

## Appendix 2

# Tottenham Housing Zone SUMMARY

## Phase 2: High Road West, North Tottenham

*Enabling the delivery of 4,800 new homes across North Tottenham*



***Creating a new residential neighbourhood and leisure destination for London***

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## Section 1: The Tottenham Housing Zone

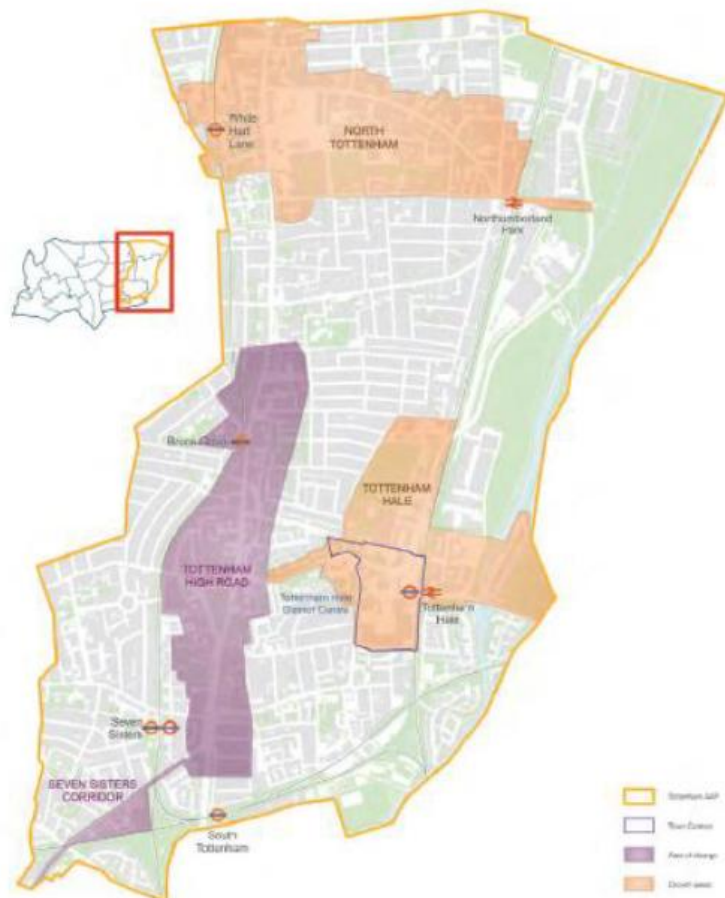
In January 2015, the Greater London Authority's (GLA) Housing Investment Group (HIG) approved Tottenham as London's first Housing Zone. The Tottenham Housing Zone covers the area identified for growth and regeneration in the draft Tottenham Area Action Plan (see map below).

The HIG also approved £44m of funding to accelerate housing delivery in the first phase of the Tottenham Housing Zone – focused on the Tottenham Hale regeneration area and directly leading to 1900 additional new homes.

The Housing Zone is a joint expression of commitment by Haringey Council and the GLA - the Housing Zone status will accelerate the delivery of new housing and shape sustainable communities. In short, more homes will be built, faster and better.

It was agreed that the Tottenham Housing Zone will be characterised by the following:

- 1) A shared focus and prioritisation with the GLA / Mayor of London
- 2) The alignment of public sector resources
- 3) Enabling funding to deliver this vision
- 4) A supportive planning / public sector environment for innovation and investment



With £44m of investment in Tottenham Hale already securing the delivery of the new district centre and thousands of new homes, focus is now being shifted to North Tottenham-Phase 2 of the Tottenham Housing Zone. £32.4m of housing zone funding for this area plus £23.2m of land assembly funding, can guarantee the delivery of the High Road West Regeneration Scheme- a key enabling and place shaping development, which will unlock 4,800 net new homes in North Tottenham.

## Section 2: Tottenham Hale- Progress to date

A huge amount of work has been undertaken by the partners to accelerate the delivery in and across Tottenham Hale, both in terms of establishing the parameters and conditions for growth; and in terms of the delivery of individual sites.

Part of our rationale for our Housing Zone approach was to include only a targeted number of sites from the Area Action Plan, to provide flexibility within the Zone in the event that individual sites slowed down for whatever reason.

Below, we set the progress to date against our strategic and site specific objectives.

### Preparing for delivery and growth

#### Funding

- Overarching Borough Agreement signed in September 2015
- Borough at advanced stages of confirming significant supporting investment in capital projects and affordable housing with a decision expected by Summer 2016 (ca. £9-12m worth of capital investment)

#### Planning/ Masterplan and Design quality

- The council and the GLA have agreed a planning protocol covering sites coming forward through the Housing Zone (OBA Schedule 2)
- The council has introduced a portfolio approach to sites, to allow for planning to take a strategic view of the role of each site in taking forward the delivery of the District Centre, including flexibility on use and tenure
- The council's consultation on the final drafts of the Tottenham Area Action Plan (Regulation 19 consultation) went live on January 8<sup>th</sup> 2016 with an Examination in Public expected in summer 2016
- District Centre Framework: following extensive engagement with the community, land owners, developers and stakeholders a final version of the Tottenham Hale masterplan has been submitted to Cabinet for approval in February 2016
- The council has established a Quality Review Panel led by Peter Stoddart and has updated its design quality policies in its Development Management DPD

