

TALKING
TOTTENHAM HALE
UPDATE MARCH 2016

REPORT ON THE DROP-IN
EVENTS & MEETINGS





PURPOSE OF THIS DOCUMENT

A number of meetings and events have been held between November 2015 and January 2016 to update local people on the progress of the District Centre Framework (DCF) and the Area Action Plan (AAP) for Tottenham Hale. These included a two-day drop-in event in November, 2015, and three associated public workshops arranged to discuss plans for green and open spaces in the area.

Feedback from these events and via email has been summarised and analysed in this report.

More information on the DCF and the public consultation can be found at:

www.haringey.gov.uk/localplan

Hale Village

TALKING TOTTENHAM HALE INFORMATION EVENTS

EXECUTIVE SUMMARY

During November 2015 and January 2016 nine events were staged to discuss and capture feedback on the District Centre Framework (DCF) for Tottenham Hale. These included a two-day session held in the bowling pavilion of Down Lane Park which presented information on the implementation of various aspects of the (DCF) and staged three workshop sessions dedicated to discussing approaches to key green and open spaces.

A number of focus sessions were held with key groups in the area and meetings and 'information sessions' were also arranged to suit the needs of the participants.

Key groups engaged during these events include the following:

- Friends of Down Lane Park
- Haringey Cycle Campaign
- Dowsett Estate Residents Association
- Friends of The Paddock
- Pavilion Pre-School
- Ferry Lane Action Group
- Holy Trinity Church, Tottenham

Further information is provided on these meetings in this report.

From the two day drop-in session and workshops the following areas emerged as high priority:

- Public Places
- Traffic & Transport and New Local Connections
- Local Businesses and Employment
- Public facilities
- Safety
- Affordable Housing

The following themes were also identified but did not attract a great deal of commentary or feedback:

- New retail
- Community facilities

Key themes and priorities that groups and individual respondents identified at the other focus group meetings included the following:

- Traffic & Transport
- Tall Buildings
- Test Projects
- Environmental issues
- Local Business & Employment
- General comments on the District Centre Framework
- Crossrail 2
- Public Realm issues

The following sections of this report provide information on the events, and the opinions and feedback gathered at them and through email correspondence.

TALKING TOTTENHAM HALE OVERVIEW OF EVENTS

OVERVIEW

This document, prepared by Soundings, provides a record of the drop-in events - 'Talking Tottenham Hale', held on Thursday 26 November 2015 and Saturday 28 November 2015 at the Bowling Pavilion in Down Lane Park. It also reports on information sessions held between representatives of Haringey Council Regeneration Team and local community groups.

34 people either visited the exhibition or attended one of the 'Green and Open Spaces' facilitated workshops. An additional 54 people attended other meetings or information sessions.

Venue	Time & Date	Type of Event	Attendees
Bowling Pavilion, Down Lane Park	Drop-in Exhibition Thursday 26th, Nov 12noon-4pm	Open to all	34
Bowling Pavilion, Down Lane Park	Drop-in Exhibition Saturday 28th, Nov 11am-4pm	Open to all	
Bowling Pavilion, Down Lane Park	Green and Open Spaces Workshop - Down Lane Park 11.15am – 11.45pm	Facilitated workshop open to all	10 *
Bowling Pavilion, Down Lane Park	Green and Open Spaces Workshop - Chesnut Road 12.00pm – 12.30pm	Facilitated workshop open to all	9 *
Bowling Pavilion, Down Lane Park	Green and Open Spaces Workshop - The Paddock 12.30am – 1.00pm	Facilitated workshop open to all	9 *
Church of the Good Shepherd, Mitchley Road	Session with Dowsett Estate Residents Association Tuesday 17th , Nov 6.30pm – 8.30pm	Invited Information Session	15

* Some participant attended multiple workshops - total attendees at the drop-in exhibition and workshop sessions number 34 organisations and individuals

Venue	Time & Date	Type of Event	Attendees
Garden House, High Road	Session with Friends of Down Lane Park (FoDLP) Tuesday 1st, Dec 7.00pm – 8.00pm	Invited Information Session	3
The Paddock	Session with Friends of the Paddock Wednesday 13th, Jan 3.00pm – 4.30pm	Invited Information Session	2
Down Lane Park	Session with Pavilion Pre-School Monday 18th, Jan 9.00am – 10.30am	Meeting	1
Ferry Lane Estate	Ferry Lane Action Group Information Session Monday 18th, Jan 7.00pm – 9.00pm	Information Session (Council officer not present)	15
Holy Trinity Church	Information Session with Holy Trinity Church, Tottenham Monday 19th, Jan 7.00pm – 8.30pm		10
639 High Road	Information Session with Tottenham Traders Partnership Wednesday 27th, Jan 6.30pm – 8.00pm	Invited Information Session	tbc

Total number of individuals at meetings information sessions and drop in events	88
---	----

