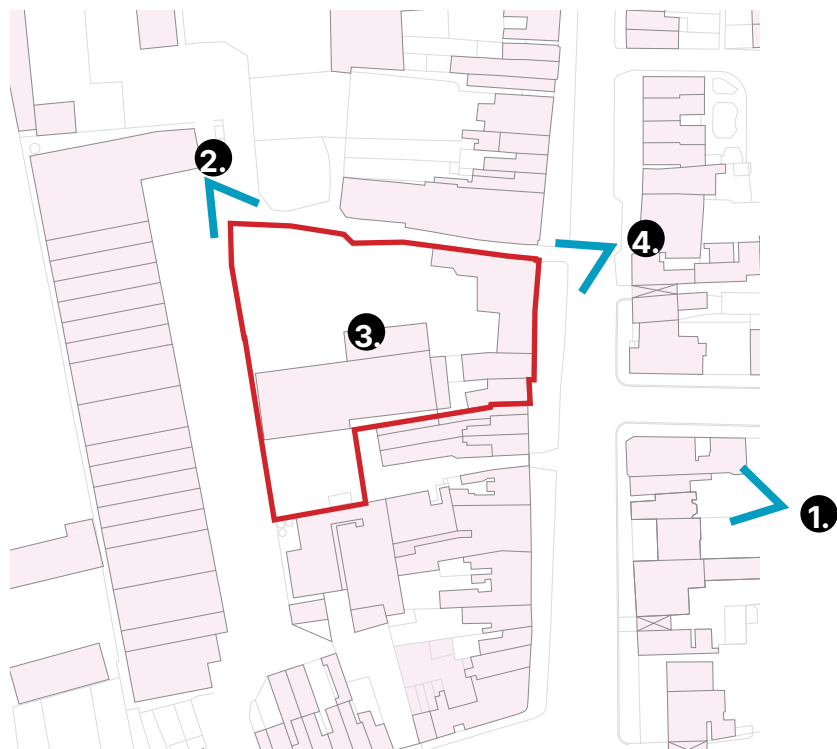


THE SITE

EXISTING PHOTOGRAPHIC RECORD



Not to scale

**FIGURE 6.** View of Printworks looking from the HR (1)**FIGURE 7.** The Printworks looking south east (2)**FIGURE 8.** Aerial Photograph of The Site (3)**FIGURE 9.** View looking south west from the High Road (4)

THE SITE

EXISTING PHOTOGRAPHIC RECORD - CONTINUED



Not to scale



FIGURE 10. View of shop fronts from the High Road (1)



FIGURE 11. Nos. 823-829 High Road (2)

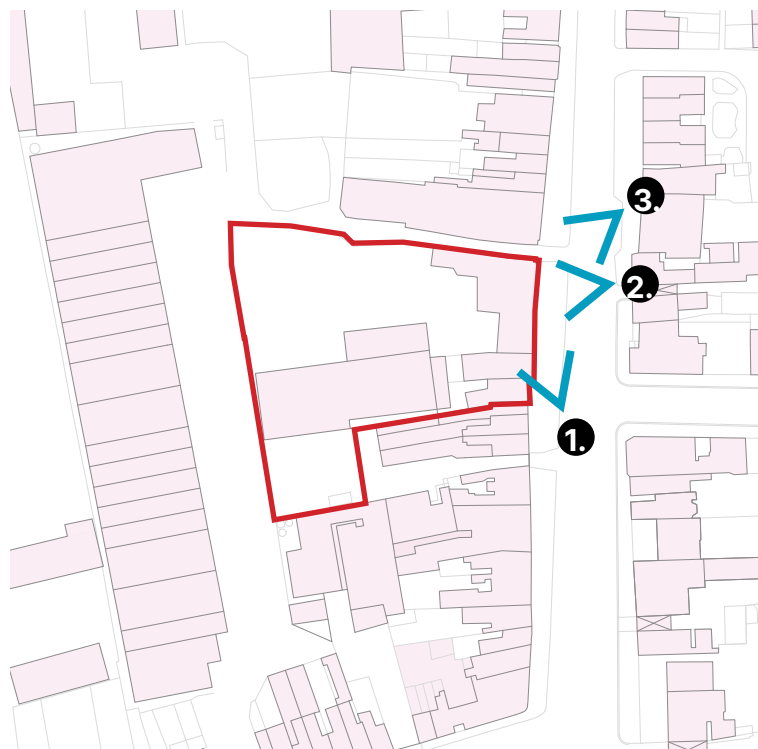


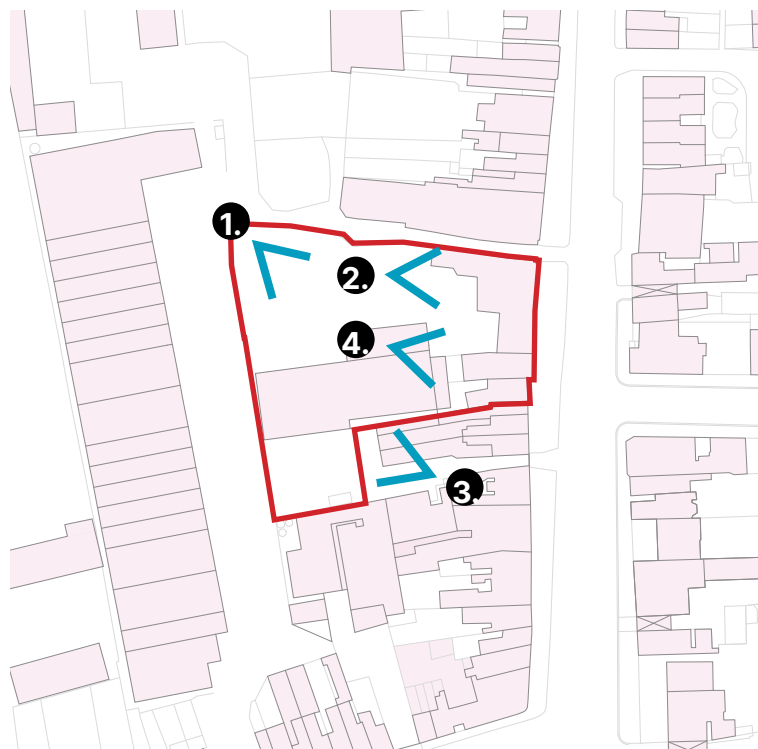
FIGURE 12. View of site High Road Frontage from the East side of the High Road (3)

THE SITE

EXISTING PHOTOGRAPHIC RECORD - CONTINUED



Not to scale

**FIGURE 13.** View of large car park in the north west of The Site (1)**FIGURE 14.** Rear of nos. 823-829 High Road (2)**FIGURE 15.** Small car park in the south west corner. (3)**FIGURE 16.** Rear of nos. 819-827 High Road (4)

2.2 SITE TOPOGRAPHY



The Site is oriented east west, rising from 11.8m AOD at the High Road to a consistent level of approx. 12.8m AOD from the rear of the High Road properties to the western edge of The Site.

There is an average drop from 13.7m at the Peacock Industrial Estate to 12.9m AOD on the western edge of The Site along the boundary.