#### Infrastructure Delivery

- Consultation drafts of a Tottenham Hale Green and Open Spaces Strategy and Streets and Spaces Strategy, along with Test Projects approach (Meanwhile) have been submitted to Cabinet in February 2016. These documents set out a clear infrastructure delivery plan to deliver the spaces and transport infrastructure necessary to support a new District Centre
- A District Energy Masterplan commenced in January 2016 and is being expanded to cover other utilities such as water.
- Feasibility studies have been completed on the two Housing Zone funded Green Grid bridges with Stage 2 designs underway
- LB Haringey and LB Waltham Forest have jointly embarked on an Integrated Design Framework for the Ferry Lane / Forest Road corridor connecting the two Housing Zones



## Site delivery

### Assembly and consolidation

- The council is at advanced stages of purchasing two additional sites within the core of the District Centre, with completion expected by summer on both.
- Notting Hill Housing have successfully purchased 2 sites in the Ashley Road area.
- Newlon have purchased 'The Garage site' and are in advanced discussions with the council regarding Monument Way.
- Negotiations with HARE on establishing the Strategic Development Partnership made good progress during 2015, but are on hold while the land position is clarified.

### Sites

- [Hale Wharf \(Isis/Muse\) \(400-550 units\)](#), some funding challenges remain, but the GLA and LB Haringey have been working closely with the developer to get to a viable scheme and the site has come in for pre-application discussions and an application is expected in April 2016.
- [Hale Village Tower \(Lee Valley Estates/Bellway\) \(200-250 units\)](#) A design competition was completed in 2015, with a winning design by Alford Hall Monaghan Morris. Bellway have been identified as the preferred development partner and an application is expected in 2016.
- [Over-Station Development \(ca. 190 units\)](#) Pollard Thomas Edwards won the design competition in 2015. This site has been delayed due to uncertainty generated by the Crossrail 2 proposals. Again, the GLA, TfL and LB Haringey have been working very closely together to unblock the delivery of this critical site. Further information is expected in June 2016 from Crossrail 2 which may well allow the site to progress to a next stage design.
- [Strategic Development Partnership sites \(Station Square West, Station Square North, Welbourne Centre\) \(ca. 835 units\)](#) Two key sites are in the process of being Purchased and preparatory design work has been undertaken on each of the sites. Further progress is subject to the resolution of a land transaction between AR and Hermes. This is expected imminently. Subject to the above, it is expected that the SDP would conclude Heads of Terms within a month, with detailed contract negotiations taking 3-6 months. It is expected that design work would progress while these negotiations are concluding. Planning applications would be expected to start coming forward by the end of 2016.
- [Ashley Road South \(Notting Hill Housing, Berkeley Square Developments \(Micuber and JSCF\) \(ca. 450 units\)](#), Ada College, National College for Digital Skills, has been confirmed as an anchor tenant for the scheme. Both parties have commissioned McAslans to develop an outline planning application for the whole site allocation in line with the borough's approach to comprehensiveness set out the AAP. Detailed discussions on grant funding and other supports have been structured through portfolio approach discussions. It is expected that using this approach that an overprovision of affordable should be possible. In addition to the outline application, 2-3 detailed applications are expected in May 2016.
- [Monument Way \(ca. 42 units\) Discussions](#) have been ongoing with Newlon around developing an affordable rent scheme of 42 units on this site. An application is expected in 2016.

- **Ashley Road Depot (ca. 150-180 units)**, Cabinet has agreed to move the current depot to another council site on Marsh Lane (Northumberland Park). Vacant possession is expected in late 2017. This site has been identified as a site for innovation (in terms of any or all of sustainability, tenure/product, design etc). An options paper is being prepared, with a procurement strategy to be agreed and commenced in 2016. A planning application would be expected in 2017, with start on site in early 2018.
- **Retail Park (ca. 1,000 units)**, The retail park is an extremely important part of the future district centre. A Memorandum of Understanding is in place between Argent Related and Hermes regarding that site. Crossrail 2 is anticipated to have a significant impact on the retail park, particularly to the east. It is expected that it will form a second phase of development from approximately 2020 onwards.

### Next steps

Following the significant progress made across the South Tottenham area, the Council will be submitting a revision to phase 1 of the Tottenham Housing Zone. These changes focus on delivering those elements of greatest impact and follow on from significant due diligence undertaken with our delivery partners. The focus is now on three main themes:

- 1: Unlocking development east of the railway and improving access to the Lea Valley;
- 2: Delivering the district centre; and
- 3: Accelerating site delivery.