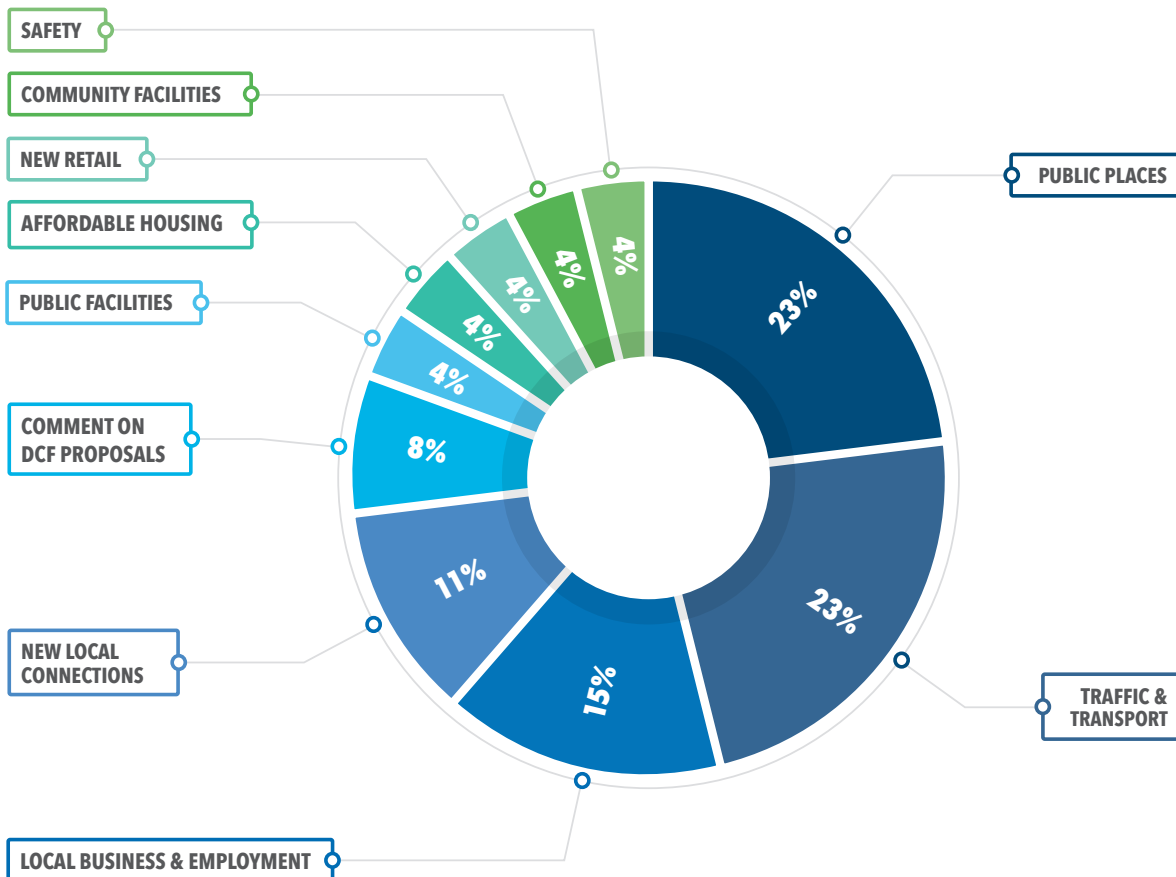
FEEDBACK – DROP IN EXHIBITION

At each event visitors were invited to comment on the information presented by placing post-it notes directly onto boards or writing in a 'comment logbook'. A feedback form asking specific questions was also distributed at the workshops and the exhibition.

Alongside the drop in exhibition a number of workshops were also held.

Total number of individuals at two day drop in	34
Total of individuals who left comments over the two day drop in event	17

EXHIBITION FEEDBACK



TALKING TOTTENHAM HALE WORKSHOPS

WORKSHOP 1

DOWN LANE PARK

Saturday 28th December, 2015
11.15am – 11.45am

ATTENDEES

Representatives from local community groups, businesses and residents attended the workshop which gave an opportunity for open dialogue between local people and the council.

Attendees	Organisation
Beth Kay	Haringey Council
Rachel Briscoe	Haringey Council
Liz Skelland	Haringey Council
Gemma Aked	Haringey Council
Lynn Kinnear	Kinnear Landscape Architects (KLA)
JJ Watters	Kinnear Landscape Architects (KLA)
Individual	Resident of 35 years
Individual	Member of Friends of Down Lane Park (FoDLP)
Individual	Director of Living Under One Sun (LUOS)
Individual	Resident of 2.5 years
Individual	Member of Friends of Tottenham Marshes, Chesnut Residents Association
Individual	Member of Friends of Down Lane Park (FoDLP)
Individual	Local resident
Individual	Resident of 31years
Individual	Member Living Under One Sun (LUOS)

Steve McAdam	Soundings (Chair)
Crona Connolly	Soundings
Iain Glover	Soundings

AGENDA

- Welcome and introductions
- Overview of District Centre Framework Strategy (DCF) context and its relevance for Down Lane Park
- Overview of park masterplan status and how options have been developed
- Opportunity for discussion and feedback
- Summary of discussion points
- Next steps and thanks

FORMAT

Steve McAdam of Soundings opened the workshop by welcoming people and giving an overview of the workshops. He then invited attendees to introduce themselves and to share their 'Christmas wish' for the area.

The wishes varied from a desire to see Down Lane Park (DLP) continue to improve without a negative impact on what works well at present; employment progression for local people, and that the improvements to the area also benefit local people; an emphasis on sustainability and improvements for cyclists; greater access to the current assets of the area; a departure from the top down model currently employed to changes in the area and a commitment from the council to fund their promises for improvements to Down Lane Park; the maintenance and access to park facilities such as the outdoor gym.

Beth Kay, Regeneration Project Officer with Haringey Council gave an overview of the Area Action Plan and District Centre Framework which are planning documents being developed to guide future changes to the area. She also informed people of the other strategies that support these planning documents – the Green and Open Spaces and Streets and Spaces Strategies, which are particularly relevant to Down Lane Park and the surrounding area.

Attendees were invited to raise their comments and concerns through open discussion.

KEY TOPICS

ECOLOGY 'vs' RECREATION

Given the poor access to green spaces for people living west of the High Road the team suggested the potential to turn Down Lane Park (DLP) into a "Site of Importance for Nature Conservation", with enhanced ecology.

Several people felt that the strength of DLP was the sports facilities on offer and they were concerned that increased ecology would infringe on the sports grounds. Some attendees queried whether improved ecological planting had to encroach on the playing fields or whether both could be incorporated.

A member of the Friends of Down Lane Park (FoDLP) noted that to improve security in the park they have had to remove undergrowth etc. to make the walking routes more visible and safer.

It was also felt that the ecologically rich assets of nearby Tottenham Marshes already provide this and that an emphasis on sports and recreation at DLP was more appropriate. There was a request for better signage and entrances to the park.

ACCESS TO MARSHES

Issues with accessing the Marshes were highlighted and it was felt that investment in bridges and improvements to the safety of the underpass were high priorities. One person noted that the addition of the road is the real deterrent to accessing the Lee Valley Regional Park.

COMMUNITY INVOLVEMENT

One attendee championed the importance of involving the community and community led infrastructure. A bottom up approach, which incorporates capacity building for local people was advocated and the need for spaces for community groups to meet was seen as integral to this.

There was concern that newcomers to the area receive big grants and that there isn't funding for current local groups. It was noted that Living Under One Sun (LUOS) have a wealth of experience working with developers and local people to deliver festivals, training, community growing projects but they never get support from the council to build momentum and grow these projects.

GROWING SPACE

There was a question about incorporating a growing space in DLP. One person suggested that perhaps this could help improve the ecology of the park but didn't need to affect the sports facilities and could also stretch along Chesnut Road. A representative from LUOS noted that growing spaces need to be carefully managed, dog free with dedicated staff to protect it and encourage people to be involved, you cannot solely rely on volunteers. FoDLP added that there has been a repeated request for a warden. They were glad that the council had a presence in the park but wanted them to 'improve the appearance of their back yard'.

OTHER FACILITIES

One attendee noted that with the influx of people, there was an opportunity to raise revenue from the park that could fund a member of staff. The café at Bruce Castle was seen as a good example of how this could work. The addition of a café was welcomed by many of those present.

One attendee recommended that the best location for the café would be to the north of the park as the station and changes there would cater for residents to the south. The Bowling Green area was seen as a pinch point to movement in the park and in need of improvement.

There was a suggestion that this could double as a community hub and that a developer could finance the space. One attendee noted that spaces have been found for theatre companies and chicken shops but not for local community groups.

