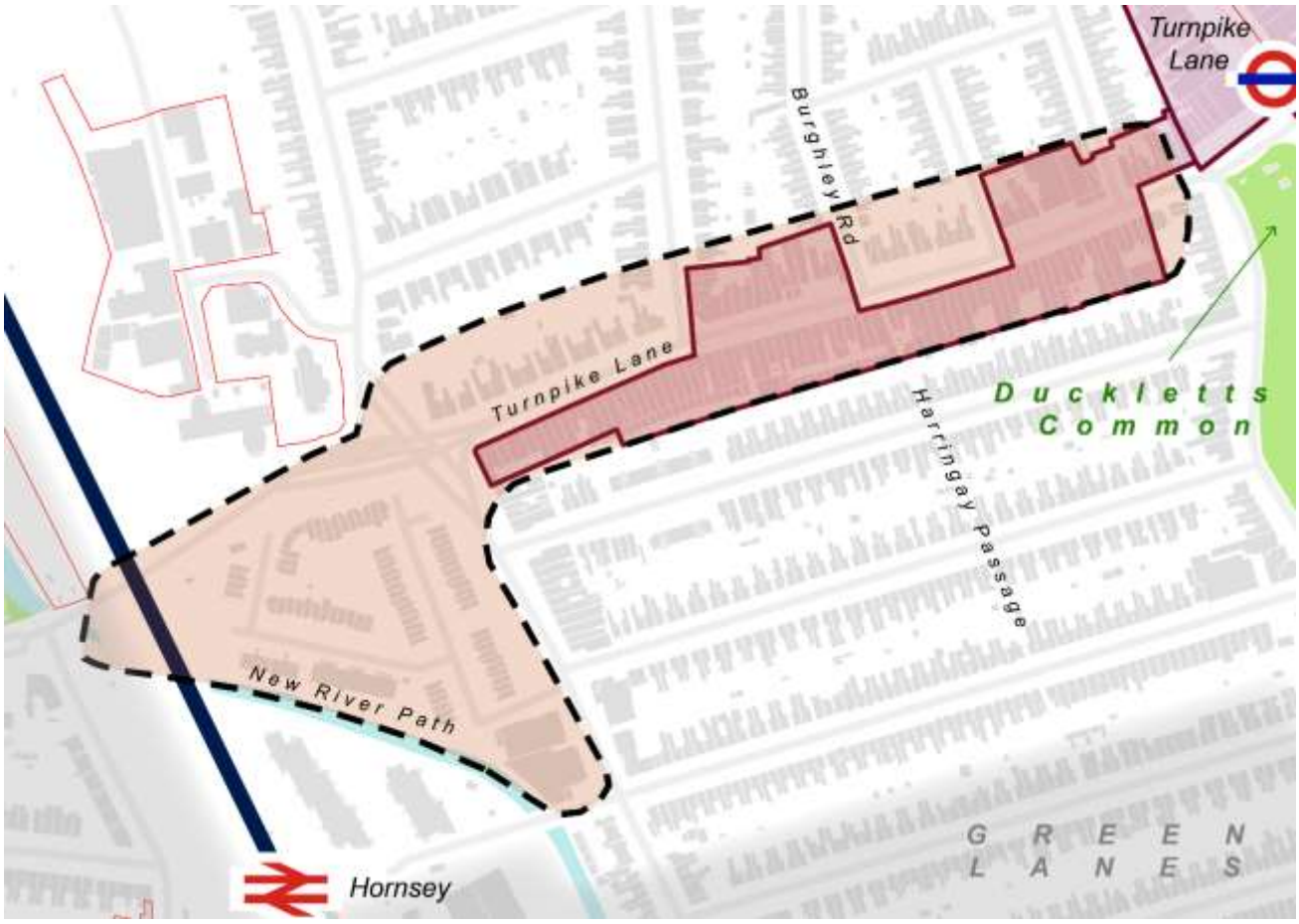
Movement and public realm

- The quality of urban realm facing onto Westbury Road should be improved.
- This site should contribute to providing an important node on the borough's cycling network by enabling a connection from Frome Road through the bus station, and Duckett's Common towards Hornsey and the West of the borough
- Replacement or alternative bus stops and associated facilities including standing will need to be provided in accordance with TfL operational requirements
- The provision of a secure public cycling facility at the ground floor frontage of this site should be explored.

Environment and sustainability

- The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- A piling statement will be required prior to any piling taking place.
- Additional tree planting should be secured along the High Road Frontages to address a deficiency in canopy cover in this area.

WG PFA5: Turnpike Lane Corridor



PFA Transform Area
PFA Enhance Area
PFA Transform/ Enhance Area
Opportunity Area
Railway
Town Centre
Site Allocation
Haringey Boundary
Employment Land
Conservation Area
Listed Building
Cultural Quarter
Creative Industry Cluster

Strategy

11.55 Development and placemaking interventions along Turnpike Lane Corridor will enhance its character as an eclectic shopping corridor and food destination, and its role as an important link between the east and west of the borough building on public realm work already underway through the Turnpike Lane Improvement Plan including:

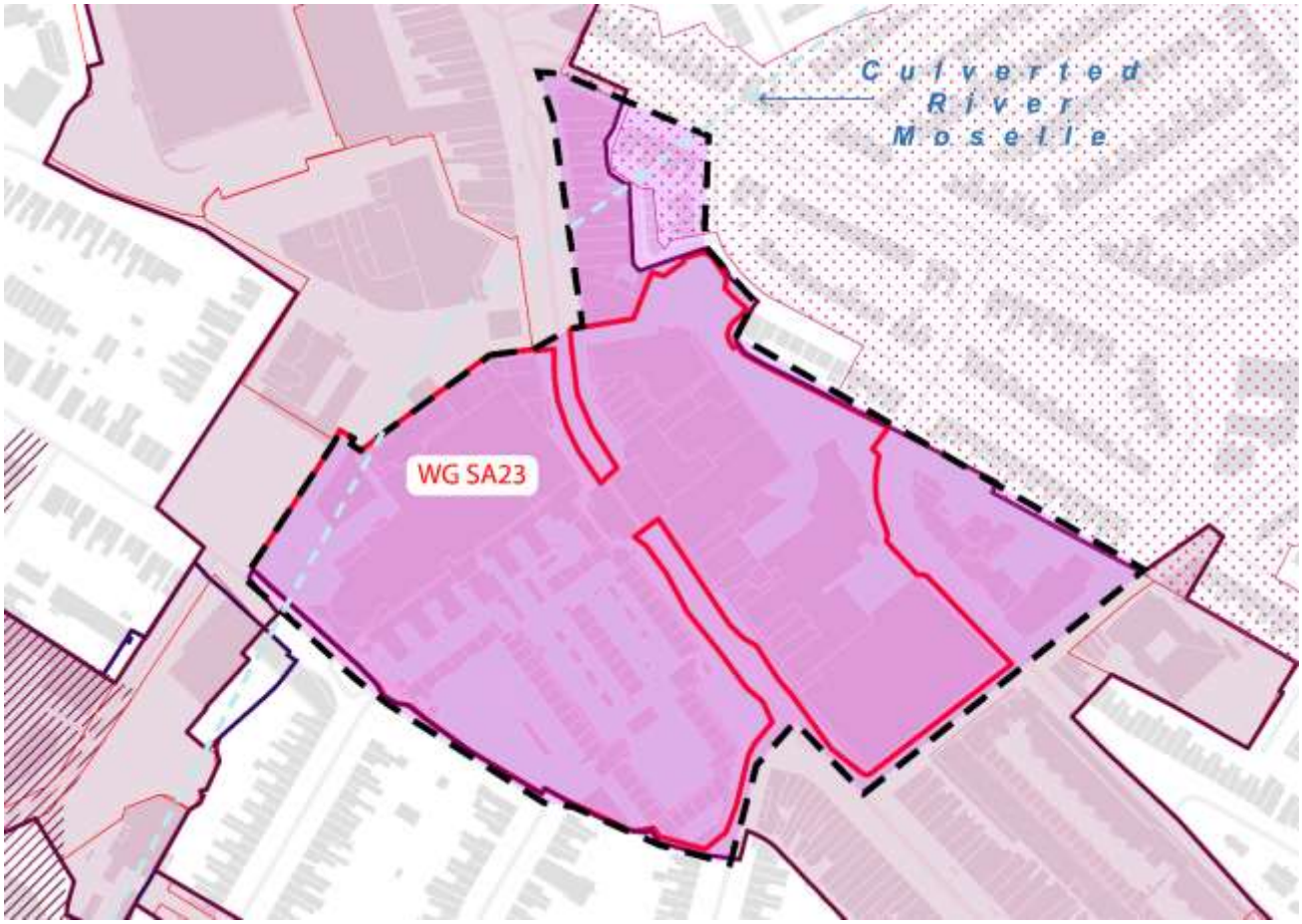
- Improving the junction on the western end of Turnpike Lane to enhance safety, walkability and accessibility
- Added street greenery at Burghley and Waldegrave Road junctions terraces
- Installing cycle parking at Vernon and Waldegrave Road junctions to support active travel

11.56 This strategy will be implemented through adherence to Policy WGN1, and the following initiatives:

- Delivery of improved public realm, open spaces and pedestrian environment to make Turnpike Lane a more appealing destination, through:
    -
    - Delivering on the Turnpike Lane Improvement Plan designs for a unique visual identity and wayfinding system that will be integrated into public realm improvements through engraved artwork set into granite slabs at key locations, guiding pedestrians and reinforcing Turnpike Lane's distinctive character
    - Further improving Duckett's Common as a local open space asset
    - Establishing an improved entrance to Wood Green from the south/east/ west at Duckett's Common & Turnpike Lane station.
    - Improved pedestrian connection linking the Harringay Ladder to Burghley Road, to enhance the pedestrian route to Wood Green High Road.
    - Improved cycle access, including provision of a new cycle parking facility to serve the significant catchment east of Turnpike Lane station
    - Consolidation of public realm furniture and options to improve and rationalise frontages on the north side including removal of redundant vehicle crossovers Securing enhancements to the vitality of the centre by working with businesses to deliver improvements to Turnpike Lane shop frontages to create a more coherent street scene through the shopfront improvement programme focused on the entrances to Turnpike Lane to help make the street more welcoming for residents, commuters and shoppers

- Supporting a more coherent frontage along the north side of Turnpike Lane through redevelopment or extension proposals
- Taking steps to reduce air pollution. The western part of the PFA is within an Air Quality Hotspot.

WGN PFA6: The Mall and High Road Central





Strategy

11.57 The Mall's transformation will strengthen its role as the retail heart of the Metropolitan Centre. Land use, development and placemaking improvements in the short, medium & long term will improve pedestrian and cycle linkages to the surrounding street networks, provide a higher quality public realm with more green infrastructure, attractive street frontages, and a range of town centre uses, prioritising its retail offer.

11.58 Longer term comprehensive redevelopment of the Mall presents an exciting opportunity to establish a new higher-density built form and street network, accommodating a significant uplift in town centre uses as well as new homes.

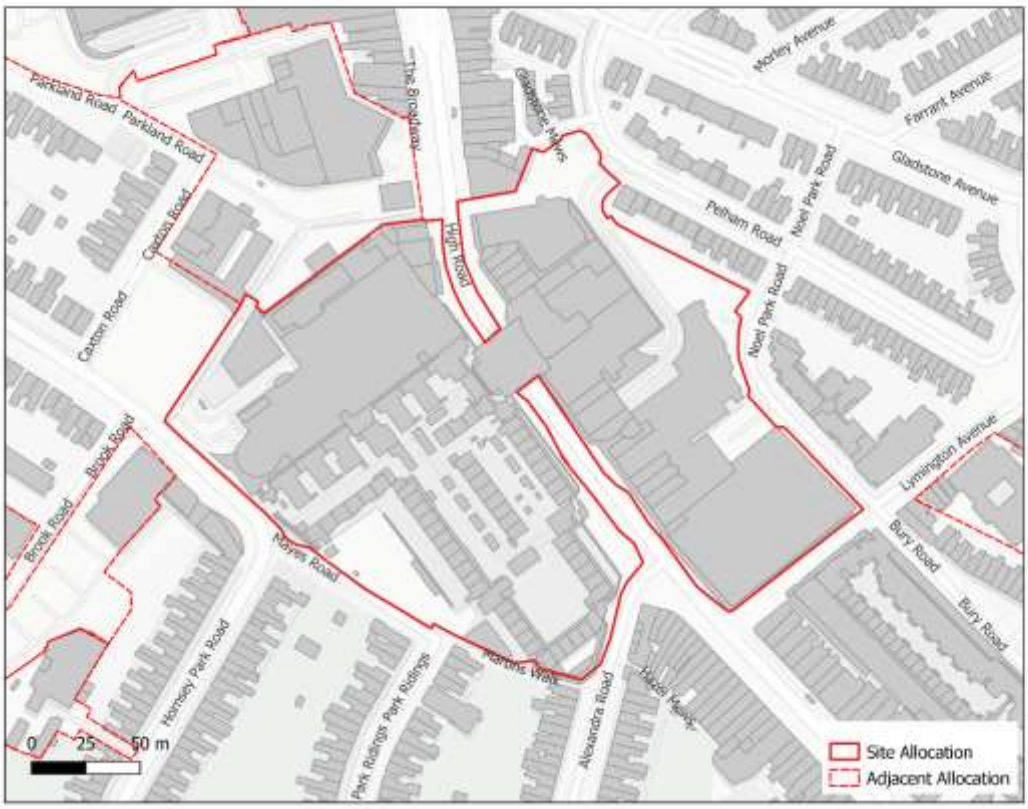
11.59 This strategy will be implemented through adherence to Policy WGN1 and WGN2, the site allocations outlined below, and the following initiatives:

- Strengthen the attractiveness and role of the Metropolitan Centre through:
    - Prioritising and marketing available units for core comparison retailing within the larger units in the Mall and adjacent sites to bolster the Primary Shopping Area.
    - Re-purposing of spare capacity on the roofs of the existing car parks for leisure and cultural uses
    - Provision of expanded and rejuvenated market spaces within the Mall and within expanded public realm spaces.
    - Delivering smaller scale infill developments on vacant and underutilised land around the periphery of the Mall to enhance the commercial offer the centre and deliver new homes above.
    - Supporting comprehensive redevelopment of the Mall subject to preparation of a supplemental plan

- Improving the sense of place and public realm by:
    - Creating both new and improved inclusive public realm including aiding improvements to the open space by the Library and delivery of a new town square or significant piece of public realm through rationalisation of service yards to create access through from Wood Green Library site to the cultural quarter and improved links through the Penstock Tunnel to Alexandra Palace Park
    - Additional planting, seating and activation of public space outside the Mall
    - Investigating the potential to celebrate the Moselle River (culverted at present) which runs underground to the northern end of this area.
    - Removal of the bridge at the Mall, and improvements to the urban realm around this stretch of Wood Green High Road to create a more pedestrian focussed environment.
- Taking steps to reduce air pollution. The PFA is within an Air Quality Focus Area.

Site Allocations

WG SA23: The Mall



Site Information	Details
Address	The Mall, Wood Green High Road, N22 6DS
Area (ha)	4.22
PTAL [2031]	6a
Planning designations	The Mall and High Road Central: Transform Wood Green Metropolitan Centre Wood Green Opportunity Area Partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Water) Adjacent to Noel Park Conservation Area
Relevant permissions	None
Indicative capacities	Uplift of at least 100 homes Uplift of at least 2,000sqm Class E/F/D
Phasing	2027-2042
Ownership	Private

Proposal

The Mall represents the focal point of the Wood Green Metropolitan Centre. Opportunities to improve the public realm around this building will be supported, and limited infill developments will be supported on potential surplus service yard plots, car parks and underutilised land by Gladstone Mews.

Masterplanning, engagement and delivery

- Should there be future potential for a comprehensive redevelopment scheme forward, the Council will produce a Supplementary Plan with input of key stakeholders and communities consulted on separately.
- Proposals should demonstrate how they would not frustrate the wider redevelopment of the Mall in the future.

Land uses and activities

Existing land uses:

- Town Centre Uses (Class E)
- Residential (Class C3)
- Car parking
- Suis Generis Uses including Cinema and Takeaways

Acceptable land uses are:

- Town Centre and Leisure
    - Proposals that deliver comparison retail space should be prioritised, supporting the site's role as a key anchor for the Metropolitan Centre within the Primary Shopping Area.
- Residential
    - New homes are appropriate
- New employment floorspace will be supported including office, co-working, and other small-medium enterprise office typologies.
- Opportunities to expand and enhance the prominence of the existing market onto Caxton Road, in alignment with development around Caxton Square development should be considered.

Built form, character and heritage

- The eastern side of the Mall lies adjacent to a Conservation Area and development should positively enhance its setting
- Use of redundant car parking spaces is encouraged for leisure and cultural uses, including pop up bars, cinema or entertainment spaces

Movement and public realm

- The quality of urban realm facing onto the High Road should be improved. Proposals that improve the frontages to the High Road, including opening up and glazing frontages will be supported
- The pedestrian link between the High Road and Parklands Road adjacent to this site is identified as being a key site for a new public square. Any

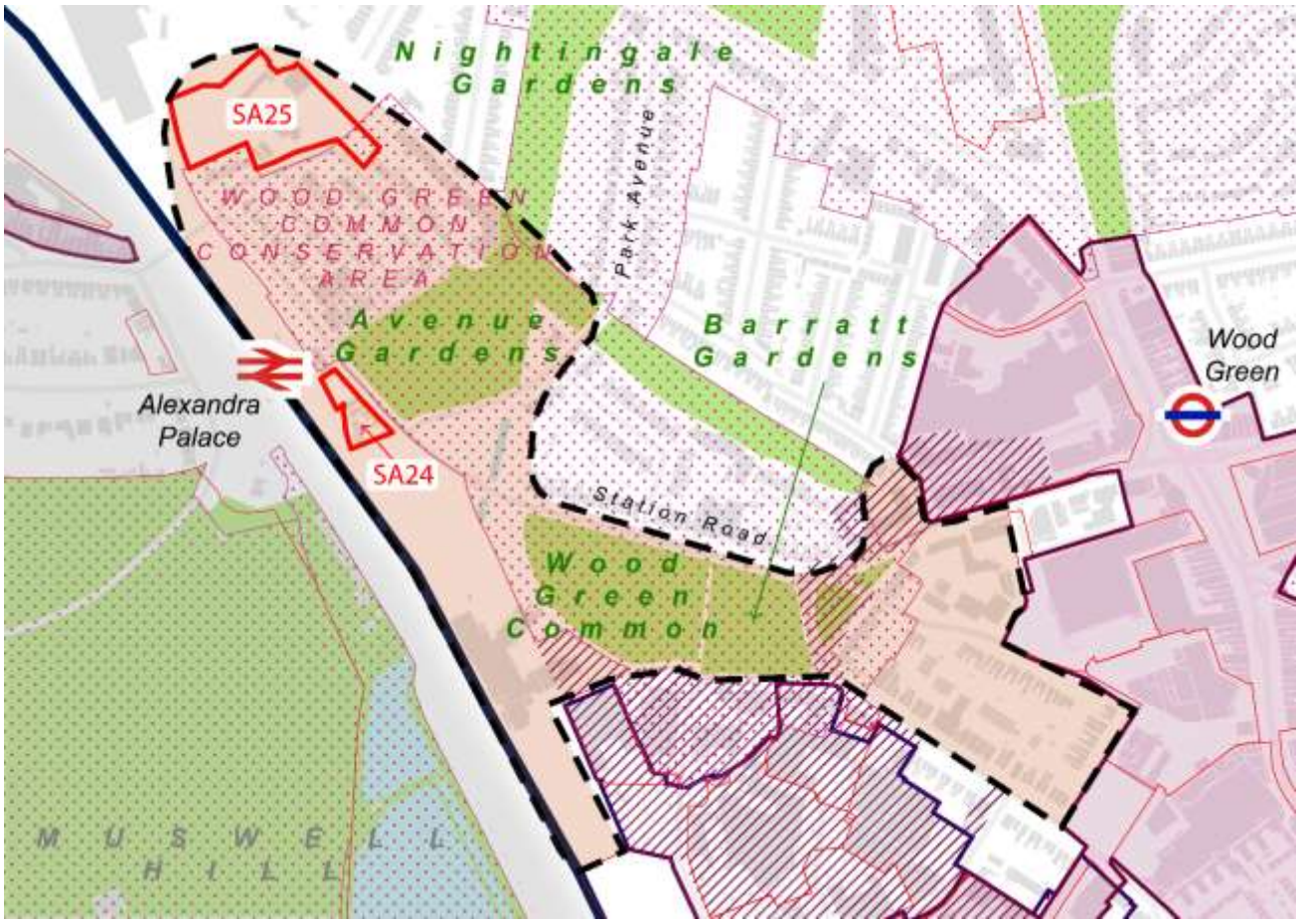
proposals on the service yard adjoining this should aid in the delivery of this public realm and key east-west link, and must be masterplanned in conjunction with the adjacent Library site.

- The public realm along Gladstone Mews should be improved, with a better east-west linkage secured including active frontages where possible.
- Activation and delivery of a new pedestrian route should be delivered behind Caxton Square running parallel with Caxton Road and joining up Mayes Road with a new public square between the Mall West and the Wood Green Library site, in accordance with the principles of the Wood Green Public Realm Framework.
- Proposals to remove the bridge over the High Road and create a level pedestrian crossing to join the two sides of the mall will be supported.
- Greater open space for circulation should be created in order to make this section of the High Road a more pleasant place to visit.
- A finer-grain street layout should be established which enables greater permeability through the area

Environment and sustainability

- The site is partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Water). A Flood Risk Assessment should accompany any planning application.
- The Moselle River runs in a culvert under the north-eastern corner of this site and has been identified as being in a potentially poor condition.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG PFA7: Station Road and Commons



Strategy

11.60 Development and placemaking interventions in the Station Road and Commons area will enhance its strong heritage value and generous green spaces, providing a more activated and attractive environment connecting the Metropolitan Centre and Cultural Quarter through to Alexandra Palace Station and Muswell Hill.

11.61 This strategy will be implemented through adherence to Policy WGN1 and WGN2, the site allocations outlined below,and the following initiatives:

- Improving the nature conservation corridor running along the alignment of the disused Palace Gates rail line between Station Road and Wood Green Common at Park Avenue
- Continue to enhance Wood Green Common and Barrett Gardens, as key local recreational assets, and seek better integration with Caxton Gardens
- Creation/enhancement of town centre uses and street scene along Station Road heading west to Mayes Road, creating a new “arm” to the town centre providing a range of active uses on the route between Wood Green Underground and Alexandra Palace Station, and supporting additional commercial and employment uses on sites in the vicinity of Alexandra Palace station
- Enhancing the public realm and entrance to the area at Alexandra Palace Station including supporting proposals for improved pedestrian and cycle crossing and station enhancements across the railway
- Supporting development that enhances the Wood Green Common Conservation Area
- Enabling a new pedestrian and cycle north-south link between the Cultural Quarter and the southern end of Wood Green Common to be established

Site Allocations

WG SA24: 143-145 Station Road



Site Information	Details
Address	143-145 Station Road and adjacent land
Area (ha)	0.15
PTAL [2031]	5
Planning designations	Station Road and Commons: Transform Wood Green Opportunity Area Flood Zone 1 Adjacent Wood Green Common Conservation Area Crossrail 2 Safeguarding Zone and Area of Surface Interest Potential land contamination due to former use
Relevant permissions	None
Indicative capacities	26 Homes 100sqm Class E
Phasing	2027-2032
Ownership	Private

Proposal

Redevelopment to provide for a higher density mixed-used redevelopment scheme Subject to removal of Crossrail 2 safeguarding, this site is suitable for more intensive use to provide for a mixed-use redevelopment scheme creating a more attractive and activated streetscape next to Alexandra Palace Station with employment or commercial floorspace at ground floor level. Meanwhile commercial uses or temporary residential accommodation in temporary buildings will be supported until the safeguarding issue can be resolved.

Masterplanning, engagement and delivery

- The site is subject to Crossrail 2 safeguarding. Early engagement with both Crossrail 2 and Network Rail will be necessary due to the site's proximity to Alexandra Palace Station and mainline railway

Land uses and activities

Existing land uses:

- Town Centre Uses (Class E)
- Community Use (Class F2)

Acceptable land uses are:

- Residential
  - Residential uses are appropriate on the site
- Commercial
  - Commercial uses including small scale shops, cafes or bars are appropriate on this site providing active frontages at ground floor level, along Station Road.
- Infrastructure
  - Secure cycle parking associated with the adjacent train station will be supported as a ground floor use on this site

Built form, character and heritage

- Heights towards the south-western corner of the site adjoining the railway line should form the tallest elements of any scheme
- The site currently negatively impacts on the adjacent Wood Green Common Conservation Area and its setting. Development should enhance the historic significance of the conservation area and its setting, including that of the adjacent Alexandra Palace Station and Starting Gate Public House which are of particular architectural and historic note.

Movement and public realm

- New development should enhance the public realm in this area and seek to improve the site's relationship with the adjacent Alexandra Palace Station such as by providing additional circulation space for pedestrians as well as contributing to improving crossing over the railway line to Bedord Road/Alexandra Palace Way

Environment and sustainability

- Development should protect existing mature trees including those on the western boundary adjoining the railway
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WGSA 25: Land to the rear of Bridge Road



Site Information	Details
Address	Land to rear of Bridge Road, N22 7SN
Area (ha)	0.88
PTAL [2031]	5
Planning designations	Station Road and Commons: Transform Flood Zone 1 Adjacent to Wood Green Common Conservation Area Adjacent to Locally Listed Buildings at 1-15 Bridge Road Ecological Corridor
Relevant permissions	
Indicative capacities	162 homes 1,260 sqm Class E / B
Phasing	2027-2031
Ownership	Private

Proposal

Comprehensive redevelopment to provide an increase in employment floorspace, with the potential for this to occur as part of an employment-led mixed-use development.

The site benefits from excellent public transport accessibility and is within 100m of the Crescent Road Local Shopping Parade.

Masterplanning, engagement and delivery

Comprehensive redevelopment of the site relies on securing adequate access and parking for Network Rail operations on the adjacent depot. Early engagement with Network Rail is required to ensure retention and improvements, if necessary, to the access road to meet their operational needs.

Land uses and activities

Existing land uses:

- General Industry (Use Class B2)
- Storage and Distribution (Class B8)

Acceptable land uses are:

- Employment:
  - Office, research and development and light industrial) are appropriate and should seek to provide active frontages at ground floor level.
  - Other employment uses may be appropriate subject to an appropriate relationship with adjacent residential properties
- Residential
  - Residential uses are appropriate

Built form, character and heritage

- Development should preserve and enhance the historic significance of the adjacent Wood Green Common Conservation Area and nearby locally listed buildings on Bridge Road, and their settings.
- Taller buildings may be suitable towards the rear of the site adjacent to the depot.

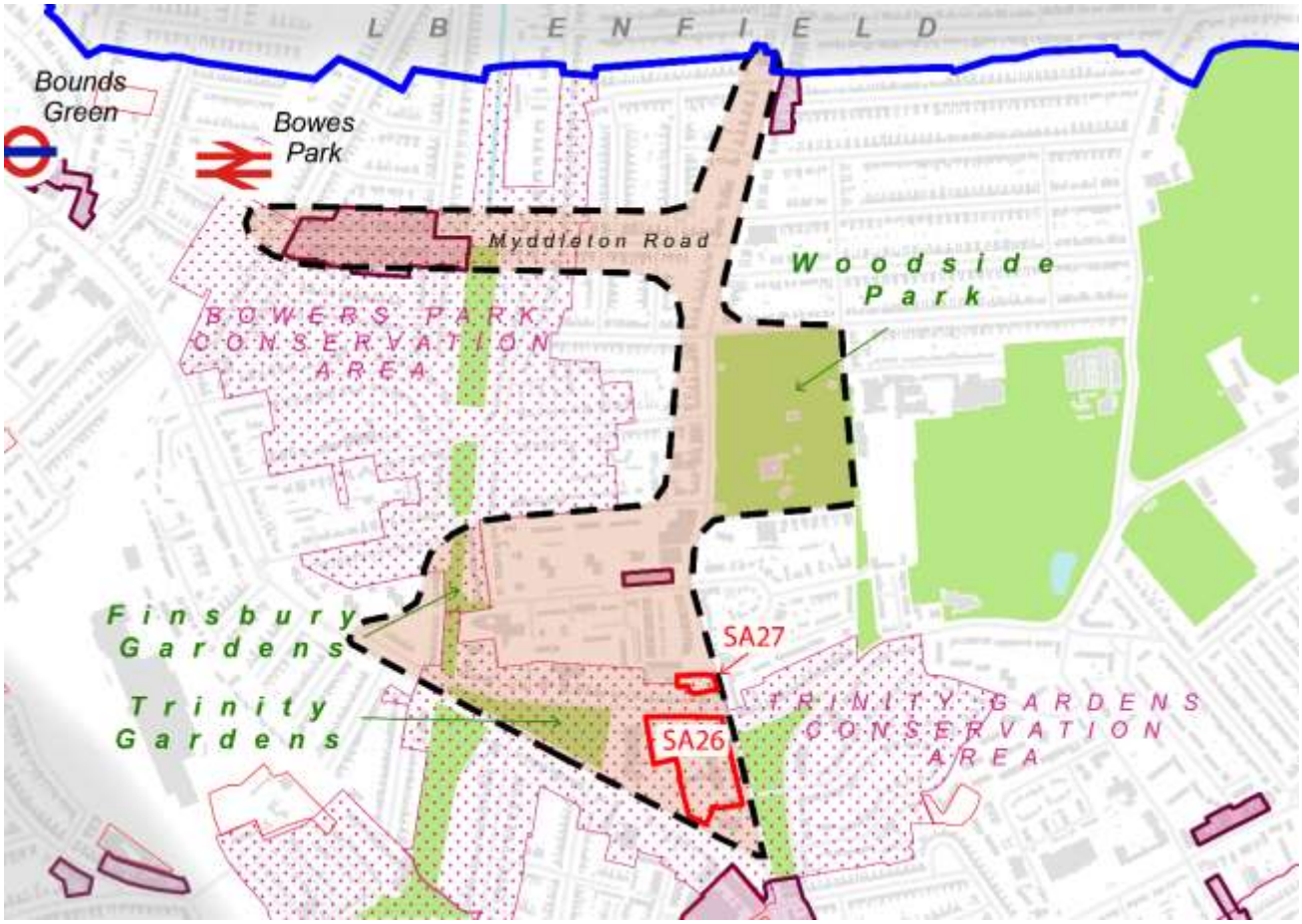
Movement and public realm

- New development should incorporate appropriate landscaping and areas of public open space to complement the commercial uses and provide space for residents to enjoy.

Environment and sustainability

- There may be land contamination on this site due to previous uses. Applications should be accompanied by a land contamination study.
- The site includes an Ecological Corridor. Proposals should enhance this corridors biodiversity value, and planting and landscaping should prioritise these habitats and species
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG PFA8: High Road North and Myddleton Road



Strategy

11.62 The area to the north of Wood Green Metropolitan Centre will be enhanced to celebrate its civic history. This includes through restoration and expansion of the Grade II Listed Civic Centre and improved connections to, and enhancements of, its many historic parks and gardens. Infill and redevelopment opportunities will help to create a more active and attractive streetscape, particularly along the High Road and within local centres.

11.63 Development and re-use of buildings, alongside public realm improvements will strengthen Myddleton Road's character as a unique local high street, providing a mix of active town centre uses on the ground floor, driving down vacancy rates and enabling restoration of its historic shopfronts.

11.64 This strategy will be implemented through adherence to Policy WGN1, the site allocations outlined below, and the following initiatives:

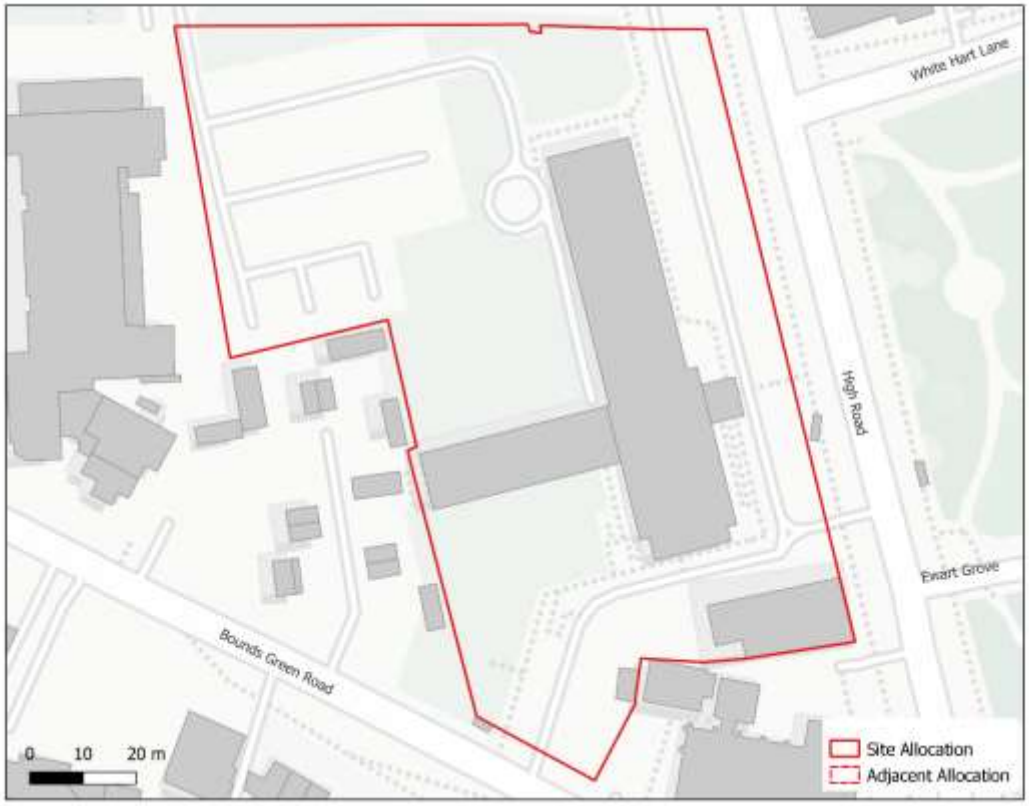
- Leveraging the large number of community, cultural and civic facilities around Crescent Gardens and Trinity Gardens to establish a civic hub using the restored Civic Centre, with new employment and Council functions, as a catalyst. This could be further enabled through public realm and connectivity improvements.

- Enhancing the vitality of key local shopping centres through:
  - Restoration and continued use of ground floor premises for town centre uses, community or employment uses in Myddleton Road Local Centre and other designated local shopping parades.
  - Utilising infill and redevelopment opportunities along the High Road north of Wood Green Metropolitan Centre and within Myddleton Road to improve the relationship of development with the street, and deliver active frontages and inclusive access to all commercial units within local shopping parades alongside improved cycle and delivery parking.
  - Along the High Road, opportunities should be explored for more comprehensive development with neighbouring properties.

- Improving the area's open spaces and connectivity to nature, including:
  - Building upon the success of Myddleton Road Community Garden to deliver further enhancements to the public realm, including opportunities to activate the open space and improve safety along the New River Path.
  - Enhancement of public parks and civic spaces including Trinity Gardens, Finsbury Gardens and Woodside Park, specifically in delivering biodiversity enhancements and other priorities of the Woodside Park management plan.
  - Maximising tree planting on development sites and on the public realm to address deficiencies in canopy cover in this part of Wood Green.

Site Allocations

WG SA26: Civic Centre



Site Information	Details
Address	Haringey Civic Centre, High Road, Wood Green, N22 8HF
Area (ha)	1.09
PTAL [2031]	6a
Planning designations	High Road North and Myddleton Road: Transform Wood Green Opportunity Area Grade II Listed Building Trinity Gardens Conservation area Partially within Critical Drainage Area
Relevant permissions	HGY/2023/1044 - refurbishment and extension of the Civic Centre to provide a three-storey building and 2x two-storey links
Indicative capacities	4,400m sqm of Class E / F floorspace
Phasing	2027
Ownership	Public

Proposal

Conservation-led extension and refurbishment of the Grade II listed Civic Centre for a mix of employment, community and cultural uses.

Planning permission has been granted for the refurbishment and extension of the Civic Centre with work underway to deliver this.

Masterplanning, engagement and delivery

N/A permissioned scheme is under construction

Land uses and activities

Existing land uses

- Civic Centre Offices (Class E/F1)

Acceptable land uses include:

- Town Centre and Employment Uses
    - This site should deliver an increase in high-quality civic and office floorspace

- Community and Cultural Uses (Class F1/F2)
    - Community use of the civic spaces is supported

Built form, character and heritage

- The Civic Centre is a Grade II Listed Building. Development should conserve or enhance the significance of this heritage asset and its setting.
- Development should preserve and enhance the significance of the Trinity Gardens Conservation Area and its setting.
- Development should preserve and enhance the significance of nearby heritage assets and their settings

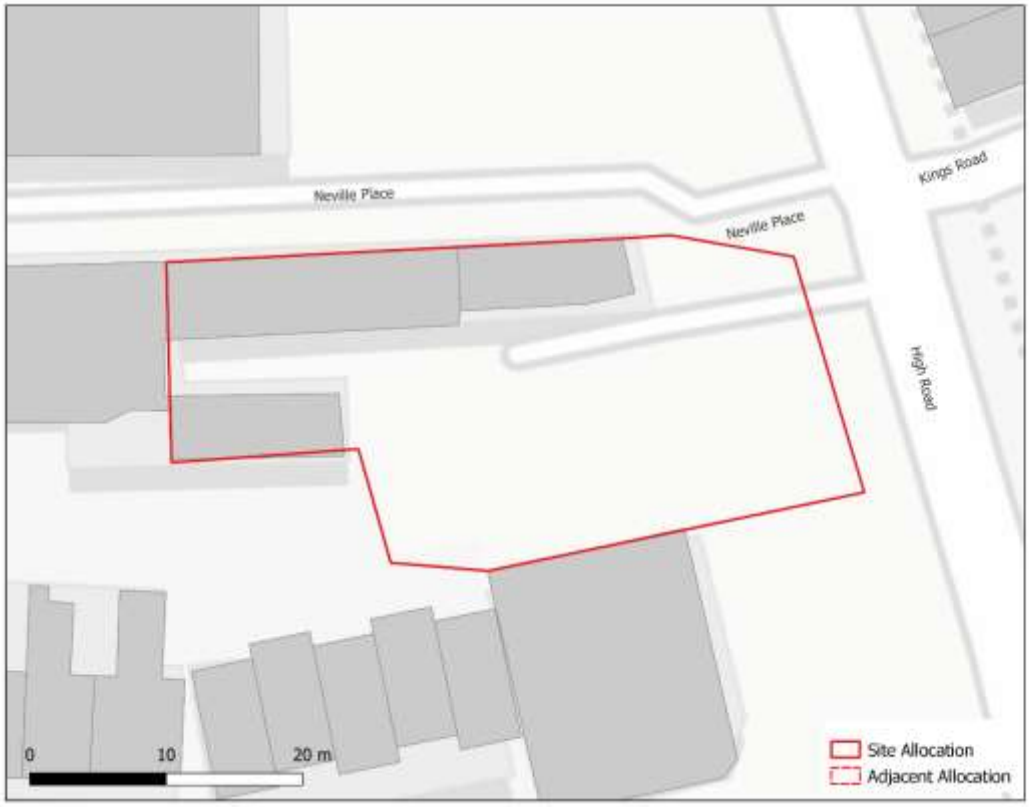
Movement and public realm

- New civic spaces at the front of the site must be created to enhance the public realm fronting the High Road and enhance the setting of this listed building.
- Improved connections and linkages to Crescent Gardens and Trinity Gardens should be explored, helping to better activate these valued and historically significant public spaces.

Environment and sustainability

- The site is partially within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG SA27: Wood Green Timber Yard



Site Information	Details
Address	Timber merchants, 289-295 High Road, Wood Green, N22 8HU
Area (ha)	0.09ha
PTAL [2031]	6a
Planning designations	High Road North and Myddleton Road: Transform Wood Green Opportunity Area Trinity Gardens Conservation area Critical Drainage Area Adjacent to Locally Listed Building at 287 High Road
Relevant permissions	None
Indicative capacities	28 Homes, 250sqm Class E
Phasing	2027-2031
Ownership	Private

Proposal

Redevelopment of the site to provide a mixed use development with employment floorspace at ground floor and residential development above.

Masterplanning, engagement and delivery

A masterplan is not required

Land uses and activities

Existing land uses

- Storage and Distribution (Class B8)

Acceptable land uses include:

- Employment Uses
  - This site should deliver employment floorspace at ground floor level, with a priority for workspace, office or research and development typologies to complement the adjacent Civic Centre redevelopment
- Residential
- Community and Cultural Uses (Class F1/F2)

Built form, character and heritage

- The adjacent 287 High Road is locally listed, and the site is in proximity to the Grade II Listed Civic Centre. Development should conserve or enhance the setting of these heritage assets.
- Development should preserve and enhance the significance of the Trinity Gardens Conservation Area and its setting.
- Heights will need to respect the prevailing three storey buildings immediately adjacent.

Movement and public realm

- New public ream at the front and to the side of the site must be created to enhance the public realm fronting the High Road and onto Neville Place and enhance the setting of adjacent locally listed building.
- An enhanced pocket park should be established in Neville Place, adjoining the established amenity green space on site.

Environment and sustainability

- The site is within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Tree planting should be prioritised on the High Road frontage to address canopy deficiency in this area
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

WG PFA9: Bounds Green Industrial Estate



PFA Transform Area
PFA Enhance Area
PFA Transform/ Enhance Area
Opportunity Area
Railway
Town Centre
Site Allocation
Haringey Boundary
Employment Land
Conservation Area
Listed Building
Cultural Quarter
Creative Industry Cluster

Strategy

11.65 The Bounds Green Industrial Estate is a Locally Significant Industrial Site. It will be enhanced to provide additional jobs through intensification and multistorey development, helping to meet the significant demand for industrial and employment premises in the borough. Affordable workspace should form a component of new employment floorspace. Given the site's location by the A406, logistics and distribution type floorspace may be appropriate but where such uses are delivered it

is expected this will be alongside other types of employment floorspace supporting higher job densities.

11.66 This strategy will be implemented through adherence to Policy WGN1, and the following initiatives:

- Early engagement with nearby landowners and businesses to identify and pursue opportunities for more comprehensive masterplanned redevelopment that enables greater optimisation of development potential.
- Taking opportunities to enhance and expand the ecological corridor/ Significant Ecological Area alongside the railway line.
- Prioritising new logistics and distribution floorspace to meet local demand for these uses.
- Contributing to the provision of affordable workspace within the neighbourhood.
- Delivering improvements to walking and cycling access, alongside public realm improvements through the industrial estate linking in with the surrounding residential properties on Cline Road.

WG PFA10: White Hart Lane and Lordship Lane Corridors



Strategy

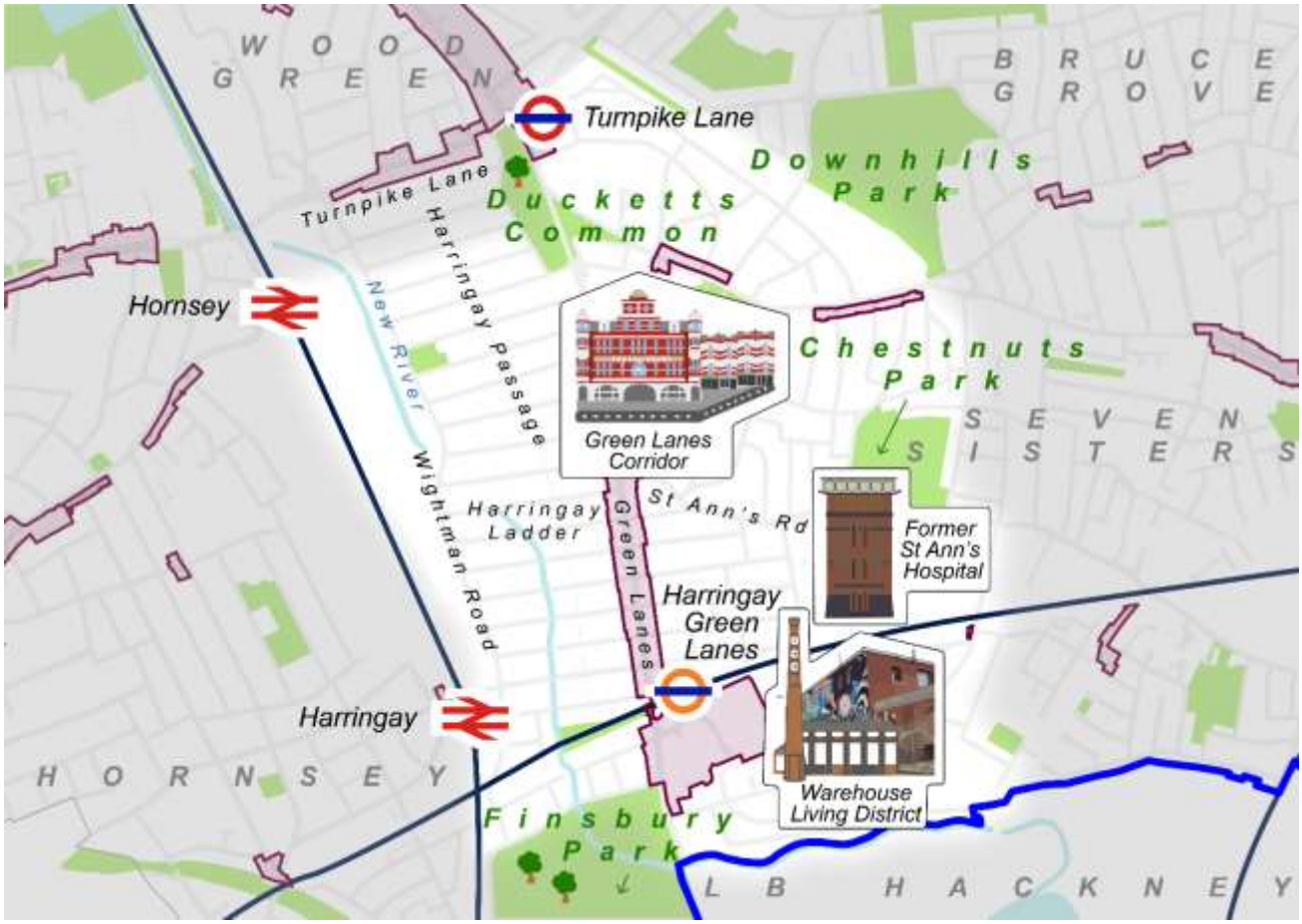
11.67 The White Hart Lane and Lordship Lane Corridors will be enhanced to improve the quality, offer and usability of its extensive green spaces, sports, recreation and community facilities. Incremental development, including estate improvements, will provide opportunities to create more attractive street fronts, strengthen the character of key corridors, enhance pedestrian, cycling and public transport connections, and provide a more coherent movement network.

11.68 This strategy will be implemented through adherence to Policy WGN1, and the following initiatives:

- Improving the area's open spaces and connections to nature, including:
    - Enhancements to the public realm along Lordship Lane and White Hart Lane. There are opportunities to provide better wayfinding to key destinations such as the New River sports complex and Wood Green Crown Court, alongside enhanced green linkages
    - Improvements to the quality of White Hart Lane Recreation Ground and Woodside Park including new play and recreation facilities
    - Delivery of enhanced cycling and walking routes heading east to Tottenham along White Hart Lane and Lordship Lane, including segregated cycle lanes.
- Enhancing the leisure and community offer through:
    - Delivery of the Wolves Lane Market Garden City for food growing, distribution, employment and skills development
    - Support for new or enhanced sporting and leisure facilities at New River Sports complex.
- Support for sensitive infill or development of existing estate land where improved open space, street fronts, movement networks, and amenities for existing residents can be delivered.
- Development and placemaking improvements should take opportunities to improve views to and appreciation of the Wood Green Crown Court, a landmark building within the area.

