



CIVITAS TOTTENHAM

THE NEWSLETTER OF THE TOTTENHAM CIVIC SOCIETY

WWW.TOTTENHAMCIVICSOCIETY.ORG.UK

Compton Crescent Library - under threat

This handsome library was built by Tottenham Borough Council in or around 1935. We don't know the architect yet, but no doubt this could be discovered in the archives at Bruce Castle Museum. The building was used as council offices for some years, before it was resolved to sell it late in 2011. The sale - for around £800,000 - was completed during the summer of 2012 and a planning application - HGY/2012/1949 - was submitted soon thereafter. This has since been withdrawn after protests.

The application called for total demolition of the existing structure, in order to build a modern block of flats. The building does not lie in a conservation area, and it is not locally listed though, in the opinion of Richard Parish at English Heritage, it is an obvious candidate for local listing. Its attractiveness is slightly marred by ugly signage, bins and wire mesh covering the windows.

The building is in north Tottenham, set among the attractive 1920s and 30s houses built by Tottenham UDC, just to the west of the Great Cambridge Road near the footbridge. Built of red brick, the exterior is completely original, with grand artificial stone door surrounds, tiled roof and a copper cupola with clock. Just north of the building is a large open green space that is not included in the proposals.

TCS objected to the plans to demolish it, but we are unsure how to save the building now that it is owned by a property developer. We would like to see the building added to the local list, but the Council has said that it does not have the resources to add any more buildings to this list. We find this very troubling and hard to justify. Our understanding is that a long list of buildings (not including Compton Crescent) was prepared for addition to the local list, so most of the work has already been done. The additions would then have to be accepted by the Council's planning sub-committee. Local listing may not save this beautiful former library building, but it would strengthen the argument to retain it as part of a sensitive new development.



Left: Compton Crescent Library - under threat of demolition. In our view this building has been overlooked because of its location, remote from most of the historic buildings in Tottenham. It is one of the most impressive buildings in White Hart Lane ward.

PLANNING NEWS

2 Kings Road - HGY/2012/1187 and 1188

Good news is that proposals for 2 Kings Road (pictured) have been turned down. The saga of this very attractive small Georgian farmhouse/cottage began when its long time owner passed away and the house was put on the market. We understand that its new owners rented it out to people who quickly made the lives of neighbours a misery. You can see the satellite dish on the listed exterior, and a hole was also knocked into the listed garden wall. The garden itself went into rapid decline. The breaches of planning were referred to the Council and we are pleased to say that these have been rectified at the time of writing.

Planning applications were submitted for the garden, the new owners arguing that there was no need or desire for gardens in Tottenham these days. The first application was withdrawn but a second was put forward, for an absurdly named 'Orangery'. Suffice to say that there was no intention to grow oranges or indeed any other Mediterranean citrus fruits on the property. These applications have also now been turned down. We would say there is a great need for gardens to be protected in Tottenham, especially historic listed ones, and these small green oases must be conserved if we are to ensure the quality of life of residents, now and in the future.



Former Cannon Rubber Factory - 'Brook House' - HGY/2012/2128

This is a major site at the north end of Tottenham High Road. The proposals are for a 22 storey tower, other smaller residential buildings, and a school located on the High Rd. Our concerns about this are

the height of the tower, the materials used - metal cladding among them - and also the situation of the school on the major road, with very little amenity space included for pupils.

530-536 High Road - HGY/2013/0033

This is the site of the former Post Office that was destroyed in the riots of summer 2011. The original building was thought to date from the 1820s and probably should have been nationally listed, being a handsome parade of Georgian houses, unaltered apart from the late Victorian/Edwardian shop extensions at the ground floor.

The Council's design brief asked for "a building which would have a positive impact on the character of

the Bruce Grove Conservation Area". Sadly, the architects have come up with something that, if it were ever constructed, would be catastrophic for the area and for Tottenham as a whole. The building, in stark red brick with metal-clad balconies in uncompromising modern urban style, would be an oppressive mistake at this rather narrow point of Tottenham

High Road. The application itself is extremely brief and is muddled in its terminology - confusing Georgian, Victorian and Edwardian, which does not inspire confidence in the least.

