

Haringey's Site Allocations DPD Reg 18 Consultation Document

January 2014



Foreword

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

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

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

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

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

Statutory Information

Planning and Compulsory Purchase Act 2004, Sections 17 to 23

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

London Borough of Haringey

Sites Allocation Development Plan Document

DRAFT FOR CONSULTATION

ON THE SUBJECT MATTER OF THE DEVELOPMENT PLAN

January 2014

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

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

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

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

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

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

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

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

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

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

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

How to make a Representation and Next Steps

Introduction

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

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

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

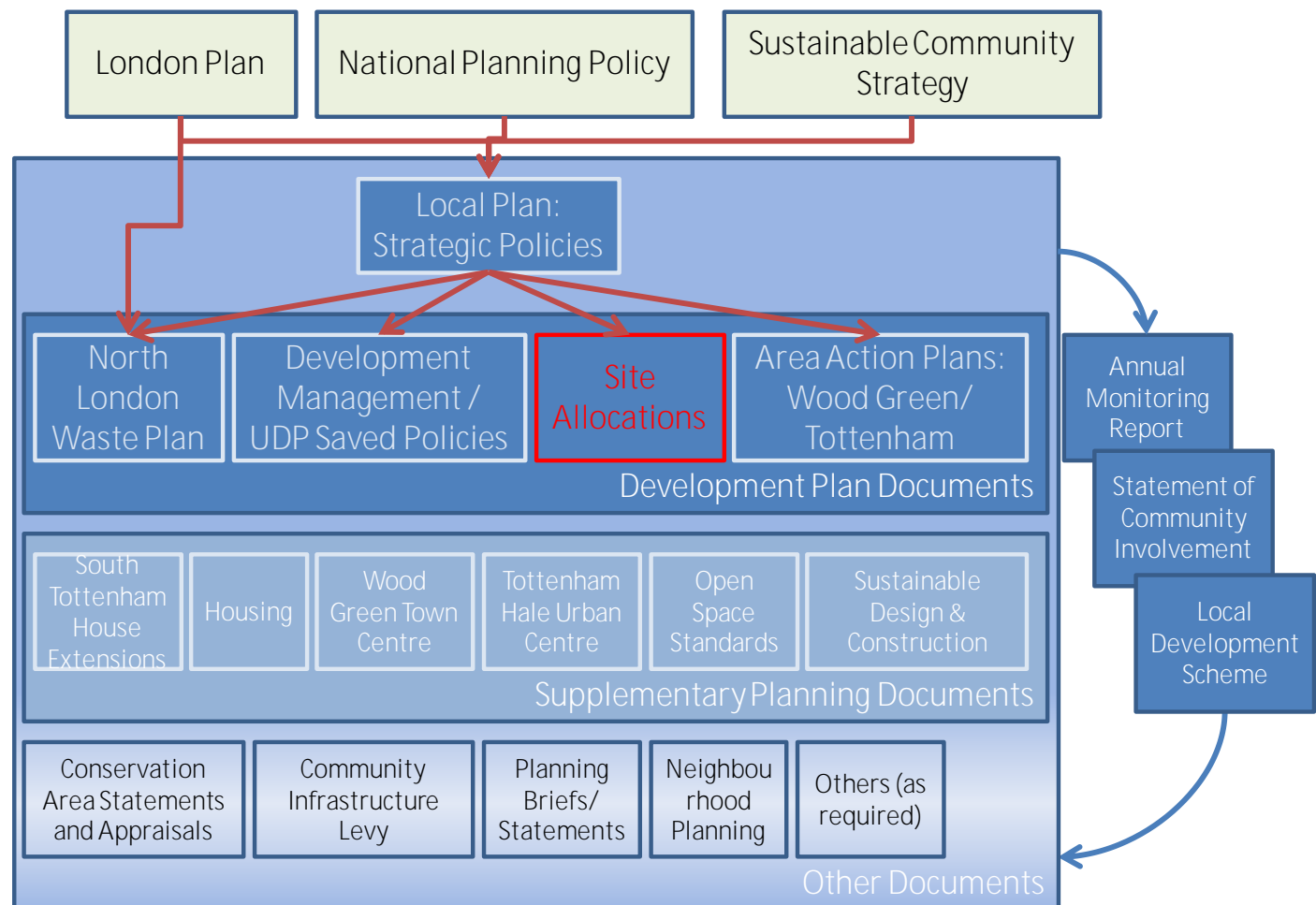
If these sites are not safeguarded for specific uses, the borough would be at risk of not being able to meet its identified housing target, and provide services for its communities.