### Section 3: Why North Tottenham?

The scale of the deliverable opportunity in North Tottenham is almost unparalleled in London. North Tottenham provides excellent, and ever improving, transport connectivity with Kings Cross (15 mins), Stratford (15 mins), Liverpool Street (23 mins) and Stansted (40 mins) all within easy reach. The London Overground has put White Hart Lane 'on the tube map' and the £80m investment in the West Anglia Main Line (WAML) will create a 'turn up and go' service for Northumberland Park. The investment in the WAML is also the precursor to an expected Crossrail 2 announcement which will transform connectivity for, and be a catalyst to, substantially unlocking growth across north Tottenham.

With these substantial transport improvements, the delivery of the Tottenham Hotspur Football Club's (THFC) Northumberland Development Project, which will deliver £650m of private sector investment and over 40% of the 50 hectare site being in Council ownership, there is currently a **once in a generation opportunity** to transform North Tottenham.

This key growth area of London, which is currently dominated by poorly designed, fragmented housing estates and industrial land, will be transformed into a fantastic new leisure and residential destination for London, promoting sports, health and wellbeing and economic activity.



## Section 4: What will North Tottenham Deliver for London?

North Tottenham will be transformed into a vibrant, mixed and sustainable community and new leisure destination for London- a place where people want to live, work and visit.

This will be achieved through substantial place-shaping, the delivery of high quality infrastructure and 4,800 net additional new homes.

North Tottenham will be known for its mix of urban and landscape settings, strengthened local centre and with improved access to both a busy London high street and the abundant open spaces of the Lee Valley Park. With the THFC Northumberland Development Project serving as a catalyst for wider area change, there will be a substantially improved local centre with a balanced mix of high quality homes, jobs, community and leisure facilities for London.

In summary, North Tottenham will;

- be a world class leisure and residential destination for London
- deliver 4,800 net additional new high quality homes for a mix of incomes, tenures and lifestyles
- be an enhanced place supporting a community with more and better opportunities, health and quality of life
- bring forward a high quality public space network, centred around a new, active public and community space adjacent to the new THFC stadium
- create 3,850 jobs through approx. 200,000 sqm of new 'destination' commercial space and new health, education and community facilities
- be home to mixed and sustainable communities and be a great place where people want to work, live and visit
- retain and enhance its diverse character and strong community identity
- have a mix of urban and landscaped settings with improved access to a busy London high street, the open spaces of the Lee Valley Park and better connections to the rest of London
- experience vastly improved social, economic and health outcomes for its local communities
- have a thriving High Road which is significantly enhanced through shop front and streetscape improvements
- enjoy a significant increase in the provision of community and educational facilities ensuring that the local community will have the best access to high quality services
- Will provide a district energy system, which will ensure that sustainable, affordable energy is provided
- see approximately £2bn private sector investment

