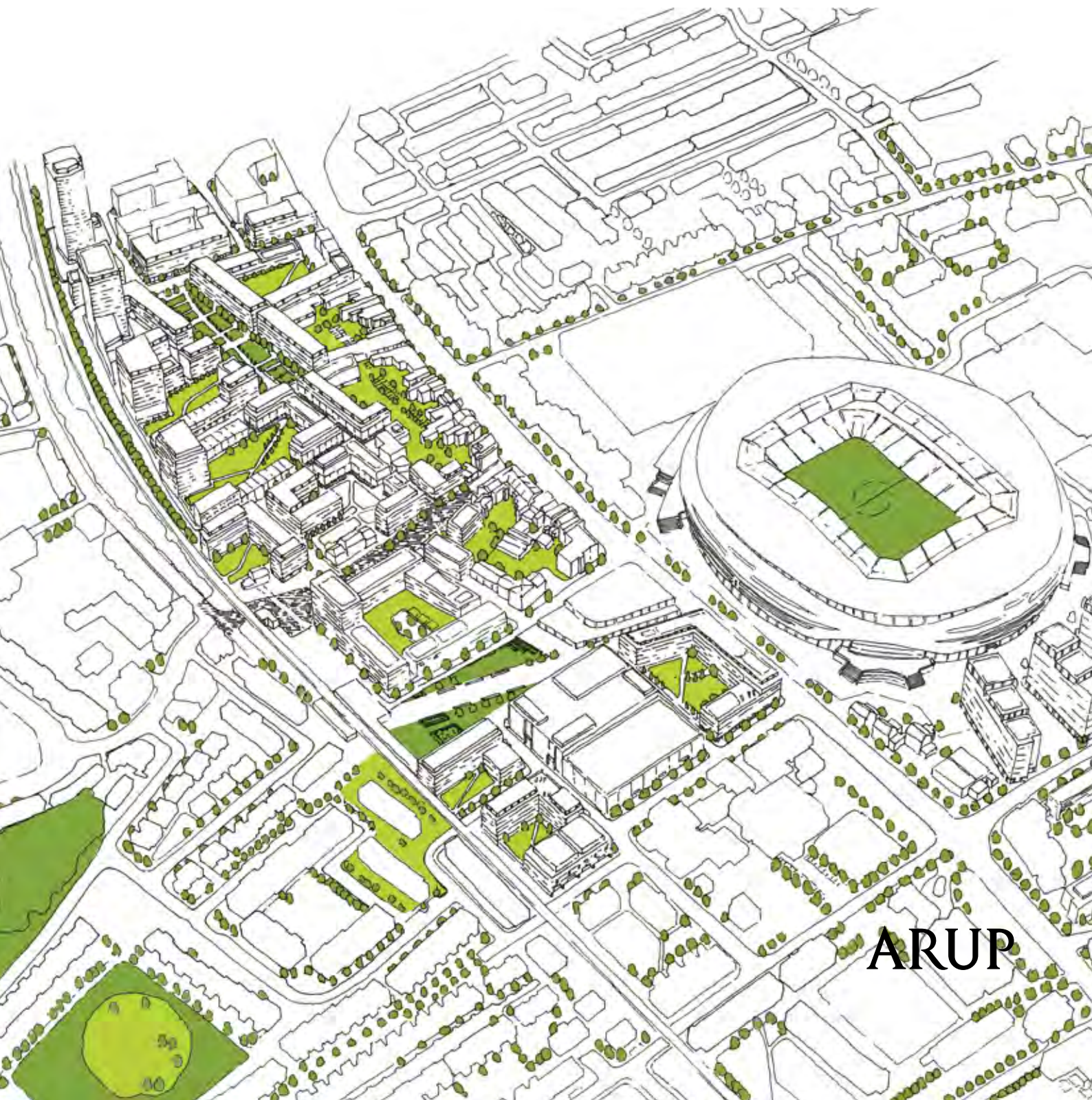


# Tottenham

## High Road West Masterplan Framework

September 2014



ARUP

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# Introduction

The Masterplan Framework for High Road West sits alongside ambitious proposals for change in North Tottenham which are being developed by LB Haringey as the Tottenham Area Action Plan. The Area Action Plan will be consulted on in winter 2014/2015. The High Road West Masterplan Framework will inform, in part, some of the site development parameters within the Area Action Plan.

In turn, the Area Action Plan may have strategic implications for the High Road West Masterplan Framework in regard to a number of key issues. The Masterplan Framework looks at High Road West in its own right whereas the Area Action Plan will look at the bigger picture and will balance aspirations and objectives across a wider North Tottenham area. Issues that the Area Action Plan might influence in the High Road West Masterplan Framework include:

- Size and mix of homes;
- Location of employment land and the types of jobs created;
- Provision of primary and secondary education facilities;
- Access to open space and areas of biodiversity; and
- Traffic models and parking standards.

The decisions made through the Area Action Plan may modify some of the assumptions made in this report. Nonetheless, working with what is known at this point in time, the Masterplan Framework makes sensible assumptions to establish the parameters for change in High Road West based on existing policy and best practice.

The main role of this Framework is to establish Key Principles to guide future development proposals. It translates the Council's and local communities' aspirations for the area into an overarching vision and sets out Key Principles regarding the quantum of development, massing, heights of buildings and land use for the site. The Masterplan Framework provides guidance for future planning applications and assists in promoting sustainable balanced communities to meet social, physical and economic regeneration objectives.

## THE STRUCTURE OF THE DOCUMENT IS AS FOLLOWS:

**Section 1** sets the vision and context for change in High Road West and Tottenham.

**Section 2** provides the existing baseline for the High Road West area organised by key themes and identifies opportunities for the Masterplan Framework to address under each subheading.

**Section 3** sets out the Masterplan Framework. This section is also organised by key themes. Each subheading establishes Key Principles to guide future development proposals. The subsequent text is an illustration of how those principles might be translated into practice and offers guidance in doing so. The diagrams are, therefore, illustrative and it will be for the eventual Outline Planning Application for the site to present its own proposals adhering to the Key Principles.

**Section 4** provides detail on the building types that have been developed as part of the Masterplan Framework.



# Foreword

Dear reader,

This masterplan sets out in detail how Haringey Council can achieve residents' priorities by making High Road West a better place to live and work.

These designs build on consultation last year on three potential options for change, each showing how we could use the £430million new Spurs stadium as a catalyst for greater things – like better housing, more job opportunities and a safer, greener community.

The vast majority of residents and businesses said they supported plans for a new public square at the heart of the community, and the expanded designs in this plan show how it could really bring the area to life as a place to hold outdoor events, relax and visit a first-class library and learning hub.

Surrounding this new square, we could build more than 1,200 modern, high-quality houses and flats – with bigger and better homes at a social rent for all secure council tenants on the Love Lane Estate and a fair deal for leaseholders and private tenants.

With a brand new park, ample space for local entrepreneurs to start up businesses and huge improvements to White Hart Lane Station, the future of High Road West could be a place that helps every family have the best chances to fulfil their potential.

Best wishes,

Councillor Alan Strickland  
Cabinet Member for Regeneration and Housing



1.0



# The Vision



### THE VISION FOR HIGH ROAD WEST PROVIDES:

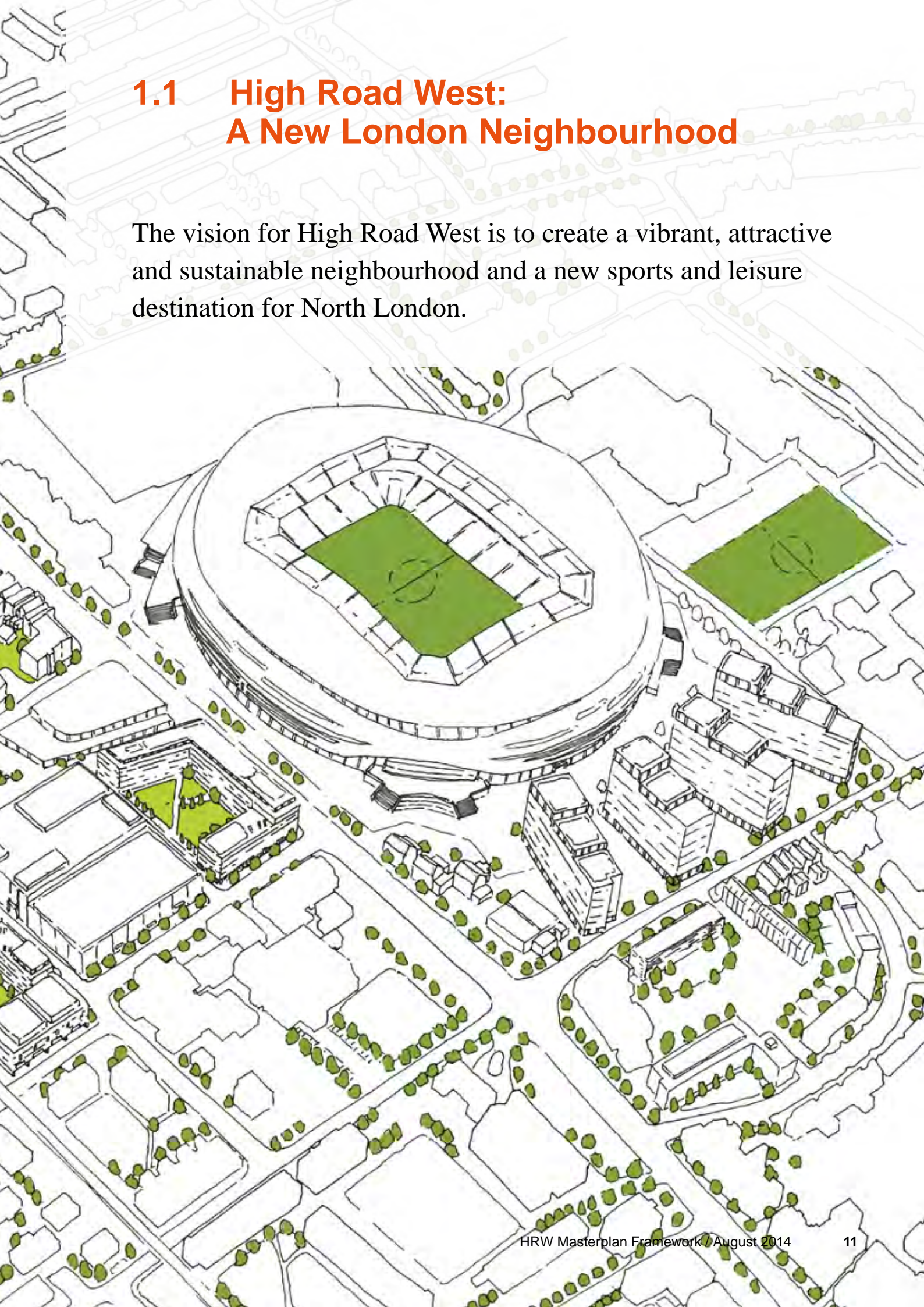
- A well-connected place creating neighbourhoods which are accessible by all forms of transport and have attractive walkable streets including new north - south and east - west links.
- A safe and welcoming neighbourhood with active street frontages and attractive open space.
- A significant increase in the provision of community facilities and the local community will have the best possible access to services, infrastructure and public transport to wider London.
- A balanced place to live and work. The Masterplan Framework provides a mix of homes of different tenures and types, maximising housing choice for residents. There will be high quality new workspaces and new job opportunities for the local community.
- A cohesive community which promotes social interaction with new public open spaces for the community to foster community cohesion and social inclusion.

Figure 1: The Masterplan Framework Illustration



## 1.1 High Road West: A New London Neighbourhood

The vision for High Road West is to create a vibrant, attractive and sustainable neighbourhood and a new sports and leisure destination for North London.



## 1.2 The Design Concept

The High Road West design concept creates a sequence of places that increase density and activity, whilst retaining local character and scale, linked by a new north-south route that forms the spine of the neighbourhood.

The new route links a new community and neighbourhood behind the High Road and reinforces the role of the High Road, which remains the prime retail centre for this part of North Tottenham.

The new north-south route connects five character areas with new public spaces:

- 1 **MOSELLE SQUARE** – a mixed use community and leisure destination with high density residential development centred around a new entrance to White Hart Lane station and public square – Moselle Square – linking to the High Road and new community Learning Centre. The Square will be animated by cafes, restaurants, leisure and community activities.
- 2 **PEACOCK GARDENS** – medium density residential neighbourhood around a new community park – Peacock Park – at the north end of the site adjacent to residential development and a new Brook House primary school on the former Cannon Rubber factory site.
- 3 **WHITE HART LANE** – retail and mixed use development including community facilities centred around an improved public realm on White Hart Lane that creates a unique setting for the reactivated heritage buildings on it.
- 4 **PEACOCK MEWS** – integrating new living and workspaces behind the High Road and White Hart Lane and integrating existing heritage assets.
- 5 **THE HIGH ROAD** – the traditional high street with a range of shops and flats and a new Learning Centre opposite the new THFC Stadium.

A fine grain of workspaces, community facilities, different types of housing and open spaces have been developed behind the High Road to layer the urban experience. It promotes local neighbourhoods and creates public spaces where people will feel safe to enjoy new amenities and activities.

The geometry of the new route is driven by the existing alignment of key site buildings and features that are of historic or social importance to the area. It creates a journey between different parts of the site, woven into a sophisticated network of spaces that are able to evolve over time and create a transformation that is incremental and sensitive.

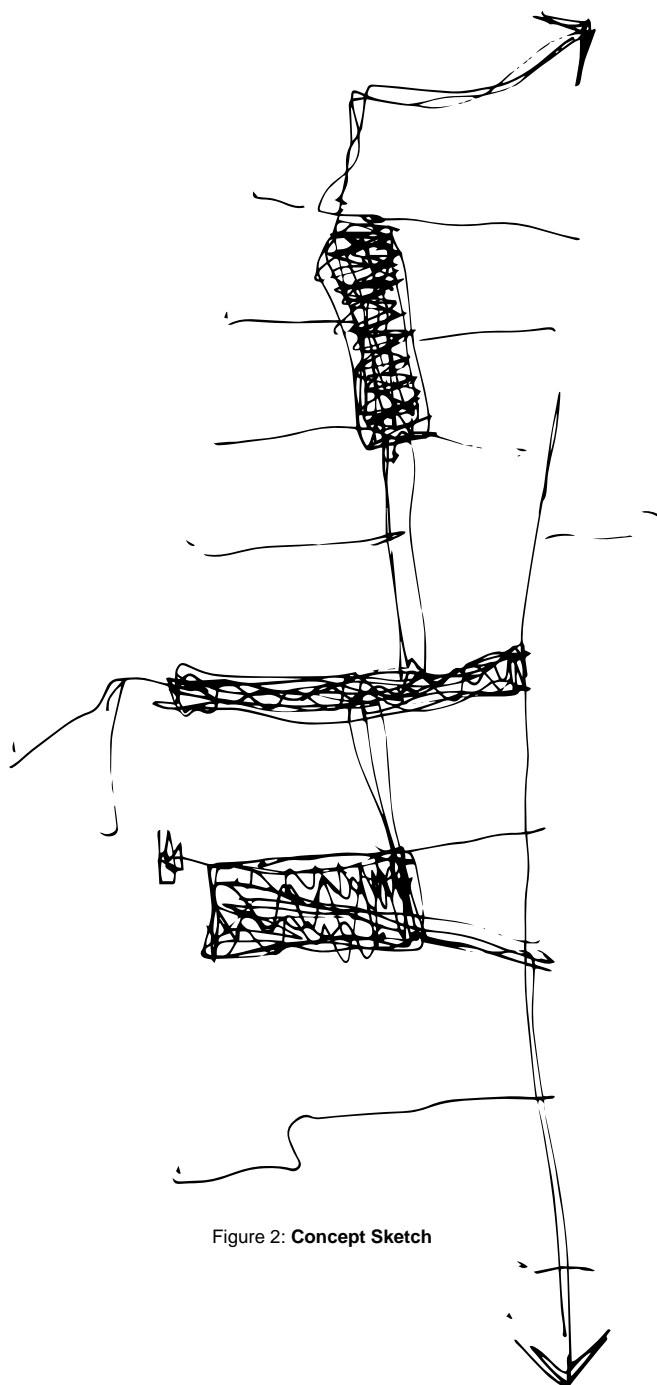


Figure 2: Concept Sketch





Figure 3: Design Concept



## 1.3 Character Areas

### ● MOSELLE SQUARE

Moselle Square will be a new high quality public space which will serve as the heart to the High Road West area and a welcoming gateway into north Tottenham.

The square will have a flexible design and robust management strategy to allow the square to serve as the heart of community life, with space for community and public events directly outside of the new Library Learning Centre, and space for public activities such as screening sports and shows and activities such as a winter ice rink. It will also be a thriving business area with shops, restaurants and cafes with new homes above. It creates a clear route for visitors for match and event days at Tottenham Hotspur Football Club arriving at a new White Hart lane station entrance.

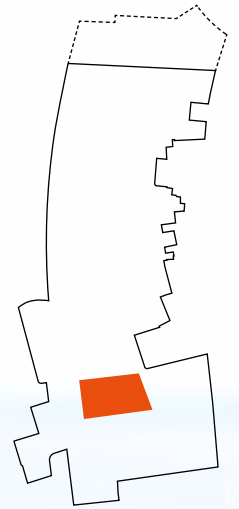


Figure 4: Illustrative View of Moselle Square









Figure 5: Illustrative View of Peacock Park



## ② PEACOCK PARK - PEACOCK GARDENS

The northern area of High Road West will be a new residential neighbourhood set around a large new community park – Peacock Park. Peacock Park is a linear park at the heart of the residential neighbourhood. The new park provides a range of outdoor play spaces as well as space for community activities.

The character of the area surrounding Peacock Park will be courtyard blocks and terraced buildings set around a high quality landscaped courtyard gardens above podium parking. Buildings will contain a range of two storey family sized maisonettes and 1, 2, 3, and 4 bed apartments.





### 3 WHITE HART LANE

Public realm improvements and new development on White Hart Lane will create an enhanced setting for retained heritage assets and significant uplift in the shopping and café experience along the street. Existing bus services are integrated into the streetscape together with a new cycle route and hard landscaped spaces with outdoor seating and play areas. Adaptable re-use of the Grange and the Station Masters House is complemented by new buildings of an appropriate scale on the north side of the street to create new workspace and potential for a crèche or other community accessible facilities. On the south side a new residential block with ground floor retail spaces creates a new shopping parade on the approach to the new White Hart Lane station entrance.



Figure 6: Illustrative View of White Hart Lane









Figure 7: Illustrative View of Peacock Mews



#### 4 PEACOCK MEWS

To the north of White Hart Lane sits a fine grain of existing narrow lanes that lead to development behind the High Road. The Peacock Mews character reflects the scale of existing buildings fronting the High Road. The new buildings create a mews condition with ground floor commercial units and residential apartments above in response to existing ground floor retail uses on the High Road. The typology introduces a hard landscaped courtyard behind the existing retail units for surface parking and use by ground floor businesses. There is scope for existing buildings on the High Road to extend backwards with new additions and infill these courtyards if required.





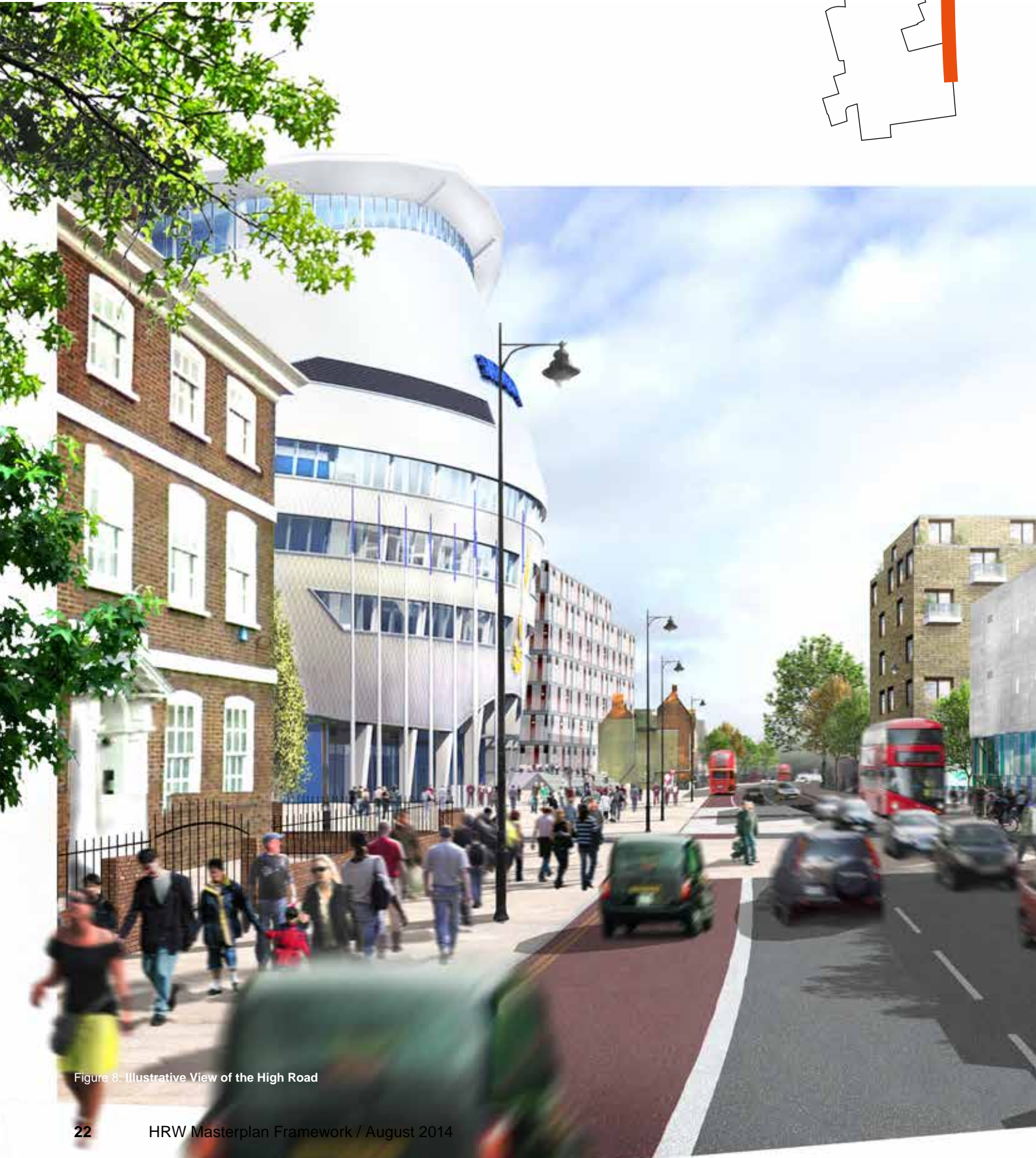
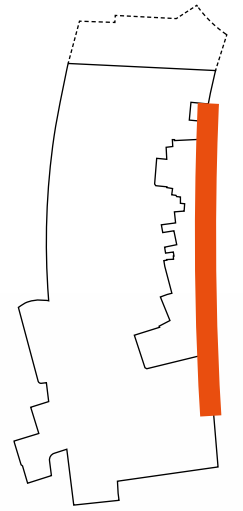


Figure 8: Illustrative View of the High Road



## 5 THE HIGH ROAD

The High Road will be an attractive shopping destination for local people and visitors. With a broader mix of shops, including small independent chains and larger High Street chains and a large new Learning Centre, the High Road will offer a wider range of goods and services that will better serve the local community and attract new visitors.

The High Road will be enhanced through a programme of improvements to refurbish the existing Victorian building stock returning these shops to their Victorian glory and promoting the character of these properties. Improvements to paving, lighting and street furniture will also enhance the attractiveness and safety of the High Road.



## 1.4 Catalysts for Change

Tottenham is London's next big growth opportunity with the potential to deliver between now and 2025 some 5,000 new jobs, 10,000 new homes and 93,000m<sup>2</sup> of new commercial workspace.

With fantastic and ever improving transport connectivity, access to the largest open space in London – the Lee Valley Regional Park – a cohesive community, a successful Premier League club, a growing network of new businesses taking root in the area and significant development opportunities – Tottenham is primed for growth.

The opportunity is supported by the significant public sector investment in Tottenham including:

- £223m in transport infrastructure. This includes: £20m secured to deliver gateway hub station at Tottenham Hale; £72m funding secured for increased capacity on the West Anglia line between Stratford, Tottenham Hale and Northumberland Park; £90m electrification of Gospel Oak – Barking Line will bring improved service to South Tottenham; £41m in the road network to deliver better connectivity between Tottenham Hale and Tottenham Green and unlock development sites near to Tottenham Hale;
- Devolution of some of the West Anglia suburban rail services to the Mayor and Transport for London, ensuring it will be part of London Overground Network – putting Tottenham on the map;
- £500m borrowing guarantee to support housing and transport infrastructure in Tottenham; and
- £41m funding package agreed between the Mayor of London and Haringey Council to support regeneration.

### STRATEGIC REGENERATION FRAMEWORK

Both the Council and the local community want to embrace the opportunity presented by existing assets and significant public sector investment to bring lasting change to Tottenham; both recognise and believe that Tottenham can and should be the next great area of London.

This desire for change is encapsulated in the Strategic Regeneration Framework (SRF) – a landmark 20-year vision for the future of Tottenham which sets out how local people's priorities could be achieved through long-term regeneration. The SRF was agreed by the Council's Cabinet 18 March 2014 and developed in consultation with the Tottenham community – over 3,700 people took their time to give their views on the future vision and priorities for Tottenham. These views and priorities have fed directly into developing the SRF's overarching vision and seven priorities.

### THE SRF'S VISION

*'By the age of twenty, a child born in Tottenham today will have a quality of life and access to the same level of opportunity that is at least equal to the best in London.'*

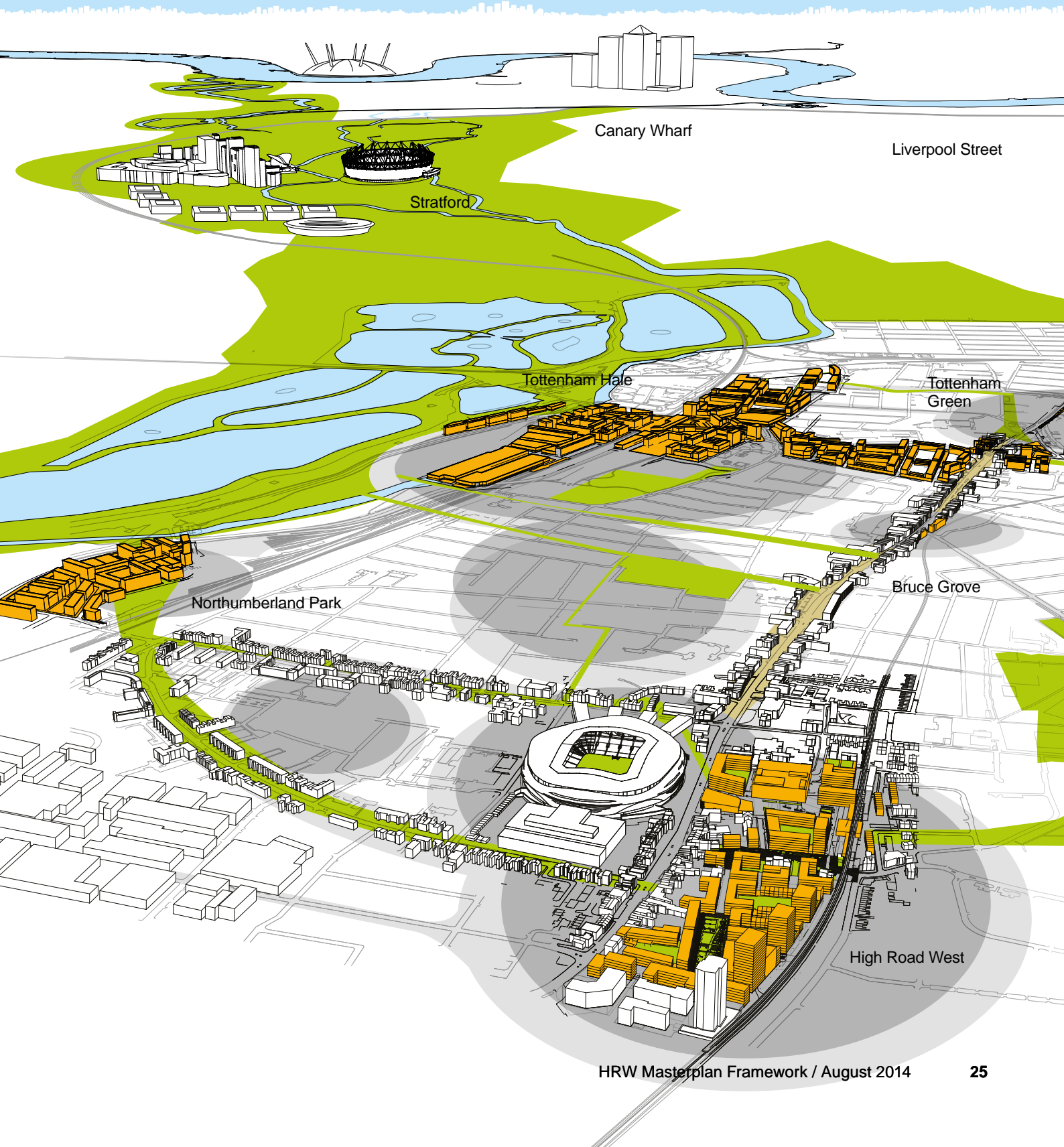
### PRIORITIES

- **World-class education and training** – including new schools, better access to apprenticeships and more Tottenham young people attending university.
- **Improved access to jobs and business opportunities** – attracting major investment and encouraging local business growth to boost employment.
- **A different kind of housing market** – improving existing homes and building new, high-quality homes to meet demand at a range of prices and tenures.
- **A fully connected community with even better transport links** – continuing to improve rail, Tube and bus links, including making the case for Crossrail 2, as well as opening up Tottenham to more walking and cycling routes.
- **A strong and healthy community** – improved healthcare facilities, reduced crime and strong social networks for young people.
- **Great places** – putting Tottenham's character and heritage centre-stage while creating better public spaces to meet, shop and have fun.
- **The right investment and quality development** – building partnerships and securing money to achieve these priorities with a focus on high quality design.

To successfully deliver this vision and priorities, action and transformative change is required now – not in twenty years time, and there has never been a better time to act.

Figure 9: Illustrative view of Tottenham looking south





Canary Wharf

Liverpool Street

Stratford

Tottenham Hale

Tottenham Green

Northumberland Park

Bruce Grove

High Road West

## PHYSICAL DEVELOPMENT FRAMEWORK

The framework for delivering change in Tottenham is set out in the Tottenham Physical Development Framework report<sup>1</sup>. It contains a road map of change over the next decade and the blueprint for Tottenham as London's new contemporary suburb.

Proposals for regeneration promote a concentration of change around areas of high connectivity. This results in a definition of character with three key nodes along the High Road: Tottenham Green & Seven Sisters; Bruce Grove; and White Hart Lane, and two additional nodes at: Northumberland Park; and Tottenham Hale.

These are the places of Tottenham where the majority of development will take place, and within this framework there is a hierarchy in which Tottenham Hale and High Road West will initially accommodate most of the development.

The identity of place is generated through the interaction of building typologies, public spaces, streetscapes and policy interventions with the dominant character set by the uses and activities in each area shown in Figure 11 and described below:

- **TOTTENHAM GREEN & SEVEN SISTERS** is the cultural and educational heart of Tottenham, and development activity will leverage new opportunities in existing assets around Tottenham Green such as the College of Haringey, Enfield and North East London (CHENEL) and the Bernie Grant Art Centre, with streetscape improvements, a management plan and the programme of activities such as market stalls and events on the approach from Seven Sisters and on the Green itself;
- **BRUCE GROVE** is the retail heart of Tottenham High Road and policy intervention will be an important tool in concentrating retail activity in this area, enhancing the shopping experience and creating a platform for commercial investment;
- **HIGH ROAD WEST** is the leisure destination in Tottenham with expansion of the sport and leisure amenities such as cinemas and sports centres alongside new housing to compliment investment in the new Tottenham Hotspur Football Stadium;
- **NORTHUMBERLAND PARK** is the industrial employment focus in Tottenham in the short to medium term with a view to securing long term investment from an institutional establishment with related business spin off and mixed use residential development including estate renewal, maintaining employment land so the area can be responsive to changing occupier requirements in the future; and
- **TOTTENHAM HALE** is the commercial heart of Tottenham with growth in international and city connections underpinning transport led residential, retail and employment development and intensification.

Outside of these five areas of change is the existing residential core where little change is proposed. The Physical Development Framework proposes that the cumulative effect of investment in the core areas and associated investment in amenities such as schools will have a knock on impact on increased levels of investment in the predominantly residential areas inbetween.

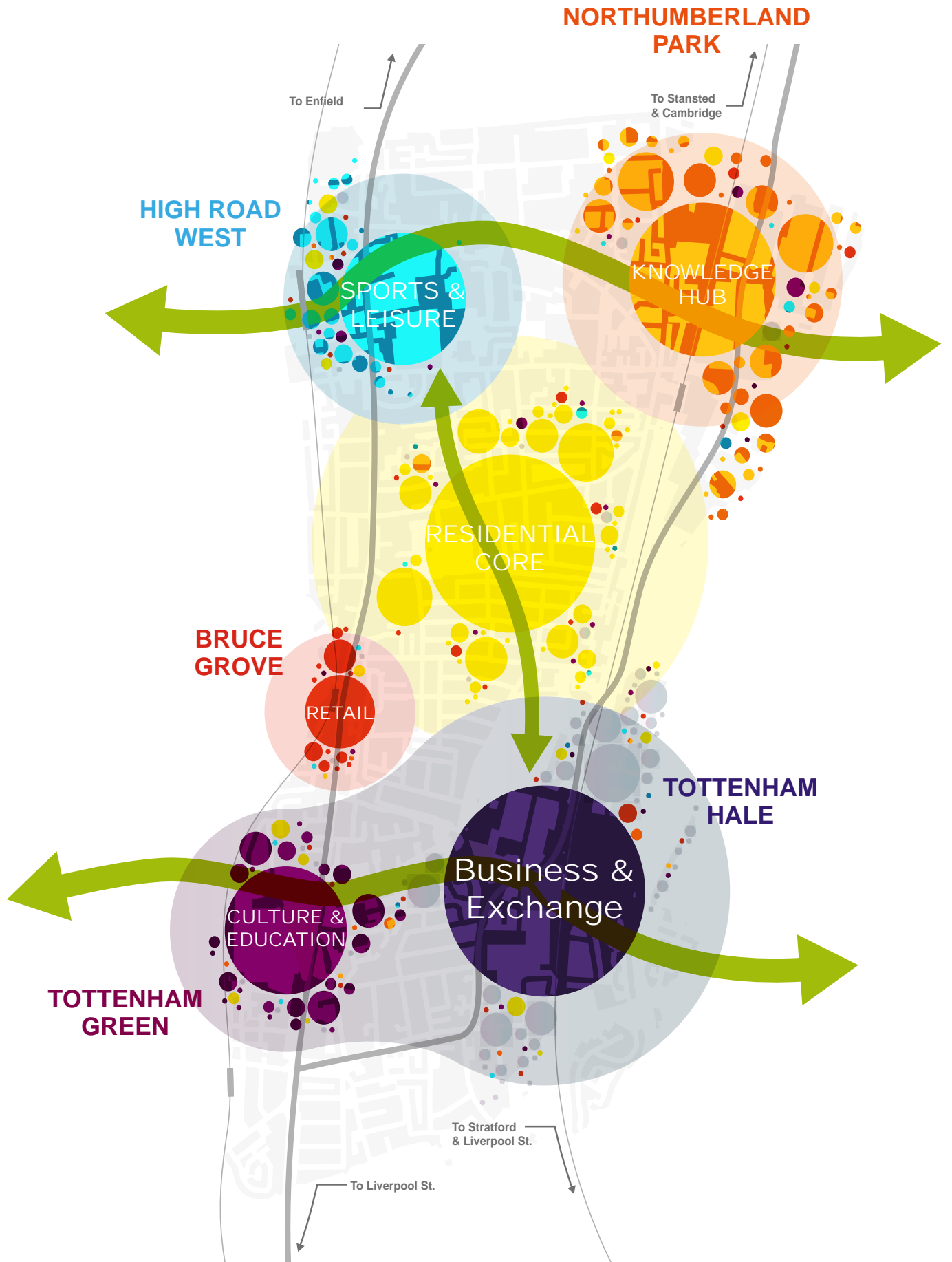
The spatial arrangement and development character of each area sets up a structure for development that allows change to occur both simultaneously and incrementally without competition between each area. The strategy proposes intensification of uses and development within the existing fabric where appropriate and more comprehensive regeneration of larger areas where single landownership(s) facilitates this approach. The combination of these two approaches seeks to maximise development capacity of Tottenham without losing the inherent character and grain of the urban fabric.

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<sup>1</sup> Arup, Tottenham Physical Development Framework (March 2014)

Figure 10: **Tottenham Character & Place**  
source: Tottenham Physical Development Framework





## CAPTURING OPPORTUNITIES IN THE HIGH ROAD WEST AREA

There is additional opportunity in the High Road West area created by Tottenham Hotspur Football Club's new stadium development which will bring £430m of investment to the area.

This significant private sector investment, coupled with significant public sector investment and commitment for change, means that there is a once in a life time opportunity for the Council and the community to develop plans for the area to maximise the benefits of this investment and improve the lives of residents in the Northumberland Park Ward. It also offers the opportunities to deliver the local communities' priorities for the area. These priorities have been captured and developed through two years of consultation and include:

- Better quality housing and more housing choice;
- A safer and more attractive place to live and work;
- More leisure facilities and activities for young people;
- New community facilities;
- An improved High Road with a wider retail offer;
- More job and training opportunities for local people;
- Better quality and more open space; and
- Retain existing character and maximise benefits for local people and businesses.

## CHANGE IN THE NORTHUMBERLAND PARK WARD

The regeneration and transformation of Northumberland Park has long been a priority for the Council and was first identified as an area of change in 2006 in the Council's Unitary Development Plan.

The priority for transforming Northumberland Park has been predominantly driven by the unacceptable high levels of deprivation in the Northumberland Park Ward. The Indices of Multiple Deprivation identifies Northumberland Park as the most deprived ward in London<sup>2</sup>. The ward suffers from high levels of socio-economic deprivation – including high levels of unemployment, benefit dependency and crime and low levels of educational attainment. In terms of health, residents in the Northumberland Park Ward have a life expectancy which is seven years lower than residents in the rest of the Borough. The area also has a lack of housing choice with a predominance of rented social housing (37%)<sup>3</sup>.

## LONDON GROWTH

London continues to grow. Projections from the Draft Further Alterations to the London Plan (FALP, 2014) suggest that London's population could grow to 91,000-106,000 per annum in the decade to 2021, and over the term of the Plan to 2036 to 64,000-88,000 per annum. This trend is reflected in Haringey. The Draft FALP signals the need for London, and Haringey to continue to accommodate new homes and employment to ensure the capitals continued prosperity, and promote access to new opportunities for London's residents.

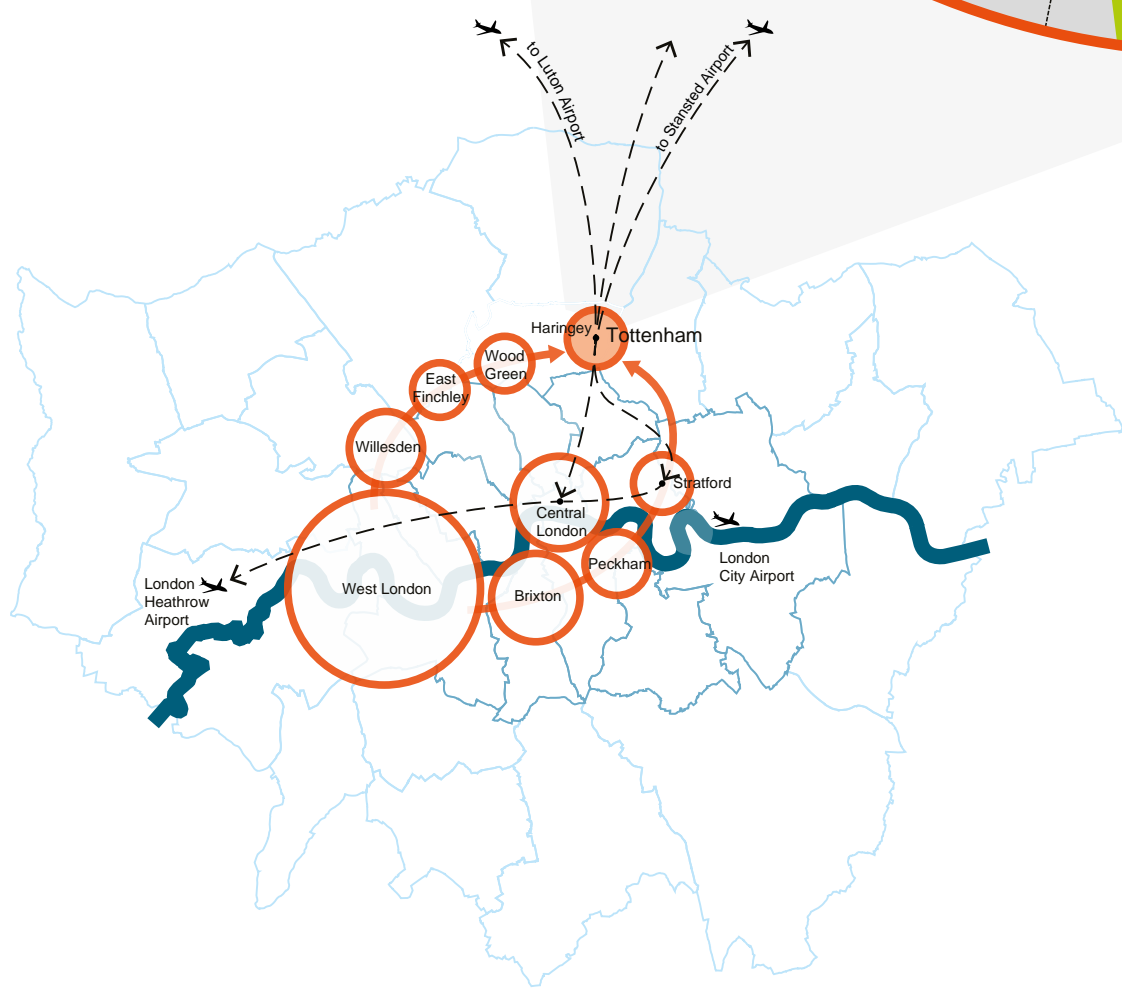
In terms of employment, the Draft FALP projects employment growth in Haringey to 95,000 by 2036 which reflects a 29.5% increase between 2011 and 2036. More generally across London, employment sectors will also continue to change and evolve. For example, manufacturing is projected to continue to decline while employment in 'professional, real estate, scientific and technical activities', 'administrative and support service', 'information and communications', 'accommodation and food', and 'health and education' sectors will continue to grow.

To help facilitate this growth, the Mayor, within the London Plan, has identified Opportunity Areas. These are areas that have significant capacity to accommodate new housing and other types of development linked to existing or potential improvements to public transport accessibility. Tottenham sits within the Upper Lee Valley Opportunity Area. Overall, the Mayor believes that Upper Lee Valley Opportunity Area has the potential to deliver over 15,000 new jobs across a range of industries and over 20,100 new well designed homes by 2031. The Upper Lee Valley Opportunity Area Planning Framework (2013) breaks this target down by sub-areas, one of which is High Road West. It identifies High Road West as having the potential to accommodate up to 1,600 new homes and create 700 jobs. Such development is envisaged in conjunction with the redevelopment of the adjacent Tottenham Hotspur Football Club (THFC) stadium, with the aim of creating a new sport and leisure hub in London.

<sup>2</sup> GLA Calculations based on the Department for Communities and Local Government, *Indices of Deprivation* (2010)

<sup>3</sup> LB Haringey *Borough Investment Plan* (September 2010)





## 1.5 Objectives

The key spatial objectives for the Physical Development Framework have informed the objectives for the High Road West Masterplan Framework.



### A SAFE, SECURE & ATTRACTIVE PLACE TO LIVE

An increase in residents' and visitors' perceptions of quality and safety by:

- Creating and maintaining high quality streets and public facilities, including proposals for new public spaces and buildings delivered through design processes that promote high quality design and deliver exemplar public projects;
- Building new, high quality, energy efficient homes with a mixture of sizes and tenures;
- Establishing consistent, high quality design guidance in areas of change including a masterplan for High Road West; and
- Improving existing homes by identifying opportunities for private and public sector initiatives and leveraging Council assets as a catalyst for change.

### A HIGH QUALITY PUBLIC REALM NETWORK

Investment in a high quality public realm, so that public open spaces create an attractive environment for residents and visitors alike. This includes:

- Management strategies to optimise the management and programme of public spaces;
- Delivering high quality public spaces and streetscape improvement schemes, for example with the Growth on the High Road project;
- Developing pedestrian and cycle links that connect to the Lower Lee Valley and the open spaces of Tottenham such as Bruce Castle Park and Tottenham Green;
- Providing safe and attractive places for play in masterplan proposals; and
- Strengthening and creating a legible street network in masterplan proposals for High Road West.





### A WELL CONNECTED PLACE

Maintain strong public transport links with the wider area and modernise rail infrastructure, including:

- Securing more frequent rail services at local Network Rail stations;
- Upgrading rail stations and rail infrastructure, in particular at Tottenham Hale, White Hart Lane and Northumberland Park
- Improving the quality of pedestrian routes to local destinations; and
- Maintaining the bus network and investigating the potential for new services and routes.



### A PROSPEROUS HUB FOR BUSINESS

Foster the growth of new and existing businesses in appropriate locations and support firms to remain in the area. This will include:

- Creating and accessing new jobs;
- Encouraging business start-ups and their development with appropriate workspaces and facilities;
- Identifying business needs and supporting business growth in the right locations, including safeguarding industrial employment areas for future employment needs;
- Building a range of new employment spaces; and
- Creating the conditions for market led upgrade of existing employment areas.



## LOW CARBON DEVELOPMENT

Promote the physical principles of low carbon development by:

- Establishing a District Heating Network with the potential to serve existing and new development and integrating this network into masterplanning proposals for High Road West;
- Increasing the supply of energy efficient homes through the provision of new homes and retrofit projects; and
- Promoting non-car based modes of travel and encouraging walking and cycling with a legible network of streets.



## CULTURAL DIVERSITY

Focus on developing Tottenham's cultural offer, building on existing assets and community infrastructure and introducing new amenities to include:

- Securing investment in community infrastructure from appropriate sources in phase with new development, for example in the High Road West masterplan;
- Conserving and enhancing existing built heritage, for example, where appropriate, integrating into masterplan proposals for High Road West;
- Building new public realm, leisure and cultural facilities into the first phases of new development; and
- Delivering a wide-ranging events programme reflecting local pride and diversity.





### **A NEW LEISURE DESTINATION**

Investment in the new Tottenham Hotspur Football Club (THFC) stadium will cater for the needs of visitors, and maximise their spend in North Tottenham while minimising any adverse impacts on residents and businesses. This includes:

- Encouraging a wide programme of events at the new THFC stadium to maximise the visitor attraction;
- Ensuring appropriate management of events and rapid clean-up arrangements afterwards; and
- Supporting a range of ‘offers’ by local businesses for visitors but with consistent quality, hygiene and customer service.

# 1.6 Developing the Masterplan Framework

## THE APPROACH

The Masterplan Framework has been developed through detailed analysis of the area's constraints and opportunities and thorough engagement with the local community to establish their issues and aspirations.

As part of this work density and character studies have been undertaken demonstrating that higher development densities can be achieved through the application of a range of medium rise typologies, rather than solely relying on tall buildings to increase density.

In parallel, the options for phased delivery have been tested against land ownership and possible land parcels. The Masterplan Framework has been developed to provide a phased regeneration strategy against a number of different land assembly scenarios, whilst ensuring that all existing Council homes are re-provided.

This approach has informed the development of a flexible and adaptable framework which reflects the community's aspirations for the area and that will allow the Council to respond to changes whether in terms of pace of development, policy framework or release of land.

## OTHER STUDIES

The strategies presented in this document are based on an understanding of key issues for Tottenham in response to A Plan for Tottenham and the Tottenham Task Force's concluding report It Took Another Riot. They are also informed by a number of detailed studies undertaken by the Arup-led team including:

- Tottenham Physical Development Framework;
- Tottenham Retail Strategy;
- Tottenham Workspace Report;
- North Tottenham Energy Study;
- North Tottenham Public Transport Analysis: Bus Baseline Study;
- North Tottenham Pedestrian Modelling;
- Tottenham Rail Investment Case Baseline Study; and
- North Tottenham TED Feedback report.

Other studies that have informed the Masterplan Framework include:

- Haringey Economic Growth Assessment, Peter Brett Associates (June 2014);
- LB Haringey Tottenham High Road Historic Corridor Character Appraisal (February 2007); and
- Tottenham Strategic Regeneration Framework, LB Haringey (March 2014).

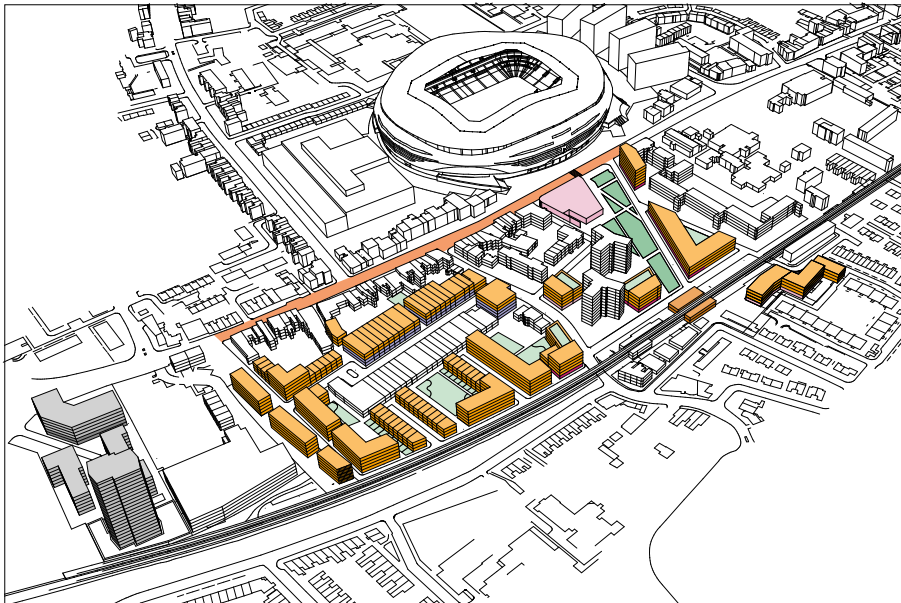
## OPTIONS

Core to the development of the Masterplan Framework was the early testing of options in terms of character, mix of uses and viability to understand options in terms of funding, delivery and placemaking. This also included consulting the community on three masterplan options which showed varying levels of change in the High Road West area. The options proposed between 600-1,650 new homes and 300 and 600 new jobs.

The starting point for all three options was a new station square that linked a new entrance to White Hart Lane station to the High Road, the new stadium and new community facilities. The options then increased the amount of new housing and commercial development that could be delivered.

