CHAPTER 8:
TOTTENHAM HALE NEIGHBOURHOOD





FIGURE 22 | Tottenham Hale Neighbourhood Map

Neighbourhood Context

Location

8.01 The Tottenham Hale neighbourhood is located in the east of the borough. To the north its Victorian and Edwardian residential streets blend into North Tottenham, with the Carbuncle Passage and the Rosebury Industrial Estate helping to define the boundaries. To the east is the London Borough of Waltham Forest with a strong natural border provided by the River Lea and the Walthamstow Wetlands. The Tottenham Hale neighbourhood blends into the Bruce Grove and Seven Sisters neighbourhoods to the West and the West Anglia Mainline and Markfield Park help to mark the southern boundary with Seven Sisters & South Tottenham.

History

8.02 There is believed to have been a settlement in Tottenham Hale from the early medieval period, although its name is not documented until the early 14th century when it appears in reference to 'John of the Hale'. This settlement continued to develop around the junction of High Cross Lane and Broad Lane becoming Tottenham's largest satellite by the mid-18th century.

8.03 The building of a permanent bridge over the River Lea in the 18th century, as well as the opening of Tottenham Hale station on the Northern & Eastern Railway and reductions in travel costs, helped bring migration into the area and accompanying large-scale terrace housing development. In 1900 Harris Lebus acquired 13.5 acres south of Ferry Lane, building what was to become for a time the largest furniture factory in the world. The neighbourhood saw many new factories and work buildings constructed during the interwar period.

8.04 From the 60s through to the 90s, various housing estates were constructed, including the High Cross Estate and Ferry Lane Estate, the latter sitting on part of what was the Lebus Factory. Since the 2000s the area has experienced transformation of formerly industrial areas into higher density residential and mixed-use neighbourhoods, firstly at Hale Village and more recently at Hale Wharf and around Ferry Island/ Ashley Road. This period also saw the removal of the gyratory system around the station, preparing for the establishment of the new Tottenham Hale District Centre.

8.05 Recently developments delivered by the Council and developers in close partnership have contributed to a vibrant expanded neighbourhood and delivered major benefits for residents. The neighbourhood has a broad mix of new housing, including genuinely affordable housing, and is served by high-quality social and community infrastructure. Tottenham Hale boasts some of the highest quality and best located council homes in London at Welbourne, Hale Wharf and the former Ashley Road Depot (now Wingspan Walk). The Welbourne development includes a new multi-purpose health care centre benefitting more than 25,000 residents and council investment together with developer contributions is delivering significant enhancement of Down Lane Park and the Paddock.

Connectivity

8.06 Tottenham Hale is extremely well connected by rail with an underground station on the Victoria Line and a mainline railway station on the West Anglia Mainline. The station interchange offers direct and fast routes to the City of London, the West End, Stansted Airport and Stratford and has received significant investment in recent years including redevelopment of the station complex itself, increasing its capacity and providing step-free access, as well as delivery of a new bus station and improved public realm.

8.07 In 2025 planning permission was granted to remove a requirement for Transport for London to provide a bridge over the railway,

mitigated by a payment of £4m for the council to design & implement an improved pedestrian & cyclist experience along Ferry Lane.

8.08 The connectivity of the neighbourhood does however suffer from significant severance in the form of a number of busy through routes, heavy rail infrastructure, and large inward looking, post-war development.

8.09 Many visitors to Tottenham Hotspur Stadium events come and exit via Tottenham Hale transport interchange. The impact of large crowds needs to be carefully managed but high levels of footfall provides key important opportunities for town centre uses and the wider economy.

Economy & Town Centres

8.10 Tottenham Hale is a new District Centre and boasts a considerable retail offer. Tottenham retail park is a large retail warehouse development catering predominantly for car-borne shoppers. The retail park contains the majority of multiple retailers within the wider Tottenham area, which comprises mainly bulky good retailers. However, the newer development spaces to the north along Ashley Road includes a slightly different offer, including food and beverages ad new workspace and cultural uses.

8.11 The Hale Village and Hale Wharf developments also offers office, retail, health and community facilities beneath higher density residential space, signalling the transition of this area towards a public transport-oriented centre.

8.12 To the east and north are Hale wharf and Millmead and Lockwood Industrial estates, forming part of the Upper Lee Valley industrial area. Other industrial estates around Tottenham Hale include the Ashley Road area which comprises a light industrial estate including the former TechnoPark site.

8.13 The South Tottenham industrial area is located south of Tottenham Hale Retail Park. It includes a mix of uses including offices and light industrial uses. The area has given rise to a warehouse living community in recent years, including a mix of artists' residences and creative industries.

8.14 Tottenham Hale is part of the UK Innovation Corridor going north and east from London towards Cambridge. The London Growth Plan flags the potential of this industrial innovation corridor including potential for tech businesses, having regard to the area's excellent connectivity to both Kings Cross Knowledge Quarter (15 minutes by Victoria Line), and to the City of London.

8.15 A sufficient amount of suitable employment floorspace provision needs to be made to help renew and diversify Tottenham's industrial estates. This is necessary to realise the prospect of accommodating more intensive employment uses, including those in the burgeoning creative industries sector and 'maker' economy.

Landmarks, culture and heritage

8.16 Significant landmarks and buildings in this area include Markfeld Beam engine House in the southeast forming a key attraction and a link to the area's industrial past, and the Paddock, which is a proposed new Local Nature Reserve. There are many local groups and organisations that are vocal and active, helping to shape civic, community and cultural life in this area, including the Paddock Community Nature Park; 'Friends of' groups including for Tottenham Marshes, Markfeld Park, Down Lane Park; Lee Valley regional Park Authority; alongside the now established creative communities in the industrial estates to the south of Tottenham Hale area.

Green and blue infrastructure

8.17 Tottenham Hale sits on the edge of, and partly within, one of London's great green corridors, the Lee Valley Regional Park. The Regional Park provides great recreational opportunities but

connections to it need improving with severance caused by the railway line and several heavily trafficked roads. The neighbourhood also benefits from other major open spaces including Markfield Park and Down Lane Park, the latter of which has recently benefitted from a multi-million-pound improvement project by the Council.

8.18 The Council has also invested heavily in the transformation of the Paddock, working with local stakeholders to turn it from an underused and overgrown space into a welcoming local nature reserve through new management arrangements and a programme of physical improvements. While the neighbourhood is well served by larger public open spaces, linkages between these spaces can be improved and there are deficiencies in access to smaller public open spaces in the south of the neighbourhood.

You told us



FIGURE 23 | Tottenham Voices Logo

Responses from Tottenham Voices

8.19 As part of a new approach to placemaking, the Council carried out a Tottenham Voices engagement process in 2023 and 2024 aiming to give a range of local people the opportunity to have their say on Tottenham as it is today and their ambition for what it could be like in the future. The Council subsequently adopted Shaping Tottenham setting out a vision for what Tottenham could become.

8.20 The Tottenham Voices Engagement Summary sets out the following feedback for Tottenham as a whole:

- Tottenham does best at the things that make London a wonderful place to live. Diversity, creativity and vivacity
- Community makes people feel positive about Tottenham today including its richness and cohesiveness
- Tottenham is home to fantastic culture and does well at celebrating this
- People love having access to parks like Bruce Castle Park and the wilder landscapes of Tottenham Marshes and the Lea Valley
- There is a strong desire for Tottenham to be safer, cleaner and more pleasant to live in.
- The quality of the environment is holding Tottenham back, especially litter and fly-tipping
- Crime and anti-social behaviour means that many people feel unsafe or uneasy in certain places, particularly young people
- Traffic congestion, pollution and noise is problematic
- There should be a more interesting, diverse high street offer and more opportunities to enjoy leisure and culture

8.21 The Tottenham Voices Engagement Summary sets out the following feedback for Tottenham Hale specifically:

- There is an opportunity to enhance Tottenham Hale's public realm and industrial estates so these areas can develop further as a creative hubs and destinations
- Development should address challenges regarding anti-social behaviour and the need to provide more opportunities, diversionary activities, and safer spaces for young people

Tottenham Hale Vision

Tottenham Hale in 2042 will have delivered on the aspirations set out in Shaping Tottenham and will be a strong and cohesive community and place for enterprise and innovation, brought together around the natural landscapes of the Lee Valley.

Development will have responded to and enhanced the area's positive attributes and identity, including its industrial built heritage, natural features, art and creativity. Investment in green and blue infrastructure will mean the green expanse of the Lee Valley permeates westward through the neighbourhood, reducing noise and air pollution, and mitigating flood risk and overheating.

Several thousand new homes will have been delivered, accommodating families and offering various levels of affordability. New and improved social infrastructure and public spaces will have strengthened and supported a growing local community. Developer contributions will have helped to fund community infrastructure enhancements, fostering social integration as the neighbourhood continues a period of transition.



Development will have enabled the transformation of the current emerging district centre into a vibrant established district centre with a pedestrian-friendly high street at its heart running south from Ashley Road to the South Tottenham employment area. It will be a working centre, with businesses attracted by new high-quality workspaces, easy transport connections to city and airport destinations, and access to a range of retail, leisure, and community activities.

Tottenham Hale's history as a place of production and creative enterprise will continue to be of regional importance. The district centre will showcase the neighbourhood's innovative and creative industrial areas. Intensification of industrial areas will have allowed small and medium enterprises to flourish, building on its sectoral strengths and attracting new enterprises with new and renovated adaptable and environmentally friendly spaces.

Vehicular dominance will have been significantly reduced, including through the redevelopment of the car-oriented Tottenham Hale Retail Park into a walkable urban centre. Segregated parts of the neighbourhood will be stitched together through a repaired street network and improved walking and cycling connections, helping to forge connections between businesses and communities. New links over the railway north of Tottenham Hale station will complete the grand green boulevard linking the historic Tottenham High Road with the wild expanses of the Lee Valley.

Tottenham Hale will be an established destination in its own right with an attractive and complementary offer for visitors to the Tottenham Hotspur Stadium. A clear legacy will have been secured from Tottenham's hosting of the European Football Championships in 2028.

Policy THN1: Tottenham Hale Neighbourhood

A. The Council will support development proposals which contribute to the Tottenham Hale Vision and the aspirations set out in Shaping Tottenham and the London Growth Plan.

B. The neighbourhood will deliver at least 2,500 new homes over the plan period and deliver a significant uplift in jobs with development prioritised within the Upper Lee Valley Opportunity Area and following Placemaking Focus Areas:

Transform
Tottenham Hale District Centre
Enhance
Tottenham Lock
South Tottenham Employment Area
North and West Tottenham Hale

Table 9 | Placemaking Focus Areas in Tottenham Hale

C. Proposals in the emerging Tottenham Hale District Centre should support its continued transformation into an established District Centre with a strong sense of place consistent with Policy TH2.

D. Proposals should enhance and optimise Tottenham Hale's designated industrial land to support more jobs and bolster the local creative economy. Development should support existing creative industry clusters and build on existing sectoral strengths while encouraging new businesses that are appropriate for the local context. There should be a focus on retaining existing small and medium sized enterprises and realising opportunities to improve the amenity and character of the industrial land. Support will be given to the development of the technology sector and the delivery of new floorspace to meet its needs and capitalise on the areas Innovation Corridor location.

E. Development proposals should deliver and contribute to strategic improvements in connectivity for pedestrians and cyclists, where appropriate. These include:

(1) addressing the severance caused by heavily trafficked roads and railways

(2) completing a strategic Green Link between Tottenham High Road and the Lee Valley Regional Park

(3) creating a more permeable and legible street and public realm network

(4) improving the management of traffic and crowd flows on event days.

F. Development must enhance the quality of the public realm and support management of large crowds on event days at the Tottenham Hotspur Stadium and elsewhere. There should be with a strong focus on greening, increasing tree canopy cover and encouraging social interaction and creating a strong sense of identity. Development must support a comfortable street experience, including in relation to wind.

G. A strategic approach should be taken to the enhancement of the network of green and open spaces with opportunities being taken to improve connections with Lee Valley Regional Park. This includes:

(1) enhancing the quality and inclusivity of existing open and green spaces and creating new smaller spaces to support a growing population and address local deficiencies in access to public open space and nature.

(2) improving walking and cycling links to existing green and open spaces, including Down Lane Park, Markfield Park and the Lee Valley Regional Park.

(3) where appropriate, providing community and cultural infrastructure next to or within open spaces where this would encourage more visitors and reach a wider range of users.

(4) upgrading the Paddock to a designated Local Nature Reserve

(5) continuing and supporting the long history of food growing in Tottenham Hale

Supporting text

Placemaking strategy

8.21 Tottenham Hale has undergone significant transformation and change in the past 15 years with substantial new development and a new high density urban form in its centre. Over the next 15 years its transformation will be largely finalised with the completion of many part-completed developments and the redevelopment of the Tottenham Hale Retail Park into a new residential-led mixed-use neighbourhood which broadens the range and mixes of uses in Tottenham Hale and help stitch together recent developments into a cohesive whole with a new north-south high street as its focus point running south from Ashley Road through to the South Tottenham employment area.

