



# HIGH ROAD WEST

## HYBRID PLANNING APPLICATION

### DESIGN & ACCESS STATEMENT ADDENDUM

PREPARED FOR LENDLEASE (HIGH ROAD WEST) LTD BY STUDIO EGRET WEST

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# 1

## INTRODUCTION

**HRW**  
HIGH ROAD WEST





## OVERVIEW

### DESIGN ADDENDUM

**This Design and Access Statement Addendum is submitted in support of the High Road West Hybrid Planning Application submitted to London Borough of Haringey (LBH) in November 2021 (reference HGY /2021/3175).**

Further to the submission of the Masterplan Outline Application, the Design Team have explored alternative design options for a small number of the scheme's plots, taking on board comments from the LBH shared during formal determination. This document introduces alternative arrangements for the setting out and plot massing to Plot's B, F and G, describing the amendments that have been made since submission. These design alterations are captured at the end of the Masterplan section of this document.

The changes made to these plots are relatively minor and the overall approach in terms of site layout, massing, height, urban and architectural design, building layout, materiality, landscape and public open space remains as described in the Design and Access Statement submitted in November 2021.

All amendments throughout the document are identified by red text. This addendum should be read in conjunction with the full planning documentation.

### THE PLANNING APPLICATION

**Lendlease (High Road West) Ltd and the Design Team are proud to be part of this ambitious proposal for High Road West (HRW).**

This comprehensive and transformative development provides substantial benefits to the local area surrounding Tottenham High Road with the introduction of high-quality new homes, new retail and commercial floorspace, a generous new park and public square, and a state of the art Library and Learning Centre. It is recognised that local centres across London are undergoing dynamic, often negative changes, leading to high vacancy levels, and a deteriorating urban fabric. The proposed extent and nature of the interventions to the townscape and landscape of HRW, will result in positive impacts that will extend past its boundaries, improving dwell time in the local centre and redefining the High Road as a destination.

The planning application that is being submitted is in the form of a hybrid proposal, comprising a series of 20 plots to be delivered in multiple phases. The first phase, Plot A (area of Whitehall Mews) is prepared as detailed proposals, delivering 60 homes, and establishing the design quality for the proceeding phases to follow.

### DELIVERY TEAM

The development is being brought forward by Lendlease (High Road West) Ltd. They have been working in conjunction with London Borough of Haringey (LBH), and other stakeholders, since 2018 to develop the strategic proposals for land uses and design. At the core of this has been consideration to the place that HRW is today, its past, and finally, building on the Council's own vision for the local area. The Development Team has sought to focus on key elements to inform their regeneration proposals, including:

- Increasing housing supply, and particularly affordable homes to support the Council's Borough-wide provision;
- Stimulating and supporting growth and employment through the provision of commercial and retail floorspace, including providing space for existing businesses to be retained on site;
- Driving place making by building upon the rich cultural and architectural heritage of the High Road.
- Delivering generous new open spaces and urban greening to respond to local open space deficiencies.

The preparation of this hybrid planning application has been supported by a team of experienced design and technical consultants:

Development Partner  
**Lendlease (High Road West) Ltd**

Planning  
**DP9**

Masterplanning / Architecture  
**Studio Egret West**

Masterplan & Detailed Landscape Architecture  
**Studio Egret West**

Detailed Architecture / Plot Testing Architects  
**Pollard Thomas Edwards**

Community Engagement  
**Soundings**



*Illustrative view of Peacock Park*

## PURPOSE OF THE DOCUMENT

**This document supports an application for hybrid permission for the delivery of the HRW regeneration masterplan. This statement should be read in conjunction with the suite of documents submitted in support of this hybrid planning application for the whole of the HRW site. The proposals set out throughout this document are brought forward alongside the scheme's Plot A development proposals, for which detailed planning consent is being sought.**

This detailed information is presented within the Plot A Design and Access Statement (DAS) which forms an accompanying part of this hybrid planning application. The information presented within this document relates to the remaining HRW regeneration scheme that are being submitted in outline.

This High Road West (HRW) DAS addresses the context, principles, concepts, quantum, locations and design characteristics of the Proposed Development. It explains the rationale for the Proposed Development and its broad range of attributes, particularly commenting on how these sit within the context of the High Road Local Centre and North Tottenham Conservation Area. It details how the submitted parameter plans and Illustrative Masterplan have evolved and offers a vision of their potential form and character. Illustrative details on issues such as massing and landscape design demonstrate a potential design approach for the development. As such, these illustrative details are not for approval. Similarly the technical strategies provided, for example in relation to access, servicing and energy, provide outline strategies to be developed further as the scheme proposals are developed at Reserved Matters stage.

This is a Design and Access Statement submitted in support of the hybrid planning application and conforms with the legal requirements set out in article 9 of the Town and Country Planning (Development Management Procedure) Order 2015. In relation to the requirements of article 9 (c) and (d) relating to access, this Design and Access Statement should be read in conjunction with the Inclusive Design Statement which deals particularly with access to and within the Site.

*For detailed information on Plot A, please refer to the Plot A Design and Access Statement.*

## DOCUMENT STRUCTURE

This document is structured as follows:

### Chapter 2: Assessment

Comprehensive strategic analysis of the Site's regional, local and site based contextual influences.

### Chapter 3: Evolution & Consultation

Presenting the evolution of the scheme's proposals throughout the scheme's various phases of consultation and design review.

### Chapter 4: Masterplan

Presenting an Illustrative Masterplan for one way in which the Site could be delivered.

### Chapter 5: Landscape

Presenting the illustrative landscape proposals for one way in which the open space could be delivered.

### Document List of Acronyms

Below is a list of the acronyms to be used throughout this Design Code:

- HRW - High Road West
- LBH - London Borough of Haringey
- DAS - Design and Access Statement
- RMA - Reserved Matters Application
- QRP - Quality Review Panel
- THFC - Tottenham Hotspur Football Club
- SBD - Secured by Design
- HRWM - High Road West Masterplan
- TAAP - Tottenham Area Action Plan
- LAMP - Local Area Management Plan
- CTSA - Counter Terrorism Security Advisers
- DOCO - Designing out Crime Officers

## 1.0.1 INTERACTIVE FUNCTIONALITY

### Viewing as a Hard Copy

If you are viewing this document as a hard copy please refer to the list of contents on p.3 and 4 and use the page numbers to navigate the document.

### Viewing as an Electronic File

If you are viewing this document as an electronic file we have introduced a series of hyperlinks to make it easier to use. In order to make the most of these interactive features please open this pdf file in Adobe Acrobat.

The tabs on the left-hand side of each page offer links to each of the respective chapters. Hovering your cursor over each tab will enable this interactive cursor icon to appear:



By clicking on the desired heading the link will send you straight to the opening page for this chapter.

The list of contents should also be viewed as your menu of information with links to all chapters and sub-sections of information.

Additionally, we have highlighted key points of reference for additional information held within supporting documents which form part of this Planning Application. These are identified in **BLUE TEXT**, and readers are encouraged to access these documents for supporting information.



THE VISION FOR HIGH ROAD WEST

VISION OBJECTIVES & COMMUNITY PRIORITIES

**The High Road West Development will create a better future for the people and communities of Tottenham to prosper.**

**New opportunities, new homes - greater ambition and hope.**

High Road West will be a place that generates optimism, nurtures opportunity and gives residents and businesses the freedom to grow.

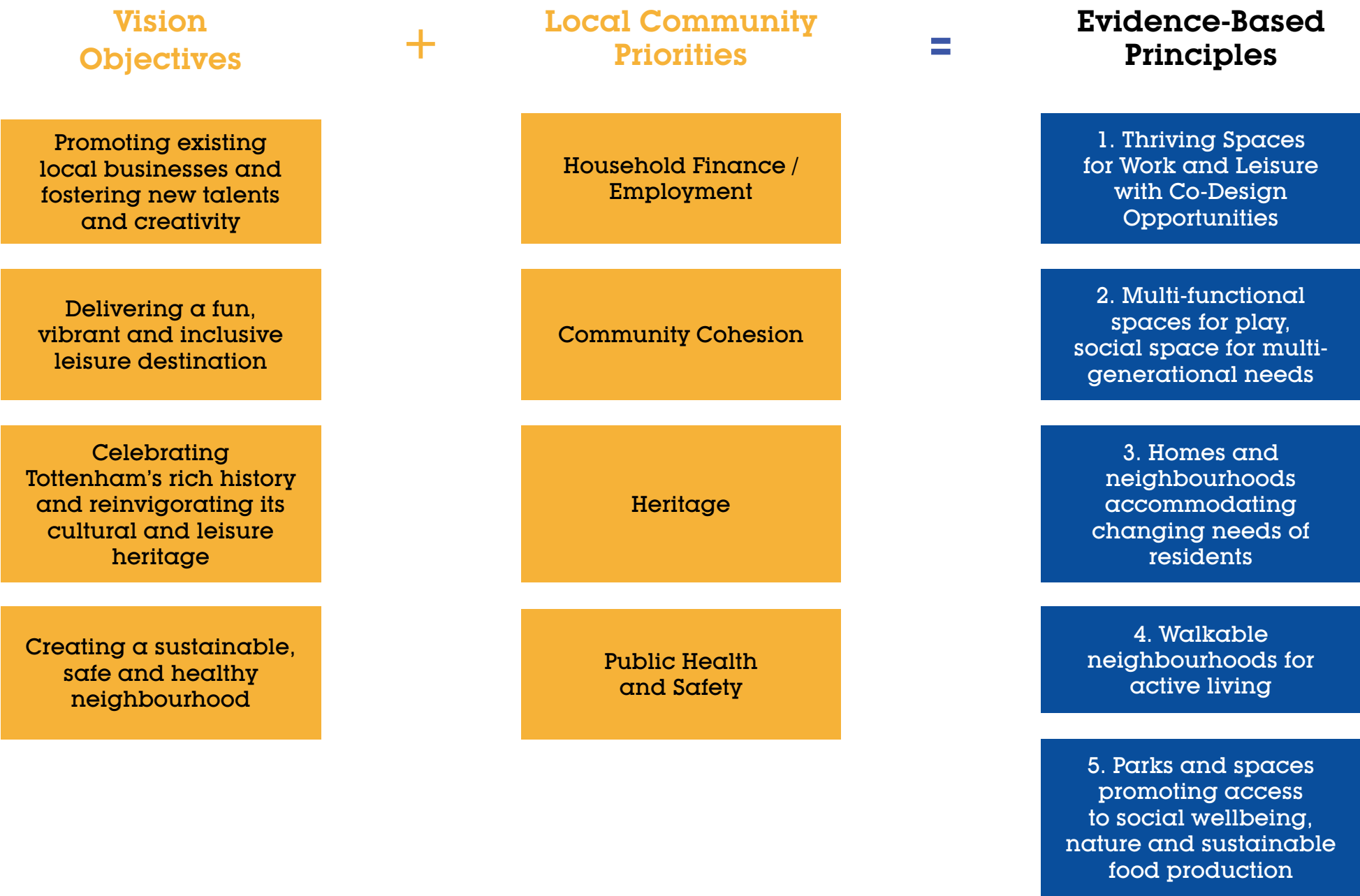
True to its roots and heritage, High Road West will welcome visitors to enjoy the hospitality, electric atmosphere and thrill of public events, live sport and entertainment, alongside a mix of new local services, shops and restaurants. The new community will be a place for everyone to feel at home, as well as to learn, work, play, be a part of the local spirit, or simply to enjoy a moment of peace.

Collectively, the Proposed Development will create a caring, safe and self-sustaining community. Delivering life-transforming choices for residents, while building a place that nurtures cohesion and pride.

**This will be a community that can say proudly, ‘we made this’.**

The diagram opposite builds on the scheme’s early visioning work in 2018, where the Design Team collaborated with London Borough of Haringey (LBH) to create a series of Vision Objectives for the High Road West Masterplan (HRWM). These strategic objectives were established through an extensive evidence based process with the intention of allowing the scheme to support wider borough-wide objectives and enable key stakeholders to understand why High Road West (HRW) is uniquely suitable in delivering these objectives and representing a catalyst for change to the area.

At this time, the team also gathered and compiled a focussed set of Local Community Priorities. The evidence base sets out ‘how’ these design principles can deliver and improve on these key local concerns based on current research. Bringing together the Vision Objectives with Local Community Priorities forms the HRWM’s Evidence-Based Principles, establishing the guiding principles on which to development the Masterplan.

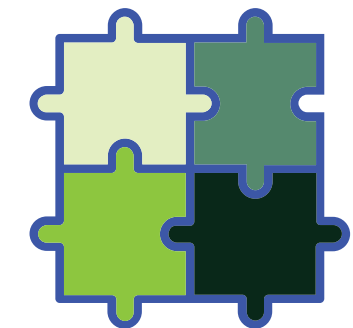
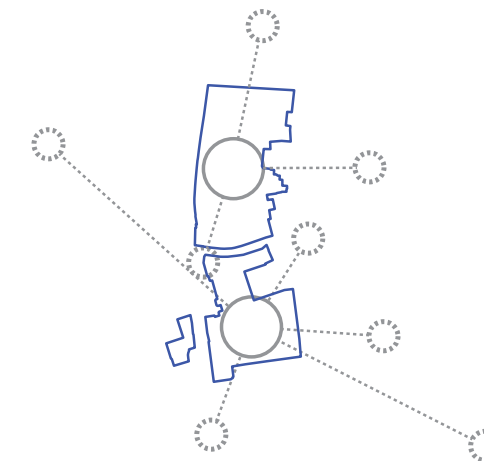




## MASTERPLAN EVIDENCE-BASED PRINCIPLES

The points below expand on each of the Evidence-Based Principles and set out how the HRWM should seek to achieve each principle.

Following these guiding objectives will ensure the scheme delivers a successful and thriving place that meets local expectations and aspirations, and sets a benchmark for sustainable urban regeneration.



### 01. Thriving Spaces for Work and Leisure with Co-Design Opportunities

- Revitalise the High Road enhancing the heritage asset and supporting local economy;
- Create a sequence of public yards that integrates the High Road with opportunities for retails and creative industries;
- Relocate the Peacock Industrial Estate to create a diverse employment offer that complements the High Road;
- Promote a meanwhile strategy that stimulates local businesses and attract new investments to deliver immediate regenerative effects;
- Co-locate opportunities for living and working.

### 02. Multi-functional people orientated spaces for play and social space for multi-generational needs

- Revitalise existing historic buildings with community uses for all to enjoy;
- Provide new public facilities that increase the local offer and stimulate the sense of community;
- Deliver verdant and truly accessible open spaces to play and dwell;
- Promote a new welcoming square that creates a sense of arrival from White Hart Lane and generates a new interface with the stadium.

### 03. Homes and neighbourhoods accommodating changing needs of residents

- Respect the existing urban grain proposing contextual plot arrangements;
- Enhance and complete to the historic setting;
- Provide a diverse mix of high quality homes from studios to family homes, mansion blocks to high-rise living;
- Rehouse the Love Lane Estate;
- Provide a varied tenure mix including affordable homes.

### 04. Walk-able neighbourhoods for active living

- Create a walk-able and cyclable neighbourhood that encourages an active lifestyle and puts people health first.
- Enhance area's permeability and stitch into the existing street pattern
- Provide an array of diverse and inclusive open spaces to socialise, play and interact.

### 05. Parks and spaces promoting access to social well-being, nature and sustainable food production

- Create a sustainable development that blends ecology with urbanity and invites users to engage with nature.
- Unlock the access to the wider context and Green areas.
- Deliver a multilayer green infrastructure to enjoy the "green" in all its forms.

# 2

## ASSESSMENT

## THE SITE

### WIDER CONTEXT

**The High Road West Masterplan site is located in the London Borough of Haringey.**

Within Haringey, the Site is located to the west of Tottenham's High Road, a historic arterial route which remains the area's key vehicle connection into central London. The Site is located at a confluence of key movement routes, connecting local people to a range of important town centres within and surrounding London. Its location on these important regional links creates exciting opportunities for the HRW Masterplan, connecting people to a wide variety of places for work, leisure, education and travel.

White Hart Lane train station, located immediately adjacent to the Site, offers further valuable links to the London-wide network. The HRW site offers the opportunity to build on these strategic connections and act as a catalyst to the area's future growth, extending its regional and national significance to become a destination local centre within London.

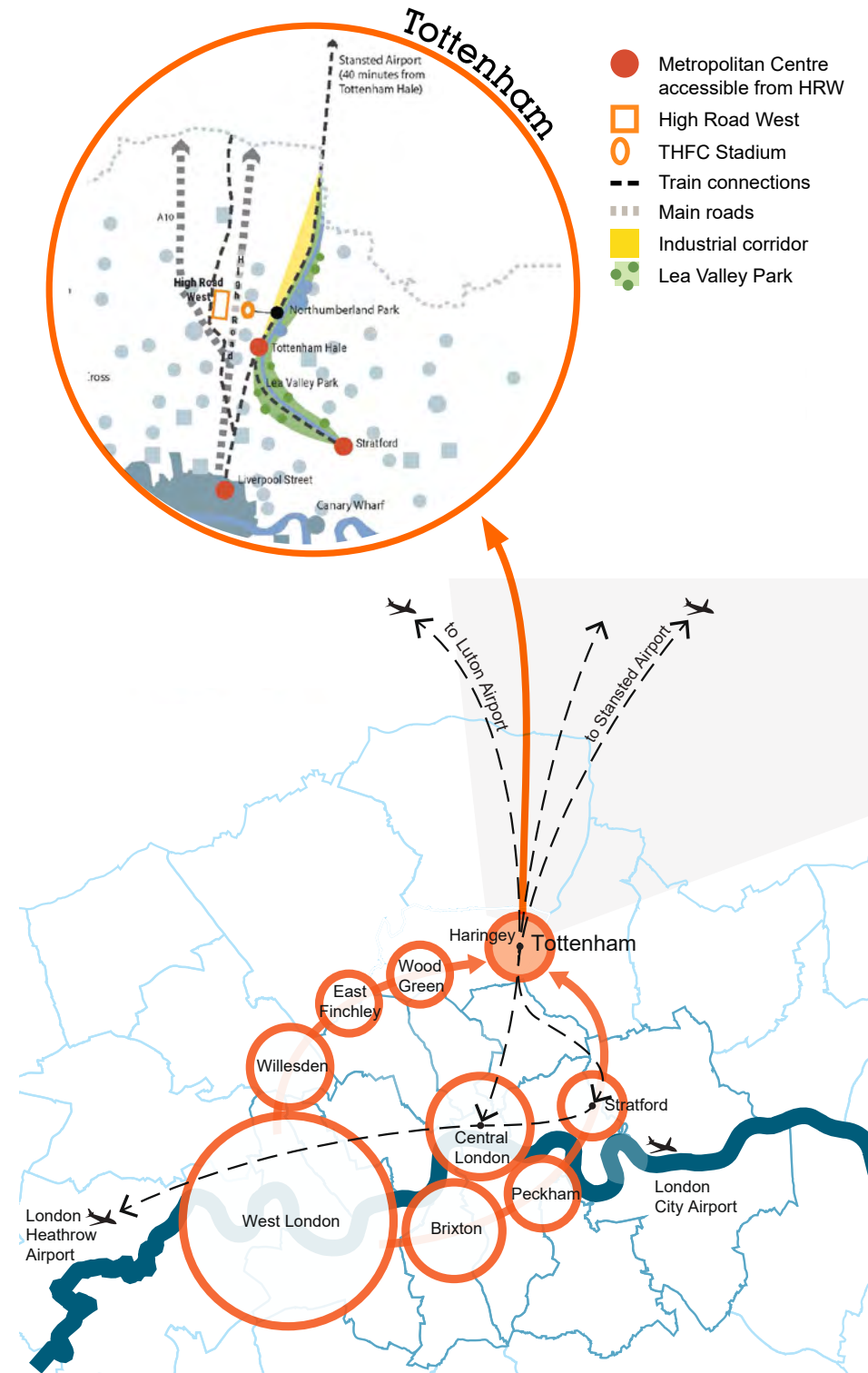


Fig.1 - Tottenham's role relating to London (Source: HRW Masterplan Framework / August 2014)

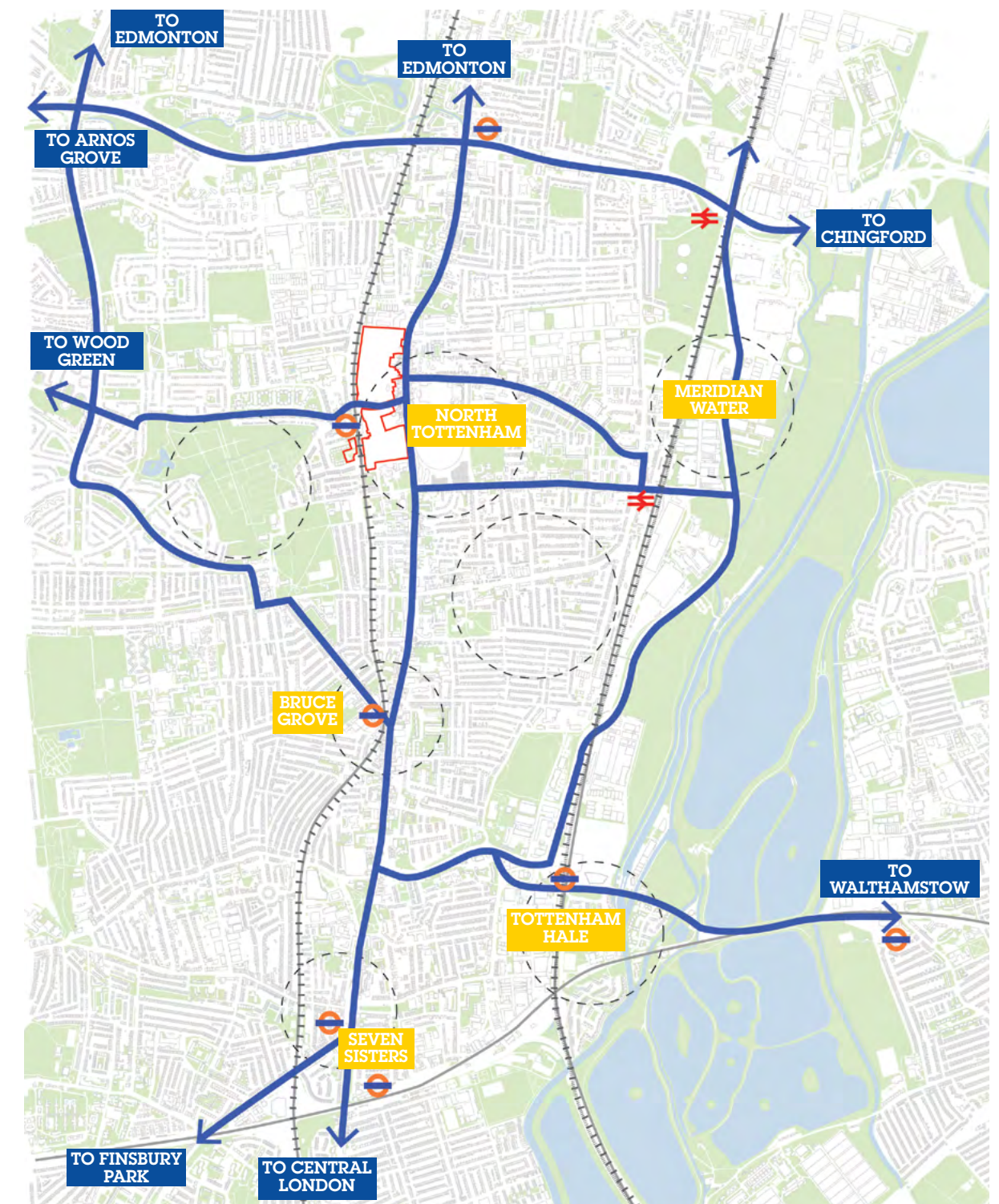


Fig.2 - Illustrative diagram showing High Road West's transformative location within North Tottenham



## LOCAL CONTEXT

The HRW Hybrid Application Site sits adjacent to the new THFC Stadium development and is bound by the railway line to the west and High Road to the east.

