

TOTTENHAM AREA ACTION PLAN

Preferred Option Consultation

February 2015



Foreword

The Tottenham Area Action Plan will be a blueprint for the comprehensive and co-ordinated regeneration of Tottenham and the local neighbourhoods within it.

Currently we are still in the early stages of preparing this Plan, so there is still significant scope and opportunity for local people and stakeholders to get involved and influence the final document.

Since we last consulted the community on the broad options for change, we have been working with our delivery partners and the community to better understand the strengths of the area that need to be built upon, the opportunities that exist that need to be realised, and the existing issues that need to be addressed.

Taking account of the comments received to consultation in January 2014, this document sets out the Council's Preferred Option for how we believe the Tottenham area should be developed. In particular, this document establishes a shared future vision for the area – building on the responses received to the 'Tottenham's Future' consultation and outlined in the Strategic Regeneration Framework (March 2014) – and details how that vision will be delivered through policies aimed at managing specific issues and through proposals for development on specific sites.

To progress the document to its next stage, we now want your views on whether you think the vision for the area is the right one, and whether the suggested policies and site proposals are a sufficient and adequate guide to development to achieve that vision.

We want the Area Action Plan to be more than just a policy document. It is important to us and our delivery partners that the local community and key stakeholders can give their support to the final Plan and can work with us to deliver it over both the short and long-term. Therefore, if you are a local resident, business owner, or just have an interest in how this area should be developed in the future, we strongly urge you to get involved and have your say in shaping the content of this important Plan for Tottenham and the Borough.

Cllr Ali Demirci
Cabinet Member for Planning



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1 Introduction

1.1 Tottenham is a key strategic growth area within London. It is home to many distinct, diverse and strong communities where over 200 different languages are spoken. It has a rich history, a huge talent pool and, despite the recent recession, the highest start up of new businesses in London. It also has relatively low land values and densities, sites available for development, and some of the best transport links in north London, making it an attractive proposition for new investment. At the same time, parts of the area also experience high levels of unemployment, benefit dependency, overcrowding and crime, and low levels of educational attainment, household income and health. It also suffers from a poor public realm in some areas and a lack of accessibility to quality open spaces and community & recreation facilities.

1.2 The desire to build upon its strengths, and the need to address the underlying causes of deprivation, have lead Tottenham to be identified as a priority area for regeneration. While efforts to date have been well intended, they have sometimes been piecemeal and have not had a long term impact. There is now wide recognition that a more comprehensive and coordinated approach is required to manage and deliver regeneration and change across the whole of Tottenham.

1.3 The Tottenham Area Action Plan (AAP) is a significant and important component of the regeneration strategy for Tottenham. It establishes the local spatial planning framework for the area, giving detailed expression to the overall growth objectives for Tottenham as contained in the Core Strategy policies. In particular, the AAP seeks to realise the significant potential for urban renewal and intensification, particularly within Seven Sisters, Tottenham Green, Tottenham Hale and Northumberland Park.

1.4 The AAP provides for major new housing development aimed at delivering a further 10,000 new homes and significantly improving the quality of existing social housing stock, providing for a more balanced mix of housing tenure and greater housing choice. It also makes provision to deliver substantial employment growth, creating 5,000 new jobs through new retail development at Tottenham Hale, the intensification and diversification of existing industrial estates, and mixed leisure development, as part of a hub incorporating the new Spurs stadium, enhancing North Tottenham's distinct offer as a leisure destination and providing a catalyst for wider High Street and estate renewal.

1.5 The AAP proposes measures to ensure new development and growth is complemented by further improvements to public transport and interchange facilities, better pedestrian links with the surrounding area, including to the Lee Valley, and provision of community infrastructure – specifically new schools and healthcare.

1.6 Lastly, a major focus of the Plan is on recognising and reinforcing the distinctive characteristics of Tottenham's neighbourhoods, highlighting its important historic assets, delivering environmental improvements and helping to address the inequalities present across Tottenham.

Purpose of the Tottenham Area Action Plan (AAP)

1.7 The Area Action Plan (AAP) is being prepared in order to ensure that the scale of development and change proposed for Tottenham to 2026 and beyond is positively managed and guided by a planning framework and investment decisions that meet the aspirations that the local community and the Council have for the area as a whole, as well as the places within it.

1.8 It is particularly important that local residents and businesses can understand and appreciate how the changes proposed will affect them and their community. The AAP therefore seeks to provide clarity and increased certainty about how the opportunities for improving Tottenham's places will be realised and its challenges addressed. Specifically, it prescribes a vision for how neighbourhoods are to develop, allocates strategic sites for particular uses and types of development, and sets out Tottenham specific policies aimed at ensuring new development is ambitious, appropriate and sustainable in a Tottenham context (i.e. balances development and population growth with increased and improved infrastructure, access to training and employment, and delivers a wider range of housing choice).

1.9 The AAP has a strong focus on delivery and implementation. It is intended to alert infrastructure providers and public sector agencies to the growth targets and existing deficiencies present, so that they may schedule service and capacity upgrades accordingly. Effective cross-service working, securing the coordinated and timely delivery of social and physical infrastructure improvements, will be essential to support new development and ensure that continued growth across Tottenham is sustainable. Equally, the AAP provides further guidance on the appropriate phasing of new development, taking into account the need to ensure regeneration occurs across all of Tottenham, including on sites with greater constraints than others.

1.10 The boundary of the AAP (see Figure 1.0) has been drawn to capture the key strategic sites, whilst recognising that they sit naturally within and alongside other sites and neighbourhoods that are not intended to be subject to the same level of change but that will benefit from the targeted regeneration and proposals to improve physical connections, transport accessibility, employment creation and enhanced social infrastructure. Conversely, the drawing of an AAP boundary does not preclude opportunities to realise better connections and other improvements outside of the AAP area including access to green spaces, heritage and leisure facilities, and links to other employment hubs.

Figure 1.0: Tottenham AAP Area

[INSERT OS MAP OF HARINGEY, NEIGHBOURBOURING BOROUGHES, STRATEGIC TRANSPORT LINKS ETC SHOWING THE RED LINE BOUNDARY FOR THE TOTTENHAM AAP AREA AND THE WARD BOUNDARIES]

Preparation of the Preferred Option AAP

1.11 Figure 1.2 illustrates where we have reached in the statutory process of preparing the Tottenham AAP. This draft of the AAP sets out the Council's preferred strategy for how we believe Tottenham should be developed. It gives effect to the Haringey Local Plan Strategic Policies and adopts the shared vision and strategic objectives for Tottenham that the community and the Council agreed as an outcome of the 'Tottenham Futures' consultation undertaken over a five month period from October 2013 to February 2014.

1.12 To bring about the vision and the achievement of the strategic objectives, the draft AAP sets out the sites the Council proposes to formally allocate for specific types of use and development, including an indication of the quantum of housing and/or employment floorspace to be delivered on each. It sets out the existing designations Council intends to retain or alter to facilitate the regeneration needed, and the draft policies specific to Tottenham that new development is expected to accord to.

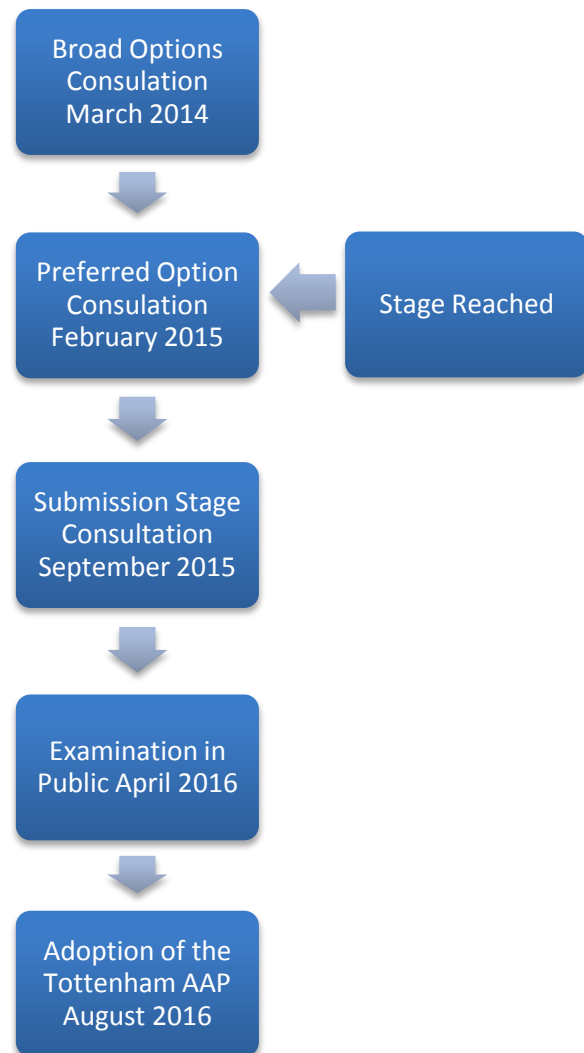


Figure 1.2: Stages in AAP Preparation

1.13 The proposed site allocations and policies have been prepared having regard to the following:

- consultation to date with the local community, including consultation on an early 'draft' version of the AAP (March 2014), and more recently, consultation on High Road West (September 2014) – see 'Previous consultation outcomes' below;
- engagement with landowners and developers through the pre-application process and other avenues to gain an understanding of the aspirations they hold for their sites;
- engagement with key stakeholders, such as Transport for London & the NHS, who need to support the proposals and commit to their delivery;
- the findings of evidence base studies¹, including emerging masterplan work, Tottenham specific studies on Transport, as well as borough-wide studies on housing need, flooding, employment, open space and urban character; and

¹ A list of the evidence base used to inform the preparation of the AAP is set out in Appendix B. As each evidence base study is completed, these will be made available on the Council's website.

- other policy developments related to Tottenham, including the potential designation of Tottenham as a Housing Zone and the scope for Crossrail 2 to serve Tottenham, providing significantly greater access to locations within the borough, to London and the wider South east.

1.14 With regard to sites, it is important to note that delivery of key developments within the Plan's timeframe is critical to the success of the AAP, and sites that can feasibly be developed within this timeframe have been prioritised. However, it is acknowledged that other sites, currently unidentified, may become available during this fifteen year period. Therefore guidance is proposed for each neighbourhood and across the entire area to ensure all development is managed, and not just that planned for on currently identified sites.

1.15 Lastly, the AAP also sets out the approach the Council, along with its delivery partners, will take to deliver and implement the AAP. Many parties will have a role to play in Tottenham's regeneration. The AAP will provide a solid foundation for physical change but much broader coordination between agencies, the private sector and local communities is still required if the broader social and economic objectives, and the vision for Tottenham, are to be achieved.

1.16 The key proposals being advocated for Tottenham through the AAP Preferred Option stage are summarised in Figure 1.3.

Figure 1.3: Tottenham AAP Key Diagram

[INSERT THE KEY DIAGRAM FOR THE TOTTENHAM AAP AREA]

Previous consultation outcomes

1.17 Initial consultation on the broad proposals for Tottenham was undertaken in January 2014. A number of public consultation events were also held that attracted over 80 residents and stakeholders. The assessment of the consultation responses and the comments recorded at the events highlighted a number of common themes:

- The need for the AAP to be clear about what is being proposed, where, why, and the implications for local neighbourhoods, local residents and businesses;
- That the area is already densely populated and therefore there is concern whether the quantum of new residential development proposed for Tottenham is appropriate and equitable in a borough-wide sense;
- The existing deficiencies in social infrastructure serving the area that will be further exacerbated if additional housing is added - new infrastructure provision must be secured and not just promised;
- Concern that regeneration will led to the gentrification of Tottenham, with existing residents and businesses forced out;
- A desire to see the distinctive existing character of neighbourhoods retained and preserved, including local heritage;

- The need for further detail on the types of jobs proposed to be delivered, how they will be secured for local benefit, and what the proposals are for existing local employment sites, including proposals to support, retain (including relocation), and grow local businesses and secure affordable workspace;
- That regeneration in Tottenham should not be solely for, or in the hands, of major developers and landowners but should be a collaboration with the existing community.

1.18 In addition to consultation specifically on the draft AAP, since the riots in 2011, the Council has been seeking the views and priorities that Tottenham residents have to a wide range of social and economic issues. This included commissioning, in 2013, an independent organisation called Soundings to undertake a five-month consultation exercise called 'Tottenham's Future'. More than 3,700 responses were received and analysed, a significant number of which focused on matters that the AAP should address. A full summary of all responses received to 'Tottenham's Future' is available on the Council's website², whilst the key messages relevant to strategic planning and the AAP are summarised below:

- The need to create more job opportunities for local people and support local people to get in to work;
- The need to provide properly funded facilities, activities and spaces for young people;
- Support local independent traders, attract higher end national retailers to the High Street and restrict betting shops and fast-food takeaways;
- Address overcrowding and provide for a mix of decent, secure social housing and well designed homes that are affordable to rent and own;
- Improve the physical environment, safety and the provision of local amenities; and
- Support local communities and ensure they benefit from regeneration.

1.19 The most recent consultation by the Council was on the proposed master plan for High Road West, which ran from 13th September to 25th October 2014, generating 292 responses including the following of relevance to the AAP:

- Broad agreement to the comprehensive estate renewal of the Love Lane Estate;
- Support for the provision of an additional 1,200 new homes where this increases housing choice and provides for a better mix of housing in the area;
- Residents wished to see the High Road remain as the main shopping area, with improved public spaces, new retail and community hub provision;
- Improvements to local transport facilities, including the station and bus stops, are required to support new development;
- Protect of the local quality heritage buildings also came through strongly;
- Many local businesses raised concerns to the regeneration proposals for the area and, in particular, proposals for relocation of existing businesses.

² http://www.haringey.gov.uk/index/housing_and_planning/tottenham/tottenham-consultations/previous-consultation-work.htm

1.20 In drafting the Preferred Option AAP, the Council has had regard to all the comments received to date to consultation in Tottenham and, where possible, has taken these on board.

Sustainability Appraisal, Habitats Assessment and Equalities Impact Assessments

1.21 In addition to the evidence base studies, the AAP is also supported by a Sustainability Appraisal, Habitats Assessment and an Equalities Impact Assessment. The Sustainability Appraisal tests the policies and proposals to identify the likely social, environmental and economic impacts that may arise, and evaluates options for mitigation of negative impacts and the enhancement of positive impacts. The Habitats Assessment determines whether the proposals in the AAP might have a significant effect on a European designated natural habitat. The Equalities Impact Assessment examines how the AAP meets the needs of the whole community and makes sure that the proposals and policies being advocated through the Plan do not result in any disproportionate disadvantage to any group in the community. The three assessments are an iterative process, providing further appraisal at each stage of the Plan's preparation and are published alongside the AAP for public consideration and comment.

Status of the Preferred Option APP and relationship to other Plans

1.22 The AAP is being produced to give effect to the Local Plan Strategic Policies (March 2013) and the London Plan (2011 including the Further Alterations). Figure 1.4 shows where the Tottenham AAP fits within the policy hierarchy for Haringey. As a statutory Development Plan Document, the AAP will form part of the Borough's Local Plan and will be used to appraise planning application proposals located within the Tottenham AAP boundary area. At this stage – the Preferred Option stage – the AAP will be a material consideration in the determination of planning applications.

Figure 1.4: The Planning Policy Hierarchy in Haringey

[INSERT DIAGRAM SHOWING HARINGEY POLICY FRAMEWORK HIERARCHY]

Structure of the AAP

1.23 The subsequent chapters in this Plan are structured as follows:

- Chapter 2 provides a brief summary of the existing characteristics of Tottenham and sets out the key issues, challenges and opportunities facing the area, which the AAP seeks to address.
- Chapter 3 sets out the Spatial Vision and Objectives for the future of Tottenham.
- Chapter 4 sets out the detailed Tottenham specific policies that supplement or supplant the borough-wide planning policies, to guide and manage new development.

- Chapter 5 sets out the approach to Tottenham's neighbourhoods and identifies the strategic opportunity sites that the Council wishes to see come forward for redevelopment, including guidance on acceptable uses and design considerations.
- Chapter 6: Provides details on how the AAP will be implemented and its delivery monitored.

Consultation – Have your say

1.24 The Council places great importance on the ability of the local community and other stakeholders to support the proposals of the AAP and to work with us over the next fifteen years and beyond to deliver them. Therefore, if you agree, disagree or consider there are better alternatives to those being proposed through the Preferred Option, then please tell us and we will take these into account when we prepare the final draft of the AAP. In particular, we want your views on the suggested policies and site proposals, and whether you consider these to be sufficient and robust enough guide to new development and deliver sustainable outcomes.

1.25 The AAP and all supporting documentation can be found on the Council's website at www.haringey.gov.uk/ldf. Hard copies of the Preferred Option consultation documents are also available for inspection and short term loan from the Council's offices at the Civic Centre and at all public libraries in the Borough.

1.26 Consultation will commence on 5 February 2015 for an eight week period. Over the consultation period the Council will hold a series of drop in events within Tottenham and across the Borough. The times and locations for these events are set out in the public notice in the local paper, on the Council's website, and in the covering letter sent out to residents and stakeholders on our consultation database. These events will be informal and offer the opportunity for the public to come in and discuss the Preferred Option AAP, and any other issues of relevance to the Plan, with officers.

How to comment

1.27 Comments on the document can be made in the following ways:

- By email to ldf@haringey.gov.uk;
- By attending one of the consultation drop in events advertised in the covering letter, the public notices and on the Council's website; or
- In writing to: Strategic Planning, 6th Floor, River Park House, Wood Green N22 8HQ

1.28 The closing date for receipt of comments is the **30th March 2015**. All comments received will be published on the Council's website and will taken into account in deciding the way forward for Tottenham in the final AAP.

What happens next?

1.29 We will use the comments received from this consultation, along with those received to the other draft Local Plan documents, to prepare the final draft of the Plan – the Submission draft (Regulation 19) document. The aim is to submit the final AAP to the Secretary of State in November 2015 following pre-submission publication in summer 2015. From that point the Planning Inspectorate will appoint an Inspector who will hold an ‘Examination in Public’ into the Plan and determine whether the AAP is sound and appropriate. We hope the final plan will be adopted by the Council in early 2016.

2 Existing Context and Key Drivers for Change

Urban character

2.1 The Tottenham AAP covers an area of approximately 560ha, comprising the wards of Northumberland Park, Tottenham Hale and Tottenham Green, and parts of Bruce Grove, St Ann's and Seven Sisters .

2.2 It includes large areas of employment land, particularly along the West Anglia railway line, and a predominantly suburban hinterland, which exhibits a range of different characteristics including a mix of late Victorian and Edwardian housing, with later in-fill development of high rise tower blocks and low rise housing estates. The area experiences extremely high concentrations of social housing and poor quality privately rented accommodation. More than 60% of the Borough's social housing is in Tottenham, 40% of that being located in the Northumberland Park ward alone.

2.3 The Lee Valley Regional Park forms both the Borough and AAP boundary to the east, much of which is designated Green Belt land and is accessible but for which access from most parts of Tottenham is poor due to severance caused by both the over ground railway line and the A1055. Across the rest of the AAP area there are a limited number of open spaces. Overall, the environmental quality of the area is generally poor.

2.4 Tottenham High Road is the main transport corridor, connecting Tottenham to Enfield and the M25 in the north and Hackney and central London to the South. The High Road is also an important historic corridor, comprising six separate but adjoining conservation areas along its length. Recent investment by the Council using Lottery Heritage funding, has specifically targeted the refurbishment and enhancement of the Nineteenth Century shop fronts and their facades along the High Road, but there remain a large number of heritage assets, across the AAP area, on the English Heritage at risk register.

2.5 The area is well served by rail and tube lines, including the Victoria line, which serves both Seven Sisters and Tottenham Hale, and over ground connections to Stansted airport, as well as links to Cambridge and Liverpool Street. There is also an extensive bus network running through the area and excellent connections to the regional and national road network.

2.6 Two of the borough's five district centres are located in Tottenham, along with a number of smaller local centres and shopping parades, and a retail park at Tottenham Hale. The area houses the main campus for the College of Haringey, Enfield and North East London (CHENEL), the historic Tottenham Town Hall, the Bernie Grant Arts Centre, the Marcus Garvey Library, and Tottenham Green Leisure Centre. It is also home to the Tottenham Hotspur Football Club at White Hart Lane, which is a major landmark and crowd draw within the Borough. The Club recently received planning permission for a new £430m

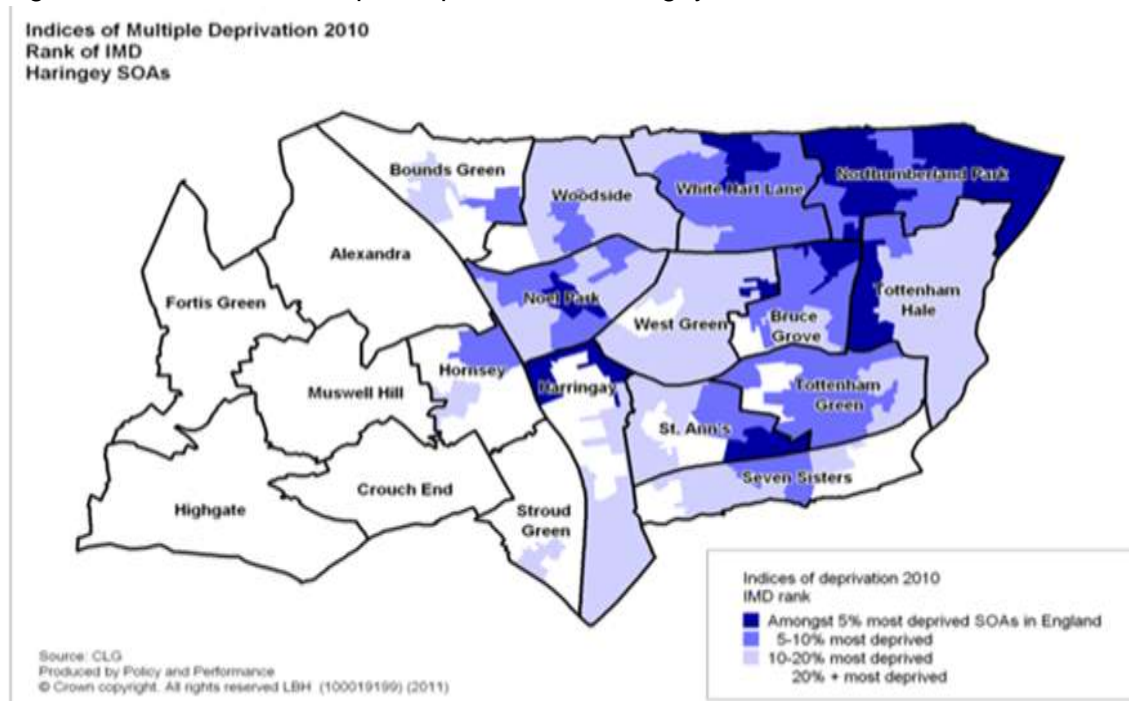
stadium development on its existing site which will provide a catalyst for wider regeneration of the surrounding area.

Social demographics

2.7 The existing population of the Tottenham AAP area is just over 78,000³, making up around 30% of the total population of Haringey. The demographic profile of the area has changed considerably over the last two decades, and is a key factor driving housing need within the area. Tottenham is one of the most ethnically diverse areas in the country. Over three quarters (78.9%) of residents are from ethnic minority groups, compared to 55.1% for London. National Insurance data shows that in 2013/14 Tottenham welcomed people from 62 different countries – with the top five being Italy, Spain, Poland, Hungary and Romania. It also has a much younger population than the rest of the borough and the capital, with 28.1% aged 0-19 compared to 25.6% for Haringey and 24.5% in London. White Hart Lane has the highest proportion of 0-19 year olds (32.5%).

2.8 As well as being one of the most diverse areas in the UK, it is also one of the most deprived. As Figure 2.1 shows, the entire Tottenham AAP area falls within the top 20% most deprived areas in England, and more than half within the top 10%. It is one of the poorest performing areas in the country for income, education, skills and health. 41% of local children live in poverty, compared to a UK average of 20.9%, and around 40% are in workless households, compared with the London average of 21%. 25% of households are experiencing overcrowding. Much of this deprivation stems from labour market disadvantage, with unemployment and low skills base being the two biggest issues facing Tottenham today.