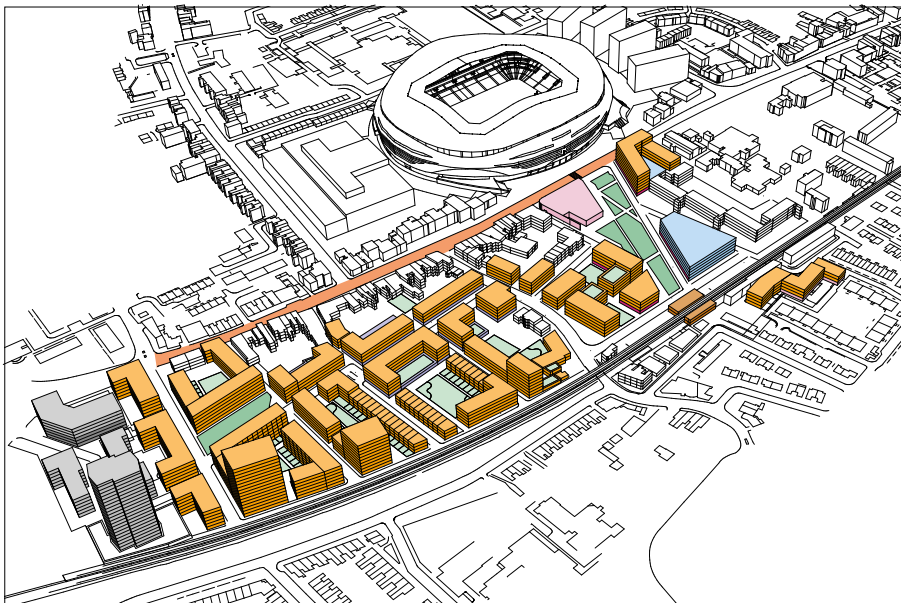
Figure 12: Masterplan Options May - June 2014





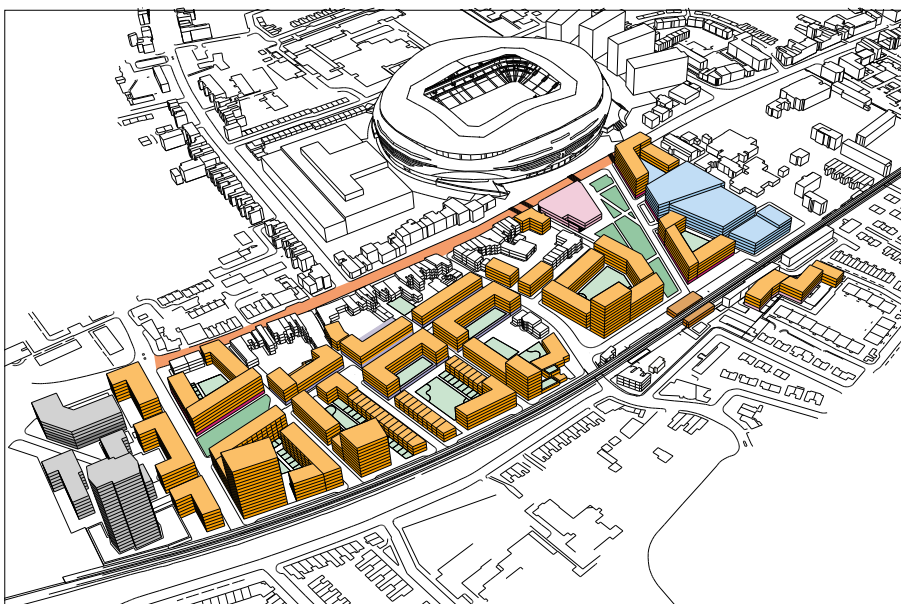
### OPTION 1

Creates the new station square and develops land north of White Hart Lane with some new housing and businesses, retaining the Peacock Industrial Estate. It mixes new development with existing buildings in the Love Lane housing estate.



### OPTION 2

Includes more new homes and more businesses north of White Hart Lane and in the Love Lane Housing Estates.



### OPTION 3

Includes more homes and more commercial development south of Whitehall Street to provide more activity around the station square.

## 1.7 Public Consultation

The desire for change encapsulated in the Strategic Regeneration Framework (SRF) reflects the community's aspirations for the area.

Consultation with the local community in North Tottenham has played an integral part in the development of the High Road West Masterplan Framework. Consultation undertaken by LB Haringey and Homes for Haringey has been ongoing since 2011, specifically in Northumberland Park and White Hart Lane Wards, which are the ones directly affected by the High Road masterplan proposals. A summary of the consultation to date is provided below.

### WARD CONSULTATION (2011)

In Autumn 2011 LB Haringey carried out a consultation in the Northumberland Park and White Hart Lane areas to capture residents' priorities.

### HOMES FOR HARINGEY RESIDENT CONSULTATION (SPRING 2012)

In April 2012, a survey entitled "We Would Like to Hear Your Views" was delivered to residents to ask them about their home, the area, and what improvements they would like to see in the area.

### RESIDENTS MEETINGS (JULY 2012)

Homes for Haringey facilitated a meeting with residents from the Love Lane Estate to discuss the potential for change to the estate and to familiarise residents with the material discussed in the July design workshop.

### DESIGN WORKSHOP (JULY 2012)

A design workshop was held in July 2012. The objective of the design workshop was to provide a forum for local residents and businesses alongside key stakeholders from the Council and Homes for Haringey to share experiences and insights with the design team and to consider emerging design options.

### TOTTENHAM TED TALK (SEPTEMBER-DECEMBER 2012)

The approach to engagement with young people in North Tottenham took the form of a series of sessions with local youth groups, the Dandelion Project and Project 2020, to develop a presentation about

the area's assets which was presented as a "TED"-style Talk<sup>4</sup> to the Mayor of London's regeneration team at City Hall in November 2012.

### HIGH ROAD WEST OPTIONS CONSULTATION (APRIL-JUNE 2013)

High Road West Masterplan Options consultation took place between April and 2013. The consultation sought the communities' views on the Council's proposal for the High Road West area. This included seeking views on the proposal to move White Hart Lane Station further south; creation of a new open space linking the High Road; and three masterplan options which showed varying levels of change and development in the High Road West area. Both qualitative and quantitative feedback was received as part of the consultation. Over 435 feedback forms were received in response to this consultation.

### TOTTENHAM'S FUTURE CONSULTATION

Tottenham's Future consultation was a five month consultation exercise to gather responses from a wide cross section of the community in Tottenham to inform and shape the Strategic Regeneration Framework for Tottenham – the document which will guide the regeneration of the area over the next 20 years. During this consultation 3,762 people were engaged and over 939 feedback forms were received. In North Tottenham many residents, businesses, community leaders and representatives attended Community Liaison Meetings to discuss key issues in the area.

### MASTERPLAN CONSULTATION EVENTS (FEBRUARY- JULY 2014)

The Council undertook a series of consultation events including a workshop with local business owners and three workshops on key aspects of the masterplan with local residents. The Council also organised a trip to visit another regeneration scheme in Hackney and has had one-to-one meetings with businesses.

<sup>4</sup>TED Talks are online films of inspirational presentations with the intention of spreading ideas worldwide [www.ted.com](http://www.ted.com)

Figure 13: Consultation events 2013/2014



3 (such as new leisure facilities, sports and community park etc) could be

imiler yeniden inşa edilecek alanları ve Seçenek farklı faydaları var (yeni eğlence tesisleri, yeni enerji toplama alanları vb.) bunların yerlerini



more high quality... community facilities and jobs than the other two options. Almost all of the High Road West area would be redeveloped and it will take the longest time to deliver.

This option could provide the following benefits:

Bu en... diğer iki seçeneten de fazla... eğlence tesisleri... Fatirun... ırları olan



## 1.8 What the Community Has Told Us

While the consultation over the past three years has taken place with many different stakeholders, many of which have different views and priorities for the High Road West area, there are several key issues and aspirations that have been common throughout, these include:

### 2 A SAFER & MORE ATTRACTIVE PLACE TO LIVE AND WORK

The community want a safe and attractive environment in which to live and work. Many residents have mentioned that they do not feel safe in the area - especially at night and want better lighting, CCTV and better designed safe streets and open spaces.

### 1 BETTER QUALITY HOUSING & MORE HOUSING CHOICE

The community has made clear the need to provide better quality housing and more housing choice. There has been an emphasis on the need to provide more affordable housing, specifically for young people and first time buyers. However, residents have also recognised the need to provide a mix of housing types (including houses, flats and maisonettes) and tenures to meet people's needs at all stages in their lives and create mixed and balanced communities. There has been a strong desire to ensure that all homes have private gardens or some form of private open space and that homes are not built in high rise towers.

### 3 MORE LEISURE FACILITIES & ACTIVITIES FOR YOUNG PEOPLE

A key issue raised throughout the consultation process has been the need for more leisure facilities and activities for young people. Indeed, during the High Road West options consultation there was particular support for the proposed new sports centre and requests for a swimming pool, gym and football pitch be provided in the area. Proposals for a bowling alley received little support.



**4 NEW COMMUNITY FACILITIES & PLACES FOR THE COMMUNITY TO SOCIALISE**

In addition to new leisure facilities new community and health facilities are desired. The whole community has been supportive of the new library, learning and education hub and community centre that were proposed in the High Road West options and want a modern Health Centre and a new community park. The community would also like to prioritise new children's centres and youth clubs.

**5 AN IMPROVED HIGH ROAD WITH A WIDER RETAIL OFFER**

Many in the community want to see a thriving High Road with a broader retail offer. Many complained about the predominance of betting shops and takeaway outlets and wanted to see a broader mix of both independent and larger retailers in the High Road West area. There was also the desire to see more cafes and restaurants on the High Road and for existing businesses to be supported so that they can continue to thrive.

**6 MORE JOBS & TRAINING OPPORTUNITIES FOR LOCAL PEOPLE**

It is clear that a priority for the community is the need for more job and training opportunities for local people. During the High Road West masterplan options consultation the majority of the respondents were supportive of encouraging new jobs and businesses to the area and there was particular support for the concept of having new businesses surrounding the proposed new open space linking the new station entrance and the High Road. There was also significant support for delivering new start-up space for local businesses and new workshops.

**8 RETAIN EXISTING CHARACTER & MAXIMISE BENEFITS FOR LOCAL PEOPLE AND BUSINESSES**

The community want to retain the character and heritage that exists in the High Road West area and use any development to enhance existing assets. They want to ensure that local residents and businesses are not adversely affected but are the main beneficiaries of future change and transformation.

**7 BETTER QUALITY & MORE OPEN SPACE**

Better quality and more public and green open spaces should be provided to address the deficiency of open space in the area. Open space should be able to be used by the community and should be of high quality and include safe play areas for children. There was particular support for a large new community park during the High Road West options consultation and the new open space linking the High Road and the proposed new entrance to White Hart Lane Station.

# 1.9 How Feedback Has Been Addressed

The feedback from the consultation has informed the preparation of the Masterplan Framework set out in this report. The Masterplan Framework addresses the issues of:

## 1 BETTER QUALITY HOUSING & MORE HOUSING CHOICE

The Masterplan Framework provides a mix of high quality housing to ensure that current and future residents have access to homes of different type, tenure and size. It provides around 1,200 homes with a range of 1, 2, 3 and 4 bedroom apartments and maisonettes and larger family houses. Homes will be of the highest quality and meet new standards including London Housing Design Guide size standards, Lifetime Homes and Secure by Design. All new homes will have access to private open space in gardens, balconies or shared courtyards. Further detail is provided in Section 3.8 and building types in Section 4.

## 2 A SAFER & MORE ATTRACTIVE PLACE TO LIVE AND WORK

The Masterplan Framework is organised around a traditional street patterns and clear wayfinding between key destinations such as the station and the High Road. The movement framework is provided in Section 3.6. Public and private spaces are clearly defined with homes overlooking private gardens and shared courtyards and active uses on public squares and parks to provide activity and safety. The open space principles are provided in Section 3.5 A range of workspaces are provided to encourage new business and enterprise and the relocation of some existing businesses. The employment principles are set out in Section 3.11 and workspace typology for behind the High Road is provided in Section 4.

## 3 MORE LEISURE FACILITIES & ACTIVITIES FOR YOUNG PEOPLE

The Masterplan Framework proposes a range of land uses including leisure and entertainment uses such as a sports centre and cinema. A range of community facilities are provided that include a community hall and start up enterprise workspace for the local community. Details of land uses and community facilities are provided in Section 3.7 and 3.10. The open space strategy proposes a variety of play spaces for children of different areas including a five a side football pitch, playgrounds and water features. This is set out in Section 3.5 and Open Space standards are provided in detail in Appendix C.

## 4 NEW COMMUNITY FACILITIES & PLACES FOR THE COMMUNITY TO SOCIALISE

The Masterplan Framework provides excellent access to community facilities in buildings of exceptional quality. This includes a new community Learning Centre which will rehouse the existing community hall, library, cafes, enterprise workspace. A new health facility is proposed and a new crèche. The new Brook House Primary School for the area is provided on the former Cannon Rubber factory site. Details of community facilities are provided in Section 3.10.

## 5 AN IMPROVED HIGH ROAD WITH A WIDER RETAIL OFFER

The Masterplan Framework creates new linkages to the High Road, new food and beverage offer linked to leisure and residential uses and proposals to implement a range of support measures to improve the existing retail offer and shopfronts. The movement framework in Section 3.6 shows this and proposed land uses are set out in Section 3.7.

## 6 MORE JOBS & TRAINING OPPORTUNITIES FOR LOCAL PEOPLE

The Masterplan Framework includes new work and retail space. New jobs will be created by the leisure, food and beverage, retails and sports facilities. A range of workspaces are provided to encourage new business and enterprise and creating new jobs and employment opportunities. There will be a net increase in jobs as set out in Section 3.11.

## 7 BETTER QUALITY & MORE OPEN SPACE

The Masterplan Framework doubles the amount of public open spaces in the area with a significant uplift in the quality of both public and private gardens and parks. All new homes have access to private open space in gardens or shared courtyards. The Open Space principles are provided in Section 3.5.

## 8 RETAINING & ENHANCING THE EXISTING CHARACTER OF THE AREA

The Masterplan Framework is developed on key principles that retain and enhance existing character, for example: developing a north south route behind the High Road to link the new neighbourhood; creating new east west linkages from the High Road, setting building heights appropriate to the historic properties along the High Road and emerging development context set by the new THFC stadium and Brook House scheme, supporting residential development with new leisure and retail amenity. Details of all of this are provided throughout Section 3 and addressed in detail in Section 3.3.

Figure 14: Design Concept



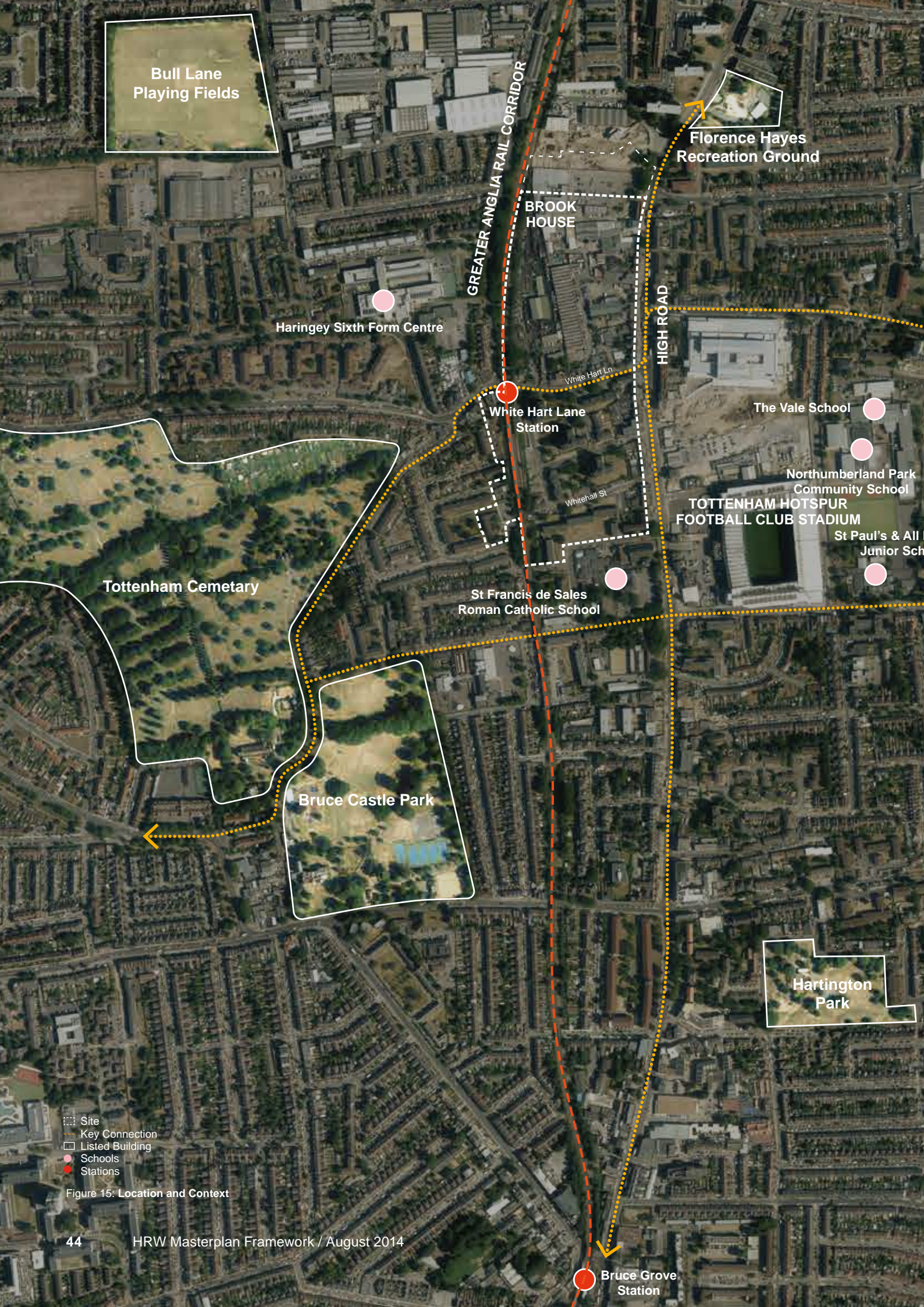


2.0



# The Context





Bull Lane  
Playing Fields

Florence Hayes  
Recreation Ground

GREATER ANGLIA RAIL CORRIDOR

BROOK  
HOUSE

Haringey Sixth Form Centre

HIGH ROAD

White Hart Lane  
Station

The Vale School

Northumberland Park  
Community School

TOTTENHAM HOTSPUR  
FOOTBALL CLUB STADIUM

St Paul's & All  
Junior Sch

Tottenham Cemetery

St Francis de Sales  
Roman Catholic School

Bruce Castle Park

Hartington  
Park

Bruce Grove  
Station

- Site
- Key Connection
- Listed Building
- Schools
- Stations

Figure 15: Location and Context



## 2.1 Location

Frederick Knight Sports Ground

The High Road West area is located in North Tottenham between the Greater Anglia rail corridor to the west and the High Road to the east. It extends from Brook House in the north to Brereton Road in the south. Taken in its broader context the High Road West area is cut off from surrounding terraced street patterns by the elevated railway, which has limited crossing points, the Tottenham Hotspur Football Club stadium to the east and industrial warehouse units to the north. It has potential for excellent access to significant area of open green space in the vicinity including Bruce Castle Park to the west and the Lee Valley Regional Park to the east.

Lea Valley Primary School

Hallows School

Somerford Grove Open Space

Marsh Lane Allotments

Lee Valley Regional Park

Tottenham Marshes

Down Lane Park



## 2.2 The History of Tottenham is One of Change

**1086**

Domesday Book records 70 families living in the 'manor of Tottenham'



**1500s**

King Henry VIII visits Bruce Castle and hunts in Tottenham Wood

**1950s**

Prefabs were erected to cope with post-war housing shortage in White Hart Lane



**1961**

Tottenham Hotspur FC become the first club to 'do the double' (winning the League and FA Cup)



**1962**

Building Love Lane Estate blocks of flats



**2000s**

Cannon Rubber factory winds down production and transfers operations to China

**2008**

Restoration of Windsor Parade





**1810**

First factory established in Love Lane



**1872**

White Hart Lane Station opens

**1899**

Tottenham Hotspur FC moved to their present ground at White Hart Lane

**1915**

The large factories at Tottenham Hale turn production lines to munition works during First World War



**2011**

Tottenham Hotspur FC received planning permission for their new stadium development



**Autumn 2014**

High Road West Masterplan Framework

## 2.3 Urban Characterisation

Urban characterisation aims to capture the distinctiveness of an area based on an analysis of historical topography, streetscape and buildings. This section sets out key observations for the High Road West area. A borough wide Urban Characterisation Assessment is being undertaken by LB Haringey which will provide additional context when published. Urban Characterisation includes an analysis of the urban morphology – the physical form of a place – as a means of understanding the underlying structure of the built environment. Typically, as set out here, the analysis of physical form focuses on street, plot and building pattern, which are referred to collectively as urban grain.

### HISTORIAL DEVELOPMENT

There has been a settlement at Tottenham for over a thousand years. It grew up east of old Roman road around Ermine Street (some of which is part of the present A10 road), and between High Cross and Tottenham Hale, the present Monument Way.

The High Road West area is a level site falling gently toward the River Lee to the east. A major tributary of the Lee, the River Moselle, crosses the borough from west to east, and caused serious flooding until it was mostly culverted in the 19th century. The culverted section of the Moselle runs along White Hart Lane and turns south down the High Road. It can be seen through glass pavers in front of Coombes Croft library.

Medieval Tottenham was an agricultural village with Bruce Grove as its manor. Tottenham remained a semi-rural area until the mid-nineteenth century when industrialisation took place. This resulted in significant growth and included the construction of the railways to the east and west and subsequent suburban development. Housing development continued in the 1960's with the construction of Council estates in Love Lane and Northumberland Park.

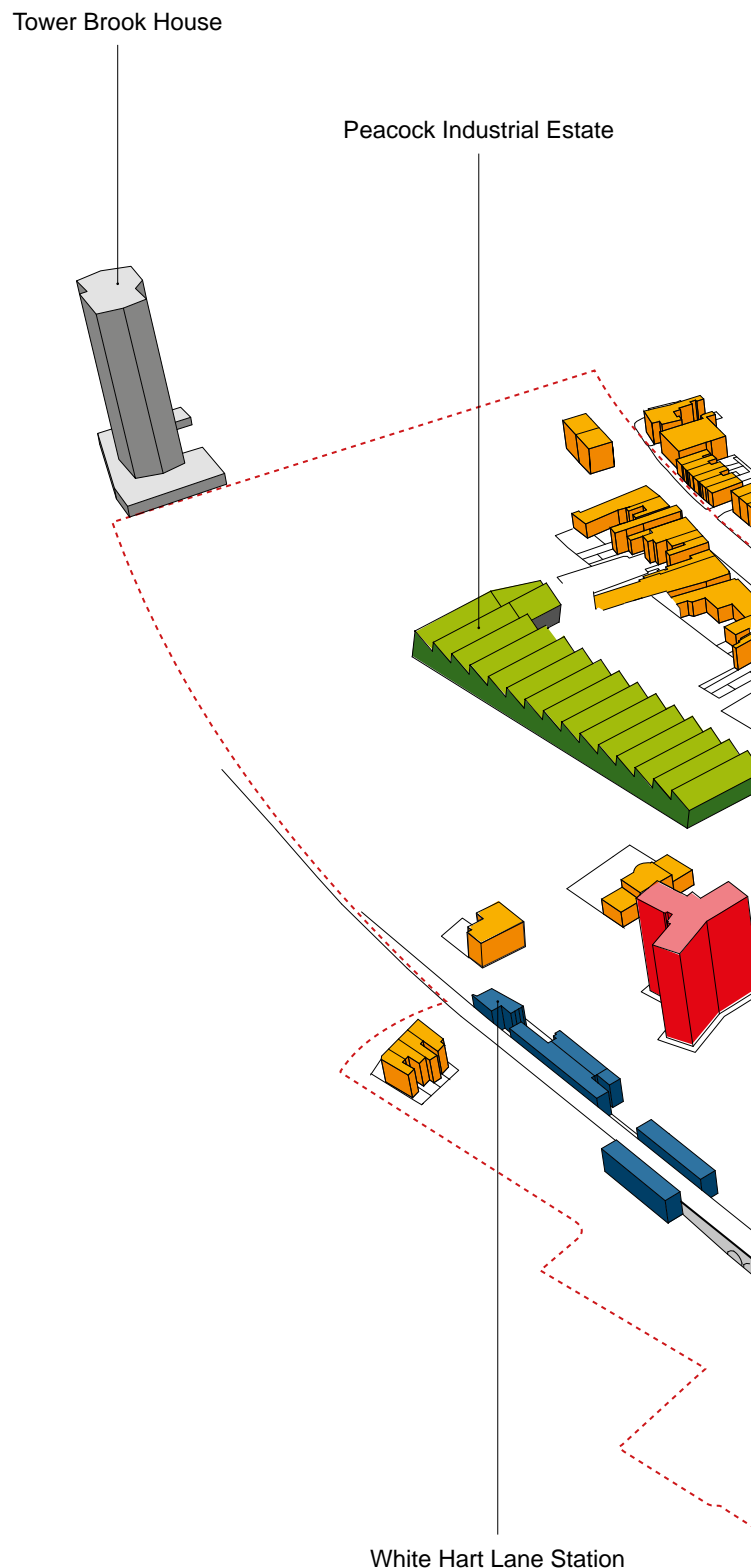
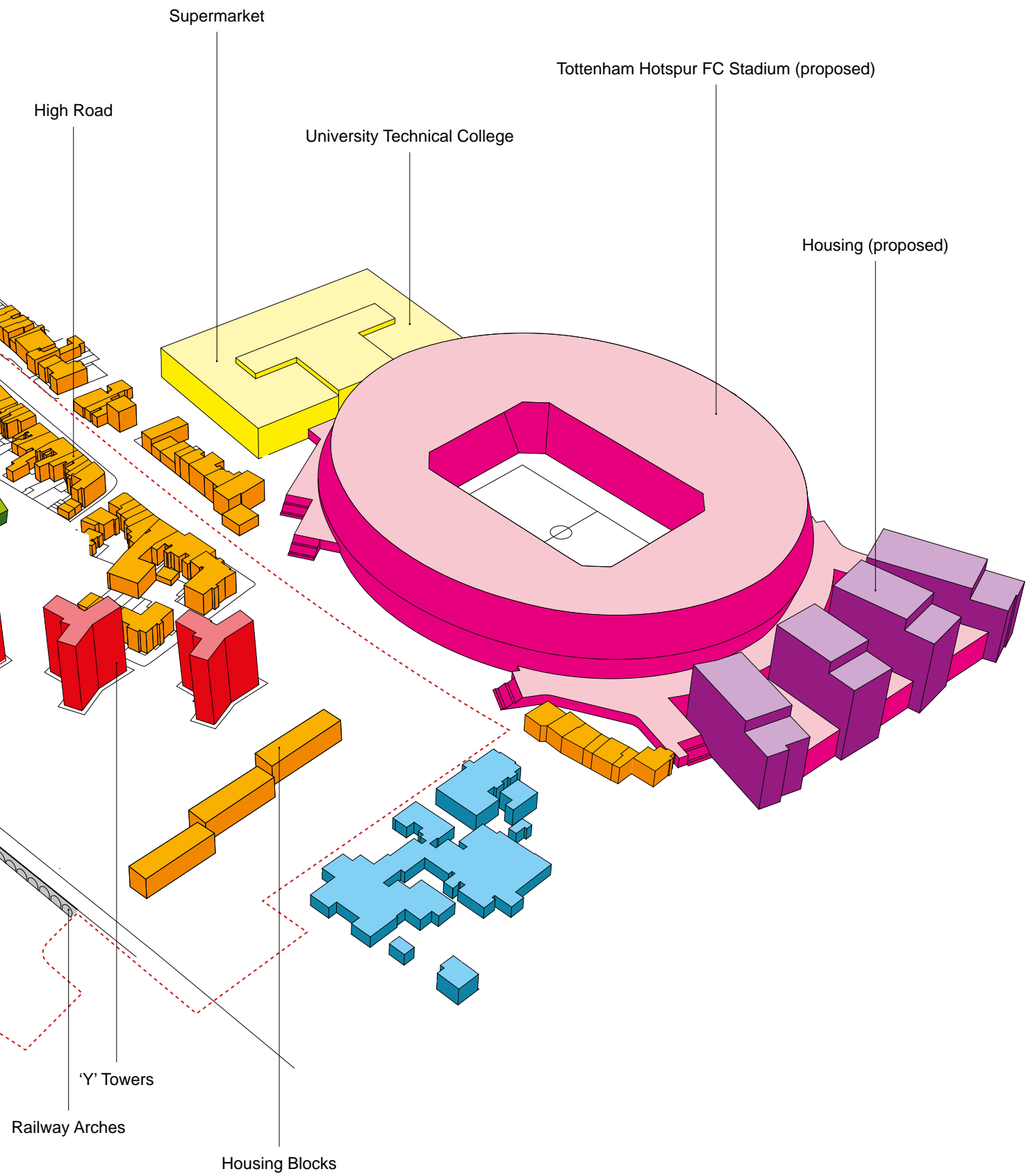


Figure 16: Key Elements of Existing Character





## URBAN FORM

Within the surrounding pattern of Victorian terraced streets the High Road West site is characterised by a more fragmented urban form. This is a result of three dominant building and plot types: point block 1960's housing set in larger areas of open space, industrial shed type development with surface parking and smaller Georgian properties fronting the High Road and White Hart Lane.

### Housing Estates

The southern part of the High Road West area is predominantly characterised by local authority housing, with the Love Lane Estate, which has 297 properties, located in this area. The Estate was built in the 1960's and includes three 10 storey 'Y' shaped blocks and several four storey slab blocks. Grassed areas with some play provision and car parking surround the blocks. South of the towers more social housing is provided on Whitehall Street in deck-access blocks. At the southern end of the site on the High Road are Kathleen Ferrier House and Coombes Croft library. The site area also incorporates the Whitehall and Tenderden Centre and hostel site to the immediate west of the railway line. The street and block layout in this area is poor with a lack of connections and fragmented network.

### Employment Land

The northern part of the High Road West area is predominantly characterised by larger industrial employment units occupied by a number of local businesses such as timber merchants, car mechanics and metalwork fabrication. This includes:

- The Goodsyard site: a former employment site which has become vacant and is currently used for car parking on football match days;
- Carberry Enterprise Centre; an employment site currently occupied by small businesses;
- Peacock Estate: an employment site that is currently operated as a series of small industrial units with a range of B Use Class occupiers;
- Chapel Place: an employment site currently occupied by small businesses; and
- The former Sainsbury's supermarket which is currently a vacant retail building with a large car park in front accessed from the High Road.

### The High Road

Smaller Georgian properties typically front the High Road and White Hart Lane and provide a local centre albeit in need of investment. It is predominantly characterised by narrow plot widths which extend deeply behind the High Road, with short and long terraces generally butted against each other with occasional alleyways. A number of the units, particularly north of White Hart Lane have relatively large plots including goods yards/storage to the rear which back onto the Peacock Estate/Chapel Place. Retail units on the High Road and White Hart Lane are typically occupied by independent operators and there is a high proportion of hot food takeaway and convenience stores. The character of this part of the High Road is also significantly

influenced by the scale and form of the Tottenham Hotspurs Football Club stadium on the east side of the High Road and will more so when the approved scheme for the new, bigger stadium is built. The stadium limits connections to the east and introduces a large building 40ms high onto the historic High Road.

## NORTHERN GATEWAY

The northern end of the High Road comprises a number of 1960's tower blocks and adjacent to the railway line at Brook House a 22 storey residential tower currently under construction. The High Road splits at its northern end and there are a number of mature trees in this part of the High Road, particularly along the western edge which enhance the local character.

## TALL BUILDINGS

The London Plan sets out the strategic policy with regard to tall buildings. The Mayor will promote the development of tall buildings where they create attractive landmarks enhancing London's character and help to provide a catalyst for regeneration where they are acceptable in terms of design and impact on their surroundings. Suitable locations for tall buildings may include the Central Activities Zone and Opportunity Areas.

The Upper Lee Valley Opportunity Area Framework proposes that future tall buildings will generally be in well-defined clusters in the identified urban growth centres and around Tottenham Hotspur Football Club's new stadium<sup>5</sup>.

<sup>5</sup> Mayor of London *Upper Lee Valley, OAPF Section 4.2 Tall Buildings* (July 2013).

Figure 17: **Clockwise from top: Illustration of new THFC Stadium (©KSS), Peacock Estate, Love Lane 'Y' blocks, High Road frontages at junction of Whitehall Street.**



## OPPORTUNITIES

- High Road West Masterplan Framework should be seen as the first part of establishing a coherent, legible network of streets landmark buildings in the wider area which will fit into the Area Action Plan vision for the North Tottenham.
- The redevelopment of industrial and housing estates provides an opportunity to establish a neighbourhood that integrates appropriate employment uses behind the High Road alongside high quality new homes.
- Building on the activity and uses proposed by Tottenham Hotspur Football Club's new stadium there is an opportunity to develop a unique leisure related offer for North Tottenham.
- In its broader context the Masterplan Framework will help to facilitate better access to open green space especially if development will lead to better accessibility to the Lee Valley Regional Park and pocket parks to west of site, including Bruce Castle Park.
- There is opportunity for heritage and townscape enhancements through improvements to the quality of activity and building frontage and streetscape on the High Road and White Hart Lane.
- Ensuring high quality design of the built environment to contribute to reducing anti-social behaviour and designing out crime through clear wayfinding and passive surveillance of public spaces to create a safer neighbourhood.







Figure 18: Top to bottom, High Road Frontage Looking South to North (west side)





## 2.4 Heritage

This section contains details of the heritage context in and around the High Road West site.

Tottenham Historic Corridor forms an important part of the redevelopment proposed for High Road West area. The historic corridor has a borough wide significance, being the old Roman route from London, containing many fine listed and unlisted buildings of architectural and historic value. A considerable part of the area falls within the North Tottenham Conservation Area and includes various listed and locally listed buildings.

LB Haringey's Unitary Development Plan saved policies<sup>6</sup> state that conservation is recognised as a key factor in facilitating urban regeneration and promoting civic pride. The Council will support proposals that conserve the historic significance of identified heritage assets, their setting, and the wider historic environment. The Masterplan Framework and any future development plans must establish the significance of the various assets and demonstrate how new development would preserve and enhance their appearance and setting.

The North Tottenham Conservation Area is part of the Tottenham High Road Historic Corridor of six connected Conservation Areas. It has a single adopted character appraisal<sup>7</sup>.

The North Tottenham Conservation Area stretches from the northern boundary of the LB of Haringey with Enfield to the north side of Scotland Green. It is centred upon the High Road, as are all of the other conservation areas within the Tottenham High Road Historic Corridor. The high level of traffic flows has a divisive influence on the area's character and appearance. The part of the North Tottenham Conservation Area extending south from the boundary of Enfield to Moselle Road is within the 'Roman Road and Medieval Settlement Area of Archaeological Interest' and the part from Lansdowne Road to Scotland Green is within the 'Saxon Settlement Area of Archaeological Importance'. Any proposed works involving excavations of a site within either of these areas will require a prior archaeological assessment to be carried out.

The Conservation Area Appraisal notes that this part of the High Road is fronted by a range of buildings of varying age, scale, materials and architectural form, including some important groups of substantial early Georgian properties that represent the most architecturally and historically noteworthy features of the area. However, it also notes that whilst a number of buildings are of architectural and historical interest, many have been unsympathetically altered with loss of original features, detailing and shop fronts.

### OPPORTUNITIES

- To create a Masterplan Framework that conserves the historic significance of the area's heritage assets, their setting, and the wider historic environment;
- To contribute to the AAP's overarching analysis of Tottenham's heritage assets which will aid place shaping and positively impact on people's perception of their physical environment;
- To integrate heritage buildings into the masterplan with long and short term sustainable uses; and
- To enhance the appearance of existing heritage assets with investment and physical improvements.

<sup>6</sup>LB Haringey *Unitary Development Plan Saved Policies* (March 2013)

<sup>7</sup>LB Haringey *Tottenham High Road Historic Corridor Character Appraisal* (February 2007)



**The Grange**

**Figure 19 Existing Heritage Assets**

Source: LB Haringey Local Plan (March 2013) and Tottenham Historic Corridor Conservation Area Character Appraisal (Adopted 2007)





- - - Study Area
- - - Conservation Area Boundary
- Listed Building
- Locally Listed Building
- - - Area of Archaeological Importance

0m    50m    100m    150m    200m    250m



## 2.5 Open Space

This section contains details of existing open space context in and around the High Road West site. Provision of open space in the High Road West area must be understood in the context of the wider North Tottenham area. It is likely to be influenced by the emerging Area Action Plan proposals for open space in North Tottenham. The aspirations for the High Road West area require innovative approaches to space which meet health and wellbeing objectives and provide enhanced access to off-site facilities through the wider Area Action Plan.

The recent Haringey Open Space and Biodiversity Study<sup>8</sup> provides detail on the existing quality and amount of open space provision with the Borough. North Tottenham sits within the eastern zone as defined by the study. Its findings reinforce earlier studies that identify a deficit in open space in North Tottenham<sup>9</sup> and existing residents report poor use of existing provision, due to poor maintenance, misuse and dog fouling. Football match days also present a specific challenge in terms of trespass from spectators into private and semi-private open spaces and associated anti-social behaviour, urination and parking in non-designated areas.

The study finds that:

### Metropolitan-scale & District-scale Parks

Whilst there is generally a good provision and distribution of Metropolitan – scale and District – scale parks and gardens, such as Bruce Castle Park, there is a deficit in District-scale natural green space in Northumberland Park. However, the High Road West area sits on the edge of the Lee Valley Regional Park and there is opportunity to improve access into this major asset at Stonebridge Lock and consider the provision of further access points into the park from Northumberland Park.

### Small Parks & Natural Green Spaces

There is a deficit of small Local-scale parks and garden and natural green space and there is variation in the size and quality throughout the area.

### Green Corridors

There is a deficit of District-scale green corridors available for use for recreational purposes by the public and a deficit of Local-scale green corridors.

### Amenity Green Space

Whilst there is a good distribution of Amenity Green Space, or an open space offering equivalent functions, the majority of amenity green spaces fall below the size and quality required.

### Cemeteries & Churchyards

There is an even distribution but deficit in provision of churchyards in North Tottenham available for use for recreational purposes by the public.

### Neighbourhood Playable Space

There is a minimal deficit in the north west of the eastern zone, i.e. High Road West, in the provision of good quality and value neighbourhood playable space catering for 11+ age groups.

### Local Play Space

The majority of 5-11 age groups are well catered for in terms of accessible local playable space, they are predominately of lower amount but good quality.

### Doorstep Playable Space

There is a wide distribution of doorstep playable space providing for age groups 0-5 years. There are larger deficits in accessibility of provision and quality and amount and size are variable.

<sup>8</sup> LUC, *Haringey Open Space and Biodiversity Study* (Draft 2013)

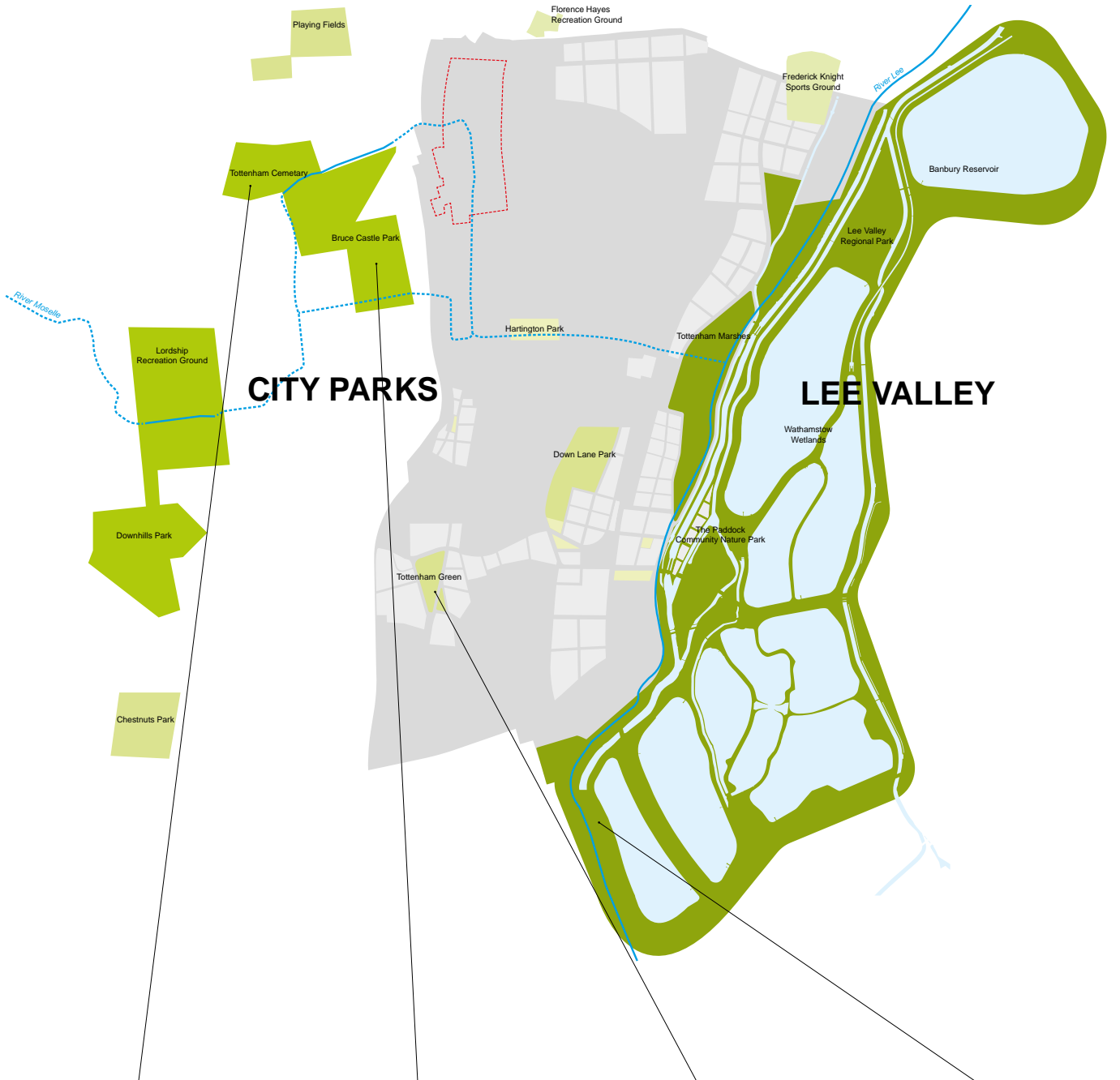
<sup>9</sup> Atkins, *Haringey Open Space Study, Figure B2 Classification of Open Spaces* (April 2003)



Figure 20: Existing Open space around Love Lane blocks

Figure 21: Open Space Wider Context





- ⋯ High Road West
- Lee Valley Regional Park
- Metropolitan Open Land
- Significant Local Open Land
- Undesignated Open Land
- River
- - - Culverted River

## OPEN SPACE STANDARDS

The Council has produced its own guidance on open space standards, which are set out in Open Space & Recreation Standards SPD (2008). This is set out in Section/Appendix C.

Table 1.5 of the SPD includes average household sizes which should be used to calculate requirements for open space. To ensure consistency across social infrastructure and open space provision, the updated average household size (2.47 persons) set out in the Draft Further Alterations to the London Plan (2014) has been used to calculate open space requirements later in this report.

In 2013, the Council commissioned an Open Space and Biodiversity Study, one of the aims of which was to consider the Council's standards for open space provision. The study recommends a number of changes to the Council's open space standards; it should be noted that the scope of the study did not extend to reviewing the Council's recreation standards. Where the study recommends a more ambitious open space standard than currently contained within the 2008 SPD, the updated standard is set out in Section/Appendix C.

Within or close to the High Road West area there is currently approximately 22,000m<sup>2</sup> of open space. This is broadly broken down as follows:

Table 2.5.1: Existing open space provision

Type	Walking Radius (m)	Area (m <sup>2</sup> )	Instances	% of Total
Open Spaces Around Existing Council-owned Assets		11,750	33	54
Private Gardens		7,400	17	34
Sports Pitches (Five-a-Side)		1,000	1	5
Equipped Play Area (LEAP)	240	1,150	2	5
School Open Space		550	1	3
<b>TOTAL</b>		<b>21,850</b>	<b>54</b>	<b>100</b>

## OPPORTUNITIES

- Improve the quality and provision of a range of different open space types in High Road West area that are attractive, safe and secure for the local community and visitors;
- Improve connections to wider open space amenity in North Tottenham, including Bruce Castle Park and the Lee Valley Regional Park, and seek to implement district and local green corridors as part of these connections;
- Provide open space to meet residents' needs at all stages of their life, including children's play provision, sports provision and a public park;
- Promote social inclusion through the design, layout and typology of open space;
- Promote wellbeing and reduce key health issues such as cardiovascular disease and obesity, including childhood obesity and improve life expectancy through better access to open space and more opportunities for play and physical activity;
- Create a safe and welcoming neighbourhood with improved security through natural surveillance, better lighting and access to open space to improve the wellbeing of residents; and
- Improve biodiversity through provision of a range of habits including tree planting, managed and unmanaged (wild) planting and allotments.

Figure 22: Existing Open Space Assets





- ⋯ Study Area
- Open Spaces around Existing Council-owned Assets
- Private Gardens
- Sport Pitches (five-a-side)
- Equipped Play area (LEAP)
- School Open Space



## 2.6 Transport & Movement

This section contains details of the existing transport and movement context in and around the High Road West site. Transport and movement in High Road West must be understood as part of a wider network in North Tottenham. It is likely to be influenced by the emerging Area Action Plan proposals for North Tottenham, which will include transport modelling for the wider area.

Four baselines studies have been undertaken that inform the Transport and Movement context:

- North Tottenham Public Transport Analysis: Bus Baseline Study;
- Tottenham Rail Investment Case Baseline Study;
- White Hart Lane Station Strategic Study (March 2012); and
- North Tottenham Pedestrian Modelling.

### TRANSPORT ASSESSMENTS

For planning applications arising from the High Road West Masterplan Framework the Council will expect comprehensive transport assessments to be carried out. This will include consideration of public transport accessibility and capacity, trip generation and modal split, potential sharing of parking space for commercial developments, level of on-site parking to support particular land uses with a view to minimising car ownership and usage and traffic modelling for critical junctions on the highway network. Transport assessments would also need to take into account the existing land uses on site to evaluate the transport impact of changes in type and density of land uses.

Transport modelling for High Road West has not been undertaken. The strategy for transport will be set out in the Area Action Plan and agreed with TfL.

### PUBLIC TRANSPORT CONTEXT

Currently High Road West is served by four bus routes on Tottenham High Road (routes 149, 259, 279 and 349) which provide a combined peak time frequency of about 36 buses per hour in each direction. In addition route W3 provides east – west links with a peak time frequency of 12 buses per hour. White Hart Lane station is served by trains between Enfield Town to Liverpool Street and Cheshunt to Liverpool Street with a combined frequency of six trains per hour in peak periods. This level of public transport results in almost the whole of the High Road West area being within PTAL 4 which is considered to provide good access to public transport.

Improvements to public transport service frequencies provide the opportunity for greater density of development within High Road West area. TfL will be taking over the responsibility for the Enfield Town and Cheshunt rail services from May 2015. Improvements planned by TfL include new rolling stock (from 2017), deep clean, new signage, improved CCTV and passenger information systems. It

is expected the new rolling stock will increase capacity on the line. There is scope for enhancing bus service provision in the short to medium term to better meet the travel needs of High Road West. In the longer term enhancements to rail service frequencies may also be achieved.

The scale of ambition for Tottenham has been matched by the commitment of significant Government investment in public transport in the recent spending review, which includes:

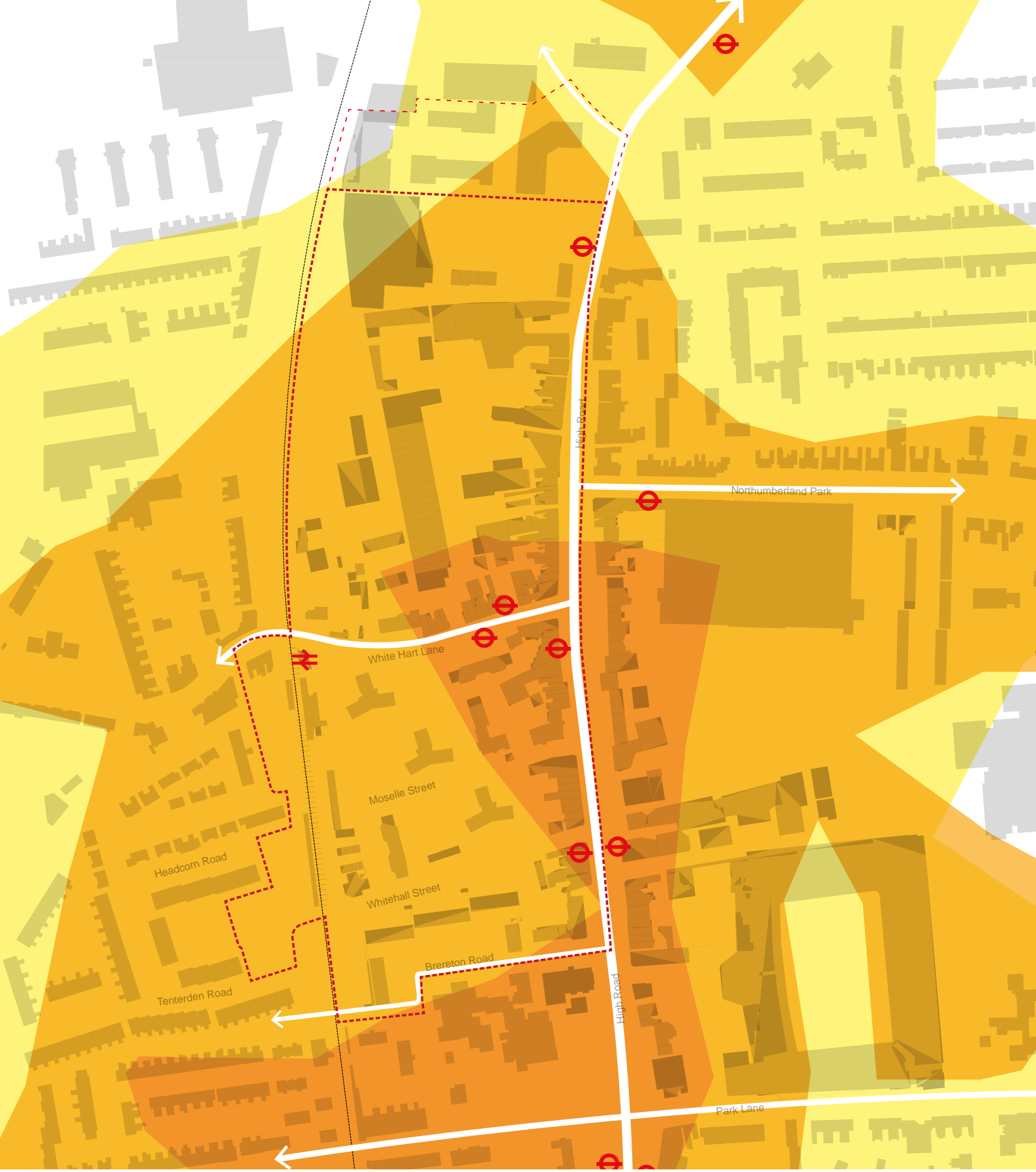
- A £500m borrowing guarantee to support housing and transport infrastructure in Tottenham;
- Devolution of some West Anglia suburban rail services to the Mayor and Transport for London;
- An initial commitment from Government to Crossrail 2 of £2m for feasibility studies into a vital north-east south-west rail link (which would stop at Tottenham Hale & Seven Sisters);
- This builds on existing commitments, including:
- £72m West Anglia Mainline upgrade to provide for additional local rail services between Angel Road and Stratford;
- £20m upgrade of Tottenham Hale station; and
- £35m TfL funded Tottenham Hale Bus Interchange and gyratory improvements.







