

Transforming Tottenham Hale

Urban Centre Masterplan Supplementary Planning Document



October 2006

This document and the accompanying Sustainability Appraisal are available to download from the London Borough of Haringey website, www.haringey.gov.uk

Contact

Geoff Merry
London Borough of Haringey
Planning Policy and Development
Strategic Sites and Projects Group
639 Tottenham High Road
LONDON
N17 8BD

Phone: (020) 8489 5226
Fax: (020) 8489 2673
E-mail: geoff.merry@haringey.gov.uk

Drawings within this document are for illustrative purposes only





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I. Introduction

I.1 Purpose of the Masterplan

I.1.1. The Council has prepared this Masterplan to guide the redevelopment of key sites within the Tottenham Hale Urban Centre. It draws upon the detailed guidance set out in the Tottenham Hale Urban Centre Design Framework (June 2006), and elaborates upon policies identified in the Council's Unitary Development Plan (July 2006), the Mayor's London Plan and other relevant supplementary planning guidance notes.

I.1.2. The main purpose of this document is to improve the efficiency of the planning system and development process, as well as improving the quality of any new development. It establishes a framework that will be used to assess any future planning applications, and provides advice on the nature of acceptable development, potential uses, and design issues.

I.2 The Tottenham Hale area

I.2.1 Tottenham Hale is located in North London, on the eastern side of the London Borough of Haringey, and sits within the Upper Lea Valley. The area, which covers some 39 hectares, comprises a mixture of industrial and warehousing units involving the storage and distribution of goods, a major gyratory road system and public transport interchange. Relatively few people live within the area and the residential community is concentrated within the council-owned High Cross Estate. Tottenham Hale is characterised currently by a high volume of traffic on the gyratory system, a disjointed urban fabric and a general severance from its surroundings.

I.2.2 Tottenham Hale is identified as an Opportunity Area in the Mayor's London Plan and is located within the Department for Communities and Local Government's (formerly the Office of the Deputy Prime Minister) London-Stansted-Cambridge-Peterborough Growth Corridor. It provides a major opportunity to create a thriving, sustainable urban centre with new homes and jobs, focused around an enhanced, fully accessible transport interchange with rapid access to Central London, Cambridge and Stansted International Airport.

I.3 The vision

– transforming Tottenham Hale

I.3.1 *"A new vision for Tottenham Hale will transform the area into an attractive, thriving, mixed use urban centre and will instill a new sense of identity, vibrancy and confidence into local and sub-regional communities, visitors and investors alike". Tottenham Hale Urban Centre Design Framework*

I.3.2 The vision for Tottenham Hale is the creation of a thriving urban centre with a vibrant mix of community, commercial, leisure and residential uses, set within a truly public network of streets and spaces of the highest quality. The transformation of Tottenham Hale from a fragmented, traffic-dominated, illegible and unwelcoming environment to a bustling hive of activity, occupying streets, public spaces and buildings of the highest possible quality, along with a high-quality, integrated waterfront will maximise the area's exceptional locational advantages and create a critical mass of reasons for people to visit, with increased opportunities for local and wider communities.

A strong sense of identity

I.3.3 One of the most important aims is to create a strong sense of identity for Tottenham Hale, with a clearly identifiable 'heart' and streets and public spaces of exceptional quality, enabling the area to become a destination of choice for living, working and leisure. At present, the area lacks cohesion and legibility, and a strong urban structure is necessary if the new urban centre is to succeed and to thrive. Development proposals for the area's six key sites should, therefore, focus on the importance of a high quality public realm, strong architectural treatment and urban design principles that will help create a positive visual identity for the area. This new identity will help to revitalise the area and instill confidence into residents and investors alike, and will enable the area to fulfil its potential as an important node in the North London sub-region and the London-Stansted-Cambridge-Peterborough growth corridor.

Repairing the urban fabric

1.3.4 As the existing network of streets and buildings is disjointed and severed from the surrounding area, one of the key priorities is to 'repair' the urban fabric in the Tottenham Hale area, re-introducing and knitting together the new urban centre with the surrounding area through the layout of a fine grain, human scale, network of streets and public spaces. This will provide a robust framework for new urban development, which is able to support the needs of the local economy and community as they change over time. The vibrant mix of streets and public spaces will be accommodated within high quality buildings interspersed with urban green spaces, and focused around a new station square and public transport interchange, all located within walking distance of each other.

A highly accessible destination

1.3.5 A high quality station square and state-of-the-art, enhanced public transport interchange will help provide a focus and identity for the urban centre at Tottenham Hale with strong, active edges providing a varied retail offer for both existing and new communities in the area. It will also seek to carve out an identity for the urban centre as a major destination within the context of London, the South East and ultimately, Europe via Stansted Airport (and St. Pancras and Stratford International stations in due course), based upon its excellent connectivity.

Connecting communities

1.3.6 As a new urban centre, Tottenham Hale will be distinctly different, though complementary, to the existing town centres at Bruce Grove and Seven Sisters along Tottenham High Road, with a focus on improving the contribution made by the existing retail park and providing convenience retailing at the station and for the existing and new residential communities, which would be under-served by the current provision. One of the main priorities is to ensure the integration of the existing and new communities physically (for example, to the High Road in the west and the Ferry Lane housing estate in the south) as well as economically and socially, with new housing, community facilities and educational and employment

opportunities available and accessible to all sections of the community. In addition, it will provide a healthier and safer environment, increasing confidence within the local community. Whilst relatively few people live within the area at present, Tottenham Hale benefits from the diverse, vibrant and entrepreneurial local community that live around the area. This population is characterised by a high proportion of young people and high levels of unemployment and deprivation. Therefore, clear and explicit links must be made between the new opportunities in Tottenham Hale and the existing community, to ensure that local people are able to benefit.

Making the most of exceptional natural assets

1.3.7 The location of the new urban centre, adjacent to the Lee Valley Regional Park is one of the most important characteristics of Tottenham Hale. The area is located adjacent to the River Lee Navigation Channel, the Lee Diversion and Pymme's Brook which offer significant recreational and environmental benefits, as do the series of reservoirs immediately to the east of the area. Whilst the Masterplan acknowledges the importance of the River Lee in terms of ecology and biodiversity, it also recognises the value of other key local watercourses. The Lee Valley Regional Park acts as a vital ecological and recreational resource for London and the surrounding counties, and as such, Tottenham Hale needs to maximise the opportunities this affords by opening up physical and visual access to a wider range of people. The vision for the area seeks to improve safe access to, and facilities at, the Lee Valley Regional Park and the River Lee Navigation Channel to provide leisure opportunities for local people, as well as the provision of food and drink type uses along the water's edge at Hale Wharf. The unique location of Tottenham Hale between the Lee Valley Regional Park in the east and Tottenham High Road to the west should be reflected in its built form, character and uses.

1.4 Objectives

1.4.1 In order to realise the vision for Tottenham Hale, the following objectives have been identified:

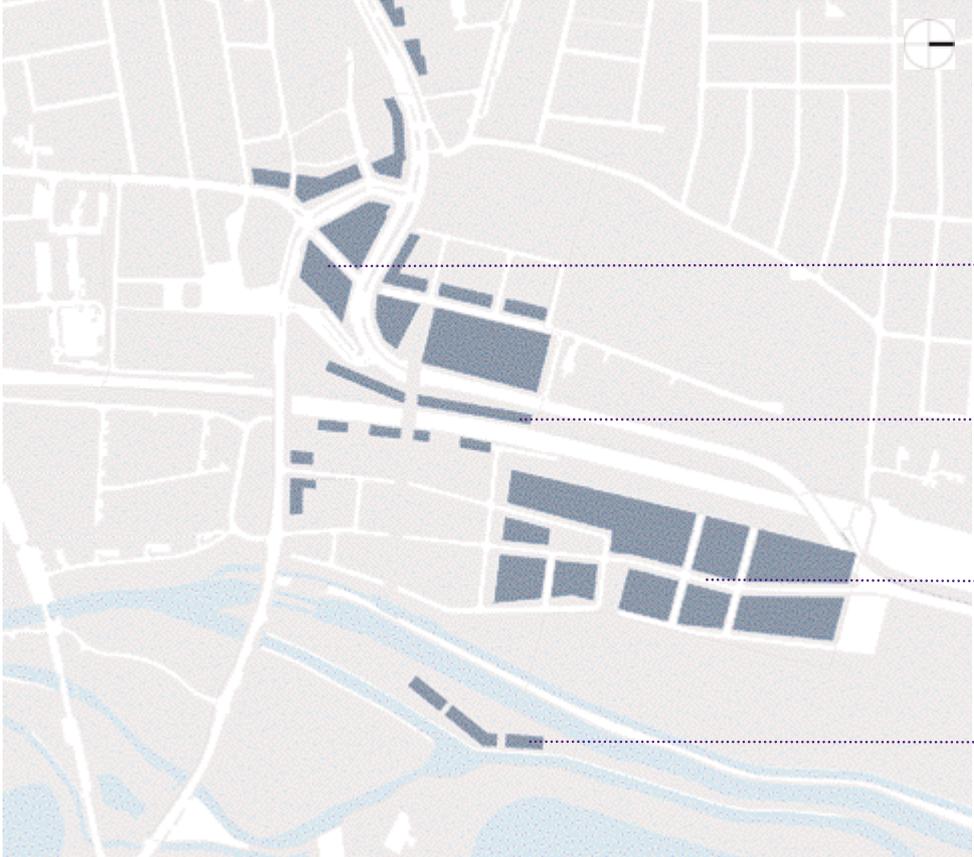
- To create a high density, sustainable and mixed use urban centre at Tottenham Hale;



Figure 1: Boundary of Masterplan area
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- To maximise the environmental, economic and social benefits of Tottenham Hale as a riverside location;
- To create a safe and secure environment;
- To achieve high levels of accessible and inclusive design in all new buildings, places and spaces;
- To achieve high standards of public realm design;
- To enhance access to the Lee Valley Regional Park, the River Lee and the Paddock as natural assets whilst protecting them;
- To improve public transport interchange facilities at Tottenham Hale Station;
- To improve the gyratory system and reduce the impact of traffic on the surrounding environment;
- To improve linkages for pedestrians and cyclists in the area;
- To provide more facilities and amenities in Tottenham Hale which are complementary to Tottenham High Road; and
- To provide more learning and employment opportunities for local people.



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- Mix of workspaces**
Replicate Techno Park and small business centre models along Ashley Road. Potential for 'statement' workspace building at Station Square.
- Workspace 'shells' and live/work**
to the east and west of the railway tracks.
- Enhanced industrial business environment**
for Milmead and Lockwood Industrial Estates.
- 'Shopfront' type workspaces**
where companies make, display and sell their work.

Figure 2: Employment

1.5 Facilities for existing and new communities

1.5.1 It is essential that development within the Tottenham Hale Urban Centre provides facilities and services to meet the needs of both existing residents and an expanding residential community. In part, such facilities and services will be provided in terms of the new retail provision, high quality public spaces, improved access to the Lee Valley Regional Park and enhanced pedestrian environment. However, a number of public and voluntary sector facilities, such as those needed by the police and other emergency services, are also required, in order to ensure the existing community is able to take full advantage of the opportunities which will be provided, and to ensure that the Tottenham Hale community grows in a balanced and sustainable way. It is anticipated that these will be funded in part through private sector development.

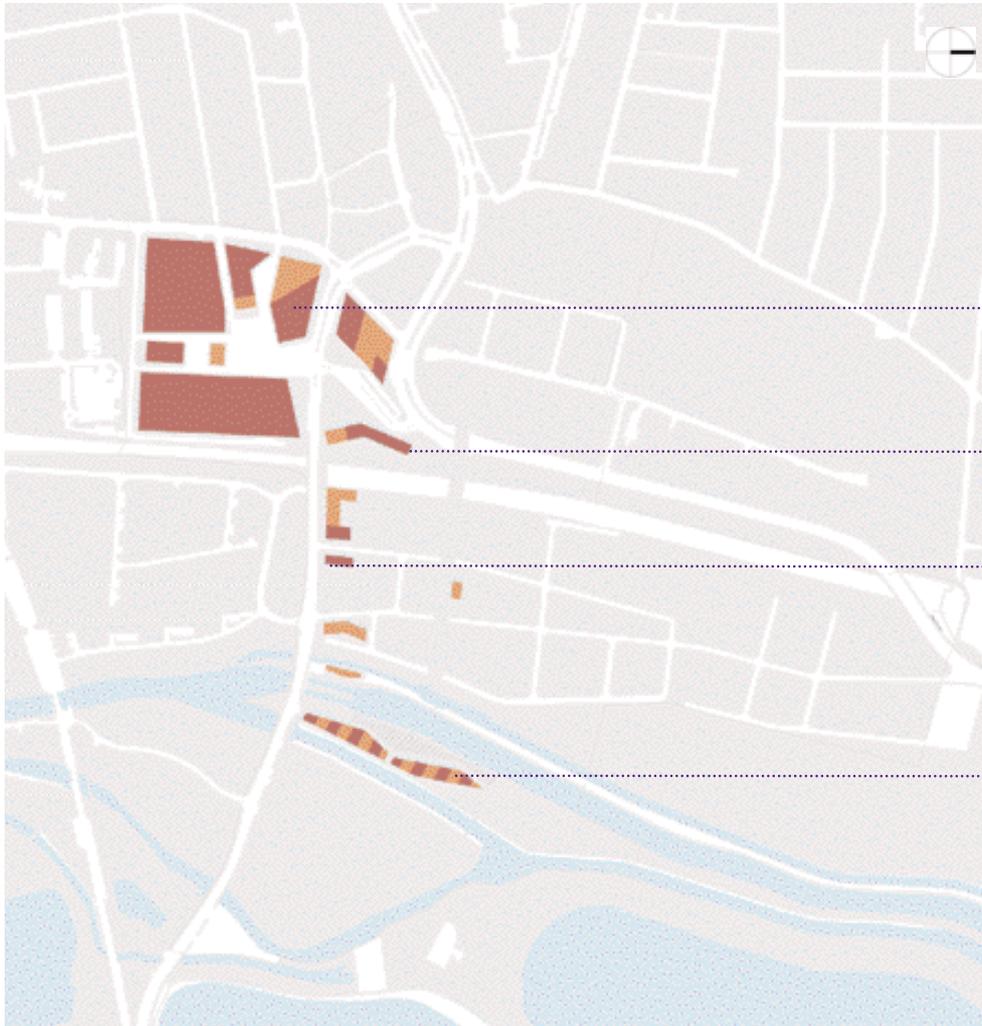
1.5.2 Figure 2 shows the potential distribution of employment uses in the new development throughout the area. Employment uses are focused on the area around the new station interchange, because of its high public transport accessibility. In addition, this area is already the focus for a number of employment uses, particularly in the Ashley Road area. The Masterplan proposes retention of the Millmead and Lockwood industrial areas in the medium term, because of the valuable role they play in providing local employment opportunities. Significant retail uses are proposed which are also potential sources of local employment, and it is envisaged that the new station interchange will improve the accessibility of employment opportunities at Stansted Airport, in Central and East London, and the Thames Gateway.

1.5.3 Figure 3 shows how residential uses can be incorporated throughout much of the core area, often integrated within a mix of other uses, including employment, retail and community uses. A series of new neighbourhoods will be created at the GLS site, Hale Wharf and in the Ashley Road area, and there is scope to improve the High Cross Estate in the longer term. The provision of a critical mass of new residents at relatively high densities will enable the area to support and sustain this new mix of uses.



- High Cross**
Potential for future regeneration.
- Ashley Road**
An extension of the community with an outlook over the park.
- Retail Centre**
Residential at the upper levels over longer term.
- Station Square**
Scope for residential at upper levels.
- Former GLS depot**
A new residential quarter.
- Valley Edge**
Access to views and nature from residential buildings facing the Valley.
- Hale Wharf**
A unique waterfront community.

Figure 3: Residential



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Diversity and accessibility

A retail hub with leisure opportunities. Potential for a small supermarket fronting the station square.

Convenience and conversation

Cafés and small shops for the commuter and public transport uses.

Local convenience shopping

Small convenience shopping area with a presence on Ferry Lane.

Eating, drinking and fresh products

Potential for restaurants, cafés and a farmers market at the waterfront.

Figure 4: Retail and leisure

1.5.4 Figure 4 shows the suggested distribution of retail and leisure uses. The retail is focused on the existing retail park, which has significant potential to be improved in order to make a better contribution to the environment and quality of the pedestrian experience. Convenience retail is also provided at the station interchange, to serve the needs of local residents, commuters and those changing between transport modes. A small amount of retail is envisaged at the GLS site to serve immediate local needs. In addition, both retail and leisure uses are accommodated at Hale Wharf, including provision for a new high quality market, which could occupy a new public space on the waterfront.



Community garden
Reinventing existing under utilised open space.

Community hub
Reproviding improved Welbourne Centre.

Station Square and retail centre
The two key components of the urban centre.

Ashley Link
Landscape link between town and valley.

Education facilities
Potential for an education provider.

Health facilities
Potential for a health facility.

Interpretation centre
leisure, education and access to wildlife.

Waterfront gardens
Link bridge and a whole new public amenity.

Community facilities

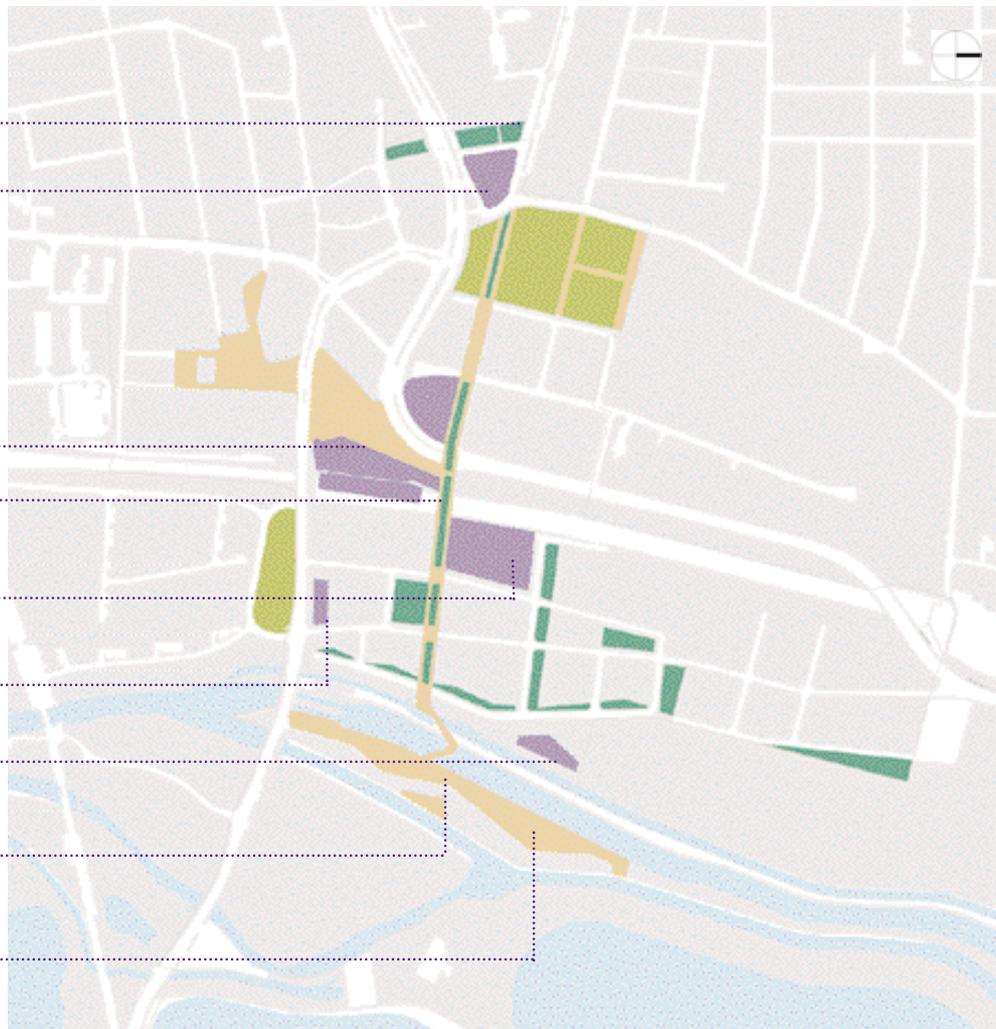


Figure 5: Community and open space

1.5.5 Figure 5 shows the preferred distribution of community uses throughout the Masterplan area, which include a new health centre, new adult education centre, enhanced Down Lane Recreation Ground, re-provided Welbourne Centre, City Farm/interpretation centre and a network of new, high quality green spaces, streets and public squares.