12. Green Lanes Neighbourhood

Neighbourhood Context



Location

12.01 The Green Lanes neighbourhood is located in the south of the borough. To the west it is bounded by the East Coast Mainline railway, to the south it is bounded by the London Borough of Hackney, to the east it blends into Seven Sisters and to the north it blends into Bruce Grove and Wood Green neighbourhoods.

History

12.02 The neighbourhood is centred around the ancient throughfare of Green Lanes which as early as the 18th century connected up the City of London to Hertfordshire. From the late 19th century, the neighbourhood experienced rapid suburban expansion including the building of the Harringay Ladder, a strong grid of tightly grained terraces to the west of Green Lanes. As with other parts of the borough, the development of railways in the area was critical to the development of housing and as of the late 19th century the area was amongst the best served in London.

12.03 In the early 20th century a sizeable area of land around Vale Road was developed for industrial use and the area became one of three main pockets of industry in the Borough of Tottenham. Firms included the wine gum manufacturers Maynards and piano makers Eavestaffs and Brasteds.

12.04 The largest portion of east Harringay, an area known today as 'The Gardens', was developed by the Provident Association of London. The houses were smaller than most of the houses to the west of Green Lanes.

12.05 Along Green Lanes, the style of development of the shops mirrored that of the residential areas in that almost the whole of the eastern side was built as a single development whilst building on the western side was rather more piecemeal. Completed in 1899, the eastern side was developed almost entirely as the architecturally unified Grand Parade.

12.06 By the early 20th century, Green Lanes was a more or less fully developed suburb of London and remains largely unchanged in character. Harringay Stadium, a major greyhound racing and motorcycle speedway venue in Harringay, was built in 1927 but was closed and demolished in 1987 to make way for the Arena Retail Park, a 'big box' retail development, and housing to east.

12.07 In recent years the most major development has been the development of 590-598 Green Lanes which delivered over 100 new homes and a purpose-built health centre which the West Green Surgery relocated to. Recently planning permission was granted for the mixed-use re-development of part of the St Ann's hospital site for close to 1000 new homes with the first completed homes expected in the next 12 months.

Connectivity

12.08 The neighbourhood is characterised by Green Lanes itself, a busy through route with an important and distinctive District Centre with Victorian terraces to either side. The road is on a number of major bus routes but suffers from significant congestion. It is heavily car-dominated and does not promote easy movement for pedestrians and cyclists. The Council is carrying out an ongoing Harringay Ladder Traffic And Transport Review to seek to address traffic and transport issues on Green Lanes and the adjacent Harringay Ladder.

12.09 The neighbourhood is well served with public transport links. The Piccadilly Line runs north-south through the neighbourhood with Turnpike Lane and Manor House stations a short walk from the neighbourhood to the north and south respectively. The Suffragette overground line runs east west through the neighbourhood connecting up Barking Riverside to Gospel Oak including a station at Harringay Green Lanes within Green Lanes District Centre. To the west the neighbourhood is bounded by the East Coast Mainline with two nearby stations: Harringay and Hornsey. A downside of the railways in the neighbourhood is the major severance they cause to local movement.

Economy & Town Centre

12.10 At the heart of the neighbourhood is Green Lanes District Centre, a traditional style linear high street with parades along the ground floor and residential flats in the upper floors. This is the main activity node within the neighbourhood with high footfall throughout the day and evening. Multi-cultural restaurants and independent shops give the area richness and diversity and make it a key destination for global cuisines. There are some additional in the neighbourhood along West Green Road but these have far less footfall. The Arena Retail Park to the south of the District Centre adds major retailer presence to the area but feels and operates very separately from the main high street.

12.11 The main industrial uses within the neighbourhood are concentrated to the south along part of Hermitage Road, Vale Road and Eade Road. These are mostly characterised by light industrial uses such as textile and carpet industries.

Landmarks, culture and heritage

12.12 Significant landmarks and buildings in the area include The Salisbury Hotel public house, a Grade II* Listed building, and the Grand Parade, which are both located on the east side of Green Lanes.

12.13 The neighbourhood has a strong cultural offer and will play a major role during the Borough of Culture 2027. It is famed for being home to the Harringay Warehouse Living District. This is an area of industrial sites which over time came to provide for a cluster of warehouse living, a specific type of land use providing a low-cost, collaborative and communal living and working environment. The Harringay Warehouse Living District comprises a unique and valuable ecosystem of integrated living and creative production which particularly supports the borough's creative industries and creative economy. The neighbourhood is also home to the London Islamic Cultural Society and Mosque, Turkish Cypriot Community Association, Kurdish Community Centre and Chestnuts Community Centre.

Green and blue infrastructure

12.14 Green Lanes is a heavily urbanised neighbourhood with few open spaces. Chestnuts Park is a large open space to the east, Fairland Park is a small open space to the west on Harringay Ladder, and Duckett's Common sits on the northern boundary with the adjacent Wood Green neighbourhood. Green Lane neighbourhood is however close to Finsbury Park, the borough's flagship park. The channel of the New River, an early 17th-century aqueduct built to supply London with fresh drinking water, flows through the middle of the western section of Harringay Ladder and helps provide an open setting along its course. It helps provide for quiet recreational opportunities but the walking route is broken at various parts and does not provide continuous access. The neighbourhood contains Railway Fields one of the borough's few Local Nature Reserves which provides important respite from the busy environment of Green Lanes.

Green Lanes Vision

Green Lanes in 2042 will continue to be a thriving, diverse neighbourhood. Green Lanes itself will have strengthened its reputation for providing global cuisines and will support an expanded daytime and evening economy. The historic fabric of the high street will have been maintained and enhanced and opportunities will have been taken to reduce congestion and vehicle dominance and give greater priority to those walking, wheeling and cycling.

The mixed-use redevelopment of part of the St Ann's hospital site will have been completed and a flourishing new neighbourhood will have been established centred around the St Ann's Peace Garden, a significantly enlarged and enhanced green space. The garden will be a place for recreation and relaxation for residents and visitors and will link into existing ecological corridors to provide a wider connection for nature. The development will have provided a significant number of affordable homes, alongside workspaces and the restoration of historic hospital buildings.

Arena Retail Park will have been transformed into a thriving new neighbourhood with new homes, workspace and town centre uses. It will provide a high-quality gateway into Green Lanes District Centre and include substantially better connections to the District Centre including new positive and active ground floor frontages facing onto Green Lanes.

The neighbourhood's industrial and cultural heritage assets have been reinforced with architectural quality better showcased. A long-term sustainable future will have been secured for the Harringay Warehouse Living District and developed through careful and considered engagement with the community.

Opportunities will have been taken wherever possible to create new and improved connections for pedestrians and cyclists connecting Green Lanes, the Warehouse Living District and the two new neighbourhoods. New development will have included high-quality new green space and contributed to enhanced green links including to and along the New River.

Policy GLN1: Green Lanes Neighbourhood

A. The Council will support development proposals which contribute to the Green Lanes Vision.

B. The neighbourhood will deliver at least 2,500 new homes over the plan period and deliver an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Transform
St Ann's Hospital
Arena Retail Park
Enhance
Warehouse Living District
Green Lanes Corridor
West Green Road Corridor

C. Proposals should protect the role of Green Lanes District Centre as a regional destination for global cuisine as well as supporting a broader range of town centre uses offer. The priority for new town centre uses include healthy food and beverage retail, cultural, community and leisure facilities, and workspace. Proposals for evening and night-time economy uses will be supported where they contribute to a safe and welcoming environment, help to diversify the existing offer and attract a greater range of patrons, including families.

D. Proposals should enhance and optimise the neighbourhood's employment and industrial land to support more jobs, bolster the local creative economy, and improve its amenity and appeal. Development should strengthen, grow and showcase the unique creative ecosystem within the Warehouse Living District in accordance with policy C6.

E. The rich built heritage of the neighbourhood should be preserved, enhanced and celebrated. To achieve this, proposals should:
   (1) preserve the coherent and consistent urban form of the Harringay Ladder
   (2) conserve and enhance the industrial character and heritage within the Warehouse Living District through a retrofit-first approach.
   (3) strengthen the sense of enclosure along the neighbourhood's key corridors and protect and enhance the views and vistas of key townscapes and landmarks.
   (4) retain, restore and reinstate the locally distinctive features of historic shopfronts and facades, contributing to an active and vibrant street scene.

F. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:
   (1) rebalancing street space along Green Lanes in favour of more sustainable transport modes.
   (2) improving pedestrian and cycling connections between new and existing communities and key destinations and attractors such as green space, railway stations and Green Lanes District Centre

G. Proposals should contribute to the delivery of new and enhanced public realm that supports social interaction and reinforces the character and identity of the neighbourhood's distinct places.

H. A priority for new development should be to provide new and enhanced open space to support a growing population and improve connections to and between existing green and open spaces and the New River.

Supporting text

Placemaking Strategy

12.15 In the next 15 years major transformation of the neighbourhood will be focussed on the delivery of two new mixed-use neighbourhoods at St Ann's Hospital and on Arena Retail Park. This new development will play a key role in delivering new open space in the neighbourhood and helping deliver access and movement improvement which help stitch the Green Lanes neighbourhood into a cohesive whole with Green Lanes itself as an enhanced focal point for both residents and visitors.

District Centre

12.16 Green Lanes District Centre contains a strong food and beverage offer, with a reputation as London's premier destination for Mediterranean & Turkish cuisine. New development should seek to preserve and build on this reputation while offering a wider range of town centre uses, to provide a diversity of services and experience.

12.17 Development of the Arena Retail Park offers an opportunity to introduce new and improved town centre retail alongside community and cultural facilities, food markets, and new creative workspace to complement the creative industries cluster within the Warehouse Living District.

12.18 Green Lanes is recognised in the London Plan as having a night-time economy of more than local importance. Its evening and night-time offer is diverse and vibrant and includes a mix of traditional pubs, such as the iconic Grade II-listed Salisbury Hotel, alongside contemporary bars, restaurants serving late-night desserts, and live music venues. This policy encourages proposals that broaden the night-time offer, particularly through non-alcohol-based activities. This includes initiatives that attract

a wider range of patrons, such as families and older residents, through creative and inclusive uses of space. Examples include evening art classes hosted in cafés or community hubs, which contribute to a more balanced and accessible night-time environment. At the same time, careful management of these uses is essential to minimise any negative impacts on nearby residents, ensuring that Green Lanes remains a welcoming and safe destination after dark.

Employment, industrial land, and warehouse living

12.19 The Harringay Warehouse Living District is a unique environment containing a strong creative industries cluster within the Haringey Creative Enterprise Zone. This eclectic area includes many maker spaces, as well as event spaces, bars, cafés, and more traditional industrial activities. Warehouse Living units contribute to this creative ecosystem, providing affordable, communal, flexible spaces for creatives to live and create in as part of a community.

12.20 Many of the area's buildings need improvements to meet energy performance and safety standards. Retrofit, and in some cases infill and/or redevelopment, provide an opportunity to better optimise sites to deliver an uplift in employment floorspace, particularly low cost and flexible creative workspace to build on sectoral strengths in the creative industries.

12.21 The area makes a significant cultural contribution, but much of this is not visible. A master planned and co-ordinated approach to development offers an opportunity to not only optimise employment intensification but also to showcase and promote the exciting creative activities taking place, and to better integrate the area with its surrounding residential and town centre context. This can be achieved through enhanced connectivity, improved public realm, effective management of activities, and the provision of opportunities for residents to interact with the creative community such as attending exhibitions, music events, or workshops, and socialising in shared spaces.

Heritage and Character

12.22 The Green Lanes neighbourhood has a varied and unique character. Valued features which development should preserve and enhance include the coherent and consistent form of the Harringay Ladder, with the grand parade of Victorian shops along Green Lanes complemented by residential Victorian terraces on either side. Enhancing the coherence and quality of frontages along Green Lanes is crucial for maintaining the aesthetic appeal and functionality of the streetscape. High-quality frontages contribute to a vibrant and active street scene, encouraging pedestrian activity and supporting local businesses.

12.23 Development should improve views and vistas towards local landmarks like the prominent Grade II* listed Salisbury Hotel, Mayfield House, the Grade II* listed St Ann's Church, and St Ann's water tower.

12.24 Within the Warehouse Living District are a range of late Victorian and inter-war industrial buildings that contribute to the area's distinctive bohemian, industrial, and

creative character, anchored by the prominent and locally listed former Maynard's Sweet Factory. The creative retrofit of these buildings presents an opportunity not only to deliver improved creative workspace and warehouse living accommodation, but also to curate a strong sense of place in an area with significant potential as a destination for creativity and culture.

Connectivity

12.25 Green Lanes is a busy and important route with many competing demands on its space and particular challenges regarding pedestrian and cyclist safety and air pollution. New development and placemaking projects should help rebalance how the space is used, making it safer and more enjoyable for people, encouraging walking, wheeling, cycling, and public transport, while still supporting its role as a key transport corridor.

12.26 The redevelopment of key site allocations, including St Ann's Hospital, Arena Retail Park, and sites within the Warehouse Living District, offers an opportunity to create new and improved connections between the neighbourhood's distinct Placemaking Focus Areas. These interventions can help stitch the area together, making it easier for residents to access and experience its town centres, creative clusters, parks, and open spaces.

12.27 Improvements should be in accordance with the Council's Walking and Cycling Action Plan and emerging Kerbside Strategy.

Public Realm

12.28 Public realm improvements should be designed to respond to the character and function of their surroundings. In the District Centre, this may include features such as lighting, seating, and space for outdoor eating and drinking to support a vibrant town centre environment. Within the Warehouse Living District, public realm should provide informal spaces where creative residents and the wider community can meet, socialise, and collaborate—supporting the area's unique cultural and creative identity.

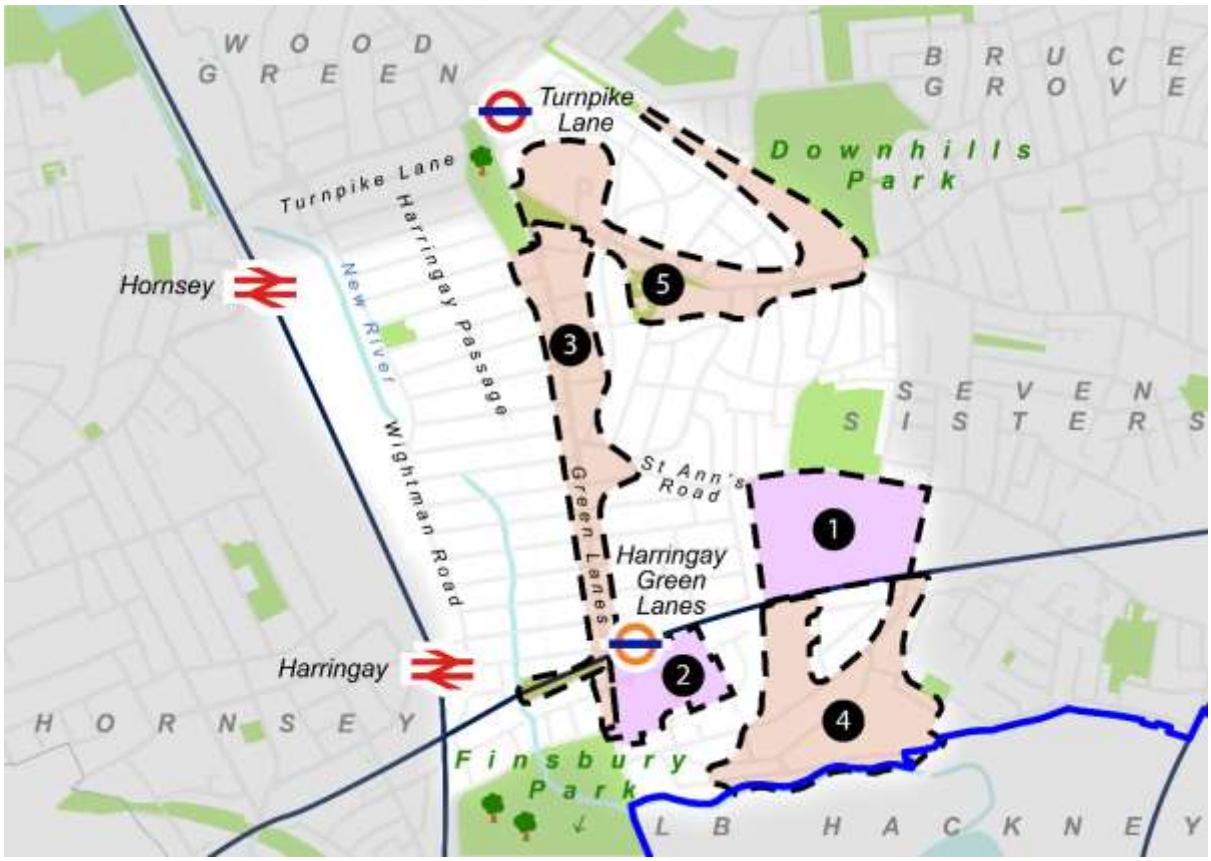
Open Space and the New River

12.29 Securing new publicly accessible green and open spaces within key redevelopment sites such as Arena Retail Park and St Ann's Hospital is essential to improving quality of life for a growing population. These spaces should be well-connected to surrounding areas, offering seamless access to nature and recreational opportunities.

12.30 Improving links to existing green, blue and open spaces, including Finsbury Park, Duckett's Common, Railway Fields, and the New River will strengthen the neighbourhood's green infrastructure network. These connections support biodiversity, encourage physical activity, and provide valuable spaces for relaxation and recreation.

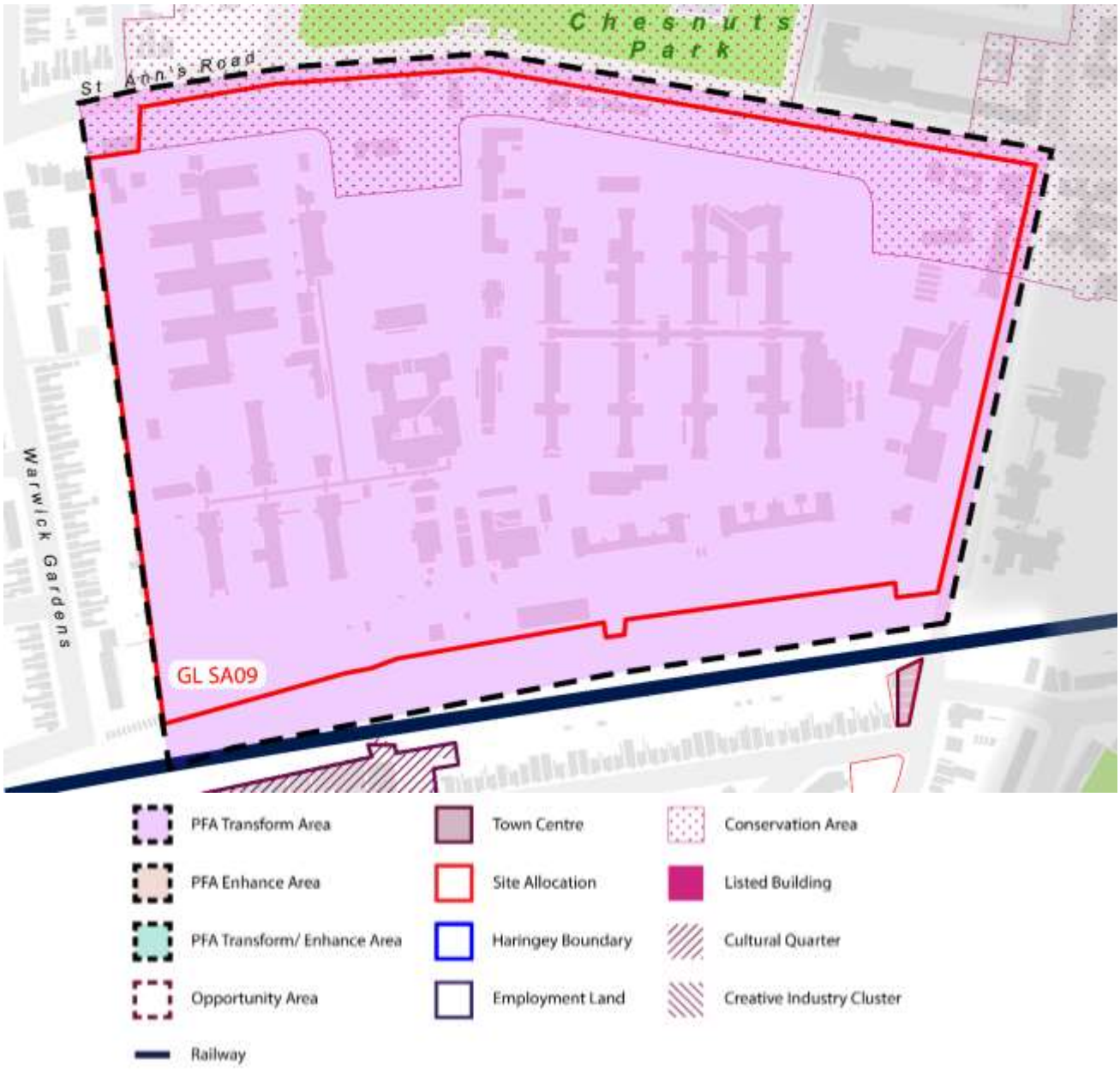
12.31 Development proposals should explore ways to secure environmental improvements and reduce antisocial behaviour along the New River, helping to create a safer, more welcoming environment for all.

Placemaking Focus Areas



1. St Ann's Hospital
2. Arena Retail Park
3. Green Lanes District Centre
4. Warehouse Living District
5. West Green Road (west)

GL PFA1 – St Ann's Hospital



Strategy

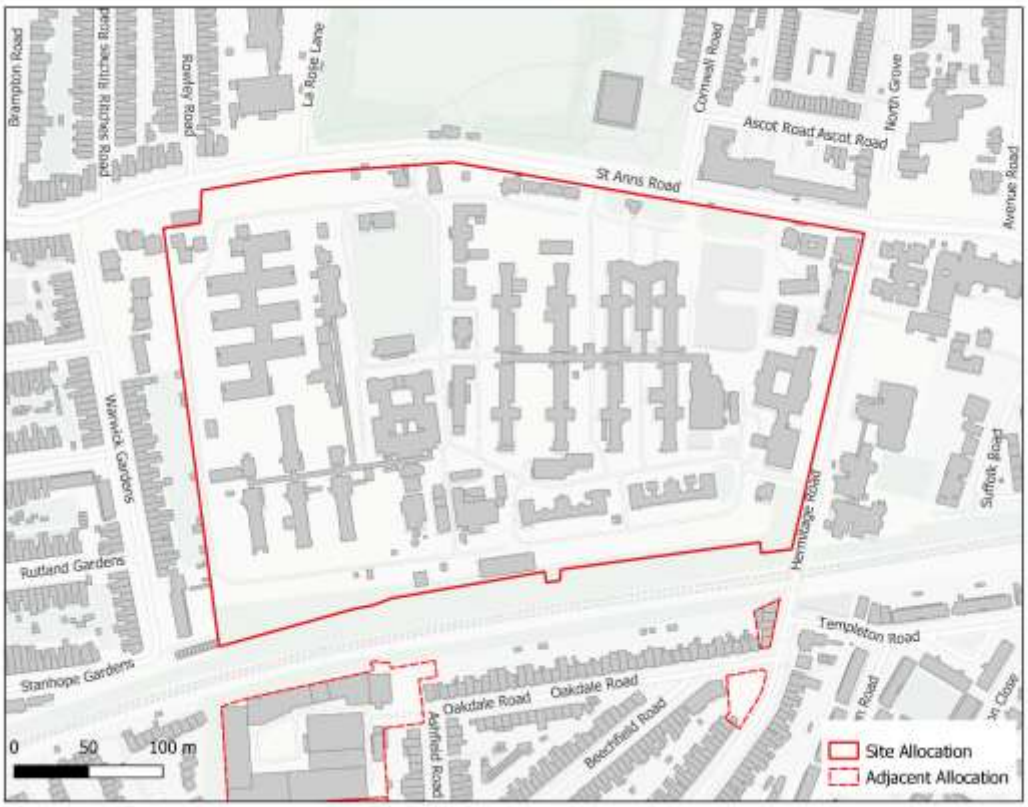
12.32 The St Ann's hospital site will be transformed through redevelopment to create a new mixed-use neighbourhood in the west of the site and retained enhanced medical facilities in the east. As part of this, the locally listed Mayfield House and other historic buildings on the site, including the existing water tower, will be retained, refurbished and reused. A new walking and cycling access point will be provided in the south-west corner of the site created substantially improved connectivity to the south. The development will connect to existing streets through the creation of new entrances onto St Ann's Road and the provision of a pedestrian and cycle route through to connect Warwick Gardens.

12.33 This strategy will be implemented through adherence to Policy GLN1, the site allocation outlined below, and the following initiatives:

- Delivery of a new mixed-use neighbourhood with improved connectivity to Green Lanes, employment to the south, and Chestnuts Park
- Provision of modern, accessible new medical facilities and associated uses, and a significant number of new homes
- Provision of new workspace and ancillary café and leisure facilities
- Increasing the amount of open space on site as part of a landscape-led masterplan, including delivering an enlarged and expanded Peace Garden for the benefit of future residents and the wider public, and an increased number of trees and canopy cover

Site Allocations in GLPFA1

GL SA01: St Ann's Hospital



Site Information	Details
Address	St Ann's Hospital, St Ann's Road, N4
Area [ha]	11.4ha
PTAL [2031]	1-2
Planning designations	St Ann's Conservation Area SINC local: St Ann's Hospital Wood SINC borough grade II: Tottenham Rail sides Locally listed buildings: St James Lane, St Ann's Road Ecological corridor Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	HGY/2022/1833 - Part full planning permission and part outline planning permission for up to 995 new homes and up to 5,000sqm (GEA) of non-residential floorspace. HGY/2025/1348 Reserved matters application (under consultation)
Indicative capacities	955 homes (Class C3), 5,000sqm Class E & Class F1/F2
Phasing	2027-2041
Ownership	Public and Private

Proposal

Delivery of high-quality new housing and new non-residential uses on an under-utilised former hospital site in line with extant 2022 planning permission which is now being built out. The west part of the site will be re-developed primarily for residential use with consolidation of medical facilities on an enhanced medical campus to the east.

Masterplanning, engagement and delivery

Any subsequent proposals on this site must accord with the overall agreed masterplan secured within the extant planning permission

Land uses and activities

Existing land use:

- Hospital facilities

Acceptable land uses include:

- Residential (Class C3)
- Specialist older persons housing
- Community-led housing
- Affordable workspace
- Community uses
- Small supermarket (Class E)
- Consolidated medical facilities

Built form, character and heritage

- The site is appropriate for buildings of between 3 and 9 storeys in height as per the extant planning permission
- The existing boundary wall should be integrated into the development in line with operational and design aspirations in the planning permission
- The site lies within the St Ann's Conservation Area and the development should preserve and enhance the character of the conservation area, its significance, and its setting as per the planning permission and statutory requirements
- Surviving heritage buildings within the site such as the locally listed Mayfield House should form focal points for new streets and spaces, thus creating a gradual transition between the historic character of the site and its new, taller buildings forming the remainder of the development.
- Heights adjoining properties on Warwick Gardens should respect the amenity of neighbouring properties.
- The refurbishment of buildings around the central 'Peace Garden' should be community focused, lined with affordable workspace and community uses within the refurbished hospital buildings

Movement and Public Realm

- A new connection towards Green Lanes is required at the southwest corner of the site. This should be integrated into the cycle and pedestrian network to provide connections from the east of the Borough to Green Lanes, Harringay station and the west of the Borough.
- The new connection to Green Lanes should not adversely impact the occupants of the residential block at the southern end of Warwick Gardens
- A new link should be explored to connect to the Arena Design centre to the south through disused railway arches

Environment and Sustainability

- In line with the extant permission, the development should follow a landscape-led masterplan approach with a generously expanded Peace Garden at its heart, supported by a well-considered network of street planting and shared planted courtyards, plus an enhanced nature conservation area to the south.
- Trees should be retained where possible and a large amount of new tree planting will be required to maximise the amount and quality of trees on site.
- The site has two Sites of Importance for Nature Conservation close to its southern boundary. There is also a woodland Tree Preservation Order (TPO) and an Ecological Corridor by this site boundary. Care must be taken to ensure that the area remains protected and extended. The south-west link will disturb one part of the SINC and there should be an overall increase of the ecological area to compensate for this.
- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL PFA2 – Arena Retail Park





Strategy

12.34 The Arena Retail Park will be transformed from a car-dominated retail environment into a walkable, mixed-use residential neighbourhood. Alongside a significant increase in housing, redevelopment will deliver new public spaces, social and cultural infrastructure, and a diverse mix of town centre uses that contribute to and integrate with the wider Green Lanes District Centre.

12.35 Development will establish an active and attractive high street frontage along Green Lanes, helping to reinforce its role as a vibrant local centre. A finer-grained, pedestrian-oriented street network will improve permeability, linking key destinations

across the neighbourhood—including St Ann's Hospital, the Warehouse Living District, Harringay Station, and Finsbury Park—with safe and accessible pedestrian routes.

12.36 The area will embrace its proximity to Finsbury Park, the ecological corridor along the Suffragette Railway Line and Sites of Importance for Nature Conservation (SINC) by enhancing existing green infrastructure, introducing new green spaces, and creating new green links through the site to support biodiversity and wellbeing.

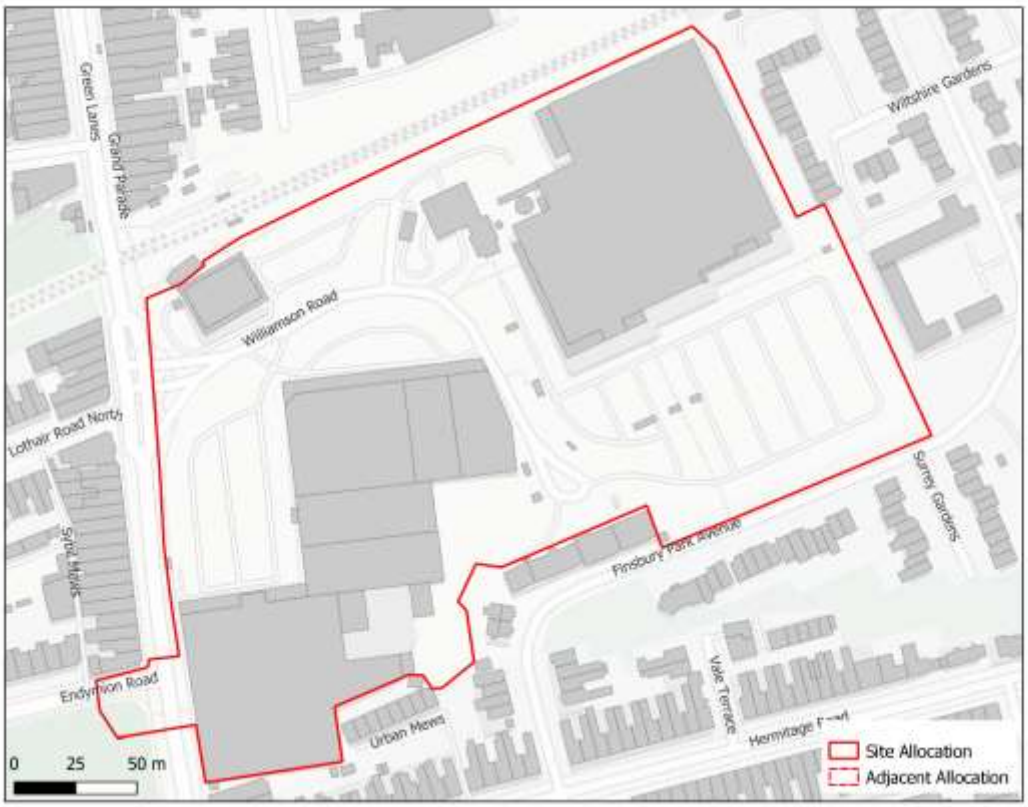
12.37 Its historical significance as the former location of the Harringay Arena, a key sports and events venue, will be celebrated through the design and identity of the new neighbourhood, helping to foster a strong sense of place.

12.38 This strategy will be implemented through adherence to Policy GLN1, the site allocation outlined below, and the following initiatives:

- Introducing a mix of town centre uses alongside reprovision of the existing supermarket. This should include an improved retail and leisure offer, with scope for workspace and offices, including a mix of unit sizes to diversify the Green Lanes District Centre.
- Delivering new social infrastructure to service and support a growing population.
- Establishing a distinctive and coherent skyline that relates well to the surrounding areas and can be appreciated from key viewpoints.
- Creation of a new public realm network, including a new small public square to support the District Centre
- Improving safe walking and cycle routes to Finsbury Park and creating views that draw people toward it, using green infrastructure to help people feel more connected to the park, even from a distance.
- Working with Transport for London to establish an easier and more prominent access route to the Harringay Green Lanes Station.
- Reconfiguration of the Green Lanes frontage to create a more welcoming public realm, replacing blank walls and fences with active frontages that support street life and improve the experience of the District Centre.
- Delivery of new east-west and north south routes through the site, connecting to the Harringay Ladder to the north and the Warehouse Living Area to the east
- Exploration of potential to open up closed railway arches to create a pedestrian / cycle access to the 'Gardens' area.
- Significantly reducing vehicular traffic to and from the site, through establishment of a new urban form that prioritises walking, wheeling and cycling.

Site Allocations in Green Lanes PFA2

GL SA02: Arena Retail Park



Site Information	Details
Address	Arena Retail Park, Williamson Road, N4 1ED
Area [ha]	5.52
PTAL [2031]	3-6a
Planning designations	Arena Retail Park PFA: Transform Green Lanes District Centre Adjacent to SINC Grade 2: Haringey Stadium Slopes Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	None
Indicative capacities	1,300 new homes, 18,000sqm Class E Town Centre
Phasing	2031-2041
Ownership	Private

Proposal

Arena Retail Park will be transformed through comprehensive, masterplanned development into a vibrant new residential and commercial neighbourhood. The scheme will deliver new high street frontages, significant public realm

improvements, and enhanced access to key destinations including Harringay Green Lanes Station, Finsbury Park and the Warehouse Living District.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to be accompanied and informed by a Town Centre Uses Statement to ensure it contributes positively and sustainably to the use mix of the District Centre.

Early engagement with Transport for London and National Rail is essential due to the site's proximity to the railway line. This will help ensure the delivery of improved station access and enable new pedestrian connections through the railway arches from the north, supporting better integration with surrounding areas.

Given the scale of transformation envisaged, a comprehensive early and meaningful engagement process should be followed

The Town Centre Uses Statement should include:

a) a vision, explaining the rationale and intended market profile of the development, including plans for how it will be presented to the market and its long-term management. The statement should include (but not be limited to):
   i. evidence on target market;
   ii. details of unit specification (i.e. size, height, depth);
      i. examples of comparable tenants the scheme will target; and
      ii. planning conditions or obligations being proposed by the applicant; and

b) a strategy detailing:
   i. the proposed quantum and phasing of town centre uses;
   ii. the proposed spatial distribution and mix of town centre uses;
   iii. how these would relate to the existing and planned town centre uses in the District Centre; and a statement outlining how the proposals would support the wider vision and place making objectives of this Local Plan.

Land uses and activities

Existing land uses are:

- Retail park with large format retail warehouses, supermarkets and smaller food and beverage units with surface level car parking

Acceptable land uses are:

- Residential
  - Predominant typology should be for conventional Class C3 residential
  - Expected that the development should also contain older person's accommodation to meet the diverse needs of Haringey's communities and facilitate social integration.
  - Provision of purpose-built student accommodation and large-scale purpose-built shared living may be acceptable as an ancillary component of the overall residential development mix.
- Town centre and employment uses (Class E)

    - A replacement supermarket should be delivered with a reduced level of parking to reflect its town centre location and high public transport accessibility level
    - A significant quantum of workspace should be provided to help meet identified employment need.
    - Active uses, such as retail, leisure or community facilities, should be located on ground and, where appropriate, lower floor levels, particularly on main pedestrian routes and around public squares.
    - Consistent active ground floor uses should be provided along Green Lanes
    - Residential and office/workspace uses should be provided on upper floors.
- Community, education/learning and non-residential institutions
    - Social infrastructure should be provided to support the needs of the new residential community
    - An element of cultural consumption and community floorspace is required to ensure the District Centre offers a range of experiences to attract and support residents, workers, and visitors. Community and cultural uses should be directed towards prominent locations,
- Meanwhile uses
    - A Meanwhile Use Strategy will be required.

Built form, character and heritage

- The setting of Harringay Green Lanes Station should be improved through this redevelopment. No other buildings need to be retained
- A high-quality urban realm should be created along Green Lanes to link Manor House Station to Harringay Green Lanes Station by foot.
- Heights should be reduced at the south and east of the site where residential properties adjoin the site
- Heights onto Green Lanes should be in keeping with the prevailing character of the road.
- Taller and tall buildings are appropriate towards to centre of this site
- References to the site's sporting and cultural history should be incorporated into the design of the site.

Movement and Public Realm

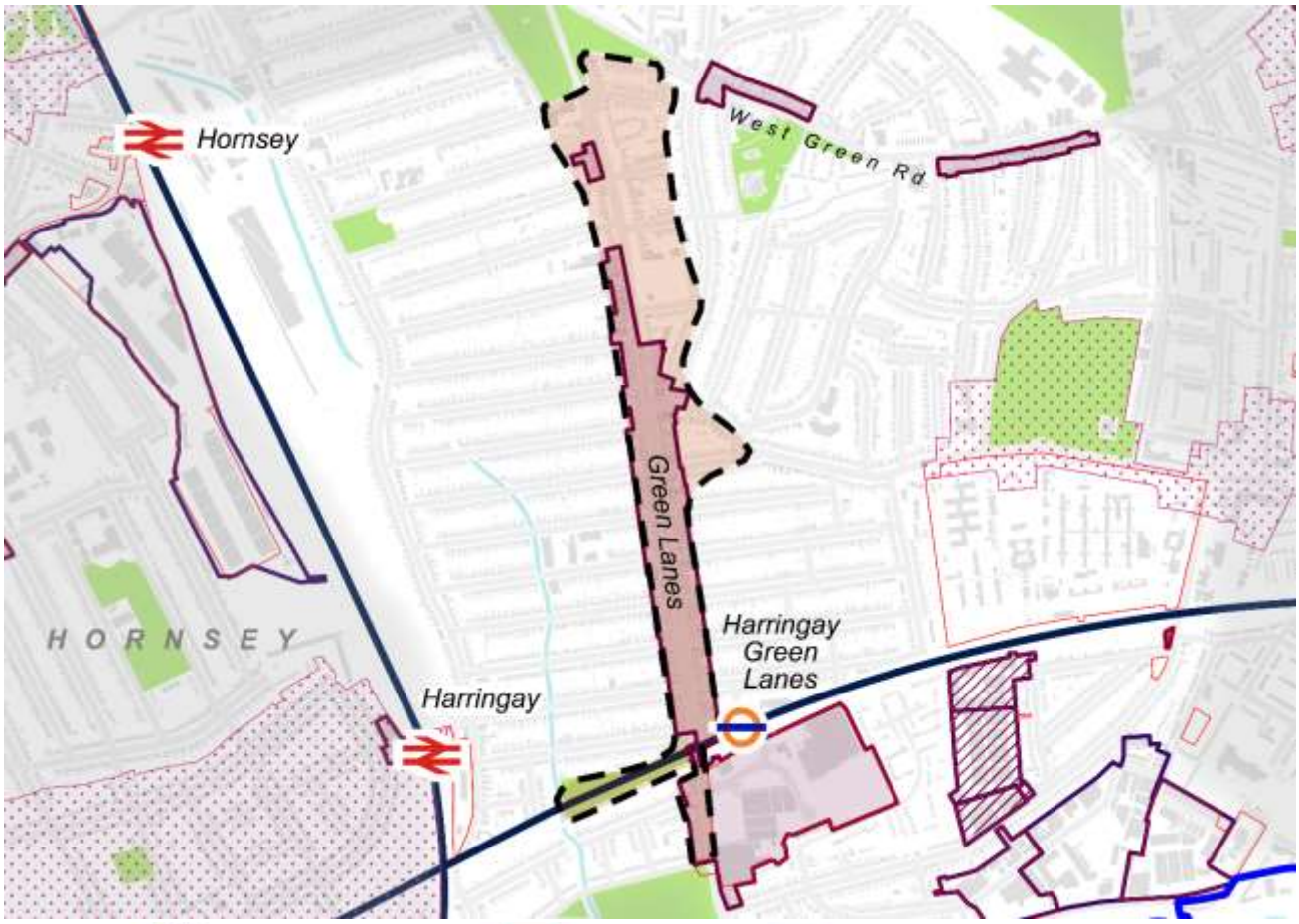
- A new public square should be created towards the western side of this site, visible from Green Lanes and linking to Green Lanes Station.
- Traffic impacts on Green Lanes should be reduced through the redevelopment of this site. A comprehensive transport assessment will be required. This should consider opportunities to improve the existing junction at Endymion Road, the current retail park access points, and address the effects of through traffic, ensuring a safer and more efficient street environment.
- Improved access to the north-eastern corner of Finsbury Park should be considered as part of the reconfiguration of the Endymion Road and Green Lanes junction.

- Development should safeguard and help to deliver a new pedestrian and cycle link to the Warehouse Living District through the vacant land between 80 & 82 Finsbury Park Avenue.
- Development should deliver a new pedestrian and cycle link to Stanhope Gardens via the railway arches.
- A micro-consolidation centre should be provided to enable sustainable transport and deliveries.

Environment and Sustainability

- The development should deliver significant greening of the site and be informed by a comprehensive landscaping strategy. Landscaping should be high quality and include smaller green pocket parks to address local deficiencies.
- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Development should enhance the ecological corridor running along the southern edge of the railway line. A new section of ecological corridor linking through to Finsbury Park via Finsbury Park Avenue should be considered as part of the design for this site
- The site lies in a Source Protection Zone.

GL PFA3 – Green Lanes District Centre



Strategy

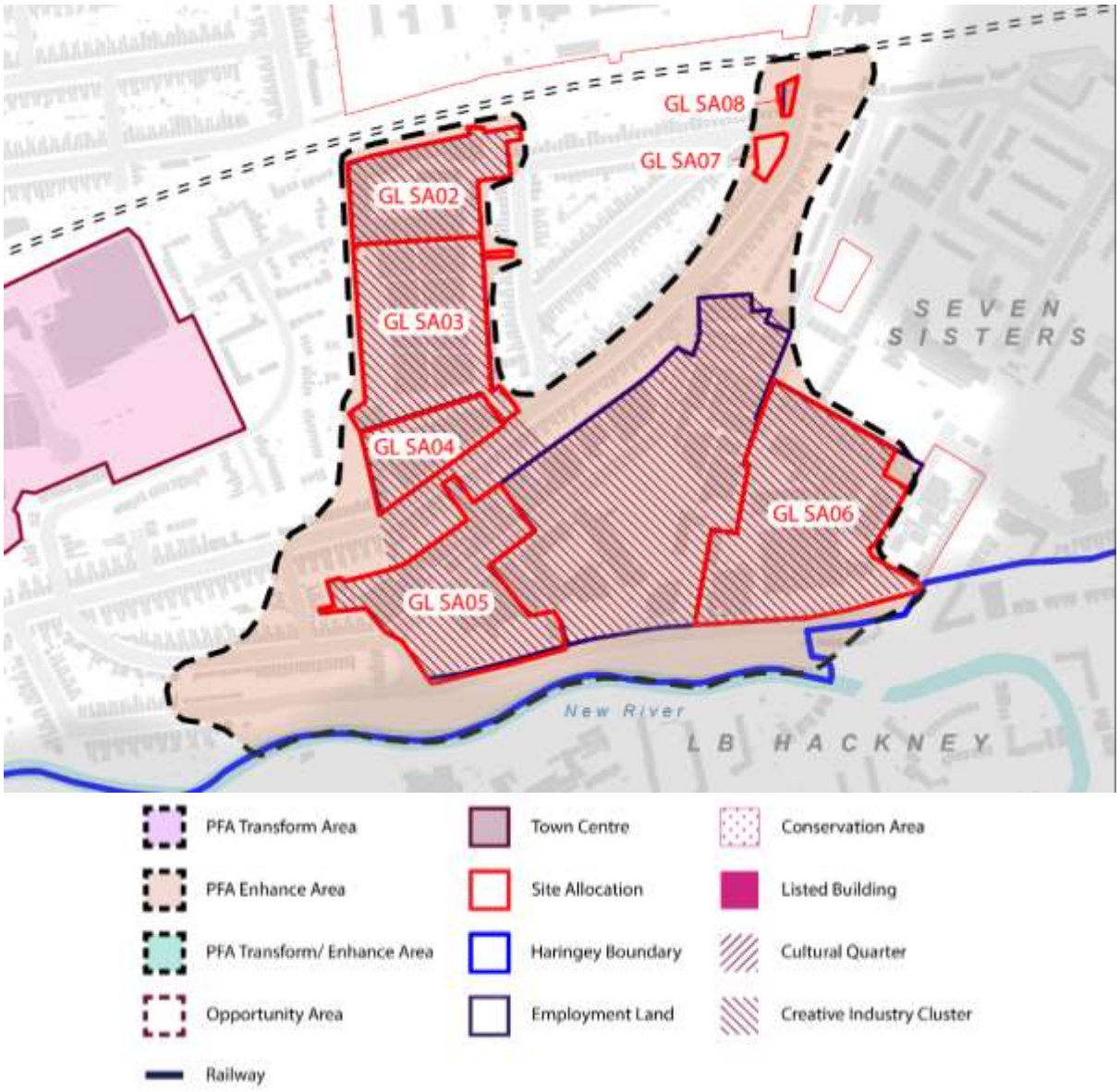
12.39 The character of Green Lanes District Centre will be enhanced through the retention of, and improvements to, shop frontages, which will support the vitality of the area. Opportunities to improve the streetscape and rebalance road space in favour of pedestrians and cyclists will create a more human-centred high street and help facilitate improved outdoor dining and planting to enhance its reputation as a destination for eating and drinking and support businesses to thrive.

12.40 This strategy will be implemented through adherence to Policy GLN1, and the following initiatives:

- Seeking coherency of shop frontages

- Improved and expanded public realm along Green Lanes in conjunction with highways improvements
- Providing for more efficient loading, servicing and deliveries, including space for delivery vehicles.
- Delivery of improved waste management and storage facilities
- Taking steps to reduce air pollution including through additional greening and planting of street trees. The PFA is within an Air Quality Focus Area.

GL PFA4 – Warehouse Living District



Strategy

12.41 The Warehouse Living District will be enhanced as a key employment location and an important creative industries cluster within the Haringey Creative Enterprise Zone.

12.42 The intensification of existing employment sites will be supported where this helps deliver additional high-quality employment space and supports an uplift in jobs.

12.43 Development of existing warehouse living sites will be retrofit-led, with some infill and redevelopment, delivering high-quality affordable creative workspace. This will be

complemented by retrofitted and new warehouse living units, offering flexible and affordable opportunities for creatives to live and work locally.

