

TOTTENHAM HALE DISTRICT CENTRE FRAMEWORK **STREETS & SPACES STRATEGY**

Adams & Sutherland
NOVEMBER 2015

Tottenham Hale Strategies

Tottenham Regeneration

“London’s next great new neighbourhood, Tottenham Hale will be a destination where people can easily access the open spaces and waterways of the Lea Valley Park whilst enjoying a range of retail, leisure and business opportunities. The Hale will feel like a new town centre with an attractive network of streets and public spaces. Through transport improvements, master planning and targeted promotion, key sites will be made ready for major new investment”.

Tottenham Hale District Centre Framework


The Tottenham Strategic Regeneration Framework 2014 (SRF) set out the above Vision for Tottenham Hale. The District Centre Framework (DCF) shows what this might look like including what sort of buildings could be built e.g. low rise or high rise buildings, where they could be built, and how this affects transport and movement around the area. This document is based on extensive engagement with the community, stakeholders and landowners.


Beneath the District Centre Framework sit the following delivery strategies:

- Tottenham Hale Streets and Spaces Strategy: ideas which will guide the improvements to streets and public spaces around Tottenham Hale, to make them more safe, user friendly and attractive.
- Tottenham Hale Green and Open Spaces Strategy: a strategy which will guide the improvements to the routes between the green and open spaces in the area. Extending and connecting these spaces from the Lee Valley through to the High Road.
- Test Projects: a selection of relatively low cost projects which can help to bring vacant and underused spaces in Tottenham to life. Test Projects offer an opportunity to work with the community on ideas which could grow into bigger longer-term projects

This document is the Streets and Spaces Strategy.

If you have any comments or suggestions on this or any of the other strategies please contact the Tottenham Regeneration team on:

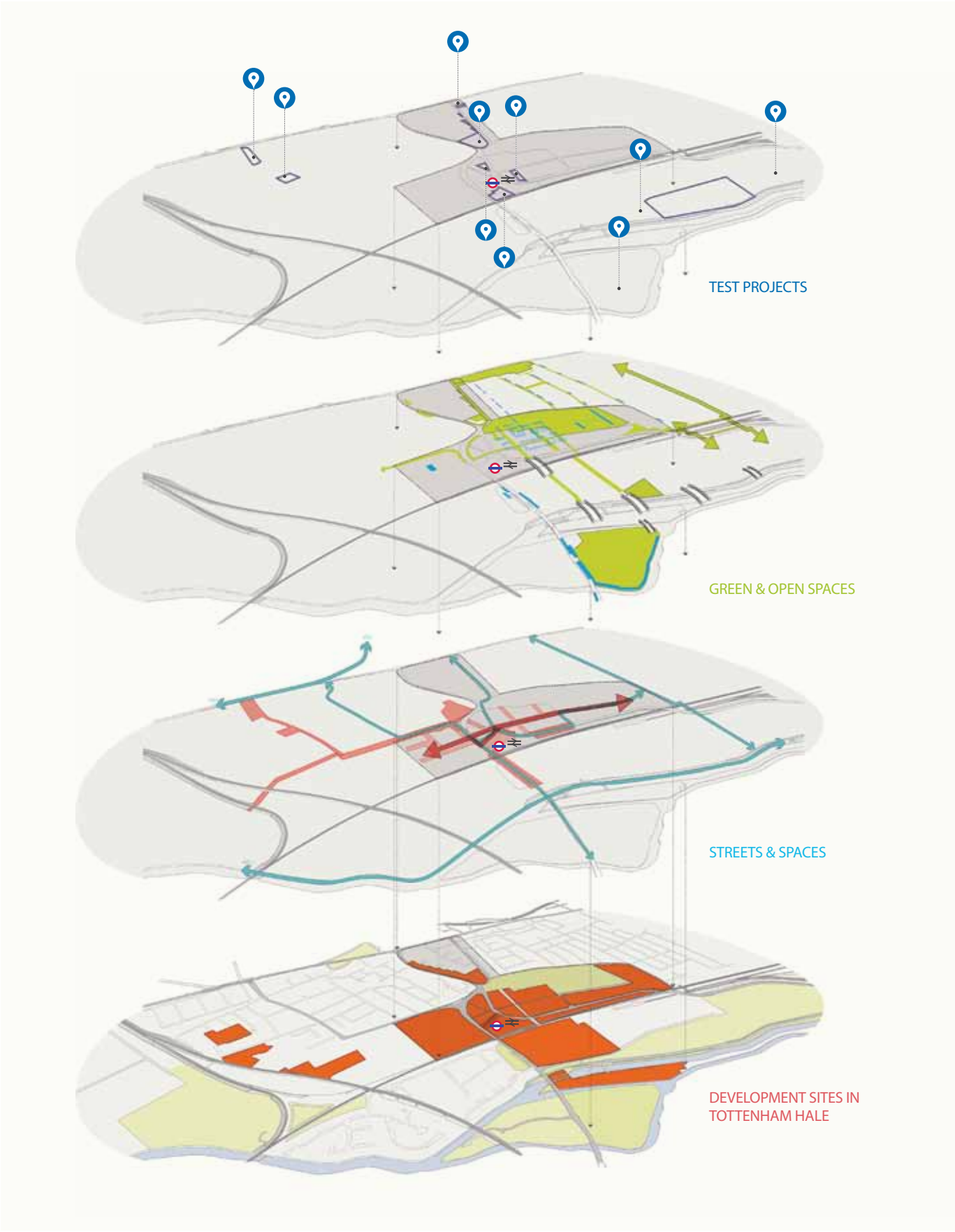
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Tottenham Area Action Plan

Guiding the development of Tottenham Hale is the Tottenham Area Action Plan (AAP). The AAP is the main policy document. The District Centre Framework (DCF) shows how Tottenham Hale might look if the AAP’s policies are adopted.

All responses submitted as part of the February Local Plan consultation, which included the AAP, have been reviewed and the Plan has been updated. The updated Plan will be out for consultation soon. Please check www.haringey.gov.uk/localplan for the latest information.



Preface

This Streets and Spaces Strategy for the new Tottenham Hale District Centre is one of three supporting Strategies - the others are a Green and Open Spaces Strategy and a Test Projects Strategy – which develop aspects of the Tottenham Hale District Centre Framework (DCF), authored by Allies and Morrison Urban Practitioners in the summer of 2015.

This report, commissioned by the Tottenham Regeneration Team at the London Borough of Haringey, has been produced by Adams & Sutherland with input from transport consultants Steer Davies Gleave and landscape architect JCLA. Following appointment at the outset of 2015, work was undertaken initially in parallel with the DCF work-stream throughout the first half of 2015 and then after the publication of the DCF drafts. Two public consultation events, in addition to more specific consultation with stakeholders and user groups, have informed the development of the strategy.

Plans within this document are produced using Ordnance Survey mapping provided by The London Borough of Haringey (© Crown Copyright and database right 2014. Ordnance Survey 100019199)

Contents

Tottenham Hale Strategies

Preface & Contents

Introduction

Section 1

Narrative

- 1.1 Existing Context
- 1.2 Challenges
- 1.3 Community Priorities
- 1.4 Existing Site: Landscape Assets
- 1.5 Existing Site: Built Assets & Heritage
- 1.6 Existing Character: Materiality
- 1.7 Existing Character: Industry & Wayfinding
- 1.8 District Centre Framework
- 1.9 Proposed Public realm
- 1.10 Pedestrian Network
- 1.11 Active Frontages
- 1.12 Cycle Network
- 1.13 Vehicle Movement
- 1.14 Highways Adjustments
- 1.15 North/South Spine
- 1.16 Public Realm Strategy

Section 2

Vision

- 2.1 Design Principles & Themes
- 2.2 A Robust Materiality
- 2.3 Small Buildings as a Civic Focus
- 2.4 Wharfside
- 2.5 Rebalancing the Public Realm
- 2.6 Urban Planting
- 2.7 Vision

Section 3

Character & Typology

- 3.1 Character Areas.
- 3.2 Landscape Hierarchy
- 3.3 Ashley Road South
- 3.4 Down Lane Park Frontage
- 3.5 Station Island
- 3.6 Retail Park
- 3.7 Approaches to the District Centre

Section 4

Delivery

- 4.1 Delivery & Maintenance
- 4.2 Partnership & Programme
- 4.3 Funding & Quality



Aerial View of scope of Streets & Spaces Strategy
Yellow Line: Core Area.
Dotted Yellow Line: Enhancement of selected approach routes

Introduction

Tottenham Hale, as it exists now, is characterised by a very busy transport interchange, historic and contemporary industrial uses, a small out of town retail park, and its location as a threshold to central London, adjacent to the dramatic riverine landscape of the Lea Valley. It is also a disconnected and hostile place for pedestrians and cyclists. For the new district centre to be successful there needs to be a distinctive and coherent new structure and character for both existing and new streets and spaces, working with that which is distinctive and of value to make a new place.

A clear hierarchy of distinctive streets and spaces is proposed, structured around the armature of the new north/south link and reflecting the emerging varied character areas of the District Centre Framework. The creation of a clear, generous and safe network of pedestrian and cycle routes, segregated where possible, both across the site and to link to the city beyond is central to this. The balance in the public realm is shifted from a dominance of fast moving through traffic to a more civilised and appropriate traffic behaviour.

Significant street planting, including trees, integrated SUDS and edible landscapes help reinforce this new network, while making a connection to the character of adjacent wetlands. Opportunities for a wide range of public realm based activity are also integrated. An easily maintained environment and the provision of economic and sustainable maintenance are key considerations.

This strategy, structured in four sections, first sets out a series of site wide proposals, drawn from an analysis of existing challenges and site assets, and an understanding of community priorities. An illustrative vision for the streets and spaces, drawn from a series of design principles and themes, is summarised on one key drawing. Street typologies and key spaces, including Ashley Road South, Station Island and the Retail Park are explored with reference to scale and spatial character. A series of proposals to enhance the public realm of approach routes strengthens the connection of the new District Centre Framework to surrounding streets. A final section examines the relationship between land ownership and public realm delivery and maintenance.



Detail of Proposed Public realm



Detail of Proposed Vision

SECTION 1 - NARRATIVE

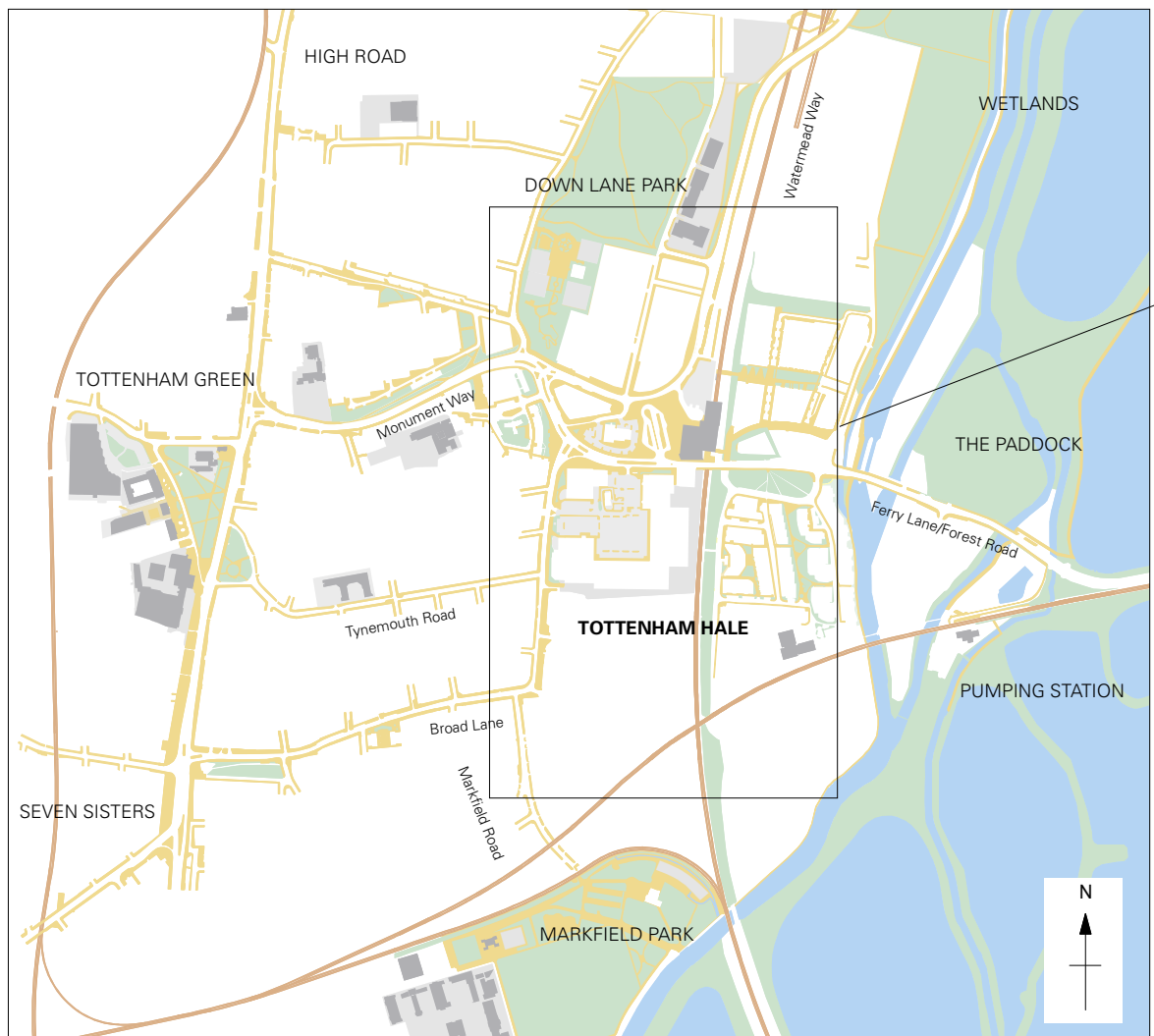
1.1 Existing Context

Set on the western side of the expansive Lea Valley wetlands, Tottenham Hale is both a key interchange and somewhat of a transport bottleneck focused on the Ferry Lane bridge. This reflects a lack of opportunities, for both people and vehicles, to cross over the river and the railway. This severance in turn amplifies the separation between Tottenham and the tremendous amenity of the river and marshes.

The new District Centre offers an opportunity to improve local connections, creating legible and safe routes both between existing communities and new development whilst also improving wider strategic routes within Haringey and to Waltham Forest. A number of established communities – Ferry Bridge Estate, High Cross Estate, Hale Village and Chesnuts - live in close proximity

to Tottenham Hale and could benefit considerably from the connectivity and amenities new development can bring.

The existing public realm around Tottenham Hale reflects a chaotic urban fabric. Although containing a residual industrial character, and partly a consequence of a very busy transport interchange in transition, this urban character is primarily the result of suburban modes - out of town retail park, drive in fast food outlets, wide fast roads - grafted into an inner city context.



Key Existing Public Realm elements set in wider context



Existing Site Plan

1.2 Challenges

The challenge of creating a successful new District Centre in Tottenham Hale goes beyond a successful development of parcels of sites. A dominance of fast moving traffic, and its associated public realm hostile to pedestrian and cyclists, must be redressed. There is currently little legible urban structure resulting in a disconnected, inchoate place.

Opportunities for public realm based activity, especially near the main roads, are limited. A harsh environment, vacant sites, an area in transition, and pressures on local authority funding mean successful maintenance is a challenge. Unlike many parts of Haringey, and with little reference to the nearby green spaces of the Lea Valley, street planting is in short supply.

The recent reorganisation of the Broad Lane/Monument Way/Tottenham High Road gyratory has successfully redirected and focused traffic movement, but the

benefits for the surrounding area are easier to see in the west near the High Road, and have not yet been really worked through in the Tottenham Hale area. The development of the Bus Station and the creation of Station Square remain works in progress, but both underline the importance of the transport interchange, now and in the future.

The new District Centre must create a coherent, connected and distinct series of new places, and in doing so address the key challenges, and consequent opportunities that exist. These can be summarised under the following six headings.



View north from existing Retail Park



Legibility

Create a clear hierarchy of distinctive new or remodelled existing streets and spaces. These would be structured around the new north/south link and reflect the varying area characters.



Connectivity

Facilitate movement of pedestrians and cyclists. Create a clear, generous and safe network of pedestrian and cycle routes, segregated where possible, both across the site and beyond.



Traffic

Reduce the speed and dominance of traffic throughout the area. Shift the balance of the urban environment from highways to streets for all. Civilise traffic behaviour.



Ashley Road

Bus Station

Hale Village



Activity

Facilitate, encourage, and create opportunities within the public realm for, a wide range of commercial, informal and community activities.



Maintenance

Deliver an easily maintained public realm environment and provide an economic and sustainable maintenance strategy



Greening

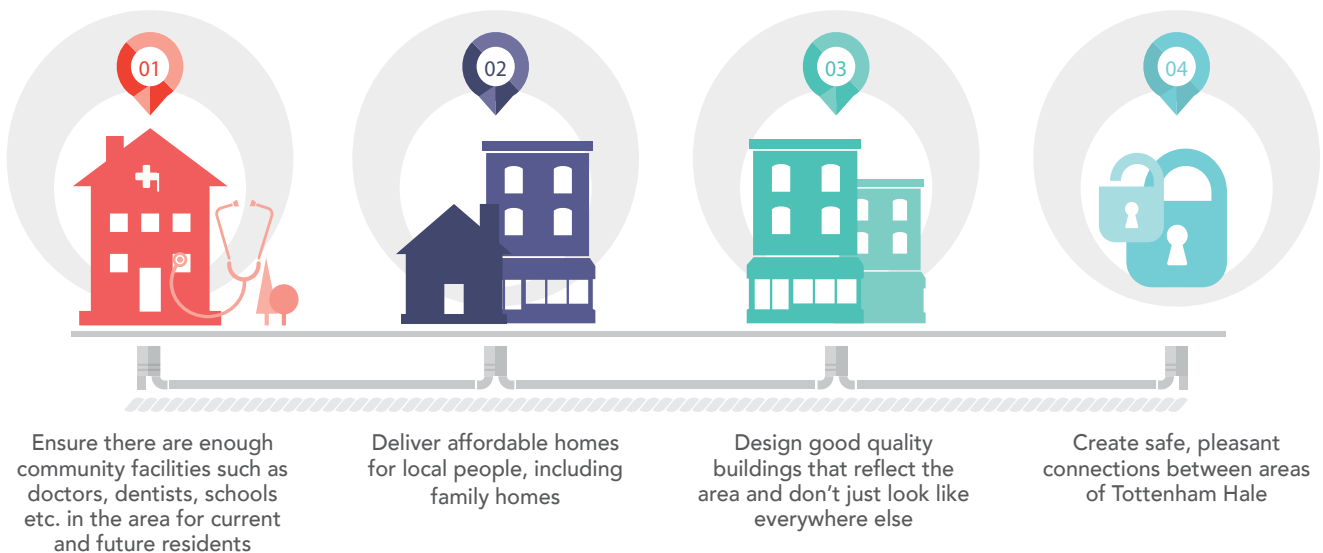
Use street planting, including trees, integrated SUDS and edible landscapes to reinforce the movement network, create legible urban streets and spaces and make a connection to the character of adjacent landscape.