District Centre

8.22 Future development will turn Tottenham Hale's retail and commercial heart from an emerging District Centre to a thriving established District Centre recognised as such within the London Plan town centre hierarchy. Development will improve the configuration of the centre as a whole with the creation of a new north-south high street. This will begin with an enhanced commercial role for the northern part of Ashley Road, ahead of the longer-term development of Tottenham Hale Retail Park where the main component of the high street will eventually be.

Industrial Land

8.23 Industrial and employment areas comprise a large part of the Tottenham Hale neighbourhood and are home to a range of exciting small and medium sized enterprises. However, losses in industrial stock over the past decade and increased demand for industrial floorspace has put significant pressure on these areas. In addition, much of the industrial stock in the area is older and does not meet modern energy efficiency standards.

8.24 The neighbourhood contains two creative industry clusters within the Tottenham Creative Enterprise Zone but also has a long history of food production and manufacturing. There is strong demand for the provision of affordable workspace in Tottenham Hale, particularly where it supports creative industry clusters in the South Tottenham Locally Significant Industrial Area and the Millmead and Lockwood Strategic Industrial Location.

8.25 The value of Tottenham Hale's industrial areas and its creativity comes in large part through the organic and informal way in which it has emerged, supported by affordable rents. Proposals should enhance this rich industrial ecosystem and avoid displacing small and independent businesses that contribute to the strength of the local economy, particularly where they are in priority sectors.

Connectivity

8.26 Tottenham Hale neighbourhood is divided by Ferry Lane, Monument Way, Watermead Way and Broad Lane, busy roads which inhibit easy walking and cycling movements and where a high proportion of traffic collisions take place. Removing the barriers to Lee Valley Regional Park and creating a sustainable network of cycle and pedestrian routes is a key objective of the Upper Lee Valley

Opportunity Area Planning Framework and of this plan.

8.27 Development provides an opportunity to replace car-dominated environments with ones that support walking, cycling and public transport, leveraging the high levels of connectivity the area benefits from, particularly around the District Centre. The Council will work positively with developers and key stakeholders, including TfL, to support and deliver rebalanced road space in favour of a safer and more sustainable transport system.

8.28 In contributing to and delivering a strategic network of streets, applicants should have regard to the Tottenham Hale Streets and Spaces Strategy, which among other objectives aims to establish new streets and pedestrian and cycling connections through major development sites.

Public Realm

8.29 Parts of the neighbourhood will continue to experience change to their urban, social and economic character as development occurs and new residents and businesses are welcomed to the neighbourhood. In this context, public spaces will be particularly important in strengthening a sense of identity for Tottenham Hale and supporting social integration and a rich community life. Applicants should work closely with the community when designing public spaces, drawing on the strengths of local community groups, creative and innovative businesses, and the rich cultural heritage of the area.

8.30 Consideration should be given not only to the final design of public spaces but also to how they can contribute to these outcomes as the area evolves. This may involve the creation of temporary public realm or a transitional strategy for the public realm. Significant investment into the public realm has already occurred and is still anticipated. It is important that this investment is supported by strategies for the long-term maintenance and management of the public realm.

8.31 There should be a focus on street greening and opportunities to improve tree canopy coverage should be taken, particularly through the planting of street trees.Crime and anti-social behaviour are key concerns for residents. The District Centre is a hotspot for crime and anti-social behaviour, particularly around the station. Development provides an opportunity to improve the design, management and activation of the public realm to reduce crime and anti-social behaviour in accordance with Designing out Crime principles.

8.32 Public realm should be designed and managed to encourage use and activation on non-event days and avoid and minimise the negative effects of large crowds, including noise, litter and anti-social behaviour.

Green and Blue spaces

8.33 Tottenham Hale's green and blue spaces are some of its greatest attributes, particularly its connection with the Lee Valley Regional Park. Development here should take a landscape-led approach to enhance this valued aspect of its character. There are opportunities to enhance and expand these spaces to better serve existing and new residents and businesses and attract visitors to the area as a destination for nature and recreation, including through the strategic placement and integration of community and cultural infrastructure.

8.34 In taking a strategic approach, development proposals should adhere to the principles within the Tottenham Hale Green and Open Spaces Strategy and the Lee Valley Regional Park Authority's Development Framework Proposals (Area 3) and Landscape Character Assessment and Strategy.

8.35 Priority should be given to addressing poor connections to the Lee Valley Regional Park, which is separated from the rest of the

neighbourhood by the West Anglia Railway Line, improvements to Down Lane Park, and the creation of smaller open spaces in areas of deficiency in the south of the neighbourhood.

8.36 To support biodiversity, the Council has identified a potential Site of Importance for Nature Conservation (SINC) extension at Armadale Green within Ferry Lane Estate and is supporting the Paddock Community Nature Park in its aim to be statutorily designated as a Local Nature Reserve.

8.37 Tottenham Hale has a long history of food growing and production. It also has an engaged local community, involved in nature conservation. The Council will support proposals that expand, enhance and build connections between local food growing and production and where they support local communities in caring for and learning about their natural spaces.

Policy THN2: Tottenham Hale District Centre

A. The Council will support the transformation of the emerging Tottenham Hale District Centre into an established District Centre through the delivery of new and expanded town centre uses provided that such proposals do not impact the vitality and viability of nearby town centres.

B. Development of key sites within the District Centre must be comprehensive and informed by a masterplan process, in accordance with relevant site allocation policies, and the principles of the Tottenham Hale District Centre Framework or subsequent adopted plans and strategies

C. Development must support the reconfiguration of the District Centre's urban form so that it is centred upon a clearly defined north-south high street running from Ashley Road in the north to the South Tottenham Locally Significant Industrial Site in the south. A high-quality placemaking approach should be taken to the development of the new high street with generous public realm, an environment that prioritises pedestrians and a mix of uses to ensure its activity, vibrancy and security at all times of day.

D. Proposals within the District Centre will be required to contribute to a vibrant and vital centre with a strong sense of place. A broad range of town centre uses should be provided including social and cultural infrastructure, retail, and leisure as well as new high-quality office and workspace to meet the needs of employees, residents and visitors. Appropriate catalyst uses to help anchor the District Centre will be supported.

E. Development must contribute to a coherent, permeable, accessible street network which provides improved pedestrian and cycling infrastructure appropriate to support a higher density mixed-use urban centre

Supporting text

8.38 A new District Centre is being developed at Tottenham Hale. It will stitch the neighbourhood together, provide spaces, services and infrastructure to support a rich community life, serve as an economic hub that draws on nearby vibrant and creative industrial areas, and be designed consistent with Tottenham Hale's unique natural and cultural character.

8.39 Its unique status as a new town centre requires careful management of its development to ensure that:

- → the centre complements other nearby designated centres
- → the proposed mix of uses and spaces respond to local need and the market over the short, medium and long term.
- → There is a strategy for the phased development of the centre, that considers meanwhile uses and potential impact of Crossrail 2 and its safeguarding.

8.40 The policy establishes as a key principle that development of major sites in the District Centre should be comprehensive and informed by masterplans. Given the scale and importance of development in this area, development should occur through a masterplan process, supported by extensive public engagement. It also established as a key principle that development must support the reconfiguration of the District Centre's urban form so that it is centred upon a clearly defined north-south high street. A major portion of the high street will run through the redeveloped Tottenham Hale Retail Park and the allocation for that site clearly provides the contribution that it must make to this.

8.41 The mix of new uses will be crucial to ensuring the success of the District Centre. It is expected that a broad range of new town centre uses will be provided including social and cultural infrastructure, cafes, bars, restaurants, offices, workspaces, and retail to meet the needs of employees, residents and visitors.

8.42 The District Centre is also appropriate in principle for catalyst uses. Catalyst uses include (but are not limited) to business and conferences space, leisure, recreation, cultural, and educational uses.

8.43 If well planned these can make a significant placemaking contribution, but also have an impact on the capacity of sites to contribute to housing and employment targets. Proposals which require masterplanning should engage early with the Council to consider the potential for the introduction of catalyst uses and ensure they are part of a holistic approach to optimising placemaking benefits.

8.44 The District Centre provides an opportunity to deliver a good proportion of the high-quality new office and workspace space the borough needs, leveraging its excellent connections to the city, Stratford and Stansted Airport. An office quarter will be established on the Tottenham Hale Retail Park site. The Council will support a broad range of workspace typologies. It encourages the provision Class E(g)(iii) workspaces, in appropriate locations, that help build connections with and support economic activity in its surrounding industrial areas.

PLACEMAKING STRATEGIES + SITE ALLOCATIONS



FIGURE 23 | Map of Placemaking Focus Areas in Tottenham Hale

TH PFA1: Tottenham Hale District Centre

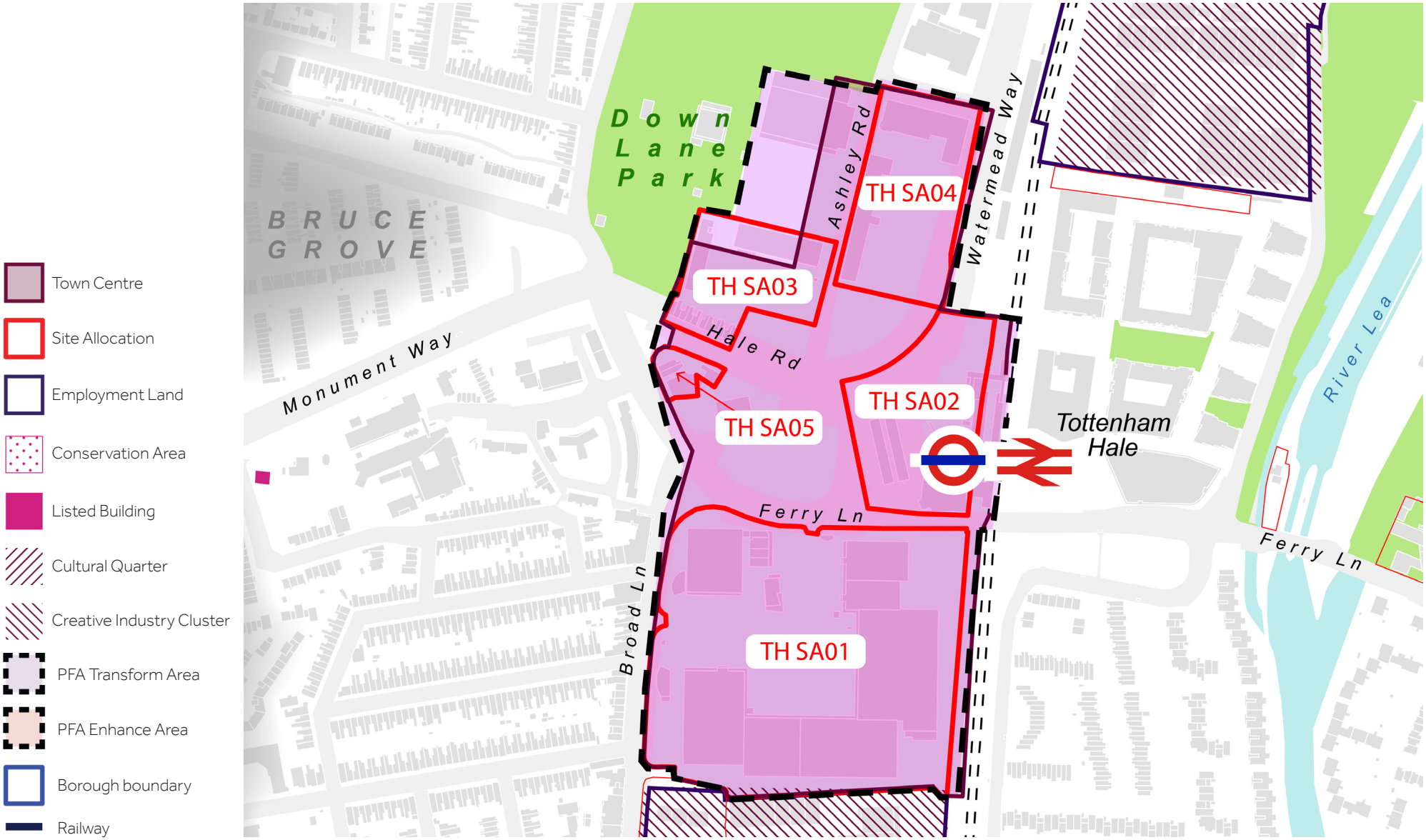


FIGURE 24 | Map of Placemaking Focus Area TH PFA1: Tottenham Hale District Centre

Strategy

8.45 Through comprehensive redevelopment of key sites such as the Tottenham Hale Retail Park, the District Centre will be transformed into a vibrant and innovative hub that fosters creativity, connectivity and collaboration. Alongside a substantial number of new homes, it will contain a dynamic mix of workspaces, retail and leisure facilities, catering to the diverse needs of residents, businesses and visitors.

8.46 At the heart of the strategy is the creation of a new north-south high street for the District Centre and the delivery of a network of high-quality, accessible public spaces that encourage activity, social connections and offer an array of distinct experiences. The centre will draw on the wider attributes of the neighbourhood, seamlessly integrating with nearby green and blue spaces and creative industry clusters.

8.47 This strategy will be implemented through adherence to Policies THN1-2, the site allocations outlined below, and the following initiatives.