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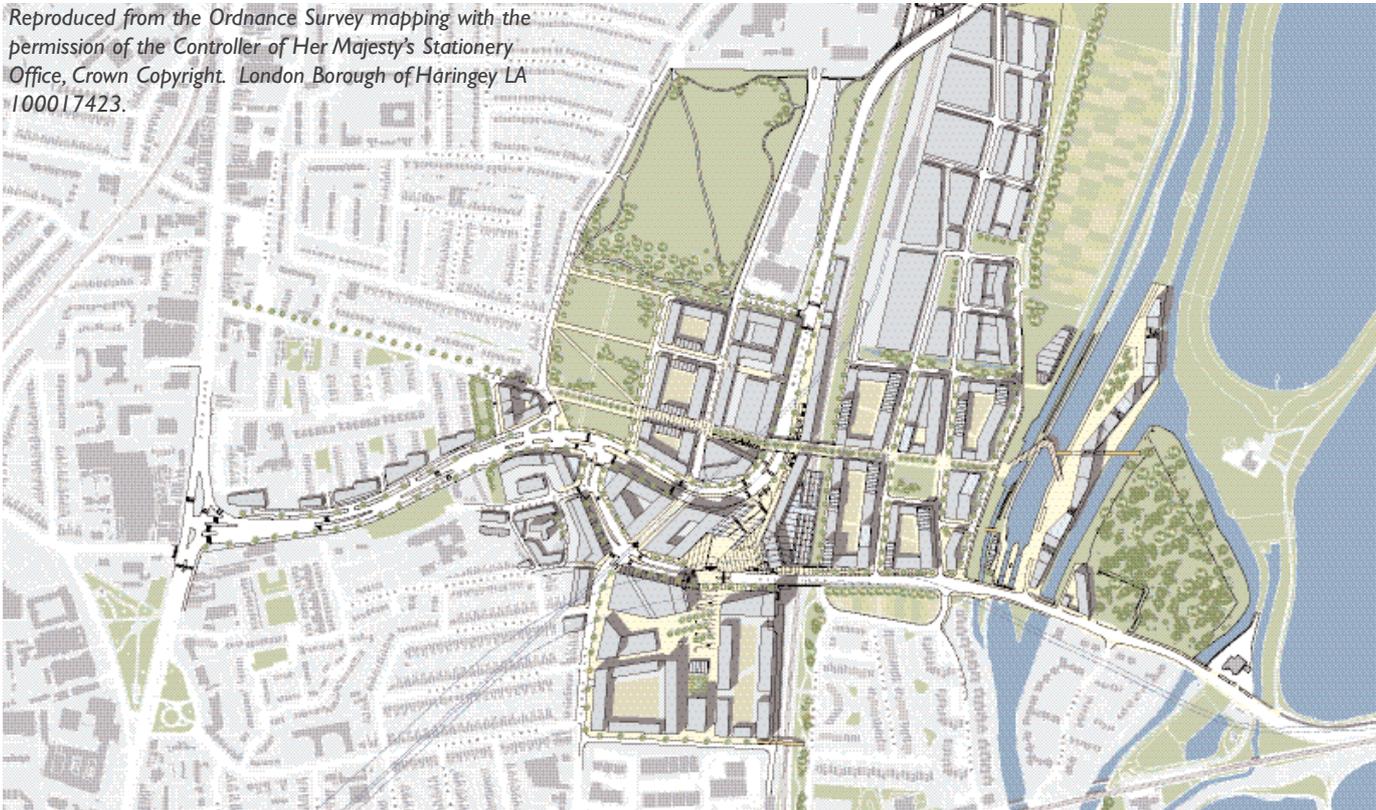


Figure 6: Tottenham Hale Masterplan - key drawing



Figure 7: Indicative aerial view of new urban centre

2. About the Masterplan

2.1 Public consultation

2.1.1 A draft version of the Tottenham Hale Urban Centre Masterplan was the subject of statutory public consultation during July and August 2006.

2.1.2 Following the consultation period, the Council considered all responses, and amended the draft document as appropriate. The results of the public consultation exercise, along with the amended Masterplan were reported back to Planning Application Sub-Committee (PASC) before being presented to the Council's Executive for adoption as a Supplementary Planning Document (SPD). The timetable for adoption is set-out below:

Stage	Date
PASC for public consultation approval	26 June 2006
Public consultation	3 July-28 August 2006
PASC for approval of amended brief	30 October 2006
Council's Executive for adoption as SPD	31 October 2006

2.1.3 The Consultation Statement which summarises the consultation and findings at the pre-production stage of the Tottenham Hale Urban Centre Design Framework, as well as the formal consultation strategy in respect of this Masterplan, is appended to this document.

2.1.4 A separate report has been produced, which includes a summary of any representations received, the issues raised, the Council's response and any resulting changes to the Masterplan.

2.1.5 If any planning applications are submitted, further public consultation will take place as part of the development control process before any decision is made, and the public will be able to make representations regarding the specifics of any proposal.

2.2 Status of the Masterplan

2.2.1. This Masterplan has been prepared within the context of Government guidance, the Mayor's London Plan (2004), the London Borough of Haringey Unitary Development Plan (July 2006), the Tottenham Hale Urban Centre Design Framework (June 2006) and other relevant supplementary planning guidance notes. The Masterplan has been approved by the Council as a Supplementary Planning Document (SPD) that elaborates upon the policies contained within the borough's UDP – in particular Policy AC2. The Masterplan will be a strong material planning consideration and afforded significant weight when used to determine planning applications for the Tottenham Hale area.

2.3 Sustainability appraisal

2.3.1 This document has been prepared with a view to contributing to the achievement of sustainable development. In essence, this involves ensuring a better quality of life for everyone, for present and future generations.

2.3.2 The Planning and Compulsory Purchase Act 2004 requires that local planning authorities carry out sustainability appraisals for Supplementary Planning Documents such as this. European Directive 2001/42/EC also requires that Strategic Environmental Assessments be carried out for certain types of plans that will set a framework for future development consents and that are likely to have significant environmental effects.

2.3.3 A sustainability appraisal has been carried out in conjunction with the preparation of this document, which meets the regulatory requirements though a single appraisal process. Its main purpose is to appraise the social, environmental and economic effects of the brief, from the outset of the preparation process, so that decisions can be made that achieve sustainable development.

3. Planning policy context

3.1 Introduction

3.1.1 The transformation of Tottenham Hale is both driven and supported by a range of planning and regeneration policies at the national, regional and local level.

3.2 National planning policy context: PPG and PPS

- PPS 1: Delivering Sustainable Development (2005)
- PPG 3: Housing (2000)
- PPG 4: Industry, Commercial Development & Small Firms (1992)
- PPS 6: Planning for Town Centres (2005)
- PPS 9: Biodiversity and Geological Conservation (2005)
- PPS 12: Local Development Frameworks (2004)
- PPG 13: Transport (2001)
- PPS 23: Planning and Pollution Control (2004)
- PPG/S 25 Development and Flood Risk (2001 and 2005)

3.2.1 **PPS1: Delivering Sustainable Development (2005)** sets out the Government's national policies on different aspects of land-use planning. It outlines the overarching planning policies on the delivery of sustainable development, and other aspects of planning including high quality and inclusive design. It states that community involvement is an essential element in delivering sustainable development and creating sustainable and safe communities. It promotes economic development to secure higher living standards while protecting and enhancing the environment, and a more efficient use of land through higher density, mixed use development and the use of previously developed land and buildings.

3.2.2 **PPG3: Housing (2000)** introduced a sequential approach to housing development and provision, which involves using previously developed land before greenfield sites. It states that when considering housing provision local planning authorities should:

- give priority to the re-use of previously developed land within urban areas, in preference to the development of greenfield sites;
- create more sustainable patterns of development

by building in ways that exploit and deliver accessibility to jobs, education, and health facilities, shopping, leisure and local services by public transport;

- make more efficient use of land by reviewing planning policies and standards;
- seek to reduce car dependency by facilitating walking and cycling, and promote good design in new housing developments in order to create attractive environments in which people would choose to live.

It also emphasises the importance of conversions as a source of additional housing, the importance of bringing vacant buildings into use, and making the best use of previously developed land whilst improving the quality of the environment.

3.2.3 **PPG4: Industry, Commercial Development and Small Firms (1992)** states that planning authorities should:

- ensure speculative developers who provide premises suitable for small firms are allowed to contribute to the expansion of the economy and employment;
- aim to ensure that there is sufficient land available which is readily capable of development and well served by infrastructure;
- ensure there is a variety of sites to meet differing needs;
- include policies for the type of condition or planning obligation that might be imposed or sought in a particular situation;
- provide positive policies for small businesses;
- recognise that it may not be appropriate to separate industry and commerce, especially small scale developments, from the residential communities for whom they are a source of employment and services; and
- not seek unreasonably to restrict commercial and industrial activities of an appropriate scale which would not adversely affect residential amenity.

3.2.4 **PPS6: Planning for Town Centres (2005)**, focuses on enhancing the vitality and viability of town centres by:

- planning for growth and development of existing centres, and

- promoting and enhancing existing centres, by focusing development in such centres and encouraging a wide range of services in a good environment that is accessible to all.

It states that a sequential approach should be adopted when selecting sites for retail and leisure. Adopting the sequential approach means that first preference is for town centre sites, where suitable buildings for conversion are available, followed by edge of centre sites and then out-of-centre sites in locations that are accessible by a choice and means of transport. This approach should be applied to all key town centre uses, which attract many people.

3.2.5 PPS9: Biodiversity and Geological Conservation (2005) sets out planning policies on the protection of biodiversity and geological conservation through planning.

3.2.6 PPS12: Local Development Frameworks (2004) sets out the Government's policy on the preparation of local development documents, which includes the preparation of Supplementary Planning Documents (SPD).

3.2.7 PPG13: Transport (2001) provides advice on the integration of transport and land use planning to encourage alternative means of travel and reduce reliance on the private car. Reducing the level of car parking in new development is essential in promoting sustainable travel choices, avoiding the wasted costs to business of providing too much parking, and tackling congestion which might otherwise detract from the convenience of car use and other road based transport. It emphasises the importance of taking a flexible approach to car parking standards to achieve the objectives of sustainability, and sets out maximum car parking standards as opposed to minimum.

3.2.8 PPS23: Planning and Pollution Control (2004) is intended to complement the new pollution control framework under the Pollution and Prevention Act 1993 and PPC Regulations 2000.

3.2.9 PPG25 and Draft PPS25: Development and Flood Risk (2001 and 2005) provides significant safeguards against inappropriate new development in flood risk areas. All development must be in line with the current PPG25 and Draft PPS 25. This aims to ensure flood risk is considered at all stages of the

planning and development process from regional plans, to local plans and individual site development. All development proposals in flood risk areas should be subject to a sequential, risk-based approach accompanied by a flood risk assessment, and local planning authorities should consult the Environment Agency.

3.3 Regional planning context

London-Stansted-Cambridge-Peterborough (LSCP) Corridor

3.3.1 A key component of the Government's Sustainable Communities Plan (2003) focused on the four main areas identified previously by Regional Planning Guidance 9; the Thames Gateway, Milton Keynes/South Midlands, Ashford, and London-Stansted-Cambridge (LSC), in order to accommodate and sustain the economic success of London and the South East region. The Sustainable Communities Plan stated that London and the four growth areas had the potential to accommodate an additional 200,000 homes above levels projected in the Regional Planning Guidance and London Plan. The London-Stansted-Cambridge corridor was extended in 2004 to include the whole of Cambridgeshire and Peterborough. Tottenham Hale is perhaps the most well-connected node within the LSC growth corridor with its existing connections to Stansted International Airport and Central London.

The Mayor's London Plan (2004)

3.3.2 The Mayor's London Plan (2004) sets out the spatial development strategy for London and identifies Tottenham Hale as an Opportunity Area (Policy 2A.2) in the North London Sub-Region where major development is proposed to intensify and accommodate substantial growth, particularly in economic terms. The London Plan identifies a target for Tottenham Hale to provide at least 5,000 new jobs and 200 new homes by 2016, largely through increasing density, redeveloping major brownfield sites and increasing accessibility through improvements in public transport. However, it should be noted that the Mayor has more ambitious targets for the quantum of housing to be provided at Tottenham Hale, and this is reflected in the North London Sub Regional Development Framework (SRDF) (May 2006), which states that it will seek to exceed the minimum guidelines for housing.



3.3.3 The London Plan states that higher density development in the area could be accommodated close to Tottenham Hale Station, and that it could become the main service area focus for the North London sub-region. The Plan also highlights the excellent transport connections that serve Tottenham Hale, with its rail, tube and bus interchange.

3.3.4 The London Plan encourages boroughs to seek an intensification of housing provision through development at higher densities, particularly where there is access to public transport. Tottenham Hale's status as an Opportunity Area also suggests it is an appropriate location for some development of considerable height. The London Plan states clearly that whilst high density does not necessarily imply tall buildings, they can support the strategy of creating the highest levels of activity at locations with the greatest transport capacity, and well designed tall buildings can contribute to regeneration.

3.3.5 London Plan Policy 4B.8 states that tall buildings should create attractive landmarks, helping to provide a coherent location for economic clusters, and/or to act as a catalyst for regeneration. Policy 4B.9 states that the design and impact of all large-scale buildings, including tall buildings, should be of the highest quality design and in particular, they should:

- be suited to their wider context in terms of proportion and composition and in terms of their relationship to other buildings, streets, public and private open spaces, the waterways or other townscape elements;
- be attractive city elements as viewed from all angles and where appropriate contribute to an interesting skyline, consolidating clusters within that skyline or providing key foci within views;
- illustrate exemplary standards of sustainable construction and resource management and potential for renewable energy generation and recycling;
- be sensitive to their impact on micro-climates in terms of wind, sun, reflection and overshadowing;
- be appropriate to the transport capacity of the area ensuring adequate, attractive, inclusive and safe pedestrian and public transport access; and
- relate positively to water spaces taking into account the particular needs and characteristics of such spaces.

3.3.6 Tottenham Hale is identified in the London Plan as being an Opportunity Area adjoining the Blue Ribbon Network of waterways. Development proposals for riverside sites must take account of the Blue Ribbon Network Principles. Proposals for tall buildings near this network should meet the design requirements as set out in Policy 4B.9 and should address the specific impacts on the water spaces, including the public realm of the waterside. In addition, Policy 4C.23 requires new safety provision as part of any development proposal.

3.3.7 Policy 3A.7 states that local authority policies should take into consideration the Mayor's strategic target of providing new housing of which 50% is affordable, and within this target, the London-wide objective of 70% social housing (i.e. social rented) and 30% intermediate housing (i.e. shared ownership/key workers), in order to help promote mixed, balanced communities. In addition, Policy 3A.8 states that Boroughs should:

"Seek the maximum reasonable amount of affordable housing when negotiating on individual private residential and mixed-use schemes, having regard to their affordable housing targets adopted in line with policy 3A.7, the need to encourage rather than restrain residential development and the individual circumstances of the site. Targets should be applied flexibly, taking account of individual site costs, the availability of public subsidy and other scheme requirements."

3.3.8 The principles of inclusive design underpin the London Plan and are fundamental in achieving the aim of social inclusion. Policy 4B.5 states that all future development should meet the highest standards of accessibility and inclusion, designed so that it:

- can be used safely by as many people as possible without undue effort, separation or special treatment;
- offers the freedom to choose, and the ability to participate equally in the development's mainstream activities; and
- values diversity and difference.

3.3.9 In addition to its Opportunity Area designation, Tottenham Hale is identified as a Strategic Employment Location (SEL) specifically for businesses requiring a relatively good quality environment. Under Policy 3B.5,



the London Plan states that the SEL framework is designed to reconcile demand and supply, and take into account the needs of industry in terms of clustering, capacity, environment, accessibility and cost requirements, and that the Mayor will work with strategic partners to promote and manage the varied industrial offer of SELs. Further details are set out in the GLA's Draft Industrial Capacity SPG (2003), which is discussed below.

3.3.10 There are a number of London Plan policies that impact upon the Tottenham Hale area, which are:

- Policy 3B.4 Mixed-use development
- Policy 3B.6: Supporting innovation
- Policy 3B.9 Creative industries
- Policy 3B.12: Improving the skills and employment opportunities for Londoners
- Policy 3C.1: Integration of transport and spatial development
- Policy 3C.2: Matching development to transport capacity
- Policy 3C.3: Sustainable transport for London

In addition, it is a key objective that the development at Tottenham Hale is sustainable. Policy 2A.1 promotes the concept of sustainable development that underpins all of the proposals contained within this document.

GLA Draft Industrial Capacity SPG (2003)

3.3.11 The draft Supplementary Planning Guidance (SPG) on 'Industrial Capacity' was published in September 2003 to accompany the London Plan, and set out to:

“Encourage owners and occupiers of industrial land, as well as the LDA, boroughs and other relevant agencies, to manage and invest in capacity to meet the changing needs of different types of industry. To support this, mixed use, higher density re-development of some Strategic Employment Locations close to town centres and public transport nodes is encouraged providing it does not compromise [London Plan Policy 3B.5] and capacity to meet London’s future industrial needs.”

