

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.

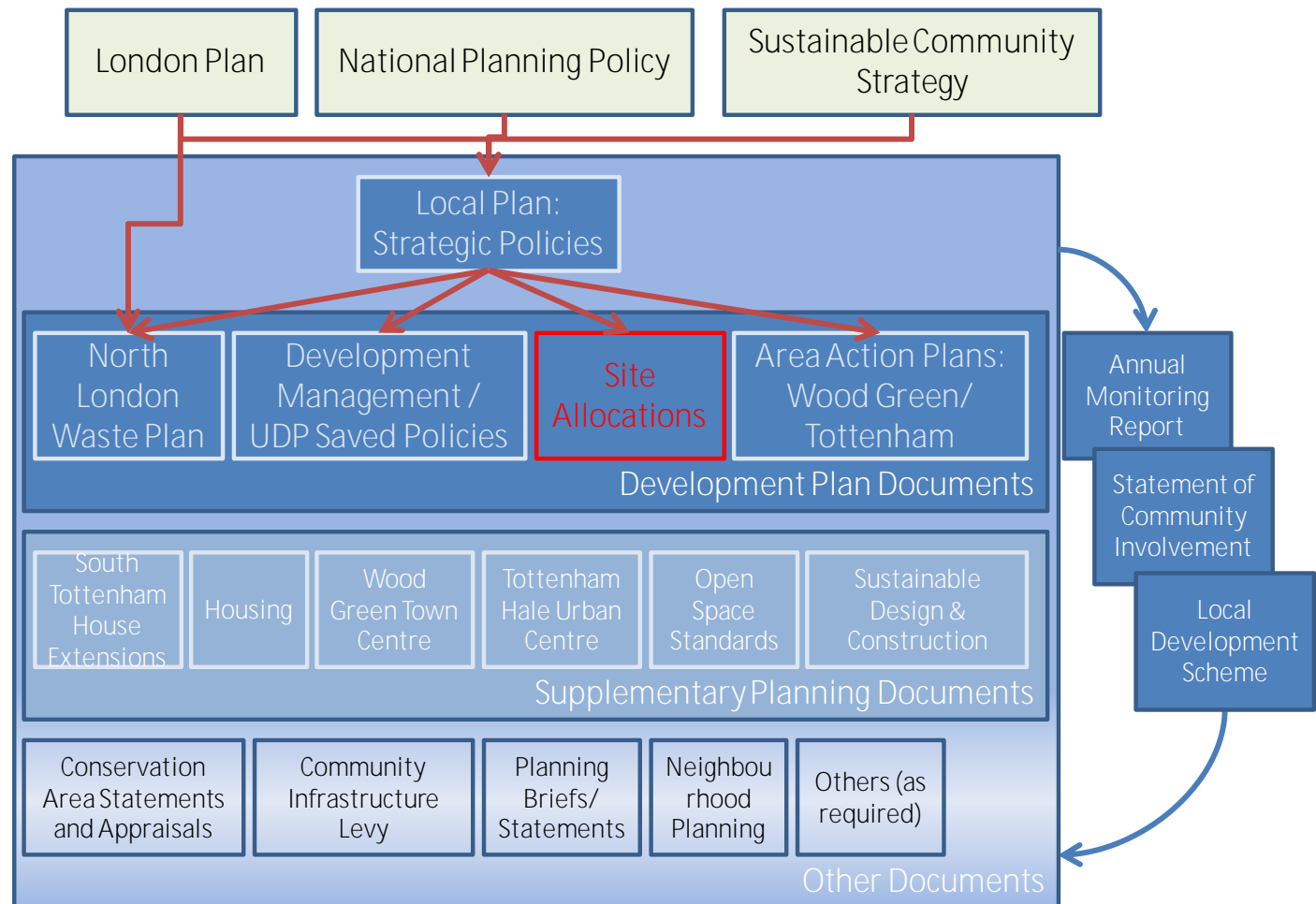
If these sites are not safeguarded for specific uses, the borough would be at risk of not being able to meet its identified housing target, and provide services for its communities.