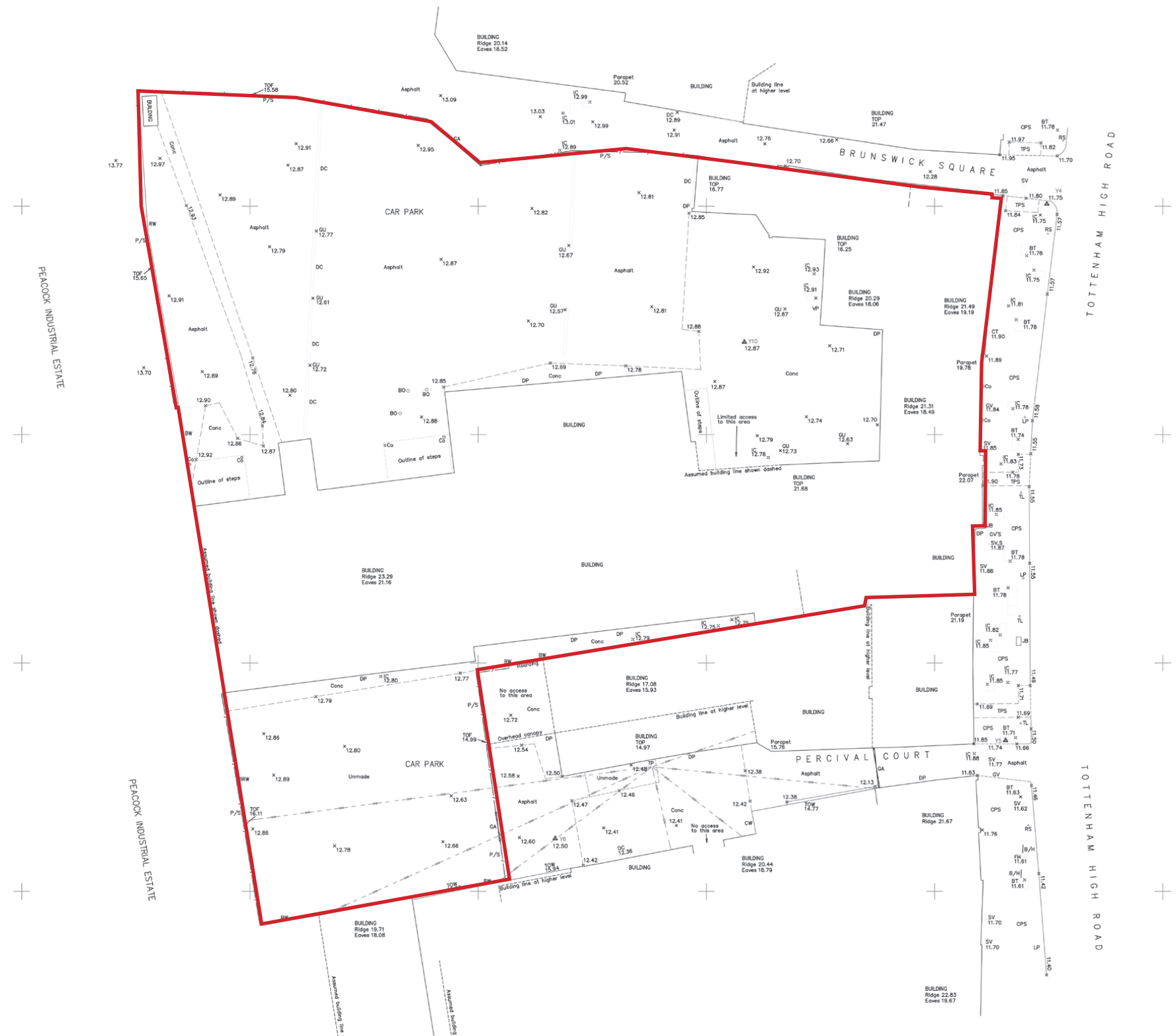
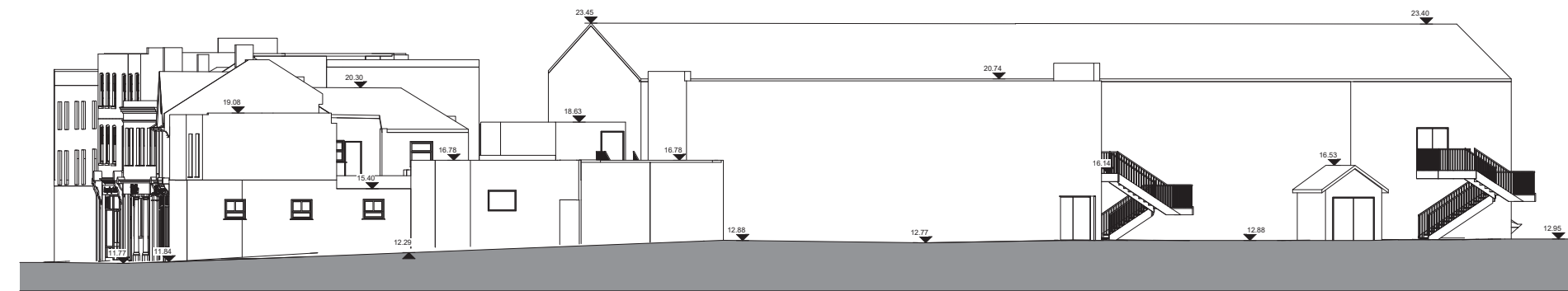


FIGURE 17. Topographical Site Plan

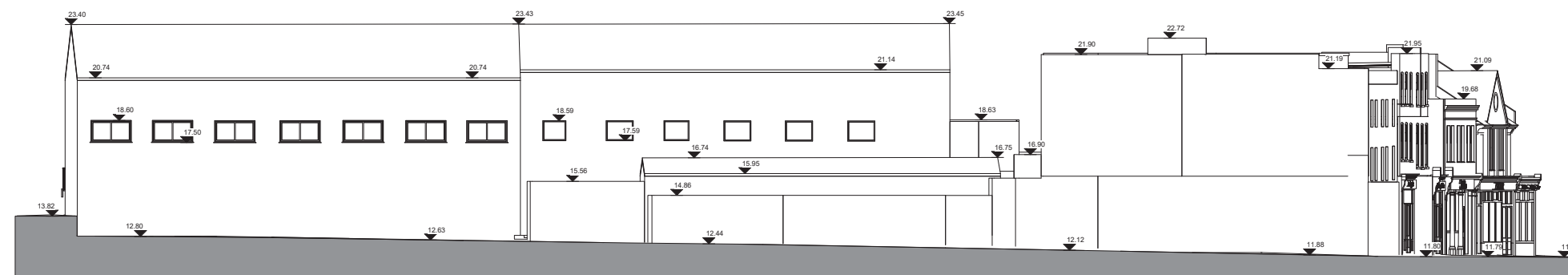
SITE TOPOGRAPHY



Not to scale



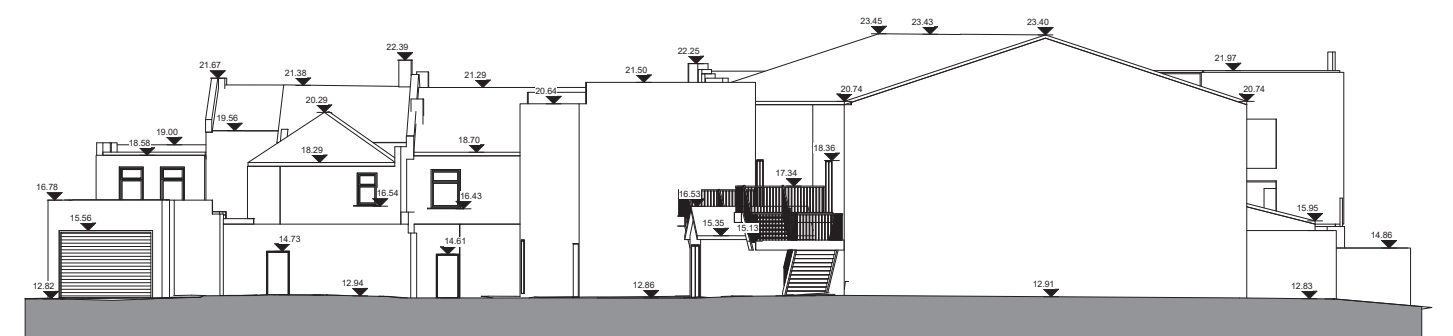
1. North Elevation
1 : 100



2. South Elevation
1 : 100



3. East Elevation
1 : 100



4. West Elevation
1 : 100

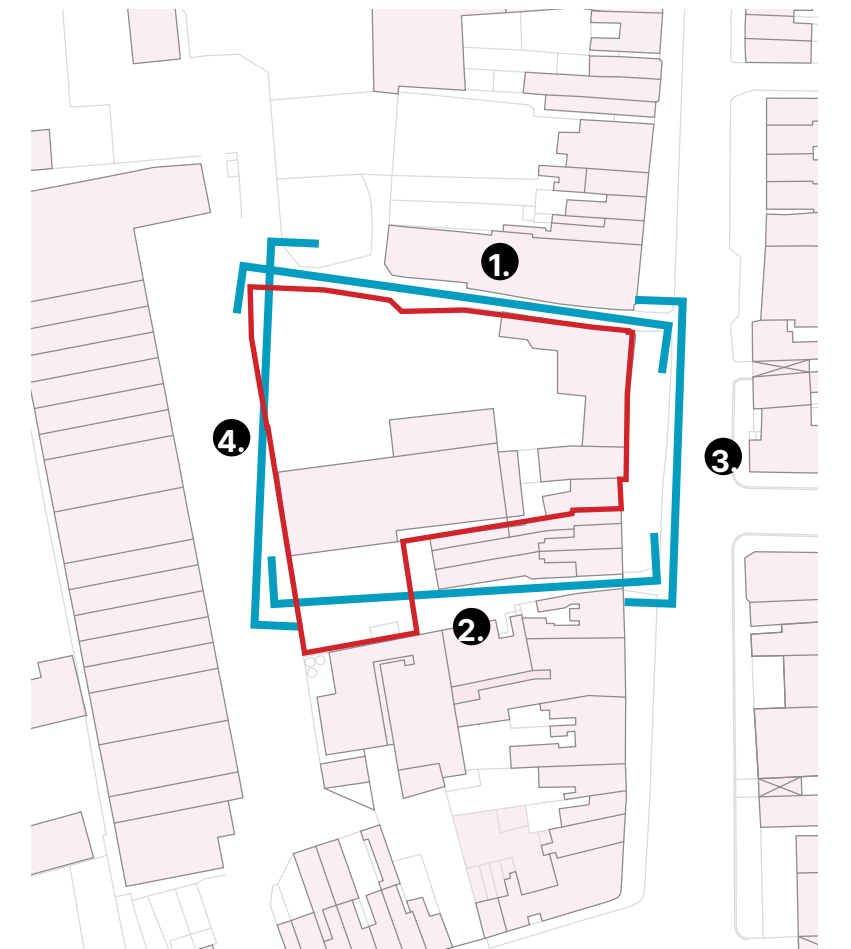


FIGURE 18. Topographical Site Sections

2.3 FLOOD RISK



Not to scale

The culverted River Moselle runs underneath White Hart lane, south of The Site, but The Site does not sit within any flood zone.