Supported by a range of strategic connections, the Site offers enviable links across North London, the Lea Valley and beyond.



Fig. 3 - Aerial Photograph of High Road West Site



## SITE CONTEXT

The outline component of the Site comprises the existing Love Lane Estate to the south of White Hart Lane and Peacock Industrial Estate, the Carbery Enterprise Park and B&M Home Store to the north of White Hart Lane.

To the west of the railway, the development of 'Whitehall Mews' that sits on the Site of 100 Whitehall Street and the Whitehall and Tenderden Community Centre, is being brought forward as the detailed element of this Hybrid Planning Application.

Prominent features of the existing site include:

- Existing Love Lane Estate;
- White Hart Lane Overground Station and railway on the western site boundary;
- Existing retail and businesses along the High Road and along White Hart Lane;
- Existing Peacock Industrial Estate and the Carbery Enterprise Park to the north of the Site; and
- Brook House development and school neighbouring the Site along the northern boundary.

**See images on the following page for key buildings and spaces within and surrounding the Site.**

### Development Opportunity:

The regeneration of HRW presents a unique opportunity to create a comprehensive vision for the area, build on the character of the existing place, extend the local centre and act as a catalyst to the area's future growth.



Fig.4 - Aerial view of existing site

- HRW site boundary
- ⓧ Site photos
- 📍 Points of interest





Love Lane Estate



The High Road



Station Masters House



Brunswick Square



Brook House



Love Lane



The High Road (North)



The Grange



Percival Court



St Francis de Sales R C Junior School



White Hart Lane Station



Peacock Industrial Estate - Looking North



Chapel Place



St. Francis de Sales R.C. Church



Pretoria Road - ecological corridor



White Hart Lane



Peacock Industrial Estate - looking North East



White Hart Lane Station



Pretoria Road



Headcorn Road



Along with this diverse range of existing buildings and occupants, the Site also hosts a variety of different landscape and public realm spaces:

#### Development Opportunity:

The two industrial estates to the north are dominated by impervious hard landscape, with minimal trees and soft landscape. There is an opportunity to vastly improve the green infrastructure by introducing new street trees, rain garden planting and recreational green spaces.

Opportunities to explore improvements to the Site's mix of landscapes, ecology and urban greening by maximising the planting interesting mixes of native and non-native grasses, herbaceous perennials, shrubs and trees to improve biodiversity.

Proposals should explore opportunities to build on the public realm improvements along White Hart Lane, which serve as a blueprint for SUDS improvements to streets.

#### White Hart Lane

- Kerbs along White Hart Lane are either flush or low in order to provide ease of access and connectivity for pedestrians
- Concrete bands on the road provide a subtle form of legibility and detailing to suggest the road is pedestrian friendly.
- Sunken rain gardens located adjacent to the road are protected by natural stone kerb upstands with recesses to take surface water.
- Large natural stone slabs located on corners of rain gardens provide informal seating edges.
- Small trees planted in rain gardens provide eye-level visual amenity whilst also keeping views and vistas of key building frontages unobstructed.



Carriageway thresholds



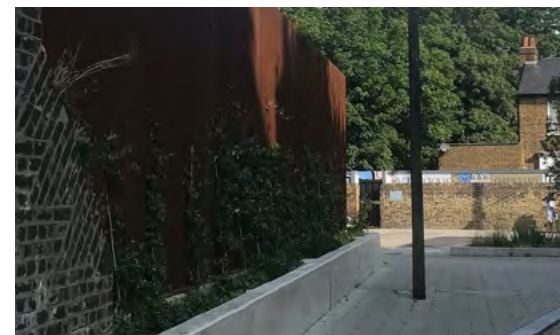
Rain garden planting with raised natural stone kerbs and seating

#### White Hart Lane Station Arrival

- Recently installed clay paving denotes curtilage of White Hart Lane station.
- Moveable planters and boundary fences have a weathered / corten steel finish.
- External environment is uncluttered around the station entrance to ensure arrivals & visitors have clear views for wayfinding.



Clay paving and movable planters



Boundary treatment

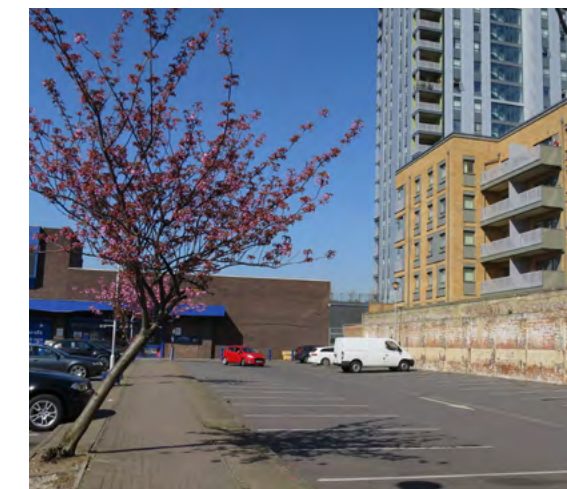


Boundary treatment

#### Impervious Landscapes North of White Hart Lane

The current industrial landscape to the north is dominated by hard surfaces.

- Green and blue infrastructure is absent, apart from the traditional sewer network.
- There is little evidence of sustainable urban drainage.
- Trees and planting is almost absent throughout the whole of the northern site.
- The few existing trees found on site are of low quality.



B&M car park



Peacock Industrial Estate

#### Limited Amenity South of White Hart Lane

- To the south, the Site is predominantly residential, with residential amenity space surrounding blocks.
- Green spaces are mostly made up of lawns offering little amenity value to residents.
- Existing trees are predominantly Category C and located in the residential amenity spaces.



Residential amenity



Residential amenity



# PLANNING CONTEXT

## REGIONAL & LOCAL POLICIES

**The Tottenham Area Action Plan (TAAP), adopted in 2017, sets out development designations for North Tottenham. The HRW site sits fully within the designated North Tottenham Growth Area NT5.**

- North Tottenham Growth Area (Improvement and Investment)
- Site Allocations within TAAP
- 01 White Hart Lane Station
- 02 Brook House
- 03 Tottenham Hotspur Stadium
- 04 Joyce Avenue and Snell's Park Estate Renewal (Ongoing)

Regional planning policies shaping the development include:

**The New London Plan, 2021**  
All planning decisions should follow London Plan policies, and it sets a policy framework for local plans across London.

**The Mayoral Housing Zone, adopted 2017**  
The Mayor has set forward plans for the development of 30 Housing Zones in partnership with London Boroughs and their development partners as part of his Housing Strategy. North Tottenham has been identified as one of the key housing zones within LB Haringey.

Local planning policies shaping the development include:

- Tottenham Area Action Plan (TAAP)**
- North Tottenham Growth Area
  - Location Suitable for Tall Buildings and higher density
  - Site Allocation Area NT5
  - Open space deficiency identified to the north of the Site
  - Potential addition to North Tottenham Local Centre

*For further information on how the HRWM will respond to national, regional and local planning policy, please refer to the Planning Statement.*



Fig.5 - Site Allocation Areas of the TAAP Growth Areas

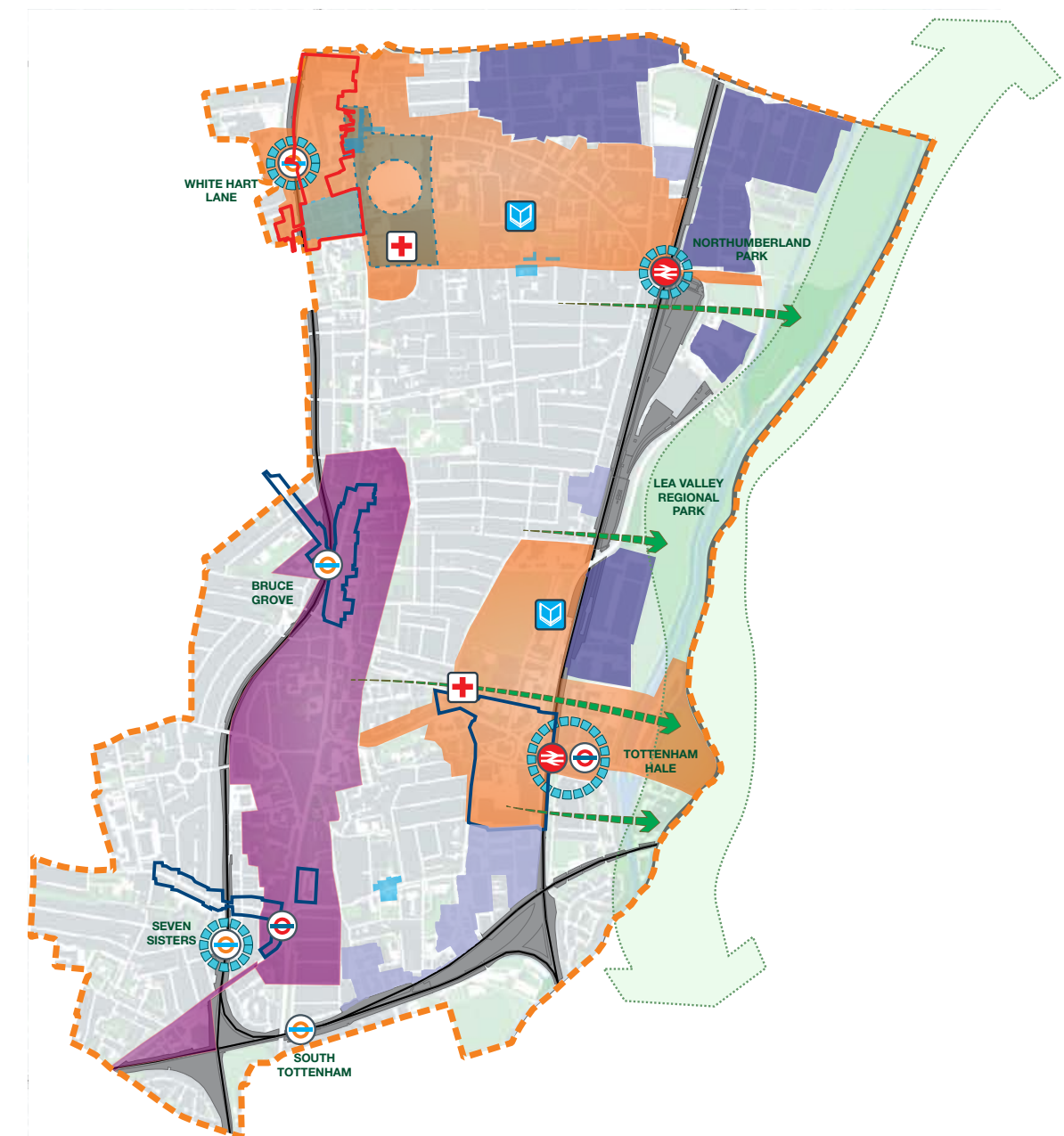


Fig.6 - Tottenham Area Action Plan Key Diagram (Source: Tottenham Area Action Plan, 2017)

- |                                      |  |                                   |
|--------------------------------------|--|-----------------------------------|
| High Road West                       | Existing local centres                             | New school                        |
| Railway lines                        | Future North Tottenham local centres               | New health facility               |
| Tottenham Area Action Plan           | Potential addition to North Tottenham local centre | Planned station improvements      |
| Area of changes                      | Rail   | Improved access to the Lea Valley |
| Growth areas                         | Overground   | Lea Valley Regional Park          |
| Locally significant industrial sites | Underground  |                                   |
| Designated employment area           |  |                                   |
| District centres                     |  |                                   |



## HIGH ROAD WEST MASTERPLAN FRAMEWORK 2014

In 2014 LBH Council began working in collaboration with the local community to form a vision and aspirations for HRW. Arup was appointed to help the Council work with the community to develop the HRW Masterplan.

A series of consultation events were held to gain a better understanding of residents and businesses' ambitions for the area. Following resident's feedback, the Council's Cabinet approved the HRW Masterplan, the Resident Charter, the Business Charter and Resident Guides.

The masterplan established the parameters and key principles for change in HRW, based on existing policy and best practice that would guide future development proposals. 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 Vision

- A masterplan of high quality design
- A range of housing to support a mixed community
- A place for business to thrive
- A neighbourhood defined by open space
- An area rich in community resources
- A fully connected community

### Key Spaces

- Station Square & Moselle Square
- Peacock Park
- High Road & White Hart Lane

### Masterplan Principles

- Connectivity - 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.
- Safe and Welcoming - A safe and welcoming neighbourhood with active street frontages and attractive open space.
- Community Infrastructure
  - 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 cohesive community which promotes social interaction with new public open spaces for the community to foster community cohesion and social inclusion.
- Live & Work
  - 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.
  - High Road - Develop a 'behind the High Road' workspaces typology with potential to connect to High Road retail properties.

*The target figures within Site Allocation NT5 are defined by the HRW Masterplan Framework 2014 and TAAP 2017.*

### Development Opportunity:

Design proposals for HRW will build upon the vision and principles set out within the Masterplan Framework, so as to realise the Site's potential and develop a comprehensive masterplan for HRW.

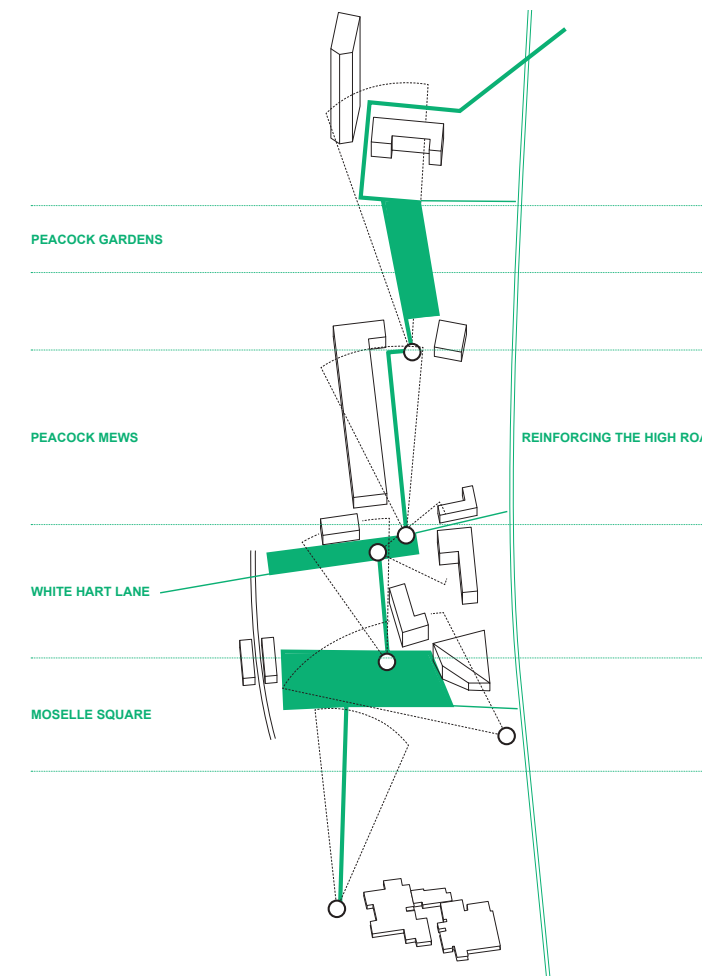


Fig. 7 - HRW Design Concept Plan (Source: HRW Masterplan Framework / August 2014)



Fig. 8 - HRW Framework Masterplan (Source: HRW Masterplan Framework / August 2014)



Fig. 9 - HRW Framework Masterplan Illustration (Source: HRW Masterplan Framework / August 2014)



# HERITAGE CONTEXT

## SITE HISTORY

**The Site presents a rich physical, cultural and social history, much of which can still be seen in the place today.**

### Moselle River

The name of the river Moselle derives from one of its sources called 'Mosse-Hill', an area of high ground in Hornsey. The river was once a valued natural resource, with an abundance of aquatic wildlife and clean water.

However, rapid population growth during the early 19th century and the transformation of Tottenham's housing, roads and infrastructure resulted in high levels of pollution heavily impacting the river's health. Incidents of flooding may also have been problematic for the business owners, residents and the general population at the time. Historic photographs show flooded streets halting vehicles in the middle of the road and children playing in the water.

Due to these adverse impacts on the river, the decision was made to culvert part of the river channel. Today the river is approximately 70% covered.

Whilst the intention of covering up the river was to protect the waterway and facilitate building of houses and roads at ground level, it may have caused more damage than good, leading to frequent flooding of High Road and a gradual decline in the river's water quality and ecosystem from constant neglect and misuse.

**'Children revelling in the floods in Harringay Road, 1937. Not all their childhood was organised into outings and parks! Mostly they played in the streets until the domination of the motor car. The flooded streets were the result of the overflowing streams running from Muswell Hill to the Lea.'**

Source: Harringayonline.com



*Culverting the Moselle Brook at Scotland Green, 1906*



*Flooding Green Lanes, Haringey, 1937*



*Harringay Rd floods, Tottenham, 1937*

### Heritage Lake

Historic maps also show the existence of a body of water close to the river & Love Lane, described as an ornamental lake. Despite the lake's disappearance during the 19th Century, there is again an opportunity to celebrate the historic connection between water and people.

### Tottenham's Industrial Heritage

Tottenham was once a vibrant centre for plant nurseries and horticulture, using rich mineral deposits of clay, sand and silt, sourced from riverbanks in the Lea Valley for cultivation. The location also facilitated the ease of transporting goods to the London markets. Overpopulation and pollution gradually drove the nurserymen further out to cleaner and greener locations outside of London.

However the legacy of horticulture did not stop there, for clay pottery & plant pot making remained in this part of London to facilitate the growing nursery industry. Tottenham sourced its clay from the deposits surrounding the River Lea.

**'Limited early industry was brought to Tottenham following the construction of a mill for fulling wool on the River Lea, and later, by the arrival of brickworks. As London expanded in the 19th Century, Tottenham's brick and tile making industry flourished again as well as other industries such as potteries and lace-making.'**

**Tottenham's industry continued to expand and in the 20th century this included brewing, furniture-making and related trades such as piano makers.'**

Source: Robert Bevan (White Hart Lane, A Hidden Heritage, 2016)



*The Tottenham Parish Tithe Map, 1844*



*Workforce at South & Sons Potteries, Tottenham, 1895*

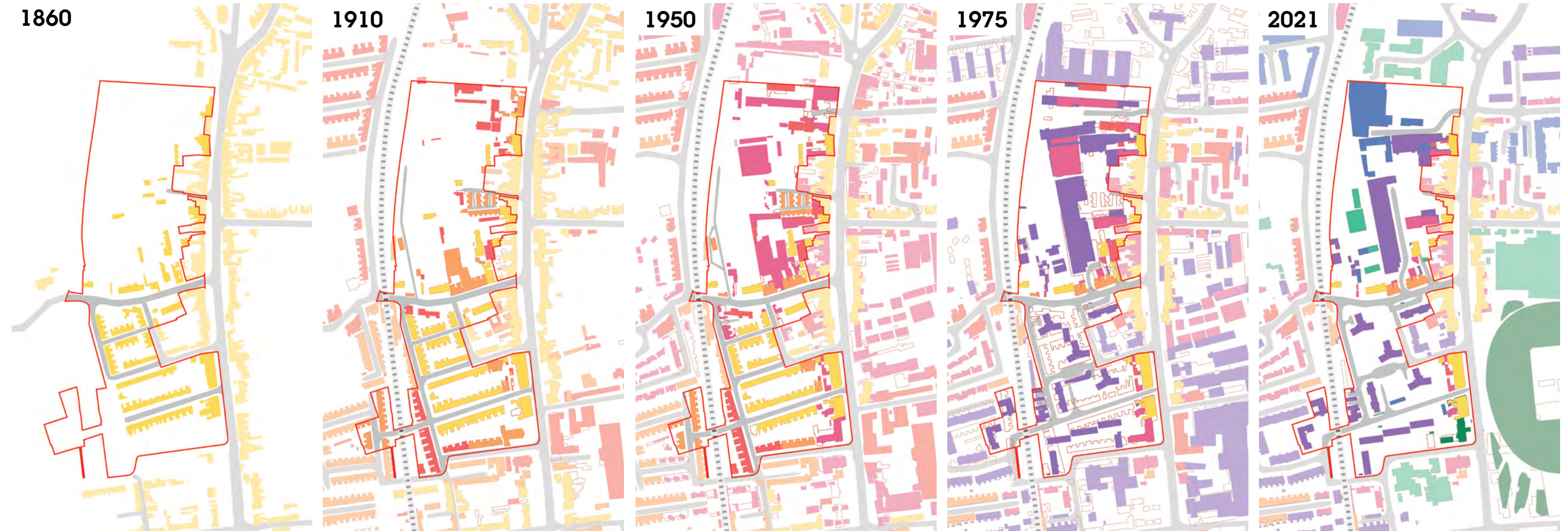


*A potter throwing pots on the wheel at South & Sons Potteries*



## SITE EVOLUTION

The Site has evolved over time, from a marshland settlement to a residential quarter and industrial centre alongside the High Road.



Tottenham High Road forms a key medieval route to central London. However, on either side, the area was largely open marshland and fields.

Victorian terraced housing began to be built behind the High Road in anticipation of the arrival of the railway in this period.

The arrival of the railway at White Hart Lane led to the Site and surroundings becoming increasingly urban, particularly along the line at the south and to the north-west behind the High Road.

To the north, the Site was used as a railway depot and remained largely open, with the exception of small warehouses beginning to populate the north-eastern corner.

As Tottenham became increasingly industrious, the north of the Site housed larger scale warehouses wrapped around industrial yards. The same occurred to the east of the High Road.

