

# 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](http://Haringey.gov.uk/ldf/site_allocations). One is also included as Appendix 1.

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

Planning Policy  
6<sup>th</sup> floor, River Park House  
Wood Green  
N22 8HQ

Or online to [ldf@haringey.gov.uk](mailto: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.

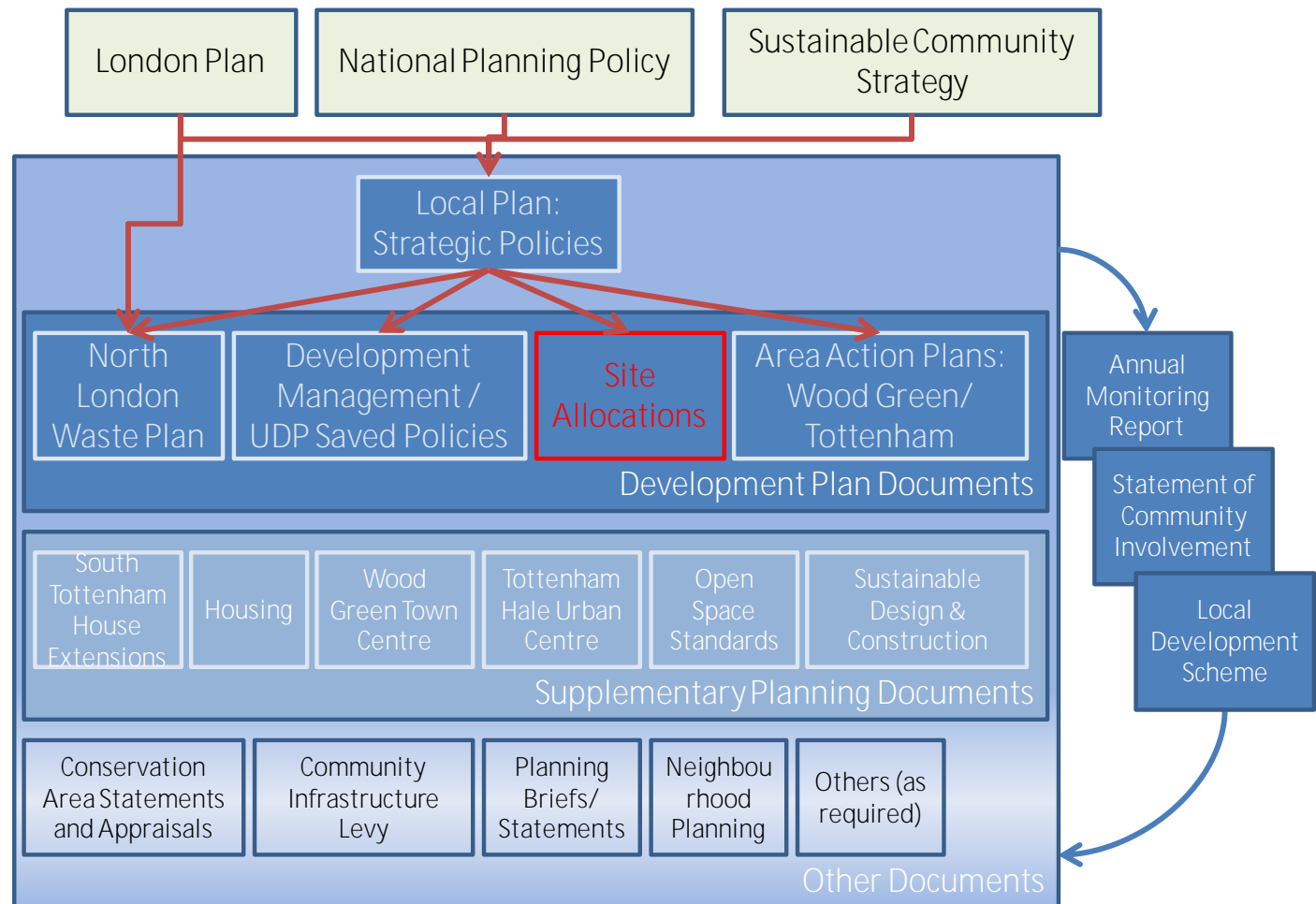
If these sites are not safeguarded for specific uses, the borough would be at risk of not being able to meet its identified housing target, and provide services for its communities.

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/m<sup>2</sup>, 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.

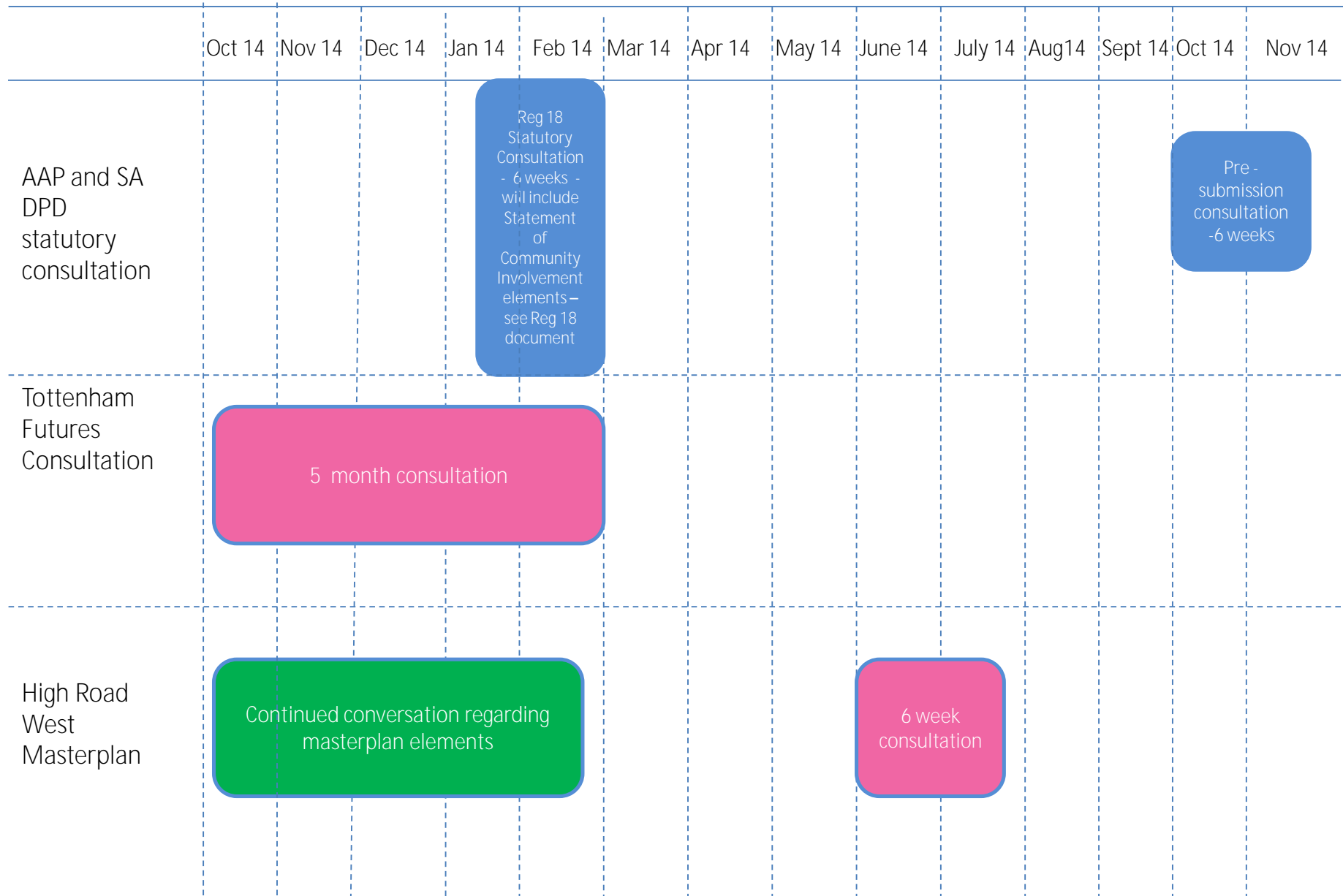
## Draft Site Allocations and the Infrastructure Delivery Plan (IDP)