Figure 2.1: Indices of Multiple Deprivation in Haringey



³ <http://data.london.gov.uk/dataset/gla-2012rnd-trend-ward-proj/resource/bdc2c3d8-3feb-44ba-a5dd-13ad9e54ea7b>

2.9 Although unemployment is reducing, the area still experiences some of the highest levels of unemployment in London and the UK. Some 17,430 residents are claiming an out-of-work benefit – equivalent to 22.3% of the population – and markedly higher than rates across the rest of London (12.4%). This rate is amongst the highest 5% in the country, and one ward in particular – Northumberland Park – has the highest rate of out-of-work benefit claimants in the whole of London, at 31.5%. Youth unemployment is also particularly acute, with 5.4% of 18-24 year olds in the area claiming Job Seekers Allowance, increasing to nearly 10% in Northumberland Park.

2.10 Those residents in employment tend to be in lower paid jobs. In 2012/13 the median household income in Tottenham was £21,834, substantially below both Haringey (£33,140) and London (£35,740). This is likely to be a reflection of educational attainment, which in Tottenham is improving but remains below London levels. In 2013, only 69% of the pupils who lived and studied in the area achieved level 4+ at Key Stage 2, and 57% of pupils 5 or more A*- C at GCSE level, compared to 79% and 64.5% for London respectively. Of those aged 16 and over, only 37% have a qualification at level 3 or above. This is lower than Haringey (50.4%) and London (48.8%), and a quarter of all adults in Tottenham have no qualifications at all.

2.11 The high levels of deprivation are also having a negative impact on people's health and wellbeing. In 2012/13, 44.9% of all 10 and 11 year olds living in Tottenham were either overweight or obese, compared with 37.4% for London. 15.6% of residents suffer from a long term limiting illness and 6.8% described their health as either bad or very bad. This compares to 14.2% and 5% for London respectively.

2.12 Poor health and wellbeing is also affecting life expectancy in the area. In Northumberland Park, life expectancy for males is 7.7 years shorter than for males living in a more affluent part of the Borough. For woman the gap is less but still significant at 3.5 years.

2.13 Tottenham also has the highest levels in the UK of people living in temporary accommodation. Currently, 35 in every 1,000 households in Tottenham is in temporary accommodation compared to a London average of 12 and a UK-wide average of 2. Many migrants to London come to the area partly as a consequence of the relatively cheap cost of living compared to other parts of London. These migrants then leave the area once they have established themselves economically. The churn leads to less respect for the local environment, to disruption to schooling, to poor healthcare continuity and ultimately to higher levels of crime – all of which, in turn, depress rents, thereby perpetuating the cycle.

Economy

2.14 Tottenham was once a thriving and prosperous area. As recently as the 1960s and 70s local employers included many household names, such as duplicator manufacturer Gestetner (3,000 employees); the makers of Basildon Bond, (900 employees); and Harris Lebus – a then internationally known maker of furniture (6,000 employees). Other sizable firms included bottlers, bakers and a division of what later became Trebor Bassett, the confectioners (700 employees). Today all of these names are gone.

2.15 Many of Tottenham's problems are a direct consequence of the demise of its manufacturing base. Despite strong transport links and the availability of good employment sites, those jobs have not been replaced and have led to the high levels of unemployment experienced in the area.

2.16 Tottenham's economic geography is based upon various fragmented centres of economic activity, including pockets of strategic industrial land in both the north and south of the AAP area, the Tottenham Hotspur stadium in Northumberland Park, and a fairly disorganized retail offer split between Bruce Grove on the High Road, West Green at Seven Sisters and the retail park at Tottenham Hale. In recent years however, the area has experienced an increase in SME activity, mostly associated with creative industries, but this sector is still in its infancy.

Key drivers for change

2.17 The key drivers for change are the forces that will influence and shape Tottenham over the coming years and have influenced the Council's decision to prepare this Area Action Plan. These key drivers are outlined below and either result in opportunities to be fully exploited or require positive interventions to counteract or address:

Deprivation and inequalities

2.18 A key challenge and driver for the AAP is to help address some of the underlying factors contributing to the levels of deprivation experienced in Tottenham. Without positive intervention, the causes of deprivation will continue to persist, perpetuating the cycle of deficiency and poverty, and will continue to undermine efforts to positively affect regenerate of the area. In particular, the AAP needs to ensure new development into the area secures opportunities for skills training, apprenticeships and local employment, prioritises low cost home ownership, especially family housing, and contributes to the provision of quality education, healthcare and recreation facilities. Significantly, it needs to create more balanced and mixed communities to address the imbalance of housing tenures within specific neighbourhoods, namely those with disproportionately high levels of social housing.

Unemployment

2.19 There is a need to create new jobs, both to replace those that left in the 1960s and 1970s but also as a component of managed growth, providing a balance of homes and jobs to achieve more sustainable communities. As such, Tottenham expected to meet provision for the bulk of the London Plan's forecast growth of 12,000 jobs in the Borough by 2026. With a change in reputation, its excellent transport connections, low business costs and cheap housing offer, there is real potential to attract new businesses to the area. Local evidence suggests Tottenham is experiencing high demand for small-scale, cheap and flexible space for small businesses. Provision needs to be made to renew and diversify Tottenham's poorer performing industrial estates to realise the prospect of accommodating more intensive employment uses as well as the burgeoning creative industries sector. Given the need for start-up businesses to exist cheaply, with the right support there is potential to make the area a hub of early-stage entrepreneurship with provision for appropriately sized move-on space, to enable new and existing businesses to grow.

2.20 The potential for all new major development to provide construction apprenticeships and training targeted at local young people also needs to be fully exploited as should commitments to using local supply chains and opportunities to assist new businesses with their local recruitment needs, especially within the service sectors, through local job fairs.

Overcrowding

2.21 A quarter of local households within Tottenham are overcrowded. Cramped living conditions can harm family relationships, negatively affect children's education, affect sleep, and cause depression, stress and anxiety. It can also detrimentally affect a person's perception of options and future prospects. Redevelopment of poor quality housing, prioritising family sized housing, strict application of the Mayor's internal space standards, and adherence to good design and layout can all help to significantly alleviate the overcrowding being experienced within parts of Tottenham.

Temporary accommodation

2.22 As Tottenham has one of the lowest cost bases in London, it already serves as a repository for other boroughs that place people in temporary accommodation here rather than housing them themselves, adding even greater strain to the existing housing stock and social services. Social housing is already over capacity, so new arrivals to the area will predominantly be attracted to private rental – a market already experiencing high levels of overcrowded accommodation, a trend set to continue unless addressed through positive intervention. This further reduces the quantity of housing stock that could otherwise serve as good family housing and which could serve to retain economically active families within the Borough.

2.23 High population churn damages the urban environment, education, healthcare, housing, community identity and can lead to higher levels of crime. Addressing it is therefore a priority, and will be achieved partly by across-the-board increases in the quality of education, the protection and provision of more family housing and home ownership, improvements to the local environment and the creation of local job opportunities.

Population and housing growth

2.24 As London's population continues to grow, so does pressure on all boroughs to accommodate such growth. The latest projections suggest that London's population could increase from 8.4m in 2011 to 9.54m by 2026. Over the same period, Haringey's population is also projected to grow by an additional 37,300 people.

2.25 To meet the housing needs of the growing population, Haringey must provide a minimum of 19,800 new homes across the borough between 2011 and 2026. Tottenham is expected to contribute half of this, around 10,000 new homes. This is on the basis of the availability of developable strategic Brownfield sites, its excellent transport connections, and the need for investment and change to bring about the regeneration needed within Tottenham. It is considered that sustainable residential development in Tottenham, in the form of higher densities and well designed taller buildings in accessible locations, can meet

this target. However, it is crucial for the AAP to ensure that the delivery of the growth agenda runs hand-in-hand with delivery of the regeneration agenda.

The quality of existing housing stock and estate renew

2.26 Part of the challenge in regenerating Tottenham is to improve the quality of the existing housing stock. While efforts have been taken, through the Decent Homes Programme, to retrofit properties to bring them up to standard, this is not possible for all homes, especially those within estates that are poorly laid out and constrained in terms of the ability to make further modifications. In such cases, estate renewal is a much more cost effective means by which to bring these homes up to modern living standards.

2.27 Existing low densities mean that estate renewal could also accommodate higher densities, providing the opportunity for more units, including housing of mixed tenures, as well as new units for existing social tenants. This is an opportunity to improve the lives of many people currently living in overcrowded dwellings and in substandard conditions.

2.28 Creating a more varied tenure mix is vitally important to breaking cycles of poverty such as cultures of intergenerational worklessness. There needs to be a better mixture of social, privately rented and privately owned property in the area – cosmetic changes to existing social housing estates will do little to fix the problem.

Meeting social needs

2.29 New development and growth must be supported by adequate social infrastructure. Community centres, health centres, schools, libraries should all become part of an integrated social fabric, with a series of 'village green' spaces with mixed social activities. At night schools or other facilities could become places for recreation – for sports, music or similar events.

2.30 New public spaces need to be added and existing spaces significantly improved so that each part of Tottenham has a quality network of green and accessible space. in which to undertake recreation and social activity, especially given the .

2.31 New commercial operators must be encouraged, so that once again Tottenham will see its own cinema and theatre, and charities that provide activities must be engaged. The provision of new local centres (e.g. such as community halls and medical centres) should include provision to share facilities with local charities to facilitate their engagement.

Realising the investment in public transport

2.32 Over the Plan period, Tottenham is expected to see significant investment in public transport accessibility, including a new intermodal station at Tottenham Hale, the three tracking of the West Anglia Main Line, the incorporation of the Edmonton Green line into the London Overground network, the electrification and longer trains on the Barking-Gospel Oak line, and improvements in frequency on the Tottenham Hale to Stratford line. This sits alongside improvements in road, bus, cycle and pedestrian networks, and by 2026, the

introduction of Crossrail 2 stations at Tottenham Hale and Northumberland Park, significantly increasing the accessibility of Tottenham to wider London.

2.33 The opportunities for and scale of development in Tottenham must therefore realise and maximise potential commensurate with the level of investment being made into improving the transport connectivity of the area. Such investment is crucial in supporting sustainable growth; as a catalyst for development; for promoting and securing further inward investment; and in delivering the wider regeneration objectives for the area.

Town centres

2.34 There is a need to improve the retail offer across the whole of the Tottenham area, ensuring the offer in each location complements and does not compete with each other. Across the piece, shopping streets could be reduced in size and replaced with stronger centres to help attract visitors, and concentrate that local sense of buzz that makes residents want to congregate. This would allow well-known multiples who provide good value and employment to be located in Tottenham, together with a mix of smaller units allowing family businesses to continue.

2.35 There is a need again to realise the investment being made by Spurs on the stadium site, ensuring this becomes a hub of activity throughout the week and not just on match days. The transport enhancements to Tottenham Hale support the development of a district centre in this location, with potential to realise and develop a vibrant office market.

2.36 Improving the retail offer will require positive interventions in the form of public realm enhancements, reduced congestion, and encouraging a better variety of local amenities such as recreation, leisure, community spaces and cultural facilities.

Heritage assets

2.37 The AAP needs to ensure that the regeneration of the area acknowledges the importance local heritage assets make to the character of the area and ensure these are integrated into new developments to ensure their continued use and protection.

Education

2.38 The work of some excellent schools and colleges could be built upon, and Tottenham's increasing educational standards should continue to push upwards.

The need for a Strategic Plan

2.39 As a once-prosperous area that fell into decline, Tottenham now needs the ability to be managed as a coherent whole once more. To make this happen Tottenham needs bold action. The AAP is required to ensure development and change does not take place piecemeal and takes account of the area as a whole, rather than focusing on estates in isolation. It also ensures the public understands what is being proposed so that when applications are made these can be approved if they accord with the AAP.

3 The Vision & Strategic Objectives for Tottenham

A Future Vision for Tottenham

Tottenham will be the next great area of London. It will build on its geographical, natural and cultural strengths and capitalise on the dynamics of neighbourhood improvement, the significant infrastructure investments being delivered in the area and the availability of large development sites. The combination of transformative actions and continuous incremental improvement will unlock Tottenham's potential as an increasingly attractive place to live, work, study and visit, a neighbourhood fully benefitting from London's growth and its position in a world city.

For residents, Tottenham's transformation will be profound and tangible. It will build on the existing community strength and resilience in Tottenham.

To set a simple goal: 'By age twenty, children born in Tottenham today will enjoy a higher quality of life and a wider range of opportunities comparable with the best in London. Their ambitions will also be greater, nurtured by the social and physical investments made today. Their opportunities will match those ambitions. Their Tottenham will:

- be a desirable neighbourhood, where existing and new residents will find quality housing at all stages in their lives;
- build on existing resilient and self-sustaining communities and foster a sense of wellbeing, optimism and willingness to engage with one another;
- have a thriving local economy, anchored by strong local entrepreneurialism and a mix of successful businesses;
- draw employers and employees from across London and provide its residents with a broad range of work opportunities at all skill levels, especially in the increasingly important creative and green economic sectors;
- attract new transformative educational, institutional and business enterprises that help re-brand Tottenham as a location for major investment;
- have great schools that support their children and young people to achieve academic, social and economic success;
- enable high achieving students who will match those from across London and the UK. They will have real choices about their further education, employment and training and pursue higher learning or exciting careers within Tottenham and further afield;
- be a community that enjoys physical and social wellbeing, has abundant opportunities to have fun and is supported by access to open spaces and recreation facilities, including opportunities for cycling and walking, progressive health initiatives and engaging young people in active citizenship;
- contribute to Haringey's role as a leading low-carbon borough by adopting sustainable development and design standards at the community and building scales, providing low carbon energy sources to new developments and by enhancing the presence of the green employment sector through skills training and improved employment space offer;
- be known as a place for recreation and leisure activities, that attracts more visitors to a range of destinations;
- be a unique place of beauty and interest as its historic character and natural environment is enhanced through investment and high quality and low-carbon building and public space design.

3.1 The above future vision for Tottenham is contained within the 'Tottenham's Strategic Regeneration Framework' (March 2014) and was developed in consultation with the local community through the 'Tottenham Futures' (October 2013 and February 2014) and was agreed by the Council's Cabinet in March 2014. The vision for Tottenham is further supported by seven key strategic objectives, set out below, that the community have told us needs to happen to realise real and positive change.

Strategic Objectives for the AAP

Objective 1: World class education and training

3.2 Tottenham already has outstanding rated schools and the primary school teacher of the year teaches in the area, but we want all our provision to be the best up to the age of 18 and beyond. This must include improved access and higher participation rates in apprenticeships and university. We will work with existing schools and providers to improve or maintain their already great provision and will also attract new schools and new providers – including a major educational institution, to ensure Tottenham residents can compete with the best.

Objective 2: A prosperous hub for business and local employment

3.3 Tottenham is part of the world's most exciting city and an existing and competitive global jobs market. We want better access to these opportunities for Tottenham's communities but we also want more of those opportunities to be in Tottenham itself. We will work to attract major investment and deliver local business growth in successful business sectors to provide new jobs in, and for, Tottenham. In particular the AAP will help to deliver:

- flexible managed workspace SMEs,
- Creating or accessing at least 5,000 new jobs
- Encouraging major employment investment through the preparation of sites, business start-up hubs and work space

Objective 3: A safe, secure and attractive place to live

3.4 The AAP will secure:

- High-quality, well-maintained streets and facilities alongside well-designed new public spaces
- 10,000 new high-quality, energy-efficient homes across a mix of tenures and sizes.

Objective 4: A different kind of housing market

3.5 Tottenham has a great mix of housing, it was the last great Victorian suburb, but it is part of a city where housing demand is outstripping supply and in some areas the housing quality is poor. We want Tottenham to be known for having a different London housing market and will work with local residents to begin an ambitious programme of estate renewal where necessary. We will secure investors to provide a whole range of housing at a range of prices and tenures to ensure more people get access to the quality homes they need.

Objective 5: A fully connected place with even better transport links

3.6 Tottenham is only 12 minutes to the centre of London on the tube or train, but Improvements are already being made and we will work to improve the connections within Tottenham for all types of transport – including walking and cycling. In the longer term we will consistently make the case for the delivery of Crossrail 2 and further rail improvements to provide high frequency rail services connecting Tottenham with central and other parts of London. Including a focus on:

- Securing more frequent rail services to Stratford and the transformational benefits that Crossrail 2 will provide;
- Upgrading stations, particularly Tottenham Hale, White Hart Lane and Northumberland Park;
- New bus services connecting residential communities with the High Road and key stations;

Objective 6: A high quality public realm network

3.7 We need to retain but build on this character and will use investment and bold planning measures to create great town centres, public spaces and streets - giving Tottenham places to meet, shop and play.

Including a focus on:

- Management strategies for public spaces, particularly Tottenham Green
- High-quality public space improvements such as the Growth on the High Road and gyratory projects
- Creation of a clear, consistent street network and better pedestrian and cycle links into the
- Lee Valley park

3.8 We need to retain but build on this character and will use investment and bold planning measures to create great town centres, public spaces and streets - giving Tottenham places to meet, shop and play.

Objective 8: A strong and healthy community

3.9 Tottenham is a network of strong, cohesive and diverse neighbourhoods. Many people love living there and feel they belong, but an improved Tottenham will need improved health care provision, a continued joint effort to further reduce crime and support to foster strong and new social networks – particularly for young people.

- To establish the creation of an interconnected Green Grid, including a focus on securing investment in community infrastructure throughout Tottenham as new developments come forward
- To establish a district heating network serving existing and new developments
- Increasing the supply of energy-efficient homes in new developments and through retrofitting
- To enhance the quality of the local environment, improving the health and wellbeing of residents, reducing carbon emissions and adapting to climate change

Objective 8: To create great places

3.10 The AAP will:

- Enhance the historic environment through the development of a cohesive heritage strategy which will help to manage change in Tottenham
- Through the implementation of a design framework linked to distinctive place visions to ensure that new development is of the highest quality and the best design
- Develop distinctive localised place visions and policies

3.11 These objectives have been developed through the documents such as the Tottenham Physical Development Framework and the Tottenham Strategic Regeneration Framework. They have been supported by the Mayor of London, private sector investors and Government. But most importantly it is one that is based on the views and the feedback of our residents.

3.12 Building upon the overarching vision and strategic objectives above, the following establishes the AAP 'spatial vision' for how Tottenham and the places within will develop by 2026 through implementation and delivery of this Area Action Plan:

A 'Spatial Vision' for Tottenham

3.13 In 2026, Tottenham is a thriving urban quarter on the doorstep to the Lee Valley Regional Park. 10,000 new homes have been delivered across the area, with many local residents taking up the opportunity to finally get a foot on the property ladder through the low cost home ownership products that have been made available over the past 15 years. Neighbourhoods have been transformed into truly mixed communities and the feedback from residents, both old and new to the area, is that they see a positive and prosperous future for themselves and for Tottenham. Estate regeneration projects have seen the previous substandard and mono-tenure estates replaced by high quality housing set within a high quality urban environment. The new open spaces provide a pleasant residential amenity, while also serving to connect new housing to the cycle network, transport hubs, local shops and to the wider green network. The new links through to the Lee Valley Regional Park, the Frederick Knight Sports Ground and Bruce Castle Park, have made a significant impact on improving residents' use of these strategic assets, and health benefits are starting to be realised through increased rates of activity and reduced rates of obesity and respiratory illness. The new schools provided in Tottenham Hale and North Tottenham act as a focal point for local community life, and educational attainment across the area is on par with the rest of the Borough.

3.14 Alongside new housing, 5,000 new jobs have been created. There is a vibrant, buoyant and growing creative industries sector operating out of Tottenham Hale and Tottenham Green. This has been brought about with over a million square feet of new and renewed employment floorspace within the industrial estates of South Tottenham and Ashley Road, with a strong cluster also developing within High Road West. The Council has re-designated these areas as new Mixed Use/Business Use Areas, in recognition of their strategic employment role within North London. The consolidation of the Bruce Grove town centre's retail core, and the associated residential in-fills and public realm improvements,

has strengthened its role as Tottenham's main town centre. Further up the road, the Spurs stadium development continues to provide a catalyst for wider High Street and brownfield site renewal, enhancing North Tottenham's reputation as a premier leisure destination within London. While to the south east, the successful redevelopment of the Tottenham Hale Retail Park has secured provision of a wide variety of quality national retailers and is driving demand for new office development. All of which has led to Tottenham Hale being designated as a district centre in the London Plan, with high prospects for further employment and retail demand on the back of the Crossrail 2 station opening up within the year. Unemployment rates across Tottenham are now comparable with the rest of London.

3.15 Ambitious sustainability targets and the aspiration for a decentralised energy network have all be delivered and are now part and parcel of normal infrastructure services provided across the area. As a result, green industries continue to target Tottenham as a leader in sustainable design technologies, prompting the expansion of a local but significant green economy. Despite the significant development and change that has taken place, the heritage assets and character of the area continue to make a significant contribution to the townscape and cultural identity of Tottenham. The Council is especially proud of the fact that there are no longer any heritage assets within Tottenham on the Heritage at Risk Register.

Neighbourhood Areas

3.16 The AAP acknowledges that the Tottenham area comprises a complex mosaic of areas, all differing in character from one to another. To better understand the potential for change within the different parts of Tottenham, four neighbourhood areas have been identified which reflect the varied character and functions of the place. The neighbourhood areas are identified in Map 3.1 and comprise:

- Tottenham Hale;
- Tottenham Green/Seven Sisters;
- Bruce Grove; and
- North Tottenham (which includes Northumberland Park, the Tottenham Hotspurs Stadium & High Road West).

[INSERT MAP 3.1 SHOWING THE NEIGHBOURHOOD AREAS]

3.17 Each neighbourhood area has its own challenges and opportunities in meeting the wider AAP objectives, especially with respect to housing and employment targets. The neighbourhood areas reinforce and bring together the AAP-Wide Policies and the Opportunity Sites to guide improvements and development in each area.

3.18 The neighbourhood area plans, set out in Section 5, further refine the key proposals being advocated for Tottenham through the AAP Preferred Option (see Figure 1.3: AAP Key Diagram), illustrating the location of opportunity sites; notable buildings and landmarks; heritage assets; proposed public realm improvements; and community facilities both existing and proposed. They are each supported by a narrative setting out the existing urban character and context; the contribution each neighbourhood is to making to delivering the wider AAP vision and strategic objectives, including target outputs for both housing a jobs;

the key neighbourhood objectives; and the public realm improvements and infrastructure to be provided.

4 Tottenham AAP Policies

Introduction

4.1 These development policies form part of a suite of policies in this AAP which should be used for assessing and preparing development proposals in Haringey. The suite of policies includes:

- The Development Policies
- The Area Wide Policies and
- Site Allocations

4.2 This and the following chapter of this AAP provide the Area Wide and Site Specific Policies.

4.3 These Development Policies build on and supplement existing Local Plan policies and have been nuanced to reflect the regeneration vision for Tottenham. They do not repeat the Council's wider Local Plan policies or the 2011 London Plan and should be read in conjunction with the London Plan and Haringey's Local Plan which includes

- Strategic Policies Local Plan (2013)
- Unitary Development Plan Saved Policies (2013)

4.4 In addition, there are emerging regional and local policy documents to which, once adopted, will form part of Haringey's Development Plan. These include the Further Alterations to the London Plan (FALP) and three additional Local Plan Documents which the Council is currently consulting on:

- Alterations to the Strategic Policies Local Plan;
- Development Management Policies; and
- Site Allocations.

4.5 The development policies are

- AAP 1 Regeneration
- AAP2 Housing
- AAP3 Town Centres and Employment
- AAP4 Conservation and Heritage
- AAP5 Urban Design and Character
- AAP 6 Tall Buildings
- AAP 7 Transport

Policy AAP1 Regeneration

- A. The Council will support planning applications for development within the Tottenham AAP area which promote the positive regeneration of Tottenham.