- Attracting catalyst uses to help anchor the District Centre
- Working positively with stakeholders throughout the process of transformation including to address construction impacts and support meanwhile uses to create an attractive and vibrant town centre environment.
- Delivering new social infrastructure to service and support a growing population, including a landmark community building.
- Securing smaller scale ground floor town centre units to establish a more traditional high street and support local independent businesses. New town centre units should be versatile and support a more adaptable, viable and dynamic town centre.
- Securing provision of new and improved green infrastructure to soften the high-density environment, address flood risk, microclimate and overheating impacts, reduce air pollution and create perceptual connections with the Lee Valley Regional Park. This includes:
  - using green infrastructure to make the District Centre feel like it relates to the Lee Valley Regional Park. This could include the use of water features and plant species native to the wetland area.
  - creating green links through to Lee Valley Regional Park, particularly along Ferry Lane and the Green Link, help
  - softening the emerging higher density urban environment
  - addressing identified flooding and overheating risks and supporting a comfortable microclimate
- Establishing a distinctive and coherent skyline that relates well to the surrounding areas and can be appreciated from key view points.
- Taking opportunities through development and its design to improve understanding of the area's history and use it to add to the distinctive identity of the new District Centre. A large portion of the PFA is within a Tier 2 Archaeological Priority Area containing the historic settlement of Tottenham Hale, which appears to have its origins in the Saxon or medieval period.
- Delivering a safe, inclusive and attractive public realm with a north-south high street and series of interconnected public squares that provide a variety of experiences to attract visitors and support a rich community life.
- Delivering a safe, legible and permeable movement network that:
  - Establishes a highly walkable District Centre that creates new and enhanced connections into surrounding areas.
  - Overcomes severance and improves walking and cycling connections across Ferry Lane, Monument Way, Broad Lane

and the railway line, including supporting delivery of a new pedestrian crossing over the railway line.

- → Establishes high-quality cycle routes along Ferry Lane and Broad Lane to support the strategic cycle network.
- → Improves the ease and convenience of shifting from one form of transport to another.

Site Allocations in TH PFA1



FIGURE 25 | Map of Site Allocation TH SA01

THSA01: Tottenham Hale Retail Park

Site Information	Details
Address	Corner of Broad Lane and Ferry Lane, N17
Area (ha)	4.79
PTAL	5-6a
Planning designations	Tottenham Hale District Centre PFA: Transform Tottenham Hale District Centre Flood Zone 2 and partially Flood Zone 3(Surface Water) Archaeological Priority Area (Tier 1: The Lea Valley) Partially within Archaeological Priority Area (Tier 2: Tottenham Hale) Tottenham Creative Enterprise Zone Area suitable for tall buildings
Relevant permissions	None
Indicative capacities	1,500+ homes, 18,500sqm town centre uses (Class E, Class F and Sui Generis), 2,800sqm Other
Phasing	2032-2041
Ownership	Private

Table 10 | THSA01 Site Allocation Details

Proposal

Tottenham Hale Retail Park will be transformed through comprehensive masterplanned development into a new mixed-use residential neighbourhood accommodating over 1500 new homes. It will complete a new north-south high street as part of the planned expansion and reconfiguration of Tottenham Hale District Centre. The existing car-dominated environment will be replaced with a high-density, pedestrian oriented, walkable urban development providing a wide mix of town centre uses. The bustling high street extension of Ashley Road together with new streets and public realm, including a new public square, will help to seamlessly stitch together the district centre with surrounding residential and industrial areas. Development will deliver significant greening of the site and include high-quality landscaping.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to:

(1) Be accompanied and informed by a Town Centre Uses Statement to ensure it contributes positively and sustainably to the use mix of the District Centre.

(2) Contain a strategy for the phasing of the development that takes into account Crossrail 2 safeguarding. This should consider how to support the development of the town centre over the short, medium and long-term, including through provision of meanwhile uses.

The site should be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity.

The arrangement of the masterplan for the site should be such that the Crossrail 2 safeguarding area to the east of the site could come forward separately in its own later phases. Early engagement with TfL should occur to ensure the masterplan takes into account the need for a Crossrail 2 station entrance on the site. The masterplan should ensure that development does not prejudice the ability for safeguarded land to be optimally developed at a future stage.

Early engagement should occur with the Council to consider the potential for the introduction of catalyst uses and ensure they are part of a holistic approach to optimising placemaking benefits.

Given the scale of transformation envisaged, a comprehensive early and meaningful engagement process should be followed

The Town Centre Uses Statement should include:

→ a vision, explaining the rationale and intended market profile of the development, including plans for how it will be presented to the market and its long-term management. The statement should include (but not be limited to):

i. evidence on target market;

ii. details of unit specification (i.e. size, height, depth);

iii. examples of comparable tenants the scheme will target; and

iv. planning conditions or obligations being proposed by the applicant; and

→ a strategy detailing:

i. the proposed quantum and phasing of town centre uses;

ii. the proposed spatial distribution and mix of town centre uses;

iii. how these would relate to the existing and planned town centre uses on adjacent sites; and a statement outlining how the proposals would support the wider vision and place making objectives of this Local Plan.

Land uses and activities

Existing land uses are:

- Retail park

Acceptable land uses are:

- Residential
    - Predominant typology should be for conventional Class C3 residential
    - Expected that the development should also contain older person's accommodation to meet the diverse needs of Haringey's communities and facilitate social integration.
    - Provision of purpose-built student accommodation and large-scale purpose-built shared living may be acceptable as an ancillary component of the overall residential development mix.
    - Visitor accommodation may be appropriate to support tourism and business.
- Town centre and employment uses
    - A significant quantum of office and workspace should be provided to replace losses of existing employment floorspace and to help meet identified employment need and establish Tottenham Hale as an enterprising and innovative working centre.
    - Workspace should be provided in the south of the site, helping to integrate it with South Tottenham Employment Area, with priority given to creative industries workspace.
    - A Primary Shopping Area should be established along the new high street and comparison retail focused within it. Active uses, such as retail, leisure or community facilities, should be located on ground and, where appropriate, lower floor levels, particularly on main pedestrian routes and around public squares.
    - Consistent active ground floor uses should be provided along the new high street, Ferry Lane, public square and key routes connecting to Tynemouth Road and Fountayne Road.
    - Residential and office/workspace uses should be provided on upper floors.
    - Food and leisure activities should be directed to spaces adjacent to public squares and main pedestrian routes, including the High Street, with generous public realm providing opportunities for outdoor dining.
- Community, education/learning and non-residential institutions
    - The opportunity should be explored to deliver a new educational use having regard to previous sectoral interest in delivering new provision in Tottenham Hale
    - Social infrastructure should be provided to support the needs of the new residential community
    - An element of cultural consumption and community floorspace is required to ensure the District Centre offers a range of experiences to attract and support residents, workers, and visitors. Community and cultural uses should be directed towards prominent locations, along the high street, next to the public square and along Broad Lane.
- Meanwhile uses
    - A Meanwhile Use Strategy will be required.

Built form, character and heritage

- The allocation is in an area where tall building heights may be appropriate. Building heights should step down towards the western and southern ends of the site, with the tallest component located in the north-east corner. Greater height can be accommodated along

the railway line.

- The opportunity should be considered to deliver a high-quality architectural landmark building as a part of a comprehensive approach to height and massing informed by an analysis of its contribution to Tottenham Hale's skyline, particularly when observed from key viewpoints.
- Development should ensure that the high street and public square maintain a sense of openness and a human scale appropriate for a higher-density centre.
- Active frontages should be provided at ground floor level and, where appropriate, lower floor levels, with provision for servicing from the street.
- The use of the ground floor frontages for residential entrances, amenity and ancillary uses should be limited and restricted to quieter streets
- Food and leisure activities should be directed to spaces adjacent to public squares and main pedestrian routes, including the High Street, with generous public realm providing opportunities for outdoor dining
- Narrow to mid-length frontages should be provided along the high street, with podium space used to accommodate larger format cultural, community, office, workspace and retail floorspace
- Active ground floor uses should also be provided along Ferry Lane, public square and key routes connecting to Tynemouth Road and Fountayne Road.
- Broad Lane is a key interface with the existing built environment. Development on this edge will need to take this relationship into account. This edge will suit smaller ground floor units, which will suit local services.

Movement and public realm

- A new pedestrian-focused network of streets must be established that stitches together the surrounding street network. This includes:
  - Aligning east-west streets with those to the east of Broad Lane, in particular Tynemouth Road
  - Creating a new grid structure, based on the three blocks present to the south.
  - Continuing Tottenham Hale's high street southward from Ferry Square to connect to the South Tottenham Locally Significant Industrial Site. It should be pedestrianised or at minimum pedestrian oriented with wide public realm, providing opportunities for outdoor dining, and containing a generous amount of green infrastructure.
- New and enhanced transport infrastructure should be provided to support sustainable travel, including walking and cycling and buses.
- Pedestrian and cyclist connections to Ferry Square and Station Square should be significantly improved.
- A micro-consolidation centre should be provided to enable sustainable transport and deliveries. Opportunities for the centre to also support industrial areas to the south should be explored.
- Part of the site is located over the path of the Victoria Underground line.
  - A significant net increase in high quality public space and private amenity space must be provided, including a new public square (minimum 0.25ha). It should enable a range of community and cultural activities seven days a week, during the day and evenings.
  - Smaller green pocket parks to address local deficiencies.

Environment and sustainability

- The development should deliver significant greening of the site and be informed by a comprehensive landscaping strategy. Landscaping should be high quality and include smaller green pocket parks to address local deficiencies.
- The site is within Flood Zone 2 with small parts of its edges within 3a (surface water).
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include a Cool Space.
- Tree-lined streets should be established along Ferry Lane and Broad Lane. Ferry Lane should have a public realm setback, with generous provision of green infrastructure, to mitigate noise and air pollution and to enhance perceptual and physical connections with Lee Valley Regional Park.
- Opportunities should be considered to enhance/support the adjacent SINC/ecological corridor along the railway line.
- The site lies in a Source Protection Zone.

TH SA02: Tottenham Hale Station

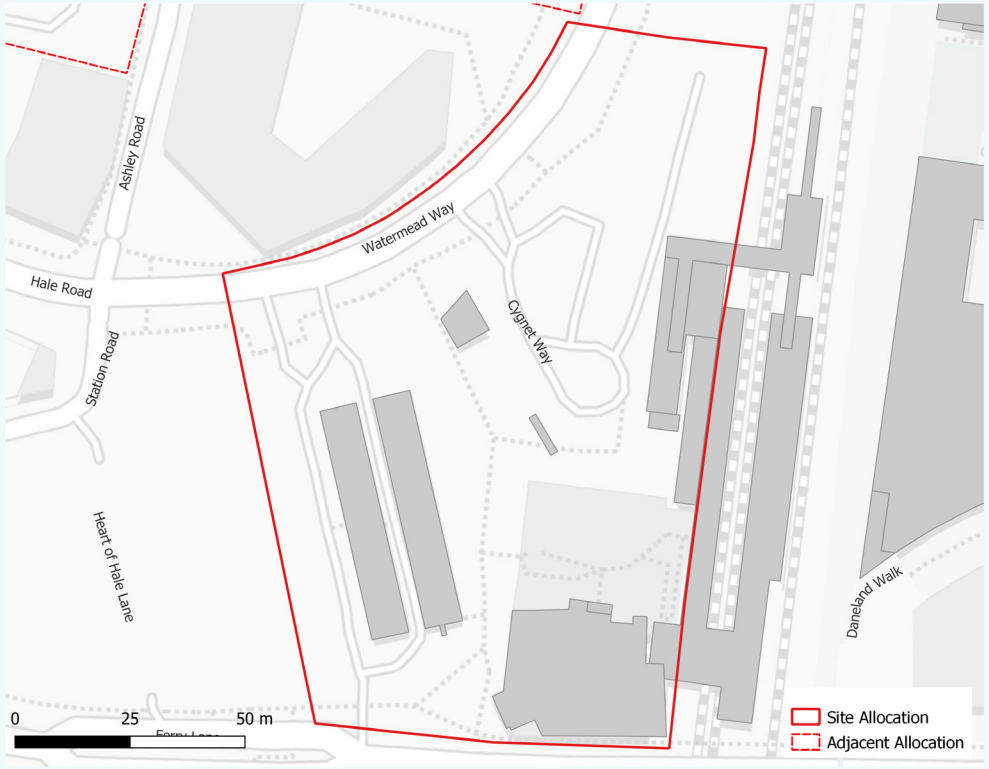


FIGURE 26 | Map of Site Allocation TH SA02

Site Information	Details
Address	Tottenham Hale rail and bus station, N17
Area (ha)	1.28ha
PTAL	5-6a
Planning designations	Tottenham Hale District Centre PFA: Transform Tottenham Hale District Centre Flood Zone 2 and partially Flood Zone 3(Surface Water) Adjacent to SINC and Ecological Corridor Archaeological Priority Area (Tier 1: The Lea Valley) Partially within Archaeological Priority Area (Tier 2: Tottenham Hale) Tottenham Creative Enterprise Zone Area suitable for tall buildings
Relevant permissions	HGY/2013/2610, HGY/2018/1897 and HGY/2025/0818
Indicative capacities	150 homes, 2,400sqm town centre uses, 12,000sqm Other
Phasing	2027-2037
Ownership	Public

Table 11 | THSA02 Site Allocation Details

Proposal

Comprehensive re-development of station interchange to include new mixed-use development, transport infrastructure improvements and public realm enhancements to strengthen the site's contribution to the District Centre and enhance its function as a gateway to Tottenham Hale and the Tottenham Hotspur Stadium.