1.3 Community Priorities

During the course of the development of this Strategy two extensive public consultation exercises were undertaken in addition to a cycle specific workshop with key cycling stakeholders. These have built on earlier public consultation events and run in parallel with workshops for the key stakeholders and public bodies.

The results are summarized in detail in the specific reporting of these events and the Community Priorities set out below have been distilled from the results of the public consultations. Understandably there has been much local discussion about the scale and nature of the proposed development.

However, what is striking is the clarity of understanding and broad agreement as to the priorities for the new streets and public spaces. This element of the DCF is critical in resolving the problems of connectivity and legibility, whilst achieving a safe movement network for pedestrians and cycles and delivering a real quality of place.





Consultation Sheets used in June Public Consultation



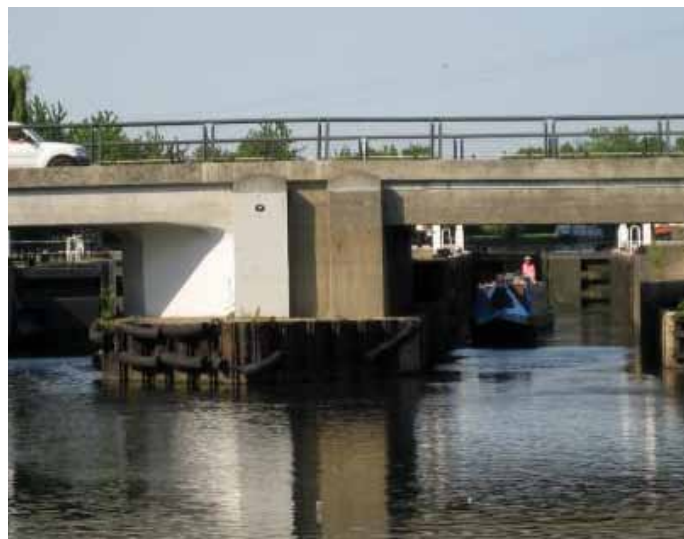
1.4 Existing Site: Landscape Assets

Despite first impressions, and notwithstanding the challenges identified, Tottenham Hale does have a strong residual character and very particular assets.



Wetlands

Although not directly visible, the immediate adjacency of the dramatic and extensive wetlands of the Lea Valley is a great asset. What was, until relatively recently, seen as infrastructure, has been gradually opened up for public amenity; the most recent part of this process being the ongoing Walthamstow Wetlands project. Huge reservoirs for fishing, rivers for walking, cycling and boating, a rich and thriving wildlife and the space of the marshes, all set against the big open skies of East London bring a proximity of water and nature.



Wharfside

Tottenham Hale was founded by a working river. At the river crossing, where Ferry Lane becomes Forest Road, an evocative and robust reminder of past wharfs and river commerce can be seen in the channels, bridge, lock and towpath structures. Historic industrial fragments also characterize the wider site.

1.5 Existing Site: Built Assets & Heritage



Interchange

The interchange at Station Square is an increasingly busy vortex of people and movement where trains, tube and buses all connect, linking airport and city centre, with outer and inner suburbs. The planned Four-Track and Crossrail projects mean this will only become a more significant and more intense place. There is a huge opportunity here to make a place, providing and supporting activities other than just waiting for a connection.





Ashley Road

Ashley Road and the mature trees of Down Lane Park form the most identifiable and distinct existing place within the District Centre Framework area. Within the sheds of Ashley Road, Berol House stands dominant, setting a scale for future development and embodying the industrial character and heritage of the wider area.

1.6 Existing Character: Materiality



A legacy of industrial uses across the site has left traces of details and found objects embedded in the existing streetscape and landscape. These contribute to a background quality of the place and also connect to the past; a kind of residual heritage to the more obvious heritage assets. Where possible such fragments should be retained or reused. They also provide a reference point for a robust approach to the materiality of a new public realm.





1.7 Existing Character: Industry & Wayfinding

The wider area is characterised by a successful, vibrant and growing relatively small-scale industrial sector. Two Strategic Industrial Locations neighbour the District Centre site whilst the framework itself both retains existing and embeds new employment opportunities within the new development. However this industrial activity is largely unseen and consequently undervalued. Studies have demonstrated the wide range of industrial activity that currently exists; from a brewery, bakeries and food distribution, through specialist 'artisan' manufacture, to larger scale textiles, automotive related, shoe-making and furniture businesses.

Further evidence of the industrial past, and present, is the wide range and character of signage across the area. There is an opportunity to build upon this with a bespoke area-based signage strategy which reinforces a sense of place and identity; signage both on buildings and within the public realm, explicitly naming current industrial activity as well as providing a means of legible way-finding and enhancing identity.



Location of existing industrial areas



Industrial Wayfinding and Signage

1.8 District Centre Framework



Existing Figure Ground. Principal scope of Streets & Spaces Strategy highlighted

The District Centre Framework sets up a clear hierarchy of streets and spaces within an urban proposition that strengthens existing plots and city blocks. This work forms the basis of the Streets and Spaces Strategy. A new north south/route links Ashley Road with the Retail Park and creates a coherent

new streets within Station Island, which contrast with the transport hub at Station Square. Care has been taken to mitigate the impact of the volume of existing traffic through creating a network of pedestrian and cycle routes in newly defined streets.



Hierarchy of District Centre Framework Streets & Spaces Strategy

- Principal (through) roads
- Secondary vehicular routes
- Local streets and nodes
- Local access routes
- - - Shared surface/ pedestrian priority routes
- - - Pedestrian routes
- Service access

1.9 Proposed Public Realm

The Public Realm proposals have a hierarchy of surface treatment and landscape that reflects the importance of the connecting north / south spine and articulates the differing character areas, especially Ashley Road South and the Retail Park.

The civic language of the newly granite paved Station Square is extended across Station Island. Tree planting and landscaping is used to define both informal and formal spaces whether it be Down Lane Park extending into Ashley Road South or the more urban town centre type spaces of the Retail Park.

The strategy also considers key existing routes into the area – primarily Broad Lane, Ferry Road and Watermead Way - and extends proposals outwards to strengthen the connection between the new District Centre and the surrounding area.















Proposed Public Realm set within Wider Context



Proposed Public Realm

Key

 Roads	 North South Spine	 Green Fingers	 Raingardens/ Planting
 Green Space/Parks	 Cycle Lanes	 Crossings	 Trees
 Pavements	 Station Island	 Park Paths	 Hard Landscape within parks

1.10 Pedestrian Network

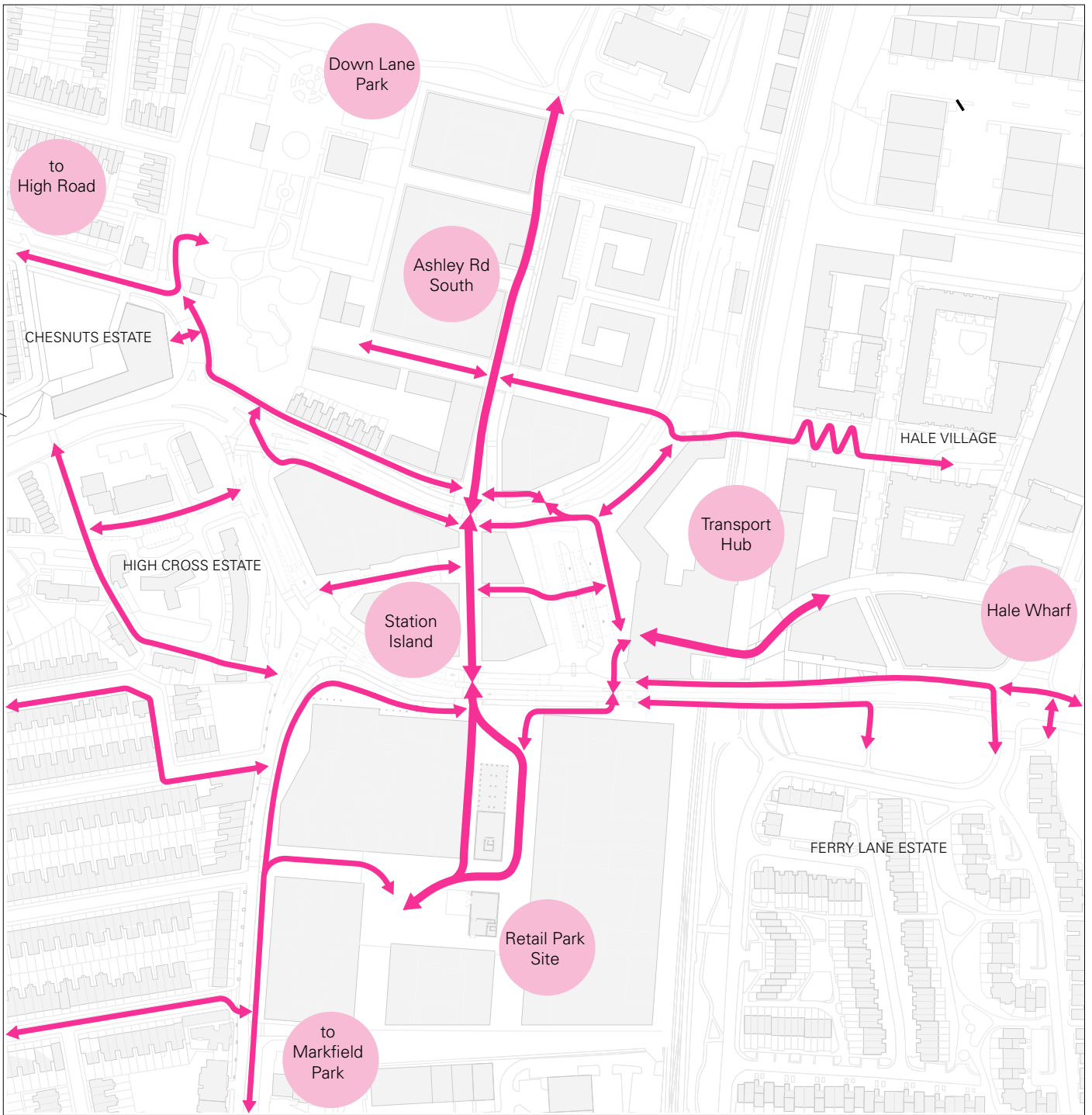


Extent Proposed Public Realm set within Wider Context

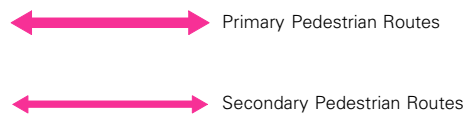
The wider context drawing demonstrates just how focused the local route network is on Tottenham Hale and the importance of clear pedestrian routes linking destinations to the west at Markfield Park, Seven Sisters, Tottenham Green and the High Road and Walthamstow and the wetlands to the East. In this context railway and river crossings are especially significant.

The new route network is structured around the north/south link, itself an extension of Ashley Road. Safe and generous new footway provision, and pedestrian crossings, to existing roads accommodates east-west movement.

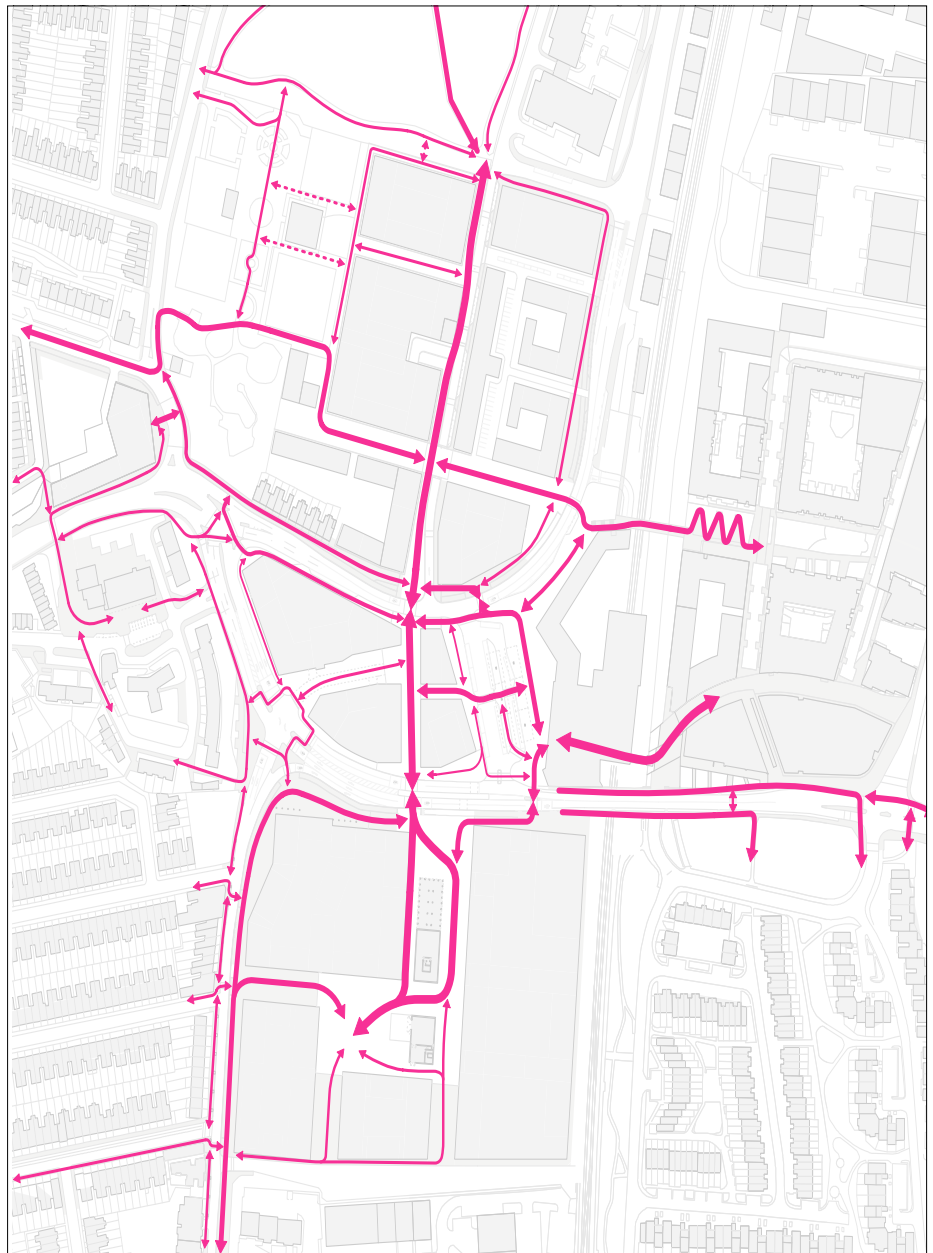
The reorganized bus station permits a new east west route directly into the heart of Station island. Three railway crossings, at an improved Ferry Lane bridge, within the new station development (but fully accessible 24/7) and the proposed Central bridge all strengthen links to the east. There will be a new direct connection to Down Lane Park from Watermead Way through new development at Ashley Road South. Chesnuts Road and Tynemouth Road are especially important in the safe links they provide to the High Road and Tottenham Green respectively.