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.

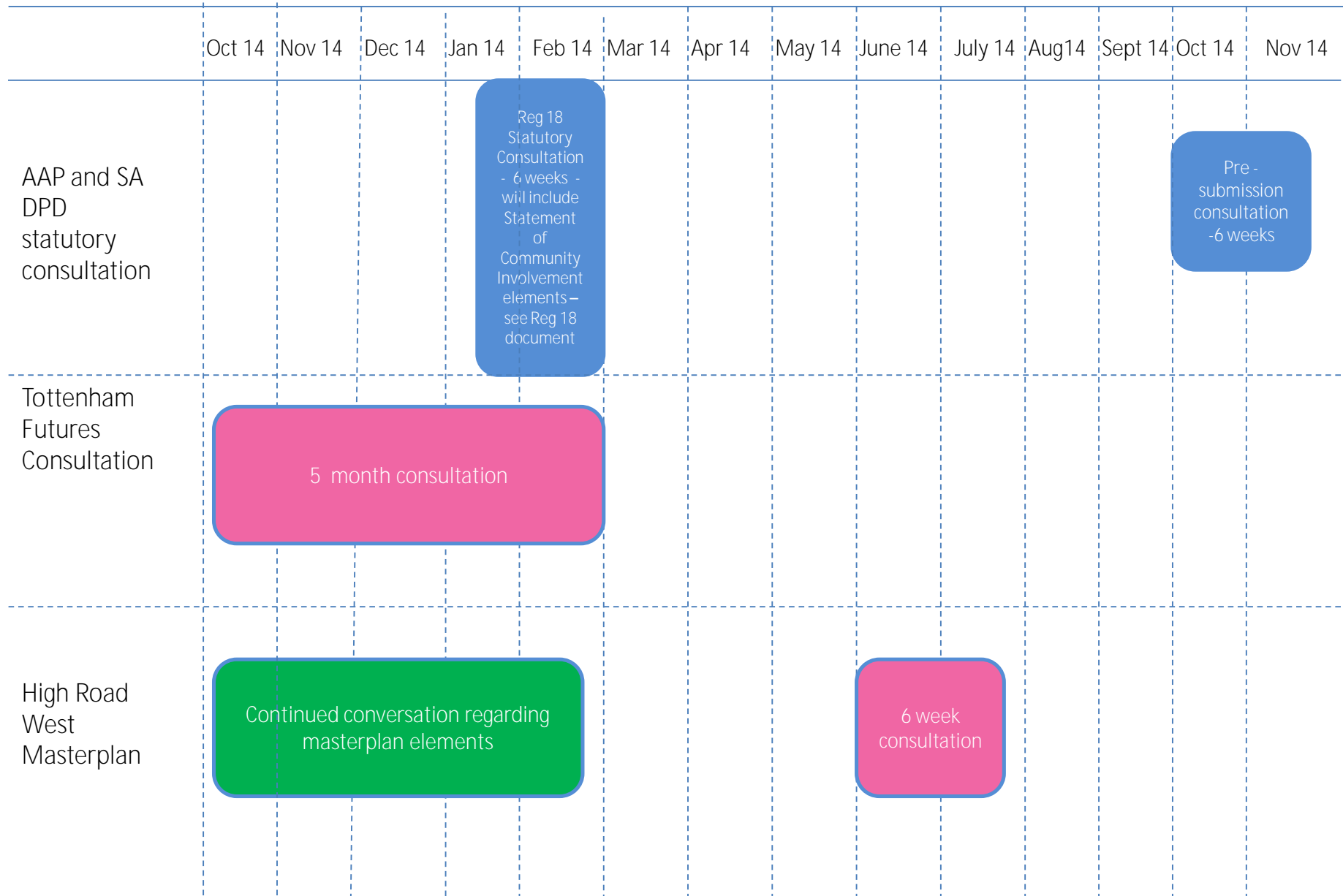
Draft Site Allocations and the Infrastructure Delivery Plan (IDP)

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.