Masterplanning, engagement and delivery

A masterplan is required for this site. It will need to respond to the site's role and location within the District Centre and its relationship to Hale Village as well as accord with the vision and principles set out in the Tottenham Hale District Centre Framework, or subsequent Council-adopted placemaking documents.

Land uses and activities

Existing land uses are:

- Transport infrastructure (Sui Generis), Employment (Class E)

Acceptable land uses are:

- Residential uses
    - New residential uses should be located on the upper floors of new blocks adjacent to or over the station
- Town centre uses
    - Active uses should be provided at the ground floor enclosing Station Square, and at podium level if public realm is provided.
    - The provision of workspace should be maximised
- Transport infrastructure
- Community uses
    - Public toilets should be provided that are accessible from both within and outside the ticket gates.
- Meanwhile uses to activate the public realm for visitors and contribute to the District Centre.

Built form, character and heritage

- The allocation is in an area where tall buildings may be appropriate. The site may be appropriate for a landmark tall building.
- Given the site's prominence at a key interchange, an exceptional standard of design will be required.
- Building form and design should contribute to the emerging Tottenham Hale skyline.

Movement and public realm

- All development proposals must have regard to the location of Tottenham Hale Station on the preferred alignment of Crossrail 2.
- New and enhanced public realm and transport infrastructure should be provided to enable the site to function as the key transport hub and a gateway to Tottenham Hale and the Tottenham Hotspur Stadium.
- The public realm, particularly Station Square, should be enhanced to encourage people to dwell there, provide a high-quality point of arrival, departure and interchange and create a distinct identity for Tottenham Hale.
    - The interchange between transport modes should be enhanced to provide a seamless journey and a clear transition for passengers and accommodate the needs of each mode and crowds associated with event days at the Tottenham Stadium.
    - Walking routes should be easy, safe and pleasant for people to move through, as set out in the District Centre Framework and Streets & Spaces Strategy, and support east-west and north-south movement.

- New connections should be provided over the railway to Hale Village through to Perkyn Square.
- There should be a focus on addressing crime and safety concerns in the area, especially of women and girls. Existing challenges should be addressed through introducing positive meanwhile uses, public realm management, enhanced lighting, and implementing Designing out Crime principles. Crime prevention specialists should be engaged early in the design process.
- Generous green infrastructure should be used to articulate the centre's relationship with the Lee Valley Regional Park
- Part of the site is located over the path of the Victoria Underground Line.

Environment and sustainability

- The site is within Flood Zone 2 with small parts of its edges within 3a (surface water).
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include a Cool Space.
- There should be generous provision of green infrastructure, to mitigate noise and air pollution and to enhance perceptual and physical connections with Lee Valley Regional Park.
- Opportunities to enhance/ support the adjacent SINC/ecological corridor along the railway line should be pursued.
- The site lies in a Source Protection Zone.

THSA03: Ashley Link

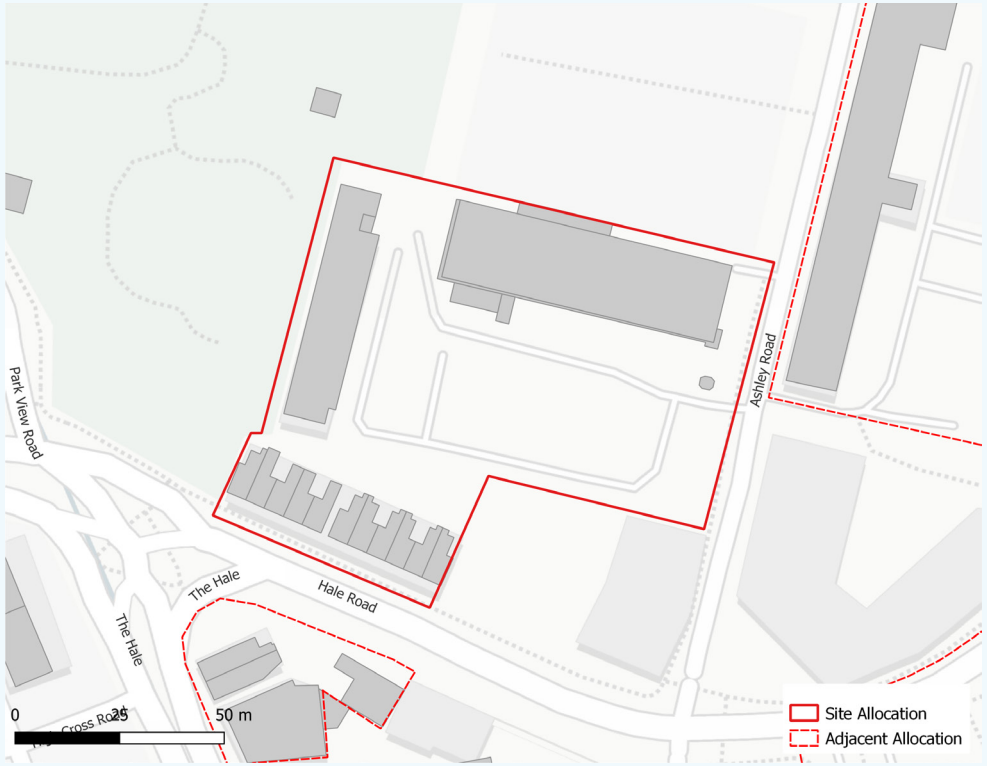


FIGURE 27 | Map of Site Allocation TH SA03

Site Information	Details
Address	Land at Ashley Road South of Burdock Road
Area (ha)	0.88
PTAL	5-6a
Planning designations	Tottenham Hale District Centre PFA: Transform Tottenham Hale District Centre Flood Zone 2 Archaeological Priority Area (Tier 1: The Lea Valley) Partially within Archaeological Priority Area (Tier 2: Tottenham Hale) Adjacent to Local Park and Open Space (Down Lane Park) Adjacent to Locally Listed Building (Berol House) Tottenham Creative Enterprise Zone Area suitable for tall buildings
Relevant permissions	HGY/2016/4165 HGY/2019/0108
Indicative capacities	150 homes, 400sqm town centre uses
Phasing	2027-2031
Ownership	Public and Private

Table 12 | THSA03 Site Allocation Details

Proposal

Comprehensive mixed-use redevelopment to provide ground floor town centre uses with a mix of residential and employment above. The site will form part of the newly configured District Centre and help facilitate improved east-west connections through Down Lane Park into the District Centre and the Lee Valley Regional Park.

Masterplanning, engagement and delivery

Development should accord with the principles set out in the Ashley Road South Masterplan or any subsequent Council-approved update.

Development should be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity.

Land uses and activities

Existing land uses are:

- Cleared site (former industrial) except for row of terraced houses on southern fringe

Acceptable land uses are:

- Residential
- Town centre & employment uses
    - The Council will seek to maximise the achievable provision of town centre and employment space to support the District Centre.

Built form, character and heritage

- Development should form a consistent building line and complement the locally listed Berol House to the east.
- Design should complement the existing and emerging built environment and reference the area's industrial heritage.
- Active ground floor town centre uses will be required on frontages to Ashley Road and Hale Road.
- Ground floor town centre and/or employment uses will be required along some parts of the Ashley Link, a green route running east west through the site and beyond.
- Opportunities should be pursued to provide community or cultural facilities along the edge of Down Lane Park.

Movement and public realm

- A new pedestrian-focused east-west link should be created through the middle of the site connecting Down Lane Park to Ashley Road as part of the Ashley Link envisaged in the Ashley Road South Masterplan. The link should include generous green infrastructure and be tree-lined providing seating and door step play opportunities.
- The interface with Down Lane Park should be treated with care to ensure the park's amenity is preserved. Development should facilitate and enhance the establishment of entrances to the park, both at Ashley Link and at the south-eastern corner of the park on Hale Road.

Environment and sustainability

- The site is within Flood Zone 2.
- The site lies in a Source Protection Zone.

THSA04: Berol Yard

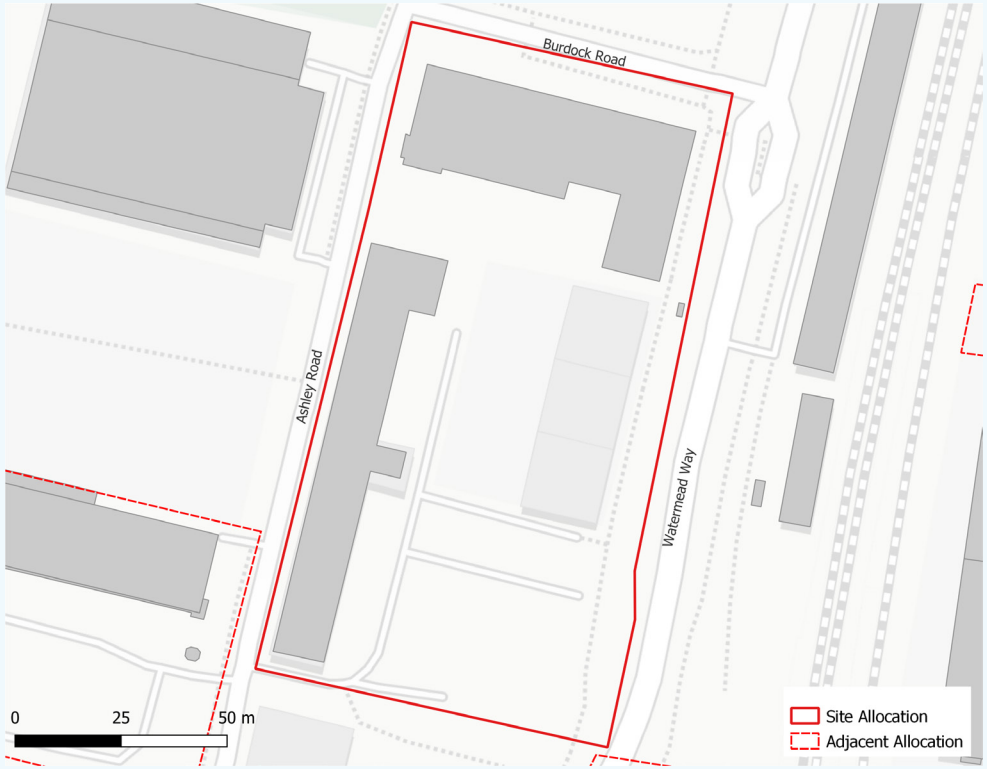


FIGURE 28 | Map of Site Allocation TH SA04

Site Information	Details
Address	Land at Ashley Road South of Burdock Road
Area (ha)	1.26
PTAL	5
Planning designations	Tottenham Hale District Centre PFA: Transform Tottenham Hale District Centre Locally Listed Building (Berol House) Flood Zone 2 and partially Flood Zone 3 (Fluvial) Adjacent to Local Park and Open Space (Down Lane Park) Archaeological Priority Area (Tier 1: The Lea Valley) Adjacent to Archaeological Priority Area (Tier 2: Tottenham Hale) Adjacent to SINC Local: Down Lane Park Tottenham Creative Enterprise Zone Area suitable for tall buildings
Relevant permissions	HGY/2018/2353 HGY/2016/4165 HGY/2023/0261
Indicative capacities	370 homes, 8,900sqm town centre uses
Phasing	2027-2036
Ownership	Public

Table 13 | THSA04 Site Allocation Details

Proposal

Establishment of a new mixed-use quarter in the north of the District Centre. The historic Berol House will be refurbished and extended to enhance its contribution to the character and activation of the area. It will be complemented by mixed use development of the remaining elements of the site providing new homes and a range of cultural, community and employment uses, new public realm, and a more permeable street network, including facilitating east-west connections through to Tottenham Hale Station, Hale Village and the Lee Valley Regional Park.

Masterplanning, engagement and delivery

Development should accord with the principles set out in the Ashley Road South Masterplan or any subsequent Council-approved update.

The site should be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity.

Land uses and activities

Existing land uses are:

- Employment, residential, industrial (now cleared)

Acceptable land uses are:

- Town centre & employment uses
  - The Council will seek to maximise the achievable provision of town centre and employment space to provide significant new employment opportunities and support the District Centre with a minimum requirement for an uplift of commercial space
  - Berol House should be adapted to provide for flexible and affordable town centre and workspace uses in accordance with the extant planning permission
  - A public gallery and winter garden which would include a home for Made in Tottenham at a discounted rent should be secured
  - A Relocation Strategy must be provided for existing businesses in Berol House to ensure that all is done to support them in finding alternative accommodation
- Community and cultural uses
  - A cultural and arts space should be provided within Berol House and a public gallery and winter garden should also be provided in line with the extant permission
  - This site is appropriate for catalyst uses.
- Residential
  - Residential development to support the reprovision and uplift of town centre and employment floorspace
  - The provision of high-quality Build to Rent housing is supported including provision of London Living Rent and Discount Market Rent (DMR) housing in line with Policy H11 of the London and as secured in the extant permission

Built form, character and heritage

- Berol House should be retained and refurbished to protect and enhance its historic significance.
- Development should respond to the area's industrial heritage and enhance the setting of Berol House.
- The site is in an area suitable for a tall building. Heights of up to 32 storeys are appropriate in accordance with the extant permission with a range of building heights required across the site that provide a stepped form and a varied scale when viewed from the surrounding context are demonstrated
- Active frontages should be provided along Ashley Road and Watermead Way, around public squares and key movement corridors.
- Other measures to improve the activity on along Ashley Road will be supported.