Proposed Pedestrian Route Network



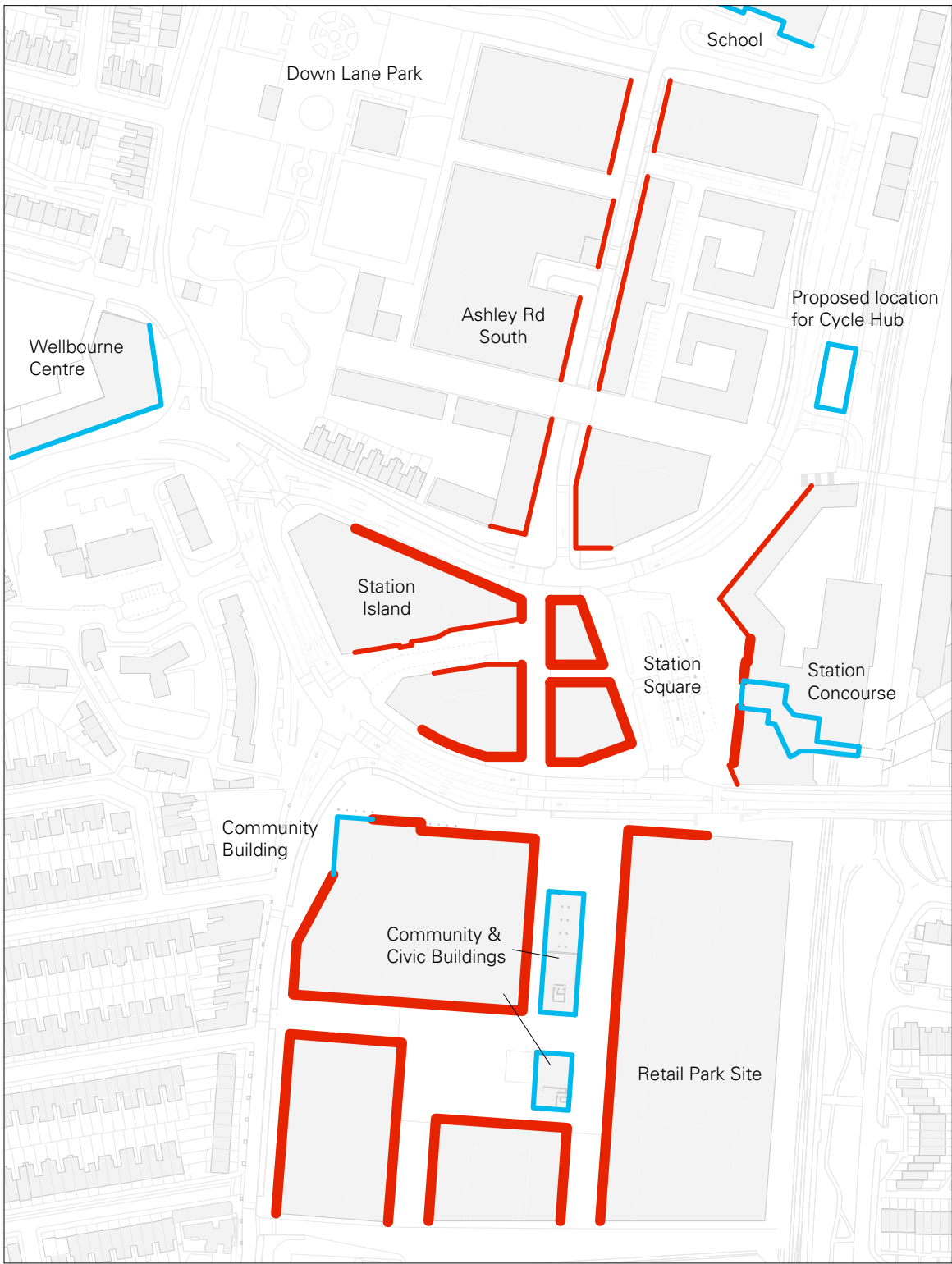
1.11 Active Frontages



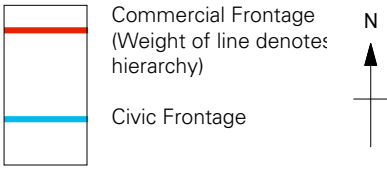
Detailed network of pedestrian movement

The more detailed network of pedestrian movement shows a finer grain of secondary routes reinforcing the primary routes. Most active commercial frontages are concentrated within the Retail Park and around Station Square although it is envisaged that smaller scale and more independent commercial frontages will extend up Ashley Road. Ensuring that civic frontages are also distributed across the site is important. The Station and Transport Hub front one side of Station Island while the Wellbourne Centre provides a focus to the west. The role of the community/

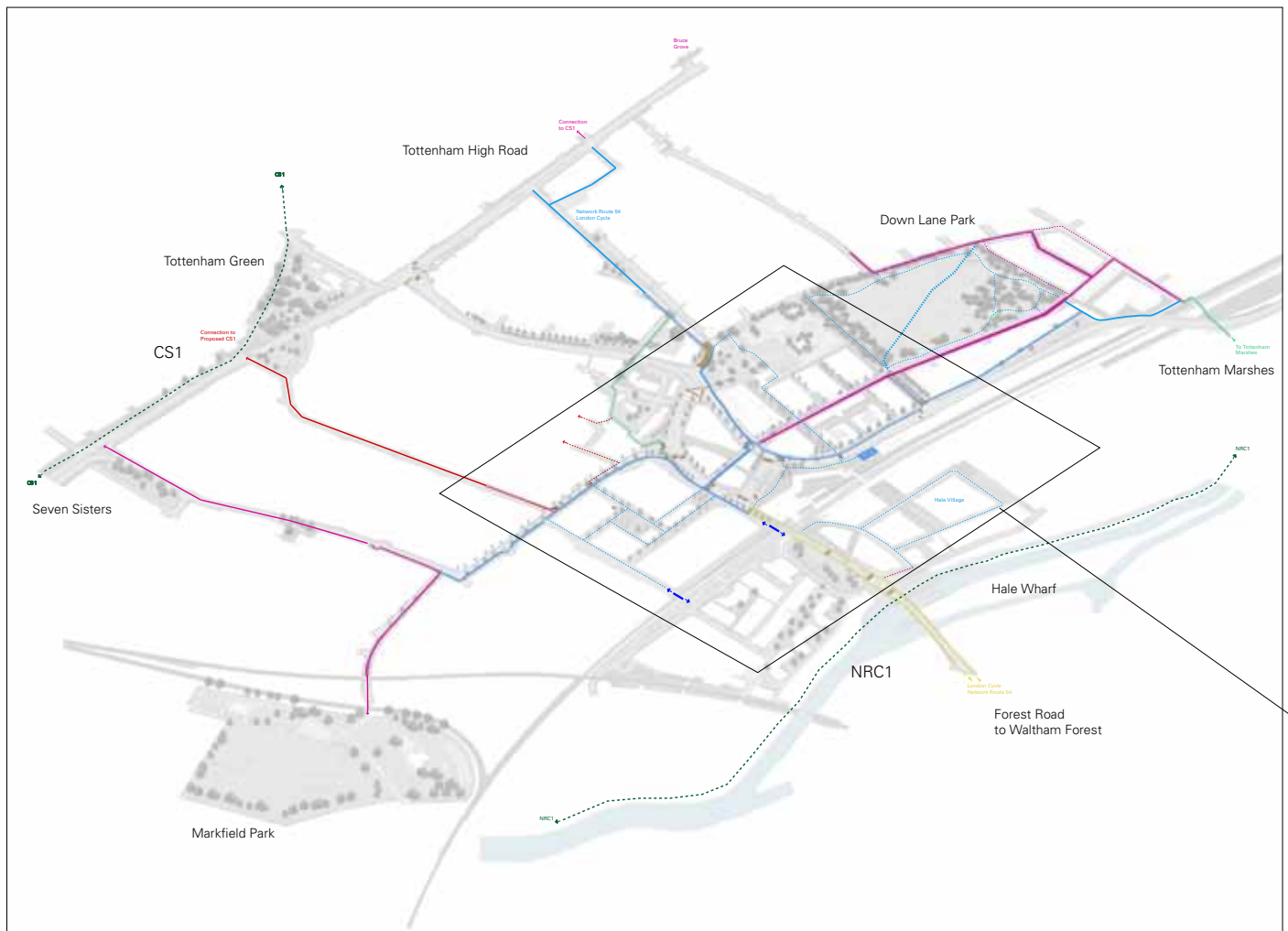
civic building embedded within the Retail Park is important in ensuring that the site is understood as a connected piece of city rather than merely a retail enclave. The proposed Cycle Hub, on Watermead Way to the north of the station defines an active edge to the transport interchange and draws the activity of the square to the new Central bridge.



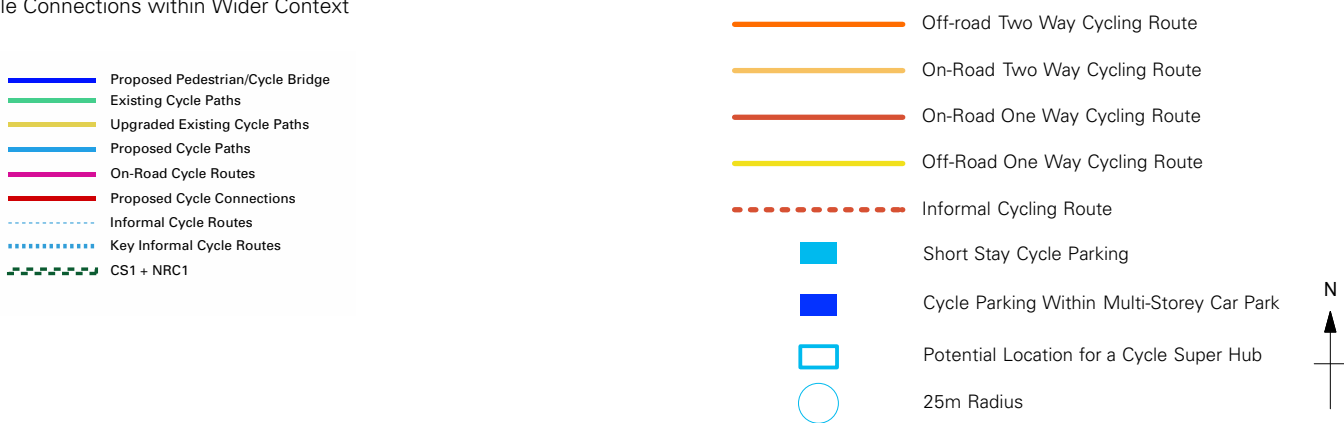
Commercial & Civic Frontages



1.12 Cycle Network



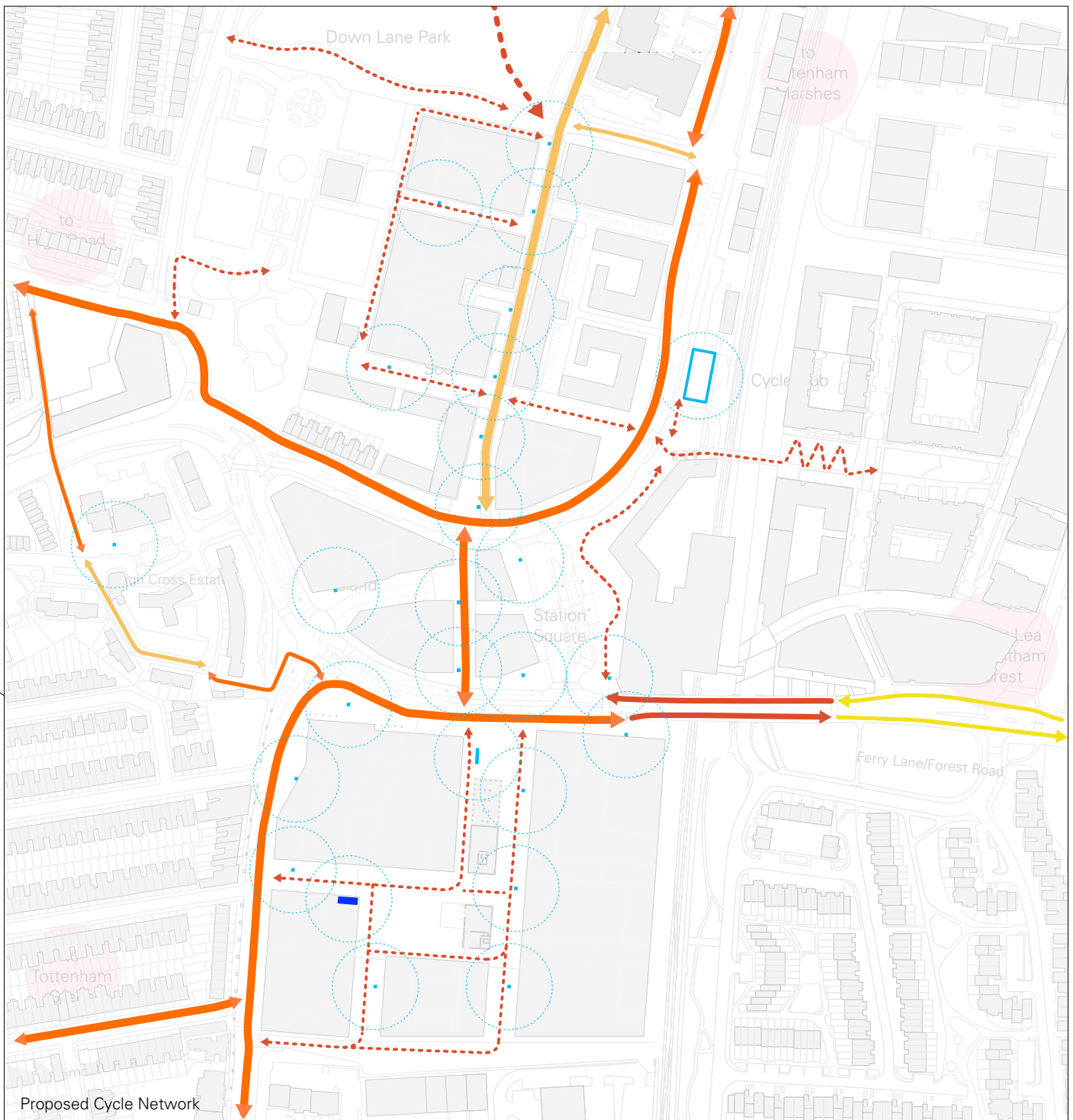
Cycle Connections within Wider Context



Safe, legible, and where possible off road, cycle movement across the site, accommodating both local cycling and connecting to the wider route network, is an essential requirement. In the wider context the project offers an opportunity to connect the north- south routes of CS1, parallel to the High Road, and NCR1, by the River Lea, with an improved cross valley Forest Road coming from the east.

The District Centre, with a substantial amount of new homes and workplaces, a new secondary school and a potential academic institution, is likely to see a huge increase in cycling. Tottenham Hale will become a destination rather than just a transport hub. The two key components of the cycling network are improved, partially on road, partially off road, cycling provision along Ferry Lane

and across Ferry Lane Bridge and the Station Island section of the north/south link. New cycle and pedestrian crossings over Ferry Lane and Watermead Way make the central section a hub, safely distributing cycle movement across the site. Improved crossings leading to Station Square encourages informal access across the square to the proposed Cycle Hub.



The principal east west movement is accommodated in two off road cycle routes following Ferry Lane/Broad Lane and The Hale/Watermead Way respectively.

These routes both arc away from Station Island. Broad Lane leads south, and via a crossing to a cycle contraflow system along Tynemouth Road in turn leading

directly west to Tottenham Green and CS1. The route by the Hale leads to a new crossing at Down Lane Park Road and a partially pedestrianised Chesnuts Road, again leading west to the High Road. Watermead Way leads north, via a new crossing at Burdock Road, to join the existing cycle path network to Tottenham Marshes. The existing north/south cycle route avoiding Tottenham

Hale, which cuts through High Cross Estate, remains and Ashley Road also remains as a key route northwards. There should be consideration of an improved cycling route diagonally north-west across Down Lane Park to improve connections leading north Tottenham. Secondary, more local cycling routes across the District Centre are also indicated.

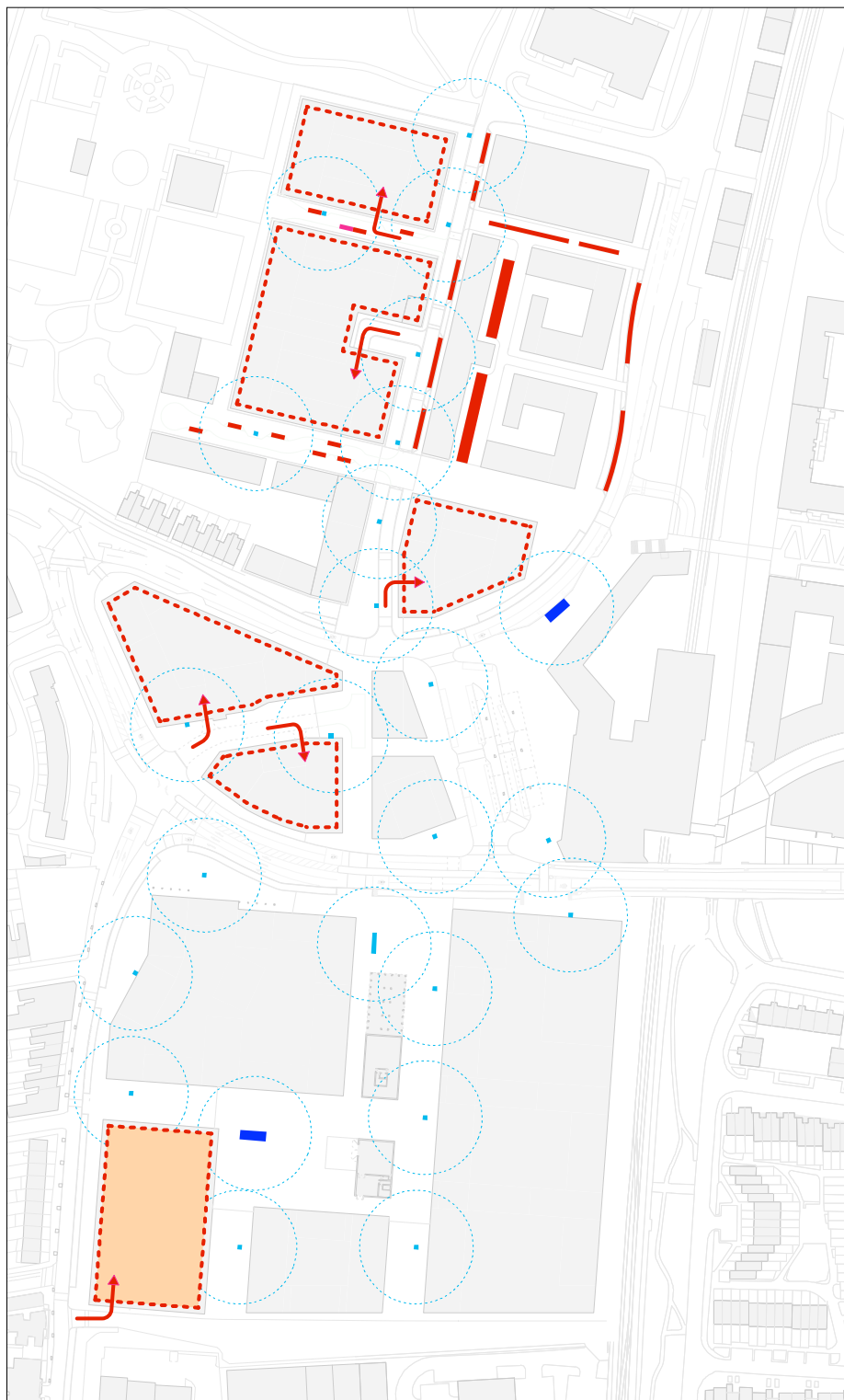
1.13 Vehicle Movement

Vehicle movement follows the existing road network. There is no intention to affect road capacity but the road environment and traffic behaviour, especially speed, should be transformed in order to calm traffic and shift the balance from vehicles to pedestrians and cyclists. This is the same traffic that travels along the nearby Tottenham High Road and Seven Sisters, where despite greater road widths, the character is more urban than suburban, and consequently less hostile. The recent gyratory works have changed the road layout, but have not addressed the issue of speed of traffic along Monument Way.