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

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

Call for Sites

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



Planning Regulations

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

Policy Context

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

How this document is set out

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

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

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

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

Sources of Sites

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

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

Small scale developments & Housing Trajectory

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

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

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

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

Issues emerging since adoption of Local Plan: Strategic Policies DPD

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

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

- The **2011 Census** showed that in line with most of London, Haringey's population has increased at a faster rate between 2001-2011 than was previously anticipated. While the population in the GLA's 2010 projection estimated Haringey's population at 225,000, the 2011 Census count was 254,900. This is likely to cause the GLA to revise Haringey's housing target upwards from its existing 820 new homes per year.
- In order to test capacity for accommodating new housing in London, the GLA are in the process of carrying out a **Strategic Housing Land Availability Assessment (SHLAA)**. This has received input from all London Borough's and will help to inform the new housing targets. Haringey has assessed potential housing sites in the borough, and where appropriate these sites are included in this document as Draft Site Allocations or Housing trajectory sites.
- The **Localism Act** was enacted in 2011, enabling local community groups to establish themselves as Neighbourhood Forums, and subsequently prepare Neighbourhood Plans. Haringey contains one such Neighbourhood Forum, in Highgate. The Highgate Neighbourhood forum has made a thorough response to the Call for Sites, and a number of the sites put forward are included in this document. The Council will continue to work with the Highgate Neighbourhood Forum to bring forward their Neighbourhood Plan.

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

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

Previous Versions of this Document

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

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

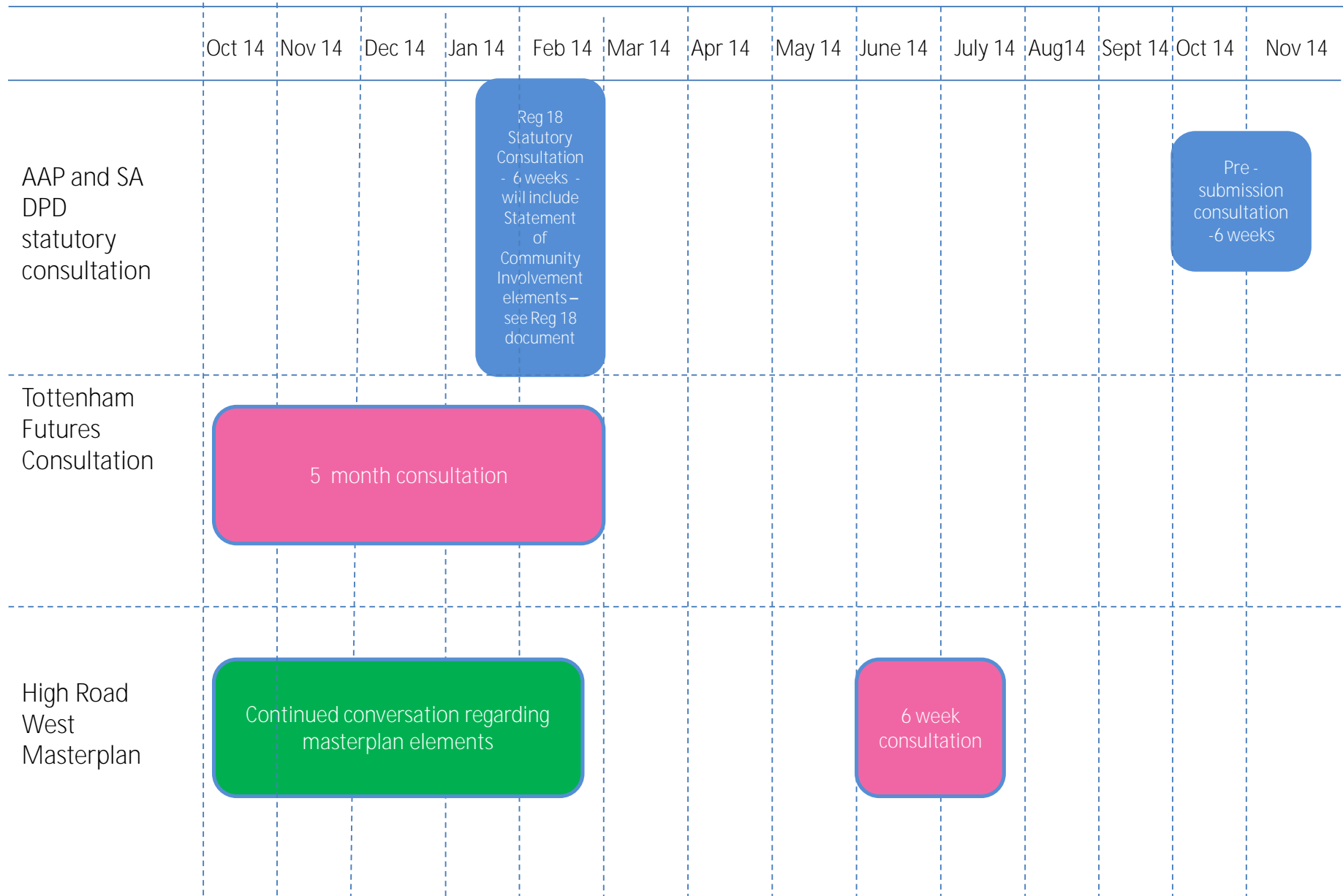
Draft Site Allocations and the Infrastructure Delivery Plan (IDP)