Movement and public realm

- A permeable town centre street network must be created, facilitating east-west and north-south pedestrian and cycle connections movement across the site.
- Ashley Road must be enhanced as a key part of Tottenham Hale's new high street and the main north-south route. It should be cycle and pedestrian friendly.
- This site has a key role to play in establishing a strategic green link from Tottenham High Road to the Lee Valley. Development should support the delivery of a potential future bridge over Watermead Way and the railway into Hale Village by providing a new bridge head and producing a feasibility study for the future bridge.
- Additional permeability should be provided through new pedestrian and local access routes passing east west through the site.
- Development should extend the public square in front of The Gessner and establish a new public square east of Berol House. This should include public art reflecting the heritage of Berol House and make available space for temporary public art installations in line with the extant permission

Environment and sustainability

- The site is within Flood Zone 2 with a small portion in Flood Zone 3b within the north-west corner.
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.
- Opportunities should be pursued to enhance/ support the adjoining SINC in Down Lane Park through greening the northern edge of the site. Street trees should be provided along Burdock Road.
- The site lies in a Source Protection Zone.

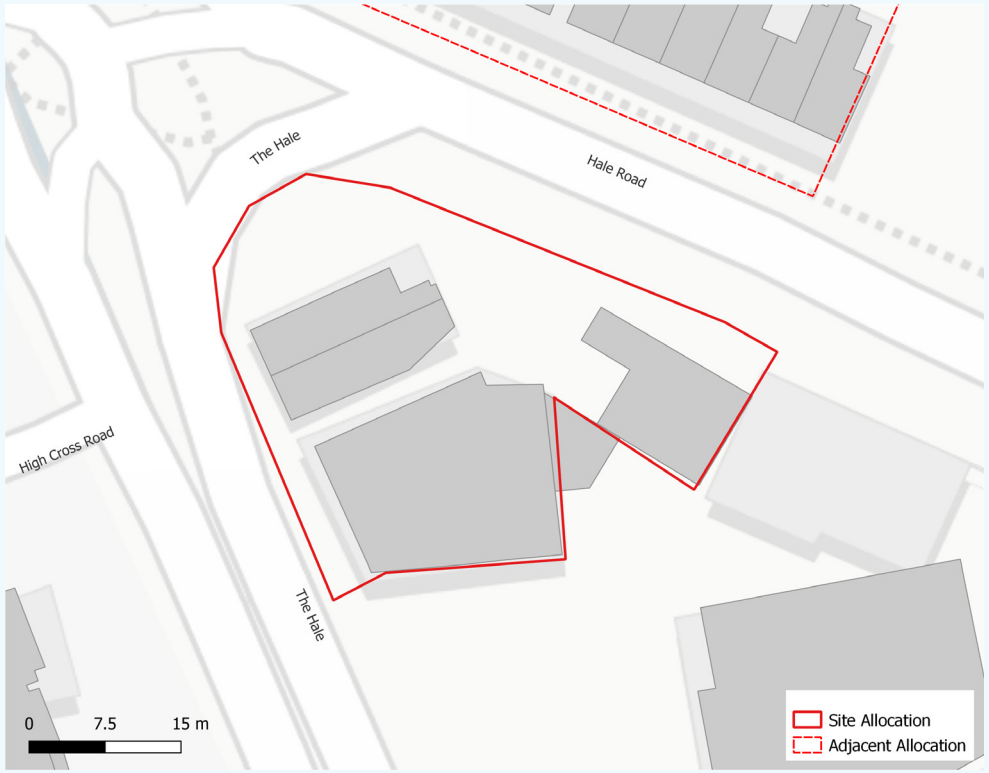


FIGURE 29| Map of Site Allocation TH SA05

THSA05: 29-33 The Hale

Site Information	Details
Address	29-33 the Hale, N17 NJZ
Area (ha)	0.14
PTAL	6a
Planning designations	Tottenham Hale District Centre PFA: Transform Tottenham Hale District Centre Flood Zone 2 and partially Flood Zone 3 (Surface Water) Adjacent to Archaeological Priority Area (Tier 2: Tottenham Hale) Tottenham Creative Enterprise Zone Area suitable for tall buildings
Relevant permissions	HGY/2021/2304
Indicative capacities	431 purpose-built student accommodation bedrooms, 568sqm town centre uses
Phasing	2027-2036
Ownership	Private

Table 14 | THSA05 Site Allocation Details

Proposal

Redevelopment of site to provide a part 7, part 24 storey building of purpose-built student accommodation with commercial uses at ground and first floor with landscaping along the Hale Road frontage

Masterplanning, engagement and delivery

The site should be brought forward in a comprehensive and co-ordinated manner to best optimise the placemaking opportunity.

Land uses and activities

Existing land uses are:

- Commercial, Employment, Residential

Acceptable land uses are:

- Town centre & employment uses
    - The Council will seek to maximise the achievable provision of town centre floorspace to support the District Centre
- Residential
    - This site is suitable for purpose built student accommodation or otherwise suitable for Class C3 residential uses.
    - Student accommodation should contribute to affordable housing via a cash in lieu contribution in line with the extant permission

Built form, character and heritage

- The building should act as a gateway marker for the new town centre and as such a building of up to 24 stories is appropriate in line with extant permission.
- A sculptural form with a clear base, middle, and top should be delivered in line with the extant permission
- Use of brick, concrete, and glazed elements to create visual interest is supported
- A wind baffle should be integrated into the architecture to address microclimate concerns
- Active frontages should be provided at ground floor level alongside the public realm enhancements as secured in the extant planning permission

Movement and public realm

- Additional cycle parking should be delivered within the public realm
- Due to the constrained nature of this site, delivery and servicing arrangements must be carefully managed to avoid disruption and secured via a Delivery and Servicing Plan
- Green roofs and communal roof terraces should be provided in line with the extant permission to provide amenity space on this site

Environment and sustainability

- The site is within Flood Zone 2
- The site has a high heat risk. Development should prioritise the use of urban cooling measures and include or contribute to a Cool Space.
- Tree planting and greenery is required to enhance biodiversity alongside contributions to improve the public realm along the Hale Road frontage
- The site lies in a Source Protection Zone.

TH PFA2: Tottenham Lock

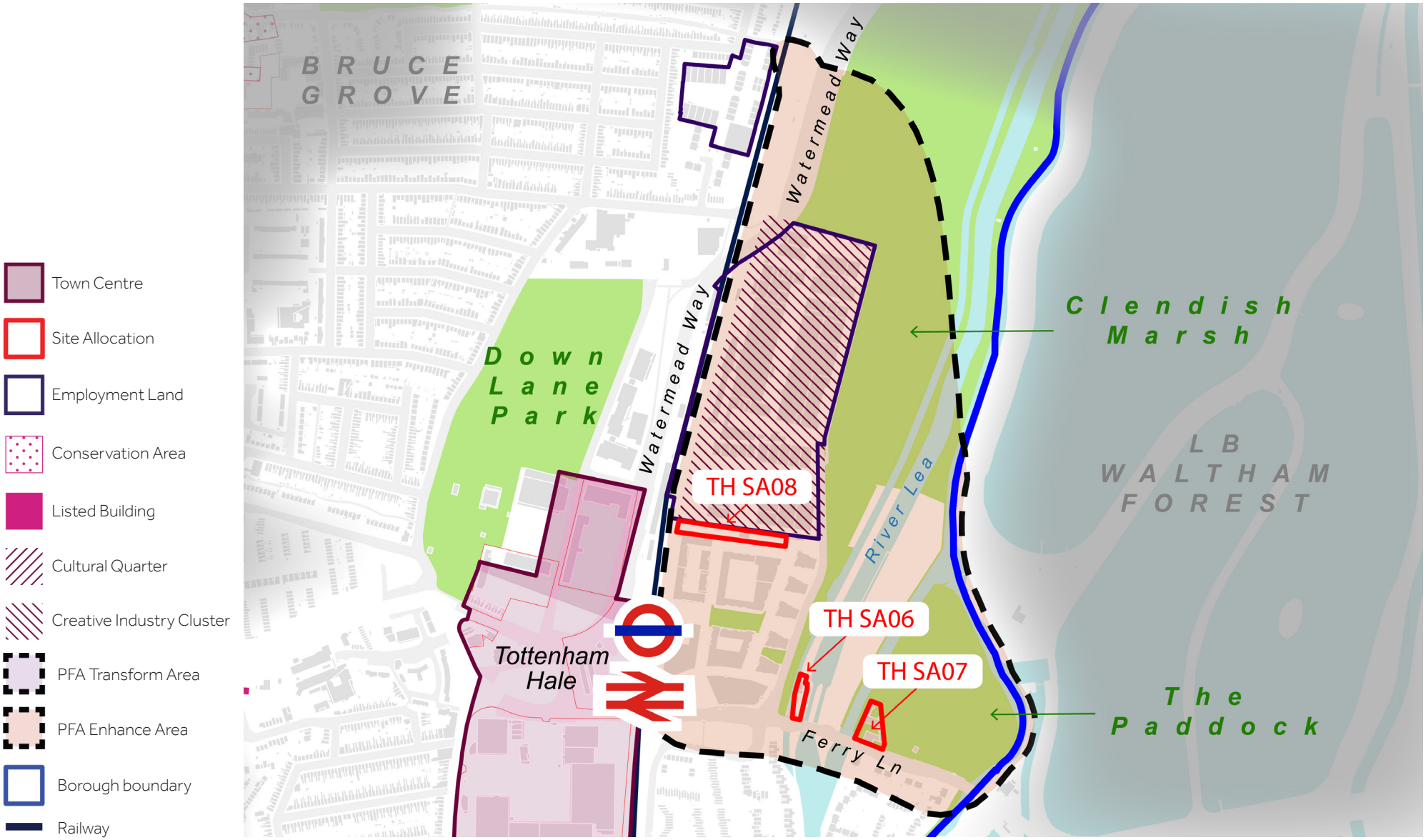


FIGURE 30 | Map of Placemaking Focus Area TH PFA2: Tottenham Lock

Strategy

8.48 Tottenham Lock will be enhanced to become a regional destination for nature-based leisure and recreation and a creative and green industrial hub.

8.49 Alongside delivery of new homes, development of prominent site allocations next to the area's natural assets will provide new and enhanced green spaces and public realm, easier access to the Lee Valley, more activities and workspaces and greater use and enjoyment of the area's waterways and green spaces. This will require close collaboration with the Canal & River Trust and Lee Valley Regional Park Authority.

8.50 The Millmead and Lockwood Strategic Industrial Area will be intensified to support the area's independent and creative small and medium sized enterprises, better respond to its context, and showcase the businesses that exist there.

8.51 Construction of a pedestrian bridge over the railway from Perkyn Square to Berol Quarter will complete a strategic green link, connecting Tottenham High Road to Lee Valley Regional Park.

8.52 This strategy will be implemented through adherence to Policies THN1-2, the site allocations outlined below, and the following initiatives.

- → Ensuring character of new development is informed by the area's industrial heritage, including that of its waterways. A portion of the placemaking focus area is within a Tier 2 Archaeological Priority Area with the potential to contain remains associated with the medieval and post-medieval mills and watercourse management.
- → Establishing Tottenham Lock as a regional destination for nature-based leisure and recreation. This includes:
    - → Supporting increased recreational use of the waterways.
    - → Encouraging permanent or meanwhile use cultural, leisure and food & beverage uses, particularly around the Hale Wharf/ Lock 17 development.
    - → Improving wayfinding to local assets
    - → Supporting community nature conservation activities
    - → Exploring the potential provision of moorings on the western side of the site to accommodate employment barges/ temporary moorings.
- → Improving access to, and use of, the area's destinations. This includes:
    - → Improving walking and cycling infrastructure, particularly the national cycle network and Lee Valley Walkway along the towpath.
    - → Improving east-west access to the area by completing the green link over the railway line and providing safer and easier east-west connections from Park View Road (Watermead Way bridge) and the Carbuncle Passage (Tottenham Marshes bridge).
    - → Improving safety and legibility of access into the Millmead and Lockwood Strategic Industrial Location (SIL). There are opportunities to create new routes through the industrial estates, connecting Hale Village to the Watermead Way pedestrian bridge and providing better access for visitors.
- → Supporting a wide range of industrial and ancillary uses within the Millmead and Lockwood Strategic Industrial Location (SIL).
    - → Supporting this creative industries cluster within the Tottenham Creative Enterprise Zone by providing new, improved and affordable creative workspace, particularly where this supports sectoral strengths in film, tv, radio, music, performance and visual arts.
    - → Supporting the strong food production sector and encouraging connections with nearby food growing.