3.3.12 The SPG emphasises the importance of analysing the strategic factors, site characteristics, and industrial demand factors in determining future allocations for industrial uses. The guidance quotes government research and advice that:

“industrial uses will usually be accommodated on the lower floors of mixed use developments with other uses above... Most appropriate will be locations where such development can be closely integrated with a wider mix of surrounding uses, such as on the edge of town centres...there may be scope to redevelop and upgrade parts of some Preferred Industrial Locations near stations or town centres, especially where there is a barrier separating the area from the rest of the Preferred Industrial Location.”

3.3.13 The guidance from this SPG has informed the Masterplan proposals, particularly as some of the sites designated as SELs are in close proximity to Tottenham Hale station with its direct links to Central London, Cambridge and Stansted Airport.

GLA Sustainable Design & Construction SPG (2006)

The Supplementary Planning Guidance (SPG) on 'Sustainable Design & Construction' was published in May 2006 to provide guidance on the way that the seven principles in London Plan Policy 4B.6 Sustainable Design and Construction can be implemented to meet the London Plan objectives. To this end, the guidance contains a checklist of essential and preferred standards. Policy 4B.6 requires boroughs to use the seven sustainability principles when assessing major applications. Haringey Council will expect proposals to employ environmental best practice to meet the Mayor's preferred standards as set out in the SPG.

3.4 Sub-regional context

Draft North London Sub-Regional Development Framework (SRDF) (May 2006)

3.4.1 The North London Sub Regional Development Framework (SRDF) provides non-statutory guidance on the implementation of the London Plan and covers the boroughs of Barnet, Enfield, Haringey and Waltham Forest. The SRDF sets out a number of key issues for Tottenham Hale which build upon the policy direction provided in the London Plan, which include:

- the area is likely to involve a significantly higher housing allocation than originally envisaged in the London Plan;
- the area is suitable for higher densities and tall buildings with exceptional views over the Lea Valley, North and East London, and into Central London – therefore, it has the potential to develop



landmark buildings to identify itself as a strategically important gateway; and

- some of the employment functions around Tottenham Hale can be expected to be relocated in the wider Upper Lea Valley as the role of Tottenham Hale as a sub regional focus grows.

3.4.2 In addition, the SRDF sets out the draft indicative boundary of the Tottenham Hale SEL which covers the Millmead and Lockwood Industrial Estates, Ashley Road area and the peninsula site (between Station Road and Hale Road).

3.4.3 The SRDF recognises there have been problems with localised flooding on some of the area's tributaries, with a wider question over the levels of flood protection in the Lee Valley. In order to understand the issue in greater detail, and given that the Opportunity Areas of the Upper Lee Valley and Tottenham Hale are within the indicative floodplain, the SRDF requires the boroughs, LDA and GLA to work with the Environment Agency to produce a Strategic Flood Risk Assessment for the Upper Lee Valley.

3.4.4 A partnership lead by the Environment Agency has produced a River Restoration Strategy which covers the sub-region's rivers. The EA and its partners believe that including river restoration into regeneration schemes can promote a more environmentally friendly, sound approach to the development of sustainable communities. The strategy highlights locations in North London where specific reaches of river could benefit from restoration. The SRDF requires boroughs, and where appropriate the Mayor and LDA, to work to implement proposals contained in the strategy through decisions on planning applications and specific projects.

3.5 Local context

London Borough of Haringey Unitary Development Plan (July 2006)

3.5.1 The Council's Unitary Development Plan provides the policy framework for land use and development in Haringey up to 2016. The UDP policy of primary importance and relevance to Tottenham Hale is Policy AC2 which sets out the Council's proposals for the Tottenham International area and supports its designation as an Opportunity Area within

the London Plan. Policy AC2 states that 'there should be the creation of a new urban focus centred on Tottenham Hale Station' and that 'development should have regard to the development framework for the area' - namely the Tottenham Hale Urban Centre Masterplan, which:

- creates a comprehensive mixed-use development, including appropriate retailing such as a small food store, and the development of a cinema and hotel;
- supports the London Plan designation as a Major Development Opportunity and Strategic Employment location suitable for a business park, potentially achieving 5,000 new jobs and a minimum of 200 new homes which will include a proportion of affordable housing to meet an overall borough target of 50%;
- lessens dominance of the private car through conversion of the Tottenham Green / Hale gyratory to two way flow;
- creates an integrated transport interchange at Tottenham Hale;
- achieves better links to surrounding communities and to Tottenham Hale Station and the Lea Valley;
- maximises opportunities of riverside development and enhancement of the Lee Valley Regional Park, its openness and nature conservation value and taking advantage of the areas industrial heritage;
- provides more sustainable forms of development, built to high density and high quality design; and
- provides a choice of good quality housing that meets the needs of all in the community and promotes a sustainable and socially mixed community.

Key issues relevant to development at Tottenham Hale are set out in the adopted UDP as follows:

Housing (Policies HSG1, HSG4, HSG9 and HSG10) – with regard to affordable housing, Policy HSG4 states that:

"Housing developments capable of providing 10 or more units will be required to include a proportion of affordable housing to meet an overall borough target of 50%. The proportion negotiated will depend on the location, scheme details or site characteristics. The Council will use planning agreements and planning conditions to secure the provision of affordable housing."



The London Plan requires that boroughs should seek to achieve a range of types of affordable housing and an appropriate balance between social and intermediate housing to meet a London-wide objective of 70% social housing and 30% intermediate provision.

Haringey is polarised both socially and economically, with high levels of deprivation in eastern parts of the borough and relative affluence in the west. Social rented accommodation is concentrated in the east of the borough and there is an opportunity to redress the imbalance to promote other types of affordable housing, in particular key worker schemes, which can help to develop mixed and balanced communities. Therefore, the Council will negotiate different proportions of social rented and intermediate housing having regard to the existing proportion of social rented provision in an area, the overall amount of affordable housing proposed, the suitability of the site and location for family housing, individual site costs, the availability of public subsidy and other planning requirements.

Policy HSG9 states that residential development in the borough should normally be provided within the density range of 200 - 700 habitable rooms per hectare (hrh), and have regard to the density ranges set-out in Table 4B.1 of the London Plan. However, higher density development up to 1100 hrh may be allowed, provided the proposed development is in one of the exception areas (which includes the Tottenham Hale Opportunity Area) or in areas with good public transport accessibility (PTALs 4-6), and where the development predominantly comprises flats. Higher density development may also be allowed where flats are within mixed use schemes and where a planning brief has been adopted which recommends higher densities.

Floodplain (Policy ENVI) - Tottenham Hale is located within the River Lee floodplain and the Council's high-risk flood zones. It is essential therefore, that development in these zones is subject to a risk-based or sequential approach.

Enhancing and protecting the water environment (Policy ENV4) – the Council, in consultation with the Environment Agency and where appropriate Thames Water and Lea Valley Regional Park Authority, will seek to promote river corridors as important areas of open

land both within the borough and, where appropriate, across the boundary.

Tall buildings (Policy UD9) - the UDP considers Tottenham Hale as a location suitable for tall buildings, based upon proximity to a major public transport interchange and the strategic designation as an 'Opportunity Area'. Applications for tall buildings will be assessed against the strict criteria-based Policy UD9.

Employment (Policy EMPI) - the UDP designates Tottenham Hale as a Regeneration Area - Defined Employment Area (DEA). As the area falls within the Council's framework of main regeneration areas, it is considered to be appropriate for mixed-use, including residential, employment and community facilities.

Green space (Policies OSI, OS2, OS3, OS5, OS6 and OS9) - there are a number of existing UDP open space designations within the area. The Lee Valley Regional Park is designated as Green Belt and Metropolitan Open Land, and the Down Lane Recreation Ground is designated as Significant Local Open Land. The Down Lane Recreation Ground is a Site of Local Importance and as such, it is considered to be of particular value to nearby residents or schools. In addition, the safeguarded corridor alongside the railway tracks is an Ecologically Valuable Site of Borough Importance due to its significant nature conservation value. The Paddock is covered by the Green Belt designation and listed as a local nature reserve. Any planning application adjacent to or within the Lee Valley Regional Park should consider the Lee Valley Regional Park Plan, which sets out guidance for the protection and promotion of the waterside environment at Hale Wharf, and protection of the Paddock Local Nature Reserve as a gateway to the Park and as an area of wildlife value and interest.

Mitigating climate change: energy efficiency (Policy ENV9) - through this policy, the Council will encourage energy efficiency and a reduction in carbon dioxide emissions. This might be achieved through a range of measures, which include: careful layout, design and landscaping, avoiding mechanical/electrical ventilation systems, providing community heating and CHP systems where feasible, mixed-use developments and reducing car-use.



Mitigating climate change: renewable energy (Policy ENV10) - the UDP requires all major development schemes to provide an energy assessment with their planning application showing an on-site provision of 10% of their projected energy requirement from renewable sources, where feasible. In addition, all major schemes must demonstrate in their energy assessment that the proposed heating and cooling systems have been selected in the order of preference as set out in the UDP.

Sustainable design and construction (Policy UD2) is concerned primarily with the environmental/natural resource aspects of sustainable development. Through this policy, the Council will seek that all development is designed in a way that maximises the potential of the site, without causing any unnecessary local or global environmental consequences.

Contaminated land (Policy ENVI 1) requires development proposals on potentially contaminated land to follow a risk management based protocol to ensure contamination is properly addressed and carry-out investigations to remove or mitigate any risks to local receptors. Development proposals on potentially contaminated land will be refused planning permission where it has not been demonstrated to the satisfaction of the Council that the risks have been addressed properly.

London Borough of Haringey Supplementary Planning Guidance Notes (SPG)

The Council has prepared a number of SPGs that provide additional advice on particular topic or policy areas, which are related to, and expand upon statutory policies. SPGs will be material considerations when assessing planning applications.

3.5.3 Haringey's Climate Change Strategy

Haringey Council is in the process of developing a strategy that will help the borough play its part in mitigating climate change, as well as helping to adapt to the impacts of climate change both now and in the future. The Tottenham Hale development presents the Council with a major opportunity to make an impact on future carbon emissions in the borough through its planning controls and expects developers to work pro-actively on assisting the borough make significant achievements in this area.

3.5.4 Haringey's Community Strategy (2003- 2007)

The purpose of the Haringey Community Strategy is to make changes that will improve the quality of life for people living, working, learning, visiting and investing in the borough. The priorities are to:

- improve services;
- narrow the gap between the east and the west of Haringey through: neighbourhood development in the most deprived areas, better access to jobs and training, supporting businesses and attracting investment, better housing for all, and developing key sites such as Tottenham Hale;
- create safer communities and places;
- improve the environment by: developing civic pride, creating a cleaner environment, improving transport, and promoting opportunities for relaxation and enjoyment; and
- raise achievement in education and create opportunities for life long success.

Tottenham Hale Urban Centre Design Framework (June 2006)

3.5.4 The Tottenham Hale Design Framework is an overarching document, which sets-out a powerful vision for the transformation of the area, with the creation of a new high-density urban centre, focused around an enhanced public transport interchange of sufficient capacity and a high quality public realm. The Design Framework provides detailed technical guidance on urban design, public realm issues and development principles.

3.5.5 The Design Framework has been prepared by Urban Practitioners, Allies and Morrison, Mouchel Parkman, CB Richard Ellis and Gardiner & Theobald on behalf of a client group comprising the London Development Agency, Greater London Authority, London Borough of Haringey and Transport for London. Its preparation has been funded by the Department for Communities and Local Government's (formerly the ODPM) Growth Area Fund, Round 1.

3.5.6 The overall vision and design concepts outlined originally within the Design Framework have underpinned production of this Masterplan. The Design Framework will provide valuable background information of a more detailed, technical nature than that presented within this Masterplan.

4. General development principles

4.1 Introduction

There are a number of underlying principles which should be adhered to in the development of the new urban centre at Tottenham Hale. These general and site-specific principles are a starting point for design. The principles are a means to an end, not an end in themselves.

4.2 Golden Rules

4.2.1 Four ‘Golden Rules’ underpin these development principles and should also underpin any planning applications for the six key sites within the Tottenham Hale area:

- buildings should make a positive contribution to the public realm; its character, hierarchy and scale;
- buildings should relate positively to neighbouring structures (both old and new) and the waterfront environment to create a harmonious whole;
- developments should not limit the future flexibility of neighbouring plots beyond the constraints already imposed; and
- waterfront development must be of the highest quality design, integrating successfully with the waterspace – the water must be the starting point for design.

4.3 The principles

High quality design

4.3.1 The new urban centre at Tottenham Hale will be a substantial and high profile development, given its strategic location within the London-Stansted-Cambridge-Peterborough growth corridor. If the development is to succeed and to grow, the design of the sites, station interchange and public realm must be of the highest quality in order to achieve the radical transformation of the area that is envisaged. Openly procured, high calibre design team and partnership working will be encouraged for all sites within the area to promote high quality design.

Flexibility

4.3.2 New development should be designed to allow maximum flexibility over time in order to ensure that it can accommodate the changing needs of its users in a sustainable manner. The re-introduction or ‘repairing’ of the existing east-west urban grain seeks to

encourage large-scale development to be delivered as a number of smaller units, each capable of accommodating a range of different users (or owners) over time.

Active frontage and ground floor use

4.3.3 In order to animate the streets and the public realm, and create a lively and interesting street scene, it is important to accommodate and encourage active frontage and ground floor use in new development, including along the waterfront. This will include shop fronts, entrances to residential or commercial properties and windows, to ensure passive surveillance of the public realm.

Mixed use

4.3.4 As part of the drive to create a high-density, sustainable development, an appropriate mix of uses will be encouraged both vertically and horizontally. The urban centre will have excellent connectivity in terms of public transport and therefore a mix of uses - with commercial units on the lower floors and residential units on the upper floors - should be encouraged on plots closest to the enhanced interchange.

Density

4.3.5 Residential development in the borough should normally be provided at a density of between 200 to 700 habitable rooms per hectare (hrh), with higher density development within the range of 650 to 1100 hrh permitted at Tottenham Hale, due to its Opportunity Area status and proximity to good public transport provision. Whilst high-density development may be an appropriate aspiration in terms of planning policy, it would be difficult to implement in Tottenham Hale, given the area’s existing environmental and locational constraints. Therefore, it is considered that a density limit of 700hrh would be more appropriate and achievable. The Council will use the Public Transport Accessibility Level Index (PTAL) as a guide to the intensity of development compatible with individual sites. PTAL is a measure of the accessibility of any location to the public transport network. It provides important information for determining what types of development, densities and parking standards are appropriate in different locations. The key development sites within the masterplan area are PTAL 4 – 6 (medium to high accessibility). Residential development should conform to the ranges established within the London Plan density location and parking matrix.

Affordable housing

4.3.6 All residential development within the Masterplan area that is capable of providing 10 units or more will be required to include a proportion of affordable housing to meet an overall borough target of 50%. The proportion negotiated will depend upon the location, scheme details or site characteristics. Developers should refer to the GLA Affordable Housing Toolkit, which allows the user to test the economic implications of different types and amounts of planning obligation, including the volume and mix of affordable housing sought and amount of public subsidy.

Housing mix

4.3.7 The suggested housing mix for the new development at Tottenham Hale is set out below. The suggested mix is in line with the adopted UDP, the draft SPG3a Dwelling Mix, Floorspace Minima, Conversions, Extensions and Lifetime Homes and emerging Housing SPD. A mix of social rented and intermediate affordable housing is required to meet housing needs in the borough. Where private housing is proposed, the Council will take appropriate action to ensure it remains in private use and contributes towards the achievement of a mixed and balanced sustainable community. The precise housing mix is a matter for negotiation in each case and dependant upon site-specific factors. The Council will seek to maximise the provision of family-size units in order to meet the borough's housing needs.

Dwelling mix for private housing	Percentage
1 Bed	37%
2 Bed	30%
3 Bed	22%
4+ Bed	11%

Dwelling mix for affordable housing	Percentage
1 Bed	22%
2 Bed	20%
3 Bed	26%
4+ Bed	32%

Lifetime Homes

4.3.8 In addition to meeting Part M of the current building regulations, all residential accommodation must be designed to Lifetime Homes Standards, as established by the Joseph Rowntree Foundation, with 10% of all housing types and tenures designed specifically to accept wheelchair users or be easily adapted for residents who are wheelchair users. Wheelchair accessible housing must meet the standards set out in the 'Wheelchair Housing Design Guide'.

Urban grain and scale

4.3.9 Single-use and overly-large development blocks should be avoided, and permeable facades created where possible in order to enhance the flow of people.

Urban enclosure

4.3.10 The public spaces - which include the streets, bridges, greens and squares - should be strongly defined by the surrounding built edges. The groups of buildings that provide these edges should be designed to respect one another and the open space, creating a consistent and coherent façade, rather than a collection of unrelated buildings.

Building heights

4.3.11 The excellent connectivity of Tottenham Hale and its location within the DCLG growth corridor suggests that it is an appropriate location for some development of considerable height. However, tall buildings should be of the highest quality design, located appropriately, respecting the scale of surrounding development, and avoiding detrimental impacts on the openness of the Green Belt, the River Lee, the Paddock and adjoining buildings. Proposals or applications for tall buildings should be accompanied by design and environmental impact statements, and take into account the objectives of 'Guidance on Tall Buildings' (2003), a best practice guide produced by English Heritage and CABI.

Edges, consistency and variety

4.3.12 Proposals for new development at Tottenham Hale should demonstrate a consideration of the following design objectives:

- that development on a plot considers its relationship with that on adjoining plots in terms of design, height, building line, façade and frontage;

- that development on a plot demonstrates a coherence and consistency with its neighbouring plots, whilst maintaining a degree of variety in design and architectural style;
- that development on a plot demonstrates a positive contribution to the edges of public spaces (streets, greens and squares); and
- that development facing the waterfront demonstrates a positive contribution to the water's edge and the proposed bridge(s).

Connection and accessibility

4.3.13 New development at Tottenham Hale should be designed to improve connections within the area and to significant neighbouring destinations such as Tottenham High Road and the Lee Valley Regional Park. In particular, accessibility and legibility for pedestrians and cyclists should be improved and new public routes should be created. All new pedestrian routes, open spaces, waterfront features and public realm improvements must be accessible. Excellent access to Tottenham Hale Station from either side of the rail corridor will be a pre-requisite, with careful consideration given to the needs of mobility-impaired users.

Access and servicing

4.3.14 Access to sites within the masterplan area should not, wherever possible, be provided from the Principal or Transport for London Road Network (TLRN). Servicing for developments should take place off the public highway. Sufficient space should be provided within the curtilage of the site. Specific minimum standards are provided for B1, B2 – B7 and B8 Use Classes to prevent loading from adjacent roads. Guidance is provided in the UDP. Opportunities to use the River Lee during construction and future servicing should be explored.

Measures to reduce car use

4.3.15 The establishment of car-clubs and car-sharing schemes would be supported. Travel plans would need to be prepared. Guidance can be found in Haringey Council's SPG 7c - Travel Plans. Specific measures to reduce car use are described in SPG 7d –Transport Assessments, which include: limiting and charging for on-site parking, funding the implementation of on-street parking controls, the application of modal split targets, travel plans, funding public transport, pedestrian

and cycle improvements, maximising access to existing public transport services, maximising linkages and facilities for pedestrians and cyclists, incentives for non-car users, encouraging home working and telecommuting, car-sharing and car-pooling schemes.