We have argued before that balconies overlooking the High Road are not an appropriate design solution, and this view was shared by local councillors at the Development Management Forum held in early February. They are also concerned by the mass of the building, which would contain sixteen flats, as opposed to the eight flats in the Georgian building that was so tragically lost. Is it too late to ask for reinstatement of this much-loved monument? We urge all members to object to these proposals as soon as possible.

The Fountain Public House - HGY/2013/0141

The architect's drawing below shows the new proposed elevation for the building. The actual footprint of the building will not increase, but they are adding space at the first and second storey so as to create more bedrooms. The intention seems to be to convert the building into a hotel or hostel. Our concern previously has been to protect the Fountain's garden to the rear, and we must continue to resist any attempts to encroach on this. TCS members are encouraged to look at the plans and discuss through the TCS Yahooogroup.

705-707 High Road - HGY/2012/2172

Late last year a planning application was submitted for the gardens of these two houses. The handsome buildings form an important link between the High Road and the cluster of ancient buildings at All Hallows Church.

The Conservation Area character appraisal reads: '... Nos. 705 and 707 High Road are set in a secluded location behind a dense screen of trees and are accessed from Church Lane. No. 707, Moselle House, is a three storey early 19th Century Grade II listed building built from yellow London stock brick with a parapet and stone coping, gauged flat brick arched sash windows, and an oval plaque at second floor level inscribed 'MOSELLE HOUSE'. There is a prominent enclosed Doric porch with a 6 panelled

door and patterned fanlight on the north elevation onto Church Road. Its front boundary wall is local listed. The adjoining two storey local listed No. 705 is of similar origin and is also built from yellow London stock brick, but has a more restrained principal elevation.'

The new plans were for a terrace of five modern three-storey houses that would be situated near the bottom of the gardens, which run alongside Church Road. To allow the development, the listed original brick wall of Moselle House would have to be breached. The CAAC and TCS objected, as did a number of other people.

We were therefore very gratified to read the robust critique of the application by Rowena Scrimshaw, the new Principal Conservation Officer who has succeeded Mortimer MacSweeney, and by Richard Truscott, the Urban Design Officer. Mr Truscott commented, 'the currently proposed development is fundamentally unacceptable for reasons of its loss of existing listed garden walls, trees in the Conservation Area and impact on a Statutorily Listed building, a Locally Listed building and the Conservation Area.' In his view the houses, at three storeys, were too high, the juliet balconies were unsightly, and blank side walls were 'unrelieved and incredibly stark'.

The application was refused in January. The developer has since thrown in the towel, and the buildings are now on the market for £1.2m.



St Ann's Hospital Visit

In December a group of people representing various local organisations, visited St Ann's Hospital. We went to understand the plans currently being drawn up, which would involve sale of two thirds of the site for new housing. The eastern third of the total site would be retained as a community hospital. Below are photographs of two different ranges of the original 1890s hospital buildings that are under threat of demolition under the draft plans.



Above is one of the original Victorian buildings, of which there are several in the western half of the site. They are connected by attractive blue and white painted cast iron and glass covered walkways, and separated by small areas of garden with a range of ornamental shrubs and trees.

Pictured on the right is the workshop area, at the southern end of the site. It is a remarkable survival of the late Victorian/Edwardian period, complete with cobbled street. One could easily imagine a period drama being filmed here, if the extraneous 21st century signage and barrier were removed. To the south of this there is a belt of large trees that screens the site from the railway and provides a haven for wildlife (we saw a sparrowhawk and long tailed tits, among other birds, during our walk).



Some of the original buildings would be conserved, including the water tower (pictured in a previous issue of Civitas), Mayfield House and the gatehouses. There is some debate about retaining the largely original wall on the northern boundary. In my view it is very attractive and provides a welcome screen from busy St Ann's Road.