SECURITY

One person noted that boisterous dogs off their leashes were intimidating and put people off using the park. Another attendee pointed out areas on the park edges where drug dealing took place and areas where young people congregated that was felt to be quite intimidating. One person noted that young people have to have somewhere where they can meet and hang out.

One attendee highlighted the need for additional lighting; these were seen to be particularly needed along the pathways. The need for a police presence not just CCTV and lighting was also flagged up by one person.

A member of the Safer Neighbourhood Team was present and acknowledged the issues around DLP and explained that at a recent meeting it was confirmed that there would be more patrolling of the area.

CLOSING COMMENTS

Steve McAdam summarised the key comments that had arisen through the discussions and thanked everyone for their comments and input. Attendees were invited to remain and participate in the next workshop centering on Chestnut Road.

FURTHER FEEDBACK

In addition to the discussions, visitors to the exhibition could also submit written comments on the plans.

Safety was noted as a priority for two individuals in their written comments. There was support for further planting so long as it didn't compromise the security of the park. There was a suggestion that a cafe would work best towards the north of the park as there are no social facilities near there.



Workshop 28th December 2015

WORKSHOP 2

CHESNUT ROAD

Saturday 28th December, 2015

12.00pm – 12.30pm

ATTENDEES

Representatives from local community groups, businesses and residents attended the workshop which gave an opportunity for open dialogue between local people and members of the design team and the council.

Attendees	Organisation
Beth Kay	Haringey Council
Rachel Briscoe	Haringey Council
Lynn Kinnear	Kinnear Landscape Architects (KLA)
JJ Watters	Kinnear Landscape Architects (KLA)
Individual	Director of Living Under One Sun (LUOS)
Individual	Resident of 2.5 years
Individual	Local resident
Individual	Local resident
Individual	Member of Friends of Tottenham Marshes, Chesnut Residents Association
Individual	Member of Friends of Down Lane Park (FoDLP)
Individual	Local resident
Individual	Runs IVO Charity
Individual	Member Living Under One Sun (LUOS)
Steve McAdam	Soundings (Chair)
Crona Connolly	Soundings
Iain Glover	Soundings

AGENDA

- Welcome and introductions
- Overview of District Centre Framework (DCF) strategy context and its reference to Chesnut Road
- Opportunity for discussion and feedback
- Summary of discussion points
- Next steps and thanks

FORMAT

Steve McAdam of Soundings opened the workshop by welcoming the new attendees and giving an overview of the workshops.

Beth Kay, Regeneration Project Officer with Haringey Council gave an overview of the Area Action Plan and District Centre Framework which are planning documents being developed to guide future changes to the area. She also informed people of the other strategies that support these planning documents – the Green and Open Spaces and Streets and Spaces Strategies, which are particularly relevant to Chesnut Road as a principle link between the High Road and Tottenham Hale. Beth also explained that a small amount of finance had been secured to begin small-scale improvements to the Chesnut Estate next year.

KEY TOPICS

Attendees were invited to raise their comments and concerns about the area through open discussion.

FUNDING

The group queried the amount of investment secured and Beth Kay outlined the potential budget available. The potential figure was seen as very significant to some members of the group and very little to others. It was noted that the infrastructure needed to support planting would absorb a considerable amount of the budget and therefore the budget might not go as far as one would think. There was concern that this area would repeat errors of other parts of Tottenham where a 'grand vision' would be started and not completed and the project would be a white elephant. It was suggested that 2-3 specific projects should be developed.

An illustrated diagram (which can be found on p48 of the Tottenham Hale: Green and Open Spaces Strategy) was presented for demonstrative purposes, which sparked some debate around improvements to the area. One attendee was delighted to hear that improvements were being made to the area as it had been neglected for years and had gone down as a consequence.

CONSULTATION

One attendee queried why people were not consulted on any potential improvements to the Chesnuts Estate. The team clarified that this was the very early stage of the project and nothing was set in stone. The workshop was an opportunity to seek people's views, aspirations and priorities for the area.

PARKING

Many local residents felt parking was an issue on Chesnut Road and they were reluctant to lose more spaces. It was noted that the property works on the estates was currently restricting traffic in the area. Residents were concerned to know how much longer the works would take especially as more asbestos was reportedly found. Beth Kay assured that she would follow up.

From 11am – 1pm was seen as a critical time for parking on the road.

The car park on Stoneleigh Road was identified as a potential site for improvement. In later discussions it was seen as a possible site for a children's play area.

ACCESS

There was concern that if the whole road was pedestrianised there would be issues around access for emergency services and refuse collection. It was noted that the inclusion of a traffic light at junction with Park View Road had created a 'rat run' along Park View Road. Transport consultant Baxters (on behalf of Haringey Council) are looking into the traffic flow in the area and this issue would be brought to their attention. It was suggested a pelican crossing or raised table should be positioned at the bottom of Chesnut Road to provide easier access to Down Lane Park.

MAINTENANCE

One local resident said that it was depressing walking up Chesnut Road as it was very poorly maintained – planting areas are used as rubbish bins; the plants in the containers look like weeds/unattractive and the red brick wall encourages street drinking and anti-social behaviour. Attendees wanted assurances from the council that whatever improvements were made that there would also be provision and a strategy for the maintenance of the area. They felt it was not the responsibility of the community to maintain these areas.

There was concern that outside contractors just want to get the job done without any consideration for the area or future maintenance.

OUTDOOR PLAY AREAS

There was concern over the proposed development of land along Monument Way as this is an area young residents use to play football. It was noted that not all parents are happy for their children to go to Down Lane Park (DLP). The car park space on Stoneleigh Road was identified as a potential location for a children's sports area, there were concerns about other areas considered to be too close to people's homes. The anti-social behaviour in one of the parks close to Chestnut Road meant that children unable to use it at present. There was a general concern that there had been a wider loss of play spaces due to development in the surrounding area and that the Chesnut Road scheme should try to compensate for this by providing activity spaces rather than just planting.

NATURE/TREES

One attendee has observed 20 species of birds on Chesnut Road. Another person noted the negative effect the roots of the mature trees were having on the paving in places. People acknowledged the need for nature but again maintenance was a primary concern.

Two residents noted the poor condition of the houses on Scales Road as a result of the birds that congregate in the large trees there and foul the pavement and properties. There was also concern about a tree that was leaning against a wall in this area that looked like it might fall.

ASPIRATIONS

One person's hope for the area was a place with nice flowers, clean streets, better pavements, decent looking homes and better lighting.

CLOSING COMMENTS

Steve McAdam summarised the key comments that had arisen through the discussions and thanked everyone for their comments and input. Attendees were invited to remain and participate in the next workshop centering on the Paddock.

FURTHER FEEDBACK

In addition to the discussions, visitors to the exhibition could also submit written comments on the plans.

A request for better lighting was made by one respondent whilst another expressed concern over the potential loss in parking spaces. There was concern over drinking and drug taking behind the police station.