Car and cycle parking

4.3.16 To create a high quality environment, residential or commercial private parking should be provided safely out of sight, either underground or contained within the interior of blocks. Large areas of surface parking should be avoided. Tottenham Hale is well served by public transport and therefore car-free residential development may be appropriate in locations with a PTAL score of 4 or above. Within car-free schemes, an appropriate number of parking spaces must be provided for Blue Badge holders. In general, parking provision should be considerably lower than the UDP maximum standard. However, for larger developments, car parking requirements would be assessed as part of a transport assessment. Guidance can be found in Haringey Council's SPG 7d Transport Assessments. Cycle parking should be provided as a minimum in accordance with the parking standards contained within the UDP.

Enhancing the waterways

4.3.17 The River Lee Navigation, the Lee Diversion and Pymme's Brook provide an exceptional natural asset for Tottenham Hale. New development in the area presents a major opportunity to maximise the benefits of a waterfront location in terms of leisure and recreation, as well as the provision of natural habitats and effective flood defences. New development on the waterfront should address the waterways positively to create an attractive waterfront environment, as well as addressing each other in a coherent and complementary way. Any waterfront development should respect and enhance natural habitats, and consider opportunities to enhance the ecology and biodiversity of the area. Any development that affects a watercourse will need to consider flood risk including defences. Flood defences are a fundamental requirement for areas at risk from flooding and should be considered along with flood mitigation and floodplain compensation measures.

Designing out crime

4.3.18 Good design of buildings and their relationship with the environment affects peoples' perception of an area, as well as the opportunity for anti-social or criminal behaviour. Active frontages, a mix of uses and a high quality public realm will help ensure the optimum level of natural surveillance. New development should be safe and secure taking into account the objectives of Planning Policy Statement 1 – Delivering Sustainable Development, the DCLG and Home Office good practice guide 'Safer Places – the planning system and crime reduction' and the police initiative 'Secured by Design' which encourages crime prevention measures and provides best practice on security and design matters. Waterside development should have regard to the British Waterways and Metropolitan Police good practice guide 'Under Lock and Quay'. In addition, developers are encouraged to liaise with the Metropolitan Police Crime Prevention Team early in the design process.

Flood mitigation requirements

4.3.19 There are four sources of flood risk: fluvial, groundwater, surface and sewer flooding. According to information supplied by the Environment Agency, Tottenham Hale lies within the floodplain of the River Lee complex and is zoned as high flood risk (Zone 3), with the rest of the borough little or no risk (Zone 1).

Emerging PPS 25 requires adoption of a risk-based, sequential approach to development in the floodplain, with the overall aim of steering all new development to Zone 1. Vulnerable land-uses should only be considered appropriate in Zones 2 or 3 where:

- the requirements relating to Flood Risk Assessments (FRA) are met;
- the residual risks of flooding are assessed and managed; and
- where appropriate, the Exceptions Test is passed.

Where no lower risk sites are available, there are four criteria to be met in order to provide safe development, which are:

- the development contributes to Sustainable Communities and sustainability objectives;
- it is on brownfield land where possible;

- the flood risk assessment indicates the risk is 'acceptable'; and
- it contributes to reducing or managing risk.

A Flood Risk Assessment (FRA) will be required for any development site that falls within Flood Zones 2 and 3. A full FRA should identify and address flood mitigation measures, floodplain compensation and safe, dry access and egress. An FRA which addresses the risk of flooding from surface water run-off will also be required for any development site greater than one hectare, including those in Flood Zone 1.

A preliminary drainage design strategy should be carried out at the outset to identify the options for the design of the surface water drainage system, and how it will affect the site layout. This should include:

- Sustainable Urban Drainage Systems (SUDS);
- surface water discharges being reduced to the greenfield runoff rate; and
- accommodation of any storm event up to the critical duration 1 in 100 year storm event for the site without the flow balancing system being bypassed.

Any development in the functional floodplain or inappropriately defended floodplain should be wholly exceptional. Bridge design should meet the Environment Agency standard requirements and require Land Drainage Consent. Proposed development must have regard to PPG25 and the emerging PPS25, as well as the relevant policies in the UDP.

Sustainable Design and Construction

4.3.20 To reduce the environmental impact of development proposals and mitigate against climate change impacts, proposals for the Tottenham Hale area should fully integrate principles of sustainable design and construction. Proposals will be expected to achieve high sustainability standards, and incorporate innovative design, technology and construction solutions to climate change challenges. These will include measures to:

- reduce energy use and CO² emissions by way of energy efficient systems and technologies, and innovative design;

- reduce dependency on fossil fuels by utilising renewable energy systems;
- conserve and enhance the natural environment and biodiversity;
- promote water conservation;
- reduce the impact of noise, pollution, flooding and microclimatic effects;
- implement measures which include SUDS principles; and
- improve resource efficiency and promote sustainable waste behaviour including use of sustainable materials, and design and construction solutions to reduce waste.

Use of the Sustainability Checklist and an Energy Statement will be required to demonstrate good practice, and adherence to the Mayor's and Haringey Council's policies on sustainability, energy efficiency and climate change. The expectation is Ecohomes/BREEAM Excellent rating for 100% of all developments in the masterplan area and 10% renewable energy use on site.

Public art

4.3.21 Innovative public art in new or existing schemes adds diversity to the borough and to individual developments, whether on-site or in the immediate vicinity. Careful integration of art within a development and linking it to the public realm has advantages for developers, users of the facility and for passers-by. Public art can enhance a building and its environs by promoting local character and identity and can help make a development more user-friendly, thereby increasing its prestige. Public art can be part of an urban design strategy and help to promote further improvements to environmental quality and can also assist long-term urban regeneration. The appropriate use of public art will therefore be supported within the Tottenham Hale Urban Centre.

Tree planting

4.3.22 Trees can contribute positively to landscape character, carbon dioxide fixing, nature conservation, urban open space and the provision of natural shading in sunny conditions. In developing within the Tottenham Hale Urban Centre, due regard must be given to the preservation of existing trees and tree masses, and ensuring that the number of trees is increased overall.

Existing buildings

4.3.23 Existing buildings are a key element of successful place-making. The re-use of existing buildings in the Urban Centre may be possible/desirable, depending on their quality.

Archaeology

4.3.24 A number of sites within the masterplan are located within designated Areas of Archaeological Importance. The Council will consult with, and be guided by, the Greater London Archaeological Advisory Service on the archaeological implications of development proposals in these areas and in the vicinity of known find locations. UDP Policy CSV8 will be applied strictly in these areas. Detailed guidance is set out in the Council's Conservation and Archaeology SPG2.

Inclusive design

4.3.25 A truly inclusive society demands an environment in which a diverse population can exist harmoniously and where everyone, regardless of disability, age or gender can participate equally and independently, with dignity and choice. The design, construction and management of the whole range of buildings, spaces and places is a fundamental part of this. All new development should meet the highest standards of accessibility and inclusion. Proposals should include a Design and Access Statement showing how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development, and how inclusion will be maintained and managed. Detailed guidance is set out in the GLA's SPG on creating inclusive environments and in Haringey Council's SPG4 'Access for All'.

5. Urban form

5.1 Introduction

5.1.1 The following drawings illustrate how the Masterplan proposes to turn an urban area which is low density, fragmented and disjointed, into a new urban area which is of a fine grain and with a human scale, with clear, understandable connections within and

between the different development sites. This section also sets out the building typologies that will help to create a sustainable new urban centre at Tottenham Hale.

- 19th century terraces stop at Down Lane Park.
 - 19th century terraces stop at Broad Lane.
 - Block structure breaks down supporting only a disordered scattering of stand alone buildings.
 - Low density housing beside the Lea Valley.
 - Large workspace units served by access road adjacent to the Valley.
- Low density, low level development with incoherent street pattern and poor definition edges. Turns its back to the valley. Station is on the edge of the local area.

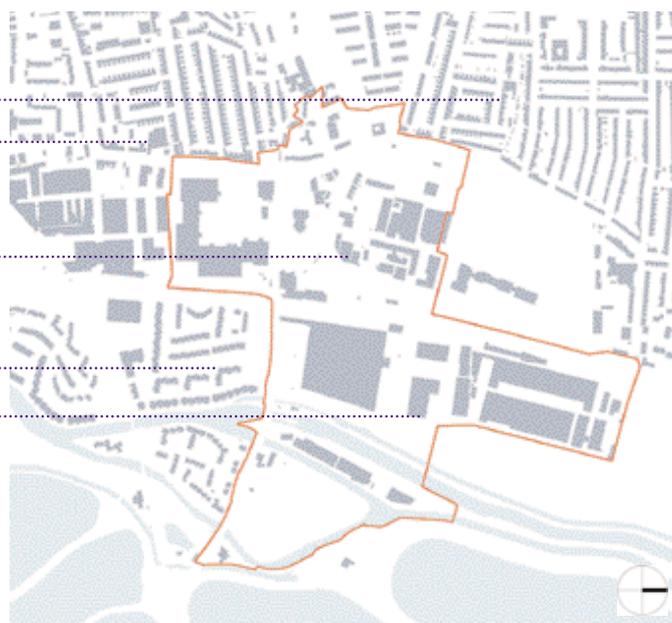


Figure 8: Existing building footprints

- Block structure connecting to north and west.
 - Developable space maximised within central area characterised by transport infrastructure.
 - Grid of blocks suitable for both residential and workspace use; connection with existing 19th century streets.
 - Establish block structure allowing flexibility or development and permeability to the Valley edge.
- Framework for medium and high density development with legible street patterns and flexible urban blocks. Embraces the Valley. Station is at the heart of the local area.

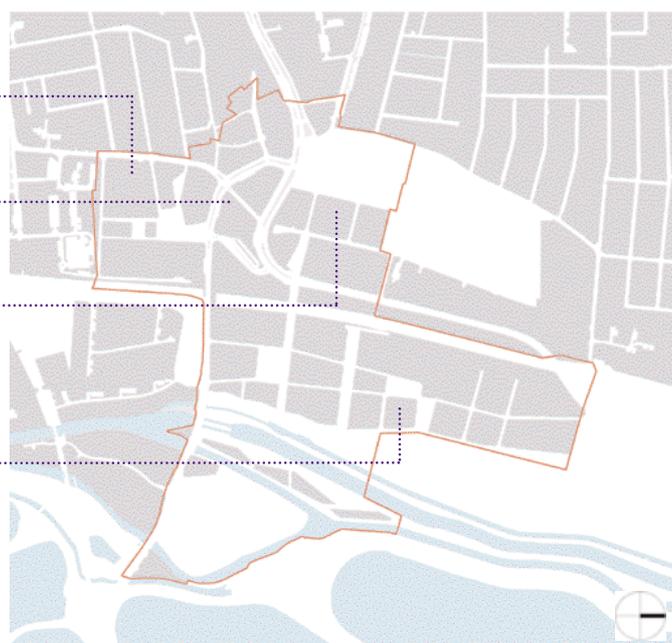
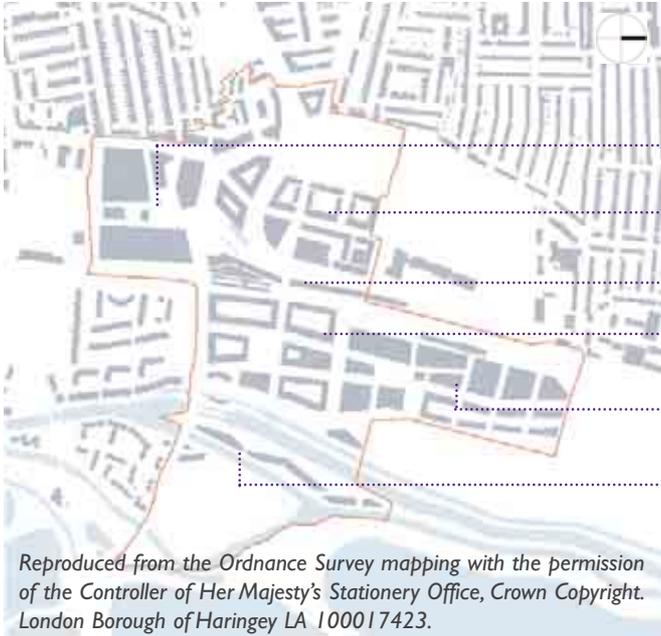


Figure 9: Proposed urban blocks

Figures 8 and 9 are reproduced from the Ordnance Survey mapping with the permission of the Controller of Her Majesty's Stationery Office, Crown Copyright. London Borough of Haringey LA 100017423.



- Deep plan commercial space with residential courtyard development above.
- Courtyard forms with primary blocks running north-south maximising east-west orientation for residential.
- Linear blocks running beside the railway lines.
- Courtyard forms with primary blocks running north-south maximising east-west orientation for residential.
- Combination of deep plan workspace beside the railway and linear/courtyard blocks beside the Valley.
- Linear blocks running along the Wharf.

The potential for a mix of courtyard, linear, and deep plan buildings with a clear hierarchy of fronts and backs and ordinary and extraordinary parts.

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Figure 10: Building typology

5.2 Blocks with buildings at the perimeter

5.2.1 A number of development plots in the Masterplan are illustrated with built form located primarily at the perimeter. The 'courtyard' type offers an effective, tried and tested urban form. It is also a very flexible format for development. There are many ways in which to arrange the building massing around the perimeter and to make use of the centre of the block. Car parking could be located typically one level or half a level below ground leaving the ground floor level free for gardens, forecourts, working yards or service areas. Designers can explore alternatives to the 'courtyard' type that also provide a strong built perimeter to the urban block. The diagrams show a number of types that may be appropriate for consideration by designers. In each case, the location and use mix of a block will determine, largely, whether a particular approach is more or less appropriate. The primary orientation for the residential buildings in the illustrative schemes is east-west. This offers both morning and evening sun to dual-aspect dwellings, with Valley views to one-side and town views to the other. The building 'grain' generated by this primary orientation is reflected in the geometry of development plots and should be a key characteristic of built form in the Tottenham Hale area.

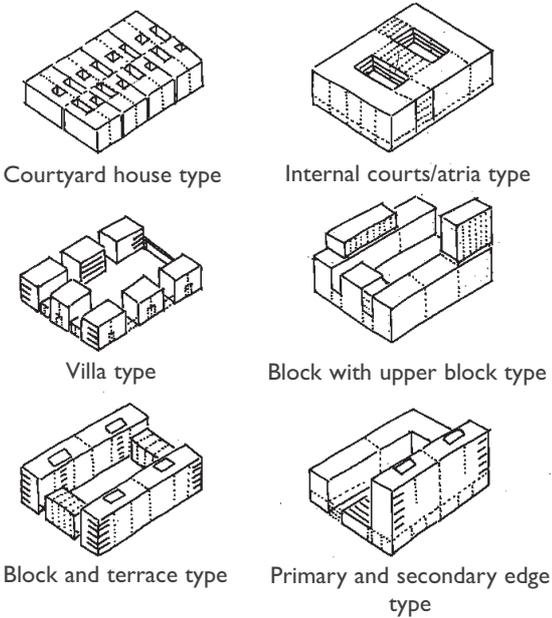


Figure 11: Building typologies

6. Public realm framework

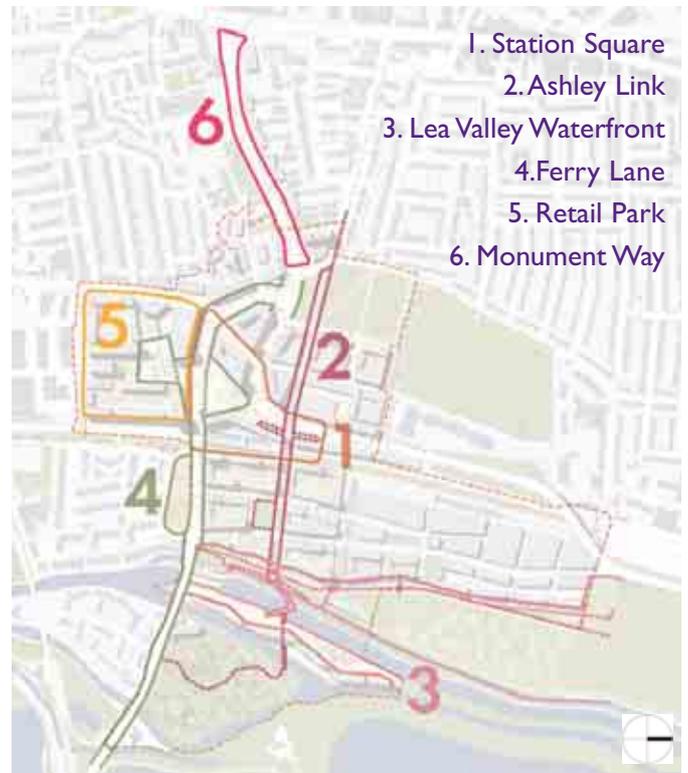
6.1 Introduction

6.1.1 The public realm is the network of streets and public places which connects the various sites within Tottenham Hale. Public open spaces are essential to the success of the new urban centre, creating focal points, meeting places and venues for public activity. Public space in Tottenham Hale must be of the highest quality possible in order to re-establish the area's image and identity, a good example being the area outside of Tottenham Town Hall. There are six key projects required to affect that transformation, which can be delivered through new development and strategic projects. These are set out in this section.

6.2 Station Square

6.2.1 The new transport interchange at Tottenham Hale will provide a focal point at the heart of the new urban centre, as well as making public transport more attractive to existing and potential passengers. It is proposed that the existing mini-gyratory system is removed, thereby opening up a public space and providing development opportunities on the peninsular site.

The Station Square will be formed of four parts: station forecourt, bus interchange, forecourt of the mixed use building and the forecourt of the retail centre on the south side of Ferry Lane. Each part provides opportunities for engagement with the uses of the building for which it creates the setting. The landscape design of the space should however be approached as a totality with each part contributing to the legibility of the whole. Pedestrian and wheelchair access should be seamless as should connections to other parts of the masterplan area. The elements of the bus interchange and the retail forecourts should therefore be designed to make a positive contribution to the public space as a whole.



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Figure 15: Station Square public realm project

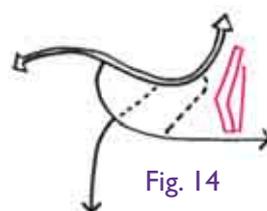
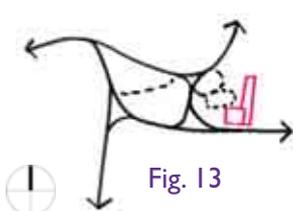


Figure 13: Existing gyratory prohibits development and provides a poor pedestrian environment.