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 21<sup>st</sup> October 2013.

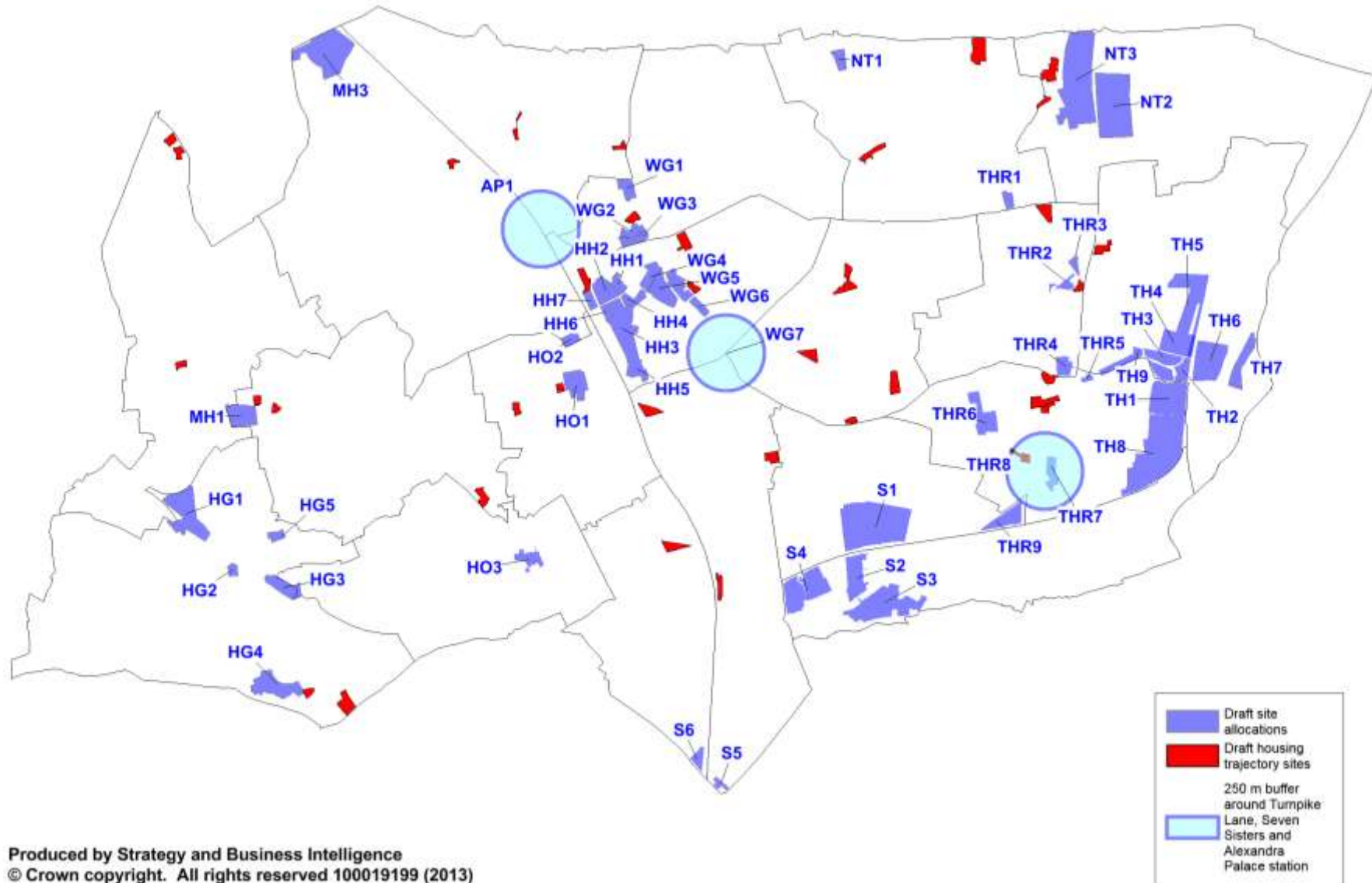
It is anticipated that by including these figures, it will help to give communities and infrastructure providers an idea of the range of benefits beyond those that the development itself offers in providing for infrastructure linked to growth.