There are no changes to the direction of the existing roads. Ashley Road remains one-way northwards to the Burdock Road junction. Most new streets and spaces are either pedestrian or for access only. Station Road becomes a cul-de-sac. Adjustments to the bus station result in a bus only access onto Watermead Way, which will further reduce traffic speeds. Taxi waiting and drop off points for the station are located on Watermead Way.

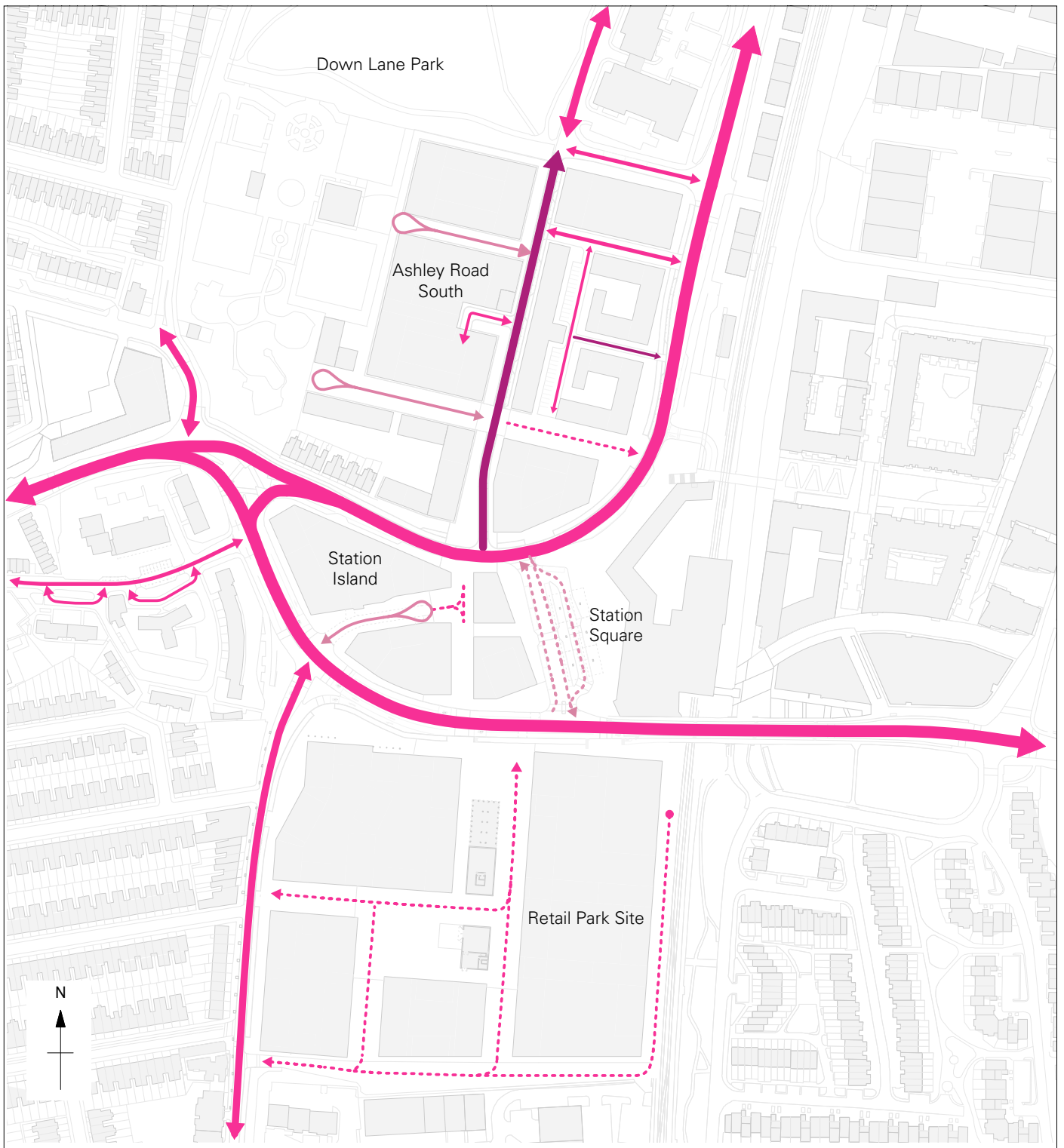
Potential areas for parking are shown under or on first floor podiums within the interior of individual development sites. This will be subject to further design proposals for each site.

Ground level parking remains behind Berol House and there is also some on street provision in this area. Reflecting a higher demand the Retail Park site has a multistorey car parking facility in the south-east corner. Again, this would be on first floor level and above, so not impacting on ground floor active frontages. Cycle parking is distributed across the site with more generous provision concentrated on the potential cycle hub north of the station and in the Retail Park Square.








Cycle and Vehicle Parking Provision

- | | | | |
|---|-------------------------|---|--------------------------|
|  | On Road Vehicle Parking |  | Vehicle Entrance |
|  | Podium Vehicle Parking |  | Short Stay Cycle Parking |
|  | Multi-Storey Car Park |  | 25m Radius |



Vehicular Movement

The detailed development of vehicular movement will be subject to further design work for each site.

-  One-Way Vehicle Route
-  Two-Way Vehicle Route
-  Shared Surface: Residential/Drop off/Servicing Vehicle Route
-  Shared Surface: Service Vehicle Access Only
-  Bus Movement Only

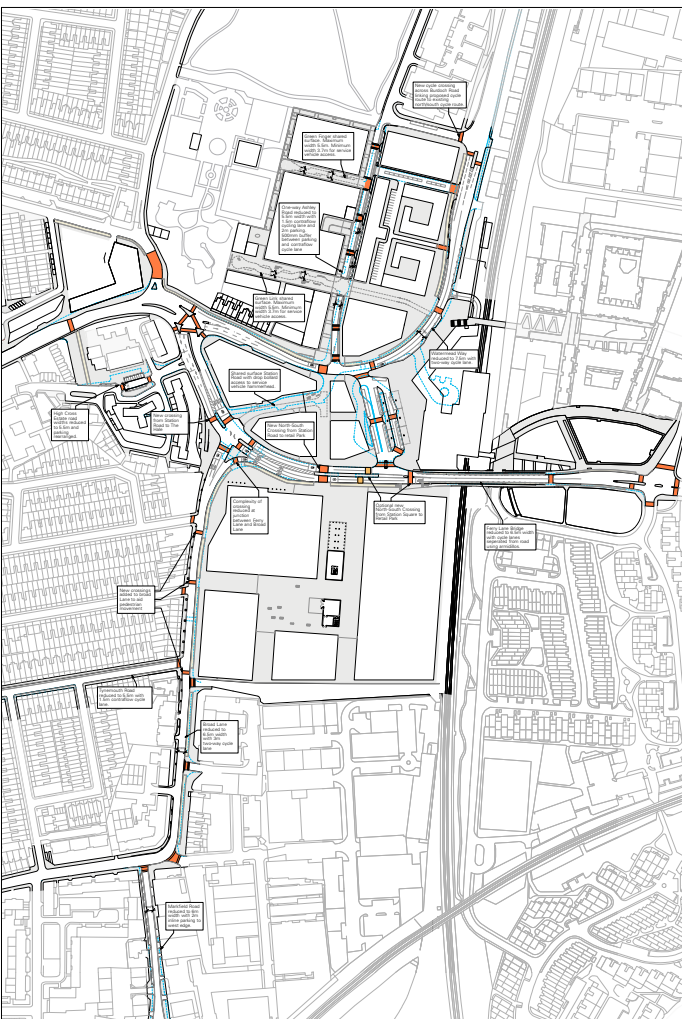
1.14 Highways Adjustments

The various proposed pedestrian and cycle movement networks, that form a key part of the District Centre Framework, are made possible by a finer grain series of detail adjustments to the existing highways focused on Station Island. Further development of this work is subject to traffic modelling.

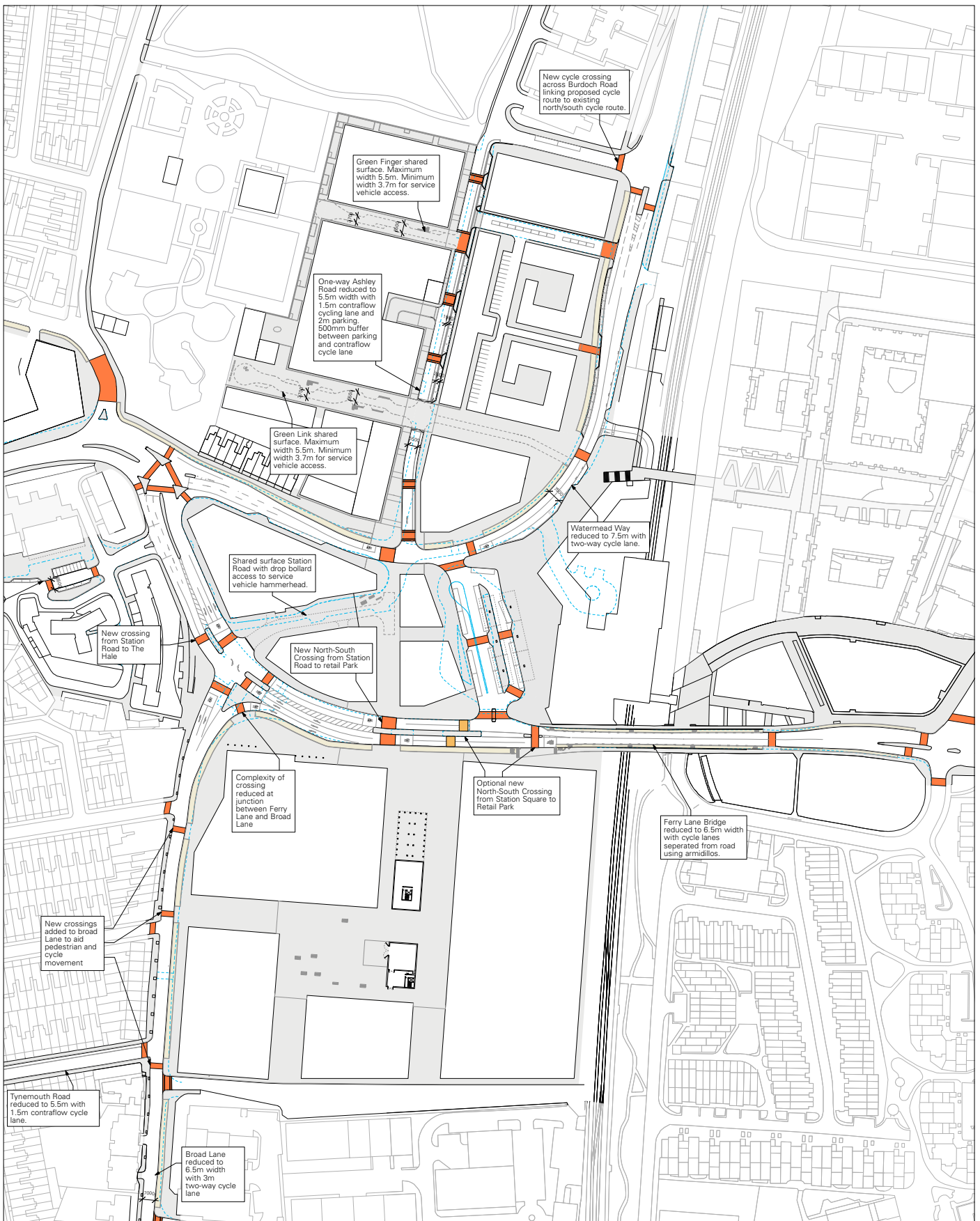
An adjustment to the alignment and organisation of the Bus Station rationalizes development plots, reduces the impact of bus standing and introduces a new east west crossing into the middle of Station Island. The junction between the Hale and Broad Lane is relocated and slightly reduced in scale. This has the consequence of allowing Station Road to be a cul-de-sac, so critically, enabling the north/south pedestrian route.

A series of new or enlarged pedestrian and cycle crossings enable the routes. The most important connect Ashley Road with Station Island, and the Retail Park with Station Island. To the north Ashley Road is slightly re-oriented in order to create a clear north-south desire line. Reflecting this, the public realm of a widened Ashley Road is increased on the west side. The Ashley Road crossing and the adjacent crossing to Station Square will be coordinated to emphasize pedestrian movement and to combine with the bus station access. To the south a large crossing leads to the Retail Park. Road narrowing and new crossing on Watermead Way will facilitate access to the Central bridge.

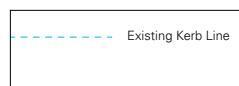
With the improved bus station arrangement, and changed desire lines, there is an option to move the existing Ferry Lane crossing eastwards. This would shorten crossings from the Station Square to the retail park and permit cycle crossing into Station Square. Additional new crossings enable routes at Burdock Road, Tynemouth Road and Ferry Lane.



New Pedestrian Crossings and adjustments to highways in Wider Context



New Pedestrian Crossings and adjustments to highways

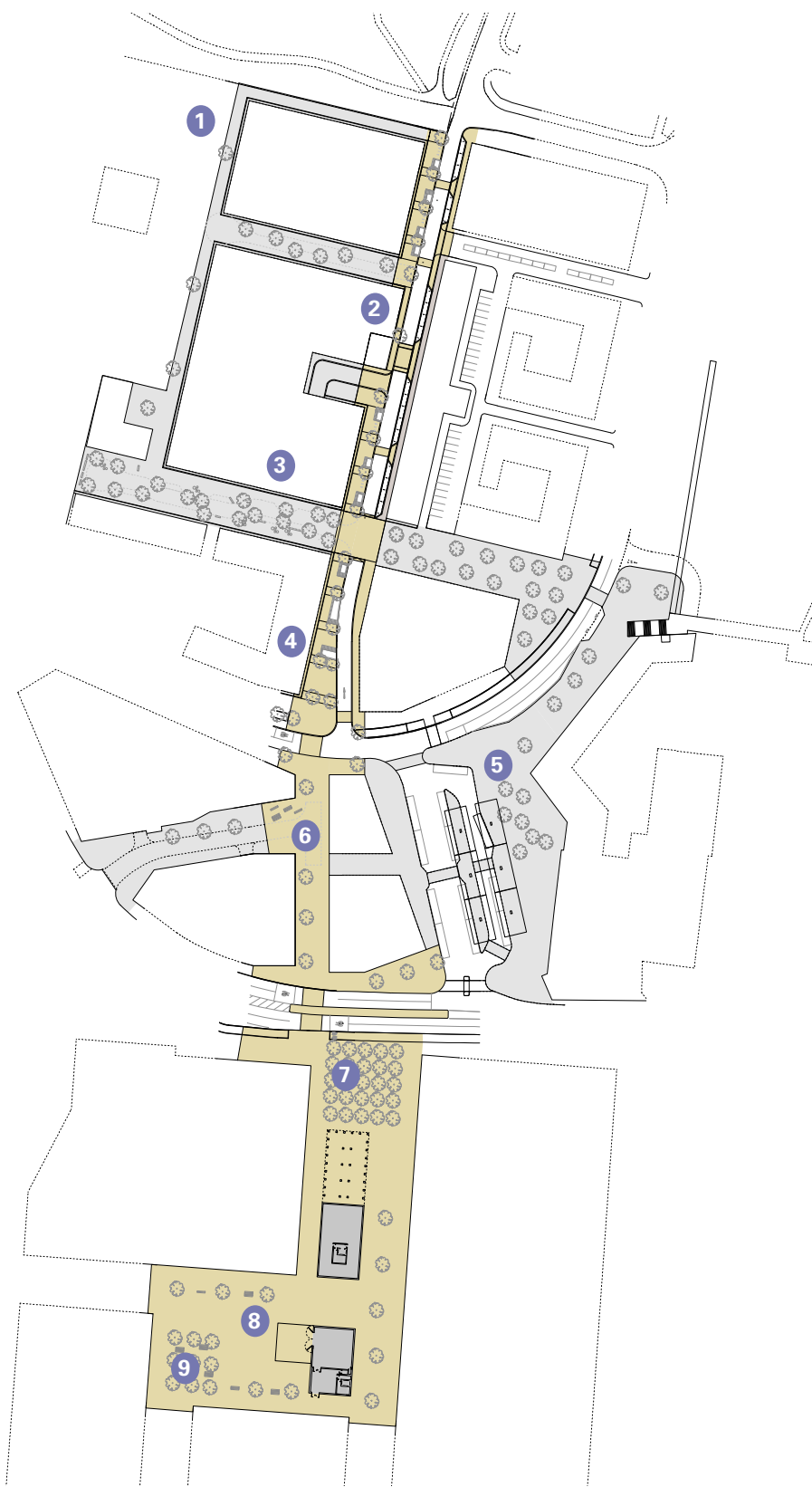


1.15 North / South Spine



The principal element of the Streets and Spaces Strategy is the north/south spine, a generous primarily pedestrian route navigating through the District Centre linking elements, while connected to, but also distinct from Station Square. Although drawn here as a separate element it is understood as a destination in its own right easily accessible from either the adjacent spaces of the framework or from the surrounding area.

Location of North/South Link within Public realm



1. New public realm to west of Ashley Road forms a frontage to Down Lane Park. The park will extend into Ashley Road South along new east/west roads. Residential frontages of new development to park to be active.

2. Ashley Road carriageway narrowed and one side planted with semi-mature street trees and rain gardens. Street further narrows to retain existing industrial building on West side. Pedestrian movement prioritised on the west side

3. Junction with Ashley Road marked by special surface treatment and raised table.

4. Southern end of Ashley Road flared to accommodate generous new crossing to Station Island

5. Station Square with reconfigured Bus Station allowing east/west access and active frontages to the square.

6. New north/south pedestrian retail passage creating direct link between Ashley Road and Retail Park site.

7. Grove of trees and landscaped square with seating and lighting. New wide pedestrian crossings over Ferry Lane lead to pedestrian spaces within Retail Park site.