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

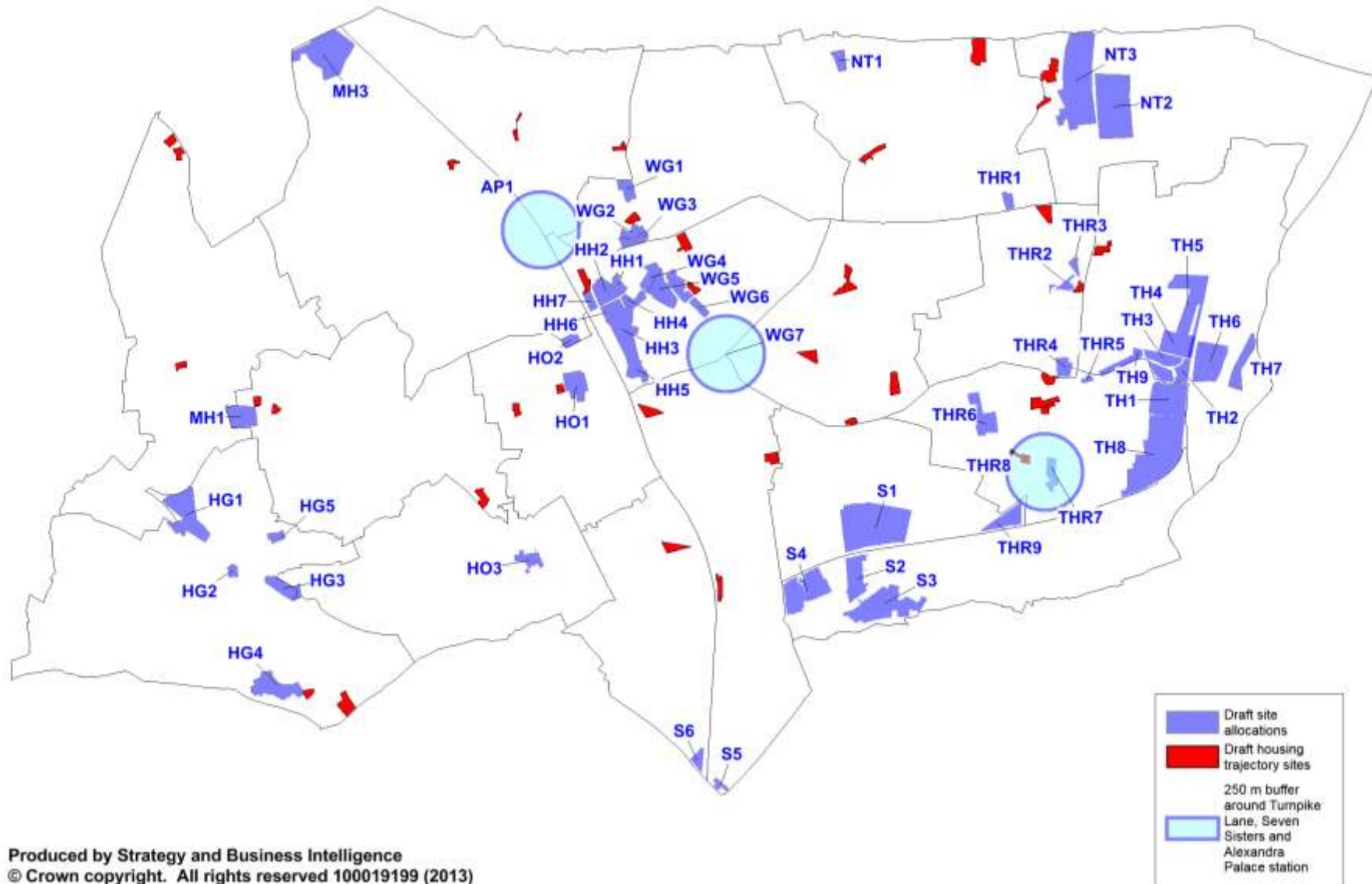
It is anticipated that by including these figures, it will help to give communities and infrastructure providers an idea of the range of benefits beyond those that the development itself offers in providing for infrastructure linked to growth.