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 High Rd Area of Change

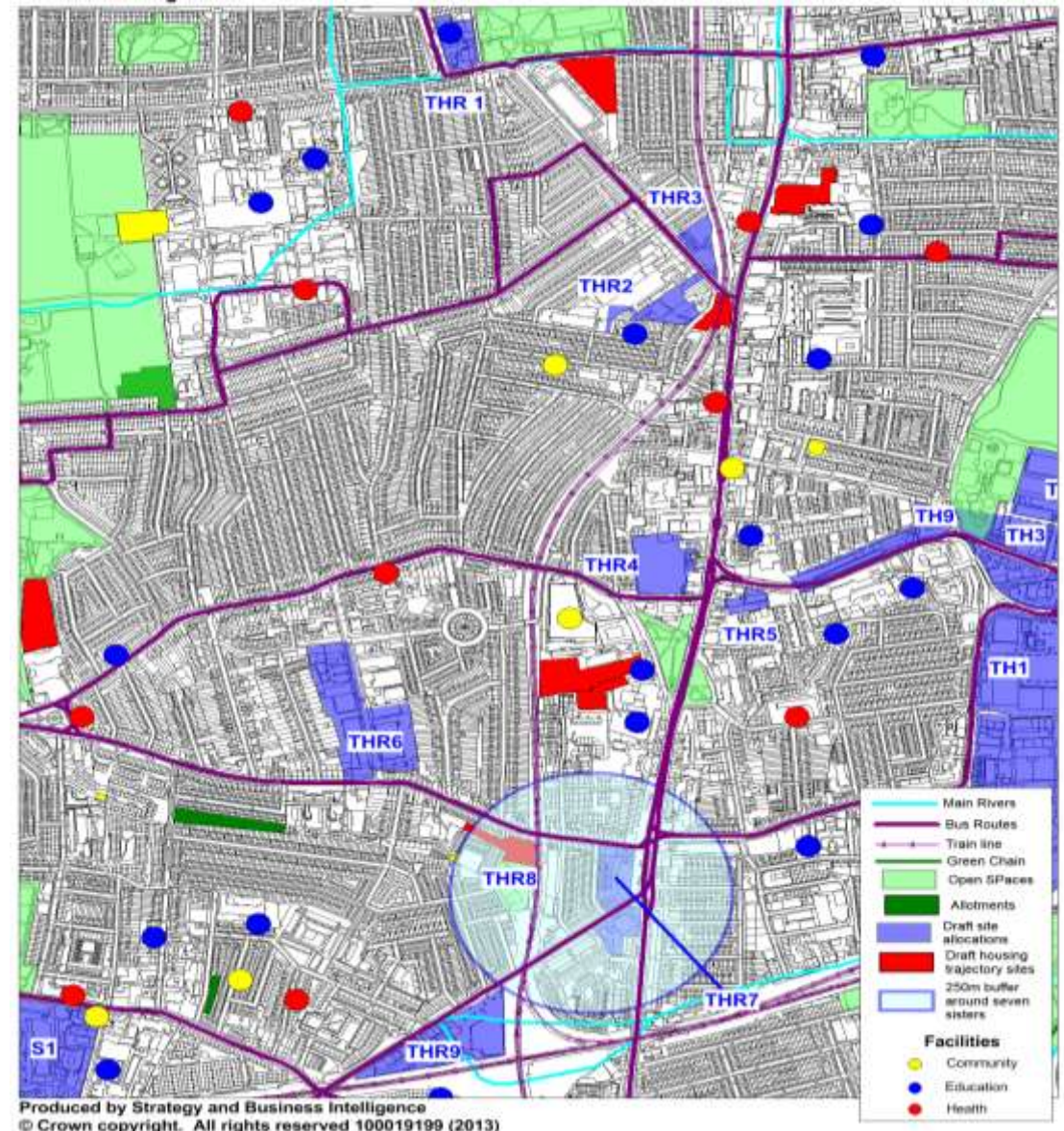
The High Rd is a significant spatial asset in Tottenham. It is a key historic north-south route linking London and its hinterland, and plays a key associative role in the minds of local residents, and communities across north London. It contains Tottenham's retail core, high frequency bus routes, key rail nodes at Seven Sisters and Bruce Grove, and a key sporting destination at the White Hart Lane football stadium.

Historically the High Rd has performed an employment, trading, and civic function for the wider area. This area was particularly affected by the riots in 2011, but will benefit from the priorities set out in the Plan for Tottenham, in terms of improving the local economy, housing choice and standards, and environment. Improvements are planned for the Bruce Grove/Tottenham High Rd District Centre, and the Tottenham High Road Historic Corridor. As a result there will be training and employment opportunities for local residents.

This area includes a number of sub-areas along the High Rd:

1. Bruce Grove/Tottenham High Rd includes a number of high quality buildings along Bruce Grove, as well as serving as the main independent retail centre for Tottenham.
2. Tottenham Green is being developed as a civic and cultural hub, with a leisure centre, library and space for start up businesses, and potential additions to Tottenham's evening economy;
3. Seven Sisters is an area of more intense development around a Victoria Line underground and national rail station. This area contains the West Green district shopping centre, and interfaces with the Seven Sisters Rd corridor.

There are considerable heritage assets around this area, in particular in the Bruce Grove, Scotland Green, and Tottenham Green Conservation Areas. Ongoing regeneration and development will seek to build on these assets.



The Council's aspirations for this area in the Local Plan: Strategic Policies DPD include:

- Potential for new housing and social infrastructure including, where appropriate and viable, the provision of new green space and community facilities;
- Opportunity for ensuring that the Seven Sisters area and the tube and train station provides land marks/gateways to aid legibility through redevelopment and/or renewal;
- Wards Corner regeneration delivering houses, shops and public realm improvements through redevelopment and/ or renewal;
- Potential for future estate regeneration;
- NDC Legacy Spatial Framework and Neighbourhood Plan;
- Redeveloping Apex House as a strong district landmark building and gateway to Seven Sisters; and
- Potential for a decentralised energy hub serving surrounding schools and housing estates.

**THR1: The Roundway at Bruce Grove**

Consolidation of sites proving high quality housing in a development sympathetic to the adjoining Bruce Castle Museum and Park.

**THR2: Tottenham Delivery Office and back of Bruce Grove**

Consolidation of sites proving high quality housing and potential for workshops at ground floor level, with good permeability from Bruce Grove Station to Sperling Rd and the Avenue.

**THR3: Snooker Hall site**

Consolidation of sites proving high quality housing and potential for town centre uses at ground floor level.