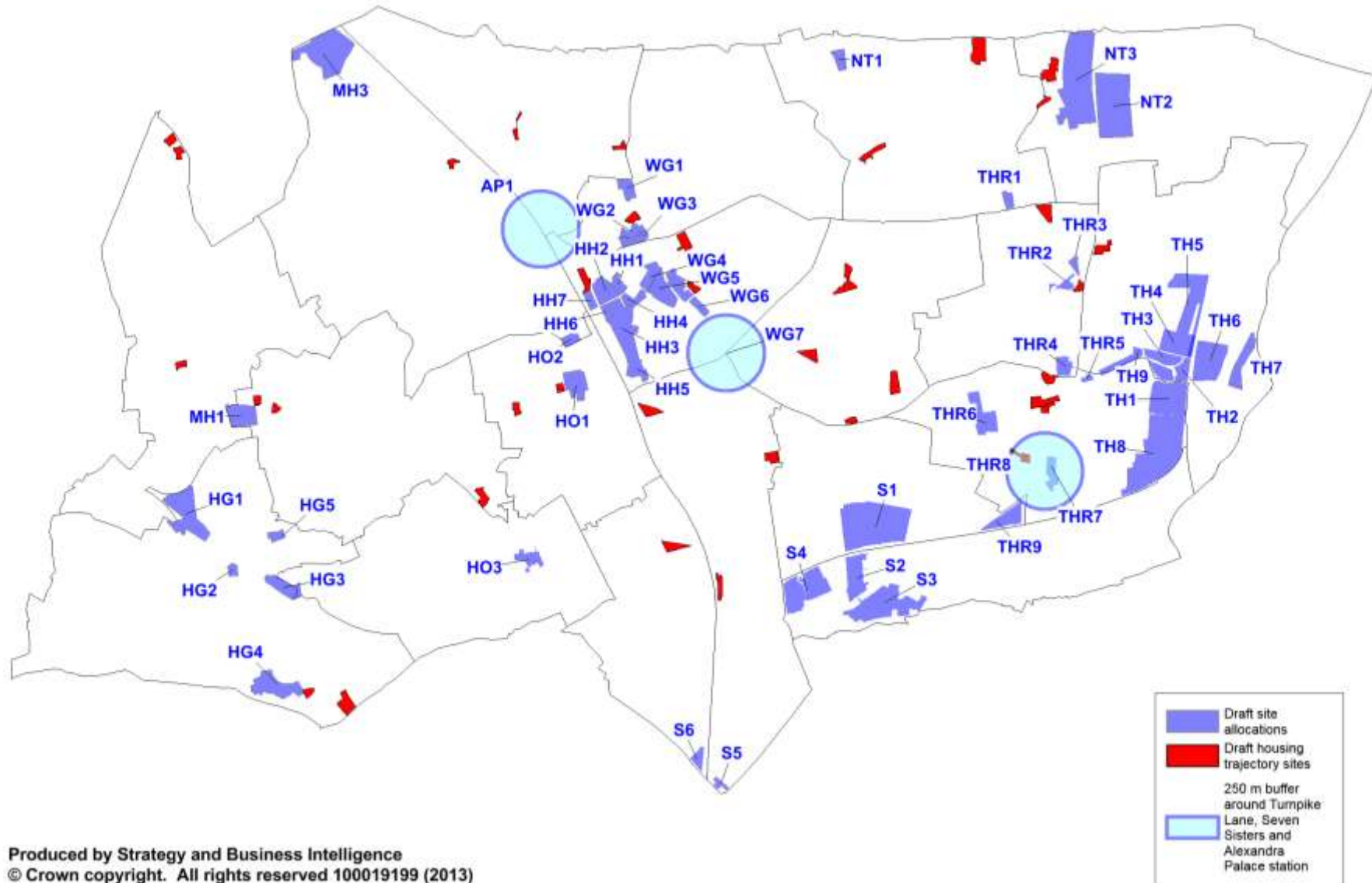
It is anticipated that by including these figures, it will help to give communities and infrastructure providers an idea of the range of benefits beyond those that the development itself offers in providing for infrastructure linked to growth.