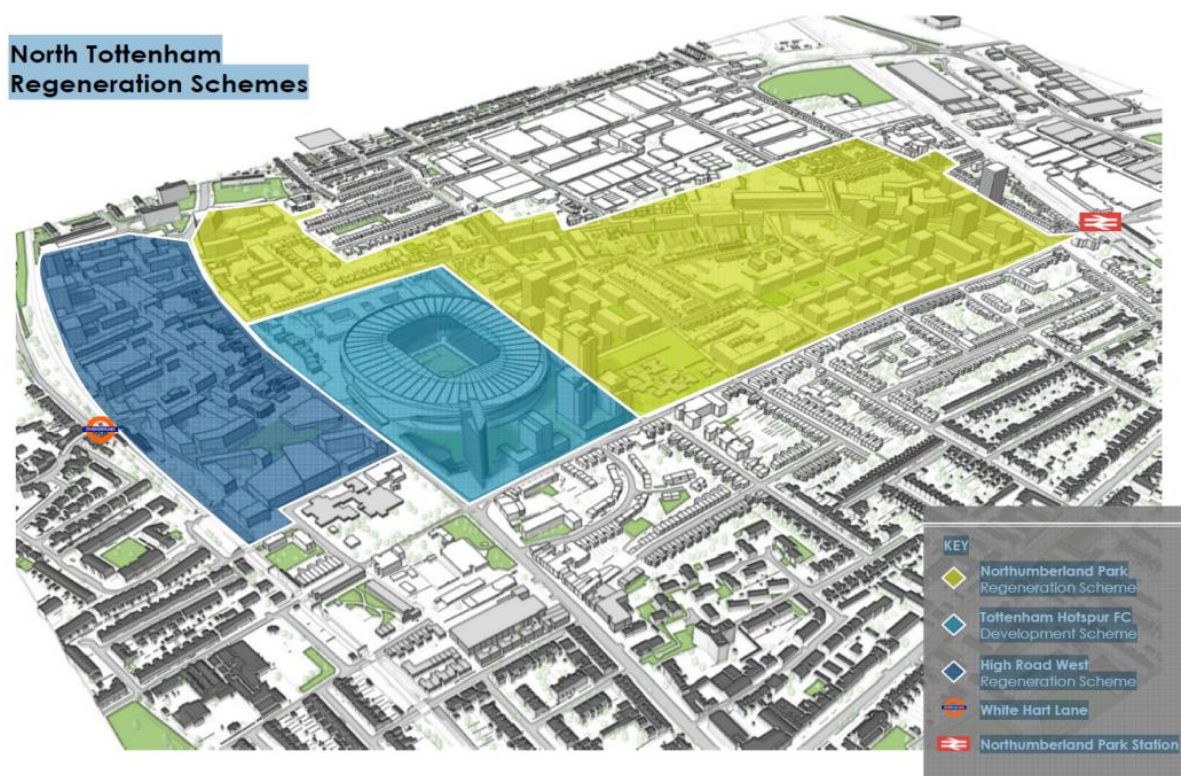


## Regeneration Schemes in North Tottenham and Deliverables

The North Tottenham Regeneration area consists of three major regeneration and development schemes that will transform an area that currently experiences fundamental social and economic disadvantage (where, for example, male life expectancy is seven years lower than the Borough average) and which is dominated by poorly designed and fragmented housing estates and industrial land, into a new leisure and residential destination for London.

The High Road West and Northumberland Park Regeneration Schemes are focused on delivering transformative housing estate renewal, whilst the substantial private investment coming forward from THFC in the Northumberland Development Project provides an opportunity to create a scheme at the heart of the place making ambitions for north Tottenham.

The three schemes and their deliverables are detailed below.



### *Northumberland Development Project*

The Northumberland Development Project is a catalytic, multi-stage, mixed-use development led by THFC, which centres on a new stadium at White Hart Lane. With phase one and the delivery of a large new supermarket and a University Technical College completed, focus has turned the delivery of phase 2, which has just been granted planning permission. This project will deliver the following:

- A world class leisure destination for London promoting sports, health and well-being and cutting edge education facilities;
- A 61,000 seat stadium that will be the biggest Premier League venue in London, as well as being able to host an NFL franchise and up to 50 event days per year;
- Substantial, high quality public realm that will become a focal point for community events and activities;
- Almost 20,000 sqm of commercial space delivering almost a thousand;
- 585 residential units by 2021;
- 180 room 4\* hotel with 49 serviced apartments; and
- a new club megastore, museum and café





## High Road West

High Road West is a key place-shaping scheme spreading 11 hectares adjacent to the Northumberland Development Project. In addition to the opportunity to creating a new residential neighbourhood, High Road West plays a critical role in supporting the delivery of sports and leisure destination in North London. High Road West will deliver;

- Up to 1700<sup>1</sup> additional new homes, with a mix of tenure and unit sizes, which includes re-provision of existing Council homes;
- Delivery of a modern Overground railway station entrance for White Hart Lane;
- Delivery of ‘Moselle Square’, a new public square surrounded by new commercial and community uses that will be at the heart of the new neighbourhood
- A shift in the main employment sectors from industrial to sports, leisure and culture, alongside the provision of modern, flexible workspaces, providing an increase in local employment;
- Enhanced social infrastructure including and a new community facility/Ideas Store;
- Improved rail connectivity; and
- Expanded local centre and improved retail offer in terms of quality of the streetscape environment and diversity of the offer.



## Northumberland Park

Northumberland Park, a 32 hectare scheme where a Strategic Masterplan Framework has been developed in partnership with the local community, has a number of advantages (locational and land ownership arrangements) that can be maximised to fully realise the area’s potential. The scheme will deliver:

- A large estate regeneration scheme providing between 2300 – 2800 net new homes, a minimum 25% of which will be affordable (including replacement capped rented units);
- 400 homes available for high quality bespoke PRS providers;



Park.

- A new all-through academy school to help create a world class education offer for north Tottenham;
- Generous new public space, linking into the North Tottenham greenway, which will connect High Road West, NDP and the Northumberland Park Estate to the open spaces and waterways of the Lee Valley Park;
- A new Crossrail 2 station at Northumberland

<sup>1</sup> Whilst the Tottenham Area Action Plan only refers to 1200 homes at High Road West, the site has the potential to deliver up to 2000 units gross (1700 net). This is in accordance with housing density matrix which relates to PTAL (PTAL 4 for this site) and development context.

## Section 5: A focus on High Road West

### Place shaping, enabling development

The High Road West Regeneration Scheme is a crucial enabling development which will help secure the comprehensive regeneration of North Tottenham, the delivery of over 4,800 new homes in sustainable residential neighbourhoods and the creation of a new leisure destination for London.

High Road West will deliver the key place-making investment necessary to ensure that North Tottenham becomes a destination and that the necessary up-lift in place and value is secured for the Northumberland Park Regeneration Scheme.

The rationale for High Road West being the focus of our Phase 2 Housing Zone bid is further detailed below.

### Place shaping infrastructure

High Road West will deliver White Hart Lane station and Moselle Square.

Moselle Square is a key high quality public space which will serve as the heart of the High Road West area and, along with the £14m investment to create a new entrance for White Hart Lane station, will form a welcoming gateway into North Tottenham.