**THR4: Tottenham Green Bus Garage**

Subject to relocation of existing use, creation of a mix of commercial and residential uses with new public open space. Mixed use development with civic functions located on ground floor and other customer-facing public services.

**THR5: Kwik fit north of Saltram Close Housing Estate**

Infill development with potential to strengthen east-west pedestrian links from Monument Way to Tottenham Green

**THR6: Lawrence Rd**

Comprehensive redevelopment of this street to provide improved local amenity through a residential-led redevelopment.

**THR7: Seven Sisters Regeneration Project**

Landmark development at Seven Sisters station delivering new homes, jobs, environmental improvements, a broader mix of shops, increased access to Seven Sisters underground station, and a revamped market. This development will be comprised of the Wards Corner and Apex House sites.

**THR8: Seven Sisters Station**

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

**THR9: Gourley Place and Wickes site**

Comprehensive redevelopment opportunity to improve existing commercial space, provide high quality housing and improve accessibility through the site and potentially across the rail lines to the south and east.

# THR1: The Roundway at Bruce Grove

Address	315 The Roundway, Bruce Grove, Tottenham, N17			
Size (Ha)	0.7			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Pre-application on neighbouring site			

## Draft Site Allocation

Consolidation of sites proving high quality housing in a development sympathetic to the adjoining Bruce Castle

## Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham High Road Area of Change (Local Plan: Strategic Policies DPD)
- Conservation Area
- Area of Archaeological Importance



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## What is the site and surrounding area like?

This site contains the Shell garage on the Roundway, as well as an electricity sub-station and various industrial (automotive) uses on the remainder of the site.

The site is abounded by the A10 Roundway to the west, Lordship Lane to the south, and Church Lane to the east. The site would be rectangular in shape, but there is a high quality Locally Listed building housing a crèche located in the north east corner which should be preserved. The northern boundary is the back gardens of a terrace of 2 storey inter-war houses facing All Hallows Road to the north.

Across Church Rd to the east is Bruce Castle Museum and Park. Bruce Castle grand mansion and its adjacent hunting tower, is Grade I Listed, with parts dating back to the late Middle Ages; its main façade faces south onto Lordship Lane opposite the end of Bruce Grove; the park, which originally formed the gardens and park of the mansion, is designated as a Locally Listed Historic Park, Metropolitan Open Land and Ecologically Valuable Site (Borough Grade II) and has been awarded a Green Flag and contains a range of sport and leisure facilities. The site is also part of an Area of Archaeological Importance.

To the north of the houses, All Hallows Rd acts as an important cycling route through the area from the west into Bruce Castle Park; Church Lane also forms an important north-south cycle route and both will probably form part of the proposed Quietways network. Church Lane continues to the historic (originally medieval) All Saints Tottenham Parish Church, with other surrounding listed buildings about 150m north, before curving around the north of the park, with Tottenham Cemetery to its north.

The Roundway to the west of the site has a wide grass verge on its western side, and beyond that is the Peabody Cottages Estate, a Conservation Area. Part of the site itself on the Church Lane frontage, and all the land to its east, are in the Bruce Castle Conservation Area.

## Potential Development Capacity

- Residential: 14,000m<sup>2</sup>

## Design Principles

The site is sufficiently substantial to provide a significant development, but the nearby conservation area and heritage constraints, along with the existing houses and nursery adjoining to its north, make it likely that acceptable heights would be limited; three stories maximum are recommended to the north and east, but it could rise to the south, west and middle of the site to four and in parts five. Privacy and overlooking distances to the housing to the north should also be respected.

Apart from the possible need to accommodate the electricity substation it could be possible that non residential uses such as offices could be accommodated on ground floor frontages, but the council would be prepared to accept a 100% residential scheme. However it would have to be of a high standard of design to provide good residential amenity standards, especially to the difficult southern and western frontages onto busy road. To these sides active frontages with many, regularly spaced front doors should be provided, but it would not be acceptable to have any single aspect flats or bedrooms on the ground floor of these frontages.

A public east-west route could be created across the site to create more residential frontage. Views of Bruce Castle or its adjacent tower could be exploited to give the site greater distinctiveness.

Form, massing, proportions, rhythm, style and materials need to be considered carefully in the context of the conservation areas; bricks suitable for the context are strongly recommended as the main facing material, probably with pitched clay tiled or slate roofs.

## Implementation considerations

- £236,000 CIL estimate
- £141,000 potential s106 contribution.
- The site is not in consolidated ownership, and bringing the sites together would aid bringing forward a comprehensive redevelopment.
- Potentially contaminated land

# THR2: Tottenham Delivery Office & back of Bruce Grove

Address	Tottenham Delivery Office, Builders Yard and Conservative Club, Bruce Grove, Tottenham, N17			
Size (Ha)	0.63			
PTAL Rating	5			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Call for Sites 2013			

## Draft Site Allocation

Consolidation of sites proving high quality housing and potential for workshops at ground floor level, with good permeability from Bruce Grove Station to Sperring Rd and the Avenue.

## Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham High Road Area of Change (Local Plan: Strategic Policies DPD)
- Bruce Grove District Centre (Local Plan: Strategic Policies DPD)
- Secondary Town Centre Frontage (Unitary Development Plan 2006)
- Conservation Area



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## What is the site and surrounding area like?

Bruce Grove was originally laid out as a grand avenue leading in a straight line from Tottenham High Road to the mansion at Bruce Castle. In the eighteenth century a number of large Georgian houses were erected on its south-western side, in either short terrace (nos. 1-4) or semi-detached pairs (nos. 5-15), with very large back gardens of up to 200m length.

Some of these have since been developed, but there remain 2 large clusters of undeveloped or non optimally developed backlands. One is behind nos. 6-9, which is also designated an Ecologically Valuable Site of Local Importance but is covered in part in this allocation. The other, mostly in brownfield uses, is behind nos. 1-6 and off Moorefield Road, and is the main subject of this allocation.

This site currently consists of the Conservative Club at no. 6 Bruce Grove, a Royal Mail delivery office at 53 Moorefield Road and a builders yard that can be accessed from both no. 1 Bruce Grove or 55 Moorefield Road. The site has direct access to Bruce Grove itself, and lies just outside Bruce Grove District Centre. There is good access to Bruce Grove station.