By 1975, Victorian terraced housing across the Site was cleared, allowing for the completion of the Love Lane Estate in 1961 to the south.

To the north, warehouses were able to expand, including the current Peacock Industrial Estate.

From the 1970s until the 2010s, the Site remained largely unchanged. However the surrounding area has begun to change dramatically, with the development to the east around Tottenham Hotspur Stadium. To the north of the Site, the neighbouring Rivers Apartments have also been completed.

Today, the Site continues to be formed of a variety of buildings with different ages, scales and uses.



## NORTH TOTTENHAM CONSERVATION AREA

The Site sits alongside, and partially falls within, the North Tottenham Conservation Area, which follows the historic routes of High Road and White Hart Lane.

The 'North Tottenham Conservation Area Appraisal and Management Plan' (June 2017) sets out local policies that impact the Site. This document has been consulted throughout the design development process to understand the relevant heritage principles and assets within, and surrounding, the Site. The Conservation Area has, until very recently, been significant in preserving an almost intact 19th century townscape, incorporating notable surviving examples of Georgian and Victorian architecture.

The Conservation Area is part of a series of conservation areas stretching from South Tottenham and Seven Sisters, through Bruce Grove to White Hart Lane. This historic corridor protects the High Road's linear route that has connected Tottenham to central London for hundreds of years, and continues to mark a significant thoroughfare through the city. In addition to falling within the North Tottenham Conservation Area, the Site is also close to Tottenham Cemetery and Bruce Castle Park, representing significant areas of open space and conservation value.

Following publication of the Management Plan, alterations were made to remove part of Sub-Area C from the Conservation Area. The decision to de-designate this section was driven by the following considerations:

- The removal of several listed buildings to deliver the new THFC Stadium; a contemporary development with a grand scale which sits with stark contrast to that of the neighbouring heritage buildings, and significantly transforms the character of this section of the High Road.
- The two surviving Victorian terraces on the western side of the street being deemed to offer limited contribution to the conservation area and considered not of sufficiently special interest to justify continued conservation area designation, and thus recommended for removal.
- The adopted High Road West Masterplan Framework establishes the principle to demolish the two terraces, to deliver the benefit of change and ensure sympathetic new development enhances the viability of the wider development.

The removal of these buildings from the Conservation Area, and policy support towards their demolition, opens the opportunity to explore alternative uses for this important area of the Site.

*For further information on the Site's heritage context, please refer to the Environmental Statement.*

### Development Opportunity:

Proposals for HRW should draw on the inherent characteristics of the Site and its surroundings, with reference to and drawing inspiration from the architectural vernacular and heritage assets of the conservation area.

The North Tottenham Conservation Area offers an interesting and compelling townscape, boasting a range of admirable heritage buildings and spaces. Together these celebrated features encapsulate the area's identity, the basis upon which design proposals can establish a vision for its future, so as to influence a new North Tottenham vernacular.

Proposals should seek to explore opportunities to replace the existing buildings on the High Road with sympathetic new development that reflects the ambition of the vision for the scheme, whilst integrating with and celebrating the heritage character and identity of the Conservation Area.

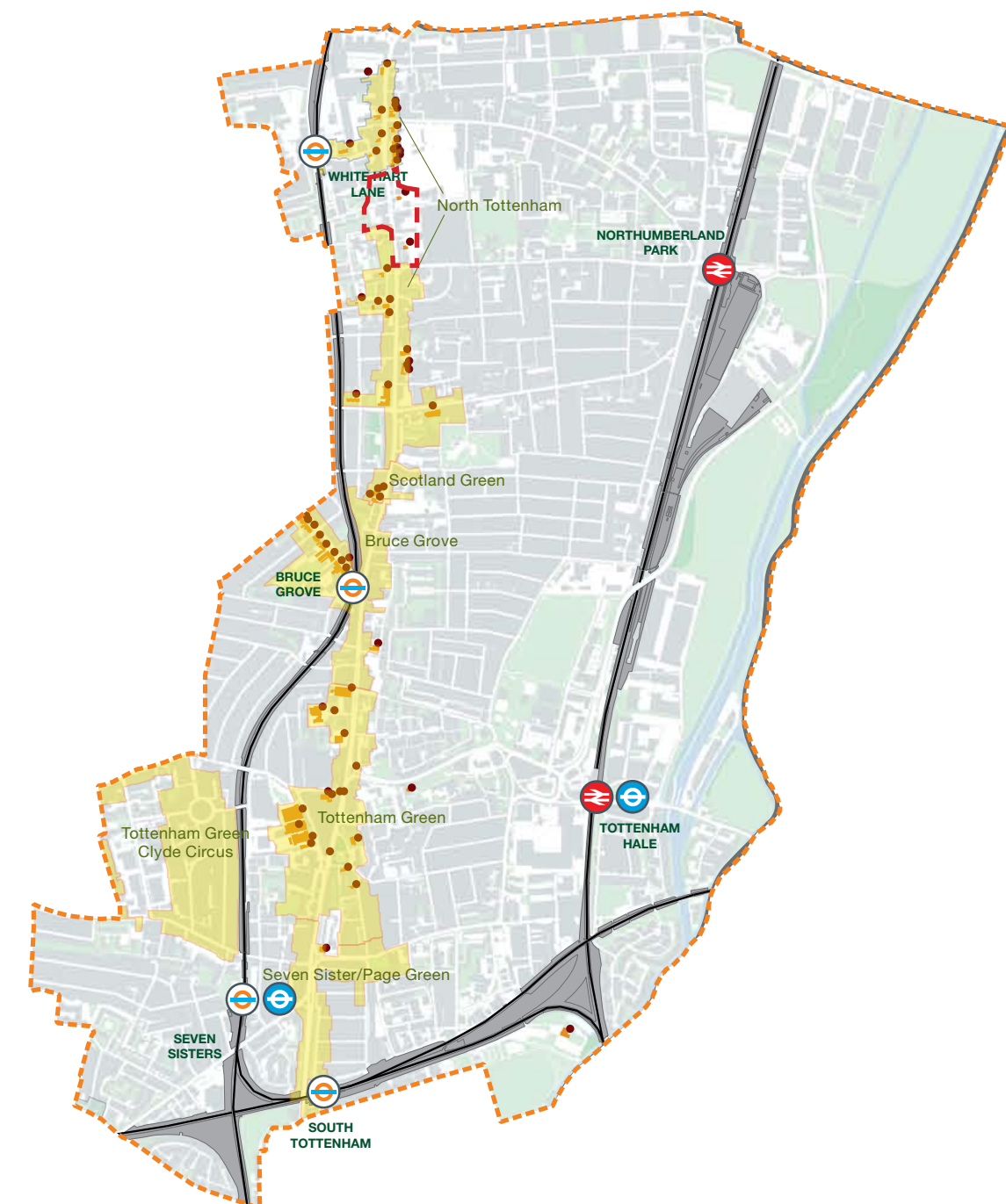
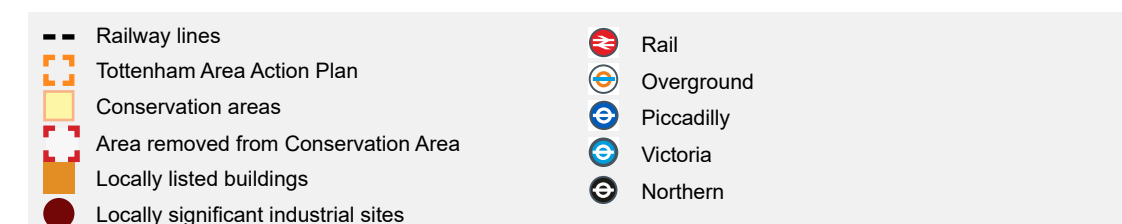


Fig. 10 - Tottenham Conservation Area Diagram (Source: Tottenham Area Action Plan, 2017)





## KEY FEATURES OF THE CONSERVATION AREA

The conservation area's historic linearity represents a primary feature to be preserved and enhanced, retaining the continuity of buildings either side of the High Road, to maintain its character of the townscape.

This is highlighted by the mix of Victorian and Georgian buildings and sequence of spaces that help to give the High Road its scale and sense of place.

The northern entrance of the HRW site sits alongside the northern extent of the conservation area. This significant gateway combines a subtle curve and narrowing of the road, along with mature trees to create a distinct sense of arrival into North Tottenham. The setting of this entry point should be closely considered so as to maintain and enhance this key gateway.



Fig. 12 - Entry to the conservation area from the north of the High Road

**Development Opportunity:** Design proposals should enhance the setting of conservation area while seeking opportunities to sensitively repair areas where heritage character has been lost or compromised.

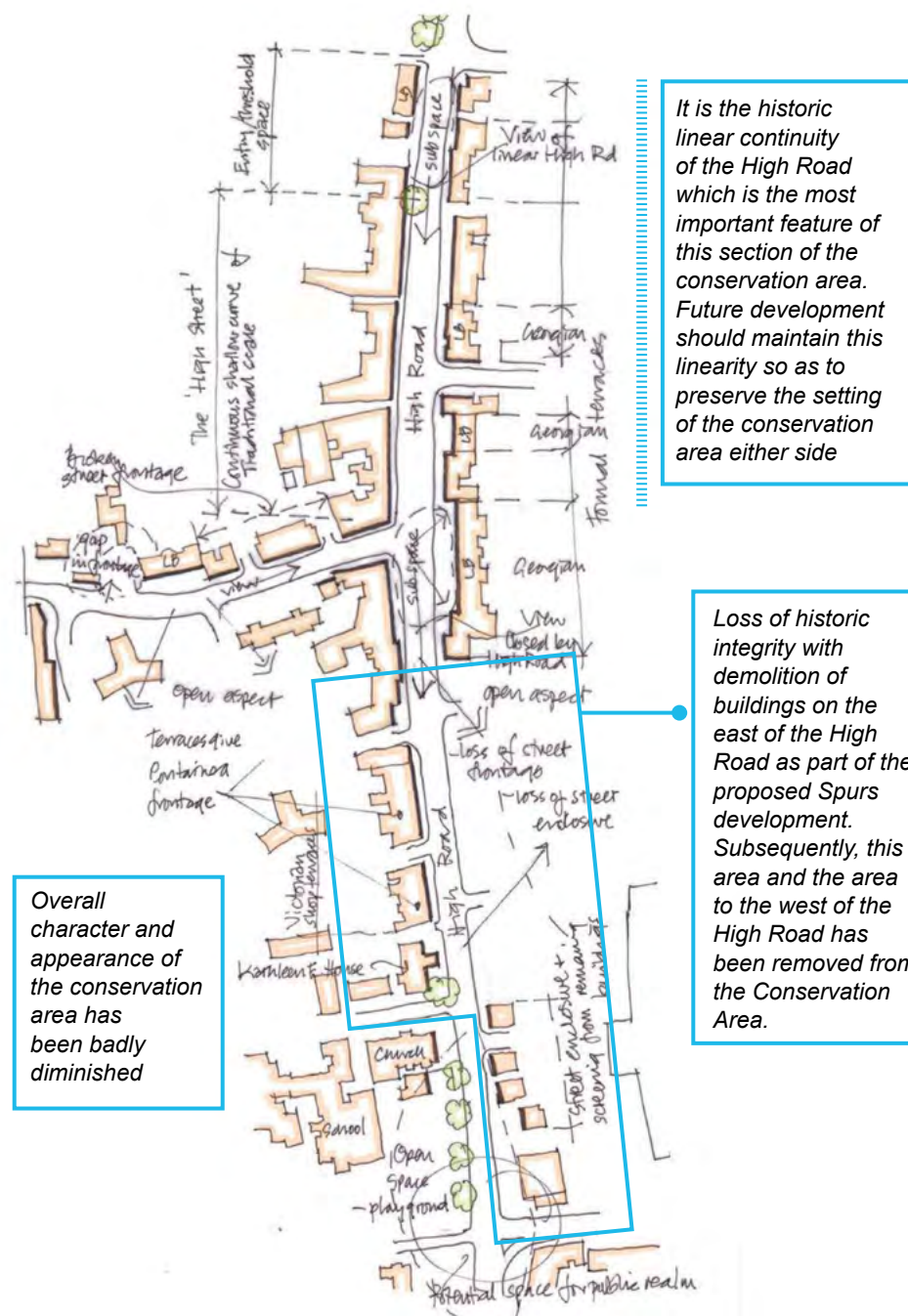


Fig. 13 - Key Features Plan (Source: North Tottenham Conservation Area Appraisal and Management Plan)

## EXISTING URBAN CHARACTER

North Tottenham is a diverse neighbourhood with many different characters, land uses, urban structures, typologies and a rich heritage.

The plan opposite maps out the diversity of urban structure typologies as highlighted in the North Tottenham Neighbourhood Chapter of the LBH Haringey Urban Character Study, 2015. While presenting a diverse townscape, this patchwork of different scales, uses and sizes of urban blocks creates a confused and irregular grain with little continuity or ease of legibility when moving through the area.

### Development Opportunity:

Design proposals should draw inspiration from the existing urban fabric and seek to stitch into the character of the various areas which surround the Site.

The Site's interface with the High Road offers a particularly important opportunity to deliver a unifying transition between the contrasting character areas of the historic High Street, the contemporary Large Infrastructure of the stadium, and the emerging new community.

Proposals should seek to untangle the urban grain, creating a sense of definition and structure to help guide visitors through the Site via a more regular and legible grain.

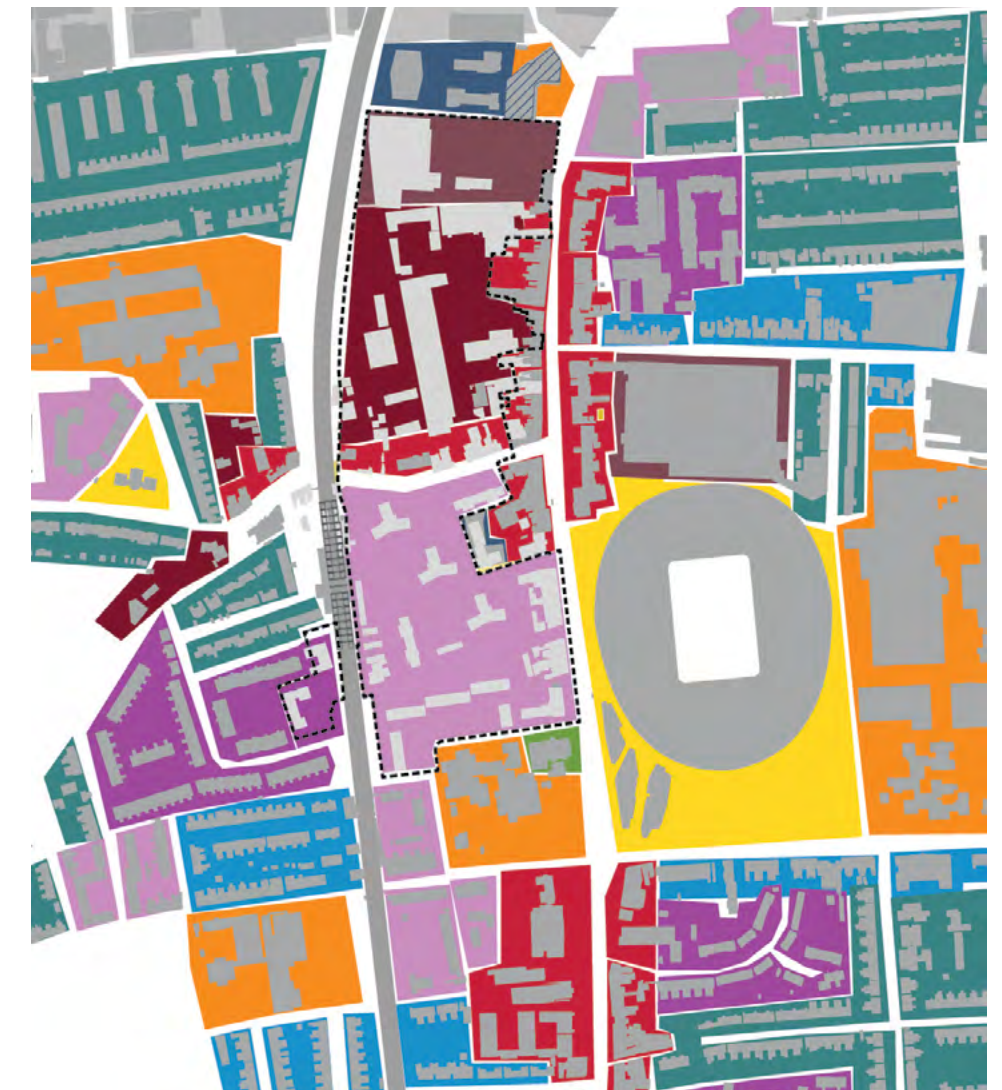


Fig. 14 - Plan showing existing character types (Source: Haringey Urban Characterisation Study, 2015)

Hybrid Planning Application Boundary	Street layout:	Industrial and business:
Centre:	Villa and town-house	Big box
High Street	Urban terrace	Fine grain industries
Campus:	Apartment buildings	Contemporary forms:
Educational	Slabs and tower blocks	Mixed-use development
Large infrastructure	Cul-de-sacs	
Community		
Religious		



## STATUTORY & LOCALLY LISTED BUILDINGS

Due to its proximity to the conservation area, the Site contains, and neighbours, a number of prominent heritage assets including statutory and locally listed buildings.

Notable heritage buildings within and directly adjacent to the Site include:

### Statutory listed

- The Grange, 32-34a White Hart Lane
- 867 - 869 High Road
- No. 7 White Hart Lane
- La Royale, 819-821 High Road

### Locally listed

- The Station Masters House, 52 White Hart Lane
- Former Chapel and Pastor's House, Chapel Place
- St Francis De Sales Church and School
- 6A, White Hart Lane
- 743-759 High Road
- Substation (Neighbouring Coombes Croft Library and 731 High Road)

### Positive Contributors (as specified in the North Tottenham Conservation Area Appraisal and Management Plan)

- 865 High Road
- 731-741 High Road
- White Hart Lane Overground Station

For detailed analysis of the significance of the conservation area and heritage assets, please refer to the Heritage Assessment included within this application.

### Development Opportunity:

The specific characteristics, significance of, and impact on the setting of these buildings should inform the development of the outline masterplan, and should continue to inform the detailed design of future RMAs.



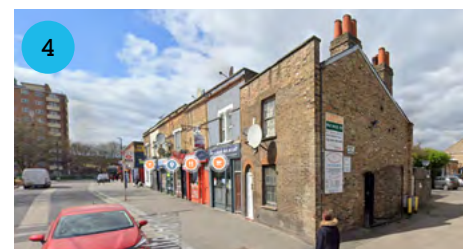
The Grange, 32-34a White Hart Lane



La Royale, 819-821 High Road



Station Masters House, 52 White Hart Lane



6a White Hart Lane



Former Chapel and Pastor's House



743-759 High Road



Existing Substation



The High Road (statutory and local listings)



867-869 High Road



7 White Hart Lane



797-799 High Road



St Francis de Sales Church & School

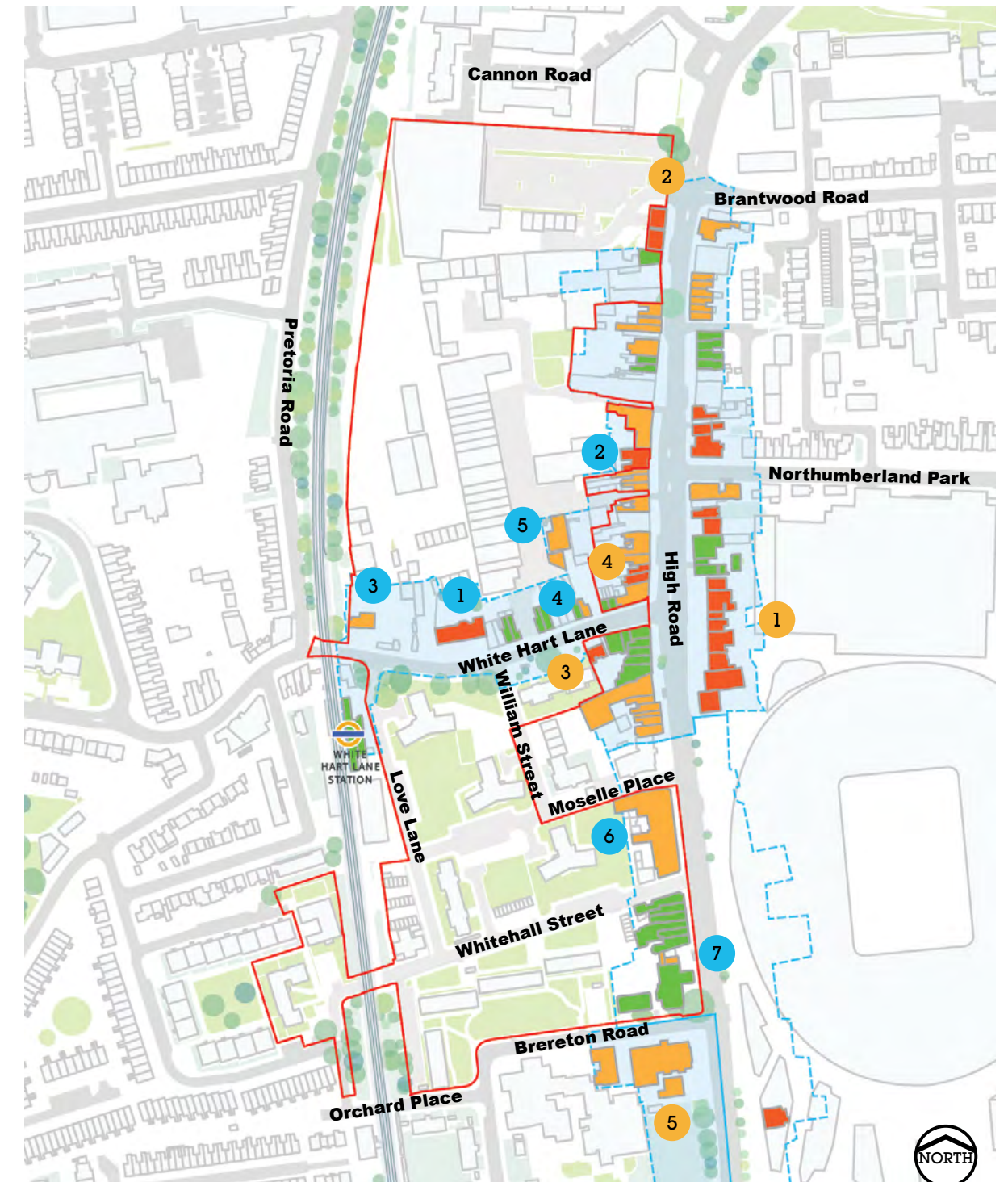


Fig.15 - Heritage & Conservation Plan

Hybrid Planning Application Boundary	Area removed from Conservation Area	Statutory Listed Building
North Tottenham Conservation Area	Heritage assets within the Site	Locally Listed Building
	Heritage assets outside the Site	Positive Contributor



## EMERGING CONTEXT

### LEISURE DEVELOPMENTS

**North Tottenham is experiencing transformational change, and emerging as London's newest destination urban centre focused on leisure and recreation.**

This transformation is being led by the recently completed Tottenham Hotspur Stadium, along with a supporting series of additional leisure-focused developments. However the area can not reach its full potential without the vibrant addition of the High Road West development.