River Lea and The Paddock

WORKSHOP 3

THE PADDOCK

Saturday 28th December, 2015
12.45pm – 1.15pm

ATTENDEES

Representatives from local community groups, businesses and residents attended the workshop which gave an opportunity for open dialogue between local people, the architects and the council.

Attendees	Organisation
Beth Kay	Haringey Council
Rachel Briscoe	Haringey Council
Lynn Kinnear	Kinnear Landscape Architects (KLA)
JJ Watters	Kinnear Landscape Architects (KLA)
Individual	Director of Living Under One Sun (LUOS)
Individual	Resident of 2.5 years
Individual	Local resident
Individual	Local resident
Individual	Member of Friends of Tottenham Marshes,
Individual	Member of Friends of Tottenham Marshes, Chesnut Residents Association
Individual	Member of Friends of Down Lane Park (FoDLP)
Individual	Local resident
Individual	Runs IVO Charity
Individual	Member Living Under One Sun (LUOS)
Steve McAdam	Soundings (Chair)
Crona Connolly	Soundings
Iain Glover	Soundings

AGENDA

- Welcome and introductions
- Overview of District Centre Framework (DCF) strategy context and its reference to the Paddock
- Opportunity for discussion and feedback
- Summary of discussion points
- Next steps and thanks

FORMAT

Steve McAdam of Soundings opened the workshop by welcoming people and giving an overview of what had taken place at the earlier workshops and the format of the current workshop. He then invited attendees to introduce themselves and to share their interests in the area.

There were a variety of responses to what people were particularly interested in; several people noted the difficulties in accessing the Paddock; and another noted the need to clean it up; residents from Hale Village were particularly interested in the proposed plans for Hale Wharf; another member of the group wished to find out what children's activities were being planned and whether a community space was being considered.

Beth Kay, Regeneration Project Officer with Haringey Council gave an overview of the Area Action Plan and District Centre Framework which are planning documents being developed to guide future changes to the area. Lynn Kinnear of Kinnear Landscape Architects [KLA] was introduced to run through ideas generated as part of the Green and Open Spaces Strategy (one of the strategies that supports the DCF). She stated that their primary driver was to minimize disruption to the vegetation and ecology of the Paddock whilst making it more accessible.

KEY TOPICS

JAPANESE KNOTWEED

There was concern that the knotweed is spreading from the Paddock to fringe areas such as Pymmes Brook, Carbuncle Passage and Park View Road. Beth Kay did note that research into animals and insects that eat the weed is being investigated in an effort to mitigate this problem but that this was likely to take several years to take effect. There was concern that it might spread to the allotments.

CONSULTATION

There was a query as to when there would be an opportunity to make formal comment on the plans and who had been engaged with to date. Lynn Kinnear outlined the discussions that had taken place to date with groups such as the Friends of the Paddock, London Wildlife Trust and BSG Ecology alongside other interested locals. It was suggested that the team should also meet with Haringey Friends of Parks Forum. One attendant suggested that any consultation could also include Friends of Tottenham Marshes.

WATER QUALITY

Unfortunately the quality of the water surrounding the Paddock is not as clean as the reservoir; there was a suggestion that one of the reservoirs could be turned into a proper swimming lake and new asset for the area.

CLEARING THE LAND

One member of the group queried whether it would be necessary to clear the derelict buildings on the Paddock. A local expert has researched the quality of the lichen on these buildings and advises they should be retained - this needs to be further explored.

FLOODING ZONE

Concerns over flooding was raised by one attendee, KLA explained that although part of the Paddock was within the 100 year flood zone, the 'higher path' was positioned above this zone and is therefore safe. There was a query as to whether nearby construction would have an affect on the flood zone but reassurances were given that this would not be the case.

ACCESS

There was concern that the Paddock would become a quasi-privatised zone but it was explained this would not happen. There was great support from attendees for the proposed new access routes to the Paddock and the location of the bridges were seen to be the most appropriate places. People welcomed the opportunity to be able to loop around from the Marshes to the Paddock and onward. One attendee queried what the benefit of increased access to the park would be, especially in regards to its ecological value. KLA explained that regular movement would help the Paddock become safer. Attendees also queried whether any figures of projected

increase in use or similar study had been undertaken to justify proposals. Beth assured attendees that this would be looked at.

VIEWING TOWER

Some attendees felt a viewing tower would be good to link in the views of the area. It was felt that Down Lane Park was not a suitable location for this but perhaps the Marshes or the Paddock would be. There was a suggestion that a viewing tower could double as a resting place for the peregrine falcons in the area.

EDUCATION BENEFITS

The Paddock has the unique attribute of affording access to a naturalised river edge which could be the focus of educational workshops run from the Paddock. The design team is in early discussions with the London Wildlife Trust to see if they could base another outpost in the Paddock to further support this.

It was advised that the design team speak to Railway Fields about how to deliver and access education. Another person pointed out that the council should assess the need for educational activities in Tottenham Hale.

CLOSING COMMENTS

Steve McAdam summarised the key comments that had arisen through the discussions and thanked everyone for their comments and input.

FURTHER FEEDBACK

In addition to the discussions, visitors to the exhibition could also submit written comments on the plans.

The proposals for the Paddock were generally well received. One commenter did note that the Paddock would have to develop a USP (unique selling point) to distinguish itself from the other natural heritage assets of the Lee Valley. The person suggested it become a sculpture park and noted the success of the Queen Elizabeth Park in combining culture and leisure facilities.

Two people expressed their concern over the height of the proposed buildings on Hale Wharf and the affect these would have on the surrounding area.



Cafe at Tottenham Marshes

TALKING TOTTENHAM HALE GROUP MEETINGS

MEETING 1

Tottenham Cycle Routes - The Beehive

Tuesday 1st December, 2015
11.15am - 11.45am

ATTENDEES	
Attendees	Organisation
Beth Kay	Haringey Council
Individual	Haringey Cycle Campaign (HCC)
Individual	Haringey Cycle Campaign (HCC)
Individual	Haringey Cycle Campaign (HCC)
Individual	Haringey Cycle Campaign (HCC)
Individual	Haringey Cycle Campaign (HCC)
Individual	Haringey Cycle Campaign (HCC)
Individual	Haringey Cycle Campaign (HCC)
Individual	Haringey Cycle Campaign (HCC)

FORMAT

Beth Kay, Regeneration Project Officer with Haringey Council, gave an outline of the redevelopment proposals and possibilities for improved infrastructure in Tottenham Hale. Beth also described Haringey Council's regeneration targets of 5,000 new homes (of which 1,000 are already built) and the Tottenham Hale Housing Zone, which will provide money for infrastructure improvements, e.g. new bridges in Tottenham Hale.

Discussions also included a focus on documents currently published, namely the District Centre Framework (DCF) and accompanying documents.