It will be the starting point for a new green public realm network which will, in an area of substantial open space deficiency, effectively link and connect the major physical assets in the area, namely: the new White Hart Lane Station, the High Road West regeneration scheme, the NDP scheme, the Northumberland Park regeneration scheme, Northumberland Park station and the Lee Valley Park.



Conceived of as a connected series of public spaces (with innovative community activities and event space) and community parks (with recreation and leisure amenities), the 'green way' will play an important functional role in enabling ease of movement between the stations to the stadium on event days and be a world class piece of place making infrastructure in its own right.

It is also the case that the High Road West Scheme will deliver an energy centre, which will allow for the creation of a district energy network across North Tottenham and the provision of efficient energy generation.



## Residential Neighbourhood

High Road West will commence the transformation of an area that currently experiences fundamental social and economic disadvantage and which is dominated by poorly designed and fragmented housing estates into a residential destination for London. The housing offer, in a ward where almost 50% of households live in social housing and where small one bed homes dominate, will also be transformed through the delivery of 1,700 net new, mixed tenure homes that will help create a genuinely mixed and sustainable community.



The housing offer for High Road West will include 30% affordable housing to ensure that there is significant housing available to support the rehousing and vacant possession of the future Northumberland Park Regeneration Scheme, which as previously mentioned has the potential to deliver a net increase of between 2,300 and 2,800 new homes.



This will ensure that the housing offer across North Tottenham will be able to focus on providing:

This will ensure that the housing offer across North Tottenham will be able to focus on providing:

- A balanced and sustainable housing mix
- Home ownership opportunities

- for existing and new residents at a realistic price
- affordable, secure tenures, including a strong focus on institutional private rented sector at scale
- high quality homes at various price points
- a 'family housing zone' within the heart of Northumberland Park

## Economic growth- jobs and employment opportunities

The High Road West Scheme will expand the existing local centre and deliver 26,000 sqm of commercial space. This includes new retail, workspace, leisure and food and beverage space, which will deliver over 1000 jobs<sup>2</sup>.

<sup>2</sup> This is based on the revisions to the Masterplan Framework set out on page 13. This includes an increase in commercial space. The number of jobs has been calculated using the employment jobs matrix.

This delivery of this commercial and retail space in the early phases of the High Road West scheme will be vital in helping create a vibrant and attractive 'destination', which is necessary to support the wider growth story in North Tottenham- where there is the potential to create a total of 3,800 jobs.

It is also the case that the High Road West Scheme will generate approximately 300 construction jobs.

## Summary

Investing in High Road West will unlock the regeneration potential of the whole of North Tottenham, enabling growth at pace, increasing values across the area and providing critical rehousing opportunities to support the Northumberland Park Estate Regeneration Scheme. This will effectively reduce the amount of estate renewal funding that might be required in future to bring forward the Northumberland Park Estate Regeneration Scheme.

The North Tottenham Regeneration programme will transform this key London growth area, deliver thousands of new homes and jobs quickly and improve social and economic outcomes and opportunities for local communities (in turn reducing welfare and wider societal costs). This is achievable in North Tottenham due to its locational advantages (transport connectivity and proximity to central London), substantial public sector land holdings in the area, embedded partnership arrangements between the GLA, TfL and the Council at all levels of the regeneration programme and an appetite for change amongst local communities.

## Section 6: Our Commitment to High Road West

### Progress to date

The Council has undertaken significant work to support regeneration and delivery of the High Road West Scheme, in order to secure expeditious delivery of the wider North Tottenham Regeneration Programme.

£2m of investment to date and £1m of investment per annum going forward to support the High Road West Scheme, has allowed the Council undertake all the necessary groundwork for delivery. This progress is detailed below.

### Masterplanning and planning process

The High Road West Masterplan Framework was agreed by the Council's Cabinet in December 2014 – following extensive community engagement and involvement. The Masterplan Framework had the purpose of informing future planning policy for the area, guiding future development proposals and setting out the Council and the communities' aspirations for the area. The Masterplan Framework set the following vision for the High Road West Regeneration area:

*“To create a vibrant, attractive and sustainable neighbourhood and a new sports destination for North London”*

In January 2016, the Tottenham Area Action Plan, which will establish key regeneration and development principles for north Tottenham, was issued for Regulation 19 consultation. This key planning policy document will be adopted in the Autumn 2016.

### Rehousing

Following the approval of the High Road West Masterplan Framework, a Rehousing and Leasehold Buy-back Team to facilitate securing vacant possession of the area has been recruited and the rehousing process for Love Lane residents has been initiated. This has led to a quarter of the social rented tenants living on the Love Lane Estate being successfully rehoused.

### Developing a viable delivery option

In 2015, GVA completed a financial assessment of the High Road West Scheme, which showed a c.£60m funding gap. To help with the known viability issues, this assessment was based on delivering a higher quantum of residential units (1,700 residential units) than referred to in the High Road West Masterplan Framework (1200-1400).

In late 2015, the Council and GVA completed an exercise to determine how this funding gap might be reduced through amending financial sensitivities and the assumptions within the Masterplan Framework.