The site is surrounded to the south and west by 2 to 3 storey residential housing. The site lies within Bruce Grove Conservation Area. All the Georgian properties, nos. 1-16 Bruce Grove, are statutorily listed, whilst Holly Cottage on Moorefield Road just to the east of the site is locally listed. Bruce Grove Primary School on Sperling Road to the south is a grander Victorian school backing on to 7-10 Bruce Grove.

Bruce Grove Station and high frequency bus routes on Bruce Grove and Tottenham High Road provide good public transport connections.

## Implementation considerations

- £68,000 CIL estimate
- £81,000 potential s106 contribution.
- The site is not in consolidated ownership, and bringing the sites together would aid bringing forward a comprehensive redevelopment.
- Potentially contaminated land

## Design Principles

Some of the semi-detached villas have had recent backland developments with their own access off Bruce Grove down the side of the villa. In the 1970s beside no. 9, a tall vehicular archway through the side wing was built to lead to an office wing and extensive parking. In the last 10 years beside no. 5, a narrow roadway has been cut through to create Champa Close of 2 storey residences. More recently beside no. 8 a pedestrian only archway leads to a shorter terrace. To protect the heritage significance, only the latter would now be permitted. Therefore to enable backland development behind 1-6, vehicular access from Moorefield Road is required.

This should be extended to the hammerhead at the end of Champa Close; connecting this private road and providing access to the larger site behind nos. 6-9. Notwithstanding that, it is not envisaged this will be for any use other than public open space; for recreation, sport and leisure or nature conservation, with potentially small infill residential development at its margins, primarily envisaged behind no. 6 and potentially as change of use and redevelopment behind no. 8. Some reconfiguration of the land around Bruce Grove Primary could enable connection to Sperling Road as well as better (possibly shared) playground space for the school. Champa Close will remain un-adopted, but could provide pedestrian access to Bruce Grove, as could the archway through no. 8.

However this means development behind 1-6 and to 53 and 55 Moorefield Road becomes important for both connections and as a residential and employment opportunity. This development should enable the connection of Bruce Grove, Champa Close, Sperling Road and Moorefield Rd as a pedestrian route.

Proposals would have to take account of the Bruce Grove Conservation Area, and so new development should be limited to 3 storeys with the possibility of 4 storeys in the centre of sites.

Materials: To fit in with the Conservation Area, and listed buildings, the primary material should be brick.

## Potential Development Capacity

- Residential: 8,000m<sup>2</sup>
- Workspaces: 3,000m<sup>2</sup>

# THR3: Bruce Grove Snooker Hall

Address	Bruce Grove Snooker Hall & Banqueting Suite Site, Bruce Grove, Tottenham, N17			
Size (Ha)	0.5			
PTAL Rating	5			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source				

## Draft Site Allocation

Consolidation of sites providing high quality housing and potential for town centre uses at ground floor level.

## Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham High Road Area of Change (Local Plan: Strategic Policies DPD)
- Bruce Grove District Centre (Local Plan: Strategic Policies DPD)
- Secondary Town Centre Frontage (Unitary Development Plan 2006)
- Conservation Area



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## What is the site and surrounding area like?

This site is triangular in plan, located on the north-east side of Bruce Grove, and primarily consists of three buildings on this frontage. The northern building is the Regency Banqueting Suite, which is a two storey retail parade of early 20th Century origin with the banqueting suite on its 1st floor. To its south is the higher and more imposing snooker hall building, a former cinema mostly now a plain brick rendered façade, with partial remains of former ornamentation and a grand domed entrance at its southern end; it is a former cinema and is locally listed. To the south of the snooker hall is a council owned small former public toilet, a Grade II listed building, single story with a basement, in a half timbered style with elaborate metal railings enclosing modest surrounding grounds.

The rear of the site includes a significant amount of car parking, along with a few small structures, yards and scrubland, with the rear boundary defined by the West Anglia line, elevated on an embankment. The embankment is wooded and it and the tracks are designated an Ecological Corridor. The north-west boundary of the site is the back gardens of two storey terraced late 19th century houses on Woodside Gardens, a quiet residential street typical of streets to the north and west of the site.

The frontage buildings are part of the Bruce Castle Conservation Area and designated Town Centre; the Banqueting Suite and Snooker Hall are designated Secondary Frontage. However, on the other side of Bruce Grove the shopping centre ends opposite the WCs, followed by a sequence of grand, statutorily listed Georgian villas set behind large generally paved front gardens. Formerly run down, these are gradually being restored to create an impressive setting for this site; they include Site THR1.

Bruce Grove Station and plentiful bus routes on the A10 Bruce Grove and Tottenham High Road provide excellent public transport connections.

### Potential Development Capacity

- Residential: 8,000m<sup>2</sup>
- Town Centre Uses: 1,300m<sup>2</sup>

## Design Principles

The council would like to see a viable use that preserves the listed former public toilets and restores the entrance to the locally listed former cinema (now a snooker hall). As an identified positive contributor the frontage of the banqueting suite should also be preserved. However development involving partial demolition of those buildings (excepting the WCs), and new construction on vacant and underused land to their rear would be considered. Joint development of at least the snooker hall and banqueting suite to a coordinated masterplan would be preferable.

The rear of the site and the upper floors of the frontage buildings could be residential or office use, but the ground floors of the frontage buildings, including the listed former toilets, would need to be in town centre uses. It is important to retain and restore a continuous active frontage along Bruce Grove. It would be preferable for residential development on the rear of the site to be developed as townhouses in mews type streets or courts, with clear and simple access routes, but the only possible access will be off Bruce Grove, which is a Transport for London managed trunk road. Greater height may be possible closer to the railway, but within the Conservation Area maximum heights should be 3-4 storeys and close to the backs of neighbouring houses it should drop to 2 storeys and not too close to the boundary to maintain privacy, day and sunlight to neighbours.

Form, massing, materials and detailing of any extensions or new buildings should be appropriate to the Conservation Area; preferably built of brick and to a high standard of design.

### Implementation considerations

- £67,000 CIL estimate
- £80,000 potential s106 contribution.
- Potentially contaminated land
- This site currently suffers from noise pollution

# THR4: Tottenham Green Bus Garage

Address	Tottenham Green Bus Garage, Phillip Lane, Tottenham, N17			
Size (Ha)	1.43			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

## Draft Site Allocation

Subject to relocation of existing use, creation of a mix of commercial and residential uses with new public open space. Mixed use development with civic functions located on ground floor and other customer-facing public services.

## Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Tottenham High Road Area of Change (Local Plan: Strategic Policies 2013)
- Strategic Local Open Land
- Historic Park
- Area of Archaeological Importance
- Conservation Area



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## What is the site and surrounding area like?

This site is located to the north of Tottenham Green on Phillip Lane, adjacent to the statutory listed Holy Trinity Church. It is currently in active use as an Arriva Bus Garage on the north side of Phillip Lane.

The site is in close proximity to Tottenham High Road, with yards in commercial uses to the east separating the site from the High Road. It may be possible to include some or all of these backland yards and possibly some of the properties facing the High Road in this site. However it is worth noting that in addition to being part of the Conservation Area several are locally listed (nos. 363 (the former Swann Public House), 365, 373, 383, 385 and 391 (Library Court, the former Tottenham Library)).

Of even greater heritage significance is a cluster of monuments around the junction of the High Road, Philip Lane and Monument Way, particularly The High Cross Monument; believed to be an eighteenth century reconstruction of an original mediaeval Eleanor's Cross.

Terraced housing is to the west of the site facing the Green and on Arnold Road, and there is a 1990s housing estate to the rear of the site.

Tottenham Green is the key local feature, and this area is the subject of public realm improvement and landscaping works, which are due to be completed in 2014. The north of the Green is occupied by the Holy Trinity Church, and this faces the bus garage. The Tottenham Green Leisure Centre, Marcus Garvey Library, the Bernie Grant Arts Centre, the former Tottenham Town Hall and the College of Haringey, Enfield, and North East London (CHENEL) form a grand civic western edge to the Green. Together these form the civic and cultural heart of Tottenham.

## Potential Development Capacity

- Residential: 25,000m<sup>2</sup>
- Offices: 11,000m<sup>2</sup>
- Town Centre uses: 3,000m<sup>2</sup>
- Community uses: 5,000m<sup>2</sup>
- Publically accessible open space: 7,500m<sup>2</sup>

## Design Principles

Any future development will need to be sympathetic to the nearby church, limiting heights to 2 to 3 storeys at the south of the bus station site, and on the car park site. Higher development may be possible to the north of the bus station site.

However, if in addition to the bus station, sufficient sites on the High Road were available, the potential exists for the route of Philip Lane to be diverted across the site, uniting the southern part of the site with the church and Tottenham Green. This would add to the open space of Tottenham Green and improve the setting of the church.

Any properties on the High Road added to this development would have to be unlisted buildings and would preferably be detractors in the current Conservation Area Character Assessment, to justify their demolition. Proposals would have to include appropriate development lining this diverted route of Philip Lane, to fit into the Conservation Area, to be acceptable to the setting of the other retained heritage assets and especially not to harm the setting of the High Cross.

Any other opportunities to improve local connections by creating through streets within the site to those to the north, Library Court and/or Eleanor Close should also be taken. Car free development will be supported.

Form, massing, materials and detailing should be appropriate to the Conservation Area; preferably built of brick and to a high standard of design.

## Implementation considerations

- The existing bus station use would need to be relocated.
- It may be desirable in this location to provide public Wi-Fi which will improve the competitiveness of local businesses, as well as an amenity upgrade for visitors to the area.
- £209,000 CIL
- Potential s106 contribution: £250,000
- Cycle Parking
- Potentially contaminated land
- This site currently suffers from noise pollution

# THR5: Kwik Fit north of Saltram Close

Address	Kwik Fit north of Saltram Close Housing Estate, Stainby Road, Tottenham, N15			
Size (Ha)	0.3			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	GLA SHLAA			

## Draft Site Allocation

Infill development with potential to strengthen east-west pedestrian links from Monument Way to Tottenham Green

## Existing Policy Designations

- Upper Lea Valley Opportunity Area (London Plan 2011)
- Seven Sisters Corridor (Local Plan: Strategic Policies 2013)
- West Green/Seven Sisters District Centre (Local Plan: Strategic Policies 2013)
- Area of Archaeological Importance



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## What is the site and surrounding area like?

This site is within the Tottenham Gyrotory, with access to Monument Way and Tottenham High Road; however the gyrotory is currently in the process of being removed. Both Tottenham High Road and Monument Way will revert to two way traffic.

The southern half of the site is vacant and poorly maintained, with the northern half is occupied by a Kwik-Fit car garage. The two sites are in separate ownership and are in very different condition, but it would be preferable to envisage the two sites as closely related and under a single allocation. Kwik-Fit has frontage on to Monument Way; the only current access to the remaining site is through a narrow roadway off the High Road; this also provides back service and upper floor access to buildings on the High Road and a couple of small yards.

However immediately to the south of this site is the Saltram Close Estate, a large 1960s council housing estate; immediately to the south is a north south aligned block of maisonettes over ground floor parking, facing a large central amenity space, with a double banked 4 storey block to its east; north of this block, east of this allocation site, a former playground has recently been redeveloped with a new 4 storey block of affordable housing facing Monument Way. There is therefore potentially pedestrian and servicing access from Saltram Close to the south and east.

The recent development immediately to the east on the former playground at the corner of Monument Way and Stainby Road is particularly significant. The amenity and privacy of the council housing to the south and flats above shops on the High Road to the west will also have to be protected.

The properties facing the High Road to the west of the site are in the Tottenham Green Conservation Area.

## Potential Development Capacity

- Residential: 7,300m<sup>2</sup>

## Design Principles

Combining the vacant land with the Kwik Fit site on Monument Way would potentially create a new access routes both north-south, from Saltram Close to Monument Way, and east-west, from the High Road at Tottenham Green into Saltram Close and on to Stainby Road. These should be through routes for pedestrians and possibly cycles only with vehicular access to small private parking garages or courts only.

This site sits within a relatively built-up area, so in principle heights of 6-7 storeys may be expected facing Monument Way. However to fit in with and not harm the amenity of neighbouring housing. It should drop to 4 storeys on the southern part of the site.

There is a need to create some amenity space on the site, this may partially be achieved through the provision of balconies. Ground floor flats should preferably be family sized units with private gardens to the rear of blocks. Upper floor flats should have private balconies.

Building should be set back from the busy Monument Way, with active frontages and possibly non residential ground floor uses, would be required. All public routes, including the proposed north-south and east-west public routes, should have clear, simple, robust design allowing through views and active frontage with front doors to all sections.