A Flood Risk Assessment has been prepared by Buro Happold and is included with this application.

KEY

- Flood Zone 2
- River Moselle
- Application Site Boundary
- NT5 Site Boundary

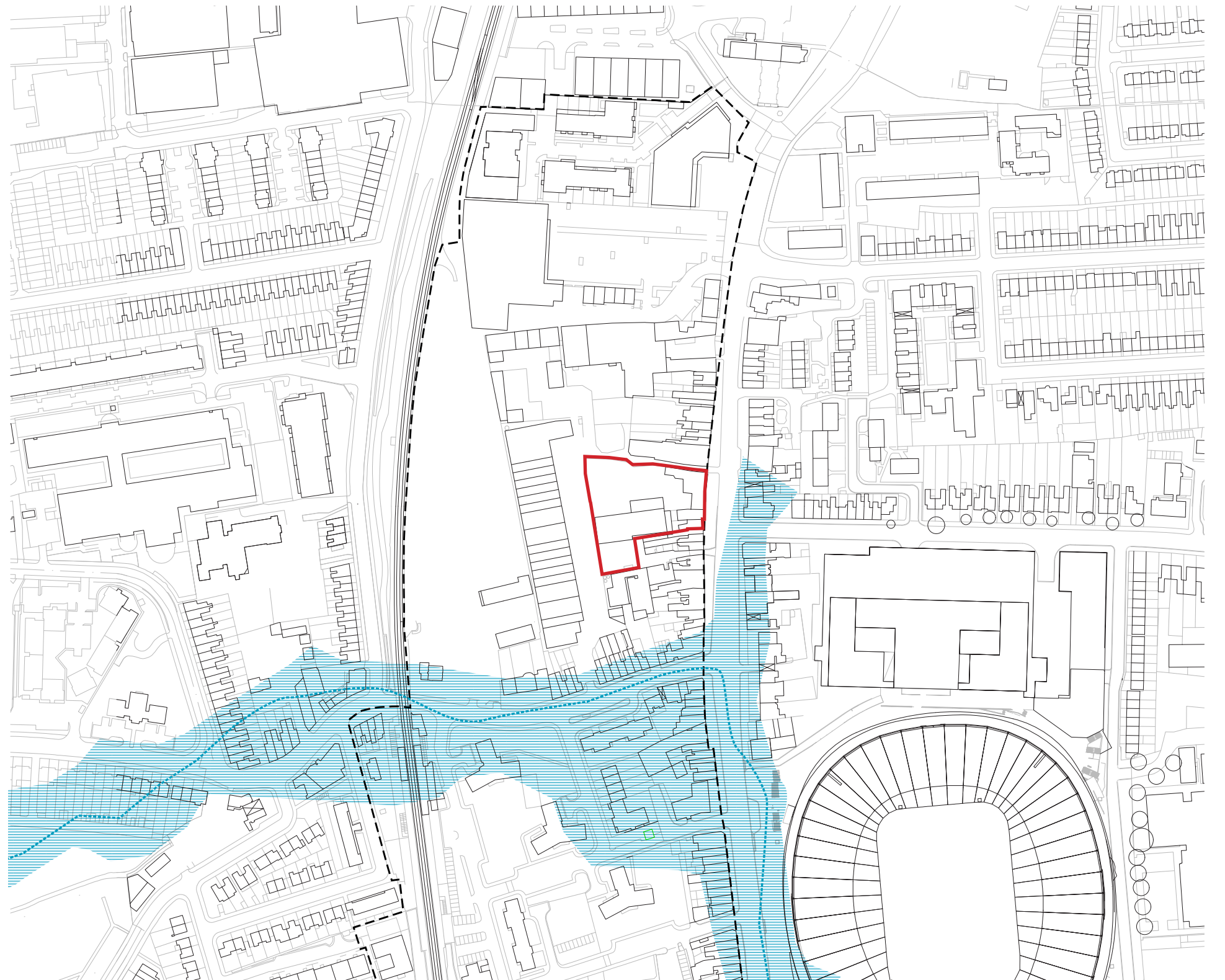


FIGURE 19. Flood Risk Diagram

2.4 CONNECTIVITY



Not to scale

The Site is located adjacent to the High Road and Northumberland Park retail district, allowing residents to access the local retail, services and amenities on foot. Pedestrian infrastructure in the vicinity of The Site is good, with a signal-controlled crossing point on the High Road directly to the east of The Site.

Pedestrian facilities in the area have recently been considerably improved. These are associated with the TH Stadium redevelopment, which has seen improved crossing points, widening of pavements and the creation of public squares/ plazas.

The Site benefits from a range of good Public Transport Accessibility Level (PTAL) ratings from 5-4 as indicated in the adjacent diagram, achieving a high rating of 5 to the southern boundary with Percival Court and the south east of The Site's High Road Frontage, and a rating of 4 to the northern boundary along Brunswick Square and the north eastern part of The Site's High Road frontage.

The majority of The Site area is classified as PTAL 4

KEY

-  0 (Worst)
-  1A
-  1B
-  2
-  3
-  4
-  5
-  6A
-  6B (Best)

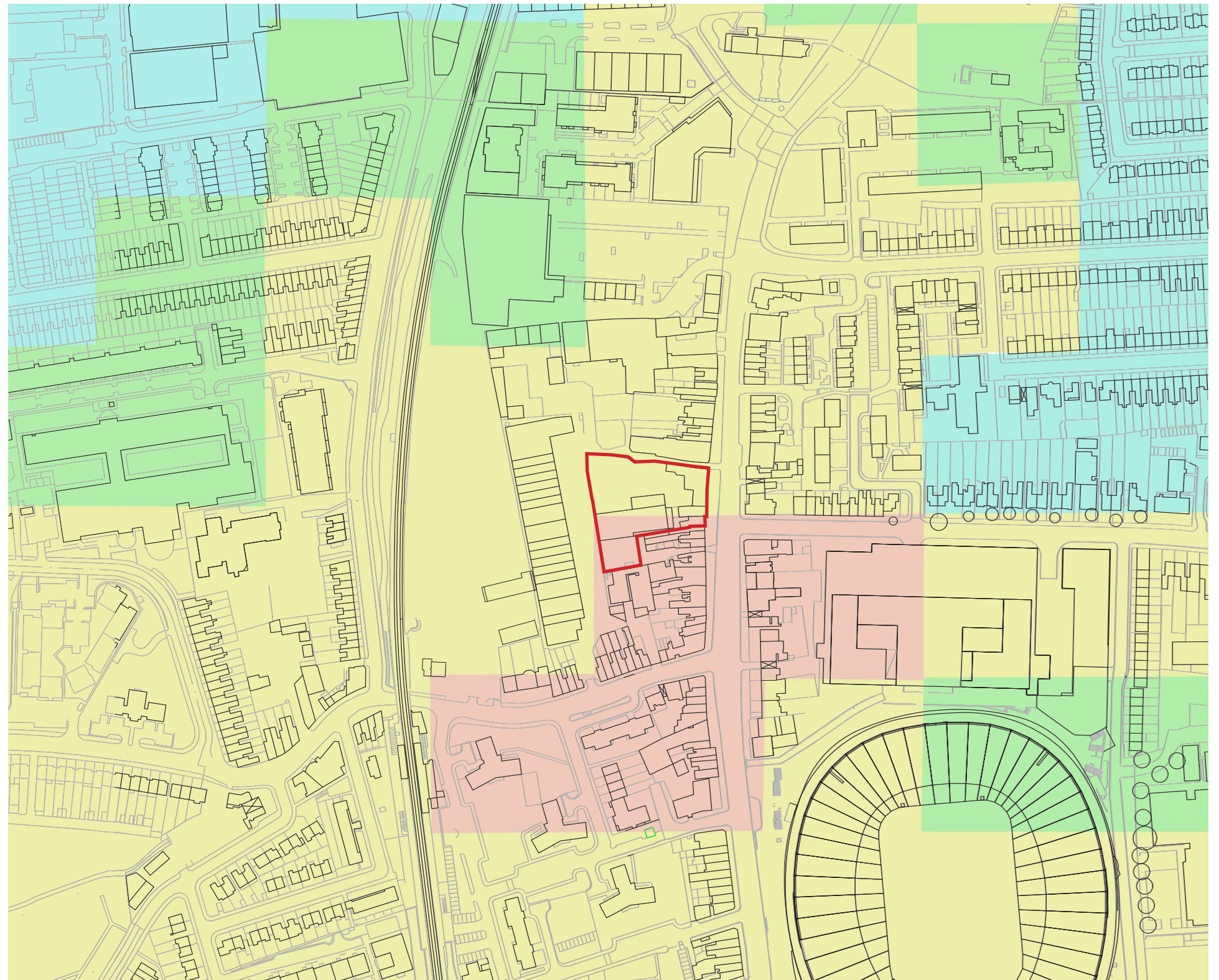


FIGURE 20. PTAL Diagram

CONNECTIVITY

Pedestrian Access to the east of The Site is from a pavement running along the High Road, with both pedestrian and vehicular access to the north and the south of The Site coming from an existing shared surface along both Brunswick Square and Percival Court.