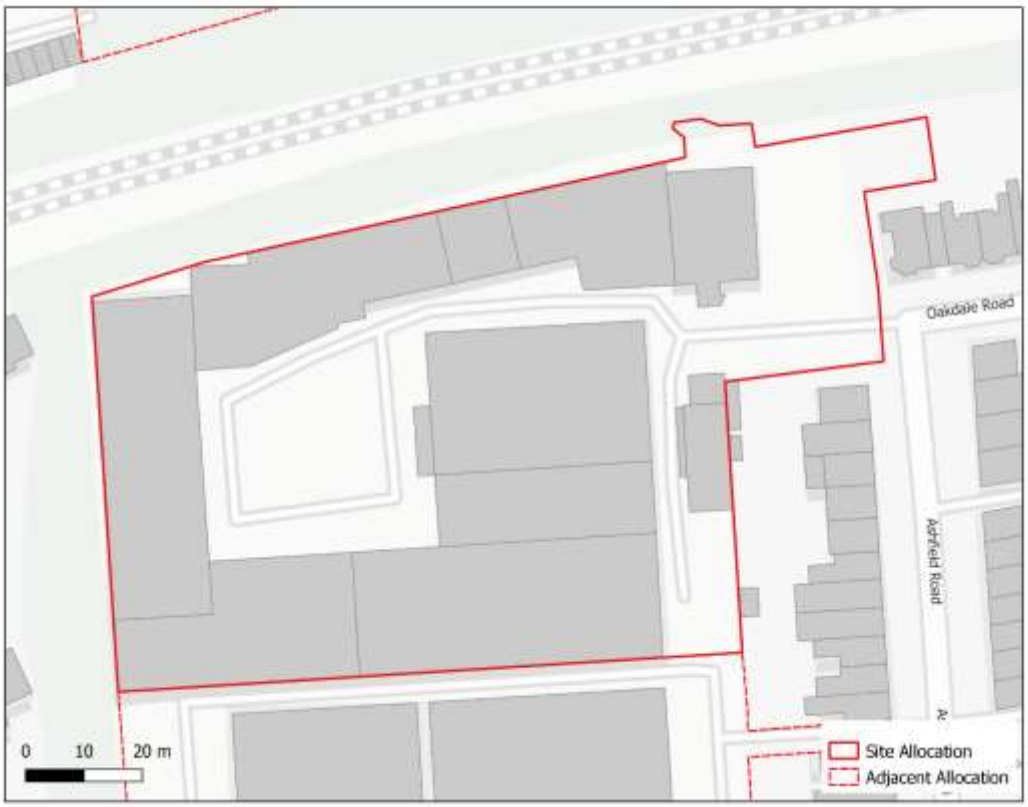
12.44 Masterplanned and co-ordinated development will improve the wider Placemaking Focus Area, including enhanced walking and cycling routes, public art, and upgraded public realm. A more active and engaging street front will be established, preserving valued industrial heritage and reinforcing a strong sense of local identity.

12.45 This strategy will be implemented through adherence to Policy GLN1, Policy C6, the site allocations outlined below and the following initiatives:

- Increasing the quantum of employment floorspace through development of employment sites and warehouse living sites.
- Ensuring the important cultural, creative and economic contribution of existing warehouse living sites is protected and enhanced
- Seeking to maintain the unique character of the area through retention of existing buildings which contribute positively to character and through high-quality new buildings which build and complement it.
- For warehouse living developments, active management of premises and spaces and implementation of improved waste storage and management arrangements
- Improving the road network to facilitate the presence of deliveries and related movements associated with the area's employment activities
- Securing public realm improvements including cycling, walking and connectivity improvements to Green Lanes
- Ensure existing issues of noise and anti-social behaviour are addressed through design solutions including ensuring any residential accommodation meets relevant environmental and space standards
- Taking opportunities to increase access to the New River and secure contributions from development towards the improvement of this important green/blue link

Site Allocations in GLPFA4

GL SA03: Arena Design Centre



Site Information	Details
Address	Arena Design Centre, Ashfield Road, N4 1FF
Area [ha]	0.95ha
PTAL [2031]	1-2
Planning designations	Warehouse Living District: Enhance Local Employment Area Warehouse Living site Creative Industry Cluster Adjacent to SINC Grade 2: Tottenham Railsides Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	None
Indicative capacities	None identified
Phasing	2027-2036
Ownership	Private

Proposal

Retrofit and/or redevelopment to provide new and improved workspaces and warehouse living units to maintain and grow the creative industries.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to be informed by early and meaningful engagement with the existing site occupiers/warehouse living community on the site.

Engagement with TfL and national rail is essential due to the proximity to the railway line, and to explore the delivery of access through to the site from the north under the railway line to the former St Ann's hospital site.

Land uses and activities

Existing land use:

- Warehouse living units
- Employment floorspace in Classes E and B

Acceptable land uses are:

- Employment uses
- Warehouse Living
    - Proposals including new or refurbished warehousing living will be supported where they accord with Policy C6.
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

Built form, character and heritage

- None of the buildings need to be retained but any new development must be designed to maintain the unique warehouse character of the area's buildings.
- The height of development needs to be respectful of the housing on Finsbury Park Avenue to the west and Ashfield Road on the east. Noting there is a significant slope up to these buildings, heights will be restricted in close proximity to the properties on Ashfield Road.
- Development at the southern edge of the site should respond appropriately to neighbouring industrial uses.
- Replacement warehouse living should be above ground floor

Movement and Public Realm

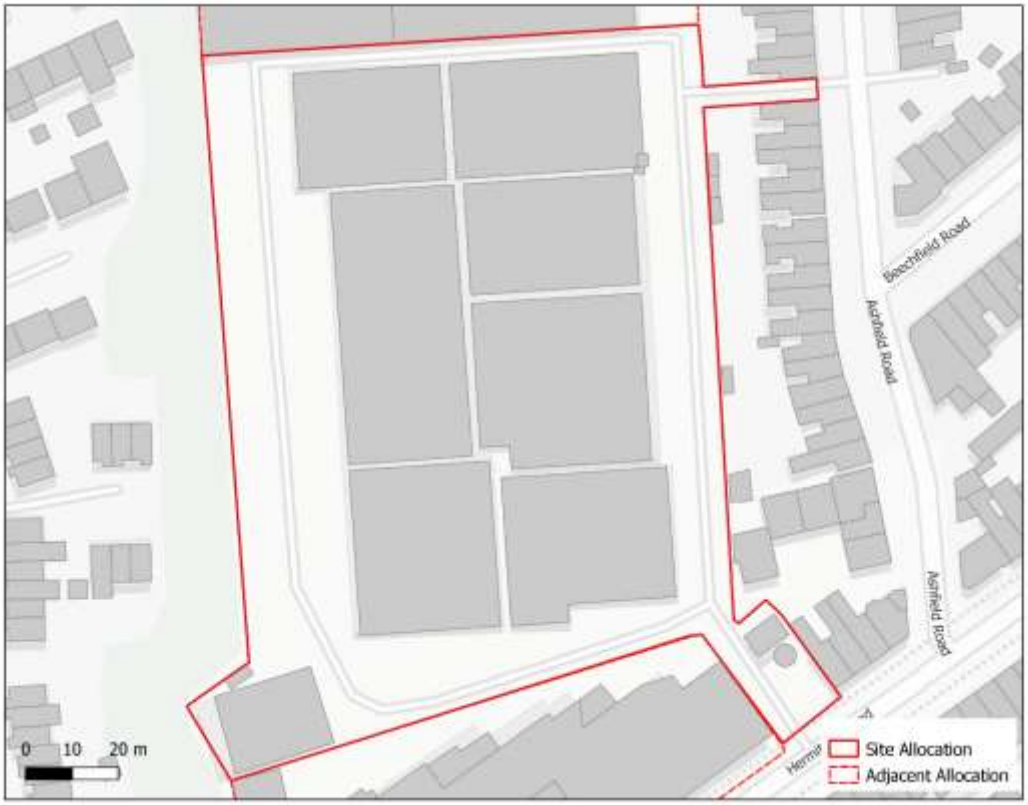
- Redevelopment should look at the feasibility of connection up to the quietways network through the disused tunnel in the north-west corner of the site, linking through to the former St Ann's hospital site
- Linkages into the Crusader Industrial Estate to the south should also be explored
- The gate onto Ashfield/Oakdale Road should be removed.
- The public realm should enable safe pedestrian and cycling routes through
- Adequate yard space should be maintained or provided to service the employment and creative floorspace

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

- Edge treatment should complement the Gospel Oak to Barking rail line ecological corridor, through a new green chain, linking the slopes behind Finsbury Park Avenue towards Finsbury Park.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL SA04: Crusader Industrial Estate



Site Information	Details
Address	Crusader Industrial Estate, Hermitage Road, N4 1LZ
Area [ha]	1.58
PTAL [2031]	1-2
Planning designations	Local Employment Area Creative Industry Cluster Adjacent to SINC Grade 2: Harringay Stadium Slopes Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	None
Indicative capacities	None identified
Phasing	2027-2041
Ownership	Private

Proposal

Potential redevelopment of the site to create new intensified employment floorspace increasing the number of jobs and job density on the site as well as delivering a more accessible layout to increase north south permeability, connecting up to the Arena Design Centre site to the north and Omega Works to the south.

Masterplanning, engagement and delivery

Proposals for comprehensive development of the site must be supported by a masterplan. This should carefully consider the interface with the adjacent Arena Design Centre and Omega Works and the opportunity to create greater permeability through the employment area as a whole.

Land uses and activities

Existing land use:

- Employment floorspace in Classes E and B

Acceptable land uses are:

- Employment floorspace for use classes B2 and B8, alongside Class E(g)
- The Council will require new or replacement high equality employment on this site, including affordable workspace

Built form, character and heritage

- The height of development needs to respect the terraced housing on Ashfield Road to the east, and Finsbury Park Avenue to the west. Noting there is a significant slope up to these buildings, a reduction in height at the western side of the site to preserve the amenity of properties on Ashfield Road is appropriate
- Opportunities should be taken to secure a unified boundary treatment with adjacent sites

Movement and Public Realm

- An improved site entrance/frontage should be provided onto Hermitage Road
- Redevelopment should secure a north-south route through the site with potential to link to adjacent sites
- The pedestrian route through to Ashfield Road should be maintained.
- A pedestrian link to Finsbury Park Avenue should be explored as part of any future redevelopment with the objective to provide a new east-west link to the Arena Retail Park site

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Development should protect and enhance the SINC running to the west of the site,
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL SA05: Omega Works



Site Information	Details
Address	Omega Works, Hermitage Road, N4 1LZ
Area [ha]	0.57
PTAL [2031]	1-2
Planning designations	Warehouse Living District: Enhance Local Employment Area Warehouse Living Site Creative Industry Cluster Adjacent to SINC Grade 2: Harringay Stadium Slopes Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	HGY/2022/4310 (pending decision) HGY/2023/0570 (pending decision)
Indicative capacities	None identified
Phasing	2027-2036
Ownership	Private

Proposal

Retrofit and/or redevelopment to provide new and improved workspaces and warehouse living units to maintain and grow the creative industries.

Masterplanning, engagement and delivery

Development proposals will be required to be accompanied by a site wide masterplan. This will need to consider how an improved interface can be secured

with the adjacent Crusader Industrial Estate and be informed by early and meaningful engagement with the existing site occupiers/warehouse living community on the site.

Land uses and activities

Existing land use:

- Warehouse living units
- Employment floorspace in Classes E and B

Acceptable land uses are:

- Employment uses
- Warehouse Living
    - Proposals including new or refurbished warehousing living will be supported where they accord with Policy C6.
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

Built form, character and heritage

- Height on the Hermitage Road frontage should be limited to respect the amenity of the homes opposite.
- Any new buildings should be designed to maintain the unique warehouse character of the area
- The central façade on Hermitage Road should be retained, creating an entrance to a courtyard. This should be linked through to pedestrian access to Finsbury Park Avenue
- Replacement warehouse living should be above ground floor

Movement and Public Realm

- A pedestrian link to Finsbury Park Avenue should be considered as part of any future redevelopment with the objective to provide a new east-west link to the Arena Retail Park site
- Redevelopment should seek to provide a pedestrian and cycling connection to the adjacent Crusader Industrial Estate to link in with the north south routes proposed through the Crusader and Arena Design Centre sites.
- Adequate yard space should be maintained or provided to service the employment and creative floorspace
- Improved waste storage and waste management solutions should be investigated as part of proposals within this allocation

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Development should protect and enhance the SINC running to the west of the site

- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL SA06: Vale and Eade Road



Site Information	Details
Address	Vale and Eade Road, 85-87 Eade Road, 91-95 Vale Road, 136 Hermitage Road, Harringay N4 1TJ
Area [ha]	1.55
PTAL [2031]	2-4
Planning designations	Warehouse Living District: Enhance Local Employment Area Warehouse Living Site Creative Industry Cluster Adjacent to SINC Metropolitan Importance: New River Adjacent to Ecological Corridor: Harringay Ladder to Finsbury Park Adjacent to LSIS: Vale Road / Tewkesbury Road Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	None
Indicative capacities	None identified
Phasing	2027-2041
Ownership	Private

Proposal

Retrofit and/or development of existing employment and warehouse living sites to deliver an uplift in local employment and maintain and grow creative industries.

Masterplanning, engagement and delivery

Any re-development proposals will be required to be masterplanned to consider and carefully manage the impact on adjacent uses whether employment or warehouse living and the adjacent Locally Significant Industrial Site and to ensure re-development contributes to improved permeability in this part of the Harringay Warehouse Living District.

Proposals affecting warehouse living sites should be informed by early and meaningful engagement.

Land uses and activities

Existing land use:

- Warehouse living units
- Employment floorspace in Classes E and B

Acceptable land uses are:

- Employment uses
- Warehouse Living
    - Proposals including new or refurbished warehousing living will be supported where they accord with Policy C6.

- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

Built form, character and heritage

- Development adjacent to residential properties on Vale Road and Hermitage Road should avoid overlooking.
- There is a significant slope from Eade Road down to Vale Road and heights can be increased at the eastern edge where there is a more industrial character
- A north-south connection through the site from Hermitage Road to Eade Road should provide a buffer between any more human-oriented live/work uses on this site and the adjacent LSIS land.
- Replacement warehouse living should be above ground floor

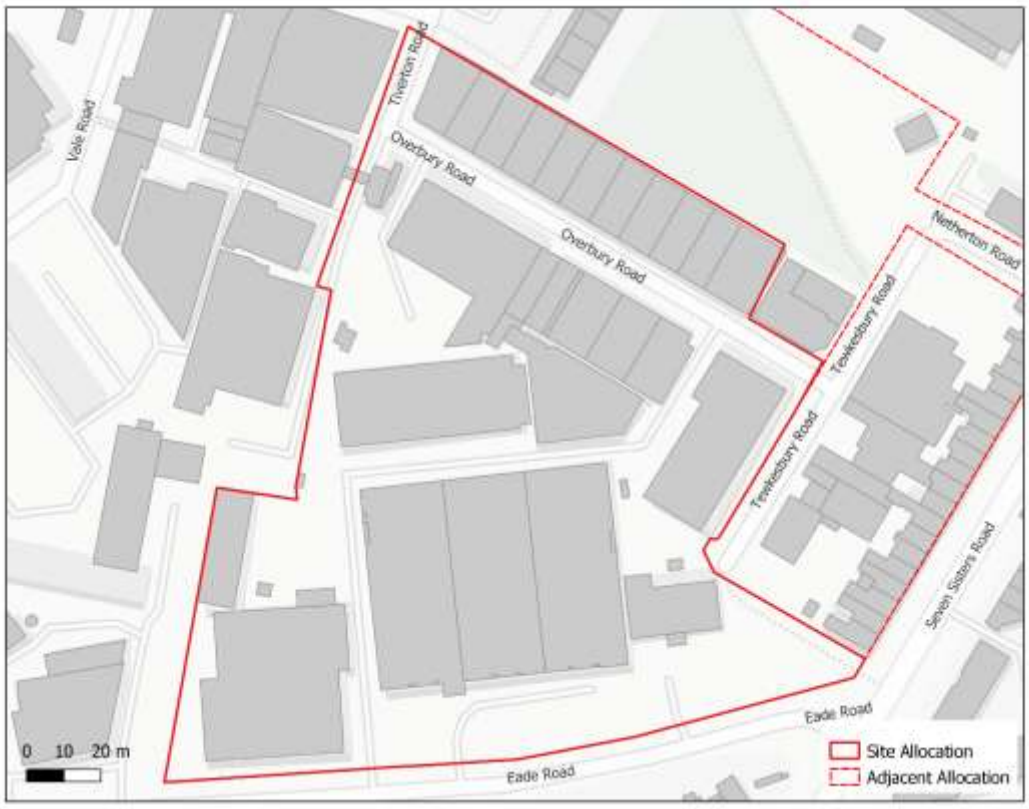
Movement and Public Realm

- A north-south connection will be sought through the sites connecting Hermitage Road to Eade Road and eventually linking St. Ann's and Woodberry Down.
- The public realm should enable safe pedestrian and cycling routes through with delineation between predominantly warehouse living and employment premises
- Adequate yard space should be maintained or provided to service the employment and creative floorspace
- Improved waste storage and waste management solutions should be investigated as part of proposals within this allocation

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Development should contribute to improvements to the New River corridor
- Development should positively contribute to the SINC and Ecological corridor running to the south of the site
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL SA07 Overbury and Eade Road



Site Information	Details
Address	85-87 Eade Road, 91-95 Vale Road, 136 Hermitage Road, Harringay N4
Area [ha]	2.35 ha
PTAL [2031]	1b-4
Planning designations	Local Employment Area Warehouse Living Site Creative Industry Cluster Adjacent to SINC Metropolitan Importance: New River Adjacent to Ecological Corridor: Harringay Ladder to Finsbury Park Adjacent to LSIS: Vale Road / Tewkesbury Road Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	HGY/2023/0728
Indicative capacities	None identified
Phasing	2027-2041

Proposal

Retrofit and/or redevelopment to provide new and improved workspaces and warehouse living units to maintain and grow the creative industries.

Masterplanning, engagement and delivery

Proposals for redevelopment of the site must be supported by a masterplan. This should carefully consider the interface with adjacent uses and contribute to an improved local environment.

Land uses and activities

Existing land use:

- Warehouse living units
- Employment floorspace in Classes E and B

Acceptable land uses are:

- Employment uses
- Warehouse Living
  - There is an extant planning permission for new warehouse living accommodation and workspace on the corner of Eade Road and Seven Sisters Road
  - Other proposals for new or refurbished warehousing living will be supported where they accord with Policy C6.

The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

Built form, character and heritage

- New buildings should continue be designed to maintain the unique warehouse character of the area
- As per the extant planning permission for the corner of Eade Road and Seven Sisters Road, new development must mark a gateway to the Harringay Warehouse Living District from Seven Sisters Road
- None of the buildings need to be retained, although business relocation should be considered as necessary before redevelopment can proceed
- Replacement warehouse living should be above ground floor

Movement and Public Realm

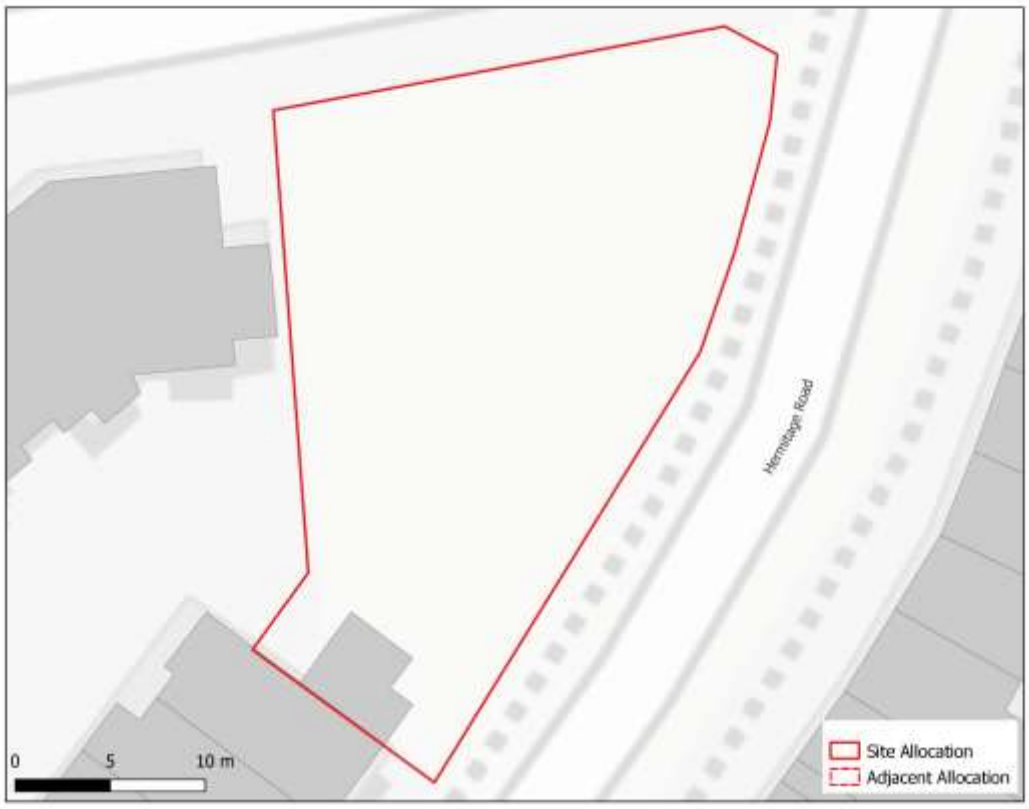
- Development should contribute to a more fine-grained street network encouraging pedestrian permeability
- The public realm should enable safe pedestrian and cycling routes with delineation between predominantly warehouse living and employment premises
- Adequate yard space should be maintained or provided to service the employment and creative floorspace
- Parklets and improved waste storage solutions should be investigated as part of proposals within this allocation

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Development should contribute to improvements to the New River corridor

- Development should positively contribute to the SINC and Ecological corridor running to the south of the site
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL SA08: Former Oakdale Arms



Site Information	Details
Address	283 Hermitage Road, N4 1NP
Area [ha]	0.07 ha
PTAL [2031]	2
Planning designations	Warehouse Living District: Enhance Adjacent to Hermitage Road Local Shopping Parade Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	HGY/2005/0734 / APP/Y5420/A/06/1197720
Indicative capacities	9 homes
Phasing	2027-2041
Ownership	Private

Proposal

The site has planning permission for a comprehensive redevelopment scheme to deliver new residential accommodation and improved landscaping to the corner of Hermitage and Oakdale Roads.

Land uses and activities

Existing land use:

- Vacant Land – formerly a public house

Acceptable land uses are:

- Residential (Class C3)

Built form, character and heritage

- Heights should be limited to three storeys adjoining the terraced homes on Hermitage and Oakdale Roads

Movement and Public Realm

- New landscaping marking this corner site should create a buffer between the site and the road

Environment and Sustainability

- The site is within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Tree planting opportunities should be maximised on the perimeter of this site
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL SA09: Hermitage Road Local Shopping Parade



Site Information	Details
Address	285-293 Hermitage Road, N4 1NT
Area [ha]	0.03 ha
PTAL [2031]	2
Planning designations	Warehouse Living District: Enhance Hermitage Road Local Shopping Parade Adjacent to Sinc Grade 2: Tottenham Railside's Adjacent to Ecological Corridor: Seven Siters East/West Link Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	None
Indicative capacities	10 homes 60sqm Class E
Phasing	2027-2041
Ownership	Private

Proposal

This site offers the opportunity for comprehensive redevelopment to deliver new Class E retail and commercial floorspace at ground level and residential

accommodation above in an intensified scheme to provide a new, enhanced local shopping offer.

Masterplanning, engagement and delivery

A site wide masterplan should demonstrate how the entirety of this site could be redeveloped to meet the aims of this allocation to deliver flatted residential accommodation above town centre uses at ground floor level

Land uses and activities

Existing land use:

- Residential (Class C3)
- Commercial (Class E)

Acceptable land uses are:

- Residential (Class C3)
- Town Centre Uses (Class E)
    - Convenience retail or food and beverage

Built form, character and heritage

- Heights should be limited to three storeys adjoining the terraced homes on Oakdale Roads
- Higher heights of up to five storeys may be acceptable adjacent to the railway bridge
- Active ground floor frontages will be required delivering new Class E floorspace

Movement and Public Realm

- New public realm at the front of this site should prioritise improving the relationship between the commercial units and the highway

Environment and Sustainability

- The site is within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Development should protect and enhance the ecological corridor and SINC on the railway embankment above and adjacent to this site
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

GL PFA5 – West Green Road (west)



Strategy

12.46 West Green Road will be enhanced through taking opportunities to deliver new public realm and maximising any redevelopment opportunities to create an improved gateway to Green Lanes and West Green Road on and around the estates adjacent to Turnpike Lane station. Pedestrian access and wayfinding between the station and Downhills Park along West Green Road will be improved, with further redevelopment of the shopping parades on the northern side of West Green Road maximising opportunities to improve the local shopping and town centre offer. Better utilisation of existing green spaces and tree planting, and increased cycle parking should enhance the experience of this local centre and associated shopping parades.

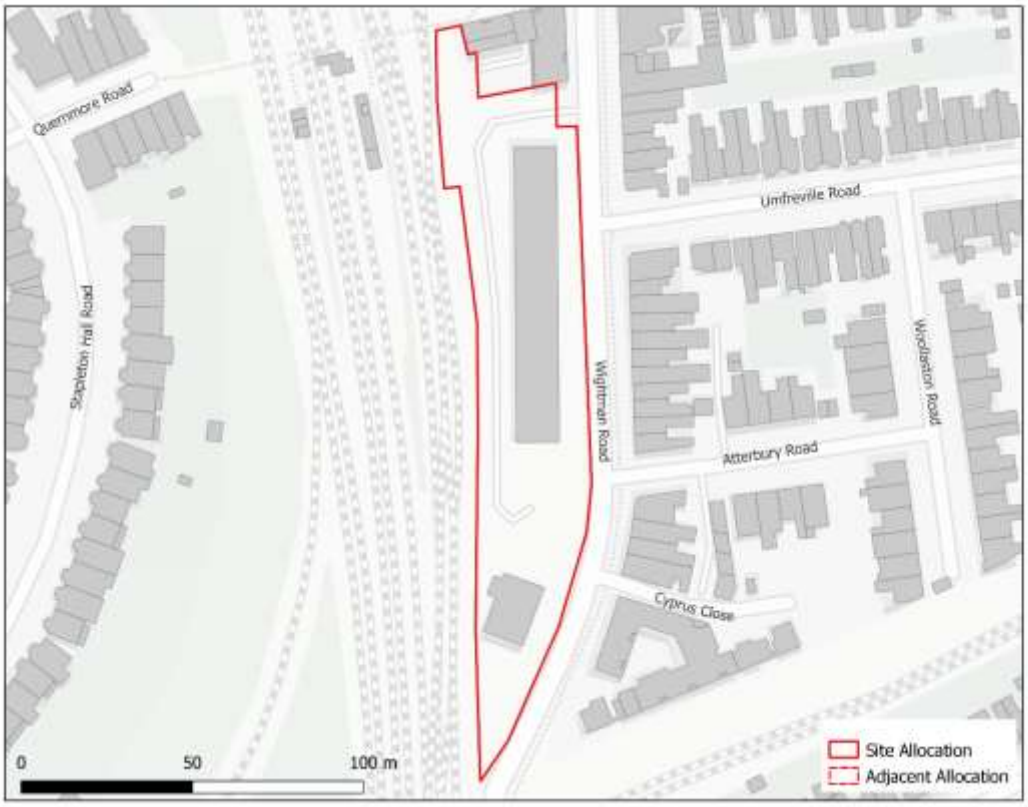
12.47 This strategy will be implemented through adherence to Policy GLN1, and the following initiatives:

- Continuation of active frontages along West Green Road through redevelopment opportunities, linked by new public realm improvements and better activation of estate amenity land bordering the road;
- Opportunity for infill development on estate land alongside more comprehensive assembly of sites to the northern edge of West Green Road to deliver new commercial and residential floorspace

- Taking steps to reduce air pollution. The western part of the PFA is within an Air Quality Focus Area.

Site Allocation outside of the Placemaking Focus Areas

GL SA10: Jewson's Whiteman Road



Site Information	Details
Address	Jewson's Wightman Road
Area [ha]	0.22
PTAL [2031]	3
Planning designations	Adjacent to: Stroud Green Conservation Area Ecological Corridor
Relevant permissions	None
Indicative capacities	48 homes 840sqm Class E / B
Phasing	2027-2031
Ownership	Private

Proposal

This site offers the opportunity for comprehensive redevelopment and enhanced east-west pedestrian and cycling connections through new Class E or Class B floorspace alongside new homes as part of a mixed-use scheme.

Masterplanning, engagement and delivery

Engagement with Network Rail will be required to investigate opportunities to improve the bridge at Harringay station to improve east-west connections.

Land uses and activities

Existing land use:

- Builders Yard

Acceptable land uses are:

- Residential (Class C3)
- Employment Uses (Class B)
    - Convenience retail or food and beverage (Class E)

Built form, character and heritage

- Higher buildings may be possible along the railway line, taking into account the slope from north (high) to south (low).
- Heights along the Wightman Road frontage should reflect those on the eastern side of the street.
- The building line of Mermaid Court should be continued along Wightman Road.
- The design of new buildings on this site should mitigate the noise from road and rail links nearby.
- Development should demonstrate how it will make a positive contribution to the setting of the Stroud Green Conservation Area to the west.

Movement and Public Realm

- Measures to reduce the gradient of the bridge into Burgoyne Road should be considered as part of establishing an improved east-west connection over the railway line

12.48 ### Environment and Sustainability

- The site adjoins a north-south ecological corridor running along the rail line, and this should be preserved and where possible enhanced through the development
- Open space should be provided to the rear and should complement and enhance the ecological corridor running along the rail line.
- This site is in a groundwater Source Protection Zone and therefore any development should consider this receptor in any studies undertaken

13. Hornsey Neighbourhood



Neighbourhood Context

Location

13.01 Hornsey neighbourhood is located in the centre of the Borough separated from Wood Green by the East Coast Main Line railway. The historic Hornsey High Street runs east west through the centre of the neighbourhood providing a direct connection to the east of the borough via Turnpike Lane. To the north, Alexandra Palace Park forms a strong edge to the neighbourhood whereas to the east the landscaped areas of New River provides an open setting. To the west, Hornsey merges into Muswell Hill and Crouch End neighbourhoods.

13.02 Hornsey Water Works adjoining the eastern end is a former water-based industrial area that begun with the construction of the New River in the 17th century.

History

13.03 The first written evidence of a settlement in Hornsey dates from 1291 when the Church of St Mary was listed for taxation. Evidence of a moated manor, first mentioned in 1578, has been found near the Hornsey Water Works site. In the early 17th century, the settlement was transformed via the delivery of New River, an artificial

waterway transporting fresh drinking water from Hertfordshire to Central London. However, until the 18th century, Hornsey remained a rural village surrounded by common pasture containing some large medieval estates such as Grove House, Campsbourne Lodge and Rectory House.

13.04 The introduction of Hornsey railway station in 1850 was the main stimuli for the rapid development of Hornsey. Linked to population growth, the Hornsey water treatment works was constructed in 1862 to abstract water from the New River and supply treated potable water to Hornsey and surrounding districts.

13.05 Most of the buildings that make up the current High Street were built or remodelled in the final years of 19th century. Hornsey High Street's built environment has not changed much since 1945. Following the Second World War, the Lightfoot Estate, Campsbourne and Grove House Estates, initially laid out in the 1860s were extensively redeveloped.

13.06 To the north of Hornsey High Street, and immediately to its south are housing estates built during 1970s and 80s, surrounded by the late Victorian terraces. To the south-west of the High Street is Priory Park, a pleasant urban green space opened in 1926.

13.07 Major new development has happened in recent decades off Hornsey High Street in the Cross Lane area and to the south of the Water Works. The site now contains New River Village which comprises a series of large apartment blocks.

Connectivity

13.08 Hornsey railway station is located on the East Coast Main Line and provides excellent connectivity to Moorgate Station and Finsbury Park stations heading into London. Accessibility to the station requires improvement though and the station itself would benefit from investment so that it is attractive and welcoming. The railway itself forms a hard eastern edge to the neighbourhood which creates severance issues for pedestrians and cyclists. Connections to the east are limited and the Penstock Foot Tunnel needs enhancement. In Summer 2025 the Council begun delivering improvement works to the tunnel's lighting and drainage as part of its Connecting Wood Green programme.

13.09 The High Street is a major route through the middle of the neighbourhood and is well served by buses to Wood Green, Seven Sisters, Finsbury Park and Archway. However, public transport accessibility is generally low away from the High Street and Station. Accessibility to the station is poor.

Economy & Town Centres

13.10 Hornsey derives much of its character from Hornsey High Street, a historic connecting route running through the centre of the neighbourhood. The High Street, designated a local centre, has a core of retail/commercial uses with parades along the ground floor and residential flats in the upper floors. It is the main activity node within the area with high footfall, although some shops appear to be poorly

maintained. Shops are also located along Tottenham Lane within the Tottenham Lane East Local Centre.

13.11 There is a concentration of industrial uses along the railway line within the Cranford Way Estate which IS designated as a Locally Significant Industrial Site.

Landmarks, culture and heritage

13.12 Hornsey has a rich, varied and valued history which is reflected by the existence of four conservation areas in the neighbourhood: Alexandra Palace and Park, Hornsey Water Works and Filter Beds, Hornsey High Street, Hillfield, and the Campsbourne Cottage Estate. Each of these has a different character and contributes to Hornsey being a unique neighbourhood. The Hornsey Water Works and Filter Beds Conservation Area is however listed on Historic England's Heritage at Risk Register.

13.13 Hornsey has numerous landmark buildings and buildings of historical interest including St Mary's Tower and various Listed and Locally Listed buildings on, or set back from, the High Street.

Green and Blue Infrastructure

13.14 The area has an undulating topography with Alexandra Park and New River forming the landscape edge and setting to the area. There are several public open spaces within the neighbourhood such as Priory Park, Rectory Gardens and St Mary's Churchyard that enhance the landscape setting of the area. Small pockets of green verges, allotments and playing fields soften the largely urban appearance of the terraces. Street trees along residential terraces create a pleasant suburban feel and greatly enhance the physical appearance of the area. There is a potential to link green verges along the High Street with New River to create a continuous green link. The New River forms part of the eastern boundary of the area and is a part of a walking route through Haringey.

Hornsey Vision

Hornsey in 2042 will have strengthened its character as a vibrant and historic village connecting the west of the borough to the east.

The neighbourhood's historic environment will have been protected and enhanced with investment in key areas of public realm such as around Hornsey railway station. The New River and its associated footpath will continue to be an important recreational asset and key pedestrian route and opportunities to enhance and expand the path will have been realised.

The High Street will continue to be the heart of Hornsey with a strong sense of identity as well as diverse heritage, offering local shopping opportunities and a vibrant food and drink offer. The historic Edwardian and Victorian high street frontages will have been retained and enhanced, celebrating the rhythm and features of the past.

Connections within the neighbourhood and to other neighbourhoods will have been enhanced including to Hornsey railway station and under the railway line with the Penstock Tunnel transformed into a well-lit and welcoming route for pedestrians and cyclists.

The Hornsey Filter bed sites will have been enhanced through sensitive redevelopment of part of the site for new homes, enabling improved east/west connections between Alexandra Park and Wood Green while supporting nature recovery on the site. Development will be shaped by key stakeholders with options fully explored to enhance public access to both nature and industrial heritage.

Employment at Cranford Way will have been intensified, providing greater job opportunities.

Policy HYN1: Hornsey Neighbourhood

A. The Council will support development proposals which contribute to the Hornsey Vision.

B. The neighbourhood will deliver at least 250 new homes over the plan period and an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Enhance
Hornsey Filter Beds and Campsbourne
Hornsey High Street
Tottenham Lane and Cranford Way

C. Hornsey's rich built heritage should be preserved, enhanced and celebrated. To achieve this, proposals should:
   (1) protect and enhance the Edwardian and Victorian character along Hornsey High Street
   (2) adopt a proactive approach to securing the long-term future of the Hornsey Water Works and Filter Beds Conservation Area

D. On Hornsey High Street ground floor conversions from commercial to residential use will be resisted.

E. The intensification of employment uses on Cranford Way Locally Significant Industrial Site will be supported and development proposals should contribute to an improved local environment, particularly for pedestrians and cyclists, and to an improved interface of the site where it fronts Tottenham Lane.

F. Development proposals should reinforce Hornsey's green character and contribute to a clear, well-designed and managed public realm network, enhancing strategic connections to Alexandra Palace, Priory Park and nearby town and local centres.

G. Development proposals should deliver and contribute to improvements in connectivity for pedestrians and cyclists, where appropriate. These include:
   (1) direct pedestrian routes connecting Hornsey High Street and Alexandra Palace
   (2) enhancement of the New River Path and creation of a continuous route into the Green Lanes neighbourhood
   (3) a new east-west route linking Alexandra Palace with the Penstock foot tunnel and Wood Green
   (4) a new cycle route along Tottenham Lane

Supporting Text

Placemaking Strategy

13.15 Hornsey will experience modest change over the next 15 years with major change limited by its built form and historic environment. Most new homes will be accommodated in Placemaking Focus Areas where there is good access to public transport and services, facilities and amenities, particularly in and around Hornsey rail station and along key corridors.

Built heritage

13.16 Hornsey has a rich built heritage to preserve, enhance and celebrate. The Edwardian and Victorian frontages along Hornsey High Street are integral to the area's historic character and architectural heritage. Preserving these elements not only maintains the aesthetic appeal but also strengthens the community's sense of identity and continuity. A welcoming public realm enhances social interaction, promotes local businesses, and improves the overall quality of life for residents and visitors. The Hornsey Water Works and Filter Beds Conservation Area is on Historic England's Heritage at Risk register and the Council will take a proactive approach to securing its long-term future to ensure this valued asset is safeguarded for future generations. This will include delivering heritage restoration as part of the sensitive redevelopment of part of the Hornsey filter beds site.

Economy & Town Centres

13.17 The Cranford Way industrial estate is designated as a Locally Significant Industrial Site and provides a significant amount of local employment. It contains a mix of dated and more modern purpose-built industrial units. There is significant potential to intensify existing uses on the estate as well as to develop existing vacant land. The Haringey Workspace Study (2022) identifies priority sectors to grow and retain, and the delivery of these should be emphasised to ensure delivery of a type of industrial and employment floorspace that is most needed.

13.18 On Hornsey High Street, the Council will resist applications for ground floor conversions from town centre to residential uses, including through permitted development rights, as town centre uses contribute positively to the character of the Conservation Area, support the local economy and help meet the day-to-day needs of the community.

Public realm and connectivity

13.19 There is a key opportunity via public realm and connectivity improvements to further expand on the neighbourhood's strengths including the vitality and vibrancy of its centres, its accessibility by rail and its central location close to key assets such as Alexandra Park and Wood Green Cultural Quarter. Key areas for public realm improvement are along Hornsey High Street and the bridge under the railway, at the entrance/exit to Hornsey station, and to the Penstock foot tunnel. The focus of connectivity improvements will be upon providing more direct pedestrian routes between Hornsey High Street and Alexandra Palace, creation of a continuous route

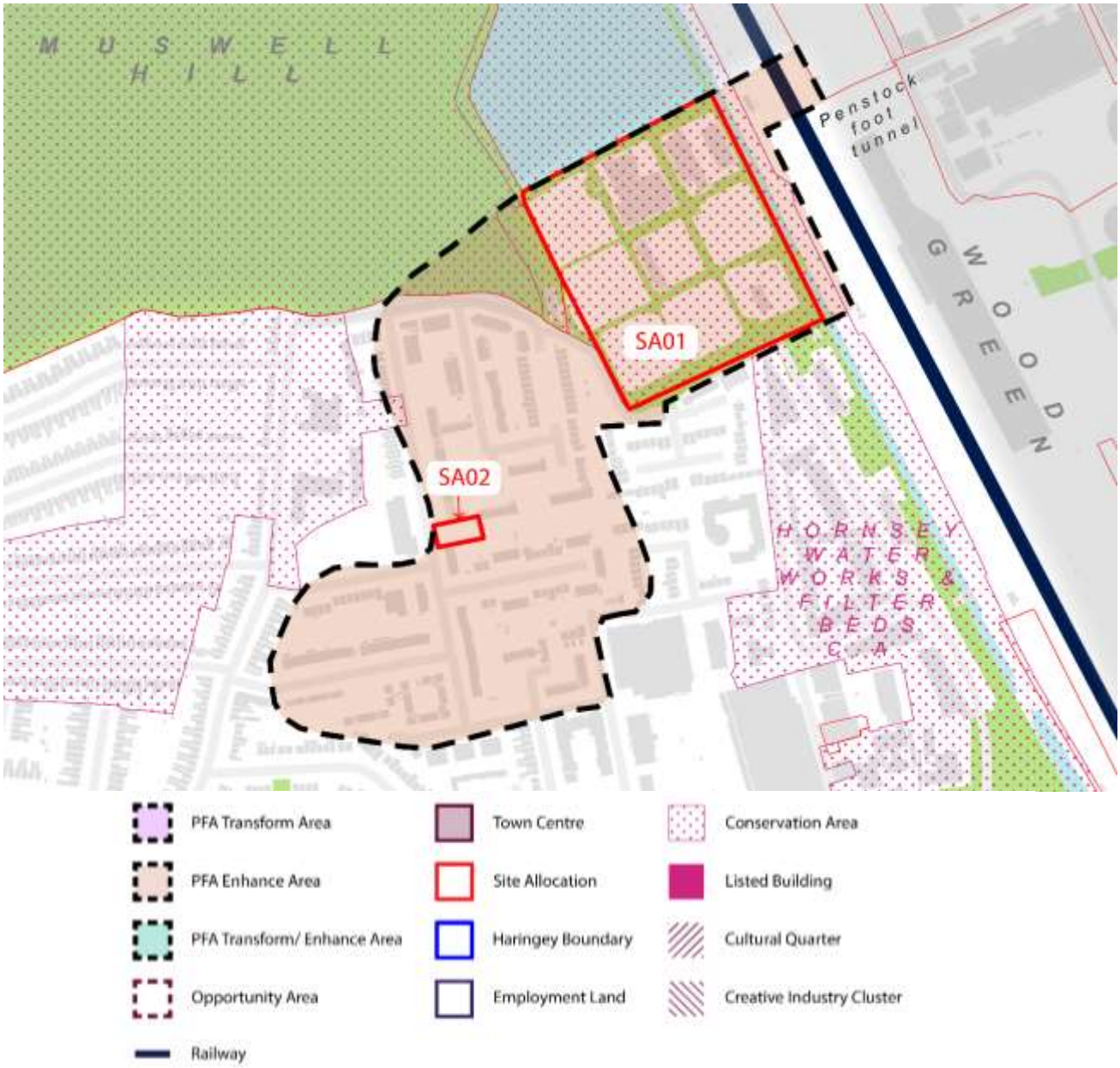
along the New River into the Green Lanes neighbourhood and a new east-west route linking Alexandra Palace with the Penstock foot tunnel and Wood Green.

Placemaking Focus Areas



1. Hornsey Filter Beds and Campsbourne Area
2. Hornsey High Street
3. Tottenham Lane & Cranford Way

HY PFA1 – Hornsey Filter Beds and Campsbourne Area



Strategy

13.20 The Hornsey filter beds will be enhanced through sensitive redevelopment of the parts of the site no longer operationally required by Thames Water. This will deliver high-quality new homes and a range of community benefits. Development will be shaped by local stakeholders and provide improved east/west connections between Alexandra Park and Wood Green High Road via the Penstock foot tunnel, support nature restoration and recovery, and enhance public access to both nature and industrial heritage features of the filter beds.

13.21 Development should enhance the Hornsey Water Works & Filter Beds Conservation Area, which is currently on Historic England's Heritage at Risk register and maximise the heritage value that can be experienced on the site.

13.22 Essential water infrastructure that is still required will be maintained, and where possible water infrastructure will be rationalised.

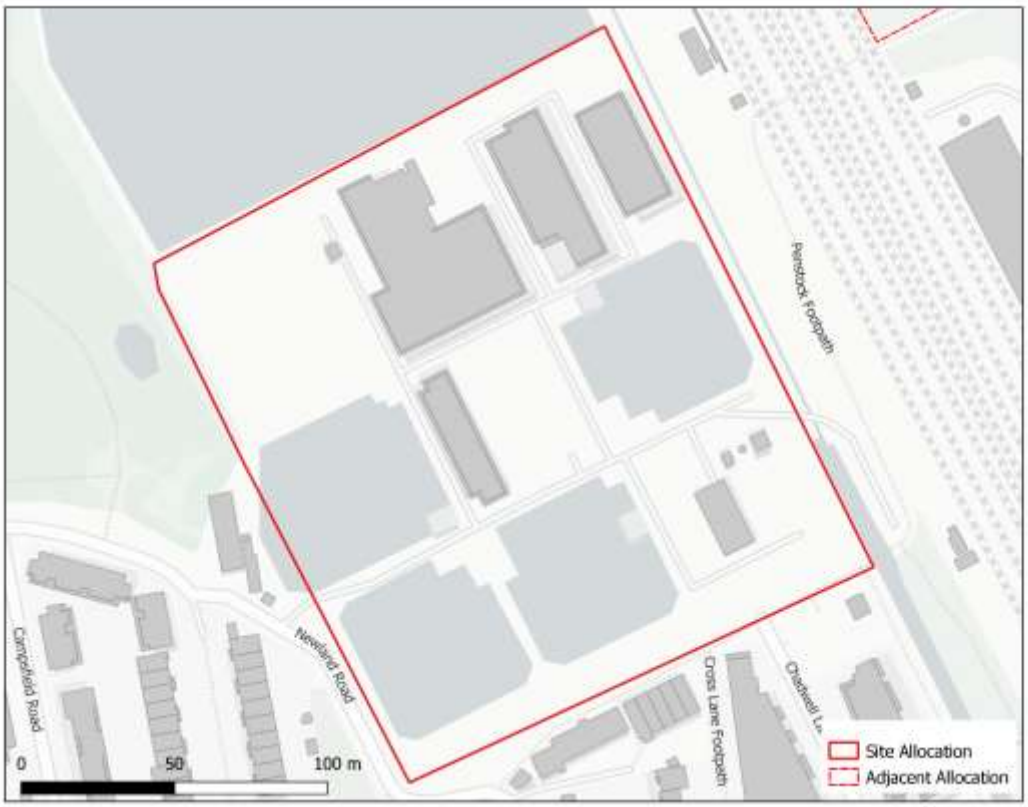
13.23 The adjacent Campsbourne estate and surrounding areas will be enhanced via a more coherent streetscape and building lines, the inclusion of more active frontages and rationalisation of servicing arrangements. Better connectivity, and links from the High Street to Alexandra Palace Park will be established including wayfinding.

13.24 This strategy will be implemented through adherence to Policy HYN1, the site allocations outlined below, and the following initiatives:

- Improving east-west pedestrian routes by creating a straighter and more direct east-west route through the filter beds site that links up to the Penstock foot tunnel
- Where possible, preserving elements of industrial heritage and otherwise taking opportunities to reference the historical interest of the filter beds.
- Seeking the creation of a wetlands type environment at the north-western corner of the filter beds site to complement wetland restoration work at the adjacent Alexandra Palace Park.
- Improving the pedestrian environment from the High Street to Alexandra Park through better wayfinding, and the delivery of public realm enhancements associated with redevelopment sites
- Addressing gaps in the streetscape and take opportunities to restore the character of the area through a more coherent design that reflects the areas terraced street history
- Providing active frontages at ground floor level where non-residential uses are proposed
- Retaining Campsbourne school and buildings as key local assets

Site Allocations in HYPFA1

HY SA01: Hornsey Filter Beds



Site Information	Details
Address	Hornsey Filter Beds, Newland Road, Hornsey
Ward	Alexandra Park
Area [ha]	3.2ha
PTAL [2031]	0-2
Planning designations	Metropolitan Open Land (MOL) Hornsey Water Works & Filter Beds Conservation Area Locally protected views to Alexandra Palace Adjacent to Alexandra Palace Conservation Area Adjacent to Alexandra Park (National Register) Historic Park Adjacent to SINC Grade I Adjacent to Local Nature Reserve Partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Area) Critical Drainage Area
Relevant permissions	None

Indicative capacities	100 homes together with heritage and nature restoration and new community uses (Class F)
Phasing	2032-2041
Ownership	Private

Proposal

Limited residential development on parts of the site which are no longer operationally required to enable delivery of a suite of wider public benefits including a new direct connection between Wood Green and Alexandra Palace, preservation and restoration of the site's industrial heritage, biodiversity improvements including a potential new wetland, and new public access to nature.

Development must minimise harm to the Metropolitan Open Land and must be heritage-led commensurate with the historical significance of the site and its wider setting.

Masterplanning, engagement and delivery

A masterplan is required for the site given the presence of various planning constraints and the need to ensure harmony between new homes and remaining functional water treatment facilities

Early engagement will be required with key stakeholders including local community groups, Historic England, Natural England, the Environment Agency and Alexandra Palace

Land uses and activities

Existing land uses:

- Thames Water treatment facility, unused filter beds and reservoir.