### CYCLING

Cycling is currently not high profile in Tottenham – only 3.2% of trips are by bicycle for journeys to work in Haringey compared to 9.2% in Hackney for example (2011 census data). The Mayor intends to transform cycling in London by investing £913m directly into cycling over the next 10 years. A significant proportion of this will be available to Boroughs to deliver locally led cycle improvements and initiatives. Barclays Cycle Superhighway proposed route CS1 will run from Tottenham to the City and it will be important to have local links to CS1, as well as improving accessibility by bicycle to the leisure areas of the Lea Valley.

Figure 23: Existing PTAL Levels (2012)  
Source: TfL





-  Study Area
-  PTAL 5
-  PTAL 4
-  PTAL 3
-  Train Station
-  Bus Stop



## WHITE HART LANE STATION

White Hart Lane Strategic Study<sup>9</sup> outlines the benefits of station improvements at White Hart Lane to support both the Council’s emerging regeneration proposals for North Tottenham and the redevelopment of Tottenham Hotspurs’ Football Club stadium. One of the consequences of the stadium redevelopment is a significant increase in the number of people moving to and from the stadium from White Hart Lane Station. The increase in footfall around the station potentially raises the opportunity for a new station entrance, step free access, additional amenities and retail adjacent to the station.

The future pedestrian demand for White Hart Lane station is based on the capacity of the new stadium and the modal split information in the Buro Happold Transport Assessment for the associated planning application. It is predicted that the future pedestrian demand for White Hart Lane station on a match-day is as shown in Table 2.5.1 below.

Table 2.6.1

	Existing		Future	
	Mid Week	Weekend	Mid Week	Weekend
Arrival Peak	6,000	6,000	13,008	13,106
Departure Peak	6,000	6,000	12,994	13,092

The Strategic Study is broadly organised around the Department for Transport’s Transport Business Case Guidance and Summary Assessment headlines. The study was undertaken in the context of the potential regeneration of the High Road West and increased capacity of the new Tottenham Hotspur Football Club stadium once built. The key findings from the study recommend that a pedestrian route is provided between the station and the stadium that is a minimum of 10.6m wide clear of any obstruction to accommodate the predicted peak flow. However, to provide some allowance for street furniture and edge effects a range between 10.6m and 12m wide is preferable.

Existing pedestrian routes between White Hart Lane Station and the stadium are currently on streets where pavements are typically 2-2.5 metres wide. This requires in a number of roads being closed to vehicles on match days to accommodate the flow of fans to and from the stadium and for queuing for entry into the station after matches. A number of routes are available for use, many of which run through residential street where there is poor definition of public and private spaces. This results in inconvenience to residents on match days.

An analysis of spectator demand was undertaken to predict the level of queuing at White Hart Lane station after a match has finished.

Three queue length scenarios were considered as follows:

- **Scenario 1:** The existing station layout without modification;
- **Scenario 2:** The addition of the new station entrance at the centre of the existing platforms, assuming spectators can use either entrance to board trains;
- **Scenario 3:** The addition of the new station entrance at the centre of the existing platforms, assuming all spectators use the new entrance and the existing entrance is exit only.

<sup>10</sup> Arup *White Hart Lane Station Strategic Study* (March 2012)

Figure 24: White Hart Lane Station Location Options (2012)

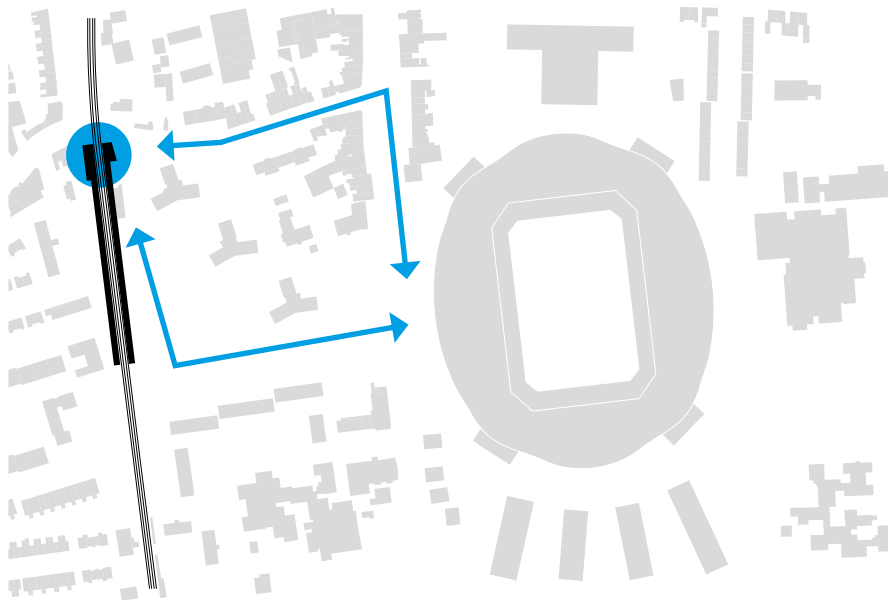


The diagrams illustrate the three scenarios. Scenario 3 was recommended to be taken forward as the preferred option assessed against a range of further regeneration benefits. Transport for London and LB Haringey have subsequently commissioned a Station Feasibility Design Study that is being undertaken by Landolt + Brown.

- Via Existing Entrance
- Via New Entrance

Total required Queuing Area (North & Southbound):

**approx. 1,660m<sup>2</sup>**



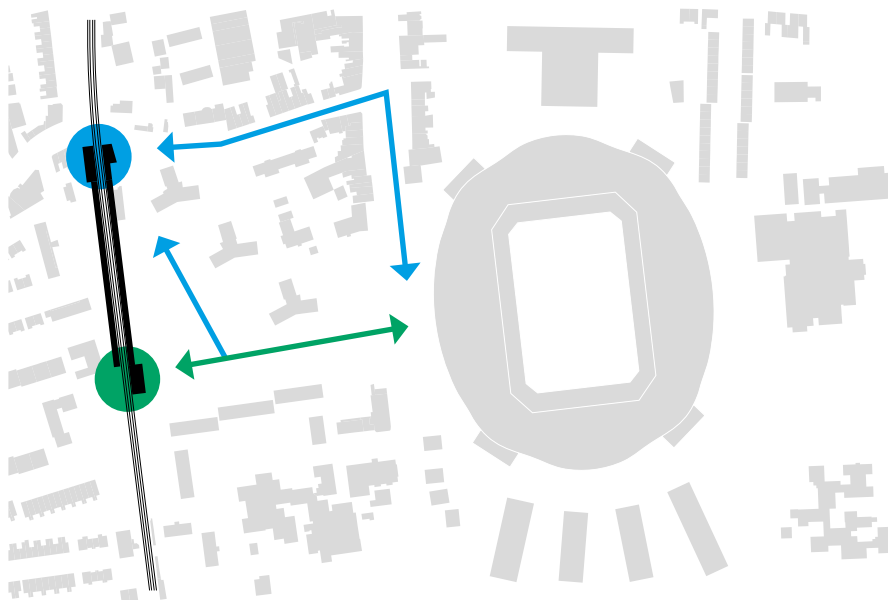
- Via Existing Entrance
- Via New Entrance

Total required Queuing Area (North & South bound):

**approx. 830m<sup>2</sup>**

Total required Queuing Area (North & South bound):

**approx. 830m<sup>2</sup>**

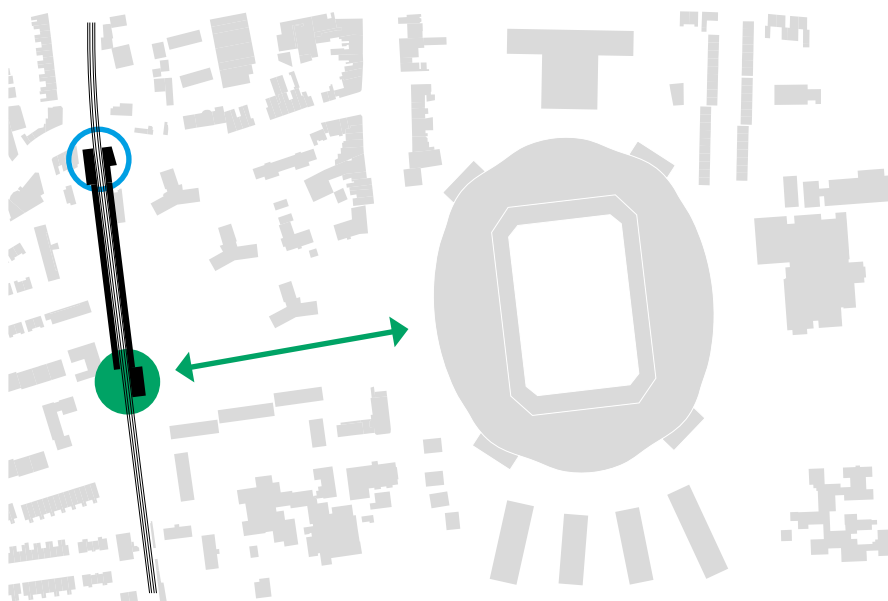


- Via Existing Entrance
- Via New Entrance

Exit Only

Total required Queuing Area (North & South bound):

**approx. 1,660m<sup>2</sup>**



## PEDESTRIAN MOVEMENT CONTEXT

A pedestrian movement study has been undertaken to understand the pedestrian movement characteristics in North Tottenham and the urban characteristics that influence movement<sup>11</sup>. The study models accessibility levels at a local and city scale and has been used to identify issues to be addressed in the Masterplan Framework. The study does not consider pedestrian movement on match days.

The key findings of the study are:

- Within North Tottenham there are two distinctly different movement networks: the set of spaces formed by pedestrian only paths, and the set of streets shared by vehicles and pedestrians. Pedestrian movement follows the shared streets more closely than the pedestrian only paths. When movement does occur on pedestrian only paths. It is spread over a wider set of spaces, which leaves many of them underused;
- The hierarchy of spaces in the pedestrian path network is very different from the street network. The effect of this difference is that away from the High Road, there is less wide-scale movement, less natural surveillance and less activity;
- In comparison to other local centres in London, pedestrian movement on the High Road is very low;
- Pedestrian movement levels are higher on weekends than weekdays;
- The long frontages and large urban blocks along the High Road make it difficult for pedestrian movement to transfer into the surrounding areas;
- On weekdays, schools were seen to have a greater influence on pedestrian movement than retail. This is unusual in London, and indicates that pedestrian movement is made up of more local residents than any other group. On non-match day weekends, retail is the most influential land use;
- Pedestrian movement was found to increase with proximity to railway stations. The presence of bus stops however does not correspond with increased pedestrian movement;
- The complex networks of paths, and the high amount of open space in places that are not exposed to natural movement, creates low levels of activity in the housing estates.

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<sup>11</sup> *The Transport Business Cases, DfT* (January 2013)

## OPPORTUNITIES

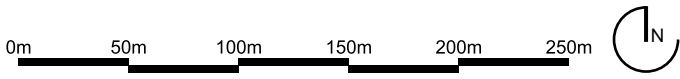
- Create permeability within the High Road West area and develop and enhance opportunities for connections off the High Road into the wider area;
- Create potential linkages across existing rail infrastructure to the west of the High Road West area;
- To create a Masterplan Framework that simplifies the movement network through the area and introduces a clear hierarchy of streets and routes;
- Locate more intensive land uses in close proximity to public transport nodes;
- Implement improvements to White Hart Lane Station and environs that make the station more attractive to all users;
- Consider the relocation of the station entrance to the centre of the existing platforms and create a new fully accessible entrance and access to platforms;
- Introduce uses on and around the High Road that create a destination and introduce more pedestrian movement;
- Create clear and safe routes to schools from new residential neighbourhoods;
- Create building frontages with active facades and front doors that lead directly onto streets with minimal setbacks;
- Integrate safe cycling routes into streetscapes to link into wider cycling networks; and
- Increase the number of journeys made by bicycle and bring a range of benefits to the area, including low cost journeys for residents, improved accessibility, health benefits etc. Implement a range of measures to encourage more people to cycle, including infrastructure provision (cycle routes, junction improvements, cycle parking) and safety campaigns, cycle maintenance classes and cycle events.

Figure 25: Existing Pedestrian Movement Analysis  
Source: Space Syntax, North Tottenham Pedestrian Modelling (2012)





- - - Study Area
- Good Accessibility
- — — Poor Accessibility
- Poor Accessibility



## 2.7 Community Facilities

A study of the existing baseline for social infrastructure within High Road West area has been undertaken in discussion with emerging Area Action Plan requirements for the wider Northumberland Park area. Future provision of community infrastructure requirements within and around the High Road West area has been recommended in this wider context<sup>12</sup>.

### EARLY YEARS PROVISION

LB Haringey undertook a Childcare Sufficiency Assessment (April 2011) which considered childcare provision across the Borough and also at the ward level. The assessment for the Northumberland Park ward, which High Road West is located within, indicated that there is some additional current and future demand for part and full time services in private, voluntary and independent and maintained sectors. There is no existing crèche provision within the High Road West area. The nearest existing crèche is to the north at Edmonton Leisure Centre, where the Little People's Day Care crèche provides places for 12 children. In terms of local nursery provision, there is no existing nursery within the High Road West area but a new nursery is proposed as part of the two form-entry Brook House Primary School, which will be located within the former Cannon Rubber factory site. The Childcare Sufficiency Assessment also concluded that within the adjacent Tottenham Hale ward there were vacancies for child care provision, which would be easily accessible from the Northumberland Park ward. It is considered appropriate to provide crèche services local to the High Road West area. Guidelines do not currently exist on the amount of crèche provision that should be included within new developments. Hale Village includes provision for a similar number of residential units, and a 600m<sup>2</sup> crèche was included in the planning application, which has not been delivered. It is considered that there is a rationale for providing a smaller floorspace allowance for a crèche within High Road West. The location of Hale Village to Tottenham Hale station means there is likely a wider catchment for the crèche, which justifies a larger facility. In comparison, a crèche at High Road West would only likely be used by the local population.

### PRIMARY & SECONDARY EDUCATION

There are four primary schools in close proximity to the High Road West area: St Francis de Salle RC Primary School which is south of Breton Road and Brook House Primary School, which is currently operating out of temporary facilities at Tottenham Green while a new facility is under construction on the Brook House site. On the east side of the High Road are St Paul and All Hallows Primary School and Lee Valley Primary School. Northumberland Park Community School is the closest secondary school, also located to the east of the High Road. Tottenham University Technical College (UCT) for pupils aged 14-19 will open in September 2014 above the new Sainsbury superstore on Northumberland Park Road. The speciality of Tottenham UCT will be the "Technology of Science illustrated through Sport and Health".

Within the wider Northumberland Park current (2013) school roll projections indicate that additional reception places will be required from the academic year 2017-2018 onwards. Any new places should ideally be delivered in the wider Northumberland Park area rather than within the High Road West area to ensure that local places are provided to meet identified local need within the wider area. Where it is proposed to deliver all or some of these places by the provision of a new school as opposed to the expansion of any existing school(s) the location of this school will be determined by the Tottenham Area Action Plan. The larger cohorts currently entering the primary phase will eventually move into the secondary phase and additional capacity is likely to be required from 2018 onwards. Place Planners are currently working with available school roll projections to establish likely location(s) for additional secondary places.

### HEALTH

As part of the wider process for preparing the Area Action Plan for Tottenham discussions have commenced with NHS England regarding provision of General Practitioners (GP) surgeries, dentists and pharmacies. The existing facilities in the High Road West area include a GP surgery (serviced by four GPs) and a pharmacy. Existing provision would need to be augmented to accommodate the additional demand from any proposed development. The Council's Community Infrastructure Study (2010) contains a benchmark of one GP per 1,700 of population. The proposed residential development is likely to generate a population of 3,038 creating demand for two new GPs. Based on this a GP surgery which accommodates six GPs is required, together with retention/re-provision of the existing pharmacy. No dentists are located within the masterplan area. Should discussions with NHS England identify the need for additional dental services the best way to accommodate this requirement would need to be considered.

### LIBRARIES/LEARNING CENTRES

The existing Coombes Croft Library is located on the High Road at the southern end of the High Road West site. The current floorspace at Coombes Croft Library is approximately 220m<sup>2</sup>. The Council's Community Infrastructure Study (2010) indicated that expansion of Coombes Croft Library was much needed due to the volume of visitors. Coombes Croft Library saw an increase in usage of over 800% in the years preceding 2010. As a result, the library was comprehensively refurbished; the refurbishment included infilling an existing courtyard to provide additional floorspace (approximately 25m<sup>2</sup>).

<sup>12</sup> Future provision is based on an assumption of 1,200 residential units at High Road West. Where reference is made to the likely population arising from the regeneration proposals, this figure is based on the updated household size (2.47 persons) set out in the Draft Further Alterations to the London Plan (2014).

Figure 26: Existing Community Facilities





- ⋯ Study Area
- GP Surgery
- Dentist
- Chemist
- Primary School
- Nursery School
- Library
- Club/Community Group
- After School Club
- Special School
- Secondary School
- Place of Workshop
- Recycling Bank
- Community Sports Centre

0m 50m 100m 150m 200m 250m



Given the location of Coombes Croft Library it is reasonable to assume that the existing facility serves a greater catchment than the masterplan area.

With regard to additional provision it is considered that there is scope to provide a larger facility. The conclusions of the Council's Community Infrastructure Study (2010) indicate that there is high demand for a facility in this location. Whilst the refurbishment provided additional capacity this was fairly limited and despite surplus library provision within the Borough, alternative facilities are not available locally. The Council also has aspirations for the wider Northumberland Park area which would result in an increased population. The new facility would be the nearest Council library and therefore the size of the facility should be such that it can accommodate additional demand from potential future new development in the wider Northumberland Park area. The form and function of libraries is also changing with new buildings tending to incorporate non-traditional library uses. Based on a review of other libraries, non-library uses could include:

- Reading and study area, which includes free computer access, free wifi and photocopying facilities;
- Caf  (from coffee bar to community based facility which provides training opportunities);
- Exhibition and/or gallery space;
- Local museum;
- Recording studio;
- Retail units/provision;
- Leisure facilities including gym;
- Flexible spaces to allow a range of activities including reading clubs, training courses, job support, homework club etc.; and
- Advice centre including Citizens Advice Bureau Service and legal advice clinic.

Other purpose built buildings have also included complementary uses such as primary care facilities and cr ches. The potential for diversification of libraries within the Borough was considered in a study commissioned by the Council in 2012<sup>13</sup>. In relation to library provision in Tottenham, the report concluded that 'there are compelling grounds to consider a new purpose built library within the masterplan area, that can provide a greater range of services than the Coombes Croft can accommodate'.

## COMMUNITY CENTRE

Within the High Road West area is an existing community centre: the Whitehall and Tenterden Community Centre, which has a floorspace of 375m<sup>2</sup>. The Whitehall and Tenterden Community Centre is a poor quality building and there is opportunity to improve the provision of this facility. There is potential cost effectiveness in combining this service delivery as part of a wider community hub.

## SOCIAL CARE

There are no Council social care facilities in or around the High Road West area. The requirement for social care is being considered as part of the wider process of preparing the Tottenham Area Action Plan. Should a requirement for social care be identified within the High Road West area, this need could be accommodated within the residential block typology.

## EMERGENCY SERVICES

There are no emergency service facilities located in or around the High Road West area. The need for emergency services is calculated at the Borough level and therefore any additional requirement arising from the High Road West proposals will be considered as part of a Borough wide assessment.

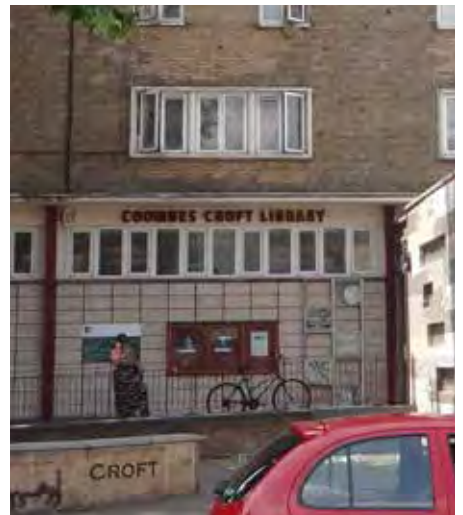
### OPPORTUNITIES

- To meet current and future demand for early years provision with the inclusion of a cr che within the High Road West area;
- To meet the needs of the existing and future community and re-provide the functions of the existing community centre facility;
- To meet the needs of the existing and future community by including a library and community centre, workspace and cafe within one building;
- To provide and improve access to appropriate healthcare facilities within the new development to meet the needs of existing and future residents and provide a step change in health issues within the wider Northumberland Park area; and
- To promote the health and wellbeing of the community through the provision of new community facilities and open space.

<sup>13</sup> Drivers Jonas Deloitte *Community Hubs Review* (2012)

Figure 27: clockwise from top, Whitehall & Tenterden Community Centre; Coombes Croft Library; St Francis de Sales School; Tottenham Health Centre





## 2.8 Employment & Business

This section details the existing employment context and predicted future employment trends in Tottenham, alongside existing business provision in and around the High Road West site. Provision of strategic employment land and workspace in the High Road West area will be reviewed in the context of the wider North Tottenham area. It is likely to be influenced by the emerging Area Action Plan (AAP) proposals.

### EMPLOYMENT CONTEXT

A review of a number of studies assessing the current employment context in Haringey and Tottenham has been undertaken. The purpose is to understand the kind of workspace provision that the Masterplan Framework should include to meet the aspirations of the Strategic Regeneration Framework (SRF) to support existing businesses and create new in jobs in the area.

Currently, the sectors that create the highest proportion of employment in Tottenham are wholesale and retail trade and automotive repair (19.7%) education (14.2%), health and social work (11.1%) and transportation and storage (10.7%)<sup>14</sup>. Though a proportion of Tottenham's businesses serve the capital as a whole, the majority of firms are locally focused on business-to-consumer as opposed to business-to-business activity. This tends to go together with entrepreneurial and non-professional skills that have limited local supply chain benefit<sup>15</sup>. The *Haringey Economic Growth Assessment* and *From Around Here*<sup>16</sup> report documents that Haringey performs well in producing creative originals and the associated supply chain.

In this context the *Haringey Economic Growth Assessment* advises the Council against a strategy that proposes the creation of extensive B1 office as there is unlikely to be any significant uptake by the market, either as developers of the space or occupiers. Instead, the conclusion was that the Council should be flexible; taking opportunities as they come and should facilitate flexible commercial floorspace in both old and new stock. This should be developed in tandem with an understanding of the trends in future workspace needs, for example, co-working, remote working, home working etc., and how this can make best use of the existing public and private estates, for example, warehouses, coffee shops, vacant retail units and empty garages.

Haringey scores relatively poorly compared to neighbours and peer boroughs like Enfield, Brent, Islington, Hackney and Redbridge in terms of its business base<sup>17</sup>. To deliver the aspiration to grow the business base targeted, locally tailored support for both start-ups and existing Small and Medium Enterprises (SMEs) becomes even more important – comprising the full range of business support from: affordable space to training; mentoring and; access to finance, with a strategic view on where real growth in jobs and value is likely to come from in the future.

Hence a number of studies suggest that policies associated with the development of both Group B1b and B1c should be pursued: “policies which seek to directly improve the business environment for B1c firms” and “quality of place policies”, such as public realm improvements and crime reduction schemes, which seek to make areas more attractive to residents, workers and visitors<sup>18-19</sup>.

Key conclusions drawn from the review include:

- Growing the need for start-up business space and the linked importance of working with high-calibre business support providers (workspace operators) to help overcome the challenges of starting and growing businesses – a key objective of the SRF being to create and promote an entrepreneurial culture.
- The Council should take a flexible role of opportunity broker, match financier and partner in joint ventures to help tip the balance to make things happen, in the knowledge that Tottenham is affordable and accessible and just needs a ‘nudge’.
- Optimise the existing commercial and non-domestic frontage on the High Road to support SMEs, “Business to Business” and “Business to Consumer” office and even light industry.
- To increase the number of jobs in the area with the introduction of higher density employment uses such as food and beverage to help create greater opportunities for access into employment for local people.

<sup>14</sup> BRES, Nomis 'Data Employees by Industry: Tottenham' via Melisa Wickham, GLA Economics (2011)

<sup>15</sup> Arup / Jones LangLaSalle, Tottenham Workspace Report, p11 (October 2013)

<sup>16</sup> Peter Brett Associates, Haringey Economic Growth Assessment (2014), Gort Scott, From Around Here Tottenham Employment Study (2013)

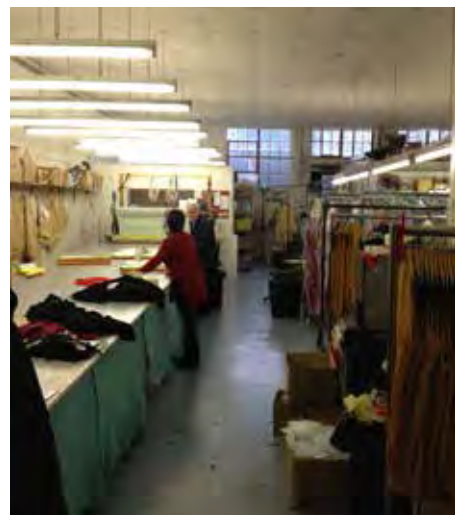
<sup>17</sup> Rachel Smith et al London: Centre for Cities Size Matters: the importance of small firms in London's economy. (2012)

<sup>18</sup> NLSA How to promote and support North London Business in the current climate. [http://www.nlsa.org.uk/client/files/Business\\_Support\\_-\\_website.pdf](http://www.nlsa.org.uk/client/files/Business_Support_-_website.pdf), Size Matters report(2012)

<sup>19</sup> Arup/Jones LangLaSalle, Tottenham Workspace Report (October 2013)

Figure 28: clockwise from top: Cox Workshop (©Philip Ebeling); Satwyn; Salamis Bakery; Peacock Estate (©Gort Scott)





## EXISTING EMPLOYMENT

The northern part of the High Road West area is predominantly characterised by larger industrial employment units occupied by a number of local businesses such as timber merchants, car mechanics and metalwork fabrication.

Peacock Industrial Estate is the only designated Locally Significant Industrial Sites in the area and is protected as ‘Employment Land’ under this designation. Policy SP8 states that: “The Council will safeguard the following sites as Locally Significant Industrial Sites (LSIS) for a range of industrial uses (B1 (b), (c), B2 and B8) where they continue to meet demand and the needs of modern industry and business”. However, provision of strategic employment land and workspace in the High Road West area will be considered in the context of the wider North Tottenham area. It is likely to be influenced by the emerging Area Action Plan (AAP) proposals.

Other non designated sites, currently in the area include:

- 1 **THE GOODSYARD SITE:** a former employment site which has become vacant and is currently used for car parking on football match days;
- 2 **PEACOCK ESTATE:** an employment site that is currently operated as a series of small industrial units with a range of B2 and B3 Use Class occupiers;
- 3 **CHAPEL PLACE:** an employment site currently occupied by small businesses;

- 4 **CARBERRY ENTERPRISE CENTRE:** an employment site currently occupied by small businesses
- 5 **FORMER SAINSBURY’S SUPERMARKET:** which is currently a vacant retail building with a large car park in front\*.
- 6 **TIMBER YARD**

There are also a number of jobs provided within the retail and food and beverage offer along the High Road and White Hart Lane. A survey of existing employment numbers has not been undertaken in the High Road West area. It is estimated that the existing employment uses generate around 362 jobs as set out below. It is observed that many businesses appear to be operating at lower levels of capacity so real numbers of existing jobs may be significantly lower.

## OPPORTUNITIES

- Enable growth of workspace for a wide range of SMEs through to a range of compatible B1b and B1c type uses;
- Improve the environment, access and amenities for businesses;
- Encourage the provision of workspace behind and on the High Road and White Hart Lane;
- Provide new employment and potential business opportunities; and
- To encourage a net increase in the number of jobs in the area by phased regeneration and a change in land use.

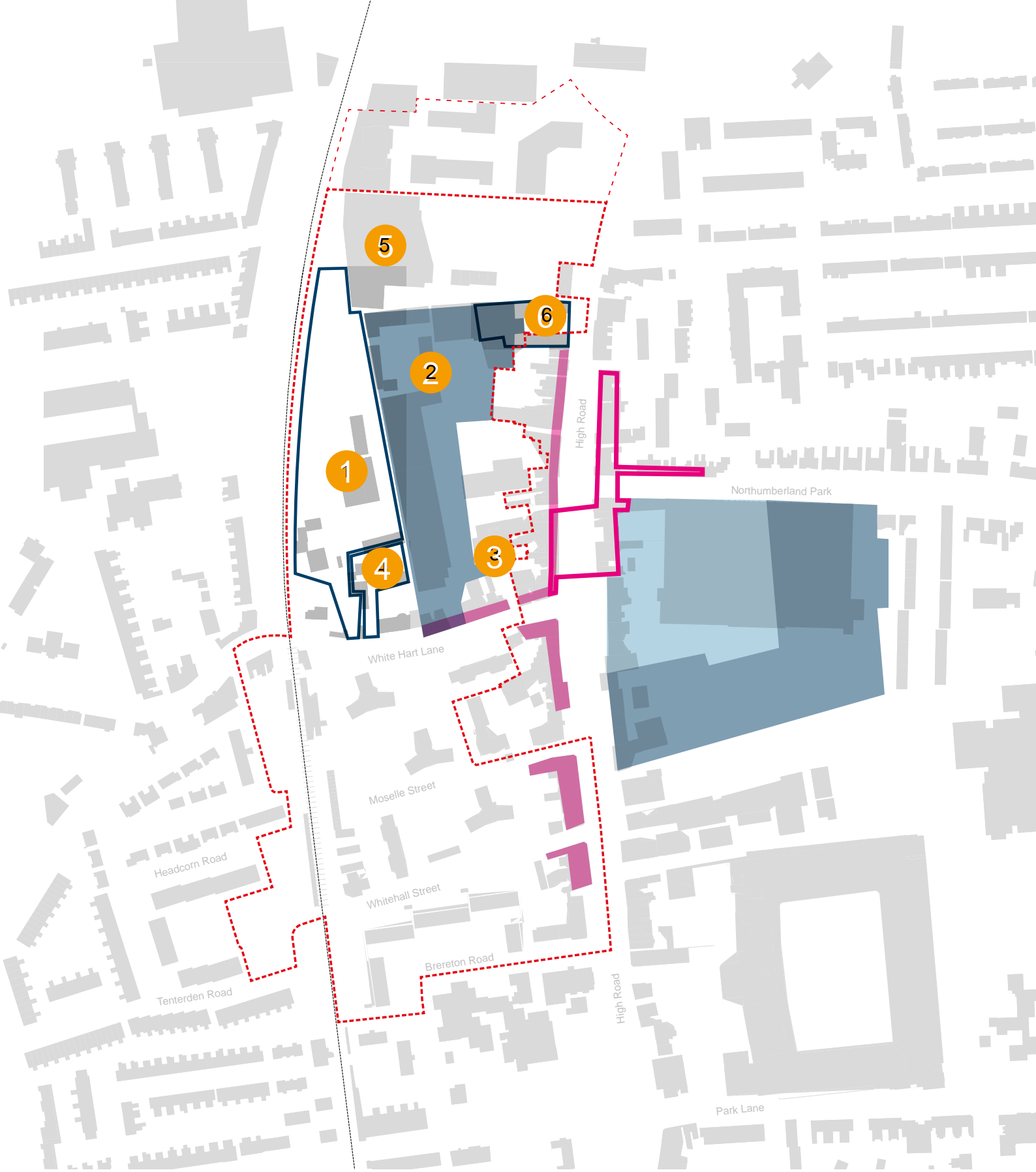
Table 2.8.1

Site	Building Footprint (m <sup>2</sup> )	Current Use	HCA Multiplier	Jobs	Assumptions
Peacock Estate (DEA 9)	4,500	B2/Sui Generis	36	125	36m <sup>2</sup> per FTE taken from HCA Densities Guide. Indicative footprint taken from CAD plan
Land Adjacent to Railway Lines, White Hart Lane, N15 (Goods Yard - SSP 19)	1,640	Industrial (Site Allocations DPD, 2010)	70	23	70m <sup>2</sup> per FTE taken from HCA Densities Guide. Indicative site area from CAD plan. Majority of site current in use as surface parking
Chapel Place	550	B2/Sui Generis	36	15	36m <sup>2</sup> per FTE taken from HCA Densities Guide. Indicative footprint from CAD plan
Carberry Enterprise Centre	530	B2/Sui Generis	36	15	36m <sup>2</sup> per FTE taken from HCA Densities Guide. Indicative footprint from CAD plan
Timber Yard	1,550	B2/Sui Generis	36	43	36m <sup>2</sup> per FTE taken from HCA Densities Guide. Indicative footprint from CAD plan
Jones Engineering (by White Hart Lane Station)	105	B2/Sui Generis	36	3	36m <sup>2</sup> per FTE taken from HCA Densities Guide. Indicative footprint from CAD plan
High Road and White Hart Lane Frontage	2,370*	A1/A3 High Street and Food & Beverage	19	124	79 unit/shopfronts on White Hart Lane and west side of High Road within the High Road West area. This footprint assumes a n average retail unit size of 30m <sup>2</sup>
GP surgery	305	D1	36	8	79 unit/shopfronts on White Hart Lane and west side of High Road within the High Road West area. This footprint assumes a n average retail unit size of 30m <sup>2</sup>
Coombes Croft Library	220	D1	36	6	36m <sup>2</sup> per FTE taken from HCA Densities Guide. Indicative footprint from CAD plan

\* As this use has been reprovided on the THFC site on the other side of the High Road the site has not been included in the calculation of existing jobs in the study area.

Figure 29: Existing Employment, Business and Retail Areas  
Source: LB Haringey Local Plan (March 2013)





- Area Used for Employment Calculations
- Locally Significant Industrial Site (designated Employment area)
- Local Employment Area
- Retail/F+B Area
- Designated Local Centre for Retail
- Site in Light Industrial Use

0m      50m      100m      150m      200m      250m



## 2.9 Retail

This section details the existing retail context and predicted future retail trends in Tottenham alongside existing retail provision in and around the High Road West site.

### RETAIL CONTEXT

The retail property market is undergoing a structural shift brought about through changes in the way consumers shop. The impact of this change has been made more acute through the weak macro-economic environment. It is predicted that retailing in the UK will get tougher for owners and occupiers; the pace of change is accelerating as bigger retail centres become more dominant and the effects of e-commerce are felt<sup>20</sup>.

With this structural change and whilst the weak economic conditions prevail, Tottenham Retail Study<sup>21</sup> considers that market led regeneration through a retail led redevelopment in Tottenham will be unlikely to be successful. It notes that Tottenham's demographic predominantly consists of 'Aspiring Singles', generally students and young well qualified people who have recently started work and 'Inner City Adversity' – young singles and young families, often single parents. Household income is significantly below the London average making the area unappealing to those retailers that are expanding. Tottenham's retail provision, with the exception of Tottenham Hale Retail Park, is made up of a number of disparate secondary centres which do not feature on the majority of multiple retailers' requirements. Putting this in context, Tottenham High Road for example is ranked 1,503 in the retail hierarchy (comprised of a total of over 4,000 centres in the UK), whilst Tottenham Hale Retail Park is ranked at 536.

Tottenham's lack of appeal to multiple occupiers is reflected by the feedback gathered from retailers contacted and also the fact that Tottenham retains less than 1% of its market share within its catchment – comparison spend is leaked to the West End, Enfield, Wood Green and Stratford, amongst others. Those multiple operators with requirements for Tottenham (with the exception of the retail park) are focused at the value and service sector end of the market. The research shows that other perceived benchmark centres such as Walthamstow, Hackney and Dalston are far more appealing to occupiers than Tottenham's which can be more accurately compared to areas such as Leyton and Bethnal Green.

The Retail Study identifies three centres on the High Road – Seven Sisters/Tottenham Green, Bruce Grove and High Road West. It recognises that the three centres will be in local competition with Tottenham Hale Retail Park to attract retailers. The majority of multiple operators will choose the Retail Park over the 'town centre' locations due to ease of parking, configuration and size of the unit shops etc. The study recommends developing the retail offer around specific characteristics of each destination and reducing the area of prime frontage to create greater identity around the three centres. The

overall development concept for the High Road West area is for a leisure and sports led offering, capable of accommodating new large space users and providing a new food and beverage offering linked to leisure, as well as residential uses.

### EXISTING RETAIL PROVISION

The area around White Hart Lane/High Road is designated as a local shopping centre. Policy SP10 states: "Haringey's Local Shopping Centres will continue to be supported in providing core local shopping facilities and services (such as convenience store, post office, and newsagent) for their respective local communities, largely catering for a catchment area within walking distance."

The retail around High Road West is predominantly characterised by local traders including fast food outlets and newsagents, mini-market food and general grocery stores and book makers. Sainsbury's is the most significant retailer in this location. The retail frontage is not consistent in this area as it is broken to the east by the stadium and related properties and to the west by a leisure centre, school; and on both sides of the High Road by properties in housing and employment uses. If proposals are made for major new retail spaces at High Road West a process of sequential tests and impact assessments would need to be taken. Moreover, the Retail Study does not recommend significant new retail provision off the High Road in North Tottenham but rather uplift and concentration of the existing High Road provision as a local centre.

The Retail Study recommends that a range of support measures are offered to improve the retail offer in High Road West. Support measures could include: providing mentoring to existing businesses and individuals/organisations who want to set up businesses; offering reductions or temporary suspensions of business rates; setting up a database containing a list of available retail units, which could be used to identify suitable opportunities for new businesses; implementing a strategy which identifies temporary uses for units when they are vacant; when units become vacant offering shop fit grants; and establishing a proactive management body to co-ordinate the retail offer within the local centre.

<sup>20-21</sup> Jones Lang LaSalle *Tottenham Retail Study* (October 2013)

Figure 30: Existing Local Businesses and Shop Fronts



## OPPORTUNITIES

- To enhance the viability of the existing retail uses on the High Road with comprehensive redevelopment at High Road West;
- To create new linkages to the High Road;
- To provide a new food and beverage offer linked to leisure and residential uses;
- To implement a range of support measures to improve the existing retail offer;
- To provide a range of retail units of different sizes to help create a wider retail offer; and
- To create a retail offer that supports health and well being objectives for healthy lifestyles.



## 2.10 Housing

The housing within the High Road West area is mainly confined to the Council owned Love Lane Housing Estate to the south of the site, which has 297 properties, 219 of which are secure Council tenancies and 78 of which are owned by leaseholders. There are, however, a number of privately owned and or rented flats above shops along the High Road and White Hart Lane<sup>22</sup>.

The Love Lane Housing Estate is in close proximity to the Northumberland Park Housing Estate which sits to the East of the High Road. Within this wider North Tottenham area there is an imbalance of housing tenure namely a high proportion of social housing which has been exacerbated by a number of infill sites in the area that have brought forward a high percentage of affordable housing. The majority of this provision being social rented.

Haringey's 2008 Housing Supplementary Planning Document which is used to calculate the housing mix on a development site is presently out of date and the Council proposes to amend these standards in order to help deliver housing sites that accord more closely with local housing need. Housing need, as demonstrated by the Strategic Housing Market Assessment<sup>23</sup>, shows that there is an need for all tenures across the borough – The AAP will determine in light of the need to regenerate Tottenham and emerging localised housing evidence the appropriate mix for North Tottenham.

As the aim in Tottenham is to create mixed and balanced communities, the opportunity now exists through planning policy to develop localised housing policies which facilitate a portfolio approach to site development and thereby help to redress the social housing imbalance. This approach will allow site tenure and unit sizes to be tailored to the characteristics of individual sites.

<sup>22</sup> Love Lane Estate comprises: Charles House; Ermine House; Moselle House; 2-32 Whitehall Street; Kathleen Ferrier Court; Orchard Place; Brereton Road Ermine House, 4-18 Brereton Road; 2-28 Orchard Place; and 9-39 White Hart Lane.

<sup>23</sup> North London Strategic Housing Market Assessment (SHMA), Haringey Report, 2009/10

### OPPORTUNITIES

- Develop an inspiring, well designed balanced and sustainable residential neighbourhood that is a safe and attractive place to live.
- Provide a mix of housing types and tenures to increase housing choice for people at all stages in their lives, and particularly for families.
- Provide homes to meet the needs of the residents on the Love Lane Estate – tackling over-crowding and under occupancy.
- Provide high quality, sustainable, energy efficient homes which have lower energy bills for residents, which meet the London Housing Guide Design standards.
- Provide new homes that have safe and secure access, provide new homes which have better access to both private and public open space.
- To implement Secure by Design principles to design out opportunities for antisocial behaviour and create a safer neighbourhood.

Figure 31: clockwise from top, Charles House; 2-32 Whitehall Street; Back of High Road







## 2.11 Planning Policy Context

This section details the existing planning policy context in and around the High Road West area.

The Masterplan Framework must be developed in accordance with the following adopted planning policies: to deliver targets for housing and jobs growth set out in the London Plan (2011), Revised Early Minor Alterations to the London Plan (2013), Draft Further Alterations to the London Plan (2014), Upper Lee Valley Opportunity Area Planning Framework (2013), Haringey Unitary Development Plan (2006), Haringey Local Plan Strategic Policies (2013) and draft Local Plan: Site Allocations Development Plan Document (2014).

### REGIONAL PLANNING POLICY

#### The London Plan

The Mayor of London's London Plan was adopted in July 2011. The London Plan provides the strategic framework for the development of London until 2031 and forms part of the development plan for Greater London. It integrates economic, transport, environmental and social plans for the capital. Since the publication of the London Plan in 2011 it has been updated; on 11 October 2013, the Mayor published Revised Early Minor Alterations to the London Plan. In addition, on 10 April 2014 consultation closed on Draft Further Alterations to the London Plan which seek to address key housing and employment issues emerging from analysis of census data.

Policy 2.13 identifies opportunity areas within London. These are areas where there is significant capacity to accommodate new housing, commercial and other development linked to existing or potential improvements to public transport accessibility. Tottenham is located within the Upper Lee Valley Opportunity Area. Policy 2.13 supports boroughs developing more detailed policies and proposals for opportunity areas. Proposed amendments to the supporting text to Policy 2.13 state that the Mayor expects opportunity areas to make particularly significant contributions towards meeting London's housing. In addition, the Mayor believes that the larger opportunity areas have the scope to determine their own character in terms of housing densities and that it is essential that a good quality residential environment and public realm is secured in these areas.

Annex 1 to the London Plan provides further details on the Upper Lee Valley opportunity area. This includes the level of housing provision proposed. Across the area, the Mayor believes that it is capable of accommodating a minimum of 9,000 homes (revised to 20,100 in the 2014 draft alterations). High density development is considered suitable in key growth areas and at accessible sites within and on the edges of town centres, especially in the A1010 corridor, which Tottenham High Road falls within.

The supporting text to Policy 2.4 (the 2012 Games and their Legacy) also acknowledges the role of the Upper Lee Valley Opportunity Area in capitalising on the Games. The supporting text states that

development should be focused in Stratford, the Lower Lee Valley and parts of the Upper Lee Valley Opportunity Area. It should also seek to enhance the amenities of the Lee Valley Regional Park and the Queen Elizabeth Olympic Park and to support integration with strategies and policies being developed for the London-Stansted-Cambridge-Peterborough corridor and the London Thames Gateway

#### Upper Lee Valley Opportunity Area Planning Framework

In July 2013, the Mayor adopted the Upper Lee Valley Opportunity Area Planning Framework (ULV OAPF). The OAPF sets out an overarching framework for the regeneration of the area which should be amplified where necessary by boroughs' own planning documents for specific areas. The OAPF sets out eight objectives. Objective 2 states that opportunities for development and redevelopment should be optimised along the A10/A1010 Corridor, in particular the Tottenham High Road Corridor and Northumberland Park.

The OAPF sub-divides the Mayor's targets for homes (20,100 by 2031) and jobs (15,000 by 2031) across the area. High Road West is identified as providing 1,600 potential homes and 700 potential jobs. This is within an overall vision for High Road West as a sports and leisure hub, where the area becomes a thriving new destination for north London, with a sports, entertainment and leisure offer supported by enhanced retail, workspace and residential development. The OAPF also identifies the area around Tottenham Hotspur Football Club's new stadium as a potentially suitable location for future tall buildings.

The OAPF was developed when options were still being developed by the Council for High Road West. Therefore the OAPF identifies the masterplan options as presenting various opportunities, which include:

- Increased public transport accessibility, including enhancements at White Hart Lane station, a new entrance and ticket hall and a review of bus services.
- Between 600 to 1,600 new homes with an inclusive, sustainable mix of housing tenures.
- Potential for up to 7,000m<sup>2</sup> of new employment uses to provide new commercial opportunities whilst safeguarding existing levels of employment, with potential to grow to around 700 jobs in the area.
- New community infrastructure including 460 places in a primary school, library 'Ideas Store', a crèche, community centre and sports centre.
- Up to 4,000m<sup>2</sup> of new major public space a new public realm (Station Approach) linking the new ticket hall at White Hart Lane Station to the High Road and a new community park to the north of White Hart Lane;



- Potential for up to 14,000m<sup>2</sup> of new leisure based commercial development including a 10 screen cinema, a fitness club, and bowling alley and associated restaurants and shops.

### LOCAL PLANNING POLICY

LB Haringey adopted its Local Plan Strategic Policies in March 2013. The High Road West area is identified as within the Northumberland Park ‘Area of Change’. Policy SP1 – Managing Growth, states that the Council will promote development in Areas of Change and identifies its aspirations for the area as:

- Provision of a mix of land uses including the redevelopment of the football stadium;
- Provision of appropriate residential use, including new build and renewal;
- Provision of appropriate retail and leisure uses;
- Appropriate contributions to open space, community facilities, regeneration initiatives and employment and training schemes;
- High quality, sustainable design that respects its surroundings and preserves and enhances the area’s historic environment;
- Improving community safety, including reducing opportunities for crime and anti-social behaviour.

The emerging Site Allocations DPD identifies the Goods Yard site as an existing industrial use of 1.38ha site that is suitable for employment led mixed use development including residential. This site was identified on the UDP proposals map as SSP19.

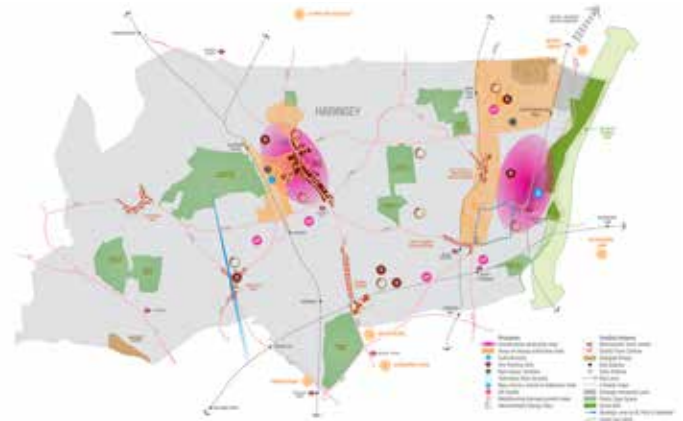


Figure 32: Key Diagram from LB Haringey Local Plan

## 2.12 Flood Risk

This section details the existing flood risk context in and around the High Road West area using information taken from the Environment Agency and Haringey Council Strategic Flood Risk Assessment (SFRA) which looks exclusively at flood risk within the Borough. A flood risk assessment will be required to support any proposals for the site.

The Preliminary Flood Risk Assessment (PFRA) commissioned for Haringey by the Greater London Authority<sup>24</sup> identifies the borough (along with the other 32 London Boroughs) as an area of significant flood risk, in accordance with the Flood Risk Regulations, 2009.

### FLUVIAL (RIVER) FLOOD RISK

The River Moselle runs through the site in a culvert along White Hart Lane and then heads south down the High Road. The presence of this water course has placed some areas of the site near to the Moselle in a 'Low Risk' Flood Zone 2, see Figure 33. In planning terms this relates to a 1 in 100 to a 1 in 1000 (1-0.1%) annual probability of flooding. This flood zone means that no 'Highly Vulnerable' development (as defined by the National Planning Policy Framework) can be constructed in this zone, this group includes basement dwellings. Residential development is allowed in these areas provided the thresholds of the buildings are above the flood levels.

This rest of the site is predominantly within Flood Zone. Whilst development in Flood Zone 1 does not require the Exception Test, Haringey's 2013 Strategic Flood Risk Assessment (SFRA) recommends that an Exception Test is applied on this site (in accordance with the NPPF and technical guide). By considering the risk during the lifetime of the proposed development and influencing the design and layout of the development sites in conjunction with the land uses proposed, Haringey's 2013 Strategic Flood Risk Assessment and the 2013 Local Plan conclude that it is feasible to mitigate flood risk on the assessed sites included within the High Road West footprint. The layout of buildings and access routes should adopt a sequential approach to development, steering buildings towards areas of lowest risk within the boundaries of the site. This will also ensure that the risk of flooding is not worsened by, for example, blocked flood flow routes. For further details on Fluvial (River), Surface Water and Reservoir Flood Risk and the associated mitigation measure associated with the High Road West site please see Haringey's 2013 SFRA in appendix.

### SURFACE WATER FLOOD RISK

There is some Low, Medium and High surface water flood risk associated within the site. This centres around White Hart Lane and the High Road due to the presence of the River Moselle beneath these roads.

The development proposals should therefore incorporate a surface water drainage strategy that helps reduce the surface water flood risk within the site. This can be achieved using Sustainable Urban Drainage Systems (SUDS) including green roofs, swales and attenuation storage.

### RESERVOIR FAILURE FLOOD RISK

Some properties along the High Road are at risk of flooding if the nearby reservoirs (the north east of the development) were to fail. These properties are on the extremities of the but appropriate investigation should be carried out at the site to ensure the building thresholds along in this area are at a level greater than the flood level.

#### OPPORTUNITIES

- Flood risks can be mitigated and residential development is allowed in the High Road West area provided the thresholds of the buildings are above the flood levels.
- Incorporating a surface water drainage strategy will help reduce the surface water flood risk within the site. This can be achieved using Sustainable Urban Drainage Systems (SUDS) including green roofs, swales and attenuation storage.

<sup>24</sup> JBA Consulting *Haringey Council Strategic Flood Risk Assessment* (March 2013)

Figure 33: **Fluvial Flood Risk Zone 2**  
Floods area based on <http://www.environment-agency.gov.uk>





- - - Study Area
- ▨ Flood Zone 2
- River Moselle

0m      50m      100m      150m      200m      250m



## 2.13 Sustainability

Sustainable development is a key driver for the High Road West area and will promote a balanced approach that delivers social and environmental benefits alongside economic growth and employment, addressing climate change mitigation and adaptation including measures to reduce energy consumption and minimise the likelihood of fuel poverty in the short and long term:

- Energy & Carbon;
- Changing Climate;
- Flood Risk;
- Water;
- Pollution;
- Waste;
- Construction;
- Biodiversity; and
- Transport.

This guidance seeks to contribute to achieving the vision in Haringey's Sustainable Community Strategy. The SPD will play a key role in the implementation of the Council's Greenest Borough Strategy (2008- 2018). The SPD also helps the Council move towards its carbon reduction targets. This includes the aspirational target for a reduction in CO<sub>2</sub> emissions in Haringey of 40% by 2020 on a 2005 baseline, as well as the targets and the development of local (decentralised) energy networks as set out in the London and Local Plans<sup>25</sup>.