The Site is within a short walking distance of bus stops on The High Road, White Hart Lane and Northumberland Park and the White Hart Lane Overground Station is a short walk from The Site to the south west. There are five main bus routes on the High Road (149, 259, 279 and 349) and the frequent W3 services running east west along White Hart Lane and Northumberland Park as well as several night services operating in the area.

White Hart Lane station has recently been subject to significant refurbishment and upgrade works to provide a new ticket hall, step free access and new entrance. Services run approximately every 15minutes on recently upgraded Overground rolling stock (with greater capacity and frequency) running in to Liverpool Street, Enfield and Cheshunt. The Site is also within a 1400m (18minute) walk of the West Anglia Station serving Liverpool Street and Stansted at Northumberland Park.

The Cycle Superhighway Route 1 (CS1) completed in 2016 provides a link from Church Road just south of White Hart Lane to Liverpool Street Station in the south and provides dedicated infrastructure for cyclists along much of its route including a mixture of segregated and non-segregated cycle lanes.

On event days at the TH Stadium Controlled Parking Zones are in operation and road closures are implemented. Full details with regards to transport arrangements for The Site are covered within the reports prepared by ARUP and included in the application submission.



FIGURE 21. Newly Refurbished White Hart Lane Station

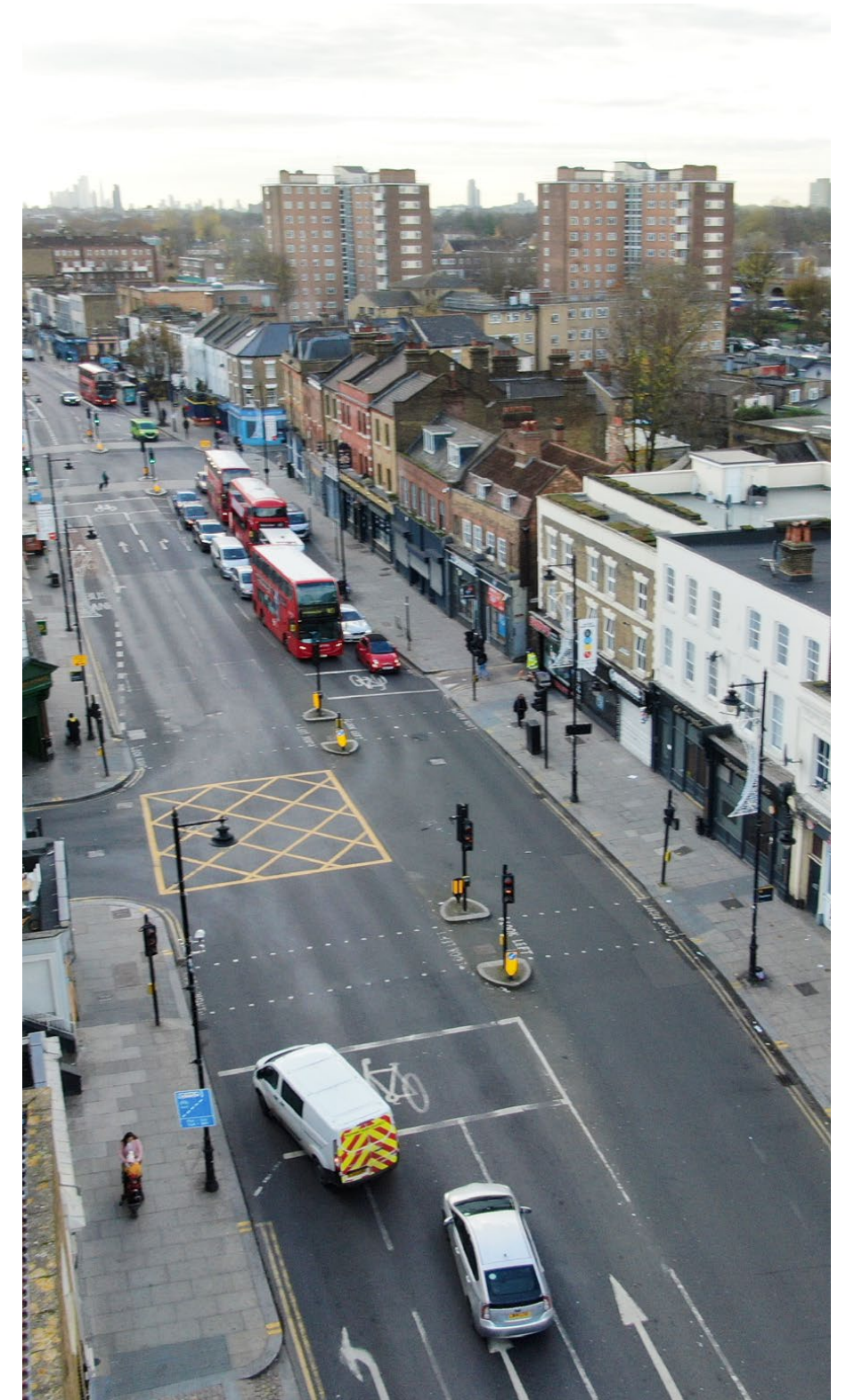


FIGURE 22. Transport Links Along the High Road

CONNECTIVITY



FIGURE 23. Pedestrian Accessibility Analysis

KEY

- Site Boundary
- NT5 Site Boundary
- Good Accessibility
- Medium Accessibility
- Poor Accessibility

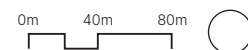


FIGURE 24. Public Transport Network

KEY

- Site Boundary
- NT5 Site Boundary
- Public Transport Route
- Railway
- ⊕ Bus Stops
- ⊕ Overground Station

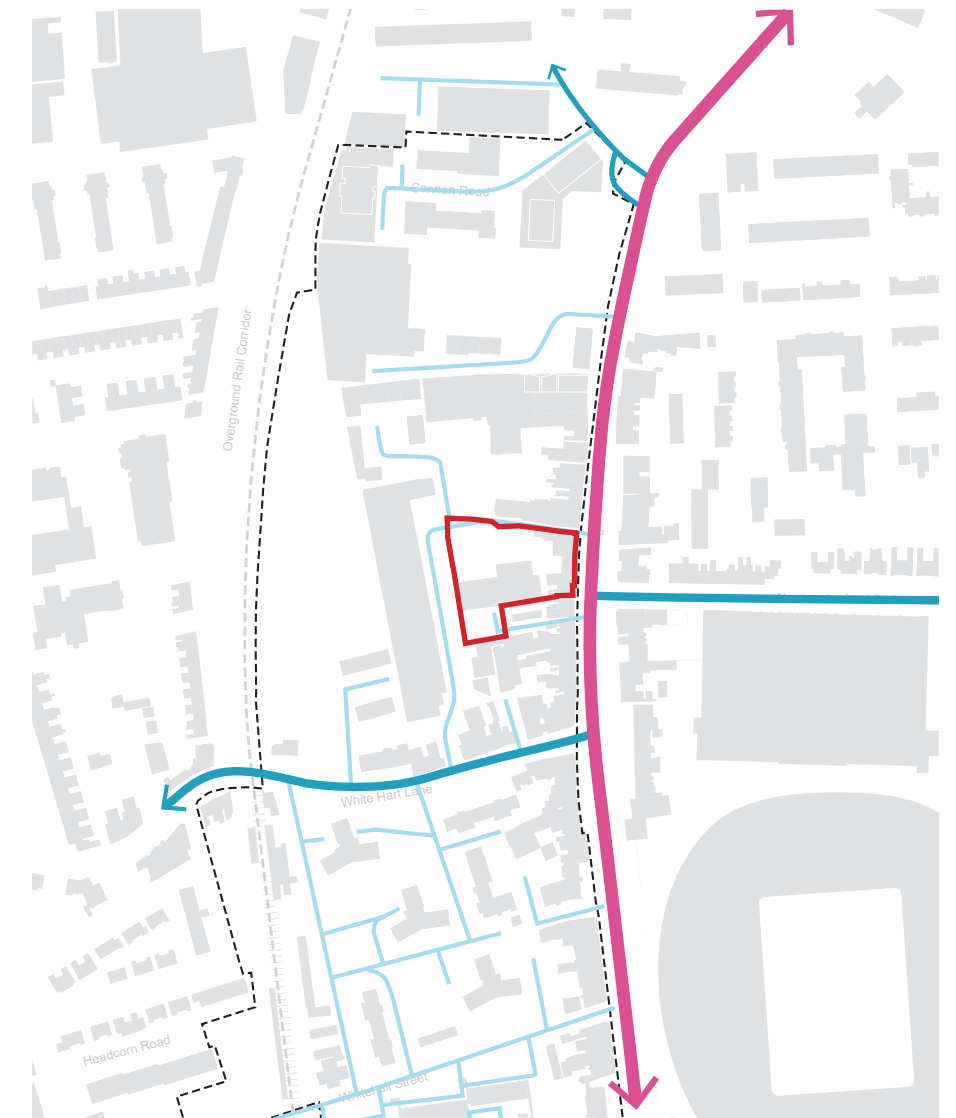
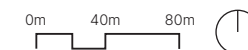
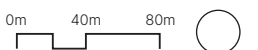