We heard two very different critiques of the plans during the walk. Haringey's Save our NHS campaign would like to see the whole site retained for NHS use and are campaigning for this. A contrasting view was that the whole site should be sold and the entire area linked in properly with the local streetscape, while conserving heritage buildings.

Focusing on the existing plan, my view is that involves an unnecessary amount of demolition of very attractive and historic buildings. These could be worked thoughtfully into any new design. They don't actually occupy a large percentage of the whole site, so the developer would not have to make big sacrifices to keep them. And as the picture left shows, they are in excellent overall condition. We understand that further consultations are coming, so this will be the chance for everyone to make their views known on this very important site in south Tottenham.

Matthew Bradby

Lawrence Road

- an offer you can't refuse

In December the council planning committee considered the Lawrence Road development (HGY/2012/1983). Both TCS and Tottenham CAAC had looked at these proposals and neither had objected, as the area needs development and the plans don't damage Clyde Circus conservation area. However there are issues of concern and these came up during the planning committee meeting.

The Unitary Development Plan (2006) designates the site as mixed residential and employment.

The proposal is overwhelmingly housing with some commercial/retail space on West Green Road and six live/work units. It is estimated that 13 to 48 jobs will be provided. Some of the objectors argued that there should be more employment but the council is fairly powerless to get employers to come to the area.

There will be 264 housing units of which 211 will be private, 45 shared-ownership and eight for rent. The planning department describes the latter two categories as 'affordable' although shared-ownership requires that the occupier gets a mortgage. In one sense all homes are 'affordable' – to someone – so it would be better to scrap the term 'affordable' altogether. The report did not give a breakdown between shared-ownership and rented. It was left to Councillor Meehan (who was standing in for a planning committee member) to complain that there were 'only eight homes for rent'.

It was also Councillor Meehan who raised the problem of 'buy to let' landlords purchasing the

private homes. Various planning committee members wanted action on this and although it was said that officers would have further discussions about the possibility of an 'informative' (not a condition), it is unlikely that buy to let landlords can be prevented from buying up whatever they want.

Another concern was the height of the blocks, which go up to seven storeys – enabling the developers to include the maximum number of units and ensure the 'viability' of the scheme. The planning department insisted that the height of the highest blocks will be lower than the height of 28 Lawrence Road (pictured below - outside the development zone and not

under threat), yet the developer's Design and Access Statement states categorically that 'Number 28 is a six storey block' when it is in fact only five storeys. Even allowing for the fact that the height of a residential storey is less than that of a factory, the height of the new blocks will be more than that of No. 28.

Particular concern was expressed about the seven-storey block fronting West Green Road. This issue was muddled by the planning committee being offered two different designs (both seven storeys). This was the only choice offered to planning

committee members. They made a choice but it is not clear whether what they chose was the best design.

For this size of development the developer should pay £2.9 million Section 106 contributions to the council. The developers originally offered £950,000 and subsequently £1.5 million which the council accepted. It would appear that they had little choice in this, as in other matters.



Joyce Rosser

It Took Another 177 pages: the GLA's independent report into Tottenham.

'It Took Another Riot' was published in December by the Mayor's independent panel on Tottenham. This overlong document contains an 'Overview' (one page), 'Ten Critical Recommendations' (five pages), 'Chairman's Foreword' (eight pages), 'Executive Summary' (one page), and 'Recommendations' (four pages). So with glossy photos it is page 44 before we get to the actual report which then has sixteen pages on 'Principal Recommendations'. To make matters worse, the 'ten critical recommendations' are not the same as the 'eight challenge-specific recommendations' or the seven 'principal recommendations'. Pages 107 to 177 are appendices – many of which could be shorter.

The report talks about 'decades of initiatives' and 'previous attempts to regenerate Tottenham' having failed. Tottenham's problems come from Britain's de-industrialisation that occurred as part of globalisation so it is hardly surprising that the funding and initiatives since the 1980s have not changed that.