#### Tottenham Hotspur Football Club

*Planning Permission ref: HGY/2015/3000*

In addition to the new Stadium and 'Tottenham Experience' museum, this emerging 8.97ha development is earmarked to include an 18,820sqm hotel, new health centre, extreme sports centre, and outdoor MUGA. The masterplan will also deliver a tall and dense residential quarter of roughly 585 homes, reaching up to 121m AOD.



Fig.16 - Tottenham Hotspur Stadium Development  
(Source: Planning Application HGY/2015/3000)

#### Northumberland Terrace (798 - 808 High Road)

*Planning Permission ref: HGY/2020/1584*

To the east of the High Road, Northumberland Terrace recently gained planning approval for a heritage regeneration and mixed-use commercial scheme connected to the Stadium. The development of the historic Northumberland Terrace extends Paxton Place and activates the space behind the High Road. The 0.38ha development consists of the restoration of an existing historic terrace, a new landscaped semi-public yard and a new linear building to the rear.

The new and existing buildings generate around 6,700sqm of retail and commercial area to encourage movement up the High Road to a new destination in Tottenham. PAXTON17 will aim to support talent across the creative industries through arts, music and co-working spaces; adding to an established, vibrant local arts scene.

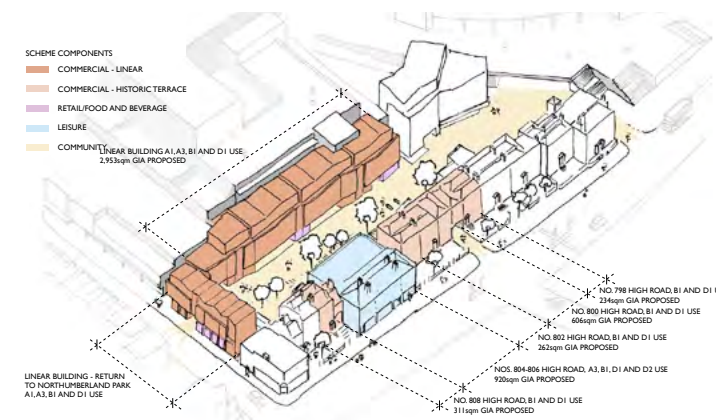


Fig.17 - Northumberland Terrace Development  
(Source: Planning Application HGY/2020/1584)

### HOUSING DEVELOPMENTS

**Close vicinity to the Site, a number of emerging, and recently approved, residential-led developments feature high density residential schemes with a densely programmed provision of community, retail and office uses to make successful and shared communities. Proposals for HRW should learn from and seek to support these developments to deliver a complimentary yet distinctly individual new community.**

#### Joyce Avenue & Snell's Park Estate

To the north of the Site, plans for the Joyce Avenue and Snell's Park Estate Renewal in Enfield are being developed with the intention for the Residents' Ballot to be undertaken in November 2021. This scheme proposes a new community of up to 1,992 homes aimed at Enfield Residents, with a range of Class E uses (retail and employment), Class F use (civic/community) and open space.



Fig.18 - Joyce Avenue and Snell's Park Estate Renewal

#### Clarendon Gasworks

- Hybrid Planning Permission Feb 2018
- Site Area: circa 4.8ha
- Proposed Quantum: 1700 dwellings



Fig.19 - Clarendon Gasworks

#### Tottenham Hale Centre

- Hybrid Planning Permission March 2019
- Site Area: 1.79 ha
- Proposed Quantum: 1036 dwellings
- 5402sqm of offices
- Up to: 4571sqm of shops, 2342sqm of leisure
- 1643sqm Health Centre



Fig.20 - Tottenham Hale Regeneration



## DEVELOPMENTS WITHIN SITE ALLOCATION AREA NT5

Within the NT5 allocation area, there are a number of delivered and emerging developments. Many of these are being brought forward by THFC, and have either been submitted or approved for Planning.

### Brook House Development

Neighbouring the Site on the north, the Brook House development at Cannon Road (completed in 2015) has created a new residential community, providing 222 new homes and a new Primary School on the High Road.



Fig.21 - Brook House Development

### The Goods Yard

Planning Application ref: HGY/2018/0187

A hybrid planning application to deliver a residential led mixed-use scheme was granted permission in 2019, delivering 316 homes across the 1.276ha site, with 1450m2 of non-residential uses. The proposal includes the refurbishment and conversion of the Station Master's House into a restaurant, and new neighbouring commercial building.



Fig.22 - The Goods Yard

### The Depot

Planning Application ref: HGY/ 2019/2929

A hybrid planning application to deliver 330 homes and 270m2 of non-residential uses across the 1.2ha site. The proposal features 5 new buildings framing a central park with a café provided at ground level, and the refurbishment of the Grade-II\* Listed 867-869 High Road into 6 apartments. The landmark building along the railway line is 29 storeys.



Fig.23 - The Depot

### The Depot & Goods Yard (Emerging Combined Scheme)

Planning Application ref: HGY/2021/1771

A residential led mixed-use combined site scheme has been prepared on behalf of Tottenham Hotspur, with the aim of delivering a high quality neighbourhood where the two sites work together cohesively. The proposals have been submitted, and would include up to 867 new homes, and approximately 1,900m GIA commercial space across the 2.5ha site.



Fig.24 - The Goods Yard and Depot Combined Scheme

### The Printworks

Planning Application ref: HGY/2021/2283

This scheme builds on the 'behind the High Street' typology to provide new, high quality homes, leisure facilities, and places to work within the heritage context of the High Road and Conservation Area. The proposal accommodates 72 homes, alongside a cinema (1,272sqm) and 302sqm of commercial space.

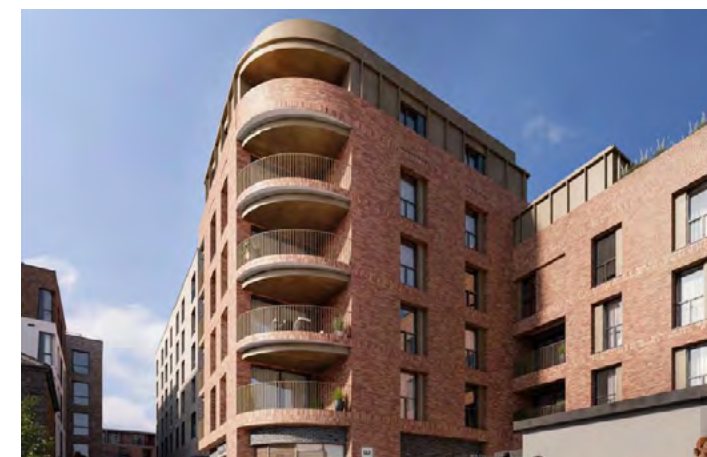


Fig.25 - The Printworks

### 807 High Road

Planning Application ref: HGY/2021/0441

This medium scale commercial and residential scheme takes down the existing High Road building, replacing it with an enhanced 4 storey brick building including a shop front and mansard, creating 219m2 of commercial space. Behind, a new 4 storey residential building containing 9 apartments is proposed with a first floor podium level garden linking the two buildings.



Fig.26 - 807 High Road

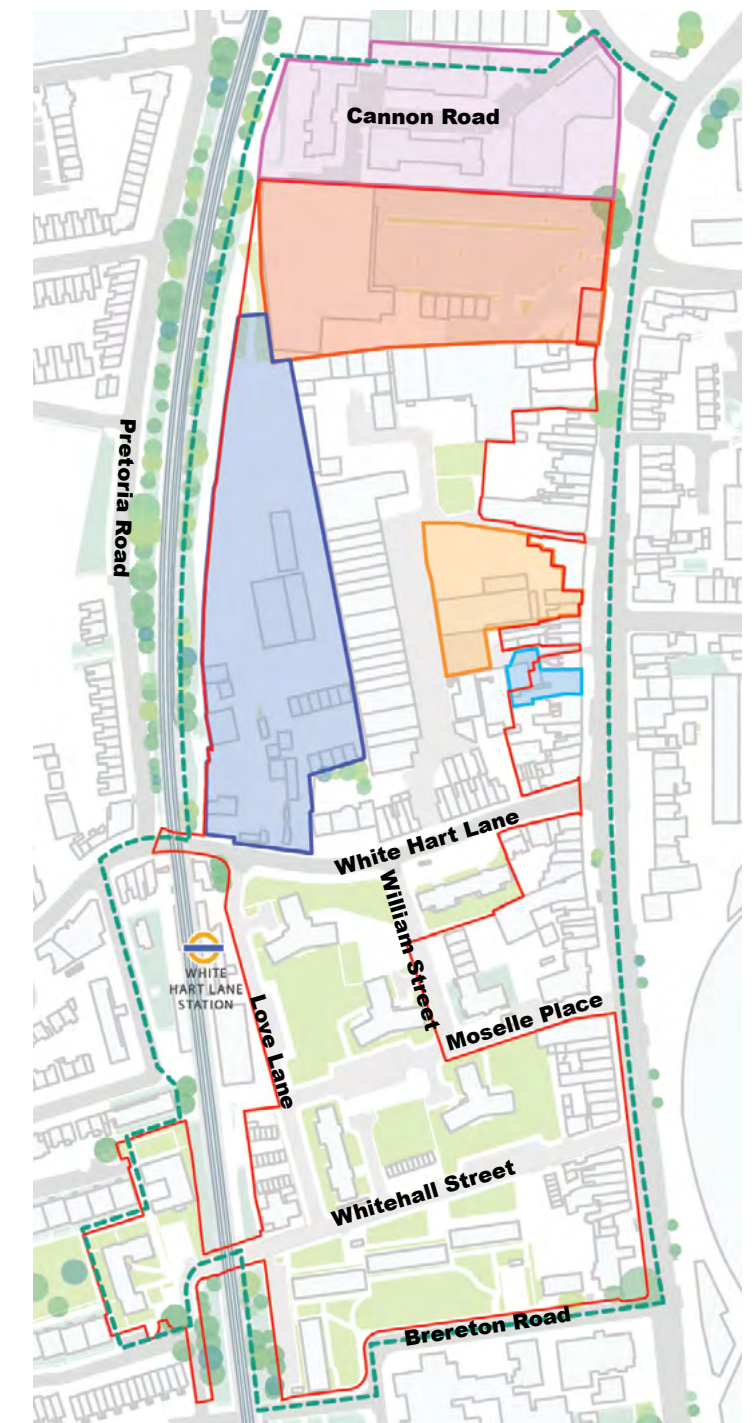


Fig.27 - Developments within and adjacent to Site Allocation Boundary

HRW Hybrid Planning Application Boundary	Boundary
NT5 Site Allocation Boundary	Printworks Application Boundary
Goods Yard Application Boundary	807 High Road Application Boundary
The Depot Application	Brook House Application Boundary



## INFRASTRUCTURE

### The TAAP named improving transport links as one of its key objectives.

While Tottenham is currently only 12 minutes from the centre of London by underground or train, plans are in place to improve connections across Tottenham for all types of transport – including walking and cycling, so as to expand the network and links cross north London.

This includes a number of emerging infrastructure developments surrounding the Site, including: proposals to expanding the Crossrail 2 network with upgrades to local stations as well as establishing new routes through Tottenham and further into North and South London; extending sustainable transport routes such as London Cycle Superhighway 1. Further rail, pedestrian, and cycling improvements to increase the connectivity of Tottenham with central and other parts of London are continuing to emerge.

### Cycling Infrastructure

Currently, cycling accounts for only 3% of trips in Haringey. The Council's adopted 2018 Transport Strategy and recent Draft Walking and Cycling Action Plan (2021-2031) outline the ambition to improve cycling infrastructure in Haringey, aiming for 81% of Haringey residents to live within 400m of the strategic cycle network by 2041 (currently at 17%).

At a city level, Haringey's flagship Cycle Superhighway 1 has connected the heart of Tottenham into Hackney and on to the city of London. This route combines two-way cycle tracks located on wide footways and sections of on road cycling on residential streets. Traffic conditions on these sections deter many cyclists from using the route, so improving the quality and capacity of the route is now of strategic importance. In addition, TfL funding has been secured to extend the route north via Bull Lane (to the west of the Site), connecting to LB Enfield's cycle network.

Local improvements to cycle networks will also allow for better connectivity across Tottenham, unlocking green spaces and allowing cycling to be more accessible to people of different ages and backgrounds. Improved secure cycle parking on routes are proposed with cycle corridors along the High Road, east via Brantwood Road and Hartington Park to Tottenham Marshes to improve local connectivity.

*For further information on the Site's infrastructure context, please refer to the Transport Assessment.*

#### Development Opportunity:

The area's existing and expanding movement infrastructure offers a good variety of connections within easy reach of the Site. HRW, therefore presents an opportunity to create a highly connected area with the potential to support higher densities of residential and commercial development.

The area's efficient public transport and cycle infrastructure offer opportunities for reduced car dependency and encouraging people to use bikes and public transport as their primary mode of transport.

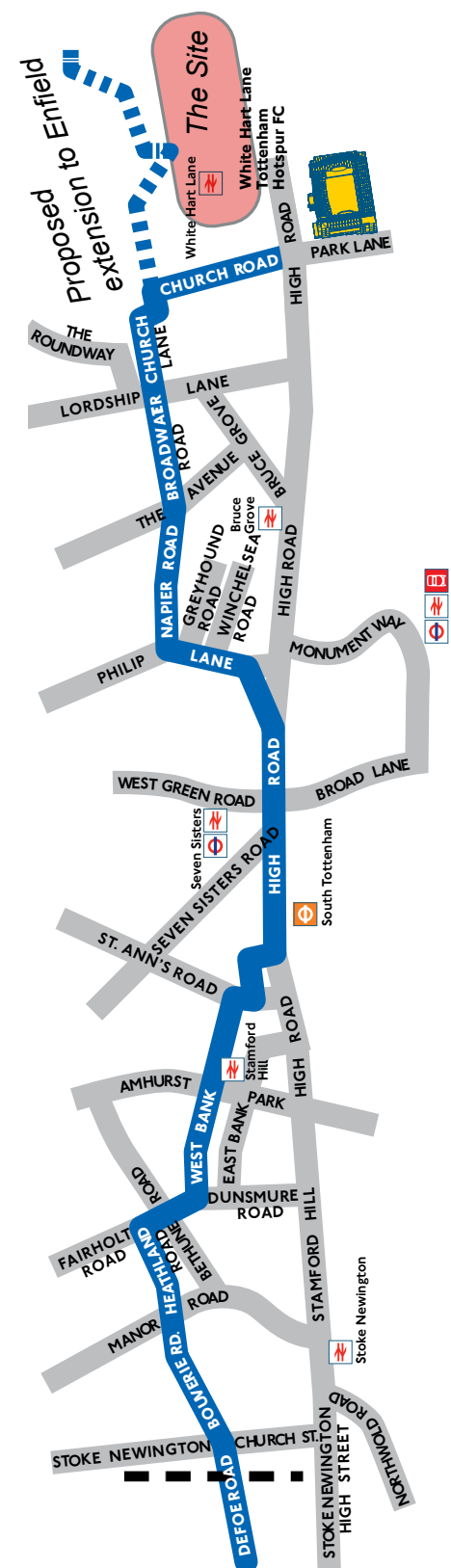


Fig.28 - London Cycle Superhighway 1 - Tottenham to Liverpool Street (Draft Walking and Cycling Action Plan (2021-2031))



Haringey's current Cycle Superhighway 1



Cycling to THFC Stadium (Source: Tottenham Hotspur Blue Book)



The Big Bike Ride (Source: Haringey Cycling Campaign)



## SITE ANALYSIS

### EXISTING MOVEMENT & CONNECTIONS

#### Wider Road Network

The A1010 High Road remains the area's principle connection and arterial route into and out of London. The High Road also connects the Site to wider London and national network including direct links to the A406 North Circular, A10 and M25 motorway.

These key movement routes enable easy vehicular movement throughout north London and beyond, connecting the Site to surrounding local centres, employment, education, leisure and open space destinations.

#### Development Opportunity:

Future development should seek to promote pedestrian-friendly movement, encouraging sustainable modes of transport, whilst retaining and facilitating efficient vehicle access to the Site.

#### Pedestrian Movement

Primary pedestrian movement throughout the local area largely follows the key roads, connecting pedestrians with the area's public transport network. While the surrounding network of streets offer quieter local routes through the area, these are often challenging to navigate without local knowledge.

Like many industrial estates throughout the local area, the north of the Site is largely inaccessible and presents a significant barrier to local pedestrian movement.

#### Development Opportunity:

There is a distinct opportunity for HRW to inspire a modal shift in movement, encouraging more people to access the area by foot. By changing the nature of existing pedestrian routes to be safe, active and attractive, new development can create an improved pedestrian network through and around the Site.

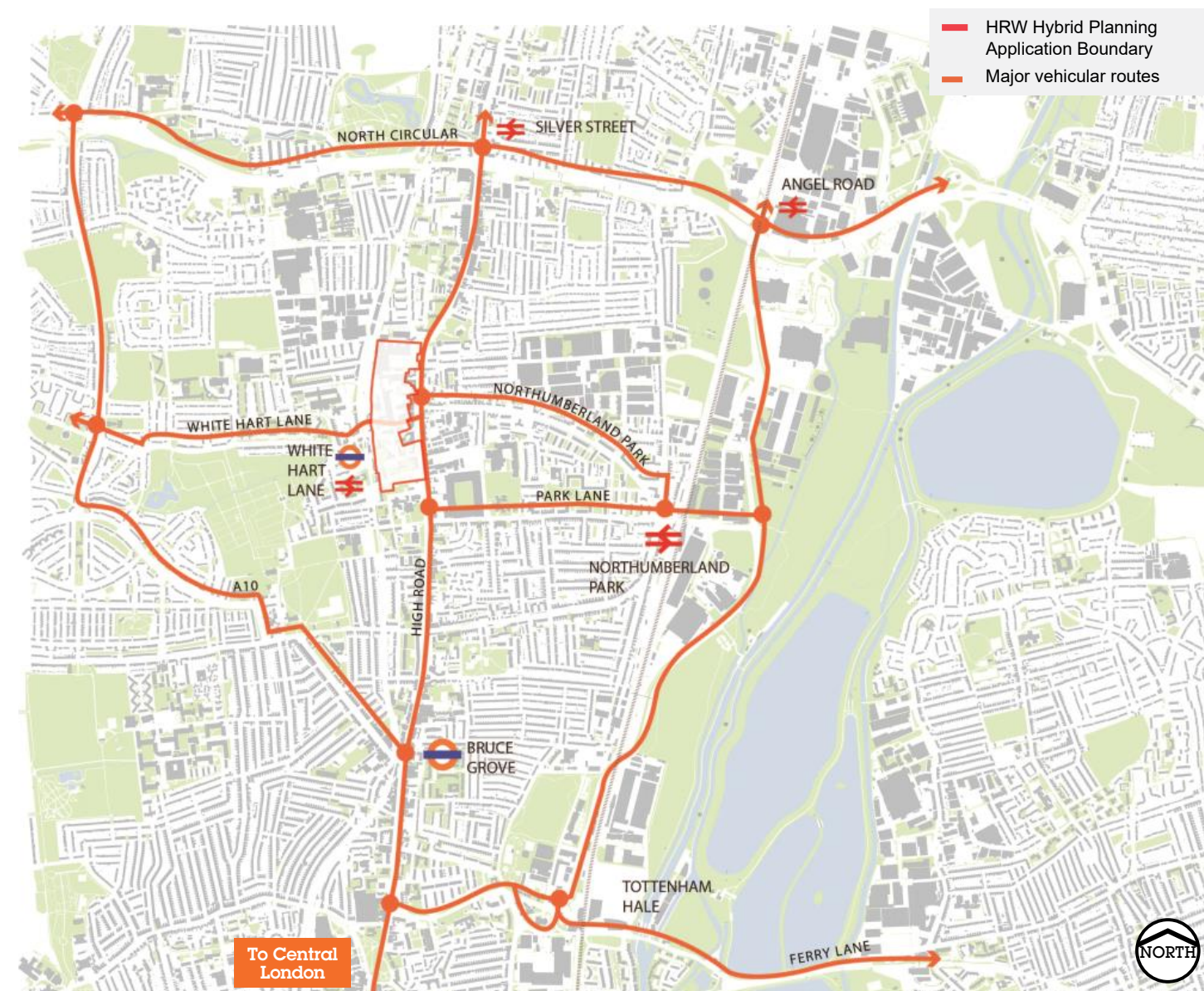


Fig.29 - Wider Road Network Plan

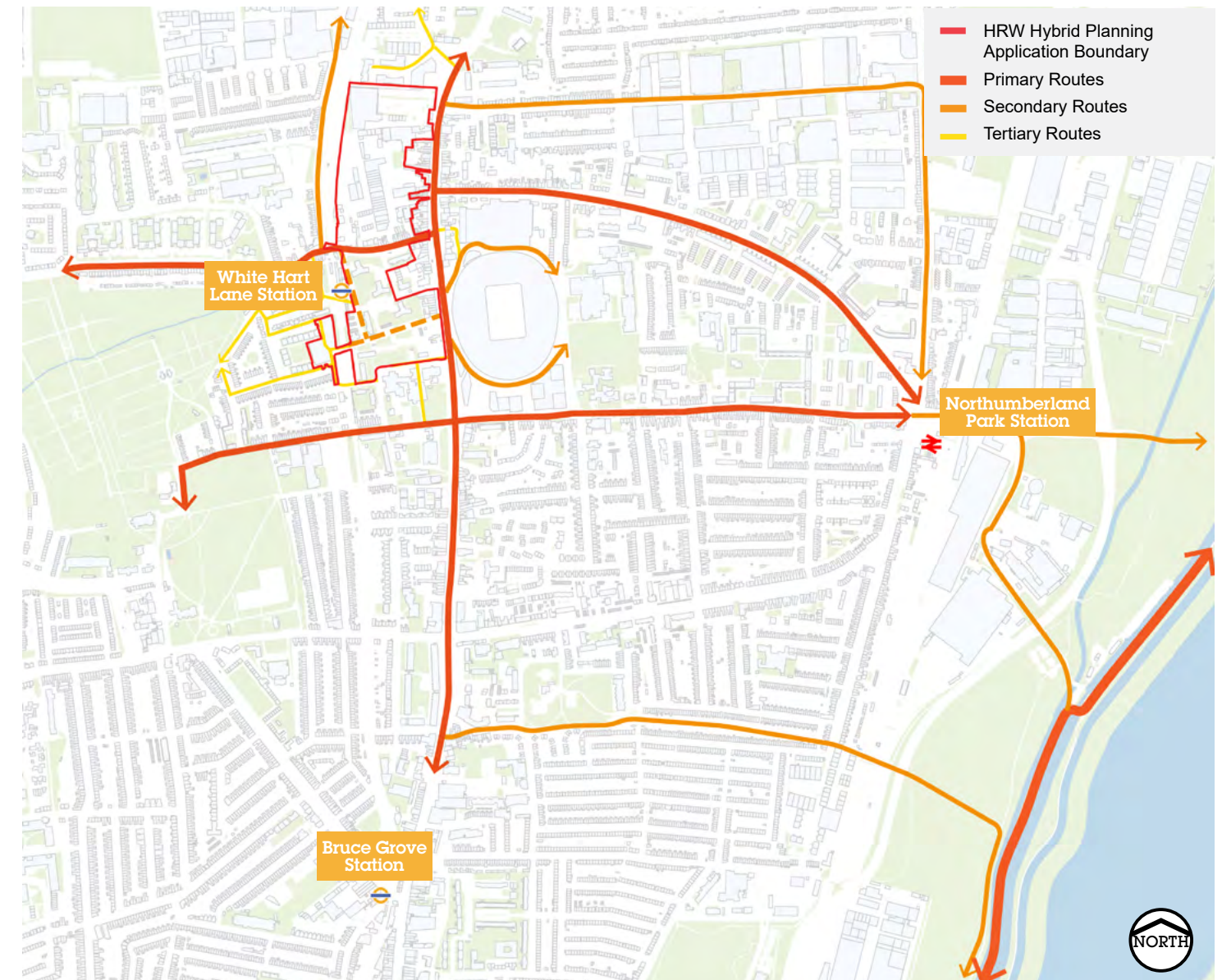


Fig.30 - Pedestrian Movement Plan



## Cycle Network

The Site is connected to an integrated cycle network of local quiet routes and cycle-friendly roads creating a safe local network for cyclists. This network of local streets offers access to a number of significant strategic cycle routes, including one of London's principle Cycle Superhighways CS1 connecting to central London,

and the National Cycle Route EV2 connecting to the East of England. This integrated network offers strong links across north London and beyond, representing a strong base for future developments to feed into.