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

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



Draft Site Allocations



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

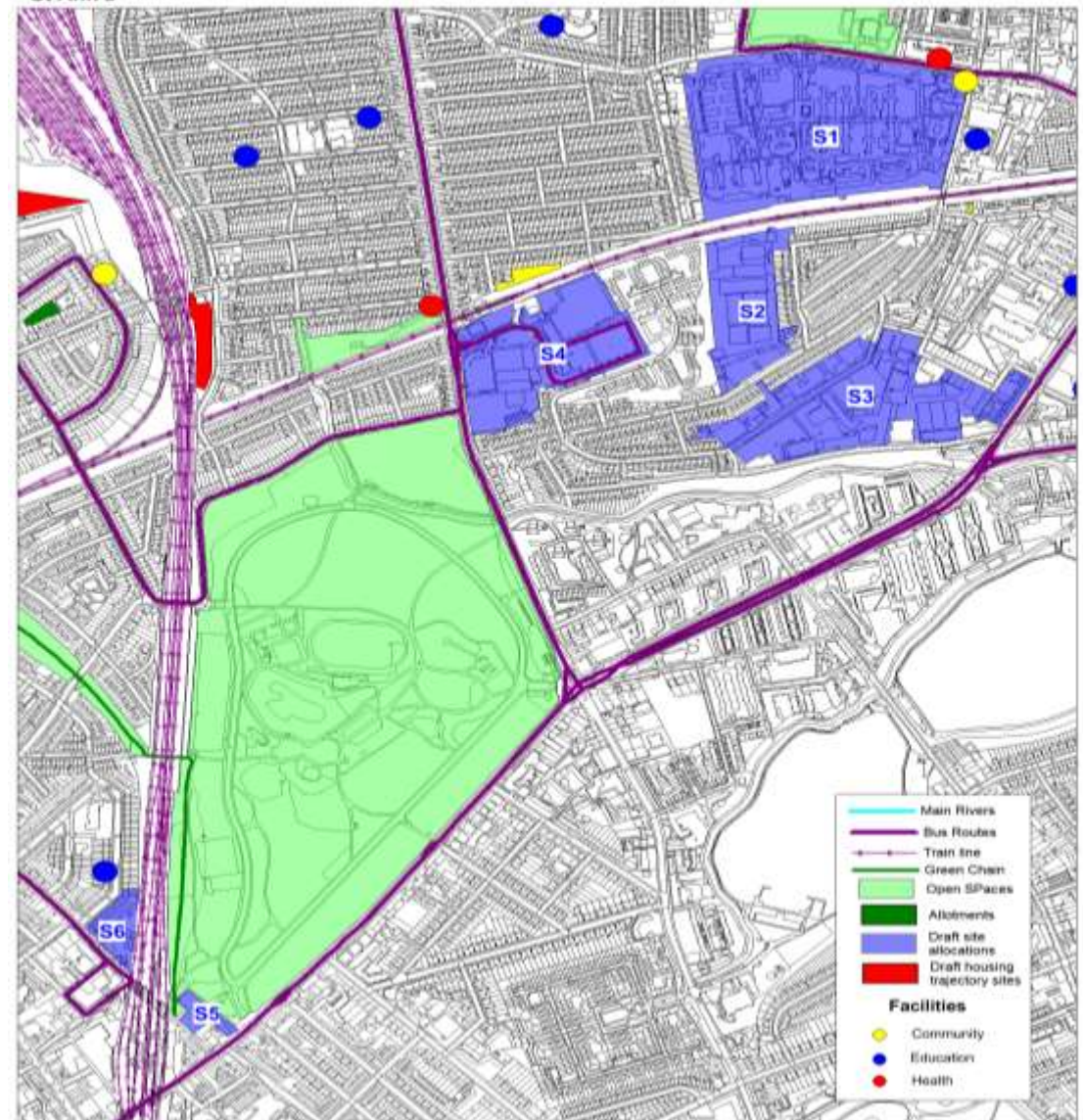
Site Ref	Site Name	Size (Ha)	Page
Employment Land in North Tottenham/ Northumberland Park		n/a	69
THR1	The Roundway at Bruce Grove	0.70	76
THR2	Tottenham Delivery Office et al	0.63	78
THR3	Bruce Grove Snooker Hall	0.50	80
THR4	Tottenham Green Bus Garage	1.43	82
THR5	Kwik Fit north of Saltram Close Housing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