KEY TOPICS

RETAIL PARK

It was discussed that as part of the Retail Park development, new underground car parking would deliver better public space and that Ashley Road, in particular, could provide a new pedestrian and cycle route.

Attendees suggested that any routes like this needed to have clear cycle segregation to avoid pedestrian conflict.
FERRY LANE BRIDGE

The possibility of connecting Ferry Lane to Tottenham Hale was raised. Beth Kay explained that the widening of Ferry Lane Bridge or a supplementary "Hungerford Bridge Solution" (which provides two footbridges on either side) were being considered, but that currently Transport for London (TfL) were reluctant to commit to this option as Crossrail 2 could require bridge rebuilding at a later stage.

Attendees voiced their concerns over the project, describing a usable bridge at Ferry Lane being preferable to a "vanity" project bridge such as previous 'Green Link' proposals (outlined in Preferred Option version of the Tottenham Area Action Plan), which would have had an extended ramp.

LEE VALLEY LINKS

Beth Kay described a number of new pedestrian and cycle recreational routes that will be created to link the Lee Valley Regional Park with Tottenham.

Attendee's opinion was divided on the need for motorcycle barriers with some members mentioning that they did not allow larger cycles with baskets to pass. There were also concerns that barriers decreased safety by making it harder for cycle riders and pedestrians to escape attacks such as muggings. It was suggested by Haringey Cycle Campaign (HCC) members that increased cycle use would be a more effective way of improving security. Attendees also suggested that an alternative way to deter motorcycle use would be to post confiscation warnings.

CLOSING COMMENTS

In the interest of Haringey Council's future discussions with TfL on infrastructure design, it was agreed that a member from Haringey Cycle Campaign (HCC) would circulate photographs showing examples of poor cycle provision recently implemented by TfL.

FURTHER COMMENTS

In addition to the meeting, attendees were also given the opportunity to provide further feedback on the District Centre Framework (DCF) and accompanying documents. The following comments were received by e-mail.

HCC members welcomed the suggestion of Cycle Service Points (where bike users are able to carry out basic maintenance such as re-inflate tyres, oil chains etc.) proposed as a potential test project and were also pleased to see that the Rockstone Foundation had been included as consultees. One individual expressed a particular interest in helping to develop the test projects described in the framework strategy.

Commenting on the Streets and Spaces Strategy, HCC members highlighted the need for clarification on inconsistencies regarding cycle plans. Some members also noted that segregated lanes needed to be included and stressed the importance of following 'The London Cycle Design Standards.'

In commenting on the proposed Cycle Hub at Tottenham Hale Station, members suggested that this should also include cycle hire, repairs and parking services. Members also noted that a crossing on Watermead Way and segregated cycle routes from the south and east were needed.

Responding specifically to the indicative layout of Ashley Road, one HCC member commented that the car parking would be better located on the west side of the road (to avoid cars having to cross the cycle lane) and that the cycle parking should be moved to the east side of the road. They also thought that the cycle lane should be two-way and should be segregated or semi-segregated. Further comments were made in relation to cycle routes leading to Tottenham Hale Station with members suggesting that these be fully delineated, right up to the cycle parking area.

HCC members also remarked that the Ferry Lane and other crossings should have separate cycle lanes, replacing the present staggered crossings, as these were considered unsuitable for shared use.

A comment was also made about the cycle routes at the new retail park development. One member felt that these should be clearly defined to better accommodate the anticipated large numbers of pedestrians.



MEETING 2

Ferry Lane Action Group - Ferry Lane Estate

Monday 18th January, 2015
7.00pm – 9.00pm

ATTENDEES

Attendees	Organisation
Beth Kay	Haringey Council
Individual 1	Ferry Lane Action Group (FLAG)
Individual 2	Ferry Lane Action Group (FLAG)
Individual 3	Ferry Lane Action Group (FLAG)
Individual 4	Ferry Lane Action Group (FLAG)
Individual 5	Ferry Lane Action Group (FLAG)
Individual 6	Ferry Lane Action Group (FLAG)
Individual 7	Ferry Lane Action Group (FLAG)
Individual 8	Ferry Lane Action Group (FLAG)
Individual 9	Ferry Lane Action Group (FLAG)
Individual 10	Ferry Lane Action Group (FLAG)
Individual 11	Ferry Lane Action Group (FLAG)
Individual 12	Ferry Lane Action Group (FLAG)
Individual 13	Ferry Lane Action Group (FLAG)
Individual 14	Ferry Lane Action Group (FLAG)
Individual 15	Ferry Lane Action Group (FLAG)

FORMAT

Beth Kay, Regeneration Project Officer with Haringey Council, gave an outline of the redevelopment proposals and possibilities for improved infrastructure in Tottenham Hale. Beth also described Haringey Council's regeneration targets of 5,000 new homes (of which 1,000 are already built) and the Tottenham Hale Housing Zone, which will provide money for infrastructure improvements, e.g. bridges in Tottenham Hale.

Discussions also included a focus on documents currently published, namely the District Centre Framework (DCF) and accompanying documents.

KEY TOPICS

TALL BUILDINGS

Residents expressed their concern over the possibility of more storeys being added to the proposed 18 storey building at the Hale Village site. They stated their strong opposition to this, as well as opposition to any tall buildings being built at Hale Wharf because its location on the Green Belt.

LOSS OF AMENITY

A number of Ferry Lane residents raised the issue of fly-tipping in and around the estate. In relation to the District Centre Framework documents residents were concerned that proposals to remove the civic amenity site (recycling centre) without relocating it would mean a further increase in fly-tipping on the Ferry Lane Estate.

The Ferry Lane residents were keen to clarify that there should be no loss of public footpaths particularly between the Technopark (Harris Academy) and Watermead Way. They stated that there had already been a loss of public green space at High Cross School.

Residents voiced their concerns over the level of disruption to roads, public transport, walking and cycling in the area and the impact that this would have on their day-to-day lives. They also raised noise and loss of the main shopping amenity during development as being a blight on the area and unpleasant for existing residents. The residents did however approve proposals for the O'Donovans site (concrete crushing site) to be moved on. They suggested that this should be done as early as possible as the site created 'a nightmare of noise and sometimes dust'.

OPEN SPACES AND PUBLIC REALM

The Ferry Lane Action Group mentioned that they were keen to ensure that works to The Paddock enhanced wildlife habitat and did not make it 'a bland municipal space'. In a similar light, residents also wanted to ensure that any works to the front of the estate along Ferry Lane were appropriate.

PUBLIC FACILITIES

Concerns were raised regarding proposals for car-free or car-capped developments in the District Centre Framework (DCF). Local residents described how previously, similar strategies had been implemented in the area (Jarrow Road), but this had led to the Ferry Estate being used for free parking by non residents. Residents suggested that controlled car parking should be introduced to areas adjacent to any car-free or car-capped developments.

Ferry Lane residents remarked that some accessible public toilets should be included in the new developments, and at an early stage. They considered these facilities a vital amenity for many older people, people with children and people with disabilities.