Reflecting this ambition, the Council has proposed minimum targets for new developments in excess of those required by current building regulations. These targets are Code for Sustainable Homes Level 4 for domestic, and BREEAM Very Good for non-domestic developments. For an ambitious development this should be BREEAM Excellent.

In addition to more stringent development targets, LB Haringey is also developing a number of decentralised energy schemes around the borough. The potential developments include a district-wide heating scheme called the Lee Valley Heat Network (LVHN) which would utilise heat from the Edmonton incinerator to supply heat to consumers in the Upper Lee Valley. One of the potential areas investigated for connection to a district scheme is the High Road West development, the adjacent THFC stadium development and some existing buildings. A feasibility study has been undertaken by Parsons Brinkerhoff for the Council that concluded that a potentially economically viable scheme exists in the area.

A part of this wider strategy the North Tottenham Energy Study<sup>1</sup> explores the opportunity for the district heating network at High Road West linking to Tottenham Hotspur Football Club stadium and Brook House developments (and which may connect to the LVHN in the future). There are two options to undertake the connection: hydraulically isolated; or direct connection.

Should the connection be hydraulically isolated, an energy centre would be provided in High Road West area that could supply heat to the LVHN, as well as receive it. The LVHN and High Road West schemes could also be operated by different parties.

If there is a direct connection to the LVHN, there is potential for some or all of the heat raising plant as well as the thermal storage in the High Road West energy centre as to be removed. This could reduce the size of the energy centre, which could then be redeveloped for other use. The appropriate level of reliability of the supply of heat to the developments should be assessed as part of further work, considering what plant is required to be retained in the energy centre.

### OPPORTUNITIES

- To provide an energy centre within the High Road West site and link into a district heating network across the North Tottenham to help reduce carbon emissions;
- To supply affordable low carbon heat to residents and businesses;
- To create links to low carbon heat sources, such as the Edmonton Eco Park, in the surrounding area, and to plan for expansion of the DE network across North Tottenham, and possible future network interconnection, for example if a network comes forward at Tottenham Hale;
- To design sustainable low carbon buildings to improve the energy performance of homes and reduce the impact to residents from future climate change; and
- To establish a network of heat pipes provides strategic long term infrastructure to the area to enable the transition in future to even lower cost, low to zero carbon heat.

<sup>25</sup> Arup, North Tottenham Energy Study (October 2013)

Figure 34: clockwise from top, False Creek Energy Centre Vancouver, Kings Cross CHP, Edmonton Waste Eco Park (© Google)





3.0

# The Masterplan Framework





Figure 35: The Masterplan Framework Illustration



# High Road West: A New London Neighbourhood

The vision for High Road West is to create a vibrant, attractive and sustainable neighbourhood and a new sports and leisure destination for North London.



# 3.1 Masterplan Framework

At the heart of High Road West a new station square – Moselle Square – will provide a welcoming gateway to the area. The square will sit against the backdrop of the historic railway embankment, with a realigned and improved White Hart Lane Station entrance. This spacious, high quality outdoor space will be the focus of community, cultural and leisure activities – bringing together existing and new residents, visitors and businesses.

People will want to visit Moselle Square and High Road West because of its sport and leisure offer, which will build on the international sports identity established by Tottenham Hotspur Football Club and the provision of new facilities such as a cinema, fitness centre, bars and restaurants.

The High Road West neighbourhood will have a mix of new homes to ensure that current and future residents have access to homes of different type, tenure and size. The homes will be built along traditional street patterns ensuring a safe and well connected neighbourhood. New routes will improve connectivity within the High Road West site and with the wider surrounding area.

The quality of open space will be considerably enhanced. All new homes will have access to public and private outdoor space. A large, new community park – Peacock Park – will provide outdoor space for all residents including new play and recreational facilities.

Streetscape and shop front improvements on the High Road and White Hart Lane will significantly improve the quality of the main streets in the area.

New high quality community facilities will be provided in the area, such as a new library, learning and education centre, new health facilities and the new Brook House Primary School.

High Road West will be a thriving area for small business and enterprise, providing high quality workspace which will allow residents and businesses to make the most of their own opportunity and ambition.

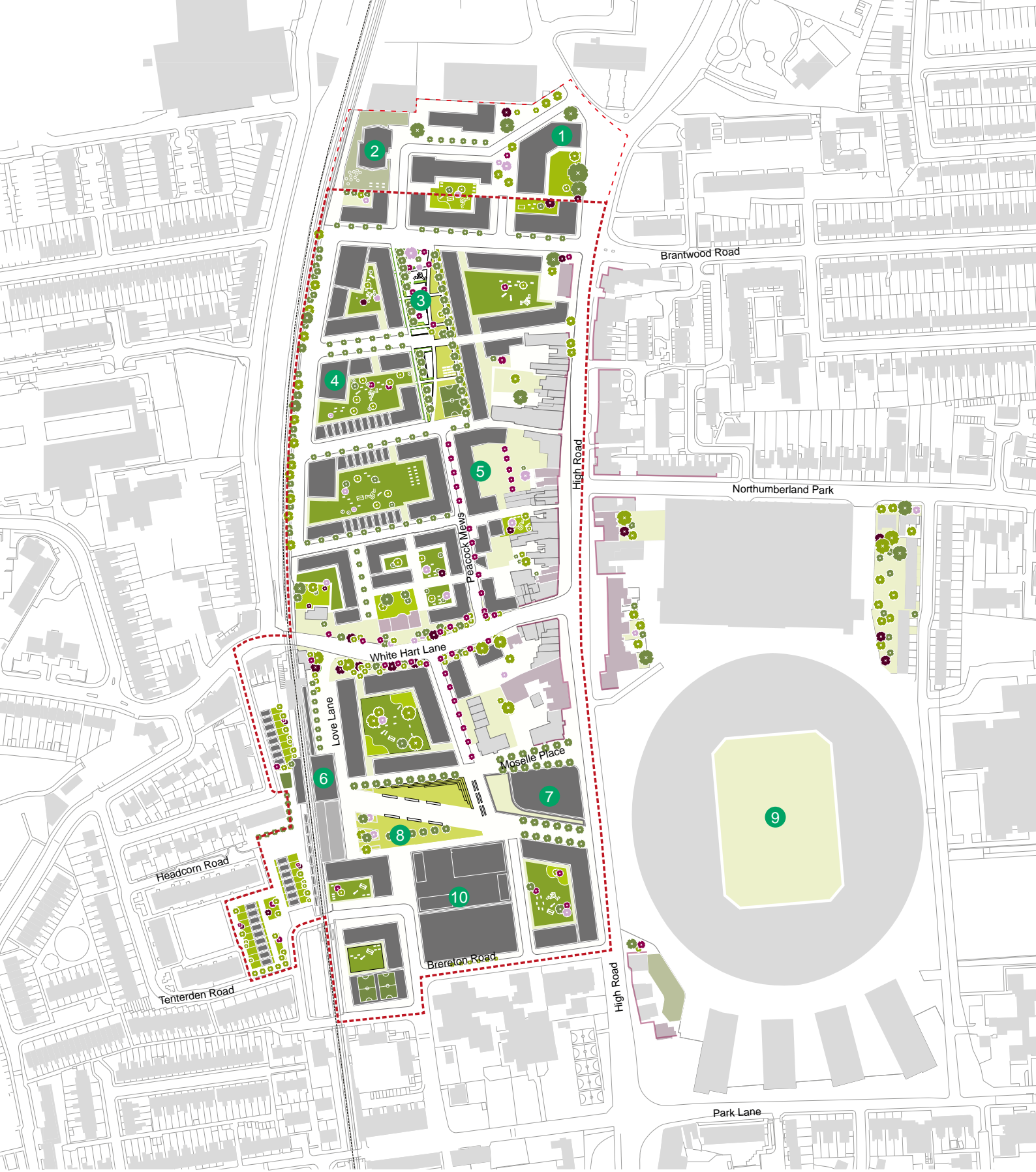
## THE VISION FOR HIGH ROAD WEST PROVIDES:

- A well-connected place creating neighbourhoods which are accessible by all forms of transport and have attractive walkable streets including new north - south and east - west links.
- A safe and welcoming neighbourhood with active street frontages and attractive open space.
- A significant increase in the provision of community facilities and the local community will have the best possible access to services, infrastructure and public transport to wider London.
- A balanced place to live and work. The Masterplan Framework provides a mix of homes of different tenures and types, maximising housing choice for residents. There will be high quality new workspaces and new job opportunities for the local community.
- A cohesive community which promotes social interaction with new public open spaces for the community to foster community cohesion and social inclusion.

- 1 Brook House Primary School
- 2 New large residential block
- 3 Peacock Gardens
- 4 New homes
- 5 New workspace
- 6 White Hart Lane Station
- 7 Learning Centre
- 8 Moselle Square
- 9 Tottenham Hotspur Football Club Stadium
- 10 Leisure

Figure 36: The Masterplan Framework Plan





Study Area

0m 50m 100m 150m 200m 250m



## 3.2 The Design Concept

The High Road West design concept creates a sequence of places that increase density and activity, whilst retaining local character and scale, linked by a new north-south route that forms the spine of the neighbourhood.

The new route links a new community and neighbourhood behind the High Road and reinforces the role of the High Road, which remains the prime retail centre for this part of North Tottenham.

The new route connects five character areas with new public spaces:

- 1 MOSELLE SQUARE** – a mixed use community and leisure destination with high density residential development centred around a new entrance to White Hart Lane station and public square – Moselle Square – linking to the High Road and new community Learning Centre. The Square will be animated by cafes, restaurants, leisure and community activities.
- 2 PEACOCK GARDENS** – medium density residential neighbourhood around a new community park – Peacock Park – at the north end of the site adjacent to residential development and a new Brook House Primary School on the former Cannon Rubber factory site.
- 3 WHITE HART LANE** – retail and mixed use development including community facilities centred around an improved public realm on White Hart Lane that creates a unique setting for the reactivated heritage buildings on it.
- 4 PEACOCK MEWS** – integrating new living and workspaces behind the High Road and White Hart Lane and integrating existing heritage assets.
- 5 THE HIGH ROAD** – the traditional high street with a range of shops and flats and a new Learning Centre opposite the new THTC Stadium.

A fine grain of workspaces, community facilities, different types of housing and open spaces have been developed behind the High Road to layer the urban experience. It promotes local neighbourhoods and creates public spaces where people will feel safe to enjoy new amenities and activities.

The geometry of the new route is driven by the existing alignment of key site buildings and features that are of historic or social importance to the area. It creates a journey between different parts of the site, woven into a sophisticated network of spaces that are able to evolve over time and create a transformation that is incremental and sensitive.

The sequence of movement between the spaces is generated by key views that connect one space to another, using the historic buildings,

street corners and public spaces as the points of transition, ensuring all places are well connected, increasing legibility and orientation in the area.

The masterplan introduces innovative building typologies that are able to successfully integrate old and new buildings and also create a clear definition between public and private spaces. The new building typologies strengthen the transition between different parts of the site, retaining and reinforcing the distinctive characteristics of the High Road, the spaces that lie behind it and the private courtyards inside the residential buildings.

### Define New Character & Typology

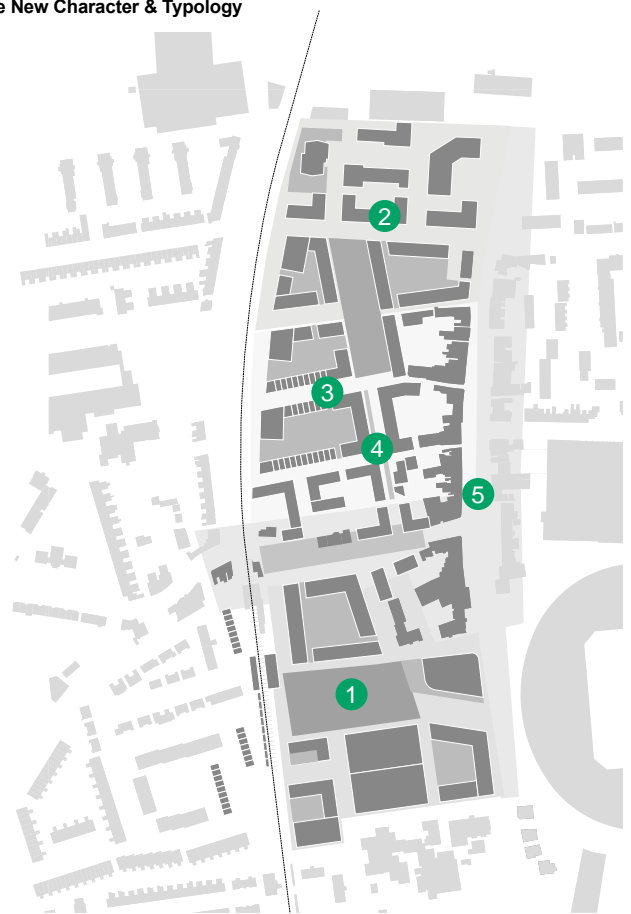
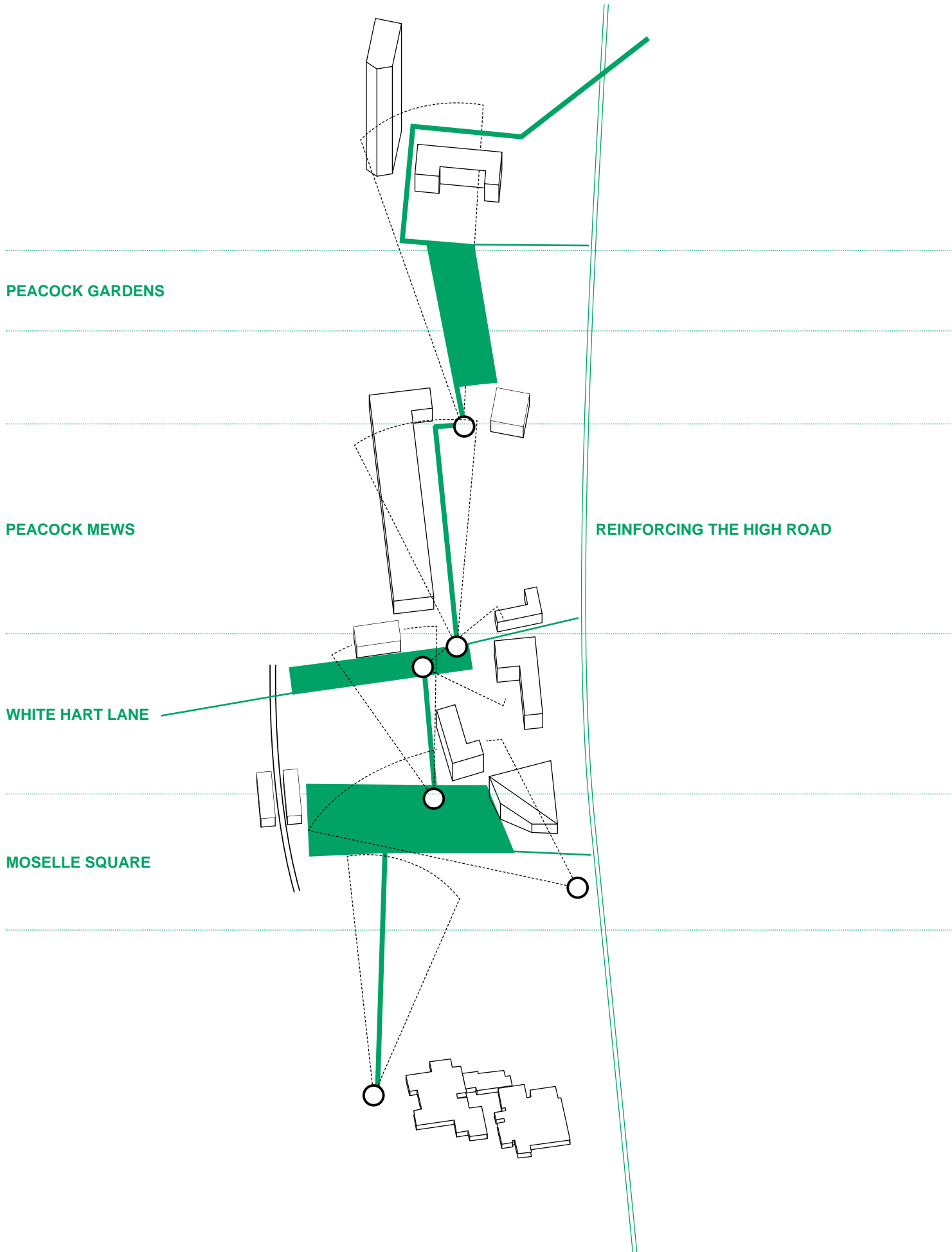


Figure 37: Concept: Views Sequence





## 3.3 Character & Urban Form

Development in High Road West will reflect the scale and character of surrounding developments. A legible street network will connect into the wider area. A range of building types will be provided that create a contemporary North London vernacular.

The approach to character and urban form is addressed throughout the Masterplan Framework. A range of issues are addressed including: movement, open space, heritage, building typology and form, views and vistas and layout.

### KEY PRINCIPLES

- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, pocket parks and other open spaces;
- Create attractive north-south links behind the High Road which connect public parks and squares, key public buildings and the station;
- Complement the scale of the proposed street layout with appropriate building heights;
- Establish clear building frontages along White Hart Lane with a high street type character integrating existing listed buildings;
- Incorporate a range of residential typologies including courtyard blocks of varying heights and terraced housing. Any tall buildings should be placed along the railway corridor to create a legible tall building spine. The buildings should use Brook House as a reference point and descend in height;
- Develop a 'behind the High Road' workspaces typology with potential to connect to High Road retail properties and provide a contemporary reinterpretation of the north London mews;
- Reflect the scale and impact of the new Tottenham Hotspur Football Club stadium on the High Road by locating larger commercial and leisure buildings opposite it to create new sports and leisure destination for North London;
- Demonstrate clear definition of fronts and back of buildings, public and private open spaces and active street frontages;
- Establish a simple palette of high quality building materials for the Masterplan that includes significant use of brick; and
- Enhance the heritage value contribution of the High Road, reinforcing its fine grain and diversity of retail offer alongside improvements High Road frontages.

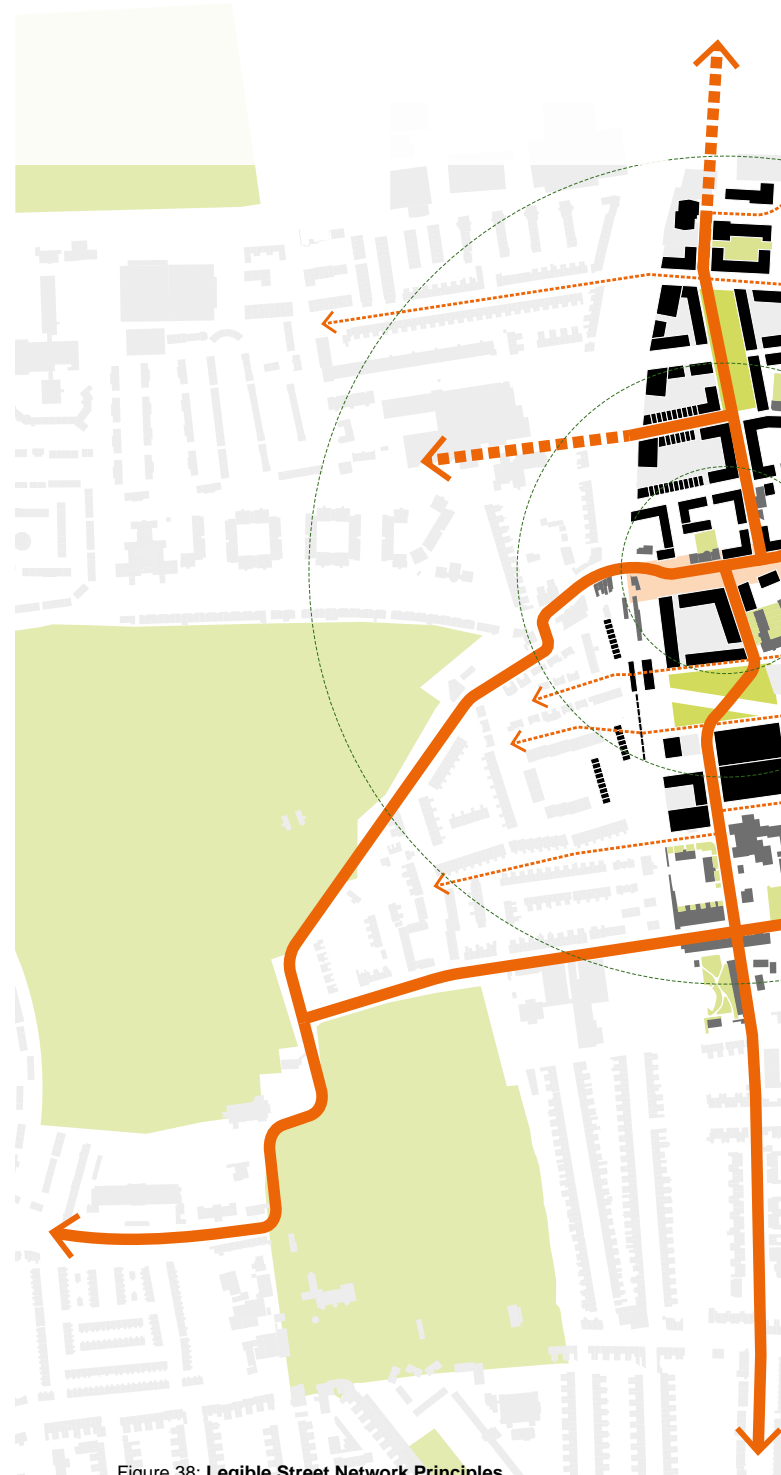
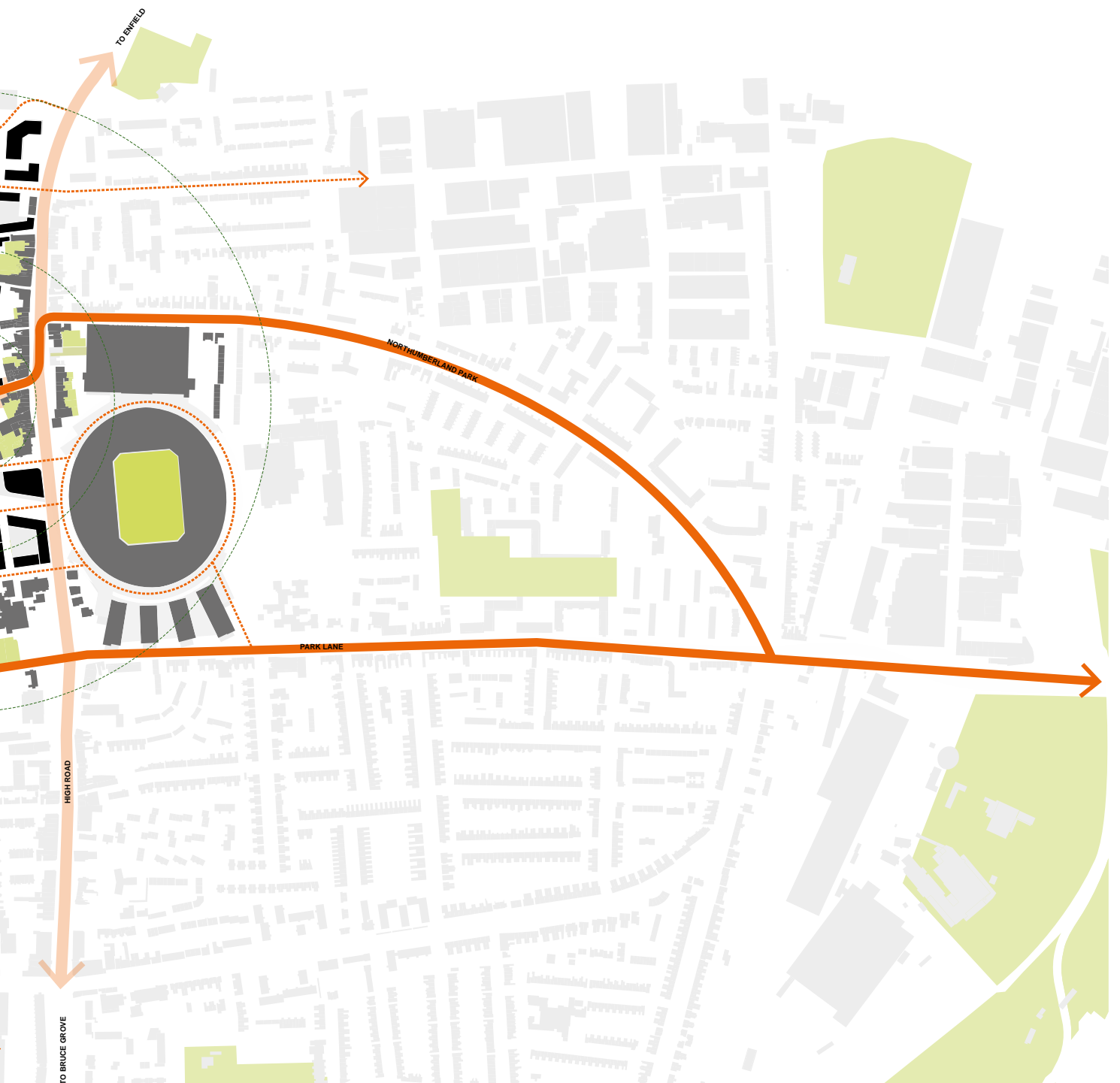


Figure 38: Legible Street Network Principles



Figure 38 illustrates how the anatomy of the design concept is underpinned by a movement framework that reinforces the High Road and White Hart Lane, creates a network of east-west streets and connects into the surrounding network of streets and open spaces.



# Character Areas and Key Open Spaces

## MOSELLE SQUARE

Moselle Square is a new mixed use area south of White Hart Lane that integrates community, leisure and commercial uses to develop the identity created by the new Tottenham Hotspur Football Club stadium on the other side of the High Road. The square itself provides a direct connection between the High Road and a new entrance and ticket hall to White Hart Lane station.

Moselle Square will be a high quality hard and soft landscaped shared surface square incorporating stepped seating that can serve as an amphitheatre for outdoor performance and a water feature - an array of jets that dance in an orchestrated sequence, with added coloured lighting at night. The square frames the views of the new stadium from the new station entrance. At the eastern end of the square a new learning centre signature building is located containing education and library facilities, access to council services and commercial spaces. This building is carefully placed to maximise views of the stadium from the west while creating a unique presence on the High Road against the silhouette of the new stadium.

The scale of the square is sustained by the activities around it. A new cinema, fitness centre and community leisure centre are located on the south side of the square. The new cinema sits on top of a

multi-storey car park with the surrounding blocks minimising the impact of its large footprint. On the north side of the square the south facing elevation is lined with ground floor commercial uses including restaurants and bars with residential apartments above. Play facilities are provided within the square creating animation throughout the day.

Homes in and around Moselle Square are provided in mixed use residential blocks organised around a secure central courtyard and located adjacent to streets and public spaces with commercial activities. The blocks have active ground floor uses such as health centres, bars and restaurants with maisonettes and apartments above. Parking is provided under a landscaped podium. Private gardens are provided at podium level for maisonettes and apartments with roof terraces and balconies at higher level. The blocks are typically six storeys with a taller storey on the north west corner.



Figure 41: Illustrative View of Moselle Square









Figure 42: Illustrative View of Peacock Park



## PEACOCK GARDENS

Peacock Gardens is a new residential mixed-use neighbourhood centred around a large new community Park, Peacock Park. The neighbourhood includes a new primary school (on the former Cannon Rubber factory site), new homes and new cafes and restaurants. The area takes its character from medium density urban courtyard and terraced blocks set around a high quality landscaped courtyard above podium parking. This optimises the level of open space provided within secure and safe environments for families and residents to enjoy, as well as off street car parking. Taller elements are integrated into these blocks to create emphasis at key gateways and on key vistas. A range of two storey family sized maisonettes and 1, 2, 3, and 4 bed apartments are provided.

A new route connects Peacock Gardens onto the High Road to the north at the junction with Brantwood Road and with White Hart Lane to the south.

The new park provides a range of outdoor play spaces as well as capacity for community projects. The park is overlooked by homes on all four sides and this level of surveillance, combined with anticipated levels of usage will help reduce issues of anti-social behaviour. Ground floor active uses such as a café are proposed on the east side of the park behind the High Road.





## WHITE HART LANE

Public realm improvements and new development on White Hart Lane create an enhanced setting for retained heritage assets and significant uplift in the shopping and café experience along the street. Existing bus services are integrated into the streetscape together with a new cycle route and hard landscaped spaces with outdoor seating and play areas. Adaptable re-use of the Grange and the Station Masters House is complemented by new buildings of an appropriate scale on the north side of the street to create new workspace and potential for a crèche or other community accessible facilities. On the south side a new residential block with ground floor retail spaces creates a new shopping parade on the approach to the new White Hart Lane station entrance.



Figure 43: Illustrative View of White Hart Lane









Figure 44: Illustrative View of Behind the High Road



## PEACOCK MEWS

Peacock Mews is the heart of new high quality workspace in High Road West. To the north of White Hart Lane the masterplan retains and enhances the fine grain of existing narrow lanes that lead to development behind the High Road. The Peacock Mews character reflects the scale of existing buildings fronting the High Road. The new buildings create a mews condition with ground floor commercial units and residential apartments above in response to existing ground floor retail uses on the High Road. The typology introduces a hard landscaped courtyard behind the existing retail units for surface parking and use by ground floor businesses. There is scope for existing buildings on the High Road to extend backwards with new additions and infill these courtyards if required.







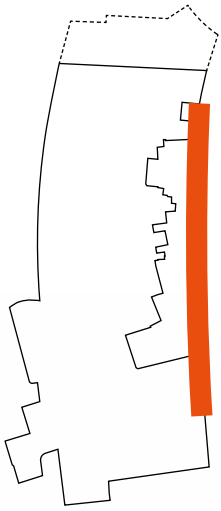
## THE HIGH ROAD

The High Road will be an attractive shopping destination for local people and visitors. With a broader mix of shops, including small independent chains and larger High Street chains and a large new Learning Centre, the High Road will offer a wider range of goods and services that will better serve the local community and attract new visitors.

The High Road will be enhanced through a programme of improvements to refurbish the existing Victorian building stock returning these shops to their Victorian glory and promoting the character of these properties. Improvements to paving, lighting and street furniture will also enhance the attractiveness and safety of the High Road.

Figure 45: Illustrative View of the High Road





## 3.4 Heritage

Retention of historic buildings in High Road West will form an important element of the public realm and define key views and vistas through the area. The historic character of the High Road streetscape will be maintained and enhanced.

### KEY PRINCIPLES

- Preserve and enhance the character of the Conservation Area as a whole;
- Demonstrate how heritage significance of the existing assets have been incorporated and reinforced including establishing their significance based on the key conservation principles by English Heritage – Evidential, Historic, Aesthetic and Communal value;
- Promote the adaptable reuse of heritage assets with appropriate future uses identifying how various individual buildings will be used, what works they will require including restoration and refurbishment works to adapt to the proposed use;
- Demolition can be considered (subject to a Conservation Appraisal\*) where the benefits of change and sympathetic new development can enhance the overall viability of wider development as well as, crucially, support the viability and attractiveness for investment into the future of other heritage buildings in the area;
- The impact of the loss of heritage assets on the wider conservation area and the positive contribution to the appearance and setting of retained heritage assets should be demonstrated.

Figure 39 demonstrates an approach to heritage assets for the Masterplan Framework showing the proposed retention of all of the Listed buildings and the majority of locally listed buildings in the study area, as well as those properties that could be demolished. The objectives for assessing the options were:

- ‘Place changing’ – provide a new, high quality, active public space flanked by community, commercial and leisure buildings to support the creation of a new welcoming distinctive place in London;
- Enhance the relationship and pedestrian connectivity between a new White Hart Lane Station entrance, the public square, new commercial leisure development and the new Stadium – making it easier and safer to use on event and non-event days for both local people and visitors;
- Provide a strong relationship to and reinvigorate and reactivate the High Road as a key first phase of major new mixed use development;
- Ensure a new library (with enhanced facilities) can open before the existing one closes;

- Provide new public realm to enhance the openness and character of the Conservation Area;
- Seek to minimise disruption to existing business and residential occupiers whilst also achieving the key ‘place changing’ objective.

The proposed approach in the Masterplan Framework introduces a new Learning Centre and commercial development with residential above it onto the High Road between Moselle Street and Brereton Road. This results in the demolition of ten locally listed buildings on the High Road and associated disruption to existing businesses and residential occupiers. It creates a necessary break in the High Road corridor by placing a contemporary new building - the Learning Centre - as a bridge between old and new. This is a key component of the masterplan concept in terms of attracting commercial occupiers to Moselle Square in a first ‘place making’ phase and, crucially, linking the commercial space at Moselle Square with the new Stadium on the opposite side of the High Road, again to maximise the attractiveness of Moselle Square to commercial occupiers and ensure that the new Learning Centre is centrally located and accessible to all.

The approach results in:

- No loss of statutorily listed buildings.
- Demolition of Kathleen Ferrier Court and Coombes Croft Library. The library functions will be re-provided in a new Learning Centre.
- New Learning Centre on the High Road and Moselle Square.
- Demolition of 731-741 High Road and 743-759 High Road and including 10 locally listed buildings. These Victorian properties contribute to the character of the High Road frontage as a whole but are of poor appearance and quality with modern additions at street level.
- Retention of over 50% of existing High Road frontage within the site boundary.
- Creation of a gateway on the High Road to the new public square and strategic link to the new White Hart Lane station entrance.
- New buildings on the High Road reflect the scale and architecture of new stadium development opposite enhancing the urban grain on this section of the High Road with a new Stadium.
- Increased retail and commercial space supports the ambition to create a destination
- Retains the relatively new social housing on corner of Moselle Street and provides additional housing above commercial development.
- Comprehensive redevelopment facilitates phasing and delivery of

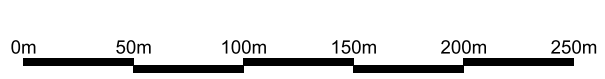
\* A conservation impact assessment has not been undertaken at this stage. This will be undertaken as part of any potential Planning Application.

Figure 39: Retained Heritage Buildings





- - - Study Area
- - - Conservation Area Boundary
- Listed Building
- Locally Listed Building
- Demolished locally Listed Building



## 3.5 Open Space

Public open space in High Road West will be doubled with a significant increase in the quality of public and private spaces. A new Moselle Square and community park will be delivered alongside secure shared courtyards and private gardens.

### KEY PRINCIPLES

- Provision of a new public square located south of White Hart Lane as a focus for new leisure and community buildings;
- A high quality pedestrian route connecting the new White Hart Lane station entrance and the High Road;
- Provision of a new high quality public realm around the new station entrance and railway arches;
- Public realm improvements on White Hart Lane to create a heritage setting for existing Listed and locally listed buildings;
- A new community park north of White Hart Lane which includes safe child play areas and sport uses (tennis courts, etc.);
- Integration of child play areas within shared private courtyard blocks where possible;
- Provision of allotments in roof top gardens and in the community park;
- A clear network of streets and spaces creating a new north-south route within the area;
- Strengthen pedestrian links to open space outside of the masterplan area (e.g the Lee Valley Regional Park, Bruce Castle);
- Enhancing biodiversity and incorporate living roofs and walls; and
- Promote health and wellbeing through access to high quality open spaces and natural environments for all users.

### OPEN SPACE PROVISION

The Masterplan Framework provides of 39,400m<sup>2</sup> open space in total, compared to 21,000m<sup>2</sup> of (poor quality) open space currently. This achieves an overall increase of 80% open space in the area. A breakdown of the proposed provision is provided in Appendix C. The level of open space provision proposed in the Masterplan Framework, whilst significantly increasing the amount of open space, does not meet the amount required by the current Open Space SPD standards. However, in the context of wider open space assets and with a focus

on high quality spaces and effective management strategies the proposed provision is considered appropriate. This will need to be explored in detail in any future planning application for the site.

Figure 40 illustrates how these principles are delivered in the Masterplan Framework. The key public spaces below are described in detail overleaf and outlined below:

- **Moselle Square:** a new public square between White Hart Lane station and the High Road with a combination of hard and soft landscaped spaces creating an attractive environment suited for community activities and for spectator movement on match days;
- **Peacock Park:** a new community park at the heart of the community living in northern High Road West. The new community park will include, tennis courts, five-a-side football pitches, an outdoor gym and children's play areas ensuring the area is active during weekdays and weekends alike
- **White Hart Lane:** the historic route of White Hart Lane will be enhanced with significant public realm improvement that create an attractive setting for existing heritage buildings. New spaces for play, cafes and shop fronts will be created with a new water feature.
- **Peacock Mews:** Peacock Mews develops the fine grain behind the High Road with new workspaces and residential lanes and mews;
- **High Road:** the High Road will play a major role in the wider regeneration in the area. It will be transformed through the renovation of existing building frontages and the introduction of high quality paving, street furniture and lighting.

### PRIVATE GARDENS

New residential courtyard blocks contain individual private gardens for ground floor properties and shared communal courtyards with children's playing facilities for apartments and maisonettes above. Terraced houses should have private rear gardens. Private gardens and courtyards are illustrated in Section 4.

Figure 40: Proposed Open Space Network





- - - Study Area
- Peacock Park
- Public Realm Improvements
- Moselle Square
- Semi Private Courtyards
- Potential for Rooftop Gardens
- Behind the High Road
- The High Road



## 3.6 Transport & Movement

A clear hierarchy of streets and routes will be identified in High Road West. High Road West will continue to be well served by public transport and improvements can increase levels of public transport accessibility and may support higher residential development densities.

### KEY PRINCIPLES

- Create a legible network of east-west streets that connect into the surrounding area, existing lanes off the High Road, pocket parks and other open spaces;
- Create attractive north-south links behind the High Road which connect public parks and squares, key public buildings and the station;
- Preserve opportunities for connections to the west over the railway line in the future;
- Integrate and improve accessibility to bus services through high quality public realm schemes on White Hart Lane and the High Road;
- Locate more intensive land uses in close proximity to public transport nodes;
- Integrate traffic calming measures including changes in road width, on street parking and changes in the route alignment;
- Improve and enhance the access to White Hart Lane station;
- Integrate the station entrance into an active public realm scheme to improve security, safety and the quality of the experience of arriving or leaving by rail;
- Seek enhancements to public transport services to meet the travel needs of High Road West; and
- Integrate cycle lanes and parking that connect into wider routes.

Figure 46 illustrates how these principles are delivered in the Masterplan Framework.

The framework integrates the relocation of White Hart Lane station entrance to optimise the day-to-day, four car operational efficiency and at the same time cater for the loading of eight car trains on match days, which will assist with crowd dispersal. The proposals address issues of platform accessibility and the quality of the environment around the station. The station entrance will provide ticketing facilities, as well as fully accessible links to both north and south bound platforms, using the existing railway arches to cross under the railway line. The

concept design for the station proposes a lightweight glass structure that sits against the existing brick arches. The new station entrance and ticket hall are also part of programme of refurbishment for the railway arches to provide commercial premises for a variety of uses such as cafes, gyms and small businesses.

The station location maintains its proximity to White Hart Lane to support existing uses and activity and provide an interchange with existing bus stops. A new pedestrian priority route links the station entrance to White Hart Lane and is lined by retail and commercial uses in railway arches and new development.

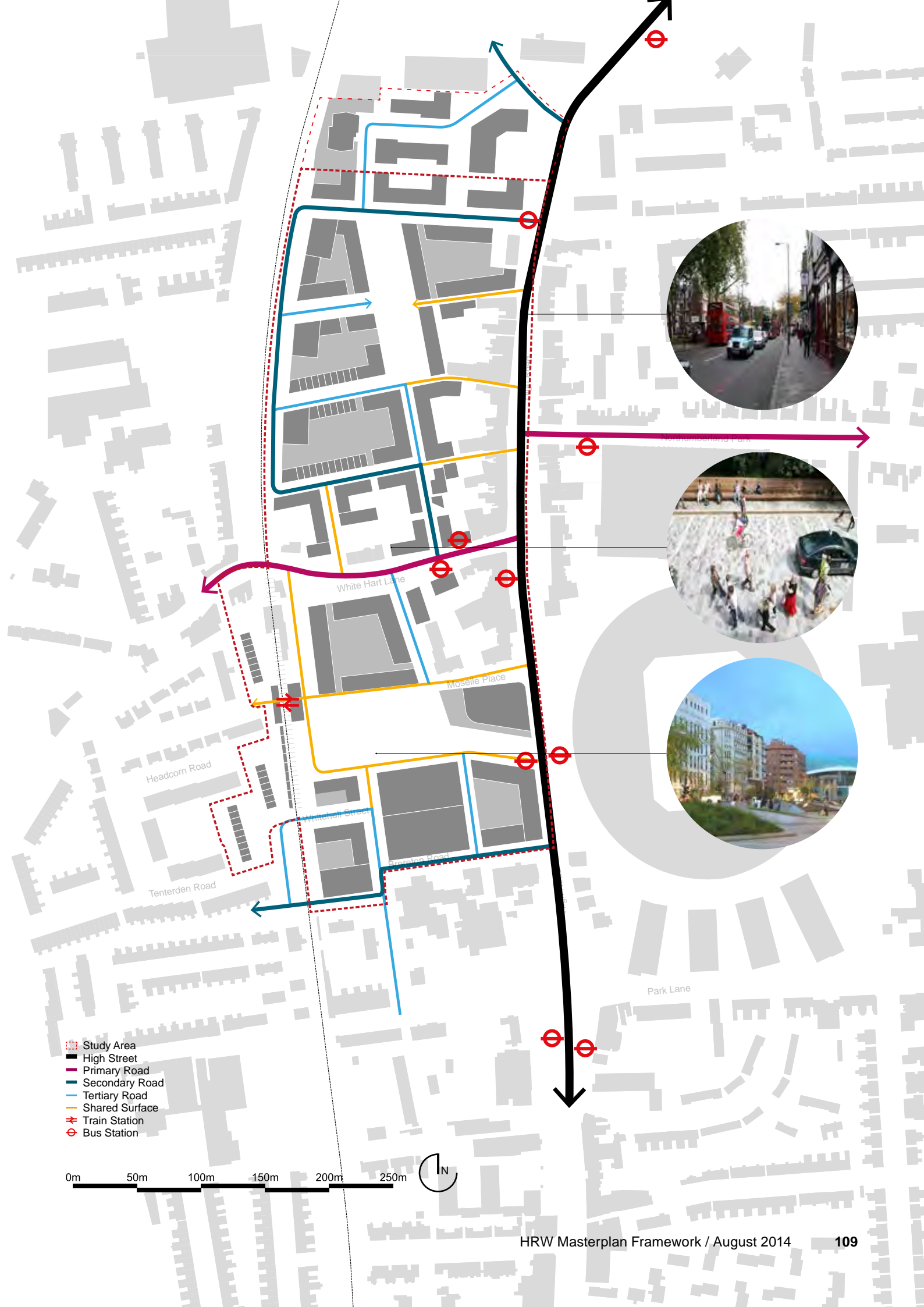
A new approach from Love Lane to the High Road through Moselle Square to simplify the journey from station to stadium and channel football match day visitors along a direct route to both of the new stadium podium western entrances. The route has a high level of activity and active frontages on it, taking visitors away from residential front doors and linking to existing bus stops on the High Road.

The movement network is organised around a legible street network:

- Tottenham High Road (the A1010) provides the only north-south route movement corridor through the area for private and public transport and as a major pedestrian corridor;
- Primary east-west movement routes through the area include a new link across the railway line at the Sainsbury's site – this is likely to be pedestrian only; White Hart Lane, Brantwood Road, Northumberland Park, Church Road;
- To the west of the High Road a secondary north south route is provided by the reconnection of the constituent parts of Love Lane adjacent to the railway lines;
- Tertiary streets connect local neighbourhoods and provide access to properties. They form a regularly space grid to create a permeable network for local pedestrian and vehicular movement, including servicing;
- Moselle Square is a shared surface street with pedestrian priority. Vehicular movement will be restricted to local access and servicing;
- The Lanes off the High Road will also be shared surface streets for local access and servicing but of a very different character because they are so narrow.

Figure 46: Proposed Movement Network





- Study Area
- High Street
- Primary Road
- Secondary Road
- Tertiary Road
- Shared Surface
- + Train Station
- o Bus Station

0m    50m    100m    150m    200m    250m



## 3.7 Land Use

High Road West will be a balanced community that matches the aspiration to create a mixed use development with a new leisure destination alongside a range of residential unit types and tenures. Employment uses will complement surrounding residential uses and include retail, leisure and workspace development. The location of retail uses will reinforce the High Road as the prime retail frontage.

### KEY PRINCIPLES

- Commercial leisure development between the new station entrance and the High Road, with active ground floor uses onto the new public square including food and beverage uses and integrated residential development above where appropriate;
- Retail uses reinforcing the role of the High Road and designated prime retail frontage;
- Activation of the railway arches with workspace, retail and food and beverage uses;
- Creation of workspace behind the High Road, with mews and courtyard type development that allows for integration with High Road properties;
- Location of new community 'Ideas Store' on the High Road and new Moselle Square; and
- Residential development focused north of White Hart Lane.

Figure 47 illustrates how these principles are delivered in the Masterplan Framework. The aspiration to deliver a mixed use neighbourhood, as set out in the character area definitions, is delivered through predominantly commercial and leisure uses around Moselle Square and a new residential neighbourhood north of White Hart Lane set around a new park with appropriate new workspace uses integrated behind the High Road. Community facilities are located on the High Road and around Moselle Square.

Table 3.7.1 sets out the land use schedule for the illustrative masterplan shown in Figure 48. Details of the provision of social infrastructure in this land use mix is provided in the following section.

Table 3.7.1: Masterplan Framework land use schedule

Use	GFA (m <sup>2</sup> ) indicative	Breakdown
Residential	117,940	Around 1,200 units
Retail	2,130	
F&B	2,690	
Health Centre	660	
Learning Centre	4,300	Including library, ideas store, enterprise workspaces and community centre
Creche	300	
Sports Centre	850	
Bowling Alley	2,500	Or alternative leisure use/ commercial space
Cinema	4,420	
Workspace	4,353	
Fitness Club	1,300	
Multi-Storey Parking	10,000	

Figure 47: Proposed Land Use





- Study Area
- Work with Residential above
- Cinema
- Retail with residential above
- Community
- Learning Centre
- F&B with Residential above
- Residential
- Health Centre with Residential above
- Fitness Centre with Residential above
- Sports with Residential above

0m    50m    100m    150m    200m    250m



## 3.8 Homes

The masterplan will provide a range of housing typologies to meet the needs of the community and create high quality residential neighbourhood with a distinct and coherent identity<sup>26</sup>.

Development will address the challenge of the Mayor's London Housing Design Guide to create a new London vernacular, appropriate to this area of North London.

The Masterplan Framework provides a range of housing typologies to extend the current offer and ensure that housing meets the need of the current and future community.

The Masterplan Framework delivers a minimum of 1,200 units and a net residential density of 235 dwellings per hectare and 770 habitable rooms per hectare<sup>28</sup>.

Unit numbers are defined as a net increase from the existing situation i.e. they exclude the Brook House development currently under construction and any existing residential properties retained such as those above retail units on the High Road but include the re-provision of existing social housing within the site boundary.

LB Haringey Housing SPD<sup>29</sup> is due to be updated. Future housing mix at High Road West will be policy compliant. The eventual housing mix is likely to be influenced by the outcome of the emerging Area Action Plan for Tottenham in terms of a broader view across the whole of Northumberland Park.

### KEY PRINCIPLES

- Provide for a mix of housing sizes, types and tenures;
- Re-provide all social rented homes for all affected Council tenants;
- Achieve appropriate residential densities corresponding to guidelines set out by the Mayor in relation to public transport accessibility levels. This is currently up to 700 habitable rooms per hectare or equivalent, to meet the upper target of the London Plan density guidelines for urban sites with a PTAL level of 4 to 6<sup>27</sup>;
- Support family life, both in the flexibility and adaptability of homes and in the provision, in greater quantities, of larger homes;
- Build new homes along traditional street patterns and sit within and attractive public realm network which will provide better opportunities for access to open and green space;
- Create a consistent architectural expression and widespread use of high-quality materials;
- As a minimum meet the London Housing Design Guide minimum space standards and guidance on the size and layout of different rooms, including minimum sizes for storage and private outdoor space;
- Follow LHDG design guidance for privacy, dual aspect dwellings, noise, floor-to-ceiling heights, daylight and sunlight;
- Implement the LHDG guidance on climate change mitigation and adaptation including meeting Code for Sustainable Homes standards, water, energy, ecology and material guidance; and
- All new homes should have access to high quality private open space either as gardens, balconies or shared courtyards.
- To implement Secure by Design principles to design out opportunities for anti social behaviour and create a safer neighbourhood

<sup>26</sup> This address the challenge of the Mayor's London Housing Design Guide to create a new London vernacular, Greater London Authority *London Housing Design Guide Interim Edition* p.6 (August 2010).

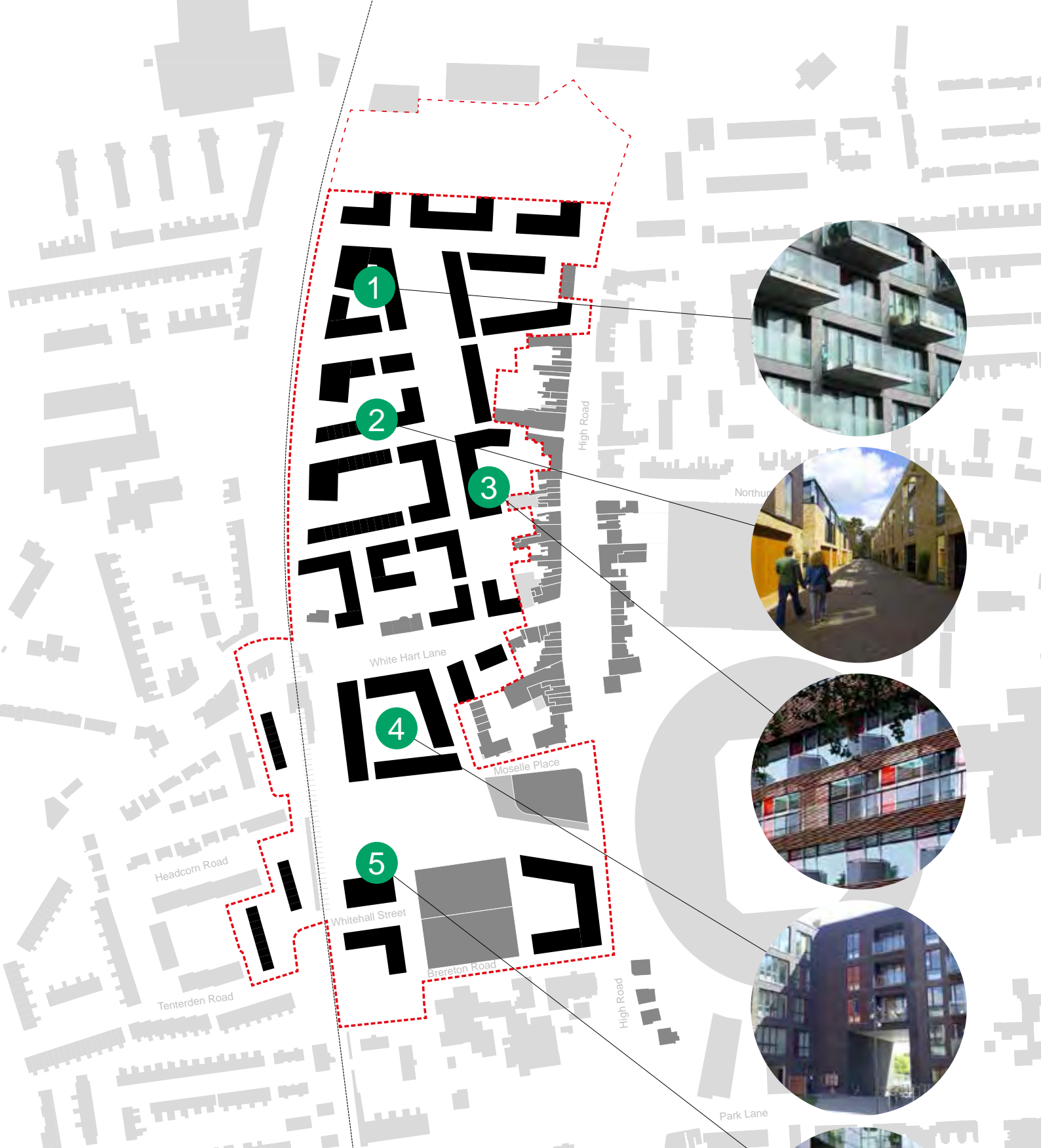
<sup>27</sup> Mayor of London *Draft Further Alterations to the London Plan, Table 3.1* (January 2014)

<sup>28</sup> Average unit size 80m<sup>2</sup>, for full breakdown by units type see Table 4.1.1 in Mayor of London *Interim Housing Design Guide* (August 2010). The net residential density on the site area is calculated by calculating non-residential development as a percentage of the total gross floor area and reducing the net site area accordingly based on guidance set out in the *Mayor's Housing Density Study* (October 2012) and Paragraph 3.31 of the *London Plan*.