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

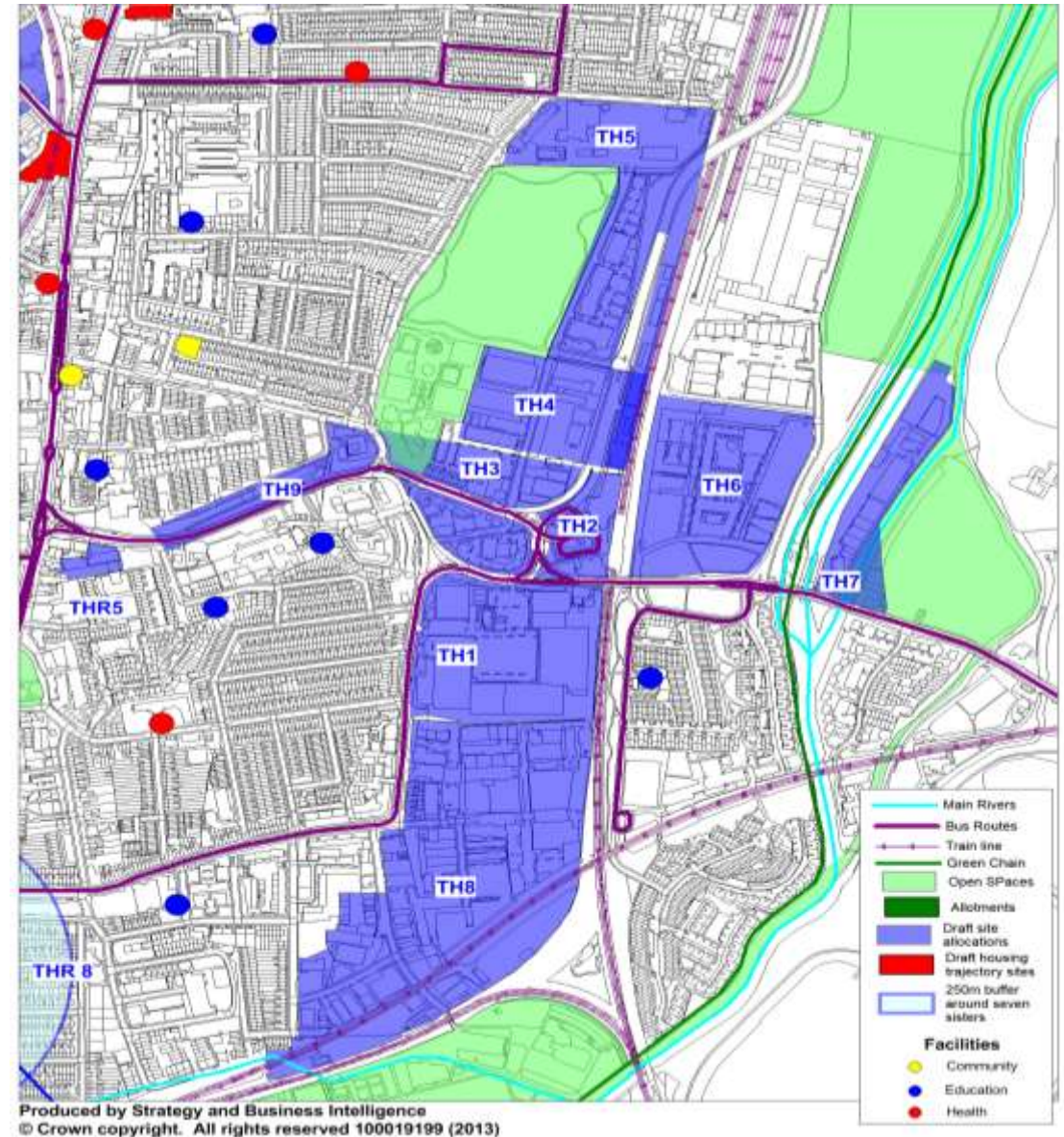
Tottenham Hale Growth Area

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

The vision for Tottenham Hale is as a thriving centre with a vibrant mix of commercial, retail, residential and complementary town centre uses set within a legible network of public streets and spaces. The transformation of Tottenham Hale will capitalise on committed transport investment and the area's exceptional locational advantages in the Cambridge- Stansted-London corridor and as a gateway to the Lee Valley Regional Park. It will increase the opportunities for people to visit, work and live in the area and support the development of an evening economy which will in turn increase safety and vibrancy in the local area.

Improvements are already underway in the area:

- Tottenham Hale Gyratory, new bus station and Public Square at Tottenham Hale Station. This work is scheduled to be completed in October 2014;
- Tottenham Hale Station redevelopment and future over station development;
- Improvements to frequency of the West Anglia Mainline services from Stratford to Angel Road (STAR scheme) and the devolution of the West Anglia franchise to the London Mayor and Transport for London;
- Ongoing development at Hale Village.



Evidence

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

- Intensification of retail/commercial development around Tottenham Hale station and development of the area between Ferry Lane and the proposed east-west link, including the land opposite the station as a priority, including improving the public realm scope of the square. This is called Station Square West and a development brief for the site will be prepared.
- Extending the area south to link the industrial employment area around the Fountayne Road Estates to Tottenham Hale Retail Park and support and foster this as a business enterprise zone.
- Redesign of the retail park layout to provide an opportunity for phased delivery of mixed use residential development into the area alongside more town centre uses. Opportunity to provide smaller retail unit sizes and introduce uses that will encourage a night time economy.
- Public realm improvements to address Monument Way/The Hale street frontage.

Employment Land in Tottenham Hale

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

Sites in Tottenham Hale

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

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

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

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

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

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

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

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