Boxfit class in Down Lane Park

TALKING TOTTENHAM HALE FURTHER FEEDBACK RECEIVED VIA E-MAIL

FORMAT

In addition to the workshops, drop-in events and meetings, local people were also given the opportunity to provide feedback on the District Centre Framework (DCF) and accompanying documents by contacting the council directly. The documents were made available online for comment from the 11th of December 2015 until the 18th of January 2016.

As of the 18th of January 2016 the council had received comments from 14 individuals by email. The comments received have been summarized below under key topics.

KEY TOPICS

RETAIL

One local resident voiced their concerns over the proposed district centre, stressing that 'a diverse retail and leisure offer' would not be valued if it meant losing the existing shops to accommodate large retailers. They also noted that affordable housing was much needed in the area and that they were afraid that development would be carried out in a similar fashion to the Tottenham Hotspur scheme which offered no affordable housing.

Another resident noted that no retail study had been supplied to up-hold proposed changes to the retail park and they stressed that this should be undertaken before any plans were developed further. They also suggested that Crossrail 2 should be put on hold until the station's retail offering was fully functional.

In addition, a resident suggested that Markfield Road had the potential to act as a gateway to Broad Lane Park with the inclusion of independent units, artists, and shops. They also expressed their concern regarding proposed tall buildings and questioned the style and design of recent the student accommodation.

A local Ferry Lane resident commented to say that they thought aspirations should remain high in regards to attracting big name retailers to the area.

The resident also commented on the potential impact of Crossrail 2 proposals stating that these would cause significant disruption to 'a large swathe of shops that the community and others feeding into the local community use'. The resident stressed that serious consideration

needed to be given to sustaining the local community and economy if stores such as Lidl and Asda are forced to relocate or close.

GREEN AND OPEN SPACES

Members and local residents raised concerns over the current flood risk of the Lee Valley area citing their difficulties in being able to obtain 'home contents insurance' because of flood risk in the area. They suggested that a revised flood risk analysis should be carried out to take into account flooding and sea level rise over the coming decades.

Extensive comments were made regarding proposals for green space and natural habitat. Members of Friends of the Earth thought that the regeneration plans needed to take note of the considerable amount of loss in natural habitat envisaged for the area and that plans should seek to ensure that there is a net gain of public open space and natural habitat.

The group also thought that proposals to re-build recent infrastructure should be carefully considered to avoid future financial and environmental costs. The bus station and re-configuring roads to provide cycle routes around parts of the former gyratory system were cited as primary examples of failed infrastructure.

One resident mentioned their appreciation of the Public Realm and Streets document with particular praise for the idea of a community square with a market building which they felt would offer a 'civic/neighbourhood feel'. They also described the Green and Open Space Strategy as very ambitious, and that the Paddock and Ferry Lane proposals were excellent. However, they requested that the river past the Ferry lane estate be mentioned for willow tree planting as they were concerned that not enough young willows were being planted in the area. They also suggested that blank gable ends in the area could be covered with climbers.

Additional comments were made by e-mail relating to Chesnut Road and Down Lane Park, which one resident felt were missing the inclusion of sustainable urban drainage systems, river restoration and woodland creation. They also thought that a link between Markfield Park and the wetlands would be beneficial. However they did also note that proposals for Ferry Lane and the Paddock looked good.

One resident also flagged up a need for improvements to the cleanliness and safety of the River Lea and it's adjoining cycle paths.

A resident of Tamar Way contacted the council to suggest that funding could be put to better use by improving the condition of local housing rather than providing additional play facilities for children.

Feedback was also received from residents expressing disappointment at Carbuncle Passage and the adjacent overpass leading to the marshes being neglected by the plans. However they were supportive of investment to local amenities such as Down Lane Park.

TALL BUILDINGS

A resident of the Ferry Lane Estate raised particular concerns over the height of the proposed development, citing that it was not in keeping with the surrounding area's low density housing. They also suggested that the plans should go further to lessen the dominance of cars and incorporate more greenery. In addition to these comments the local resident felt that more could be done to encourage independent retail.

Another resident from the Ferry Lane Estate suggested that all proposals over eight storeys high be set back from the street in order to avoid an overpowering city core feeling. They also felt that proposals needed to reduce in height towards the Lee Valley and that any taller buildings on Hale Wharf should be resisted. They felt this would maintain the 'strong edge of the Lee Valley where the sudden change from urban to 'natural' was one of the great strengths of the area.

Members of Friends of the Earth also commented on the proposals for tall buildings in the area. They stated that they were not against the 18 storey building proposed for Hale Village but did object to high buildings adjacent to the Lee Valley Green belt. Members also made direct reference to developments proposed close to the Paddock citing that this should not be any higher than six storeys.

Other residents raised their concerns over the heights of proposed buildings at Hale Village and Hale Wharf as these were felt to be out of keeping with the area. One resident thought that the 18 storey tower proposed for Hale Village particularly would set a precedent encouraging applications for similar sized buildings. It was also thought that tall buildings (especially at Hale

Wharf) would contradict the 'very nature of the locality' which is characterised by its wide-open spaces rather than a compact urban area. Fears were also raised over proposed construction encroaching on the Green belt.

There was a request by Friends of the Earth members for all new developments to be car free and Controlled Parking Zones to be applied to the entire development area.

Residents mentioned the success of the Ferry Lane Estate as a design precedent noting that it provided the correct level of density and green spaces offering a great place to live.

AFFORDABLE HOUSING

There was a concern that very limited affordable rented housing was being provided across the regeneration scheme and that although a lot was being done to accommodate new people coming into the area very little was being done to improve the lives of those already living there.

Residents and members of Friends of the Earth (FoE) mentioned that the 'new urban quarter' was a great opportunity to create something really sustainable, with Passivhaus (a low energy building standard) energy standards and solar panels on roofs and/or walls to potentially create carbon negative buildings. Concerns were raised in regards to affordable housing and the group thought that ways should be found to enable low-income people to live in the area.

Residents who had attended the Holy Trinity meeting on 19 January 2016 later e-mailed further comments to reiterate that they were pleased to hear of the planned provision of a healthcare centre on the Welbourne site, and the inclusion of affordable housing. They reiterated that they had mentioned at the meeting, they were concerned about the amount of affordable accommodation available in the wider Tottenham area, and hoped that new development would benefit the whole community. The group also requested information on which developers have been approached, and what stage these discussions had reached. They also wanted to have specific dates of when development proposals would go to Cabinet/planning.

LOSS OF LOCAL AMENITIES

ATM machine

One resident expressed a need for Broad Lane to be improved and also queried losing the BP station which has one of few cash points in the area. They also thought that the redesign of the bus station would be a good opportunity to review passenger shelters, which were deemed to be poor.

Another resident also commented on the loss of the ATM machine currently located at the BP petrol station.