<sup>29</sup> LB Haringey *Housing SPD* (2006)

Figure 48: Proposed Housing Distribution





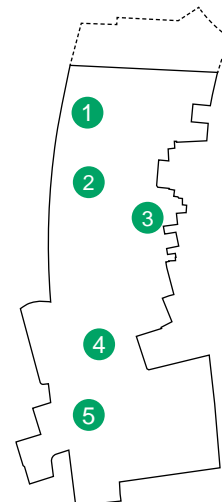
- 1 Urban Courtyard
- 2 Terraced Blocks
- 3 Behind the High Street
- 4 Mixed Courtyard
- 5 Living around the Square

Area used for housing calculations

0m 50m 100m 150m 200m 250m

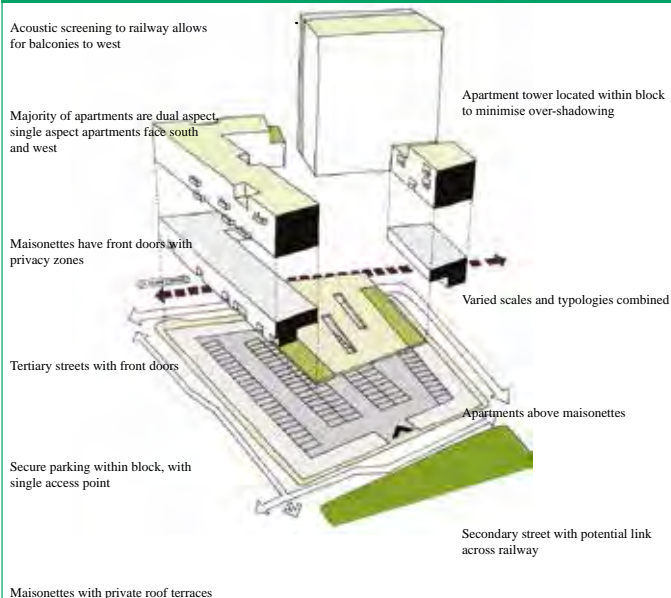


Five typologies have been developed that characterise the housing offer, further details of which are provided in Section 4:



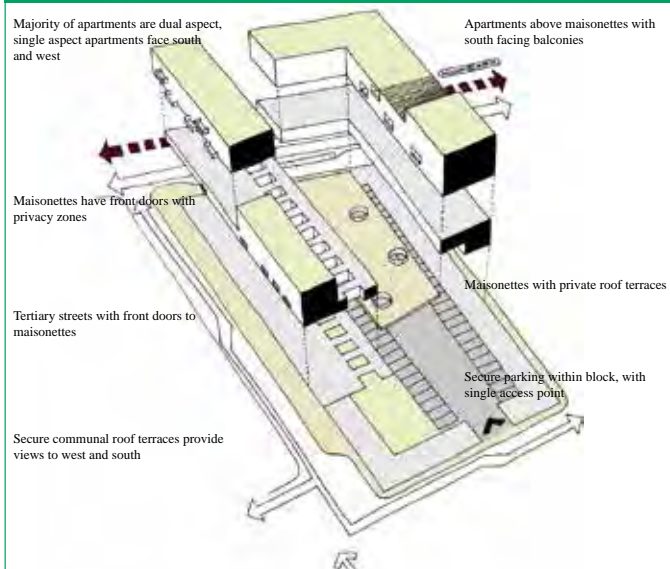
## 1 URBAN COURTYARDS

Urban Courtyards are entirely residential blocks set around a high quality landscaped podium courtyard above car parking. Taller elements are integrated into these blocks to create emphasis at key gateways and on key vistas. A range of two storey family sized maisonettes and 2, 3, and 4 bed apartments can be provided.



## 2 TERRACED BLOCKS

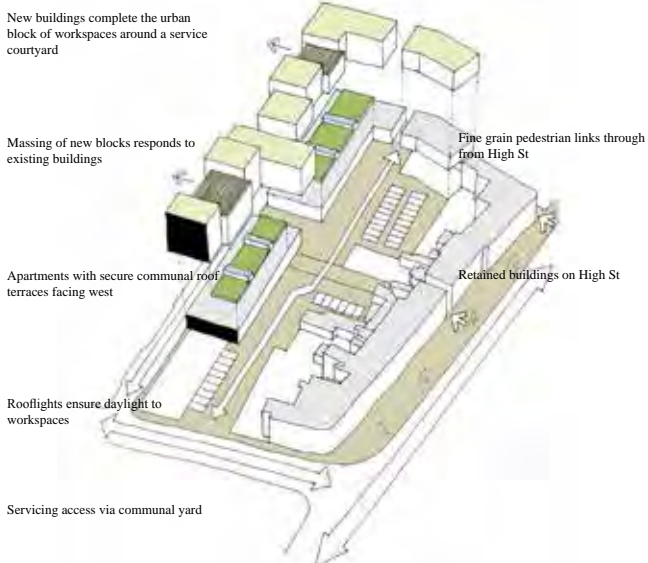
Terraced Blocks are entirely residential blocks that incorporate terraced family housing into a courtyard block to provide a range of residential units from 4 bed family homes to 2, 3 and 4 bed apartments and maisonettes. The blocks are organised around a central podium courtyard above car parking. Terraced houses have individual courtyard gardens and roof terraces. Maisonettes also have private gardens at podium level.





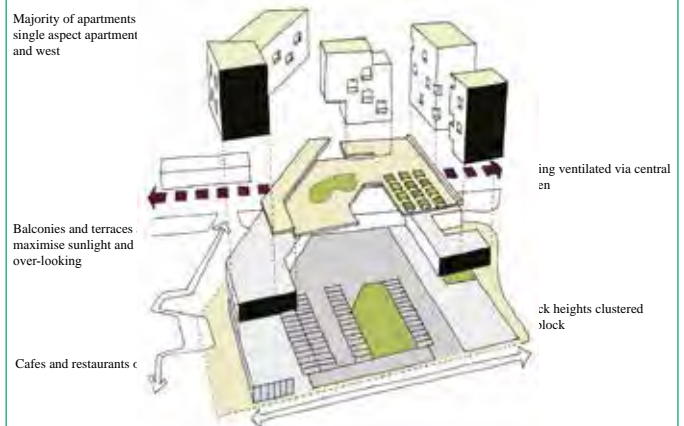
### 3 BEHIND THE HIGH ROAD

Behind the High Road blocks the scale of existing buildings fronting the High Road. This typology creates a mews condition with ground floor commercial units and residential apartments above in response to existing ground floor retail uses on the High Road. The typology introduces a hard landscaped courtyard behind the existing retail units for surface parking and use by ground floor businesses. There is scope for existing buildings to extend backwards with new additions and infill these courtyards if required.



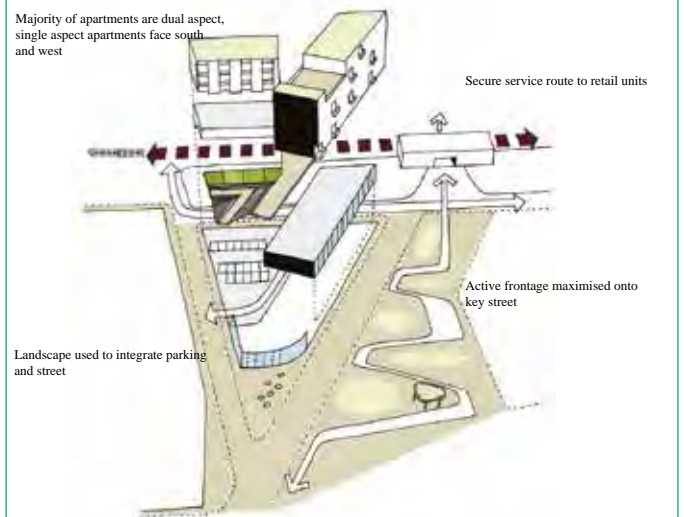
### 4 MIXED COURTYARDS

Mixed Courtyards are mixed use residential blocks located adjacent to streets and public spaces with a more commercial nature. They will have active ground floor uses such as health centres bars and restaurants with maisonettes and apartments above. Parking is provided under a landscaped podium.



### 5 LIVING ON THE SQUARE

Living on the Square blocks provide a range of urban apartments above the leisure and commercial uses around Moselle Square and the High Road. These are predominantly 1 and 2 bed apartments reflecting their vibrant and lively location.



## 3.9 Parking

Safe and secured parking will be provided to agreed standards within a strategy that promotes walkable, liveable neighbourhoods.

### KEY PRINCIPLES

- Provide residential parking within 100m of the front door of all residential properties either as on plot when integrated within the building envelope, on street or in ground floor podium car parks within courtyard blocks;
- Podium parking will be well lit, safe and secure with clear routes to exit points;
- On street parking will be integrated into the hard landscaped streetscape as part of traffic calming measures;
- Large areas of surface parking are not acceptable;
- A multi-storey car park is required to meet the demands of the commercial and leisure uses. Locate the car park so that it minimises the negative impact on surrounding development and minimises the visual impact on the streetscape and public realm;
- Plots with podium parking are concentrated predominantly along the western edge of the site where most of the residential mass is located; and
- Improve local cycling infrastructure network in the area through the integration of safe cycle lanes and wayfinding

Figure 49 illustrates how these principles are delivered in the Masterplan Framework to meet the provision set out in Table 3.9.1.

Initial discussion with TfL have suggested that because of capacity constraints the Tottenham Area Action Plan will need to have a more finessed provision for car parking standards than the range of maximum parking standards set out in the London Plan subject to:

- The public transport accessibility (PTAL) of the site;
- Existing parking pressures;
- The scale and nature of the development; and
- Accessibility to local amenities, and the needs of the future occupants of the developments in considering whether the level of car parking in proposed developments is appropriate and justified.

The Council's car parking standards are maximum standards for this area of the Borough. It is considered a PTAL rating of 4 provides a good level of public transport provision and can support more

restrictive car parking provision. Car parking provision is likely to be influenced and reduced by the findings of the Area Action Plan.

Current parking standards in Haringey The proposed parking requirements have been calculated as follows, based on best practice in surrounding Boroughs:

Table 3.9.1: Proposed car parking standards

Use	GFA (m <sup>2</sup> ) / units	Parking Rate	No. Spaces	
Residential 1 bed	375	0.25 space / unit	94	
Residential 2 bed	345	0.25 space / unit	86	
Residential 3 bed	285	0.5 spaces / unit	143	
Residential 4 bed	195	0.5 spaces / unit	98	
Retail	1,210	1 space / 45m <sup>2</sup>	27	
F&B	3,550	1 space / 20m <sup>2</sup>	178	
Health Centre	850	Nil	10	Provisional Allowance
Learning Centre	2,070	Nil	10	Provisional Allowance
Bowling Alley	1,400	Through TA	20	Provisional Allowance
Cinema	4,335	Through TA	50	Provisional Allowance
Community Sports	850	Through TA	20	Provisional Allowance
Community Centre	560	Nil	10	Provisional Allowance
Creche	180	Nil	10	Provisional Allowance
Workspace	7,240	1 space / 1,000m <sup>2</sup>	8	
Fitness Club	3,670	Through TA	10	Provisional Allowance
<b>TOTAL REQUIRED SPACES</b>			<b>673</b>	

### CYCLE PARKING STANDARDS

The Council will seek cycle parking provision in line with the latest standards as shown in the Further Alterations to the London Plan (January 2014).

Figure 49: Proposed Parking Distribution





Northumberland



- ⋯ Study Area
- ▭ On Street Parking
- ▭ Podium Parking
- ▭ Multi Storey Car Park
- ▶ Access

0m 50m 100m 150m 200m 250m



## 3.10 Community Benefits & Social Infrastructure

Social infrastructure in High Road West will meet existing and future community needs to create a neighbourhood with excellent access to community facilities in buildings of exceptional design quality that promote an integrated community and opportunities for all.

### KEY PRINCIPLES

- Provide appropriate levels of social infrastructure in line with phased delivery of development;
- Create a community hub with learning and enterprise functions in a visible and accessible location with a range of facilities to attract all members of the community;
- Create community and leisure facilities for people of all ages;
- Improve access to services; and
- Provide access to open space, play space and sports facilities, outdoor gyms and community spaces for events and activities to contribute to lifestyles that promote health and wellbeing.

The Masterplan Framework provides excellent access to community facilities in buildings of exceptional quality. This includes a new community Learning Centre which will rehouse the existing Whitehall and Tenderton community hall, library, cafes, enterprise workspace. A new health facility is proposed in the area to enhance and improve existing GP facilities and a new crèche is proposed in the Grange on White Hart Lane. The new Brook House Primary School will open on the former Cannon Rubber factory site in September 2015 (it is currently operating in temporary premises at Tottenham Green).

Table 3.10.1 sets out the community facility requirements provided in the Masterplan Framework and how they meet required provision.

Table 3.10.1

Facility	Size (GIA m <sup>2</sup> )	Location
Temporary Community Facilities	300	Integrated into LBH building the Grange, 32- 34a White Hart Lane which currently is in part use for Haringey Home Services
Primary Education	-	Assumed some provision is made in Brook House primary school scheme to north of site and in other future off site provision.
Secondary Education	-	Assumed provision is made in University Technical College above new Sainsbury's, existing Northumberland Park Community School and other off site provision in the future.
Health	660	Re-provision and additional GP facilities provided in a new purpose built facility on the High Road with integrated pharmacy.
Community 'Ideas Store'	4,300, of which 1,800 library, 400 community centre, 1,000 enterprise /work, 200 café and social, 300 crèche, 600 support and admin	Located between the new public square and the High Road opposite White Hart Lane station and the new THFC stadium.
Community Sports Hall	720	Located above bowling alley

Figure 50: Proposed Community Infrastructure Distribution





- Study Area
- Temporary Community Facilities
- Learning Centre
- Primary School
- Secondary School
- Health Centre
- Community Sports

0m      50m      100m      150m      200m      250m



## 3.11 Employment

New work and retail space will encourage new business and enterprise and will allow for the relocation of some existing businesses into new purpose built retail units and workspaces. New jobs will be created by the leisure, food and beverage, retail and sports facilities with a net increase in jobs.

### KEY PRINCIPLES

- Phased provision of improved workspaces around the Peacock Industrial Estate to allow appropriate businesses to expand and evolve and for new enterprise to come into the area;
- A workspace typology that provides opportunities to link workspaces behind the High Road with retail units;
- Locate B1b and B1c uses under residential uses and move some of the more traditional B2 employment uses to the existing industrial employment areas;
- Create a net increase in jobs and business opportunities in the area through an increase in commercial space and provision of a range of workspaces; and
- Provide a range of retail and commercial units to encourage a greater mix and wider retail offer.

Figure 51 and Table 3.11.1 below demonstrates how these principles can be achieved in the Masterplan Framework through the provision of a range of workspaces and land uses that generate around 440 jobs. This is a net increase of 20% in jobs in the area. It includes some B1a type workspace in the Learning Centre for new business start-ups and four times as much B1c light industrial uses behind the High Road with uses that are suitable for integration in a residential area.

Description	Use Class	GFA (m <sup>2</sup> )	NIA (m <sup>2</sup> )*	HCA Employment Density	FTE (jobs)	%	Assumptions
Retail	A1	2,130	1,811	28	65	15	HCA density reduced by 25% to reflect location off the High Road
F&B	A3	2,690	2,287	30	76	17	Uses lower end of HCA scale
Health Centre	D1	1,000	850	36	24	4	
Learning Centre	D1	3,300	2,805	90	31	7	Uses density similar to cinema assuming large areas of public use
	B1a	1,000	850	12	71	16	Enterprise business startups included in the Learning Centre
Community Centre	D1	included in Learning Centre D1 provision				-	
Creche	D1	300	255	36	7	2	
Bowling Alley / Equivalent	D2	2,150	1,828	70	26	6	
Cinema	D2	4,420	3,757	90	42	9	
Community Sports	D2	850	2,168	65	11	3	
Work	B1b/c	4,355	3,702	47	79	18	Uses B1c light industry uses
Fitness Club	D2	800	680	65	10	4	
<b>TOTALS</b>		<b>22,995</b>			<b>442</b>		

\*Assumes ratio of 0.85 gross to net for all uses

Figure 51: Proposed Employment Distribution





--- Area used for employment calculations

- Workspace
- Cinema
- Retail
- Leisure
- Learning Centre
- Food and Beverage
- Health Centre
- Fitness Centre
- Sports Centre

0m    50m    100m    150m    200m    250m



## 3.12 Massing

Building massing will respond to the context of the heritage assets on the High Road and White Hart Lane, the scale and shape of the proposed Tottenham Hotspur Football Club Stadium and existing taller buildings in the vicinity.

### KEY PRINCIPLES

- Tall buildings will only be considered in parts of the masterplan area where the existing character would not be affected adversely by the scale, mass or bulk of a tall building;
- Taller buildings placed towards the railway line, away from the High Road. This creates an edge to the development and builds on the character established by the tower at Brook House;
- Building massing falling towards White Hart Lane to create an appropriate heritage setting for statutorily listed and locally listed assets;
- Taller buildings located to minimise overshadowing of adjacent development;
- Taller buildings used as part of a way finding and movement strategy, for example located towards the end of east-west routes;
- Bulkier building massing located towards the new stadium, for example for larger leisure; and
- Key views of the stadium considered and maintained in the profile of buildings.

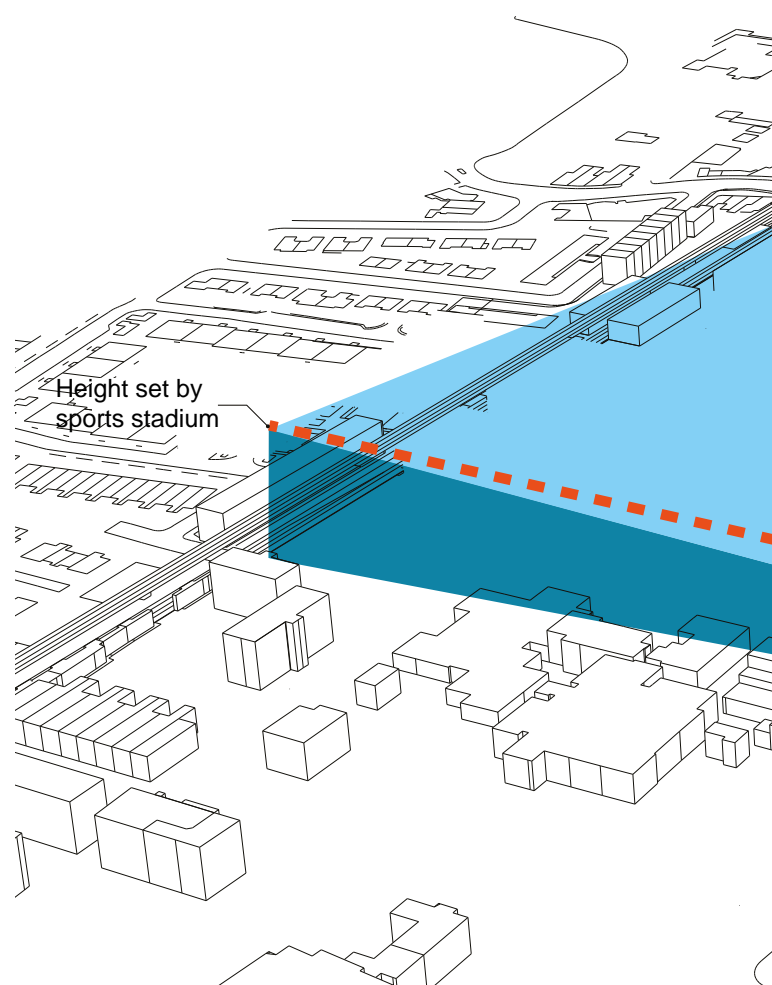
These principles are based on Policy 7.7 of the London Plan which sets out a number of principles for the location and design of tall buildings relating to the form, proportion, composition, scale and character of surrounding buildings, urban grain and public realm (including landscape features), particularly at street level.

A number of assessments including visual impact and daylight will need to be undertaken for any Outline Planning Application to minimise negative impact on surrounding development.

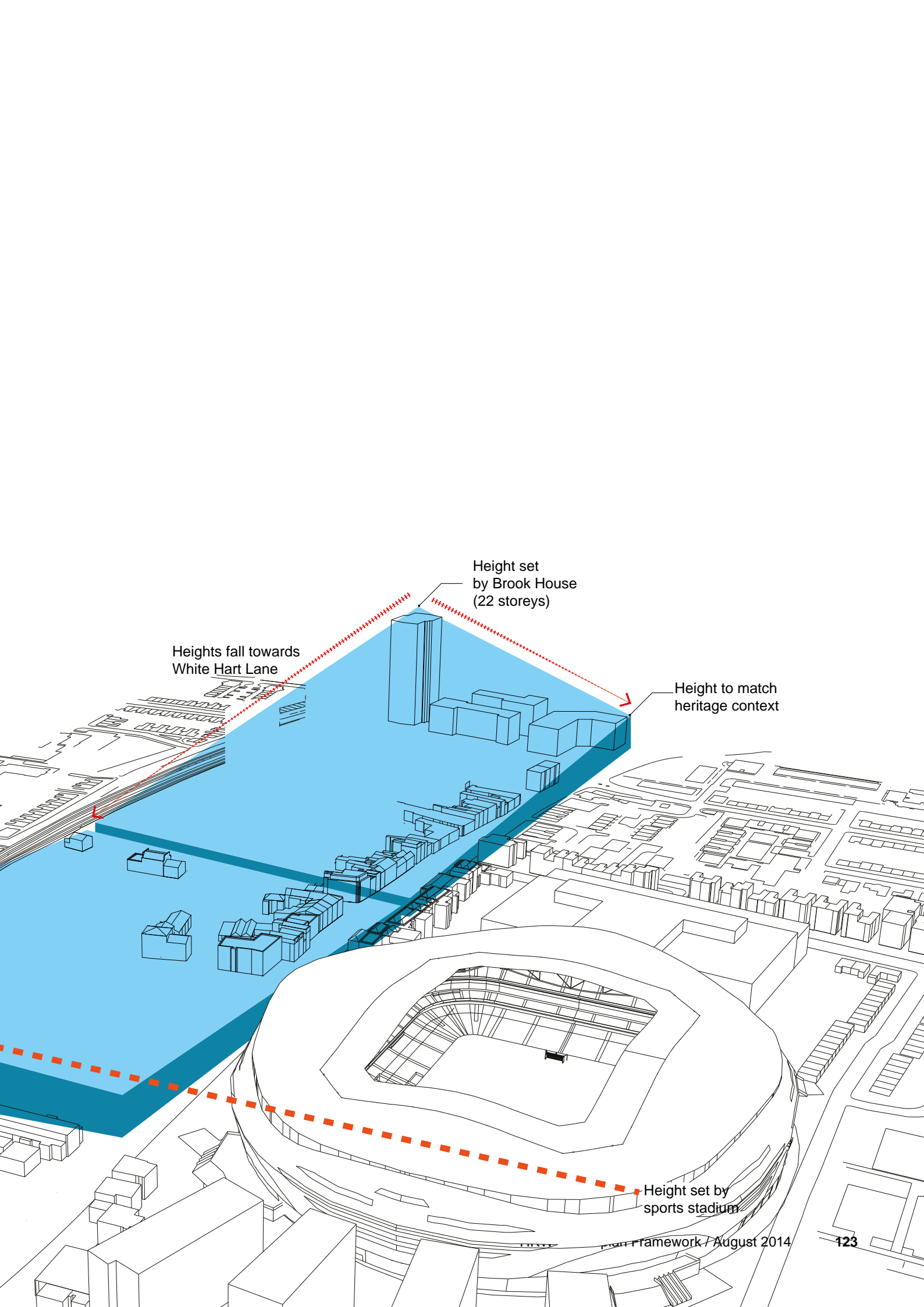
Figure 53 overleaf illustrates how these principles are delivered in the Masterplan Framework masterplan.

Taller building elements are located adjacent to the rail corridor away from the High Road. Towers descend in equal steps down from 18 storeys at the north to 10 storeys towards White Hart Lane. Towers are integrated into podium blocks to maintain active street frontages and create front doors to the towers from within the courtyard, assisting with passive surveillance of those entering the towers and identity of block relative to the broader block use and form.

Figure 52: Proposed Distribution of Height and Massing





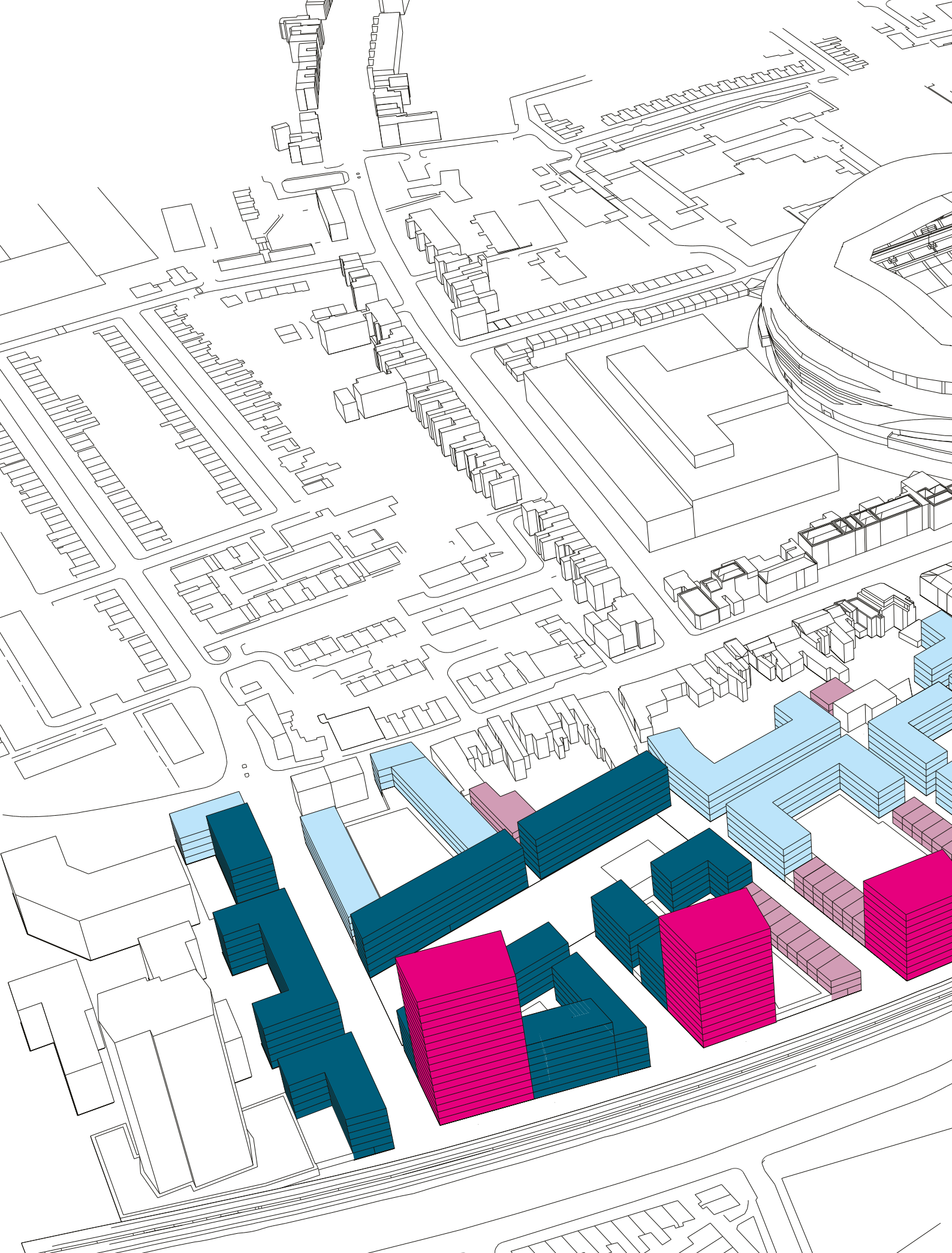


Height set  
by Brook House  
(22 storeys)

Heights fall towards  
White Hart Lane

Height to match  
heritage context

Height set by  
sports stadium





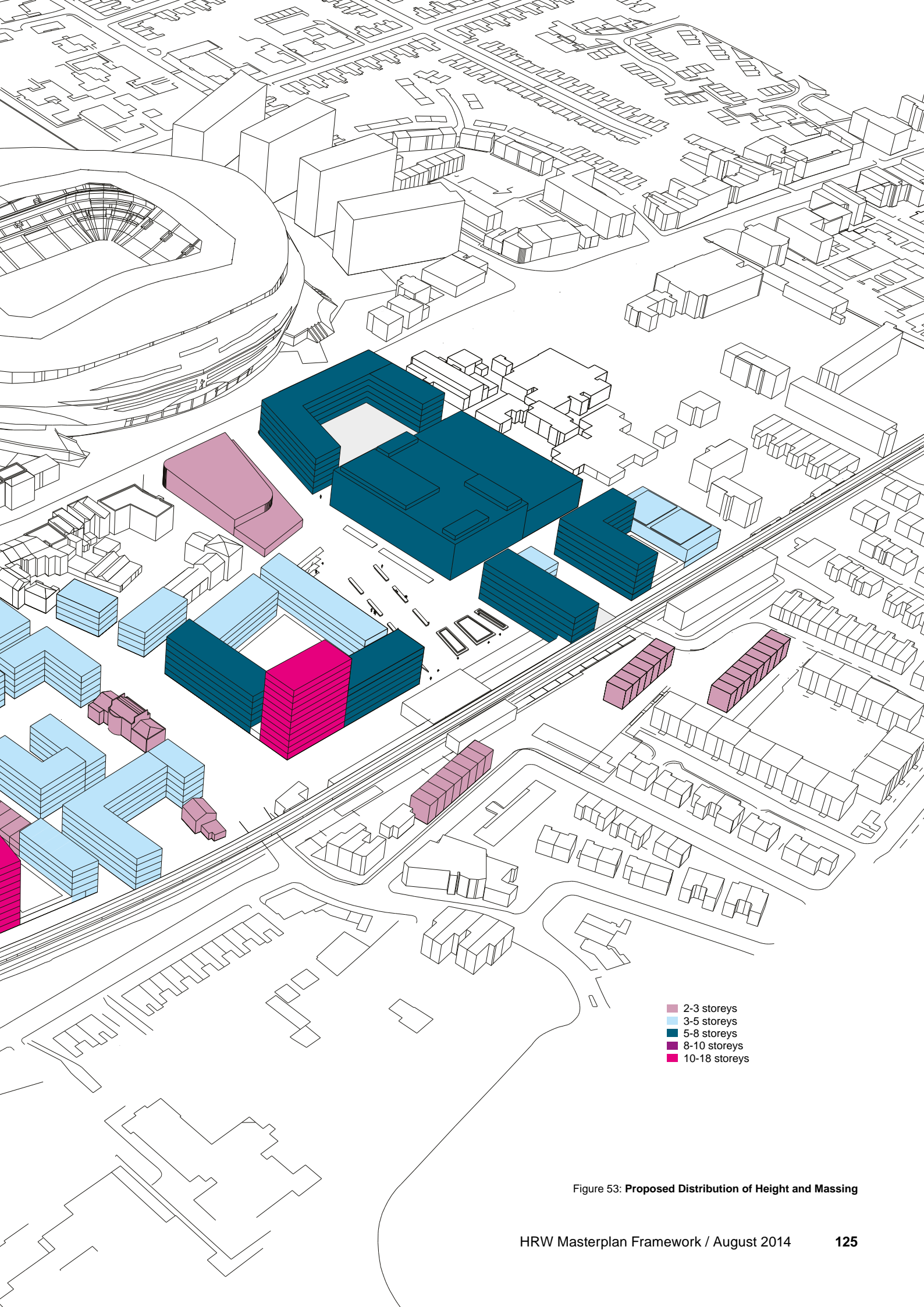


Figure 53: Proposed Distribution of Height and Massing

## 3.13 Views & Vistas

Vistas to key elements on the edges of the site will be established and framed appropriately. Views along key movement routes will be established to reinforce movement patterns and enhance access to public open space.

### KEY VISTAS

- East and west along White Hart Lane;
- The new Tottenham Hotspur Football Club stadium from the station, across the Moselle Square and from the north and south down the High Road; and
- The tower at Brook House from White Hart Lane.

### KEY VIEWS

- Views along the east-west lanes off the High Road opening onto wider streets and open spaces; and
- Views from White Hart Lane along key north south movement routes leading to public open spaces.

of existing buildings and the new Stadium design. The key intervention into this vista is the proposed Learning Centre/public Library building on the corner of the High Road with Moselle Square, which marks the gateway into new square and the link to the new station entrance beyond;

- Building heights immediately behind the High Road respect the existing skyline and generally will not impact on the street level. Several taller buildings along the railway line mark crossings under it or key vistas and will be visible from the High Road. The most significant of these is the twenty storey tower on the Brook House site, proposed by Newlon Housing Trust; and
- Vista across the Peacock Park towards surrounding residential development.

Figures 54 and 55 illustrate how these principles are delivered in the Masterplan Framework.

The Masterplan Framework considers a range of key views of development in High Road West:

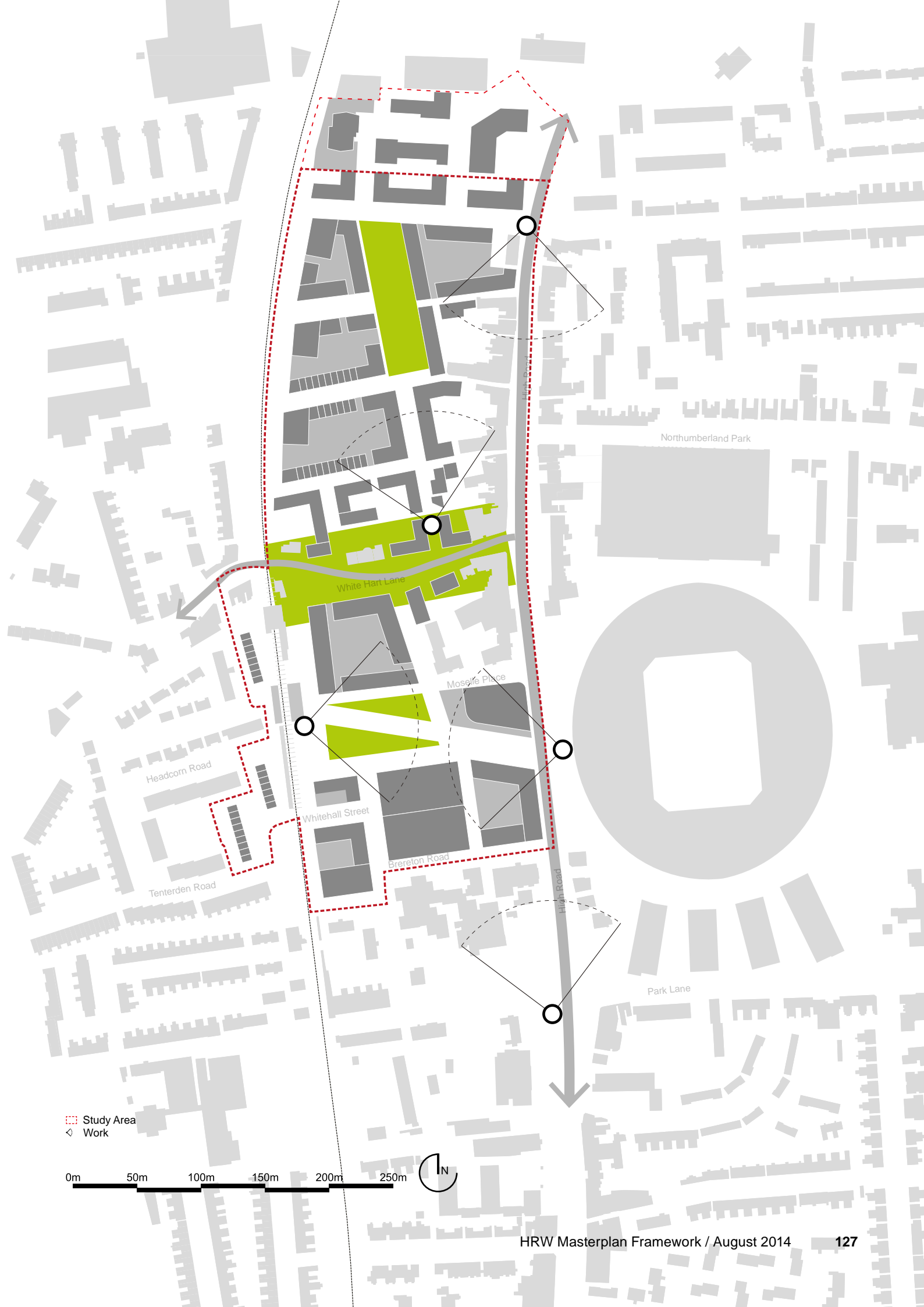
- View from the new station entrance across Moselle Square towards the new community 'Ideas Store' and Tottenham Hotspur Football Club stadium;
- View from the High Road across Moselle Square towards the new station entrance and redevelopment of the railway arches to identify the station as a key destination;
- Other key views east include the location of towers/taller buildings on the end of views down the lanes that run off the High Road; and
- The view of the Brook House tower is a key view across Peacock Park.

Within the Masterplan Framework key vistas have been established to assist with wayfinding character and identity:

- Key vistas will be from the High Road looking north and south towards High Road West. These views take in the heritage

Figure 54: Key Vistas





Northumberland Park

White Hart Lane

Moselfe Place

Headcorn Road

Tenterden Road

Whitehall Street

Brereton Road

Park Lane

High Road

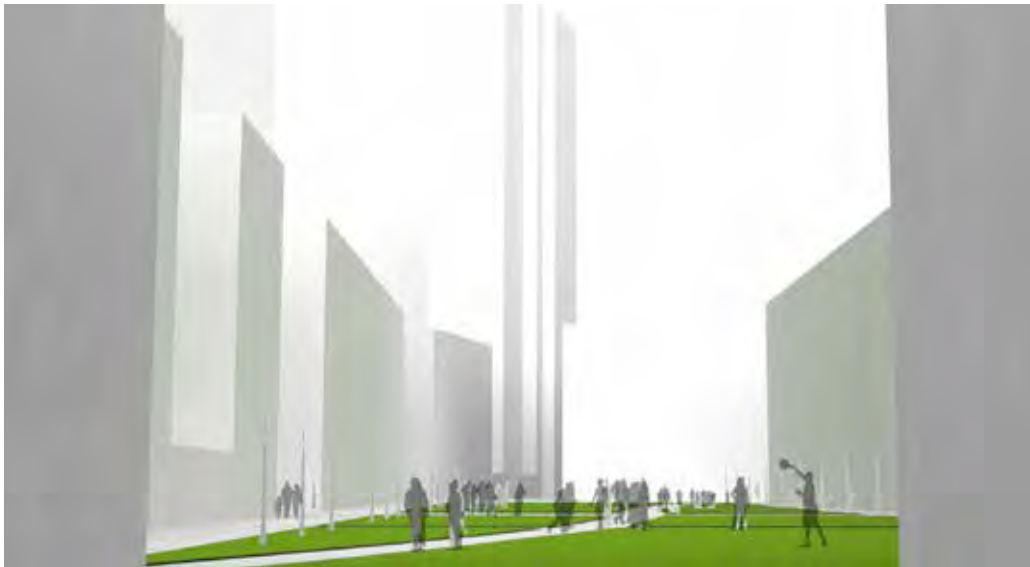
High Road

Study Area  
Work

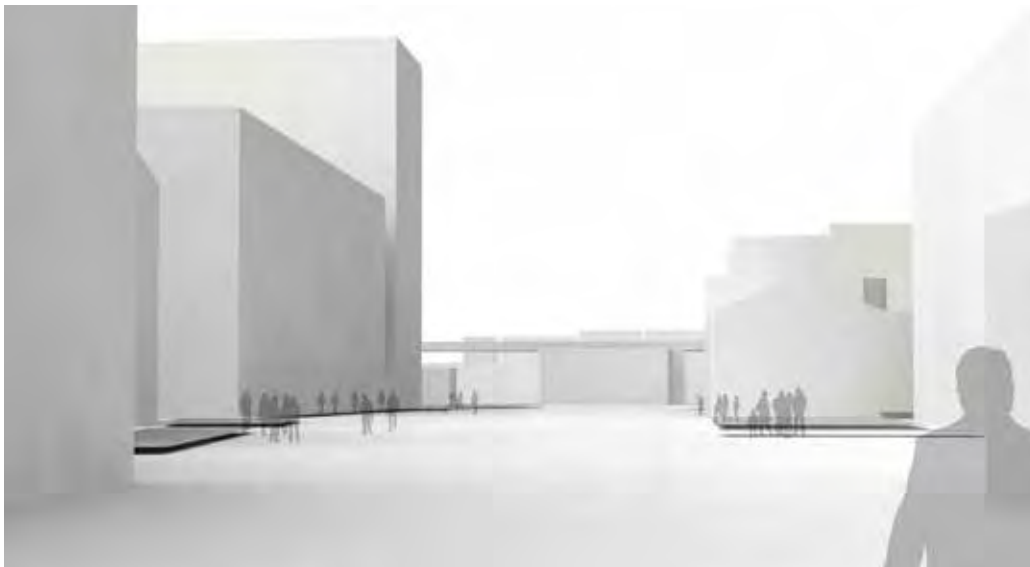
0m 50m 100m 150m 200m 250m



1



2



3



Figure 55: Key Views





- Study Area
- ✱ Landmark
- Key View

0m      50m      100m      150m      200m      250m



## 3.14 Low Carbon Development

High Road West will incorporate sustainable design and construction principles, including passive measures, efficient energy generation and distribution, and reduced energy consumption to deliver the desired outcomes for the site occupiers and users over the near and longer term.

### KEY PRINCIPLES

- Integrate an efficient supply of heating and cooling to and within the High Road West site and safeguard the provision of a local low carbon energy centre, sized to provide energy to the High Road West development and the wider North Tottenham area;
- Safeguard a connection from the energy centre to the emerging Lee Valley Heat Network;
- Provide a site wide decentralised energy network appropriate to the street and utility infrastructure development, and the culverted River Moselle;
- Implement renewable energy infrastructure;
- Outline the reuse of existing utilities infrastructure, and/ or proposals to upgrade utilities at the site;
- Maximise the CO<sub>2</sub> reduction;
- Achieve appropriate daylight and sunlight levels, and avoiding overshadowing and wind tunnelling effects; and
- Provide high quality homes and development, that are adaptable to future changes in climate

The Masterplan Framework anticipates the inclusion of an energy centre in any of the possible locations identified in the study. The proposed heat network is illustrated in Figure 56.

The North Tottenham Energy Study<sup>30</sup> defines the parameters for the energy centre proposed in High Road West area:

- The energy centre requires approximately 660m<sup>2</sup> of net internal area where there is no connection to the Lee Valley Heat Network (LVHN), and an estimated 860m<sup>2</sup> where it is connected to the LVHN and hydraulically isolated. This space requires a vertical clearance of approximately 6m over the majority of the energy centre, with 7.5 to 8.5m over the thermal storage units.
- The space could be located in a basement or half-basement level, providing the access and other requirements set out in this report are met, and the issue of the high water table in this area can be resolved.

The study identifies three areas as potential sites for the energy centre. The potential cinema plot south of Moselle Square represents the most promising option for the location of the energy centre, however, this will need to be evaluated through a Planning Application process, and there are a number of other alternative locations. Including the proposed residential development south of the new THFC Stadium, within a multi-storey structure as part of the commercial development around Moselle Square or as part of new residential development around White Hart Lane.

<sup>30</sup> Arup North Tottenham Energy Study (October 2013)

Figure 56: Proposed District Heat Network



- - - Study Area
- Proposed Energy Centre Location
- Potential Entry to THFC Development
- Indicative Transmission Network Layout
- Indicative Distribution Network
- - - Potential Route of LVHN across THFC Site

0m    50m    100m    150m    200m    250m





## 3.15 Phasing & Implementation

Development in High Road West must minimise disruption to the local community and demonstrate how each phase of delivery can create a ‘complete’ state at every stage of its development.

### PHASING

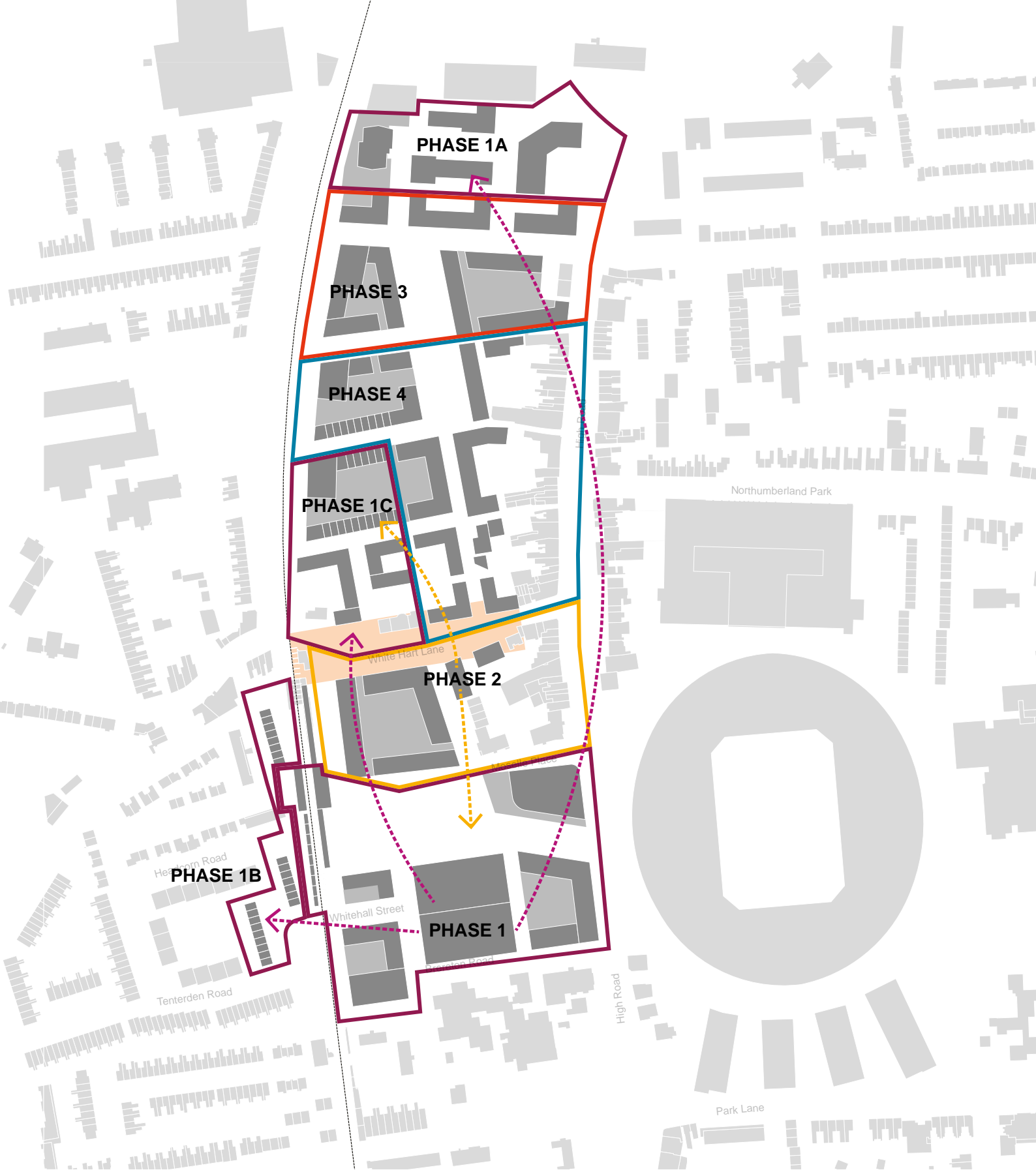
The phasing of the masterplan should minimise disruption to the local community approach to phasing in the High Road West Masterplan Framework is to create discreet development plots in each phase and assume a possible interim end state at each phase, ensuring thereby that the masterplan functions in a ‘complete’ state at every stage of its development and that the framework has the flexibility to adapt over time. It also recognises land ownership and optimises significant areas of land in single ownership in the first phases in order to create a sense of place and new identity, which could not be delivered by piecemeal development.

- The first phases of development in High Road West will be the construction of new homes on the former Cannon Rubber factory site in phases 1A and 1B. This will be followed by the construction of Moselle Square;
- Subsequently phase 2 will finalise the construction of Moselle Square and provide improvements to White Hart Lane.
- Phase 3 follows on the former Sainsbury’s site to start building Peacock Garden residential neighbourhood;
- Phases 4 completes the build out of Peacock Gardens and the remaining area behind the High Road.

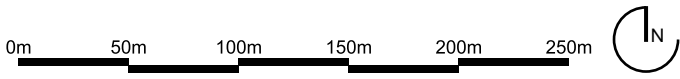
### KEY PRINCIPLES

- The phasing of the regeneration should aim to minimise disruption on the local community and businesses and allow the neighbourhood to continue to flourish during the development process;
- The phases should be large enough to allow neighbours to move together so that the community is retained and support networks are kept intact;
- The phasing of the regeneration should ensure that Love Lane residents who are eligible for a new home only have to move once- from their current home into their new home and ensure that temporary moves are minimised; and
- A strategy should be put in place to ensure that vacant land which is not ready for development is utilised and used in a creative way for the good of the community. In other estate regeneration projects this has resulted in resident led temporary gardens and cultural and play facilities emerging.

Figure 57: Indicative Rehousing Strategy for Love Lane residents.