- The area's high public transport accessibility, proximity to residential areas, and narrower streets make it less suitable for uses that require high levels of vehicle servicing and heavy goods vehicles.
- New ancillary uses will provide amenities to support employees and visitors and deliver active frontages to the street to enhance the vibrancy of area. There are opportunities for the flexible use of spaces to support complementary evening and night-time economy uses where this does not compromise the primary industrial uses. These activities should be focussed along key pedestrian and cycle routes into the areas. All other industrial frontages should provide positive frontages onto key routes.

- Identifying opportunities to enhance the area's ecological assets and improve access to nature. This includes:
  - Establishing islands of aquatic planting alongside the River Lea and planting of hedgerows, grassland and wildflowers in available open space.
  - Improving access to, and southward views down, the River Lee, south of Hale Wharf. This should be done in a way that enhances and improves management of the mixed scrub and reed beds.
  - Enhancing the Paddock and supporting it to achieve statutory designation as a Local Nature Reserve.
  - Protecting the East Hale Allotments and encouraging food growing.
  - Enhancing the connections between the Lee Valley Regional Park and surrounding SINCs with the Millmead and Lockwood Industrial Estate, and by optimising the use of green infrastructure, particularly at its edges.

Site Allocations in TH PFA2

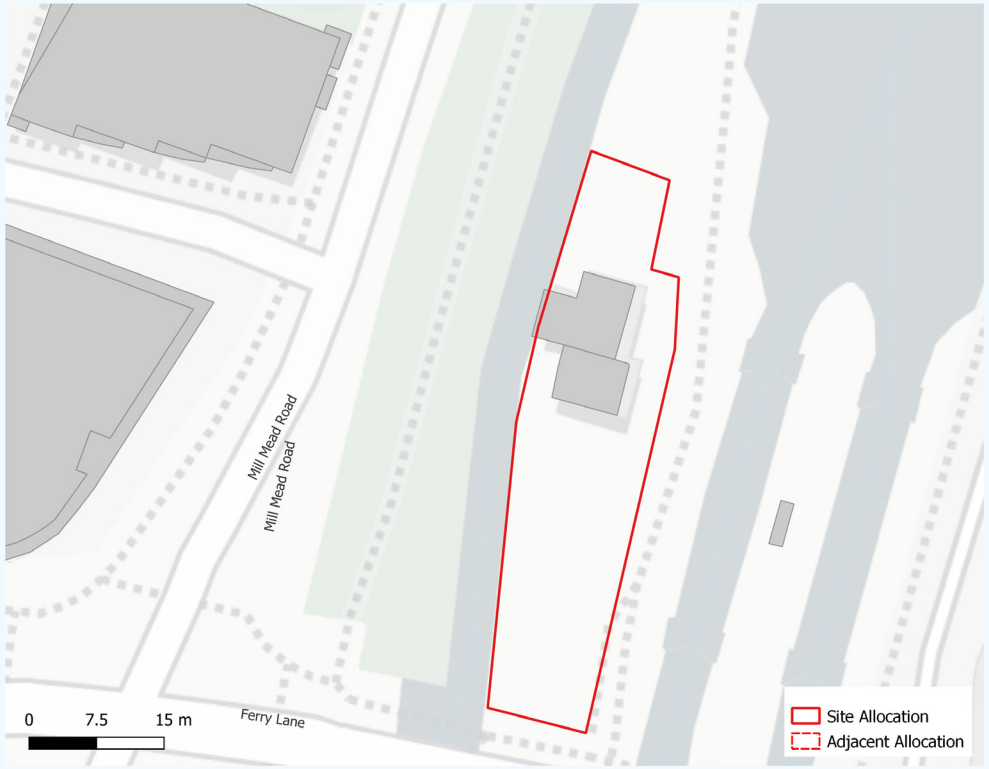


FIGURE 31 | Map of Site Allocation TH SA06

THSA06: Lock Keepers Cottage

Site Information	Details
Address	Lock Keepers Cottage, Ferry Lane, London, N17 9NE
Area (ha)	0.08
PTAL	5-6a
Planning designations	Tottenham Lock PFA: Enhance SINC Metropolitan: Lee Valley Lee Valley Regional Park Flood Zone 2 and partially Flood Zone 3 (Surface Water) and 3 (Fluvial) Adjacent to Blue Ribbon Archaeological Priority Area (Tier 1: The Lea Valley) Archaeological Priority Area (Tier 2): Tottenham Mills Tottenham Creative Enterprise Zone
Relevant permissions	HGY/2020/0847
Indicative capacities	13 homes, 600sqm community, cultural and employment uses
Phasing	2027-2032
Ownership	Private

Table 15 | THSA06 Site Allocation Details

Proposal

Community and employment-led mixed-use development of the site to help establish Tottenham Lock as a premier waterside leisure destination.

Masterplanning, engagement and delivery

Development proposals must:

- respond to the site's critical location and role in activating the canal side as a waterside leisure destination.
- demonstrate how the site will work together with other adjacent sites and improvements to Ferry Lane to create a coherent and activated public realm at Tottenham Lock.
- be developed through close and early engagement with the Council, Lee Valley Regional Park Authority, Canal & River Trust and Environment Agency
- respond to environmental, ecological interests in the locality, particularly relating to the water environment and habitat of the Lee Valley Regional Park.

Land uses and activities

Existing land uses are:

- Residential (lockkeepers cottage)

Acceptable land uses are:

- Community, cultural uses and workspace
- Residential

Built form, character and heritage

- Building heights must respond appropriately to the site's location within the Lee Valley Regional Park, on a prominent part section of the canal-side.
- Tall buildings are not appropriate on this site. Building height and form should respect the openness of Tottenham Lock, maintain a human scale environment and ensure they do not dominate the experience of walking along the canal.
- Given its prominence on the canal, an exemplary standard of design is required, delivering a landmark building that responds sensitively to the context and heritage of Tottenham Lock.
- Building design should be informed by an assessment of the impacts on protected views along the River Lee and Ferry Lane.
- Buildings should be located to allow a continuous sight line from the Green Link into the Lee Valley Regional Park.
- Ground floor uses are required which activate and enhance the canal-side
- An active and high-quality frontage must be provided to Ferry Lane.

Movement and public realm

- The ongoing operation and maintenance of the lock gates must be preserved.
- The site lies on the route of the Lee Valley Walk and the National Cycle Network. Development proposals should improve access to the towpath from Ferry Lane, including through provision of inclusive access.
- Development proposals should enhance the experience of pedestrian and cyclist movement to and along the towpath, including through managing impact of on-site-activities to ensure a safe flow of people.
- Development proposals should contribute to wider improvements to the quality of the public realm at Tottenham Lock.

Environment and sustainability

- New development should enhance the various ecological assets in the vicinity of the site.
    - The adjoining Lea Valley SINC should be enhanced/ supported through both on and off-site greening.
    - An ecological buffer should be provided to Pymmes Brook.
    - Mature trees should be retained, in particular the large Willow tree which should form a key feature of any proposed landscaping.
    - Proposals should contribute to the restoration and appreciation of the Blue Ribbon Network.
- The site is within Flood Zone 2 with a small portion in Flood Zone 3b within the north-west corner. A Flood Risk Assessment should accompany any planning application.
    - The site is surrounded by a network of main rivers (Pymmes Brook, Lee Navigation). Development should ensure opportunities to enhance the ecological status of the rivers, reduce flood risk and ensure access for future maintenance and replacement of the river walls is realised. The condition of the flood defence must be commensurate with the lifetime of the development. A condition survey will need to be undertaken and any repair works identified carried out.
    - The site lies in a Source Protection Zone.

THSA07: Former Garage Site

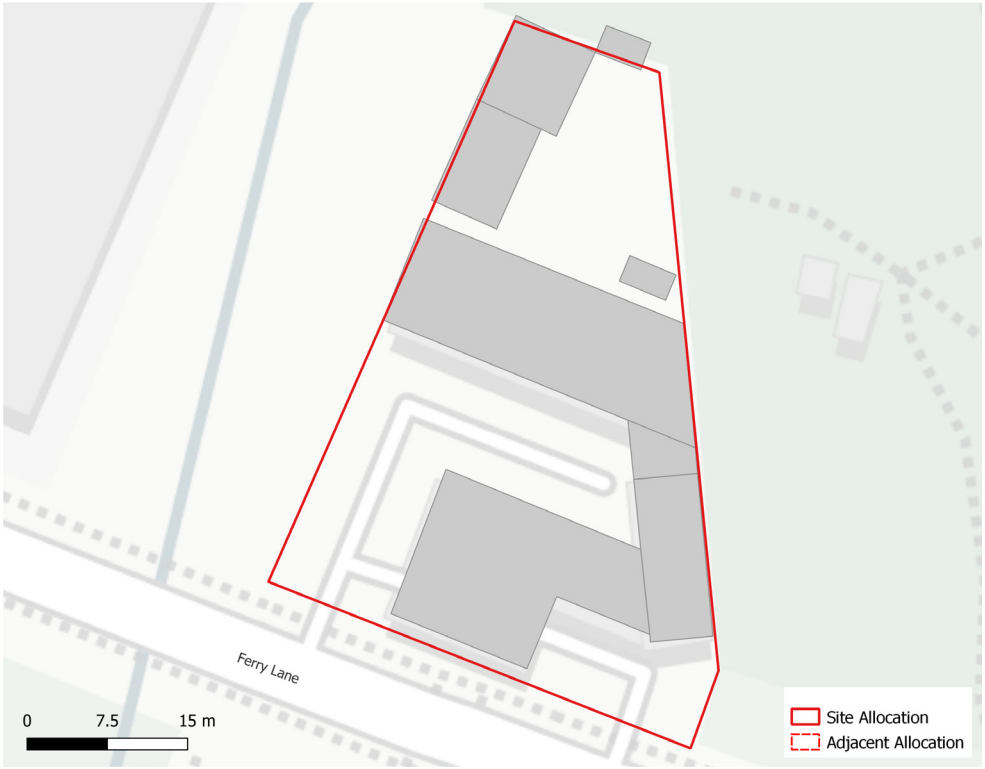


FIGURE 32 | Map of Site Allocation TH SA07

Site Information	Details
Address	2 Ferry Ln, London N17 9NG, UK
Area (ha)	0.17ha
PTAL	5
Planning designations	Tottenham Lock PFA: Enhance Lee Valley Regional Park Green Belt Ecological Corridor Adjacent to Blue Ribbon Adjacent to SINC Metropolitan: Lee Valley Adjacent to Local Park and Open Space: the Paddock Archaeological Priority Area (Tier 1: The Lea Valley) Archaeological Priority Area (Tier 2: Tottenham Mills) Flood Zone 2 Tottenham Creative Enterprise Zone
Relevant permissions	None
Indicative capacities	80 homes, 700 sqm employment
Phasing	2027-2032
Ownership	Private

Table 16 | THSA07 Site Allocation Details

Proposal

Residential-led mixed use development with new public realm and visitor facilities for the adjacent Paddock nature reserve. The site is located within the Green Belt and its contribution to Green Belt purposes is being considered as part of the London-wide Green Belt review being led by the GLA. The Council's preliminary assessment is that the site represents 'grey belt' land in accordance with the NPPF. As such, the development of homes, commercial and other development shall not be regarded as inappropriate.

Masterplanning, engagement and delivery

Development on this site will need to respond positively to its strategic location on the edge of the Paddock and the River Lea and be planned and designed through close and early engagement with the Lee Valley Regional Park Authority.

Land uses and activities

Existing land uses are:

- Former Petrol Station, presently in vehicle repair/ alternate commercial use

Acceptable land uses are:

- Employment, cultural and community uses
    - Opportunities should be explored to provide a visitor centre or community space for the adjacent Paddock Reserve.
- Residential
    - The site is located within grey belt land. A minimum of 50% affordable housing will therefore be required in accordance with the 'Golden Rules' requirement in the NPPF.

Built form, character and heritage

- Development should relate positively to its unique context, adjacent to the Lee Diversion and the Paddock.
- Buildings should be set back to preserve views of the Paddock down Ferry Lane from the west.
- Active ground floor uses should be provided (e.g. a café) to activate the public realm and encourage visitors to dwell.

Movement and public realm

- New public realm should be created next to the active ground floor uses. There is an opportunity to establish a new entrance into the Paddock from this site.

Environment and sustainability

- New development should enhance the various ecological assets in the vicinity of the site.
- The ecological corridor and the adjoining Lea Valley SINC surrounding the site to the north, east and west should be enhanced/ supported.
- The setback along Ferry Lane should contain extensive green infrastructure, including street trees, helping to continue the planting in front of the Paddock.
- A setback should be provided to the Lee Diversion, with landscaping and public realm serving to enhance and improve appreciation of the Blue Ribbon network.
- A planted set back should be provided along the eastern boundary of the site, helping to extend the SINC and blend the site with the Paddock.
- The site is within Flood Zone 2. A Flood Risk Assessment should accompany any planning application.
- The site is on the edge of the Lee Diversion. Development should ensure opportunities to enhance the ecological status of the waterway and ensure access is available for future maintenance and replacement of the river walls. The condition of the flood defence must be commensurate with the lifetime of the development. A condition survey will need to be undertaken and any repair works identified carried out.
- The site lies in a Source Protection Zone and a Drinking Water Safeguard Zone (Groundwater). Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.