- B. The Council will take a proactive approach to working with landowners, the Mayor of London, the local community and other interested parties to help deliver the changes needed in Tottenham to meet the shared vision for the regeneration of Tottenham.
- C. Development Proposals should demonstrate how they have capitalised on opportunities to reduce social inequalities in Tottenham, improve the quality and supply of housing to meet housing needs, improve health and wellbeing, contributes to a diverse and sustainable economy and help deliver the necessary infrastructure to support the change in Tottenham.
- D. Development proposals will be expected to maximise the use of public and private sector investment to provide a range of types and sizes of homes, create mixed and balanced communities, create economic opportunities for local residents and businesses, improve and enhance the local environment, and reduce carbon emissions and adapt to climate change, in accordance **with the other policies of this AAP and Haringey's Local Plan**.
- E. The Council expects all development proposals in the AAP area to come forward as part of wider comprehensive redevelopment proposals, taking account of adjacent uses (existing or proposed), neighbouring landowner **expectations, the Council's expectations for the delivery of infrastructure** on sites identified in this AAP , the shared vision for Tottenham and the **policies of this AAP and Haringey's Local Plan. Developers should consult** with the Council at the earliest opportunity on such proposals and where appropriate, a masterplanning exercise should be prepared in consultation with the Council.

Supporting Site Assembly

- F. The Council will use compulsory purchase powers to assemble land for development within the Tottenham AAP area where:
 - a. Landowners and developers can demonstrate that they have:
 - i. a viable, deliverable and Local Plan compliant scheme; and
 - ii. made all reasonable attempts to acquire, or secure an option over, the land/building(s) needed, through negotiation.
 - b. Comprehensive redevelopment of the assembled site is either required to deliver the site's allocation as prescribed in Section 5.0 of this AAP or is in the public interest; and
 - c. The development proposed for the assembled site would contribute to the delivery of the Tottenham AAP objectives.
- G. Where compulsory purchase is necessary, applicants will be required to demonstrate how the associated costs impact upon development viability.

4.6 To ensure the vision of this Area Action Plan are achieved, Policy AAP1 seeks to ensure all development proposals submitted to the Council proactively respond to the vision

and ensure the regeneration objectives for the Tottenham AAP area are achieved. At the same time, the Council also has a responsibility to proactively to work with landowners and other parties to help deliver the aims of the AAP. The programme for growth is ambitious but with the support from the Mayor of London, both financially and politically, support from the community and the development industry the vision for Tottenham will be realised. AAP1(B) provides the Council's commitment to helping facilitate and delivery the necessary change.

4.7 Private and public investment will be key to delivering the ambitious regeneration vision for Tottenham. The housing zone is one example of investment which will directly and indirectly contribute significantly to delivering the aims of this AAP. The housing zone monies will direct important investment to the AAP area supporting transport and public realm improvements which will benefit existing and future residents of Tottenham. Development will be expected to harness the benefits of such investment and maximise the opportunities this presents which could lead to more sustainable development outcomes. Another such example will be Crossrail which will redefine the accessibility levels of parts of the AAP area. Developers and the Council should utilise this to optimise housing delivery and more effectively meet the objectives of the Haringey Local Plan.

4.8 Ensuring development proposals are designed and submitted to Haringey as part of wider comprehensive developments avoids concerns associated with piecemeal development. The aim is to ensure landowners are talking to each other and are aware of the shared vision for the AAP area, including the sites allocated for important infrastructure projects. Haringey wants to ensure development proposal do not prejudice wider development aspirations for the Tottenham AAP area. Comprehensive redevelopment which is designed in consultation with the Council is likely to result in a faster planning consent being granted and will avoid any undue delays in the planning process, to the benefit of everyone involved.

4.9 A comprehensive approach to development will often be in the public interest within the Tottenham AAP area. Whilst incremental schemes might be more easily delivered, the constraints posed by site boundaries, neighbouring development or uses, and below-ground services all have potentially limiting consequences for scale, layout and viability. Across the Tottenham area as a whole, such consequences could depress the optimum use of land, the proper planning of development (in terms of layout, design, use etc) and the ability of development to support the achievement of wider regeneration initiatives or objectives.

Policy AAP2 Housing

- A. To improve the diversity and choice of homes and address the large transient population in Tottenham, the Council will seek the delivery of 10,000 homes across the Tottenham AAP in order to meet housing needs, contribute to mixed and balanced communities and to improve the quality of homes;
- B. The Council will expect affordable housing to be provided in accordance with Policy SP2 of the Strategic Policies Local Plan and DM17 of the Development Management DPD, with the exception of the affordable tenure split (DM17 A(c)) which in the Tottenham AAP area should be provided at

60% intermediate accommodation and 40% affordable rented accommodation;

- C. Development proposals incorporating a housing element will be expected to provide the housing in accordance with the minimum capacities, densities, sizes and tenure mixes of individual sites set out in the relevant sub area policies and site allocations in this AAP. Higher densities and capacities may be acceptable in appropriate locations, close to town centres, in areas with good local facilities and amenities and in areas well served by public transport, providing the other policies of this AAP and **Haringey's Local Plan are not compromised.**
- D. To improve the quality of homes in Tottenham, new housing should be high quality and delivered in accordance with Policy DM16 of the Development Management DPD.
- E. To better address the concerns of viability in delivering wholesale renewal **on Haringey's housing estates in Tottenham (as listed in Alt53 of the Alterations to the Strategic Policies Local Plan)**, the Council will support higher density mixed tenure development, as a mechanism to
 - a. improve the quality and range of affordable housing options,
 - b. better address housing needs in Haringey;
 - c. secure a more balanced community; and
 - d. increase housing delivery in Tottenham.

4.10 Tottenham is expected to experience unprecedented growth over the next decade and a sustainable approach to delivering homes to meet this growth is provided in AAP2. Parts of Tottenham suffers acutely from overcrowding and deprivation caused by poor quality social housing, significant churn in population, polarised communities and limited housing options that might better respond to the aspirations of communities through available market and intermediate homes. Policy AAP2 above seeks to delivery 10,000 new homes across the Tottenham AAP area as a mechanism for stimulating regeneration and economic growth. The capacity to deliver 10,000 new homes has been identified in the allocated housing sites outlined in the allocations sections of this report. Additional sources of capacity may come forward as a result of the investment going into the area and as these developments come forward, they will contribute to meeting housing needs in Tottenham.

4.11 To rebalance the high levels of social rented accommodation in Tottenham, which equates to more than 60% of the boroughs' total social rented stock, (40% of which is located in Northumberland Park alone), Policy AAP2 seeks a nuanced approach to affordable housing delivery. Creating mixed and balanced communities in accordance with DM17 of the Development Management DPD, the Council would like to introduce alternative tenures into areas currently dominated by a single tenure type.

4.12 Tottenham also has an ageing stock of Council housing and rather than re-providing or renovating low quality existing stock which is not a sustainable solution and is not viable,

the Council will support proposals for more widespread renewal of Tottenham's housing estates in accordance with policy AAP2(E). This support will lead to significant improvements in the quality of affordable housing; better address housing needs; secure a balanced community; and will increase housing delivery.

4.13 Improving the quality of housing in Tottenham is a key priority and policy AAP2(D) is written to be consistent with the Council's wider aims for improving development design in Haringey, as set out in the Haringey Development Management DPD.

Policy AAP3 Town Centres and Employment

Bruce Grove and Tottenham High Road District Centre

- A. The Council will adjust the town centre boundaries as detailed in Site Allocation XXX -XXX to ensure that there is a consolidation of town centre uses around the core;**

- B. For the Bruce Grove area between 1-7 Bruce Grove and 119-117 Bruce Grove, development must be co-ordinated and must deliver:**
 - a. A character area that promotes a cafe and restaurant type environment;**
 - b. The managed retreat of retail between 1-4 Bruce Grove Road where the conversion of retail to A3 uses will be promoted.**
 - c. An improved public realm to encourage pedestrian activity, this includes unifying the public space between number 1-4 Bruce Grove Road and pavement widening measures outside 119-117 Bruce Grove;**
 - d. An attractive and functional new public green open space.**

- B. For the Bruce Grove (A10) area between 73-115 the managed retreat of retail to residential will be promoted. Residential units at ground floor could be acceptable provided they are carefully designed to allow good levels activity and overlooking on to the public realm without compromising the privacy of the unit.**

- C. At Bruce Grove Station development will provide:**
 - a. A design that reflects the function of the station as a focal point for the area and which relates positively with Bruce Grove's Conservation area character.**
 - b. A high quality public realm on all frontages including the widening of public footpaths along the High Road.**
 - c. Cafe and restaurant uses on the ground floor promoting the transition to the area along Bruce Grove.**

- D. The Council will enhance Bruce Grove District Centre along the High Road as the principal high street shopping area, reinforcing its historic and diverse character. This will be achieved by preventing the amalgamation of individual shop units incorporating A classes which would involve the**

loss of existing viable, small independent shop units and not be appropriate to the scale, function and character of the centre and its role.

4.14 Concentrating the town centre uses around the core will have the dual effect of strengthening the town centre around a core and enabling appropriately designed non-town centre uses to come forward. The Council will focus on improving the pedestrian experience by promoting environmental enhancements at Bruce Grove Station. New streetscape furniture and materials; improvements to shop frontages, and new public spaces will enable a range of commercial and community uses.

West Green Road and Seven Sisters District Centre

- A. The Council will support planning applications for development within the Tottenham Green and Seven Sisters Centre as indicated in Map AAP4.1 to promote the positive regeneration of the area.**
- B. Development proposals will be resisted where they involved the amalgamation of individual shop units in order to preserve the historical streetscape pattern.**
- C. The town centre boundary and frontages will be adjusted as follows:-**
 - 1. The boundary will be adjusted to remove 120a to 126a West Green Road to support the consolidation and intensification of the town centre uses.**
 - 2. The town centre frontage will be re-designated to primary retail from 709 to 723 (odd) Seven Sisters Road;**
 - 3. The town centre frontage will be re-designated to secondary retail frontage from 41-111 (odd) and 56 - 120 (even) West Green Road**
- D. A range of retail, leisure or community facilities on ground floor frontages;**
- E. Small-scale units and kiosks near the underground station are appropriate to create activity and vibrancy and security;**
- F. The Council will support the retention of a vibrant local market in the area.**

District Centre in Tottenham Hale

- A. The Council will support planning applications for development within the Tottenham Hale District Centre as indicated in Map 4.2 to promote the positive regeneration of Tottenham Hale.**
- B. Development proposals will provide:**
 - a. A substantially improved public realm that unifies the streets and spaces around the gyratory, improves access to the station and prioritises pedestrian and cyclist circulation and safety;**
 - b. A new urban form – consistent with the areas status and accessibility;**

- c. **Attractive and functional public spaces located around the gyratory;**
 - d. **Incorporate permeable surfaces, green space and trees.**
- C. A range of retail, leisure or community facilities on ground floor frontages;**
 - D. Small-scale units and kiosks near the underground station, to create activity and vibrancy and security;**
 - E. Uses which are considered appropriate for Tottenham Hale are consistent with National Planning Policy Framework town centre uses.**

4.15 A new district centre will be created at Tottenham Hale. The area will become a distinctive, high quality, diverse and vibrant commercial destination. The environmental quality of the area will be transformed through coordinated public and private investment, with complementary improvements to neighbouring residential areas, including significant investment in the open space and transport infrastructure around the Station and the main roads to support the proposed level of development, improve access to the station create good quality public open space, reduce traffic impacts and improve interchange between bus, train and tube. Development proposals will incorporate the creation of a legible link [See Site Allocation THAAP1: Green Grid] bisecting Ashley Road and leading to the Lee Valley Regional Park to encourage walking and improve sight lines to the IVRP.

Tottenham Stadium

- A. The Council will support a mix of leisure uses around Tottenham Stadium to ensure it is a destination on non-match days;**
- B. Development will contribute to develop a wider commercial and visitor destination for the area;**
- C. Walking and cycling are important modes of transport around the Stadium, and links will be encouraged particularly between existing nearby town centres and the Stadium;**
- D. Proposals for retail uses over 500 sqm will not be supported in this location;**
- E. Leisure uses will be supported when they are below the NPPF thresholds.**

4.16 The London Borough of Haringey is proud of its long association with Tottenham Hotspurs Football Club, it is a major employer in the borough, and important for Haringey's economic success. The Council will, where appropriate, continue to work with the Football Club to ensure appropriate nearby developments capitalise on the opportunities presented by the existing and proposed stadium and which enhance the investment in the stadium and surrounding areas and respect the operational needs of the Club. Leisure uses around the stadium will encourage a wider audience on non-match days to ensure a viable and vibrant

location throughout the year and creates an attractive environment for residents and non-residents to visit.

Employment

- A. Within the Tottenham AAP area, the Council will facilitate the regeneration and renewal of employment sites and areas through a reorientation of the local employment offer in order to intensify land uses, maximise the amount of business floorspace and premises, and to increase the number and variety of jobs. This will be achieved by:
 - a. **Re-classifying some of the area's employment land designations;**
 - b. Supporting development proposals for enabling led mixed-use schemes, in line with Local Plan Policy DM48;
 - c. Supporting development proposals for B1 Office uses in Tottenham Hale.

4.17 Whilst it is necessary that Tottenham's employment land is safeguarded, it is imperative that the Council proactively facilitates a step-change in the local employment offer, particularly to expedite economic development. The policy includes interventions to ensure that employment land is fully maximised and that sites are appropriately positioned to support the existing and emerging business sectors which are vital to supporting area regeneration and improving job opportunities.

4.18 One of the key mechanisms for achieving a step-change in employment is to re-classify some employment areas to allow a wider range of employment generating uses on sites, and to help facilitate regeneration led mixed use development, where required. Further details on employment land designations are set out in the Site Allocations of this AAP.

4.19 The policy recognises and supports a future role for Tottenham Hale as a destination for higher value, purpose built B1 office development. This type of employment land use will complement regeneration in the area, driven by demand arising from the establishment of a new District Centre and Crossrail 2 stations, along with the uplift in housing development.

Policy AAP4 Conservation and Heritage

- A. **The Council will seek to strengthen the character and local identity of Tottenham by sustaining and enhancing local heritage assets, their setting and the wider historic environment. Proposals for new development will be required to:**
 - a. **Reflect relevant characterisation appraisals and strategies for the area;**
 - b. **Identify and positively respond to the distinctive character and significance of heritage assets and their settings, whilst balancing the need to sensitively facilitate neighbourhood regeneration and renewal;**
 - c. **Maximise opportunities for integrating heritage assets within new development and enhance connectivity between them**

- d. Put heritage assets to viable uses consistent with their conservation, including through the adaptive re-use of vacant historic buildings, reinstating street frontages and historic street patterns, wherever possible.**
- B. In line with Policy DM10, development proposals involving the harm of or loss to a heritage asset or its wider setting will only be acceptable where it is demonstrated that they are part of a strategic regeneration scheme and provide public benefits that that outweigh harm to the historic environment.**

4.20 In Tottenham, the historic environment forms an important part of the area's character and contributes to residents' sense of place and local identity. However some heritage assets, as well as their wider setting, have eroded over time and their value to the community compromised. This AAP policy supports Policy DM10 by seeking to positively manage the historic environment in the context of Tottenham's regeneration, with a particular focus on reinstating key heritage features, as part of a coordinated heritage vision and strategy.

4.21 All development proposals should demonstrate an understanding of the local historic environment and clearly consider the proposal's physical and functional impact on this environment, as well as the wider neighbourhood area. The Council will seek to ensure that all proposals consider opportunities for adaptive re-use of existing assets, where viable, as well as the sensitive integration of new development within the existing urban and historic fabric.

4.22 Whilst the Council will seek to preserve and enhance Tottenham's heritage assets, in relation to their significance, it is recognised that the imperative to regenerate local neighbourhoods may take precedence over the conservation of some assets or their setting. Where the harm to or loss of heritage assets is proposed, the Council must be satisfied that there is significant public benefit which outweigh conservation considerations.

AAP6 Urban Design and Character including Tall Buildings

- A. The appropriate height of the opportunity sites within Tottenham will be guided by the policies below and the policies set out in Chapter 5.**
- B. The Council will ensure the height of new buildings respond and help to define the surrounding character, whilst optimising opportunities for intensification and regeneration in order to help create legible neighbourhoods. As a result, the design, form and heights of buildings within Tottenham should be commensurate with the scale of change in its neighbourhood areas. Therefore:**
 - i. The design, form and heights of buildings and in particular those defined as high rise buildings (11+storeys) should be determined by multiple viewing points and the functions associated with both the specific locality and the building.**

- ii. **Where a cluster of high rise buildings exist (3 or more) building's should relate to each other in terms of form, massing design and materiality.**
- iii. **Due to the sensitive nature of high rise building proposals, and to ensure schemes of exceptional quality are produced, the Council will expect all planning applications to be drawn up to RIBA.**
- iv. **Proposals should place high rise buildings within a mid-high rise townscape (with the exception of Apex House) which optimises capacity and regeneration potential, and provides a transition in heights to the mid and low rise townscape beyond. Careful consideration will need to be given to the interface between mid-high rise and mid-rise buildings.**
- v. **Mid rise buildings (3-6 storeys) will be focused along (parts of) the High Road, Park Lane, Lordship Lane, Northumberland Park, Broad Lane, Lawrence Road, West Green Road, Seven Sisters Road, Monument Way, Ferry Lane, and existing mid-rise residential areas, responding to the prevailing mid-rise character and in some cases promoting intensification, increasing heights from low-rise to mid-rise where appropriate.**
- vi. **Protect and respond to existing low-rise residential areas which characterise large. Mid rise buildings may be suitable in these areas where they form part of a wider vision for an area and sensitively respond to parts of Tottenham by focusing low-rise buildings (1-3 storeys) in these areas the surrounding townscape.**
- vii. **Any proposed high rise building (over 39m) should be subject to a tailored design review process to ensure it meets the highest design standards. This review is expected to focus on elements specific to a high rise building, such as; form and silhouette, shadowing and microclimate, groundscape and public realm, as well as conventional development quality considerations.**

4.23 The Area Characterisation studies underpinning the preparation of the Local Plan together with local area based explorations exploring accessibility, land use and character suggest that within Tottenham, there are a number of areas that because of their characteristics and accessibility are suitable for taller buildings. Equally, other part so the AAP area comprise established residential "suburbs" characterised by conventional 2 storey housing, which are proposed to be retained and protected. The transition between metropolitan and high street areas and the suburban hinterland needs to be carefully managed.

4.24 The ambitions and vision for Tottenham, planned and expected infrastructure investment and the need to optimise housing and employment outcomes in accessible locations, means that the AAP includes provision for higher density and tall buildings on specific sites, and in specific locations. High Quality tall buildings can make an important contribution to the delivery of employment and community space as well as homes, whilst also playing a part in place making and the creation of new urban form.

4.25 In line with Policy DM5 of the Development Management DPD, Policy AAP6 establishes the principle that building heights need to respond to the street hierarchy along with town centre and residential settings. It asserts that buildings should be taller on main streets and centres and decrease gradually as you move away into the quieter hinterland areas. This is considered a key component in creating legible neighbourhoods and places which is a key objective of the Tottenham AAP.

4.26 The consistency of building heights is recognised as an important quality. Where height changes do occur on a large scale this change should occur gradually and retain consistency. With elements that are considerably taller than this consistent height such as Seven Sisters and the Apex House site allocation they should mark something or somewhere and have a reason for being taller. These by their very nature should be few in number.

Policy AAP 6Transport

- A. Supported by future improvements in the levels of public transport accessibility and capacity across the Tottenham AAP, the Council expects development proposals to:**
 - a. seek improvements to connectivity and permeability for pedestrians whilst minimising the likelihood of conflicts with vehicular traffic.**
 - b. consider opportunities for improving walking and cycling across the AAP area, which could include the introduction of a wider cycling and walking network; and**
 - c. promote where appropriate, traffic calming, pedestrian accessibility enhancements, road safety measures and cycle facilities such as on street cycle parking;**
- B. Parking provision will be expected to be delivered in accordance with Policy DM41 of the Development Management DPD; and**
- C. In line with Haringey's Local Plan policies, the London Plan, the Local Implementation Plan [LIP] and the Mayor's Transport Strategy, the Council will work with its partners to promote and support the delivery of key infrastructure proposals to support the regeneration of Tottenham which are set out in the Area wide policies of this AAP.**

4.27 In accordance with Haringey's 2011-2031 Local Implementation Plan, a major objective of the AAP is to ensure Haringey's transport network can accommodate increases in travel demand by tackling congestion, increasing sustainable transport capacity, encouraging modal shift and reducing the need to travel. This includes facilitating an increase in walking and cycling to improve the health and term wellbeing of Haringey's residents

4.28 As part of the AAP production process a Transport Modelling and Analysis was undertaken in 2014 in order to assess the level of growth proposed in Tottenham in the context of the objective above.

4.29 The report emphasised that a suite of transport mitigation measures are needed if the level of proposed growth within Tottenham is to be accommodated sustainably. The

findings of this Analysis reflected both the TfL commissioned transport study in 2012 to support the development of the Upper Lea Valley Opportunity Area Planning Framework and Haringey's 2011-2031 Local Implementation Plan. These studies indicated that interventions should be based on:

- The support for more walking and cycling;
- A better interchange at Tottenham Hale;
- Improving bus capacity through a package of new routes, extensions and increased service frequency for existing routes;
- Managing and improving the capacity of the road network; and
- Increased local rail services on the WAML and in the longer term, the implementation of Crossrail.

4.30 The report emphasised that a suite of transport Policy AAP6 aims to take advantage of the opportunities afforded by increased investment in the transport network and to adopt an approach which recognises the level of population growth and the need to offer sustainable alternatives to the car, including walking and cycling alternatives. As well as supporting the Development Management policy's approach to car parking and car free development.

5 Neighbourhood Areas and Opportunity Sites

Introduction to Neighbourhood Areas

5.1 The four neighbourhood areas that make up the Tottenham AAP area, being North Tottenham, Bruce Grove, Tottenham Green (including Seven Sisters) and Tottenham Hale, are introduced below. The following section establishes the contribution each neighbourhood area will make towards the delivery of the overall objectives and development strategy set out for Tottenham. It shows the associated infrastructure in support of the neighbourhood area as a whole, as well as transport and public realm enhancements specific to each neighbourhood area that are needed to maintain or create a distinctive sense of place.

5.2 Within each neighbourhood area, sites with significant opportunities for development and change are proposed for allocation. Each site represents land that is suitable for development over the plan period, including sites key to achieving wider regeneration objectives or necessary to deliver infrastructure improvements. For each site, expectations are set out relating to land use, design, infrastructure and delivery. Where appropriate indicative target capacity estimates for employment floorspace and residential unit numbers are provided.

Neighbourhood Area - Seven Sisters and Tottenham Green

Key Sites

5.3 The key sites in this neighbourhood area are:

- Lawrence Road
- Gourlay Place
- Apex House
- Helston Court and Russel Road
- Wards Corner
- Tottenham Green Leisure Centre

The character of the neighbourhood area

5.4 Tottenham Green & Seven Sisters is the civic heart of Tottenham, Seven Sisters is a key nodal point on approaches into Tottenham whilst the area around Tottenham Green provides a rich mix of uses including culture, education, leisure and enterprise. Of all of the neighbourhood areas in the AAP it has probably the most diverse range of functions, as it serves as a strategic transport hub, civic focal point and retail centre.

5.5 The High Road, Seven Sisters Road and West Green Road provide an important focus for development activity in the area serving both as transport corridors and as a focus for day to day activity. However these roads are heavily trafficked and create significant barriers to movements by cycle and on foot. With the exception of the Green and recent public realm improvements to the western side of the High Road down to Seven Sisters station, the area has a poor quality pedestrian environment.

5.6 The character of the area is equally mixed, from industrial/employment uses within post war buildings in the south to the more established educational, cultural and leisure buildings and land uses clustered around the recently enhanced open space at Tottenham Green. Town centre retail use is clustered to the south of the area. The area is significantly enriched by a number of prominent heritage buildings whilst the High Road corridor is a conservation area.

5.7 A strength of the area is its diverse communities, ethnicities and cultures containing a large number of strong local community groups, trusts and associations. The Seven Sisters ward nevertheless falls into 10% most deprived areas in the Country but is the least deprived in Tottenham.

5.8 Seven Sisters is a significant transport hub – and is set to have an even greater role as a part of Crossrail 2 (in the longer term) whilst benefiting in the short term from **investment as part of London's Overground network in the short term. The area benefits** from good to excellent public transport accessibility with three stations forming an important and busy public transport node. These stations connect well with local buses on Seven Sisters Road and the High Road whilst the area is also a busy area for cyclists.