South of the Borough

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

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

- Cross borough working with Hackney and Islington to identify strategic priorities for the Seven Sisters Corridor, and develop joint solutions;
- Potential for new housing and social infrastructure including, where appropriate and viable, the provision of new green space and community facilities;
- Scope for comprehensive mixed use at St Ann's Hospital site;
- Potential for future estate regeneration;
- NDC Legacy Spatial Framework and Neighbourhood Plan;
- Potential for a decentralised energy hub serving surrounding schools and housing estates.



Current Issues

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

- The standard of some of the residential accommodation is currently unfit for human habitation;
- The necessary infrastructure to provide services for the new residents can not be adequately managed;
- No affordable housing is being provided.

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

The draft Site Allocations in this chapter are:

S1: St. Ann's Hospital

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

S2: Greater Ashfield Rd

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

S3: Vale Rd/ Tewkesbury Rd Employment Areas

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

S4: Arena Retail Park

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

S5: Finsbury Park Bowling Alley

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

S6: Stroud Green Rd

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

S1: St. Ann's Hospital

Address	St. Ann's Hospital & Post office site, St. Ann's Road, N15 3TH			
Size (Ha)	11.5			
PTAL Rating	2			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	UDP 2006 Site Specific Proposals			

Draft Site Allocation

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

Existing Policy Designations

- Seven Sisters Corridor (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 14 (Unitary Development Plan 2006) : Comprehensive mixed use scheme including residential, health facilities and a school.
- **St. Ann ' s Conservation Area**
- Local Site of Important Nature Conservation
- Ecological Corridor



What is the site and surrounding area like?

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

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

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

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

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

Potential Development Capacity

- Residential: 116,000m²
- Community facilities: 173,000m²

Design Principles

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

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

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

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

Implementation considerations

- £970,000 CIL estimate
- Up to £1.2m S106 contribution
- This site has the potential to act as a hub for a future decentralised energy in this area.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- A potential future Quietway cycle route passes through this area.
- Potentially contaminated land
- This site currently suffers from noise pollution

S2: Greater Ashfield Rd

Address	Greater Ashfield Rd, Ashfield Road, N4 1NY			
Size (Ha)	3.06			
PTAL Rating	1-2			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	UDP Site Specific Proposals, GLA SHLAA			