THSA08: Land to the North of Lebus Street

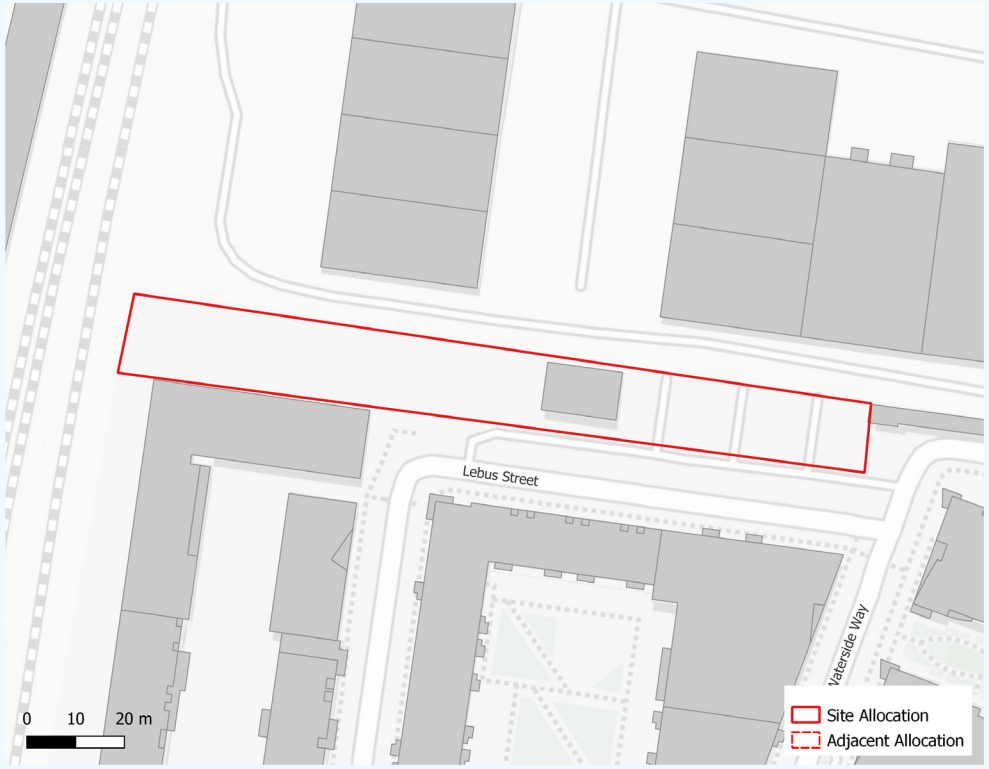


FIGURE 33 | Map of Site Allocation TH SA08

Site Information	Details
Address	Land north of Lebus Street, Hale Village, N17 9FZ
Area (ha)	0.24ha
PTAL	5
Planning designations	Tottenham Lock PFA: Enhance Flood Zone 2 Archaeological Priority Area (Tier 2: Lee Valley) Culverted Moselle River runs underneath part of the site Adjacent to SIL (Millmead Industrial Estate) Lee Valley Regional Park
Relevant permissions	The site forms part of the Hale Village Masterplan development (HGY/2006/1177) and this part of the site is permissioned for an Eco Park that also performed a SuDS function. Permission was granted in March 2021 for a temporary doctors surgery on the site until March 2023 (HGY/2021/0155). The site also has temporary consent for the existing car park, construction compound and ball court on the site (HGY/2021/1970). In 2024 (HGY/2024/0399) the temporary consent was extended for a further 3 years, to facilitate upgrading / re-cladding of buildings with fire retardant cladding
Indicative capacities	N/A
Phasing	2027-2036
Ownership	Private

Table 17 | THSA08 Site Allocation Details

Proposal

In line with the original Hale Village masterplan, the site should be landscaped to create an eco park. This should be of high ecological and amenity value and include the daylighting of the Moselle Brook to create a section of open watercourse. There is the opportunity for limited residential development within the site but this will only be acceptable where all the intended benefits of the eco park are delivered and secured.

Masterplanning, engagement and delivery

Proposals must complement, and be consistent with, the vision and objectives of Its the Hale Village Masterplan and in line with the original planning permission for Hale Village.

Proposals should involve engagement with key stakeholders including the Lee Valley Regional park Authority, the environment agency in connection with de-culverting, and Network Rail due to an accessway immediately to the rear of this site to the railway.

Land uses and activities

Existing land uses are:

- Temporary car park, single storey unit, games court, construction compound

Acceptable land uses are:

- Eco Park
- Residential
    - Potential for limited residential uses (Class C3) subject to delivery of eco park and all of the proposed benefits of this including deculverting of the Moselle Brook.

Built form, character and heritage

- Any buildings should be located to the northern end of the site allowing for the daylighting of the culverted Moselle which runs through the centre of the site
- Any buildings should reflect the surrounding context and be subject to detailed daylight and sunlight analysis of the impacts upon the existing residential blocks to the south of the site and to the daylighted part of the Moselle
- Adequate noise insulation must be secured to ensure that the continued 24 hour operation of the adjacent industrial area can continue unhindered. The Agent of Change principle will be applied.

Movement and public realm

- A green corridor should be created with a more direct link to the landscape of the Lee Valley Regional Park.
- A walkable landscaped route should be provided along the deculverted part of the Moselle

Environment and sustainability

- The site is within Flood Zone 2
- A landscaped eco park must be provided to create a new open space for residents of high ecological and amenity value.
- The current culvert housing the Moselle Brook will be removed to create an open watercourse.
- The site should incorporate planted margins designed to reflect the natural habitats of the Lee Valley

TH PFA3: South Tottenham Hale Employment Area

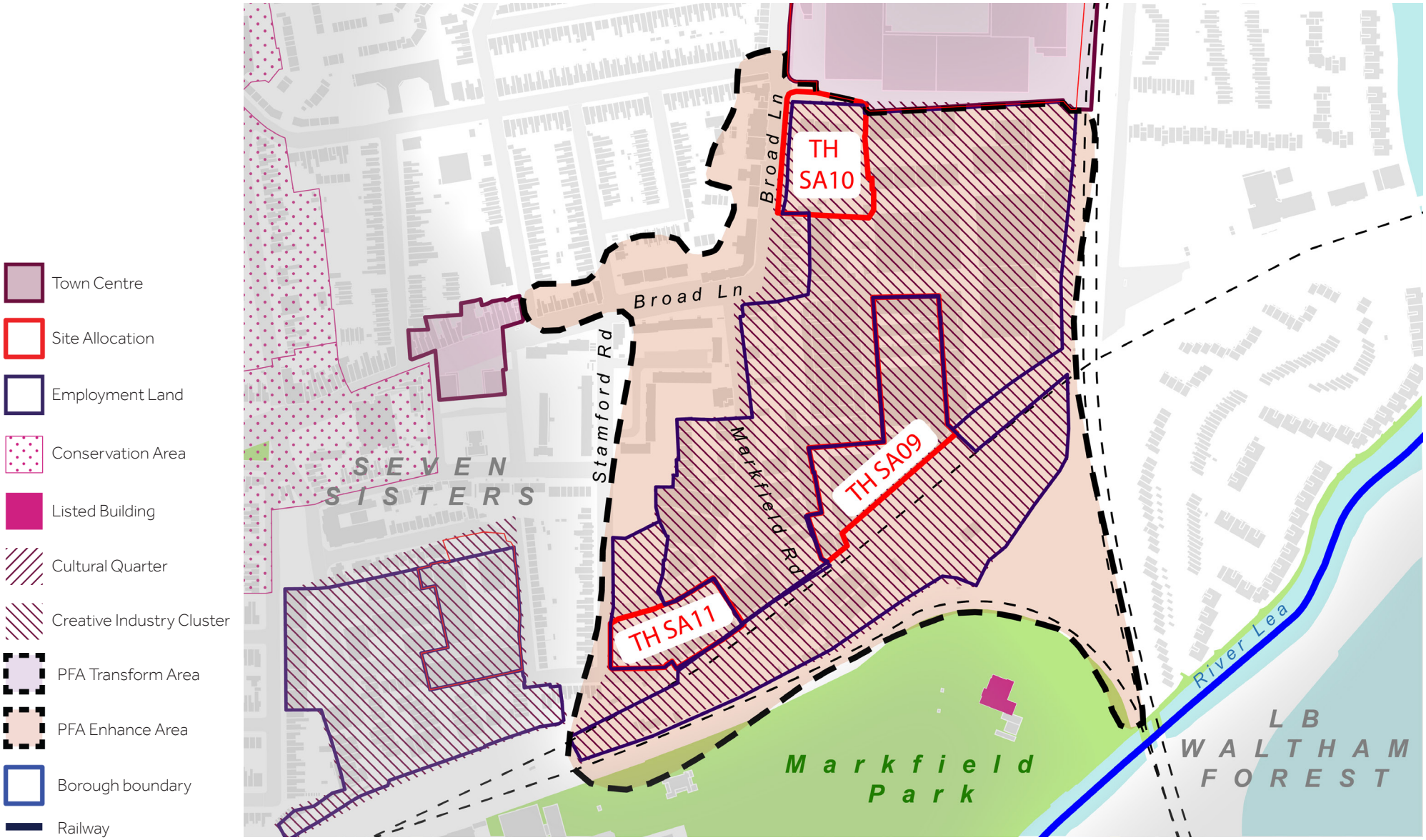


FIGURE 34 | Map of Placemaking Focus Area TH PFA3: South Tottenham Hale Employment Area

Strategy

8.53 The South Tottenham Employment Area's strong and organic creative industries ecosystem will be supported and celebrated. Retrofit and redevelopment of key sites will support businesses and employment growth, while responding sensitively to the area's industrial heritage. A greater intensity of industrial activities will be supported by ancillary facilities and uses, new public and semi-public spaces, more efficient and sustainable transport infrastructure, and new walking and cycling connections between industrial areas and to the adjacent District Centre.

8.54 This, in addition to other placemaking interventions, such as wayfinding and lighting, will better reveal the creativity, innovation and industrial heritage of this area, making it an attractive and vibrant destination for workers, creative residents, and visitors.

8.55 This strategy will be implemented through adherence to Policies THN1, the site allocations outlined below, and the following initiatives.

- Supporting a wide range of industrial and ancillary uses within the South Tottenham Locally Significant Industrial Site and adjacent Local Employment Areas
    - Supporting the creative industries cluster within the Tottenham Creative Enterprise Zone by providing new, improved and affordable creative workspace, particularly where this supports sectoral strengths in film, tv, radio, music, performance and visual arts.
    - New ancillary uses will provide amenities to support employees, visitors and the warehouse living community and deliver active frontages to the street to enhance the vibrancy of the area. There are opportunities for the flexible use of spaces to support complementary evening and night-time economy uses where this does not compromise the primary industrial uses. These activities should be focussed along key pedestrian and cycle routes into the areas. All other industrial frontages should provide positive frontages onto key routes.
    - The area's high public transport accessibility, proximity to residential areas, and narrower streets make it less suitable for uses that require high levels of vehicle servicing and heavy goods vehicles
    - Exploring the potential of delivering new and enhanced uses on the triangle of land bordered on 3 sides by railways
- Enhance the appeal of South Tottenham Employment Area as a destination for workers and visitors. This includes:
    - Using placemaking interventions to enhance threshold points into the area, including:
    - New entrances from the District Centre
    - The entrances into Fountayne Road and Markfield Road from Broad Lane
    - The entrance from Markfield Park underneath the railway line.
    - The intersections of Stamford Road with Constable Crescent and Page Green Road.
    - Providing wayfinding, improved signage and ensuring clear numbering of industrial units
    - Taking opportunities to create small public and semi-public spaces which can provide amenity for employees, encourage social interaction, and support ancillary uses such as outdoor eating and drinking spaces.
    - Ensuring local character is informed by the area's industrial heritage, including the notable Edwardian/1920s industrial, brick warehouse buildings within Fountayne Road, to reinforce a degree of local distinctiveness.

- Applying Designing Out Crime principles to create a safe environment during the day as well as in the evening. Creative lighting could be used to enhance safety and make the area more attractive for evening and night-time economy uses.

- Leveraging the area's high level of connectivity to encourage more sustainable transport and move towards reduced/consolidated vehicular trips and more sustainable zero emission vehicle fleets. This includes:
  - Establishing a more legible and permeable street network that connects seamlessly into the District Centre.
  - Taking opportunities to reduce and consolidate parking, loading and servicing areas to enable the removal of on-street parking.
  - Creating, enhancing and extending footpaths to enable safer pedestrian movement.
  - Providing cycling infrastructure for residents, employees and visitors and encouraging greater use of cycle freight.
  - Consider opportunities to consolidate delivery and freight movements through redevelopment within the industrial area and/or together with proposed development on the Tottenham Hale Retail Park site allocation
- Addressing low levels of green infrastructure and canopy coverage and enhancing perceptual connections with Lee Valley Regional Park and Markfield Park. This includes:
  - Providing more street trees, particularly along key movement corridors
  - Optimising green infrastructure, particularly at the edge of sites that adjoin Ecological Corridors and SINCs.
- Taking steps to reduce air pollution as a large portion of the PFA is within an Air Quality Focus Area.