This exercise has shown that the gap could be reduced by changing a number of variables. This included:

- Increasing the number of homes from 1,700 to 2,000
- Reducing the size of the Library Learning Centre from 4,300sqm to 2,000sqm
- Converting the community sports centre, creche and health centre into commercial space

- Increasing starting sales values from £465 psqft to £500 psqft
- Reducing the base acquisition costs (small revision to CPO red line boundary)

The land use plans below show how despite amends to the building/land use, as detailed above, the vision and concepts within the High Road West Masterplan Framework could still be delivered



## Infrastructure

AECOM have completed a detailed infrastructure study, based on the amends to the Masterplan Framework detailed above, to determine the details of the infrastructure requirements for the area. The cost of the infrastructure requirements have been included within the financial modelling for the Scheme.

## Delivery and Procurement Approach

In December 2015, the Council's Cabinet agreed the delivery approach and procurement process for the High Road West Scheme.

In terms of the delivery approach, the Council will be seeking a development partner to deliver the High Road West Scheme and will be using a Development Agreement to control development with the Partner.

The terms for the Development Agreement are currently being drafted, but it is envisaged that the Development Agreement will be conditional on a number of conditions precedent being satisfied by an agreed longstop date, principally obtaining satisfactory planning



consent for the proposed development and securing Secretary of State's consent to dispose of housing land.

Once these conditions precedent have all been satisfied, the Development Agreement will become unconditional and the Partner will be committed to delivering the approved development in accordance with the Development Agreement obligations and in accordance with the agreed delivery programme. The Council will transfer the land to the development partner, once phase conditions such as detailed planning and vacant possession having been met.

The Development Agreement will be structured so that the Council is responsible for securing vacant possession of the site (c£89m) and the development partner is responsible for all infrastructure and development delivery.

The Council's Cabinet agreed, following legal advice, that to secure a development partner and establish a partnership development agreement structure, the optimum procurement route would be a competitive dialogue, under the Public Contract Regulations 2015 European procurement process. This is in part due to the fact that a competitive dialogue procurement process will allow the Council to have detailed negotiations with bidders within a competitive environment, so that the Council can secure the most efficient partnership.

### Procurement process

In order to support the procurement process, which the Council is seeking to initiate in March 2016m, the Council:

- Is appointing a Project Management resource to oversee the procurement process
- Has commissioned and completed topographical and ecological surveys of the area
- Collated title information and is finalising title due diligence
- Commissioned a specification for the new library learning centre
- Is commissioning an affordable housing specification

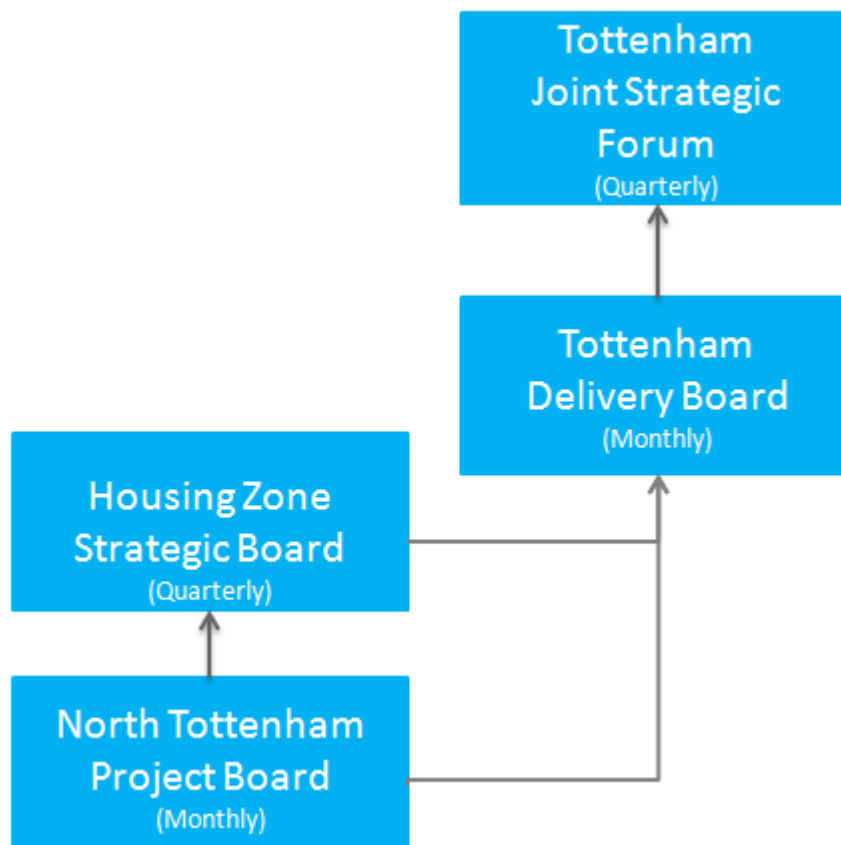
## Section 7: Implementation and Governance

The Council is committed to expediting the delivery of regeneration in High Road West and North Tottenham and has spent significant amounts resourcing a dedicated Project Team and undertaking the groundwork necessary for delivery.