Figure 14: Proposed traffic junction opens up public space and development opportunities on the peninsular site

6.3 Ferry Lane / The Hale

6.3.1 Ferry Lane is the primary east-west route through the area, leading from Tottenham High Road in the west to the borough of Waltham Forest in the east. At present, Ferry Lane is purely a functional route, and the pedestrian environment is dominated by vehicular traffic, particularly towards the Hale and the gyratory system. It is proposed that Ferry Lane will become the central spine of Tottenham Hale, providing an attractive pedestrian environment and linking a series of key destinations.

6.3.2 At its western end, Ferry Lane becomes the Hale. The Hale is currently part of the gyratory system and is fronted by two four-storey blocks of flats, a small row of retailers, the White Hart public house, and the rear of Pizza Hut and Blockbusters on the Ferry Island Retail Park. As such, it lacks a sense of identity as well as an easily understandable route to the station or the main retail centre. It is envisaged that the Hale will become a Broadway-style street, which sustains a mixture of uses whilst fulfilling its transport function.

6.3.3 The Ferry Lane street environment will be lively and animated by active frontages as it passes by the Station Square, Retail Centre and GLS site. As it leads towards the reservoirs and Lea Valley, a range of soft landscaping improvements along Ferry Lane should reinforce the identity of the Lee Valley Regional Park, complementing the new pedestrian and cycle links introduced by the Ashley Link.

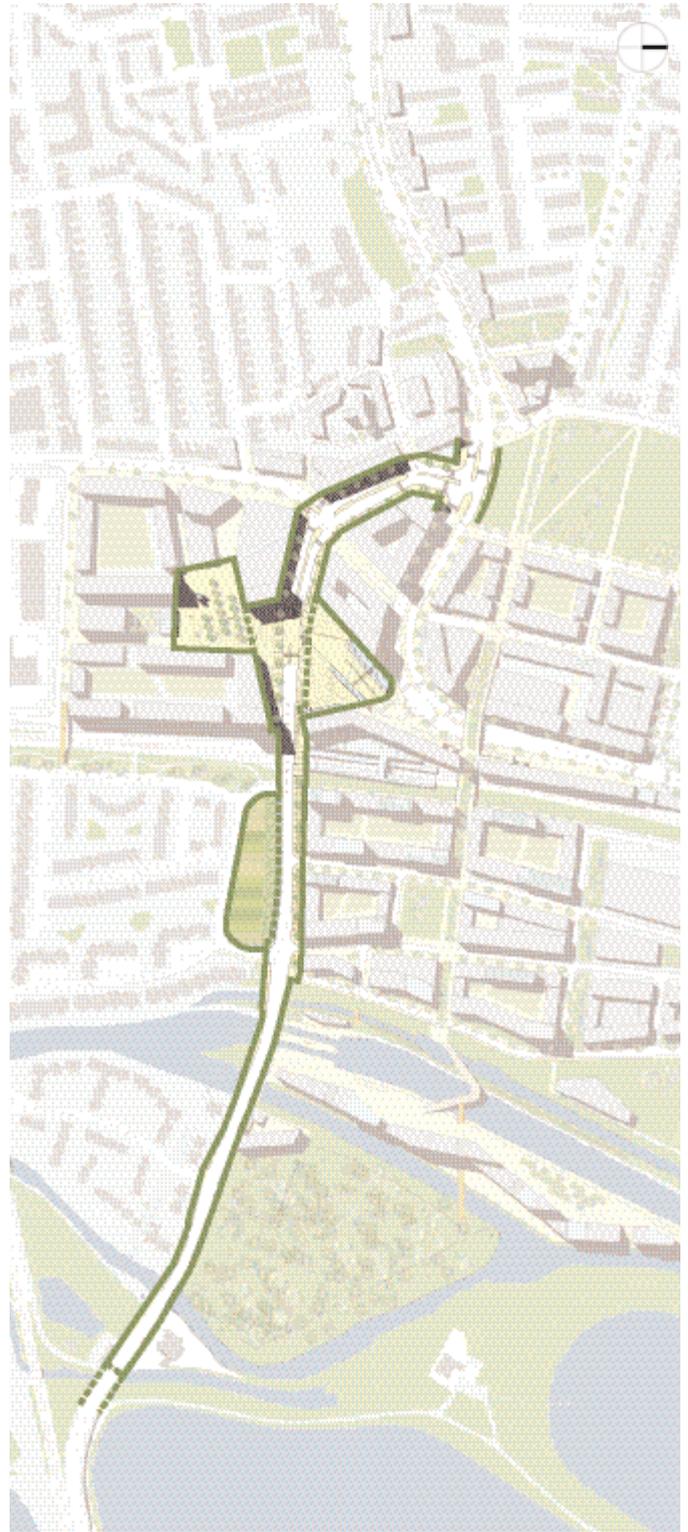


Figure 16: Ferry Lane public realm project

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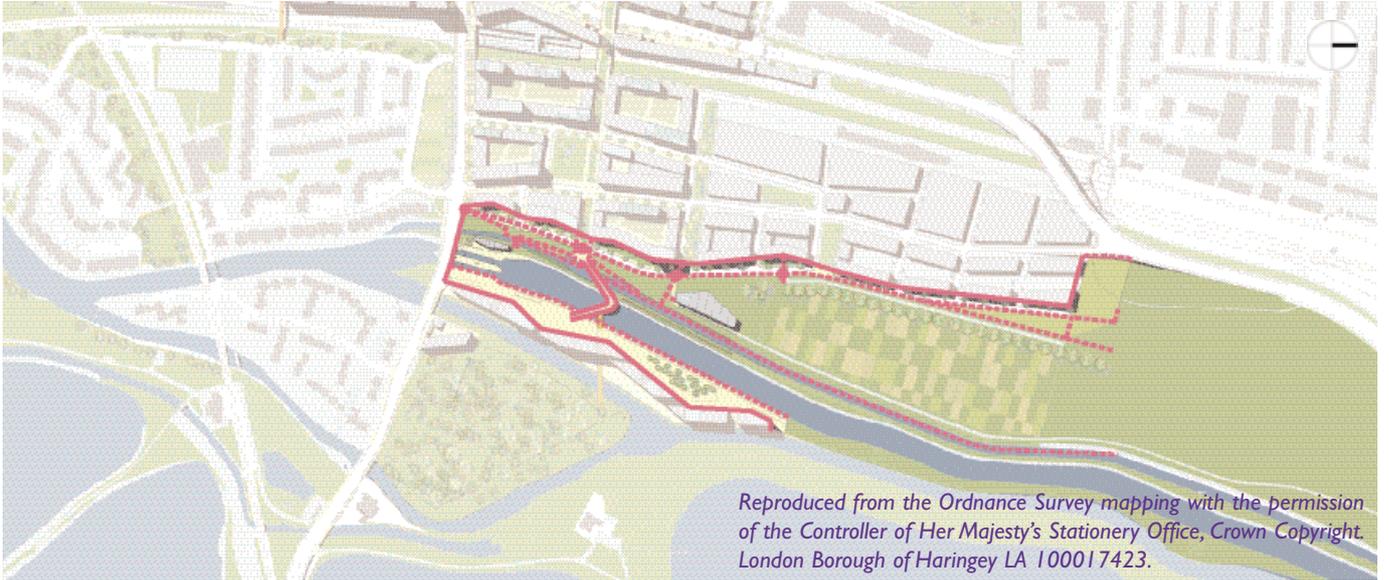


Figure 17: Lea Valley Waterfront public realm project

6.4 Lea Valley Waterfront

6.4.1 The Lea Valley Waterfront is Tottenham Hale's strongest natural asset and there are many opportunities to improve safe public access to the water and to introduce a range of leisure uses. A core aim of the Masterplan is to improve access to the Lee Valley Regional Park at Tottenham Hale, for the existing residential community, new residents moving into the area, and for those living within a wider north London catchment area. Whilst one component of this strategy is to create more east-west links across the study area (see Ashley Link), another important component is the development of the River Lee Navigation Channel waterfront to provide a high quality public environment, further leisure opportunities for the local community, and new residential units.

6.4.2 The River Lee waterfront development could include a visitor and interpretation centre for the Lee Valley Regional Park and new development to the east along Hale Wharf. The creation of a new public realm along the eastern edge of Hale Wharf will provide an

area for people to enjoy the waterfront location and the retail and leisure offer that will be located there, with potential to incorporate a high quality market and café type uses spilling out into the space. There is also potential for combined workshop and showroom units along the waterfront at Hale Wharf.

6.4.3 A high quality bridge, perhaps sculptural in form, should link the GLS site to Hale Wharf and beyond. Any proposed development that affects a watercourse will need to consider flood risk, including defences as well as opportunities to enhance the ecology and biodiversity of the area.

6.5 Ashley Link

6.5.1 One of the key issues identified in the Tottenham Hale area is the lack of east-west permeability, which effectively means that the design of the area restricts where people can travel in an east-west direction. There are substantial barriers to movement created by the railway lines and Watermead Way, which fragment the area and limit wider access to the Lee Valley Regional Park. To improve east-west pedestrian permeability and to bring the park into the heart of the new community, a significant intervention is proposed. Ashley Link is a green link that extends Chesnut Road for pedestrians eastward towards the waterfront, connecting to the proposed footbridge across the river to Hale Wharf. Ashley Link will be a wide, pedestrian and cycle-only link which ramps up to a high level to cross Watermead Way, and provides the potential for access to a high level entrance to the station before continuing across the railway lines to the redeveloped GLS site where it connects with a new public square at the heart of the new mixed-use development. Ashley Link will become an important feature in the new landscape of Tottenham Hale and will be an instantly recognisable landmark

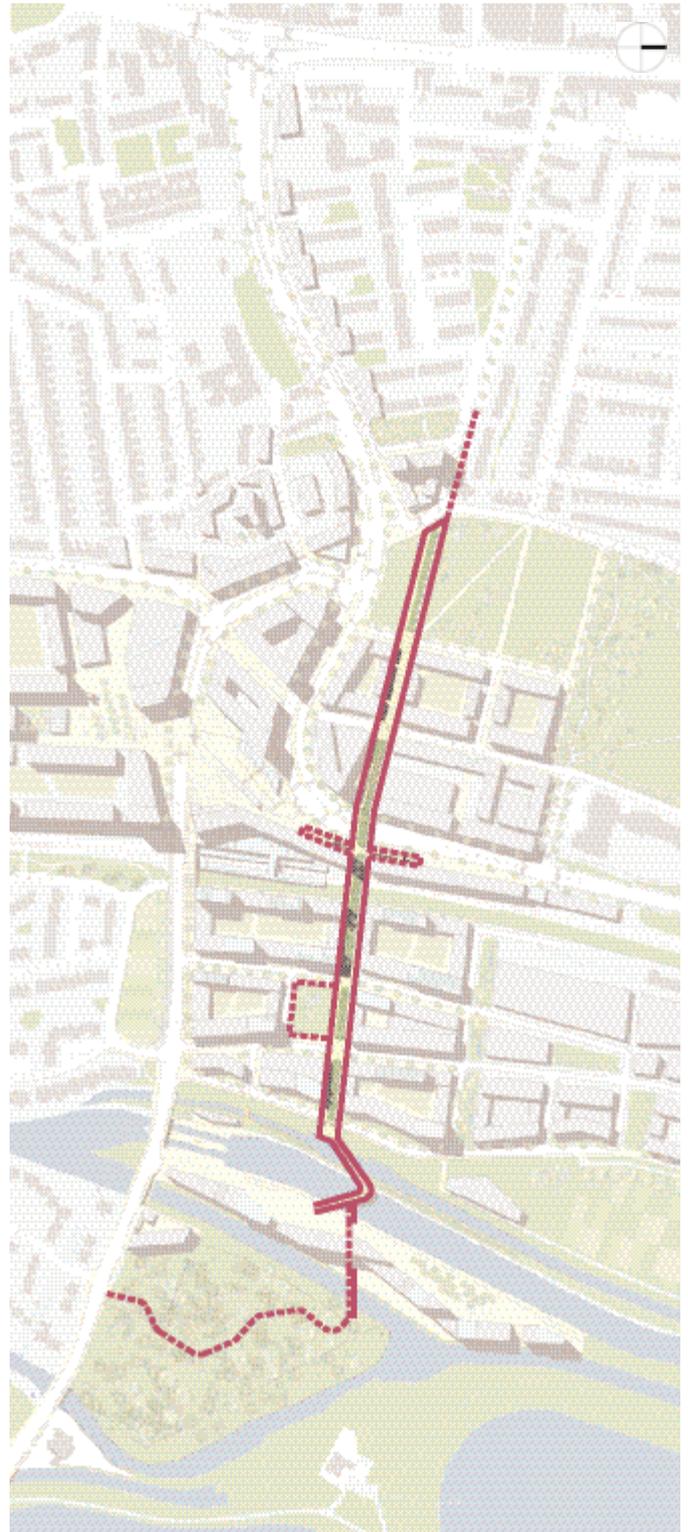


Figure 18: Ashley Link public realm project

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6.6 Retail Centre

6.6.1 The urban centre is formed of two interconnected public spaces; the Station Square and Retail Centre, which are located on either side of Ferry Lane. The existing retail park will become a higher quality location, with a more diverse range of goods, including convenience shopping. As phased redevelopment is undertaken, the Retail Centre will provide a wider, more varied, offer of goods for the existing and new communities than currently exists at Tottenham Hale. On the existing retail park site, it is envisaged that the units for higher quality retailers will be developed on the northern edge, with a central retail square to the south. This public square would provide a focus for the retail park and establish a human scale and arrangement of buildings, with clear, easily understandable routes linking it to the Station Square. The Retail Centre would provide active ground-floor frontages to the Hale and Ferry Lane and would connect the existing communities to the west of Tottenham Hale to the new development.

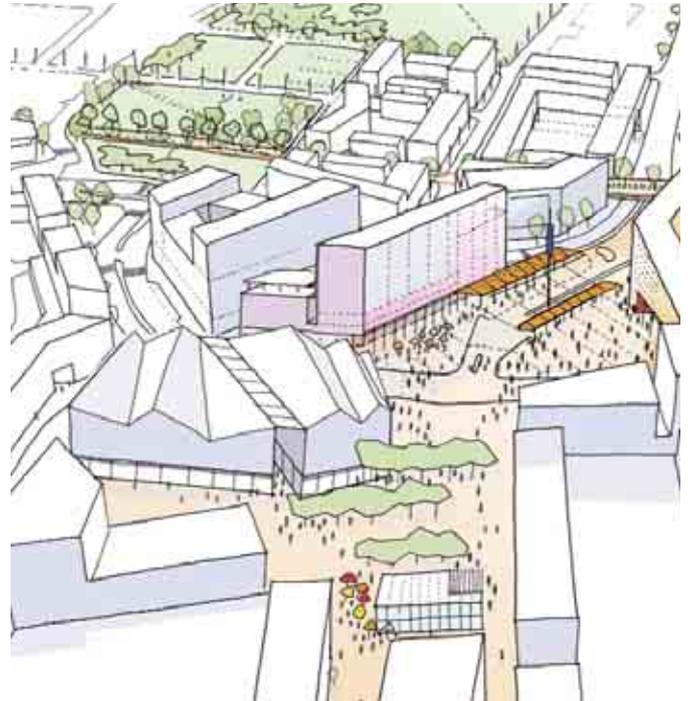
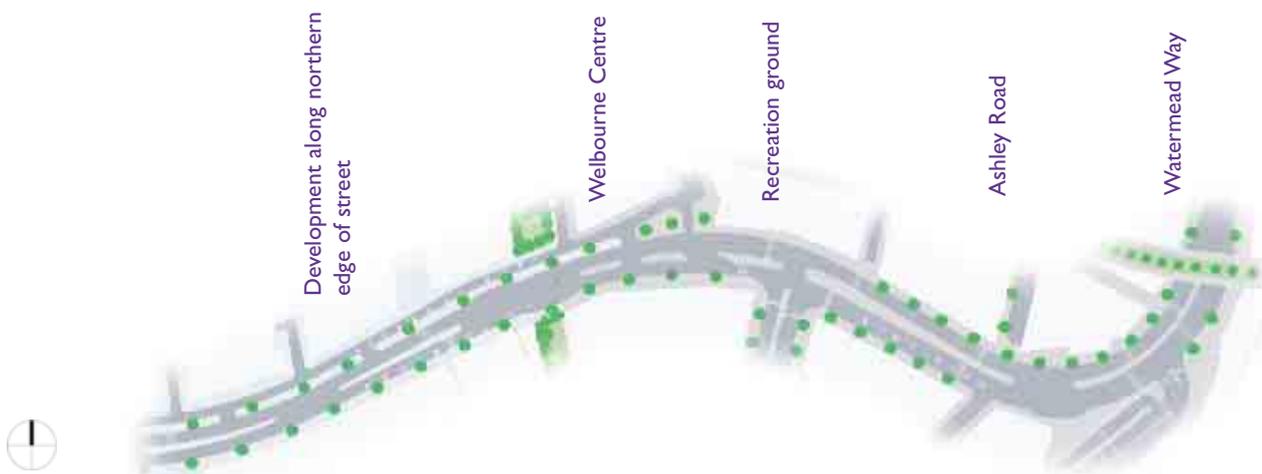


Figure 19: Illustrative sketch of the Retail Centre looking north towards Station Square

6.7 Monument Way

6.7.1 Monument Way is currently part of the one-way gyratory system, distributing traffic from Tottenham High Road towards the Hale. It has been described as a 'race track' because of the heavy volumes of fast flowing traffic which creates a dangerous environment for pedestrians and cyclists, with few active frontages. Whilst the Gyratory is technically outside of the Masterplan study boundary, its future will be crucial in creating investor and

developer confidence, attracting inward investment and forming a safe and civilised public and private transport highway network. Following studies commissioned by TfL, and TfL's analysis of the various options, the Mayor of London supports the return of the gyratory to two-way working, which will enhance the east-west connections and further promote the seamless integration of the existing and new communities.



7. Key development sites

7.1 Introduction

7.1.1 Six key sites make up the Tottenham Hale Urban Centre area. Taken together, they represent a major opportunity to create a thriving, sustainable urban centre, providing more than 2,500 new homes and a substantial number of jobs, which maximise the area's exceptional locational advantages.