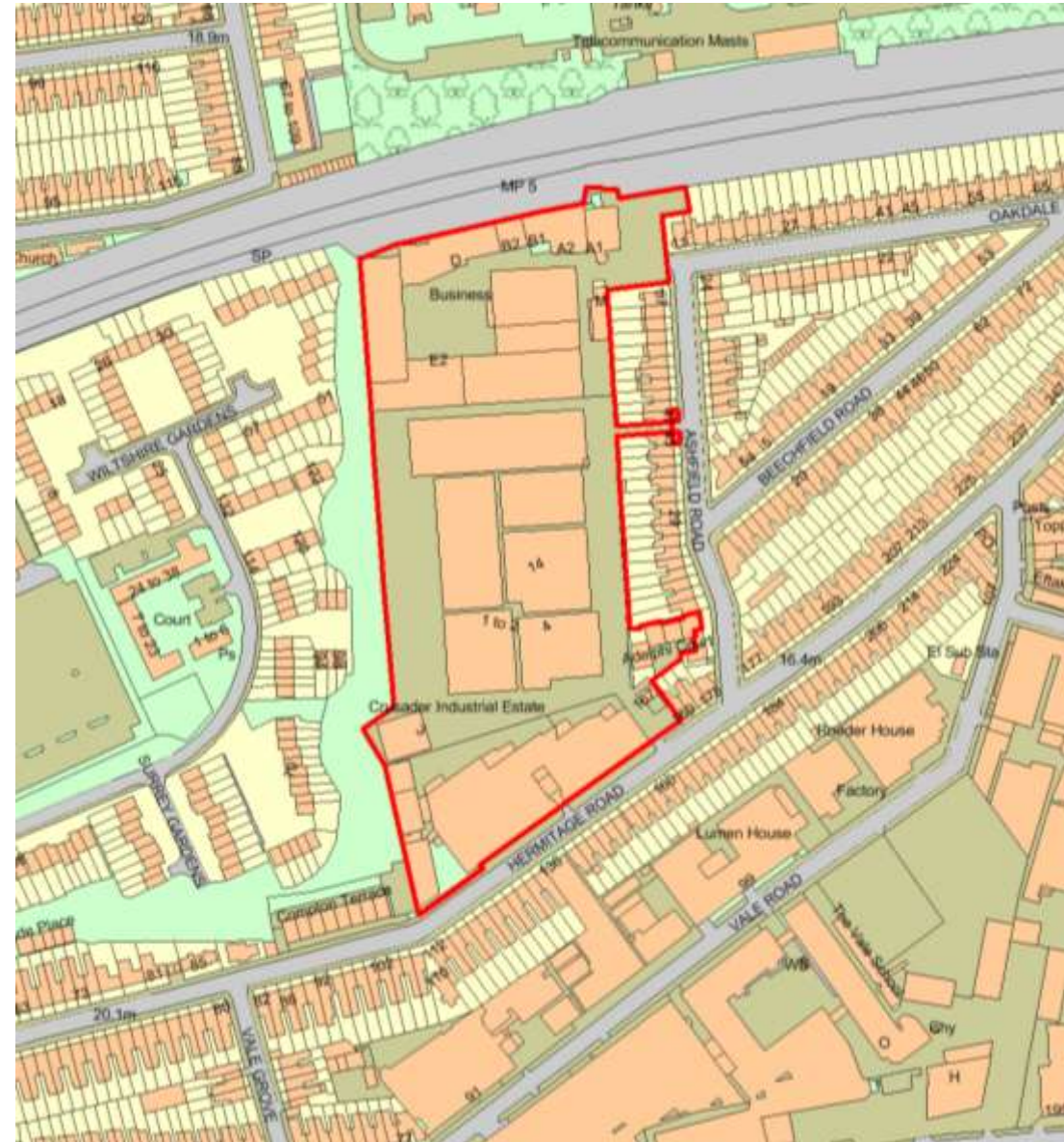
Draft Site Allocation

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

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

Existing Policy Designations

- Seven Sisters Corridor (Local Plan: Strategic Policies 2013)
- Local Strategic Industrial Site (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 17 (Unitary Development Plan 2006)
- Site Specific Proposal 29 (Unitary Development Plan 2006)
- Ecological Corridor
- Site of Important Nature Conservation (Borough Grade II)



What is the site and surrounding area like?

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

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

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

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

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

- Residential: 37,000m²
- Commercial development: 52,000m²

Design Principles

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

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

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

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

Implementation considerations

- £311,000 CIL estimate
- Up to £372,000 S106 contribution
- This site should contribute to the Council's 50% Affordable Housing target
- Potentially contaminated land and noise pollution constraint
- There is active enforcement investigation in this area which will inform the range of actions that can be taken on this site. This is ongoing and any actions coming out of this piece of work will be included in the proposed submission version of this document.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- A potential future Quietway cycle route passes through this area.

S3: Vale Rd/Tewkesbury Rd

Address	Vale Rd/Tewkesbury Rd, Vale Road, N4 1DJ			
Size (Ha)	7.15			
PTAL Rating	2 to 3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

Existing Policy Designations

- Seven Sisters Corridor (Local Plan: Strategic Policies 2013)
- Local Strategic Industrial Site (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 16 (Unitary Development Plan 2006)

Draft Site Allocation

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

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



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What is the site and surrounding area like?

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

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

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

The site includes four main employment sites:

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

Most of the existing buildings are designed for industrial and warehousing use. Some of these have been converted into residential use, with some remaining in industrial/warehousing use, with clothing manufacturing businesses being most prominent. The converted units are of variable quality, with some being unfit for human habitation.

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

- Residential: 97,000m²
- Commercial development: 134,000m²

Site Allocations Consultation Document: Jan-Feb 2014

Design Principles

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

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

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

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

Implementation considerations

- £800,000 CIL estimate
- Up to £965,000 S106 contribution
- This site should contribute to the Council's 50% Affordable Housing target
- There is active enforcement investigation in this area which will inform the range of actions that can be taken on this site. This is ongoing and any actions coming out of this piece of work will be included in the proposed submission version of this document.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land

S4: Arena Retail Park

Address	Arena Retail Park, Green Lanes, N4 1ED			
Size (Ha)	5.74			
PTAL Rating	3-6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

Draft Site Allocation

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

Existing Policy Designations

- Green Lanes District Centre (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 17 (Unitary Development Plan 2006)
- Secondary Town Centre Shopping Frontage (Unitary Development Plan 2006)



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What is the site and surrounding area like?