FIGURE 25. Road Network

KEY

- Site Boundary
- NT5 Site Boundary
- High Road
- Primary Road
- Tertiary Road



2.5 OPEN SPACE



There is a range of provision and distribution of metropolitan and district scale parks and gardens in the area, including Bruce Castle Park and Lee Valley Regional Park further afield. There are six open space facilities with play provision within 15 minutes walking distance from the High Road which provide the following facilities:

- Pymmes Park - hard tennis courts
- Craig Park - playground, outdoor gym, basketball court and tennis court
- Florence Green Park - playground and basketball court
- Hartington Park - playground, multi-use games area and a kickabout area
- Bruce Castle Park - hard macadam public tennis courts, bowling green and basketball courts
- Weir Hall - play area

Other significant open space amenities include the Tottenham Cemetery, which can be used as a walking route away from the road and Tottenham Marshes, which sits within the Lee Valley.

LBH's Open Space and Biodiversity Study (October 2014) reinforced earlier studies that identified a deficit in district-scale natural green space and a deficit of small local-scale parks, gardens and natural green spaces in the Northumberland Park area.

The proposals offer the opportunity to provide for the needs of new and existing residents.

The landscaping design for The Site has been undertaken by Re-Form, and can be found in section 5 of this document.

KEY

- | | | | |
|--|--------------------------|--|-----------------------------|
| | Site Boundary | | Significant Local Open Land |
| | NT5 Site Boundary | | River |
| | Lee Valley Regional Park | | Culverted River |
| | Metropolitan Open Land | | |



FIGURE 26. Open Space Diagram

2.6 SITE HISTORY AND HERITAGE CONTEXT

2.6.1 SITE HERITAGE CONTEXT

The High Road originated as Ermine Street, the Roman road from London to Lincoln and York. A small settlement was recorded in the area in the 1086 Domesday survey and a manor house was recorded in 1254, near The Site of Bruce Castle.

The High Road (known historically as Tottenham Street) was an important route in and out of London to the north. The settlement developed linearly, lined with inns to serve travellers. The village centre was some distance to the south of The Site, marked by the High Cross, commemorating the medieval wayside cross that stood there, and the adjacent Green.

By the 16th century, Tottenham was a favoured rural retreat for city merchants, with several mansions built along the High Road, such as the Black House, on The Site of Northumberland Terrace, and Sir Abraham Reynardson's House on the Green. Tottenham at this time became an attractive place of residence for wealthy Londoners.

*To be read in conjunction with the heritage statement

KEY

- Site Boundary
- NT5 Site Boundary
- North Tottenham Conservation Area
- Locally Listed Building
- Grade II/II* Listed Building
- A** 823-829 High Road, Locally Listed
- B** 819-821 High Road, Grade II Listed
- C** Station Master's House, Locally Listed
- D** 'The Grange', Grade II Listed
- E** 867-869 High Road, Grade II Listed
- F** 816-820 High Road, Grade II Listed
- G** Northumberland Terrace, Significant Grouping of Grade II*, Grade II, and Locally Listed Buildings