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

TH1: Tottenham Retail Park

Address	Tottenham Retail Park, Broad Lane, Tottenham Hale, N15			
Size (Ha)	4.84			
PTAL Rating	5			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006) - Tottenham International
- Flood Risk Zone 2
- Area of Archaeological Importance

Draft Site Allocation

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

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



What is the site and surrounding area like?

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

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

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

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

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

Potential Development Capacity

- Residential: 110,000m²
- Offices: 47,000m²
- Town Centre uses: 47,000²
- Publically accessible open space: 3,600m²

Design Principles

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

The retail provision is expected to be predominantly at ground level. Residential use is proposed above this, arranged around raised podium gardens and courtyards. There should be active retail frontage along key pedestrian routes within the site.

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

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

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

Implementation considerations

- £921,000 CIL estimate
- Up to £1,100,000 S106 contribution
- Noise pollution — road traffic, railway
- This site has a moderate flood risk (Zone 2)
- Potentially contaminated Land
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or alternatively act as a new decentralised energy hub.
- This site abuts a potential future Quietway cycle route

TH2: Tottenham Hale Station Interchange

Address	Tottenham Hale Station Site, Tottenham Hale, N17			
Size (Ha)	0.95			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Local Employment Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006) - Tottenham International

Draft Site Allocation

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



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What is the site and surrounding area like?

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

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

Implementation considerations

- £45,000 CIL estimate
- Up to £53,000 S106 contribution
- Potentially contaminated land
- Noise pollution — roads, railway
- This site has a moderate flood risk (Zone 2)
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or alternatively act as a new decentralised energy hub.
- The rail lines underneath the site restrict the locations of structural support for higher density development.
- This site has a potential future priority Quietway cycle route passing through it.