Acceptable land uses are:

- Residential (Class C3)
- Community Uses (Class F)

Built form, character and heritage

- Development should be respectful of the site's location within a Conservation Area, and the nearby Grade II listed Alexandra Palace.
- The significance of the locally listed Hornsey Reservoir, and the site's contribution to the Hornsey Water Works and Filter Beds Conservation Area should be a primary consideration in determining the form of development.
- Development should enhance and strengthen the legibility and association with the historic New River and its infrastructure.
- The site sits on the edge of an Archaeological Priority Area and investigation may be necessary before and/or during building works
- Residential development should facilitate the restoration of industrial heritage with the aim of securing the conservation area's removal from Historic England's

Heritage at Risk register. The scale of development should relate to the priority to preserve and enhance the site's most important heritage features which include the remaining square filter beds.

- Any development proposal must consider significant siting issues, the potential loss of landscape features/archaeology which contribute positively to the character of the Conservation Area, and the need to demonstrate considerable public benefit
- An assessment of the site's significance is essential to be able to fully assess the current significance and the impact of proposed development
- Due to this site's location near Alexandra Palace, both tall and taller development will not be suitable. Heights should provide an appropriate interface between the Alexandra Palace Park, the Reservoir, and New River Village.
- Appropriate separation must be secured between the remaining operational infrastructure and new homes

Movement and Public Realm

- A new connection between the Penstock foot tunnel and Alexandra Palace Park should be established on this site through as direct a route as feasible. This should enhance safety for pedestrians and cyclists during both day and night time, particularly women and girls
- The primary entrance to the site should be from the western side
- A continuation of Chadwell Lane as a pedestrian and cycle access into the site will be sought from the south.

Environment and Sustainability

- The site is partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- This site is a previously developed site within Metropolitan Open Land. Its partial redevelopment offers a unique opportunity to improve connections between Wood Green and Alexandra Palace and Park, and deliver an expanded new wetlands environment to give significant biodiversity enhancements to this area which will benefit the Local Nature Reserve at Alexandra Palace
- New public access to nature should be provided
- The northern edge of this site should complement the SINC designation of the reservoir to the north including its parkland.
- An adequate buffer will be required to the New River
- The habitats and species within the adjacent Local Nature Reserve should be protected and enhanced
    - The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

HY SA02: Wat Tyler House Car Park



Site Information	Details
Address	Car park adjacent to Wat Tyler House, Boyton Rd
Ward	Hornsey
Area [ha]	0.06ha
PTAL [2031]	1b
Planning designations	Flood Zone 2 and Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	HGY/2022/3858 & HGY/2023/1835
Indicative capacities	15 homes
Phasing	2027-2031
Ownership	Public

Proposal

Redevelopment of the car park adjacent to Wat Tyler House for residential development, with enhanced public realm, amenity space and improved play provision

Land uses and activities

Existing land use:

- Surface car park

Acceptable land use:

- Residential (Class C3)

Built form, character and heritage

- Development should complement the form and massing of existing housing
- Heights should be limited to 7 stories maximum

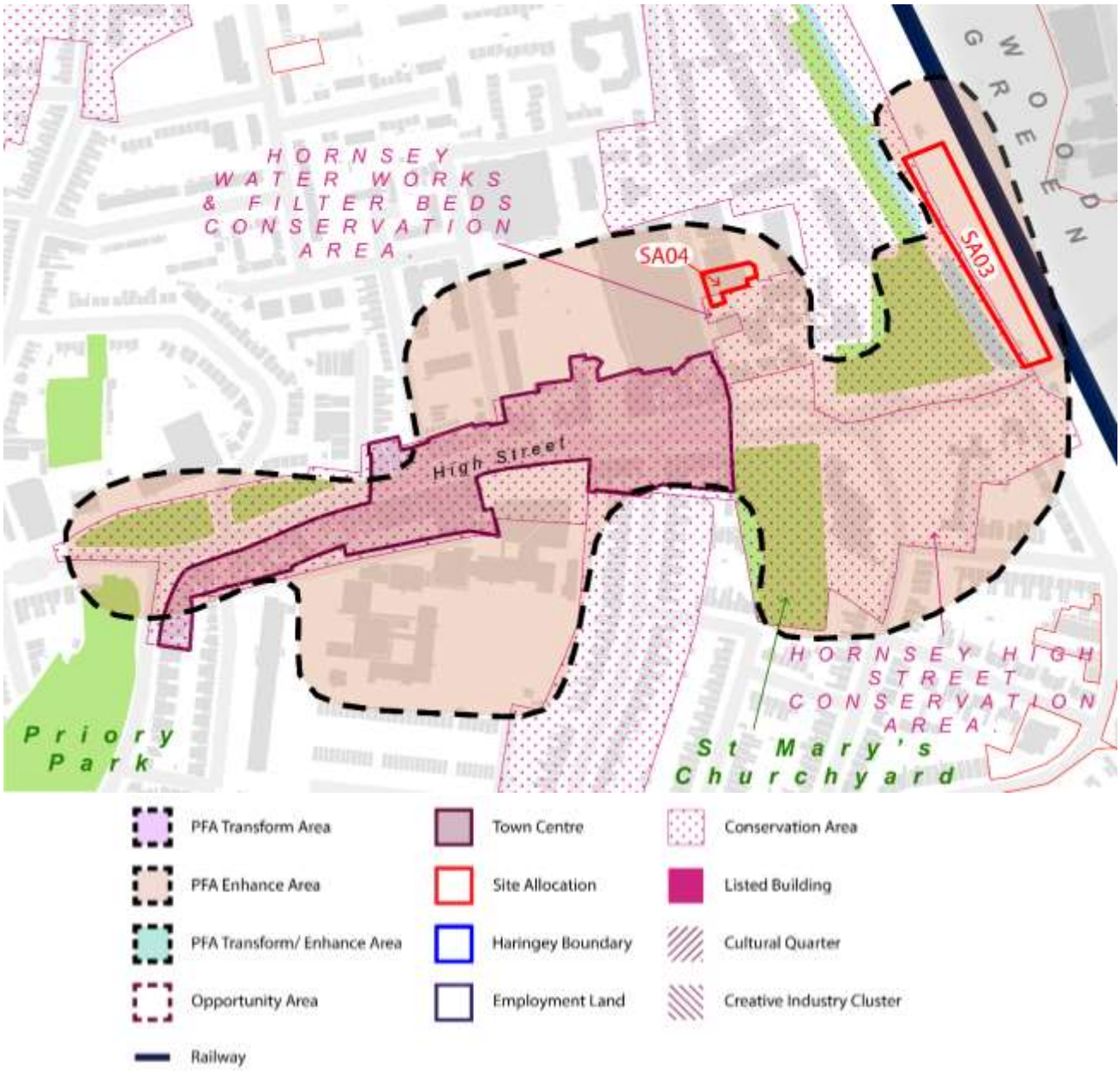
Movement and Public Realm

- Car free development is supported with disabled parking to be provided on-street
- Enhanced pedestrian footways should be delivered through the site

Environment and Sustainability

- Landscaping and public realm improvements should be delivered with an emphasis on increasing canopy cover and enhancing the streetscape along Boyton Road.
- The site is within Flood Zone 2 and Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

HY PFA2 – Hornsey High Street

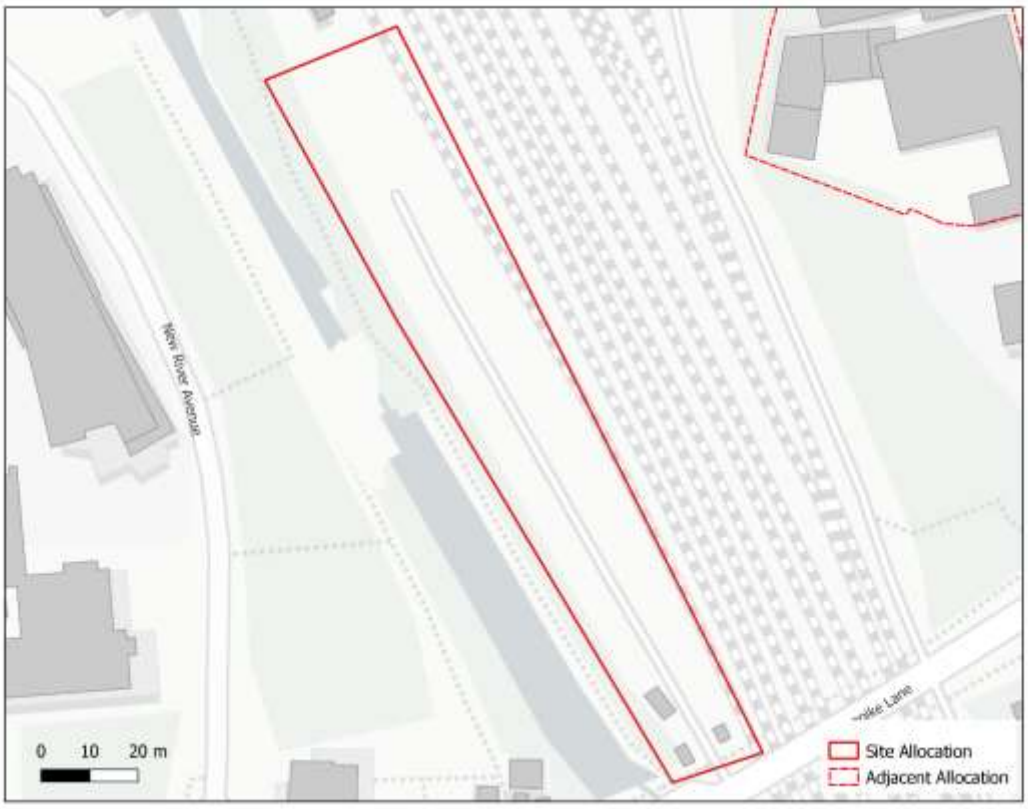


Strategy

13.25 Hornsey High Street will be enhanced sympathetically with an emphasis on protecting and promoting its historic village character and as a key route for travelling between the west and east of the borough. Opportunities will be taken to secure public realm enhancements to enhance the setting of the conservation area and create a welcoming gateway into Hornsey. This strategy will be implemented through adherence to Policy HYN1, the site allocations outlined below, and the following initiatives

- Working collaboratively with key stakeholders to conserve the historic environment and improve key areas of public realm and improve connectivity for pedestrians and cyclists. Opportunities will be explored to:
    a. Further strengthen the heritage value of the neighbourhood and enhance the special character of its four Conservation Areas
    b. Secure improvements to the railway bridge in partnership with Network Rail to create a more attractive route and enhance safety
    c. Create a continuous path along the New River working with Thames Water
    d. Deliver a new cycleway along Tottenham Lane and onto Hornsey High Street
    e. Improve pedestrian connectivity from the High Street to Alexandra Park through better wayfinding
- Provision of active frontages and town centres uses at ground floor level in appropriate locations, including:
    a. New active frontages with traditional shop fronts along Hornsey High Street and Tottenham Lane, in keeping with the historic character of the area;
    b. Retaining shopping parades on Hornsey High Street and protecting and enhancing their character
    c. Resisting ground floor conversions from commercial to residential use on Hornsey High Street to protect the character of the Conservation Area.

HY SA03: Hornsey High Street (New River)



Site Information	Details
Address	1, Bridge Wharf, London N8 7QB
Ward	Hornsey
Area [ha]	0.04ha
PTAL [2031]	4-5
Planning designations	Adjacent to Hornsey Water Works & Filter Beds Conservation Area Adjacent to Ecological corridor Partially within Flood Zone 3 (Surface Water) Partially within Critical Drainage Area
Relevant permissions	None
Indicative capacities	10 homes
Phasing	2032-2041
Ownership	Private

Proposal

Redevelopment for more intensive use including new homes and employment floorspace with access created through to the adjacent New River development

Masterplanning, engagement and delivery

A masterplan is not required for this site. However, engagement will be necessary with Thames Water and Network Rail due to the proximity to New River and the railway line.

Land uses and activities

Existing land use:

- Self-storage facility

Acceptable land uses are:

- Residential (Class C3)
- Employment uses (Class E/B)
    - Light industrial development, workspace or offices or research and development proposals

Built form, character and heritage

- Development should be respectful to the site's location adjacent to a Conservation Area. Proposals should enhance the setting of the Conservation Area.
- This site is long and narrow and tightly bounded by with the railway line on one side and the New River on the other which will constrain development potential.

Movement and Public Realm

- There should be pedestrian and cycle access to the development via the New River via a bridge or via the existing platform over the New River

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also partially within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- New buildings must maintain an 8m buffer from the river unless otherwise agreed by the Environment Agency.
- New residential development should provide adequate acoustic insulation to mitigate proximity to the railway line.
- Proposals must enhance biodiversity, protect existing mature trees which bound it, and protect the adjacent ecological corridor.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

HY SA04: 7 Cross Lane



Site Information	Details
Address	Cross House, 7, Cross Lane, London, N8 7SA
Ward	Hornsey
Area [ha]	0.06ha
PTAL [2031]	4-5
Planning designations	Local Employment Area
Relevant permissions	HGY/2021/1909 Demolition of existing building; redevelopment to provide business (Class E(g)(iii)(light industrial) use at the ground, first and second floors, residential (Class C3) use on the upper floors, within a building of six storeys plus basement
Indicative capacities	9 homes 815sqm (Class E(g)(iii))
Phasing	2032-2042
Ownership	Private

Proposal

Redevelopment to provide three stories of modern workspace with residential apartments above, in a scheme of up to six stories in line with the extant permission.

Masterplanning, engagement and delivery

A masterplan is not required for this site given the adjacent plots have recently been redeveloped.

Land uses and activities

Existing land use:

- Music Recording Studios, Light industrial workspace

Acceptable land uses are:

- Residential (Class C3)
- Employment uses (Class E)
    - Light industrial development, workspace or offices or research and development proposals

Built form, character and heritage

- No buildings on this site need to be retained subject to appropriate re-provision of affordable employment space.
- Demonstrate that the maximum quantum of employment floorspace has been provided
- This site falls within an Employment Area, and as such employment-led mixed use development is appropriate. The design of buildings should be consistent with the approved planning permission
- The site itself is very tight and should respond to the scale, massing and layout of the adjacent developments
- Scale should be such that it creates a transition between the various typologies of buildings within its immediate vicinity

Movement and Public Realm

- Cross Lane is narrow and does not include footways to both sides of it along its whole length. Parking should be provided in a basement.
- A dedicated loading bay for daily deliveries will be required

Environment and Sustainability

- The site within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

HY PFA3 – Tottenham Lane and Cranford Way



Strategy

13.31 Tottenham Lane will be enhanced through the delivery of a more welcoming gateway and public realm in the vicinity of Hornsey Station, with an improved cycling and pedestrian environment including a new cycle track or lane on Tottenham Lane.

13.32 The commercial potential in the vicinity of Hornsey station will be maximised, and the heritage of notable buildings including the former Lotus car factory and showroom will be preserved and celebrated.

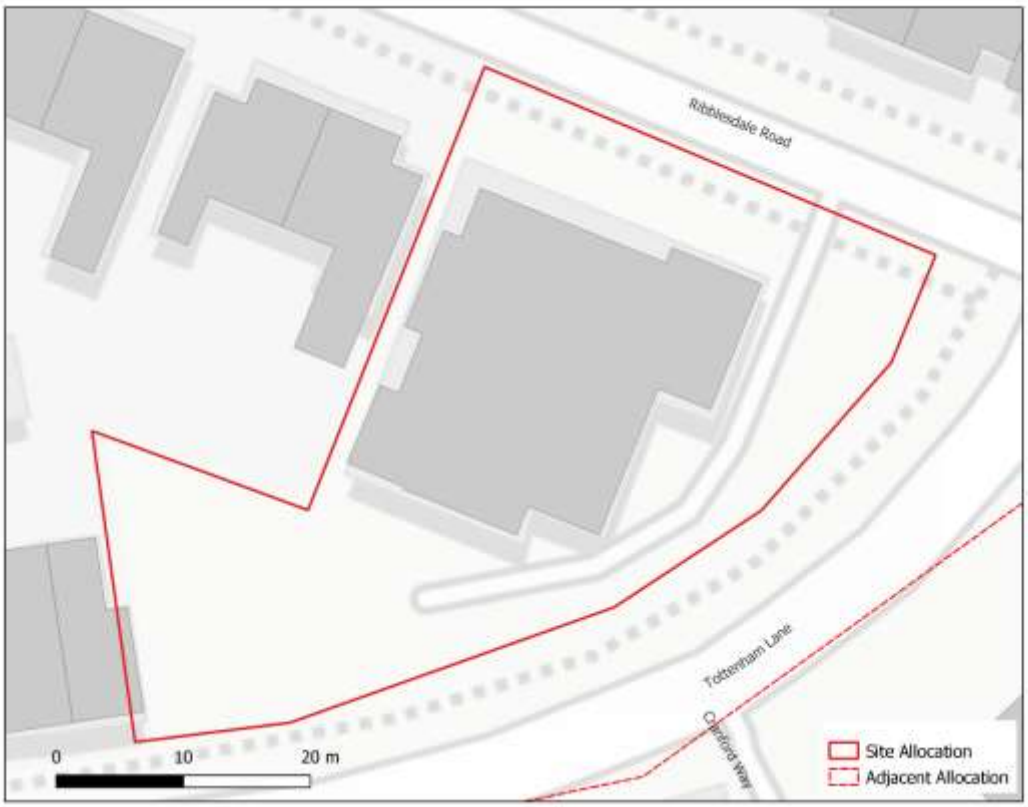
13.33 The strong business identity of the Cranford Way Locally Significant Industrial Site will be enhanced through redevelopment and intensification of employment uses with improved connections between the estate and surrounding areas. Opportunities for rail freight utilisation will be explored.

13.34 This strategy will be implemented through adherence to Policy HYN1, the site allocations outlined below, and the following initiatives:

- Provision of a new and enhanced entrance and public realm to Hornsey Station with a public plaza or square
- Improved connectivity and accessibility through the station, and enhancements to the station overpass and ticketing areas
- Improved public realm at the junction of Church Lane and Tottenham Lane, rationalising the fragmented traffic islands and providing more generous pavements to the shopping parade
- Provision of enhanced commercial frontages on Tottenham Lane
- Maximising and supporting opportunities to intensify and expand business premises on the Cranford Way Locally Significant Industrial Site
- Recognising and celebrating the history of the area including the locally listed Konk recording studio at 84 Tottenham Lane and where possible securing public/community access to the locally listed former Lotus car factory and showroom
- Improve the entrance into Cranford Way Locally Significant Industrial Site to better balance vehicular movements associated with employment activities and the need to secure improved pedestrian and cycle connectivity through the area.

Site Allocations in HYPFA3

HY SA05: YMCA 50 Tottenham Lane



Site Information	Details
Address	YMCA, 50 Tottenham Lane, N8 7EE and adjacent land
Ward	Hornsey
Area [ha]	0.15ha
PTAL [2031]	4
Planning designations	Adjacent to 5 Tottenham Lane which is Locally Listed Adjacent to Cranford Way LSIS Partially within Flood Zone 3 (Surface Area) Critical Drainage Area
Relevant permissions	None
Indicative capacities	25 homes plus 200 sqm community/commercial uses on ground floor
Phasing	2027-2031
Ownership	Public

Proposal

Redevelopment of site for mixed-use with new homes plus replacement community uses, subject to need, or otherwise another appropriate active use on the Tottenham Lane frontage.

Masterplanning, engagement and delivery

Engagement with the YMCA will be necessary to establish the need to re-provide the existing community uses on site or elsewhere within the borough.

Land uses and activities

Existing land use:

- YMCA community facility

Acceptable land uses are:

- Residential (Class C3)
- Community floorspace (Class F)
- Commercial floorspace (Class E)

Built form, character and heritage

- It is acceptable to build up to the gable end of terrace houses at 54 Tottenham Lane.
- Heights should be limited to 2 storeys adjacent to 54 Tottenham Lane and Ribblesdale Road
- The tallest element of the scheme should be towards the centre of the site.
- The development should respect and respond to the form of development on Ribblesdale Road

Movement and Public Realm

Active frontages should be provided onto Tottenham Lane on the site's northeastern edge

- The public realm fronting Tottenham Lane should be improved having regard to the key location of the site in relation to Hornsey Station

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Existing mature trees should be retained
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

HY SA06: 40-46C Tottenham Lane (former Post Office sorting station and adjacent sites)



Site Information	Details
Address	40-46c Tottenham Lane
Ward	Hornsey
Area [ha]	0.12ha
PTAL [2031]	4
Planning designations	Adjacent to Locally Listed Buildings at 1-3 and 5 Tottenham Lane Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	None
Indicative capacities	20 homes 150sqm Class E Town Centre
Phasing	2032-2041
Ownership	Private

Proposal

There is the opportunity to redevelop this collection of sites to provide a greater quantum of commercial and residential floorspace and a more coherent street frontage reflecting the importance of this gateway site to Hornsey given its prominent location opposite the railway station exit.

Masterplanning, engagement and delivery

The site is in multiple ownerships. A site wide masterplan will be required which demonstrates how each land parcel can be developed without compromising co-ordinated development on the other land parcels.

Land uses and activities

Existing land uses:

- This site houses the former Hornsey post office sorting station, alongside several single storey commercial / light industrial units on former garden land.

Acceptable land uses are:

- Residential (Class C3)
- Community floorspace (Class F)
- Replacement commercial uses (Class E)

Built form, character and heritage

- Consideration should be given to retention of the former post office sorting frontage at 44 Tottenham Lane
- Heights of up to 3 storeys would be appropriate fronting Tottenham Lane stepping down to 2 storeys adjacent to neighbouring gardens
- A Mews style development would be appropriate, including 1-2 storey town houses to the rear of the site
- Active commercial uses will be required on ground floor frontages facing Tottenham Lane to re-provide and/or replace the existing uses of this nature and create a welcoming and active frontage opposite Hornsey train station.

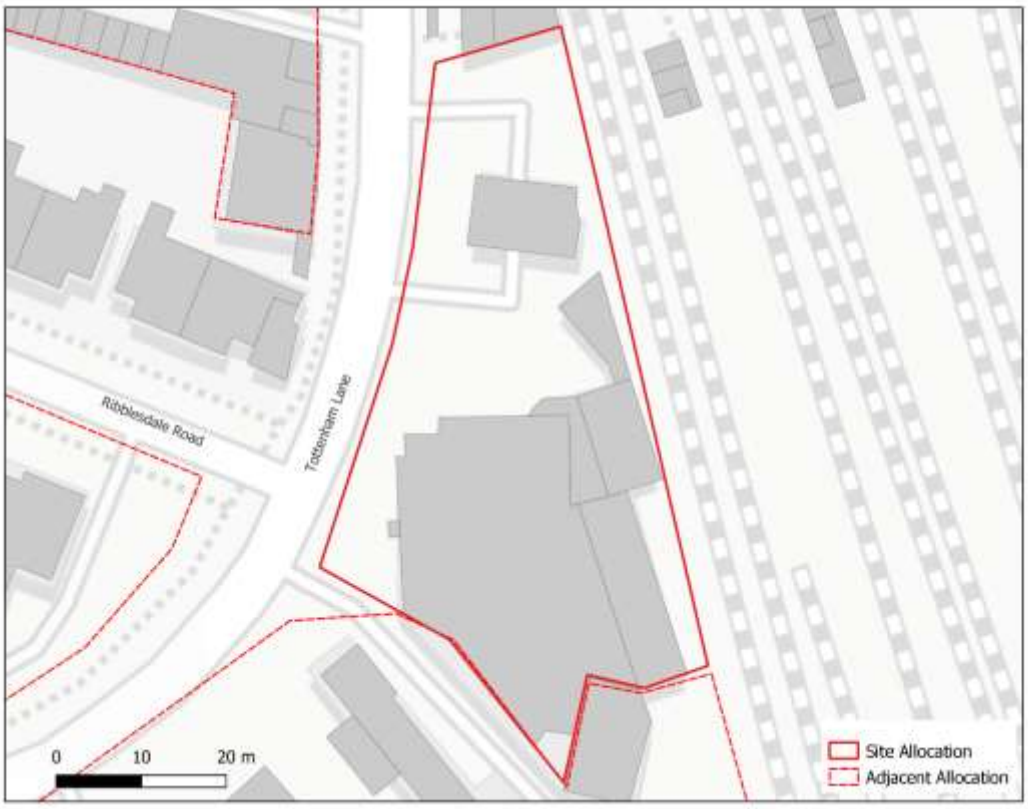
Movement and Public Realm

- Active frontages should be provided onto Tottenham Lane and consideration given to mews style housing with lanes providing access into the site

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Opportunities should be taken to provide greening along the Tottenham Lane frontage
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

HY SA07: Hornsey Station Square



Site Information	Details
Address	3-5c Tottenham Lane
Ward	Hornsey
Area [ha]	0.2ha
PTAL [2031]	4
Planning designations	Locally Listed Buildings at 1-3 and 5 Tottenham Lane Tree Preservation Order Part Locally Significant Industrial Site Partially within Flood Zone 3 (Surface Area) Partially within Critical Drainage Area
Relevant permissions	None
Indicative capacities	40 homes 300sqm Class E
Phasing	2032-2041
Ownership	Private

Proposal

Comprehensive redevelopment of these adjacent sites for a mixed-use scheme including residential, commercial or workspace floorspace to create a new welcoming gateway into Hornsey, with a new public plaza and station entrance.

Masterplanning, engagement and delivery

The site is in multiple ownerships and a site wide masterplan will be required which demonstrates how each land parcel can be developed without compromising co-ordinated development on the other land parcels.

Proposals should ensure engagement with adjacent sites in the Cranford Way Locally Significant Industrial Site to ensure their operations are not impacted by new uses

Liaison with Network Rail will be required due to the station and train lines next to the site.

Land uses and activities

Existing land uses:

- Car MOT and sales centre
- Restaurant

Acceptable land uses are:

- Residential (Class C3)
- Replacement commercial active uses (Class E)
- The garages to number 5 Tottenham Lane reside in the LSIS, and so an equivalent quantum of replacement employment floorspace will be sought.

Built form, character and heritage

- Whilst number 5 Tottenham Lane is locally listed, its current condition is considered to no longer warrant inclusion on the list, and so no building needs to be retained.
- Taller buildings may be appropriate to the southern section of this site
- Consideration must be given to ensure residential uses can co-exist next to the industrial site, and adequate sound mitigation must be secured
- Active commercial uses will be sought on the Tottenham Lane frontage.
- The design should acknowledge the strong axial view of the site down Ribblesdale Road

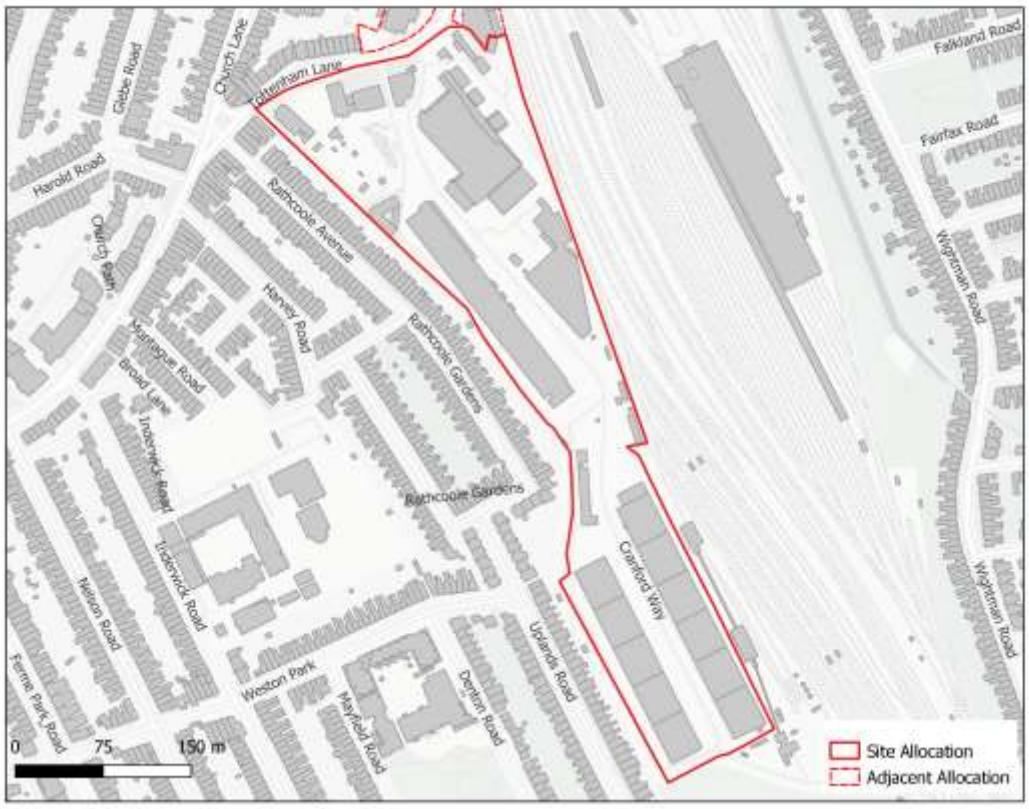
Movement and Public Realm

- A gateway piece of public realm adjacent to the station entrance should be incorporated into the scheme
- Enhancements to the station entrance to improve capacity and access will be supported

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also partially within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- A significant tree lies within the grounds of 5 Tottenham Lane and is subject to a TPO. This tree should be retained.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

HY SA08: Cranford Way Locally Significant Industrial Site (LSIS)



Site Information	Details
Address	Cranford Way LSIS, N8 9DJ
Ward	Hornsey
Area [ha]	7.6ha
PTAL [2031]	2-4
Planning designations	Locally Significant Industrial Site Partially within Flood Zone 3 (Surface Area) Partially within Critical Drainage Area Locally Listed Building – Former Lotus Factory
Relevant permissions	None
Indicative capacities	Subject to masterplan
Phasing	2032-2041
Ownership	Private

Proposal

Intensification of industrial and employment floorspace with potential, subject to more detailed studies and master planning, for co-location of other uses to the northern

end of the LSIS, where this would not compromise the effective and continued operations on a 24 hour basis of intensified industrial floorspace.

Masterplanning, engagement and delivery

Proposals for co-location must be supported by an LSIS wide masterplan to accord with the London Plan. The masterplan must demonstrate how integration of non-employment uses can take place without creating conflict between uses or compromising employment operations or employment development on the other land parcels. The masterplan must be done in stages and agreed with the Council and the GLA.

Stage 1 requires the masterplan to:

- Analyse the existing condition of the site and surroundings including land use, circulation, access, heights and edge conditions
- Illustrate land ownerships across the site and identify areas where parcels could be combined to maximise development potential.
- Establish the existing quantum of uses on the site
- Identify key opportunities and constraints

Stage 2 – Options:

- Produce concept plans for the sites layout taking into account land parcels, circulation and access
- Include options exploring variations of the concepts to identify optimal outputs, including the provision of buffer zones, open spaces, and retention or re-location of key infrastructure such as the UK Power Network sub station
- Appraisal of the options tested against ownership of the land parcels and scored showing the pros and cons of each concept

Stage 3: Outputs based on the preferred concept

- Capacity analysis by floorspace and land uses which explores a range of differing industrial typologies based on evidence of needs, including sub options for uses
- Identify infrastructure requirements including roads and access points along Tottenham Lane
- Produce a plan showing proposed circulation routes, servicing and access points, alongside a street hierarchy and access routes to public transport at Hornsey Station
- Demonstrate how the agent of change principle embedded within this Local Plan will be complied with through sections or plans which show the spatial relationship between land uses, and mitigations proposed to avoid conflicts
- Ensure good placemaking and design considerations are embedded into the masterplan by detailing plans that show character areas or zones, with information and design features highlighted, particularly for frontages on key routes
- Illustrate how the masterplan will be implemented by phasing or decant plans, which show how the site can grow with preferred phasing identified.
- Include a summary of engagement with landowners

- Proposals for uses not falling within employment and industrial use classes should ensure engagement with all other landowners/operators in the Cranford Way Locally Significant Industrial Site to ensure their operations are not impacted by new uses
- Liaison with Network Rail will be required due to the station and train lines next to the site.

Land uses and activities

Existing land uses:
- Industrial, Warehousing and Distribution
- Electricity Sub Station

Acceptable land uses are:
- Industrial, (Use Class B2)
- Warehousing and Distribution (Use Class B8)
- Office, light industrial and research and development (Use Class E(g))

Built form, character and heritage

- To be established through the master planning process. However the retention of the locally listed former Lotus factory or reference to its past should be a primary consideration in the design and master planning of the northern end of this site
- Taller buildings may be appropriate adjacent to the railway line

Movement and Public Realm

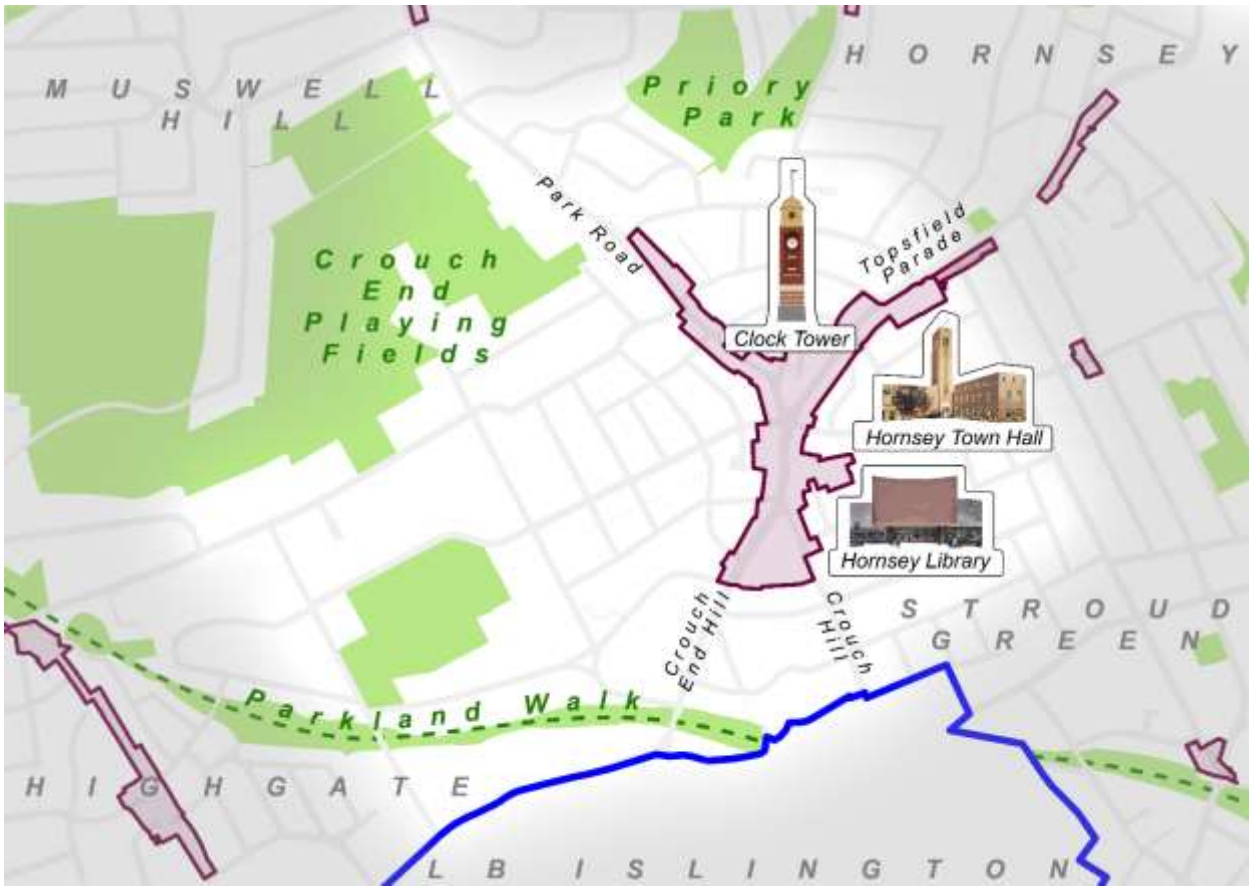
To be established through the master planning process

Environment and Sustainability

To be established through the master planning process

- The site is partially within Flood Zone 3 (Surface Water). It is also partially within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

14. Crouch End Neighbourhood



Neighbourhood Context

Location

14.01 Situated in the west of Haringey, Crouch End is a distinct neighbourhood sited between Highgate to the west, Muswell Hill and Hornsey to the north and Stroud Green to the east. It lies within a valley encircled by steep hills, sometimes referred to as the 'northern heights'. The neighbourhood is bounded to the south by the borough of Islington.

History

14.02 Crouch End's earliest settlements formed around the convergence of old medieval trading routes. Today, these old medieval roads remain at the heart of the neighbourhood, forming a north-south spine of high streets which together form Crouch End District Centre town centre (Tottenham Lane, Crouch Hill, Crouch End Hill and Park Road).

14.03 Originally part of the Bishop of London's estate, Crouch End remained predominantly rural until the late 19th century when industrialisation drove rapid urbanisation of the neighbourhood.

14.04 The arrival of the railways in the late 1860s heralded the arrival of new speculative development aimed at the burgeoning middle classes who could then easily commute to the City. New tree-lined streets such as Elder Avenue were laid out, replacing the old country estates. This network of Victorian and Edwardian streets still characterises the area today and includes Crouch End's principal shopping parades; the Broadway Parade, Topsfield Parade and other smaller terraces of shops with houses above.

14.05 In the past 25 years, the availability of large, characterful Victorian homes in a leafy 'urban village' environment has attracted many young families outpriced from central London.

Economy & Town Centres

14.06 At the heart of the neighbourhood is Crouch End District Centre which converges at The Broadway, home to a richly detailed Edwardian shopping parade and a distinctive Clock Tower. The centre is renowned for its café culture, restaurants and independent shops which are a defining characteristic of the overall neighbourhood. Over the past decade, there has however been a decline in the retail offer meaning that the centre is less able to serve local people's day-to-day needs The town centre would benefit from public realm improvements such as pavement widening and street trees to support on-street eating and drinking and improve the pedestrian experience, making it a more appealing place to dwell and leading to better trade and retention rates for local businesses.

Connectivity

14.07 Crouch End is linked to nearby town centres, including Holloway Road, Finsbury Park and Wood Green, via the A103 and A120. The neighbourhood does not have an underground station and therefore residents rely on buses as the primary mode of public transport.

14.08 Due to a relative lack of public transport and the hilly topography of the area, Crouch End is car-dominated and traffic congestion and air pollution have a negative impact on the area.

Landmarks, culture and heritage

14.09 Crouch End contains a host of landmarks from the clock tower on The Broadway, to Hornsey Library and the Grade II* listed Hornsey Town Hall. In 2018 planning permission was granted for a landmark development to restore the Town Hall, deliver an arts, culture and community centre and hotel, together with an improved public square and a new collection of apartments in the Town Hall grounds. As of 2025 the development is almost complete with work ongoing to ensure the arts, culture and community centre element of the project is delivered in accordance with the requirements of the planning permission.

14.10 Crouch End has long been associated with the creative arts and was the location of the acclaimed Hornsey School of Art in the 1880s. The area has been home to many

musicians and studios and cultural life is represented today by in its galleries, independent theatres and live music venues and sustained by the annual Crouch End Open Studios and the Crouch End Festival, as well as events held at Hornsey Vale Community Centre, Hornsey Library and the Crouch End Picturehouse.

Green and Blue Infrastructure

14.11 While the west of the borough benefits from many large open spaces, none of these fall within Crouch End neighbourhood itself. At the fringes of the neighbourhood are Crouch End playing fields which adjoins Highgate Wood to the north-west, and the Parkland Walk skirting the southern boundary of the neighbourhood to the south. Green space is also lacking within Crouch End District Centre. The neighbourhood has a leafy character overall but this is partly a function of the many mature trees located in private gardens. It is important that future development proposals provide more biodiverse greening and trees wherever possible to ensure this green character is preserved and enhanced.

Crouch End Vision

Crouch End in 2042 will have enhanced its identity as a thriving neighbourhood with a unique character, creativity and community spirit.

New development will have been shaped by local communities, businesses and cultural stakeholders, including the Crouch End Neighbourhood Forum.

Crouch End District Centre will have been enhanced as a place where everyone can belong, connect and thrive and enjoy all that it offers.

The cultural uses centred around Hornsey Town Hall, Park Chapel and the Crouch End arts cinema will have been protected and promoted as a hub for cultural production, performance, creative enterprise and community arts.

Traditional shop fronts will have been restored along the Broadway, and new development in the town centre will provide continuous high-quality active frontages, further supporting the vibrancy and character of the centre while preserving and enhancing the significance of the Crouch End Conservation Area.

A network of high-quality public realm will have been delivered in the neighbourhood that creates greener, safer and more accessible streets and public spaces. This will have included:

- Improved walking and cycling connections, including provision of a new well-lit segregated cycle route along Tottenham Lane
- Pocket parks, street greening and sustainable urban drainage to enhance biodiversity and climate resilience.
- Reimagining of existing public spaces, including the Broadway, the Clock Tower Square and a new public space delivered on the former telephone exchange site as inclusive places for gathering, performance and play.
- Maximisation of meanwhile use opportunities to support the creative community and activate unused and underutilised spaces.

Policy CEN1: Crouch End Neighbourhood

A. The Council will support development proposals which contribute to the Crouch End Vision.

B. The neighbourhood will deliver at least 250 new homes over the plan period and an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Enhance
Crouch End Town Centre
Park Road

C. Crouch End's rich built heritage should be preserved, enhanced and celebrated. To achieve this, proposals should:
   (1) preserve and enhance the established positive character of its historic streets;
   (2) restore, enhance and unify traditional shop fronts along the Broadway, Topsfield Parade and Tottenham Lane.

D. New developments should enhance the vitality and vibrancy of Crouch End District Centre. To achieve this, proposals should:
   (1) promote and protect the cultural uses which make it a hub for cultural production, performance, creative enterprise and community arts
   (2) provide town centre uses which contribute positively to the character of the Conservation Area, support the local economy and help meet the day-to-day needs of the community.
   (3) deliver an improved public realm which is greener, safer and more accessible

E. Ground floor conversions from commercial to residential use in Crouch End District Centre will be resisted.

F. Development proposals should contribute to a greener neighbourhood which is more climate resilient, including through providing street trees, soft landscaping, sustainable urban drainage systems and integrating biodiversity improvements.

G. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:
   (1) safer pedestrian and cyclist movement through the District Centre;

(2) continuous and direct walking routes connecting the neighbourhood's cultural and other assets, including through creating a new pedestrian access between Crouch Hill and Crouch End Hill as part of the redevelopment of the former telephone exchange site; and
(3) interventions to improve the pedestrian experience and support on-street eating and dining.

Supporting text

Placemaking strategy

14.12 Crouch End's communities have a strong desire to create a more connected and pedestrian-friendly town centre to support the needs of local businesses and the local creative community. Crouch End has fewer public green spaces than neighbouring areas in the west of Haringey, therefore greening the town centre to support climate resilience is now a strategic priority for this neighbourhood.

Built heritage

14.13 Crouch End's built heritage is shaped by its unique location and fine examples of late-Victorian/early Edwardian architecture. The preservation of historic road layouts together with a high standard of materials and craftsmanship has resulted in an architecturally rich neighbourhood, characterised by suburban terraced homes and shopping parades with an unusually strong degree of historic continuity.

14.14 The area's distinctive townscape is also influenced by Crouch End's unique local topography. The neighbourhood sits within a shallow bowl between two opposing ridges of high ground. Long streets follow the contour lines of the land and these contrast with streets running straight down the hill, producing a varied street scene combined, in some locations, with longer distance views which all contribute to a sense of place and enjoyment of the public realm.

Crouch End District Centre

14.15 Crouch End District Centre is a successful town centre renowned for its café culture, restaurants and independent shops. The cultural uses in the centre contribute to making Crouch End a vibrant and distinctive community with a strong cultural identity, independent spirit and a thriving creative economy. It is important that the area's existing cultural assets are supported, protected and enhanced, while encouraging the future development of new cultural infrastructure, creative industries and opportunities for community participation in the arts.

14.16 Culture will play a key role in supporting inclusive economic growth, local identity and community wellbeing in Crouch End. Key cultural assets in Crouch End include:

- Hornsey Town Hall Arts Centre: A grade II* listed building accommodating performance spaces, creative studios, co-working facilities and a boutique hotel.
- Hornsey Library
- ArtHouse Cinema: An independent cinema and cultural venue offering screenings, live events and a platform for local artists and filmmakers. The venue also supports local community groups in its café and allowing use of their meeting room for groups including the Crouch End Neighbourhood Forum.
- Kings Head Pub: One of London's oldest comedy venues, known for supporting emerging and established comedic talent.

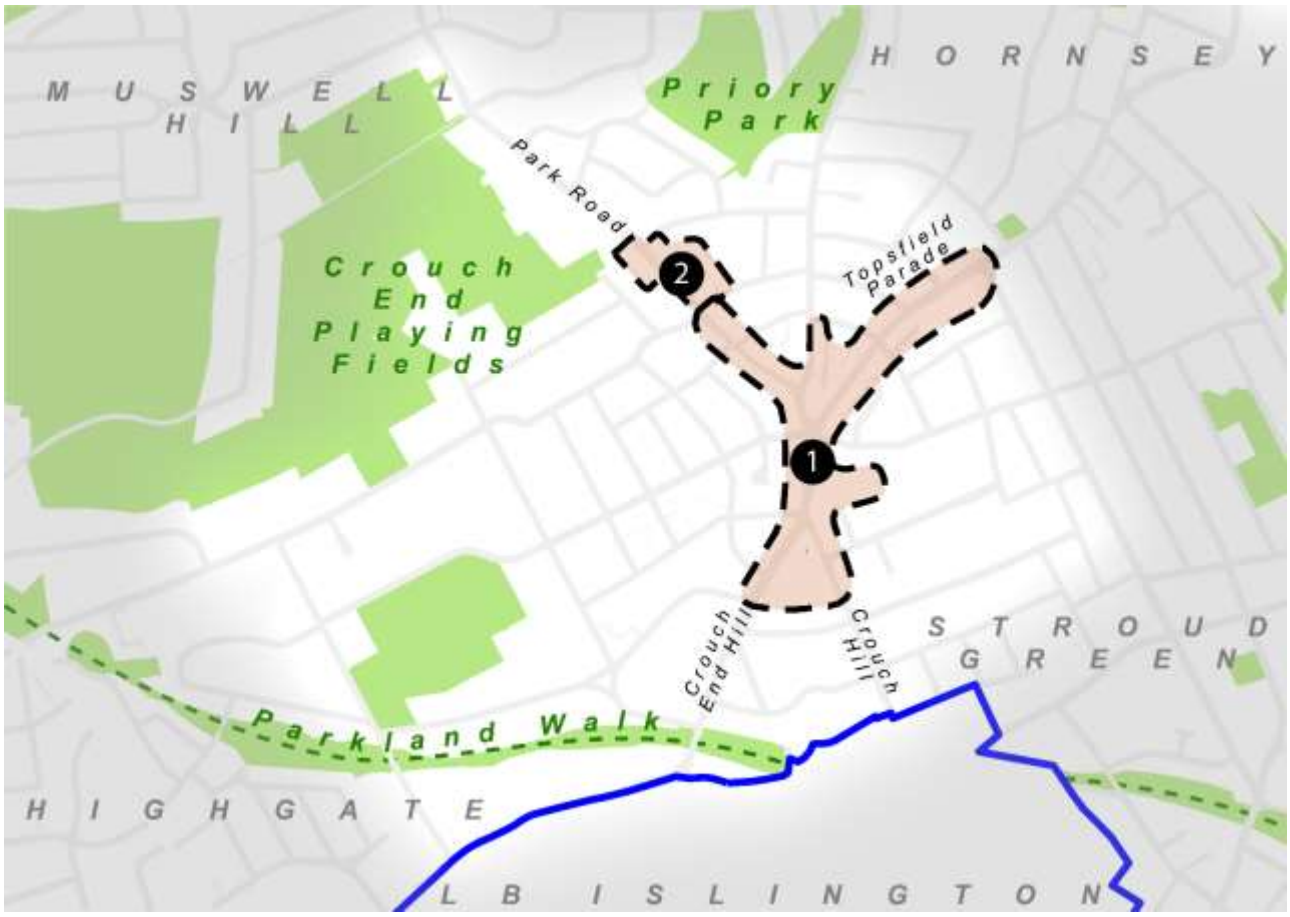
- Crouch End Festival: A popular annual event celebrating local arts, music, theatre and food, drawing visitors from across London and beyond.
- Local creative workspaces and studios: Crouch End is home to a concentration of independent artists, designers and creative practitioners, supported by local studios and shared workspaces including at Hornsey Town Hall.
- Music heritage: The area has strong connections to music production and performance, with links to notable musicians, recording studios at the Church Studios on Crouch Hill, and a thriving grass roots music scene.