8. Town Square fronted by retail but further activated by community and civic buildings and structures. Arcade and market /event space with rooftop food growing.

9. Grove of trees and landscaped square with seating, lighting and space for events/performances. Community cafe and performance space.

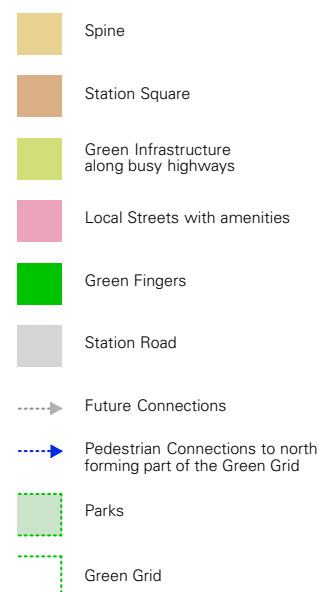
Detail of North/South Spine & Station Square

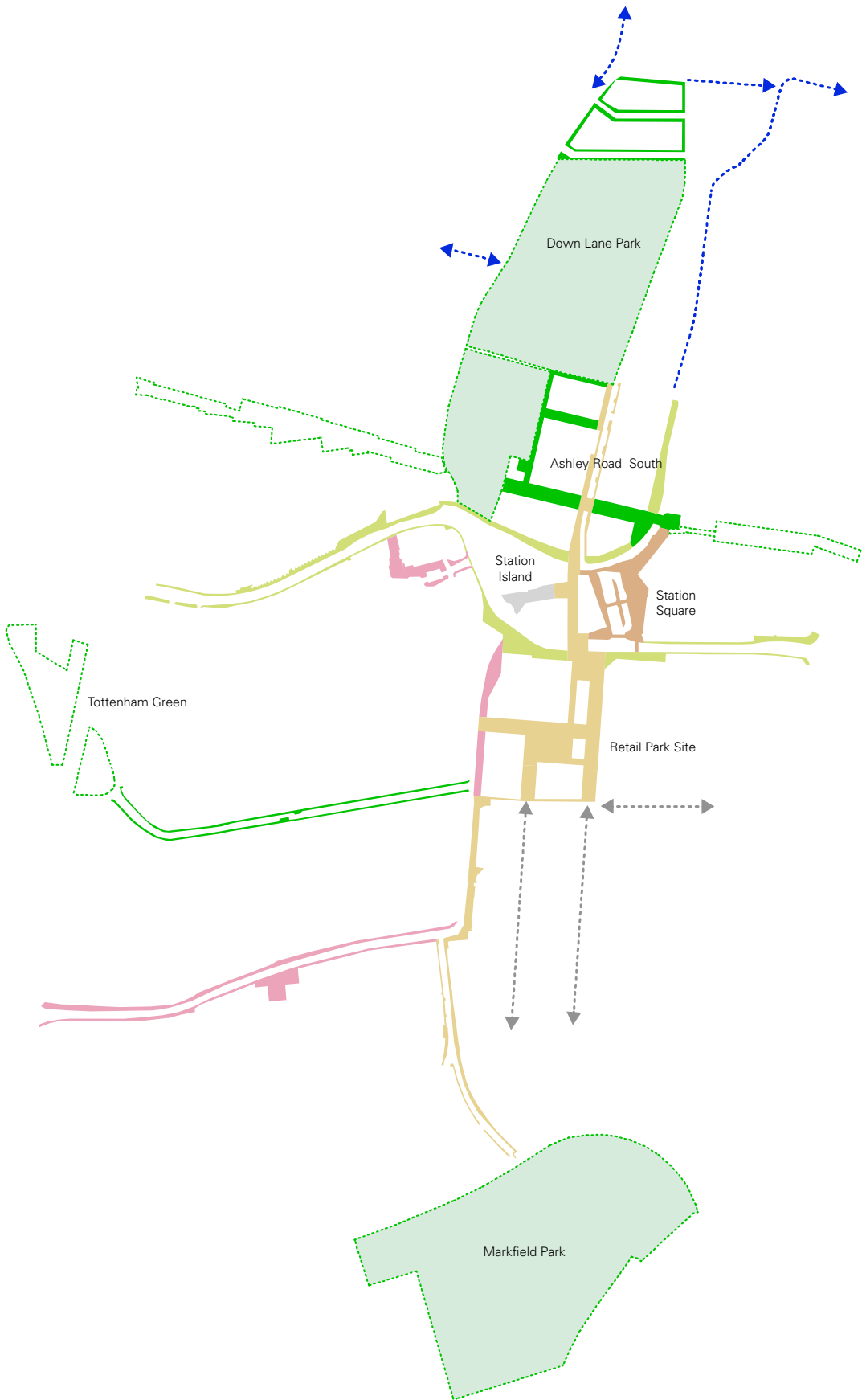
1.16 Public Realm Strategy

This diagram summarises the Streets and Spaces Strategy, locating the key elements of the public realm in relation to the main highways: the North/South Spine, the Green Fingers, Station Square and the Retail Park Civic Spaces. The importance of existing local retail amenity, located in the High Cross Estate and on Upper and Lower Broad Lane, in complementing and strengthening the District Centre is evident. The strong east west links at Ashley Road South and Tynemouth Road, leading to Tottenham Green, are also evident.

However the most significant aspect of this diagram lies in the placing of the District Centre Framework within a context of the two local parks: Down Lane Park and Markfield Park. These important local amenities are currently lacking in visibility, and have a poor connection to Tottenham Hale. The drawing demonstrates how the north/south route has a wider meaning in terms of connectivity, which in turn has led to proposals for upgrading both Markfield Road and Broad Lane.

The grey arrows indicate a potential for future connections, including a new pedestrian/cycle crossing over the railway to the Ferry Lane estate and beyond, and a potential to connect into the South Tottenham Industrial Estate. To the north the blue arrows indicate the importance of pedestrian and cycle connections to both North Tottenham and Tottenham Marshes. The development of the former council depot to the north of Down Lane Park further unlocks this potential.





Public Realm Strategy Components

SECTION 2 - VISION

2.1 Design Principles & Themes

The creation of a network of safe and legible pedestrian and cycle routes combined with the capacity of streets and spaces to enable and support a wide range of activity underpins this strategy.

However in order for the public realm to be successful it must also have a distinct sense of place, working with and complementing what will be a substantial amount of new development, whilst also responding to the character of the place. The new development, by its nature, is likely to be incremental and undertaken by different developers and designers, so consideration of the public realm as a unifying coherent framework is also important.

The four illustrated design principles address the specific challenges of the scale and emerging nature of the development. The following pages then set out a series of specific themes, with precedents, which are then brought together to inform the project Vision.

- A Robust Materiality
- Small Buildings as a Civic Focus
- Wharfside
- Rebalancing the Public realm
- Urban Planting - Wetlands

There is a tremendous opportunity to integrate both existing and proposed smaller community buildings as a part of the public realm strategy bringing both scale and three dimensionality, which works with and complements landscaping.

Create a Narrative

A successful city is made up of individual, recognisable places of varying scale and detail, juxtaposed together: urban room, yard, arcade, passage, square, grove, bench, corner, tree canopy etc. A narrative creating a sequence of identifiable places, with specific spatial character should be set within the overall strategy.

1. Arcade, Girona, Spain
2. Arboretum, Folly, Performance & Arcade, Barking Town Centre (muf, 2009). A sequence of new town centre spaces.

Mediate Scale

This development will include some very tall buildings with a consequent dramatic impact on the surrounding public space. Creating a human scale within this setting - mediating the shift in scale – is a priority. Tree canopies and structures are means to achieve this.

3. Paley Park, Midtown, New York City
- 4, 5. Bishops Square, Spitalfields, London

Concentrate on Foreground

The direct experience of most city users, most of the time, is set firmly in the foreground. An engaging foreground, created from temporary events and everyday activities as well as a consideration of rich and layered built detail at eye level, can provide coherence in context of varied built backgrounds.

6. Madonna carried in procession through the streets of Florence. (Cimabue. 1853-55)

Introduce Contrast

The dominant architectural language of the new development will come from high and medium rise residential buildings with ground floor predominately occupied with retail uses. Introducing a clear contrast in both materiality and detail within the public realm allows the creation of a different, more grounded series of differentiated spaces.

7. High quality contemporary commercial development, Southwark.
- 8, 9. Paleys upon Pilers, Aldgate, (temporary location) London (Studio Weave 2013). Structure in the public realm with a complex locally referenced narrative.



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2.2 A Robust Materiality



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1. Bespoke wayfinding, Olympic Greenway, Newham. (Adams & Sutherland, 2011)
2. Reclaimed timber sleeper clad Substation, Armada Green, Royal Albert Basin, Newham. (Adams & Sutherland, 2009)
3. Exposed aggregate concrete planter, National Theatre Workshop, Lambeth. (Haworth Tompkins, 2014)
4. Steel ground signage, Olympic Greenway, Newham. (Adams & Sutherland, 2011)
5. Steel ground signage, Tottenham Green, Haringey. (Adams & Sutherland, 2014)
6. Exposed aggregate surface with sleeper inlay. Armada Green, Royal Albert Basin, Newham. (Adams & Sutherland, 2009)



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7. Brick paving, Gallions Reach Square, Newham. (Adams & Sutherland, 2011)
 10. Tree planting: Maritime Pine grove, Gallions Reach Square, Newham. (Adams & Sutherland, 2011)
 13. New treated asphalt public realm, Town Hall Approach Road, Tottenham Green, Haringey. (Adams & Sutherland, 2014)

8. Perch points with inlaid narrative, Greenway, Newham. (Adams & Sutherland, 2011)
 11. Benches, Olympic Greenway, Newham. (Adams & Sutherland, 2011)
 14. Timber Benches, Granary Square, Kings Cross, Camden. (2012)
 9,12 Concrete Bench, Tottenham Green, Haringey. (Adams & Sutherland, 2014)

A robust materiality can be used in an urban context to embody a sense of place and contrast. All materials in the public realm need strength and durability, but robustness can also have the capacity to age and mature well, adding a patina of character.

2.3 Small Buildings as a Civic Focus



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Smaller public buildings can act as an urban focus, bringing a sense of identity and character. Traditional market halls operate not only as places of trading but also as gathering and meeting places, places of shelter or as a venue, often with interrelated internal and external spaces. Use can be formal or informal, occasional or regular.

The architectural language of this kind of building is not restricted to the vernacular; what is important is the nature and scale of spaces created and their relationship to their context. Such

buildings also perform a civic role in a largely retail environment. It is important that the public realm is not overwhelmed by any one kind of use.

1. Market Hall, Market Harborough
- 3,4. Market Hall, Tamworth
- 2, 5. Contemporary Market Hall, Ghent (Robbrecht en Daem, 2012)
6. Bernie Grant Arts Centre, Tottenham, London (Adjaye Associates 2007)



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Small buildings can also activate or be the focus of a larger space, such as a city square, or a landscape. The illustrated example is a café and performance space and amphitheatre set within a renewed and large parkland landscape. The building, intended for a wide range of community use, is owned by Harrow Council, run by Harrow College, and the café sub leased to a social enterprise franchise.

6,7,8,9. Arc House and Lowlands Recreation Ground, Harrow Town Centre, Harrow. (Adams & Sutherland 2015).

2.4 Wharfside



1

Wharfs are places of exchange and interchange, not unlike the transport hub that Tottenham Hale has evolved into. The idea of an urban wharf, drawing upon the industrial fragments and river heritage of the area is used to develop a narrative for treatment of the public realm, especially the central north/spine, and to introduce a reference to that what cannot be immediately seen; the river.

Wharfs are characterised by robust expanses of hard landscape, by odd structures and buildings, and by a capacity to accommodate a wide range of shifting temporary functions and uses.

Shouwburgplein in the port city of Rotterdam demonstrates how a contemporary public space can draw inspiration from a dockside context: in this case though extraordinary lighting structures.

1. Albert Dock & Port, Liverpool
2. Gloucester Docks, Gloucester
- 3,6,9. Public Square, Shouwburgplein, Rotterdam (West 8, 1996)
4. Medieval Boat Crane, Stockholm
5. Docksides, Venice
7. Black Crane, River Lea, Haringey/Hackney
8. Boatshed, Chatham Docks, Chatham
10. Port of Felixstowe
11. Bristol Harbourside, Bristol



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2.5 Rebalancing the Public Realm

Shifting the balance in the public realm from vehicles to pedestrian and cycle use has become a priority across London. On roads such as the principal east/west routes through Tottenham Hale the intention is not to reduce capacity but to achieve a shift in the behaviour of drivers. This is best achieved through a change in the immediate environment. Techniques such as narrowing carriageways and increasing footway space, reducing street clutter and introducing tree planting can all help to reduce speed. Creating an environment, which is clearly urban and inhabited, with a number of new controlled crossings, rather than the current character, which is suburban and peripheral, also achieves a shift in the impact of traffic.

On less busy streets there are opportunities to further detune traffic by removing road lining, introducing raised tables, absorbing off-street planting into a landscaped public realm and improving lighting and integrating cycle provision. On very busy roads, especially when narrowed, the priority is accommodating, where possible, cycles in segregated lanes.



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1. Maidstone High Street, including provision for a bus interchange. (CIVIC Engineers + others 2010)
2. New Road, Brighton, new shared surface town centre road. (CIVIC Engineers + others 2008)
- 3-7. Heart of Hackbridge. Public Realm Enhancements and Local Centre renewal, including road narrowing, street planting, rain gardens, increased public realm and shopfront improvements (Adams & Sutherland, 2014).
3. Before improvements
- 4,5,6,7. Completed Works



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2.6 Urban Planting - Wetlands



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Urban Planting, including street trees, rain gardens, planters and more informal planting has a key role to play in providing a link to the nearby green/blue assets and network of parkland and river valley, and in bringing character and colour to the public realm.



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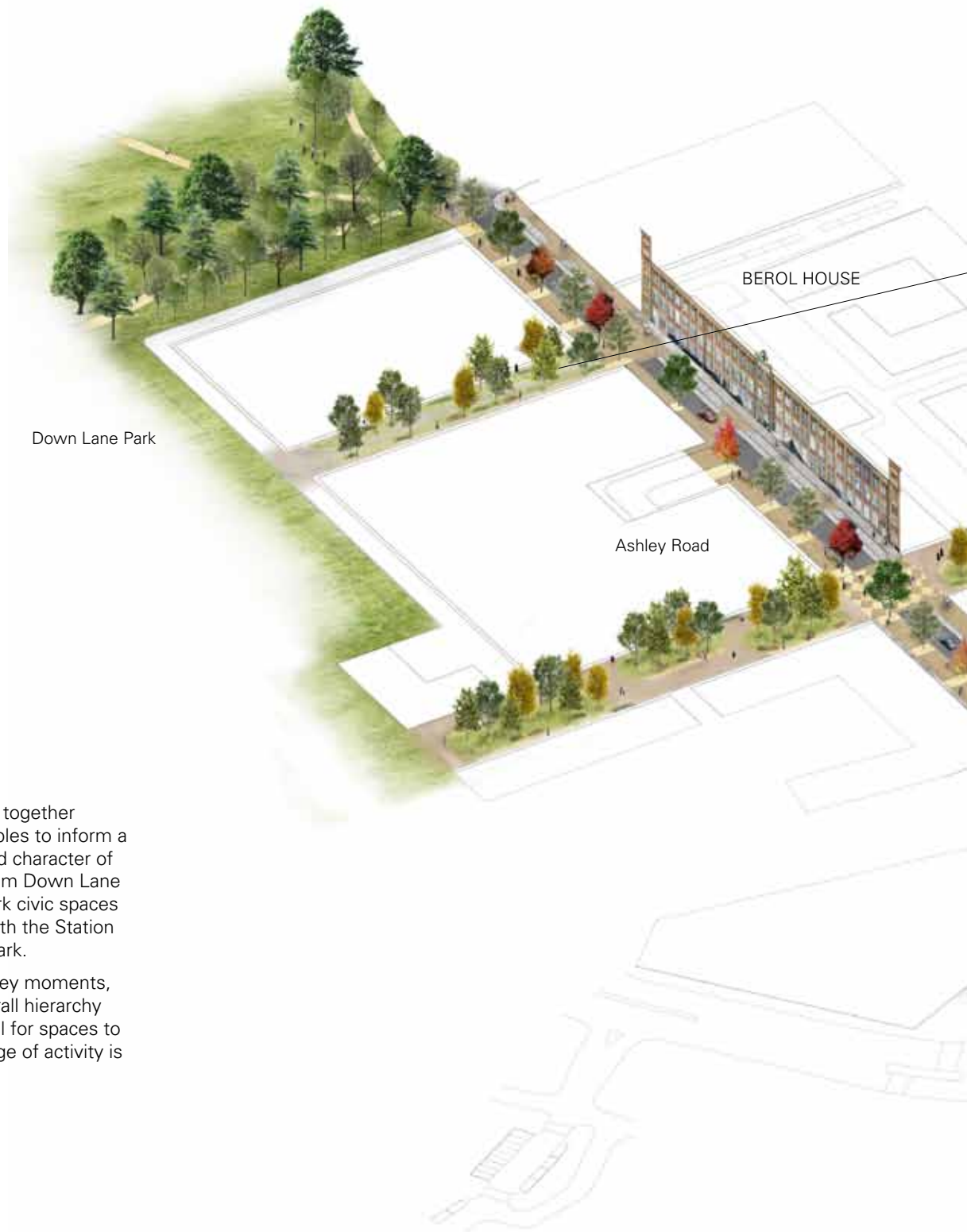
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1. Tree defining a place. Great Suffolk Street, Southwark (Adams & Sutherland, 2010)
- 2,4. Rain Gardens integrated into new public realm, Hackbridge. (Adams & Sutherland, 2010)
3. Wetland planting in planter, National Theatre Workshop (Haworth Tomkins, 2014)
- 5,6. Greened and car free streets hosting community events
7. Seasonal colour.
- 8,10. Pedestrian priority and planted streets.
9. Trees as a structural part of the urban realm, Kentish Town, London.