7.2 Indicative phasing

7.2.1 It is important that development of the key sites is phased carefully to ensure minimal disruption locally, enable new development to benefit from infrastructure improvements, and to avoid over-supply of specific land-uses. It is anticipated that development will take place in the following sequence:

Site 1: Former GLS Depot

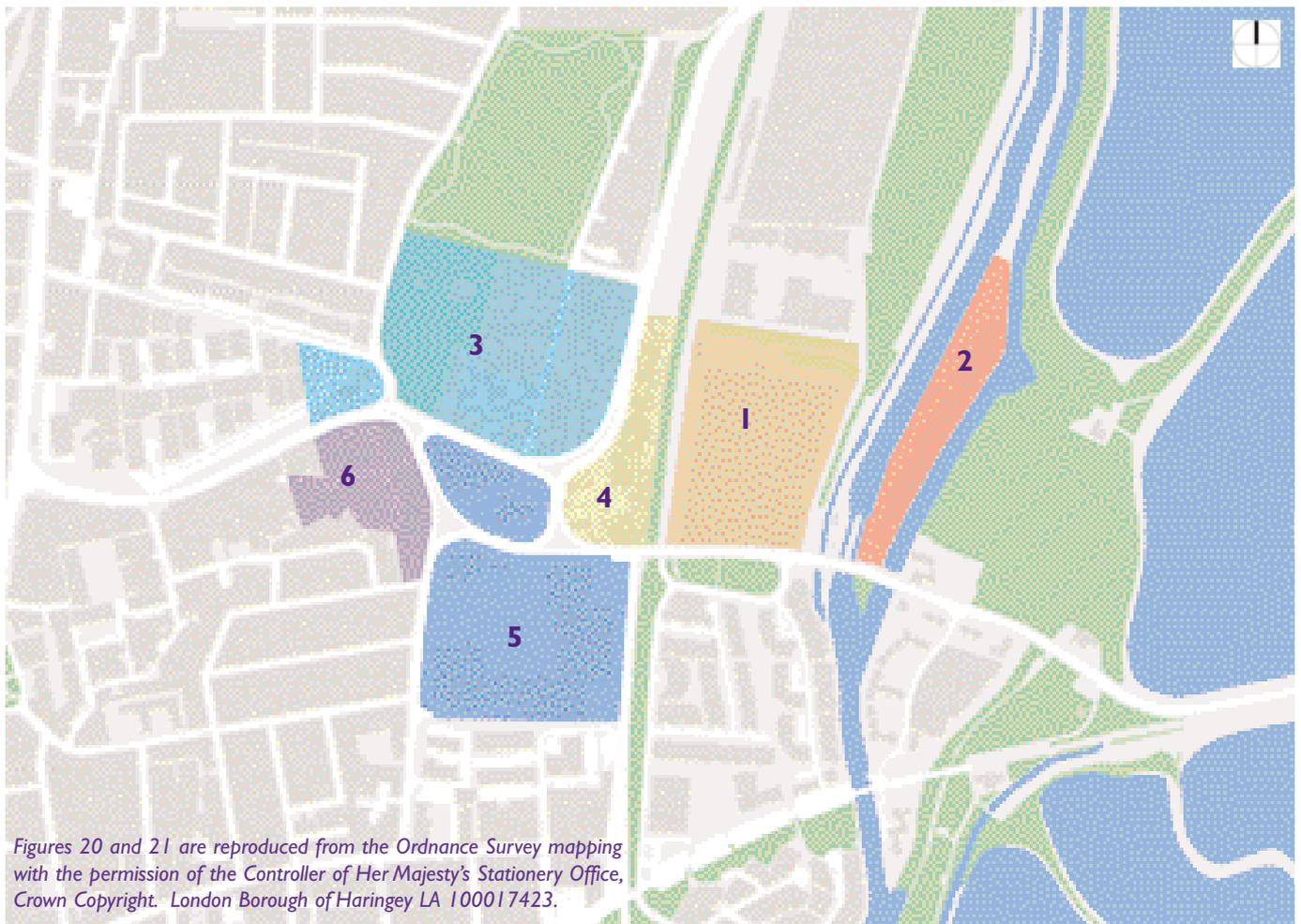
Site 2: Hale Wharf

Site 3: Ashley Road area

Site 4: Station Interchange

Site 5: Tottenham Hale Retail Park

Site 6: High Cross Housing Estate



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Figure 20: Indicative phasing of development

7.3 Site I: Former GLS depot site

Site area: 4.76 ha

Landowner: Lee Valley Estates

Proposals:

- Residential-led, mixed-use scheme including health, education, retail, hotel, offices, and student accommodation

Site character

7.3.1 The former GLS Depot is occupied currently by a number of light industrial and warehouse units. The site is located adjacent to Tottenham Hale Station and is exceptionally placed to deliver new mixed-use development which is extremely well connected to the new public transport interchange, the retail centre, the waterfront and Lee Valley Regional Park via the proposed Ashley Link. It will also benefit from its frontage along Ferry Lane as the central spine for the new urban centre.

7.3.2 Between the GLS Depot site and Tottenham Hale Station lies a strip of land which is currently designated as an Ecologically Valuable Site of Borough Importance Grade II, and adjacent to the railway corridor safeguarded for future twin-tracking proposals to segregate local and fast trains. It should be noted that development on this narrow strip will only be permitted if a detailed ecological survey is undertaken, and the results show it has limited ecological value; or an equivalent or larger area of land is made available and planted to provide an ecological asset within the overall development proposal. Any development which is permitted should include proposals for enhancements to adjacent green open spaces or the provision of new green open spaces in adjacent areas.

Mix of uses

7.3.3 The former GLS Depot site could become a high density, mixed-use community with residential, including student accommodation, employment, community uses and local retail, with good connections to the Ashley Road area via Ashley Link. Due to the excellent connectivity of Tottenham Hale Station there is also potential for a hotel to be located on this site,



Fig 21 Illustrative plan of Hale Wharf and GLS site

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with a strong frontage to Ferry Lane and good local visibility. In parallel with this, it is important that new development creates a strong, positive frontage to Ferry Lane, with pavement widening, tree planting and enhanced hard landscape finishes. There is scope for active workspace/shopfronts or community uses at ground level with some potential for retail along Ferry Lane and in the southern section of the site.

7.3.4 At the heart of the site, it is proposed that there is an enclosed urban green space connecting with Ashley Link. This square could be a landscaped public open space with children's play facilities, and defined by strong active edges. One edge of the square could be ideally suited to the provision of an educational use, such as a primary school. The south facing block has potential for café/restaurant use with sunny terraces on the edge of the park. To the north of the site, a new public open green space is proposed on the banks of the existing watercourse, which should be naturalised. Residential development on the GLS site should take advantage wherever possible of overlooking green spaces, the Lee Valley Regional Park, the River Lee and the reservoirs beyond.



Fig 22 Indicative view of active frontage proposed for the former GLS site

Links

7.3.5 A key feature of the GLS site is the new 'green link' which is proposed to connect the site to Tottenham Hale station and the Ashley Road area, creating east-west connections across the area. The new Ashley Link will provide a direct link over the railway, thereby offering potential connections to the station, and from the station to the waterfront; two of the most important locations within the area.

7.3.6 Any development at the GLS site must take advantage of the site's proximity to the River Lee Navigation Channel and Lee Valley Regional Park. This may be achieved by setting back buildings from the line of Mill Mead Road to create linear garden space along the eastern edge, ensuring active frontages and a strong relationship with the park and the water. It is also important that any new development at the GLS site should provide safe access to the waterfront.

7.3.7 It is of primary importance that a public network of streets and open spaces should be provided on the GLS site, and that east-west connections between the retail centre, station interchange and Lee Valley Regional Park should be strengthened.

Frontages/Building lines

7.3.8 Development on the GLS site should seek to reinforce the importance of Ferry Lane as the central spine through the area. The building frontage on Ferry Lane should be set back from the street, strong and with a consistent building line to create urban enclosure and a good environment for pedestrians. New development should be complemented by high-quality, hard landscaping. All development along Ferry Lane should contain active frontages.



7.3.9 There is potential for family homes to be located along the east-west routes within the GLS site, with the front doors leading on to these smaller streets, or on to the new park. A fine urban grain and variations in height and use type will be encouraged, as will green roofs for lower level blocks, to enhance the environmental sustainability of the development. The building line along Mill Mead Way should be set back in such a way as to create locally focused and sheltered open spaces, with garden edges.

7.3.10 At the heart of the site is a green urban square where a strong frontage could be provided by an educational use, for example a primary school, addressing one edge.

Parking

7.3.11 Private residential parking could be accommodated beneath buildings or landscaped decks and screened from the public realm. There is potential to exploit level differences at Ferry Lane to create parking/service area at lower level away from streets. North-south streets on this site could provide some on-street visitor parking. Details of screening, parking ventilation and relationship to the public realm must be given consideration. Measures to reduce car-use will be required, as expressed in the General Development Principles Chapter.

Sustainability

7.3.12 Development should include measures to conserve energy, materials, water and other resources. Designs must make the most of natural systems, both within and around the building, reduce the impacts of noise, pollution and micro-climatic effects and the impact on flooding, ensure that the development is comfortable and secure for users and conserve and enhance the natural environment, particularly in relation to biodiversity. All buildings will be designed to incorporate energy-efficient fabric and systems.

7.4 Site 2: Hale Wharf

Site area: 1.67 ha

Landowner: British Waterways

Proposals:

- Residential-led mixed-use scheme
- New commercial floorspace
- Community centre
- New public space
- Bridge links

Site character

7.4.1 Hale Wharf and the former GLS Depot are two of the highest profile sites within the Tottenham Hale area. Taken together, they have the potential to become a high-quality, mixed-use neighbourhood, which maximises the asset of the River Lee, and Tottenham Hale's exceptional public transport facilities.

7.4.2 Hale Wharf presents a unique opportunity to contribute significantly to the regeneration of Tottenham Hale, through the provision of a new mixed-use development, with improved access to the waterfront and a new public space along the eastern bank of the River Lee. Hale Wharf forms an edge to the Lea Valley and will become a landmark for the area, providing local orientation and an important and distinctive destination for the area. It also plays a vital role in creating an identity for Tottenham Hale, as it will form the visual gateway to the area for those arriving from the London Borough of Waltham Forest in the east. The reservoirs and marshes form part of the Lee Valley Regional Park. The area is of ecological significance, much of which is covered by the Green Belt designation and has recreational and environmental benefits for the wider community. Therefore, any proposed development which interfaces with this setting must reflect its unique position through sensitive use of urban form and character.

Mix of uses

7.4.3 At Hale Wharf, the configuration and location of the site provides a unique opportunity to create a high profile development, accommodating a mix of retail, leisure and workspace on the wharf site, with residential units on the upper floors. There is potential



Fig 23 Illustrative plan of Hale Wharf and GLS site

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for the renovation or redevelopment of the lock-keepers' cottages at Tottenham Lock, to form a restaurant/café destination, with a possible bridge connection over Pymme's Brook to the north. On the western side of Hale Wharf, a continuous public space at least four metres wide, could be provided, with the potential for a waterfront public space north of the development which could be used for leisure activities such as a weekend arts and crafts or farmers' market and outdoor café life. It is suggested that development along Hale Wharf should be sub-divided into blocks to achieve permeability and to create visual and pedestrian access to water and open space through breaks in the built form.

7.4.4 An important component for the success of the Lea Valley waterfront development as an attractive visitor destination and leisure opportunity is the provision of a city farm or interpretation centre by the water's edge, just south of the existing allotments. This centre should be of a distinctive and sensitive design, with minimal impact on the environment, and designed to act as a gateway to the Park, as well as a self-contained facility.



Fig 24 Creation of a new public space along the eastern edge on the waterfront

7.4.5 The opportunity exists to create a building of exceptional quality on the former petrol station site at the corner of the Paddock and Ferry Lane. This prominent site provides the ideal location for a development that showcases 'green' or sustainable design best practice, in line with the Mayor's request that each borough should establish at least one renewable energy project. Development proposals will require special architectural consideration, due to the location of the site within the designated Green Belt, and its sensitive position adjacent to green open space and a nature reserve. Therefore, any development on this site must be consistent with its high-profile location, in terms of quality and relationship with the public realm, whilst fully respecting its character and possible impact upon the openness of the Green Belt. Any appropriate re-use must accord with PPG2 and UDP Policy OS1.

Links

7.4.6 As Hale Wharf is surrounded by water and accessible only from the south on Ferry Lane, it is essential that the open spaces in this location are publicly accessible, and gated developments are to be avoided. It is therefore recommended that a new footbridge, compliant with the Disability Discrimination Act (DDA) 2005, be constructed connecting the green link from the GLS site to Hale Wharf. This bridge may be of a sculptural form defining the threshold between the urban waterfront space to the south and the widening valley landscape to the north. Development on Hale Wharf should be designed carefully to allow permeability with routes and views from the River Lee to the Paddock, and reservoirs beyond. An important objective of any new development at Hale Wharf should also include the creation of safe access to the waterfront.

Frontage

7.4.7 The buildings on Hale Wharf have the potential to create a distinctive landmark and local point of reference for those travelling between Tottenham and Blackhorse Lane. The linear grouping of buildings should be of exceptional quality with a coherent but varied architectural design for individual blocks, to create a fine grain, interesting townscape and dynamic roofscape. Buildings should relate positively to, and reflect the character of the wharf and the reservoirs. Frontages should strike a balance between providing a strong sense of enclosure to the wharf space, a strong

edge to the reservoirs whilst allowing views through the Paddock and the waterscape beyond. Development at Hale Wharf should permit glimpse views of the reservoirs for new residents at the GLS site. Hard landscaping materials used throughout should be of the highest possible quality.

Building lines

7.4.8 On Hale Wharf and the former petrol station site, it is important to emphasise that building lines should be adhered to, in order to ensure consistency of frontage along streets and public spaces. Buildings should be animated and ordered by front doors and openings between parts at regular intervals, to create permeability, interest and access to views from the public realm.

Parking

7.4.9 Private residential parking should be accommodated beneath buildings or landscaped decks and screened from the public realm. There is also the potential to exploit level differences at Ferry Lane to create parking/service area at a lower level, away from streets. Underground parking and ventilation grilles on this site should be carefully designed to avoid any negative impact on the public realm. Measures to reduce car-use will be required, as expressed in the General Development Principles Chapter.

Water safety

7.4.10 New water safety provision should be provided as part of any development proposal, and accompanied by a risk and safety assessment.

Sustainability

7.3.11 Development should include measures to conserve energy, materials, water and other resources. Designs must make the most of natural systems, both within and around the building, reduce the impacts of noise, pollution and micro-climatic effects and the impact on flooding, ensure that the development is comfortable and secure for users and conserve and enhance the natural environment, particularly in relation to biodiversity. All buildings will be designed to incorporate energy-efficient fabric and systems.

7.5 Site 3 - Ashley Road area

Site area: 3.4ha (approx)

Landowner: Several, including Cannon Street Jersey Fabrics, BP Oils, Cannon Advent, PWL Holdings Ltd

- Employment-led mixed-use scheme including workspace and residential along with community/health facilities and potential for shopfront/workspace and live/work units
- Continued focus on employment uses, including new low-cost workspace units
- Creation of east-west linkages with the new Ashley Link
- Enhanced pedestrian and street environment on Ashley Road
- Improvements to the southern section of Down Lane Park

Site character

7.5.1 The area around Ashley Road is a long-established employment location, the importance of which is recognised in the Mayor's London Plan. The area is characterised by a mixture of light industrial units, such as those at Liteworks/Berol House and green open space at Down Lane Recreation Ground. The Ashley Road area is in a prominent location, adjacent to the station interchange and retail centre. It is envisaged that proposals for the area will take advantage of its successful employment-based role, with the introduction of a new, complementary mix of uses, which will include a residential component. This will help to create a neighbourhood and community focus, centred around an enhanced urban green space with a focus on children and families and proximity to the Down Lane Recreation Ground. The vision for the Ashley Road area also includes the extension of Chesnut Road eastwards, leading into the new Ashley Link. The area has the potential for some family-oriented development, in terms of access to recreation and community facilities and in the types of homes created.

Mix of uses

7.5.2 It is envisaged that the Ashley Road area will include a number of community or health type uses such as an enhanced Welbourne Community Centre



Fig 25 Illustrative plan of Ashley Road area

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and adjoining community garden, and an enhanced Down Lane Recreation Ground. Facilities at the improved recreation ground could include new youth facilities and a new children's playground. A small parade of local shops could potentially be located at the eastern end of Chesnut Road before it meets Ashley Road to provide convenience goods for local residents. The area to the west of Ashley Road will become mixed-use, with a focus on residential accommodation in proximity to the recreation ground, with family housing considered appropriate opposite the park. Improvements to the fabric, and conversion/retention of Berol House to office use, will be encouraged together with additional mixed-use development which incorporates further employment uses. New, low-cost workspace shell units located between the rail corridor and Watermead Way will be supported. The Council will resist a reduction of employment floorspace within the context of any redevelopment proposal. Within mixed-use schemes, the balance of uses should not drive down the overall capacity for employment.

Links

7.5.3 As with the other key sites in the Tottenham Hale area, it is vital that the new development is integrated into the existing, surrounding urban fabric. Key linkages should include:

- extending Chesnut Road and Scales Road eastwards to meet Ashley Road to improve east-west connections between the High Road and the Lee Valley Regional Park;
- creating Ashley Link as a green pedestrian and cycle link, again to improve the area's east-west connections and reduce the severance created by existing infrastructure; and
- creating clear north-south connections between the station square and the Hale peninsular blocks and the new residential blocks south of Down Lane Park.

Frontage

7.5.4 Throughout the Ashley Road area, it is important that active street frontages are created to maximise opportunities for natural surveillance. It is also important that new residential development creates a strong sense of enclosure and neighbourhood character, by adopting a simple perimeter block structure, with clear differentiation between the fronts and backs of properties.

The prominent corner site currently occupied by the Welbourne Community Centre requires special architectural treatment, and there may be potential to incorporate residential units on the upper floors, and

other facilities such as a health centre, to justify the delivery of a more substantial local landmark. The eastern side of the recreation ground between Chesnut Road and Scales Road should be a prominent residential frontage contributing to a strong sense of place. All residential development between the enclosed recreation ground and Down Lane Recreation Ground should seek to maximise the opportunities offered by views of the green spaces, and of east-west orientation. In accordance with its highly visible location, development along Watermead Way must be of good quality design.

Building lines

7.5.5 Building lines should be adhered to in order to ensure coherent street frontages and public squares.

Parking

7.5.6 Residential private parking should be located within the building line and concealed from view. Capacity for on-street visitor parking should be provided. Servicing for commercial development should be provided off-street. On-site car parking provision should be assessed as part of a transport assessment. Measures to reduce car-use will be required, as expressed in the General Development Principles Chapter.

Sustainability

7.5.7 New development should comply with the highest standards of sustainability as set out in this Masterplan.



Fig 26 Illustrative view of the revitalised Ashley Road area looking north toward Down Lane Park.

7.6 Site 4 - Station interchange

Site area: 3.2 ha (approx)

Proposals:

- New, enhanced station with potential for residential above
- Increased capacity for buses, new shelter, new layout
- Step-free interchange
- New taxi rank
- Retail A1- A5 potential
- New, high quality public space

Site character

7.6.1 At present, the physical environment that is encountered upon leaving Tottenham Hale Station is dominated by the overcrowded bus interchange area and the heavy volume of traffic on the gyratory system. The area lacks legibility for pedestrians and cyclists, and functions poorly as a gateway to the wider area. The interchange space itself and the act of changing between the different modes of transport, is inadequate and needs to be improved. It is proposed that the new station will be a state-of-the-art public transport interchange including a new station building and new public space with interchange facilities for buses and taxis. Replacement of the mini-gyratory road system with a new station square would be supported.