This includes establishing a robust governance structure for North Tottenham. The governance structure comprises of a North Tottenham Project Board with senior Council and GLA Officers, which oversees the vision and delivery of the North Tottenham Regeneration Programme and reports into the wider Tottenham Regeneration Programme governance.

### Housing zone phase 2 governance

It is envisaged that the North Tottenham Project Board will be responsible for monitoring and oversight of the North Tottenham Housing Zone and will report quarterly to the existing joint Council and GLA Housing Zone Strategic Board, which makes strategic decisions on Housing Zone funding. The governance structure is detailed in the diagram below:



## Project delivery timetable

The table below sets out the indicative timetable for delivery of the High Road West Scheme, should the Council secure Housing Zone funding support to deliver the scheme.

Action	Date
Initiate procurement process	March 2016
PQQ	April 2016
Outline Solutions Dialogue	May-August 2016
Detailed Solutions Dialogue	September- December 2016
Final Tenders	December 2016- January 2017
Cabinet appoint development partner	March 2017
Develop planning application	2017
CPO process	2017-2018
Start on site Phase 1b	2018
Start on site Phase 1c	2018
Start on site Phase 1	2019
Start on site Phase 2	2021
Start on site Phase 3	2021
Start on Site Phase 4	2024

## Section 8: 'Asks' and impact

To support this unprecedented opportunity for North Tottenham, the Council requires housing zone funding to support to deliver the High Road West Regeneration Scheme.

As detailed above and shown in the diagram below, the High Road West Scheme will deliver 2000 new homes for London and act as a place-shaping, enabling development, which will support the viability and deliverability of a further net 2,300 – 2,800 new homes (c. 3,700 gross) as part of the Northumberland Park Regeneration Project and 585 homes as part of the THFC development.



### Financial Model

GVA Bilfinger have completed a financial appraisal of the High Road West Scheme and have completed a number of sensitivities to determine the public sector funding requirement necessary to secure a viable and deliverable scheme. The financial modeling assumes that the GLA will cash flow the development and charge LBH accordingly as part of the proposed shared service arrangement between GLA and LBH for treasury services. Details of the financial model, including the sensitivities and assumptions are set out in Appendix 1.



Below, the Council has set out its 'Housing Zone Ask'

	Ask	Council's Contribution	Outputs
Funding Ask			
1.	<p><b>Affordable Housing Grant</b></p> <p>In order to meet the gap in affordable housing viability, it's clear that Affordable Housing Programme (AHP) grant funding will be needed to unlock the scheme.</p> <p>The Council's ask is that sufficient AHP funding is ringfenced / made available to fund qualifying developments in the High Road West scheme. The Council has modelled the potential viability gap to support the direct delivery of 2000 units using existing rates offered to Affordable Housing providers in the 2011-15 Programme.</p> <p><b>Timing of AFG</b></p> <p>The Council requires that this grant funding is provided at the start of each phase. This is to improve the cash flow and support the acquisition of properties and site preparation to ensure that affordable housing can be delivered for each phase.</p>	<ul style="list-style-type: none"> <li>The Council has spent £420k in masterplanning, consultation and engagement with the local community.</li> <li>The Council has spent £700k front funding the acquisition of leasehold properties on the Love Lane Estate.</li> <li>The Council has spent £400k front funding the rehousing of a quarter of the Love Lane Housing Estate.</li> <li>The Council has spent £250k funding the Project and Rehousing Team</li> <li>By initiating the rehousing process for all Love Lane residents early and at risk, the Council has borne the cost of increased Temporary Accommodation costs, with consequential negative impact on the General Fund and wider housing waiting list.</li> <li>The Council has allocated a budget of over £1m for the 2016/17 to progress the High Road West Project and would expect to spend similar amounts in later years.</li> </ul>	<p>This funding will support the delivery of 1,700 net homes (2000 gross).</p> <p>This includes 600 affordable homes:</p> <ul style="list-style-type: none"> <li>- 145 social rent</li> <li>- 46 shared equity</li> <li>- 195 affordable rent</li> <li>- 214 shared ownership</li> </ul>
2.	<p><b>Housing Zone grant funding</b></p> <p>The Council's detailed modelling shows that upfront grant funding is required at the beginning of phase 1 and 2.</p> <p>The Council requires grant to support upfront acquisition and infrastructure costs, as these exceed the land payment that the Council could expect to receive. The Council will repay 50% of the HZ grant should the scheme move into profit during the lifetime of the scheme. Should the scheme not move into profit, the GLA and the Council will work together to find a repayment mechanism that suits both parties. This understanding will be captured in schedule to the Housing Zone</p>	<ul style="list-style-type: none"> <li>The Council has spent £180k completing site due diligence, this includes infrastructure reports, topographical, ecological and transport studies and securing title information.</li> <li>The Council has spent £300k on commercial and legal advice to support the delivery of the High Road West Scheme.</li> <li>The Council is putting in all land to deliver the High Road West Regeneration Scheme at cost.</li> <li>The Council is taking cost risk in relation to repayment on our</li> </ul>	<p>The housing zone grant funding and borrowing costs will allow for the delivery of the key elements of the High Road West Scheme, this includes:</p> <ul style="list-style-type: none"> <li>- 26,000 sqm of commercial space</li> <li>- 1000 new jobs</li> <li>- A new library</li> </ul>