It refers to the 'emasculatation' of local government that has left Haringey without the tools to tackle serious social problems. This is a nationwide phenomenon. It criticises 'tick box' exercises, but these have been forced on councils by central government. The report puts its faith in 'a new model in the mode of a City Deal'. Does this mean anything?

The report says that 'the community must share responsibility for the riots' and refers to 'some groups that resist any measures to better Tottenham, whilst continually blaming others for its problems' (p. 74). Who are these unnamed groups?

It wants a 'fresh focus on planning enforcement', yet the council currently has four planning enforcement officers compared with nine officers four years ago. The council's planning strategies are criticised because planning consents are 'unnecessarily difficult to obtain' (p. 78) yet it admits where consents have been granted 'the overall quality of design has been dismal' (p. 79).

It supports Grainger's development of Ward's

Corner, yet fails to see that the Ward's Corner Community Coalition is one of the most hopeful movements for Tottenham, with different groups coming together to fight for urban renewal whilst keeping local jobs and businesses.

The report states that 'Tottenham High Road is damaged by its role as a bus corridor' (p. 82). Some people might think that it is damaged by all the other vehicles that use it.

It applauds Spurs' decision to stay in Tottenham without mentioning the generous deal they got to stay (p. 83). Then it suddenly suggests that it might be a good idea for Spurs to be allowed to knock down the heritage buildings on its High Road frontage – this after the long fight it took TCS and others to persuade Spurs to change its plans and save these buildings.

It wants to reduce the number of shops, concentrate these in the Bruce Grove section of the High Road and increase footfall, apparently unaware how heavy footfall already is (of course what it wants is more affluent footfall). It wants to attract 'well-known multiples' although in view of the problems of high streets across the UK and the collapse of some of these chains, this seems a risky strategy. In contrast it could be argued that Green Lanes would provide a better model for Tottenham High Road.

At several points in this report it refers to "houses turned into shops without consent" (eg p. 81). What does this refer to? The only examples I can think of are Georgian and Victorian terraced houses that had single storey shops erected in front of them. 530-536 High Road, before it got demolished, was an example. But the shops were built about a hundred years ago. And you find the same thing in almost every other part of London.

In seeking more jobs, it argues for 'joined-up' thinking, 'joined-up' delivery and 'holistic programmes'. Yet throughout the report there is no mention of Haringey Council's various 'green jobs' initiatives even though some of these are supported by the GLA.

There is no mention of the council's many heritage-led regeneration schemes which have been implemented over the past ten or so years and which

include the restoration of Victorian and Edwardian shopping parades, or the wonderful Town Hall. Yet this work is mentioned in the Tottenham Taskforce's 'A Plan for Tottenham' which included Stuart Lipton as a member.

The report talks about 'charities' (what we usually call voluntary organisations). There are frequent mentions of 'charismatic charities' and those with the 'loudest voices' getting unfair influence. What is the evidence for this or is it just one disgruntled informant's viewpoint?

The report frequently says it wants more 'fun' for Tottenham and talks about cinemas, music venues and theatres. It briefly mentions that youth clubs have been cut from eight to five centres (p. 96), with several of these barely functioning.

Joyce Rosser

Editor's Note: We are particularly concerned about the report's unwelcome and untimely comments about the listed buildings near the Spurs stadium, and are seeking reassurances on this point.

New Project Director for Tottenham

Anne Lippitt, the former Project Director for Tottenham, has now moved on to new challenges. Some of you will remember her excellent presentation at our last AGM at Bruce Castle Museum. Her successor is Bernadette Marjoram, and we look forward to working with her.