### Development Opportunity:

All opportunities should be explored to extend the existing network through the Site, while allowing due care for pedestrians within public spaces. Future development should seek to promote cycle use as much as possible, providing secure residential and commercial cycle storage as well as on-street parking.

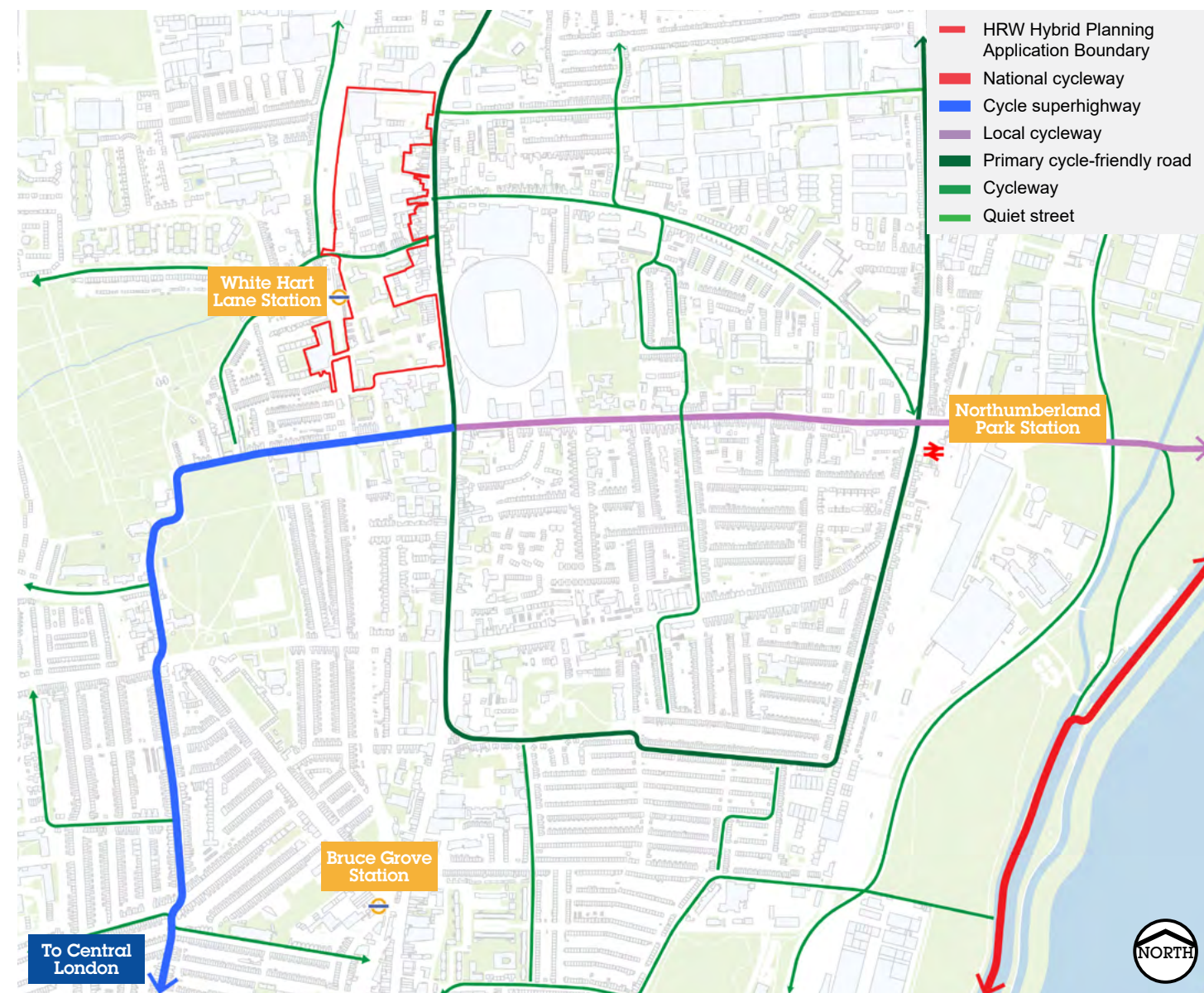


Fig.31 - Cycle Network Plan

## Public Transport Network

The Site's public transport connections predominantly run north-south via a range of bus routes along the High Road and the overground railway from White Hart Lane Station. Both of these networks offer efficient and easily accessible links into and out of central London, connecting to key local centres and destinations.

However, east-west links from the Site are limited to a single bus route traveling west from Northumberland Park Station. This significantly reduces the accessibility to areas to the east and west, causing people to rely on alternative means of transport

### Development Opportunity:

Opportunities should be explored to integrate White Hart Lane station into the local centre, to promote its use as the principle gateway to the area.

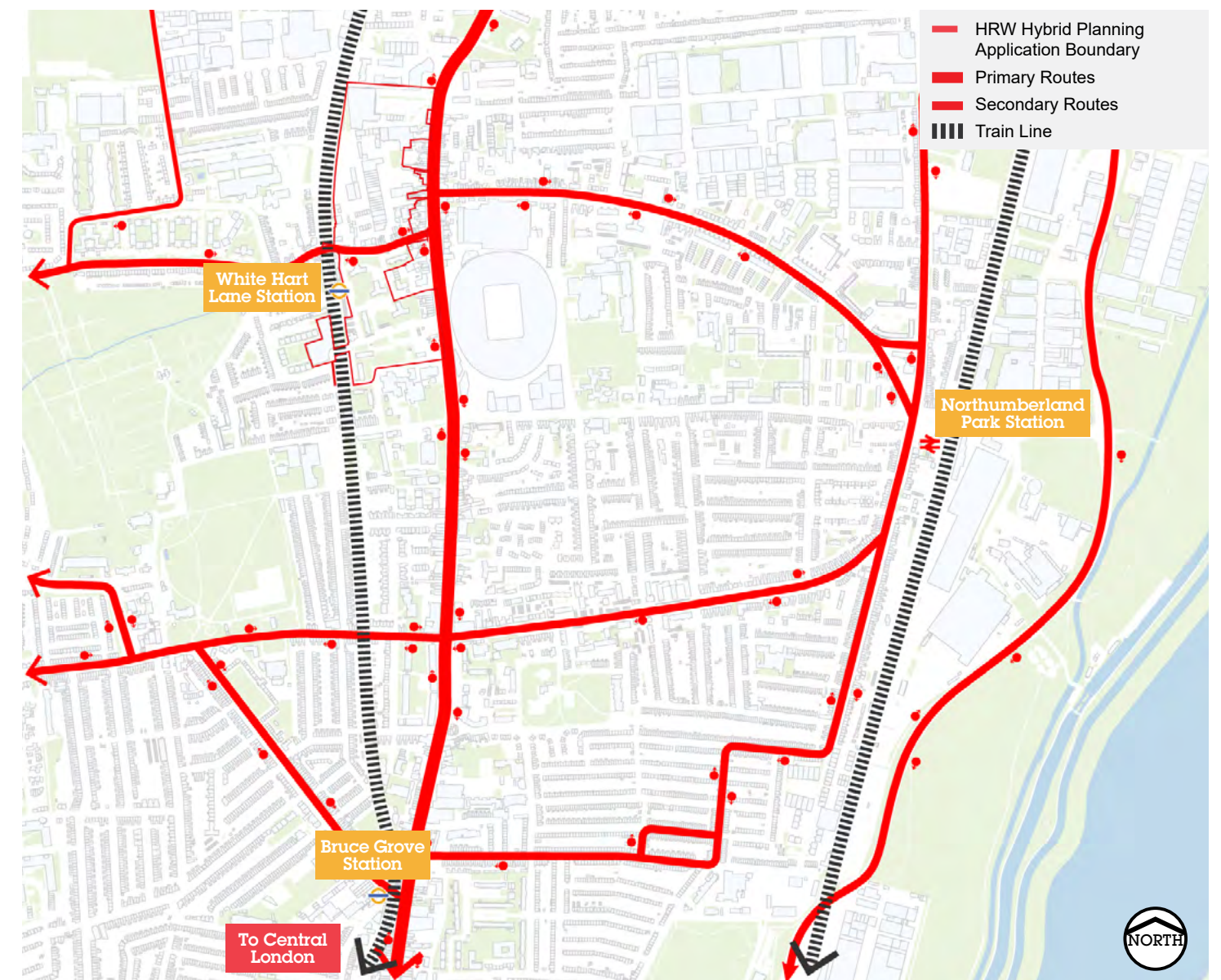


Fig.32 - Public Transport Network Plan



## RIVERS & WATERWAYS

An existing network of rivers and waterways flow through Haringey and North Tottenham from natural high points in the west and travel east towards the lowlands of the Lea Valley. This expansive system of water bodies, marshlands and wetlands help to facilitate filtration of water for drinking & is the lifeline for an abundance of flora and fauna.

Tributaries of the River Lea include Salmons Brook, Pymmes Brook and importantly the River Moselle. Starting at Muswell Hill, the River Moselle flows north-west to Lordship Recreation Ground, Tottenham Cemetery, through to the heart of our site at White Hart Lane and down High Road before reaching the valley.

The Lea River Park includes a diverse series and contrasting range of wetland landscapes. These range from semi natural lowland river landscapes, flood meadows, and mosaic wetland landscapes, forming a remaining feature of the area's rich legacy of mineral extraction, to post-industrial and contemporary inner London landscapes.

It is worth recognising how the area's wider water network serves the local population, wildlife and infrastructure, not just for the borough, but also to the Lea Valley Regional Park and the City of London.

### Development Opportunity:

The waterways support an abundance of natural and semi-natural features that provide inspiration in developing landscape proposals to provide wetland or marshland sub-aquatic planting species

Opportunity should be explored to introduce blue infrastructure through the use of a range of SUDS features.

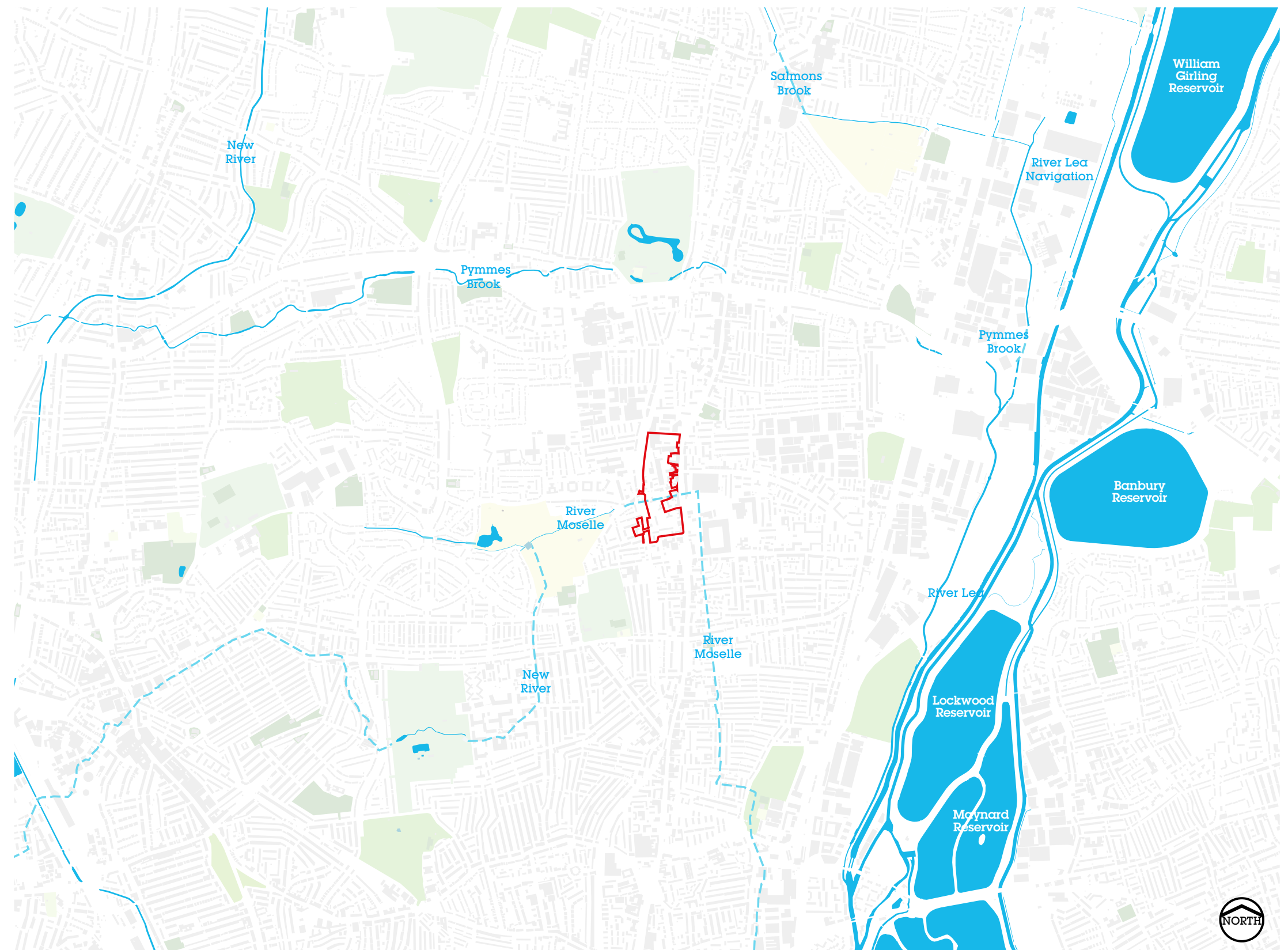


Fig.33 - North Tottenham Rivers and Waterways Plan



## THE RIVER MOSELLE

While today the Moselle is a quiet waterway, the river has played an important role in guiding location and form of a wide range of developments, connections and the open spaces across north London.



1. Queens Wood

There have been attempts to culvert the stream here and these clay pipes are now exposed in places.



2. Shepherds Cot

A path mirrors the route of the covered stream through the tennis courts and cricket field.



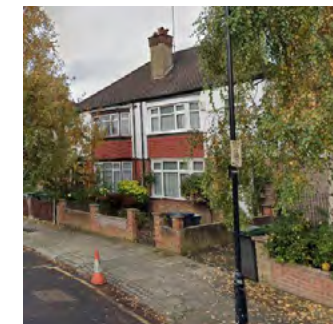
3. Priory Park

The culverted river hugs the western side of Priory Park and joins with a tributary, the Etheldene, as it meets Priory Road.



4. St Paul's Fountain

On the route of another hidden tributary, the Cholmeley Brook, within Priory Park is a fountain.



5. Rectory Gardens

On the road just outside number 43 there is a manhole cover where you are able to hear the Moselle flowing below.



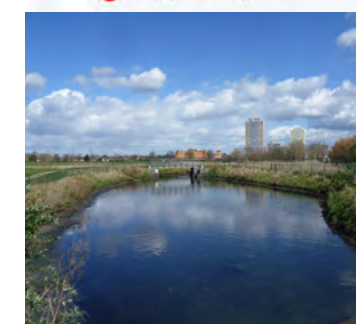
6. The New River

Route of the Moselle goes under the New River and several streets named in connection with this man-made waterway.



7. Moselle Avenue

The Moselle winds under the streets of Wood Green. The subterranean river flows and forms the estates' northern boundary.



8. Lordship Recreation Ground

Concrete channel has been removed and the river is now visible again and flows into a new pond within the park.



9. Broadwater Farm Estate

Because of the risk of flooding all the residential blocks are built up on stilts. The river, flows under the estate, in a conduit.



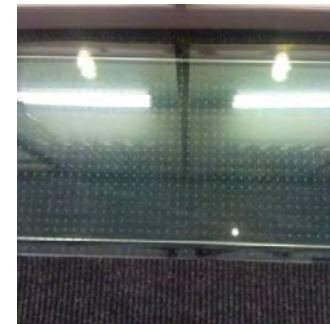
10. All Hallows Church

The route back to the Moselle goes past the splendid All Hallows Church, on the boundaries of Tottenham Cemetery.



11. Tottenham Cemetery

The stream now flows within a concrete channel through Tottenham Cemetery, though the walls are largely obscured by ivy.



12. Tottenham High Road

Just inside the foyer of Coombes Croft Library is a small glazed portal in the floor, through which the Moselle can be viewed.



13. Caruncle Ditch

The Caruncle Ditch runs (underground) in a straight line through Tottenham Marshes into Pymmes Brook.

### Development Opportunity:

Future development is required to respect the setting of the River Moselle, and where possible, seek to enhance the river's water quality and ecological value.

While opportunities to de-culvert the river may be difficult, development should celebrate the waterway as a principal feature of the area's natural and cultural heritage.



## EXISTING OPEN SPACE PROVISION

**At present, the distribution of open space across the Borough is uneven.**

The Open Space Assessment for the borough of Haringey undertaken by Land Use Consultants and published in 2014, identified deficiencies in the provision of open space, particularly surrounding the HRW site.

The study, highlighted that the HRW site falls within an area identified as the most deprived across the borough based on indices of multiple deprivation; by health, living environment, and access to a private gardens.

The London Plan recommends that homes should be within 400m of a Local Parks or Garden (open space between 2-20ha), and less than 400m from a Small Open Space or Pocket Park. The Site's deficiency in open space, while not unexpected in an urban local centre, is evident on the plan opposite, where no such spaces are located within 400m of the Site. The only notable nearby areas of open space are Bruce Castle Park, located roughly 600m from the Site (over 700m from the north of the Site), and Florence Hayes Recreation Ground, located over 450m from the centre of the Site. As local open space and play provision (within 800m) is limited, it is important for the new development to provide opportunities for play in various forms.

### Development Opportunity:

Opportunities should be sought to deliver high quality landscape features further into the Site to promote green links to surrounding open spaces, while introducing an active approach to 'greening' the local centre and softening the existing hardscape.

New public space should offer active, secure and well connected places which encourage social interaction and public life.

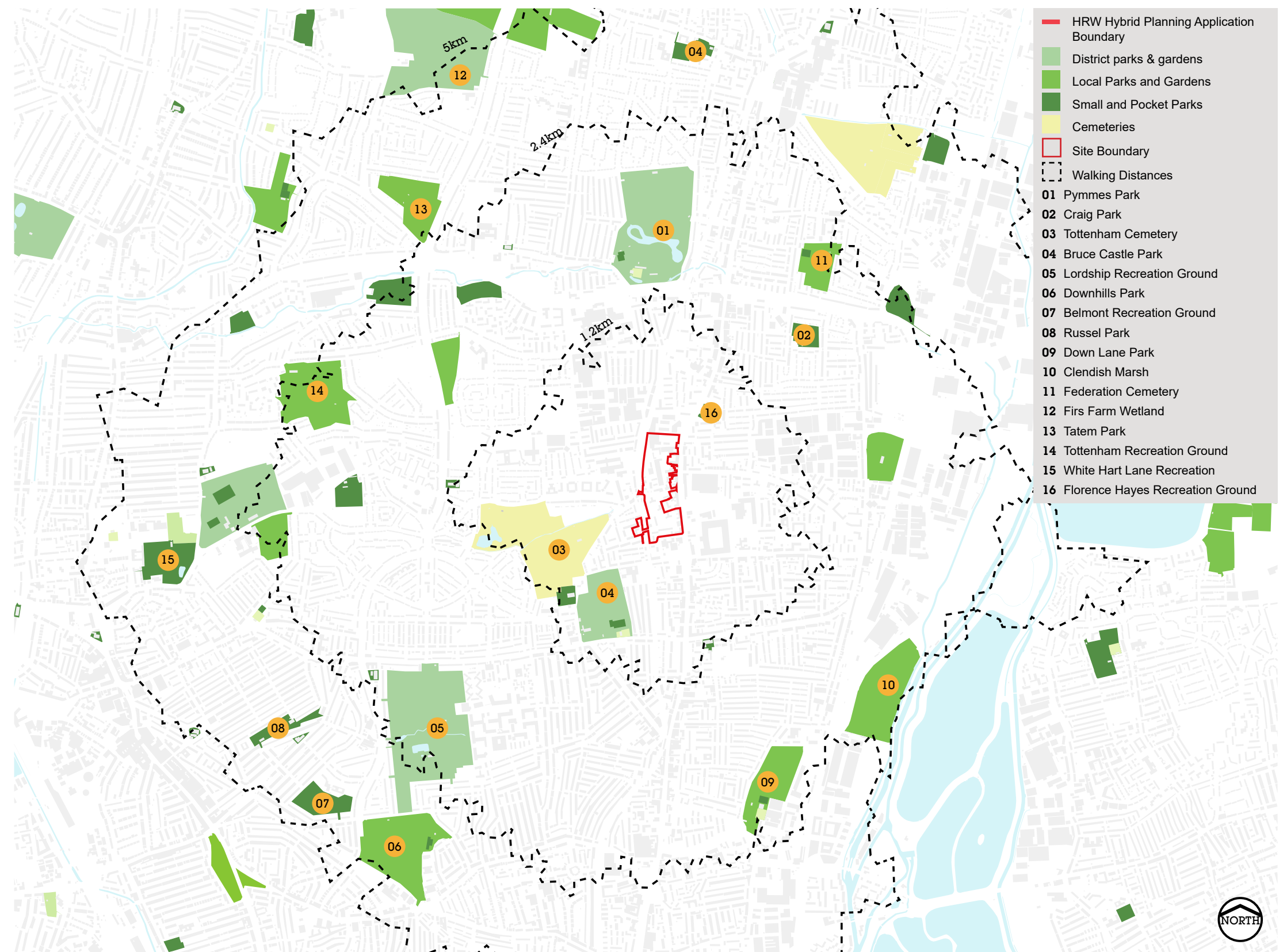


Fig.34 - Existing Open Space Provision Plan



## EXISTING PLAY & SPORTS PROVISION

**Inaccessibility and a deficiency in the provision of play and open space across the area present a key barrier to opportunities for children's play.**

The plan opposite illustrates the existing play space provision surrounding the application boundary. Whilst there are an array of spaces dedicated to play, sports and recreation, it is important to consider how accessible they are for members of the existing and future community of HRW.