Civic amenity site

Residents were supportive of proposals for new housing near Down Lane Park but were concerned that plans did not indicate an alternative location for the civic amenity site (recycling centre), which was expressed as 'absolutely essential for Tottenham'.

The recent planning application for the depot site on Marsh Lane was also queried by another resident who over the intentions for the adjacent civic amenity (recycling plant). They also queried whether Crossrail 2 may permanently require land from Tottenham Hale Retail Park to accommodate proposed curving tracks to the west of the existing line.

O'Donovans site

One remark was made in relation to the O'Donovans site and the importance of retaining its workforce for the area. It was suggested that the site should be moved to available sites in the north of the borough.

Remarks about the cumulative effects of regeneration in the area were also a concern with reference to what local people should be expected to tolerate in terms of disruption. A number of sites where works had already happened or were proposed were listed:

- Building of Hale Village
- Building of the tower at Hale Village
- Decent Homes works to Ferry Lane estate
- Removal of the gyratory system
- Changes to the traffic lights and junction Mill Mead Rd, Ferry Lane, Jarrow Rd
- Re-development of the bus station

- Re-development of the underground and over ground stations
- Crossrail 2
- Three and then four tracking of the railway
- Development of Hale Wharf

General improvements to pedestrian and cycling routes were commented on and welcomed, with particular reference to the proposed segregated route along Ferry Lane and the improved access to the marshes from Park View Road through the underpass.

COMMENTS ON THE DISTRICT CENTRE FRAMEWORK

A resident of the Ferry Lane Estate noted that a particular 'old pub building on the station island' was unmentioned across the District Centre Framework (DCF) documents. The resident went on to state their objection to its removal describing the old building as a key link to the past that should be retained as a community building. They also described its unique typology (public house) as being important to bringing communities together.

One comment highlighted the inconsistency of the DCF documents when referencing a new bridge linking the Ferry Lane Estate to Fountayne Road. The person commenting considered the link to be extremely important for the Ferry Lane Estate and felt that the inclusion of the proposed link needed to be clarified across documents. The resident also felt that the DCF document did not mention in good enough light the 'exceptionally good' Ferry Lane Estate and the 'creative warehouse district' of Fountayne Road. They requested that a more positive language be adopted to describe these areas and that photos to acknowledge 'the good, rather than the shabbiness' be included.

The Markfield Beam Engine & Museum group, were 'dismayed and astonished' to discover that the initial District Centre Framework documents ignored Markfield park and its amenities almost completely. They expressed their hope that there would be fuller integration of the Park, the museum and its other amenities into the Tottenham Hale District Centre Framework and indeed the overall regeneration plans for Tottenham – as in their opinion, it had an important role to play in the regeneration of Tottenham Hale on account of its leisure, community, heritage and cultural functions.

TEST PROJECTS

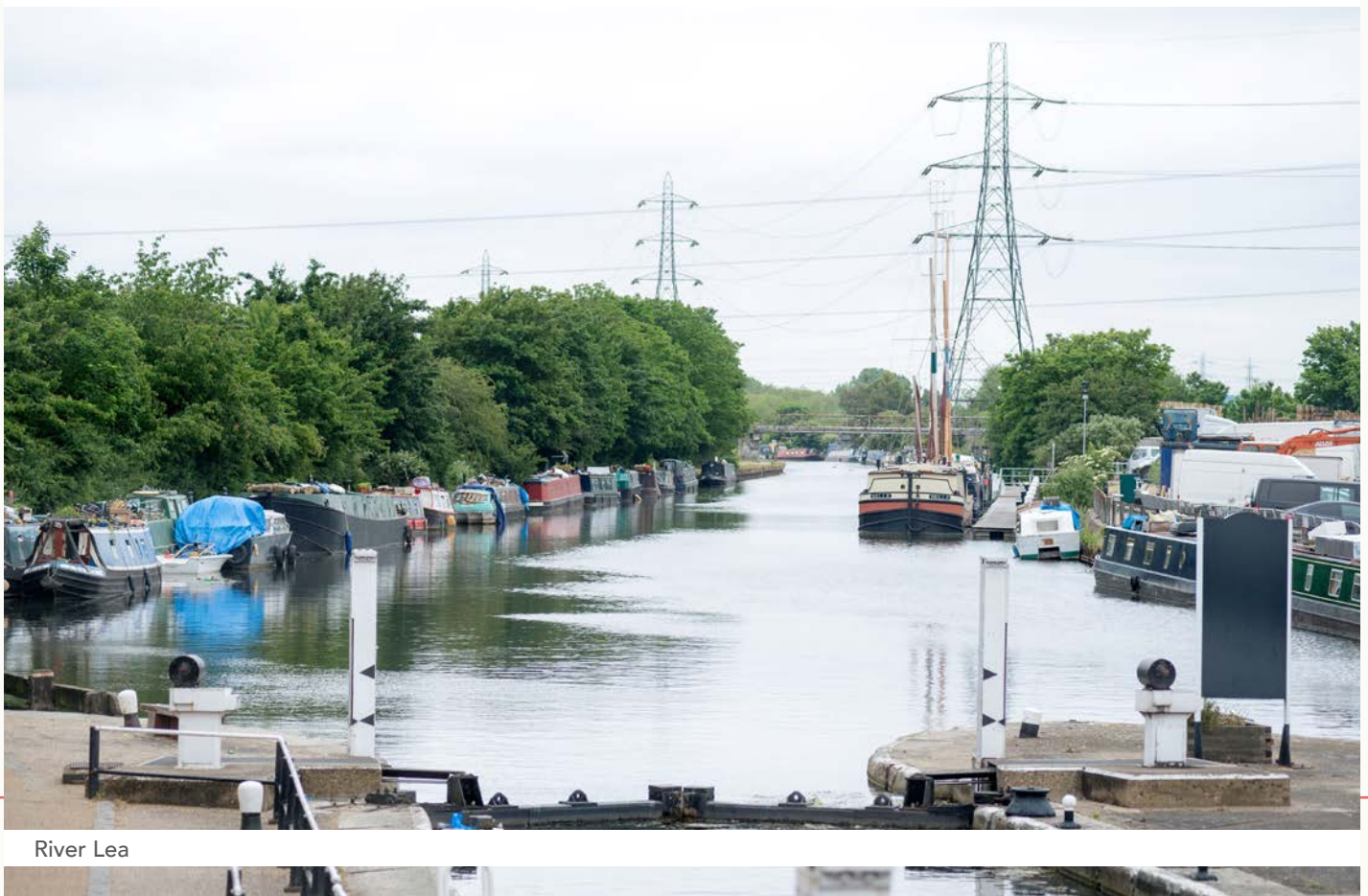
A number of residents commented on the proposed interim or test projects outlined as an initiative in the District Centre Framework. Test Projects are projects that allow local community and stakeholder ideas to be trialed to see if they will be successful and sustainable with, initially, a small budget.