Mix of uses

7.6.2

- Potential for a new station building which includes ground floor retail/leisure/workspace with mixed-use commercial/residential building above the station functions
- Retail A1– A5 opportunities fronting the new Station Square
- Dwell space at the corner of Station Square

Interchange

7.6.3 The transport interchange at Tottenham Hale must be state-of-the-art, fully accessible by all users, future-proof and able to accommodate the projected demand for bus, rail and underground services. The interchange also has an important role to play, not only as the hub of the new physical development at

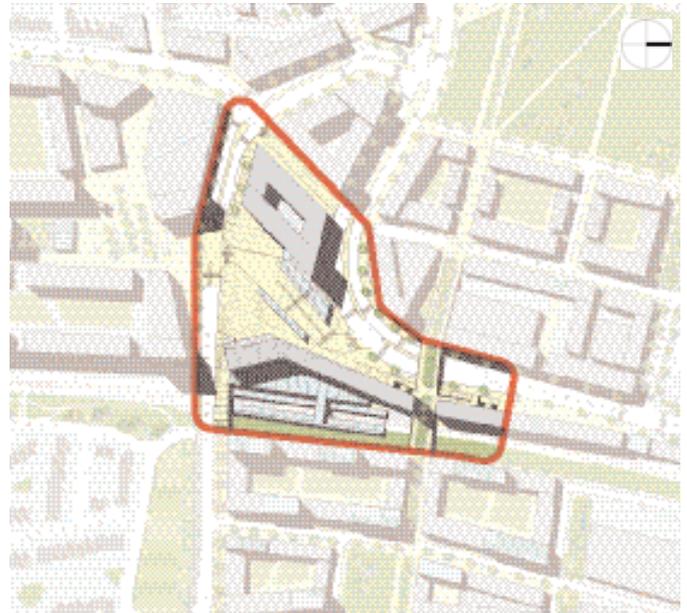


Fig 27 Station Square public realm project

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Tottenham Hale Urban Centre, but as a high quality gateway into London for travellers arriving via Stansted International Airport from the capital cities and regional centres of the European Union and succession countries. The main objectives in relation to the interchange are:

- a larger, enhanced interchange with increased capacity for buses, underground, taxis and rail;
- direct intervisibility and efficient interchange between main public transport modes;
- the physical segregation of public and private transport (particularly in relation to highway access) to minimise congestion problems;
- step free transition between modes, which particularly benefits disabled people;
- increased covered, secure cycle parking;
- increased taxi provision in the form of additional ranks;
- adequate stand and stop space for buses;
- clear signage and information;
- quality pedestrian approaches and waiting facilities;
- public space to allow for milling and orientation;
- active surroundings during the day and evening; and
- a secure and conspicuous interchange area.



Fig 28 Indicative view of new interchange

Station redevelopment

7.6.4 As a gateway into a major residential, employment, retail and leisure destination, the station must present a high quality image, as well as being fully functional, accessible and legible for users. The main objectives for Tottenham Hale Station are:

- unobstructed pedestrian negotiation of all station elements;
- an enhanced link from southbound platforms to the Victoria Line;
- direct access to the station to/ from Ferry Lane at grade level;
- provision of pedestrian and cycle links to GLS site and Watermead Way;
- provision of secure cyclist and cycle parking facilities;
- direct sight-lines and navigability within the station;
- orientation of exits to give widest catchment distribution;
- be future-proofed to cope with changes in services or demand patterns;

- step free access allowed, including to Station Square;
- station layout must be safe - no blind spots;
- station layout must operate efficiently - no duplication of facilities for staffing;
- allowance for PA system and CCTV requirements;
- 'kiss and ride' facilities separated from the bus and taxi areas;
- considered future maintenance - whole life cost issues;
- clear agreements which identify train operators' areas of responsibility;
- provision of shared facilities, particularly ticket selling; and
- provision of other facilities to improve upon the ambience.

Station Square

7.6.5 The public square fronting the enhanced station will be at the heart of the new urban centre and gateway into the wider area, as such, it should fulfill the following broad objectives:



- enable effective, accessible interchange between different modes of transport;
- provide an attractive convenience retail offer for commuters and local people;
- encourage visitors to relax and enjoy the cultural uses expected to cluster around the square; and
- provide a strong sense of orientation and identity, connecting various local neighbourhoods and amenities at the High Road and Lee Valley Regional Park.

Bus interchange

7.6.6 It is likely that existing bus routes serving Tottenham Hale will need to be enhanced in the future in order to serve the new urban centre and existing communities, and to increase the area's overall accessibility by public transport, as well as to ensure that development occurs in a sustainable manner. Further work will be required to determine the exact requirements at the detailed design stage, but should reflect principles including:

- easy, step-free interchange between taxis, buses, train and underground, with clearly marked pedestrian crossings where necessary;
- buses which are easily visible to passengers leaving the station, with clearly signposted routes; and
- additional bus stands in the vicinity of the interchange.

Taxis and private vehicles

7.6.7 A taxi rank should be provided within the station interchange space and step-free access between the taxi rank and the station building should be

developed to assist the flow of movement for all users, particularly those with mobility impairments. A kiss-and-ride pick-up and drop-off point may also be included in the interchange area.

Landscape design

7.6.8 The station interchange should be developed using a mixture of high quality, hard and soft landscaping to produce a good quality public space and easy interchange, and to create a sense of identity and cohesiveness. Where possible, structures, (such as bus shelters), or planting should be used to screen the station square from the traffic on Watermead Way in particular, and clutter should be avoided, to create a spacious and open ambience in the square.

Car-parking

7.6.9 Measures to reduce car-use will be required, as expressed in the General Development Principles Chapter. Car-free development will be supported in this location, however, an appropriate number of parking spaces must be provided for Blue-Badge holders.

Sustainability

7.6.10 Development should include measures to conserve energy, materials, water and other resources. Designs must make the most of natural systems, both within and around the building, reduce the impacts of noise, pollution and micro-climatic effects and the impact on flooding, ensure that the development is comfortable and secure for users and conserve and enhance the natural environment, particularly in relation to biodiversity. All buildings will be designed to incorporate energy-efficient fabric and systems.



- Pedestrian routes and road crossings
- Vehicle drop-off/kiss 'n' ride
- Train station/bus shelters and internal concourse areas
- Bus stops
- Bus lay-over
- Taxi rank area

Fig 29 Illustrative movements around the interchange

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7.7 Site 5 - Tottenham Hale Retail Park

Site area: 4.55 ha
Landowner: Hermes
Proposals:

- Long-term demolition and redevelopment for retail-led mixed use
- Improved frontage to Ferry Lane
- New central public square
- Clear linkages to the station and Broad Lane
- High quality pedestrian environment

Site character

7.7.1 The retail offer at Tottenham Hale is currently focused around the Hermes-owned retail park which provides white goods, bulky household appliances and fast food in warehouse units, accessible mainly by car. The existing site presents a low-grade pedestrian environment; poor legibility of the street network with many through or access roads. There is a large, undeveloped area at the site centre, and low-rise buildings with staggered or broken frontages creating low quality street edges. There is a poorly landscaped car park area, which is difficult for pedestrians to negotiate. There is no permeability to the south of the site.

7.7.2 The retail centre will become a 'local hub' for existing and new communities, providing a range of higher quality retailers on the retail park and the Hale peninsular site (currently known as the Ferry Island Retail Park), and a convenience retail offer in the vicinity of the station square. The new retail centre will contribute to the new character of Tottenham Hale by providing positive frontage to Ferry Lane, and strong visual and pedestrian links to the station square.

Development (phase I)

7.7.3 The longer term vision for the retail centre envisages a significant redevelopment of the retail park with provision for higher quality retailing units on the northern edge, and ground floor retail units on the south, east and west faces of the Hale peninsular site. Given the length of a number of leases left to run on the main retail park, it is anticipated that the first phase of development could include an improved retail

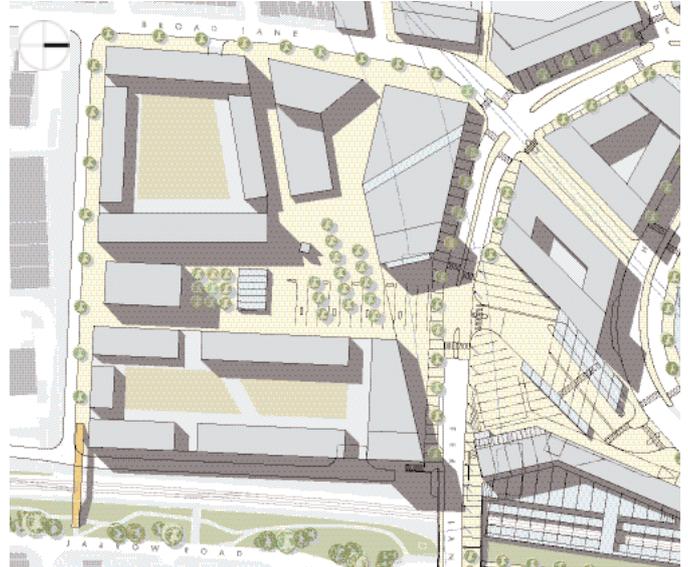


Figure 30 Indicative framework for the retail park site

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frontage to Ferry Lane and the public transport interchange. This would help to integrate the retail park more fully into the new urban centre whilst increasing its visibility from Ferry Lane and improving security at the retail park itself. Phase I of the development would also include improvements to the car park environment, whilst the southern retail units would remain as they are at present. The peninsular site would be developed with two mixed-use blocks comprising retail and workspace, in conjunction with changes to the road layout .

Mix of uses

7.7.4 The retail centre as a whole would provide a mix of A1 retail, workspace and possibly leisure, with some residential uses in the longer term. The Station Square would provide a focus for convenience retail. The Hale peninsular site would act as a centre of activity, with retail uses fronting the Hale and Station Square at ground level, workspace units fronting Hale Road at ground level, and a number of workspace units provided on the upper floors. These two densely developed blocks could support a wider mix of uses including studio/workshop space for creative industries, education, leisure and residential.



7.7.5 To the south of the Hale, the longer term vision for the retail park includes retail and leisure uses fronting Ferry Lane/The Hale with the remainder of the site split between residential and retail uses, focused around a central public space. This shopping square would provide a neighbourhood focus for new and existing communities and should include a children's play area and possibly retail kiosks and food outlets.

Links

7.7.6 To ensure that the retail centre is integrated seamlessly with the existing, surrounding urban grain, it is essential that there are clear linkages to and from existing and new development. On the redeveloped retail park site, direct visual and pedestrian connections to existing streets off Broad Lane should be provided to assist integration, and the southern edge of the retail park should allow connections to future development on the adjacent site. In addition, there is potential for a residential street to the south of the retail park site to connect with a new footbridge across the River Lee Navigation connecting to the Ferry Lane Estate and Lee Valley Regional Park to the east. The redeveloped retail park should include a central public square, with clearly legible routes leading to and from Broad Lane, south of the retail park, and north into the adjoining station square, as the heart of the new urban centre. The two densely developed, mixed-use blocks on the Hale peninsular site should also provide a clear, visual connection between Broad Lane and Ashley Road.

Frontage

7.7.7 The retail centre should be developed with active frontages wherever possible, and certainly on the southern edge of the shopping square in the redeveloped retail park, and the south and west faces of the station square. The western edge of the station square requires special architectural treatment and materials, and should present a strong, large-scale frontage to the square. Upon leaving Tottenham Hale Station, the first impression of the new urban centre will be influenced by the character of this building, and should, therefore, relate strongly to the station. The southern edge of the square is also important in forming a new identity for Tottenham Hale, and should present a strong frontage to Ferry Lane and the

square. The prominent location of this façade means that the development of this block should occur preferably in Phase I to help solidify the nature of the new urban centre, and to set a benchmark for the quality of architecture and public space.

Vehicle access and parking

7.7.8 Parking displaced by Phase I development may be accommodated on upper levels or beneath buildings, using the advantage of the change in levels between the Ferry Lane bridge and the current Retail Park service area. Decked parking should be screened from the street and the vehicle exit from Ferry Lane should be phased out, with the entrance to the underground car park and service area from Broad Lane instead. Residential parking should be located under courtyard decks and screened at visible edges. There are opportunities here for car-free homes and car club schemes due to the proximity to good public transport links.

Measures to reduce car-use

7.7.9 Cycle parking should be provided as a minimum in accordance with the parking standards contained within the revised UDP. The establishment of car clubs could be supported. Travel Plans would need to be prepared. Guidance is to be found in SPG7c Travel Plans. Specific measures to reduce car-use are described in SPG7d Transport Assessments.

Building lines

7.7.10 Building lines should be adhered to in order to ensure coherence of street frontages and public spaces.

Building grain and frontage

7.7.11 A narrow grain to frontages in the shopping environment with changes in building heights and frontages at party walls and a diversity of designers will be encouraged. Plot sub-division to create interest for the pedestrian at street level will be encouraged.

Sustainability

7.7.12 New development should conform to the highest standards of environmental sustainability, including measures to maximise energy efficiency, minimise heat loss, re-use grey water, incorporate sustainable urban drainage systems and green roofs.

7.8 Site 6 - High Cross Estate

Site area: 1.4 ha (approx)

Proposals:

- Scope for improvements to the estate
- Should remain residential in character
- Creation of a safer, more attractive area
- Opportunity to incorporate a small element of workspace fronting Monument Way
- Further consultation with existing residents and detailed masterplanning would be required

Site character

7.8.1 The High Cross Estate comprises a mixture of four to eight-storey blocks of Council-owned flats, a small number of local shops, Welbourne Primary School and a derelict public house. This area presents opportunities to regenerate the estate in the longer term, providing an enhanced residential environment for the existing community, and incorporating new development to create a more coherent, attractive and safe environment.

Mix of uses

7.8.2 The High Cross Estate should remain residential in character, but has scope to incorporate a small element of workspace fronting Monument Way. Given the proposed improvements to the adjacent road and pedestrian environment at The Hale and Monument Way in particular, it is anticipated that this area will become a more pleasant, primarily residential quarter which includes family-size homes, well placed for the retail centre, community facilities and the transport interchange. It is proposed that the pedestrian subway under Monument Way, located off High Cross Road, should be closed as other pedestrian crossing facilities are enhanced.

Car parking

7.8.3 Measures to reduce car-use will be required, as expressed in the General Development Principles Chapter. Car-free residential will be supported in this location.

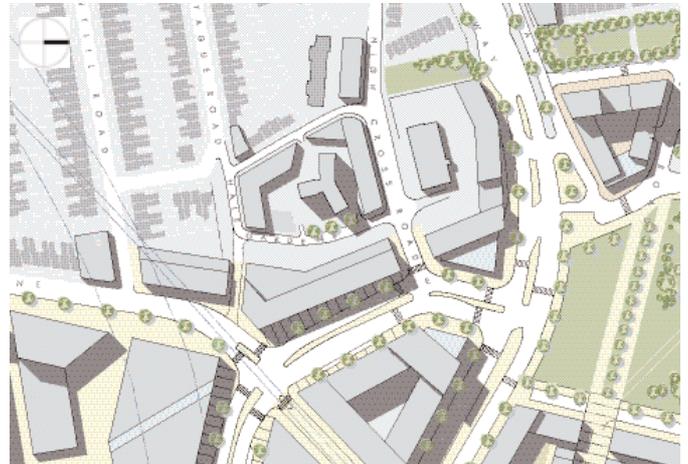


Fig31 Illustrative plan for the long-term redevelopment of High Cross Estate.

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Long-term development

7.8.4

- Potential to develop new homes along Monument Way and the corner of The Hale, with new family homes overlooking Hale Gardens, which extend the historic pattern of terraced houses.
- Potential to create a community garden, by re-using and enclosing open space on both sides of Monument Way.
- Improvements to safety, lighting and landscape quality, with new road alignments providing more space at the rear of homes along The Hale.



Fig 32 Indicative view of High Cross Estate from the Hale

8. Sustainability checklist

8.1 Introduction

8.1.1 The creation of an urban centre at Tottenham Hale which is socially, economically and environmentally sustainable must be the highest priority.

8.1.2 London Plan Policy 4A.7 on energy efficiency and renewable energy states that the Mayor and the boroughs should support the Mayor's Energy Strategy and its objectives of reducing carbon dioxide emissions, improving energy efficiency and increasing the proportion of energy used generated from renewable sources. The Mayor's Energy Strategy highlights the importance of increasing renewable energy in London, and states at least 10% of applications referable to the Mayor should incorporate renewable energy technologies. It also states that applications for major developments should generate a proportion of their energy needs from renewables on site where feasible.

8.1.3 The Mayor requests that each borough seeks to establish at least one well-founded 'showcase' renewable energy project in their area, in order to raise the profile of renewable energy best practice, and to help bring it to the mass market. There may be an opportunity to do this at Tottenham Hale, perhaps on the corner of the Paddock site.

8.1.4 With regard to sustainable design and construction, London Plan Policy 4B.6 seeks high standards, which are implemented through the GLA's Supplementary Planning Guidance (2006), which includes the Mayor's preferred standards on new development.

8.1.5 At the local level, Haringey's UDP (2006) contains three policies of particular relevance to all new development at Tottenham Hale, which are: Policy ENV9 Mitigating climate change: energy efficiency, Policy ENV10 Mitigating climate change: renewable energy and Policy UD2 Sustainable design and construction.

8.1.6 In addition, Haringey Council wishes to see one zero-carbon development provided within the urban centre, and that the entire area could be declared an Energy Action Area.

8.2 The checklist

8.2.1 In line with the policies contained within the Mayor's London Plan, Haringey's Adopted UDP (2006) and relevant SPGs, the Council will seek to ensure that all new development at Tottenham Hale is as sustainable as possible, and reduce energy and utility costs. Where relevant, the Council will apply targets from the Mayor's SPG on Sustainable Design and Construction to development proposals. The following list of points, whilst not exhaustive, should be considered:

- Renewable energy – the Council will require all major development schemes to provide an energy assessment with their planning application, showing on-site provision of 10% of their projected energy requirement from renewable sources, where feasible.
- Water efficiency measures – all development should demonstrate a commitment to water efficiency, including installation of low-usage appliances.
- SUDS – all development should demonstrate a commitment to SUDS.
- Where possible, construction materials should be reused/reclaimed/recycled. When using new materials, care should be taken not to further deplete threatened resources.
- Green roofs - 'green' or 'brown' roofs will be encouraged, particularly where adjacent to taller building elements. This will have the added benefit of enhancing views from tall buildings over the development.
- EcoHomes targets - 100% of all development on plots should seek to attain the 'BREEAM' (Building Research Establishment Environmental Assessment Method) excellent standard.
- Non-residential development should seek to attain the 'BREEAM' excellent certificate rating.