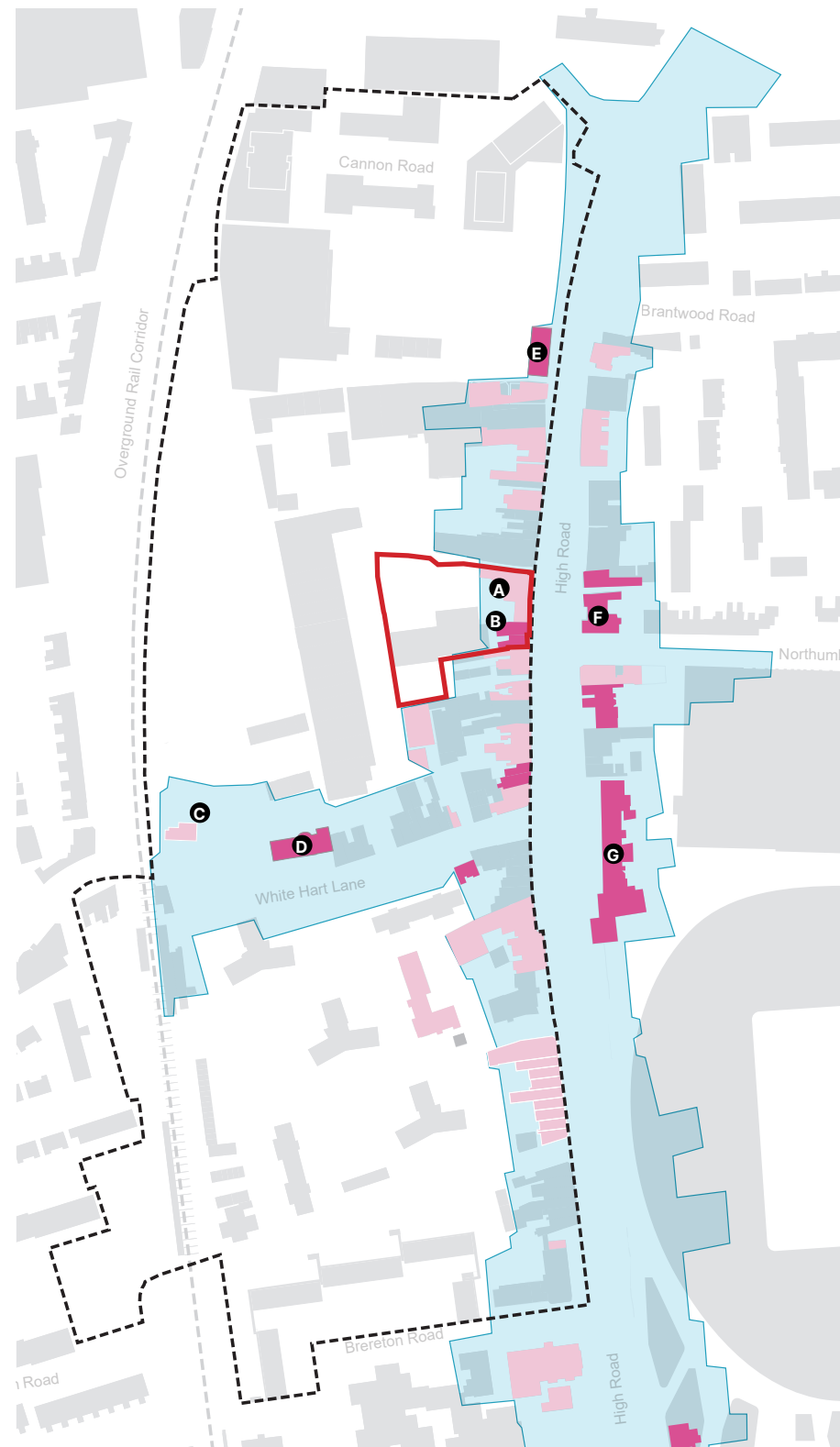


FIGURE 27. Heritage Context Diagram

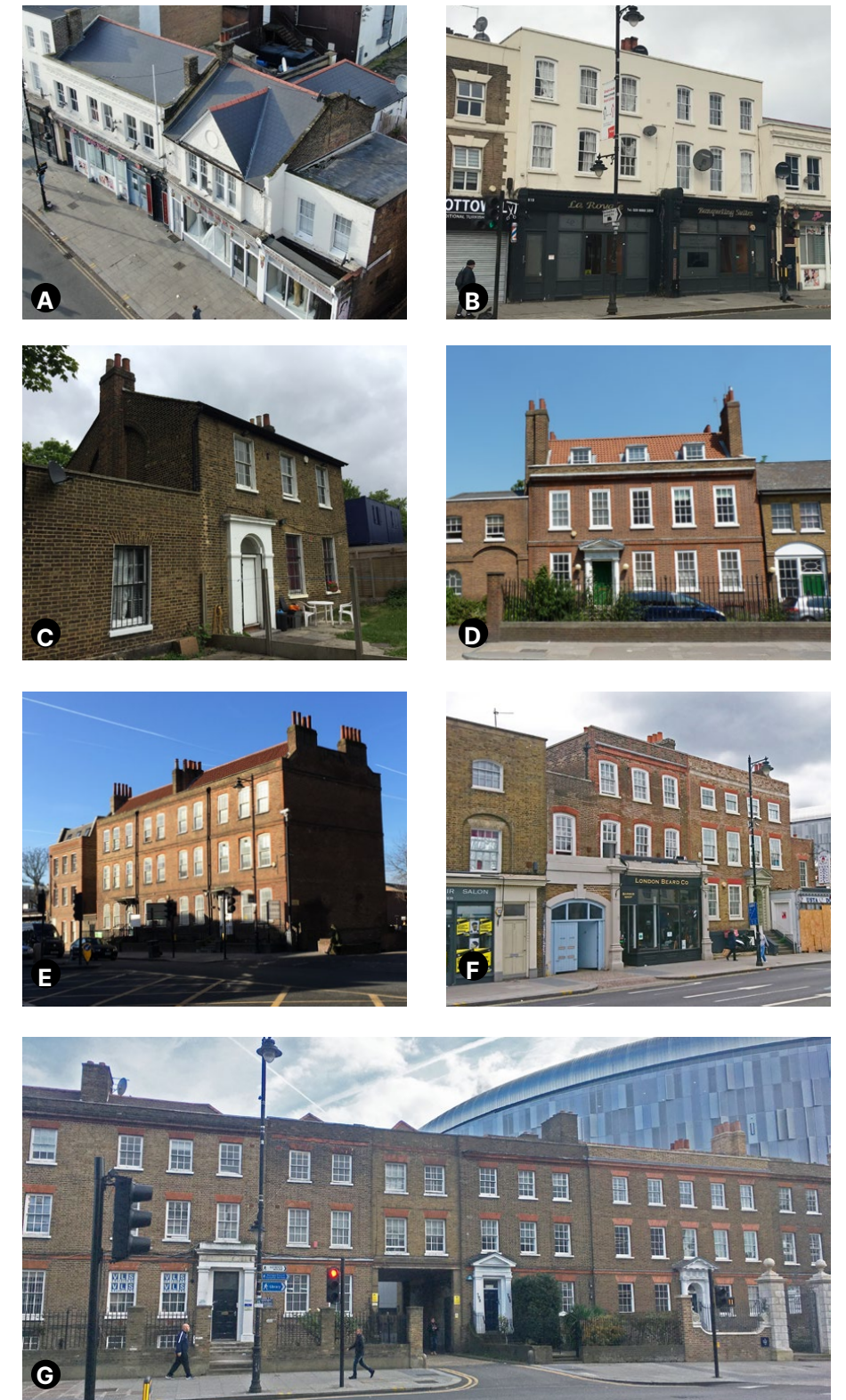


FIGURE 28. Heritage Context Images

SITE HISTORY AND HERITAGE CONTEXT



Not to scale

2.6.2 HISTORICAL MAPS

KEY

- Site Boundary
- The Print Works

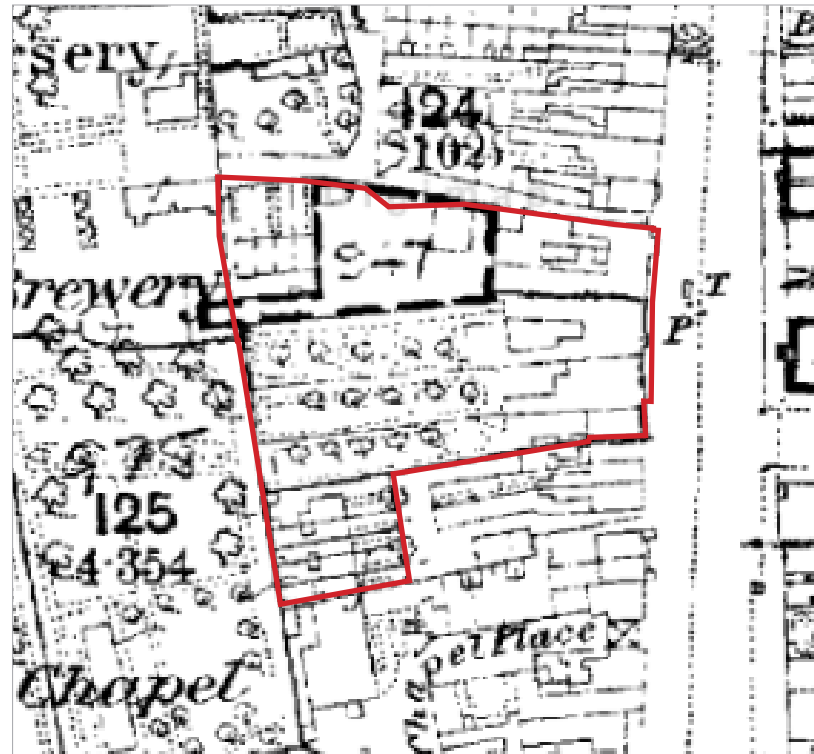


FIGURE 29. 1860s*



FIGURE 31. 1930s

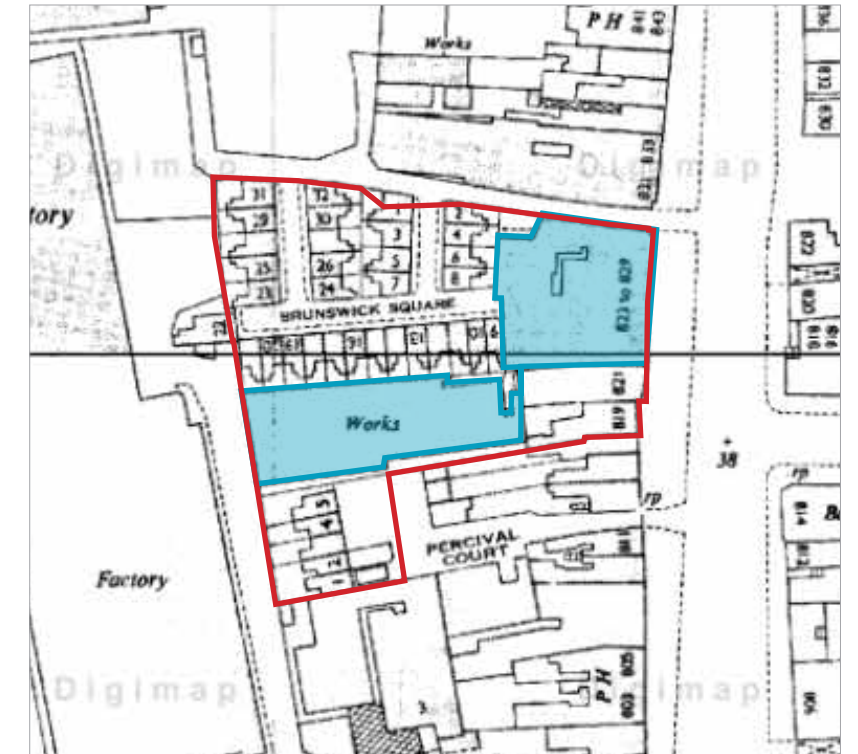


FIGURE 33. 1960s

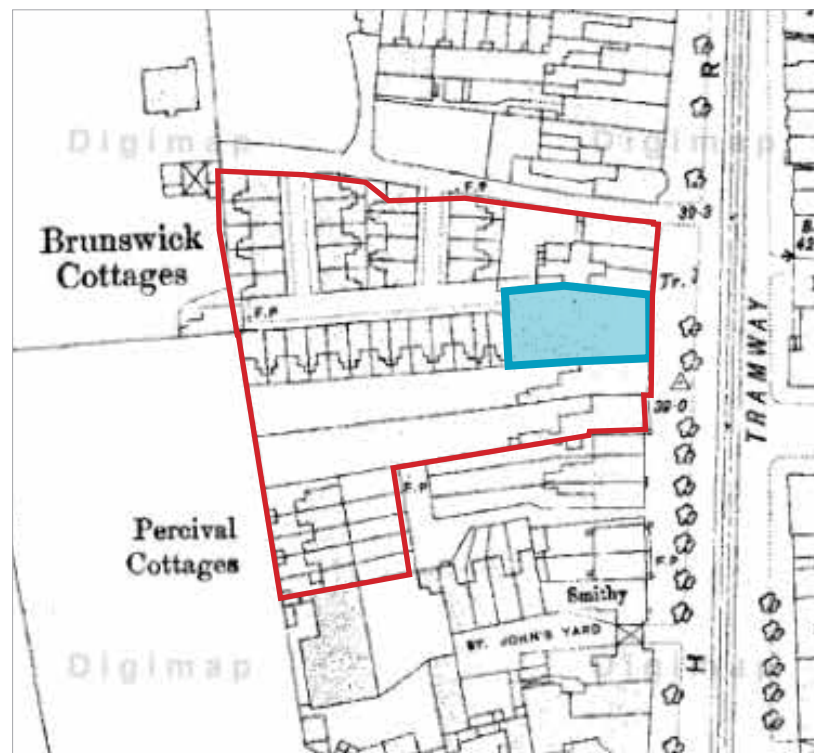


FIGURE 30. 1890s

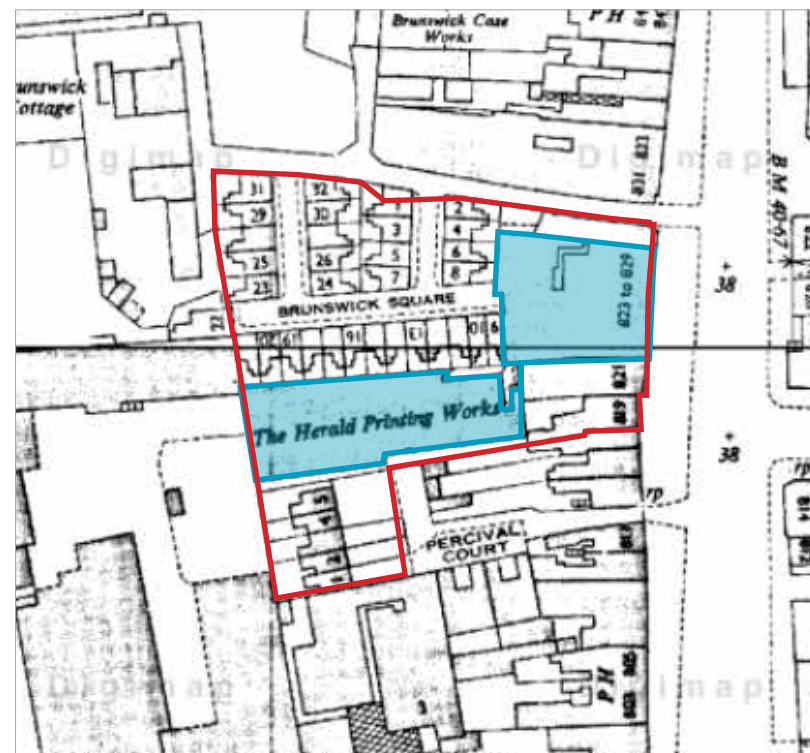


FIGURE 32. 1950s

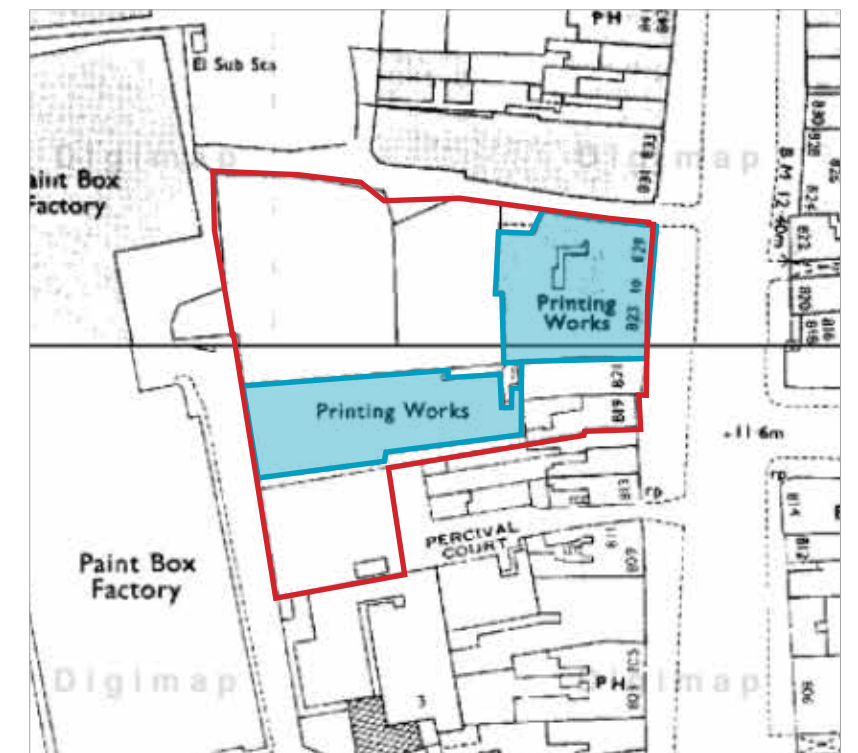


FIGURE 34. 1970s

* It is unknown whether the Tottenham and Edmonton Weekly Herald was present on site at this time

SITE HISTORY AND HERITAGE CONTEXT

2.6.3 SITE HISTORY

The 1860s Ordnance Survey map (Figure 29) shows the High Road frontage of The Printworks site as developed land. The listed buildings (easily identifiable by the step in the frontage, which still exists in the line of the staggered shop fronts) had domestic rear gardens and must have been in residential use, as had the building immediately to the north. Brunswick Square was an alleyway at this time, and the map shows a large block to the south of it, the Brunswick Brewery, as well as a row of small cottages.

The 1890s Ordnance Survey map (Figure 30) shows the redevelopment of the High Road frontage north of the listed buildings. Brunswick Cottages, a small pocket of terraced houses, had been developed behind the High Road. These had been demolished by the 1970s, in line with an overall effort within London to demolish so called 'slum housing'. The Printers Crusha and Son were based at No. 823 High Road from at least the 1890s and it seems possible that the change here between the 1860s and 1890s Ordnance Survey maps may have been associated with The Printworks. This became the Head Offices of the Tottenham & Edmonton Weekly Herald.