It is evident that play space is limited to two sites within an 800m distance from the Proposed Development site, namely: Hayes Recreation Ground, providing equipped play and MUGA facilities for children ages 5-14; and Bruce Castle Park, providing formal play & sports facilities as well as programmed activities for children and adults. The Park also provides alternative and non-prescriptive forms of play, including open lawn space, a paddling pool and a natural play areas.

### Development Opportunity:

The HRW Masterplan offers the opportunity to deliver play space for all ages in an area currently deficient in access to quality play, sports and leisure facilities.

Opportunities should be explored to promote play and sports facilities within all public and communal open spaces so as to support healthy and active lifestyles.

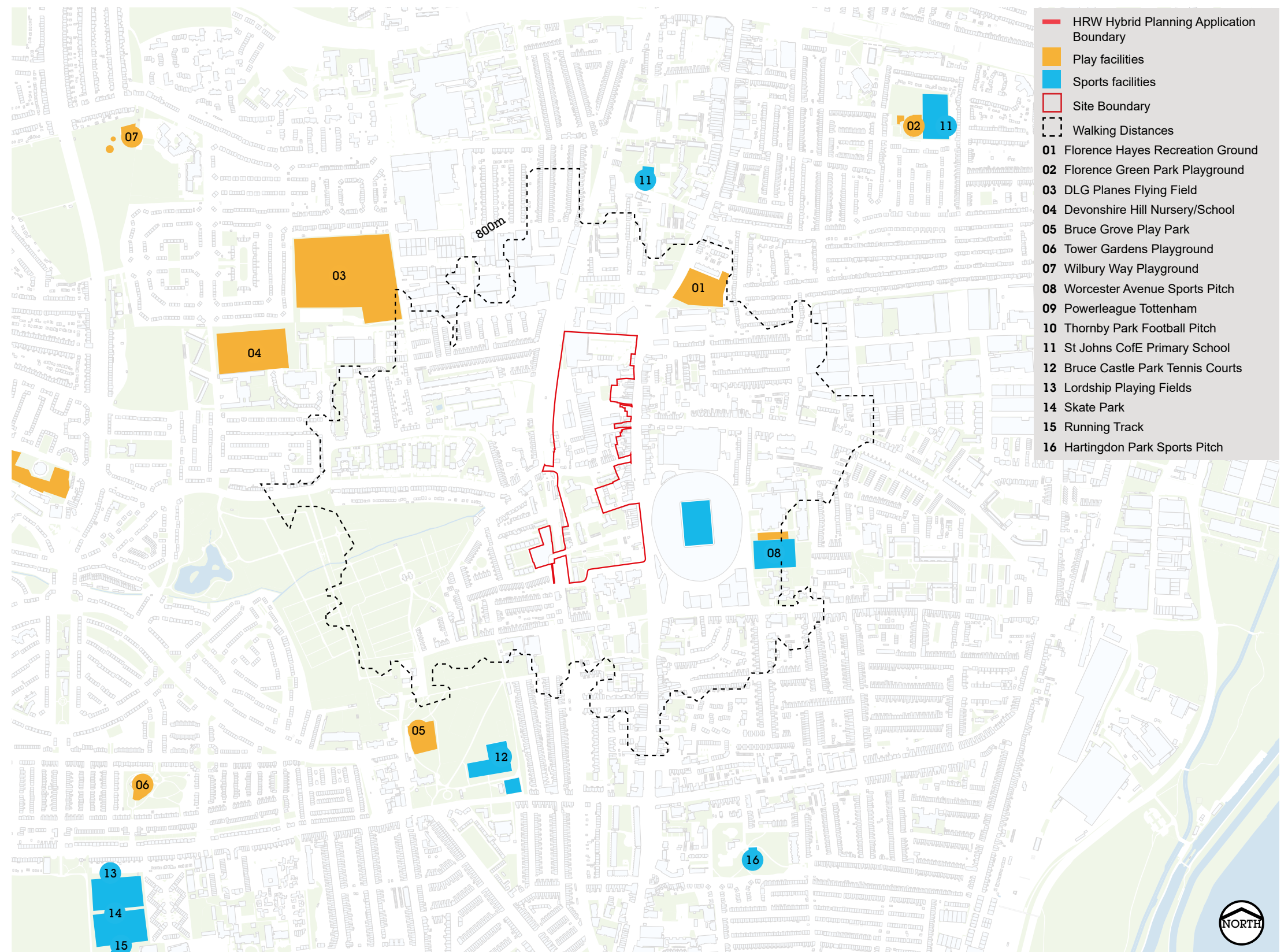


Fig.35 - Existing Play & Sports Provision Plan



## LAND USES

The HRW site is currently occupied by a diverse range of uses. These are generally zoned into residential to the south, retail along the High Road and industrial uses to the north.

### High Road

Tottenham's High Road forms the heart of the neighbourhood, creating a historic and continuous retail spine which has defined the area's character over time and remains an active local high street today. However, the THFC stadium and associated buildings have dramatically transformed the area's character from retail to a larger focus on leisure.

### Love Lane Estate

To the south of White Hart Lane sits the Love Lane Estate. Built in the 1960s, the estate demolished the traditional Victorian streets to create a sequence of standalone high-rise residential buildings within open green lawns supported by community buildings. The buildings no longer meet current residential standards and the area has been noticeably affected by crowd control issues around the stadium, creating an impaired and tired appearance.

### Employment & Industry

To the north, the area's industrial heritage has been retained through the Peacock Industrial Estate, Nesta Works and Carbery Enterprise Park. These house multiple businesses within small scale industrial units. The B&M superstore occupies a warehouse footprint with a large customer car park which breaks the area's tight heritage grain. Existing passages and yards such as Chapel Place, Percival Court and Brunswick Square retain some of the historic street pattern behind the High Road.

*For further information on the Site's existing uses, please refer to the Environmental Statement.*

#### Development Opportunity:

Opportunities should be explored to replace the existing poor quality housing and workplace stock, but retain existing residents and business within the new development, where possible.



Fig.36 - Shops lining Tottenham's High Road



Fig.37 - The new THFC Stadium from the High Road



Fig.38 - Love Lane Estate

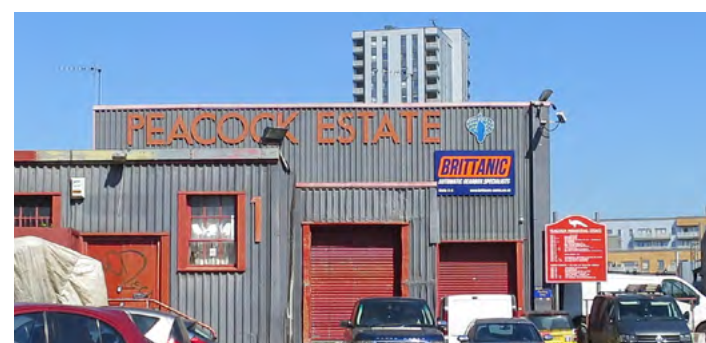


Fig.39 - Peacock Industrial Estate

Land Use	Existing GIA <sup>1</sup> (sqm)	Existing GEA (sqm)
<b>B2:</b> Industrial	9,818	10,800
<b>B8:</b> Industrial	864	950
<b>Use Class B Total:</b>	<b>10,682</b>	<b>11,750</b>
<b>C3:</b> Residential	31,109	34,220
<b>C1<sup>2</sup>:</b> Emergency Overnight Accommodation	879	967
<b>Total:</b>	<b>31,998</b>	<b>35,187</b>
<b>E(a):</b> Retail other than hot food	8,236	9,060
<b>E(b):</b> Sale of food and drink mainly for consumption on premise	3,759	4,125
<b>E(e):</b> Medical or healthcare	818	900
<b>E(g):</b> Offices for operational or administrative functions / R&D of products or processes / Industrial processes	1,627	1,790
<b>Use Class E Total:</b>	<b>14,440</b>	<b>15,885</b>
<b>F1(d):</b> Public Library or reading rooms	455	500
<b>F1(f):</b> Public places of worship	595	655
<b>F2(b):</b> Local community halls	1,023	1,125
<b>Use Class F Total:</b>	<b>2,073</b>	<b>2,280</b>
Sui Generis: Public House	1,086	1,195
Sui Generis: Sub Station	86	95
<b>Sui Generis Total:</b>	<b>1,172</b>	<b>1,290</b>
<b>Grand Total:</b>	<b>60,355</b>	<b>66,392</b>

Table.1 - Existing Land Uses

<sup>1</sup> Assumes a factor of 1.1 when converting from GEA to GIA

<sup>2</sup> Whitehall Lodge is currently in 'C1' use following a temporary planning permission (HGY/2016/3914)

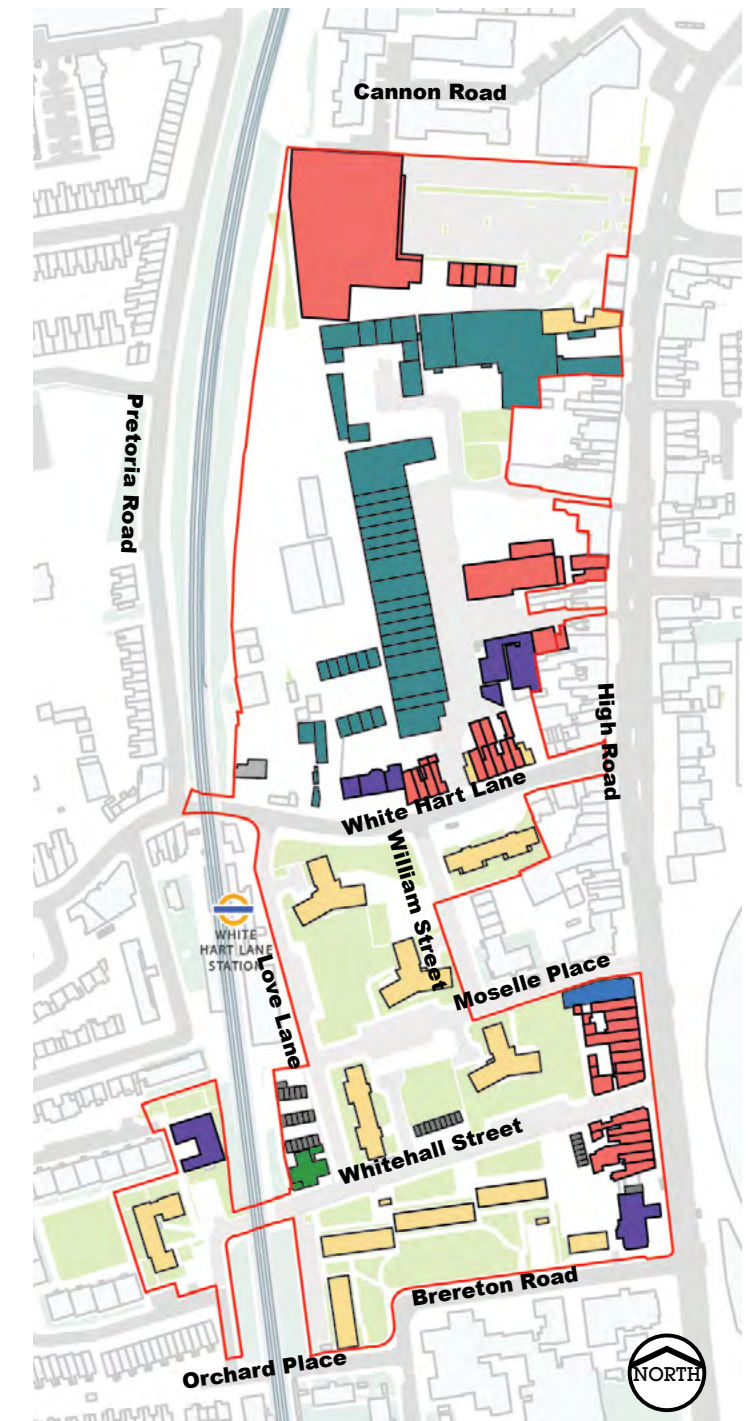


Fig.40 - Existing Land Use Plan

- HRW Hybrid Planning Application Boundary
- Residential
- Retail, leisure, cafés and restaurants
- Retail: Medical or Healthcare
- Industrial uses
- Community uses
- Sui Generis: Public House
- Ancillary Uses: Substation and Garages
- Disused (Station Master's House)



## TOWNSCAPE & HERITAGE

### High Road

The High Road's continuous frontage is formed from a mixture of locally and statutory listed buildings, as well as positive, neutral and negative contributors.

Residential streets to the south and narrower passages to the north provide a rhythm of varied breaks in this linearity and entrances into the Site.

To the north, elements of the Site's industrial character and historic street pattern of yards and passages remain. Today, these spaces primarily form ad hoc car parking and can create intimidating pedestrian spaces. However, their changing scale also contributes to a sense of discovery and arrival upon entering and moving through the Site from the High Road.

*For further heritage information, refer to the Environmental Statement.*

#### Development Opportunity:

Proposals should seek to reinforce the streets linearity and support the setting of retained heritage buildings.

Opportunities should seek to retain existing entrances where possible, and the area's characterful working yards, while making sure the public realm remains active and safe.

### Statutory Listed Buildings



797-799 High Road



La Royale, 819-821 High Road

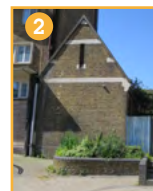


867-869 High Road

### Locally Listed Buildings



St Francis de Sales Church



Electricity Substation



743-757 High Road



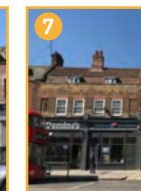
769-779 High Road



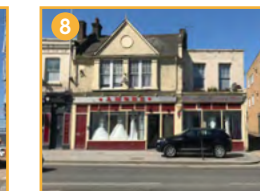
795 High Road



801-803 High Road



807-817 High Road



823-829 High Road



841-851 High Road

### Positive Contributors



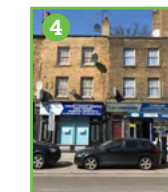
Coombes Croft Library



731-741 High Road



783-793 High Road



835-839 High Road



865 High Road

### Neutral & Negative Contributors



Bergen Apartments, 761 High Road



805 High Road



831-833 High Road



853-863 High Road

Fig.41 - Heritage Assets: East facing Elevation

<span style="color: orange;">■</span>	Statutory Listed Building
<span style="color: yellow;">■</span>	Locally Listed Building
<span style="color: green;">■</span>	Positive Contributor
<span style="color: purple;">■</span>	Neutral Contributor
<span style="color: blue;">■</span>	Negative Contributor



To the South, the historic frontage has been lost following development of the Love Lane Estate, and is now lined with mature trees. To the north, the building line is more intact despite breaks to access the Peacock Industrial Estate, and contains prominent heritage assets including the Grange, Station Master's House and Chapel Place.





## MOSELLE CULVERT & FLOOD RISK

### Moselle Culvert

The Moselle Culvert is a culverted main river. The river flows from west to east in an open channel within Tottenham Cemetery, before being culverted at the SIG Roofing premises off Beaufoy Road. The culverted section of the River Moselle flows beneath White Hart Lane and then south down Tottenham High Road, and discharges eastwards into the River Lea.

The culvert is formed of a prefabricated concrete culvert that connects to a brick arch culvert to the west of the railway at White Hart Lane. It is assumed that the culvert is 1828 mm tall by 3200 mm wide. It has been noted to be in a poor condition by the EA, and the water ranging in quality from bad to good.

### Flood Risk

Most of the Site is located in Flood Zone 1. However, areas adjacent to the Moselle River which are located within Flood Zone 2 on the EA's Flood Map for Planning. These areas consist of land assessed as having between 1 in 100 and 1 in 1000 annual probability of river flooding in any year.

The proposed scheme will consider the limitations to the type of development permitted within Flood Zone 2 (including ancillary residential accommodation and commercial space). The proposed site levels will also require consideration to existing levels to avoid flooding to the ground level of proposed buildings.

*For further information on the culvert and flood risks, please refer to the Flood Risk Assessment and Environmental Statement.*

## ECOLOGICAL CORRIDOR

The embankments to the railway running north and south towards White Hart Lane station are lined with trees and woodland understorey planting, creating a green buffer nestled within the urban fabric of Tottenham. This important link connects to the wider green infrastructure and is therefore designated the Tottenham High Road Ecological Corridor.

The impacts of development to the ecological corridor must be considered in accordance with Haringey's policy on Nature Conservation (Policy DM19, Development Management DPD, 2017). This includes potential mitigation and avoidance measures.

*For further information on the ecological corridor, please refer to the Environmental Statement.*

### Development Opportunity:

Proposals should seek to protect and enhance the ecological corridor and, where possible, extend the area's green network further into the Site.

Any potential loss of ecological corridor by development should be reinforced by creating new habitats with an overall ecology and biodiversity net gain.

Development should seek to introduce a sensitive design approach adjacent to the ecological corridor, including a green buffer to preserve the habitat quality of this green asset.

Opportunities should be explored to create new habitats to expand the green infrastructure network and offer people greater connections to wildlife.

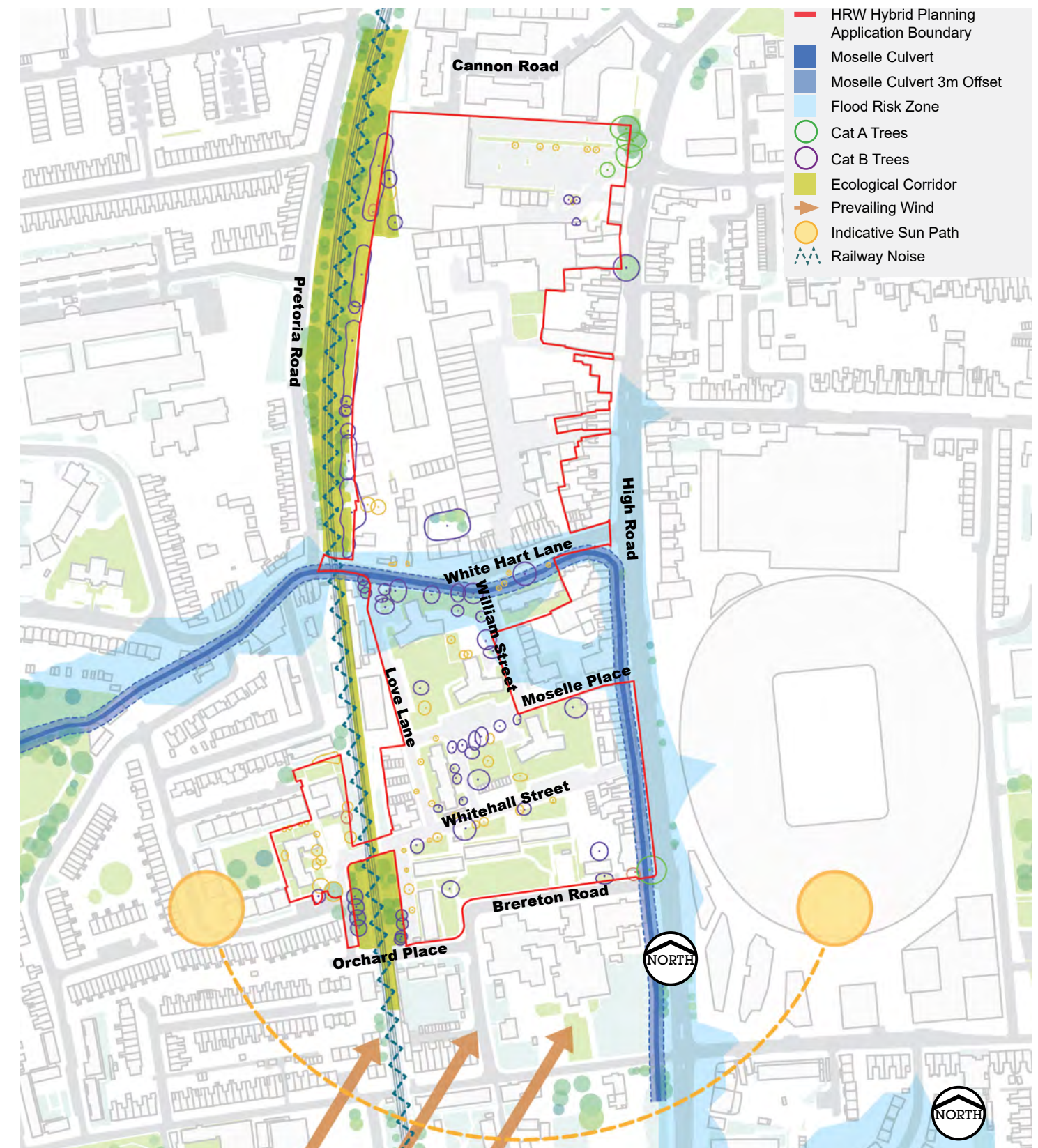


Fig.44 - Site Features Plan



## MICROCLIMATE

The introduction of buildings of greater height and mass surrounding the Site, in particular the new THFC Stadium, have resulted in increased wind speeds along the High Road, causing reduced levels of pedestrian comfort during windy seasons.

Furthermore, surrounding low rise buildings to the west of the Site do little to shield the impact of prevailing winds experienced across the Site.

Due to the Site's extended north-south orientation, a significant proportion of the western boundary is susceptible to these strong and sometimes adverse south-westerly winds.

Proposals on HRW are required to understand and appreciate the impact of wind to inform the design of buildings and open spaces.