## Implementation considerations

- £61,000 CIL estimate
- Potential £73,000 s106 contribution
- The opportunity to improve pedestrian accessibility between the High Rd, Saltram Close, and Monument Way is crucial to this site.
- The site is in an area of moderate noise pollution and poor air quality.
- 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

# THR6: Lawrence Rd

Address	Lawrence Rd, West Green			
Size (Ha)	3.34			
PTAL Rating	3			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Existing Masterplan			

## Draft Site Allocation

Comprehensive redevelopment of this street to provide improved local amenity through a residential-led redevelopment.

## Existing Policy Designations

- Site Specific Proposal 27 (Unitary Development Plan 2006): Mixed use employment and residential development.
- Planning Permission has been granted or the southern end of this site (HGY/2012/1983)



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## What is the site and surrounding area like?

Lawrence Rd connects West Green Road and Phillip Lane and is located west of Seven Sisters tube station, with its southern extent being a short walk to the facilities of the West Green / Seven Sisters District Centre. It is crossed at the northern end of the site with an east-west route, Elizabeth Place / Clyde Road, which to the west is a linear park of pedestrian priority, which connects Tottenham Green (behind the Tottenham Green Leisure Centre / Marcus Garvey Library and Bernie Grant Arts Centre), through Clyde Circus, across Lawrence Road and west to the western end of Phillip Lane, close to where it opens out into West Green.

The streets that run parallel to Lawrence Rd to both the east and west, and Clyde Rd which lies to the north are residential in nature, and fall within the Clyde Circus Conservation Area. The Centrepiece of the Conservation Area, the Circus itself, is to the north east of the site.

Lawrence Rd is characterised by larger scale commercial buildings which are generally out of context with the surrounding streets. The buildings are generally 4 storeys in height, with the highest up to 8 storeys and are positioned in close proximity to the street edge, presenting an imposing façade. Mature trees along this street add to the feeling of enclosed space in the area.

The majority of buildings are now disused, although there is some commercial activity in this area. Planning Permission has been granted for a residential led mixed use redevelopment of most of the southern half of this site, and demolition of existing buildings on this site has commenced. The northern sites and one small site to the south west remain, and some may not be redeveloped, including the 8 storey Studio 28 live-work block.

## Potential Development Capacity

- Residential: Up to 435 units in total (Lawrence Rd masterplan)

## Design Principles

As stated, a large part of this site has planning permission and is currently being developed; as part of that development, a masterplan for the remainder of this site was prepared. This envisages 6-8 storey blocks lining both sides of Lawrence Road; residential will other non residential ground floor uses (B1, work parts of Live-Work or small corner shops or cafes) to contribute to active ground floor usage, with family townhouses facing mews streets or courts behind. These mews streets and/or courts could connect together or be individual semi-private closes. Larger flatted blocks will turn into facing West Green Road to the south and Elizabeth Place / Clyde Road to the north.

The existing buildings have large floorplates and are generally higher than the surrounding area. Accordingly this site could accommodate 5-6 storeys, stepping down to wards the gardens on parallel streets to either side. Due to the large existing floorplates, mews may be possible behind the development on Lawrence Rd itself.

Development should contribute to improvements to the Elizabeth Place linear park but need not provide any more public space than streets with one or two small pocket parks and children's playspaces.

A materials palette of two or three complementary predominantly red bricks, large windows and recessed balconies, with clay tile or metal pitched roofs on houses and flat roofs either accessible as amenity space or with green roofs on the flats, has been agreed for the development with planning permission and this should be continued elsewhere in this site.

The mature trees along Lawrence Road and the clump in the backlands to the north west of the site should be maintained and incorporated into all the future design proposals.

## Implementation considerations

- A S106 planning obligation has been agreed as part of the first phase of this site. Any future requirements should build on this agreement.
- This site could potentially support a communal heating system and Combined heat and power facility.
- Potentially contaminated land

# THR7: Seven Sisters Regeneration Project

Address	Wards Corner & Apex House, Seven Sisters Station, High Road, Tottenham Green, N15			
Size (Ha)	1.37			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	UDP 2006 Site Specific Proposal			

## Draft Site Allocation

Landmark development at Seven Sisters station delivering new homes, jobs, environmental improvements, a broader mix of shops, increased access to Seven Sisters underground station, and a revamped market. This development will be comprised of the Wards Corner and Apex House sites.

## Existing Policy Designations

- Upper Lea Valley Opportunity Area ( London Plan 2011 )
- Seven Sisters Corridor ( Local Plan: Strategic Policies 2013 )
- West Green/Seven Sisters District Centre ( Local Plan: Strategic Policies 2013 )
- Site Specific Proposal 21 ( Unitary Development Plan 2006 )
- Primary & Secondary Town Centre Shopping Frontages ( Unitary Development Plan 2006 )
- Conservation Area



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## What is the site and surrounding area like?

The site is located in close proximity to Seven Sisters underground station, at the confluence of West Green Rd, Tottenham High Rd, Broad Lane and Seven Sisters Rd. There are two development parcels, the Wards Corner site, which is presently a local market and some terraced housing, and Apex House, which is currently a Council-owned and operated office building. The two sites are separated by Seven Sisters Road.

An active frontage wraps around the first site from Seven Sisters Rd to West Green Road, although many of the buildings are derelict and some unsafe. The western edge, formed by Suffield Road, is a street of late nineteenth century, 2 to 3 storey terraced houses.

To the south of Apex House is a 1970s estate of council housing, some of which is now in private ownership. To the north of Seven Sisters Station, and between the site and Seven Sisters Overground station are terraced housing. About half of the Wards Corner site, as well as most of the street and public realm itself, including right up to the edge of Apex House, are in the Seven Sisters and Page Green Conservation Area.

Apex House itself contains a clock tower / public toilets on the north west (High Road) side and large surface car park to its south-east, both of which can be included in development.

## Potential Development Capacity

- Residential: 52,000m<sup>2</sup>
- Town Centre uses: 16,000m<sup>2</sup>
- Potential to proliferate uses at this location to make best use of high PTAL

## Design Principles

Planning Permission has been granted for a major mixed use scheme, including significant amounts of residential and retail use, on the Wards Corner site. It is considered that 6-8 storeys may be generally possible on these sites, potentially with up to 10 storeys on the Apex house site.