Key neighbourhood area objectives

5.9 The key objectives for the neighbourhood area are:

- A strengthened Seven Sister District Centre that enhances its diverse retail characteristics and role with the wider and local community
- Targeted streetscape and environmental improvements including an enhanced urban realm
- New affordable employment/workspace suitable for new enterprises and maturing businesses as part of mixed use redevelopment at Gorlay Place and Lawrence Road.
- Redevelopment of the Westerfield Road car park for new employment/education uses alongside retained public car parking.
- A landmark (tall) building at Apex House providing significant new mixed tenure homes and ground floor space for employment/commercial space to complement development on the Wards Corner site.
- Consolidation of primary retail designations in West Green Road to enable greater diversity of high street land uses.
- Targeted building and shop front/signage improvements consistent with the enhancement of the character, heritage and townscape attributes of the area alongside new development.
- The support of Tottenham Green as the civic and cultural heart of Tottenham, with an enhanced restaurant and cafe offer that compliments public realm improvements to the Green.
- Promotion of the provision of workspace to support the successful and emerging SME community around Tottenham Green.

Urban realm improvements:

5.10 The Urban realm improvements for the neighbourhood area are:

- The redevelopment of key sites on the high road should lead to improvements to footway and public realm/station entrances in the vicinity of Sevens Sisters road and high road junction
- New way finding/signage as part of wider Tottenham branding and route finding
- Opportunities for education and cultural events on Tottenham Green
- Improvements to the south side of Seven Sister road/High road associated with the development of Apex House.
- Improvements to the public realm around Gourlay Place associated with new land use and development to address existing anti social behaviour.
- Important buildings and spaces should be conserved and enhanced and their settings and viewing corridors improved, notably St Ignatius Church, St Ann's Church and wider setting and Page Green.

Infrastructure

5.11 The infrastructure projects for the neighbourhood area are:

- The site is expected to be served by new Crossrail 2 station infrastructure at Seven Sisters.
- Transfer of the XXXXX line to London Overground will lead to improvements at Sevens Sisters over ground station

SS1 Lawrence Road



Current Planning Permission (HGY/2012/1983)

Demolition of existing buildings and erection of seven buildings extending up to seven storeys to provide 264 new residential dwellings, 500 sqm of flexible commercial/retail floorspace (A1/A2/A3/D2 uses) with associated car parking, landscaping and infrastructure works

Future Planning Requirements

- Amendments should be in accordance with the adopted masterplan for the development
- Employment use, as opposed to live/work, will be supported as a key use at ground floor level.

Site Allocation (remainder of site)

Co-ordinated and comprehensive redevelopment of this site to optimise the potential for mixed use development, and improve local amenity and quality of the streetscape.

Site Requirements

- Creation of employment along Lawrence Rd with residential development above.
- The existing floorspace should be reprovided, subject to viability. Residential up to the height of the Bellway scheme will be permitted to cross subsidise replacement of the employment floorspace.
- 30-48 will not be moved from their current location, but it recognized that when the **building comes to the end of it's economic lifecycle, a redevelopment of a scale** following the patten of neighbouring developments would be acceptable.
- The Studio 28 building will be retained as a good quality, appropriate density building.
- The development typology of 7-8 storey mansion blocks facing onto Lawrence Rd with active non-residential uses at ground floor level, and flats above, with mews-type streets behind containing family housing responding to the scale of the terraced housing prevailing in the Clyde Circus Conservation Area to the east and west will be supported.
- The junction linking the existing linear park to the north of the site should be **reconfigured to establish Clyde Rd as part of the borough's Quietway network.**

Development Guidelines

- Development at the northern edge of the site should face the existing linear park and as well as Lawrence Rd, and should step down in height to respect the existing terraced housing to the west.
- The existing trees are a strong asset to the streetscape and should be preserved.
- The residential sites to the immediate east and west of the site lie within the Clyde Circus Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- Thames Water should be consulted with regards the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Capped commercial rents will be expected in this area in line with draft Development Management policies.

SS5 Land front of Tottenham Leisure Centre



Site Allocation

Mixed use development containing civic, commercial and residential uses improving the sense of enclosure around Tottenham Green, and improving the approach to Tottenham Leisure Centre and Marcus Garvey Library.

Site Requirements

- This is an extremely prominent and sensitive site, and an exceptional design will be required.
- The new building needs to address Phillip Lane, Tottenham Green, and provide an attractive route to the existing library and leisure centre from Tottenham Green, and provide an acceptable frontage facing the Leisure Centre.

- The site lies within the Tottenham Green Conservation Area and development should preserve or enhance its appearance as per the statutory requirements. Development will be limited to 5 storeys to help achieve this.
- Tottenham Green provides the civic heart of this part of the High Rd, and forms the focus of an emerging cultural quarter. Development on this site will help to achieve this aim by providing an additional civic use, and by creating an improved sense of enclosure to the Green and Phillip Lane.
- The education and arts centre to the south, and church within the green are all statutorily listed buildings, and the vicarage directly opposite the site is locally listed. Development will be required to respond to and enhance the setting of these assets.

Development Guidelines

- The site is in an identified area of archaeological importance.
- The Green itself has a Significant Local Open Land and Historic Park designation
- Vehicle access should be from Phillip Lane. Pedestrian access will predominantly be from Town Hall Approach, and the primary entrance to the site should be from here.
- A Cycle Superhighway is proposed in close proximity to the site, and local Quietway routes operate in the area. Cycle parking should be provided as part of any development.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

SS4 Gourley Triangle



Site Allocation

Creation of a comprehensively planned mixed use site providing new employment space with cross subsidy from residential use..

- Planning contributions to improve the quality and utility of the green spaces to the south and south east of the site

Site Requirements

- All developments within the site must be in accordance with a future Council-approved masterplan.
- Active frontage onto Seven Sisters Rd with employment uses located here. R
- Residential use will be permitted in order to cross subsidise employment provision. Thus the employment use should be of a typology that is compatible with residential use.

- To preserve and enhance the SINC and ecological corridor to the south and east of the site.
- There is potential for some 6-11 storey development along Seven Sisters Rd, but these should be point blocks rather than continuous slabs.

Development Guidelines

- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Capped commercial rents will be expected in this area in line with draft Development Management policies.
- The potential for a pedestrian crossing of the rail line to the south of the site should be considered.
- **If this is feasible, the future of the “Plevna triangle” for use as public open space should be considered.**
- Seven Sisters Road should present a welcoming frontage, but servicing should be provided from the rear.
- Parking should be minimised on this site due to the excellent local public transport connections.

SS2 Apex House & Seacole Court



Key site objectives

Residential led mixed use comprehensive development whose design will provide a tall landmark building marking the strategic Seven Sisters transport interchange and public realm improvements.

Site Requirements

- This is a suitable location for a high quality tall building marking the location of the public transport interchange of train, tube, bus and Overground rail, and the junction of Seven Sisters Rd and Tottenham High Rd. Careful consideration of the long views of this building along, including the linear view along the High Rd and Seven Sisters Rd, as well as the effect on the microclimate should be considered in line with the DMDDP.
- The tallest element needs to address the prow or the site, rather than either Seven Sisters or Tottenham High Rd. This should be a slender point block tower.
- Development should step down towards the lower density building to the south and south-west of the site.
- Use will be residential, which will be used to cross subsidise an element of employment generating use. Secondary town centres use will be provided at ground floor level.

- Part of the site is located in the Seven Sisters Conservation Area and development should preserve or enhance its appearance as per the statutory requirements

Development Guidelines

- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Car free development is suitable for this site.
- This site is in a Critical Drainage Area - proposals should refer to the Local Flood Risk Management Strategy.
- The existing mature trees along Tottenham High Rd will be retained.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- This site should complement the proposals for the Wards Corner site.

SS3 Wards Corner



Existing Permission 1

Existing Permission 2

Future Planning Requirements

- Ensure a comprehensive approach to this site is secured
- To help facilitate a co-ordinated approach towards development along the High Road and in particular Apex House
- Secure retail and other town centre uses at ground floor level onto the West Green Road, High Road and Seven Sisters Road frontages.
- The site lies within the Seven Sisters Conservation Area and development should preserve or enhance its appearance as per the statutory requirements
- Ensure a high quality public realm is secured
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and

improvement to local air quality and noise pollution should be made on this site.

SS7 Helston Court: Estate Regeneration Site



Site Allocation

Potential Estate renewal opportunity to consider housing investment options as part of a masterplanning process.

Site Requirements

- A masterplan approach will be taken to this area seeking to improve permeability, and the coherence of the street network, and improve the residential building stock.
- No buildings need to be retained.
- A new frontage onto Seven Sisters Rd will be created in which buildings of upto 6 storeys will be permitted. Heights will need to be restricted to the north, east and west to respect the amenity of residents of properties on Elizabeth Rd, Culvert Rd, and Braemar Rd.
- Southey Rd will be extended through to Braemar Rd.

Development Guidelines

- Improved permeability thought he site will be supported to tie the area into the local road network. A through route will be supported, but traffic calmed to stop through traffic.
- This site is made up of several post war housing developments, and a masterplan that ties the area together will be supported.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

Neighbourhood Area - North Tottenham

Key Sites

5.12 The key sites within this neighbourhood area are:

- Northumberland Park Estate
- High Road West and High Road East
- Tottenham Hotspur Stadium
- Irish Centre

Character of the neighbourhood area

5.13 XXXXX

5.14 XXXXX

5.15 XXXXX

Key neighbourhood area objectives

5.16 The key objectives for the neighbourhood are:

- Through a programme of transformative estate regeneration - based around Key Principles for Change; The Place; Homes; Open Space; Connectivity; and Community - creation of a mixed and sustainable community with:
 - A substantially improved urban form and character which creates safe, modern and high quality places.
 - A range of housing types to meet the needs of the community and create a high quality residential neighbourhood with a distinct and coherent identity, providing at least 2200 new homes of a different, type, tenure and size and creates more family housing in the heart of the neighbourhood
 - Taller or higher density development near to the redeveloped Tottenham Hotspur stadium and transport links such as Northumberland Park Station or where there are existing taller buildings
 - New homes along traditional street patterns and sit within an attractive public realm network which will provide better opportunities for access to open and green space
 - Preservation and enhancement of existing good quality homes
 - Improved open space in Northumberland Park as well as improved access to surrounding open spaces
 - Buildings of high architectural quality and local distinctiveness, of a height, scale and massing that responds to adjacent public spaces and street widths and complements the scale of nearby developments and the proposed street layout and incorporates a range of residential typologies including courtyard blocks of varying heights and terraced housing

- Ensure social infrastructure meets existing and future community needs in high quality buildings that promote an integrated community and opportunities for all.
- An improved Northumberland Park Station that reflects the transport improvements on the West Anglia Main Line and potential designation as a Crossrail 2 station and which improves security, safety and the experience of arriving by rail along with a new bridge at Northumberland Park Station that forms a key part of a landscaped route between the High Road and the Lee Valley Park alongside new public realm
- New and improved bus services serving the new neighbourhood and providing a more effective inter modal connection with the rail station#
- A clear network of pedestrian/cycle friendly routes East to west and North to South connecting the area with existing shops and high streets, schools and community facilities and the regional park, and to employment opportunities to the North and South.
- New work and retail space will encourage new businesses and enterprise and will allow for the relocation of some existing businesses into new purpose built retail units and workspaces.

Urban realm improvements

5.17 The urban realm improvements for the neighbourhood area are:

- New and enhanced public open spaces alongside a defined hierarchy of interconnected pedestrian routes.
- An enhanced public realm and high quality, safe routes that better connect the neighbourhood with Tottenham High Road, the Lee Valley Regional Park and the opportunities delivered by the Tottenham Hotspur FC stadium, transport and infrastructure improvements.
- A mix of commercial uses, including new and affordable workspaces, leisure, and retail that revitalise and activate local streets.

Infrastructure

5.18 The infrastructure projects in the neighbourhood area are:

- Improvements to community infrastructure provision including new primary health facilities.
- Enhanced education facilities commensurate with the growth in forecast population.
- New rail facilities at Northumberland Park associated with the delivery of Crossrail 2
- New access bridge to the Lee Valley regional Park

Allocated Sites in North Tottenham Neighbourhood

NT1: Irish Centre			
Address			
Site Size (Ha)	1.026089		
Timeframe for delivery	PTAL Rating		4
	2011-2015	2015-2020	2020 onwards
Current/Previous use	Community facility, employment land		
Ownership	Mix of public and private freeholds		
How site was identified	SHLAA 2013		

Proposed Site Allocation

Residential led mixed use development with the potential to accommodate community uses, re-provide employment, improve accessibility, and enhance the White Hart Lane frontage.



Site Requirements

- New east west route across the northern part of the site, linking White Hart Lane and Pretoria Rd and enhancement to north/south access to improve permeability.
- White Hart Lane retail premises should be enhanced through any development.
- There should be no net loss in employment floorspace.
- The existing community use should be re-provided before any redevelopment occurs.

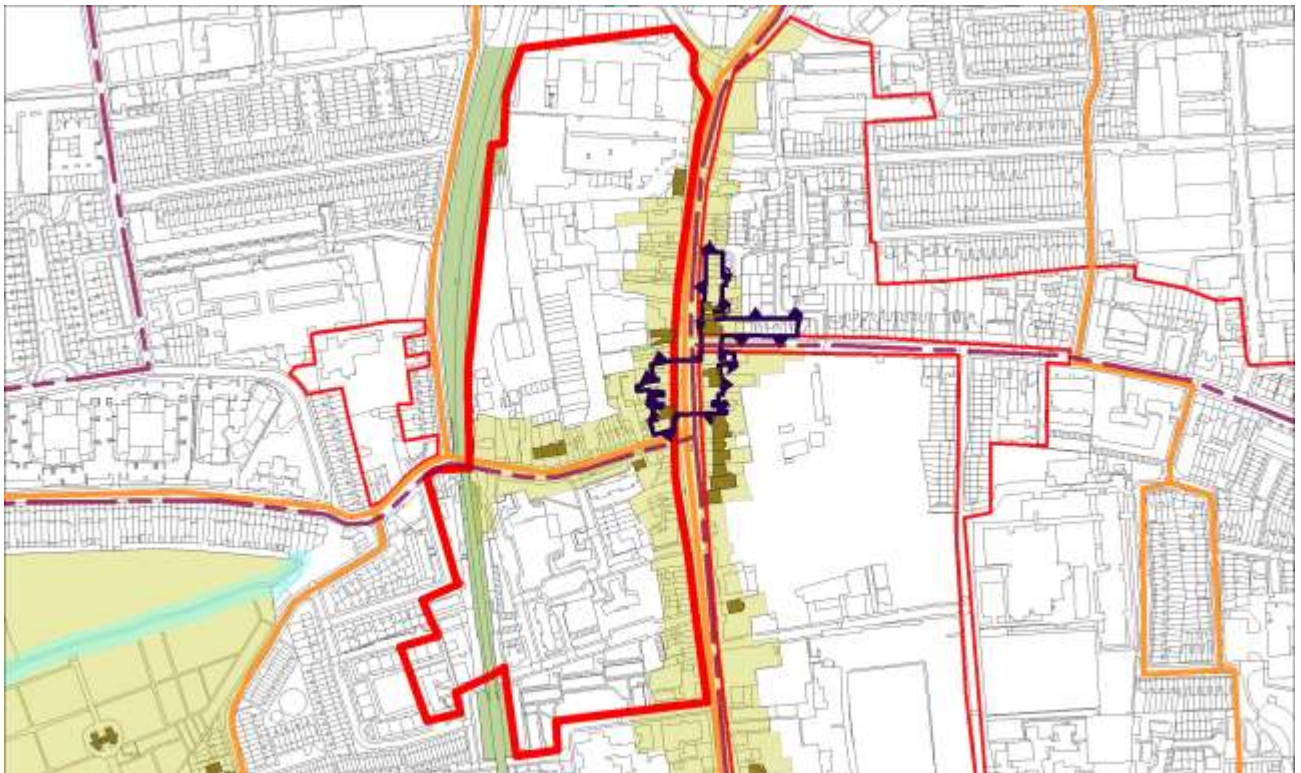
Development Guidelines

- The potential for a new north south route linking the new east-west route to White Hart Lane at the south of the site should be considered.
- Heights should be reduced to 3 storeys adjacent to the properties on Pretoria Rd, but could be up to 6 storeys in the north of the centre of the site.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Development should seek to complement future development at High Road West.

NT2: High Road West			
Address			
Site Size (Ha)	11.81033		
Timeframe for delivery	PTAL Rating		4
	2011-2015	2015-2020	2020 onwards
Current/Previous use			
Ownership	Mix of public and private freeholds and leaseholds		
How site was identified			

Proposed Site Allocation

Masterplanned comprehensive development creating residential led mixed use neighbourhood including a new public realm linking White Hart Lane Station and a redeveloped football stadium.



Site Requirements

- Development will need to conform with the Masterplan Framework agreed by the **Council's Cabinet**.
- Creation of a new residential neighbourhood through increased housing choice and supply with approximately 1,400 new homes of a mix of tenure, type and unit size – including the re-provision of existing social rented council homes.
- A new connection between an enhanced White Hart Lane Station, the High Road and the redeveloped football stadium will be created.
- Creation of a new public square and a community park
- New retail provision to enlarge the existing Local Shopping Centre. This should complement not compete with Bruce Grove District Centre, and provide 7 day a week activity, with an enhanced offer on match days.
- Enhance the area as a destination through the creation of new leisure, sports and cultural uses.
- Increase the quality and quantity of community facilities and social infrastructure - such as a new library, learning and education hub.
- Improve east/west pedestrian and cycling connectivity with places such as the Northumberland Park Estate and Lea Valley Park.
- The site lies within the North Tottenham Conservation Area, and includes listed and locally listed buildings. Development should preserve or enhance their appearance in line with statutory requirements.
- The regeneration of heritage assets should be considered where the benefits of change and sympathetic development can enhance the overall viability and attractiveness of future investment into the future of heritage buildings in the area.
- Tall buildings should be placed along the railway corridor to create a legible tall building spine. The buildings should use Brook House as a reference point and descend in height as they approach the North Tottenham Conservation Area.
- Enhanced infrastructure within the area will include:
 - New Learning Centre including library and community centre
 - New Health facility incorporating a Pharmacist.
 - Provision of new Creche.
 - Provision of a range of leisure uses, e.g cinema, bowling alley.
 - Provision of new community sports provision
 - Provision of a new and enhanced public open space including a large new community park and high quality public square and a defined hierarchy of interconnected pedestrian routes.
 - Improved and enhanced entrance to White Hart Lane Station with step free access

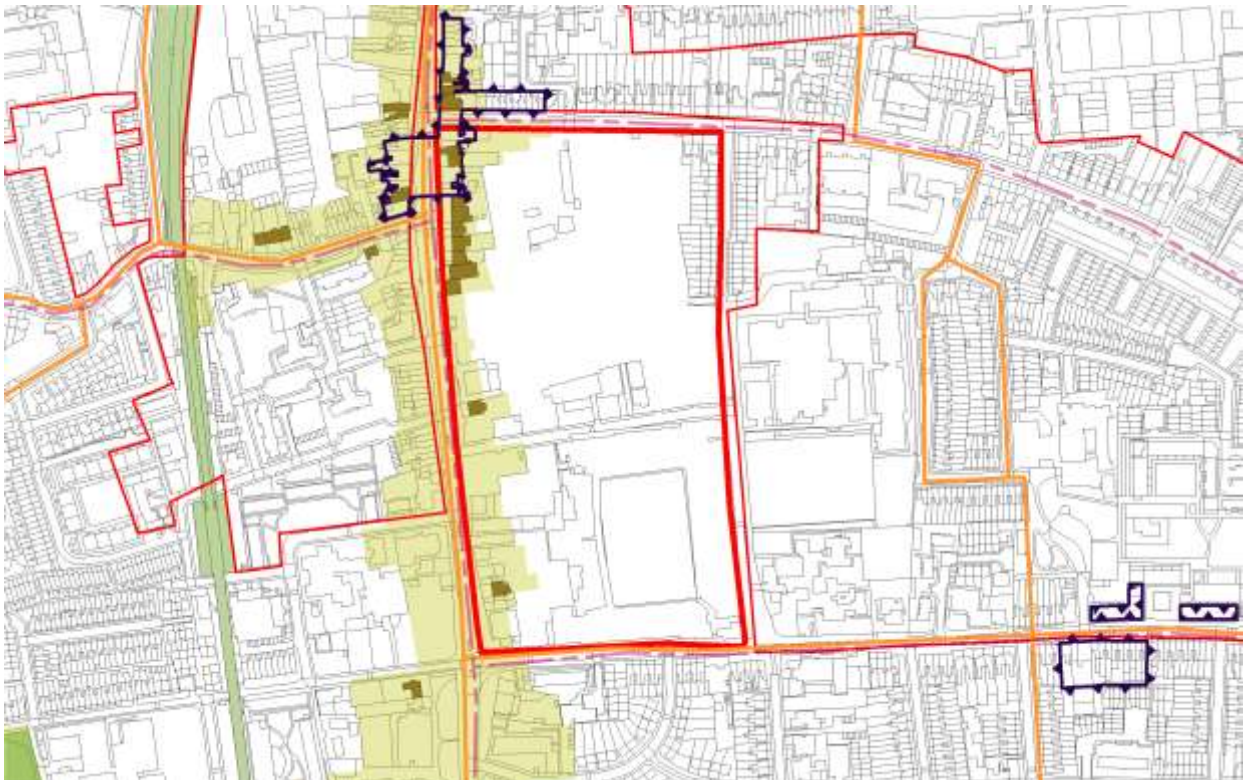
Development Guidelines

- Produce a net increase in the amount and the quality of both public open space and private amenity space within the area
- To deliver transport improvements including a new, safe and attractive entrance to White Hart Lane Station and improved rail connectivity.
- Part of the site has a licensed waste capacity, and this will need to be reprovided before development can commence in line with Draft Policy SA4.
- Re provision of employment floorspace lost as a result of the redevelopment as new leisure, sports and cultural floorspace and as modern, flexible workspaces. This can **be achieved by developing a 'behind the High Road' workspaces typology with** potential to connect to High Road retail properties, and/or through the creation of workspace behind the High Road and the railway arches.
- The site is within a Critical Drainage Area and any proposals should refer to the Local Flood Risk Management Strategy
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, pocket parks and other open spaces.
- Establish clear building frontages along the High Road and White Hart Lane to complement the existing character of the Local Centre.
- Incorporate a range of residential typologies including courtyard blocks of varying heights and terraced housing.
- In the part of the site facing the new stadium, development should respond to both the existing High Road Character, and the greater heights and density of the new stadium. This need to be carefully considered given the height differential between the existing historic High Road uses and future Stadium development.
- Larger commercial and leisure buildings should be located proximate to the new urban realm linking the station to the stadium.
- Due to the size of the site and scale of development envisaged, particular consideration of the effect of the works on the nearby communities, including how phasing will be delivered. This is referenced in the High Road West Masterplan Framework.
- The Moselle runs in a culvert underneath the site and will require consultation with the Environmental Agency.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

NT3: Tottenham Hotspur Stadium			
Address			
Site Size (Ha)	9.161482		
Timeframe for delivery	PTAL Rating		3
	2011-2015	2015-2020	2020 onwards
Current/Previous use			
Ownership			
How site was identified			

Proposed Site Allocation

Redevelopment of existing football stadium to increase match day capacity, with the introduction of residential, commercial, retail, education, community, leisure and hotel uses, and improved public realm across the site.



Future Planning Requirements

Should any new planning applications come forward in the future the Council will seek:

- Comprehensive development across the site;
- High quality design, that responds positively to the Conservation Area and provides an active frontage to the High Road and Park Lane, including considering connectivity and scale of development;
- Improved interface with sites to the east of the stadium to support regeneration objectives for this area;
- High quality publicly accessible spaces within the site on non-match days that complements other public realm/spaces in the area and link with key existing and future walking and cycling routes in the locality;
- To address the statutory presumption in favour of retaining heritage assets unless justifiable;
- An increase in residential on the site; and
- Improved connectivity east-west across the site.