	agreement	investment. <ul style="list-style-type: none"> <li>The Council has also incurred costs commencing a procurement process for a partner for the Haringey Development vehicle which is expected to bring forward regeneration of the Northumberland Park Estate.</li> </ul>	learning centre <ul style="list-style-type: none"> <li>- 8,404 sqm of new public realm</li> </ul>
3.	<b>Borrowing</b> <p>Even with the assumed upfront payment of grants, the Regeneration Scheme will incur borrowing costs arising from land assembly costs.</p> <p>The Council is proposing to enter into a shared service agreement with the GLA for them to provide treasury services to the Council. It is proposed that the GLA Treasury function would cash flow the Council's borrowing costs and charge LBH accordingly.</p>	<ul style="list-style-type: none"> <li>Although the GLA are supporting the Council relating to the interest costs of acquisitions, the Council will still be using a significant proportion of its borrowing capacity to support this scheme with consequential impact on the Council's wider capital programme.</li> </ul>	
4.	<b>THFC land Assembly</b> <p>In addition we are seeking further funding for the acquisition of THFC's significant land holdings in the High Road West area. This funding will allow the Council to seek the early purchase of THFC's land assets and considerably de-risk the Scheme.</p>		An additional c.16% of the HRW site in Council ownership.
<b>Total</b>			
<b>Support Ask</b>			
4.	Transport Infrastructure- Mayoral advocacy towards delivery with infrastructure and transport providers (TfL, Crossrail etc). Particularly in increasing the bus frequency in North Tottenham.	Increased accessibility and improved PTAL levels.	
5.	Planning – Close cooperation between GLA and LBH planning to minimise amount of time taken to arrive at decisions without impacting on quality outcomes.	High Quality design.	
6.	Communications - Support to roll out the Tottenham identity and promote North Tottenham as the next growth opportunity in London.	Private sector investment.	
7.	Sustainability- Support with the delivery of a District Heating System across North Tottenham and support to establish best practice design standards for climate change adaptation, flood	Sustainable development and affordable and efficient energy	

	risk, SUDs, permeable paving etc	generation.
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## Section 9: Outputs

The outputs of the Housing Zone one funding and the High Road West Schemes are detailed below.

### Housing delivery trajectory

The table below sets out an indicative housing trajectory (start on site) for High Road West<sup>3</sup>:

	2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	Total
Open Market	121	246	0	236	119	0	200	96	0	0	1018
PRS	0	0	0	199	100	0	0	83	0	0	382
Social Rent	77	68	0	0	0	0	0	0	0	0	145
Shared Equity	32	14	0	0	0	0	0	0	0	0	46
Affordable Rent	43	152	0	0	0	0	0	0	0	0	195
Shared Ownership	0	0	0	73	86	0	0	55	0	0	214
<b>Total</b>	<b>273</b>	<b>480</b>	<b>0</b>	<b>508</b>	<b>305</b>	<b>0</b>	<b>200</b>	<b>234</b>	<b>0</b>	<b>0</b>	<b>2000</b>

The table shows that:

- 600 affordable homes can be started and delivered by 2027
- That 459 affordable homes will be started by 2021
- 73 shared ownership homes will be delivered by 2021

<sup>3</sup> Please note: the timing and delivery of homes will only be clarified once a development partner has been secured and a phasing plan agreed.



### Jobs trajectory

The table below sets out the jobs trajectory for High Road West based on the number of jobs per sqm of commercial space provided.

2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
6	217	0	615	30	0	138	0	0	0	0	1006

### Public realm trajectory

The table below sets out the trajectory for delivery of the public realm (per sqm).

2018	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028	Total
919	4165	165	2165	165	165	165	165	165	165	165	8404sqm

## Section 10: Conclusion

As shown by the significant progress made in Tottenham Hale, the Council is absolutely committed to working with the GLA to ensure that the Tottenham Housing Zone- London's greatest growth opportunity, is delivered in an expedient and comprehensive manner and that high quality design and sustainable neighbourhoods are secured for current and future generations.

Phase 2 of the Tottenham Housing zone has been carefully developed to ensure that targeted intervention, in the High Road West Scheme, will enable growth throughout North Tottenham. This growth will not only provide thousands of new homes and jobs and raise the life chances and opportunities of residents in one of the most deprived areas in the United Kingdom, but will also allow for North Tottenham to become the new premier leisure destination in London, supporting London's wider economic growth.

The Council has made great strides in developing the High Road West Scheme and undertaking the necessary groundwork for its delivery. Securing the Housing Zone funding set out in this document will allow the Council to take the Scheme into the next phases of delivery which include securing a development partner and delivering the development.