2.7 Vision



The vision drawing brings together themes and design principles to inform a proposal for the scope and character of the North / South link - from Down Lane Park to the new Retail Park civic spaces - and its relationship to both the Station Square and Down Lane Park.

Spatial narratives define key moments, whilst a sense of the overall hierarchy of places and the potential for spaces to accommodate a wide range of activity is indicated.

PARK EXTENDING INTO ASHLEY ROAD SOUTH

New routes through Ashley Road South. A sequence of linked wooded urban spaces extend from Down Lane Park, creating places of wildness and calm within the city.

PEDESTRIAN SPINE.

Links three different character areas and directly connects to Station Square - a calm space in contrast with the intensity and business of Station Square

Robust public realm and civic buildings referring to adjacent WHARFSIDE and residual historic INDUSTRIAL character.

Street TREE planting, seating and rain gardens define the spatial sequence

STATION SQUARE

Busy rail and bus transport interchange with cycle hub, vortex of pedestrian movement. Spatial definition created by new buildings

Bus Station layout reconfigured allowing east/west pedestrian movement and active frontages to square

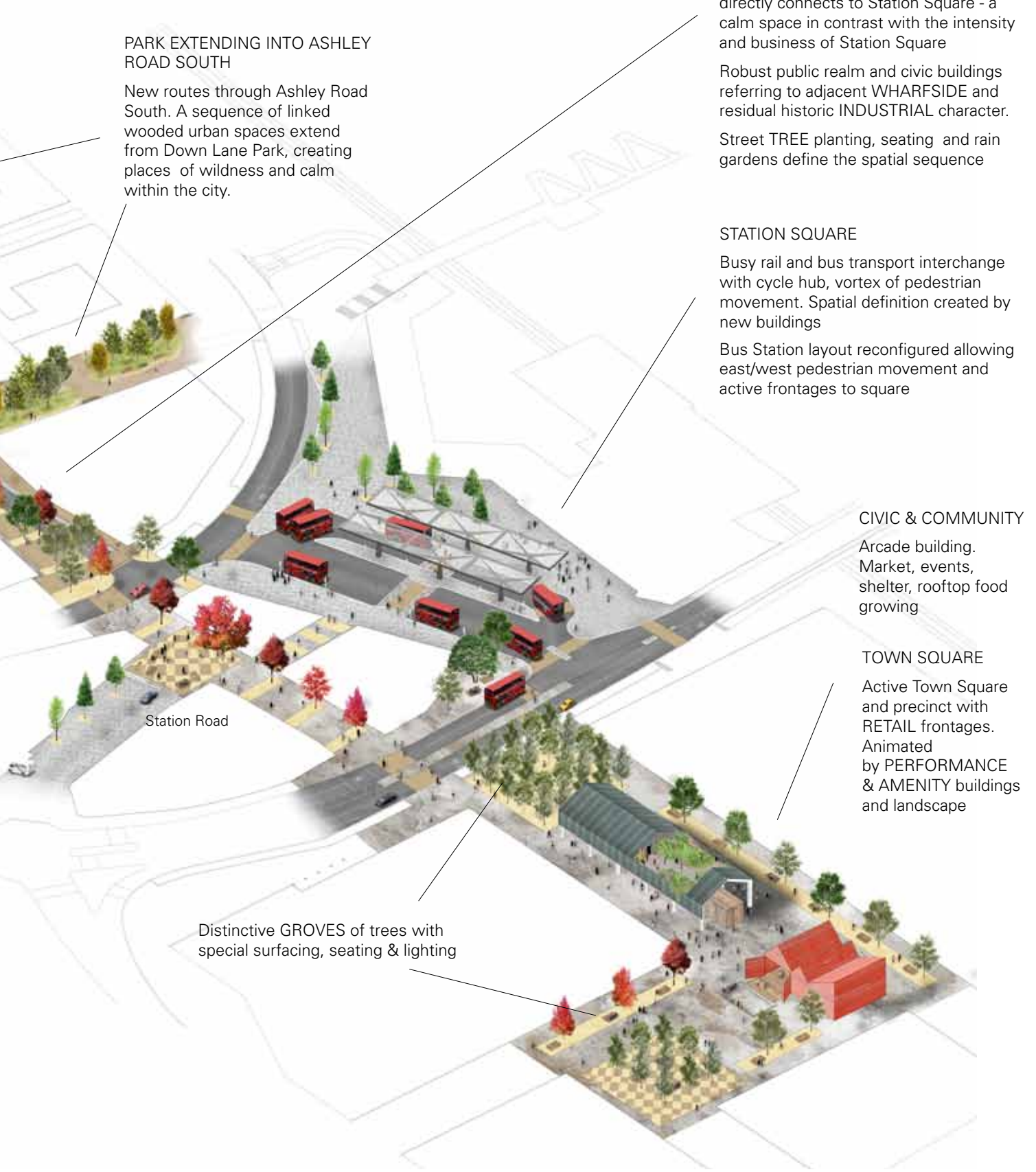
CIVIC & COMMUNITY

Arcade building. Market, events, shelter, rooftop food growing

TOWN SQUARE

Active Town Square and precinct with RETAIL frontages. Animated by PERFORMANCE & AMENITY buildings and landscape

Distinctive GROVES of trees with special surfacing, seating & lighting



SECTION 3 - CHARACTER & TYPOLOGY

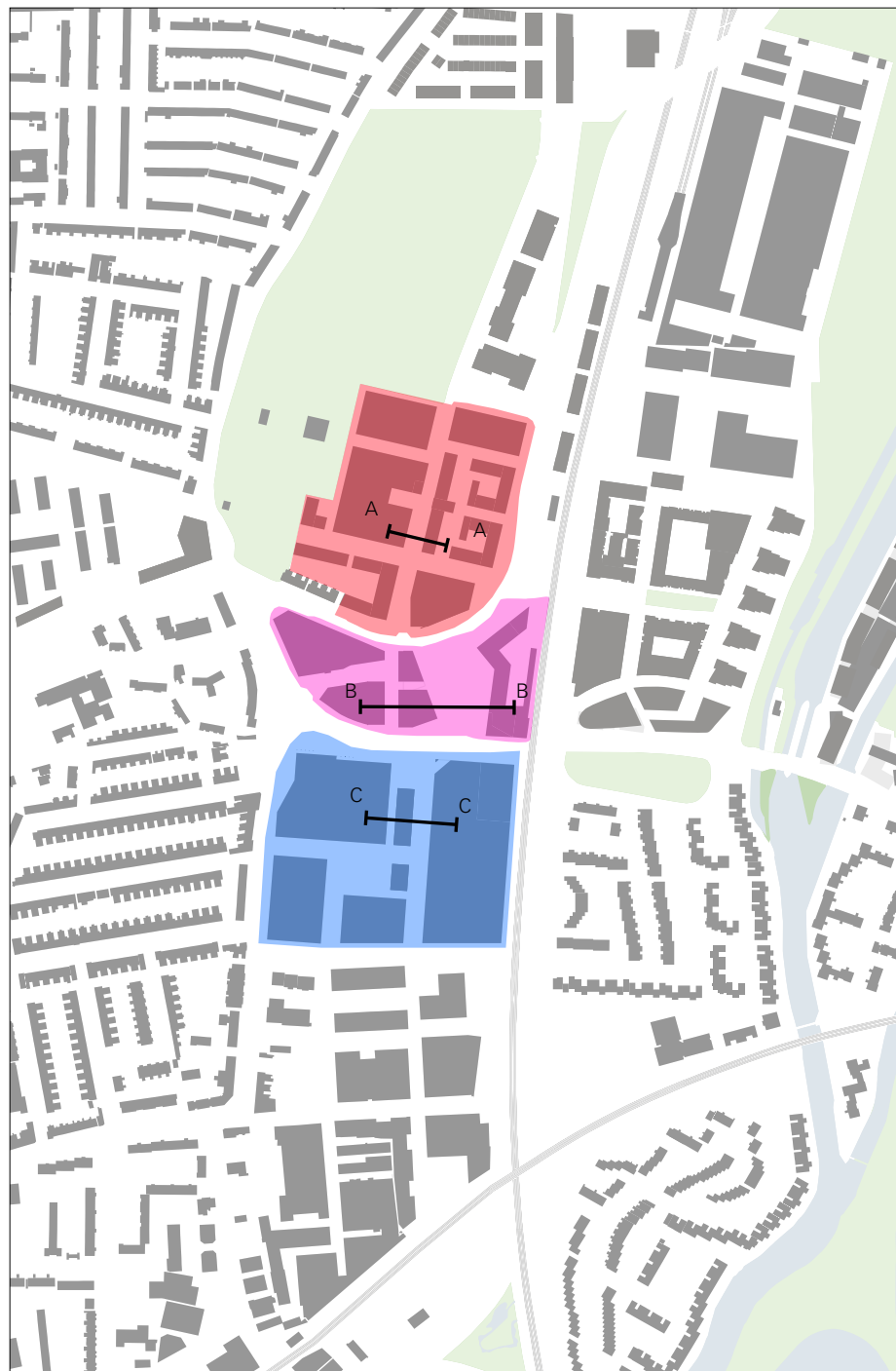
3.1 Character Areas

The DCF identifies three distinct character areas. They vary considerably in terms of scale and occupation, and it is one of the roles of the public realm to provide continuity and connectivity.

Ashley Road South will be a mixed-use residential area, the scale of which is set by the existing Berol House and its workplaces. Streets will be shared use, quiet and largely access only, with Ashley Road being one-way for its southern part. Ground floors will be active but with small scale, and most likely independent, businesses and outlets. The proximity of Down Lane Park encourages 'green fingers' to extend into the area. These help to reinforce a separation from Station Square, and a consequent relative quietness and intimacy, Ashley Road South is also where the strongest reminders of the industrial past remain. The scale and treatment of new development should respect this emerging character.

Station Island is in contrast brash; a cluster of residential towers and higher buildings atop retail and business, significantly extending the scale and bustle of Station Square, confidently sited on the busiest of the roads, and completely refiguring the current low intensity sites. New buildings will present an immediate identity for the new area on arrival by bus or train, whilst also helping to define Station Square as a meaningful urban space. However the north/south link will be a pedestrian space and Station Road an access only road, so beyond the immediacy of the Bus Station, active retail frontages and a pedestrian realm dominate. The central junction where the route from the bus station meets the north/south link has the potential to be a more exclusive destination of special character.

The largest site, and the one which is likely to take longest to deliver, is the Retail Park to the south. Large urban blocks of residential buildings above a primarily retail ground floor dominate this area, although only rising to one tower by Station Square. Here the north/south link ends in a generous new town square activated by a more familiar 'High Street' retail offer. The community buildings however are an opportunity to prevent this becoming a mono-cultural area and offer the potential for civic activities to complement the world of retail and help leaven the urban mix



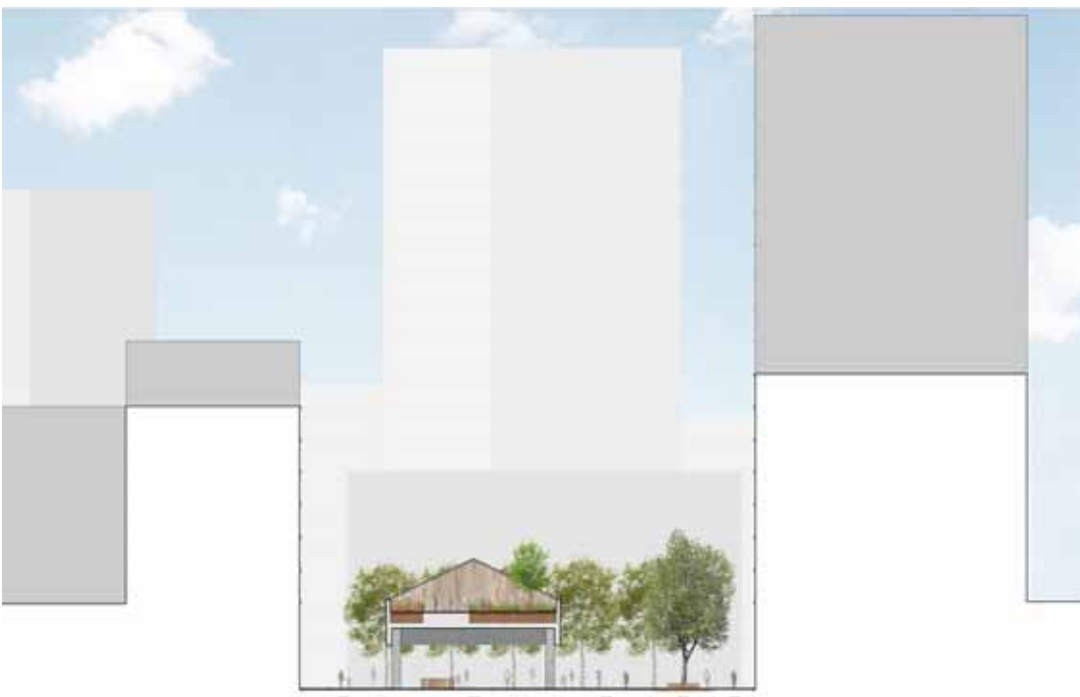
Character Areas and Comparative Sections



Section AA through Ashley Road looking north



Section BB through Station Square and North/South Link looking north



Section CC through Retail Park looking north

3.2 Landscape Strategy

The special landscape quality of the Lea Valley and its environs underpins an understanding of the site and has been drawn upon to develop the landscape strategy and tree planting palette. Four different landscape characters have been developed to articulate a hierarchy of landscape across the site.

The species choices do include a number of native species, in combination with a number of introduced species suited to a city climate.

1. Industrial

Species responding to industry/infrastructure context of Tottenham area and the Lea Valley: the canalised waterways and waterworks, railways and highways, industrial sites and soils, alien exotics and tough survivors. These are aligned on a North-South orientation following the valley pylons and along Ashley Road connecting industrial estates and reinforcing the 'wharfside' quality of the north/south link.

Industrial Palette

- * *Populus tremula*- Aspen: native species.
- * *Populus alba* 'Raket': a variety of the white poplar, a feature of the British landscape since the last ice age.
- * *Acer pseudoplatanus* 'Atropurpureum': a variety of sycamore, a feature of the British landscape for many centuries.

2. Wetland

Species responding to original wetland character and remaining semi-natural stretches and backwaters, planted in SUD swales and wetlands, and historically alluding to the Lea's forgotten tributaries such as the Moselle and Stonebridge Brook. These are aligned on an East-West orientation following tributary lines (e.g. uncovered Moselle) and major arterial roads.

Wetland Palette

- * *Alnus glutinosa*- Alder: native species.
- * *Betula pubescens* : native species.
- * *Nothofagus antarctica*: the Southern beech, introduced from Chile in 1830.

3. City

Place-making species in the new urban centre; new city trees suitable for urban climate and planting conditions. These are organised as clumps or allées within hard landscape

City Palette

- * *Ginkgo biloba*- Ginkgo (maidenhair tree) : introduced from China in the 18th century.
- * *Liquidambar styraciflua* - Sweet Gum : introduced from North America in the 17th century.

4. Park

Species for parks, green spaces, corners and places to pause; trees specifically chosen for their quality, including edible/orchard species. These will relate to very specific local context, landscape history, the presence of schools or community facilities likely to benefit from fruit etc.

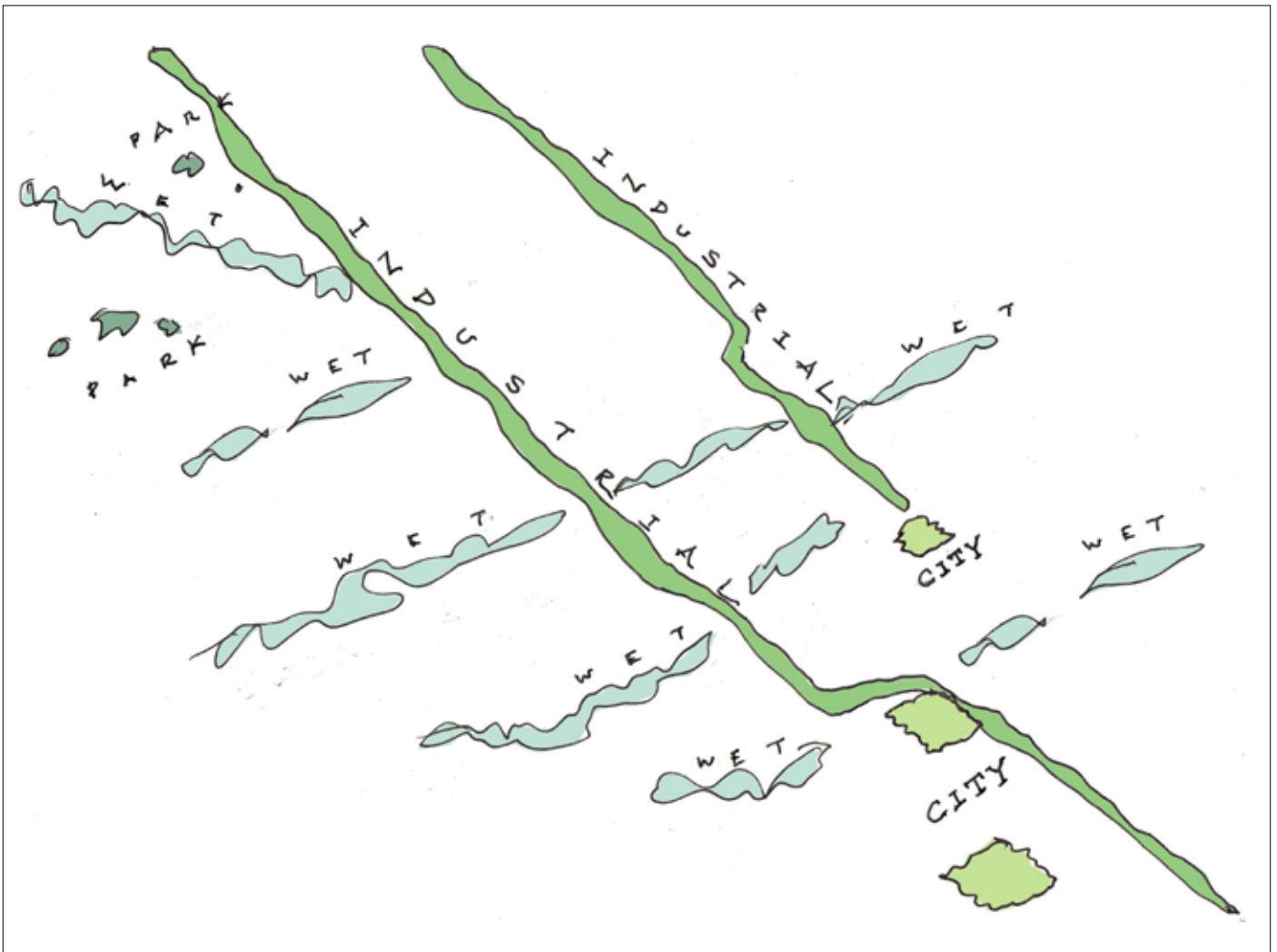
Restricting a palette to a solely native species in a city context is unnecessary : many non-natives have an important role to play in biodiversity and of course CO2 sequestration, absorbing other pollutants etc.