- - - Study Area
- ▬ Phase 1 Developments
- - - Phase 1 Decant
- - - Phase 2 Decant

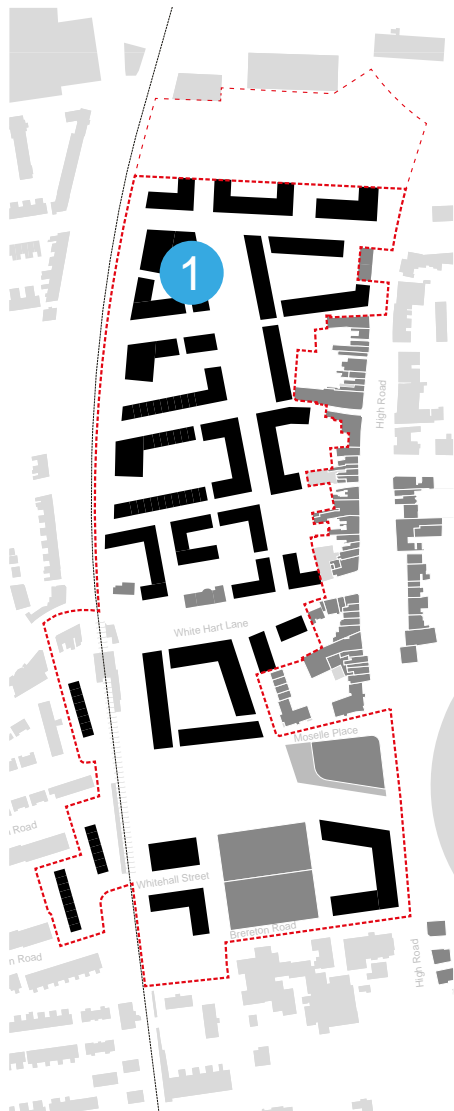


4.0



# Building Typologies

## 4.1 Typology 1: Urban Courtyard



### Conditions

- Railway to west
- Small park to east
- Secondary roads to north and west
- Tertiary roads to east and south
- Sainsbury's ownership boundary runs through site
- Trapezoidal block

### Character

- Contained urban block
- Consistent roofline to north and west
- Stepped rooflines to east and south
- On grade parking within block with deck
- Semi-private communal amenity space within block

### Heights

- Urban block 5-6 levels
- Tower 12-14 levels

### Housing Type

- Maisonettes with front doors on street
- Apartments in urban block
- Apartments in tower
- 1-4 bed homes

### Amenity Spaces

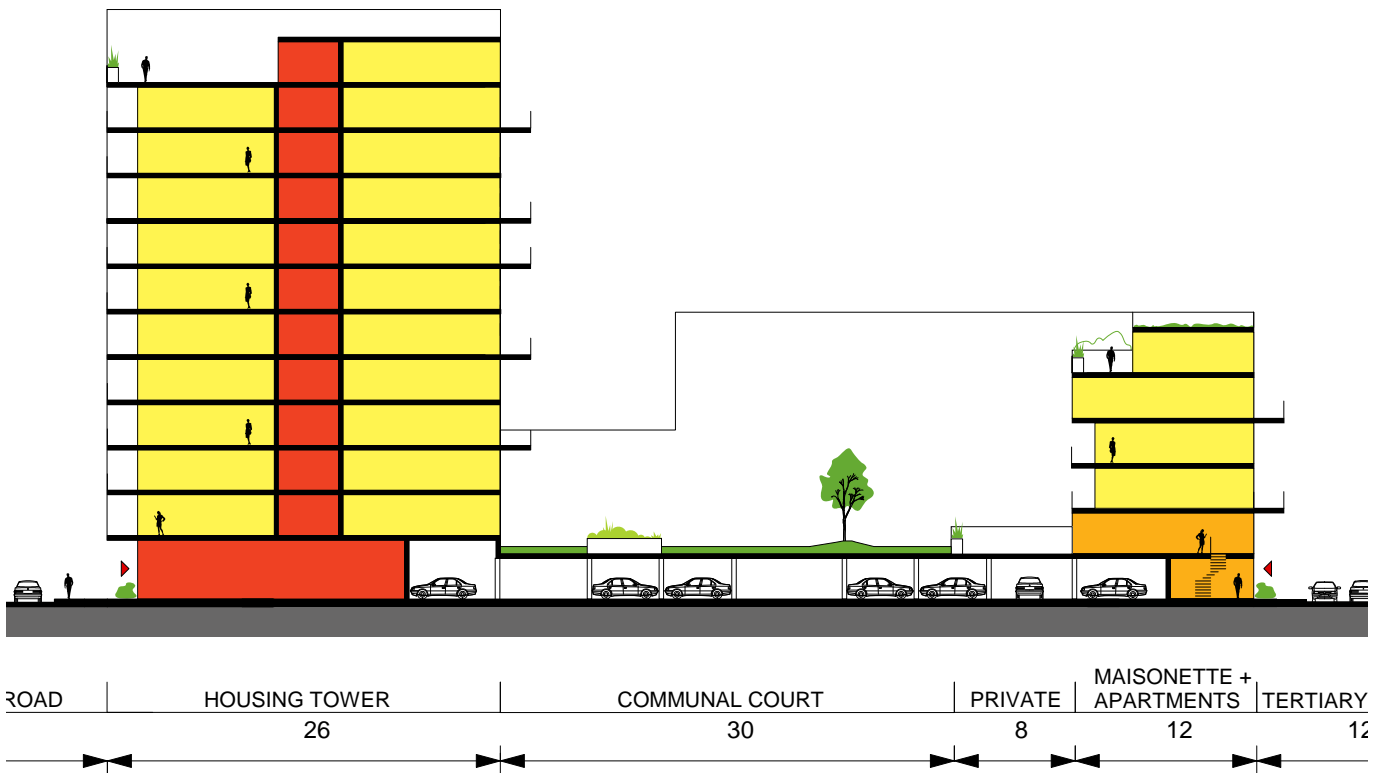
- Orientated south and west
- Semi-private communal garden deck
- Maisonettes have private garden at deck level
- Balconies to streets or loggias onto courtyard

### Streets

- Secondary route to north east
- Tertiary street to south
- Park to north east

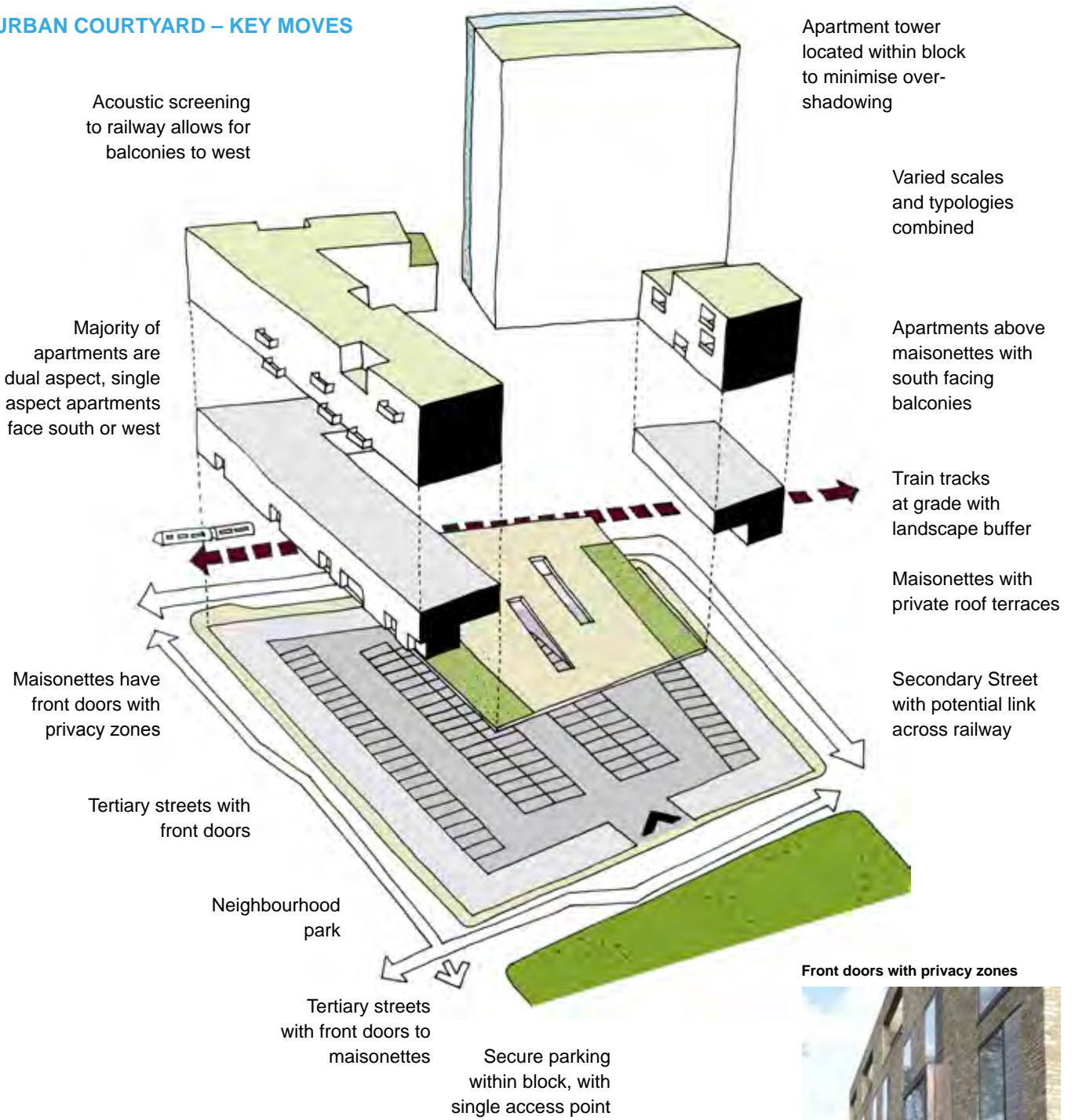
### Parking

- On grade parking with deck and amenity above
- Visitors parking on east west streets





**URBAN COURTYARD – KEY MOVES**



**Front doors with privacy zones**

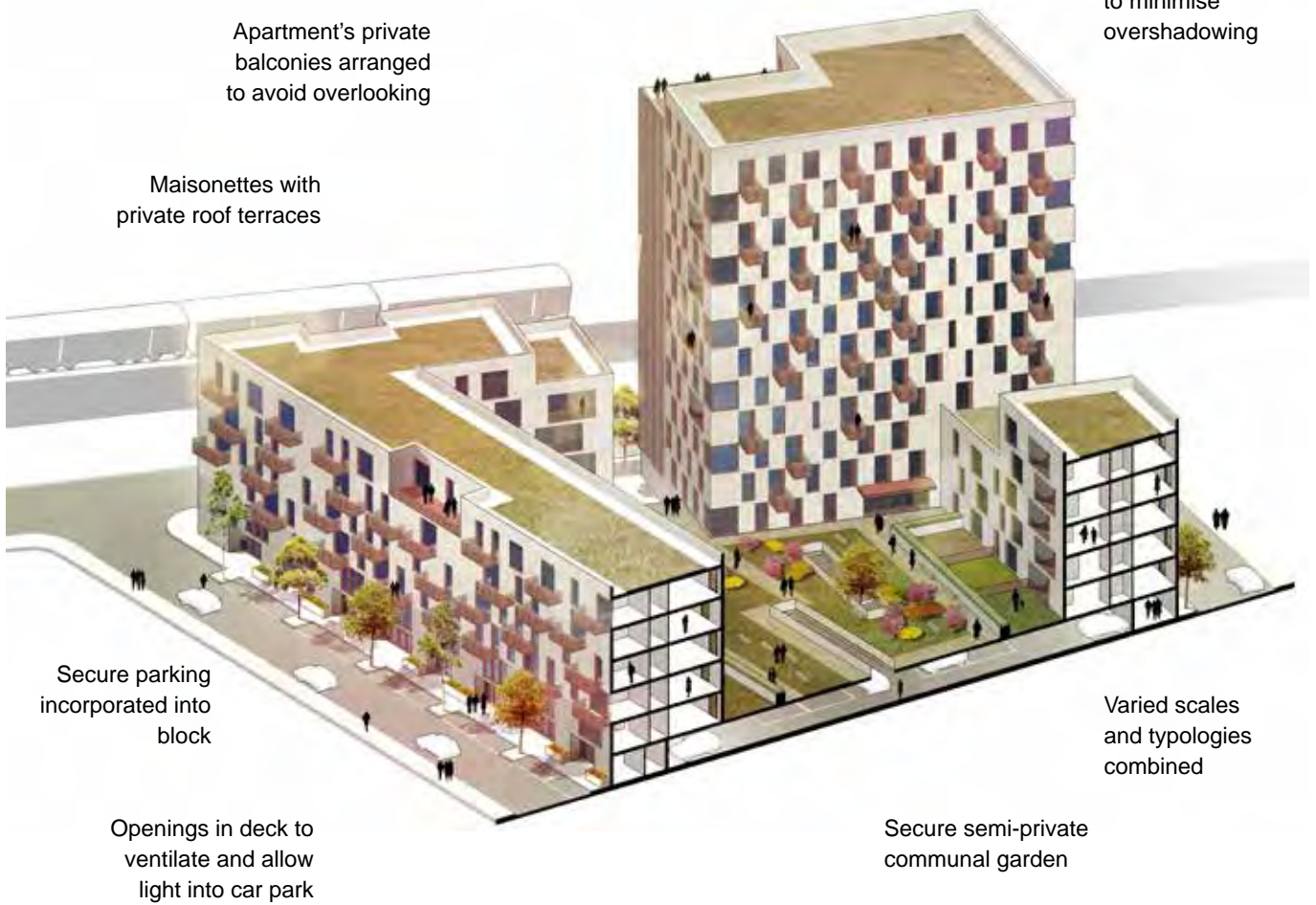


**URBAN COURTYARD – TYPOLOGY & RELATIONSHIPS**

Higher buildings incorporated into the block to minimise overshadowing

Apartment's private balconies arranged to avoid overlooking

Maisonettes with private roof terraces



**Semi-private courtyards give spaces for growing food**



**Mature landscape above deck parking, Greenwich**



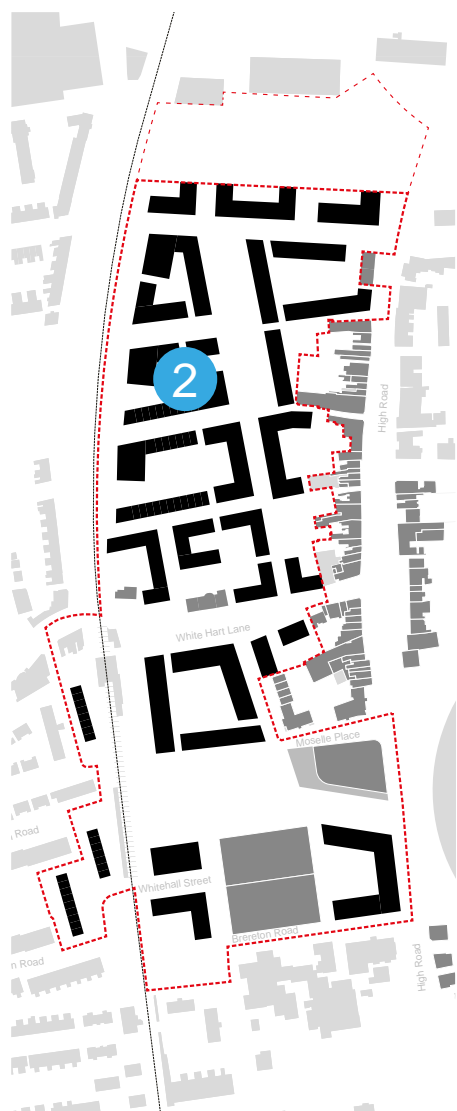
**Varied scales combined around courtyard**



**South facing balconies onto tertiary road**



## 4.2 Typology 2: Terraced Blocks



### Conditions

- Raised railway to west
- Park to north east
- Servicing and entrance to car parking from west
- Peacock estate boundary runs through site
- Long rectangular plot

### Character

- Smaller scale residential street with trees
- Front doors to streets
- On grade parking within block

### Heights

- Houses 3 levels
- Apartment blocks 3-6 levels

### Housing Type

- Maisonettes at ground floor with apartments above
- Apartments in urban block
- Large family homes

### Amenity Spaces

- Orientated south and west
- Maisonettes with private gardens at deck level
- Semi-private communal garden deck
- Courtyard houses
- Balconies to streets or loggias onto courtyard

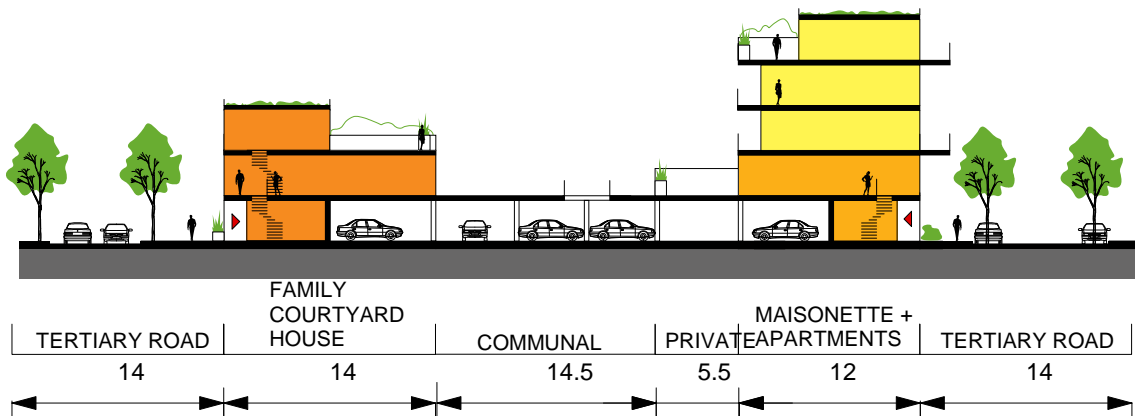
### Streets

- Secondary street to west
- Tertiary streets to north, east and south

### Parking

- On grade parking with deck
- Visitors parking on street





**TERRACED BLOCKS – KEY MOVES**

Majority of apartments are dual aspect, single aspect apartments face south or west

Maisonettes have front doors with privacy zones

Tertiary streets with front doors to maisonettes

Pedestrian link through from High St

Secure parking within block, with single access point

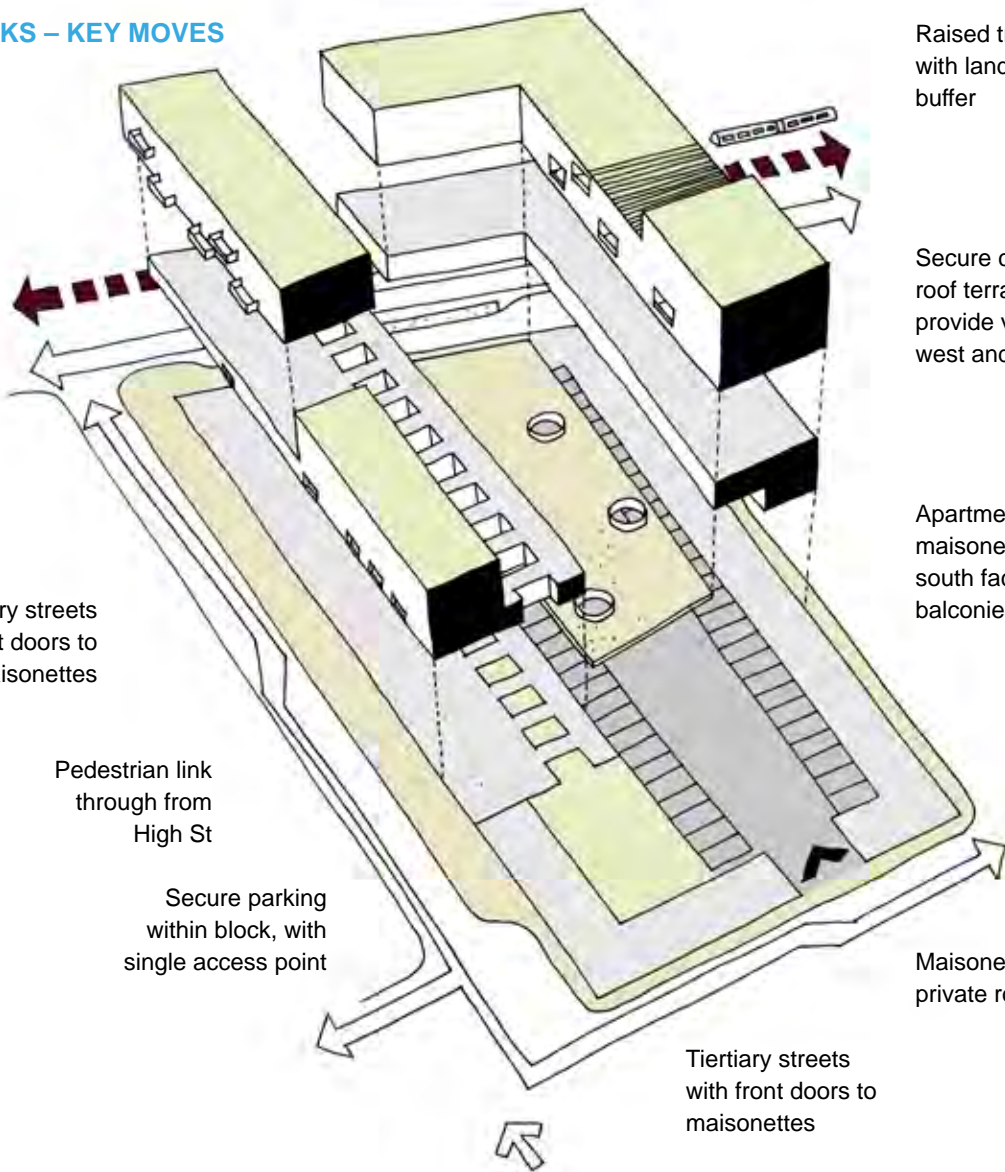
Tertiary streets with front doors to maisonettes

Raised train tracks with landscape buffer

Secure communal roof terraces provide views to west and south

Apartments above maisonettes with south facing balconies

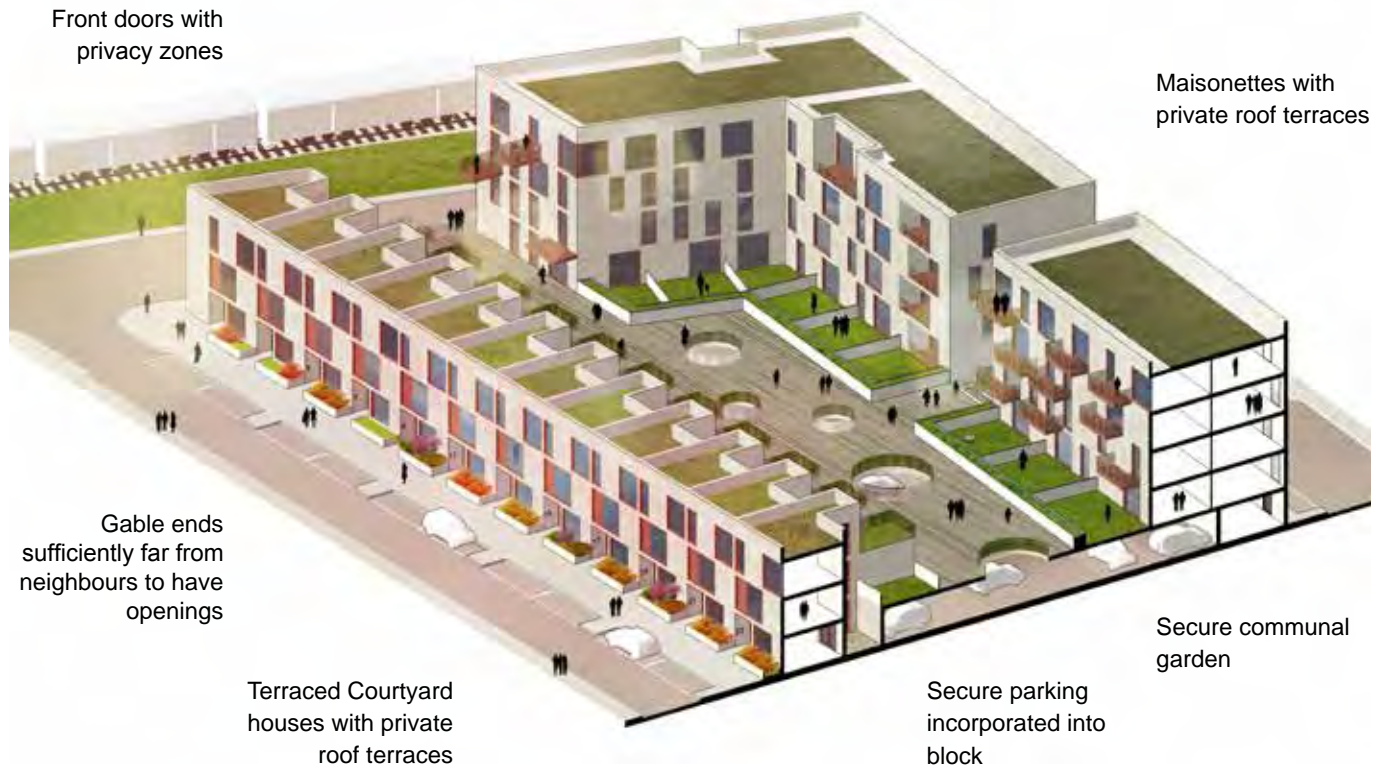
Maisonettes with private roof terraces



Private terraces of courtyard typology



## TERRACED BLOCKS – TYPOLOGY & RELATIONSHIPS



Private and semi-private communal gardens on parking deck



Holes in parking deck with trees, ventilate and let natural light into car park

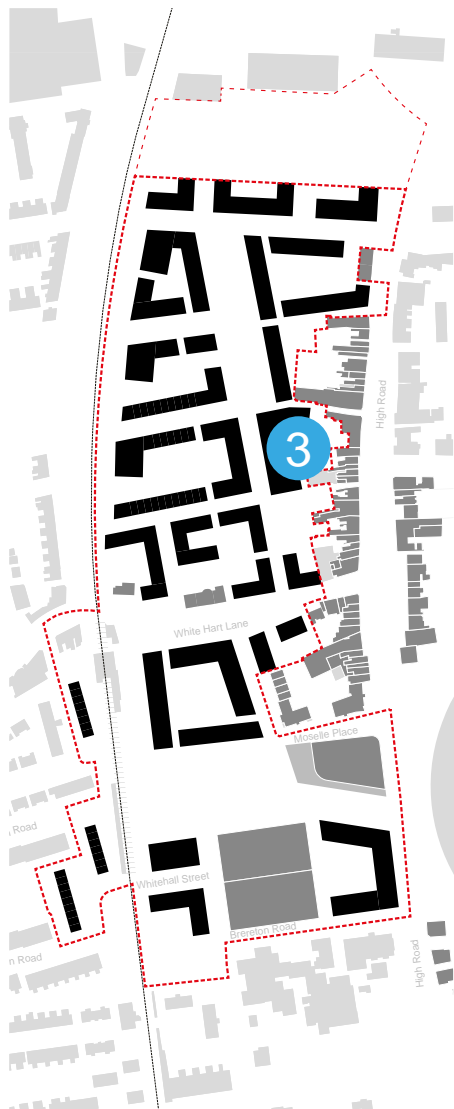


Front doors with defensible space on street. Gaps between blocks enable views and light through to deck beyond





## 4.3 Typology 3: Behind the High Street



### Conditions

- Completing existing urban block facing High Rd to east
- Transitional scale from High Rd to new development
- Fine grain routes through east west from High Rd
- White Hart Lane to south
- Servicing and access to car court from Brunswick Sq
- Peacock Estate boundary runs through site
- Half and urban block

### Character

- Specific response to existing buildings
- Extending activity of High St westward
- Workspaces at ground floor
- Service courtyards with trees
- Apartments above workspaces
- Activity onto White Hart Lane

### Heights

- Urban block 3-6 level

### Housing Type

- Apartments in urban bloc

### Amenity Spaces

- Semi-private communal decks and roof terraces
- Private balconies or roof terraces

### Streets

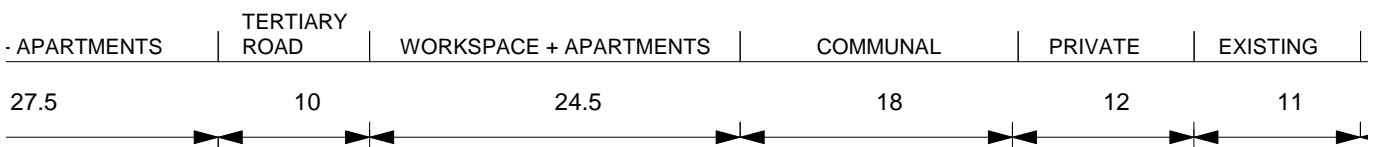
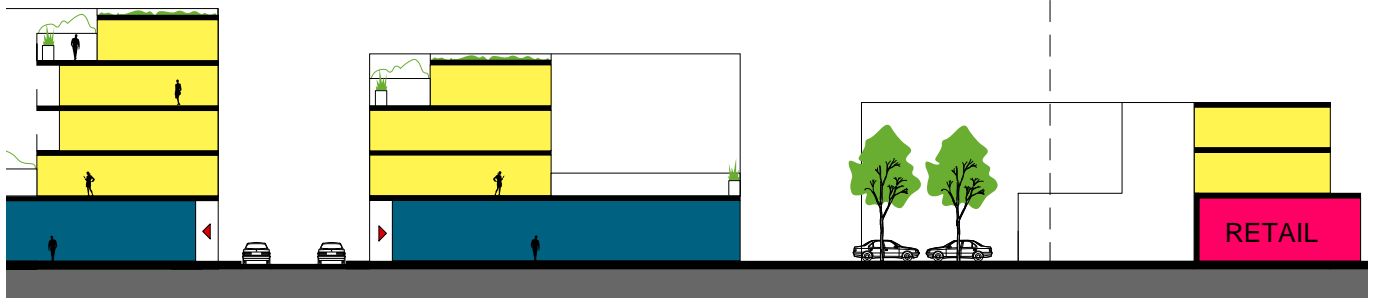
- Tertiary road running north south
- Pedestrian routes from High Road

### Parking

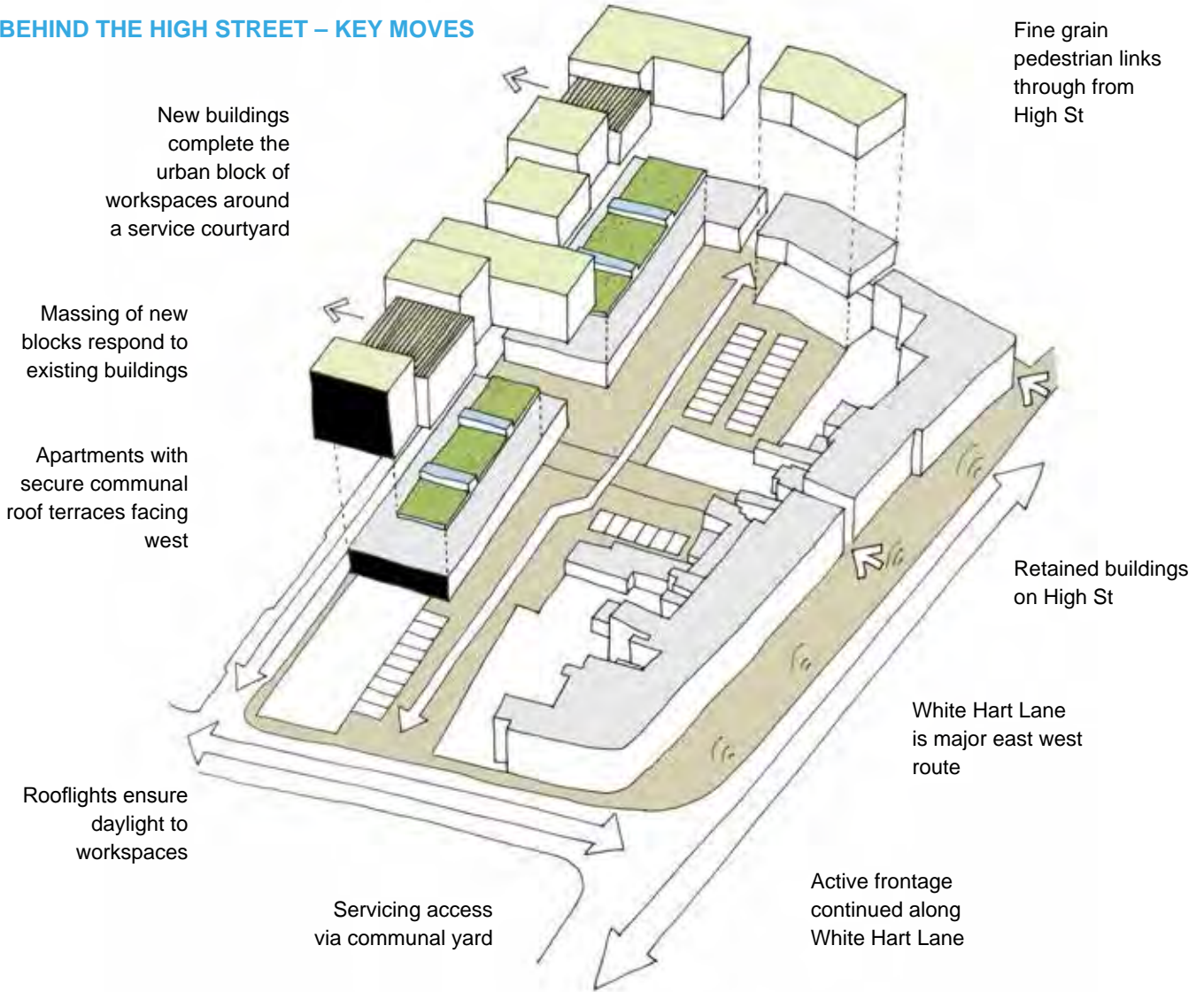
- Courtyard parking with trees
- Visitors parking on street



SITE BORDER

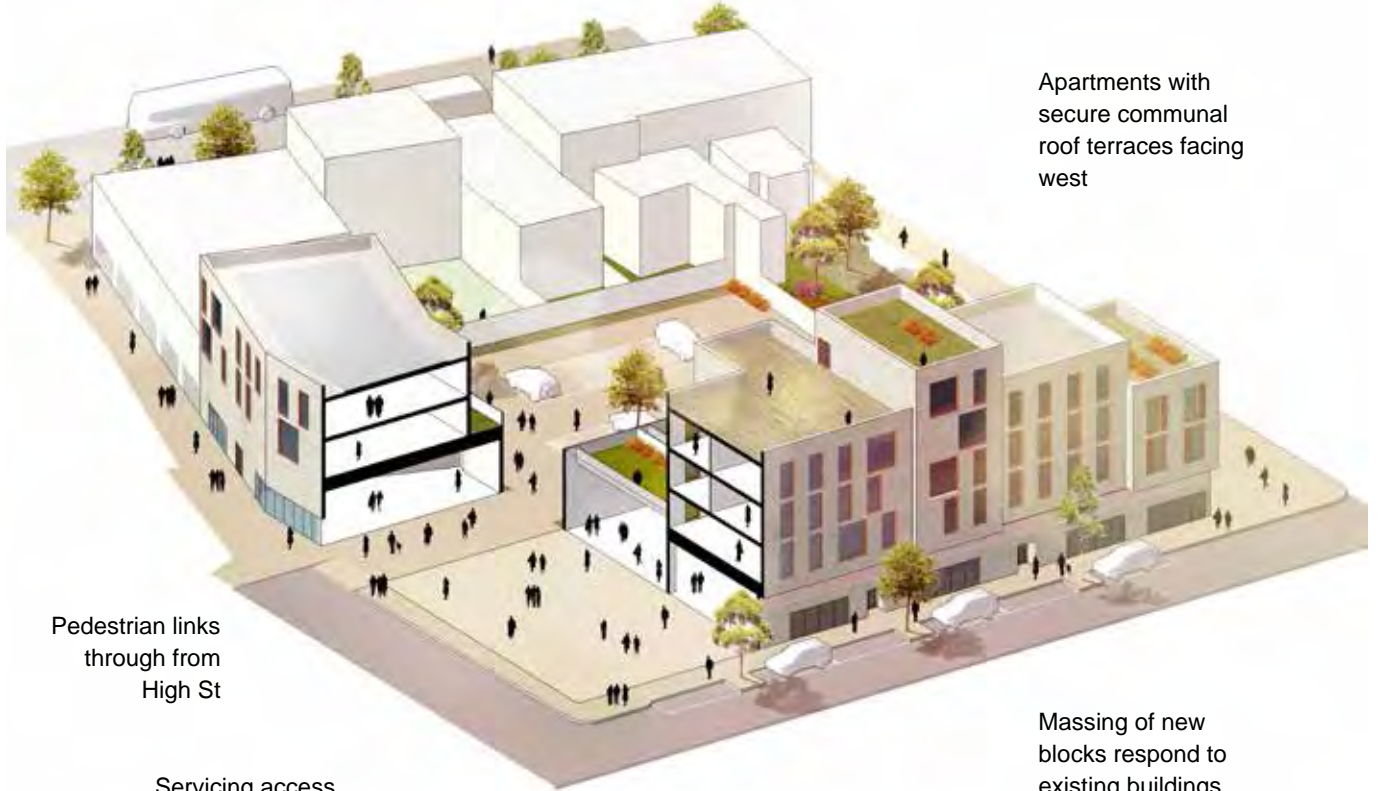


**BEHIND THE HIGH STREET – KEY MOVES**





**BEHIND THE HIGH STREET – TYPOLOGY & RELATIONSHIPS**



Apartments with secure communal roof terraces facing west

Pedestrian links through from High St

Servicing access and communal yard

Extending workspaces from High St

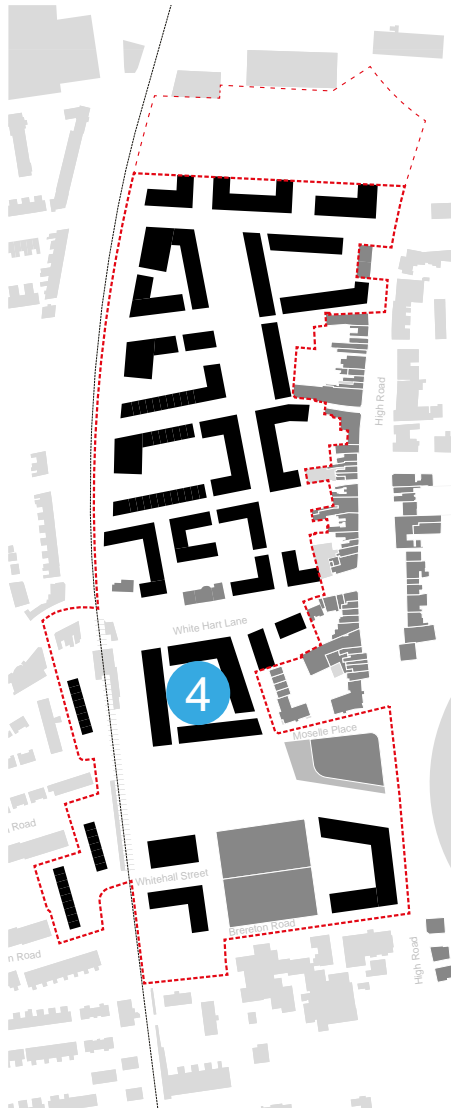
Retained buildings on High St

Massing of new blocks respond to existing buildings

Blocks articulated to relate to backs of existing High Road buildings  
 Apartments above workspaces  
 Blocks broken down in response to High Road



## 4.4 Typology 4: Mixed Courtyard



### Conditions

- Railway to west
- New train station to south east corner
- Food and beverage onto public space to south
- Existing road layout retained to north east
- Primary road, White Hart Lane to north
- Health centre faces onto White Hart Lane
- Secondary road to east
- Trapezoidal block

### Character

- Contained urban block
- Consistent street frontage to public square
- On grade parking within block with deck
- Semi-private communal amenity space within block

### Heights

- Urban block 5-6 levels
- Tower 12-14 levels

### Housing Type

- Maisonettes with front doors on street
- Apartments in urban block
- Apartments in tower
- 1-4 bed homes

### Amenity Spaces

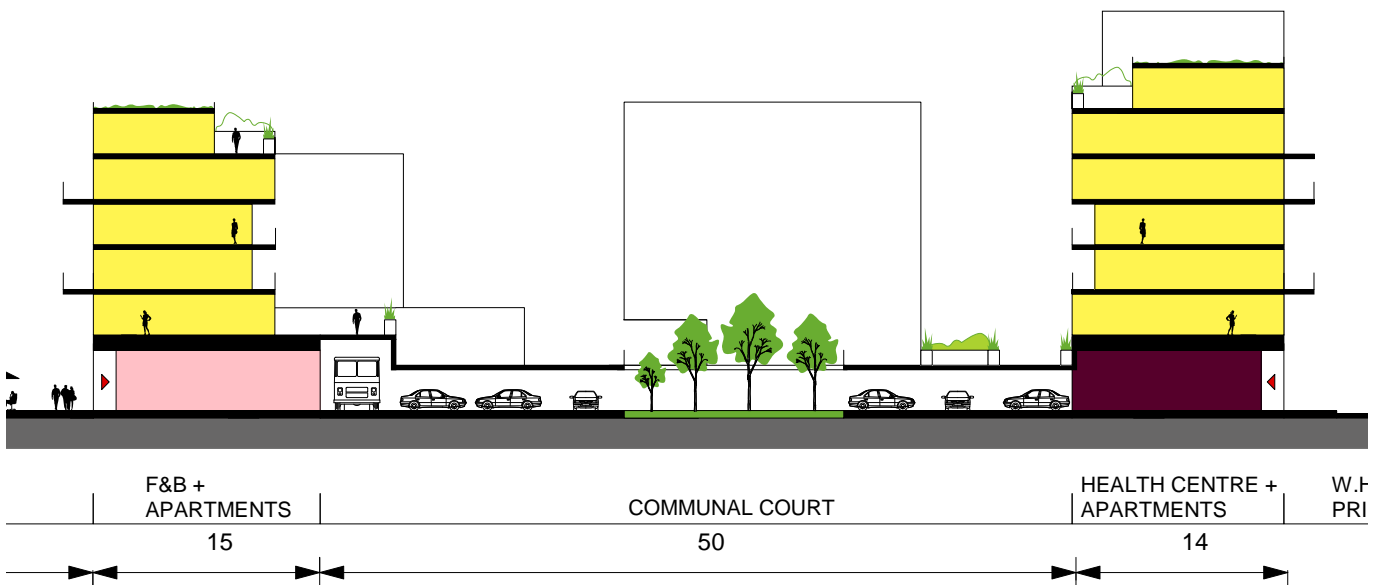
- Orientated south and west
- Semi-private communal garden deck
- Maisonettes have private garden at deck level
- Balconies to streets or loggias onto courtyard

### Streets

- Secondary route to north and east
- Park street to east
- Tertiary street to south

### Parking

- On grade parking with deck and amenity above
- Visitors parking to north south streets

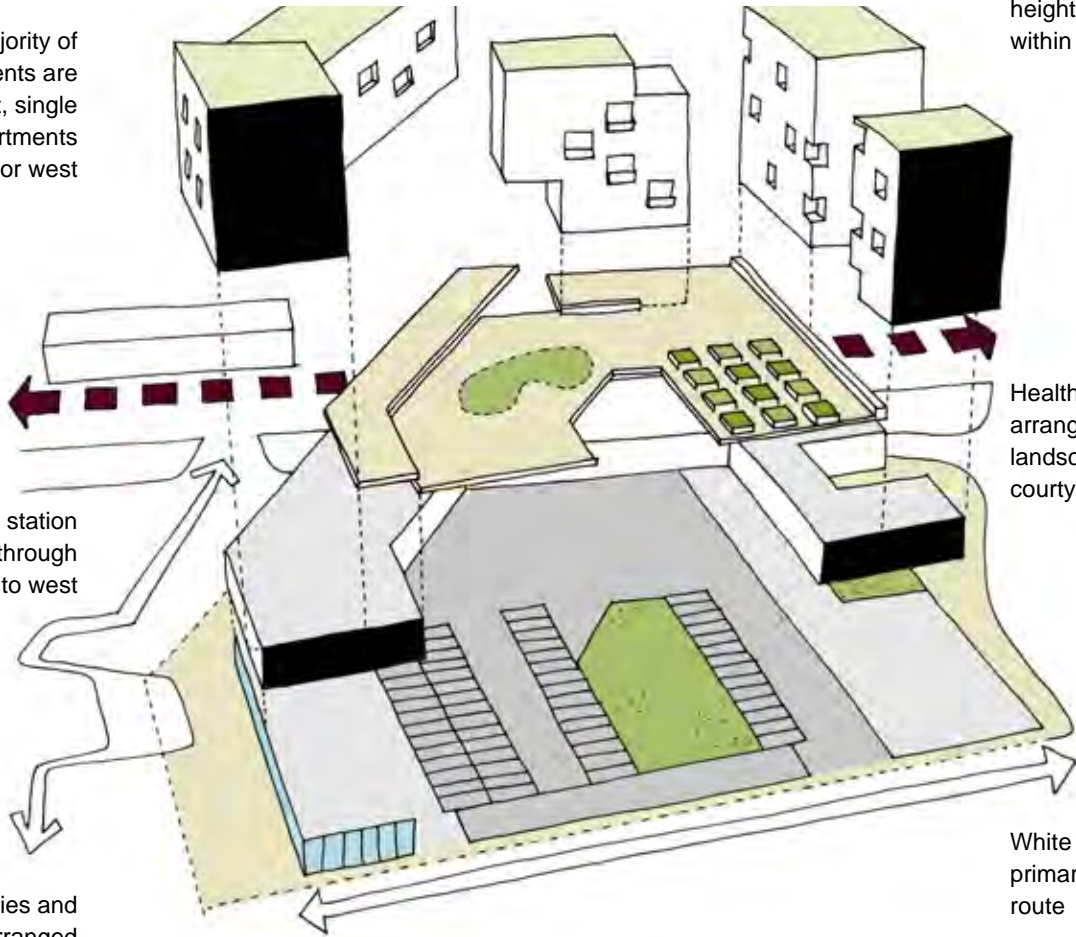




**MIXED COURTYARD – KEY MOVES**

Majority of apartments are dual aspect, single aspect apartments face south or west

Variety of block heights clustered within urban block



Health centre arranged around landscaped courtyard

New train station and route through to west

White Hart Lane is primary east-west route

Balconies and terraces arranged to maximise sunlight and minimise overlooking

Cafes and restaurants open onto ceremonial route

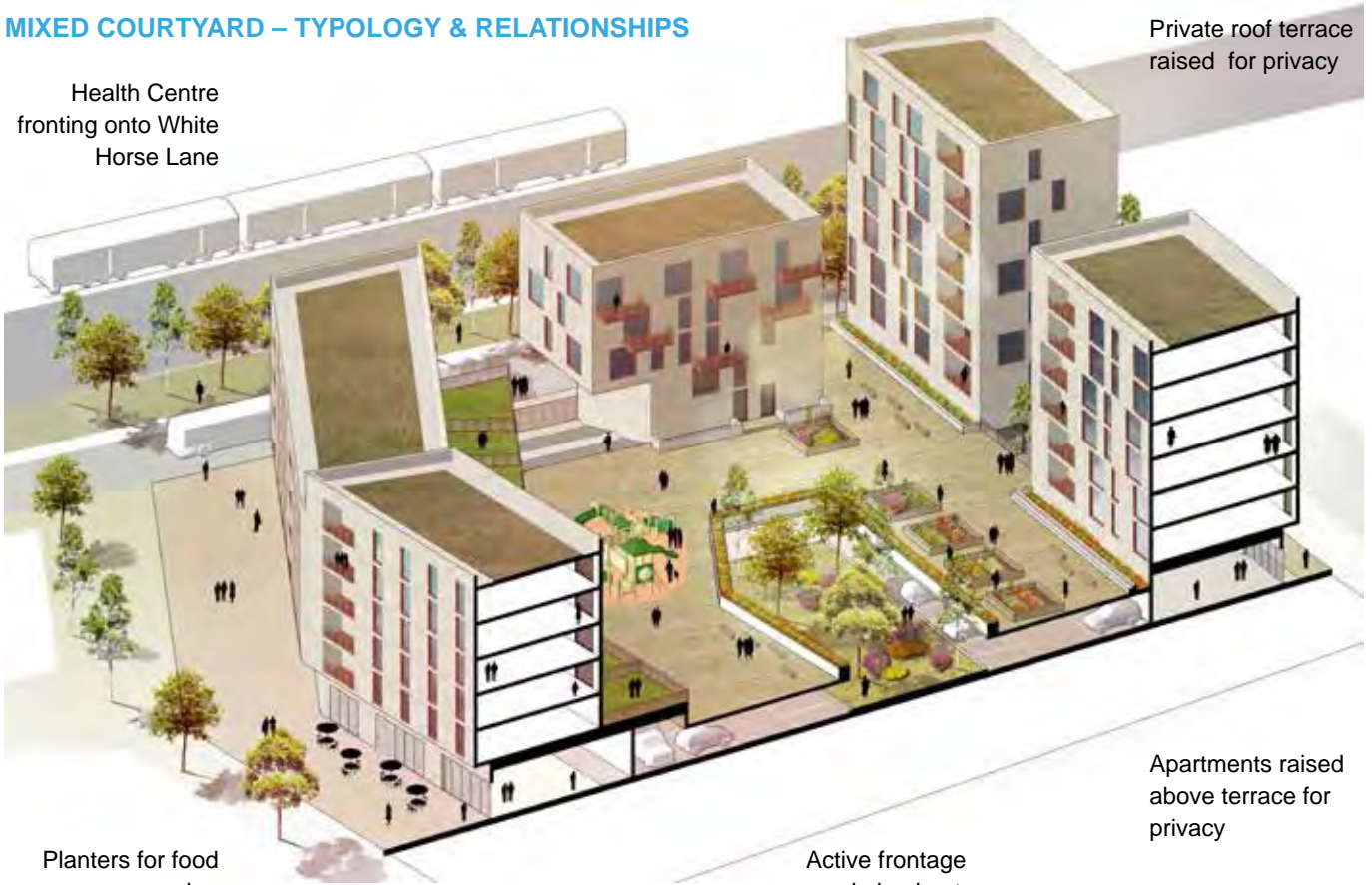
Active frontage maximised onto ceremonial route

Parking ventilated via central garden

**MIXED COURTYARD – TYPOLOGY & RELATIONSHIPS**

Private roof terrace raised for privacy

Health Centre fronting onto White Horse Lane



Planters for food growing

Active frontage maximised onto ceremonial route

Apartments raised above terrace for privacy

Secure semi-private communal garden

Broad secure access to roof terrace with core entrances, encourage passive surveillance

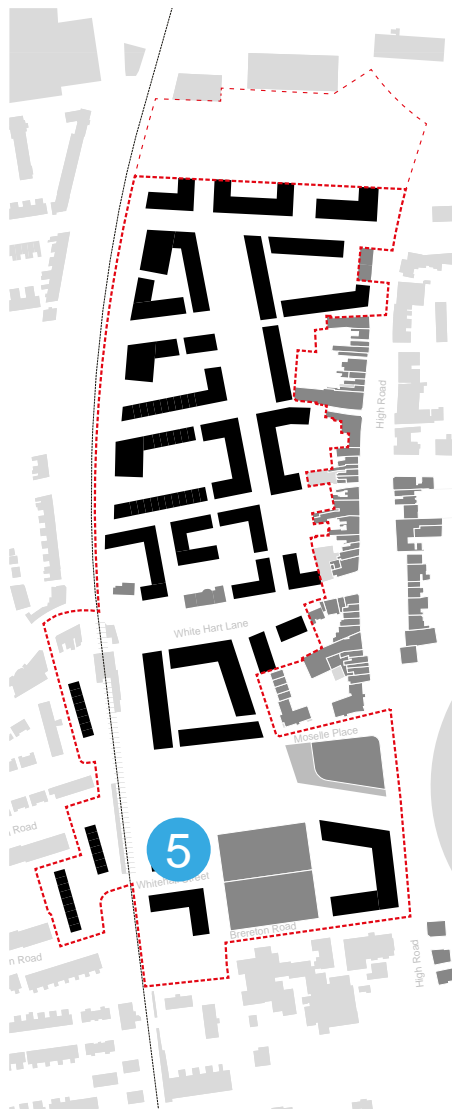
Variety of block heights clustered within urban block