*For further information on microclimate, please refer to the Environmental Statement.*

### Development Opportunity:

Proposals should seek to maximise the Site's orientation to lessen the impact of south-westerly winds by placing built forms along the Site's western boundary.

A considered approach to massing should seek to shield the High Road and greatly improve the wind environment.

## DAYLIGHT & SUNLIGHT

The Site is characterised by a range of different building typologies. To the north, the existing buildings are characterised by low rise industrial buildings. To the south, a low density residential estate comprising low rise apartment blocks with three existing 10 storey towers. Together this present a relatively low level of daylight and sunlight impact on neighbouring properties.

Due to the Site's close relationships to a number of neighbouring residential buildings, proposals are required to sensitively respond to their neighbours to limit the impact of overshadowing whilst facilitating good access to daylight and sunlight to new homes and commercial spaces within the masterplan.

*For further information on daylight and sunlight, please refer to the Daylight and Sunlight Report.*

### Development Opportunity:

Proposals should seek to take advantage of the Site's north-south orientation to maximises west and east facing aspects and greater aspect to daylight and sunlight.

Opportunities should seek to re-define the Site's street network and layout to offer opportunities for generous streets and open spaces to support good levels of daylight and sunlight penetration into homes.

## EXISTING TREES

The provision of trees varies across the extents of the application boundary due to different land uses, provision of amenity and public realm improvements.

In the south of the Site, trees line the residential streets and the periphery of amenity lawn spaces that sit adjacent to the residential blocks. The majority of these trees are Category B and C varying in size and quality. The only notable Category A tree can be found at the junction of High Road and Brereton Road.

Small trees planted in rain gardens can be found along the White Hart Lane's street improvements. There are also several medium to large Category B trees within the boundary extents of the residential spaces that front onto White Hart Lane, all of which contribute to the existing character of the street.

The north of the Site presents a harder industrial landscape, providing for just a small number of lower quality trees.

Proposals on HRW are required to understand and appreciate the setting of existing trees, so as to retain the health and successful growth of trees to be retained. All proposals must seek advice on tree protection and root protection zones from a qualified Arboriculturalist. Any potential loss of existing trees by development should be reinforced by provision of new trees with an overall net gain.

*For further information on existing trees, please refer to the Environment Statement.*

### Development Opportunity:

Proposals should seek to retain and preserve as many trees as possible.

Opportunities should seek to retain and preserve trees of value for their contributions to green infrastructure, street or spatial character, biodiversity, amenity, and health & well-being.

Opportunities should seek to improve the setting and health of existing trees by improving understorey planting and lifting their crowns to avoid any further damage.



Mature Trees at the corner of Brereton Road and the High Road



Mature trees at High Road northern arrival to the Site



Mature trees on White Hart Lane



Ecological Corridor over railway. (View looking east from Pretoria Road)



## SITE TOPOGRAPHY

Based on the outline topographical survey (July 2021) the Site falls from west to east towards Tottenham High Road public highway. The Site also falls towards White Hart lane, located in the centre of the Site. Site levels approximately range from 15.5m AOD at the highest point along the railway to 11.0m AOD at the lowest point in the south-eastern corner of the Site opposite the THFC Stadium.

The Site's gentle slope towards White Hart Lane presents a noticeable flood risk, requiring landscape designs to respond to this eventuality by seeking to alleviate water run-off.

*For further information on flood risks, please refer to the Flood Risk Assessment.*

### Development Opportunity:

The Site's limited variation in topography offers opportunities to create a well integrated and highly accessible community, with little requirement for levelling or significant earth works.

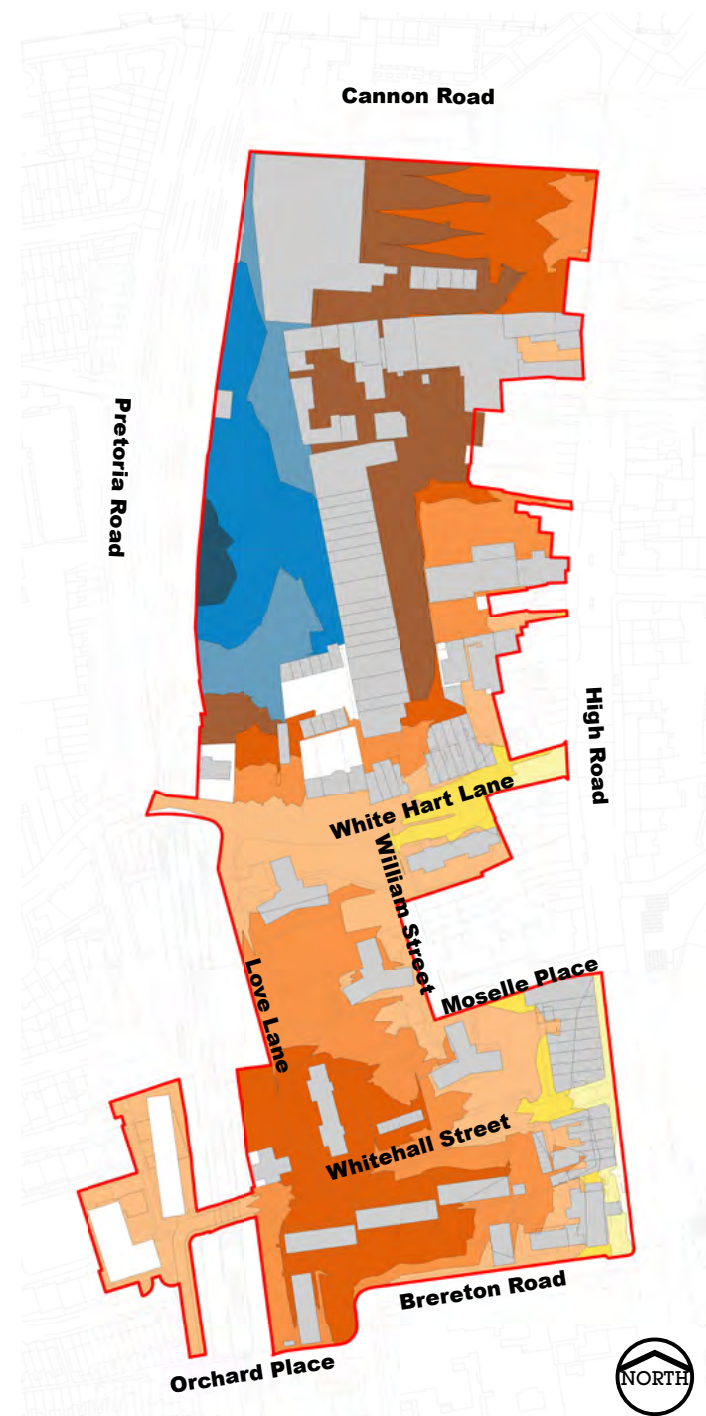


Fig.45 - Existing site levels plan



## EXISTING UTILITIES

The Site is supported by a mix underground utilities which service the various buildings. All of these utilities will need to be investigated further as the development progresses via surveys and detailed conversation with each statutory undertaker so as to avoid disruptions to current occupants.

Any diversions to existing utilities will be costly, supporting an approach in favour of retaining primary networks where possible and shaping proposals around these.

Phasing will need to be sensitive to utilities networks servicing existing and retained properties so as to develop a strategy that avoids adversely affecting existing properties during construction.

*For further information on utilities, please refer to the Utilities Statement.*

### Development Opportunity:

The Site is well serviced by all necessary utilities, allowing opportunities the future scheme to plug into existing networks with limited disruptions.

Full redevelopment of the Site offers opportunities to create efficient utility corridors to better serve the future development.

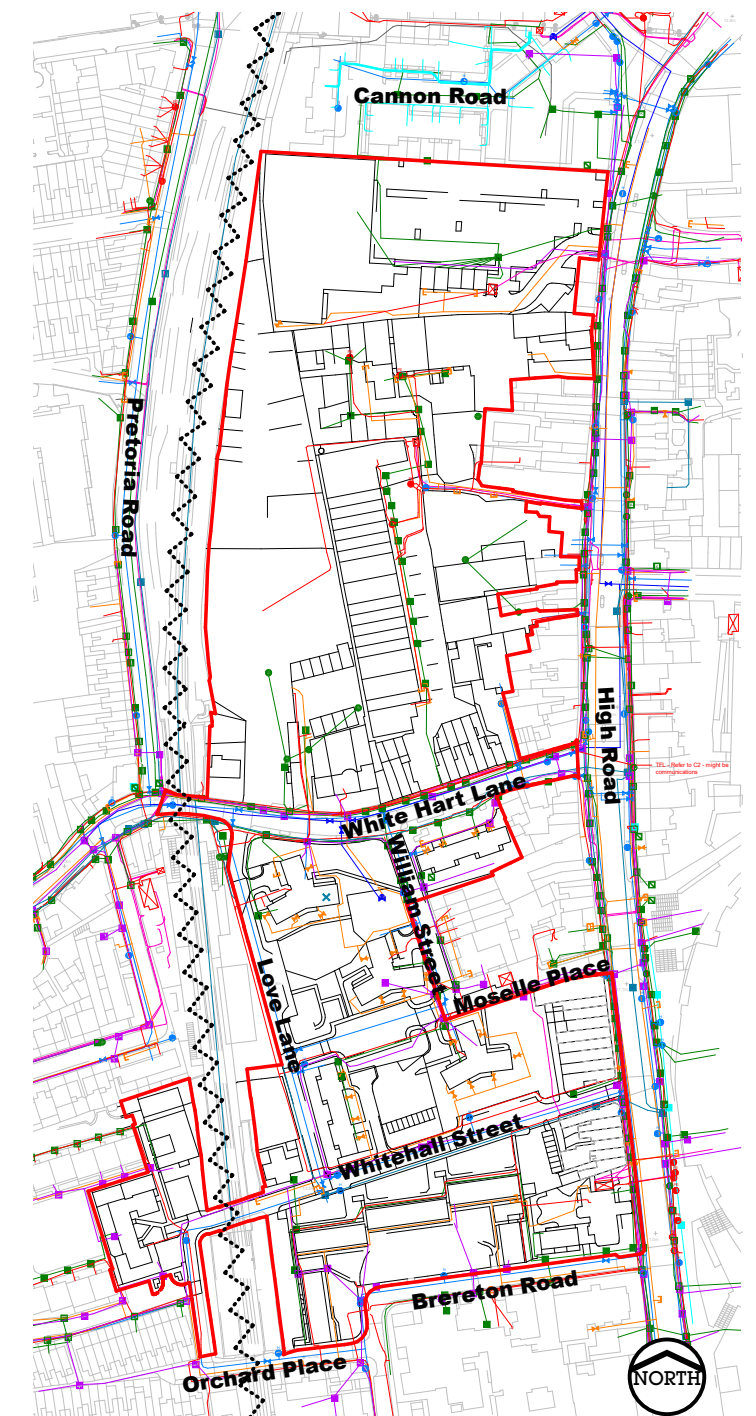


Fig.46 - Existing utilities and heritage plan





## NOISE & AIR POLLUTION

The Site is bounded by a number of prominent sources of noise and air pollution, including the High Road and White Hart Lane, the THFC Stadium and associated crowd noise, and the railway and White Hart Lane station.

Proposals are required to commit to the implementation of best practice internal and external noise and air quality guidance as design criteria for all future development to control operational noise and air quality.

The Site's north-south orientation results in a significant proportion of the buildings being susceptible to sources of adverse noise and air pollution from both the High Road and the railway.

*For further information on noise and air pollution, please refer to the Environmental Statement.*

### Development Opportunity:

New buildings and planting offer opportunities to act as a buffer to adverse noise and air quality.

## PUBLIC TRANSPORT ACCESSIBILITY LEVEL

PTAL is a measure of the accessibility of a location to the public transport network, taking into account walk access time and service availability. PTAL is categorised in 6 levels, 1-6 where 6b represents the highest level of accessibility and 1a the lowest level of accessibility.

Due to its size, the Site has considerably varying PTALs, with PTAL 5 ('very good') along the western edge along the High Road and along White Hart Lane, and PTALs 3 ('moderate') and 4 ('good') within the interior of the Site. However on average, the majority of the Site is within 'good' and 'very good' levels (approximately 64% of the Site falls within PTAL 4, 25% PTAL 5 and 11% PTAL 3).

*Refer to the Transport Assessment for a full Public Transport Accessibility Level (PTAL) assessment.*

## CROWD CONTROL

THFC prepared a Local Area Management Plan (LAMP) and corresponding strategies that was approved with conditions ahead of the first stadium event in April 2019. Further details regarding operations preceding, during and post events is set out within the THFC Blue Book. The types of events to be staged at the stadium, include football, concerts, NFL and boxing.

### Existing Queue Operations (White Hart Lane Station)

The existing queuing operations at White Hart Lane Station post event are illustrated opposite within Fig. 46. As depicted, the High Road adjacent to the Stadium is closed alongside the Moselle Street access. Spectators travelling to White Hart Lane Station are routed via White Hart Lane (northbound) and Whitehall Street (southbound).

### Spatial Requirements

One of the key components of any masterplan for HRW is the interface between the new THFC Stadium and the reconfigured White Hart Lane Station and in particular, the link space between the two. The link will also provide a route between White Hart Lane Station and Northumberland Park to the east of the Stadium, which is also a major regeneration project.

*For further information on crowd control, please refer to 'Chapter 8.1 Crowd Flow & Event Operations', of the 'Transport Assessment'.*

### Development Opportunity:

Opportunities should be explored to improve existing crowd control measures to the stadium to facilitate efficient movement and crowd control while maintaining comfortable and welcoming environments across the Site.



Fig. 47 - Existing White Hart Lane Queue Operation



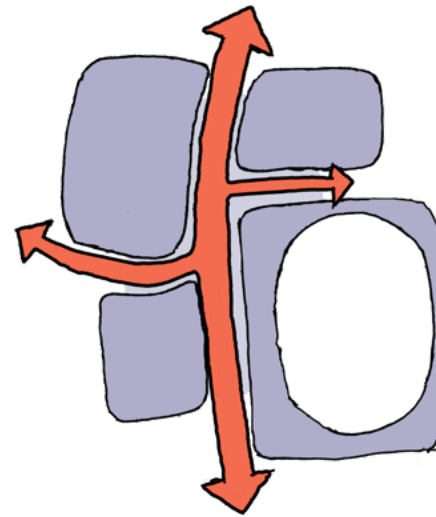
Fig. 48 - White Hart Lane Overground Station (neighbouring the Site)

- Main walking routes
- Resident & business Traffic Management Zone 2 hours pre/during event and 1 hour post-event
- Road closed to traffic on event days up to 2 hours pre/during event and 1 hour post-event
- Event day black taxi rank
- Station queuing area
- Post-event queue operations
- Pre-booked coach parking zones
- Pre-booked free fan shuttle bus from Alexandra Palace and Wood Green
- Bus stop locations for TfL routes
- Cross road with caution
- No entry - post event
- Entrance number
- West/East Premium entrances



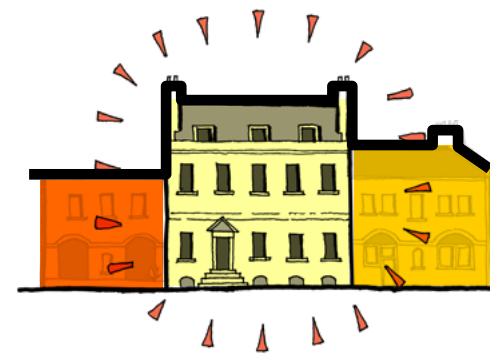
## SUMMARY OF SITE ANALYSIS

The Site analysis presented across the previous pages reveals the local area's character and key site-wide contextual features to be built on and considered through the masterplan design process. These are summaries by the following key features:



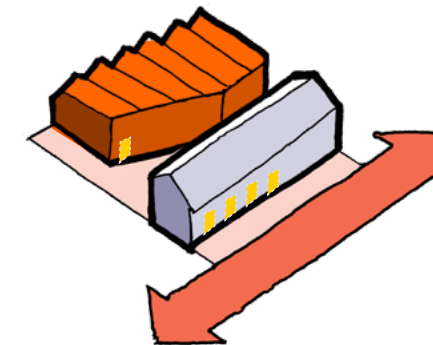
### **The High Road acts as an artery through Tottenham.**

Tottenham's High Road has acted as a key connection in and out of London since medieval times, and has therefore established the area's urban grain.



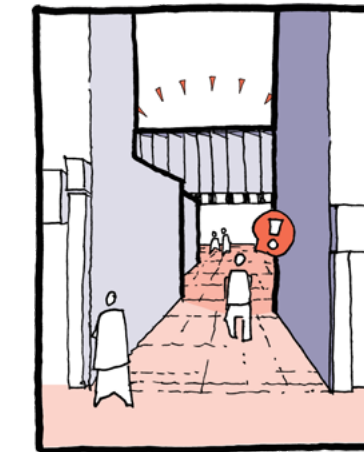
### **The High Road is a continuous frontage of individual buildings**

The High Road buildings and uses acts as a consistent street frontage, with minimal breaks and regular entrances along its length. Characterised by a varied roofline and mix of architectural styles.



### **Incoherence at the back of the High Road**

To the rear of the High Road the buildings, uses and access have less clarity and are secondary to the High Road. Private and public realm is undefined.



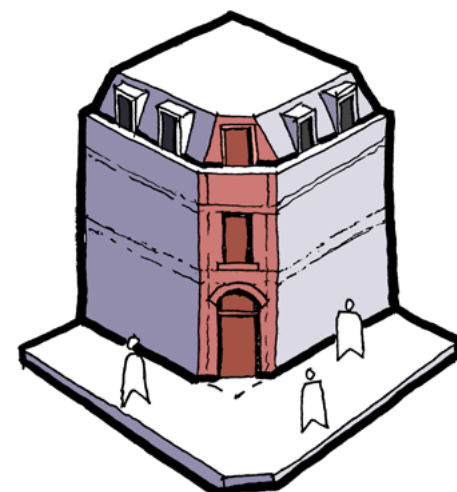
### **Passages with a sense of discovery.**

Historic passages along the High Road remain to access buildings behind. The change in uses and scale creates a sense of discovery when exploring these passages.



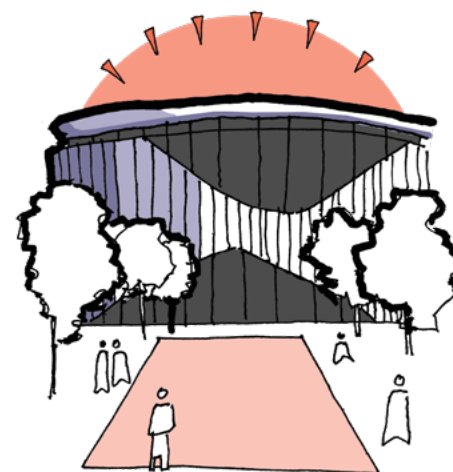
### **Buildings are layered in terms of age and scale.**

The neighbourhood is undergoing transformation with new developments contrasting with the existing historic scale of the area. This creates a layered language of different architectural styles and ages.



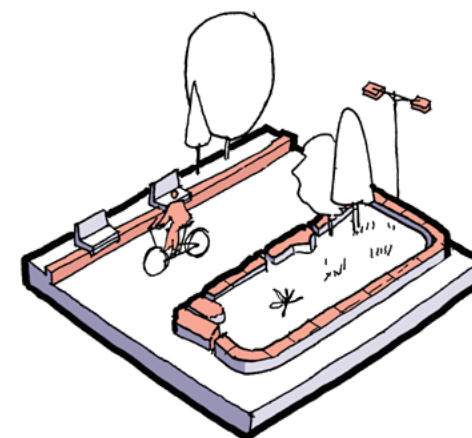
### **Accented key Corners.**

A number of key crossroads throughout the area are accented by heritage buildings which chamfer the corner to allow the entrance to hold greater prominence and face onto the junction and activity of the street.



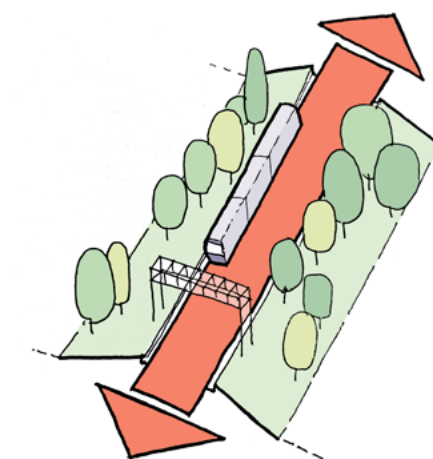
### **A Leisure Destination**

The arrival of the new THFC Stadium has transformed the High Road's eastern elevation, creating an iconic sense of place and arrival to the local area, setting the stage for the emergence of a principle leisure destination for London.



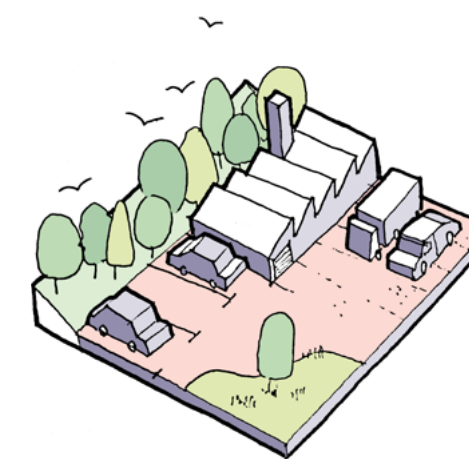
### **Street Greening**

Much of the area is hard public realm, aside from the historically greener White Hart Lane, which has garden setbacks. Recent public realm improvements have focused on integrating existing mature trees with new rain gardens and high quality public realm.



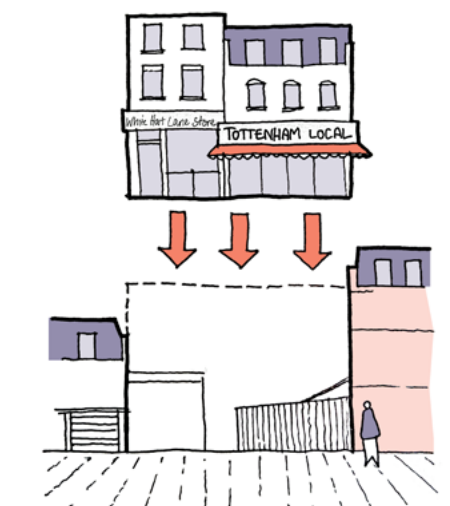
### **The Ecological Corridor**

The Site's western tree belt and ecological corridor provides an important function for local wildlife and acts as a green link in the wider ecological network.



### **Weak green and blue infrastructure**

While the periphery of the Site supports good green and blue assets the heart of the urban grain is significantly lacking, characterised by hardscape surfaces, car parking and ecologically poor lawns.



### **Deterioration of local character & identity**

While the area supports a rich history, an ad hoc approach to redevelopment and adaptation of historic buildings has caused a deterioration in its built form character and identity.