A further note on Tottenham's industrial heritage

In 1973 Tottenham contained many engineering and light industrial firms whose names were household words. (fn. 20) Gestetner, the largest duplicator manufacturers in the world, had some 3,000 employees at their Tottenham plants. John Dickinson & Co. employed c. 900 in making stationery at their Basildon works, Keith Blackman employed 750, and Barratt & Co. (from 1966 a member of the Geo. Bassett group) c. 700. Other firms with work-forces of several hundred included Kolok (from 1963 a division of Ozalid Ltd.), Maynard's, with 590, Charrington & Co., with 500 at a bottling and keg store in Brantwood Road, English Abrasives Ltd. and Wonder Bakery (a branch of Spillers-French Baking) with 450 each, Cannon Rubber, with over 360 at Ashley Road and High Road, and Whitbread's, with c. 250 at their bottling depot. London Transport had a staff, including bus crews, of c. 710 at its Tottenham garage and 420 at its Wood Green garage.

From: 'Tottenham: Economic history', A History of the County of Middlesex: Volume 5: Hendon, Kingsbury, Great Stanmore, Little Stanmore, Edmonton Enfield, Monken Hadley, South Mimms, Tottenham (1976), pp. 333-339. URL: <http://www.british-history.ac.uk/report.aspx?compid=26989>
Date accessed: 31 January 2013



New Sculpture in Lordship Rec

Left: The photograph shows the new sculpture of a 1920s/30s bicycle in the historic model traffic area in the Rec. Designed by Jack Gardner originally from Tottenham and manufactured by his grandson James Gardner in 2012.

“The largest furniture factory in the world”

Harris Lebus (1852 – 1907)

by Mustafa Suleman

Harris Lebus took over the family cabinet making firm in 1879 when his father Louis Lebus died. Louis Lebus, a Jewish immigrant from Breslau, Germany (now Wrocław in Poland) set up shop in Hull where his business flourished, the firm subsequently moved south to the east end of London.

The business constantly outgrew its premises and demand grew for a more suitable location. Harris Lebus procured over 13 acres of Land on the South side of Ferry Lane in what was then the village of Tottenham. This was a most appropriate choice as the area benefited from transportation links via the River Lea and was beside two railway lines. In the early 20th century Lebus produced striking Arts and Crafts-style furniture. Many pieces were made in oak and incorporated stylistic elements. Early Lebus furniture is very sought after today.

The factory made a significant contribution to the war effort, more notably during the Second World War when Horsa gliders, Mosquito planes, and wooden replicas of Sherman tanks were manufactured. By the Second World War the firm employed over

6,000 employees giving it the reputation of “The largest furniture factory in the world”.



After the Second World War there was a significant increase in the manufacture of more mass produced furniture including the Lebus link range, the factory participated in a government sponsored plan to provide affordable furniture to returning veterans and their families whose homes had been devastated by bombing.

The firm procured the land on the North Side of Ferry Lane in the 1950s, the main offices were relocated there under the management of Sir Herman Lebus.

The 1960s were less prosperous as competition in the industry was high and cheaper mass produced furniture was becoming the norm, with further competition from foreign imports. The factory finally closed its Tottenham based doors in 1969 with the land sold to the GLC (Greater London Council).

The original site was demolished to make way for the Ferry Lane housing Estate; the premises on the North side of Ferry Lane were used by the GLC for storage for many years, until the recent Hale Village development.



The company treated its workers well which included women and many Jewish immigrants. Most ex Lebus employees have fond memories of the factory, some of whom met their partners there, this was made easier by the many company sponsored social and sporting events.

Please visit the Harris Lebus website if you would like further information, if you have personal memories then please don't hesitate to leave a comment or send in a photograph.

www.harrislebus.com

A SAILING CLUB IN TOTTENHAM

by Ray Warren

Most people are surprised to discover that Tottenham had its own small thriving sailing club back in the fifties, sixties and early seventies. It wasn't based on the Lordship 'Rec' paddle boat lake as some past 'humorists' have said - but on the River Lea at Tottenham Marshes.