The 1930s Ordnance Survey map (Figure 31) records the amalgamation of the footprints of the listed buildings. The rear footprint of the combined properties was abutted by the large building now used for functions and known as the banqueting suite at the back of the listed buildings and extending the depth of The Site. This rear range was the Herald Print Works, as labelled on the 1950s Ordnance Survey map. The 1950s Ordnance Survey map (Figure 32) labels the rear range behind the listed buildings site as the Herald Printing Works. To the north, the individual building footprints of the High Road frontage had been amalgamated into one, and a large extension had been added to the rear of these.

Other businesses noted in the Kelly Directory, and present on site were: a Public House (Present in 1884 in 829), a Domestic Machine Warehouse (Present in 1884 in 821), Ironware Manufacturer (Present in 1884 in 825), a Smith (Present in 1984 in 827), Tobacco Engineer (Present in 1923 in 825-827) and Motorcycle agent (Present in 1948 in 819-821)



FIGURE 35. Tottenham and Edmonton Weekly Herald 1909



FIGURE 36. 'Tottenham and Edmonton Weekly Herald Offices 1908



FIGURE 37. Tottenham and Edmonton Weekly Herald Offices 1980



FIGURE 38. 819- 829 High Road 1880



Not to scale

SITE HISTORY AND HERITAGE CONTEXT

2.6.4 THE PRINTING WORKS

The Tottenham and Edmonton Weekly Herald was published from circa. 1860 and survived in various forms up until the 1980s.

Crusha and sons Printers was present on The Site from at least the 1880s, employing four men and ten boys in 1881. Edwin Herbert Crusha worked as a publisher's assistant and reporter in the 1860s before becoming the editor of the Tottenham and Edmonton Weekly Herald and registrar of births, deaths and marriages for Tottenham.

Both the printers and newspaper offices started out in No 823, in which they remained, and were present for a brief period in 821 in the 1930s. From the 1950s onwards, the business expanded into 825-827, encompassing 829 in the 1960s. .

The larger Herald print works was constructed behind No. 819 and No. 821 in the early 20th Century – much of the brick walls to this structure can still be seen on site today.