Cafes and restaurants open onto ceremonial route

Secure parking incorporated into block with central garden



## 4.5 Typology 5: Living around the Square



### Conditions

- Public space to north linking train station to stadium
- New train station to north east corner
- Railway to west
- Food and beverage onto public space to north and east
- Cinema to south
- Tertiary road to south
- Triangular block

### Character

- Contained urban block
- Consistent street frontage to public square
- On grade parking within block with deck
- Semi-private communal amenity space within block

### Heights

- Urban block 5-6 levels
- Tower 12-14 levels

### Housing Type

- Maisonettes with front doors on street
- Apartments in urban block
- Apartments in tower
- 1-4 bed homes

### Amenity Spaces

- Orientated south and west
- Semi-private communal garden deck
- Maisonettes have private garden at deck level
- Balconies to streets or loggias onto courtyard

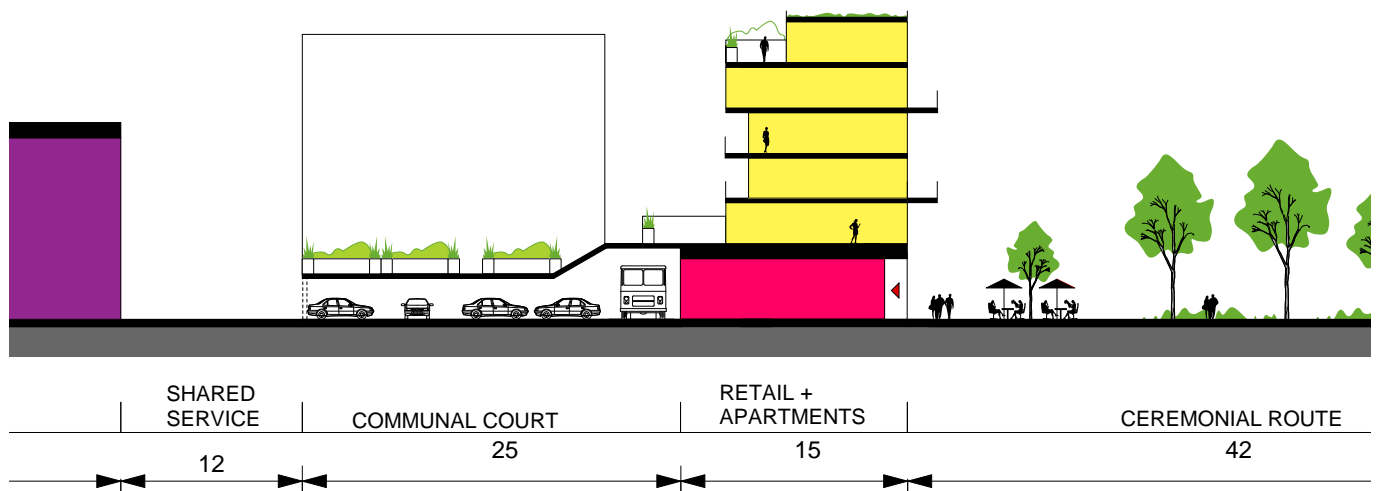
### Streets

- Secondary route to north and east
- Park street to east
- Tertiary street to south

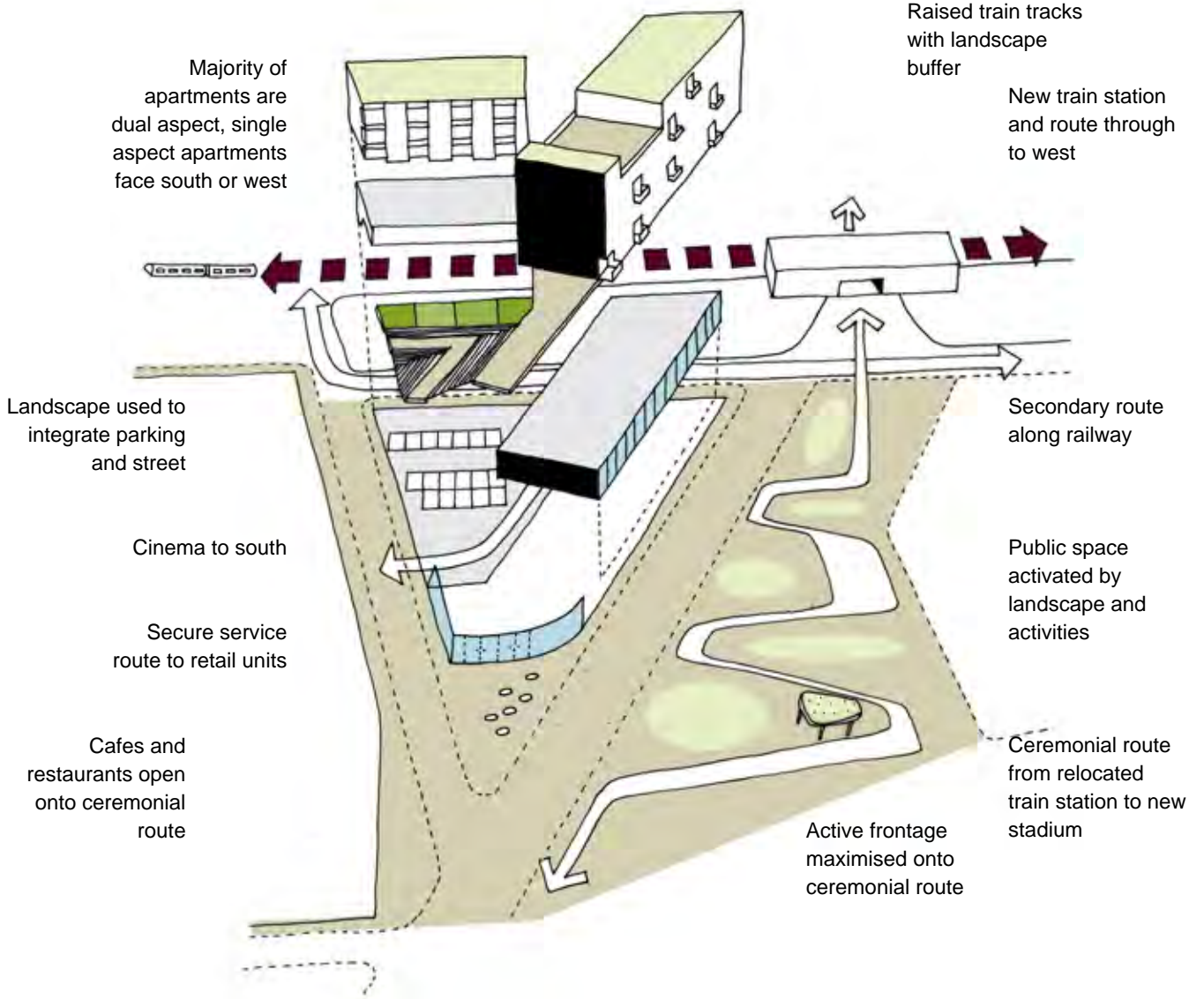
### Parking

- On grade parking with deck and amenity above
- Visitors parking to north south streets

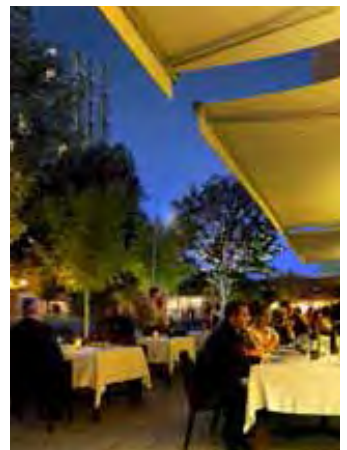
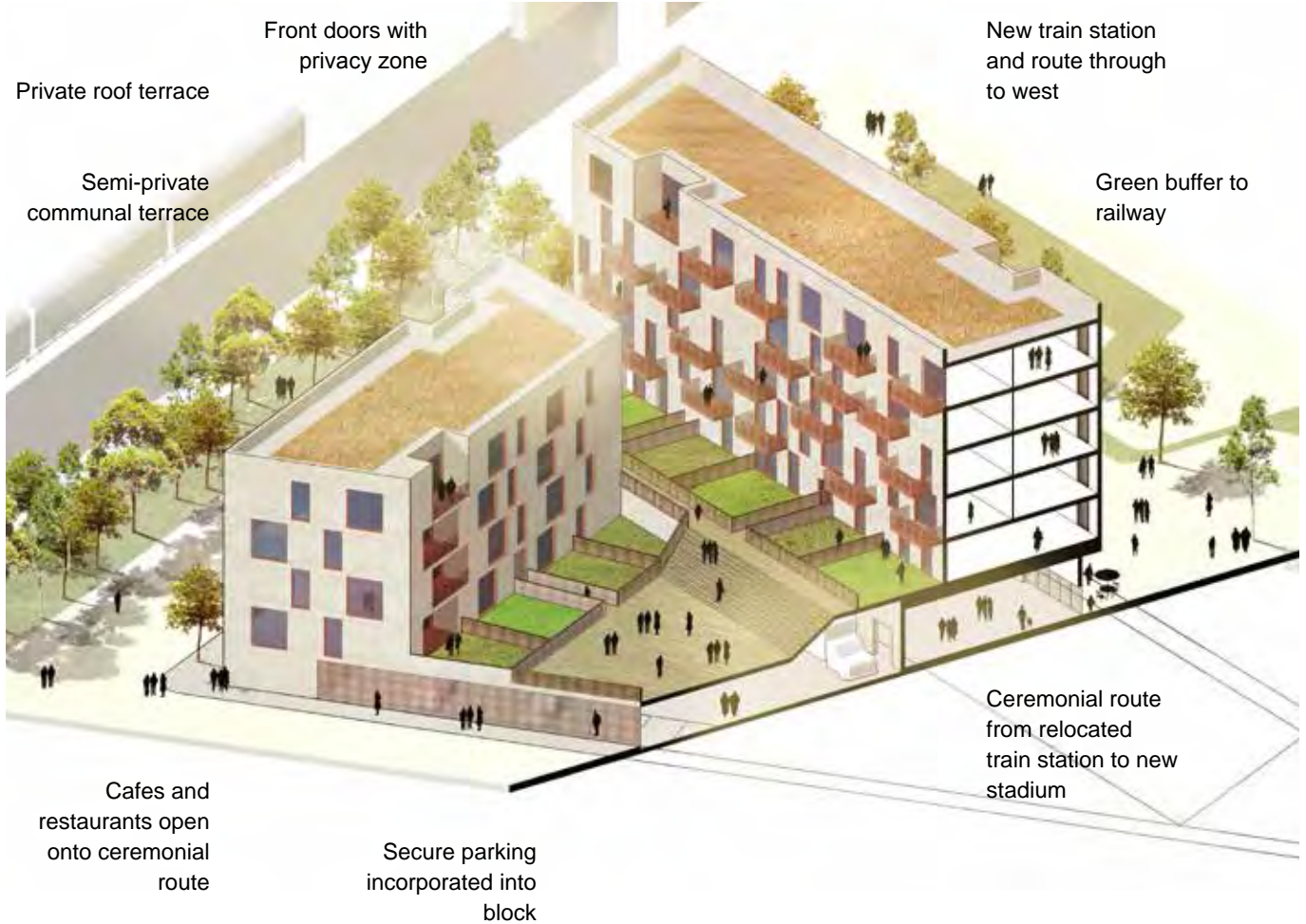




**MIXED COURTYARD – LIVING AROUND THE SQUARE**



**MIXED COURTYARD – TYPOLOGY & RELATIONSHIPS**





## 4.6 WORKSPACE TYPOLOGY

The enterprise and residential typology of utilising the ground floor of apartment blocks as workspace is capable of accommodating a range of B class uses that preserve a desirable mix of uses within a small scale, fine-grained urban context. Crucially, the model can respond to projections of growth in demand for small scale, flexible spaces.

Typically, office or retail use in proximity to residential has been the generally accepted pairing. However, mixed use may also include certain light industrial uses, and should be seen as an opportunity to animate ground floors, often the less desirable residential offers within new developments, while offering a more sustainable economic benefit to the wider area than alternatives such as live-work.

The following spatial typologies challenge negative perceptions linking non-residential use with poorer quality living or amenities and provide an outline framework for creating a genuine mixed economy, access to markets, and flexibility across a range of future scenarios. In order to be successful, the various typologies will need to fulfill the following conditions:

### Residential

A high quality of living environment must be maintained for residents. Ideally, this includes having private outdoor space, visually pleasing and safe streetscapes, and minimal exposure to 'bad neighbour' effects such as emissions, noise, dust, odors and vibrations. Residents also benefit from an active streetscape, with ground floors that generate footfall, act as passive surveillance and contribute to a positive perception of safety and desirability, while potentially providing everyday neighbourhood-scale amenities.

### Enterprises

Ground floor units must be rented at levels affordable to local businesses. Good servicing is also crucial: this means having adequate access for loading, deliveries and parking to minimise constraints on operations. A range of unit sizes should be offered, including larger subdivisible units that can expand or contract according to changes in demand or the circumstances of their tenants, as well as benefit from the additional footfall that results from being co-located within a residential development.

## TESTING AGAINST POTENTIAL OCCUPANTS

### GRAPHIC DESIGNERS



**Use class** B1, class IIB

**Local example:** Safrisco Media Solutions

**On-site activities:**

- print and stationary design, e-commerce web design, branding and marketing consultancy

**Potential benefits:**

- active daytime frontage
- minimal noise pollution and vehicular traffic

**Potential negatives:**

- visitor parking

**Spatial requirements:**

- 20 - 50m<sup>2</sup>
- client access
- natural light
- floor to ceiling height: 2.1-3m

**Employee profile:**

Micro-business  
(0 - 4 employees)

**Comparable businesses:**

- architecture studios
- marketing and PR firms
- web design
- IT support & security
- travel agents
- publishers/printers

## BAKERY



### Use class B2

**Local example:** Flourish Artisan Bakery, N17

#### On-site activities:

- baking
- storage & distribution
- back office functions

#### Potential benefits:

- active day street frontage
- potential front of house sales
- neighbourhood use/amenity
- proximity to workforce

#### Potential negatives:

- unsociable hours
- strong smells
- traffic associated with pick ups & deliveries

#### Spatial requirements:

- space for parking/distribution
- example business takes 3 units
- a total of 350m<sup>2</sup>
- 3-phase power
- waste handling
- floor to ceiling height: 3-4.5m

#### Employee profile:

Micro-SME  
(3 - 6 full-time employees)

#### Comparable businesses:

- brewery
- healthfood manufacture & distribution
- specialty food shops
- restaurant suppliers
- catering companies

## FABRICATION LABORATORY



### Use class D1

**Example:** Fab Lab Manchester

#### On-site activities:

- 3D and laserprinting
- wood & metal working
- electronics
- computer aided design
- workspaces
- show room

#### Potential benefits:

- London-wide institution
- attracts diverse users
- not restricted to daytime or week day use

#### Potential negatives:

- noise, vibrations
- dust

#### Spatial requirements:

- up to 250m<sup>2</sup>
- ample parking
- 'dirty' and 'clean' areas
- floor to ceiling height: 3 - 4.5m

#### Employee Profile:

Micro-business  
(2.5-3 full-time employees)  
+ local multiplier

#### Comparable businesses:

London Hackspace

Note: Originally part of the community outreach programme at the Massachusetts Institute of Technology, FabLabs are an institution sharing fabrication equipment ranging from CNC mills to 3D and laser printers as well as a platform for knowledge and innovation exchange.

## RECORDING STUDIO



**Use class** B1, class IIb

**Local example:** Quo Vadis recording studio, N17

**On-site activities:**

- rehearsal rooms
- recording equipment
- equipment hire

**Potential benefits:**

- active frontage
- not restricted to day-time use (1 - 20 visits per day)
- minimal vehicular traffic

**Potential negatives:**

- negative impact on perceptions of safety (youth clientele)
- noise (able to be addressed through acoustic attenuation)

**Spatial requirements:**

- approx 125m<sup>2</sup>
- shared parking for access by studio users
- floor to ceiling height: 2.1-3m

**Employee Profile:**

Micro-business  
(1 - 2 full-time employees)

**Comparable businesses:**

- TV / radio stations

## CLEANING COMPANY



**Use class** B8

**Local example:** Woodberry Down Cleaning Group

**On-site activities:**

- van parking, equipment pick-up & storage
- back office functions
- water fill-up & filtration

**Potential benefits:**

- local employment

**Potential negatives:**

- van movements
- noise
- minimal animation or surveillance
- early starts

**Spatial requirements:**

- van usage & storage (2 - 3 transit vans)
- total sqm required: 50m<sup>2</sup>
- floor to ceiling height: 2.7-3m

**Employee profile:**

SME business  
(up to 18 employees)

**Comparable businesses:**

- textile distributors
- kitchen appliance dealer
- small scale wholesale food distributors
- furniture storage
- construction



## CAR MECHANICS



### Use class B2

**Local example:** K & R Autos, King Street N17

#### On-site activities:

- car maintenance and servicing
- spare part storage parking
- back office functions

#### Potential benefits:

- serves local residents
- local demand
- local employment

#### Potential negatives:

- requires several parking spaces
- above average floor to ceiling height required.
- noise

#### Spatial requirements:

- 75m<sup>2</sup>+
- floor to ceiling height of 4.5m min for car lift
- parking
- waste handling

#### Employee Profile:

Micro-business  
(1-10 full-time employees)

#### Comparable businesses:

- shutter and metalworks
- specialist equipment suppliers
- textile manufacture

## FURNITURE WORKSHOP



### Use class B2, B8

**Local example:** Dovetail Joinery, Frontier Works

#### On-site activities:

- joinery
- furniture restoration
- sanding and planing
- painting and vanishing

#### Potential benefits:

- potential 'walk to' amenity
- local training opportunities
- serve local residents

#### Potential negatives:

- noise, vibrations
- dust

## GENERAL DESIGN CONSIDERATIONS



### Access and Servicing:

Good servicing is crucial: this means having adequate access for loading, deliveries and parking, and minimal constraints on operations. To maintain the quality of residential streets, servicing and delivery access would preferably be separated, such as to the rear or within the workspaces. To support core business activities access should at a minimum accommodate vehicles up to the size of a transit and luton vans, however, it is assumed that the setting would preclude uses that regularly require larger access, such as articulated vehicles.



### Unit Sizes:

Unit sizes should reflect current and projected local demand, which is primarily for smaller units ranging from approximately 20m<sup>2</sup> to 50m<sup>2</sup> for offices and up to 150m<sup>2</sup> for light industrial/studios, with some demand for larger units up to approximately 300m<sup>2</sup>.

The spatial models are based on the following approximate unit sizes, as based on a 6m grid:

- extra small 18m<sup>2</sup>
- small 36m<sup>2</sup>
- medium 72m<sup>2</sup>
- large 144m<sup>2</sup>
- extra large 300m<sup>2</sup>



### Configuration:

To accommodate changing demand, dividing walls should be non-structural and the units configured to allow for contraction and expansion through the sub-division and combining of units.



### Street Frontage:

The configuration should also maximise the number of street frontages and aim to animate the ground floor. Smaller units should therefore be located at the ends of blocks to take advantage of the corners, and larger units, which have generally less street activity or need for street-level frontage, can be positioned at the centre of the plan.



### Floor to Ceiling Height:

Whilst taller floor to ceiling heights, such as 1.5 to 2 storey, would increase the range of potential uses of the ground floor workspaces, this would result in undesirable massing to the residential blocks, and a narrow and confined feel of the street. It has been assumed that a floor to ceiling height of 3.3 - 3.6m would provide the required head height and desirable ground floor scale.



### Shared Space:

Businesses, especially smaller, independent firms, benefit both socially and commercially from interacting with other businesses, for example, creating opportunities for mutual support and working together. Shared spaces could maximise this potential. This does not necessarily require additional internal space, for example, service access areas could be strategy designed to become attractive communal areas.



### Residential Amenity:

To maintain a good quality living environment, tactics for separating residential properties from the visual and acoustic impacts of the workspaces should be utilised, from the construction specification to the strategic location of residents' external space. For example, setting back residential blocks and using the roofs of the workspaces to create terraces and garden, or building external space over service areas, both maintain resident amenities and create the desired separation. Also, there can be lease agreement that control noise, dust, odors and vibrations from the workspaces.

The following pages address overall design considerations in the context of a mixed development, and provide further detailed consideration on three configurations capable of incorporating enterprise space within a fine-grained urban context.

## **TYPE 1 - THE YARD**

## **TYPE 2 THE MEWS**

## **TYPE 3 THE ARCHES**

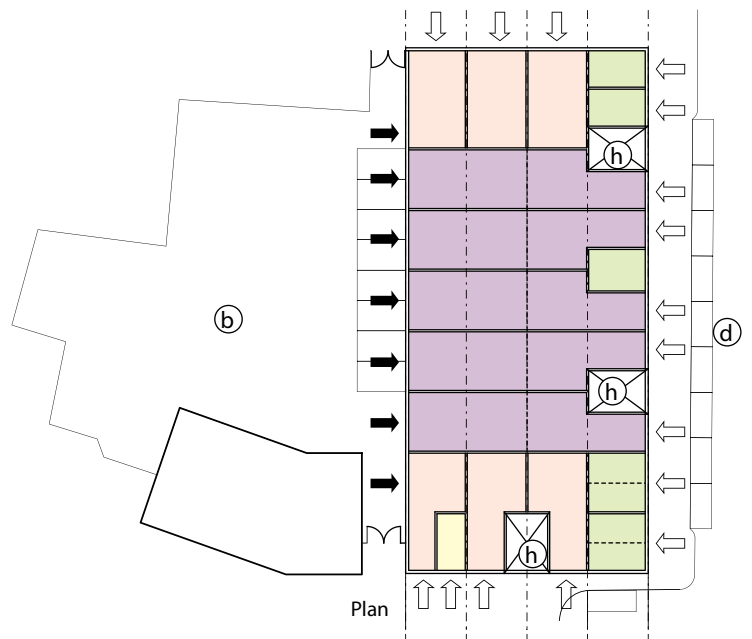


# TYPE 1- THE YARD

The Yard is a (semi) enclosed model combining a central serviced yard, ground floor enterprise space, and residential uses above. The larger area required for the service yard is offset by benefits to a wider variety of businesses. The Yard can also foster a sense of community and possibilities for collaboration among tenants, as well as provide passive surveillance.



- a. Ground floor enterprise units
- b. Service Yard, gated.
- c. Businesses parking & deliveries spaces
- d. Residential street
- e. Residential & visitor parking.
- f. Existing shops and business of the High Road.
- g. Potential for High Road properties to integrate into the yard, alternatively will need to retain a service road to serve them.
- h. Residents entrance core.
- i. Residents gardens and terraces above the 4.5m high portion of the workspaces.



## CHARACTERISTICS



### Access and Servicing:

The Yard Model utilises a service yard to the rear of the enterprise spaces, allowing both service and residential street access, and off street parking, deliveries and loading.



### Unit sizes:

The relatively deep plan makes this spatial model suitable for larger units with access from both the residential street and the service yard. Businesses that require a retail and larger unit, such as a bakery, could utilise the link with the High Road properties and occupy both a shop and a new unit.



### Indicative Configuration:

- 5 no. large units with both service yard and residential street access (could be subdivided in two.)
- 2 no. medium units with service yard and residential street access.
- 4 no. medium units with residential street access only.
- 5 no. small units with residential street access only.
- 1 no. extra small unit with residential street access only.



### Street Frontage:

Maximise the number of street frontages by locating smaller units at the corners and larger units to the centre of the plan.



### Floor to ceiling:

3.3m under the residential flats, and extended to 4.5m to the rear to accommodate businesses, such as a car mechanics.



### Shared Space:

The yard creates potential for interactions between occupants with the additional opportunity to integrate the existing business on the High Road. For example, cafes and pubs on the High Road could be encouraged to use the Yard for customer seating, and landscaping introduced to create an attractive environment.



### Residential Amenity:

Utilise the set-back residential block to provide gardens and terraces for the housing, and create visual and acoustic separation from the workspaces.

## PRECEDENT



### Peabody Yard, Islington

Together with Peabody Trust and Islington Council, Space Studios refurbished 12 studios for artists and craftsmen. The communal yard area is used by the tenants for making, parking, meeting, socialising and putting on events.

## EXAMPLES OF POTENTIAL ENTERPRISES:

### Larger size units: Car Mechanic



- Having both service yard and street access, along with the potential for a floor to ceiling height of 4.5m to the rear, makes The Yard Model suitable for a large range of business types.
- The large units would suit a car mechanic business as they would utilise the 4.5m ceiling height at the rear for a car lift, use the service yard for parking vehicles and the street frontage for a small office and visitor entrance.

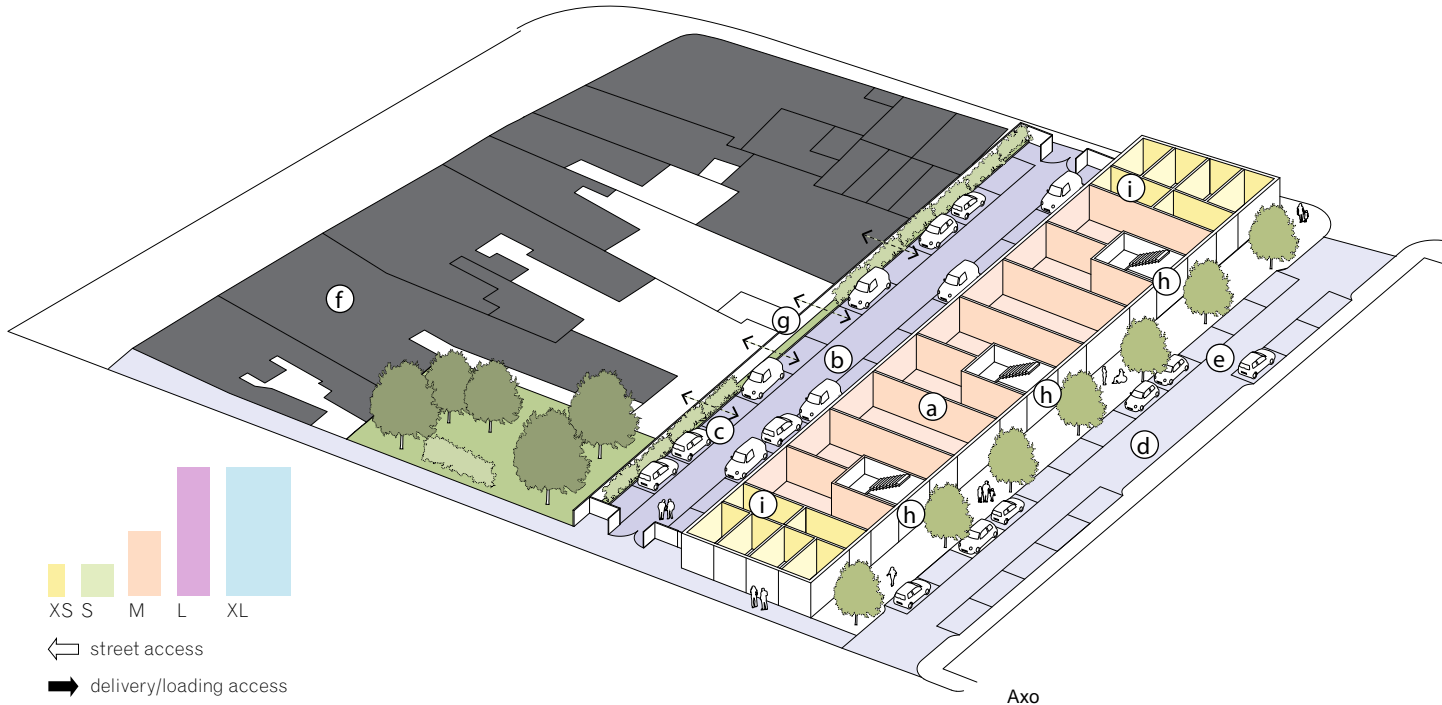
### Smaller size units: Graphic Designers



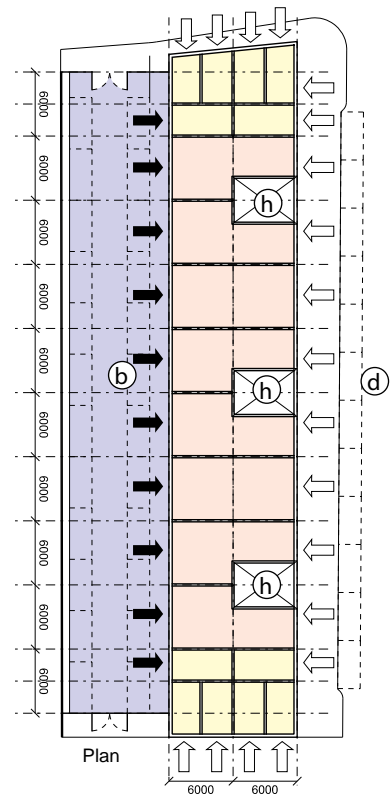
- The small units on to the residential street would suit a office use, such as a graphic designers. They would not need direct access to the service yard. but occupants could use it for bike and car parking and use any other shared amenities, like a landscape area. They would also create a positive, actively frontage to the residential street.

# TYPE 2 - THE MEWS

The mews typologies offer the possibility of combining a high quality residential street with a rear serviced road thus enabling a wide range of business types. The road could form the transition between the rear of the high road properties and the new enterprise+residential accommodation, providing efficient servicing & access.



- a. Ground floor enterprise units
- b. Mews serviced road, gated.
- c. Businesses parking & delivery spaces.
- d. Residential street
- e. Residential & visitor parking.
- f. Existing shops and business of the High Road.
- g. Potential for High Road properties to integrate into the mews, alternatively will need to retain a service road to serve them.
- h. Residents entrance core.
- i. Potential to use the xs units for wcs and showers to serve the smaller units.





## CHARACTERISTICS



### Access and Servicing:

The Mews Model is serviced by a road to the rear of the enterprise spaces, allowing deliveries and parking off the surrounding residential streets.



### Unit sizes:

Non-structural internal walls will allow flexibility of unit sizes to suit demand. Due to the nature of the two other spatial models, smaller units should be maximised here.



### Indicative Configuration:

- 8 no. medium units with both service road and residential street access (could be subdivided in two.)
- 10 no. extra small units with residential street access only (or 2 no. extra small and 4 no. small units).
- 2 no. extra small units with service road access only (could alternatively be used for wcs and showers for the smaller units.)



### Street Frontage:

Maximise number of street frontages with smaller units at the corners and larger units to the centre of the plan.



### Floor to ceiling:

To maintain four storey mass of the block, floor to ceiling height of approximately 3 - 3.3m.



### Shared Space:

As the service yard, the mews creates a shared space that can be used by occupants in many different ways from sitting outside on lunch break and chatting to their neighbours to cultivating plants. There is potential to integrate the existing business on the High Road as if they made openings to their rear boundary they could also use the mews.



### Residential Amenity:

In this example, there is potential to utilise the block's roof and add balconies for residential outdoor amenity space. Additional outdoor space and separation from the workspaces could be achieved by stepping back the residential block or building over the mew to create gardens.

## PRECEDENT



### Illife Yard, Southwark

Work spaces (a) either side of a mews (b) with residential above and behind (c). The housing utilities the roofs of the work space as gardens (d), with the setting back of the residential also providing visual and acoustic separation. A successful community of businesses was achieved, aided by the mews acting as a shared, central space.

## EXAMPLES OF POTENTIAL ENTERPRISES:

### Larger size units: Bakery



- Access to the rear and the residential street - deliveries off the residential street.
- Link through to the High Road.

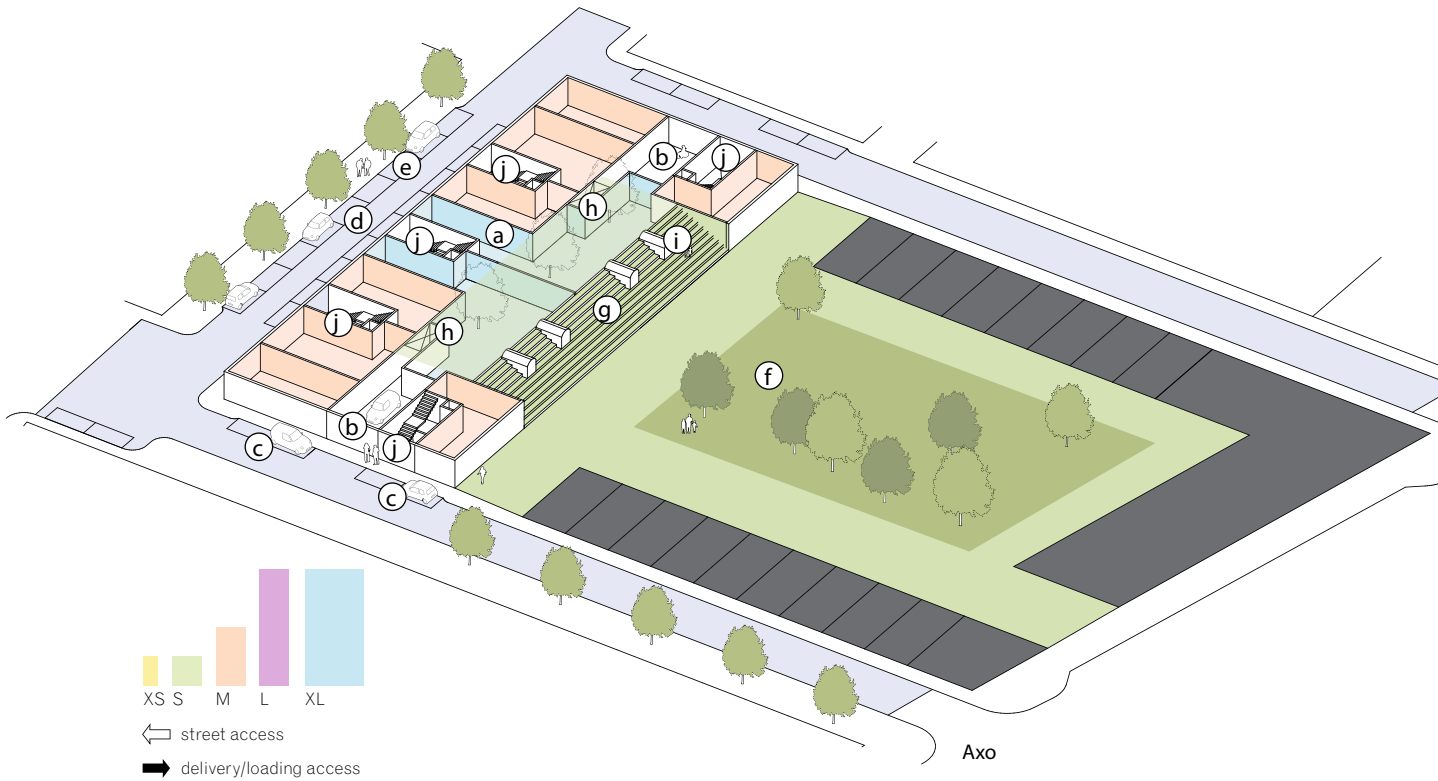
### Smaller size units: Artist



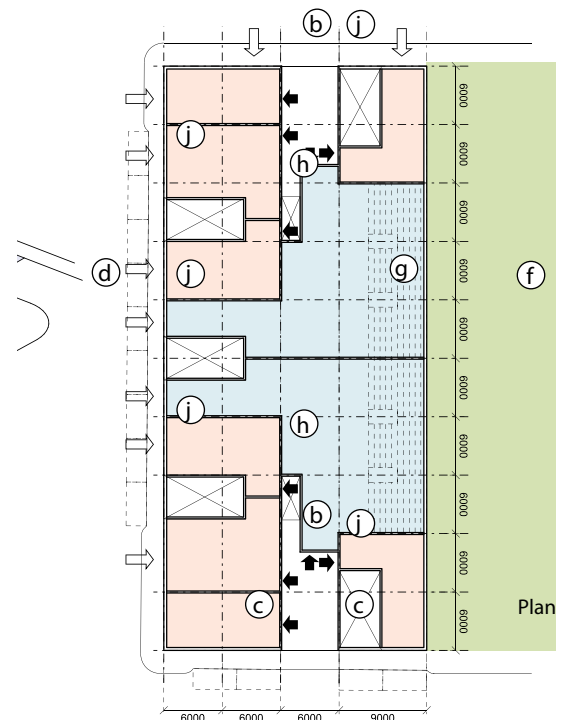
- Small space suits low overheads, street frontage, suits a cluster of artists and include the sharing of units

# TYPE 3 - THE 'ARCHES'

The arches combine ground floor retail, residential and loading & service areas in a one-sided, street facing model which overcomes a lack of service yard or mews through the creation of an internal shared service area and on-street loading bays. The model finds an effective solution where separate servicing access via a service yard or mews is not possible.



- a. Ground floor enterprise units
- b. Internal access and service area
- c. On-road loading bays
- d. Residential street
- e. Residential & visitor parking.
- f. Green space between residential blocks.
- g. Due to the green space there cannot be access to the workspace from the rear. Instead of a blank wall, the rear of the workspace could be stepped to continue the green space up onto the roof and enhance the residents' amenity space.
- h. Light wells to bring natural light in the deep plan.
- i. Dormer windows light the back to the single fronted units.
- j. Residents entrance core.



## CHARACTERISTICS



### Access and Servicing:

The Arches Model is only accessible from the residential street. A delivery area is incorporated into the sides of the plan to service the units, with designated loading/delivery bays on the road adjacent. As the servicing is less direct and smaller in provision compared to the other models, this is less suitable to businesses requiring extensive deliveries, loading etc, and is generally more restrictive in the types of suitable occupants.

### Unit sizes:



The lack of access and aspect to the rear drives the lay-out and unit sizes, with less flexibility than the other two models. This results in two extra large units at the centre of the plan, which would suit businesses such as a furniture makers, Fab Lab or a co-working space. The other units are planned to allow both access to the street and the service area. One sided access reduces potential for subdivision.



### Indicative Configuration:

2 no. extra large units.  
8 no. medium units with both service area and residential street access.



### Street Frontage:

The restrictions to the lay-out result in a lower density and larger street frontages compared to the other models. Dormer windows to the rear steps will both light the back units and give views in and out from the residents' communal green space.



### Floor to ceiling:

To maintain five storey mass of the block, floor to ceiling height of approximately 3-3.3m.



### Shared Space:

The internal service area that gives back-of-house access to the units, has the potential to become a communal space lit by lightwells in the gardens and terraces above.



### Residential Amenity:

This model gives the most separation to the residential properties and provides the most successful outdoor residents' amenity space by stepping up the rear of the workspace to continue the green space up onto the roof.

## PRECEDENT



### Hothouse, Hackney

Squeezed between the main line out of Liverpool Street and London Fields, the Hothouse provides new headquarters for Free Form Arts Trust, with office and studio spaces, facilities for training, archive space and, in phase 2, live work studios for artists. Additional studios and workshops within the converted arches of the adjacent railway viaduct.

## EXAMPLES OF POTENTIAL ENTERPRISES:

### Extra Large size units: FabLab



- Can utilise the deep plan and large area.
- Small street frontage for users entrance and use service space for deliveries.
- Views into activities from the residents greenspace.

### Medium size units: Furniture Workshop



- Small workshop such as a small furniture firm.
- Active street front.

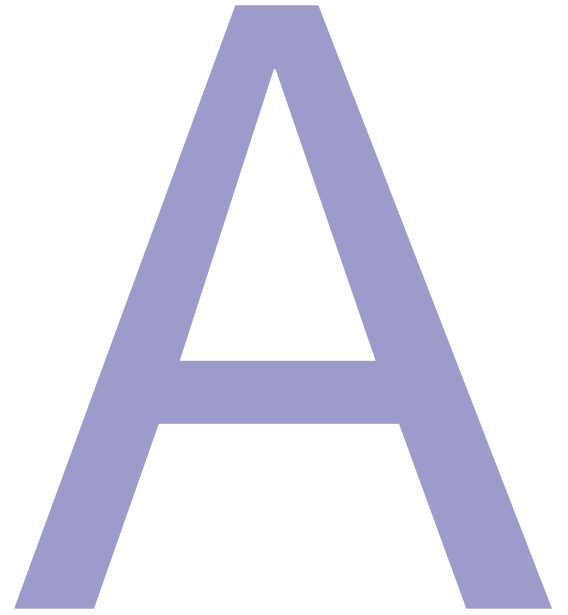






# Appendices

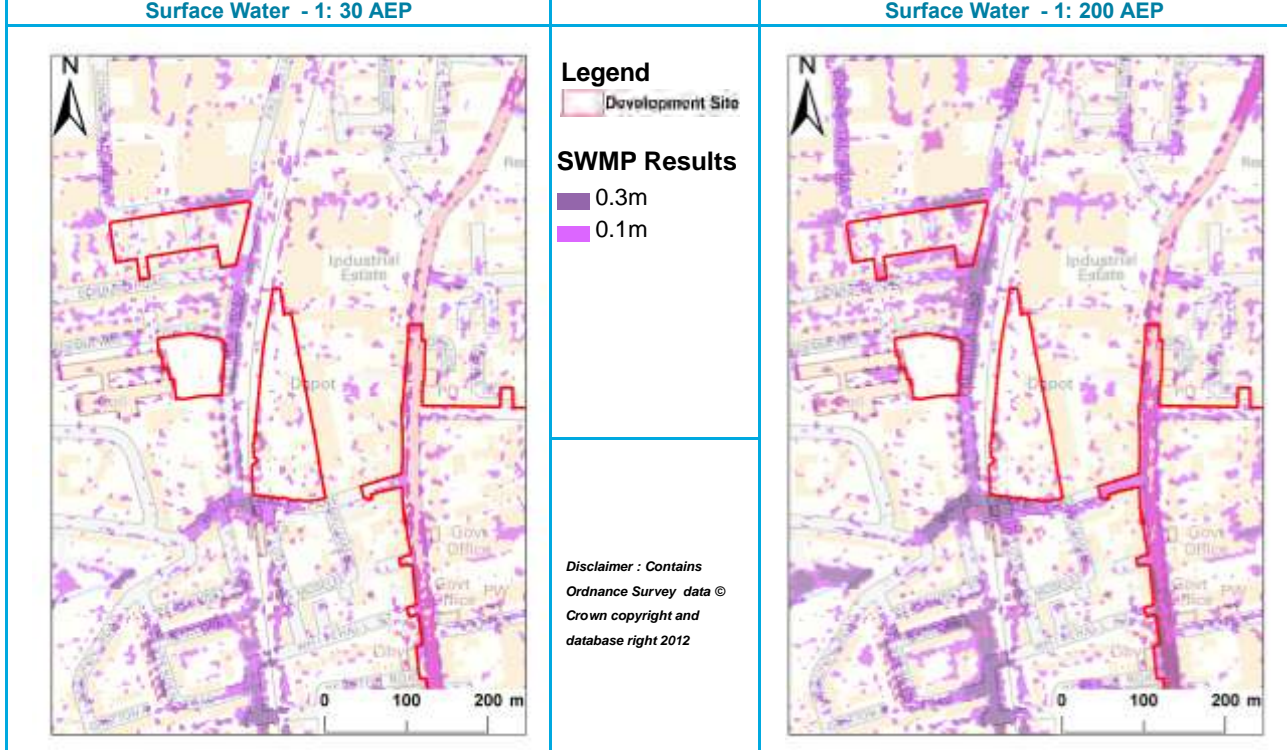
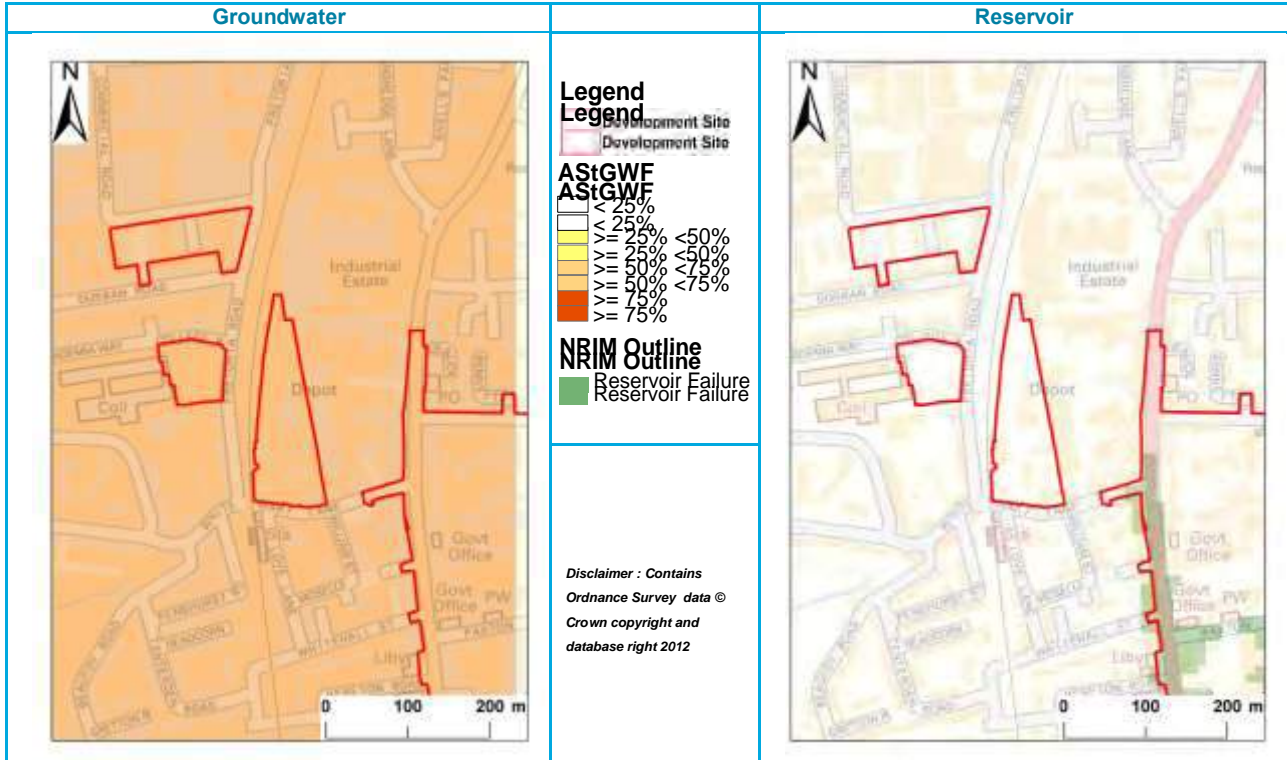






# **Strategic Flood Risk Assessment Maps**






Table 1 18 Land Adjacent to Railway Line, White Hart Lane, N17				
Site ID 18	OS NGR: 533719, 191478	Area: 1.43 ha	Time: 1-10 years	
Existing Use : Industrial and adjacent to a SINC		Proposed Use: Employment-led mixed use development with some residential		
<p><b>Exception Test Required?:</b> Potentially, the site is predominantly within Flood Zone 1, with a small portion of the site within Flood Zone 2. Development in Flood Zone 1 does not require the Exception Test</p> <p>Development in Flood Zone 2 - Essential infrastructure, Water-compatible, More and Less vulnerable classed development, as set out in table 2 of the NPPF Guidelines do not require the Exception Test.</p> <p>Highly vulnerable classed development require the Exception Test to be passed.</p> <p>Developers should be mindful of other sources of flood risk and design their site so as vulnerable uses are located in the areas of lower risk.</p>				
<p><b>Flood Defence :</b> Environment Agency Flood Defence at the southern boundary of the site - Culverted channel, predominately a brick arch culvert with concrete bed. Width =3-4m. height = 1.5m. Site is within the Environment Agency's Flood Warning Area</p>		<p><b>Drainage Area:</b> Group4_061</p>		
<b>Flood Zone Coverage:</b>		<b>FZ1 :</b> 94.5%	<b>FZ2 :</b> 5.5%	<b>FZ3a:</b> 0%
				<b>FZ3b:</b> 0%
<b>Flood Zones</b>		<b>Climate Change</b>		
		<p><b>Legend</b></p> <p>Development Site</p> <p><b>Flood Zones</b></p> <ul style="list-style-type: none"> <li>Flood Zone 3b</li> <li>Flood Zone 3a</li> <li>Flood Zone 2</li> </ul> <p><b>Climate Change</b></p> <ul style="list-style-type: none"> <li>1:100 AEP + CC</li> </ul> <p><i>Disclaimer : Contains Ordnance Survey data © Crown copyright and database right 2012</i></p> 		
<p><b>Fluvial:</b> The site is considered to comprise land assessed as having a less than 1 in 1,000 annual probability of river or sea flooding (&lt;0.1%). However, the Modelle Brook (Main River) is located on the southern boundary of the site. The Moselle Brook is in culvert.</p>				
<p><b>Surface Water:</b> Surface water presents a risk to the site. Further development may result in an increase of surface water flood risk.</p>				
<b>% of site at risk from Pluvial flooding:</b>	<b>1:30 AEP (0.1m):</b> 13.2%	<b>1:30 AEP (0.3m):</b> 1.1%	<b>1:200 AEP (0.1m):</b> 15.1%	<b>1:200 AEP (0.3m):</b> 1.1%
<b>AStGWF:</b> >= 50% - < 75%	<b>% of Superficial Deposits:</b> 100.00000082831488		<b>NRIM (%):</b> 0.0	
<p><b>Reservoir:</b> The site is not at risk from flooding from reservoirs as indicated by the National Reservoir Flood Inundation Maps.</p>				
<p><b>Groundwater:</b> The AStGWF is described as a 1km grid. The site falls within a 1km grid cell that has been designated as having &gt;= 50% - &lt; 75 % susceptibility to groundwater flood emergence from superficial deposits. This assessment does not negate the requirement that an appropriate assessment of the groundwater regime should be carried out, especially if the development is to include basement extensions. Figure 10 Increased Potential for Elevated Groundwater Map of the LB of Haringey SWMP show this site to have permeable superficial deposits (~70% of the site) underlying the site.</p>				
<p><b>Other Sources of Flood Risk:</b> None</p>				



**Surface Water Drainage:** As an indication of requirements to manage surface water runoff at the development site an assessment of the soil types, greenfield runoff rate and attenuation storage volume is included below. Storage volumes displayed are calculated with an assumption that 70% of the site will be developed impermeable ground. A 30% increase in rainfall depths has been included to represent predicted future climate change effects. PLEASE NOTE: This assessment has been carried out using broad-scale datasets and aims to provide an indication of the likely opportunities and constraints for this development site. A detailed drainage assessment based on site-specific conditions should be carried out by a suitably qualified professional and submitted with any planning application. The values below should not be used for design purposes.