Scope of Landscape Treatment



Industrial - Typical species: *Populus tremula*, *Populus alba* 'Raket', *Acer pseudoplatanus* 'Atropurpureum'



Landscape Concept Strategy



Wetland - Typical species: *Alnus glutinosa*, *Nothofagus antarctica*, *Betula pubescens*

City - Typical species: *Ginkgo biloba*, *Liquidambar styraciflua*,

Park - No 'typical' species - species chosen for relevance to local context e.g. weeping willow to play around, or local variety of apple

3.3 Ashley Road South

Ashley Road South is widened but only to the west and the new development; the existing eastern building line, dominated by Berol House, is retained. The carriageway widening permits a generous band of new public realm to include tree planting, rain gardens, cycle parking, seats and local play opportunities, and in the south aligning with the new crossing to Station Island. This new public realm will also frame entrances to the housing and the retained elevation of 16 Ashley Road. On-street parking and a cycle contraflow are also accommodated within the street. Raised shared-space road tables, will further visually breakdown the space of the street and reduce traffic speeds. The Green Fingers are understood as a sequence of self-contained intense and generous green spaces embedded within the development. They are through routes but there is an emphasis on local amenity – seating, planting, play and discreet lighting. Some limited service access will be possible.

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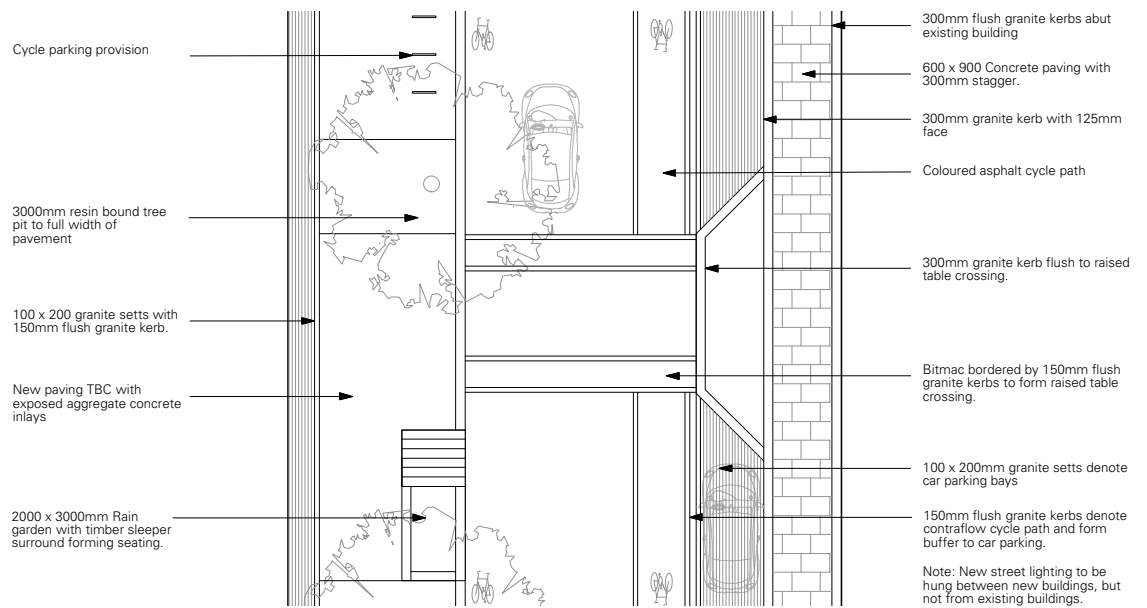
Sketch Visualisation of Ashley Road



Section through Green Finger looking west



Section through Ashley Road looking north



Indicative plan of Ashley Road

3.4 Down Lane Park Frontage

The frontage of new residential buildings to Down Lane Park is an important interface. There are space constraints on the development plots, which mean that a 'grand' frontage with a service road, such as at Regents Park, is not possible. However there is an option to use new development to further enliven the park. A blank wall of podium parking would not be acceptable.



Down Lane Park / Ashley Road as existing



Section through North Frontage to Down Lane Park

The two sections below explore options of a pedestrian access, a walk, animated by residential frontages and access. The location of existing park amenities introduce constraints.

The precedent studies examine similar open ground or green space interfaces across London.

Character precedents discussed at public consultation events revealed a local preference for a brick based material language as an appropriate response to the area. Predominately white buildings were understood as provocative, appearing detached from past and present context.



Section through West Frontage to Down Lane Park

Frontage to Down Lane Park
London Park Edge Precedents



Well Street Common, Hackney



- Residential Streets run perpendicular to the park
- Generous tree lined paths within the park link residential streets



Stepney Green, Tower Hamlets



- Residential Streets run perpendicular to the park
- Entrance to the park is via gates.



Victoria Park Canal Edge, Hackney



- Residential Streets run perpendicular to the canal edge
- Generous public space opens up to the wharf



Highbury Fields, Islington



- Residential Streets border the park
- Two-way traffic road removes direct connection between buildings and park
- Generous tree lined outer park path creates links between road/park

Ashley Road South
Character Precedents / Options



Timberland Housing, Cork (O'Donnell & Tuomey)

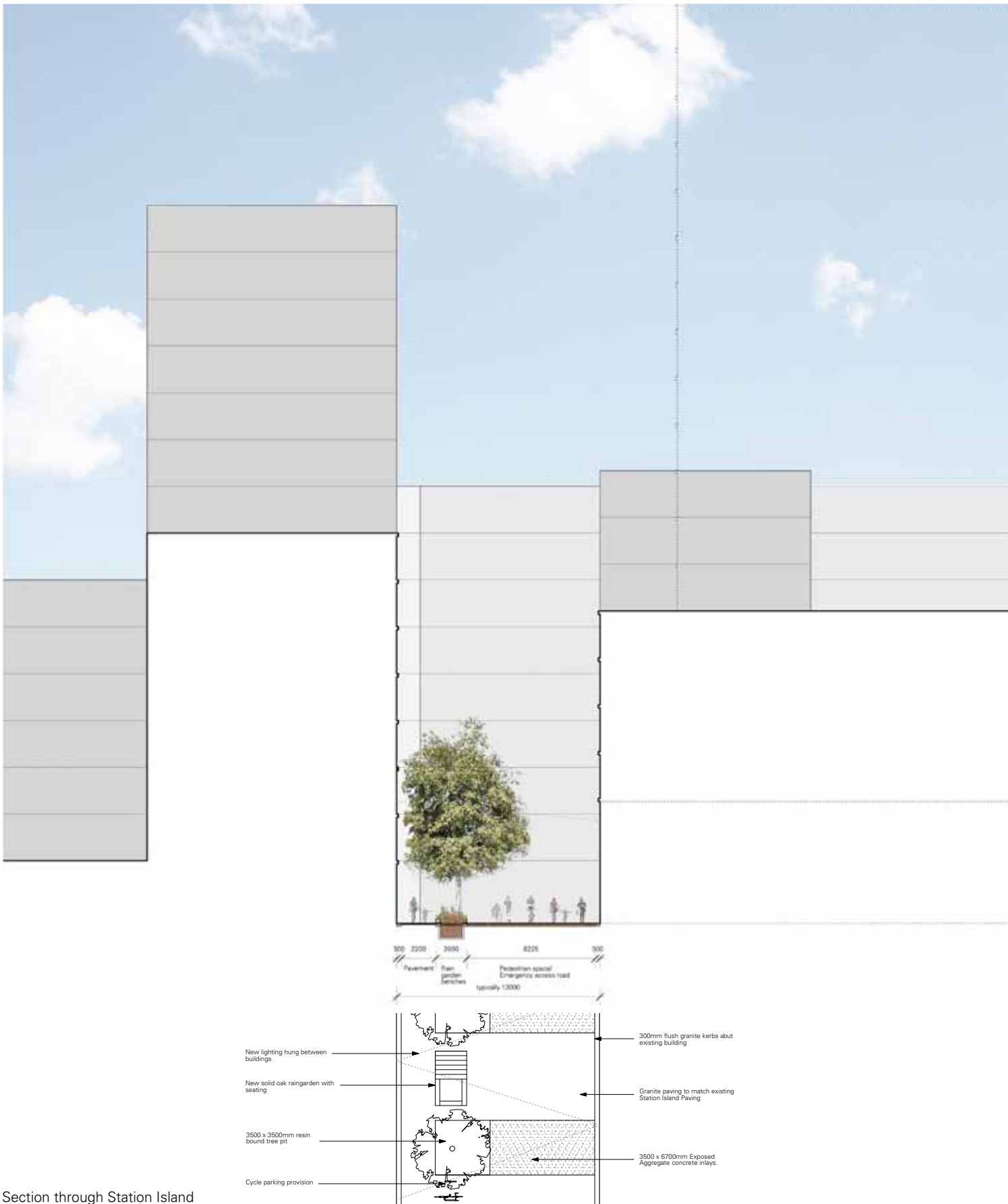


Accordia, Cambridge (various)

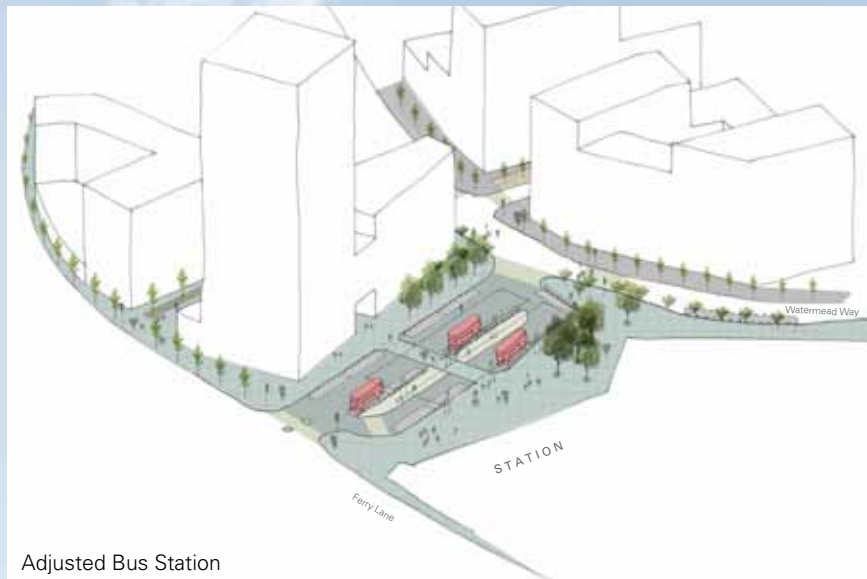


Barrier Point, Royal Dock, Newham

3.5 Station Island



Section through Station Island



Adjusted Bus Station



The long section gives an indication of the scale of Station Island as it will be, and the importance of new development in defining Station Square. The adjusted Bus Station layout enables a large urban space with a bus station in the middle, but surrounded by active frontages.

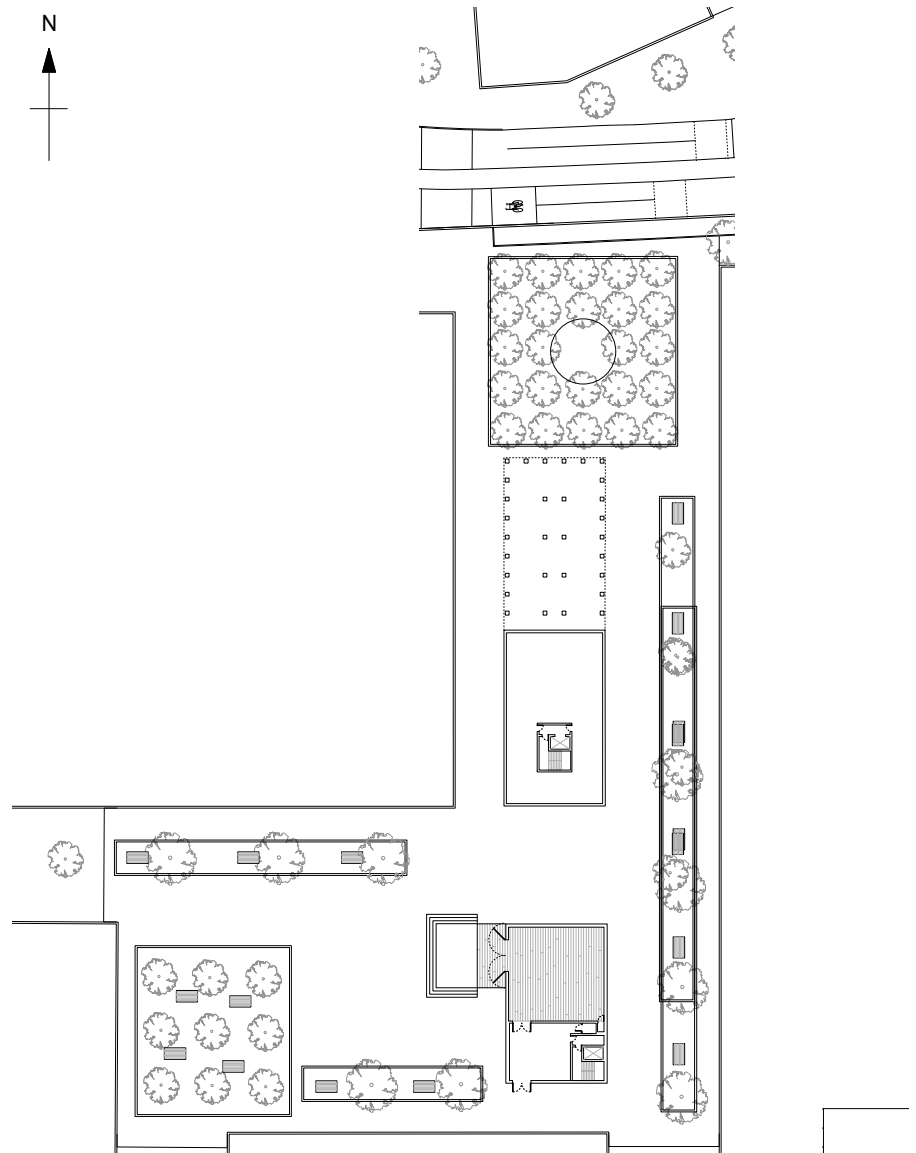
There is also a direct route east/west through the middle of the Bus Station. The north/south link continues the offset planting of Ashley Road but there will be adjustment to species and surface finishes.

3.6 Retail Park

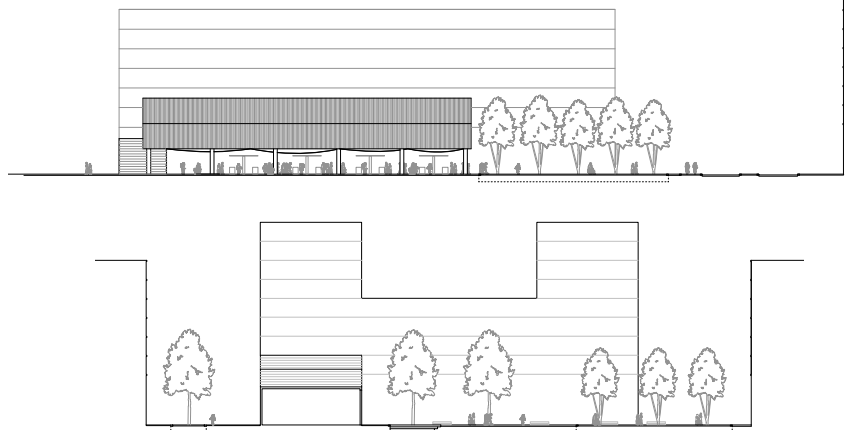
The centrepiece of the Retail Park site is the proposed civic space, an L shaped space leading from Ferry Lane into a Town Square in the centre of the development. The indicative proposals demonstrate how the community & civic buildings could both provide an additional layer of activities and a series of lower scaled elements within what could be a 'canyon' of space. The north/south arm is especially defined and dominated by both Station Island and high buildings to the east. Here the civic buildings could combine with clearly defined tree places to create a sequence of human scaled spaces. Functions could include a market arcade, a café and performance space opening onto the square, rooftop food growing to tie into community food projects, and possibly an upper level day care facility with roof gardens.

There is also an opportunity for the retail elevations to also explore arcaded components, further integrating buildings and public space. This area should also be the heart of a nighttime economy.

There have also been proposals that the outer looking Broad Lane elevation of the Retail Park site could contain smaller scale retail outlets. The Retail Park public spaces are not especially on through routes, unlike the other areas, and a public face for this development, with clear connections to surrounding streets, is important to avoid an overtly insular city quarter. Activating the area beneath the multistorey car park is also an important consideration.



Indicative Plan of Public Spaces



Indicative Sections through Public Spaces



Section through Civic Building looking north

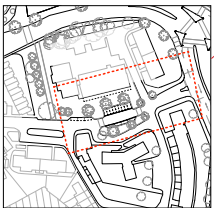
3.7 Approaches to the District Centre

Out with, or directly adjacent to, the DCF area there are series of opportunities to enhance the public realm of approach routes. The purpose of these improvements is to strengthen surrounding connections to the DCF and to spread its positive influence into surrounding streets. They also anticipate and complement the wider Green Grid approach of the Green and Open Spaces Strategy.