NT4: High Road East			
Address			
Site Size (Ha)	4.89485		
Timeframe for delivery	PTAL Rating		4
	2011-2015	2015-2020	2020 onwards
Current/Previous use			
Ownership			
How site was identified			

Proposed Site Allocation

Master planned improvement of the area to improve housing stock, including provision of additional housing with an increased range of types, sizes, and tenure of provision.



Site Requirements

- Development will be in conformity with any future adopted master plan for the area.
- Redevelopment will create more, new, and better housing with greater diversity of scale, tenure and type, and will contribute to the creation of a Family Housing Area.
- Existing east west routes will be enhanced including Northumberland Park as a key bus route through the area, including linking to Northumberland Park Station.
- retention of good housing stock where appropriate
- The High Rd frontage should be enhanced including retention of local listed and locally listed buildings.

Development Guidelines

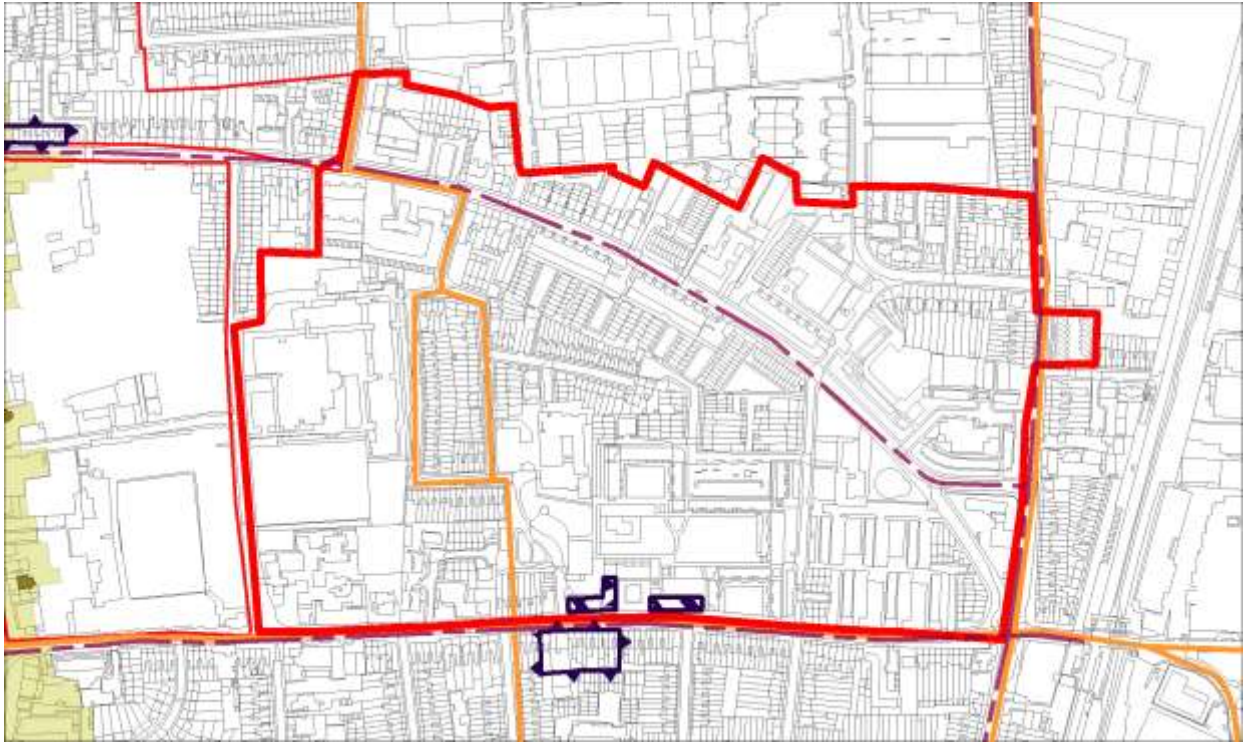
- New public spaces within the site should be created, with a net increase in the amount of publically accessible urban realm.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Development should complement and make use of the amenity provided by Florence Hayes Rec (In LB Enfield).
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

NT5: Northumberland Park

Address			
Site Size (Ha)	27.5655		
Timeframe for delivery	PTAL Rating		3
	2011-2015	2015-2020	2020 onwards
Current/Previous use	Predominantly housing with ancillary commercial and community uses.		
Ownership			
How site was identified	Northumberland Park Framework		

Proposed Site Allocation

Masterplanned improvement of the area to improve housing stock, including provision of additional housing with an increased range of types, sizes, and tenure of provision. Increased education provision and improved connectivity through the area will also be created.



Site Requirements

- Development will be in conformity with any future adopted masterplan for the area.
- Redevelopment will create more, new, and better housing with greater diversity of scale and tenure and type, and will contribute to the creation of a Family Housing Area.
- Existing east west routes will be enhanced including Park Lane as a pedestrian and cycling friendly route and Local Centre, connecting Tottenham High Rd and the Lee Valley Regional Park. Enhancement of Northumberland Park as a key bus route through the area, including linking to Northumberland Park Station.
- A fine graining of the road network in the area will be created with the aim of increasing permeability. New streets must connect to existing streets to the north and south of the area, and to new spaces proposed around the new stadium development to the west.
- retention of good housing stock where appropriate
- Taller buildings will be located at the south east corner of the site as part of the proposed Northumberland Park tall buildings cluster, and in the south west of the site adjacent to the stadium development.
- New health infrastructure will be provided within the area
- Existing school provision will be retained and enhanced including potential provision of a new through-school within the masterplan area.

Development Guidelines

- New public spaces within the site should be created, with a net increase in the amount of publically accessible urban realm.
- The existing Somerford Grove public open space will be increased in size, and enhanced in quality, and protected with a **SLOL** designation.

- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Development should seek to engage with existing design/layout shortcomings in order to reduce anti social behaviour;
- The potential for new employment opportunities to be developed along Park Lane should be explored.
- In line with policy SP9, if redevelopment results in a net loss of employment floorspace, a financial compensation will be required as set out in the Planning Obligations SPD.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

Neighbourhood Area – Bruce Grove

Key Sites

5.19 The key sites in this neighbourhood area are:

- Bruce Grove Snooker Hall and Banqueting Suite;
- Tottenham Delivery Office;
- Bruce Grove Station;
- Moorefield Road;
- Tottenham Chances;
- Tottenham Police Station and Reynardson Court; and
- Brunel Walk & Turner Avenue.

The character of the neighbourhood area

5.20 In contrast to the other neighbourhood areas in Tottenham, Bruce Grove will experience more moderate change whose future will be based upon enhancing its existing and distinctive retail, heritage and residential assets.

5.21 The primacy of Bruce Grove as the retail heart of the High Road will be reinforced through the enhancement of its conservation area characteristics and associated heritage assets while the shrinkage of the town centre boundary along Bruce Grove will help to intensify and focus provision along the High Road.

5.22 **Bruce Grove's** primary retail frontage and core shopping area is along the High Road while the town centre boundary (along with a significant secondary portion of retail frontage) continues along the A10 (Bruce Grove). In general the commercial units in this part of the town centre are of poor quality and dilute the commercial offer along the High Road which should be the functional and physical axis to which the adjoining areas respond.

5.23 In general the quality of the streetscape within Bruce Grove is varied with some Victorian period properties interspersed with more modern development. However, the quality of the built environment is often detracted from by poor quality shop fronts and street clutter from signage and street furniture. This situation is worsened by the high volumes of traffic and the car dominated movement corridor of the High Road which does not promote pedestrian movement. In general there are a number of transport infrastructure issues that need to be addressed through **proactive planning if the Council's aim of facilitating a modal shift from the car in** this area is to be achieved. These issues include the quality of Bruce Grove station which serves this area but is poorly located and inaccessible to people with limited mobility, parking standards, poor east west movement to the Lea Valley Park and the lack of safe routes for cycling.

Key neighbourhood area objectives

5.24 The key objectives for the neighbourhood area are:

- Limited growth through complementary mixed use development on allocated sites consistent with the existing scale and character of the Conservation Area and town centre.
- Consolidation and targeted reduction of primary retail frontages within the town centre boundary along Bruce Grove to consolidate and intensify commercial provision along the High Road, improvements to shop fronts and signage and **managing potential for “negative clusters” of betting shops and take aways.**
- Improvement of Bruce Grove Station and forecourt through infill development and the re-branding to London overground network.
- The promotion of high quality new restaurant/residential character area along Bruce Grove which reflects the potential aspirations and clustering of two major residential led development sites and capitalises on opportunities from the improvement of Bruce Grove Station. .
- **The enhancement and legibility of Bruce Grove’s heritage assets which compliment the town centre’s character and as a place for smaller floorplate commercial units.**
- Public realm improvements and transport projects which facilitate improved pedestrian circulation and movement including improvements to permeability.
- **The enhancement and improvement of way finding and legibility of the area’s heritage assets such as Bruce Castle.**

Urban realm improvements:

5.25 The Urban realm improvements for the neighbourhood area are:

- Improved/widened footways along Bruce Grove to improve movement and bus passenger waiting facilities
- Redevelopment and environmental improvements to Bruce Grove Station Forecourt
- Targeted streetscape and environmental improvements including an enhanced urban realm between Seven Sisters and Tottenham Green and recognition/redesign **of the street to encourage use of the proposed “Green Link” to Tottenham Hale and the Lee Valley Regional Park.**

Infrastructure

5.26 The infrastructure projects for the neighbourhood area are:

- Investment in Bruce Grove Station will take place as part of the transfer of the station assets to TfL and introduction of London Overground services in 2015.

Allocated Sites in Bruce Grove Neighbourhood

SS6 Turner Avenue and Brunel Walk Estate Regeneration Site



Site Allocation

Potential Estate renewal opportunity to consider housing investment options as part of a masterplanning process.

Site Requirements

- A masterplan approach will be taken.
- No buildings need to be retained, although refurbishment of the existing blocks with limited infill of the Turner Avenue part of the site should be considered.
- The use on the site will be residential.
- The residential sites to the immediate north of the site lie within the Clyde Circus Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- Development along West Green Rd will set a datum of building heights of 4 storeys for this site. Heights could increase towards the centre of the site, but would need to be reduced to the south, east and west to respect the amenity of neighboring residential buildings.
- Improved permeability thought he site will be supported to tie the area into the local road network. A through route will be supported, but traffic calmed to stop through traffic.

SS8 Tottenham Police Station and Reynardson Court: Housing Regeneration Site



Site Allocation

Creation of new workspace in the former police station building, with potential for cross-subsidisation from residential, potential estate renewal of the Reynardson Court estate, and an improved public realm on Tottenham High Rd.

Site Requirements

- The High Rd building line should be continued, taking it's cue from the line of the existing police Station and 372-376 Tottenham High Rd.
- The northern edge of this site is the Green Link, and development on this site should facilitate development of this new route.
- The existing Police station and the façade of 2 Chestnut Rd should be retained as per planning consent (HGY/2011/1604: Demolition of existing building and erection of new students' accommodation building comprising 6 storeys to provide 94 students units with gym, common room, shop, laundry room, storeroom cycle store, refuse store and lift)

- There is a presumption of retention, but schemes that include 372-376 may be considered where it can be demonstrated that the benefit to the Conservation Area can be enhanced through the extension and/or change of use of these buildings. The rear of these buildings is suitable for redevelopment.
- Heights will be limited to respect the existing buildings to be retained on this site.
- The site lies within the Tottenham Green Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- Development at the northern and southern edges of the site should respect the existing heritage assets.
- The existing trees to the front and rear of Reynardson Court will be removed, with the at least the equivalent number of trees replaced as part of public realm enhancements close to the site. This will be achieved as a s106 obligation.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

Site BGx Tottenham Chances



Site Allocation

Mixed use development for community and residential use.

Site Requirements

- If demolition of the listed building is justified, new development should continue the building line established in 391 and 413 High Rd.
- Development should respect the setting of neighbouring locally listed buildings
- There is potential for back land development behind the High Rd frontage.
- Views to the former High Cross school from the High Rd should be maintained and enhanced where possible.
- Particular care for the amenity of 413 High Rd should be taken through any potential redevelopment.
- The site lies within the Tottenham Green Conservation Area and development should preserve or enhance its appearance as per the statutory requirements. Development will be limited to 5 storeys to help achieve this.

Development Guidelines

- Particular care for the amenity of 413 High Rd should be taken through any potential redevelopment.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

Site BG1 Bruce Grove Snooker Hall, and Banqueting Suite



Site Allocation

Retention of existing Banqueting Suite building, entrance to the former cinema building, and former public toilets building, with redevelopment of the remainder of the former cinema, and land behind, as well as improvement of the Bruce Grove frontage for town centre secondary frontage uses.

Site Requirements

- The public toilets, entrance to the former cinema, and the Banqueting Suite frontage will be retained and brought back into active use.
- An alternative use for the former public toilets building will be found, with improvements to the surrounding public realm.

- Retention of the secondary town centre frontage on this site, and creation of new frontage on the former cinema site.
- The site lies within the Bruce Grove Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- A small new urban square could be considered on the former cinema site.
- A sensitive additional storey extension to the Banqueting Suite will be acceptable where it can be demonstrated that it enhances the

Site BG2 Tottenham Delivery Office and Builder's Merchants



Existing Planning Permissions

5 Bruce Grove (HGY/2014/1041): Demolition of side and rear extensions. Conversion of part ground, first and second floors into four flats (3 x 1 bed and 1 x 2 bed). Erection of 10 Houses (8 x 3 bed and 2 x 4 bed) at the rear of the site with associated access road, parking spaces and landscaping.

7 Bruce Grove (HGY/2012/0563): Conversion of Grade II listed building to provide 9 residential units and erection of a new building to the rear to accommodate 4 self contained flats.

Site Allocation

Residential led mixed use development to the existing post office sorting office, **builder's merchant and rear of no 5 Bruce Grove, creating a new public route** from Moorefield Road through the site to the southern end of Champa Close.

Site Requirements

- A master plan approach should be taken.
- **This development should support the Council's long term ambition to open** part of the nature conservation site to the rear of Nos 7-10 Bruce Grove as a new public park.
- The public route should provide an access route to the park and should help facilitate its creation in the future.
- Development should seek to enhance the setting of all heritage assets along Bruce Grove, especially those fronting the site.
- Development proposals for the site should include a new vehicular access road from Moorefield Road (on the eastern edge of the site). This should also provide an access to the permitted residential development to the rear of No 5, currently proposed to be accessed by a narrow route off Bruce Grove. This should then be converted to a pedestrian and cycling route only, protecting the listed buildings and enhancing their setting.
- The new route through the site should allow the possibility of a connection to the southern end of Champa Close to the west of the site. This should allow a future connection to the park beyond.
- The site lies within the Bruce Grove Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.
- Contribution towards improvement of public realm along Bruce Grove, especially Nos 1-5 should be sought.

Development Guidelines

- Should respond to adjacent heritage assets in terms of scale , form and massing
- **Mews or courtyard style 'backland' development would be considered** appropriate
- A maximum of four storeys in height would be considered with three storeys or lower closest to the listed buildings and the terraces to the south.

Site BG3 East side of Moorefield Road



Site Allocation

Mixed use residential and employment development replacing the existing Builder's Merchants

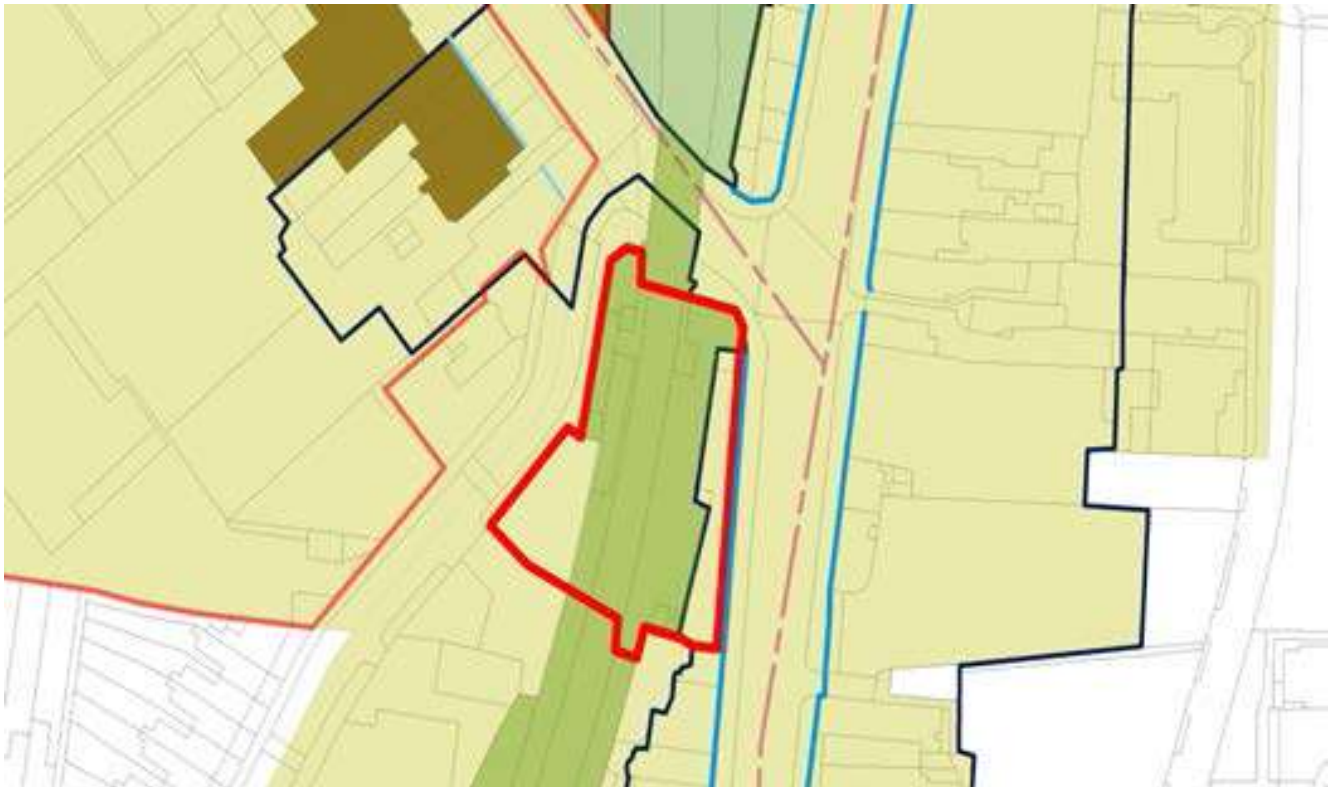
Site Requirements

- The site lies within the Bruce Grove Conservation Area and is adjacent to listed and locally listed buildings and development should preserve or enhance their appearance.
- Employment use should be mostly on the ground floor and include the use of arched spaces underneath the west side platform of Bruce Grove Station.
- Development should include rationalisation and improvement of the public realm along Moorefield Road especially the pavement beside the stairs to the station platform. This should seek to resolve the ongoing anti-social behaviour in this area.

Development Guidelines

- Should respond to adjacent heritage assets in terms of scale, form and massing
- **Consideration should be given to the site's proximity to the railway line,** especially with regards to residential use, and due consultation should be carried out with Network Rail regarding the same.
- The development should not be visible from the High Road over and above the station. A maximum of four storeys is envisaged.

Site BG4 Bruce Grove Station



Site Allocation

Improvements to Bruce Grove Station and forecourt including an extension and refurbishment for high quality retail or restaurant use facing the High Road

Site Requirements

- Improvements to the locally listed station building and public realm outside of the station.
- An innovative single storey extension on the existing forecourt, linked to the arched openings within the station, for retail or restaurant use.
- Space for a landscaped court at the northern end of the existing forecourt, with a potential that it could in future be connected to the station and used as an outdoor area to a restaurant unit.
- Widening the pavement to the High Road by 0.5-1m approximately.
- An active, lively frontage onto the High Road that compliments the existing station.
- Between 1 and 3 retail/restaurant units

- The site lies within the Bruce Grove Conservation Area and development should preserve or enhance its appearance as per the statutory requirements.

Development Guidelines

- Should respond to both the existing High Road shop frontage as well as complement the existing locally listed Bruce Grove Station.
- Form & massing of the design should enhance the character & appearance of the Bruce Grove Conservation Area and surrounding heritage assets.
- Should respond to the TfL proposals for the public realm in the High Road and Bruce Grove, which form the A10 and are part of the Strategic Route Network.
- Servicing and refuse storage to the new retail/restaurant unit(s) to be resolved.

Tottenham Hale Neighbourhood Area

Key sites

The key sites for the neighbourhood area are:

- Station Square West
- Ashley Road South
- Ashley Road North
- Station Interchange
- Tottenham Hale Retail Park
- Hale Village
- Hale Wharf
- Welbourne Centre & Monument Way
- Fountayne Road & Markfield Road
- Herbert Road

The Character of the Neighbourhood Area

Tottenham Hale is an area of mixed character. The neighbourhood area is one where targeted investment can best accelerate the delivery of substantial volumes of new homes and jobs. Investment in transport infrastructure is already happening, however to create a community with 5,000 homes and 4,000 jobs, there is a need for early infrastructure planning (working with the utility providers) and significant place-shaping investment to ensure that we are creating a place that can serve as a home, a place of work and a destination in its own right.

Through these interventions including the construction of a Green Link, Tottenham Hale will be a destination where people can easily access the open spaces and waterways of the Lee Valley Park. Removing the barriers to the Lee Valley Park and creating a sustainable network of cycle and pedestrian routes was a key objective of the Upper Lea Valley Opportunity Area Planning Framework and is now reflected in the aims of the **Area Action Plan and Tottenham's Housing Zone bid**.

In recognition of Tottenham's housing potential, Haringey Council has proposed designating Tottenham as a Housing Zone with an initial focus on Tottenham Hale. The priority sites within the zone require interventions to tackle site specific constraints.

Tottenham Hale will provide a range of housing with the emphasis being on the more affordable end of the spectrum. The delivery of 1 and 2 bed units will be prioritised in **keeping with Tottenham Hale's urban character. High quality family housing will be** concentrated on sites that best accommodate this use through access to open space or relate to increased social infrastructure provision. The housing approach in this area also

recognises the opportunity to introduce a quality, managed institutional private rented sector at scale in the heart of the new district centre.

Employment land in this area will be retained and intensified in order to create a greater job density, whilst recognising that a limited amount of employment land is appropriate for more mixed use development in order to promote strategic regeneration initiatives. The successful employment elements of the different areas will be promoted while in the South Tottenham employment area, there is the opportunity to introduce limited warehouse living to those working in the area's nascent creative sector.

Key Neighbourhood Area Objectives

The key objectives for this neighbourhood area are:

- A distinctive new mixed use district centre incorporating higher density development will be created at Tottenham Hale
- The delivery of 5,000 new homes through a portfolio approach to housing that offers a wider range of choices across the housing spectrum.
- The creation of 4,000 new jobs in a wide range of sectors including retail office, leisure and enterprise and craft related employment spaces, including new and improved/enhanced industrial workspace in the established industrial areas and the intensification and protection of B class use on employment land
- An enhanced public realm that prioritises pedestrian circulation and linkages to the Lea Valley Regional Park, including through a new Green Link.
- The designation of sites for significantly improved community facilities including a new large GP surgery, and a new all form entry school.
- Development within the wider Tottenham Hale area will be required to respond to the aspiration for a distinctive new walkable “place/destination.”
- Given the fragmented site ownership, and the aspirations for a new, coherent centre with distinct but harmonious urban form, development on allocated sites shall be in accordance with coordinated masterplans
- The Council and its partners will support measures to promote comprehensive delivery on key strategic sites, including undertaking site assembly
- Along the River Lee encourage its active usage through the provision of canal boat mooring facilities.