Design Principles

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

A tall and high density development should be possible on this site. The tallest building elements at the south end of the station building adjacent to Ferry Road. Typical building heights are envisaged to be between 8 and 10 storeys at high points and otherwise a minimum of 6 storeys. However, in principle, from a design point of view, a considerably higher point block would be acceptable, as part of a cluster including other sites around the square (TH1, 3 & 6).

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

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

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

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

Potential Development Capacity

- Residential: 5,300m²
- Town Centre uses: 2,200m²
- Publically available open space: 6,000m²

TH3: Station Square West

Address	Station Square West Site (Including Southern Ashley Rd), Tottenham Hale, N17			
Size (Ha)	2.52			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies 2013)
- Local Employment Area (Local Plan: Strategic Policies 2013)
- Site Specific Proposal 20 (Unitary Development Plan 2006)
- Area of Archaeological Importance

Draft Site Allocation

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



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What is the site and surrounding area like?

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

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

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

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

Potential Development Capacity

- Residential: 74,000m²
- Town Centre uses: 24,000m²
- Publically accessible open space: 900m²

Design Principles

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

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

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

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

Implementation considerations

- £620,000 CIL estimate
- The existing Victoria Underground Line constrains the height of development on some parts of this site.
- Up to £740,000 S106 contribution
- Potentially contaminated land
- This site currently suffers from noise pollution
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.
- This site has a moderate flood risk (Zone 2)
- This site has a potential future priority Quietway cycle route passing through it.

TH4: Ashley Road South

Address	Ashley Road area, Ashley Road, Tottenham Hale, N17 9LJ			
Size (Ha)	2.63			
PTAL Rating	4			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Draft Site Allocation

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

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Local Employment Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006)



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What is the site and surrounding area like?

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

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

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

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

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

Potential Development Capacity

- Residential: 44,000m²
- Offices: 128,000m²

Design Principles

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

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

Building heights should be between 3 and 6 storeys but could rise to the highest points up to 8 or possibly 10 close to Tottenham Hale and the station square currently under construction.

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

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

Implementation considerations

- £367,000 CIL estimate
- Up to £443,000 S106 contribution
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.
- This site has a potential future Quietway cycle route passing through it.
- This site has a moderate flood risk (Zone 2)
- Potentially contaminated land
- This site currently suffers from noise pollution

TH5: Ashley Road North

Address	Technopark and Ashley Road depot, Tottenham Hale, N17			
Size (Ha)	5.47			
PTAL Rating	3-4			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Local Employment Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006)

Draft Site Allocation

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



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What is the site and surrounding area like?

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

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

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

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

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

Potential Development Capacity

- Residential: 263,000m²
- Commercial: 36,000m²

Implementation considerations

- £2.2m CIL estimate
- The site is in an area of moderate flood risk

- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.
- This site has a moderate flood risk (Zone 2)
- This site has a potential future Quietway cycle route passing through it.
- Potentially contaminated land
- This site currently suffers from noise pollution
- Up to £2,600,000 S106 contribution

Design Principles

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

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

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

On site parking should be provided within plots either as surface or podium parking. Imaginative solutions could reduce the pedestrian unfriendly environment on the bridge of Watermead Way, but it should be recognised that the bridge provides impressive short and distant views across and down the Lee Valley and forms a notable vehicle gateway to Tottenham Hale.

TH6: Hale Village

Address	Hale Village, Ferry Lane, Tottenham Hale, N17			
Size (Ha)	0.18			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Draft Site Allocation

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

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006)



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What is the site and surrounding area like?