- 
- ‘Car club’ membership should be made available to all residents and businesses.
 - Car free residential may be appropriate at PTAL levels of 4 and above.
 - Reduced car parking, generally below UDP standards.
 - Controlled Parking Zones should be employed where appropriate.
 - Travel plans for all major development, including residential as part of Section 106 agreements.
 - Waste and recycling facilities - all developers should seek to engage with Haringey Council as early as possible to ensure that adequate storage facilities are provided and functional, including provision for bio-degradable waste. Where possible, on-site composting facilities should be provided.
 - Accessibility - all future development must meet the highest standards of accessibility and inclusion. Wheelchair accessible housing must meet the standards set out in the ‘Wheelchair Housing Design Guide’. Design and Access Statements are required showing how the principles of inclusive design, including the specific needs of disabled people, have been integrated into the proposed development, and how inclusion will be maintained and managed.
 - Ecological survey should be undertaken using an ecological consultant (who is a full member of the IEMA, AWTC or IEEM) to establish the opportunities to protect and enhance the ecological value of the site. The recommendations from the survey should be incorporated into the proposals.

9. Planning obligations

9.1 Introduction

9.1.1 The Council will negotiate with developers as to planning obligations associated with development in the Tottenham Hale area. The policy context for this includes national policy, the London Plan, Haringey UDP (Policy UD8) and Supplementary Planning Guidance (in particular SPG10: The negotiation, management and monitoring of planning obligations). The starting point for each site will be that each development should support its own site-specific infrastructure costs, should conform to the London Plan/London Borough of Haringey affordable housing requirement of 50%, and should make an appropriate contribution towards a general infrastructure fund which will pool individual developers, or land-owners' contributions to help fund those elements of infrastructure/public realm which cannot be attributed to individual sites or ownerships within the Tottenham Hale area.

9.1.2 These judgements will, however, be informed by the detailed financial viability assessment, undertaken on the basis of a bespoke development appraisal programme which reflects the individual land-use components of the Masterplan, and their associated costs and values.

9.1.3 The suggested main heads of terms of a planning obligation are set out below and will apply in the consideration of planning applications within the Tottenham Hale area. The list is not exhaustive, as other items may come to light through the detailed assessment of planning applications, other assessments and through public consultation.

9.2 Possible planning obligations

9.2.1 Planning obligations should cover all of the issues identified in a balanced way. It is anticipated that specific outputs will be triggered at particular stages of development, ensuring that an appropriate phasing of development is achieved. The Council will assess the scale of contribution required under each of the headings within the context of the overall package of benefits that the scheme will deliver and scheme viability. The list of possible planning obligations might include:

- **Affordable housing** – to address quantity, mix, tenure proportions, timing of delivery and nomination rights in accordance with SPG11, UDP (2006) and the London Plan (2004)
- **Education** – in accordance with the guidelines set out in SPG12. It will be necessary for contributions to satisfy educational needs generated by new housing development
- **Employment** - local labour and training programmes
- **Health and community facilities** – particularly primary care services and the requirements of the emergency services
- **Public transport** – Section 106 contributions will be required to mitigate the effects of development by enhancing public transport services, bus priority measures and improvements to the station interchange
- **Off-site highway improvements** – bridges, roads, two traffic gyratory systems, traffic-calming measures, crossings, parking controls, walking and cycling environment etc
- **Environmental infrastructure** - general fund for non site-specific environmental/public realm/ infrastructure improvement work
- **Other matters** – additional matters not covered in the list above.

9.2.2 Haringey Council will charge a project management and administration fee as part of any planning obligation. All legal fees will be borne by the applicant.

10. Requirements for planning applications

10.1 Introduction

10.1.1 Planning applications for any one of the key development sites will require a range of documentation and supporting information to enable the Council to determine the proposals and comply with the relevant legislation and guidance.

10.1.2 Policy UDI - Planning Statements of Haringey's adopted UDP lists the type of planning statements that will need to be submitted with planning applications, where appropriate. Table 2.1 of the UDP shows typical types of development and the statements that the Council would expect to accompany planning applications. Further clarification is provided in the relevant Haringey SPGs including SPG1a Design Guidance and Design Statements, SPG2 Conservation and Archaeology, SPG4 Access for all-Mobility Statement, SPG7b Travel Plans, SPG7c Transport Assessments, SPG7c Transport Assessments, SPG8a Waste and Recycling, SPG8g Ecological Impact Assessment, SPG8h Environmental Impact Assessment, SPG8i Air Quality, SPG9 Sustainability Statement - including Checklist.

10.1.3 The following indicative list identifies the statements that will most likely be required for developments within the Masterplan area:

- Environmental Impact Assessment, where required by the Town and Country Planning Environmental Impact (Assessment) Regulations 1999
- Environmental Statement
- Design and Access Statement explaining the design principles and concepts that have informed the development and how access issues have been dealt with
- Where relevant a desktop assessment of the potential archaeological value of the site, and, or a field evaluation should be carried out
- Flood Risk Assessment (FRA)
- Transport Assessment for development likely to have a significant transport impact, the scope of

which should be agreed at an early stage with the Council

- Travel plan and parking strategy (the study should also address construction traffic)
- Retail impact assessment, sequential and needs assessment for retail developments over 2500sq.m
- Sustainability statement
- Ecological impact assessment
- Energy assessment
- Air quality statement, for significant impact on air quality
- A detailed sunlight/daylight assessment and microclimate report as required
- Remediation Strategy to address contamination and demolition within the existing site
- Waste management plan
- Section 106 planning obligation heads of terms
- Health impact assessment
- Phasing strategy
- Statement of Community Involvement, summarising pre-application consultation undertaken by the applicant, the findings of that consultation and demonstration as to how the application has been altered as a result of the findings of the consultation.

10.1.4 The Council welcomes pre-application discussions concerning the scope of supporting reports regarding new build and major applications.

Glossary of terms

Active Frontage – Relationship between the ground floor uses of the buildings that frame a place or street and those people walking past.

Affordable Housing – Housing which is attainable to buy/rent for those people whose incomes are insufficient to allow them to afford to buy/rent locally on the open market. The affordable housing should achieve weekly outgoing levels appreciably below the minimum cost of market housing and be available in perpetuity for those in housing need.

Amenity – A positive element or elements which contribute to the overall character of an area, for example open land, trees, historic buildings and the inter-relationship between all elements in the environment.

Archaeological Sites of Importance – Areas with known archaeological potential where the Council's archaeology policies will be applied.

Accessibility – Ability of people or goods and services to reach places and facilities.

Biodiversity – Biodiversity encompasses the whole variety of life on earth including all species of plants and animals and the variety of habitats within which they live.

BREEAM – Building Research Establishment Environmental Assessment Method, assesses the performance of new and existing buildings. It is recognised as a measure of best practice in environmental design and management.

Brownfield Site – Land usually within an urban or suburban area which has been previously developed, often for industrial uses.

Building Line – The line formed by frontages of buildings along a street.

Built Form – The existing pattern of building site coverage in relation to property boundaries, public access ways, street frontages and other spaces built over.

Car Clubs – These allow the use of a car as required without the problems of ownership. Vehicles are parked locally and rented on an hourly basis.

Catchment Area – The area surrounding a facility (for example a pub or health centre), from which its customers or users may be drawn

Context – The character and setting of the immediate area within which a building is situated or will be sited. Context will take into account any local distinctiveness and special character.

Controlled Parking Zone (CPZ) – An area in which all kerbside space is controlled by both waiting and loading restrictions, or by designated parking spaces such as meters or residents' bays.

Convenience Shopping – Goods bought on a regular basis that meet day-to-day needs, such as food, newspapers and tobacco, which require minimum effort in selection.

Density – The amount of development on a given plot of land and the range of uses. Density influences the intensity of development, which in combination with the mix of uses can affect a place's vitality and viability. Density is usually expressed in number of habitable rooms per hectare (hrh).

Design and Access Statements – These explain the design thinking behind a planning application. For example, they should show that the applicant has carefully considered how everyone, including disabled people, older people and very young children, will be able to use the places they want to build. Statements should include a written description and justification of the planning application. Sometimes photos, maps and drawings may be needed to further illustrate the points made.

Edges – Linear elements not used or thought of as routes, which may act as a barrier between areas. Edges may take the form of busy roads, railway lines and canals.



Energy Action Area – A defined geographical area that acts as a showcase low-carbon community, within which a number of the elements of the Mayor’s Energy Strategy can be brought into operation simultaneously. This will enable a showcase of how the strategy could be applied and replicated more widely, to demonstrate integration opportunities between sustainable energy technologies and specific built environments, e.g. a new build housing development powered by a community network of biomass CHP. Whilst a number of elements are likely to be common across each of the areas, e.g. use of local heat distribution networks, CCHP, renewable technologies, carbon reduction and green procurement processes, each will be expected to demonstrate unique characteristics in terms of the technical, financial and partnership approaches.

Façade – The face (elevation) of a building, especially the principal face.

Floodplain – All land adjacent to a watercourse, as defined in the Land Drainage Act 1991, or the coast over which water flows in time of flood, or would flow but for the presence of defences.

Flood Risk Assessments (FRA) - These are required to accompany planning proposals to identify the threat of flooding for the proposed development and the measures by which the risk can be minimised or avoided. The key components of an FRA are identifying the source of flooding, reviewing the flood history, deriving critical water levels and identifying any influences on river hydraulics. Projects must assess flooding from tidal, fluvial, groundwater, and on-site drainage sources both individually and in combination. A Flood Risk Assessment covers a number of other factors such as loss of floodplain storage and surface water drainage issues. Drainage calculations establish storm run-off from the site, and assess the risk of flooding, should the drainage system become restricted. Having assessed the flood risk to a site, a series of alleviation measures and engineering options such as Sustainable Urban Drainage Systems (SUDS), on-site storage and compensation storage can be evaluated by which the risk can be avoided or mitigated within acceptable limits to avoid flooding on-site or elsewhere.

Footprint – The enclosed shape made by the external or outside walls of a building.

Greater London Authority (GLA) – Unique form of strategic, city-wide government for London, made-up of a directly elected Mayor and Assembly.

Green Belt – Area of land which has been given special status under PPG2 to protect it from inappropriate development. The Lee Valley is Haringey’s single area of designated Green Belt.

Gyratory System – Large road-traffic roundabout, with non-standard markings or priorities.

Habitable Room – The rooms in a dwelling excluding bathrooms, toilets and some other spaces. Often used as a measure of density e.g. habitable rooms per hectare (hrh).

Inclusive Design – This creates an environment where everyone can access and benefit from the full range of opportunities available to members of society. It aims to remove barriers that create undue effort, separation or special treatment, and enables everyone to participate equally in mainstream activities independently, with choice and dignity.

Integrated Transport System – Network of links (bus, road and rail) rather than the individual routes, connected in terms of physical access, ticketing, frequency, timing and capacity.

Landmark – Simple physical object, such as a church spire or tower, which serves as a point of reference.

Legibility – The creation of clear routes, intersections, landmarks and signage which are easily understood, and allow people to find their way around.

Lifetime Homes – Lifetime Homes are ordinary homes designed to provide accessible and convenient homes to a large section of the population from young children to the elderly, and those with temporary or permanent impairments. Lifetime Homes have design features that ensure the home will be flexible enough to meet the current and changing needs of most households.



London Development Agency (LDA) –

Organisation within the GLA family whose aim is to further the economic development and regeneration of London.

Masterplan – Framework for physical development of large parcels of urban land, in terms of layout, land use and phasing.

Mixed-use – Provision of a mix of complementary uses, such as residential, community and leisure uses, on a single site, within the same building or within a particular area.

Permeability – The degree of movement possible or permitted between public outside and private inside or between urban areas, buildings, places and spaces.

Planning Obligations – Under Section 106 of the Town and Country Planning Act a ‘Planning Obligation’ can be entered into regarding the use or development of land. Obligations can be used to ensure the environment is safeguarded and that the costs of infrastructure associated with a particular development are met by the developer and landowner, and not the taxpayer.

Planning Policy Guidance or Statement (PPG or PPS) – PPGs and their replacement PPSs are prepared by the Government after consultation, to explain statutory provisions and provide guidance to local authorities and others on planning policy and the operation of the planning system.

Public Realm – The spaces around and between buildings that have unrestricted public access, including streets, squares, forecourts, parks and open spaces.

Public Transport Accessibility Level (PTAL) – A measure of the accessibility of any location to the public transport network. It provides important information for determining what types of development, densities and parking standards are appropriate in different locations. For simplicity, three levels of accessibility have been defined: Low (levels 1-2), Medium (levels 3-4) and High (levels 5-6).

Renewable Energy – Energy derived from a source that is continually replenished, such as wind, solar, hydroelectric and plant material (not fossil fuels or nuclear power).

Section 106 Agreement – See planning obligations.

Social Exclusion – A term for what can happen when people or areas suffer from a combination of linked problems, such as unemployment, poor skills, low incomes, poor housing, high crime, ill health and family breakdowns.

Streetscape (or townscape) – The visible impact of streets and urban scenes, spaces, facades, enclosures, views, vegetation, materials and finishes.

Sustainable Development / Sustainability – Development which meets the needs of the present without damaging the ability of future generations to meet their needs and does not reduce the global stock of environmental capital.

Sustainable Urban Drainage (SUDs) – A means for avoiding wastage of water and overloading of drainage systems. SUDs use techniques to control surface water run-off as close as possible to its origin, before it enters the watercourse.

Transport for London (TfL) – One of the GLA group of organisations, with responsibility for an integrated and sustainable transport strategy and service for London.

Travel Plan – Plan produced by any organisation in order to decrease the number of people travelling to work by car, using parking charges, car-sharing, car-pools and encouraging the use of public transport, walking and cycling.

Urban Form – The physical shape of urban areas as determined by the relationship to each other and the basic urban elements, such as transport links, land-use, built-form, population settlement and topography.

Urban Grain - The scale, frequency and orientation of streets. The pattern of arrangement and size of buildings and their plots.

Consultation Statement

Introduction

Consultation is critical to the success and delivery of the Masterplan, such that significant local support and 'buy-in' can help to accelerate the momentum of implementation and transformation. This appendix outlines the informal consultation undertaken in respect of the Tottenham Hale Urban Centre Design Framework, from which this Masterplan has evolved along with the statutory consultation process.

Tottenham Hale Urban Centre Design Framework

Alongside desk-based research and analysis, preparation of the Design Framework was informed by a detailed process of public consultation and stakeholder engagement in order to ensure that it was able to meet the needs of existing stakeholders, as well as the new residential community proposed for area.

Summary of the Design Framework consultation process

- Community Consultation Day
9 April 2005
- Workshop for young people
3 June 2005
- Workshop for parents
11 May 2005
- Transport stakeholders' workshops
4 February and 20 April 2005
- Workshop for key landowners
26 May 2005
- Dedicated project website (over 900 visits since it was launched)
- Five GLA-led design review sessions
- Two presentations to the local businesses (North London Chamber of Commerce)
- Transforming Tottenham Committee meetings
14 February, 21 April and 19 September 2005
- Ferry Lane Action Group AGM
29 June 2005
- Meeting with Joining Up Northumberland Park Board members
11 July 2005

Consultation findings

- Better connections to the High Road through improvements to Monument Way
- Improved facilities at Down Lane Park (including new play and sports facilities) with no development on the park
- New urban green space at the GLS site
- Improved street environment for pedestrians and cyclists
- Strong connections between new development and existing communities
- An emphasis on employment opportunities
- New adult education centre, possibly on the GLS site
- Convenience retailing at the enhanced station
- Re-provided, enhanced Welbourne Community Centre
- Full accessibility of the interchange, Ashley Park and new bridge
- New health provision
- Interpretation centre/city farm at Lee Valley Regional Park.

These consultation findings were taken into account in production of the draft Masterplan/SPD.

Summary of statutory consultation strategy (July and August 2006)

The statutory consultation process in respect of the Draft Masterplan and Sustainability Appraisal commenced on 3rd July and ended on 28th August 2006. The consultation was wide-ranging and extensive, with the documents available in variety of languages and formats upon request. The process included the following:

- Masterplan and Sustainability Appraisal available for inspection at 639 High Road, Tottenham, N17 8BD and public libraries throughout the borough;
- Advertisement (public notice) placed in a local paper with borough-wide circulation;
- Article in Haringey People Magazine;
- Over 7,500 summary leaflets distributed to all residents, resident/tenant associations and businesses within a defined area;
- Over 500 summary leaflets with covering letters sent to adjoining boroughs, statutory bodies, land owners, Ward and neighbouring Ward Councillors,



- local community/amenity groups and members of the local Neighbourhood Assembly;
- Professionally produced exhibition material on display at the Marcus Garvey Library;
- Posters at various public places and Council buildings;
- Websites (Haringey Council and dedicated project website) containing the draft documents with details of how to make representations;
- Public presentation at the Welbourne Community Centre – 10th August 2006;
- Meeting with local environmental and residents' groups attended by Council officers from the Strategic Sites and Projects Group – 21st August 2006; and
- During the consultation, over 40 telephone and email enquiries were dealt with by the Strategic Sites and Projects Group.

The level of response

Around 330 separate representations – both objection and support, were received from 31 respondents, which included statutory consultees, local businesses, developers, local environmental and amenity groups. Their comments were often quite specific, and represented their own field of interest or statutory responsibility.

Main issues raised

The main issues arising from the statutory public consultation included:

- The proposed housing density (hrh) is too high, with the potential for overcrowding and impact upon local environment;
- Concerns about the location of tall buildings – particularly near the river;
- Overcrowded local roads will not cope with additional traffic generated;
- Car-parking should be reduced further;
- Housing mix – need for family-size dwellings;
- Concerns over possible footbridge into the Paddock;
- Concerns over possible footbridge into the Ferry Lane Estate;
- Concerns over redevelopment of the petrol station site;
- Possible loss of environmental corridor along the railway;

- Development should address environmental best practice/sustainability;
- Designing-out crime;
- What is likely to happen to Millmead and Lockwood Industrial Estates;
- Concerns about development in the flood plain;
- Importance of the waterways;
- What can be addressed through S106 contributions;
- Reference to inclusive design and accessibility should be increased; and
- Development of S106 framework which allows pooling of contributions for major public transport infrastructure developments.

Following the consultation period, the Council considered all responses, and amended the draft document as appropriate. The results of the public consultation exercise, along with the amended Masterplan were reported back to the Planning Application Sub-Committee (PASC) before being presented to the Council's Executive for adoption as a Supplementary Planning Document (SPD).

A summary of all the representations received, the London Borough of Haringey's responses and changes to the Draft Masterplan are set out in a separate document: 'Schedule of Comments Received, London Borough of Haringey Responses and Changes'.



The Tottenham Hale Urban Centre Masterplan was commissioned by the following agencies, with funding from the Department for Communities and Local Government's (formerly the Office of the Deputy Prime Minister) Growth Area Fund Round 1:



David Joy and John Uden



Jamie Dean and John Fannon



Tanya Adams and Maxine Simmons



Steve Carter, Jimmy Jemal, Mark Lucas and Geoff Merry

Drafted, typeset and printed by:



**Allies and Morrison
Architects**



CBRE
CB RICHARD ELLIS



For the London Borough of Haringey



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Published by Urban Practitioners
December 2006