Urban realm improvements

The urban realm improvements for the neighbourhood area are:

- A Tottenham Hale Green Link bisecting Ashley Road and leading to the Lee Valley Regional Park which encourages walking and movement and improve sight lines to the Lee Valley Regional Park
- New north/south arterial pedestrian route connecting Ashley Road to the Retail Park
- A series of interconnected, permeable, safe courtyards on development sites between Fountayne Road and Ferry Lane
- At the Retail Park site, the incorporation of a public square which acts as a focal point for the community

- Along Ashley Road, a public realm and road surface that prioritises the pedestrian movement, including the introduction of a shared surface, pavement widening and dropped kerbs,
- Design features to reinforce the River Lee's role for amenity and leisure, including a riverside route at Hale Wharf, paddocks and a canal towpath,

Infrastructure

The infrastructure projects for the Neighbourhood Area are:

- GP Clinic of 1500 -2000sqm in size to accommodate in the short to medium term, existing and increased demand as the population grows.
- Decentralised energy hub, forming part of a wider decentralised energy network

Tottenham Hale Specific Policy

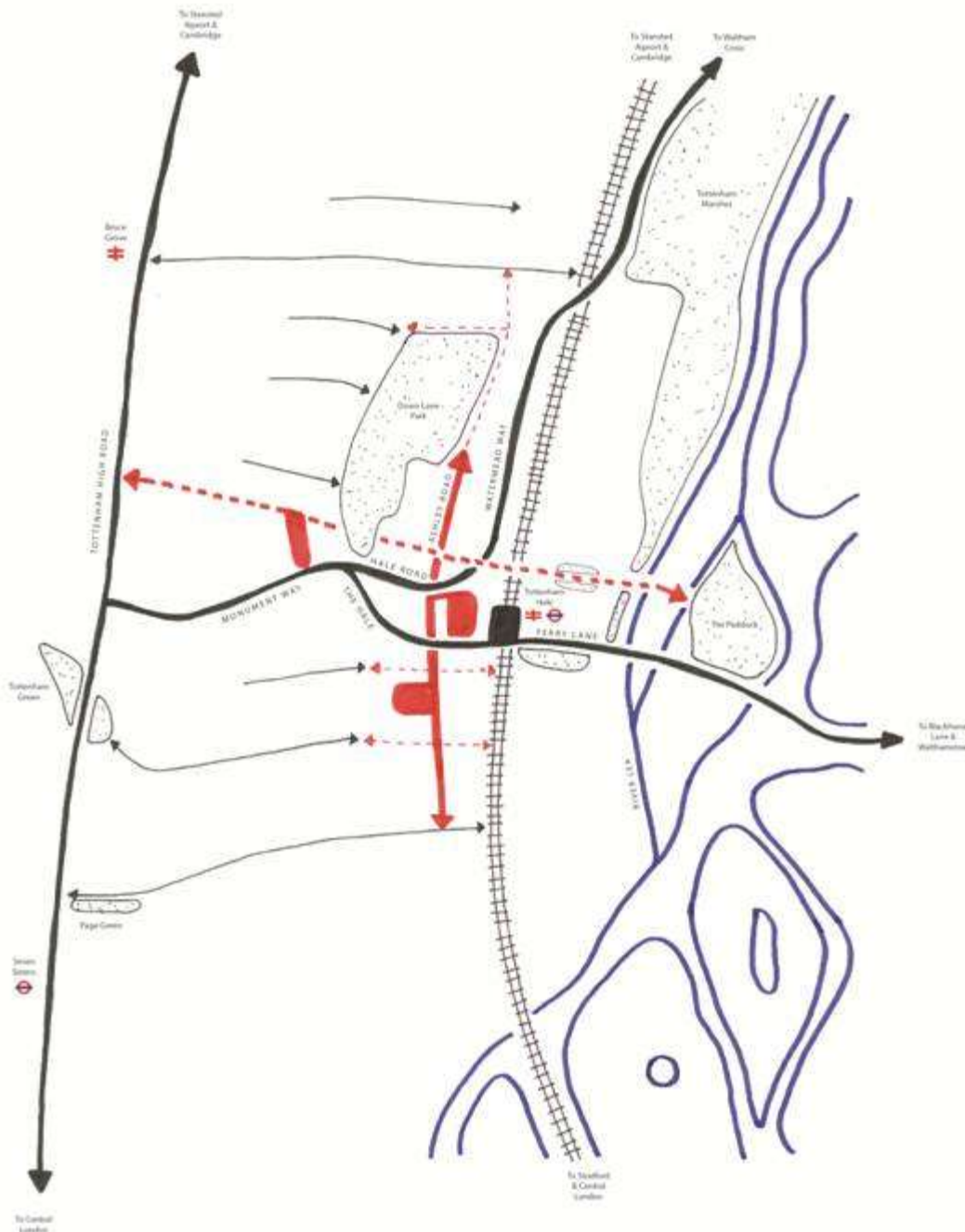
THAAP1 – GREEN LINK

- A. **A new axial 'Green Link' will provide a high quality landscaped pedestrian and cycle route between Tottenham High Road and the Lee Valley Regional Park through the Tottenham Hale area. The Green Link will pass across the northern section of the new Tottenham Hale district centre on a straight path which extends east the axis of Chesnut Road.**
- B. **Development proposals for sites traversed by this Green Link will need to take account of the route and ensure that opportunities are taken to provide new mixed-use developments which address and generate activities along its built edges.**
- C. **The Council will use its statutory powers, including compulsory purchase, to ensure delivery.**

Reasoned justification

A green link between Tottenham High Road and the Lee Valley Regional Park was first proposed as part of the Tottenham Hale Urban Centre Masterplan SPD of 2006. The SPD highlighted the need to improve east-west permeability in order to lessen the impact of the substantial barriers to movement created by the railway lines and Watermead Way. A new east-west link along the axis of Chesnut Road, then called the Ashley Link, would deliver radically improved access to the Lee Valley Regional Park. To improve east-west pedestrian permeability and to bring the park into the heart of the new community, a significant intervention is proposed. Ashley Link is a green link that extends Chesnut Road for pedestrians eastward towards the waterfront, connecting to the proposed footbridge across the river to Hale Wharf. The SPD described the link as a wide, pedestrian and cycle-only link. At that time, it was envisaged that the link might need to ramp up to a high level to cross Watermead Way. In view of the scale of this public realm and green infrastructure investment, involved the creation of three new bridges, the new link was envisaged as being seen as an important feature in the new landscape of Tottenham Hale and an instantly recognisable landmark.

The concept of this new green link was carried forward into the Upper Lee Valley Opportunity Area Planning Framework of 2013. Section 6.4 of this Framework specifically identifies part of the link which would require new investment. This section cross the Ashley Road area, crosses Watermead Way and the railway and continues east across the Hale Wharf site connecting with The Paddock.



Key public realm interventions for Tottenham Hale

The proposed Green Link is a bold green infrastructure investment in the Tottenham Hale area. When delivered, the Green Link will represent a landmark green infrastructure intervention which delivers radically improved public accessibility to the open landscapes of the Lee Valley Regional Park. Chesnut Road already provides the area with a pedestrian route towards Tottenham High Road. The proposed Green Link extends the axis of this existing route directly east into the Region Park. In order to ensure the new link has the most transformative effect on the local environment, its axis should be as straight and legible as possible, affording long sight lines between the Regional Park and the High Road.

Sites where the proposed alignment crosses over privately owned land area are included in this AAP as site allocations. Development proposals that come forward on these sites must facilitate the delivery of the Green Link. Any development proposals which would hinder the delivery of the Green Link, or require land which is necessary to deliver the Green Link proposal will be resisted.

Allocated Sites in the Tottenham Hale Neighbourhood

TH1 Station Square West



Site Allocation: Area A

Comprehensive redevelopment of the Southern end of Ashley Rd to create new District centre uses and enhanced east west and north south connections.

Site Requirements: Area A

- This site (Area A) will be comprehensively redeveloped, and must accord with the emerging masterplan for Tottenham Hale District Centre, including areas B & C of this policy.

- This site (Area A) will be given a Designated Employment Area: Regeneration Area status to recognize the contribution to the local economy that this site can make. It is anticipated that the redevelopment of this site will not create a net reduction in employment floorspace.
- A Green link will be created along the northern edge of the site, running between Tottenham High Rd and the Lea Valley.
- Ashley Rd will be enhanced, with an enhanced crossing of Hale Rd/Watermead Way being created.
- Town Centre uses will be required on all frontages to Ashley Rd. Active frontage, potentially employment, should be provided on the Hale Rd/Watermead Way frontage.
- There should be a greater proportion of employment use provided to the east of Ashley Rd, with as a minimum ground floor employment, and more if viable.
- Heights should generally be highest along the Hale Rd/Watermead Way frontage.
- Development should take the form of perimeter blocks with the potential for tall point block buildings of 11+ storeys at strategic points along the southern edge of this site.
- Ashley Road should provide a pedestrian and cycle friendly link through the District Centre including linking the Station Square and the Green Link.

Development Guidelines: Area A

- The interface with Down Lane Park should be treated with care.
- Development should form a consistent building line, and complement Berol House and the Eagle Pencil Works to the north.
- The Victoria Line runs in a shallow tunnel beneath part of this site.

- This site is in a area of flood risk, and a Flood Risk Assessment should accompany any planning permission.
- Care will be required on south facing frontages to limit heights to avoid overshadowing of block courtyards.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

Site Allocation: Part B

Comprehensive redevelopment incorporating the proposed Premier Inn to create new District centre uses at ground floor with residential above and enhanced public realm.

Site Requirements: Area B

- Permission has already been granted for a part of this site, and developments should complement this permission. (HGY/2014/0498: A 96 bed hotel (Class C1) including a 146sqm restaurant/bar, 3 disabled car parking spaces and 6 dedicated cycle spaces
- This site (Area B) will be comprehensively redeveloped, and must accord with the emerging masterplan for Tottenham Hale District Centre, including areas A & C of this policy.
- Ashley Road will be extended through this site as the key public and movement spine passing through the Centre.

- The potential for a new development parcel to the east of Ashley Rd should be considered.
- Ground floor uses on this site will be town centre uses, playing a key role in establishing Tottenham Hale as a District Centre.
- Existing employment floorspace will be reprovided on this site.
- Development on this part of the site will generally be 3-10 storeys as a perimeter block. Taller elements marking the key corners of the site will be considered, possibly of 11+ storeys.

Development Guidelines: Area B

- The Victoria Line runs in a shallow tunnel beneath part of this site.
- This site is in an area of flood risk, and a Flood Risk Assessment should accompany any planning permission.
- Station Rd, and potentially the extended Ashley Rd will provide service access for the buildings on this site.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

Site Allocation: Part C

Comprehensive redevelopment creating new District centre uses at ground floor with residential above and enhanced public realm.

Site Requirements: Area C

- This site (Area C) will be comprehensively redeveloped, and must accord with the emerging masterplan for Tottenham Hale District Centre, including areas B & A of this policy.
- Ashley Road will be extended through this site as the key public and movement spine passing through the Centre.
- The potential for a new development parcel to the east of Ashley Rd should be considered on this site.
- Development of the part of the site to the west of Ashley Rd will generally be 3-10 storeys as a perimeter block. Taller elements marking the key corners of the site will be considered, possibly of 11+ storeys.
- Development of the part of the site to the east of Ashley Rd will reinforce the Ashley Rd route and provide enclosure for the bus station and the District Centre. This could be 7-10 storeys with the potential for a higher point block building of exceptional quality at the southern end rising up to 15 storeys.

Development Guidelines: Area C

- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Station Rd, and potentially the extended Ashley Rd will provide service access for the buildings on this site.
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

TH2 Ashley Road South



Site Allocation

Creation of an employment led mixed use quarter north of a new District Centre, creation of a new Green Link, and enhanced Ashley Rd.

Site Requirements

- This site will be given a Designated Employment Area: Regeneration Area status to recognize the contribution to the local economy that this site can make. It is anticipated that the redevelopment of this site will not create a net reduction in employment floorspace.

- Ashley Road will be retained as the key public and movement spine. Employment uses will be expected on both sides of the Ashley Road frontage at ground floor level, and above wherever viable.
- Good quality buildings, including, but not limited to Berol House and 16 Ashley Rd should be retained and adapted for flexible, and affordable employment use. Further employment will be supported, with cross subsidization from residential.
- This site will be given a Designated Employment Area: Regeneration Area status to recognize the contribution to the local economy that this site can make. It is anticipated that the redevelopment of this site will not create a net reduction in employment floorspace.
- A Green link will be created along the southern edge of the site, running between Tottenham High Rd and the Lea Valley.

Development Guidelines

- The most suitable use on the Watermead Way frontage is considered to be employment.
- Development should utilise the amenity, and respect the character of Down Lane Park to the west and north-west. This should include limiting blank facades fronting onto the park.
- The existing industrial character on Ashley Rd should be maintained and enhanced, encouraging new businesses to come into the area.
- Ashley Road itself should be pedestrian and cycle friendly, and provide a legible route to the new District Centre to the south. Measures to improve the activity onto Ashley Rd will be supported on this site, including the orientation of sites to open onto Ashley Rd with frequent front doors.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Additional permeability through the addition of a pedestrian and local access route passing east-west through the site could be considered.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Flooding
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

TH3 Ashley Road North



Site Allocation: Part A

Improved education facility, potentially with housing above, and the extension of Ashley Rd as a pedestrian and cycling connection north through to Park View Rd.

Site Allocation: Part B

New residential development complementing the amenity of Down Lane Park, and the extension of Ashley Rd as a pedestrian and cycling connection north through to Park View Rd.

Site Allocation: Part C

Intensification to provide opportunities for new jobs and houses.

Site Requirements: Area A

- The potential to create residential above new school buildings should be considered wherever feasible.

- A new route extending the line of Ashley Rd north between Areas A and B of this policy will be created. This will be a pleasant route, creating (via Park View Rd) an improved route into Lea Valley Regional Park.
- Vehicular access to the site will be from Ashley Rd/Burdock Rd or Park View Rd, but there will not be a link from one to the other.
- The south-east corner of this site should be the tallest point. Heights should be reduced towards the north, and where the site faces Down Lane Park. The maximum height will be 9 storeys, with a limit of 6 facing the park.

Site Requirements: Area B

- A new route extending the line of Ashley Rd north between Areas A and B of this policy will be created. This will be a pleasant route, creating (via Park View Rd) an improved route into Lea Valley Regional Park.
- Residential will be the primary use on this site.
- Vehicular access to the site will be from Ashley Rd or Park View Rd, but there will not be a link from one to the other.
- The sites existing licensed waste capacity will be replaced prior to any redevelopment taking place.

Site Requirements: Area C

- This site will be given a Designated Employment Area: Regeneration Area status to recognize the contribution to the local economy that this site can make. It is anticipated that the redevelopment of this site will not create a net reduction in employment floorspace.
- The lower 3 floors will be limited to servicing and employment use. Residential will be acceptable only above the level of the road.

- Vehicular access to the site will be from Watermead Way.
- Due to the barriers created by the railway line and Watermeade Way, this part of the site could be suitable for taller buildings, possibly creating a taller building spine of point block buildings.

Design Guidelines: Area A

- Any residential development above the school should avoid overlooking of the school.
- Use of part of the games areas of Down Lane Park during school hours as a way of providing the school with good quality sports facilities should be explored.
- Paths connecting Watermead Way, Ashley Rd and Park View Rd should be rationalised, and made safer and more welcoming to resolve local safety concerns, and make the routes more direct, and thus better used.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Flooding
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

Design Guidelines: Area B

- Heights will be restricted to the north and west to respect the amenity of neighbouring terraced housing.
- Heights could step up to 6 storeys in the east of the site.

- The mature trees on the site, and in the park should be protected and incorporated into any future design.
- The crossroads in the north west corner of the site where Park View Rd, Dowsett Rd and Havelock Rd converge should be made a focal point as a gateway from the residential hinterland of Tottenham towards the emerging Tottenham Hale District Centre.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Flooding
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

Design Guidelines: Area C

- Paths connecting Watermead Way, Ashley Rd and Park View Rd should be rationalised, and made safer and more welcoming to resolve local safety concerns, and make the routes more direct, and thus better used.
- Care needs to be taken to avoid overlooking the school from higher levels on this site.
- The southern edge of this site should create a positive interface with the proposed Green Link.
- Any towers should consider their impact on views of and from within Lea Valley Regional Park, and Down Lane Park
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

- Flooding
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

Site TH4 Station Interchange



Current Planning Permission (HGY/2013/2610)

Works to extend the operational railway station at Tottenham Hale. Creation of a new station entrance, enlarged station concourse, improved access and a new access for all bridge. Extension of the existing footbridge to form a new station entrance from Hale Village, relocation of the station vent shaft and provision of a new station control facility, provision of retail units and associated works. Development involves the closure of the existing Ferry Lane subway

The Station Interchange will be a new high quality point of arrival, departure and interchange.

New residential development will be permitted above the station where feasible.

When a new planning permission comes forward subsequently

- This site, along with sites TH1, and 5 will form the new Tottenham Hale District Centre.
- Provision has been made within the approved scheme (HGY/2013/2610) for over-station residential development.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Flooding
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

Site TH5 Tottenham Retail Park



Site Allocation

Creation a new District Centre along with Sites TH1 and 5. Fine graining of the road layout, creating town centre uses, with residential above.

Site Requirements

- A Council-approved masterplan will be prepared for this site, and development should be in accordance with it.
- Ashley Rd will be extended through this site creating a town centre spine linking the station area to the employment district to the south. The alignment of Fountayne Rd to the south should form a parallel north south street when extended into this site.
- Ground and potentially parts of first floors will be town centre uses. Residential use will be permitted above.
- Development of the eastern side of the site will not proceed until the requirements of Crossrail 2 have been established. This may mean the site is not developed in the short term.

- Heights will generally increase from south and west to north and east, with the potential for taller point block buildings of 11+ storeys marking key landmark points. The remaining development should be 3-8 storeys, with no higher than 5 storeys along Broad Lane.

Design Guidelines

- New streets created within the site will have a town centre typology with active frontages at ground floor level and provision for servicing from the street.
- New streets should also connect with developments likely to come forward to the south of the site, notably Fountayne Rd. If possible east west streets should align with roads to the west of Broad Lane, notably Tynemouth Street.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Flooding
- Parking should be minimised on this site due to the excellent local public transport connections.
- This site is identified as being in an area with potential for being part of a decentralized energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.

TH6 Hale Village



Existing Planning Permission HGY/2006/1177

Demolition of all structures and remediation for the development of a mixed use scheme comprising up to 1210 residential units (Use Class C3), student accommodation (C2), office (B1), hotel (C1), retail (A1, A2, A3, A4, A5 and B1) uses, a health centre (D1), a health club (D2), crèche (D1) and a primary school, with provision for underground and on-street car parking, to be comprised within separate building blocks ranging in height from 1 to 18 storeys, incorporating public open space, an unculverted watercourse and Combined Heat and Power (CHP) with associated renewable energy systems (outline application).

Site requirements

- The outline planning permission identifies the site as the location for a tall building (18 stories).
- Ground floor uses should contribute to the vitality of the existing urban streets within the site and engage with the Ferry Lane frontage.
- Development will need to provide for limited car parking to serve accessible residential units
- Proposals for development that provides additional units beyond outline pp extent will need to provide details of infrastructure impacts arising from additional units/occupants.

Development Guidelines

- Proposals for a tall building over 18 stories will require justification and will need to be of exceptional architectural quality in accordance with the DMDPD tall building policy.
- Design should respect and respond to the Design Code for the wider site and should meet the requirements of the relevant DM policy on tall buildings. The approved scheme (OSD@Tottenham Hale Station) includes a bridge landing in the urban realm outside this site, and any design on this site should respond positively to this.
- Any development should demonstrate how it has an acceptable relationship with neighbouring land uses by virtue of microclimate and daylight/sunlight.

TH7 Hale Wharf



Site Allocation

Comprehensive redevelopment to provide a mix of uses, with replacement employment, residential and leisure related uses that improve connections to, and the use and utility of the Paddocks open space and ensure re-development of the former petrol station site to create high quality waterside development .

Site Requirements

- Part of the site (Hale wharf) is in employment use and will be given a Designated Employment Area: Regeneration Area status to reflect the **Council's aspiration to create a mix of uses on this site through the** replacement of existing employment levels with new employment space and complementary leisure uses that provide amenities for the users of the Regional Park

- Replacement employment is required to ensure that the development accords with DM Employment Policy.
- The new Green Link will pass through this site linking Tottenham High Rd to the Walthamstow Wetlands and Lea Valley Regional Park.
- In order to deliver the proposed new homes and jobs, comprehensive re-development of the site is required.
- The redevelopment of the garage site, within the green belt, will need to be included as part of a comprehensive plan for the overall site and demonstrate compliance with green Belt objectives.
- To deliver a co-ordinated development, comprehensive re-development for the site is required in accordance with an overarching master-plan. The garage site across the Lea navigation, and the Lock Keepers Cottage to the east should be developed as part of this masterplan.
- The garage site is currently designated MOL and Green Belt. Development for non green belt uses will need to demonstrate very special circumstances and accord with the objective of maintaining the openness of the green belt.
- Development should contribute towards the improvement and future management of the Paddocks area as part of the regional Park and to support the aspiration of the Regional park plan.
- The design of the new development will need to have regard to environmental, ecological interests in the locality, particularly relating to the water environment and habitat of the Lee valley regional Park.

Development Guidelines

- Redevelopment of the Hale Wharf site will need to ensure continued facilities for the house boat community north of the Hale Wharf site.
- New development should enable the ongoing operation and maintenance of the lock gates. New development should not adversely impact on the ecological assets in the area.
- The development shall include a range of unit sizes and types and take advantage of the sites suitability for family housing

- The Environment Agency will be a key stakeholder in agreeing any new development proposals as the site is just outside of a high flood risk area. The site is in close proximity to the Walthamstow Marshes SSSI, Lee Valley Ramsar Site and Special Protection Areas.
- **Building heights will have to respond to the proximity and ‘openness’ of the Green Belt.** Buildings should step down in height from Ferry Lane and create an effective marker point to the river.
- Buildings should be orientated to allow a continuous sight line from the Green Link into the Lee Valley Regional Park. The design and form of the development on the eastern side of the Wharf site (and on the former garage site) should be responsive to the natural environment of the park and river.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- Site is dissected by the green link corridor and development should accommodate this.
- The Lee Valley Regional Park Plan seeks to ensure improvement of the paddocks area
- Improvement of the access into the Hale Wharf site is required.
- The development will need to be designed having regard to risks of flooding and in accordance with the Flood Risk Assessment
- Provision of Moorings on the western side of the site to accommodate employment barges/temporary moorings.

TH8 Welbourne Centre



Site Allocation

Mixed use redevelopment with secondary town centre uses at ground floor level with residential above.

Site Requirements

- Development at ground floor level should be a use that complements the District Centre across Down Lane Park. This may take the form of a new health centre.
- Residential development will be permitted above.
- This site is considered a suitable location for a taller building marking the edge of the new Green Link.

- Infill development that creates a unified frontage to Monument Way should be created.

Design Guidelines

- Monument Way will remain the principal vehicular and bus route between Tottenham Hale and Tottenham High Road and beyond.
- The tallest element of the site should address the prow of Park View Rd, with heights reduced to the west towards the existing housing estate.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

TH9 Markfield & Fountayne Rd Area



Site Allocation

Potential redevelopment of the site to increase accessibility providing:

- Commercial floorspace, number of jobs, and job density is increased;
- The existing community's needs are reprovided/retained

Site Requirements

- There is potential for most of the buildings on this site to be retained due to their industrial heritage value.
- The site will be given a Designated Employment Area: Regeneration Area **status to reflect the Council's aspiration to create a mix of uses on this site** through the re-introduction of creative employment uses.
- Reintroducing employment-generating uses is the key aim of this policy. These may be created at ground floor level as part of a mixed use development, or in purpose-built blocks.
- The quantum of dedicated employment floorspace on the site should match that originally built on the site. Other uses will be permitted to cross subsidise the employment and warehouse living uses.

- Provision of suitable accommodation that meets acceptable standards will be required.
- Redevelopment should look at the feasibility of connection up to the quietways network between the new Tottenham Hale District Centre and Markfield Park and the River Lea via a combination of Ashley, Fountayne and Markfield Rd should be enabled through development in this area.
- The potential for creation of new urban squares along the new quietway improving the amenity of the overall area should be implemented.
- The principles of the Harringay Warehouse District local strategic policy apply to the site.
- The principles of the Warehouse Living Development Management policy apply to this site.
- Capped commercial rents will be expected in this area in line with the Draft Development Management Policies DPD.
- This site may be impacted by Crossrail 2 safeguarding.

Development Guidelines

- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

TH10 Herbert Rd



Site Allocation

Potential redevelopment of the site for commercial-led mixed use development.