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

- SW—in accordance with the masterplan this should contain a tower of 20+ storeys at the prow of the site with 6-8 storeys over the remainder; it should contain residential in the upper floors of the tower and hotel in the lower floors. A design competition has been held and a winning design selected.
- NE—8 storey residential with nursery school, flexible community facility on ground floor granted planning permission.
- E5—5th of 5no. “Pavilions”; private market residential, 10 storeys—to be externally identical to the other four already built / under construction

Potential Development Capacity

- Residential: 10,000m²
- Hotel: 10,000m²

Design Principles

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

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

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

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

Implementation considerations

- £81,000 CIL estimate
- Up to £97,000 S106 contribution
- Strategic Industrial Location
- This site has a moderate flood risk (Zone 2)
- This site currently has a biomass decentralised energy hub, and the next phase of development should connect to this.
- This site has a potential future priority Quietway cycle route passing through it.
- Potentially contaminated land
- This site currently suffers from noise pollution

TH7: Hale Wharf

Address	Hale Wharf, Ferry Lane, Tottenham Hale, N17			
Size (Ha)	1.93			
PTAL Rating	5			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Draft Site Allocation

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

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Local Employment Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006)
- Area of Archaeological Importance
- Blue Ribbon Network
- Lee Valley Regional Park
- Green Belt



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What is the site and surrounding area like?

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

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

Potential Development Capacity

- Residential: 61,000m²
- Commercial: 5,000m²
- Retail: 5,000m²
- Community floorspace: 5,000m²

Design Principles

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

Hale Wharf's unique location provides potential for waterfront development and high quality public realm along the banks of the River Lee. Residential development will occupy not only the upper floors but ground level uses will need to be flood-compatible such as communal gardens close to the natural banks of the Lee.

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

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

Implementation considerations

- Car, fire brigade and escape access to this site will need to be considered
- £510,000 CIL estimate
- Potential Quietway cycle route including a bridge over the River Lea.
- The site is in an area of high Flood risk.
- Local pylons present
- Wildlife corridors along the canal and especially river should be protected.
- Light pollution; especial care should be taken to avoid this, especially from taller buildings, which may also be suitable for the avoidance of views of them from the park.
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.
- Potentially contaminated land

TH8: South Tottenham Employment Area

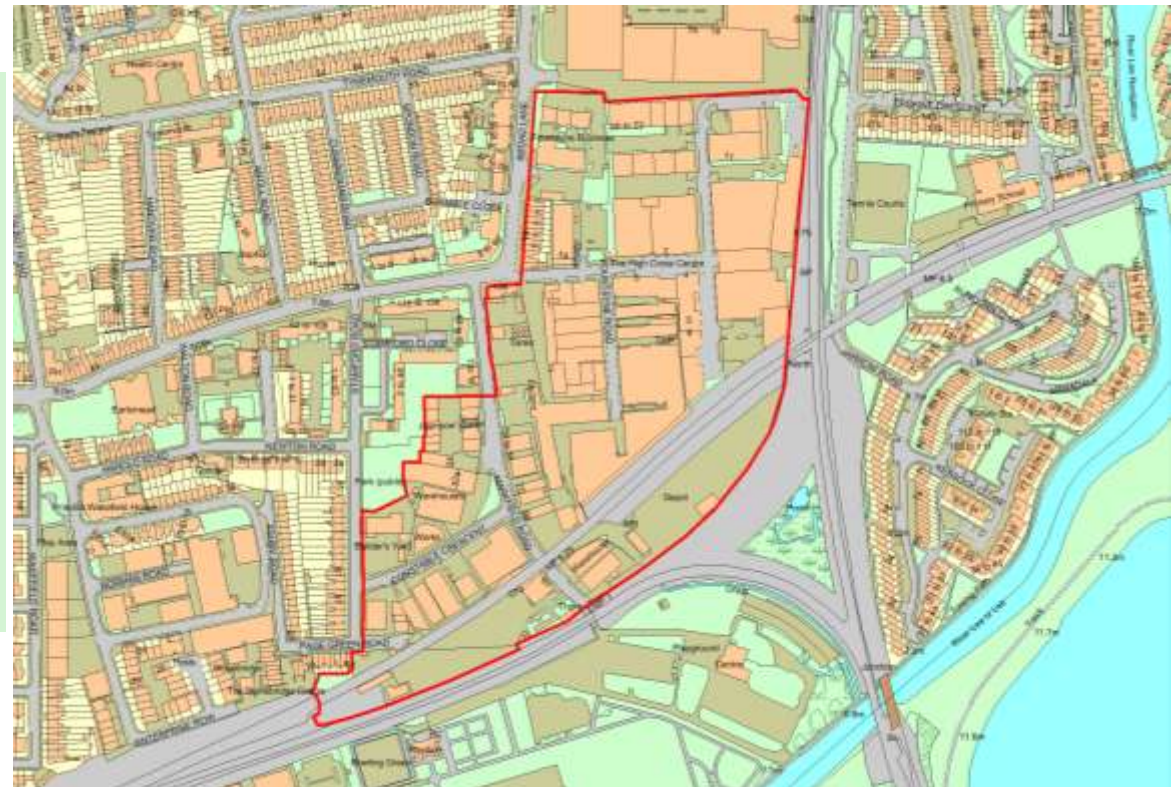
Address	South Tottenham Employment Area, Fountayne Road, Tottenham Hale, N15			
Size (Ha)	10.18			
PTAL Rating	5			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Draft Site Allocation