It all started in 1957 when a group of predominantly North London based friends who enjoyed 'mucking about in small boats' decided to form a sailing club. A 'slight' stumbling block to their plans was in deciding exactly 'where'! Apart from the Lea Valley's (untouchable) reservoirs there were no reasonable sized expanses of water available to them in this part of North London, so thoughts turned to rivers.

Many of the club's founder members such as Roger Fillery, Rowland Joslin and Ron Parsons have now sadly sailed on and this means that much of the finer detail of those very early days is now lost. It is known



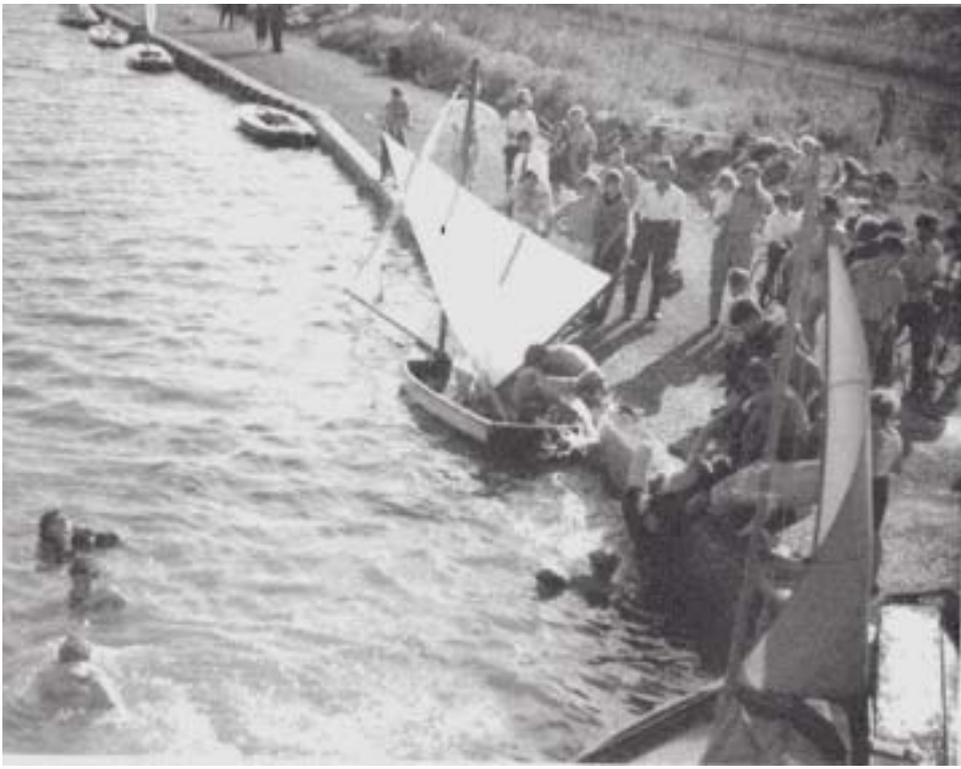
however that they decided to base themselves on the Lea - their local canal - at Stonebridge Lock. Naming themselves 'The Lea Valley Sailing Club', a shed was acquired on the Walthamstow side between river and reservoir banking just below the lock, to use as a club house.

As an aside, the Lea and 'the marshes' hereabouts were not really an unusual choice in-so-far as



recreational pursuits of many kinds went. From the 1860s to the late 1930s a great many local people had used its tennis courts, football and cricket pitches or walked, fished and hired rowing boats from Paige's Boats, then situated just above the lock. (Paige's, later Hewitt's, Boats carried on the business until the '70's. On its site today is the Stonebridge Lock Waterside Centre where canoes and cycles can be hired.) Locals looking for recreation also had 'The Tottenham Marshes Swimming Pool' that was situated just below the lock and filled from the river. It had opened in 1905 and was finally demolished in 1939, two years after the Lordship Lane Lido opened.