Site Requirements

- No buildings need to be retained on this site.
- The site will be given a Designated Employment Area: Regeneration Area **status to reflect the Council's aspiration to create a mix of uses on this site.**
- Reintroducing employment-generating uses is the key aim of this policy. These may be created at ground floor level as part of a mixed use development, or in purpose-built blocks.
- The quantum of dedicated employment floorspace on the site should match that originally built on the site. Other uses will be permitted to cross subsidise the employment and warehouse living uses.
- Capped commercial rents will be expected in this area in line with the Draft Development Management Policies DPD.
- Improved interfaces with the surrounding residential area should be created.

Development Guidelines

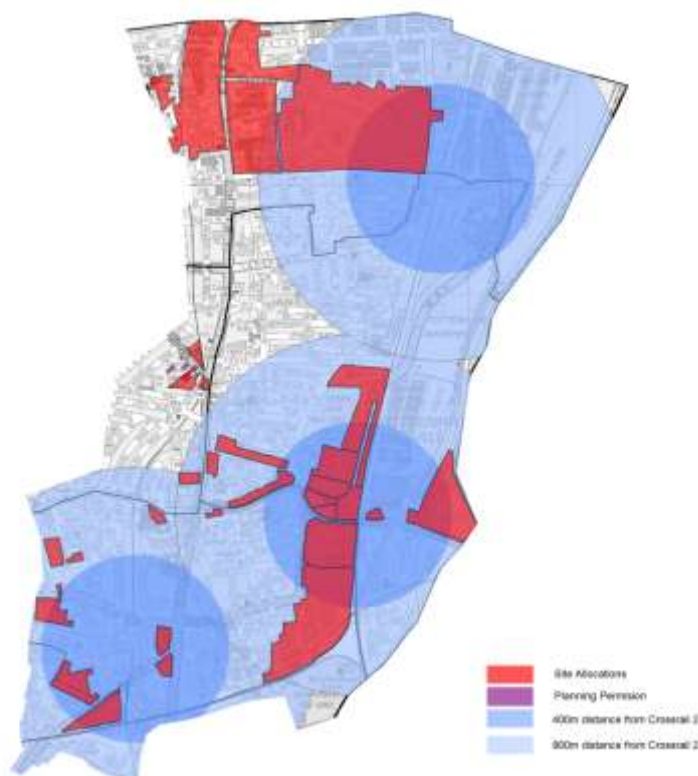
- Removal of the “double road” on Ashby/Bernard/Herbert Rd.
- This site is identified as being in an area with potential for being part of a decentralised energy network. This may be as a decentralised energy hub, as a customer, or requiring part of the site to provide an easement for the network.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.

Site Allocation Policy Principles

SA1 Indicative Crossrail 2 Areas

In 2015 it is anticipated that Transport for London will announce a set of safeguarded sites for the delivery of Crossrail 2. Crossrail 2 is supported by the Council, and the challenges and opportunities for spatial planning will be addressed as more information becomes available. These sites will be subject to national legislation safeguarding them, and any requirements will be added to the Plan as applicable. The safeguarding process is the subject of current consultation. If construction/work sites and/or timescales are known before publication of the Plan, they will be included for consultation in the Proposed Submission consultation.

- Sites required for the construction of Crossrail 2 safeguarding will be protected as necessary.
- Sites within 400m (a 5 minute walk) of a proposed Crossrail 2 station will be closely scrutinised to ensure the proposed development optimizes the future accessibility provided by the introduction of Crossrail 2. This may include ensuring that a mix of uses and potentially enhanced infrastructure may be required from proposals in this area.
- Sites within 800m (10 minute walk) of Crossrail will be scrutinised for how they can complement the introduction of Crossrail 2. This may include design issues such as provision of routes to and from the station, and consideration of density to include future PTAL increase.



SA2: Changes to Designated Employment Areas

The hierarchy of Designated Employment Areas is set out in Local Plan policy SP 8. This document, informed by evidence in the Employment Land Review, and Viability Study, makes the following changes and/or clarifications to existing designations:

Changes to Employment Designations

- LSIS 1 (Crusader Industrial Estate): Expanded to include existing SSPs 17 and 29, and redesignated as Local Employment Area: Regeneration Area (See SA 33, SA 34, SA 35).
- LEA4: Campsbourne): Designated as Local Employment Area: Regeneration Area (See SA 53)
- LEA 6 (Friern Barnet Sewage Works): Designated as Local Employment Area: Employment Land (see site SA 49)
- LSIS16 (Vale/Eade Rd): Expanded to include land at Overbury Rd, split into three areas, part retaining LSIS designation, part being identified as a Local Employment Land: Regeneration Area (See sites SA 36, SA 37, and SA 38).
- LEA19 (Wood Green): Designated as Local Employment Area: Regeneration Area (see sites SA 22, SA 23, SA 24, and SA 25)
- The remaining sites are designated as LSIS, and remain subject to Policy SP 8 of the Local Plan.

Gypsy & Traveller Pitches

The Examination in Public of the Local Plan: Strategic Policies identified that the Site Allocations document would allocate **land suitable for meeting Haringey's Gypsy and Traveller accommodation needs**. SP3 of the Local Plan sets a list of criteria which new pitches should meet.

It is considered that sites which are being transferred from B2/B8 employment to a mix of uses **provide the best opportunities for accommodating the Council's existing, and emerging need**. This is due to the change of value between the existing and future land values is generally higher on these sites than on residential intensification schemes. This will allow for greater flexibility in terms of site design, which will better enable an appropriate site being created for pitch provision.

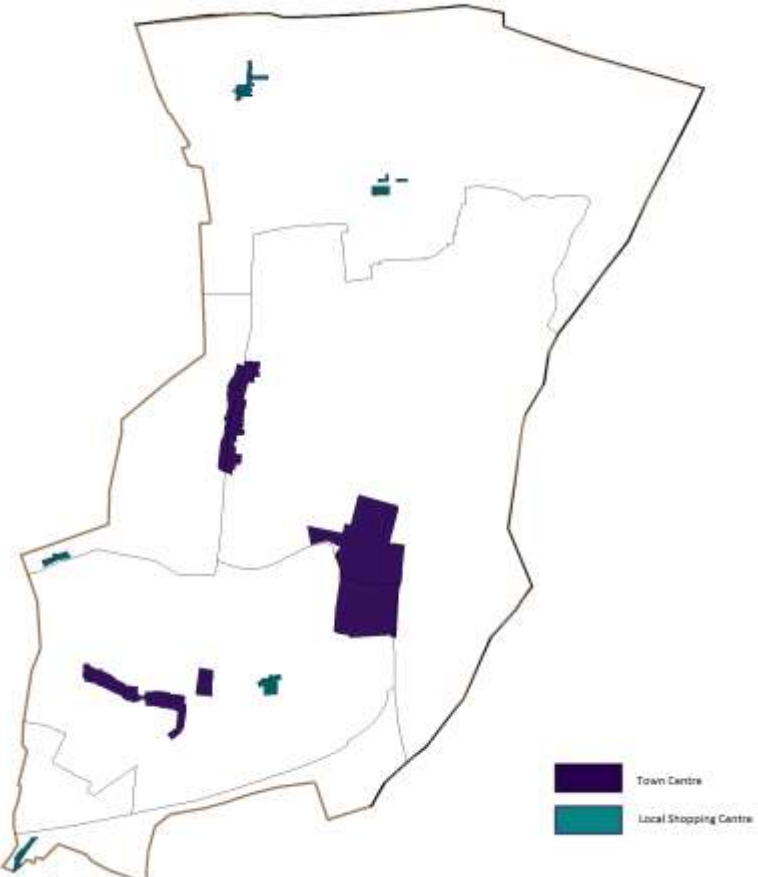
An ongoing study into the needs of the gypsy & traveller communities will identify future need over the plan period. Existing pitches will be included in this study to understand what contribution to meeting need they can make.

5.27 SA3: Changes to Town Centre Boundaries

The control of uses on sites within town centre boundaries can be found in the Draft Development Management Policies and the specific policies located in this document.

- The existing district centre and Local Centre boundaries in the UDP will be retained, with the following amendments:
- Addition of Finsbury Park as District centre to complement the existing designation of the centre in the area falling into the London Borough of Islington;
- Tottenham Hale is allocated as a future District Centre (for more information see the Tottenham AAP);
- In Crouch End District Centre, the district Centre boundary is proposed to be expanded to include 71 Crouch End Hill (Marks & Spencer Simply Foods) and 163A-165 Tottenham Lane.
- In Wood Green the Town Centre boundary will be expanded to include the Wood Green Bus Garage and Station Rd Offices sites.
- Existing Primary and Secondary town centre Frontages are retained, with the following proposed changes:
- Creation of new secondary frontages through redevelopments in Wood Green Metropolitan Town Centre at Dovecote Rd, 7 Cheapside & Lymington avenue through SA 18.
- Creation of new primary frontages at SA 15: Wood Green Library
- Creation of new secondary frontage at Mecca Bingo
- Creation of new primary frontage at the Finsbury Park Bowling Alley Site, and creation of secondary frontages on a route through the site.
- Creation of new secondary frontage on Stroud Green Road.
- Through redevelopment of Arena Retail Park, extension of the primary shopping area and secondary frontage at the southern end of Green Lanes, with a reduction of the town centre boundary to reduce the envelope from that of the existing Retail Park to the Green Lanes frontage.
- Expansion of the secondary shopping frontage in Crouch End District Centre to include 71 Crouch End Hill (Marks & Spencer Simply Foods) and 159-165 Tottenham Lane.
- Primary shopping areas are proposed, as shown in yellow on the maps overleaf.

A schedule of addresses for primary and secondary frontages, primary shopping areas, and town centre boundaries are set out in Schedule X of the DMDPD consultation draft.



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6 Implementation, Delivery and Monitoring

- 6.1 Each of the opportunity sites identified in this document will play a role in delivering the vision for the area and it is imperative that the Council does as much as possible to aid their delivery.
- 6.2 The Council will take the lead on project managing the implementation and delivery of the Tottenham AAP. Dedicated resources will be put to managing and coordinating delivery of both sites and supporting infrastructure.
- 6.3 A key mechanism for delivering the Tottenham AAP will be the Council's decisions on planning applications. The policies in the Strategic Policies Local Plan, along with those in this AAP and the Development Management Policies, once adopted, will provide the framework for such decisions. Planning decisions will be crucial to ensuring that new development appropriately responds to the Plan's objectives and policies. We will also take account of the Council's supplementary planning documents and guidance when determining planning applications.

Working in partnership

- 6.4 The Council does not have the resources to implement the AAP alone. Implementation and delivery of the AAP will require the Council to work closely with a range of different partners, including landowners and developments, as well as infrastructure providers, the Greater London Authority and Transport for London, to ensure a coordinated framework and approach to delivery. The AAP provides the necessary framework for coordinating a large number of development proposals, along with investment in infrastructure, across the whole of the Tottenham area, over the life of the Plan, and across all partners involved.

Stalled developments or sites

- 6.5 Where appropriate the Council will prepared, in consultation with landowners, developers and the community, more detailed masterplans where this aids in accelerating delivery.
- 6.6 Further, as set out in Policy AAP1, the Council will also use its compulsory purchase order powers to facilitate site assembly where this is required to enable comprehensive, timely and coordinated development to come forward.
- 6.7 In certain circumstances, the Council may look to utilise its strategic acquisition fund to acquire sites, but such an approach will require robust assessment in terms of value for money.

Council as a landowner and developer

- 6.8 The Council has substantial landholdings across the AAP area, much of which has been allocated for redevelopment. The Council is committed to bring its sites forward in a timely manner and will, if appropriate, enter into joint ventures or other such arrangements, to facilitate this.
- 6.9 Any procurement exercise will be undertaken in an open and transparent manner.

Infrastructure delivery

- 6.10 An overall commitment to improving the pedestrian realm, delivering a range of new public open spaces and strengthening public transport and movement generally underpins the entire approach to the successful delivery of the AAP. The intention is to provide a strong setting and encouragement for new homes and jobs.
- 6.11 An Infrastructure Delivery Plan will be prepared for the AAP, setting out key responsibilities and timeframes, recognising the many partners that will assist in implementing the AAP over its lifetime. This Delivery Plan will align with the borough-wide Infrastructure Delivery Plan for the Strategic Policies, which is currently being updated, and provide further information specific to the Tottenham area.
- 6.12 Given market values there is a demonstrable prospect of raising funding through private developer contributions as indicated by the Borough's existing planning evidence base. The following funding structure identifies broad potential contributions from a variety of sources.
- well-structured Regeneration Programme prepared by LBH, with staff, plans, studies, and initiatives focusing on delivery against ten strategic themes;
 - A prospectus of potential transport investments prepared by Transport for London (TfL) to support growth and regeneration in Tottenham;
 - A comprehensive redevelopment proposal for the Tottenham Hotspur Football Club (THFC) Stadium, with its associated new superstore and University Technical College, as well as new leisure, retail, residential and hotel uses;
 - A major improvement, master planning and estate renewal package being developed for the 'High Road West' area of north Tottenham;
 - A £41 million public sector funding and investment package for Tottenham;
 - A new Hosing Zone designation for Tottenham Hale, initially, then rolling out over the rest of the AAP area; and
 - A central government-backed £500 million borrowing guarantee for housing and transport improvements

Monitoring

- 6.13 The Council will regularly review and monitor performance towards delivery of the AAP vision and strategic objectives (set out in Section 3), and the delivery of individual opportunity sites and policy initiatives, using the Strategic Policies indicators, where relevant, as well as through a bespoke set of monitoring indicators for the AAP as set out below. Progress and performance outcomes will be published annually in the Authority Monitoring Report.
- 6.14 The Council will also monitor government and London wide policy and changes in legislation to make sure that the AAP continues to be consistent with relevant

national, regional and local planning policies, and to identify any the need to review or reassess the approach taken in this Plan.

AAP Objective			
Indicator Ref	Indicator	Target	Action/contingency
AAPobj1	World class education and training	Ensure there are enough school places to meet current and future demand, up to a rolling 10 year horizon. Delivery of at least one major education institution over plan period.	The Council will use its School Place Planning Reports in preparing and updating Delivery Plans for the AAP. These will inform whether targeted policy responses / site allocations are needed, particularly to address any projected shortfall of spaces.
AAPobj2	A prosperous hub for business and local employment	Accommodate 5,000 new jobs No net loss of employment floorspace over the plan period	The Council will monitor proposals involving industrial and commercial development, and town centre uses, through the Authority Monitoring Report process.
AAPobj3	A safe, secure and attractive place to live	As per Strategic Policies Local Plan monitoring framework.	Monitor through the Authority Monitoring Report process.
AAPobj4	A different kind of housing market	Accommodate a minimum of 10,000 net new homes 40% of all new residential development delivering ten or more units as affordable housing For affordable housing requirement, deliver 40% as affordable rented housing (including social rented housing) and 60% as Intermediate housing.	The Council will monitor delivery of housing development through the Authority Monitoring Report process. Future Strategic Housing Market Assessments will be reviewed. Pending outcomes, consideration may be given to amending policy targets.
AAPobj5	A fully connected place with even better transport links	Delivery of strategic transport infrastructure including: new intermodal station at Tottenham Hale, 3 Tracking West Anglia rail, Crossrail 2 at Tottenham Hale / Northumberland Park, London Overground at Edmonton Green.	The Council will prepare and maintain an Infrastructure Delivery Plan for the AAP, and monitor delivery of strategic transport infrastructure through the Authority Monitoring Report process. The Council will engage with key delivery partners to ensure that infrastructure appropriately supports growth.
AAPobj6	A high quality public realm network	As per Strategic Policies Local Plan monitoring framework.	Monitor through the Authority Monitoring Report process.
AAPobj7	A strong and healthy	As per Strategic Policies Local Plan monitoring framework.	Monitor through the Authority Monitoring Report process.

	community		
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AAP Opportunity Sites			
Indicator Ref	Indicator	Target	Action/contingency
AAPsites1	Number of Allocated Sites with Planning Permission	100% by 2026	Where less than 30% of the allocated sites have planning permission by 2018/19 the Council will engage with landowners and developers as to ascertain why planning permission is not being sought. Consideration will then be given to a review of the allocations or to further site allocations if necessary.
AAPsites2	Number of Allocated Sites developed	100% by 2026	Where less than 20% of the allocated sites have not been completed by 2018/19, Council will discuss with owners/ developers why sites are not being developed out, and will consider amendments to extant planning permissions or to CIL/s106 requirements if appropriate.
AAPsites3	Sites delivered in accordance with parameters of the Allocation	100% by 2026	If two or more applications, not in accordance with the Opportunity Site allocations, are granted at appeal, the Council will review the appeal decisions and review the AAP policies or allocations to strengthen these as appropriate.
AAPsites4	Spatial distribution of Allocated Sites with Planning Permission	Even distribution across all sites	Where one or more AAP neighbourhoods is showing Allocated sites with 50% or more planning permission above that experienced across the other AAP Neighbourhoods, the Council will discuss with Developers/ Agents/ Viability & Place Making specialists why this is and consider means to incentivise development in poorer performing AAP neighbourhoods

Appendix A: Tottenham Housing Trajectory

Housing Schedule

A.1 Haringey's Local Plan provides a commitment to deliver at least 19,802 net additional homes in the Borough over the fifteen year period from 2011/12 to 2025/26.

A.2 The Tottenham Area is tasked to deliver at least 10,000 of the 19,802 homes needed⁴. The following table summarises the past completions within the Tottenham AAP area for the period 2011/12 to 2013/14, as well as pipeline supply and planned delivery for the remaining Plan period 2014/15 to 2025/26. It indicates where and when development is intended to come forward to meet and, where possible, exceed the 10,000 homes target within the Tottenham area, including the broad distribution of growth as benchmarked in accordance with Strategic Policy SP1.

Delivery Summary 2011/12 to 2025/26

<i>Neighbourhood Area</i>	<i>Development Site</i>	<i>Net Completions 2009 - 2014</i>	<i>Sites with Planning Permission</i>	<i>Allocated</i>	<i>Totals</i>
Tottenham Hale	Hale Village (Tower + Pavillions)	1,890	530		2,420
	Tottenham Hale Retail Park (TH1)			770	770
	Station Interchange			110	110
	Station Sq west			750	750
	Ashley Road South (TH4)			300	300
	Ashley Road North (TH5)			180	180
	Hale Wharf (TH7)			300	300
	Markfield and Fountayne Road			300	300
	Welbourne Centre & Monument Way (TH9)			200	200
<i>(Totals)</i>		<i>1,891</i>	<i>530</i>	<i>2,910</i>	<i>5,331</i>
Tottenham Green/Seven	Ward's Corner (HGY/2012/0915) (SS3)		163		163

⁴ For the avoidance of doubt, the effect of this Tottenham AAP and Local Plan Site Allocations is not to disaggregate the Borough-wide target into separate, minimum targets for the different growth locations. Therefore, it will not be a material consideration if development to achieve 10,000 homes within the Tottenham Area is not on track when overall delivery against the Borough target of at least 19,802 homes is on track as a result of phased growth across the rest of the borough.

Sisters	Lawrence Rd (phase 1)		264		264
	Helston Court & Russel Road (SS8)			185	185
	Land front of Tottenham Leisure Centre (SS6)			37	37
	Gourley Triangle (SS5)			213	213
	Lawrence Rd (phase 2) (SS2)			100	100
	Ward's Corner (HGY/2012/0915) (SS3)			163	163
	Apex House (SS3)			100	100
<i>(Totals)</i>		<i>256</i>	<i>427</i>	<i>798</i>	<i>1,481</i>
Bruce Grove	700-702 Tottenham High Rd (HGY/2009/1122)		14		14
	624 Tottenham High Rd (HGY/2009/1532)		42		42
	Land rear of 318-320 High Rd (HGY/2013/1985) (SS1)		18		18
	Tottenham Chances 399 High Road (SS9)		35		35
	638 High Road N17 0AA (HGY/2012/0427)		26		26
	530-536 High Road N17 9SX (HGY/2013/0745)		13		13
	7 Bruce Grove N17 6RA (HGY/2012/0563)		13		13
	Tamar Way			100	100
	Bruce Grove Snooker Hall and banqueting Suite (BG1)			55	55
	Tottenham Delivery Office (GB2)			160	160
	Bruce Grove Station (GB3)			10	10
	Brunel Walk & Turner Avenue (SS7)			20	20
	Tottenham Police Station & Reynardson Court			30	30

<i>(Totals)</i>		<i>31</i>	<i>161</i>	<i>375</i>	<i>567</i>
North Tottenham	Tottenham Hotspur Stadium (HGY/2010/1000) (285		285
	Former Cannon Rubber Factory, 881 High Road N15 4RS (HGY/2012/2128)		222		222
	Irish Centre (NT2)			115	115
	Northumberland Park Station Corner (NT5)			100	100
	Northumberland Park Estate Renewal (NT3)			2,200	2,200
	High Road West (NT1)			1200	1,200
<i>(Totals)</i>		<i>30</i>	<i>1,625</i>	<i>3,615</i>	<i>4,122</i>
TOTAL		2,207	1,625	7,698	11501

Appendix B: Evidence Base Studies

B1. Prior to the preparation of any new plan, baseline information must be collected to establish the need for and scope of the document. The evidence base for the AAP draws upon studies undertaken for the Borough as well as specific studies undertaken for Tottenham. These are set out below along with a brief description of their purpose.

B2. All of the evidence base documents are available to view from the Council's website www.haringey.gov.uk/ldf.

Document	Topic	Description	Date
Policies			
National Planning Policy Framework (NPPF)	National Planning Policy on all planning matters	Sets out the Governments overall objectives and approach to the provision of sustainable development to be delivered through the planning system. All local plan documents need to be in general conformity with the NPPF	March 2012
National Planning Practice Guidance (NPPG)	National planning guidance on all planning matters	Detailed guidance on the implementation and interpretation of the land use policies in the NPPF. The production of plans and supporting evidence needs to be consistent with the approach outline in the NPPG.	N/A
London Plan	Regional Spatial Strategy	Identifies Tottenham as a growth point within the Upper Lea Valley Opportunity Area. The AAP policies and site allocations need to be in general conformity with the London Plan	July 2011
Further Alterations to the London Plan	Updated Population and Housing projections	Amends the growth targets for London, increasing Haringey's Housing target from 820 to 1,502 homes per annum, whilst also forecasting growth of 12,000 jobs in the borough by 2026.	January 2014
Haringey's Local Plan: Strategic Policies 2013 – 2026, including partial review (2015)	Local Spatial Strategy	Establishes the spatial strategy for the borough and identifies Tottenham as having capacity to deliver 10,000 homes and 5,000 jobs. The AAP needs to give effect to the strategic objectives and policies through its site allocations and Tottenham specific policies.	March 2013 Subject to partial review 2015
Upper Lee Valley OAPF	Mayor of London Opportunity Area Framework	The AAP needs to have regard to the OAPF and its emphasis on the optimisation of the potential that the Lee Valley for growth and regeneration, including Tottenham Hale, which is identified as a key growth point within the Opportunity Area. The AAP also needs to reflect the investment in strategic infrastructure such as rail, cycle and pedestrian routes and the general development principles set out.	July 2013
Studies			
Tottenham Transport Modelling Assessment	Transport	Transport modelling carried out to assess the transport impacts of the potential changes in population and employment in Haringey with a particular focus on the Tottenham AAP area. The study identifies a range of possible interventions to mitigate the impact of these	November 2014

		changes.	
Haringey Urban Characterisation Study	Urban Structure Analysis	Study assessing the Borough's urban character, structure and form. Informs Tottenham AAP's agenda of change, and place making whilst guiding how it should safeguarding its existing assets.	February 2015
Haringey's Open Space and Biodiversity Study	Open Space and Nature	Study assessing the quantity, quality and value of the open spaces across the Borough, setting locally derived standards and identifying areas of deficiency the Local Plan should seek to address, including deficiencies in Tottenham.	January 2015
Haringey's Strategic Housing Market Assessment	Housing	Provides up to date information and understanding of housing growth and needs in Haringey, including affordable housing needs, to be used in developing housing and planning policies for the Borough and the places within it.	May 2014
Employment Land Study	Employment Land	Provides up to date analysis of the Borough's overall employment land supply as well as an assessment of the likely demand for employment land and premises up to 2031. It also recommends changes to employment designations and general policy considerations based on the study findings.	Updated January 2015
Strategies			
A Plan for Tottenham	Regeneration Plan	Sets out the ambitions and plans for regeneration, development and growth in Tottenham which the AAP should seek to give effect to through the spatial strategy.	Sept 2012
The Tottenham Strategic Regeneration Framework	Community Consultation document	Sets out vision for the future of Tottenham and sets out how local people's priorities could be achieved through long-term regeneration.	March 2014
The Tottenham Physical Development Framework	Spatial Framework	Sets out a conceptual spatial framework for Tottenham. It shows the opportunities for change in Tottenham's key regeneration areas and makes a number of recommendations for consideration by Haringey Council.	March 2014
The High Road West Masterplan Framework	Masterplan for site	The Masterplan Framework informs the AAP's vision and objectives for the wider North Tottenham neighbourhood area whilst the detail of the Framework guides the key principle for development for inclusion in the site's allocation.	September 2014
Northumberland Park Estate Masterplan Framework	Masterplan for site	Sets out broad principles for development, including the potential quantum of development, indicative options for massing, heights of buildings, materials and land use for the Northumberland Park site. The Masterplan informs the AAP's vision and objectives for the wider North Tottenham whilst the detail of the Framework guides the key principle for the site's allocation.	December 2014
Supplementary Planning Documents			
Transforming Tottenham Hale Urban Centre	Masterplan for area	The Masterplan defines the preferred form of development for Tottenham Hale in order to facilitate a comprehensive development that will provide new jobs and homes.	2006

Appendix C: Proposed deleted policies and proposal sites of the Haringey Unitary Development Plan (2006)

C1. The table below identifies the Part 2 policies and proposal sites of the Haringey Unitary Development Plan (2006) that will be deleted upon adoption of Haringey's Development Management DPD.