14.17 Development with the District Centre provides an opportunity to further strengthen its offer, attractiveness and appeal. New town centre uses should contribute positively to the character of the Conservation Area, support the local economy and help meet the day-to-day needs of the community. Commercial uses in the town centre are a vital source of local employment and they also contribute positively to the character of the Crouch End Conservation Area. As such, proposals to convert commercial premises in the town centre into residential use will typically be resisted.

Public realm, greening and connectivity

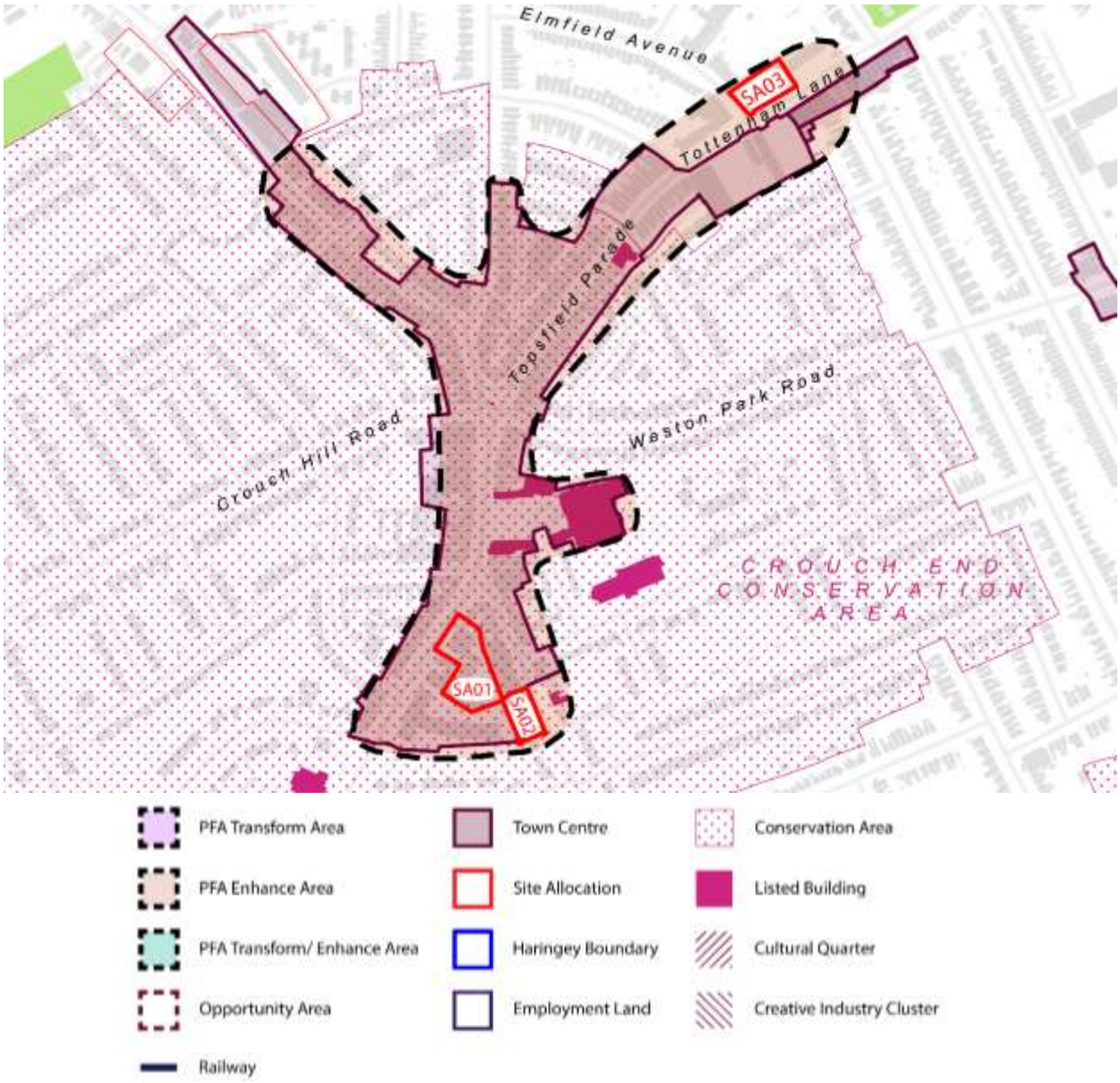
14.18 There is also a need for development to contribute to an improved local environment which is greener, safer and more accessible and connected. The neighbourhood and town centre is car- dominated and improvements are needed to make walking, cycling and wheeling a first choice for all. The neighbourhood is lacking in publicly accessible green space and, like many urban neighbourhoods, it faces increasing risks from the impacts of extreme weather events caused by climate change. Opportunities to integrate nature-based solutions including tree planting, soft landscaping, sustainable drainage systems will be prioritised along key routes including the Broadway, Tottenham Lane and Crouch Hill. New and enhanced public space should also maximise opportunities to integrate biodiversity and climate resilience measures, providing comfortable, healthy and attractive places to be outside during hot weather.

Placemaking Focus Areas



1. Crouch End Town Centre
2. Park Road

CE PFA1 – Crouch End Town Centre



Strategy

14.19 Crouch End town centre will be enhanced through creating a greener, inclusive and connected public realm, supporting climate resilience and prioritising people over vehicles. Key cultural assets will be better supported by a pedestrian-friendly public realm with new infrastructure that supports an expanded programme of cultural events in the neighbourhood, strengthening Crouch End's identity as a place to belong, connect and thrive.

14.20 A conservation-led placemaking approach will be taken, preserving and enhancing the character of the Conservation Area and improving access to and enjoyment of historic landmarks, community assets and heritage assets including the Crouch End Clock Tower, Park Chapel and Hornsey Town Hall.

14.21 Enhanced community facilities will be provided to support ongoing arts and cultural activities in the neighbourhood, working closely with the Crouch End Neighbourhood Forum, Hornsey Town Hall and other key stakeholders to identify and meet local needs.

14.22 This strategy will be implemented through adherence to Policy CEN1, the site allocations outlined below, and the following initiatives:

- Exploring the opportunity to deliver improved public realm around the Clock Tower and accentuate it as an important local landmark;
- Restoring the unity and character of traditional shop fronts along Tottenham Lane and the Broadway, creating new traditional shop frontages where these have been removed, including at 138-143 Crouch Hill;
- Supporting the provision of a new, well-lit, segregated cycle route along Tottenham Lane
- Enhancing the locally listed Park Chapel through the sensitive design of new mixed-use development on the adjacent site allocation, including through the creation of a new public space;
- Enhancing local identity through new public art in collaboration with community stakeholders on the former telephone exchange site;
- Providing continuous active frontages to all new public squares and pedestrian routes, including on the former telephone exchange site;
- Working strategically and collaboratively with key stakeholders, including the Crouch End Neighbourhood Forum and Hornsey Town Hall, to enhance and preserve the character of the Crouch End Conservation Area while ensuring that future planned public space meets the needs of local people, businesses and cultural institutions;
- Taking steps to reduce air pollution. The PFA is within an Air Quality Hotspot.

Site Allocations in CEPFA1

CE SA01: Crouch End Former Telephone Exchange



Site Information	Details
Address	Crouch End Telephone Exchange, Crouch End Hill, London N8 8DH
Area [ha]	0.3 ha
PTAL [2031]	3
Planning designations	Crouch End Town Centre PFA: Enhance Crouch End Conservation Area Crouch End District Centre Adjacent to Tier 2 Archaeological Priority Area Critical Drainage Area
Relevant permissions	HGY/2004/0649
Indicative capacities	40 homes, 500 sqm Class E (GIA)
Phasing	2032-2036
Ownership	Private

Proposal

Redevelopment of former telephone exchange site, providing new traditional shop frontage with town centre uses along Crouch End Hill with residential above and to the rear of the site and new, biodiverse and green public space to the south east corner of the site with new public access from Crouch End Hill adjacent to the Railway Tavern and along the northern boundary of the adjacent site allocation at 138-143 Crouch Hill, connecting through to Crouch Hill.

Masterplanning, engagement and delivery

A masterplan is required for this site.

Development should demonstrate early engagement with adjacent landowners and building users at 138-143 Crouch Hill, Railway Park Tavern pub and Park Chapel recording studios (asset of community value, locally listed) and with shop owners at 3-5 Crouch Hill as the new shopping parade will adjoin their existing property.

Servicing and waste collection for new commercial units must be well-considered and coordinated with neighbours.

Land uses and activities

Existing land use:

- Former BT telephone exchange

Acceptable land uses:

- Residential on upper floors
- Community uses
- Creative studios
- Exhibition space
- Town centre and employment uses (Class E)

Built form, character and heritage

- Proposals must preserve, and where possible enhance, the character of the Crouch End Conservation Area and its setting
- The site is adjacent to Park Chapel, a Locally Listed Building which is now used as a recording studio. Proposals should enhance the setting of this heritage asset.
- The site lies within an Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.

Movement and Public Realm

Proposals should:

- provide a new green public space to the south-east corner of the site at the rear of Park Chapel;
- create a new pedestrian public access through the site, from Crouch End Hill through to the new green public space at the rear of Park Chapel, connecting

through to Crouch Hill along the northern boundary of the adjacent site allocation at 138-143 Crouch Hill; and
- provide continuous active frontages with town centre uses along all routes connecting the new public space with Crouch End Hill and Crouch Hill at ground floor.

Environment and Sustainability

- This site provides a key opportunity to deliver a 'cool space' in the public realm.
- The site is partially within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

CE SA02: 138-143 Crouch Hill



Site Information	Details
Address	138-143 Crouch Hill
Area [ha]	0.11ha
PTAL [2031]	3
Planning designations	Crouch End Town Centre PFA: Enhance Crouch End Conservation Area Crouch End District Centre Critical Drainage Area
Relevant permissions	None
Indicative capacities	10 homes, 200 sqm Class E (GIA)
Phasing	2037-2041
Ownership	Private

Proposal

Repair street frontage along Crouch Hill by removing vehicular forecourt and providing continuous traditional shop frontage with Class E town centre uses along Crouch Hill at ground floor level with residential above. Create new public access

along northern site boundary, providing access to new public space in adjacent site allocation at the former telephone exchange site, to the rear of Park Chapel.

Masterplanning, engagement and delivery

A masterplan is not required for this site, however proposals should demonstrate proactive engagement with:

- neighbouring landowners and building users at Park Chapel
- landowners at adjacent site allocation SACE01 (former telephone exchange site), to ensure coordination of access to new public space via new pedestrian route at northern boundary
- Crouch End Neighbourhood Forum

Land uses and activities

Existing land use:

- Ground floor uses: bicycle repair shop, Indian cooking school, second-hand clothing shop, Oddbins wine merchant and vehicular forecourt
- Upper floors: residential use

Acceptable land uses:

- Residential on upper floors
- Community uses
- Creative studios
- Exhibition space
- Town centre and employment uses (Class E)

Built form, character and heritage

- Proposals must preserve, and where possible enhance, the character of the Crouch End Conservation Area and its setting
- The site is adjacent to Park Chapel, a Locally Listed Building which is now used as a recording studio. Proposals should enhance the setting of this heritage asset.

Movement and public realm

- Provide new public pedestrian route along northern site boundary
- Active frontages with town centre uses should run along all routes connecting the new public space with Crouch Hill at ground floor

Environment and sustainability

- Proposals should provide shared green private amenity space for residential development on upper floors, along the western site boundary
- The site is partially within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

CE SA03: 156 Tottenham Lane



Site Information	Details
Address	156 Tottenham Lane, London N8 8BE
Area [ha]	0.15 ha
PTAL [2031]	3
Planning designations	Crouch End Town Centre PFA: Enhance Crouch End Conservation Area Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	None
Indicative capacities	30 homes, 250 sqm Class E (GIA)
Phasing	2037-2041
Ownership	Private

Proposal

Redevelopment of petrol station, decontaminating the site and replacing with a mixed-use development with town centre and community/arts uses at ground floor, providing continuous active frontage along Tottenham Lane.

Masterplanning, engagement and delivery

A masterplan is not required for this site, however proposals should demonstrate proactive engagement with neighbouring Rokesly Infant and Nursery School

Land uses and activities

Existing land use:

- Petrol station

Acceptable land uses:

- Residential on upper floors
- Community/arts uses (Class F)
- Town centre and employment uses (Class E)

Built form, character and heritage

- The existing petrol station detracts from the character of Crouch End Conservation Area and contributes to congestion on the heavily trafficked Tottenham Lane
- Proposals must preserve, and where possible enhance, the character of the Crouch End Conservation Area and its setting

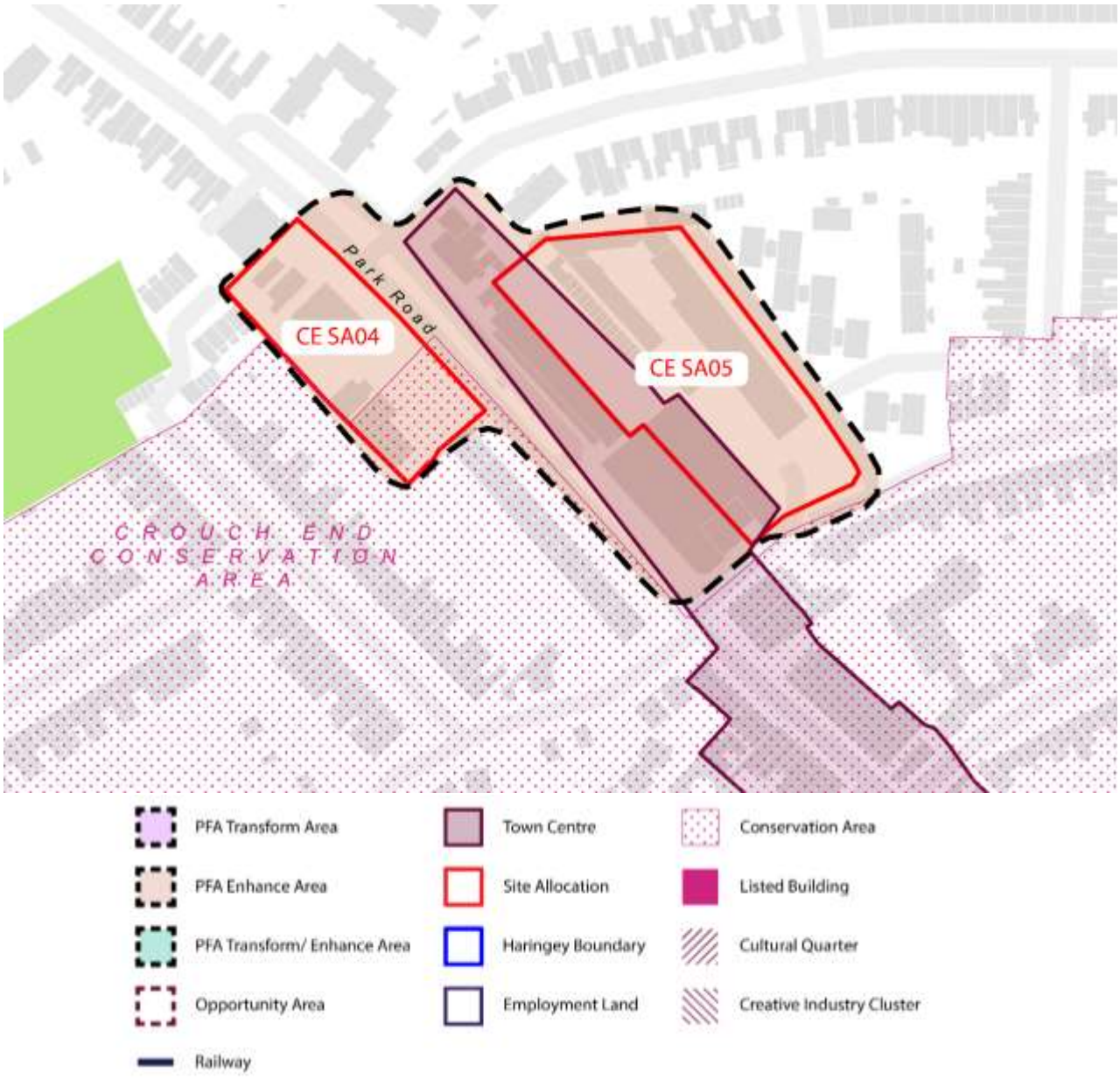
Movement and public realm

- Proposals must contribute to pavement and pedestrian improvement works along Tottenham Lane including renewing pavement damaged by heavy vehicular use associated with the former petrol station.
- Continuous active frontages should be provided along Tottenham Lane

Environment and sustainability

- Proposals should provide shared private amenity space for residential development on upper floors
- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

CE PFA2 – Park Road



Strategy

14.23 Park Road will be enhanced to provide climate resilient public realm improvements including new public green space and shared amenity as part of new residential-led mixed use development.

14.24 The residential character of Park Road will be enhanced through repairing the historic street pattern, aligning new building frontages and front gardens with neighbouring properties on the former petrol station site at 93-133 Park Road.

14.25 This placemaking strategy will be implemented through adherence to Policy CEN1, the site allocations outlined below, and the following initiatives:

- Providing improved public realm in front of Veryan Court;
- Creating a new residential-led mixed use development at the Lynton Road depot site;
- Providing new infill residential development at 93-133 Park Road

Site Allocations in CEPFA2

CE SA04: 93-113 Park Road



Site Information	Details
Address	93-113 Park Rd, London N8 8JN
Area [ha]	0.3 ha
PTAL [2031]	2-3
Planning designations	Park Road PFA: Enhance Crouch End Conservation Area (part) Adjacent to Tier 2 Archaeological Priority Area Partially within Flood Zone 3 (Surface Water)Critical Drainage Area
Relevant permissions	HGY/2015/2699

Indicative capacities	50 homes, 200sqm Class E (GIA)
Phasing	2037-2041
Ownership	Public and Private

Proposal
Replacement of petrol station, car wash and used car dealership with residential development.

Masterplanning, engagement and delivery
A masterplan is required to cover the entire allocation

Land uses and activities
Existing land use:

- used car dealership
- car wash
- petrol station

Acceptable land uses:

- Residential

Movement and public realm
New residential development should provide front gardens, aligning with the frontages of adjacent housing at 63-87 Park Road and incorporating new street trees to enhance Park Road's character as a green, suburban street.

Built form, character and heritage
- The existing car wash, petrol station and used car dealership detract from the character and setting of Crouch End Conservation Area
- The site lies adjacent to an Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.
- Proposals must enhance the character of the Crouch End Conservation Area and its setting
- Building heights should not go beyond that of Veryan Court on the opposite side of the street (max 4 storeys).

Environment and sustainability
- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

CE SA05: Lynton Road depot & 72-96 Park Road



Site Information	Details
Address	50 Lynton Rd & 72-96 Park Road, London N8 8SL
Area [ha]	0.59ha
PTAL [2031]	3
Planning designations	Park Road PFA: Enhance Adjacent to Crouch End Conservation Area Partially within Flood Zone 3 (Surface Water) Critical Drainage Area
Relevant permissions	
Indicative capacities	90 homes, 1,000sqm Class E (GIA)
Phasing	2027-2041
Ownership	Public and Private

Proposal

The site is suitable for mixed-use commercial and residential development.

Masterplanning, engagement and delivery

A masterplan is required for this site.

Land uses and activities

Existing land use:

- Offices, industrial

Acceptable land uses are:

- Residential
- Community space
- Commercial (class E) including offices and light industrial

Movement and public realm

- The green space on the corner of Lynton Road and the Grove is in Council's ownership and provides local amenity and must be retained including the mature stand of trees.

Built form, character and heritage

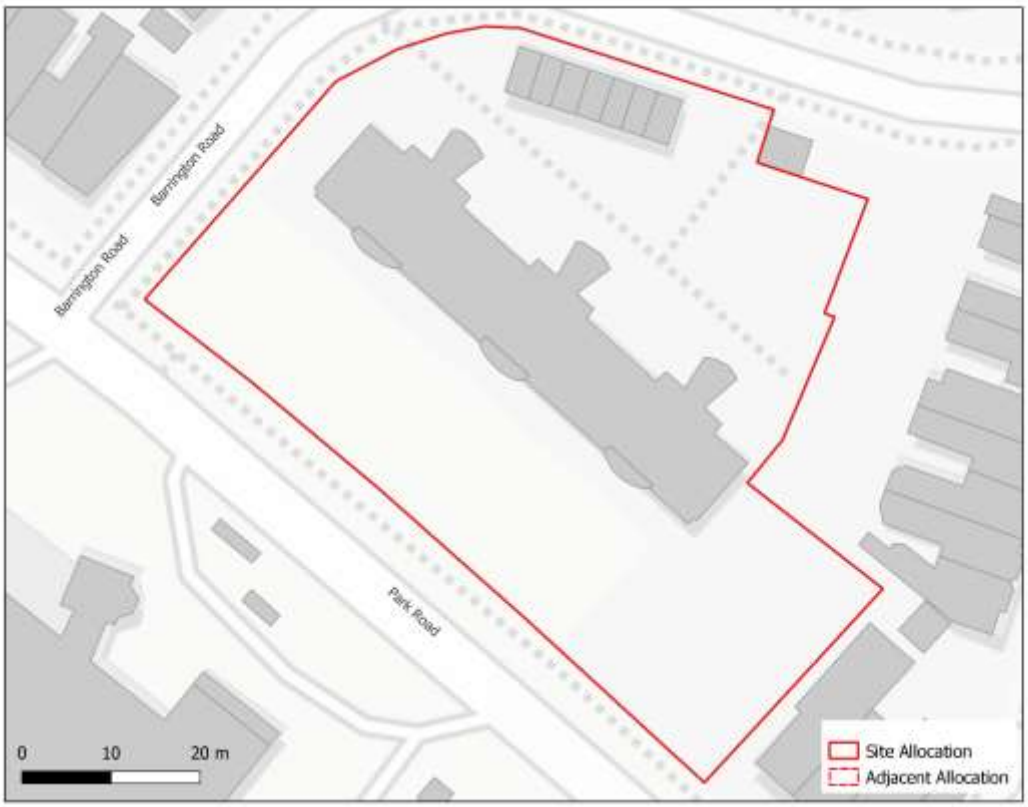
- Height of 3-4 storeys will be acceptable on parts of the site
- Proposals must enhance the character of the Crouch End Conservation Area and its setting

Environment and sustainability

- Proposals should provide private amenity space for residential development on upper floors
- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

Other Site Allocations in Crouch End

CE SA06 Ramsey Court



Site Information	Details
Address	Ramsey Court, Park Road, N8 8JU
Area [ha]	0.34 ha
PTAL [2031]	2
Planning designations	None
Relevant permissions	HGY/2021/3522
Indicative capacities	9 homes
Phasing	2027-2031
Ownership	Public

Proposal

Demolition of garages and removal of parking area and erection of houses fronting Barrington Road and apartments fronting onto Park Road and associated external amenity space, cycle and refuse/recycling
storage.

Masterplanning, engagement and delivery

A masterplan is not required for this site, however proposals should demonstrate proactive engagement with existing residents of Ramsey Court.

Land uses and activities

Existing land use:

- Garages
- Parking
- Amenity land

Acceptable land uses:

- Residential (class C3)

Built form, character and heritage

- Houses fronting Barrington Road should be 2 storeys and apartments fronting Barrington Road should be 3 storeys consistent with the previous planning permission. on the heavily trafficked Tottenham Lane

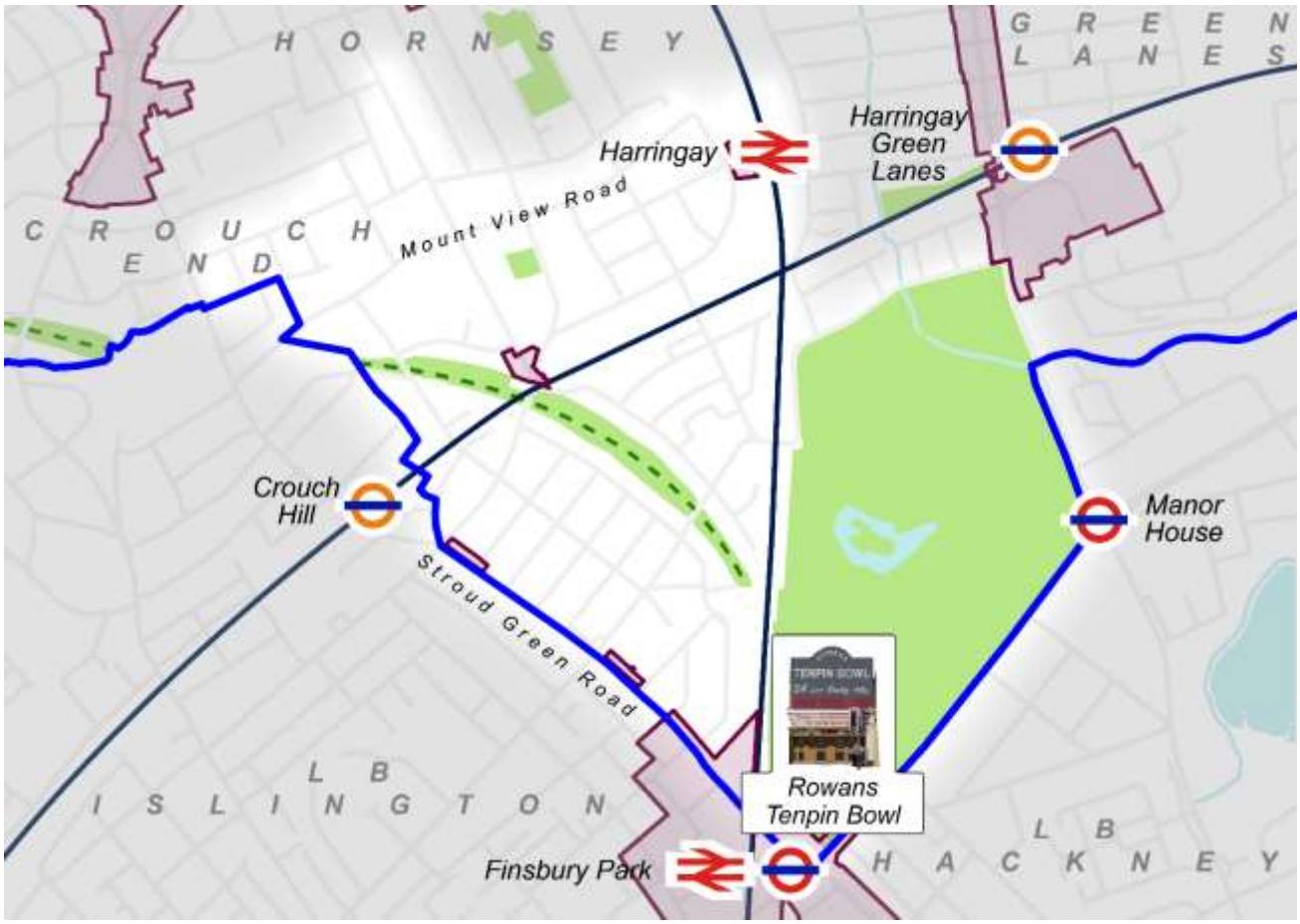
Movement and public realm

- In line with the previous permission, proposals must deliver an Improved boundary street frontage to Barrington Road, improved boundary treatment to the Park Road frontage
  and a passing place on Barrington Road for local traffic

Environment and sustainability

- Proposals should include a comprehensive hard and soft landscaping scheme together with replacement tree planting to mitigate the loss of existing moderate-to-low quality trees with a greater number of trees as well as more plant diversity and other biodiversity improvements.

15. Stroud Green Neighbourhood



Neighbourhood Context

Location

15.01 Stroud Green is located at the southern-most part of the borough. The neighbourhood includes the borough's flagship park – Finsbury Park - and a triangular area to the west of the East Coast Mainline railway enclosed by Stroud Green Road and the Haringey/Islington border to the south and west and Mount View Road to the north. Stroud Green Road, the main thoroughfare and high street in the neighbourhood, is divided through the middle by the borough boundary with Islington.

History

15.02 The low-lying, less populated area of land in Stroud Green was transformed radically by the development of the railways in the second half of the 19th century. At the end of Stroud Green Road, Finsbury Park railway station opened in 1861, encouraging expansion. Shortly thereafter, the Tottenham & Hampstead Junction Railway opened a line to Kentish Town connecting to Moorgate, with a station at Crouch Hill.

15.03 A further line opened in the late 19th century running from Finsbury Park to Edgware via Highgate, with branches to Alexandra Palace and High Barnet. The line included a station in Stroud Green itself, at the junction of Ferme Park Road and Stapleton Road, but the line eventually closed in the 1950s. The station platforms and wooden station building have since been demolished but the bridge still exists and forms part of Parkland Walk, while the station master's house now serves as a community centre.

15.04 Stroud Green's special character is derived from its concentrated mix of Victorian terraced housing. The area was not 'planned' in the accepted sense but Victorian developers established a liner grid of streets that was built up with a limited range of types of terrace housing.

15.05 Stroud Green Road was the first part of the area to be developed as a centre and the scale of the late-Victorian shopping parades on both sides of the road demonstrates their importance.

15.06 The inter-war period saw limited changes other than the redevelopment of a few Victorian houses to make way for blocks of flats (e.g. in Mount View Road). Stroud Green suffered extensive bomb damage in World War II and was the first and largest area of post-war reconstruction undertaken by the former Hornsey Council, largely complete by the mid-1950s.

15.07 The residential areas of Stroud Green have undergone limited change since this time and in 2003 most of Stroud Green was designated as a Conservation Area.

Town Centres

15.08 The neighbourhood is well served in terms of services and amenities. To the south of the neighbourhood is Finsbury Park District Centre, which mostly falls within the boroughs of Islington and Hackney. The District Centre is subject to a Tri-borough Accord between Haringey, Islington and Hackney to make Finsbury Park a place that works for everyone and which commits the Councils to work together on four key priorities:

- An inclusive economy
- An inclusive community
- A vibrant and safe place
- A sustainable environment

15.09 At the heart of the neighbourhood is Stroud Green Road which stretches northwest from the bustling Finsbury Park transport interchange towards Crouch End. Comprising two separate local centres, it contains a mix of leisure and retail offerings, including independent shops and cafes.

15.10 Convenient transport links and leisure activities such as seasonal events in Finsbury Park, Rowans bowling alley and the diverse range of restaurants and bars in the area have attracted investment, with significant transformation in recent years on the Islington side of the borough boundary. This has improved accessibility to Finsbury

Park station and provided new public realm with shops and restaurants along Wells Terrace, as well as theatres and independent cinemas that enhance the local leisure and entertainment offer.

Green and Blue Infrastructure

15.11 The neighbourhood is home to Finsbury Park, which is Haringey's flagship park and provides a host of public benefits from open space, biodiversity, sports, leisure, recreation, to culture, family events and festivals. The park has something for everyone to do and includes an athletics track, boating lake, café, toilets, Changing Places toilet for people with limited mobility, disability play, netball courts, an outdoor gym, a picnic area, a playground, a skatepark, splash play, table tennis tables, tennis courts and a zip wire. The park has a very active volunteer group called Friends of Finsbury Park as well as a dedicated Finsbury Park Stakeholder Group. Since it first opened in 1869, public events have taken place at Finsbury Park. In recent years it's seen many international music acts playing to large audiences.

15.12 The neighbourhood is also home to Parkland Walk, the longest local nature reserve in London which follows the route of the former Finsbury Park to Edgware railway, cutting across the Stroud Green neighbourhood and connecting Finsbury Park with Highgate Wood and Alexandra Park.

15.13 Most residential streets have some street trees, which in some instances survive from early planting schemes, such as Stapleton Hall, Ferme Park and Mount View Roads which are lined with mature plane trees.

Connectivity

15.14 The neighbourhood is well connected by public transport with Finsbury Park station interchange providing access to mainline rail as well as the Piccadilly and Victoria underground lines. In addition, the London overground (Suffragette Line) passes through the neighbourhood with a station at Crouch Hill. Stroud Green Road forms the principal thoroughfare in the neighbourhood, with Upper Tollington Park and Stapleton Road providing important east-west y routes connecting Green Lanes to Hornsey Road.

Stroud Green Vision

Stroud Green in 2042 will have enhanced its identity as a vibrant neighbourhood with a strong sense of community with well-supported independent businesses that meet the everyday needs of local people of all ages, diverse cultures and financial means, including supporting inclusive leisure and entertainment uses.

Finsbury Park will have been further enhanced as Haringey's flagship park and will continue to provide extensive open space, recreation, biodiversity and cultural benefits for local communities. Enhancements will have been secured via a collaborative approach together with residents and other key stakeholders.

The southern gateway to the neighbourhood will have been transformed by new development with homes, expanded town centre uses and improved public realm creating an improved entrance to the Finsbury Park Station, Finsbury Park and Stroud Green Road.

The bustling Stroud Green Road will have been further strengthened as the heart of the neighbourhood so that it continues to meet the needs and requirements of residents and contributes positively to the character of the Stroud Green Conservation Area. The Council will have collaborated with Islington to ensure that Stroud Green Road is preserved and enhanced in a consistent manner and opportunities will have been taken to preserve and restore traditional shop fronts along shopping parades.

A new public square will be created at Charter Court, drawing pedestrian shoppers along Stroud Green Road from Finsbury Park station to the south. The underpass next to Finsbury Park station will have improved lighting and pedestrian and cycle crossings to improve the safety of this main entrance into the Stroud Green local centre.

Development will have protected and enhanced the verdant character of Stroud Green with mature trees retained to provide amenity and additional greening delivered where there are currently deficiencies.

Buildings which make a positive contribution to the historic character of the area will have been well-preserved.

Policy SGN1: Stroud Green Neighbourhood

A. The Council will support development proposals which contribute to the Stroud Green Vision.

B. The neighbourhood will deliver at least 350 new homes over the plan period and an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Transform
Finsbury Park Gateway
Enhance
Stroud Green Road South

C. Stroud Green's historic character should be preserved, enhanced and celebrated. To achieve this, proposals should:
   (1) restore and unify traditional shop fronts along Stroud Green Road, enhancing historic features to preserve the character of the Conservation Area;
   (2) preserve and enhance historic buildings which contribute positively to local urban character; and
   (3) contribute to a well-designed and managed public realm network which enhances the Stroud Green Conservation Area.

D. Proposals should strengthen the role and function of Finsbury Park District Centre and Stroud Green Road local centres in meeting the needs and requirements of local communities. Existing affordable and inclusive community/leisure uses should be retained or re-provided in the event of redevelopment. Opportunities should be taken to improve the environment along Stroud Green Road including incorporating biodiversity improvements and public art and delivery of a new pedestrianised public space at Charter Court.

E. Ground floor conversions from commercial to residential use will be resisted.

F. Development proposals should reinforce Stroud Green's green character and protect and enhance Finsbury Park and Parkland Walk as two of the borough's key open space, recreation and ecological assets.

G. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:
   (1) improved pedestrian and cycle connections to Finsbury Park, the railway station and other key facilities and amenities; and
   (2) safer and accessible crossings along Stroud Green Road which give greater priority to pedestrians and cyclists.

Supporting text

Placemaking strategy

15.15 Stroud Green is a vibrant and diverse neighbourhood with a strong sense of identity and community.

15.16 The neighbourhood placemaking strategy focuses transformation around the station, providing new high-density mixed-use development while retaining and enhancing existing inclusive community and leisure uses. Stroud Green Road will be further enhanced through public realm improvements incorporating biodiversity measures and public art to support the high street and celebrate local identity.

15.17 Most new homes will be accommodated in accessible and connected areas close to Finsbury Park station.

Built heritage

15.18 Stroud Green has a high concentration of buildings with heritage significance and most of the neighbourhood falls within the Stroud Green Conservation Area. Proposals should take a conservation-led approach to placemaking, respecting the character and context of the area, in accordance with relevant conservation and design policies

Town centres

15.19 Stroud Green is currently well served by centres which provide a multitude of services including retail, community, education and leisure uses that meet the day-to-day requirements of residents, workers and visitors. They also provide places to work and are a vital source of local employment. it is important that this function continues and also that such places continue to thrive as much of the neighbourhood's character is defined by small independent businesses and retail premises. Opportunities should be taken to improve the environment along Stroud Green Road including the incorporation of biodiversity improvements and public art and the delivery of improved public realm outside Charter Court. Existing commercial uses contribute positively to the character of the Conservation Area therefore ground floor conversions from commercial to residential use, including through permitted development rights, will be resisted.

15.20 The town centres provide important affordable and inclusive community leisure uses that should be retained or re-provided in the event of redevelopment. For example, Rowans bowling alley is a local independent business which has long been recognised for its contribution to the vibrancy of Stroud Green, providing an inclusive and affordable leisure destination that attracts a wide range of people of all ages and backgrounds. Youth groups, community groups and disability groups all use the bowling alley as it is an accessible and inclusive place where these groups can feel they belong to a community by taking part in sport together. Rowans is part of a cluster of local independent leisure venues in the immediate vicinity of Finsbury Park station, located on the 'Islington side' of the borough boundary, including Park

Theatre on Clifton Terrace and Finsbury Park Picturehouse cinema on Wells Terrace. Any proposals for the bowling alley site will be expected to re-provide the bowling alley and the range of community and leisure uses that it provides as part of any future redevelopment.

Green and Blue infrastructure

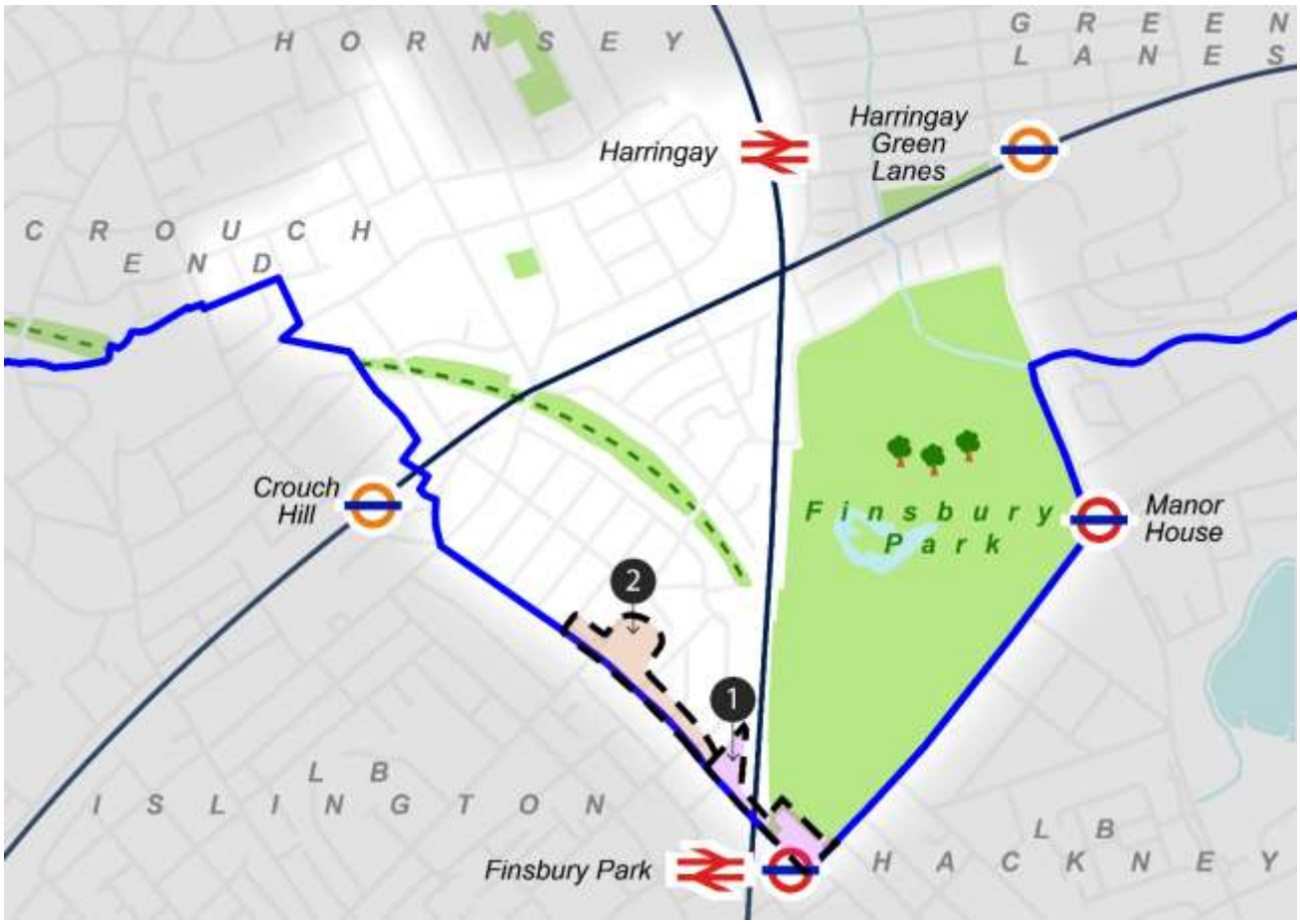
15.21 The neighbourhood is home to Finsbury Park and the Parkland Walk, which are two of Haringey's most well-used and valued natural assets. Finsbury Park is the borough's flagship park providing a wealth of benefits to local communities. There is the opportunity to further enhance these benefits in the future in collaboration with key stakeholders such as Friends of Finsbury Park. Finsbury Park together with Parkland Walk also vital for supporting biodiversity in the borough, a function which needs to be protected and reinforced. Elsewhere smaller pockets of greenery including mature trees on residential streets and in private gardens contribute collectively to the neighbourhood's leafy, suburban feel. Proposals should reinforce Stroud Green's green character and protect and enhance its open spaces and ecological assets

15.22 Stroud Green Road itself is heavily trafficked with a lot of hard-surface landscaping. To further enhance the neighbourhood's green character and help reduce the urban heat island effect and improve air quality all new public realm and improvements along Stroud Green Road should incorporate soft landscaping, greenery and street trees, taking opportunities to enhance biodiversity, extend existing local ecological corridors and create new 'green links' and 'pocket parks' wherever possible.

Connectivity

15.23 The neighbourhood benefits from excellent public transport accessibility by rail but there is a need for strategic improvements in connectivity for pedestrians and cyclists, including better crossing options on Stroud Green Road and enhanced links to Finsbury Park itself and the Finsbury Park transport interchange.

Placemaking Focus Areas



1. Finsbury Park Gateway
2. Stroud Green Road South

SG PFA1 – Finsbury Park Gateway



Strategy

15.24 This part of the neighbourhood will be transformed as the gateway to Finsbury Park and the entrance to the characterful and historic Stroud Green Road.

15.25 This area falls in a highly accessible location adjacent to Finsbury Park transport interchange. New high-density mixed-use redevelopment should provide a mix of town centre uses and new homes with the potential for a landmark tall building that enhances the legibility of the entrance to the park and the railway station. Proposals should explore the opportunity to create a new pedestrian and cycle entrance to Finsbury Park, improving visual connection and wayfinding between the park and the station.

15.26 Existing leisure and community uses should be retained/re-provided and the shopping parade along Stroud Green Road should be extended to enhance the character of this location in the Finsbury Park District Centre. The two site allocations should contribute to and deliver public realm improvements including to the railway underpass. Improvements should include community-led public art and enhanced street lighting to enhance a sense of place and local identity, support the night-time economy and draw customers into Stroud Green Road from the station.

15.27 This strategy will be implemented through adherence to Policy SGN1, the site allocations outlined below, and the following initiatives:

- Taking the opportunity to create a new, high-density mixed-use residential and commercial development, providing a landmark development to the south of Finsbury Park that will assist local wayfinding and make the best use of land in this highly accessible location;
- Creating a new pedestrian route through to Finsbury Park with continuous active frontages at ground floor as part of any redevelopment at the bowling alley site;
- Protecting inclusive community and leisure uses that exist in the local area, including by re-providing existing use at Rowans bowling alley, recognising their value to the local community as an affordable and inclusive indoor leisure destination for young people;
- Preserving and enhancing older buildings which contribute positively to local urban character, including the Twelve Pins pub and Stroud Green Library;
- Enhancing local character by extending the shopping parade along Stroud Green Road up to the railway underpass with traditional shop fronts following the massing, form and architectural details of the historic street pattern;
- Improving safety and local character in the railway underpass by providing improved crossings and street lighting and taking a consistent approach to segregated cycle routes;
- Enhancing a sense of place through community-led public art in the public realm, including the existing railway underpass and all new public space created as part of redevelopment, working together with local artists and engaging proactively with the local community;
- Celebrating local identity and heritage through public art, working with local artists and stakeholders to design the re-provision of the iconic Rowans bowling alley neon signage visible from the station platforms;
- Enhancing climate resilience through preserving and enhancing biodiversity, including on adjacent land,
- Supporting safer walking and cycling through providing improved visual connection, pedestrian and cycle crossings and wayfinding between Finsbury Park Station and Finsbury Park; and
- Working strategically and collaboratively with local stakeholders, including the Finsbury Park and Stroud Green Neighbourhood Forum, local business owners, and Hackney and Islington Councils to ensure a consistent and

joined-up approach to public realm improvements across the borough boundaries.

Site Allocations in SGPFA1

G SA01: Finsbury Park Bowling Alley



Site Information	Details
Address	2-8 Stroud Green Road, 263-271 Seven Sisters Rd, N4 2DF
Ward	Stroud Green
Area [ha]	0.59 ha
PTAL [2031]	6a
Planning designations	Finsbury Park Gateway PFA: Enhance Finsbury Park District Centre Flood Zone 1 Ecological corridor (part) SINC borough grade metropolitan (part): Parkland Walk SINC borough grade II: Finsbury Park (part) Metropolitan Open Land and Registered Historic Park (part) Stroud Green Conservation Area (adjacent) Adjacent to Tier 2 Archaeological Priority Area
Relevant permissions	None
Indicative capacities	190 homes alongside replacement leisure and community uses
Phasing	2032-2041

Proposal

Provide a landmark high-density, mixed-use development at the gateway to Finsbury Park and Stroud Green Road, bringing the land into more intensive use in this highly accessible location.

Existing community, culture and leisure uses should be re-provided as part of redevelopment and a mix of other town centre uses and homes provided. Existing public benefits arising from Rowans bowling alley must be re-secured including providing affordable and inclusive facilities which cater to a full range of people including young people.

Masterplanning, engagement and delivery

A masterplan is required for this site.

Proactive engagement is required with the following local stakeholders:

- Rowans bowling alley
- Network Rail and Transport for London due to adjacency to major rail and underground station, as well as bus interchange
- Friends of Finsbury Park
- The Twelve Pins pub to ensure it has ongoing access during the works

Land uses and activities

Existing land use(s):

- Bowling alley
- Shops and restaurants
- Supermarket
- Public House
- Residential

Acceptable land uses:

- New and/or replacement leisure, culture and community uses
- Town centre uses
- Residential on upper floors

Built form, character and heritage

Proposals should:

- preserve and enhance the character of the adjacent Stroud Green Conservation Area and its setting
- improve access and visual connection between the station and Finsbury Park, creating a new pedestrian and cycle route between the two.