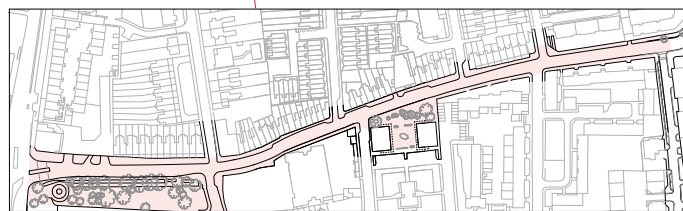
Improving Watermead Way (3) makes a context for the eastern edge of the DCF, the Central railway bridge crossing and the Cycle Hub. The cycling route north to Tottenham Marshes is enhanced. Carriageway works to Ferry Lane (4) demonstrate how cycling provision at this notorious bottle-neck can be immediately improved without an ambitious new bridge. The High Cross Estate (1) is reminder of past road alignments but also of ambitions for improved housing. Enhancements to the local centre here will improve the quality of an existing residual place and demonstrate how the DCF can uplift adjacent areas. Improvements to Broad Lane (2,5) can complete the transformation already begun with the gyratory works and return these roads to the status and appearance of local streets, whilst also, along with improvements to Markfield Road (6), strengthen the route to Markfield Park, the other less visible significant local green space.



Proposed Public Realm



1 High Cross Estate



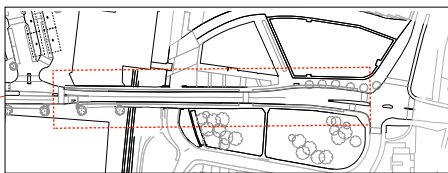
2 Broad Lane (Lower)



3 Watermead Way



Watermead Way



4 Ferry Lane & Bridge



Ferry Lane & Bridge



5 Broad Lane (Upper)



6 Markfield Road

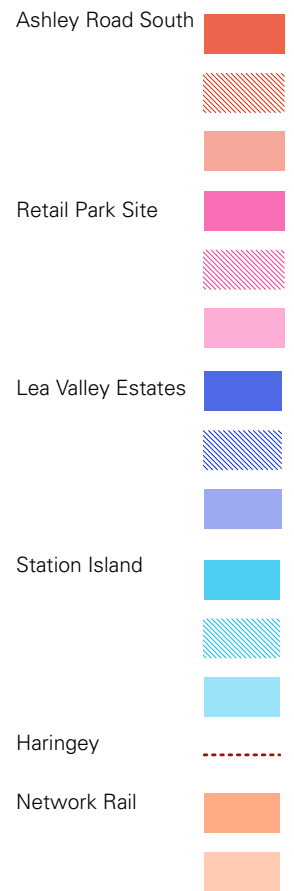
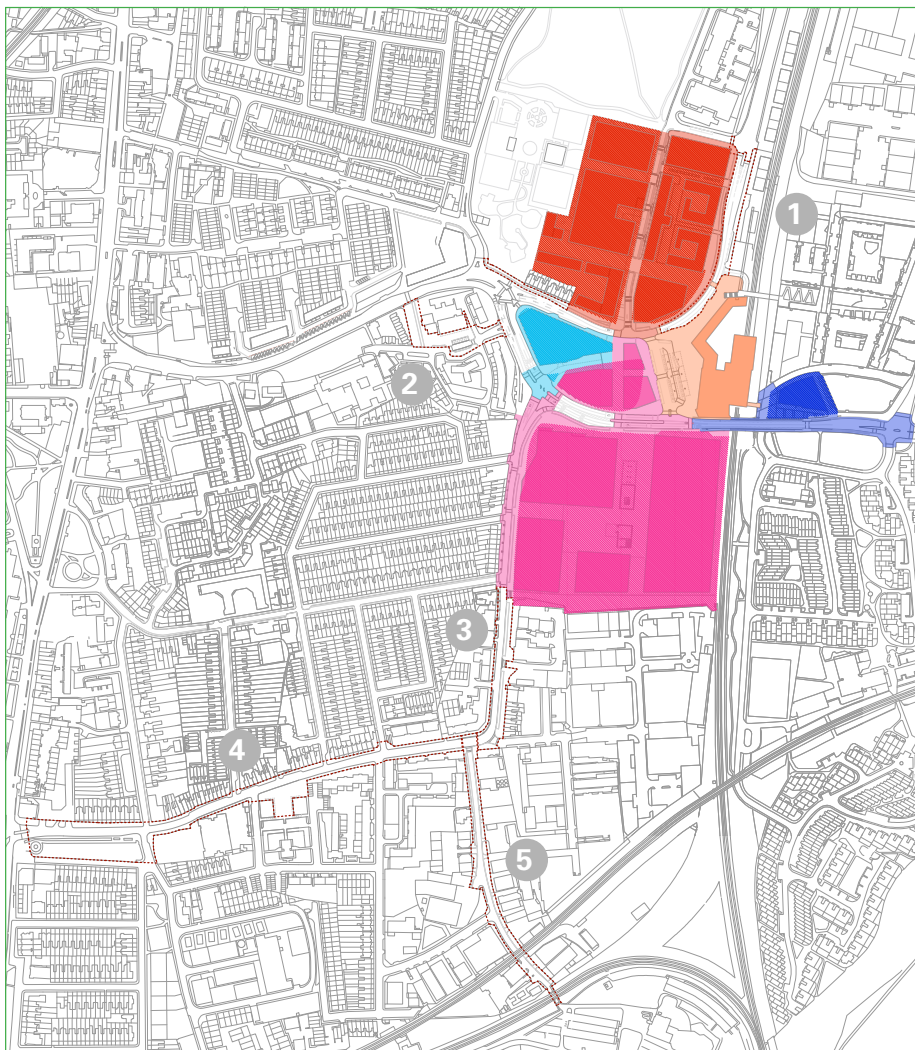


Markfield Road

The drawings locate comparative plans and sections within the public realm strategy.

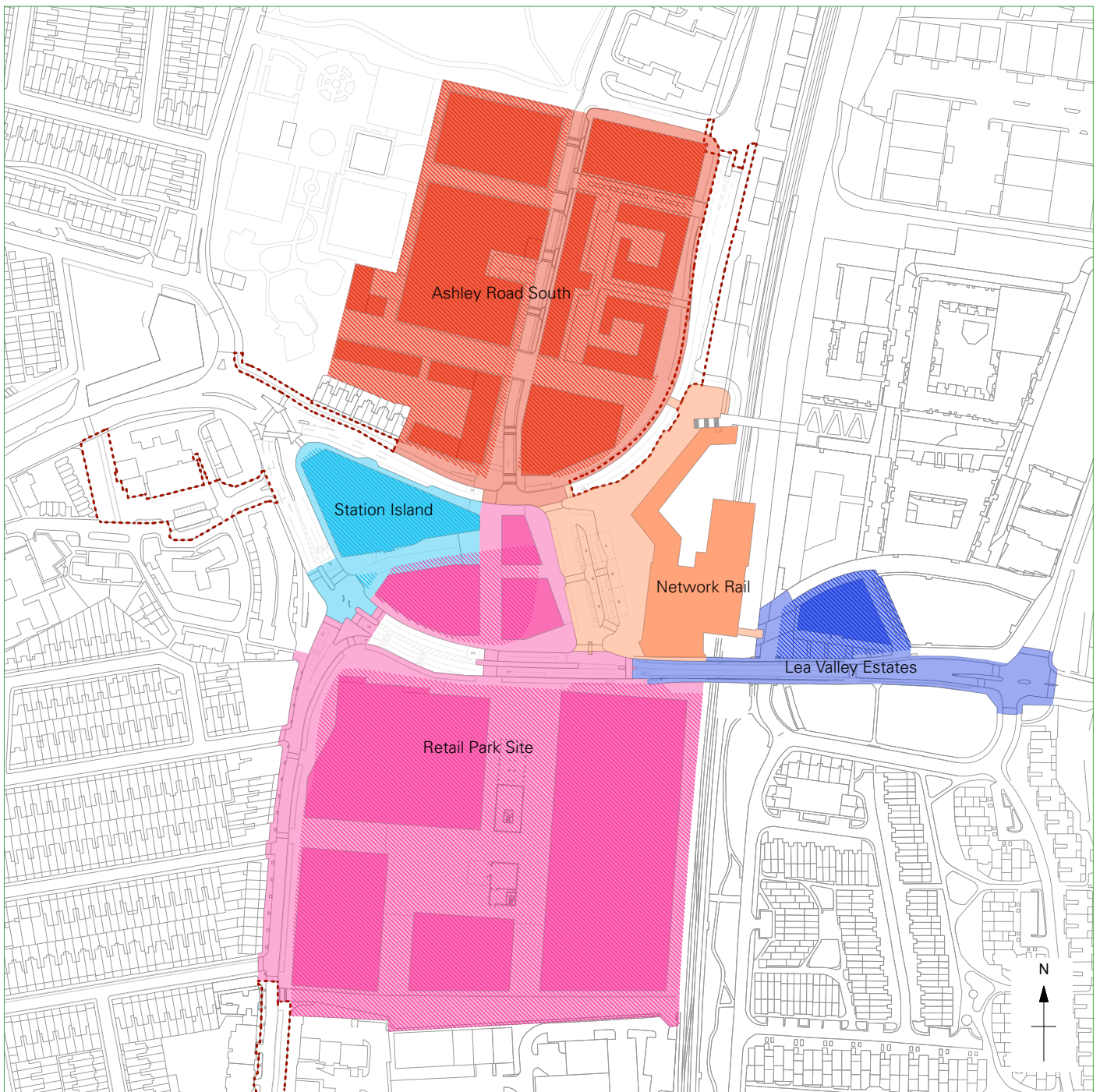
SECTION 4 - DELIVERY & MAINTENANCE

4.1 Delivery & Maintenance



- 1. Watermead Way
- 2. High Cross Estate
- 2. Upper Broad Lane
- 4. Lower Broad Lane
- 5. Markfield Road

Projects outside of Development Site related Delivery



Development Sites with related Public Realm Delivery

The delivery and future maintenance of the public realm is a critical component of the strategy. The drawing shows how the relatively few landowners involved and the way in which each development area has a strong relationship with a clearly defined public realm allows both capital and maintenance costs to be

accommodated within site development strategies. The secondary approaches projects outlined in section 3.7 are the exception and are where public funds and maintenance should be concentrated.

The DCF is of a suitable size to support a BID or similar initiative, such as Better

Bankside in Southwark, to deliver site specific improvements and landscape maintenance. However this is a long-term aspiration. In the short term, working with landowners, a Streets and Spaces Design Guide SPD will be developed,

4.2 Partnership & Programme

Working in Partnership

The delivery of a new urban centre will require close partnership working between a range of delivery partners. Through the DCF process good working relationships have been established between key stakeholders and it is critical that this momentum continues as work moves from planning through to delivery. The key delivery partners include:

- The community
- Major landowners and developers
- The public sector partners (Haringey Council, Greater London Authority, Transport for London)

Governance

The governance structure specific to the delivery of the DCF and supporting strategies operates at three levels, outlined in the table to the right:

Remit	Group/Board	Role and responsibilities
Strategic direction	Joint Strategic Forum	To provide overall strategic leadership, direction and challenge to the Tottenham Regeneration Programme; be strategically accountable and secure alignment of strategic partners; be active ambassadors for Tottenham and the regeneration programme. Elected members and officers from LBH, Greater London Authority, Transport for London
Operational direction	Programme Delivery Board	To oversee and drive forward the delivery of the Tottenham Regeneration Programme at an operational level with GLA, TfL, Met Police
Information and coordination	Tottenham Landowners and Major Businesses Group	The Group brings together major business and landowners with public sector partners who are investing in the regeneration of Tottenham, to help the organisations work together more closely to continue to improve the area.

Tottenham Regeneration Programme

Haringey Council, GLA and TfL are working together on the ambitious plans for the regeneration of Tottenham. A significant plank of this programme is to bring forward a new urban centre at the heart of Tottenham Hale.

Tottenham Hale has a dedicated regeneration manager and project officers to coordinate investment and project delivery across the area, and the council has commissioned a range of strategic documents, including the DCF, which set out Tottenham Hale's potential and how it could be transformed to achieve local people's ambitions.

Supporting a sustainable community

The regeneration of Tottenham Hale must be considered in relation to the existing community in order to be successful. The substantial opportunities for the community that will be brought about by the large scale regeneration are key drivers in delivering the DCF.

Notwithstanding the benefits, the Council recognises the impact large scale development is likely to have on people's lives during the construction delivery phases and the responsibility it has to minimise this impact wherever possible through ongoing dialogue, and through working closely with partners to achieve the least disruptive solutions. The Council will continue to engage with

the community and seek feedback to understand their concerns throughout this period.

Delivery partners will be encouraged to commit to supporting the existing and future community throughout the period of transformation; they will work collaboratively with the Council and other interested parties to identify ongoing opportunities for local people, as well as Tottenham Hale's future population, to tangibly benefit from the regeneration.

Delivery partners will be expected to:

- Work together to ensure that Tottenham Hale is an exemplar of social, economic and environmental sustainability
- Engage positively and proactively with the community throughout the planning and development process
- Ensure their nominated contractors sign up to the Considerate Contractors' Scheme
- Sign up to local labour market approach (skills, advertising positions locally etc through negotiated s106 agreements) and to procure services locally, wherever possible
- Coordinate works and share information with each other

Time Scales

The Tottenham Hale DCF sets out a 10 year vision for the development of a new

centre at Tottenham Hale. Some sites within the immediate area have already started to come forward whilst others will take more time.

In tandem with sites coming forward, infrastructure and placemaking projects as identified in the Streets and Spaces Strategy and Green and Open Spaces Strategy will need to be taken forward to support the sustainable development of the new centre.

Streets and Spaces Strategy

The Cycle Super Highway 1 is already under construction and other improvements to the cycle network are due to commence next year using DIY Community Streets funding from Transport for London. Legible London signage is also due to be installed next year. We are seeking further funding for the other projects which have been identified.

Green and Open Spaces Strategy

Funding is available for small improvements to Chesnut Road next year and there is funding from the Housing Zone for some of the bridges to be built within the next two years. We will be preparing an application to the Heritage Lottery Fund for the Paddock but this can be a lengthy process. We are seeking further funding for the other projects which have been identified and understand that the Park View Road Underpass is a priority.

4.3 Funding & Quality

Test Projects

RIFT at 5 Ashley Road is already open and there is funding for the Station Square Pop Up and the Broad Lane Gateway Project from Transport for London to start next year. Signage 2020, playful hoarding and improved signage to keep everyone updated, will be installed with each new development. We hope to have secured funding for all of the other projects above to be delivered within the next two years.

Funding

Housing Zone

The Housing Zone is a joint expression of commitment by Haringey Council and the Greater London Authority to make this vision for Tottenham a reality. The Housing Zone status will accelerate the delivery of new housing and shape a sustainable community. In short, more homes will be built, faster and better. Housing Zone funding is available for infrastructure improvements including some of the bridges and streets and spaces.

The council is considering funding opportunities for the other projects including:

- Developer contributions
- Heritage Lottery
- TfL/ GLA
- Thames Water

Quality and Sustainability

Development quality lies at the heart of the Tottenham Housing Zone. The aspiration is that Tottenham Hale will be known as an exemplar neighbourhood in terms of the quality of design achieved for its streets, spaces and buildings. Innovation will be a defining characteristic of the new development and achieving greater sustainability in its broadest sense, including construction techniques, climate adaptation, energy use, and designing for healthy, socially cohesive communities.

Quality Review Panel

Through the Tottenham Housing Zone, the borough and GLA have committed to aligning with the Mayor's Housing Design Guide for London, including environmental standards. As part of this process, developers will be expected to deliver exemplar standards of design.

To support the emphasis on development quality, the Council has recently reconstituted its Design Review Panel, now called the Quality Review Panel, and has recruited a panel of experts. The Panel meets monthly and each Housing Zone site and significant infrastructure projects will be expected to go to the Quality Review Panel at least once.

Maintaining a high quality environment in the long run

The Council and its partners are exploring different management models for the future Tottenham Hale; the intention is to achieve a high standard of management and maintenance, as well as sustainable models to support ongoing placemaking activities.

A number of models are being investigated, including Business Improvement Districts, Estate Management approaches, Community Partnership approaches, and it is expected to take forward a DCF delivery strategy on maintenance and operations at an appropriate juncture.

The importance of monitoring and evaluation

A robust process for monitoring and evaluating development will be used to ensure that the Vision for Tottenham Hale's District Centre is being successfully realised.

Five key themes currently being explored to monitor and evaluate the delivery of the Tottenham Hale District Centre: See table below.

For monitoring and evaluating, the approach will be that partners:

- Agree key performance indicators / measurable targets at an early stage in the design and planning process
- Determine the frequency of monitoring for evaluation purposes
- Work collaboratively with other interested partners to commit to achieving these targets
- Develop innovative solutions if during the monitoring process it is assessed that targets are not being achieved

Themes	Description	Measures
1. A revitalised heart	A place people enjoy spending time in, which fosters interaction and engagement.	- User Satisfaction Survey - Crime stats - Sqm of new and renewed retail, entertainment and leisure space
2. An affordable 21 st century neighbourhood of choice	A mix of affordable and market homes to rent and buy with the social and community infrastructure to support a growing community.	- Housing type and tenure - Sqm of community and social floorspace
3. A well connected centre	Well-connected and accessible spaces, promoting walking and cycling.	- Transport by mode - Road safety indicators - Cleanliness indicators - Sqm new and improved cycleways
4. A network of green and open spaces	High quality public, green and open spaces, which are well managed/maintained, and perceived to be clean and safe.	- Usage levels - Sqm of green and open space - Number of new and improved links to the Lea Valley
5. A working centre	A setting conducive to starting up and growing businesses and creating jobs. A mix of job types at varying skill levels	- Jobs - Business numbers - Sqm of new or improved employment floorspace

Tottenham

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