C2. A full list of the policies that were deleted by the Secretary of State on 15th July 2009 and those deleted upon the adoption of the Haringey Local Plan: Strategic Policies on 18th March 2013 are contained in Appendix 1 of the Haringey Local Plan: Strategic Policies.

UDP Part 2 policies		
UDP Policy	Title	Date of Deletion
UD1	Planning Statements	2016
UD3	General Principles	2016
UD7	Waste Storage	2016
UD10	Advertisements	2016
UD11	Telecommunications Equipment	2016
ENV5	Works Affecting Watercourses	2016
ENV6	Noise Pollution	2016
ENV7	Air, Water And Light Pollution	2016
ENV11	Contaminated Land	2016
ENV12	Development at or Near Premises Involving Use Or Storage Of Hazardous Substances	2016
HSG2	Change Of Use To Residential	2016
HSG5	Hostel Accommodation	2016
HSG6	Houses In Multiple Occupation (HMO)	2016
HSG7	Housing For Special Needs	2016
HSG11	Restricted Conversion Areas	2016
EMP4	Non Employment Generating Uses	2016
EMP5	Promoting Employment Uses	2016
EMP6	Car Repairs Workshops, Garages And Car Washes	2016
EMP7	Live/Work Units	2016
TCR2	Out Of Town Centre Development	2016
TCR3	Protection Of Shops In The Town Centres	2016
TCR4	Protection Of Local Shops	2016
TC5	A3 Restaurants And Cafes, A4 Drinking Establishments And A5 Hot Food Takeaways	2016
M8	Access Roads	2016
M9	Car-Free Residential Developments	2016
M10	Parking For Development	2016
M12	Mini Cabs	2016
OS3	Significant Local Open Land (Slol)	2016
OS4	Alexandra Park And Palace	2016
OS5	Development Adjacent To Open Spaces	2016
OS8	Heritage Land	2016
O17	Tree Protection, Tree Masses And Spines	2016
CLT3	Social Clubs	2016
CLT4	Hotels, Boarding Houses And Guest Houses	2016
CSV4	Alterations And Extensions To Listed Buildings	2016

CSV5	Alterations And Extensions In Conservation Areas	2016
CSV6	Demolition Of Listed Buildings	2016
CSV7	Demolition In Conservation Areas	2016
CSV8	Archaeology	2016
UDP Proposal Sites		
UDP Site ref No.	Address	Date of deletion
13	White Hart Lane Stadium	2016
18	Tottenham Green Baths	2016
19	Land adjacent to railway line White Hart Lane Station	2016
20	Tottenham International including Tottenham Hale Station, the retail park, Hale Wharf and Tottenham Marshes	2016
21	Wards Corner and Council Offices at Apex House	2016
27	Lawrence Road	2016
28	Seven Sisters, Road / Durnford, Street/ Gourley Place	2016

Appendix D: Superseded Supplementary Planning Documents and Guidance

D1. This AAP proposes a new policy framework for Tottenham. As a result, a number of existing Supplementary Planning Documents (SPDs) and Guidance (SPGs) will be out of step with the new spatial strategy and the Tottenham policies and site allocations which give effect to this. The SPDs and SPGs listed below are therefore proposed for deletion.

- Tottenham Hale Urban Centre Masterplan, 2006
- Lawrence Road Planning Brief SPD, October 2007
- Tottenham High Rd Shopfront Policy (draft 2006);

D2. Upon adoption of the suite of Haringey's Local Plan documents, including the Tottenham AAP, the Council will undertake a full analysis of the requirements for further supplementary guidance and will publish a proposed schedule of new SPDs to be prepared on its website.

Appendix E: Glossary

- **Accessibility:** Ability of people or goods and services to reach places and facilities.
- **Accessible Development:** A building, facility etc. and its wider environment which can be reached and used, in particular by people with disabilities.
- **Accessible Transport:** Transport services and vehicles designed and operated to be usable by people with disabilities and other transport disadvantaged people, with characteristics possibly including affordable fares, wheelchair user accessibility and easy reach of final destination.
- **Active Frontages:** street frontages where there is an active visual engagement between those in the street and those on the ground floors of buildings. This quality is assisted where the front facade of buildings, including the main entrance, faces and open towards the street. This is not the same as attractive frontages, such as art walls, green walls or display boxes. Active frontages are often taken to mean continuous rows of highly-glazed shop fronts with frequent entries and cafes.
- **Affordable Rent:** Rented housing let by registered providers of social housing to households who are eligible for social rented housing. Affordable Rent is not subject to the national rent regime but is subject to other rent controls that require a rent of no more than 80 per cent of the local market rent.
- **Affordable Housing:** Affordable housing includes social rented and intermediate housing provided to specific eligible households whose needs are not met by the market (See entry for affordable rent, intermediate and social rented for further details).
- **Amenity:** A positive element or elements which contribute to the overall character of an area, for example open land, trees, historic buildings and the inter-relationship between all elements in the environment.
- **Authority Monitoring Report (AMR):** The AMR reviews progress on the preparation of the Council's Local Plan and monitors the effectiveness of Local Plan policies.
- **Area Action Plan (AAP):** Development Plan Documents used to provide a planning framework for areas of change (e.g. major regeneration) and areas of conservation.
- **Area of Archaeological Importance:** Areas with known archaeological potential where the Council's archaeology policies will normally be strictly applied.
- **Area for Intensification:** These are areas which have significant potential for increases in residential, employment and other uses through development for regeneration of available sites and exploitation of potential for regeneration, through higher densities and more mixed and intensive use. These areas have good existing or planned public transport.
- **Area of Change:** these are areas with considerable potential for growth, though on a lesser scale than growth areas. These areas are appropriately located to support growth and contain identified sites which are available and suitable for development.
- **Area of Opportunity:** London's principal opportunities for accommodating large scale development to provide substantial numbers of new employment and housing, each typically more than 5,000 jobs and /or 2,500 homes, with a mixed and intensive use of land and assisted by good public transport accessibility.
- **Article 4 Direction:** A power available under the 1995 General Development Order allowing the Council, in certain instances, to restrict permitted development rights.
- **Backland Development:** Development of land-locked sites, such as rear gardens, private open space or old lock up garages, usually within predominately residential areas.
- **Biodiversity:** Biodiversity encompasses the whole variety of life on earth (including on or under water) including all species of plants and animals and the variety of habitats within which they live. It also includes the genetic variation within each species.
- **Biodiversity Action Plan (BAP) – Haringey:** The Biodiversity Action Plan includes policies and actions that will contribute towards conserving, enriching and celebrating the wildlife in Haringey.
- **Blue Ribbon Network:** Policy covering London's waterways, water spaces and land alongside them.
- **Building Research Establishment Assessment Method (BREEAM):** used to assess the environmental performance of new and existing buildings.
- **Brownfield Land:** Previously developed land which is or was occupied by a permanent structure.
- **Borough Roads:** Roads for which the Borough is the Highway Authority.

- **Building Line:** The line formed by frontages of buildings along a street.
- **Car Club:** Schemes which facilitate vehicle sharing.
- **Central Activity Zone (CAZ):** The CAZ is the area where planning policy recognises the importance of strategic finance, specialist retail, tourist and cultural uses and activities, as well as residential and more local functions.
- **Care in the Community:** This enable people in need of care, whether because of old age, disability, illness or other reasons, to continue to live in their own homes or in homely settings within the community.
- **Census:** A ten-yearly comprehensive nation-wide sample survey of population, housing and socio-economic data. The latest one was conducted in March 2011.
- **Cluster:** Geographical concentration of interconnected companies, specialised supplies, service providers in related industries, and associated institutions (for example universities, standard agencies, and trade associations) in particular firms that compete but also co-operate.
- **Code for Sustainable Homes:** The national standard for the sustainable design and construction of new homes.
- **Combined Heat and Power (CHP):** The combined production of heat, usually in the form of steam, and power, usually in the form of electricity.
- **Community Facilities:** Community facilities can be defined as including children's play and recreation facilities, services for young people, older people and disabled people, as well as health facilities, facilities for emergency services, including police facilities, education facilities, libraries, community halls, criminal justice facilities meeting rooms, places of worship, public toilets, pubs and post offices.
- **Community Infrastructure Levy (CIL):** A per square metre tariff on new development seeking to raise revenue to fund new infrastructure.
- **Community Transport:** A range of voluntary sector, non profit-making transport services designed to meet the needs of people who do not have access to private transport and for whom public transport is unsuitable.
- **Comparison Goods:** Goods for which the purchase involves comparison by the customer and which while not being purchased frequently must nevertheless be stocked in a wide range of size, colours and fabrics, jewellery, furniture and goods normally sold at specialist shops and general stores.
- **Compulsory Purchase Order (CPO):** An order which enables a statutory authority to purchase an area of land compulsory for an approved project.
- **Conservation Area:** Area designated by the Council under the Town and Country Planning (Listed Buildings and Conservation Areas) Act 1990 as possessing special architectural or historic interest. The Council will seek to preserve and enhance the character and appearance of these areas.
- **Contaminated Land:** Land which contains potentially harmful substances as a result of human activity or from natural causes may be regarded as contaminated land. Because substances in or on the land may be hazardous and likely to affect its proposed development, a quantitative risk based assessment is required to determine whether the proposed development should proceed and whether some form of remedial action is required.
- **Context:** In urban design terms the character and setting of the immediate local area within which a building or site is situated or to be sited. The context will take into account any local distinctiveness of an area i.e. the particular positive features of a locality that contribute to its special character and sense of place and distinguishes one local area from another.
- **Convenience Goods:** Good purchased on a regular basis which meet the day to day needs of local residents. They require minimum effort in selection and buying e.g. food, newspapers and other goods of a standardised type of which there is a wide sale.
- **Conversions:** The sub-division of residential properties into self-contained flats or maisonettes.
- **Core Strategy:** The Core Strategy was the former title of the Local Plan: Strategic Policies document.
- **Culture:** A way of life including, **but not** limited to language, arts and science, thought, spiritual activity, social activity and interaction (the Roshan Cultural Heritage Institute).
- **Cultural Quarter:** Area where a critical mass of cultural activities and related uses are emerging, usually in historic or interesting environment.
- **Decent Homes Standard:** A Government standard for housing which requires both Councils and Registered Social Landlords (RSLs) to bring up their property standards to a defined minimum by 2010.
- **Density:** The number of habitable rooms per hectare.

- **Designated Views** - views which focus on architecturally and culturally important groups of buildings that can be enjoyed from well managed public spaces
- **Development Management Policies DPD (DMDPD):** These are the policies which are required to ensure that all development in the borough meets the spatial vision and objectives set out in the Local Plan.
- **Development Plan Documents (DPD):** Statutory planning documents that form part of the Local Development Framework including the Local Plan: Strategic Policies, Development Management Policies and Site Allocations Document.
- **District Centre:** District centres have traditionally provided convenience goods and services for more local communities and accessible by public transport, walking and cycling.
- **Ecological Corridor:** Ecological Corridors are relative areas of green space running through built up areas that allow the movement of plants and animals to other areas and habitats.
- **Emergency Services:** Includes Fire, Police and Ambulance services.
- **Employment Land Review (ELR):** A study providing evidence of the macroeconomic circumstances driving the need for provision of employment land in the borough.
- **Environmental Assessment:** A method or procedure for predicting the effects on the environment of a proposal, either for an individual project or a higher-level 'strategy' (a policy, plan or programme), with the aim of taking account of these effects in decision-making.
- **Fluvial:** Water in the Thames and other rivers.
- **Form:** The layout (structure and urban grain), density, scale (height and massing), appearance (materials and details) and landscaping of development.
- **General Development Order (GDO):** Identifies the certain types of usually minor development for which planning permission is not required and which therefore do not require a planning application to be submitted to the Council.
- **Greater London Authority (GLA):** The GLA is a strategic citywide government for London. It is made up of a directly elected Mayor and a separately elected Assembly.
- **Green Belt:** Green Belt is an area of land which has been given special status to restrict inappropriate development.
- **Green Chain/Link:** Linked green spaces composed of such elements as open land, footpaths, canals and rivers which provide public access, play valuable recreational, conservation, ecological and general amenity role. Green chains can also be Ecological Corridors.
- **Green Industries:** This business sector that produced goods or services, which compared to other more commonly used goods and services, are less harmful to the environment.
- **Green Infrastructure:** A network of connected, high quality, multi-functional open spaces, corridors and the links in between that provide multiple benefits for people and wildlife.
- **Green Roofs:** Planting on roofs to provide climate change, amenity and recreational benefits.
- **Growth Area:** Specific areas for new residential development to accommodate future population growth. In Haringey, there are two including Tottenham Hale, Opportunity Area, and Haringey Heartlands, Area of Intensification.
- **Gyratory:** A road junction at which traffic enters a one-way system around a central island.
- **Health Impact Assessment (HIA):** A process for ensuring that land use and planning decision making at all levels consider the potential impacts of decisions on health and health inequalities. It identifies actions that can enhance positive effects and reduce or eliminate negative effects.
- **Heritage Land:** Heritage Land is open land of strategic importance to London of significance for its landscape, historical and nature conservation interest. The only Heritage land at the present time is Highgate Golf Course which forms part of the wider area of Hampstead Heath.
- **Highway Authority:** An authority responsible for a highway, whether or not maintainable at public expenses.
- **Historic Parks and Gardens:** Parks and gardens containing historic features dating from 1939 or earlier registered by English Heritage. These parks and gardens are graded I, II or II* in the same way as Listed Buildings. Only Alexandra Park and Finsbury Park are registered in Haringey.
- **Homes and Community Agency (HCA):** HCA is the national housing and regeneration agency for England.
- **House in Multiple Occupation (HMO):** Housing occupied by members of more than one household, such as student accommodation or bedsits.
- **Housing Association:** see Registered Provider.
- **Housing Trajectory:** Graph illustrating the supply of projected completion housing completions up to 2026.

- **Industrial Business Park (IBP):** Strategic industrial locations that are particularly suitable for activities that need better quality surroundings including research and development, light industrial and higher value general industrial, some waste management, utility and transport functions, wholesale markets and some small scale distribution. They can be accommodated next to environmentally sensitive areas.
- **Intermediate Housing:** Housing available at prices and rents above those of social rent but below market prices or rents.
- **Landmarks** - Buildings and structures, other than Strategically Important Landmarks, that are visually or culturally prominent in Designated Views
- **Landscape:** The character and appearance of land, including its shape, form, ecology, natural features, colours and elements and the way these elements combine.
- **Lifetime Home:** Ordinary homes designed to provide accessible and convenient homes for a large segment of the population.
- **Linear View:** A view seen through narrow gaps between buildings or landscaping
- **Listed Building:** Locally listed buildings are those which satisfy one or more of the following criteria: historic interest, architectural interest or environmental significance. Statutory listed buildings are buildings of special architectural or historic interest, they are graded as I, II* or with grade I being the highest. English Heritage is responsible for designating buildings for statutory listing in England.
- **Local Development Documents (LDD):** The collective term for Development Plan Documents, Supplementary Planning Documents (does not form part of the statutory development plan) and other documents including the Statement of Community Involvement.
- **Local Development Framework (LDF):** The plan for the future development of the local area, drawn up by the local planning authority in consultation with the community. In law this is described as the development plan documents adopted under the Planning and Compulsory Purchase Act 2004. Current Local Plans or other planning policies, which under the regulations would be considered to be development plan documents, form part of the Local Plan.
- **Local Development Scheme (LDS):** The LDS sets out the programme/timetable for preparing the LDD.
- **Local Implementation Plan (LIP):** Statutory transport plans produced by London boroughs bringing together transport proposals to implement the Mayor's Transport Strategy at the local level.
- **Local Nature Reserve (LNR):** Sites which offer special opportunities for people to see and learn about wildlife in natural surroundings. LNRs are a statutory designation made under the National Parks and Access to the Countryside Act 1949.
- **Local Plan: Strategic Policies:** The Local Plan: Strategic Policies is a Development Plan Document setting out the vision and key policies for the future development of the borough up to 2026.
- **Local Shopping Centre:** The level of shopping centre below District Centre level, providing services for local communities.
- **Local Strategic Partnership (LSP):** A partnership of people that bring together organisations from the public, private, community and voluntary sector within a local authority area.
- **London Development Agency (LDA):** Organisation acting on behalf of the Mayor, whose aim is to further the economic development and regeneration of London.
- **London Plan (The Spatial Development Strategy):** The London Plan is the name given to the Mayor's spatial development strategy for London.
- **Market Housing:** Private housing for rent or for sale, where the price is set in the open market.
- **Metropolitan Open Land (MOL):** Strategic open land within the urban area that contributes to the structure of London.
- **Metropolitan Town Centre:** Metropolitan centres serve wide catchments areas and can cover several boroughs. Typically they contain at least 100,000sq.m of retail floorspace with a significant proportion of high-order comparison goods relative to convenience goods. These centres generally have very good accessibility and significant employment, leisure, service and civic functions.
- **Mixed tenure:** A mix of affordable and market housing.
- **Mixed Use Development:** Provision of a mix of complementary uses, such as residential, community and leisure uses on a site, within the same building or within a particular area.
- **National Planning Policy Framework (NPPF):** Sets out the Government's planning policies for England and how they are expected to be applied. The NPPF replaces 44 planning documents,

primarily Planning Policy Statements (PPS) and Planning Policy Guidance (PPGs), which previously formed Government policy towards planning.

- **Neighbourhood and more local centres:** Typically serve a localised catchment often most accessible by walking and cycling. They include local parades and small cluster of shops, mostly for convenience goods and other services.
- **Open Space:** All land in London that is predominately undeveloped other than by buildings or structures that are ancillary to the open space use. The definition covers the broad range of types of open space within London, whether in public or private ownership and whether public access is unrestricted, limited or restricted.
- **Panorama** - A broad prospect seen from an elevated public viewing place
- **Planning Obligations Supplementary Planning Document:** A guidance document offering support in the implementation of planning obligations on planning applications subsequent to the adoption of the Haringey CIL.
- **Primary Care Trust (PCT):** PCTs decide what health services a local community needs, and they are responsible for providing them.
- **Public Realm:** This is the space between and within buildings that is publicly accessible, including streets, squares, forecourts, parks and open spaces.
- **Public Transport Accessibility Level (PTAL):** Public Transport Accessibility Levels are a measure of the extent and ease of access to the public transport network.
- **Regeneration:** The economic, social and environmental renewal and improvement of a rural or urban area.
- **Registered Provider:** non-profit making organisations that provide low-cost housing for people in need of a home.
- **River Prospect:** Short and longer distance visual experiences of a rivers cape (in HGY case Lee, Moselle or New River)
- **Section 106 Agreements (S106)/Planning Obligations:** These agreements confer planning obligations on persons with an interest in land in order to achieve the implementation of relevant planning policies as authorised by Section 106 of the Town and Country Planning Act 1990.
- **Secured by Design:** The planning and design of street layouts, open space, and buildings so as to reduce the likelihood or fear of crime.
- **Site Allocations Development Plan Document:** This will form part of Haringey's LDF and will guide land use and future development in the borough until 2026.
- **Sites of Importance for Nature Conservation (SINC):** SINCs are areas protected through the planning process having been designated for their high biodiversity value.
- **Small and Medium Enterprises (SMEs):** Small and Medium Enterprises (SMEs) comprise businesses with more than 11 but less than 250 staff.
- **Social Infrastructure:** Facilities and services including health provision , early years provision , schools, colleges and universities, community, cultural, recreation and sports facilities, places of worship, policing and other criminal justice or community safety facilities, children and young people's play and informal recreation facilities. This list is not intended to be exhaustive and other facilities can be included as social infrastructure.
- **Social Rented Housing:** Rented housing owned and managed by local authorities or registered social landlords, or be provide by other bodies under equivalent rental agreements.
- **Spatial Vision:** A statement of long term shared goals for the spatial structure of an area.
- **Statement of Community Involvement (SCI):** The Council's policy for involving the community in the preparation, review and alteration of LDDs and planning applications. It includes who should be involved and the methods to be used.
- **Strategic Environmental Assessment (SEA):** Expression used by the European Union to describe environmental assessment as applied to policies, plans and programmes.
- **Strategic Housing Land Availability Assessment (SHLAA):** An assessment of land availability for housing which informs the London Plan and borough local development documents, as set out in section 48 of the NPPF
- **Strategic Housing Market Assessment (SHMA):** An assessment of housing need and demand which informs the London Plan and borough local development documents.
- **Strategic Industrial Location (SIL):** These comprise Preferred Industrial Locations (PILs) and Industrial Business Parks and exist to ensure that London provides sufficient quality sites, in appropriate locations, to meet the needs of industrial and related sectors including logistics, waste management, utilities, wholesale markets and some transport functions.

- **Supplementary Planning Document (SPD):** Provides supplementary information about the policies in DPDs. They do not form part of the development plan and are not subject to independent examination.
- **Supplementary Planning Guidance (SPG):** Additional advice, provided by the Council on particular topic or policy areas and related to and expanding upon statutory policies.
- **Sustainability Appraisal (SA):** This is a systematic and continuous assessment of the social, environmental and economic effects of strategies and policies contained in the DPDs, which complies with the EU Directive for Strategic Environmental Assessment.
- **Sustainable Urban Drainage Systems (SUDS):** An alternative approach from the traditional ways of managing runoff from buildings and hardstanding. They can reduce the total amount, flow and rate of surface water that runs directly to rivers through stormwater systems.
- **Tall Buildings:** The Council has adopted the definition of Tall and Large Buildings as those which are substantially taller than their neighbours, have a significant impact on the skyline, are of 10 storeys and over or are otherwise larger than the threshold sizes set for referral to the Mayor of London.
- **Townscape View** - Unfolding close view of built up environment with spaces between and in each case views might or might not contain (but will be more significant if they do)
- **Tree Preservation Order (TPO):** Made under the Town and Country Planning Act 1990 by the local planning authority to protect trees of importance for amenity, landscape and nature conservation.
- **Urban Characterisation Study (UCS):** An appraisal of the character of the borough in terms of built urban form, topography, conservation and heritage value.
- **Use Classes Order:** The Town and Country Planning (Use Classes) Order 1987, as amended, lists 15 classes of use. A change of use within the same Class does not constitute development and thus does not require planning permission.
- **Unitary Development Plan (UDP):** A UDP is a land use plan that seeks to make the most efficient and effective use of land in the public interest. The LDF will eventually replace Haringey's UDP 2006.
- **View Corridor:** Strategic important views designated in the London Views Management Framework.
- **Warehouse Living:** Purpose built and genuine integrated working and living accommodation specifically targeted at the creative industries sectors.