<b>Soil Type:</b> Sand and Gravel	<b>Pre-development (Greenfield) Runoff Volume (m<sup>3</sup>)</b> 423.8	<b>Climate change runoff (Development no attenuation)</b> 1042.4	<b>Estimated Attenuation Storage Volume (m<sup>3</sup>)</b> 618.5
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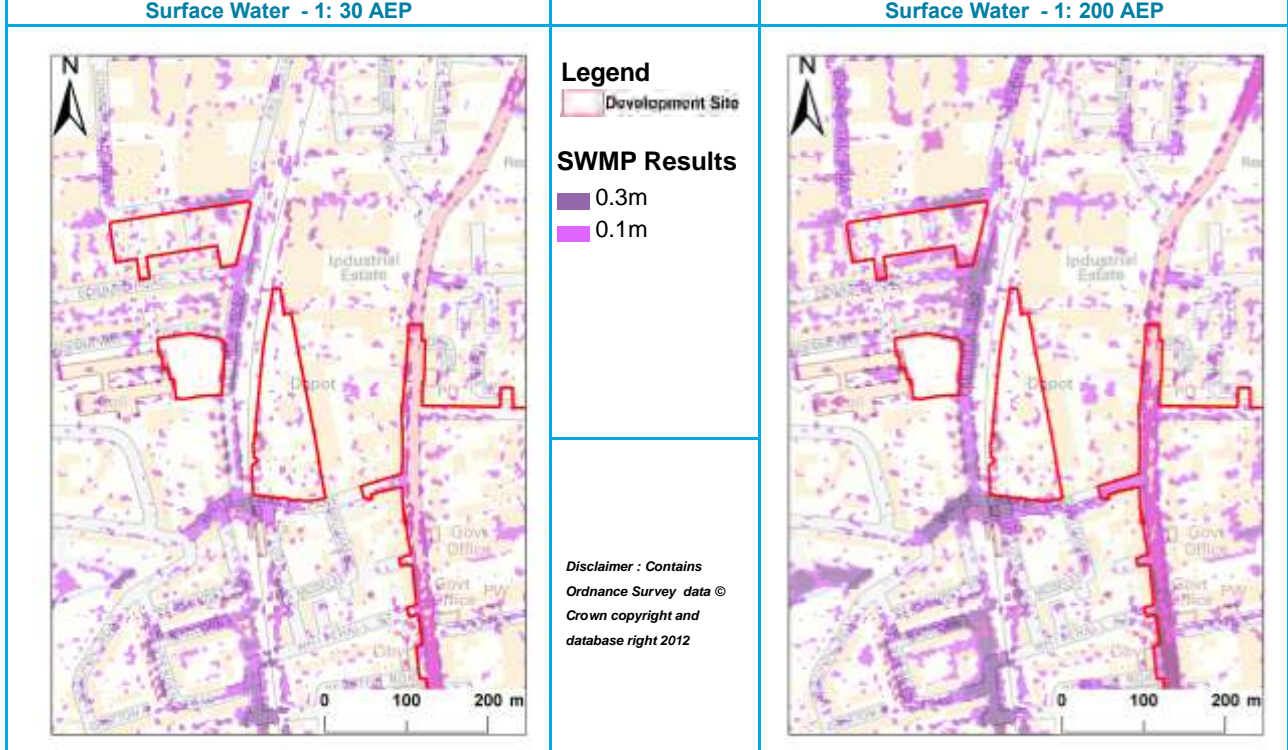
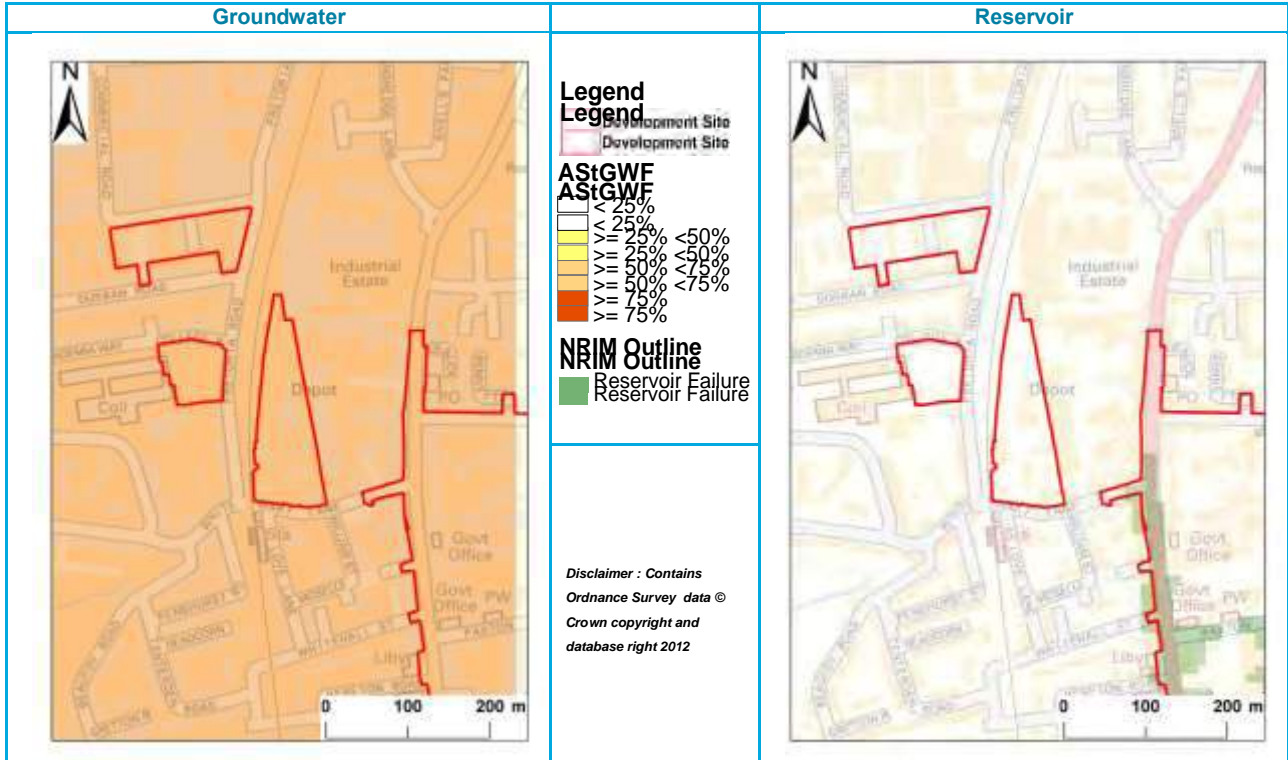


SuDS Type	Potential Suitability	Comments
Source Control		Most source control techniques are likely to be suitable. However, permeable paving is unlikely to be suitable due to high risk of groundwater flooding.
Infiltration		Mapping suggests that ~70% of the site has underlying soil that is likely to be permeable. However, the risk of groundwater flooding would make infiltration unsuitable. This site is located within an EA source protection zone.
Detention		This option may be feasible provided site slopes are < 5%. Liner is required for permanent wet features in pervious soils.
Filtration		This feature may be feasible, provided a liner is included; due to the contaminated land issues described on site and the site's susceptibility to groundwater flooding (ASTGWF).
Conveyance		Mapping indicates that this feature is probably not suitable, due to the slope of the site. (Slope <0.4)

#### Flood Risk Implications for Site

- All development should be located within Flood Zone 1, unless appropriate in accordance with NPPF Technical Guidance. any development within Flood Zone 1 will still require an FRA, to demonstrate how the site is to manage surface water, as the site is located within a Critical Drainage area.
- A site-specific flood risk assessment will be required for any development in Flood Zone 2.
- There is risk to the site from surface water. An investigation into the surface water drainage regime is required. More vulnerable development as described within NPPF should be located in the areas of least flood risk.
- Developers should consider the surface water catchment when looking at solutions for mitigation measures for surface water runoff from potential development. This may require developers to consider solutions outside of their site. Liaison with the appropriate SuDS Approving Body and LB of Haringey should be carried out in the early stages of the development.
- Assessment for runoff should include allowance for climate change effects.
- New or re-development should adopt exemplar source control SuDS techniques to reduce the risk of frequent low impact flooding due to post-development runoff.
- Onsite attenuation schemes will need to be tested against the hydrograph of the receiving watercourse or drainage system to ensure flows are not exacerbated downstream within the catchment.
- The site falls within an area susceptible to groundwater emergence. An assessment of suitable surface water mitigation techniques should be made.
- Assessment of the current access road flood risk and if new access roads are considered flood risk needs to be investigated further.
- Self Contained Basement dwellings should not be located within areas of flood risk.
- Any basement extension must not disrupt the hydrogeological regime of the area. Basement extensions located in areas of risk should not have any sleeping accommodation and will require access to an upper level.
- An FRA will need to demonstrate that development at this location can be made safe.






Table 1 18 Land Adjacent to Railway Line, White Hart Lane, N17				
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<b>AStGWF:</b> >= 50% - < 75%	<b>% of Superficial Deposits:</b> 100.00000082831488		<b>NRIM (%)</b> : 0.0	
<p><b>Reservoir:</b> The site is not at risk from flooding from reservoirs as indicated by the National Reservoir Flood Inundation Maps.</p>				
<p><b>Groundwater:</b> The AStGWF is described as a 1km grid. The site falls within a 1km grid cell that has been designated as having &gt;= 50% - &lt; 75 % susceptibility to groundwater flood emergence from superficial deposits. This assessment does not negate the requirement that an appropriate assessment of the groundwater regime should be carried out, especially if the development is to include basement extensions. Figure 10 Increased Potential for Elevated Groundwater Map of the LB of Haringey SWMP show this site to have permeable superficial deposits (~70% of the site) underlying the site.</p>				
<p><b>Other Sources of Flood Risk:</b> None</p>				



**Surface Water Drainage:** As an indication of requirements to manage surface water runoff at the development site an assessment of the soil types, greenfield runoff rate and attenuation storage volume is included below. Storage volumes displayed are calculated with an assumption that 70% of the site will be developed impermeable ground. A 30% increase in rainfall depths has been included to represent predicted future climate change effects. PLEASE NOTE: This assessment has been carried out using broad-scale datasets and aims to provide an indication of the likely opportunities and constraints for this development site. A detailed drainage assessment based on site-specific conditions should be carried out by a suitably qualified professional and submitted with any planning application. The values below should not be used for design purposes.

<p><b>Soil Type:</b> Sand and Gravel</p>	<p><b>Pre-development (Greenfield) Runoff Volume (m<sup>3</sup>)</b> 423.8</p>	<p><b>Climate change runoff (Development no attenuation)</b> 1042.4</p>	<p><b>Estimated Attenuation Storage Volume (m<sup>3</sup>)</b> 618.5</p>
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SuDS Type	Potential Suitability	Comments
Source Control		Most source control techniques are likely to be suitable. However, permeable paving is unlikely to be suitable due to high risk of groundwater flooding.
Infiltration		Mapping suggests that ~70% of the site has underlying soil that is likely to be permeable. However, the risk of groundwater flooding would make infiltration unsuitable. This site is located within an EA source protection zone.
Detention		This option may be feasible provided site slopes are < 5%. Liner is required for permanent wet features in pervious soils.
Filtration		This feature may be feasible, provided a liner is included; due to the contaminated land issues described on site and the site's susceptibility to groundwater flooding (ASTGWF).
Conveyance		Mapping indicates that this feature is probably not suitable, due to the slope of the site. (Slope <0.4)

#### Flood Risk Implications for Site

- All development should be located within Flood Zone 1, unless appropriate in accordance with NPPF Technical Guidance. any development within Flood Zone 1 will still require an FRA, to demonstrate how the site is to manage surface water, as the site is located within a Critical Drainage area.
- A site-specific flood risk assessment will be required for any development in Flood Zone 2.
- There is risk to the site from surface water. An investigation into the surface water drainage regime is required. More vulnerable development as described within NPPF should be located in the areas of least flood risk.
- Developers should consider the surface water catchment when looking at solutions for mitigation measures for surface water runoff from potential development. This may require developers to consider solutions outside of their site. Liaison with the appropriate SuDS Approving Body and LB of Haringey should be carried out in the early stages of the development.
- Assessment for runoff should include allowance for climate change effects.
- New or re-development should adopt exemplar source control SuDS techniques to reduce the risk of frequent low impact flooding due to post-development runoff.
- Onsite attenuation schemes will need to be tested against the hydrograph of the receiving watercourse or drainage system to ensure flows are not exacerbated downstream within the catchment.
- The site falls within an area susceptible to groundwater emergence. An assessment of suitable surface water mitigation techniques should be made.
- Assessment of the current access road flood risk and if new access roads are considered flood risk needs to be investigated further.
- Self Contained Basement dwellings should not be located within areas of flood risk.
- Any basement extension must not disrupt the hydrogeological regime of the area. Basement extensions located in areas of risk should not have any sleeping accommodation and will require access to an upper level.
- An FRA will need to demonstrate that development at this location can be made safe.



# B

## High Road Frontage Options



## High Road West Regeneration - High Road Frontage Options

### Objectives:

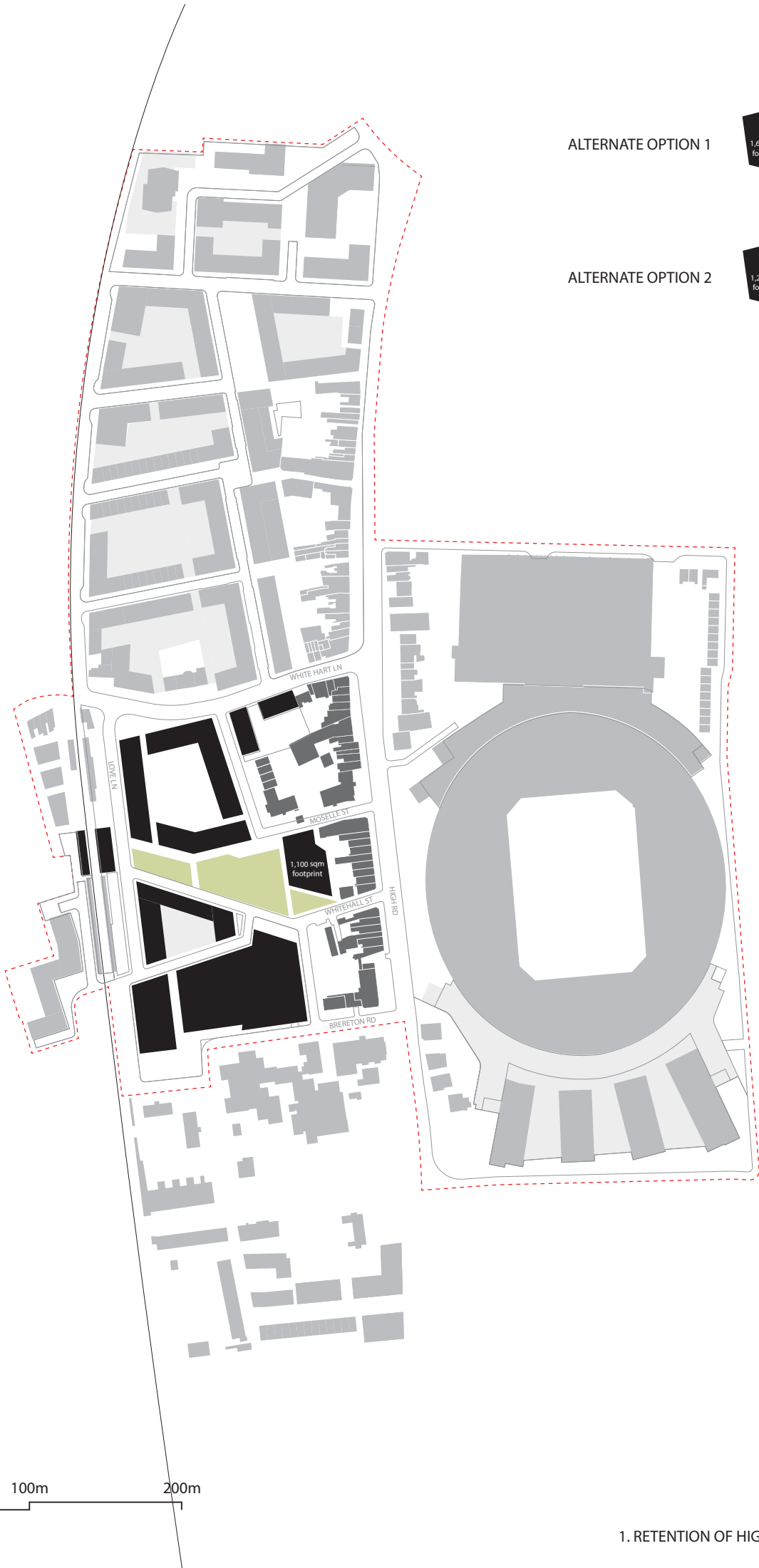
- 'Place changing' – provide a new, high quality, active public space flanked by community, commercial and leisure buildings to support the creation of a new welcoming distinctive place in London;
- Enhance the relationship and pedestrian connectivity between a new White Hart Lane Station entrance, the public square, new commercial leisure development and the new Stadium - making it easier and safer to use on event and non event days for both local people and visitors;
- Provide a strong relationship to and reinvigorate and reactivate the High Road as a key first phase of major new mixed use development;
- Ensure a new library (with enhanced facilities) can open before the existing one closes;
- Provide new public realm to enhance the openness and character of the Conservation Area;
- Seek to minimise disruption to existing business and residential occupiers whilst also achieving the key 'place changing' objective.

Option	Pros	Cons
1. Retention of High Road Properties	<ul style="list-style-type: none"> <li>• Reduced disturbance to businesses on the High Road.</li> <li>• Retains 100% existing frontage including the locally listed buildings.</li> <li>• Maintains existing urban grain on the High Road and White Hart Lane.</li> <li>• Retains two relatively modern affordable housing blocks (corner of Moselle Street and William Street).</li> </ul>	<ul style="list-style-type: none"> <li>• Hides new community building behind the High Road buildings, reducing visibility and regenerative benefit of new community facilities.</li> <li>• Fails to open up and connect new public square and enhanced station to the High Road.</li> <li>• Hides new leisure building from the High Road.</li> <li>• No gateway on the High Road to the new public square and station access.</li> <li>• No opportunity to reflect the scale and architecture of new stadium development opposite nor signal new development to the west by the introduction of a new building and space on the High Road.</li> <li>• Need to address relationship between any new building and rear of 741-759 High Road – challenges in relation to servicing of commercial uses, relationships of residential use on upper floors and uses within community centre.</li> <li>• Loses opportunity to provide highly visible, new community library with enhanced facilities within High Road frontage.</li> </ul>
2. New block on corner of White Hart Lane	<ul style="list-style-type: none"> <li>• Retains some existing frontage and most locally listed buildings.</li> <li>• Maintains historic urban grain at High Road</li> <li>• New community building is on the High Road.</li> <li>• Provides additional housing on corner of White Hart Lane.</li> <li>• New building on High Road could reflect the scale and architecture of new stadium development opposite.</li> </ul>	<ul style="list-style-type: none"> <li>• New community building behind the High Road is not connected to the new public square/strategic link and strength of link with WHL station as a tool to drive footfall and new employment/use is not realised.</li> <li>• Loss of 6 locally listed buildings.</li> <li>• Loss of 1 grade 2 listed building.</li> <li>• No gateway on the High Road to the new public square and station.</li> <li>• Loss of two relatively modern affordable housing blocks (corner of Moselle Street and William Street).</li> <li>• Disruption to existing High Road businesses &amp; residential occupiers.</li> </ul>
3. New community Hub on High Road	<ul style="list-style-type: none"> <li>• Retains over 70% of existing frontage and some locally listed buildings.</li> <li>• Maintains urban grain on the High Road and White Hart Lane but not opposite the Stadium.</li> <li>• New community building is on the High Road</li> </ul>	<ul style="list-style-type: none"> <li>• No gateway on the High Road to the new public square and station reducing the likely viability of commercial leisure development to the west.</li> <li>• Loss of 9 locally-listed buildings.</li> <li>• Disruption to existing High Road businesses &amp; residential occupiers.</li> </ul>

	<p>facing the new public square.</p> <ul style="list-style-type: none"> <li>• Marks new public square and station access on the High Road.</li> <li>• New building on High Road could reflect the scale and architecture of new stadium development opposite.</li> <li>• Retains relatively new social housing on corner of Moselle Street.</li> </ul>	
4. New block on corner of Whitehall Street	<ul style="list-style-type: none"> <li>• Retains over 70% of existing frontage and all bar one locally listed buildings.</li> <li>• New community building is on the High Road adjacent to new public square.</li> <li>• New building on the High Road could reflect the scale and architecture of new stadium development opposite.</li> <li>• Retains relatively new social housing on corner of Moselle Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of library services as demolishes existing library to replace with a new facility on the same site – will require a temporary move to maintain service provision and increase costs.</li> <li>• Restricted gateway on the High Road to the new public square and station.</li> <li>• Need to address relationship between any new building and rear of 741-759 High Road – challenges in relation to servicing of commercial uses, relationships of residential use on upper floors and uses within community centre</li> <li>• Reduction in the number of new homes and retail frontage provided.</li> <li>• Disruption to existing High Road businesses &amp; residential occupiers.</li> <li>• Loss of potential new retail space and new housing units.</li> </ul>
5. New frontage to the High Road	<ul style="list-style-type: none"> <li>• Comprehensive redevelopment facilitates phasing and delivery.</li> <li>• New community building is on the High Road facing the new public square.</li> <li>• Provides additional housing.</li> <li>• New buildings on the High Road could reflect the scale and architecture of new stadium development opposite enhancing the coherence of the urban grain.</li> <li>• Creates a gateway on the High Road to the new public square and station.</li> <li>• Increased retail/commercial space.</li> <li>• Increased residential units.</li> </ul>	<ul style="list-style-type: none"> <li>• Changes urban grain and scale of buildings in the High Road Conservation Area.</li> <li>• Redevelops relatively new social housing on corner of Moselle Street.</li> <li>• Loss of all locally listed buildings.</li> <li>• Loss of Grade 2 listed building.</li> <li>• Disruption to existing High Road businesses &amp; residential occupiers.</li> </ul>
6. New frontage south of Moselle Street	<ul style="list-style-type: none"> <li>• Comprehensive redevelopment facilitates phasing and delivery.</li> <li>• New community building is both on the High Road and facing the new public square.</li> <li>• Provides additional housing.</li> <li>• New buildings on the High Road could reflect the scale and architecture of new stadium development opposite enhancing the urban grain on this section of the High Road with a new Stadium.</li> <li>• Creates a gateway on the High Road to the new public square/strategic link with, station and leisure/retail units.</li> <li>• Retains relatively new social housing on corner of Moselle Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Loss of 10 locally listed buildings.</li> <li>• disruption to existing High Road businesses &amp; residential occupiers.</li> </ul>

	<ul style="list-style-type: none"><li>• Retains over 50% of existing frontage and 6 locally listed buildings.</li><li>• Increased retail/commercial space.</li><li>• Increased residential units.</li></ul>	
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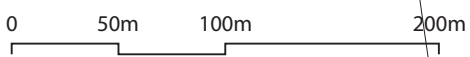




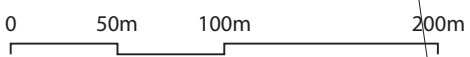
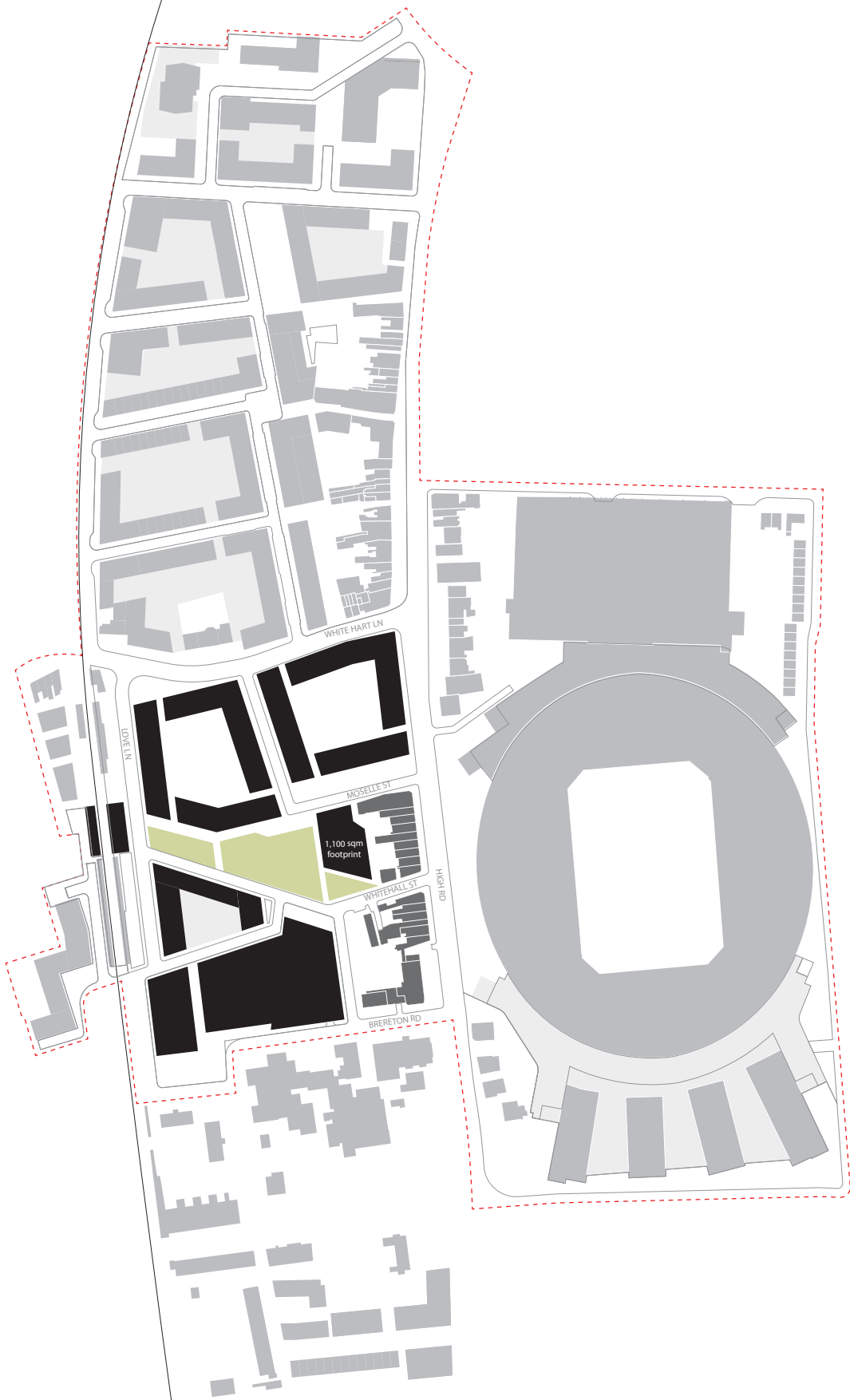
ALTERNATE OPTION 1



ALTERNATE OPTION 2

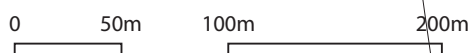
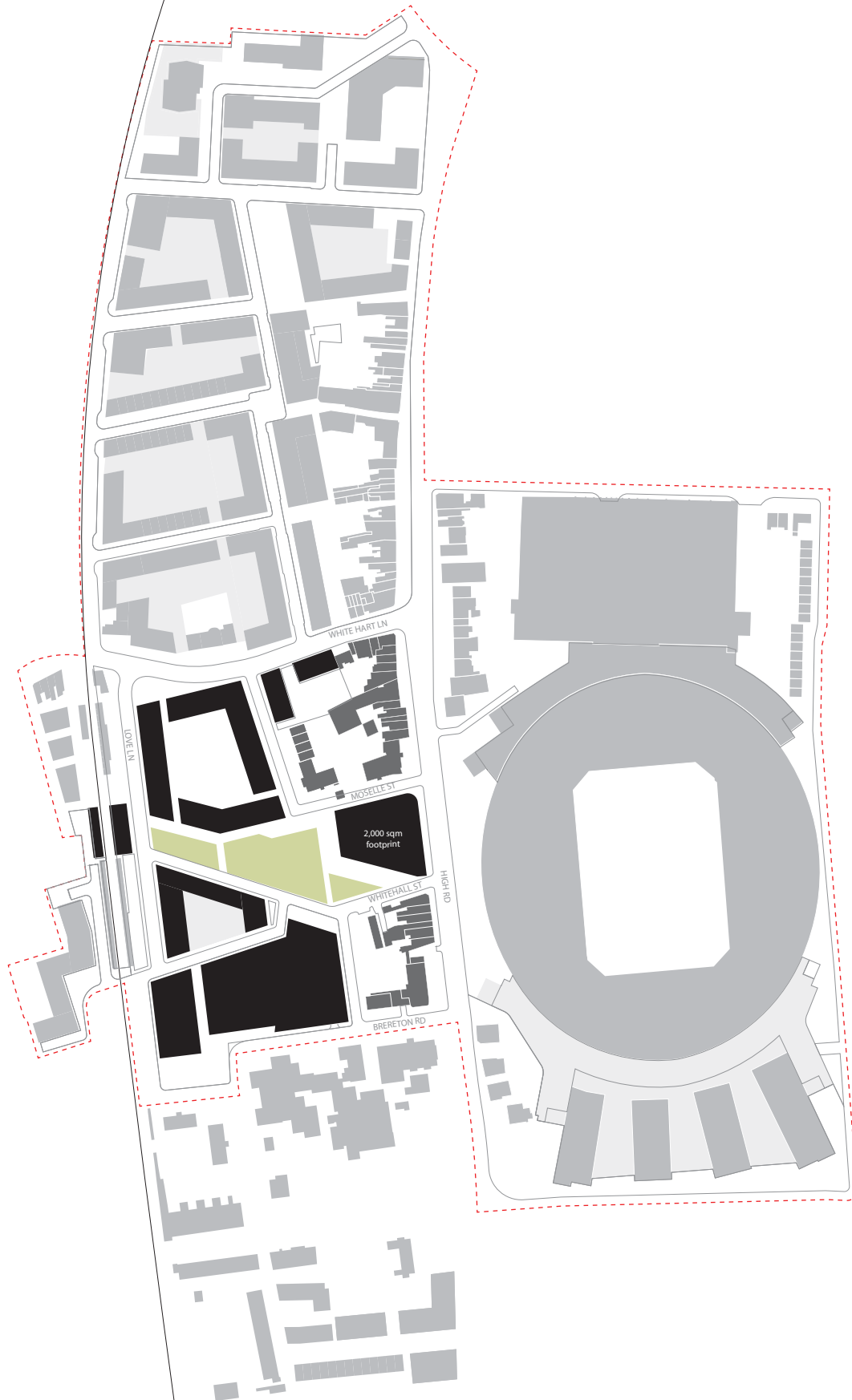


Scale 1:2 500 @ A3



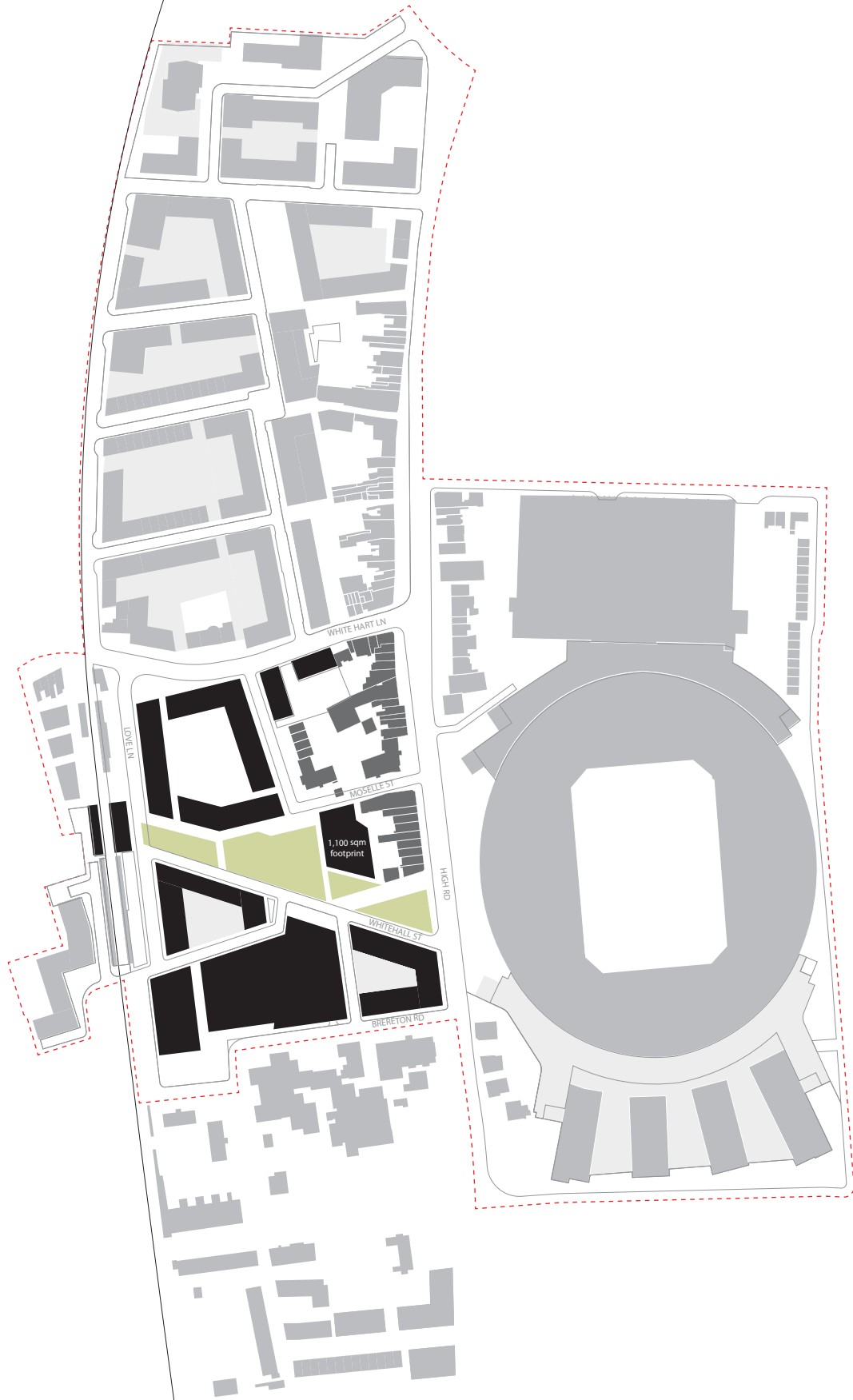
Scale 1:2 500 @ A3

2. NEW BLOCK ON CORNER OF WHITE HART LANE



Scale 1:2 500 @ A3





WHITE HART LN

LOW LN

MOSELLE ST

WHITEHALL ST

BREERTON RD

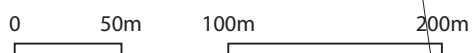
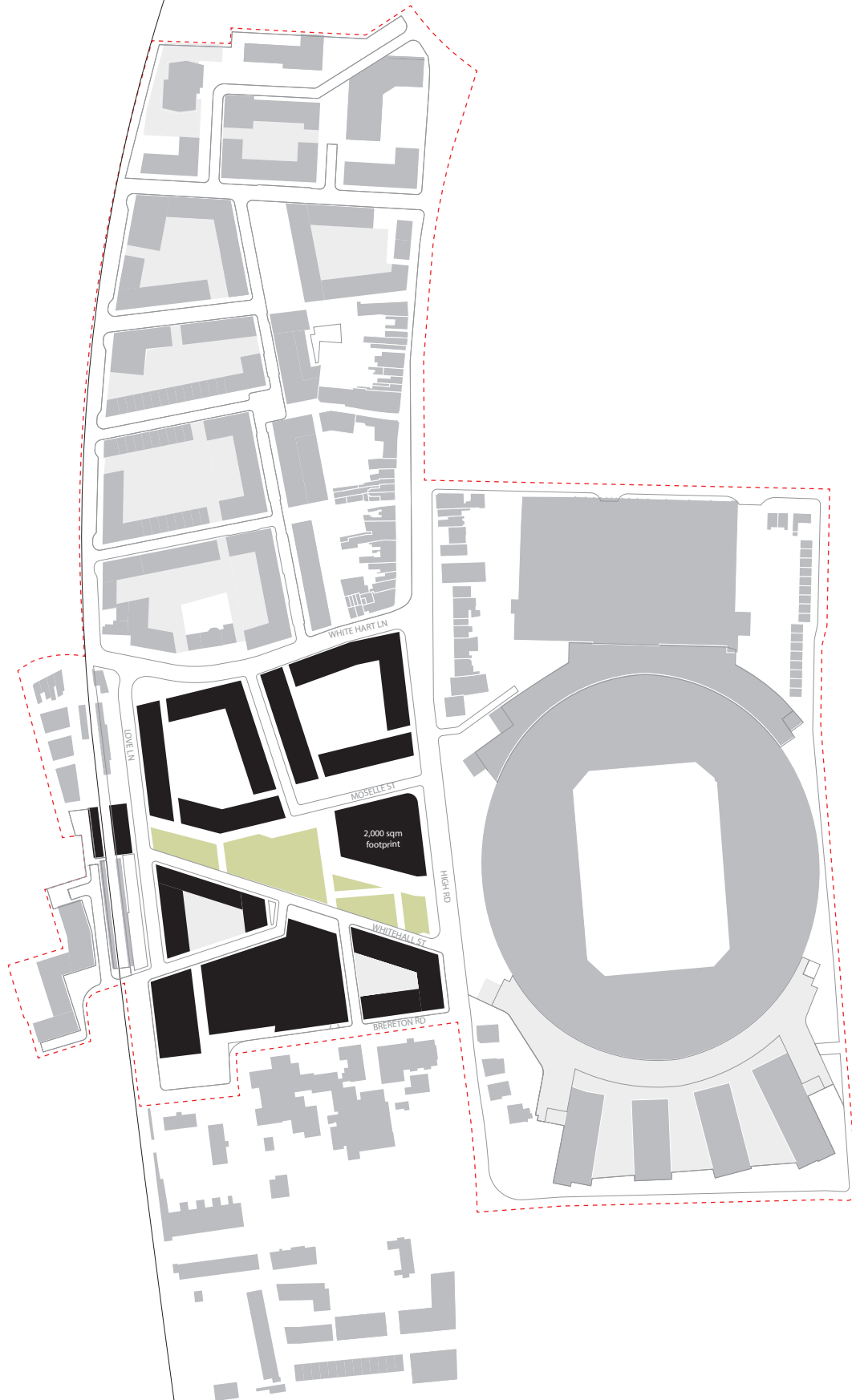
HIGH RD

1,100 sqm footprint

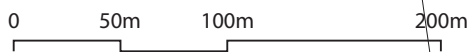
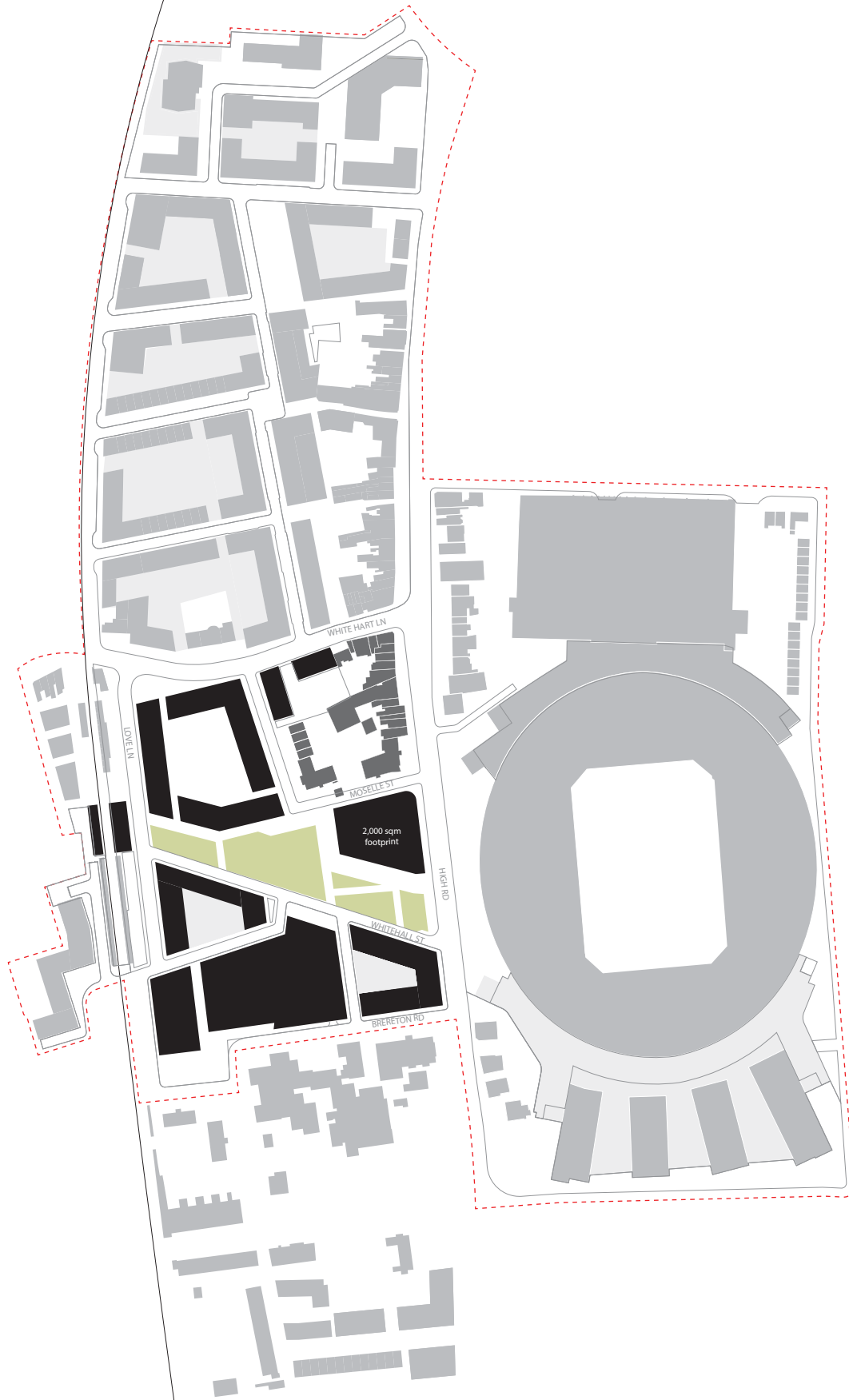
0 50m 100m 200m

Scale 1:2 500 @ A3

4. NEW BLOCK ON CORNER OF WHITEHALL STEET



Scale 1:2 500 @ A3



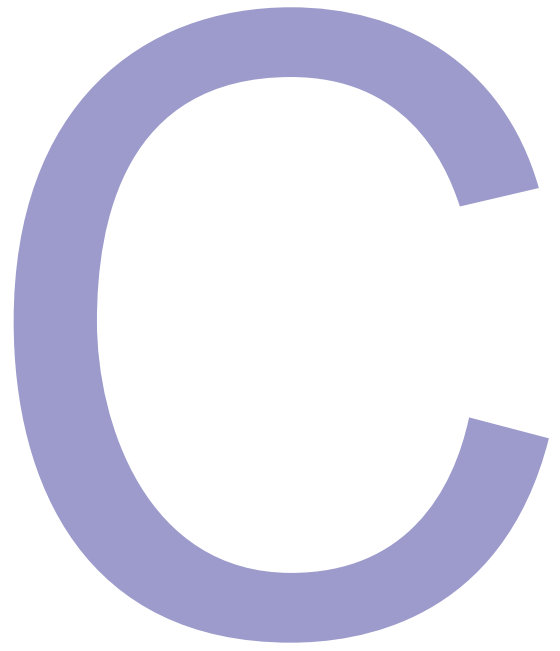
Scale 1:2 500 @ A3

6. HYBRID (PREFERRED)









# **Open Space Standards**



## OPEN SPACE STANDARDS

This appendix sets out the standards from the Open Space & Recreation Standards SPD (2008) and emerging standards arising from the Open Space and Biodiversity Study (2013). It describes how these have been addressed in the Masterplan Framework.

Category	Standard	Addressed in Masterplan Framework
Public Park provision	1.65ha per 1,000 population All residents within the Borough should have access to a public open space or park within 400m from home.	The projected population (3,038 persons) results in a requirement of 5ha of public park provision. The Masterplan Framework makes provision for 0.96 ha of public park provision which is split between a community park in the north of the Masterplan Framework and the public square in the south. The increased quality of the provision will allow for more intensive use of the open space. The proposed location of the open spaces means that the Council's accessibility standard it met. All residential units will be within 400m to one and/or both open spaces
	All residents within the Borough should have access to a Metropolitan Park within 3.2km from home.	The Masterplan Framework area is not within 3.2km of a Metropolitan Park and it is beyond the scope of the Masterplan Framework to include such provision. However, as noted above, the LVRP (which is a regional park) is within 1 to 1.2km of the Masterplan Framework area and therefore means a more significant resource is available within the distance stated in the standard.
	All residents within the Borough should have access to a District park within 1.2km from home.	Lordship Recreation Ground is the nearest District park, which is more than the 1.2km recommended distance from the Masterplan Framework area. However, LVRP, which represents a significant resource, is within the accessibility threshold set out in the standard. Future residents of HRW will therefore have access to a much greater resource than other residents within the Borough/wider area. In combination with improved local provision, the level of open space provision is considered appropriate.
	Public parks within the Borough should meet the Green Flag 'good' quality standard.	N/A.
Children's Play provision	3m <sup>2</sup> of play space per child	The proposals will result in a child population of approximately 636 children, which equates to a requirement for 1,908m <sup>2</sup> of child play space. The Masterplan Framework makes provision for 1,900m <sup>2</sup> of child play space
	All residents should have access to areas of formal and informal children's play provision including: Doorstep Playable Space at least 100m <sup>2</sup> in size within 100m of home	The precise location of the play space within the Masterplan Framework will be subject to further detailed design. However, one possible solution, which complies with the Council's standards would be for: Doorstep Playable Space to be provided within some of the courtyard block open spaces and if necessary within the northern community park. Local Playable Space to be provided within the open space at White Hart Lane.
	Local Playable Space at least 300m <sup>2</sup> in size within 400m of home	Neighbourhood Playable Space to be provided within the northern community park.
	Neighbourhood Playable Space at least 500m <sup>2</sup> in size within 1000m of home.	As set out above, child play space can be provided to meet the Council's standards. When the detailed design is undertaken for the play spaces, regard will be had to the Council's requirements.
	Play areas should be of the minimum sizes identified above and should provide the appropriate facilities	

Category	Standard	Addressed in Masterplan Framework
Playing Pitches	0.57 ha per 1,000	To the east of the Masterplan Framework area is existing playing pitch provision located within Northumberland Park Community School. The Tottenham Community Sports Centre also has playing pitch provision. This means that residents within the Masterplan Framework area would be within 400m of existing playing pitch provision. The projected population (3,038 persons) results in a requirement of 1.7ha of playing pitches. In recognition of the increased population arising from the Masterplan Framework a contribution is proposed to further increase local playing pitch provision. Approximately 0.08ha of five a side playing pitches are proposed on the roof the Community Sports Centre.
	All residents should have access to playing pitches within 400m of home	
Tennis Courts	95m <sup>2</sup> of tennis court space per 1,000.	Bruce Castle Park incorporates tennis courts which are within the 1.2km catchment contained in the standard. The Lawn Tennis Association recommend that a minimum size for tennis court is 34.75m x 17.07m which equates to 593m <sup>2</sup> . The projected population growth (3,038 persons) in HRW would require less than half a new tennis court to be provided. Given the significant provision of tennis courts within Bruce Castle Park it is not proposed that a tennis court is provided within the Masterplan Framework area.
	All households should have access to tennis courts within 15 minutes walk this is equivalent to a 1.2km catchment.	
	Provision of new courts should be all weather courts rather than hard surface courts.	
Natural and Semi-Natural Green Space	1.82 ha of SINC per 1000. All residents should have access to an area of a Site of Importance for Nature Conservation of either Borough or Metropolitan Importance within 500m from home	The Masterplan Framework area is 500m of Bruce Castle Park and Tottenham Cemetery, which are SINCs of Borough importance. Given the proximity of these resources, the area within which the Masterplan Framework is located is not identified as an area of natural or semi-natural green space deficiency. It is therefore not proposed that additional natural and semi-natural green space is provided within the Masterplan Framework.
Allotments	0.24 ha of allotment space per 1,000.	The projected population (3,038 persons) results in a requirement of 0.7ha of allotments. The Masterplan Framework makes provision for 0.5ha of allotments, which would be split between the northern community park and the roof top gardens within the residential blocks. The proposed provision would mean that all residential units would be within 800m of the proposed allotments thereby meeting the Council's accessibility standard.
	All residents should have access to an area of allotment within 800m from home.	
Amenity Green Space	Needs to be determined on a site by site basis	The proposed design and layout of the residential blocks means that the open space proposed doubles as amenity green space.
Indoor Sports Hall	57m <sup>2</sup> per 1000.	The projected population (3,038 persons) results in a requirement for a sports hall with a floorspace of 173m <sup>2</sup> . The Masterplan Framework includes provision of community sports centre which would be 849m <sup>2</sup> . The community sports centre would be of sufficient size to duplicate the existing provision (at the Tottenham Community Sports Centre) and accommodate the additional space requirements arising from the increased population. All residential units would be within 1.6km of the proposed community sports centre.
	All residents within the Borough should have access to sports halls within 20 minute walk of home, this is equivalent to a 1.6km catchment	
Swimming pool	9.06m <sup>2</sup> per 1000. All residents within the Borough should have access to swimming pool within 20 minute walk of home, this is equivalent to a 1.6km catchment.	Three swimming pools are located in the vicinity of the Masterplan Framework area: two public swimming pools (Edmonton Leisure Centre and Middlesex University) and school swimming pool (Northumberland Park Community School). The Masterplan Framework area is therefore not located within an identified area of swimming pool deficiency. The modest population increase associated with the Masterplan Framework is also not sufficient to require an additional new swimming pool. The Masterplan Framework does not therefore include proposals for a new swimming pool.

## EMERGING STANDARDS

In 2013, the Council commissioned an Open Space and Biodiversity Study, one of the aims of which was to consider the Council's standards for open space provision. The study recommends a number of changes to the Council's open space standards; it should be noted that the scope of the study did not extend to reviewing the Council's recreation standards. Where the study recommends a more ambitious open space standard than currently contained within the 2008 SPD, the updated standard is set out in the table below along with how the standard is addressed in the masterplan. The response to how the standard is addressed should also be read in the context of the general comments made about open space provision.

Category	Standard	Addressed in masterplan
<b>Public Park provision</b>	All residents within the Borough should have access to a Local park (2 – 20ha) within 400m from home.	All residential units would be within 400m of a Local park (Bruce Castle Park/Tottenham Cemetery).
	All residents within the Borough should have access to a Small Local park (less than 2ha) park within 280m from home.	All residential units would be within 280m of a Small Local park (new open spaces proposed within the Masterplan Framework).
<b>Children's Play provision</b>	10m <sup>2</sup> of play space per child	The proposals will result in a child population of approximately 636 children. This results in a requirement for 6,360m <sup>2</sup> of child play space. As described above, the Masterplan Framework makes provision for 1,900m <sup>2</sup> of child play space, which complies with the Council's existing open space standards. The Masterplan Framework could, subject to further detailed design, accommodate additional Doorstep Playable Space within the courtyard block open spaces, which would help meet the more ambitious provision of child play space.
<b>Natural and Semi-Natural Green Space</b>	All residents within the Borough should have access to a Local green space (2-20ha) within 400m from home.	Bruce Castle Park and Tottenham Cemetery are within 400m of the Masterplan Framework area and meet the size threshold set out in emerging standard. These two spaces therefore represent a significant local natural and semi-natural resource within the vicinity of the Masterplan Framework area. Residents within the south and centre of the Masterplan Framework area would also be within 280m of these assets meaning that for the majority of the Masterplan Framework area the small local green space standard is met.
	All residents within the Borough should have access to a Small Local green space (less than 2ha) park within 280m from home.	
<b>Amenity Green Space</b>	All residents should have access to a small local amenity green space (less than 2ha) within 400m from home.	The proposed design and layout of the residential blocks means that the open space proposed doubles as amenity green space. Such provision is within 400m of all residential units.





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**Haringey Council**

**MAYOR OF LONDON**