The site is identified as a location that is potentially suitable for Tall Buildings. Tall buildings proposed in this location should:

- Minimise adverse impacts on the Stroud Green Conservation Area, on protected local views from Alexandra Palace, on the Metropolitan Open Land and National Register of Parks and Gardens of Historic Interest statuses of Finsbury Park, and on locally sensitive views from adjacent residential streets including Woodstock Road;
- Be located in proximity to the rail corridor and Finsbury Park, with buildings stepping down in height to relate to scale of existing buildings on Stroud Green Road and Seven Sisters Road;
- Contribute positively to wayfinding and orientation, by relating building height to strategic approaches along Seven Sisters Road, Blackstock Road and Stroud Green Road; and
- Support local identity and placemaking by contributing to a distinctive cluster and skyline for the wider area that is centred on Finsbury Park station

Movement and public realm

Proposals should:

- Create an improved pedestrian link between Finsbury Park station and Finsbury Park
- Support safer, accessible pedestrian crossings on Stroud Green Road
- Improve the visual connection between the station and the park, enhancing wayfinding and improving road safety during event days in Finsbury Park

Environment and sustainability

- Proposals should protect and enhance the nature conservation value of the adjacent SINC and ecological corridor

SG SA02: 18-20 Stroud Green Road



Site Information	Details
Address	18-20 Stroud Green Rd, Finsbury Park, N4
Ward	Stroud Green
Area [ha]	0.44ha
PTAL [2031]	6b
Planning designations	Finsbury Park Gateway PFA: Enhance Finsbury Park District Centre Ecological corridor Metropolitan Open Land and Registered Historic Park (adjacent) Stroud Green Conservation Area (adjacent)
Relevant permissions	None
Indicative capacities	114 homes, 490sqm Class E (GIA)
Phasing	2032-2036
Ownership	Private

Proposal

This site represents an opportunity to deliver new town centre uses within the Finsbury Park District Centre, alongside new homes through comprehensive redevelopment at higher densities.

Masterplanning, engagement and delivery

Applicants should demonstrate proactive engagement with Network Rail due to the proximity to the railway line. If comprehensive redevelopment is not proposed, a masterplan must be prepared outlining how the remaining land parcels could come forward to meet the objectives of this policy.

Land uses and activities

Existing land use(s):

- Network Rail yard
- Minicab office
- Advertising

Acceptable land uses:

- Town centre uses to extend the existing shopping parade
- Residential on upper floors

Movement and public realm

Proposals should support improvements to local public realm including lighting and paving of the railway underpass, providing a safer and more attractive entrance to Stroud Green Road.

Built form, character and heritage

Proposals must preserve, and where possible enhance, the character of the adjacent Stroud Green Conservation Area and its setting

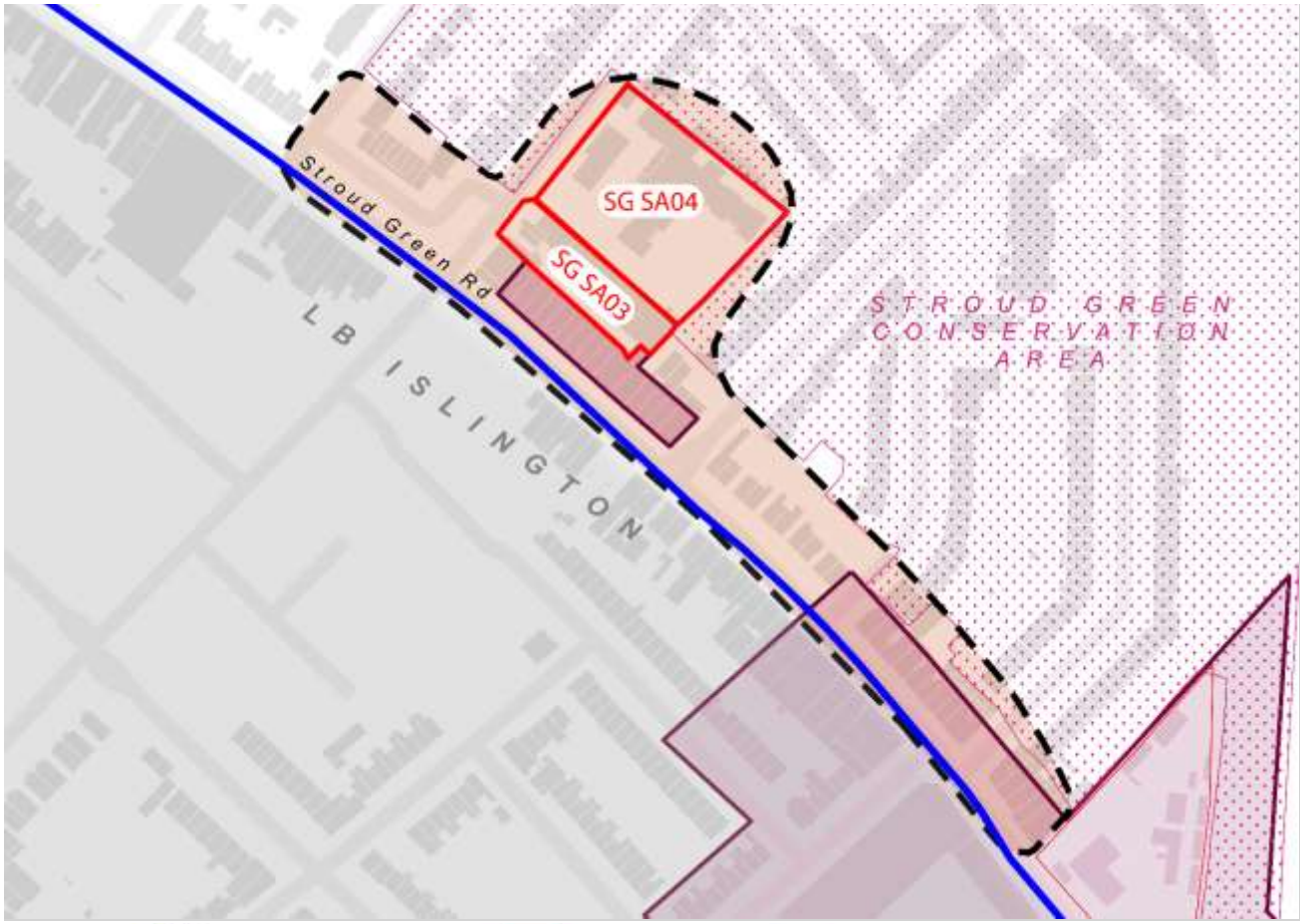
Height will be limited adjacent to the residential properties on Woodstock Road and will need to demonstrate an acceptable relationship with neighbouring residential sites.
Noise pollution from the rail line will need to be adequately mitigated. Residential development will not be suitable directly adjacent to the railway embankment.
Town centre uses will be required at ground floor level on the Stroud Green Road frontage of this site, with residential above and behind.

Environment and Sustainability

Proposals should seek to enhance the ecological corridor running along the eastern boundary of this site and utilise land adjacent to this to provide a biodiverse rich

natural environment and amenity space, which could also provide a buffer from the railway line to residential development.

SG PFA2: Stroud Green Road South



PFA Transform Area
PFA Enhance Area
PFA Transform/ Enhance Area
Opportunity Area
Railway
Town Centre
Site Allocation
Haringey Boundary
Employment Land
Conservation Area
Listed Building
Cultural Quarter
Creative Industry Cluster

Strategy

15.28 Stroud Green Road will be unified through the restoration of traditional shop fronts, preserving and enhancing the heritage significance of the neighbourhood and celebrating Stroud Green's distinctive and rich local character.

15.29 Stroud Green Road's walking and cycling environment will be enhanced through the creation of a new green, inclusive and accessible public space at Charter Court.

Charter Court will be enhanced to become a welcoming place for residents and shoppers to stop and rest, encouraging more customers to visit the adjacent retail businesses which will be retained as part of redevelopment.

15.30 This strategy will be implemented through adherence to Policy SGN1, the site allocations outlined below, and the following initiatives:

- Taking a conservation-led approach to placemaking along Stroud Green Road, including through retaining, unifying and restoring traditional shop fronts as part of new mixed-use development at 74-104 Stroud Green Road;
- Enhancing climate resilience through providing street trees, soft landscaping and seating along Stroud Green Road and improving the public realm outside Charter Court;
- Celebrating local identity and sense of place through public art in the new public space at Charter Court, working with local artists and engaging proactively with local residents and businesses;
- Supporting safer walking and cycling through providing improved pedestrian and cycle crossings across Stroud Green Road and new cycle parking at Charter Court
- Working strategically and collaboratively with local stakeholders, including the Finsbury Park and Stroud Green Neighbourhood Forum, local business owners and Islington Council to ensure a consistent and joined-up approach to public realm improvements.

Site Allocations in SG PFA2

SG SA03: Rear of 84-106 Stroud Green Road



Site Information	Details
Address	2-4 Upper Tollington Park and land rear of 84-106 Stroud Green Road, Finsbury Park, London N4 3EL
Ward	Stroud Green
Area [ha]	0.15ha
PTAL [2031]	6b
Planning designations	Stroud Green Road South PFA: Enhance Stroud Green Conservation Area (adjacent) Stroud Green Road Local Centre (adjacent)
Relevant permissions	None
Indicative capacities	20 homes
Phasing	2032-2036
Ownership	Private

Proposal

This site represents an opportunity to deliver homes to the rear of Stroud Green Road

Masterplanning, engagement and delivery
A masterplan is not required for this site.

Land uses and activities
Existing land use(s):

- shop
- car wash & auto-repair to Osborne Road mews behind Stroud Green Road

Acceptable land uses:

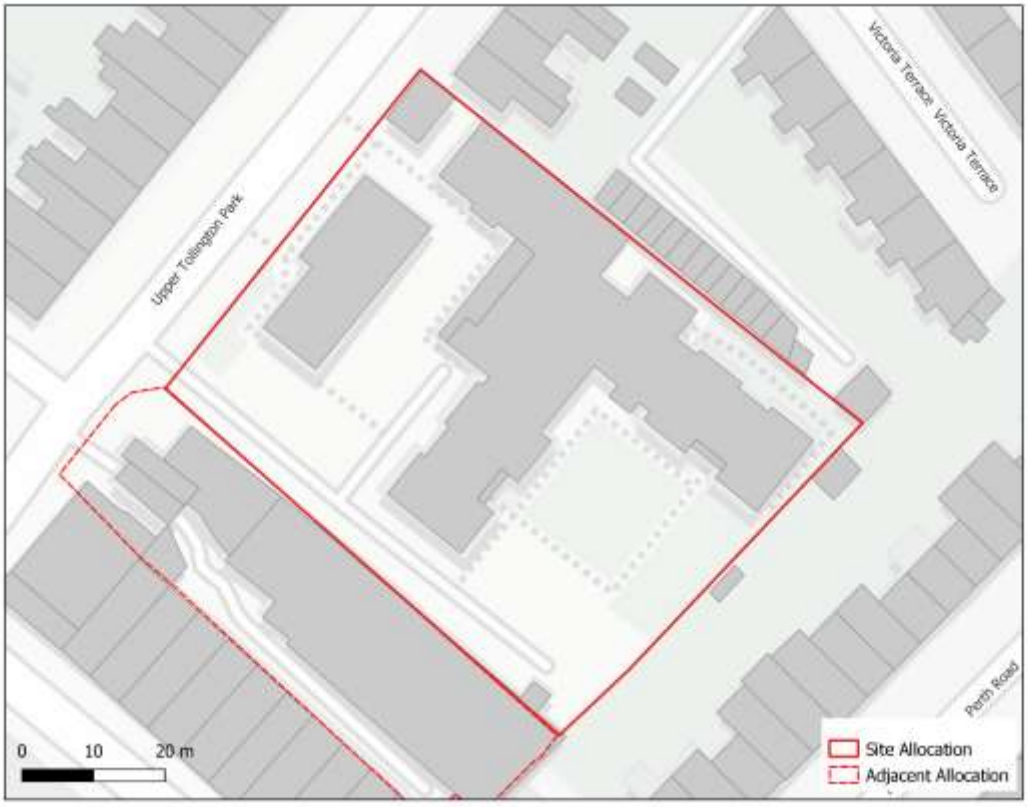
- Infill residential mews along northern site boundary adjacent to Osborne Grove.
- Town centre uses on frontage of Upper Tollington Park

Movement and public realm
Proposals should deliver improvements to the public realm outside ethe entrance to the site incorporating new paving with street trees.

Built form, character and heritage
Proposals must preserve, and where possible enhance, the character of the adjacent Stroud Green Conservation Area and its setting

Environment and sustainability
Opportunities should be taken to maximise greening on the site and deliver biodiversity enhancements

SG SA04: Osborne Grove



Site Information	Details
Address	Former Osborne Grove Nursing Home, 16 Upper Tollington Park, Finsbury Park, N4 3SG
Ward	Stroud Green
Area [ha]	0.45ha
PTAL [2031]	6a
Planning designations	Stroud Green Conservation Area (adjacent) Partially within Flood Zone 3 (Surface Water)
Relevant permissions	None
Indicative capacities	Dependent upon specific user group
Phasing	2027-2041
Ownership	Public

Proposal

This site provides an opportunity, subject to need, to accommodate new or improved housing for older and vulnerable people.

Masterplanning, engagement and delivery
A masterplan is not required for this site.

Land uses and activities
Existing land use(s):

- Meanwhile use as supported housing

Acceptable land uses:

- Housing for older and vulnerable people

Movement and public realm
Proposals should provide improved private shared amenity for occupants

Heritage and Character
Proposals should enhance the significance of the adjacent Stroud Green Conservation Area and its setting

Environment and sustainability
Development should retain and protect the significant existing significant trees on the site

The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.

Other site allocations in Stroud Green

SG SA05: 73 Stapleton Hall Road



Site Information	Details
Address	73 Stapleton Hall Rd, Finsbury Park, N4 3QF
Ward	Stroud Green
Area [ha]	0.1ha
PTAL [2031]	4
Planning designations	Stroud Green Conservation Area Parkland Walk Local Nature Reserve (SINC) Ecological corridor
Relevant permissions	None
Indicative capacities	6 homes
Phasing	2037-2041
Ownership	Private

Proposal

Provide new infill residential development on the petrol station site, extending the residential street frontage along Stapleton Hall Road.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Land uses and activities

Existing land use(s):

- Petrol station

Acceptable land uses:

- Residential

Movement and public realm

Proposals should replace/renew the existing damaged pavement and provide an improved pedestrian environment along Stapleton Hall Road

Built form, character and heritage

Proposals should:

- preserve and enhance the significance of the adjacent Stroud Green Conservation Area and its setting
- reflect the scale, form and character of the existing street
- preserve and enhance neighbouring locally listed building 73A Stapleton Hall Road, which shares the southern boundary of the site allocation

Environment and sustainability

Proposals should protect and enhance the adjacent to ecological corridor/Metropolitan SINC

16. Highgate Neighbourhood



Neighbourhood Context

Location

16.01 The Highgate neighbourhood is located in the south-west of the borough. To the south it is bounded by the borough boundaries of Camden and Islington with Highgate High Street straddling Haringey and Camden - the northern side of the street falls within Haringey while the southern side falls within Camden. Archway Road (the A1), Highgate Woods and Highgate station mark the northern edge of the neighbourhood. The neighbourhood also shares a small portion of the borough boundary with Barnet (north-west of Highgate).

History

16.02 Highgate originated as a hamlet at the south-east of the Bishop of London's deer park, which was part of the ancient Forest of Middlesex. In the 16th century, Highgate became a desirable location for out-of-town residences of wealthy Londoners and by 1800 it had acquired the amenities of a small town.

16.03 Archway Road was opened in 1812 as a toll road to bypass Highgate village and remains a main arterial route for vehicles passing through to outer London via East Finchley. Highgate Station was opened in 1864, providing connections to the City via

Finsbury Park. Suburban expansion continued into the 1900s with private 'mansion flats' and flats above new shopping parades. Flat building accelerated in the inter-war period – most notably with the Highpoint blocks in North Hill. Highgate Underground Station opened in 1941 on the Northern Line extension to High Barnet, with platforms in tunnels beneath the surface station, while the original Highgate Station closed to passengers in 1954.

16.04 The area at the junction of North Hill and Archway Road changed radically in the 1980s with the redevelopment of the Council depot and the Wellington Inn, the latter site now a petrol station, together with a one-way traffic system. Late 20th/21st century development in Highgate has mainly consisted of rebuilding and infill, notably the redevelopment of the Archway Road magistrates' court site in 2016 and many of the original houses in the Bishops area.

Connectivity

16.05 The neighbourhood contains Highgate underground station on the High Barnet branch of the Northern Line and is thus well connected radially to Central London. It does however suffer from relatively poorer east to west links, in part due to the hilly topography of the area and also due to a deficit of public transport options. In addition, the busy A1 road divides the community on either side of Archway Road.

Economy & Town Centres

16.06 The character of much of Highgate is defined by small businesses and retail premises clustered in three main locations: Highgate High Street; Archway Road and Aylmer Parade. Highgate High Street, and the Yards to the rear of the High Street, serves as an important shopping and service centre. Its historic buildings create character and a 'village' atmosphere, while the mix of uses includes pubs and local services that meet the day-to-day needs of local residents and visitors.

16.07 Archway Road varies significantly in both character and function from Highgate High Street. It comprises a mile-long chain of shops, community uses, offices, pubs and other eating and drinking establishments, interspersed with housing. Listed buildings enhance the street scene, but the heavily trafficked A1 road is a detractor. Despite this, there is a high level of footfall and Archway Road shops provide an important local retail function. Recent conversions from retail to residential have begun to erode the character and utility of the local centre.

16.08 Aylmer Parade is centred around a purpose-built run of small shops and retail premises. It provides an important supply of small workshops and business units to help support the growth of small/medium enterprises (SMEs).

Landmarks, culture and heritage

16.09 Highgate has a high concentration of buildings and landscapes with heritage significance and most of the neighbourhood falls within the Highgate Conservation Area. The Conservation Area embraces a varied mix of both townscape and landscape, from historic buildings in the village core to dense Victorian and

Edwardian residential areas and suburban housing of the inter-war period, laced with institutional buildings and private schools.

16.10 Architectural and historic interest in Highgate is also reflected in a high number of statutorily listed buildings (over 100 Listed Buildings fall within Highgate neighbourhood) and locally listed buildings (over 500) as well as seven Archaeological Priority Areas (APAs).

16.11 As part of the Council's efforts to actively enhance the borough's historic environment, the Council recently worked with partners to restore and upgrade The Bank, a grade II listed retaining wall running along the highly important historic frontage of Highgate Hill within Highgate Conservation Area. As a result of close collaboration the wall was removed from Historic England's Heritage at Risk Register and safety and accessibility was secured for highway users.

Green & Blue Infrastructure

16.12 Much of the form and character of Highgate can be attributed to its hilltop position. The hills of Highgate form part of the 'Northern Heights', together with Muswell Hill and Alexandra Palace (built on what was Tottenham Wood). These areas of high ground stand on hard rock about 100 metres above sea level. Tottenham, in the east of the borough, lies on lower and softer ground.

16.13 The neighbourhood has a green, leafy suburban character and is surrounded by green spaces, including Highgate Wood, Queens Wood, Hampstead Heath and Highgate golf course. Highgate Wood and Queens Wood are ancient woodlands dating from at least 1600.

16.14 Parkland Walk is the longest linear nature reserve in London at 5km in length, and follows the former railway line connecting Finsbury Park to Alexandra Palace. It is a Site of Importance for Nature Conservation and also provides a green pedestrian and cycling route which connects several neighbourhoods in the west of the borough.

16.15 The source of the River Moselle is believed to originate in Queen's Wood where the head-stream of the tributary 'Queens Wood Stream' is located. This is one of a number of hidden streams and tributaries that bubble up from these western hills and flow eastwards down towards the valley of the River Lea in Tottenham.

Highgate Vision

Highgate in 2042 will have strengthened its identity as a culturally and architecturally rich neighbourhood with a village feel, nestled within surrounding green and open spaces

New development will have been shaped by local communities and key stakeholders such as Highgate Neighbourhood Forum and the Highgate Society.

Development will reinforce the green character of Highgate and mature trees will have been retained wherever possible, protecting against the impacts of climate change and delivering health benefits for local people. A collaborative approach will have been taken to enhancing green spaces and ecological corridors in the area, such as Parkland Walk.

Buildings which make a positive contribution to the historic character of the area will have been well-preserved.

Highgate will continue to be a vibrant place with a strong sense of community with well-supported independent businesses that meet the everyday needs of local people. It will be easy, safe and accessible for everyone to travel through the neighbourhood by public transport or by walking and cycling. Connections will have been improved to other parts of the borough including between Highgate and Crouch End. Cycle routes are well-lit, segregated and follow main routes, increasing safety for everyone.

Highgate's local centres at Highgate High Street, Highgate Yards, Archway Road and Aylmer Parade will continue to contribute positively to the character of the Highgate Conservation Area, through preserving and enhancing town centre uses and restoring and preserving traditional shop fronts along shopping parades. The Council will have collaborated with Camden to ensure that Highgate High Street is preserved and enhanced in a consistent manner.

At Archway Road, the Wellington gyratory will be redeveloped, unlocking better-quality, accessible public realm and creating a safer environment for cyclists and pavement users. The junction will be less dominated by cars and land will be freed up for redevelopment, including tall buildings, that visually enhance the urban character of the area.

Policy HGN1: Highgate Neighbourhood

A. The Council will support development proposals which contribute to the Highgate Vision.

B. The neighbourhood will deliver at least 400 new homes over the plan period and an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Enhance
Highgate Village
Archway Road North
Highgate Station

C. Highgate's rich built heritage should be preserved, enhanced and celebrated. To achieve this, proposals should:
   (1) preserve and enhance the established positive character of Highgate's historic streets and landscapes;
   (2) adopt a proactive approach to securing the long-term future of the neighbourhood's 'heritage at risk' assets; and
   (3) take opportunities to reveal, interpret and present the neighbourhood's rich archaeological heritage.

D. Ground floor conversions from commercial to residential use in Highgate's local centres will be resisted.

E. Development proposals should reinforce Highgate's green character and contribute to a clear, well-designed and managed public realm network, enhancing strategic connections to Highgate's green spaces and local centres. Opportunities should be taken to expand ecological corridors and integrate biodiversity measures into public realm improvements, in accordance with Highgate's Neighbourhood Plan.

F. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:
   (1) direct pedestrian routes connecting Highgate's local centres and public transport nodes;
   (2) east/west connections between Highgate and Crouch End local centres;
   (3) cycle routes along well-lit main roads, particularly on Archway Road and Muswell Hill Road, having regard to Haringey's Walking and Cycling Action Plan; and
   (4) safer and easier pedestrian and cycle crossings on Archway Road

Supporting text

Placemaking strategy

16.16 Highgate communities have longstanding aspirations for enhancement that will support the needs of the local community while strengthening Highgate's identity as a culturally and architecturally rich neighbourhood, surrounded by green and open spaces. The area offers opportunities for sensitively designed infill and redevelopment, concentrated around its local centres - Highgate High Street, Aylmer Parade and Archway Road.

16.17 This chapter sets out a clear and holistic vision for the future of Highgate. It should be read together with the Highgate Neighbourhood Plan, which also forms part of Haringey's Development Plan.

16.18 Most new homes will be accommodated in accessible and connected areas near Archway Road and Highgate station.

Built heritage

16.19 Highgate has a high concentration of buildings and landscapes with heritage significance and most of the neighbourhood falls within the Highgate Conservation Area. Proposals should take a conservation-led approach to placemaking, in accordance with the Highgate Conservation Area Character Appraisal and Management Plan. While Highgate's rich historic built environment presents constraints on new development, it also provides some opportunities and the Council will support proposals where they respect the character and context of the area, in accordance with relevant conservation and design policies.

16.20 Proposals should preserve and enhance the established positive character of Highgate's historic streets and landscapes, including through:

- preserving and enhancing Highgate's characterful and attractive urban terraces;
- working with the existing sloping terrain wherever possible, embracing Highgate's topography as an important characteristic of the area.
- preserving the established positive rhythm of green, residential streets with gaps between houses, where this exists, protecting the sense of openness and views through to private gardens. New front garden walls and hedges should be of modest height, consistent with neighbouring properties and street character; and
- ensuring that proposals for alterations to shop fronts comply with borough shop front design codes, preserving and enhancing the character of Highgate Conservation Area, regardless of any change of use.
- keeping hard surfaces to a minimum for vehicular cross overs in front gardens to reduce flood risk and preserve the character of Highgate's streets

37 North Road has been identified as 'at risk' on Historic England's Heritage at Risk register. The Council will work positively with relevant landowners, tenants and other stakeholders to secure its long-term future in accordance with Historic England guidance.

Local Centres

16.21 The vibrancy of Highgate's local centres and the multitude of services, facilities, employment opportunities and experiences they provide make a significant contribution to the area's character, including to the historic character of the Highgate Conservation Area. The Council will resist applications for ground floor conversions from town centre to residential uses, including through permitted development rights, as town centre uses contribute positively to the character of the Conservation Area, support the local economy and help meet the day-to-day needs of the community.

16.22

Public realm and green & blue infrastructure

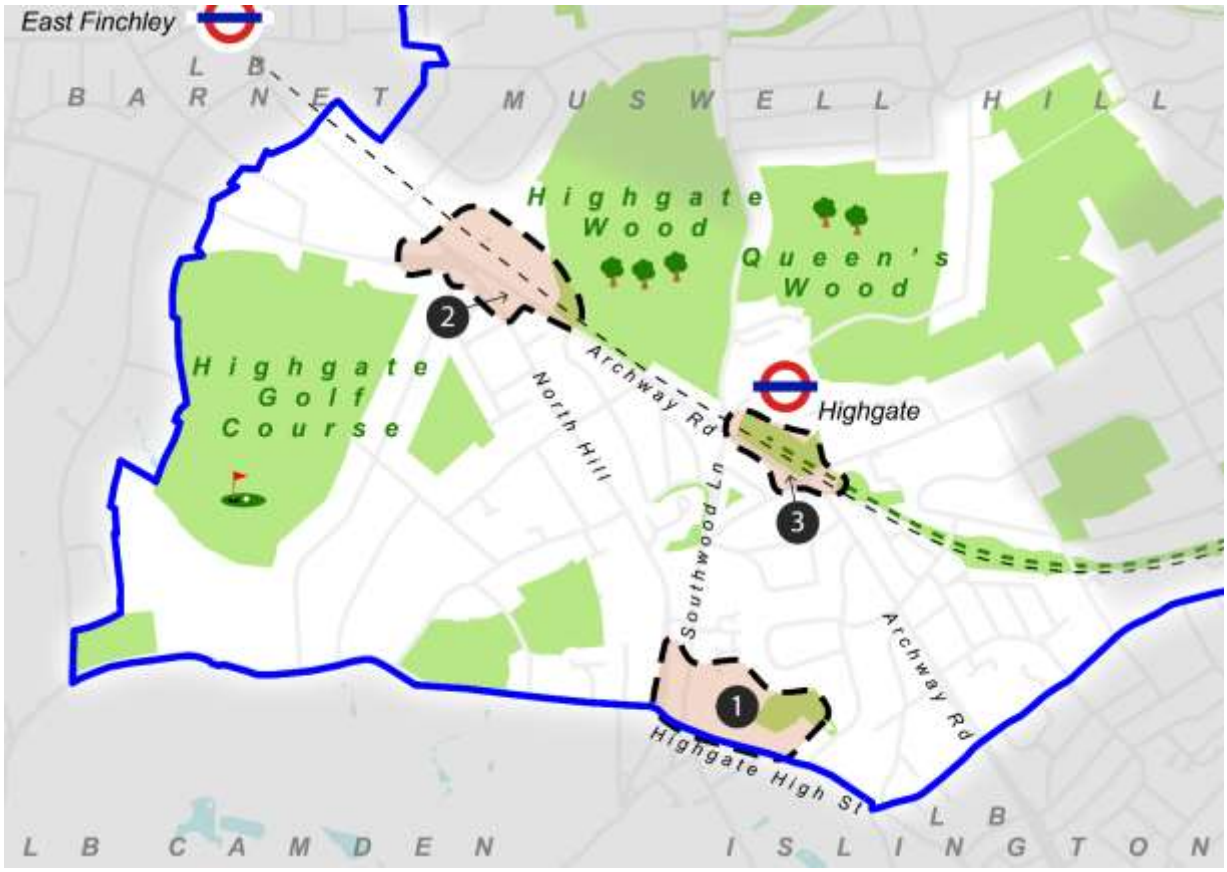
16.23 A strategic and inclusive approach to the public realm is required, offering a clear and easily navigable network that accommodates a range of activities, catering to people of all ages, needs and backgrounds in Highgate. Where appropriate, proposals for creating new public space in Highgate should provide or contribute to:

- public art that celebrates Highgate's diverse local histories, enhancing the area's distinctive cultural heritage and sense of place;
- places to rest along key corridors that are shaded during summer months; and
- widening of pavements and pedestrianisation of the public realm
- the extension and connecting of existing green spaces, including those opportunities identified in the Highgate Neighbourhood Plan.

Connectivity

16.24 Highgate suffers from poor east to west links, in part due to the hilly topography of the area and also due to a lack east west public transport options. In addition, the busy A1 road divides the community on either side of Archway Road. A priority for this neighbourhood is to reduce car journeys and improve east-west connectivity, walking and cycling conditions and accessibility, particularly for less mobile residents.

Placemaking Focus Areas



1. Highgate Village
2. Archway Road North
3. Highgate Station

HG PFA1 – Highgate Village



Strategy

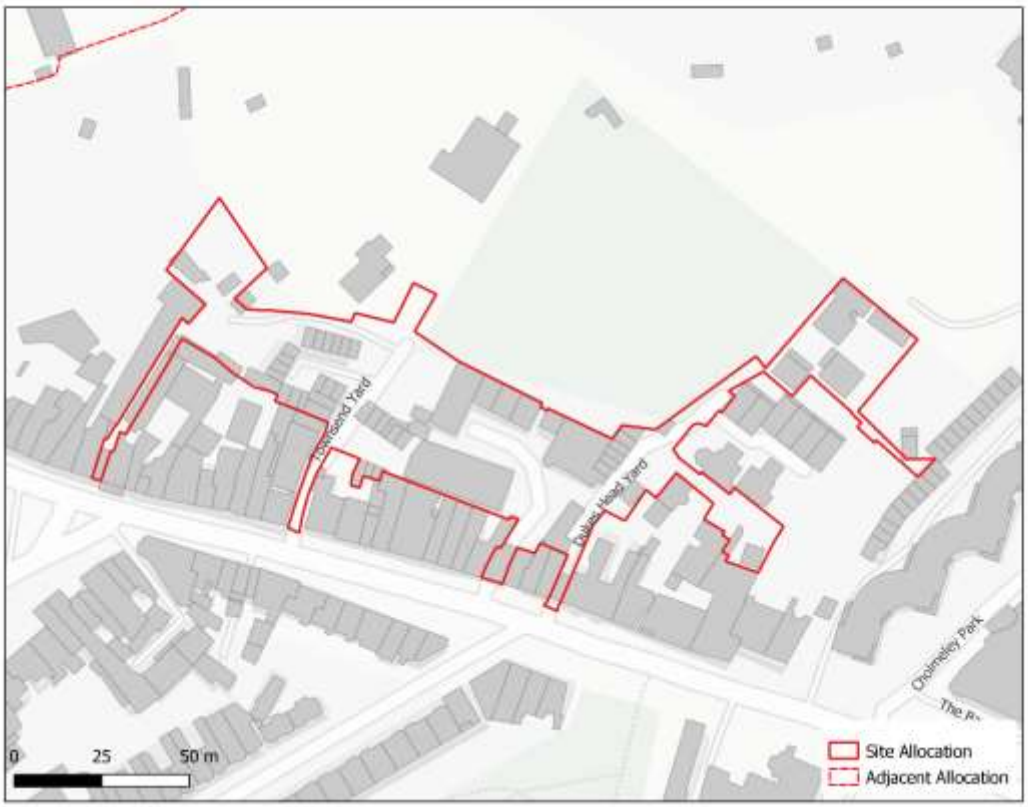
16.25 Highgate Village will be enhanced to create a vibrant and characterful network of mews in Highgate Yards, supporting the Highgate High Street local centre. Public access to green space will be improved, including through creating new pedestrian and cycle routes through the Highgate Bowl from the Yards. The heritage significance of Highgate High Street will be preserved and enhanced through a conservation-led approach to public realm improvements along the high street, working collaboratively with Camden Council to support a consistent approach across both sides of the street. Highgate School's facilities will be enhanced while simultaneously benefitting local communities and protecting the historic environment consistent with the Highgate School Supplementary Planning Document.

16.26 This strategy will be implemented through adherence to Policy HGN1, the site allocations outlined below, and the following initiatives:

- Enhancing the character of Highgate Yards as urban mews development, while ensuring that proposals remain subservient in scale relative to buildings on Highgate High Street;
- Providing continuous active frontages and inclusive access to local shopping parades, including throughout Highgate Yards;
- Retaining and restoring traditional shop fronts;
- Preserving and enhancing Highgate's characterful and attractive urban terraces, including along Highgate High Street;
- Working strategically and collaboratively with key stakeholders, including Camden Council, local businesses, Highgate Neighbourhood Forum and Highgate Society to enhance and preserve the character of Highgate High Street, coordinating public realm and shop fronts along the borough boundary, including any future planned public space adjacent to South Grove;
- Enhancing the High Street through a consistent approach to the public realm including preserving and enhancing traditional shop frontages through coordinating the design of signage, colours, lighting, pavements, street furniture and reducing street clutter;
- Working collaboratively with Highgate School to improve access to community uses and green space;
- Supporting the creation of new green links and publicly accessible routes through to the Highgate Bowl providing health and wellbeing benefits to local people as an important green space at the heart of the town centre and a Site of Importance for Nature Conservation (SINC), while respecting the operational and access requirements of the existing landowners;

Site Allocations in HGPFA1

HG SA01: Highgate Yards



Site Information	Details
Address	Townsend Yard, Duke's Head Yard, land rear of Highgate High Street, Highgate
Ward	Highgate
Area [ha]	0.68ha
PTAL [2031]	2-3
Planning designations	Highgate Village PFA: Enhance Highgate Conservation Area Local Shopping Centre Adjacent to Listed Buildings along Highgate High Street Adjacent to Local SINC: Highgate Bowl Partially within Flood Zone 3 (Surface Water) Critical Drainage Area Tier 2 Archaeological Priority Area
Relevant permissions	HGY/2020/1326 HGY/2020/0223
Indicative capacities	30 homes, 924sqm Class E (GIA)
Phasing	2027-2041

Proposal

Protection of the Highgate Bowl as open space, and improvement of public access through limited redevelopment of Townsend Yard, Broadbent Close and Duke's Head Yard. Sensitive redevelopment of the garages and workshops in the Yards will be supported to create mews-style residential development to enhance the local centre.

Masterplanning, engagement and delivery

- Development should demonstrate early engagement with the landowners of the Highgate Bowl site, to co-ordinate and secure public access through the Highgate Bowl from Highgate High Street via the Yards.

Land uses and activities

Existing land use:

- Workshops, town centre uses, residential, garages

Acceptable land uses:

- Residential
- Town centre and employment uses (Class E)
    - There must be no net loss of employment floorspace on the site

Built form, character and heritage

- Proposals must preserve, and where possible enhance, the character of the Highgate Conservation Area and its setting.
- Proposals must preserve and enhance the setting of nearby listed buildings
- The buildings facing the High Street and their burgage plots, should be retained
- The mews in the Yards should be subsidiary in height and scale to the existing buildings on Highgate High Street
- The site lies within a Tier 2 Archaeological Priority Area. The site has potential for significant archaeological finds. Archaeological Assessments will be required.

Movement and Public Realm

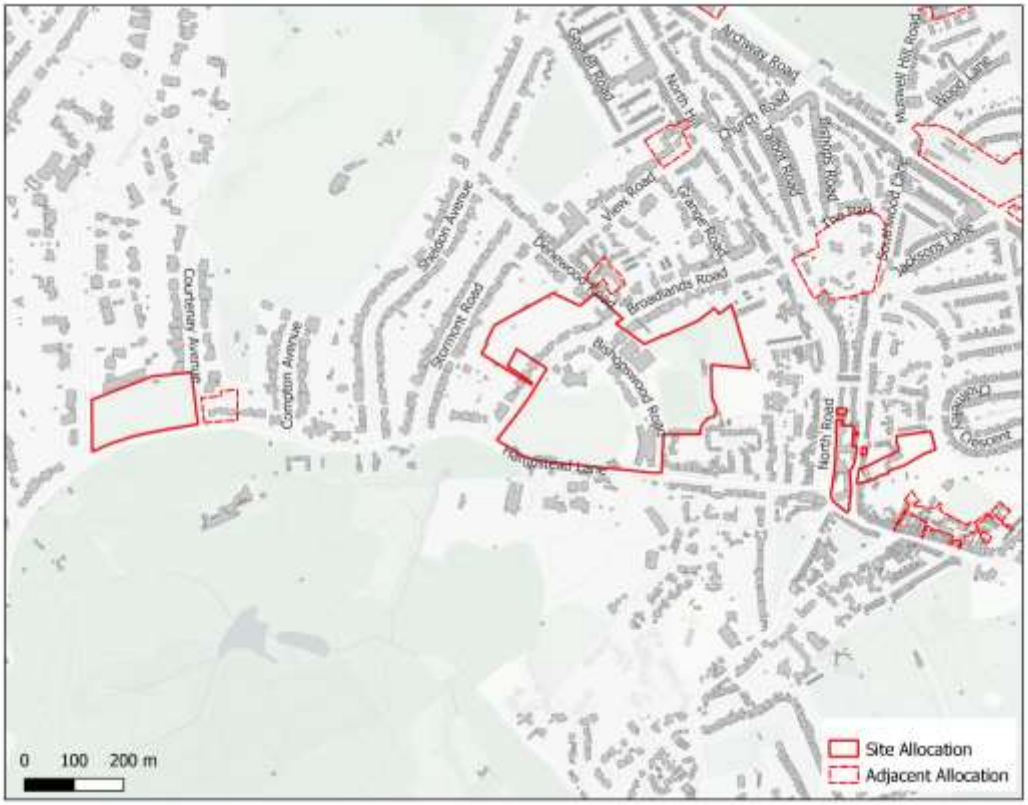
Proposals should:

- Support the creation of new and enhanced public access routes into Highgate Bowl from Highgate High Street;
- Incorporate high-quality paving surfaces, giving priority to pedestrians and encouraging vehicles to drive slowly, to enhance safety and signal the continuation of public-facing town centre uses within the Yards.

Environment and Sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- Proposals should protect and enhance the nature conservation value of the adjacent SINC

HG SA02: Highgate School



Site Information	Details
Address	Highgate School, London N6 4NY
Ward	Highgate
Area [ha]	15.57ha (total combined across 6 sites)
PTAL [2031]	2-3
Planning designations	Highgate Village PFA: Enhance Highgate Conservation area MOL: Highgate School Playing Fields Locally Listed Buildings: Bishopswood Rd, Castle Yard, Osborne Rd Listed Buildings: The Highgate Tabernacle, Highgate School – Old School Building, Highgate School Chapel, War Memorial at Highgate School, and many adjacent Partially within Flood Zone 3 (Surface Area) Partially within Critical Drainage Area Tier 2 Archaeological Priority Area
Relevant permissions	HGY/2023/0315 (under consultation) HGY/2023/0338 (under consultation) HGY/2023/0317 (under consultation) HGY/2023/0316 (under consultation)

Indicative capacities	N/A, no expansion proposed – school capacity remains capped at licenced capacity of 1,970 pupils.
Phasing	2027-2037

Proposal

Enhance the existing school campus, replacing life expired facilities with new accommodation to meet the long-term needs of the school and support a safe and inclusive learning environment. This includes improving access for community use, where appropriate.

Proposals must be designed in accordance with the Highgate School Supplementary Planning Document (2021).

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to:

- Cover the entire site.
- Set a clear site-specific vision and objectives to help deliver the neighbourhood vision, policies and placemaking focus area strategy.
- Support the aspirations set out in Highgate Neighbourhood
- Meet the Council's requirements regarding access and futureproofing for the site

Land uses and activities

Existing land use:

- Class F1 (schools)
- Community use (access to sports facilities, hosting community events)

Acceptable land uses:

- Class F1 (schools)
- Community use (access to sports facilities, hosting community events)

Built form, character and heritage

- The site has a prominent position in the Highgate Conservation Area. As such, proposals must be of high-quality design, preserving the setting of statutorily and locally listed buildings on the site and neighbouring the school, and preserving or enhancing the character of the wider Conservation Area;
- The site lies within a Tier 2 Archaeological Priority Area. The site has potential for significant archaeological finds. Archaeological Assessments will be required.

Movement and public realm

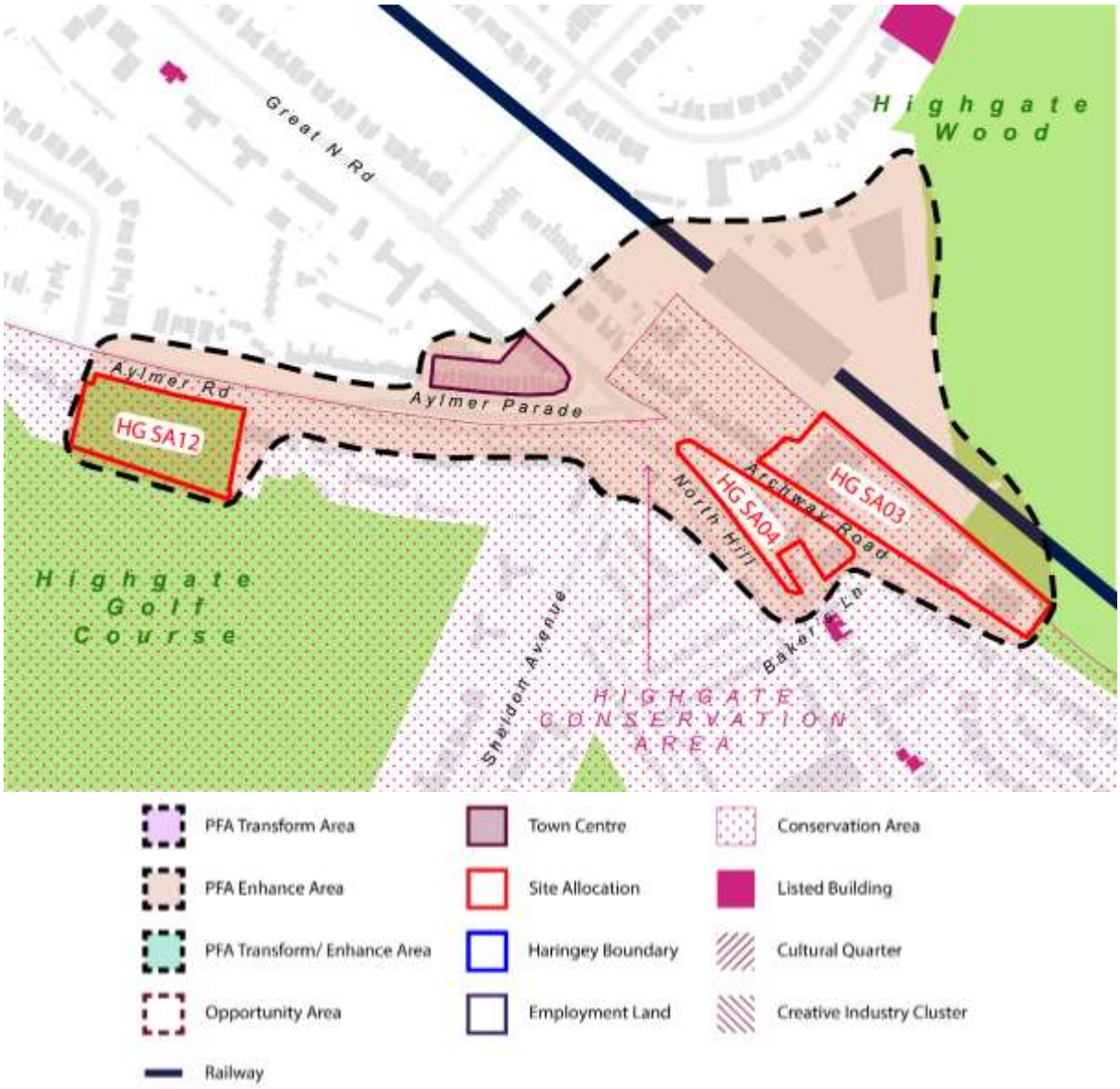
- Proposals should support inclusive access to the Highgate School Playing Fields MOL;

- Proposals should give appropriate regard to the open character of the Highgate Bowl, supporting improved public access to the Bowl where appropriate.

Environment and sustainability

- The site is partially within Flood Zone 3 (Surface Water). It is also partially within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

HG PFA2 – Archway Road



Strategy

16.27 Archway Road North will be enhanced to provide more pedestrian-friendly and connected local centres at Aylmer Parade and Archway Road that are less car-dominated, with improved pedestrian and cycle connections to the south and west of the gyratory, including improving visibility and access through to Sheldon Avenue. Public realm improvements to Aylmer Parade could include widened pavements incorporating street trees and outdoor seating.

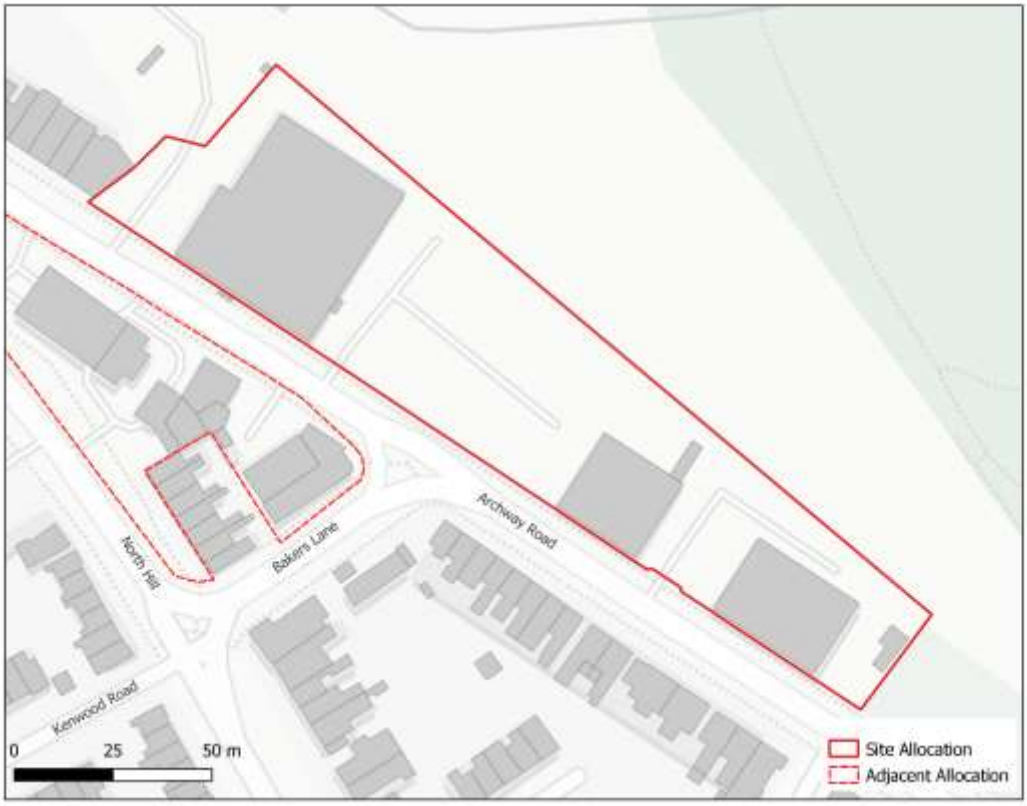
16.28 The Archway Road local centre will be extended with continuous, high-quality shop fronts at ground floor which respect and restore the historic urban grain of the shopping parade. Mixed use infill development on the gyratory site will also provide high-quality new homes while preserving and enhancing the character of the Conservation Area.