However, because of various River Lea 'improvement' schemes, access to the club's stretch of bank would soon disappear. In 1958 the club moved to 'the old Paint Factory' at Edmonton. Its new next door neighbours - as an occasional 'aromatic' presence proved - were the settling beds and tanks of the Deephams Sewage Works!



barge that the club purchased with help of a grant from the National Playing Fields Association (as was). A bank side mooring was obtained approximately half a mile upstream from the boatyard on Wild Marsh East and the task of turning a rusty lighter into a comfortable club house commenced.

The club continued to grow until 1971, when news broke that the Lee Valley Regional Park, was opening up the King George V Reservoir for water-sports the following year and that a sailing club would be established there. The new club and its huge expanse of sailing water proved irresistible to most Lea Valley members once it opened in 1972. Sadly,

Fortunately in 1960 it was discovered that the 'Old Refreshment Hut' on Marsh Lane was empty and available. Tottenham council, which owned the building, were willing to rent it to club and they moved back down river during the spring/early summer of 1960. I joined at this point, having up to then had a weekend job at the boatyard above the lock. Membership continued to grow and soon a larger boat storage compound was needed. This led by 1962 to another triangular piece of land some forty or fifty yards away being leased and enclosed.

restrictive canal sailing rapidly lost its appeal and as far as most recollections go, the Lea Valley Sailing club simply faded away. It was wound up in late 1973 or early 1974 by its last two members. They had the unenviable task of dealing with Haringey over this matter, and the council ended up taking over the barge club house 'as was'! They had the admirable intention of turning it into their own canoeing centre but this idea was sunk before launch by funding and other issues. It was all over!

The London Borough of Haringey, my new employers and the club's new landlord, was formed on the 1 April 1965, and very soon things started to change. The new council now required that building and fire insurance be taken out and there was also talk of a rent increase and changes to the club's lease. As the months passed by, by all accounts the relationship between the club and council appeared to become rather strained. As one past ex committee member from then told me in 2011, 'After the change over in 1965, it appeared that as far as Haringey was concerned, we were outstaying our welcome there as well!'

In 1966 the club decided to move again. This time it was to a large steel 'dumb'

The photographs with this article are all of the Lea Valley Sailing Club, taken during the 1960s.

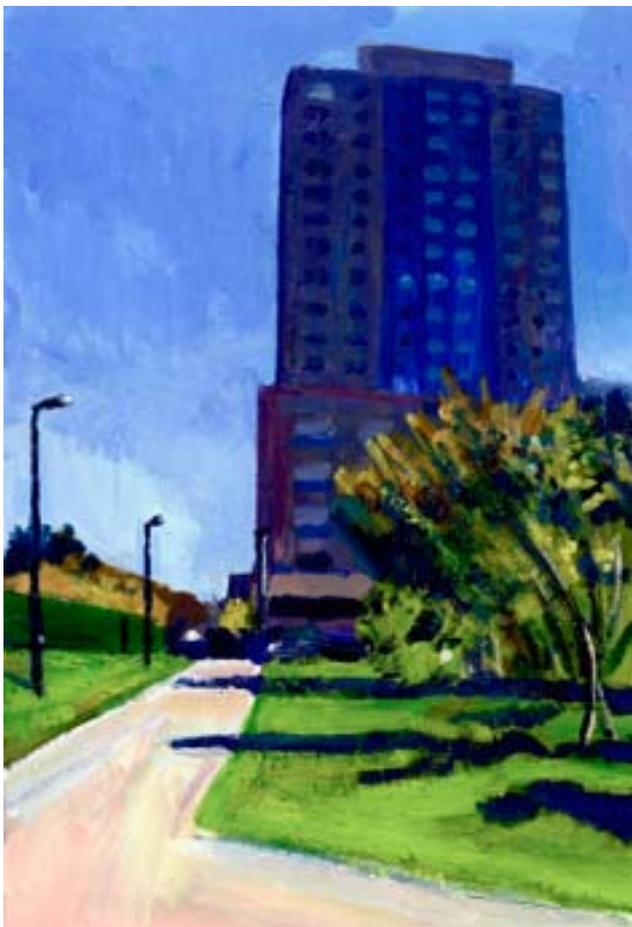


A local artist writes...