General members of Friends of the Earth expressed their approval for a test-bed expo house to show off green refurbishment techniques – insulation, solar panels etc. (possibly on Ferry Lane Estate); and for community food-growing projects.

One local resident from Bruce Grove mentioned their interest in being involved in potential test projects and requested to be kept informed of any upcoming opportunities in the area.

Two other residents were keen to voice their interests in being involved the test projects and put forward outline ideas for themes and business models that could be used.

The Markfield Beam Engine & Museum group offered its full support for the case of enhanced recognition of the museum and its development within current and future policies across the council. The group thought that there would be the potential to explore support for the Museum's development and the Park amenities through the 'Test' programme described in the District Centre Framework and supporting documents.



River Lea

FEEDBACK & COMMENTS RECEIVED

Comments and feedback from the group meetings have been collated in the following charts and combined with comments that were received from individual respondents.

Comments received via e-mail from the Haringey Cycle Campaign (HCC) meeting on Tuesday the 1st December 2015 and the Ferry Lane Action Group (FLAG) meeting on Monday the 18th January 2016 have been analysed alongside general comments received by e-mail via the council. Key themes have been drawn from the comments received and represented in the charts on the following pages.

Total number of individuals at meetings and information sessions	54
Total of individuals who submitted comments via e-mail	13
Groups who also submitted comments via e-mail:	5
<ul style="list-style-type: none"> - Friends of the Earth (FoTE) - Haringey Cycle Campaign (HCC) - Holy Trinity Tottenham - Markfield Beam Engine & Museum Group - Ferry Lane Action Group (FLAG) 	

OVERVIEW OF KEY FINDINGS

Comments on the District Centre Framework (and supporting documents) were the focus of feedback from groups and single respondents. Generally the comments related to very specific elements of the indicative design proposals shown in the documents which people felt would impact them personally.

There were also some references to the tone and language of the District Centre Framework (DCF) as well as requests for further study to support proposals outlined in the document.

Tall buildings were referred to in a number of comments received both by groups and individual respondents and were predominantly focused on proposals for Hale Wharf and Hale Village.

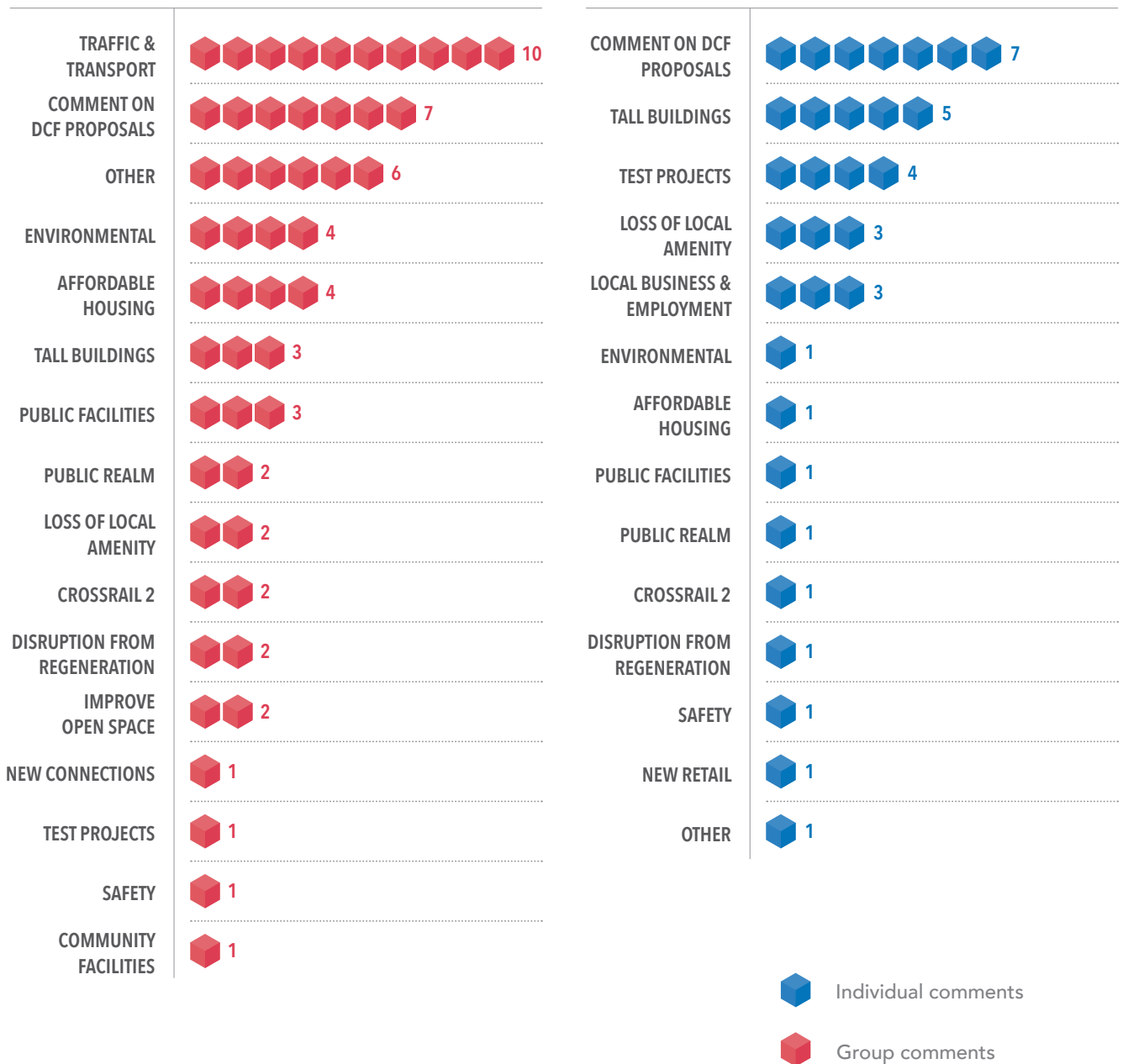
Traffic & transport related comments were received in high numbers from the group respondents and were generally related to better provision for cyclists and parking provision. However, traffic and transport provision did not feature as a high priority for people responding individually.

The need to support local business & employment was noted as being of high importance for single respondents and a number of these also expressed an interest in the Test Projects outlined in the District Centre Framework (DCF) and supporting documents.

Environmental issues were mentioned throughout group feedback as a key priority. Initiatives such as habitat preservation, green links between the town-centre and natural spaces, and progressive building standards were described as being important to local residents.

Affordable Housing was mentioned on a number of occasions as something that local people required and expected to be included in proposals outlined in the DCF.

PRIORITIES DRAWN FROM GROUP & SINGLE RESPONSES



PRIORITIES DRAWN FROM COMBINED GROUP & SINGLE RESPONSES