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

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Local Strategic Industrial Site (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006)
- Area of Archaeological Importance
- Ecological Corridor
- Site of Nature Conservation (Borough Grade II)



What is the site and surrounding area like?

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

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

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

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

Potential Development Capacity

- Residential: 79,700m²
- Offices: 227,000m² (including existing)
- Publically accessible open space: 1,800m²

Design Principles

A new north–south pedestrian and cycling route connecting to Tottenham Hale Retail park site and station site is proposed to increase connectivity into the this site. At its southern end Fountayne Road should be connected to Markfield Road, along with any other measures that can be identified, to increase the permeability of the street network. This could also include opening up new or unused existing bridges under the neighbouring railway lines. On plot parking should be provided.

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

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

Implementation considerations

- £660,000 CIL estimate
- Up to £484,000 S106 contribution
- This site has a moderate flood risk (Zone 2)
- Change of use to Residential, Mixed Use and Live/work or Work/live policies
- There is active enforcement investigation in this area which will inform the range of actions that can be taken on this site. This is ongoing and any actions coming out of this piece of work will be included in the proposed submission version of this document.
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.
- This site has a potential future Quietway cycle route passing through it.
- This site currently suffers from noise pollution

TH9: Welbourne Centre & Monument Way

Address	Welbourne Centre, Tottenham Hale, N17			
Size (Ha)	0.97			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Tottenham Hale Masterplan Refresh			

Draft Site Allocation

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

Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham Hale Growth Area (Local Plan: Strategic Policies DPD)
- Site Specific Proposal 20 (Unitary Development Plan 2006)



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What is the site and surrounding area like?

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

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

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

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

Potential Development Capacity

- Residential: 24,000m²
- Town Centre uses: 3,600m²

Design Principles

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

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

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

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

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

Implementation considerations

- £200,000 CIL estimate
- Up to £236,000 S106 contribution
- Potentially contaminated land
- Enhanced link at junction of Chesnut Rd into Down Lane Park.
- This site could potentially connect to the existing decentralised energy hub at Hale Village, or connect to wider decentralised energy networks encompassing Tottenham Hale.

Employment Land in Tottenham Hale

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

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

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

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

1. LEA 7: Hale Wharf, N17 (1.72 Ha) - Local Employment Area;
2. SIL/LEA 11: Millmead/ Ashley Rd Extension, N17 (11.47 Ha) - Local Employment Area (Ashley Rd), Strategic Industrial Land (Millmead);
3. LSIS 10: Lindens/Rosebery Works, N17 (1.32 Ha) - Significant Local Industrial Site;
4. LSIS 14: South Tottenham, N15 (9.12 Ha) - Significant Local Industrial Site;
5. LEA 15: Tottenham Hale, N17 (13.22 Ha) - Local Employment Area;
6. LEA 22: Rangemoor Rd/ Herbert Rd, N15 (3.03 Ha) - Strategic Industrial Land.



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