'Haringey has been my home for the vast majority of my life, from Crouch End in the west to Tottenham in the east. Since childhood I always loved to visit local places like the serene haven of Queen's Wood, the hidden disused railway stations along the Parkland Walk, the marvellous vista of the London skyline at Alexandra Palace and the modern urban structures of the Broadwater Farm Estate, stilted over the River Moselle in the east of the borough.

'I have always enjoyed creating art and going out to paint directly from life has always been my favourite way of working. I often paint in all weather conditions, day times and night times. In my recent solo exhibition at Bruce Castle Museum, titled 'Haringey Impressions', I had the opportunity to bring together an eclectic mix of landscapes paintings that I've made of the borough over the years. Some of the most recent pictures featured the Broadwater Farm Estate, which I lived close to when I was a resident of Tottenham. I love the urban setting of the Estate with its unique architecture, such as Tangmere, and the tall towers like Kenley (below), especially when sunlit.'

- **Edmund Palao**



EVENTS

Thursday 28th February

Film: The Times of Harvey Milk

7.15pm, West Green Learning Centre, West Green Road, N15 (next to Downhills Park)

Haringey Independent Cinema
www.haringey.org.uk/hic

Saturday 2nd March

Visit to Brook Street Chapel

2pm. Another opportunity to visit to this historic chapel built in 1839 this time organised by Hornsey Historical Society. In the nineteenth century numerous nationally and locally well known men and women were members of the congregation. John Frost, Elder and Trustee, will talk about the Chapel's history and its present activities.

HHS is asking for a £4 contribution for the visit to go towards the Chapel's important community work.

To book write to Rachael Macdonald, 13a Palmerston Road, Bowes Park, N22 8QH enclosing cheque for £4. Make sure you give an email address or phone number. www.hornseyhistorical.org.uk

Sunday 7th April

Alexandra Palace to Bruce Castle

Five mile walk going through parks and conservation areas (Alexandra Park and Palace, Wood Green Common, Trinity Gardens, Noel Park, Tower Gardens, Bruce Castle and Tottenham Cemetery), taking in various listed buildings and ending at Bruce Castle Museum at about 1pm Light refreshments will be available at Bruce Castle. You might wish to bring a packed lunch.

Start 11am in front of BBC TV Tower at Alexandra Palace (W3 bus from Finsbury Park or Wood Green). Information 020 8347 7684. Free. All welcome. No need to book.

Left: Kenley Hall, Broadwater Farm, by Edmund Palao. For more information visit www.eddify.com

JOIN US!

I/we would like to join the Tottenham Civic Society (TCS). Annual membership will provide four copies of our quarterly newsletter, Civitas, attend meetings and events, and support our campaigns to promote high quality, heritage-led regeneration in Tottenham.

I/we enclose a cheque for the following amount:

£5 unwaged

£10 individuals

£7.50 per person - two or more people in the same household

£15 for organisations with under 100 members

£20 for organisations with over 100 members

Name.....

Organisation.....

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Do you want to join the TCS Yahoogroup?

Yes No

Would you prefer to receive your copy of Civitas by

Post Email

Please make cheques payable to Tottenham Civic Society and post to: TCS, 61 Durban Road, Tottenham, London N17 8ED.

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TCS email network:

<http://uk.groups.yahoo.com/group/TottenhamCS/>

To join this network, you need to follow the registration process and your membership will be confirmed by the group moderator. It's a great way to find out what's going on locally.

TCS is affiliated to Civic Voice, the new national charity that represents local civic and amenity societies. Visit their website at:

<http://www.civicvoice.org.uk/>

We are also affiliated to the London Forum of Amenity and Civic Societies - visit their website at:

<http://www.londonforum.org.uk/>