16.29 This placemaking strategy will be implemented through adherence to Policy HGN1, the site allocations outlined below, and the following initiatives:

- Working collaboratively with key stakeholders, including Transport for London and local businesses, to explore strategic opportunities to improve the layout of roads and expand pedestrianised areas, including exploring opportunities to partially pedestrianise the Wellington Gyratory, releasing land for infill residential development, reducing car-dominance and creating a more attractive, walkable public realm; and
  - create new public spaces adjacent to Archway Road and Alymers Parade
- Delivering new high-quality mixed use infill development to support the preservation of Archway Road and Aylmer Parade as local centres, while taking a sensitive approach to scale, massing, height and architectural language, preserving and enhancing the special character of the Conservation Area
- Creating continuous active frontages and town centres uses at ground floor level, including:
  - new active frontages with traditional shop fronts along Archway Road, in keeping with the historic character of the area; and
  - shopping parades on Archway Road should retain their urban design character, even if converted to a different use
- Ground floor conversions from commercial to residential use on Archway Road will be resisted to protect the character of the Conservation Area. Non-residential uses that would be supported include retail, affordable workspace, creative space, community centres, educational buildings.
- Taking steps to reduce air pollution. The PFA is within an Air Quality Hotspot.

Site Allocations in HGPFA2

HG SA03 460-470 Archway Road



Site Information	Details
Address	Wellington Sidings, 460-470 Archway Road, London N6 4JD
Ward	Highgate
Area [ha]	0.95 ha
PTAL [2031]	3
Planning designations	Archway Road PFA: Enhance Highgate Conservation Area Metropolitan open land (MOL): adjacent to Highgate Wood Ecological corridor Partially within Flood Zone 3 (Surface Water) Adjacent to an Area of Archaeological Importance
Relevant permissions	None
Indicative capacities	130 homes, 1,260sqm Class E (GIA)

Phasing	2027-2041
Ownership	

Proposal
Redevelopment, replacing existing low-density employment with a mix of higher density employment and new residential development.

Masterplanning, engagement and delivery
A masterplan is required for this site.

The site is located adjacent to disused railway infrastructure which could potentially deliver new development in the future. Proposals on this site should not prevent future development coming forward on the adjacent site, including allowing for a future access route between Archway Road and the railway sidings.

Land uses and activities
Existing land use:

- Builders yard

Acceptable land uses:

- Employment
- Residential

Movement and public realm
Proposals should:

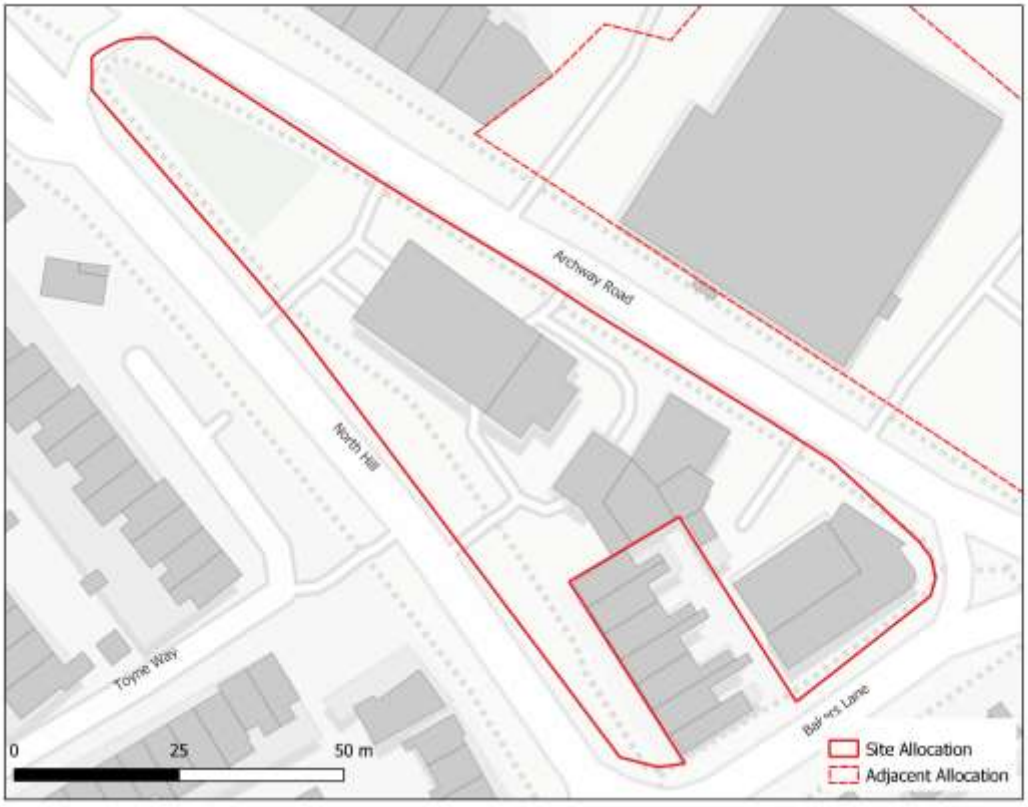
- Support reducing barriers to pedestrian mobility around the Wellington Gyratory and along Archway Road, including through improved pedestrian crossings connecting to site allocation SAHG03.
- Allow for a future access route between Archway Road and the neighbouring railway sidings to the north-east of the site.
- Contribute to restoration of the pavement along Archway Road, contributing to public realm improvements along the street.
- Provide continuous active frontages at ground floor
- Deliver a car-free development with shared-surface public realm, reducing car-dominance and providing accessible public space.
- Improve the climate resilience of Archway Road by providing street trees and outdoor seating.

Built form, character and heritage
- Proposals must preserve, and where possible enhance, the character of the adjacent Highgate Conservation Area and its setting
- The site has potential for significant archaeological finds as it is located adjacent to an Archaeological Priority Area (APA).

Environment and sustainability

- The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- Development proposals should protect and enhance the nature conservation value of the site and should not encroach onto the adjacent MOL

HG SA04: Wellington Gyratory, Archway Road



Site Information	Details
Address	Wellington Gyratory, Archway Road, London N6 4HX
Ward	Highgate
Area [ha]	1.6 ha
PTAL [2031]	3
Planning designations	Archway Road PFA: Enhance Highgate Conservation Area Metropolitan Open Land (MOL): adjacent to Highgate Wood Partially within Flood Zone 3 (Surface Water) Tier 2 Archaeological Priority Area
Relevant permissions	HGY/2025/1220 (under consultation)
Indicative capacities	50 homes, 500 sqm Class E GIA
Phasing	2027-2036
Ownership	

Proposal
The site is suitable for new high-quality mixed use residential-led development with commercial uses at ground floor.

Masterplanning, engagement and delivery
A masterplan is required for this site.

Proposals should take the opportunity to support public realm improvements, delivered through a collaborative approach with local business owners, residents and other community stakeholders including the Highgate Neighbourhood Forum and Highgate Society.

Land uses and activities
Existing land use:

- Petrol station, car wash, auto services, residential

Acceptable land uses:

- Class E town centre
- Residential

Movement and public realm
Proposals should ensure improved pedestrian crossing and support potential future public realm improvements to Aylmer Parade and the partial pedestrianisation of North Hill along the Western site boundary

Proposals should respect the urban grain of the existing terraced cottages at Nos 96-108, including following the existing building line in relationship to pavements and front gardens.

Built form, character and heritage

- Proposals must preserve, and where possible enhance, the character of the adjacent Highgate Conservation Area and its setting
- New development should be sensitive in scale, massing, height and architectural language in relation to the neighbouring 19th century houses which are positive contributors to the special character of the Conservation Area, notably Nos 96-108 North Hill which form a short terrace of one-bay cottages.
- The site lies partially within a Tier 2 Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.

Environment and sustainability

- The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- Proposals must suitably mitigate any air pollution issues caused by proximity to the road
- Public realm improvements should include new street trees with outdoor seating, providing shaded places for people to sit during hot weather.

HG SA5 Land Adjacent 27 Aylmer Road



Site Information	Details
Address	Land Adjacent 27 Aylmer Road, Aylmer Road, London N20BX
Ward	Highgate
Area [ha]	0.7ha
PTAL [2031]	3
Planning designations	Archway Road PFA: Enhance Highgate Conservation Area Metropolitan Open Land (MOL) Partially within Flood Zone 3 (Surface Water) Tier 3 Archaeological Priority Area
Relevant permissions	None
Indicative capacities	70 homes
Phasing	2032-2036
Ownership	

Proposal

Subject to the relocation of the reservoir and the suitable relocation of any existing SUDs attenuation on the site, the site is potentially suitable for new high-quality residential development. The site has previously been in use by Thames Water for

operational activities relating to the Bishopswood Reservoir, located beneath the adjacent Highgate Golf Club.

Development must minimise harm to the Metropolitan Open Land through sensitive and limited redevelopment.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Proposals should take the opportunity to make a positive contribution to enhancing the public realm in accordance with Placemaking Focus Area objectives, delivered through a collaborative approach with local stakeholders.

Land uses and activities

Existing land use:

- Thames Water operational land associated with Bishops Wood Reservoir

Acceptable land uses:

- Residential (class C3)

Movement and public realm

Proposals should contribute to public realm improvements between the site and Alymer Parade, including opportunities to improve pedestrian and cycle crossings on the road.

Proposals should respect the existing urban grain of Aylmer Road, including following the existing building line in relationship to pavements and front gardens.

Built form, Heritage and Character

- New development should be in keeping with the existing pattern of development along Aylmer Road in scale and urban form, enhancing and continuing the existing character and rhythm of the street, including following the existing building line in relationship to forecourts, front gardens and pavements.
- Proposals must preserve, and where possible enhance, the character of the Highgate Conservation Area and its setting
- New development should be sensitive in scale, massing, height and architectural language in relation to the neighbouring homes along Aylmer Road.
- The site lies within a Tier 3 Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.

Environment and sustainability

- The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
- Proposals must avoid harm to existing SUDs attenuation on the site
- Existing mature trees must be retained

- Proposals must suitably mitigate any air pollution issues caused by proximity to the road

HG PFA3: Highgate Station



Strategy

16.30 The Highgate Station Placemaking Focus Area will be enhanced to provide new community uses and infill residential development. Placemaking will take a conservation-led approach, bringing the historic railway platforms back into beneficial use alongside improved access to the underground station and public realm enhancements along Archway Road. Highgate's open space network will also be extended by providing new connections between Highgate Wood and Parkland Walk.

16.31 This placemaking strategy will be implemented through adherence to Policy HGN1, the site allocations outlined below, and the following initiatives:

- Engaging proactively and working collaboratively with local stakeholders including Transport for London, Highgate Neighbourhood Forum, Jacksons Lane Arts Centre and local businesses to:
    - improve access to Highgate Station
    - support the creation of new, accessible civic spaces adjacent to the station
    - support the activation of new civic spaces for community and educational uses, including through a conservation-led approach to the restoration of the Highgate Station site
- Improving connectivity and biodiversity, including by:
    - supporting the realisation of the Green Grid and the emerging cycling and pedestrian network, having regard to the Council's Walking and Cycling Action Plan;
    - providing new secure cycle parking hubs adjacent to Highgate Station; and
    - extending Parkland Walk to connect into Highgate Wood while ensuring that the ecological corridor is preserved.
- Taking steps to reduce air pollution. The PFA is within an Air Quality Focus Area.

Site Allocations in HG PFA3

HG SA06: Former Highgate Railway Station



Site Information	Details
Address	Former Highgate Rail Station, Highgate, London N6 5UA
Ward	Highgate
Area [ha]	2.0 ha
PTAL [2031]	5
Planning designations	Highgate Station PFA: Enhance Highgate Conservation Area Metropolitan Open Land: Parkland Walk and Highgate Station cutting SINC metropolitan grade: Parkland Walk Ecological corridor Existing Green Chain Existing Locally Listed station building Adjacent to Locally Listed buildings on Archway Road Partially within Flood Zone 3 (Surface Water) Critical Drainage Area Adjacent to Tier 2 Archaeological Priority Area
Relevant permissions	

Indicative capacities	TBC employment / educational, TBC Class E (GIA)
Phasing	2027-2041
Ownership	

Proposal

This site is underutilised and subject to operational challenges. The site is suitable for uses with public benefit, including community uses, employment, education and town centre uses. Access to Highgate underground station should be improved, alongside enhancements to the open space network by improving the connection to Parkland Walk through to Highgate Wood.

Masterplanning, engagement and delivery

A masterplan is required for this site.

Proactive engagement is required with key stakeholders including Transport for London, local businesses on adjacent sites including Jacksons Lane Arts Centre, and community stakeholders including Highgate Neighbourhood Forum and Highgate Society

Land uses and activities

Existing land use:

- Disused railway station
- Underground station (operational)

Acceptable land uses:

- Community uses
- Employment
- Town centre
- Education

Movement and public realm

Proposals should:

- Support the extension of the Parkland Walk through to Highgate Wood, exploring the opportunity to create a new pedestrian and cycle connection through the railway arch at the southeast corner of the site.
- Deliver an improved, accessible public entrance and exit to Highgate Underground station that uses the land more efficiently and enhances the character of the Conservation Area, replacing the old exit on Archway Road with a more appropriate design.
- Bring the historic disused station platforms back into beneficial use as part of delivering new community uses on the site, enhancing the setting and significance of the adjacent locally listed station building.

Built form, character and heritage

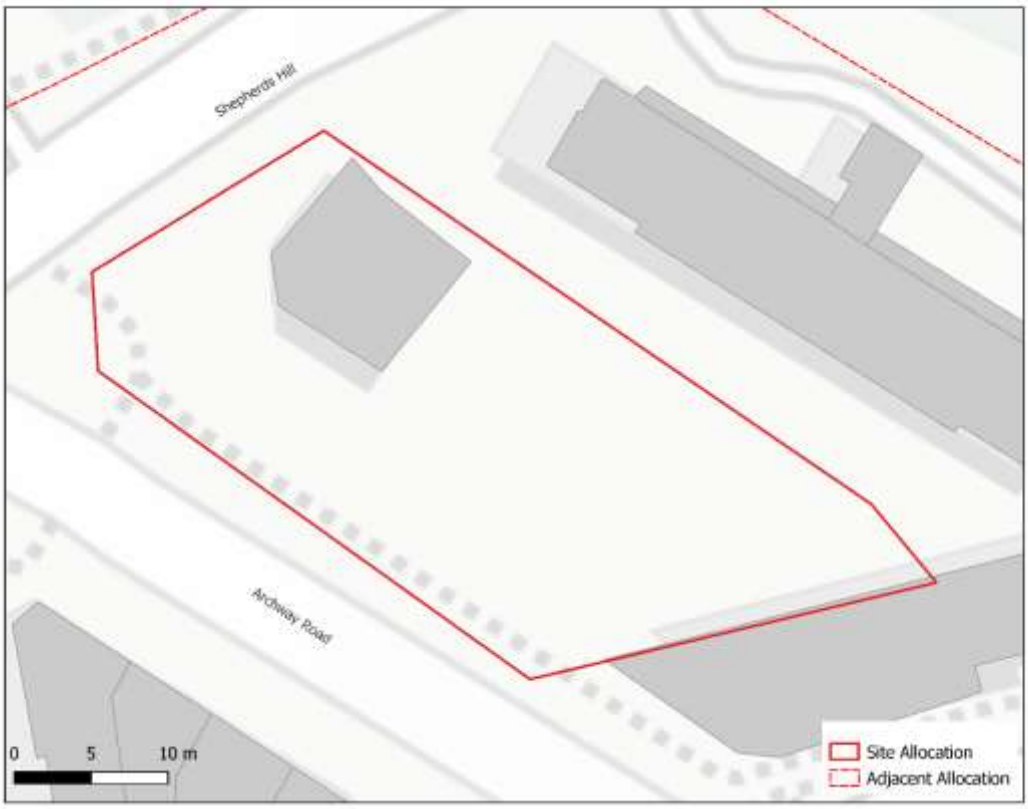
Proposals must preserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

The site lies adjacent to an Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.

Environment and sustainability

- Development proposals should protect and enhance the nature conservation value of the site
- The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

HG SA07: Gonnerman Antiques



Site Information	Details
Address	Gonnermann Antiques, 408-410 Archway Rd, London N6 5AT
Ward	Highgate
Area [ha]	0.09ha
PTAL [2031]	4/5
Planning designations	Highgate Local Shopping Centre Critical Drainage Area Highgate Conservation Area Adjacent to Locally Listed Buildings on Archway Road Adjacent to Tier 2 Archaeological Priority Area Adjacent to: Ecological corridor Adjacent to: SINC metropolitan grade: Parkland Walk Metropolitan open land (MOL): Parkland Walk and Highgate Station cutting
Relevant permissions	None
Indicative capacities	35 homes, 300 sqm Class E (GIA)
Phasing	2027-2036

Proposal

Potential for modest mixed-use residential block at the western corner of the site, replacing the existing antiques shop and providing town centre uses at ground floor. The new building footprint should extend to the rear of the pavement on Archway Road and Sheldon Hill, restoring the urban grain by aligning with the existing street frontage along Archway Road and reducing the existing hard standing which has been a neglected and under-used space.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Land uses and activities

Existing land use:

- Residential and retail

Acceptable land uses

- Suitable for Class E development to support the functioning of this local centre
- Residential

Movement and public realm

Proposals should:

- Deliver a new publicly accessible green space to the south of the site, adjacent to the neighbouring Boogaloo pub. Seating should be provided in this space.
- Explore opportunities to provide new public art in collaboration with Jacksons Lane

Built form, character and heritage

Proposals must preserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

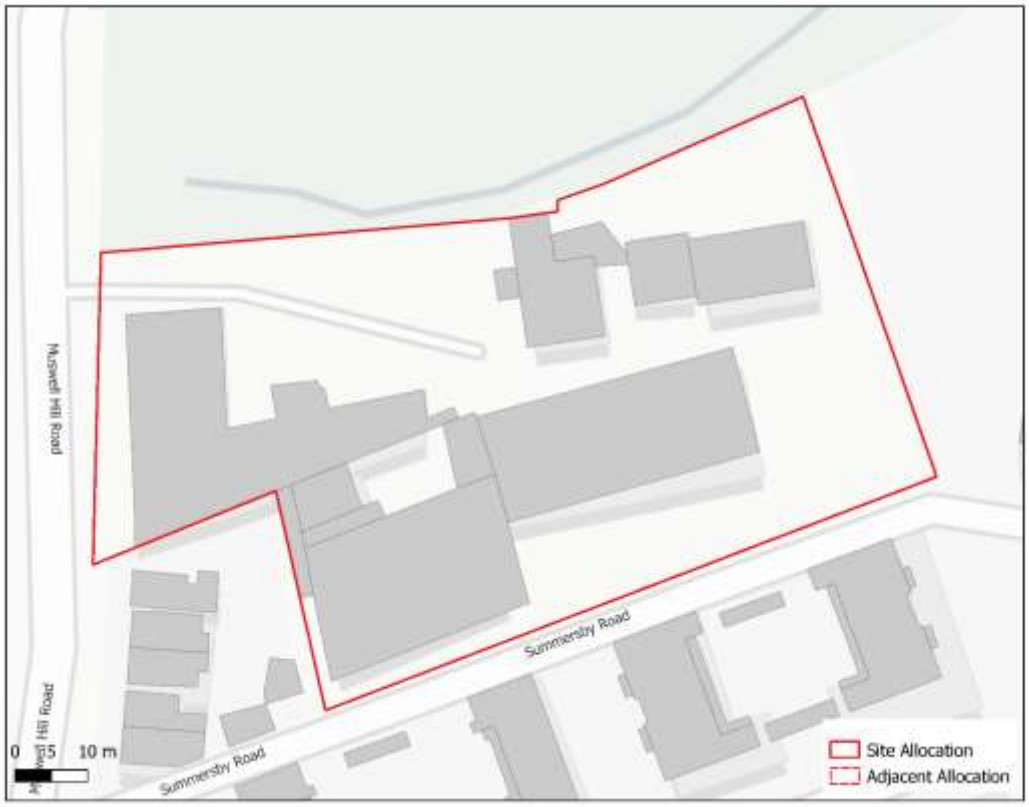
The site lies adjacent to an Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.

Environment and sustainability

- The habitats and species within the adjacent SINC should be protected and enhanced.
- Mature existing trees should be retained
- Partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Area)
- Critical Drainage Area
- The site is within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

Other Site Allocations in Highgate

HG SA08: 40 Muswell Hill Road



Site Information	Details
Address	40 Muswell Hill Road, Highgate, London N6 5UN
Ward	Highgate
Area [ha]	0.58 ha
PTAL [2031]	3
Planning designations	Highgate Conservation Area SINC metropolitan grade: Queen's Wood SINC metropolitan grade: Highgate Wood Critical Drainage Area Adjacent to Tier 2 Archaeological Priority Area
Relevant permissions	
Indicative capacities	45 homes, 784 sqm Class E (GIA)
Phasing	2032-2041
Ownership	Private

Proposal

New development which can repurpose existing low-density employment with a mix of higher density employment and new residential development could be delivered on this site. The impact of any development on Queen's Wood should be minimised,

including potentially by directing artificial light from the site downwards rather than out into the wood.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to:

- Cover the entire site.
- Set a clear site-specific vision and objectives to help deliver the neighbourhood vision, policies and placemaking focus area strategy.
- Support the aspirations set out in Highgate Neighbourhood Plan
- Meet the Council's requirements regarding access and futureproofing for the site
- Engage proactively with local stakeholders including:
    - residents on neighbouring estates on Summersby Road and Muswell Hill Road;
    - Friends of Queens Wood;
    - the Parks Service at Haringey Council.

Land uses and activities

Existing land use:

- Builders yard and garden centre

Acceptable land uses:

- Class E (employment)
- Residential

Movement and public realm

Proposals should explore opportunities to create a new, safer pedestrian access to Queens Wood from Summersby Road, engaging proactively with Friends of Queens Wood and Haringey Council's Parks Service.

Built form, character and heritage

- Proposals must preserve, and where possible enhance, the character of the Highgate Conservation Area and its setting
- The site lies adjacent to an Archaeological Priority Area and has potential for significant archaeological finds. Archaeological assessments will be required.

Environment and sustainability

The habitats and species within the SINC should be protected and enhanced.
The site is within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

HG SA09: Former Mary Feilding Guild care home, 103-107 North Hill



Site Information	Details
Address	103-107 North Hill, London N6 4DP
Ward	Highgate
Area [ha]	0.49 ha
PTAL [2031]	1b/3
Planning designations	Highgate Conservation Area Adjacent to Listed Buildings at 109-119 North Hill
Relevant permissions	HGY/2022/4415 HGY/2024/3240 subject to S106
Indicative capacities	50 bed care homes plus 9 homes
Phasing	2027-2031
Ownership	Private

Proposal

Demolition and redevelopment of existing residential site to provide a new care home and rehabilitation clinic plus new homes.

Masterplanning, engagement and delivery
A masterplan is not required for this site.

Land uses and activities
Existing land use:

- Former care home

Acceptable land uses:

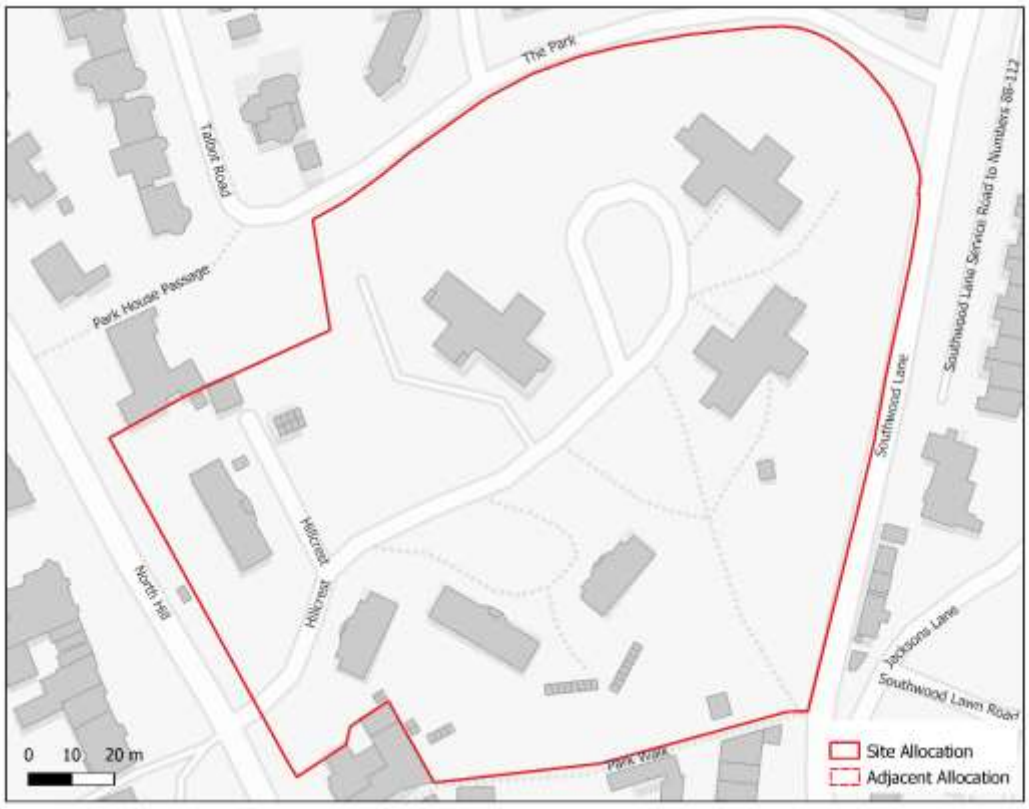
- Residential institution (class C2)
- Residential (class C3)

Movement and public realm
Proposals should ensure that new building frontages respect the character and rhythm of existing streets, aligning with frontages and front gardens on neighbouring plots.

Built form, character and heritage
Proposals must preserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

Environment and sustainability
Proposals should deliver a net gain of trees and ensure the protection of existing trees.

HG SA10: Hillcrest Estate



Site Information	Details
Address	Hillcrest, off North Hill, Highgate, N6 4PU
Ward	Highgate
Area [ha]	2.3 ha
PTAL [2031]	1b/3
Planning designations	Highgate Conservation Area Adjacent to Listed Buildings in neighbouring area: Highpoint I and Highpoint II Partially within Flood Zone 3 (Surface Water) Tier 2 Archaeological Priority Area Partially a SINC: Grade Local
Relevant permissions	None
Indicative capacities	35 homes
Phasing	2027-2031
Ownership	Public

Proposal

This site provides an opportunity to support further development of this residential estate through appropriate infill development. Play and landscaping improvements should be delivered as part of proposals in consultation with the existing community.

Masterplanning, engagement and delivery

A masterplan is required for this site setting out how new development will be supporting by play. Amenity and landscaping improvements.

Proposals should take a collaborative approach to engaging with existing residents, ensuring that shared amenity will meet the needs of the community.

Land uses and activities

Existing land use:

- Residential use

Acceptable land uses:

- Residential

Movement and public realm

Proposals should:

- Deliver shared outdoor amenity for existing and new residents, including new play space, informed by proactive community engagement;
- Improve existing surface carparking and vehicular access through the site, making it more efficient, improving accessibility and safety for pedestrians and cyclists and providing more green space by reducing road surfaces;

Built form, character and heritage

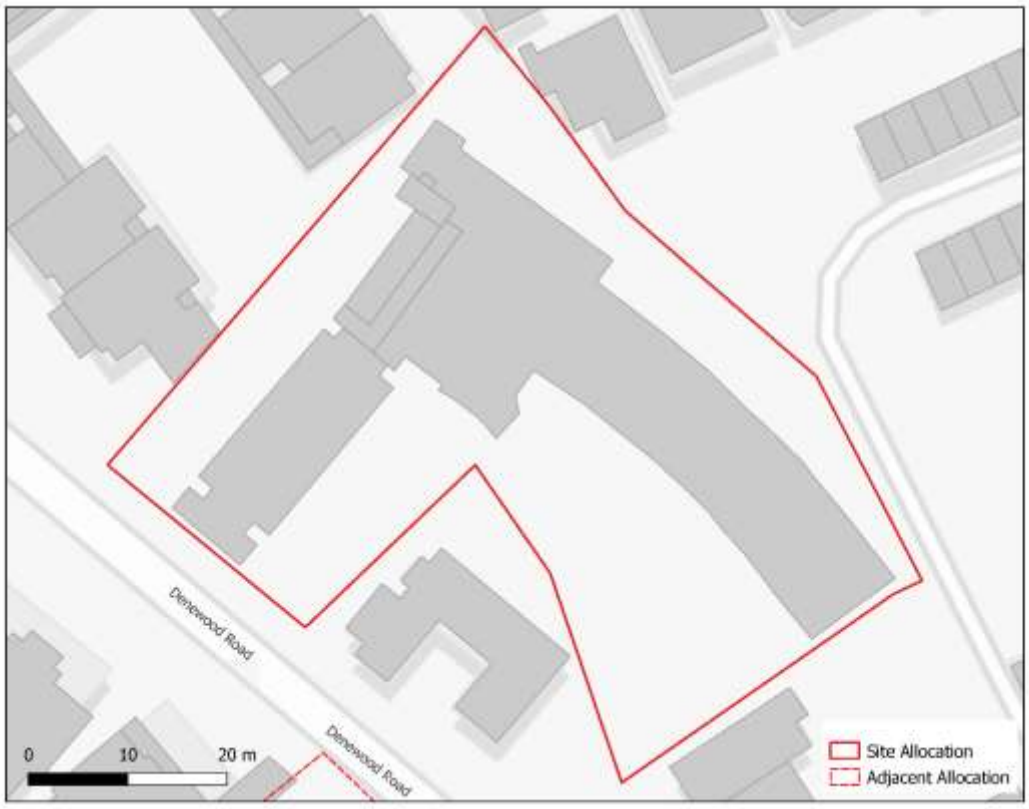
Proposals must preserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

The site lies within a Tier 2 Archaeological Priority Area. The site has potential for significant archaeological finds and an Archaeological Assessment will be required.

Environment and sustainability

The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.
Potential for food growing as part of landscaping improvements.

HG SA11 Former Newstead Nursing Home



Site Information	Details
Address	Former Newstead Nursing Home, Denewood Road, London N6 4AL
Ward	Highgate
Area [ha]	0.28 ha
PTAL [2031]	1b
Planning designations	Highgate Conservation Area
Relevant permissions	HGY/2018/3205, HGY/2024/2168 (under consultation)
Indicative capacities	11 homes
Phasing	2027-2031
Ownership	Private

Proposal

As per the planning permission, the site is suitable for the demolition of existing building and erection of three buildings between two and three storeys in heights to provide 13 residential dwellings, private and communal amenity space.

Masterplanning, engagement and delivery

A masterplan is not required for this site, however proposals should demonstrate meaningful engagement with neighbouring landowners and residents.

Land uses and activities

Existing land use:

- Former Nursing Home

Acceptable land uses:

- Residential, housing for older people and vulnerable people

Movement and public realm

Proposals should preserve the existing character and urban grain of the street by ensuring that new residential development is set back from the pavement, aligning building frontages and front gardens with neighbouring residential properties on Denewood Road.

Built form, character and heritage

Proposals must preserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

Environment and sustainability

Proposals should ensure no net loss of existing trees

HG SA12: 44-46 Hampstead Lane



Site Information	Details
Address	44-46 Hamspstead Lane, London N6 4LL
Ward	Highgate
Area [ha]	0.38 ha
PTAL [2031]	1b
Planning designations	Highgate Conservation Area Tier 2 Archaeological Priority Area
Relevant permissions	HGY/2022/2731
Indicative capacities	66 bed care home
Phasing	2027-2031
Ownership	Private

Proposal

Demolition of residential dwellings to provide a new care home.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Land uses and activities

Existing land use:

- Residential

Acceptable land uses:

- Class C2 care home

Movement and public realm

Proposals should respect the character and rhythm of existing streets, aligning with building frontages and front gardens on neighbouring plots.

Built form, character and heritage

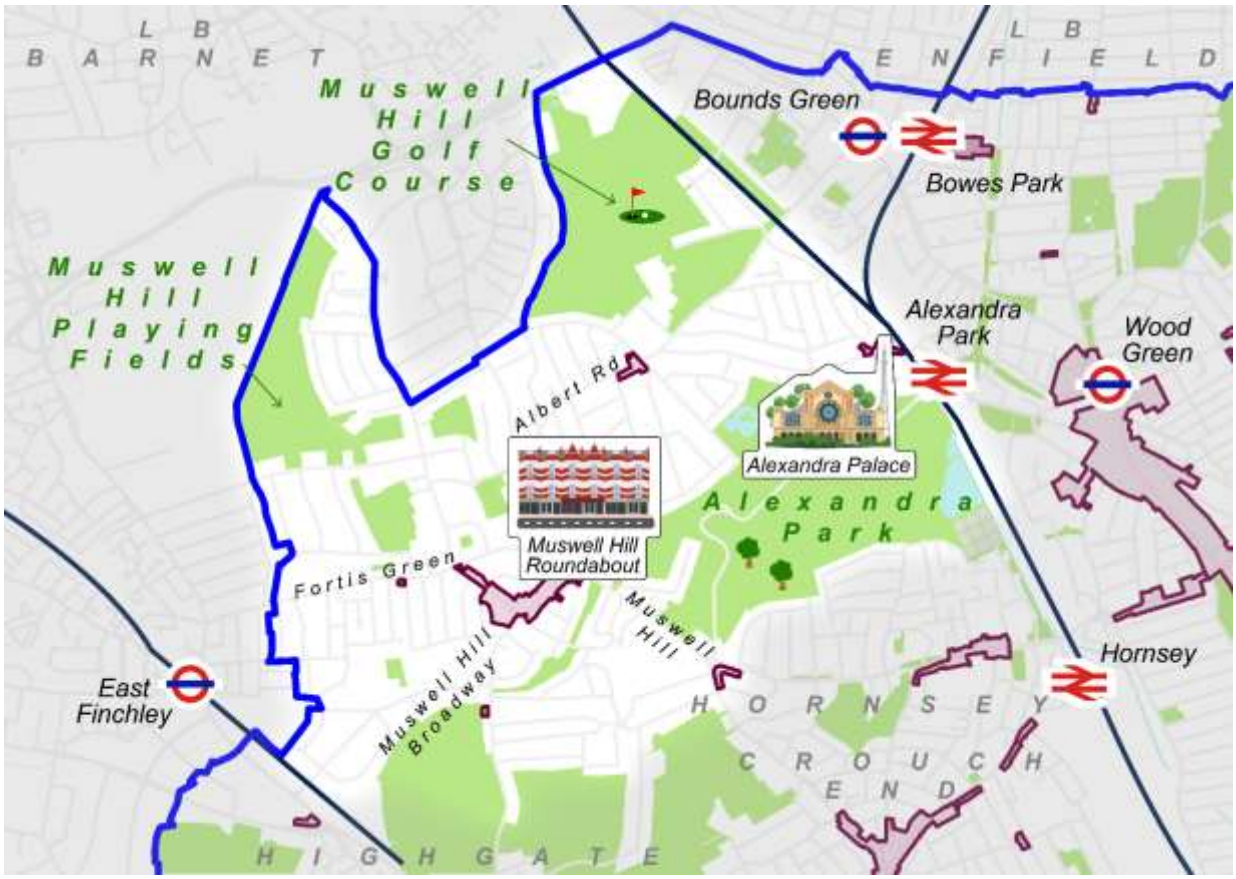
Proposals must preserve, and where possible enhance, the character of the Highgate Conservation Area and its setting

The site lies within a Tier 2 Archaeological Priority Area and has potential for significant archaeological finds. Archaeological Assessments will be required.

Environment and sustainability

Replacement trees must be delivered in line with the extant permission to mitigate the loss of significant trees at the rear of the site and a small group of trees at the front of the site.

17. Muswell Hill Neighbourhood



Neighbourhood Context

Location

17.01 A historic neighbourhood located in the north-west of the borough of Haringey, Muswell Hill is one of the highest points in London. Sitting at around 105-110m above sea level, the area forms the eastern part of London's 'Northern Heights' and has long been renowned for its fine views over the capital. Neighbouring areas include Highgate, Hornsey and Crouch End to the south, and Bounds Green and Wood Green to the east. Muswell Hill also shares a borough boundary with the London Borough of Barnet, with the neighbourhood of East Finchley situated to the west. Southgate and Friern Barnet also lie to the north, largely beyond the North Circular which physically divides the two areas.

History

17.02 The earliest records of settlement in the area date from the 12th century when the Bishop of London granted the land to an order of nuns and a chapel was built on the site named 'Our Lady of Muswell'. The name *Muswell* is believed to originate from a natural spring or well (the "Mossy Well"). The River Moselle, which has its source in Muswell Hill and Highgate, derives its name from the neighbourhood.

17.03 It was not until the end of the 19th century that Muswell Hill started to change from a village to a denser, suburban pattern. This was spurred by the opening in 1873 of Alexandra Palace. Development was further driven by the arrival of the branchline railway in the 1870s, which provided connecting services to Finsbury Park and Kings Cross stations for commuters.

17.04 Most of the town centre was created between the mid-1890s and the start of the First World War. The current street pattern was set out in the early 20th century when elegant Edwardian retail parades and connecting residential streets were constructed.

Economy & Town Centres

17.05 The main centre in the neighbourhood is Muswell Hill District Centre which has a vibrant shopping scene concentrated along Fortis Green Road and Muswell Hill Broadway. Independent boutique traders are mixed with well-known brands, artisanal delis, as well as thriving cafes and gastropubs that provide plenty of choice for locals and visitors alike.

17.06 The neighbourhood boasts numerous local events which help to foster a sense of community and belonging. Farmers' markets, community fairs and cultural festivals, including year-round events at Alexandra Palace, are just a few examples of the activities that bring residents together as well as drawing visitors to the area. The grade II listed art deco Everyman cinema provides another exceptional leisure attraction for locals.

17.07 There are potential opportunities to further improve the public realm and overall pedestrian and shopping experience through the activation of and improvements to the rear mews of the main high street.

Connectivity

17.08 Muswell Hill is less connected than other neighbourhoods in the borough, with no underground stations located in the neighbourhood. The closest rail transport node is Alexandra Palace railway station, located to the east of Alexandra Park on the eastern boundary of the neighbourhood.

17.09 Public transport is mostly provided through several bus routes which connect Muswell Hill to Wood Green, Finsbury Park and into central London.

17.10 The Broadway is heavily trafficked, especially around Muswell Hill Roundabout where a bus terminal is located. The roundabout, once the site of the village pond, is an important and historic focal point at the junction of five main roads, but now dominated by traffic and parked buses.

Landmarks, culture and heritage

17.11 The neighbourhood is home to the iconic Alexandra Palace, designed as the ‘people’s palace’ to provide entertainment and recreation for the masses. In 1900 an Act of

Parliament placed the Place and associated park in public ownership so it could remain a palace of public resort and recreation forever. Today the palace and park are run by a charity and welcome millions of visitors each year.

17.12 Muswell Hill is a notably intact example of an Edwardian suburban development. The town centre is based on roads that form three sides of a square: Fortis Green Road, Muswell Hill Broadway and the extension of the Broadway into Colney Hatch Lane. At each junction is a church: United Reformed, Church of England, Methodist, and Roman Catholic.

17.13 The neighbourhood's townscape is very influenced by the distinctive local topography, with curved streets following the contour lines of the hill, producing a varied street scene and longer distance views. Muswell Hill is home to the only Strategic View of St Paul's cathedral in the borough, which is viewed from the terrace at Alexandra Palace.

17.14 Today, the neighbourhood has three Conservation Areas. The District Centre and residential streets to the north, fall within Muswell Hill Conservation Area. Alexandra Palace and Park falls within the Alexandra Palace and Park Conservation Area, and the Rookfield Conservation Area covers the Rookfield estate – a distinctive suburban Edwardian estate.

Green & Blue Infrastructure

17.15 The neighbourhood has significant expanses of open land to the north, east, south and west in the form of Muswell Hill Golf Course, Alexandra Palace Park, Highgate Wood and Coldfall Wood. The latter three are publicly accessible and provide significant amenity and support high levels of biodiversity. However, with the exception of Parkland Walk, the heavily urbanised centre of the neighbourhood lacks publicly accessible green space. Muswell Hill District Centre contains only very limited areas of open space.

17.16 There are no street trees on the main shopping streets in the neighbourbood but there are large mature street trees along the principal roads leading to and from the centre: Muswell Hill Road, Colney Hatch Lane, Tetherdown, Pages Lane and Fortis Green. Most of the residential streets have street trees, principally London planes, many of which were planted when the streets were laid out, and front garden hedges and shrubs that contribute to a generally green setting.

Muswell Hill Vision

Muswell Hill in 2042 will be enhanced as a flourishing historic Edwardian neighbourhood and its heritage assets and fine views over London will have been preserved and further celebrated.

New development will have been shaped by local communities, businesses and other stakeholders.

Muswell Hill District Centre will continue to be a vibrant place with a strong sense of community with well-supported independent businesses that meet the everyday needs of local people. Opportunities will have been taken to deliver pedestrian friendly mews developments and to enhance and restore traditional shop fronts and shopping parades along Muswell Hill Broadway and Fortis Green Road. Vehicular dominance will have been reduced in the centre and greater priority given to the pedestrian and cyclists reducing congestion and improving air quality and accessibility.

Conservation-led placemaking will have celebrated local identity by reflecting Muswell Hill's rich history and diverse communities in the public realm, enhancing a sense of place and belonging.

Development will have reinforced the green character of Muswell Hill by delivering additional greening including in key locations such as the District Centre. A collaborative approach will have been taken to enhancing green spaces and connections to them so the whole community can enjoy their amenity.

Alexandra Palace will have further strengthened its position as a landmark heritage asset and a leisure and cultural venue of national importance. The historic park and palace will be well preserved and the Grade II listed palace building will have been removed from Historic England's 'heritage at risk' register. Wayfinding will be improved between Alexandra Palace and key locations such as Wood Green.

Policy MHN1: Muswell Hill Neighbourhood

A. The Council will support development proposals which contribute to the Muswell Hill Vision.

B. The neighbourhood will deliver at least 250 new homes over the plan period and an uplift in jobs, with development prioritised within the following Placemaking Focus Areas:

Enhance
Muswell Hill District Centre (East)
St James' Church Junction
Pinkham Way

C. Muswell Hill's rich built heritage should be preserved, enhanced and celebrated. To achieve this, proposals should:
   (1) preserve and enhance the established positive character of Muswell Hill's historic streets and landscapes;
   (2) adopt a proactive approach to securing the long-term future of Alexandra Palace.

D. Proposals should enhance the Alexandra Park Cultural Quarter as a unique historic, cultural and leisure destination through a sustainable, heritage-led approach to new development.

E. Development should protect, enhance and celebrate the strategic view from Alexandra Palace to St Paul's Cathedral as well as both designated and non-designated local views.

F. Ground floor conversions from commercial to residential use in Muswell Hill District Centre will be resisted.

G. Development proposals should reinforce Muswell Hill's green character and contribute to a clear, well-designed and managed public realm network, enhancing strategic connections to surrounding green spaces and providing accessible and visible pedestrian connections to the Parkland Walk.

H. Development proposals should deliver and contribute to strategic improvements in connectivity. These include:
   (1) improved north/south connections between Highgate and Muswell Hill;
   (2) enhanced cycle routes throughout the District Centre; and
   (3) safer and easier pedestrian and cycle crossings round Muswell Hill roundabout.

Supporting text

Placemaking strategy

17.17 Muswell Hill is a culturally and architecturally rich neighbourhood, with distinctive topography providing fine views over London and vibrant independent businesses clustered around Muswell Hill Broadway and Fortis Green Road. This chapter sets out a clear and holistic vision to protect and enhance the neighbourhood's special character and culture. New development will strengthen and not detract from the neighbourhood's identity with most new homes being accommodated in accessible and connected areas within, or Close to, Muswell Hill District Centre.

Built heritage and views

17.18 Muswell Hill has a high concentration of buildings and landscapes with heritage significance and most of the neighbourhood falls within one of five Conservation Areas. Alexandra Palace is grade II listed and is a historic London landmark and cultural asset. Proposals should take a conservation-led approach to placemaking, in accordance with local Conservation Area Appraisal and Management Plans. Proposals should preserve and enhance the established positive character of Muswell Hill's historic streets and landscapes. The Council will take a proactive approach to securing the long-term future of Alexandra Palace, having regard to its current position on Historic England's Heritage at Risk Register.

17.19 While Muswell Hill's rich historic built environment presents constraints on new development, it also provides some opportunities and the Council will support proposals where they respect the character and context of the area, in accordance with relevant conservation and design policies. Opportunities are identified in the District Centre to deliver high-quality mews style developments that enhance local character whilst delivering new homes and uses.

17.20 The neighbourhood's historic townscape is influenced by the distinctive local topography, with curved streets following the contour lines, producing a varied street scene combined, in some instances, with longer distance views.

17.21 As the highest point in the borough, and one of the highest in London, the neighbourhood is home to several significant views. New development is expected to protect local views and enhance viewing locations to improve enjoyment of, and inclusive access to, these historic local views.

Town Centres

17.22 The vibrancy of the District Centre and the multitude of services, facilities, and experiences it provides make a significant contribution to the area's character, including to the historic character of the Muswell Hill Conservation Area. Muswell Hill's historic shopping parades blend a mix of Edwardian architectural styles and details to create impressively long and architecturally cohesive street frontages. It is important that these are protected and where possible enhanced. In some locations the heritage significance of the original shop fronts has been harmed through more

recent poor-quality shop fronts which have obscured original features and eroded the unity and consistency of the shopping parade. Where shop fronts have retained original components, they make a strong contribution to the architectural character and urban design quality of the street scene. Proposals incorporating traditional shop fronts that enhance existing street character and restore original features will be supported.

17.23 Ground floor conversions from commercial to residential use in Muswell Hill's local centre will be resisted. as town centre uses contribute positively to the character of the Conservation Area, support the local economy and help meet the day-to-day needs of the community.

Public realm and green & blue infrastructure

17.24 A key focus in the Muswell Hill neighbourhood is to reinforce its green character and deliver a clear, well-designed and managed public realm network. The shopping parades in Muswell Hill's town centre are notably lacking in street trees. To reduce the urban heat island effect and improve air quality, all new public realm and improvements to existing public realm should incorporate greenery and street trees wherever possible, creating new local 'green links' and 'pocket parks'. Much of the open space in the neighbourhood is on the edges of the neighbourhood therefore opportunities should be taken to provide more accessible and visible pedestrian connections to the Parkland Walk which runs through the centre of the neighbourhood and to enhance routes more generally to the many excellent but more peripheral green spaces.

Connectivity

17.25 A priority for this neighbourhood is to improve pedestrian and cyclist safety and reduce air pollution in the District Centre. Proposals should support and have regard to the Council's Walking and Cycling Action Plan which sets out future planned improvements to walking and cycling routes in the neighbourhood, including along Muswell Hill Road.

Policy MHN2: Alexandra Park and Palce Cultural Quarter

A. The Alexandra Park and Palace Cultural Quarter will be enhanced as a unique historic and cultural destination through a sustainable, heritage-led approach to new development that strengthens its positive economic, cultural and creative contribution to the borough. To achieve this, development proposals within it should:
   (1) Support and enhance the cultural, heritage, nature and leisure functions of Alexandra Park and Palace.
   (2) Be sensitively designed to preserve and enhance the Grade II listed Alexandra Park and Palace and its setting.
   (3) Deliver an appropriate mix of uses that reinforce the area's role as a regional and national cultural and visitor destination.
   (4) Maximise opportunities for cultural production and consumption
   (5) Enhance green infrastructure and biodiversity, maintaining Alexandra Park as a vital green space for Haringey and London.
   (6) Improve accessibility and connectivity, including public transport, pedestrian and cycle links to Wood Green, Muswell Hill and surrounding areas.
   (7) Contribute to the delivery of a high-quality public realm that reflects the historic and cultural significance of the area and supports inclusive and diverse outdoor cultural programming and outreach.

Supporting text

17.26 The Alexandra Park and Palace Cultural Quarter is centred around Alexandra Palace and its surrounding parkland, a landmark destination of regional and national significance. The Council supports the Alexandra Park and Palace Charitable Trust's 10-year vision (2023–2033) to secure the long-term sustainability of the site as a leading cultural, heritage and leisure destination.