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

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

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

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

Potential Development Capacity

- Residential development: 133,000m²
- Retail: Maintain existing levels.
- Complementary open space for Finsbury Park

Design Principles

There is the potential for higher density development on this site due to its highly accessible location and District Centre location. Development could reduce the dominance of surface parking, replacing it with underground and under podium parking, retain retail uses on the ground and possibly first floor and residential above. The number of storeys possible would be limited at the margins by the impact on neighbouring developments; probably in practice to about 4 storeys, whilst at the centre its height would only be limited by more distant impacts and the environment created in the site, which indicates probably that heights up to 8 storeys could be achieved.

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

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

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

Implementation considerations

- £1.1m CIL estimate
- Up to £1.3m S106 contribution
- This site should contribute to the Council's 50% Affordable Housing target
- Potential opportunity to improve Green Lanes Overground station accessibility, both at the station and through the site to the south and east(s106)
- High quality public open space is available nearby, so the issue of private open space should be carefully considered in future developments.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

S5: Finsbury Park Bowling Alley

Address	Finsbury Park Bowling Alley			
Size (Ha)	0.37			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Draft Finsbury Park Town Centre SPD			

Draft Site Allocation

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

Existing Policy Designations

- Finsbury Park Town Centre Area Draft SPD
- Green Chain (existing)
- Historic Park



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What is the site and surrounding area like?

The Finsbury Park Bowling Alley, also known as The Rowan's complex is located on the north side of Stroud Green Road, within Finsbury Park District Centre. The adjacent Lidl site on Seven Sisters Road, in the same ownership, could be brought forward through a phased development. Both border Finsbury Park to the north. Adjoining to the west is a popular TfL run cycle parking facility, a pedestrian/cycle access into the park and the railway embankment. The block also contains a recent terrace of three unoccupied shop units with 3 storeys of residential above facing Stroud Green Road, and a public house on the corner; it is not known if these sites could also be available.

Finsbury Park Town Centre is dominated by transport and traffic infrastructure including the entrance to Finsbury Park Station, a major bus interchange and the main arterial roads through the area. Stroud Green Road, the A1201, forms the south-western boundary of the site, and of the Borough, and the station square is immediately opposite this road. Seven Sisters Road, the A503 and a major radial into the West End forms the south-eastern boundary of the site and the borough. The West Coast Main Line railway runs past the western edge of the site; Finsbury Park station just beside this site, is the busiest surface rail/underground/bus interchange in North London and gives the site superb public transport accessibility.

Uses in the immediate vicinity are largely independent retailers and services including restaurants and cafes, with residential above. The wider area is predominantly residential, comprising terraces and town houses. Construction commenced on the City North development above Finsbury Park station in summer 2013. This will be a cluster of high rise residential blocks, with several floors of retail below.

This site is included in the Finsbury Park Town Centre draft SPD which was consulted on in July-August 2013. This is a joint SPD between the London Boroughs of Islington, Hackney and Haringey.

Potential Development Capacity

- Residential development: 25,000m²
- Retail: Maintain existing levels.
- Complementary open space for Finsbury Park

Site Allocations Consultation Document: Jan-Feb 2014

Design Principles

Building heights should respect the sensitive nature of the site adjacent to the significant area of open parkland to the north, and take into account the railway embankment to the west and the City North development to the south. Therefore heights of 4-6 storeys along the park edge should be possible, with considerably higher to the centre and north-west of the site; possibly 10-15 storeys.

The form and arrangement of buildings should capitalise on the opportunity to open up a direct route into Finsbury Park. A more joined up public realm including a clear visual and physical link between Station Place and the park will form an essential part of improving connections and increasing legibility in the town centre. If the cycle facility is relocated and the amount and quality of green space in the park is maintained, this could replace the entrance to the park at the north-western edge of this site, and the building envelope could be taken closer to the railway.

The excellent PTAL should allow car free development, but parking is still needed for disabled accessible flats and some family units, in underground or podium parking.

The railway and embankment are designated a Green Chain and Ecological Corridor, and the embankment, along with the park, Metropolitan Open Land, a Registered Historic Park, and Site of Borough Grade II Importance for Nature Conservation; these would need to be preserved. However the quality of landscaping both between the site and the embankment and on the adjacent edge of the park are not good and should be improved, possibly in the former case including land swaps.