Site Allocations in TH PFA3

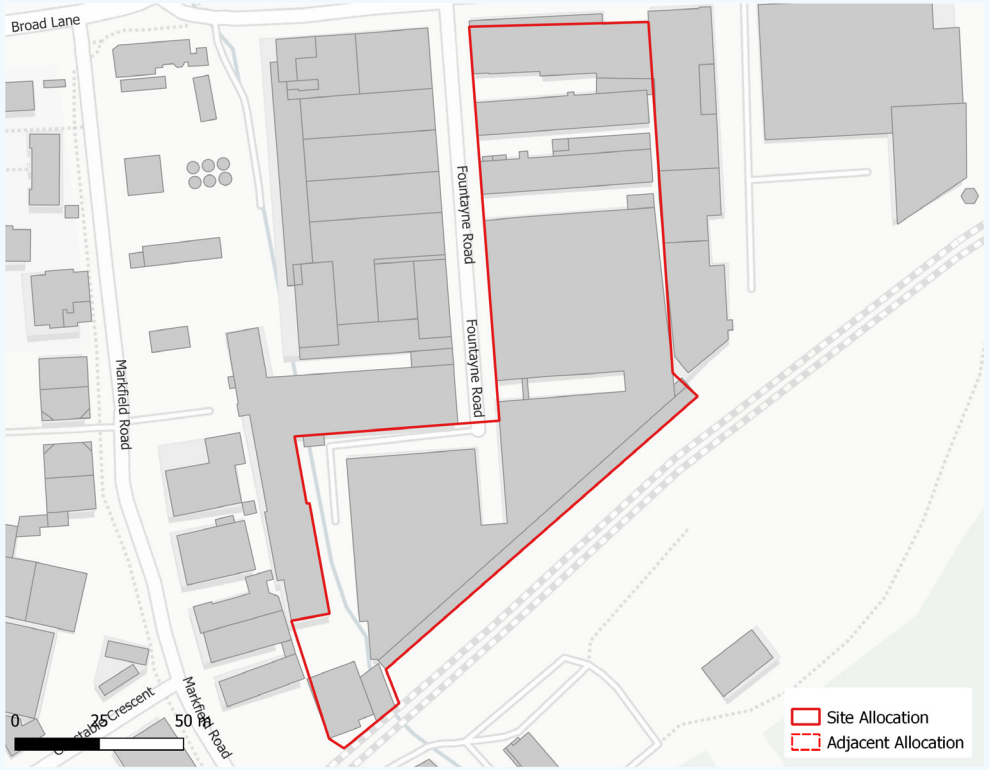


FIGURE 35 | Map of Site Allocation TH SA09

Proposal

Retrofit and redevelopment to provide new and improved workspaces and warehouse living units to maintain and grow the creative industries. Conservation-led placemaking and public realm improvements will support its development into a destination to exhibit the work of the creative communities in the area.

THSA09: Fountayne Road

Site Information	Details
Address	Unit 3 High Cross Centre, 1-7 Fountayne Road, N15
Area (ha)	1.13
PTAL	4
Planning designations	South Tottenham Hale Employment Area PFA: Enhance Partially within Flood Zone 2 and Flood Zone 3 (Surface Water) Local Employment Area Adjacent to Local SINC: Tottenham Railsides Adjacent to Ecological Corridor Archaeological Priority Area (Tier 1: The Lea Valley) Warehouse Living Tottenham Creative Enterprise Zone Creative Industry Cluster
Relevant permissions	None
Indicative capacities	N/A
Phasing	2037-2041
Ownership	Public and Private

Table 18 | THSA09 Site Allocation Details

Masterplanning, engagement and delivery

There should be early engagement with and between landowners to enable co-ordinated or, if appropriate, wider masterplanned development that optimises land use and establishes a more permeable and legible street network.

Land uses and activities

Existing land uses are:

- Employment
- Warehouse living

Acceptable land uses are:

- Employment uses
- Warehouse Living
    - Proposals including new or refurbished warehousing living will be supported where they accord with Policy C6.
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

Built form, character and heritage

- Proposals should be informed by a thorough review of Fountayne Road's industrial heritage value.
- Development proposals should respond to the industrial townscape character and retain and retrofit buildings with industrial heritage value. Some redevelopment may be appropriate to enable intensification of land uses, provision of servicing and yard space to support businesses and provide outdoor amenity space, including public realm.
- Development should retain the fine grain nature of the warehouse buildings, providing a comfortable, intimate scale and character to the street.
- Building heights should maintain a human scale along Fountayne Road. Heights may be acceptable to rise towards the east and south of the site, where the railway line provides a buffer.
- Active frontages should be provided to Fountayne Road.

Movement and public realm

Development should deliver:

- Improvements to parking, servicing, delivery and the provision of yard space to support the operation of businesses and reduce on street parking.
- Improvements to Fountayne Road to create a more attractive and pedestrian and cycling friendly streetscape.
- An expanded public and semi-public realm, providing amenity for residents, employees and visitors and opportunities for networking between different businesses.
- Cycling infrastructure to support visitors, residents and employees
- Development proposals should pursue opportunities to establish or safeguard pedestrian connections through to Markfield Road to the southwest and Fountayne Road to the east.

Environment and sustainability

- Opportunities should be taken to enhance/ support the adjacent Grade II SINC and Ecological Corridor along the railway line.
- The site is partially within Flood Zone 2. A Flood Risk Assessment should accompany any planning application.
- The site lies in a Source Protection Zone.

THSA10: Fountayne Business Centre



FIGURE 36 | Map of Site Allocation TH SA10

Site Information	Details
Address	Fountayne Business Centre
Area (ha)	0.67
PTAL	5-6a
Planning designations	South Tottenham Hale Employment Area PFA: Enhance Locally Significant Industrial Site Flood Zone 2 and partially within Flood Zone 3a (Surface Water) Archaeological Priority Area (Tier 1: The Lea Valley) Tottenham Creative Enterprise Zone Creative Industry Cluster
Relevant permissions	
Indicative capacities	15,000sqm employment floorspace
Phasing	2027-2036
Ownership	Private

Table 19 | THSA10 Site Allocation Details

Proposal

Redevelopment of the Fountayne Business Centre and former car wash site to provide a significant uplift in office floorspace, an improved frontage to Broad Lane, and facilitate new connections into the South Tottenham Employment Area.

Masterplanning, engagement and delivery

There should be early engagement with and between landowners to enable co-ordinated or, if appropriate, wider masterplanned development that optimises land use and establishes a more permeable and legible street network.

Land uses and activities

Existing land uses are:

- Employment
- Warehouse living

Acceptable land uses are:

- Employment uses
- Warehouse Living
    - Proposals including new or refurbished warehousing living will be supported where they accord with Policy C6.
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace.

Built form, character and heritage

- Proposals should be informed by a thorough review of Fountayne Road's industrial heritage value.
- Development proposals should respond to the industrial townscape character and retain and retrofit buildings with industrial heritage value. Some redevelopment may be appropriate to enable intensification of land uses, provision of servicing and yard space to support businesses and provide outdoor amenity space, including public realm.
- Development should retain the fine grain nature of the warehouse buildings, providing a comfortable, intimate scale and character to the street.
- Building heights should maintain a human scale along Fountayne Road. Heights may be acceptable to rise towards the east and south of the site, where the railway line provides a buffer.
- Active frontages should be provided to Fountayne Road.

Movement and public realm

Development should deliver:

- Improvements to parking, servicing, delivery and the provision of yard space to support the operation of businesses and reduce on street parking.
- Improvements to Fountayne Road to create a more attractive and pedestrian and cycling friendly streetscape.
- An expanded public and semi-public realm, providing amenity for residents, employees and visitors and opportunities for networking between different businesses.
- Cycling infrastructure to support visitors, residents and employees
- Development proposals should pursue opportunities to establish or safeguard pedestrian connections through to Markfield Road to the southwest and Fountayne Road to the east.

THSA11: Constable Crescent



FIGURE 37 | Map of Site Allocation TH SA11

Site Information	Details
Address	1-7 Constable Crescent
Area (ha)	0.47
PTAL	3
Planning designations	South Tottenham Hale Employment Area PFA: Enhance Local Employment Land Adjacent to Ecological Corridor Partially within Flood Zone 2 and Flood Zone 3a (Surface Water) Archaeological Priority Area (Tier 1: The Lea Valley) Tottenham Creative Enterprise Zone Creative Industry Cluster
Relevant permissions	
Indicative capacities	50 homes, 6000sqm employment uses
Phasing	2032-2041
Ownership	Public

Table 20 | THSA11 Site Allocation Details

Proposal

Mixed-use employment-led development on this site will mark the western gateway into the South Tottenham Employment Area. Development will maximise employment floorspace, enhance the public realm and strengthen connections to the railway archways, contributing to the area's vibrancy and accessibility.

Masterplanning, engagement and delivery

Development proposals should pursue opportunities for co-ordinated or masterplanned development together with adjacent 43-53 Markfield Road to:

- Facilitate connections through to Markfield Road
- Optimise the use of land
- Activate the Page Green Road and the archways to contribute to the character of the South Tottenham Employment Area

The site is within 10m of the railway, requiring engagement with Network Rail. Engagement should cover opportunities for the proposed development to facilitate activation of the archways.

Land uses and activities

Existing land uses are:

- Employment and vacant land

Acceptable land uses are:

- Employment uses
- The site is within a creative industry cluster and should provide workspace to support the creative industries, including affordable workspace
- Residential uses will be permitted only on the Stamford Road frontage to optimise the delivery of new employment floorspace and should be located adjacent to the existing residential uses adjoining the site.

Built form, character and heritage

- Building heights should be in keeping new development to the north of Constable Crescent (4-6 stories), with the capacity for greater height to the south where the railway provides a buffer. Building heights should respond to the two storey terrace houses on the opposite side of Stamford Road.
- Design should reflect the industrial heritage of the area and articulate the entrance to the South Tottenham Employment Area.
- Active frontages should be provided along Constable Crescent, Stamford Road and Page Green Road.

Movement and public realm

- Development proposals should facilitate an enhanced public access route from Page Green Road along the archways, with the opportunity to extend this through to through to Markfield Road.
- Development proposals should pursue opportunities to establish new connections through the site between the archways and Constable Crescent.
- There is an opportunity for public realm to be provided on Page Green Road to provide amenity for workers, potential outdoor dining for ancillary food and beverage uses, and draw visitors towards the re-activated archways

Environment and sustainability

- The line of mature trees along Stamford Road should be retained.
- The site is partially within Flood Zone 2 and 3a (Surface Water). A Flood Risk Assessment should accompany any planning application.
- The site lies in a Source Protection Zone. Development proposals will be required to assess the impact on the groundwater environment and incorporate appropriate mitigating measures.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place

TH PFA4: North and West Tottenham Hale



FIGURE 38 | Map of Placemaking Focus Area TH PFA4: North and West Tottenham Hale

Strategy

8.56 North and West Tottenham Hale will be substantially enhanced with new homes, enhanced open space and revitalised industrial areas. 272 new council homes will be delivered at the former Ashley Road depot. Down Lane Park will be substantially upgraded through the council's investment, including use of developer contributions, improving inclusivity, increasing biodiversity and supporting the needs of a growing local population. Roseberry Industrial Estate will be optimised to better support the area's independent and small and medium sized enterprises, promote more sustainable transport movements, and achieve greater integration with the surrounding residential environment.

8.57 This strategy will be implemented through adherence to Policies THN1, the site allocations outlined below, and the following initiatives.

- Enhancing pedestrian and cycling connectivity and the public realm. This includes:
  - Providing safer and easier east-west connections to the Lee Valley Regional Park from Park View Road (Watermead Way Bridge) and Carbuncle Passage (Tottenham Marshes Bridge).
  - Supporting opportunities, where appropriate, to create new and enhanced north-south connections, including through the Roseberry Industrial estate, along Ashley Road, and the eastern side of the Harris Academy Tottenham.
  - Improving the arrangement and use of public realm within the High Cross Estate.
  - Working with TfL to establish Monument Way as a tree-lined boulevard.
- Supporting opportunities to improve street frontages and re-arrange and enhance public realm along Monument Way, Broad Lane and Watermead Way where this would contribute to placemaking, local character and enable the best use of land.
- Enhancing the setting of 62 High Cross Road, the only statutory listed building in the neighbourhood.
- Supporting opportunities to reflect archaeological significance through public realm improvements, interpretation and architectural detailing. A portion of the PFA is within a Tier 2 Archaeological Priority Area containing the historic settlement of Tottenham Hale, which appears to have its origins in the Saxon or medieval period.
- Improving ecology, biodiversity and climate change resilience as well as access to nature and perceptual connections with Lee Valley Regional Park. This includes:
  - Enhancing the SINC at Down Lane Park. There is the potential for wildflower meadow habitats and the introduction of additional grassland species.
  - Enhancing connections to existing green spaces, including Down Lane Park, Lee Valley Regional Park and Hartington Park
  - Providing more tree canopy coverage
  - Introducing green infrastructure to mitigate higher levels of flood risk in the area.
  - Providing more street trees, particularly along key movement corridors
- Taking steps to reduce air pollution. The southern and eastern part of the PFA is within an Air Quality Focus Area.
- Enhancing provision of play, sports and recreation at Down Lane Park