Alexandra Park and Palace Vision and Goals

The Trust's vision is built around the following themes:

- **Sustainability at the Core:** Promoting environmental and financial sustainability, including climate resilience and reduced reliance on public utilities.
- **Heritage and Restoration:** Protecting and restoring heritage assets, including bringing derelict spaces back into use (29% of the Palace building remains derelict)
- **Green Infrastructure:** Enhancing biodiversity and safeguarding Alexandra Park as a vital green space.

- **Community Engagement:** Inspiring and engaging diverse communities through inclusive programming, providing a range of opportunities for people to enhance their wellbeing
- **Innovation and Collaboration:** Partnering with research institutions, universities, creatives, artists and community organisations, acting as a convenor and catalyst for creative partnerships in the Borough.
- **Learning and Skills Development:** Supporting lifelong learning and career development through real-world, creative, and heritage-focused skills training
- **Cultural Destination:** Expanding cultural production and consumption to establish a year-round heritage and entertainment destination.
- **Economic and Social Impact:** Supporting jobs and enterprise to strengthen the local and London-wide economy.
- **Resilience and Adaptability:** Ensuring agility in response to changing conditions.
  Inclusive Access: Improving physical and digital access for all visitors.
- **Unified Identity and Cause:** Creating a compelling narrative to unify stakeholders and boost fundraising.

17.27 Development proposals must contribute to this vision by enhancing the area's cultural offer and improving the visitor experience. This includes the creation of long-term partnerships and tenancies which align and contribute to the charity's vision, to advance well-being and learning in North London through engagement with cultural programming, green space and heritage.

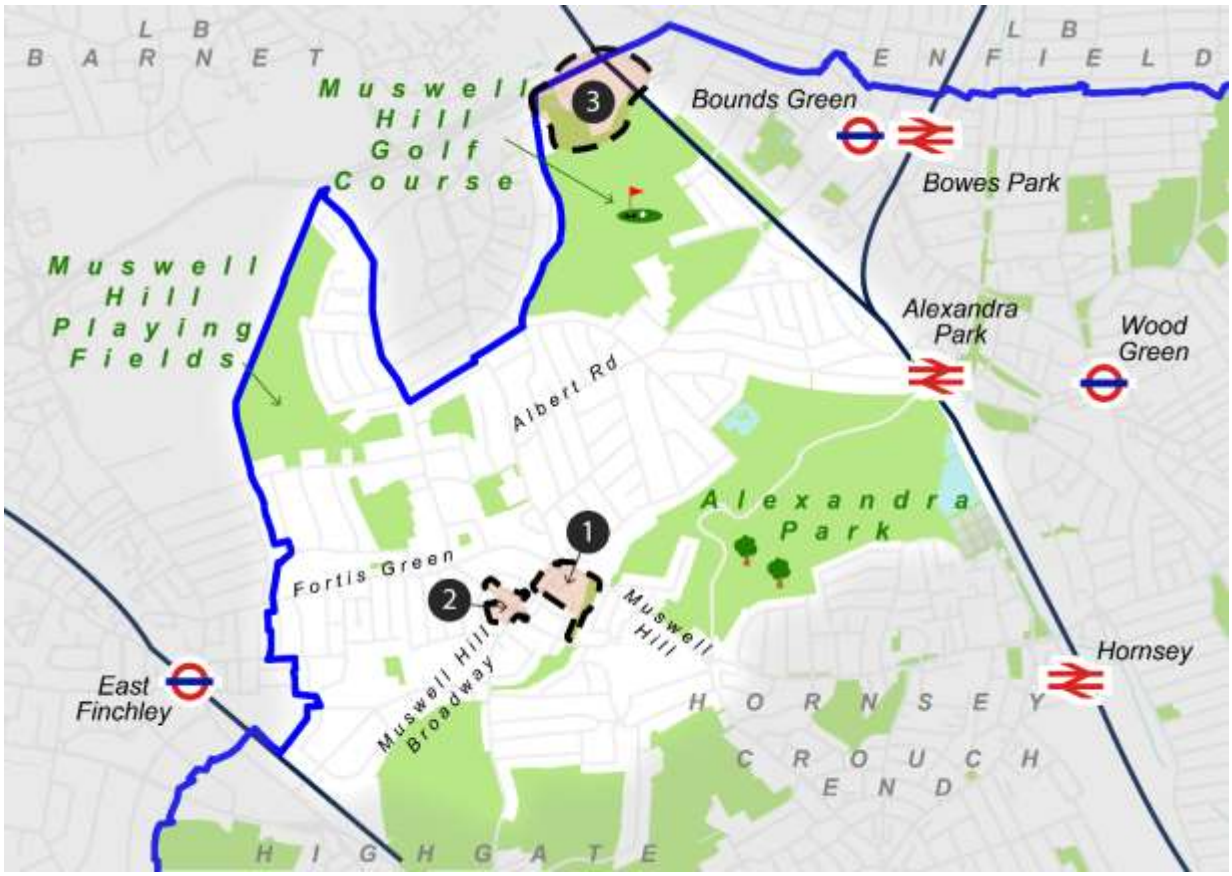
17.28 The Council recognises the importance of Alexandra Palace as a working heritage asset and will support development that sustains and enhances its use, creates new sustainable revenue streams to raise funds needed to maintain the site, while ensuring that the historic character and openness of the parkland is preserved. Proposals should be informed by the Alexandra Palace Conservation Management Plan, associated Gazeteer and relevant heritage guidance.

17.29 Improved access and connectivity are key to realising the area's potential. Development should contribute to better public transport, pedestrian and cycle links, particularly to Wood Green and Muswell Hill, and support inclusive access for all visitors.

17.30 The public realm should be designed to accommodate cultural events and outdoor programming, reinforcing the area's identity as a cultural quarter. Development must also ensure that new uses are compatible with existing cultural, heritage and leisure activities, applying the Agent of Change principle to avoid conflicts.

17.31 The Council will resist proposals that undermine the cultural, heritage or leisure functions of the area.

Placemaking Focus Areas



1. Muswell Hill District Centre (East)
2. St James' Church Junction
3. Pinkham Way

MH PFA1 – Muswell Hill District Centre (East)



Strategy

17.32 This eastern part of Muswell Hill District Centre will be enhanced through new development on back land sites to Muswell Hill Broadway, expanding and supporting the District Centre at ground floor while providing new homes above. This will take the form of a vibrant network of mews that adds to local character and enhances Muswell Hill Conservation Area. Public access to green space will be improved, including improved access and wayfinding to the Parkland Walk and Alexandra Palace. Muswell Hill Broadway will be enhanced by restoring the continuity of traditional shop fronts and parades and creating a more 'pedestrian-friendly' town centre. More street trees, soft landscaping and outdoor seating will be provided in the public realm to enhance green character and climate resilience.

17.33 The heritage significance of the area will be celebrated through taking a conservation-led approach to public realm improvements, working collaboratively with community stakeholders to embed a sense of place and local identity while preserving and enhancing the character of the Conservation Area.

17.34 This strategy will be implemented through adherence to Policy MHN1, the site allocations outlined below, and the following initiatives:

- Enhancing and restoring traditional shop fronts along Muswell Hill Broadway, particularly numbers 120-140;
- Revitalising Avenue Mews, providing mixed-use infill development with affordable workspace, community and town centre uses, alongside public realm improvements;
- Replacing surface carparks with enhanced mixed-use town centre mews development, retaining community uses where they already exist;
- Improving access and wayfinding to Parkland Walk;
- Improving wayfinding to Alexandra Palace and Park;
- Exploring the potential relocation of the roundabout bus station and improving pedestrian crossings from and to it;
- Increasing shared surface and pedestrianised zones as part of new development;
- Working with local artists and community groups to create community-led public art that celebrates Muswell Hill's cultural heritage and sense of identity; and
- Providing more street trees, soft landscaping and outdoor seating in the public realm to build climate resilience.
- Taking steps to reduce air pollution. The PFA is within an Air Quality Focus Area.

Site Allocations in MHPFA1

MH SA01: Summerland Gardens Car Park



Site Information	Details
Address	Summerland Gardens Car Park, Muswell Hill, London N10 3QN
Area [ha]	1.1ha
PTAL [2031]	4
Planning designations	Muswell Hill Conservation Area Adjacent to Parkland Walk nature reserve Muswell Hill District Centre Critical Drainage Area Tier 2 Archaeological Priority Area
Relevant permissions	None
Indicative capacities	50 homes, 1,000sqm Class E (GIA)
Phasing	2032-2036
Ownership	Public and Private

Proposal

There is potential on the surface car park for the creation of new pedestrianised mixed-use mews development with town centre uses at ground floor and residential

accommodation above. The existing community centre and associated gardens should be retained.

Masterplanning, engagement and delivery

A masterplan is required for this site.

Applicants should demonstrate proactive early engagement with local stakeholders including:

- Local businesses including the gym, supermarket and retail businesses within the allocation
- Muswell Hill Centre community centre
- Friends of the Parkland Walk
- Neighbouring landowners

Land uses and activities

Existing land uses:

- Council owned surface car park
- Community centre
- Gym
- Marks & Spencer supermarket and various ground floor town centres on Muswell Hill Broadway

Acceptable land uses are:

- Residential (Class C3)
- Town centre and employment uses (Class E)
- Community and cultural uses

Built form, character and heritage

- New development to the rear carpark site should be subservient in height to the buildings on Muswell Hill Broadway, creating a new mews and yards that preserve and enhance the character of the Conservation Area.
- Existing shop fronts at nos. 120-140 Muswell Hill Broadway have been negatively impacted by previous inappropriate extensions and additions. Opportunities should be taken to improve the shop fronts to preserve and enhance the character of the Conservation Area.
- The site lies within a Tier 2 Archaeological Priority Area. The site has potential for significant archaeological finds. Archaeological Assessments will be required.

Movement and Public Realm

Proposals should consider the need to retain some level of general needs car parking

Proposals should enhance the overall quality of the public realm so it contributes positively to the Conservation Area and should also enhance wayfinding and improve access to Parkland Walk through the site

Environment and Sustainability

- Proposals should provide a new publicly accessible green space and protect and enhance the nature conservation value of the adjacent SINC
- The site is within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

MH SA02: 107 Avenue Mews



Site Information	Details
Address	107 Avenue Mews, Muswell Hill, London N10 3NN
Area [ha]	0.06ha
PTAL [2031]	4
Planning designations	Muswell Hill Conservation Area Muswell Hill District Centre Muswell Hill Library Grade II Listed Building Tier 2 Archaeological Priority Area
Relevant permissions	None
Indicative capacities	5 homes, 80sqm Class E (GIA)
Phasing	2027-2031
Ownership	Public and Private

Proposal

The site is suitable for mixed-use infill development providing affordable workspace, community and town centre uses, alongside new homes and public realm improvements.

Masterplanning, engagement and delivery

A masterplan is not required for this site, however proposals should demonstrate meaningful engagement with Muswell Hill Library, local businesses, landowners and residents

Land uses and activities

Existing land use:

- Vacant land on Avenue Mews to rear of Muswell Hill Library

Acceptable land uses are:

- Town Centre and Employment (Class E) Class E (town centre)
- Residential on upper floors (Class C3)
  Community and culture

Built form, character and heritage

- New development in Avenue Mews should be subservient in scale to the buildings on Muswell Hill Broadway, enhancing its character as a mews and yards and preserving the character of the Conservation Area.
- The site lies within an Archaeological Priority Area. The site has potential for significant archaeological finds. Archaeological Assessments will be required.

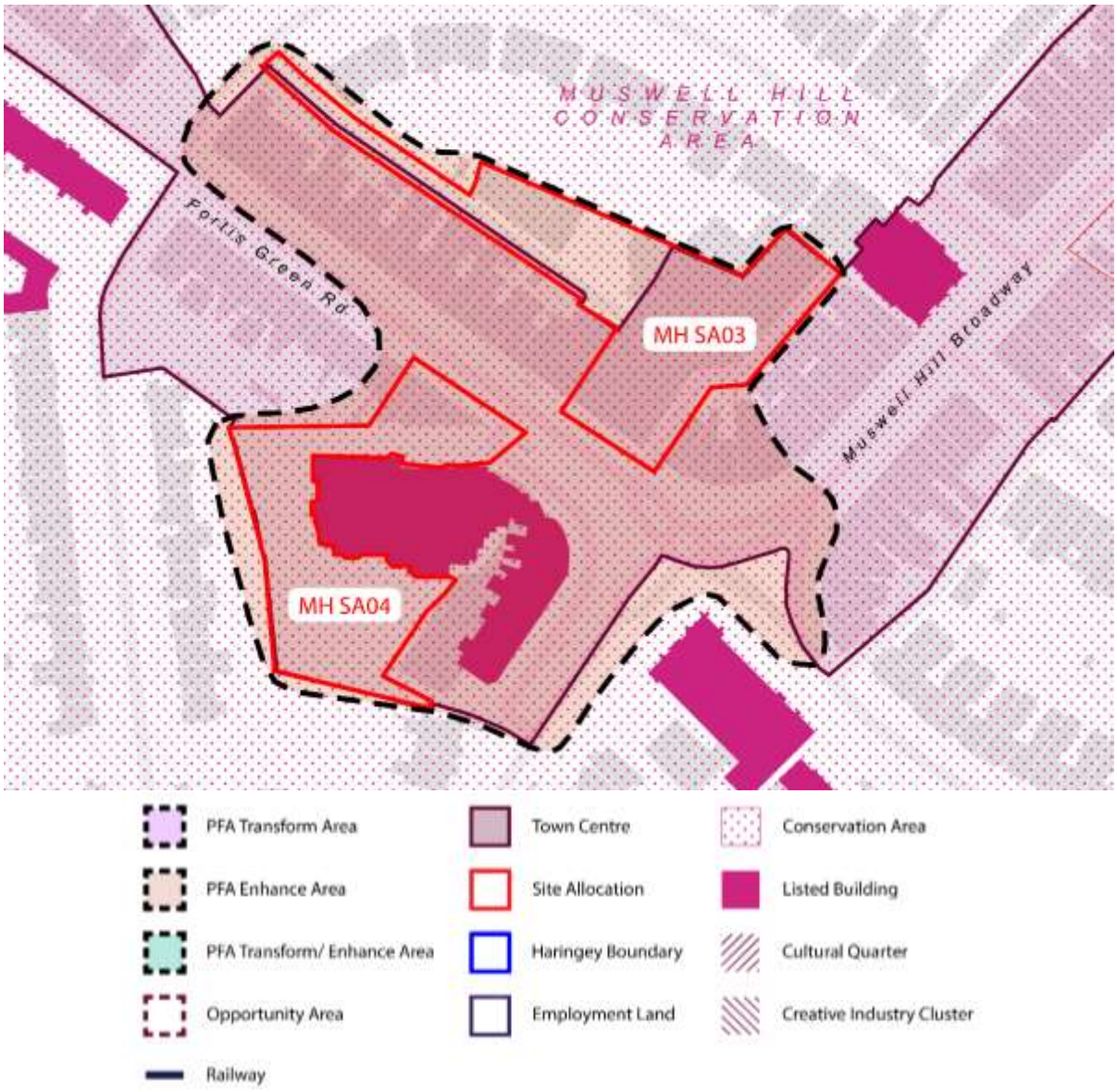
Movement and public realm

- There is potential to create a new public space to the rear of the library.
- Proposals must ensure adequate access for services, waste
- Proposals must enhance safety of pedestrians along Avenue Mews

Environment and sustainability

- Development should protect adjacent mature trees and increase greenery within this urbanised part of Muswell Hill

MH PFA2 – St James' Church Junction



Strategy

17.35 St James' Church junction will be enhanced, improving the public realm network of mews and places located behind the main high streets of Muswell Hill Broadway and Fortis Green Road, removing 'dead ends' and providing continuous active frontages at ground floor level through the local centre.

17.36 Biodiversity will be increased in the public realm, including through providing street trees and soft landscaping in from of the arts cinema, enhancing green character and strengthening climate resilience in the local centre.

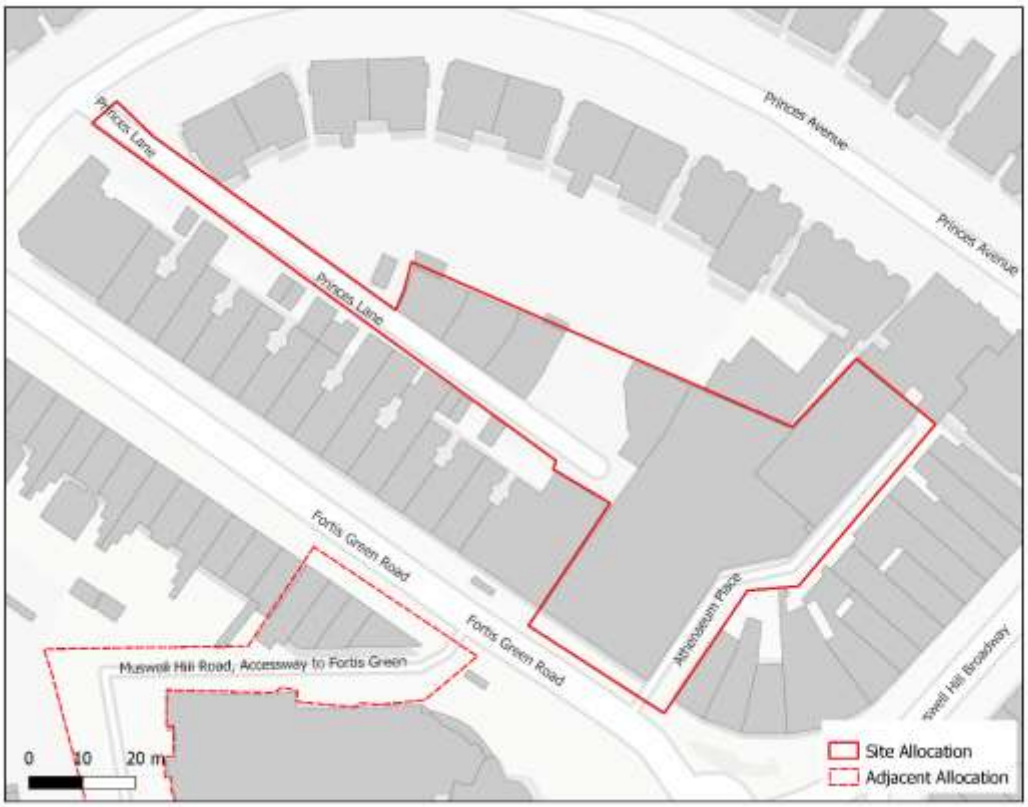
17.37 The special character and historic significance of the Muswell Hill Conservation Area will be preserved and enhanced through restoring and unifying traditional shop fronts on Fortis Green Road.

17.38 This placemaking strategy will be implemented through adherence to Policy MHN1, the site allocations outlined below, and the following initiatives:

- Creating new mixed-use mews development with town centre uses and continuous active frontages at ground floor, delivering new homes while enhancing the vibrancy of the local centre;
- Reducing surface carparks in the town centre, making best use of available land;
- Creating a 'pedestrian-friendly' network of mews development to further enhance the town centre;
- Improving access and wayfinding to Parkland Walk;
- Providing a greener, climate resilient and attractive public realm in front of the cinema and St James' church.
- Restoring and unifying traditional shop fronts on Fortis Green Road

Site Allocations in MHPFA2

MH SA03: Muswell Hill Sainsburys and Princes Lane Mews



Site Information	Details
Address	Princes Lane, Muswell Hill, London N10 3LU
Area [ha]	0.38ha
PTAL [2031]	4
Planning designations	Muswell Hill Conservation Area Muswell Hill District Centre
Relevant permissions	N/A
Indicative capacities	30 homes, 300sqm Class E (GIA)
Phasing	2037-2041
Ownership	Private

Proposal

Potential to deliver additional homes and commercial space on backland making more efficient use of land in this valuable town centre location and providing continuous active frontages and improved public realm.

Masterplanning, engagement and delivery

A masterplan is required for this site.

Early, proactive engagement is required with:

- The supermarket operator
- Adjacent local businesses, including on Princes Mews
- Existing residents, particularly those housed above the supermarket on Fortis Green Road.

Land uses and activities

Existing land use:

- Supermarket with residential above front section on Fortis Green Road
- Employment
- Substation

Acceptable land uses are:

- Employment
- Residential
- Town centre uses

Movement and public realm

- There is potential to significantly improve the 'dead-end' Atheneum Place road which is a detractor to the local area, by creating a through-route with active frontages providing a safer public realm.
- Proposals should provide access to improved amenity for existing residents of the site

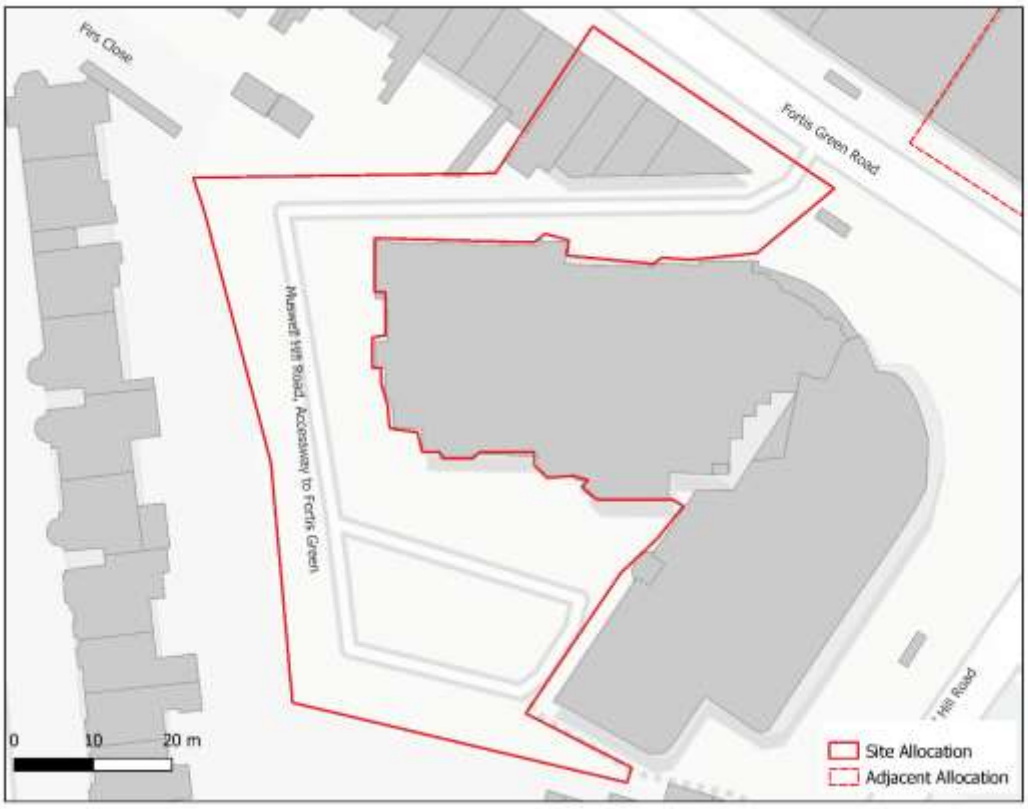
Built form, character and heritage

- Proposals must preserve and, where possible, enhance the character of the Muswell Hill Conservation Area and its setting.
- New development to the rear of the site should be subservient in scale to the buildings along Fortis Green Road.

Environment and sustainability

- Development should deliver additional greening and biodiversity within this heavily urbanised part of Muswell Hill

MH SA04: Muswell Hill Car Park and 5-7 Fortis Green Road



Site Information	Details
Address	105C Muswell Hill Rd, Muswell Hill, London, N10 3HS
Area [ha]	0.3 ha
PTAL [2031]	4
Planning designations	Muswell Hill Conservation Area Muswell Hill District Centre Partially within Flood Zone 3 (Surface Water)
Relevant permissions	N/A
Indicative capacities	15 homes, 450 sqm Class E GIA
Phasing	2032-2036
Ownership	Private

Proposal

Potential to partially replace the existing surface carpark with infill residential development and provide town centre uses at street level along Fortis Green Road, enhancing the existing shopping parade.

Masterplanning, engagement and delivery

A masterplan is required for this site.

Applicants are required to engage proactively with:

- The Everyman cinema
- Local businesses including at 5-7 Fortis Green Road
- Local residents

Land uses and activities

Existing land use:

- Surface level carpark
- Retail, café, takeaway restaurant
- Services access to adjacent cinema

Acceptable land uses include:

- Town centre uses (Class E)
- Residential (Class C3)

Movement and public realm

- There is a lot of hard landscaping in front of the cinema which does not optimise beneficial use of the public realm. More greening and biodiversity should be introduced to mitigate urban heating and provide more sustainable drainage measures in this location.

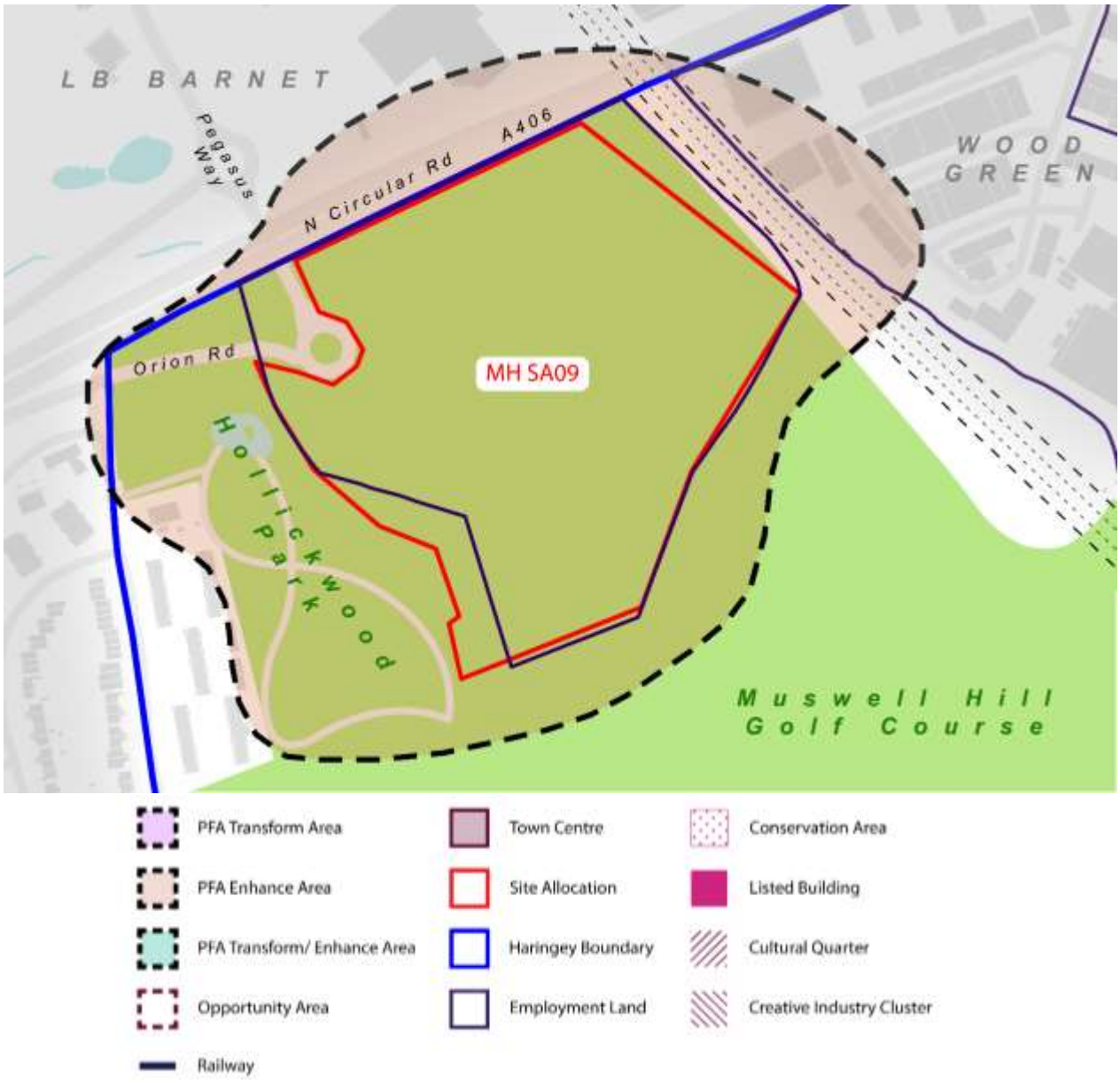
Built form, character and heritage

- Proposals must preserve, and where possible enhance, the character of the Muswell Hill Conservation Area and its setting.
- Proposals must preserve and enhance the character of the Grade II* listed cinema on the adjacent site and its setting
- Proposals should not exceed the height of adjacent properties on Muswell Hill Road

Environment and sustainability

- Public realm improvements should include street trees and provide outdoor seating to support the resilience of the town centre during hot weather.
- A biodiversity net gain is required on the site
- The site is partially within Flood Zone 3 (Surface Water). A Flood Risk Assessment should accompany any planning application.

MH PFA3: Pinkham Way



Strategy

17.39 The Pinkham Way PFA comprises the Former Frier Barnet Sewage Works site allocation, surrounding public realm and Hollickwood Park, with potential to include nature restoration, new and enhanced publicly accessible open space and enhanced north/south connectivity to New Southgate station and the wider neighbourhood.

17.40 It will be enhanced through new waste/employment generating uses to provide additional jobs and contribute to an improved local environment. Given the site's location by the A406, logistics and distribution type floorspace may be appropriate but where such uses are delivered it is expected this will be alongside other types of employment floorspace supporting higher job densities.

17.41 This strategy will be implemented through adherence to Policy MHN1, the site allocation outlined below, and the following initiatives:

- Early, proactive engagement with nearby landowners and other local businesses to identify and pursue opportunities for more comprehensive masterplanned redevelopment that enables greater optimisation of its potential.
    - Key stakeholders include:
        - London Borough of Barnet (who own part of the site)
        - London Borough of Enfield (who are enhancing New Southgate town centre to the north)
        - Businesses in the adjacent Bounds Green Industrial Estate WGPFA9 (refer to Wood Green Neighbourhood Policies for further information)
        - Local residents and communities
- Taking opportunities to enhance and expand the ecological corridor/ Significant Ecological Area alongside the railway line.
- Exploring the potential to deliver nature restoration and deliver new publicly accessible open space
- Prioritising new logistics and distribution floorspace to meet local demand for these uses.
- Contributing to the provision of affordable workspace within the neighbourhood.
- Delivering improvements to walking and cycling access, alongside public realm improvements and north/south connections to New Southgate in Enfield. The A406 currently presents a barrier for pedestrian and cycle connectivity to the north and the railway line prevents connectivity to the east of the PFA. Masterplanned comprehensive redevelopment could facilitate improved north/south connectivity in coordination with the London Borough of Enfield.

Site Allocations in MH PFA3

MH SA05: Former Friern Barnet Sewage Works



Site Information	Details
Address	Former Friern Barnet Sewerage Works, Pinkham Way, N10 2EY
Area [ha]	9.15ha
PTAL [2031]	1
Planning designations	Metropolitan Open Land SINC Grade 1 SINC Grade 2 Partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Water) Historic landfill site Historic sewerage works and water treatment Local Employment Area Priority Area for Waste Management (North London Waste Plan) Adjacent to a Tier 3 Archaeological Priority Area
Relevant permissions	N/A
Indicative capacities	N/A

Phasing	2027-2041
Ownership	Public

Proposal

This site is allocated for employment in the Haringey Local Plan 2017 and is identified as a Priority Area for new waste management facilities in the North London Waste Plan. The site has the potential to accommodate waste and employment generating uses and it is therefore proposed to continue with the existing policy approach. Due to the number of designations affecting it, only a proportion of the overall site area will be suitable for development. Site footprint should be minimised having regard to identified constraints.

The North London Waste Plan sets out that the site may be appropriate for the following waste facility types: recycling, composting (including indoor/in-vessel composting), and waste transfer. The Area Profiles which accompany the North London Waste Plan contain detailed information about environmental and amenity issues facing the site and which would need to be overcome through any planning application.

Masterplanning, engagement and delivery

A masterplan is required for this site which will need to have regard to the North London Waste Plan and address identified development constraints. The site has significant biodiversity value and potential contamination issues therefore development and design must be sensitive and considered.

Early, proactive engagement with local stakeholders is required, including:

- The London Borough of Barnet, who own part of the site
- Local community groups, including the Pinkham Way Alliance
- The London Borough of Enfield, particularly in relation to potential improved north-south connectivity to New Southgate
- Local residents and communities including those who engaged extensively in the preparation of the North London waste Pan

Land uses and activities

Existing land use:

- Vacant land (former sewage treatment works)

Acceptable land uses are:

- Waste management facilities (acceptable typologies are listed in the NLWP)
- Employment (Class E or Class B2/B8)

Movement and public realm

- The site benefits from an existing vehicular access but the local environment is poor for pedestrians and cyclists and development should contribute to its improvement

Built form, character and heritage

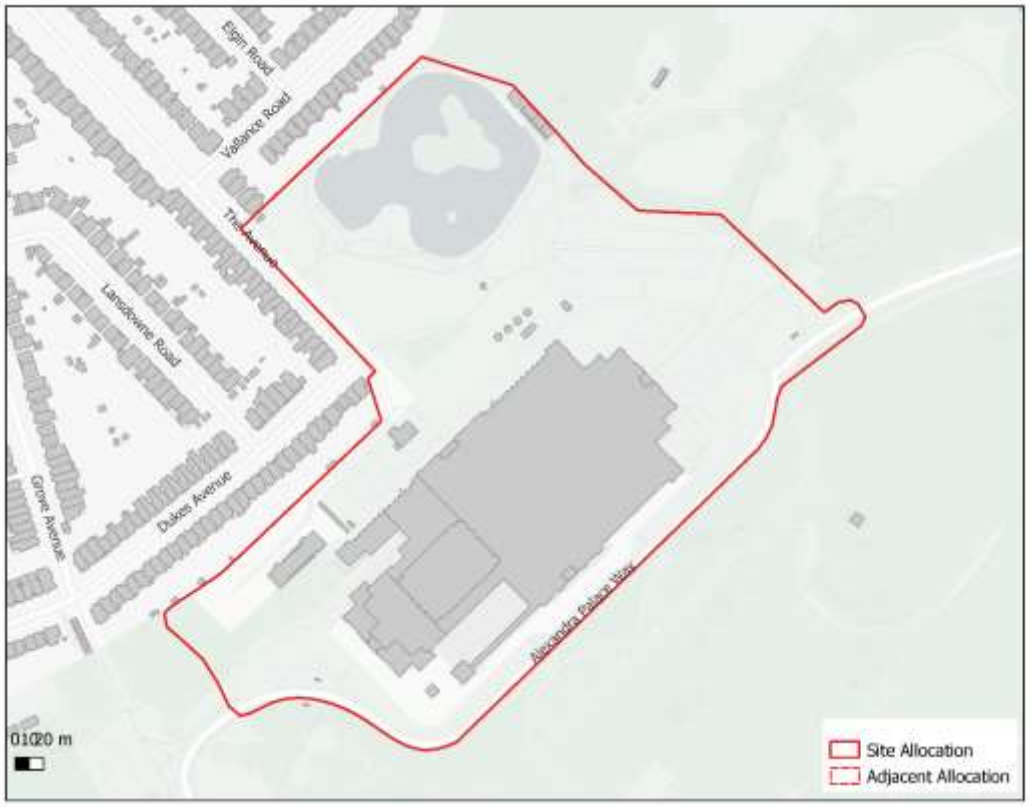
- Development should be of a high-quality design which responds appropriately to the local context.
- The location of new development should take the opportunity to create an appropriate buffer zone between new uses and nearby sensitive receptors, including residential properties.

Environment and sustainability

- Approximately 76% of the site lies within Flood Zone 1, approximately 12% within Flood Zone 2 and approximately 12% within Flood Zone 3a. The location of new development will be assessed against the flood risk criteria of the NPPF and Local Plan policies with the objective of avoiding development on land that is at risk of flooding by directing development away from areas of high risk (whether existing or future). In this regard a site-specific flood risk assessment would be required for any development on this area.
- The north and eastern end of the site has substantially revegetated over time, and has trees and other important habitats. An appropriate ecological survey will be required to identify significant ecological features to retain or replace. Consideration should be given to the designation and management of appropriate areas of habitat to be retained and enhanced.
- Development proposals should protect and enhance the nature conservation value of the area and secure a biodiversity net gain. Net gain should be delivered outside the areas at risk of flooding (Zone 2 and 3), be on land that is not identified as having priority species or habitats. suitably buffered from the ecological corridor to the east of the area, and subject to up-to-date Biodiversity and Wildlife surveys.
- Mitigation measures should include continued habitat connectivity with the adjacent green spaces and ecological corridor along the railway embankment that needs to be retained and enhanced.
- Development should ensure that, wherever possible, existing trees of value are retained in line with Policy G6.
- The site is currently overgrown and non-native invasive species are present. This would need to be removed by a suitably qualified contractor prior to development taking place.
- The land is contaminated and fly tipping is evident – decontamination is required.
- Proposals should preserve and enhance the nature conservation value of the SINC and explore opportunities to deliver new publicly accessible open space

Alexandra Palace & other Site Allocations in Muswell Hill

MH SA06: Alexandra Palace



Site Information	Details
Address	Alexandra Palace, Alexandra Palace Way, London N22 7AY
Area [ha]	11.86 ha
PTAL [2031]	1-2
Planning designations	Alexandra Palace Conservation Area Metropolitan Open Land SINC Borough Grade I Local Nature Reserve (part) Grade II Listed Building (Alexandra Palace) Grade II Listed Park and Garden of Special Historic Interest (Alexandra Park) Strategic Viewing Corridor Partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Water) Critical Drainage Area Tier 2 Archaeological Priority Area
Relevant permissions	N/A

Indicative capacities	N/A
Phasing	2026-2041
Ownership	Public

Proposal

Alexandra Palace is a landmark building and destination of national significance with panoramic views over both the borough and Haringey. It will be enhanced as a unique historic and cultural entertainment venue through a sustainable, heritage-led approach. This will help support it to play a key part in Haringey being London Borough of Culture in 2027 and to continue its long history for hosting large-scale concerts and shows, world-class cultural and sporting events, exhibitions, festivals, theatre, ice skating, and more.

Proposals for Alexandra Palace and its surrounding parkland should support the long-term legacy of the estate through:

- building climate resilience, including by:
  - Maximising opportunities to transition to renewable energy generation;
- safeguarding a 'green lung' for London, including by:
  - Supporting nature conservation;
- protecting heritage assets, including by:
  - Prioritising conservation and infrastructure repair, using sustainable methods
- restoring derelict spaces, including by:
  - Adopting an adaptive reuse approach to restoration, bringing underused spaces back into use;
- providing inclusive entertainment & culture for all, including by:
  - Supporting artists to showcase their talents and reach new and diverse audiences;
- protecting the Alexandra Palace archives and sharing local stories in innovative ways, including by:
  - Delivering new, environmentally sustainable archive facilities and enabling access to wider range of people;
- providing facilities that support creative engagement events and workshops; and
- creating a great place to work by providing an inclusive working environment.

Masterplanning, engagement and delivery

Subject to the level of development proposed, a masterplan may be required for this site.

Land uses and activities

Existing land uses:

- Entertainment, leisure and cultural venue
- Historic park

Acceptable land uses are:

- Cultural use
- Leisure uses
- Community uses
- Complementary commercial uses

Specific opportunities include:

- Renovating the northeast corner of the Palace for office, workspace or community and related uses.
- Retrofitting interventions to reduce the estate's impact on the environment and reducing reliance on fossil fuels
- Renewing and upgrading existing community-led spaces, to enhance learning experiences and skills development opportunities
- Enhancements and improvements to existing food and beverage facilities where this complements the original structure, and opportunities for new facilities within the eastern end of the building
- The historic BBC offices have extant permission to be bought back to use as a visitor experience; revised proposals to enhance this to include a combination of publicly accessible space and commercial studio space and related uses to ensure their renovation and long-term financial sustainability would be appropriate.
- The south-western tented structure (the Panorama Room) needs replacement – there is potential to secure the future of the space via a sensitive but modern replacement that reflects the existing design and uses appropriate materials
- There is flexibility for provision of further complementary uses and enabling development within the western part of the site. This includes visitor and leisure facilities which could help deliver financially sustainable uses.
- The existing vacant building in the park's southeastern corner is previously developed land and there is opportunity for refurbishment or replacement structures, subject to the Council's Metropolitan Open Land policy

Movement and public realm

- Proposals should support improved accessibility to Alexandra Park and Palace.

Built form, character and heritage

- The park and main building are Grade II listed. Proposals must ensure a heritage-led approach that preserves and enhances the historic significance of the heritage assets and their setting. Alterations or new development should be sensitively designed and should not harm the historic fabric of existing buildings.
- The height and form of any new enabling development to the main building should be subordinate to the original façade and contained within the existing structure.
- The site lies within an Archaeological Priority Area. The site has potential for significant archaeological finds. Archaeological Assessments will be required.

Environment and sustainability

- The site is partially within Flood Zone 2 and Flood Zone 3 (Fluvial and Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.
- The site lies partially in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

MH SA07: Muswell Hill telephone exchange



Site Information	Details
Address	6-8 Grand Avenue, Muswell Hill, London N10 3AY
Area [ha]	0.26ha
PTAL [2031]	2
Planning designations	Muswell Hill Conservation Area
Relevant permissions	N/A
Indicative capacities	15 homes
Phasing	2032-2036
Ownership	Private

Proposal

This former telephone exchange building is suitable for conversion to residential development with potential for modest extensions to create additional accommodation.

Masterplanning, engagement and delivery

A masterplan is not required for this site. Proposals should demonstrate meaningful engagement with neighbouring residents.

Land uses and activities

Existing land use:

- Former telephone exchange

Acceptable land uses are:

- Employment
- Residential (Class C3)

Movement and public realm

The site is accessed from Grand Avenue.

Built form, character and heritage

The building should be sensitively converted to new residential accommodation with potential for modest extension. Proposals must preserve, and where possible enhance, the character of the Muswell Hill Conservation Area and its setting.

Environment and sustainability

Development should protect existing trees within and adjacent to the site and deliver further greening to further complement local character.

MH SA08: Royal British Legion Hall



Site Information	Details
Address	Royal British Legion Hall, Muswell Hill Rd, Muswell Hill, London N10 3NG
Area [ha]	0.32 ha
PTAL [2031]	2
Planning designations	Muswell Hill Conservation Area Critical Drainage Area
Relevant permissions	N/A
Indicative capacities	20 homes plus replacement community facility
Phasing	2032-2041
Ownership	Private

Proposal

The site is suitable for new residential development alongside re-provision and enhancement of the existing community facility.

Masterplanning, engagement and delivery

A masterplan is not required for this site. Proposals should demonstrate meaningful engagement with neighbouring residents.

Land uses and activities

Existing land use:

- Community facility

Acceptable land uses are:

- Community/cultural uses
    - Existing community uses should be re-provided as part of any residential proposal
- Residential (Class C3)
- Older person's accommodation (Class C2)

Movement and public realm

It must be demonstrated that safe and suitable access can be secured to the site for pedestrians, cyclists and vehicles.

Built form, character and heritage

- Proposals must preserve, and where possible enhance, the character of the Muswell Hill Conservation Area and its setting
- Height, scale and massing must respect the local context including surrounding residential properties

Environment and sustainability

- Development must protect existing mature trees on and adjacent to the site
- The site is within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

MH SA09: Farrer Mews



Site Information	Details
Address	Farrer Mews, London N8 8NE
Area [ha]	0.74ha
PTAL [2031]	2
Planning designations	Adjacent to Conservation Area Local Centre (Priory Road and Park Road) Adjacent to Archaeological Priority Area Partially within Flood Zone 3 (Surface Water) Critical Drainage Area Priory Road & Park Road Local Centre
Relevant permissions	None
Indicative capacities	15 homes, 500 sqm GIA employment
Phasing	2032-2041
Ownership	Public and Private

Proposal

Enhance the Priory Road and Park Road local centre through retention of existing shopping parade and residential above on the main high streets with improved public realm incorporating street trees and soft landscaping. Replacement of low-

rise garages and temporary structures along Farrer Mews with high-quality residential infill and public realm improvements throughout the mews, providing shared surface landscaping and improving the pedestrian experience through the mews. New development in the mews should be subservient in scale and height to the main buildings on Park Road and Priory Road.

Masterplanning, engagement and delivery

A masterplan is required for this site.

Land uses and activities

Existing land use:

- Town centre
- Residential
- Parking and services access
- Employment (various small businesses including pest control, leather repair works, garages and mechanic)

Acceptable land uses are:

- Employment (Class E)
- Residential (Class C3)
- Town centre uses

Movement and public realm

Proposals should take the opportunity to enhance the public realm throughout the local centre and the mews, including through:

- Street trees and biodiversity improvements
- High-quality shared surface paving to the mews

Built form, character and heritage

The development should be of a high-quality design which responds appropriately to the local context including the setting of the adjacent Muswell Hill and Alexandra Park Conservation Areas.

Traditional shop fronts should be retained and restored, enhancing the character of the local centre.

Environment and sustainability

A biodiversity net gain is required on the site.

The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

MH SA10: Woodridings Court



Site Information	Details
Address	Woodridings Court, Crescent Road London N22 7RX
Area [ha]	0.54ha
PTAL [2031]	3-5
Planning designations	Adjacent to Ecological Corrdior Critical Drainage Area
Relevant permissions	HGY/2022/2354 HGY/2024/3339 (Under consultation)
Indicative capacities	At least 33 homes
Phasing	2027-2031
Ownership	Public

Proposal

Redevelopment of the derelict undercroft car park behind Woodridings Court and provision of at least 33 new homes in four and five storey buildings alongside a range of linked improvements to Woodridings Court.

Masterplanning, engagement and delivery

A masterplan is not required for this site.

Land uses and activities

Existing land use:

- Residential
- Car parking

Acceptable land uses are:

- Residential (Class C3)

In line with the extant permission Development should reinstate the former tenant room in the existing building will improve it as a community room for the existing and new residents. The
caretaker's room within the existing building should also be refurbished.

Movement and public realm

Proposals should improve primary pedestrian access from the existing main entrance of Woodridings Court and deliver new and enhanced soft and hard landscaping and play space including enhancement of existing communal amenity space.

Built form, character and heritage

Proposals should avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, or privacy, and in terms of excessive noise, light or air pollution.

The amenity of future residents of the proposed accommodation must be safeguarded, particularly in respect to noise impact from the adjoining railway.

Buildings of 4 to 5 storeys will be acceptable in line with the extant planning permission

Environment and sustainability

The scheme should introduce new native planting including trees and areas for growing food and communal horticulture.

MH SA11: Crescent Mews



Site Information	Details
Address	1-6 Crescent Mews, N22 7GG
Area [ha]	0.23
PTAL [2031]	3
Planning designations	Non-designated employment site Critical Drainage Area Area at risk of Surface Water Flooding Adjacent to Local Centre Adjacent to Ecological Corridor
Relevant permissions	HGY/2019/1183 HGY/2025/1712 (under consultation)
Indicative capacities	At least 30 homes
Phasing	2027-31
Ownership	Private

Proposal

Demolition of existing poor condition commercial buildings and redevelopment of the site to provide at least 30 new homes and a new paved and landscaped lane at the front of the development with street lighting.

Masterplanning, engagement and delivery
A masterplan is not required for this site.

Land uses and activities
Existing land use:

- Commercial

Acceptable land uses are:

- Residential (Class C3)

As determined through the extant planning permission, the land/buildings is no longer suitable for continued employment and the loss of non-designated employment floorspace is therefore acceptable.

To offset the loss of non-designated employment floorspace the development should pay a compensatory financial contribution towards employment related initiatives.

Movement and public realm
Development should provide new paving and new street lighting for the mews as a part of a comprehensive public realm strategy.

The development should be serviced in perpetuity by private refuse collection in line with the extant permission.

Built form, character and heritage
Proposals for 3 and 4 storeys will be acceptable in line with the extant planning permission

Environment and sustainability
Given the previous use of the site potential contamination must be fully explored and suitably mitigated if present.

The site is partially within Flood Zone 3 (Surface Water). It is also within a Critical Drainage Area. A Flood Risk Assessment should accompany any planning application.

Development must not give rise to harm to the adjacent ecological corridor and should protect adjacent trees.