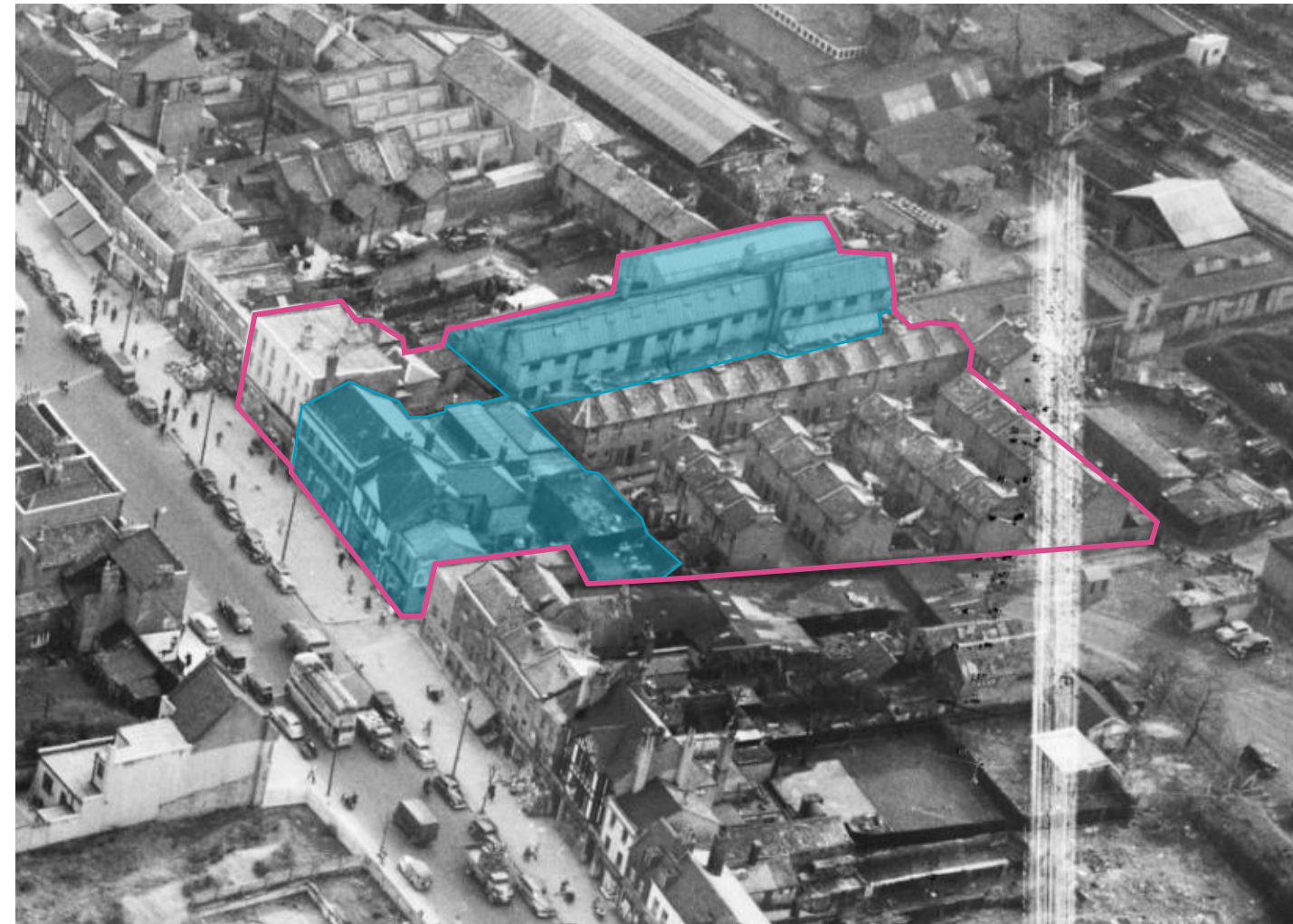


FIGURE 39. Aerial Photo 1952

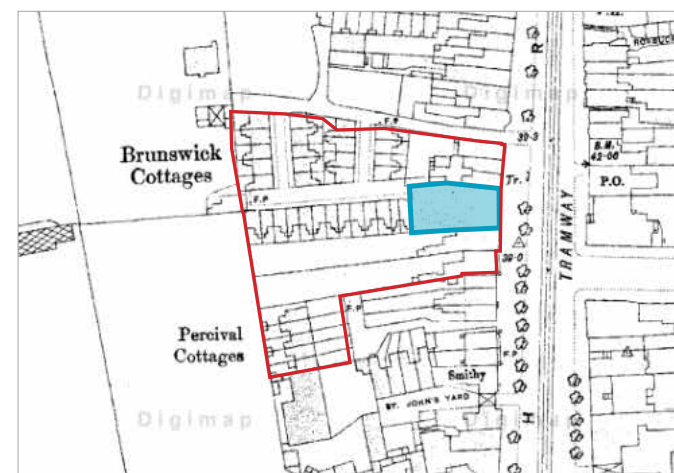


FIGURE 40. 1890s

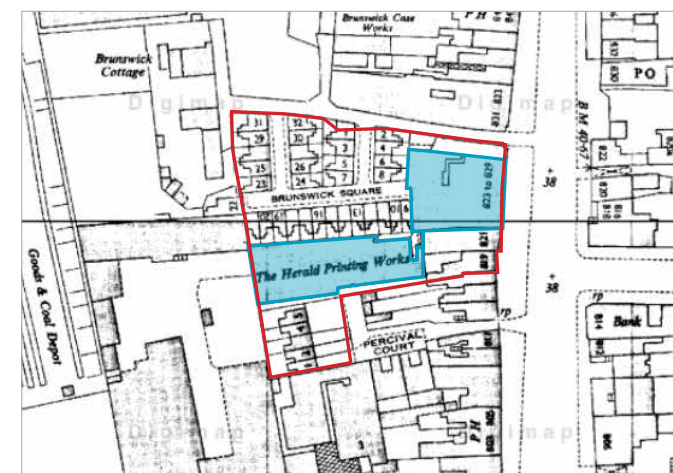


FIGURE 41. 1950s

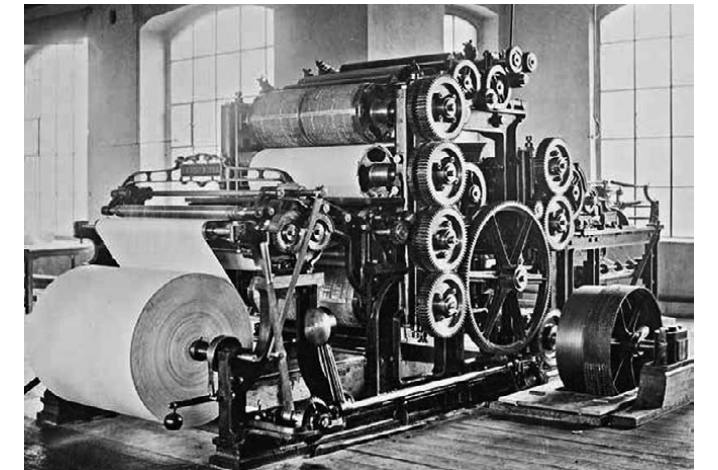


FIGURE 42. Example of Late 19c Printing Press



FIGURE 43. Example of Newspaper Printing Roller

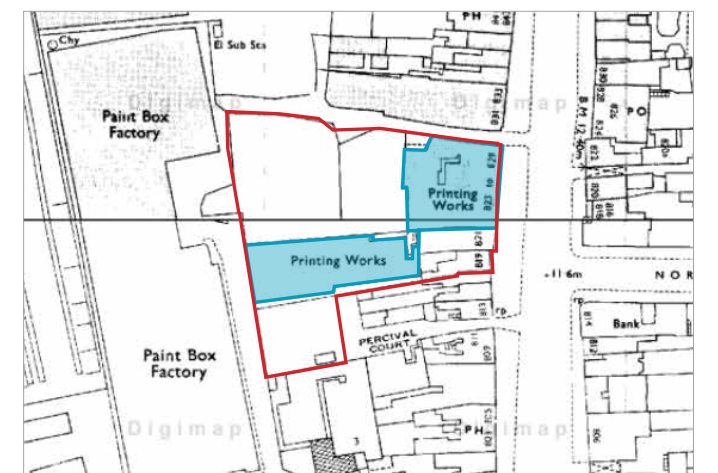


FIGURE 44. 1970s

KEY

- Site Boundary
- The Print Works

2.7 PLANNING POLICY

The Site is located within the London Borough of Haringey (LBH). The design has been undertaken having regard to the National Planning Policy Framework (NPPF) and against the relevant Development Plan which comprises:

- LBH Strategic Policies 2013 (with alterations adopted July 2017)
- LBH Development Management DPD (adopted July 2017)
- Site Allocations DPD (adopted July 2017)
- Tottenham Area Action Plan (adopted July 2017)
- London Plan (March 2021)

Applicable site-specific policies are summarised as follows:

- Northumberland Park Growth Area (Policy SP1)
- High Road West Site Allocation (Policy NT5)
- Archaeological Priority (Policy SP12; DM9)
- North Tottenham High Road Conservation Area (Policy CSV1)
- Family Housing Protection Zone (Policy DM16)
- Critical Drainage Area (Policy DM26)
- Listed Buildings within or surrounding (Statutorily and locally)
- Upper Lea Valley Opportunity Area

A critical test of the proposals will be adherence to the LBH Development Management DPD (adopted July 2017).-DM1(A) Delivering High Quality Design (Haringey Development Charter). These are outlined as follows:

All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:

- Relate positively to neighbouring structures, new or old, to create a harmonious whole;
- Make a positive contribution to a place, improving the character and quality of an area;
- Confidently address feedback from local consultation;
- Demonstrate how the quality of the development will be secured when it is built; and
- Are inclusive and incorporate sustainable design and construction principles.

A detailed assessment of planning policy matters is addressed within the accompanying Planning Statement prepared by Quod and included within the application submission.