An opportunity to introduce a new tube entrance on the south side of Seven Sisters Rd exists.

There may be an opportunity to introduce a modern style of architecture along Seven Sisters Rd, with Apex House being a potential bookend, although the setting and impact on the Conservation Area will need to be considered.

The active frontage needs to be maintained and enhanced where possible.

Car free development will be supported on this site.

## Implementation considerations

- The addition of the Seven Sisters rail line to TfL operation may also deliver additional services. In the longer term Seven Sisters is on the preferred Crossrail 2 route.
- £432,000 CIL estimate
- Potential £518,000 s106 contribution
- It may be desirable in this location to provide public Wi-Fi which will improve the competitiveness of local businesses as well as an amenity upgrade for visitors to the area.
- This site could potentially support a communal heating system and Combined heat and power facility.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land
- This site currently suffers from noise pollution

# THR8: Seven Sisters Station

Address	250m <sup>2</sup> radius of Seven Sisters station, Tottenham, N15			
Size (Ha)	19.6			
PTAL Rating	6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	Crossrail 2 preferred alignment			

## Draft Site Allocation

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

## Existing Policy Designations

- Upper Lea Valley Opportunity Area ( London Plan 2011 )
- Seven Sisters Corridor ( Local Plan: Strategic Policies 2013 )
- West Green/Seven Sisters District Centre ( Local Plan: Strategic Policies 2013 )
- Site Specific Proposal 15 ( Unitary Development Plan 2006 ) - Mixed use commercial, retail and residential
- Site Specific Proposal 21 ( Unitary Development Plan 2006 ) - Comprehensive mixed use development
- Primary & Secondary Town Centre Shopping Frontage ( Unitary Development Plan 2006 )
- Conservation Area
- Ecological Corridor
- Historic Park



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## What is the site and surrounding area like?

Seven Sisters is a key gateway into Tottenham, and is currently an Over-ground rail station and an underground rail station. It is located on the corner of Seven Sisters Rd, Tottenham High Rd, and St Ann's Rd.

An active frontage wraps around the site from Seven Sisters Rd to West Green Road, and forms part of the Seven Sisters/West Green District centre. Other retail uses exist in the area, particularly on the High Rd.

In addition to the existing train routes passing through the station, Seven Sisters is on the preferred route for Crossrail 2.

## Design Principles

This area lies partially in the Seven Sisters Conservation Area, and this context needs to be respected in any future developments.

The Seven Sisters Corridor, Tottenham High Rd, West Green Rd, and Broad Lane form a complex junction at Seven Sisters. Options to improve pedestrian and cycling permeability through the site should be pursued.

Car free development will be supported in this area.

## Implementation considerations

- Current additional details are not available with relation to station exit points at this time.
- The tunnelling and access points for Crossrail 2 will likely require land parcels to construct them.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.

## Potential Development Capacity

Specific developments are not identified in this document.

# THR9: Gourley Place & Wickes site

Address	Gourley Place & Wickes site, Seven Sisters Road, N15			
Size (Ha)	2.49			
PTAL Rating	4-6			
Timeframe for delivery	2015-2020	2020-2025	2025-2030	2030-2035
Source	UDP 2006/ GLA SHLAA			

## Draft Site Allocation

Comprehensive redevelopment opportunity to improve existing commercial space, provide high quality housing and improve accessibility through the site and across the rail lines to the south and east.

## Existing Policy Designations

- Seven Sisters Corridor ( Local Plan: Strategic Policies 2013 )
- Site Specific Proposal 28 ( Unitary Development Plan 2006 ) : Mixed use including employment and residential.
- Ecological Corridor
- Site of Important Nature Conservation ( Borough Grade II )



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## What is the site and surrounding area like?

This site consists of the land bounded by Seven Sisters Rd, and the Gospel Oak–Barking and Seven Sisters rail lines. Currently there is a Wickes trade/retail unit with extensive surface parking and a number of industrial units.

The rail embankment forms a barrier to the east and south of the site. Seven Sisters Rd forms the final edge of this triangular site to the north-west. To the north-west of Seven Sisters Road it is residential use, but comprising a variety of 2 to 4 storey terraced houses and flats from either the late nineteenth century or mid twentieth century; the latter being council housing in a number of small estates.

The area is experiencing migrant casual worker issues which are a blight on the local area, with evidence of rough sleeping, drinking, and littering existing on the site.

Its location is very close to Seven Sisters underground (Victoria Line) and surface rail (Liverpool Street) stations, giving it excellent connections to the City and West End.

## Implementation considerations

- £448,000 CIL estimate
- Up to £538,000 S106 contribution
- This site is in an area of moderate air pollution coming from Seven Sisters Rd
- This site could potentially support a communal heating system and Combined heat and power facility.
- This site is in a Critical Drainage Area, and any development proposals should refer to the Local Flood Risk Management Strategy.
- Potentially contaminated land
- This site currently suffers from noise pollution

## Design Principles

There is considerable evidence that a much better use of this site could be made and it is understood a number of the owners of the small industrial sites to the south west of the site would welcome a comprehensive redevelopment. This should not remove employment uses from the site, but the nature of this employment could change, which should allow a significant amount of residential use to coexist.

The Seven Sisters Road frontage and proximity to Seven Sisters station should allow a density of development with at least two floors, possibly more of employment use, including the ground floor, to create active frontage and attract higher end employment use; this could include office space, professional services, research and higher value workshop space, with a welcoming frontage on to Seven Sisters Road and potentially servicing from the rear. This could also contain residential units on upper floors, but never lower than second floor.

Behind the main road frontage there could be three or four streets running off, in which the amount of employment reduces to become completely residential towards the back of the site, where residential streets should link together and a small pocket park could provide amenity space, unless a bridge can be provided.

Opportunities for bridging either/both the railways should be investigated, probably just for pedestrians and cycles. If this is achieved a higher density residential development would be permitted on this site, as the Plevna and Ermine Triangles to the south and south-east would provide plentiful amenity space as well as ecological value. A north-south cycle route across the site and railway would make a valuable contribution to the evolving Quietway cycles network.

Car free development will be supported on this site.

## Potential Development Capacity

- Residential: 54,000m<sup>2</sup>
- Commercial development: 22,000m<sup>2</sup>

# 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