Design and materials will be expected to enhance the historic character of the area. An active retail frontage to both main roads and the gateway into the park must be maintained. The Council will contemplate designating this site as part of the Finsbury Park Town Centre, which currently is only designated on the Islington side of the border.

Implementation considerations

- £2.3m CIL estimate
- Up to £247,000 S106 contribution
- Potentially contaminated land
- This site should contribute to the Council's 50% Affordable Housing target
- A potential future Quietway cycle route passes through this area.

S6: Finsbury Park and Stroud Green Road

Address	Finsbury Park and Stroud Green Road, Stroud Green, N4			
Size (Ha)	0.39			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Draft Finsbury Park Town Centre SPD			

Existing Policy Designations

- Finsbury Park Town Centre draft SPD Area

Draft Site Allocation

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



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What is the site and surrounding area like?

Most of the site is currently a Network Rail maintenance delivery unit. It lies directly adjacent to the Great Northern rail line, which forms the eastern edge of the site, and is built up to at least close to the level of the railway, at least a storey above surrounding streets. There is an entrance and ramp off the south-western, Stroud Green Road edge of the site; the site also contains a number of small single storey retail units along this street frontage.

Stroud Green Road has an active frontage to the north-west of the site and on its opposite side (which is in Islington), and is a designated District Centre at the opposite side of the road. There is a new development opposite the site providing a supermarket with student accommodation above, with further development planned for the rest of this block. To its south is Finsbury Park Bus Station and the entrance to Finsbury Park main line and underground railway station; the busiest transport interchange in North London. This gives this site excellent public transport accessibility. Behind the bus station permission has been granted and work has commenced on the City North development of a cluster of high rise residential blocks with 3-4 storeys retail below.

The north-western boundary of the site is formed by the back gardens of 19th century 3-4 storey terraced houses on Woodstock Road. The Stroud Green Conservation Area also lies to the north of the site, including the houses (and their gardens) in Woodstock Road. The railway itself and its embankment, on the east edge of the site, are designated Ecological Corridor and Green Chain. There is also a segregated cycle lane down both sides of Stroud Green Road.

This site is included in the Finsbury Park Town Centre draft SPD which was consulted on in July-August 2013. This is a joint SPD between the London Boroughs of Islington, Hackney and Haringey.

Potential Development Capacity

- Residential development: up to 50 units.
- Retail: 7,000m²
- Commercial uses: 4,000m²

Design Principles

Development on this site should maintain and significantly improve the retail frontage on to Stroud Green Road; with at least ground floor retail use in larger, more attractive units. Above this could be residential provided decent amenity standards can be achieved for residents of the development and neighbours, bearing in mind the need to protect from noise from the railway and provide daylight and sunlight.

The excellent PTAL should allow car free development, but parking is still needed for disabled accessible flats and some family units, in underground or podium parking. The segregated cycle lane on Stroud Green Road may need improving or the footway widening to reduce conflict between cyclists and pedestrians.

Therefore development heights would have to step down and overlooking distances be maintained towards the north-eastern boundary backing on to the back gardens of houses in Woodstock Road, which is also the boundary of the Conservation Area. Views of the development from within the Conservation Area would have to be considered carefully, especially from nearby streets, to not harm its significance. However in principle, a development could step up considerably towards its southern corner just beside the railway bridge over Stroud Green Road.

The proximity of Finsbury Park provides plentiful local recreation and public amenity space, but any residential development on the site will need to provide adequate private outdoor amenity space and doorstep play space, possibly including courtyard or podium gardens, roof terraces and private balconies.

Materials, form, rhythm and detailing should respond to the Conservation Area context to the north, with a predominantly brick based architecture, vertical emphasis and regular rhythm of bays along Stroud Green Road

The Council will contemplate designating this site as part of the Finsbury Park Town Centre, which currently is only designated on the Islington side of the border.

Implementation considerations

- £310,000 CIL estimate
- Up to £21,000 S106 contribution
- A potential future Quietway cycle route passes through this area.
- Potentially contaminated land
- This site currently suffers from noise pollution

Housing Estate Renewal

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

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

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

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

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

Appendix 1: Consultation response Form

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

Comments on the Draft Site Allocation

Existing Policy Designations (if known)

What is the site and surrounding area like?

Comments on the design principles

Comments on the potential development capacity

Comments on the implementation considerations

Appendix 2: Call for Sites Responses

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

Appendix 3: Saved UDP Proposals to be replaced

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

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