# 3

## DESIGN EVOLUTION & CONSULTATION



DESIGN EVOLUTION THROUGH CONSULTATION

OVERVIEW

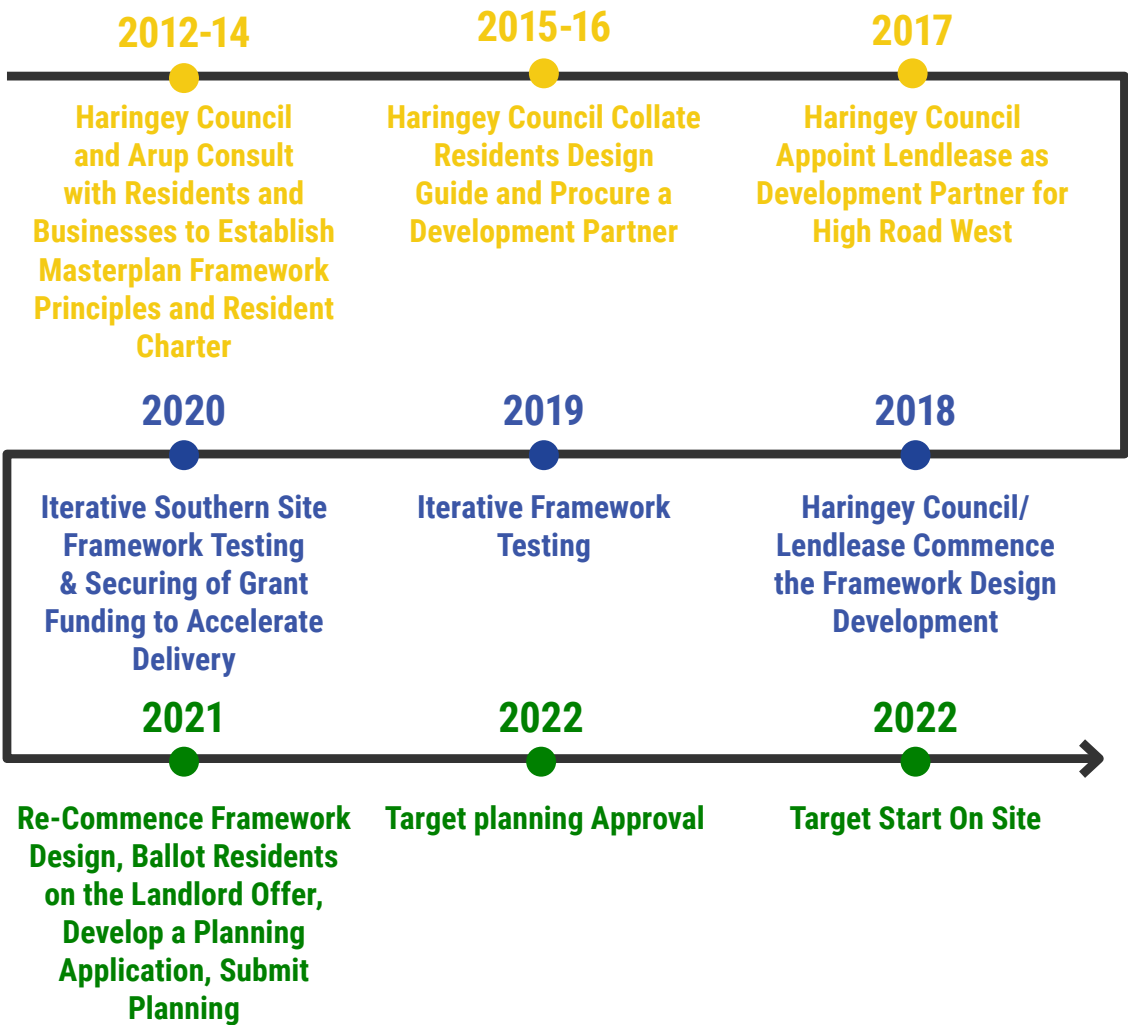
The proposed design has been developed through an iterative process in close collaboration with LBH.

Formal pre-application discussions have been held with the Council, the GLA and TfL on the evolving masterplan since January 2021. This follows on from extensive engagement with LBH and local residents on the HRWM since 2017, which paused in 2018. Consultation has also taken place with statutory consultees including Historic England and the Environment Agency.

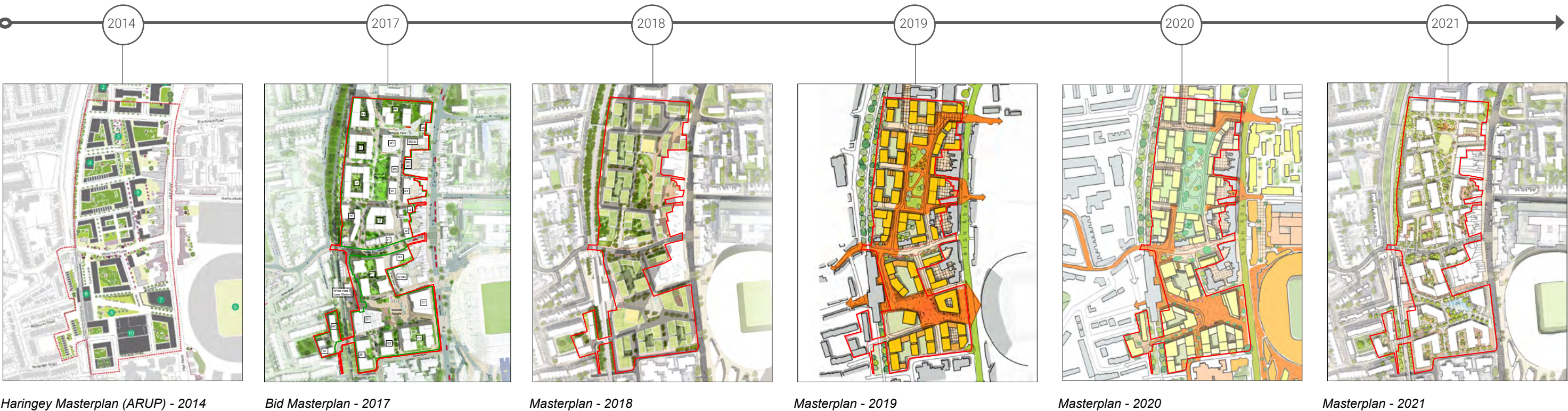
The following section explains the key issues and design responses arising from these discussions, and how these have influenced the evolution of the design.

Project Timeline

The diagram opposite shows a timeline of the evolution of the project from 2012 to 2021.



Evolution of the Masterplan





## LBH Development Partner Competition 2016-2017

As a bidder, Lendlease, formed a competition team and appointed Studio Egret West as masterplan architect; Pollard Thomas Edwards architects as phase 1 (Whitehall Mews) detail designer and masterplan plot testing architects; Townshend as site-wide landscape architects; and Jan Kattein as high street improvements design architect.

The competition masterplan developed with Haringey Council built on the 2014 High Road West Masterplan and established an agreed departure from the illustrative minimum of 1,400 homes within the 2014 Framework. It was agreed that the High Road West development will create:

- More than 2,500 high quality homes, with at least 750 affordable homes for local people
- 191 high-quality council homes which will be managed by Homes for Haringey, meeting the aspirations of the Resident Charter agreed with local residents
- A cutting edge new library and learning centre
- A refurbished community hub with new facilities at the Grange
- A new civic square for community activities and cultural events, flanked by new shops, restaurants and cafés
- New green spaces including gardens, children's play area and outdoor gym
- More than £10million social and economic support for businesses and residents
- Investment in the town centre and community events
- Thousands of construction jobs and hundreds of new jobs following development
- A new industrial space to support businesses from the existing Peacock Industrial Estate
- A new district energy centre

While the Competition scheme's departure to the 2014 Masterplan Framework focussed largely on the quantum and mix of development, its vision, broad spatial moves, and key principles deliberately reinforced those of the original scheme. This is particularly true of the Framework's proposed removal of the existing terraces along the High Road, in the interest of facilitating a place changing transformation of this important gateway to the Site.

The Competition Scheme matches this ambition, replacing the existing buildings with a high quality new community asset to invigorate and activate both the High Road and the vibrant heart of the community, Moselle Square. A transparent new community anchor supports aspirations for an enhanced relationship to the High Road and improved connectivity between White Hart Lane Station, the public square, new commercial and leisure developments, and the Stadium. Redrawing existing routes seeks to draw people into the life of the new community and extend the High Road Local Centre, whilst also making it easier and safer for people to move through the area, particularly on event days.

The existing buildings significantly limit this opportunity for connectivity and cohesion between the new scheme and the established High Road. As identified within the Framework Masterplan, not replacing these buildings may represent a missed opportunity for transformative change and growth to this important Local Centre. However, replacing the existing buildings with contextually informed new developments, offers a dual function of; offering a much needed community asset and gateway anchor at the scheme's principal point of arrival, whilst also representing a transformative bridge between old and new. A sympathetic design approach will ensure the new buildings compliment and celebrate the character and identity of the Conservation Area, whilst also showcasing the quality of design and development to be found across the rest of the scheme.

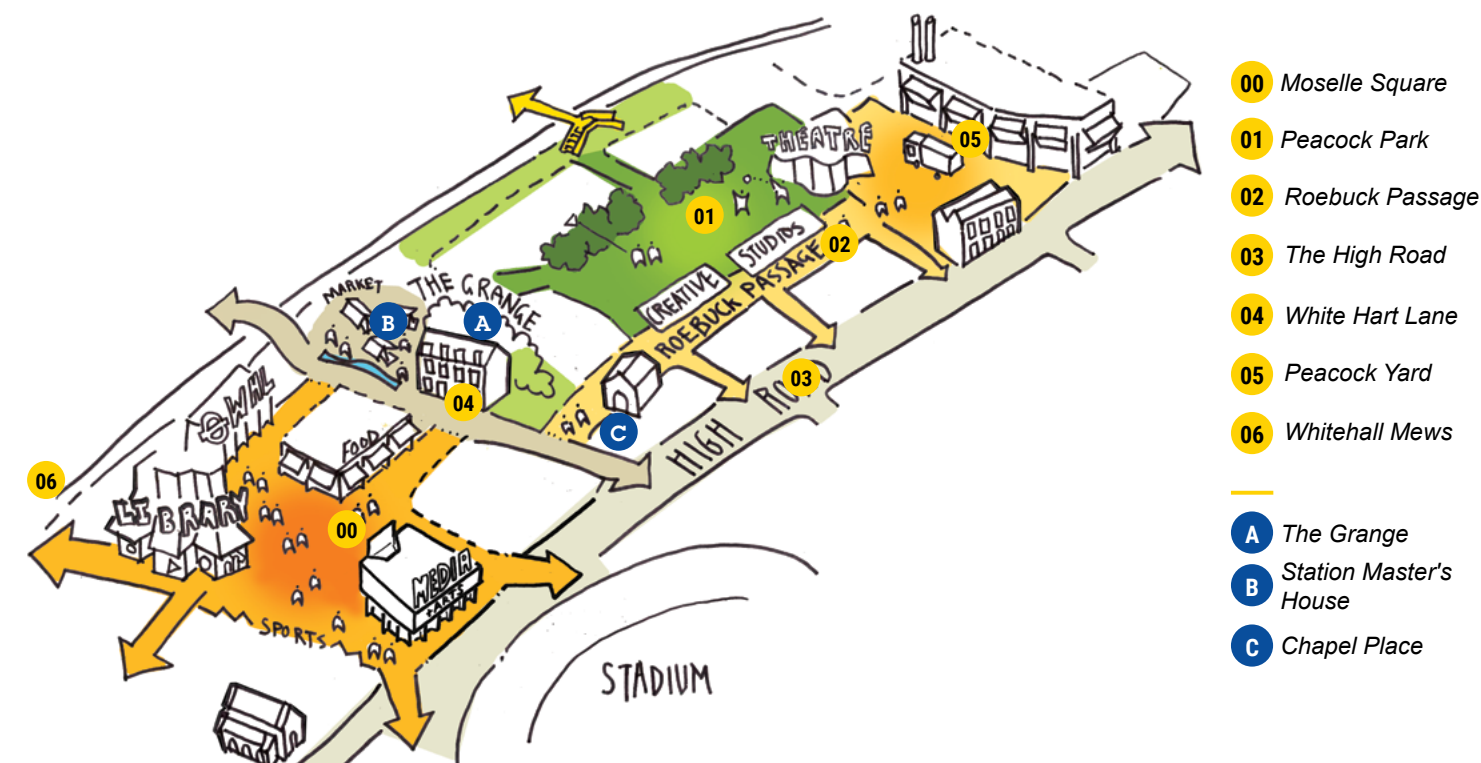
This key move to replace a piece of the area's heritage fabric offers a transformative opportunity to deliver on the Masterplan Framework's key principle's, fulfill the Council's aspirations for the regeneration, and realise the Site's potential for delivering a vibrant new community heart for North Tottenham.



*Fig.49 - Competition Concept Design*



*Fig.50 - Competition Illustrative Masterplan*

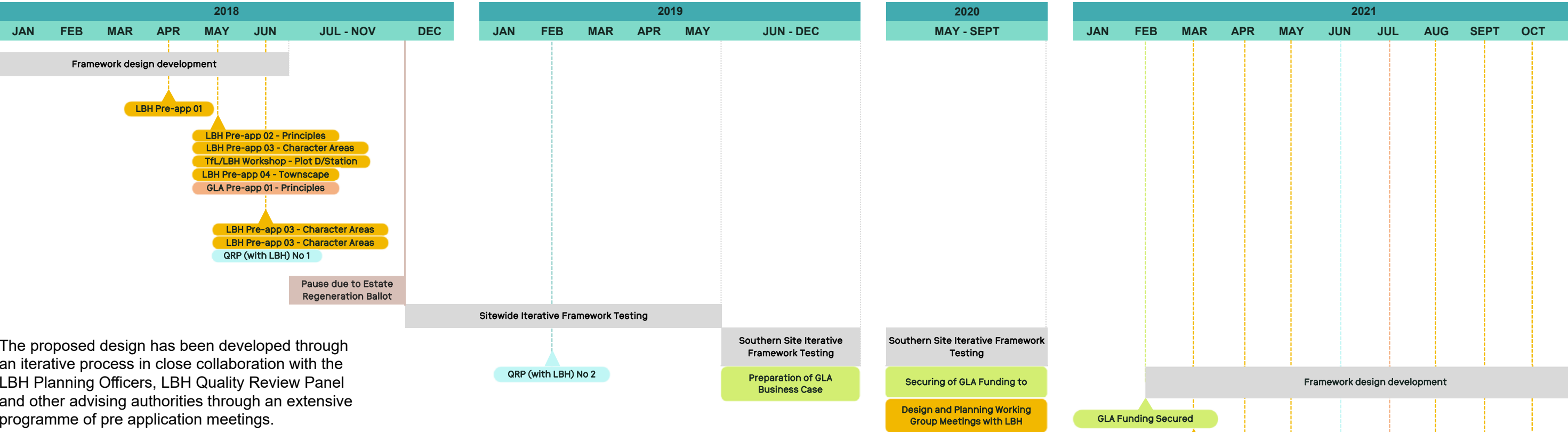


*Fig.51 - Competition Character Areas Sketch*



PRE-APPLICATION ENGAGEMENT

Pre-application Timeline 2018 - 2021



The proposed design has been developed through an iterative process in close collaboration with the LBH Planning Officers, LBH Quality Review Panel and other advising authorities through an extensive programme of pre application meetings.

The following section explains the key issues and design responses arising from these discussions which influenced the evolution of the design. Below is a list of the pre application meetings covered in this section between 2018 and 2021;

- April 11th — Masterplan Workshop with LBH (Pre App No 1)
- May 3rd – Masterplan Workshop (Principles) with LBH (LBH PreApp No 2)
- May 17th - Masterplan Workshop (Character Areas) with LBH (LBH PreApp No3)
- May 15th – Masterplan Workshop with TFL/LBH on Plot D1/Station
- May 21st – Masterplan Workshop (Townscape) with LBH (LBH PreApp No 4)
- May 30th – Masterplan Workshop (Principles) with GLA (GLA PreApp No 1)
- June 5th – Masterplan Workshop (inc Precedent Tour) with LBH (LBH PreApp No 5)
- June 14th – Masterplan Workshop (Vision/2014 Principles) with LBH (LBH PreApp No 6)
- June 27th – Quality Review Panel with Panel/LBH (QRP No 1)
- 19th Jan 2019 – Quality Review Panel with Panel/LBH (QRP No 2)
- May – Sept 2020 - Design and Planning working Group Southern Site Meetings with LBH
- 19th March 2021 — Masterplan Workshop with LBH (Pre App No 1)
- 1st April 2021 — Masterplan Workshop with LBH (Pre App No 2)
- 22nd April 2021 — Masterplan Workshop with LBH (Pre App No 3)
- 28th April 2021 – Quality Review Panel with Panel/LBH (QRP No 3)
- 14th May 2021 — Masterplan Workshop with LBH (Pre App No 4)
- 17th June 2021 – Masterplan with GLA (GLA / TfL PreApp No 2)
- 23rd June 2021 – Quality Review Panel with Panel/LBH (QRP No 4)
- 15th July 2021 — Masterplan Workshop with LBH (Pre App No 5)
- 26 July 2021 - Masterplan with Network Rail
- 5th August 2021 — Masterplan Workshop with LBH (Pre App No 6)
- 12th August 2021 — Masterplan Workshop with LBH (Pre App No 7)
- 9th September 2021 — Masterplan Workshop with LBH (Pre App No 8)
- 17th September 2021 – Quality Review Panel with Panel/LBH (QRP No 5)
- 30th September 2021 — Masterplan Workshop with LBH (Pre App No 9)
- 6th October 2021 — Masterplan Workshop with LBH (Pre App No 10)
- 7th October 2021 — Masterplan Workshop with LBH (Pre App No 11)

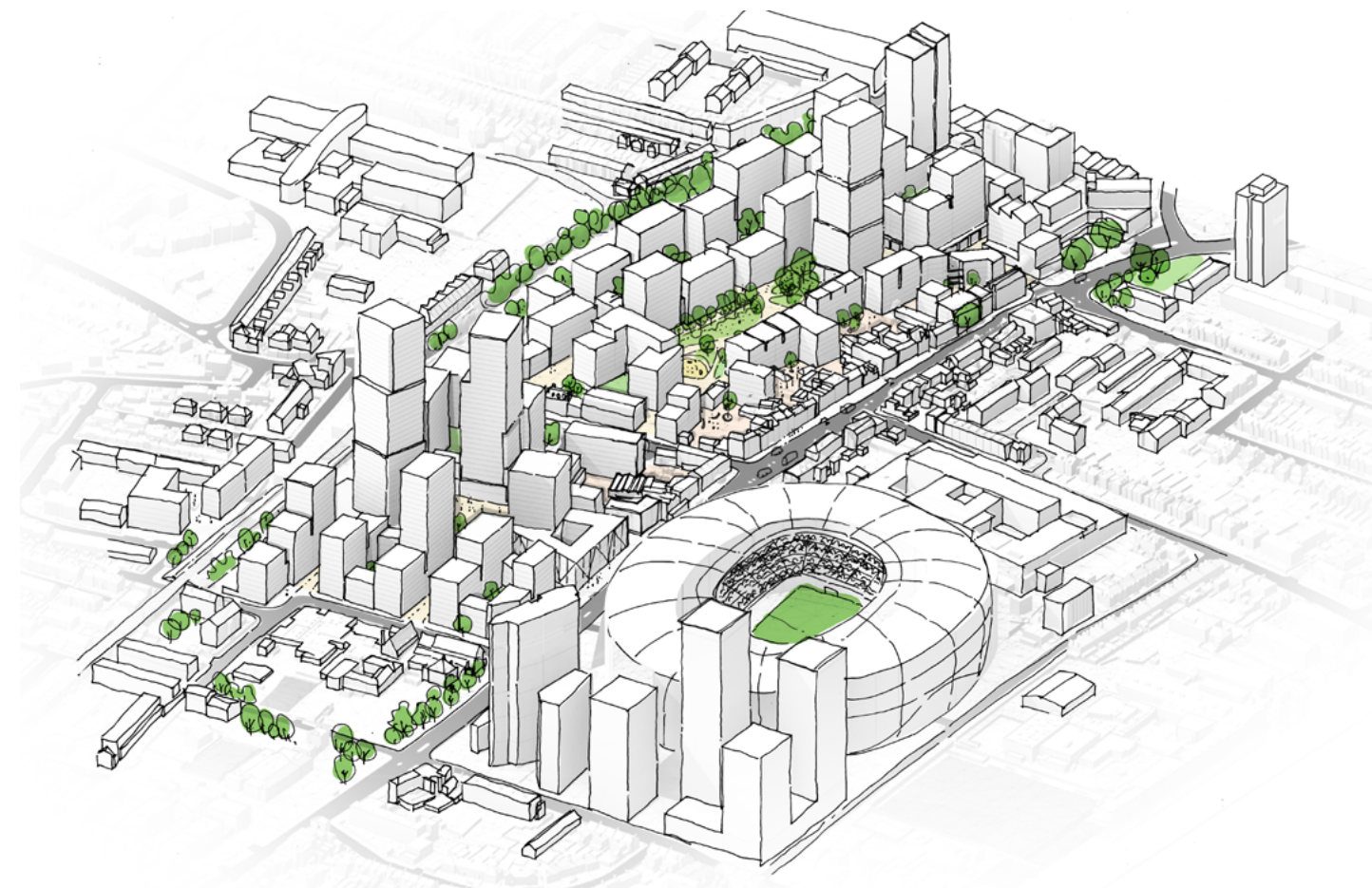


**Following the successful competition, Lendlease and the wider Design Team engaged with the community, Council, THFC, Environmental Agency, Thames Water, and Network Rail, amongst other stakeholders.**

Importantly, the revised scheme sought to retain the design principles and key spatial moves endorsed by LBH from the Competition Scheme. This importantly included the removal of existing buildings along the High Road in favour of delivering new community facilities, improved relationship to and activation of the High Road and greater connectivity between White Hart Lane Station and the Stadium.

- 01** Enlarged Park
- 02** Back of High Road retail opportunities interface within new Public Yards to an extended Employment Corridor
- 03** Retained and co-located Light Industry Yard to the North
- 04** Deliver the Learning Centre in Phase 01 and locate Community Facilities throughout the Site
- 05** Pedestrian Priority Routes; Reduced Car Parking

- Ease residential density to 2,500 homes
- Retention and repair the qualities of the High Road
- Put the High Road first
- Improve connections and links with pedestrian priority
- Test massing alternatives for place-making quality
- Explore specific options for Peacock Park Tower
- Articulate massing to the south
- Taller buildings along the western edge of the Site fronting the railway,
- Questioned the 'backland' location of the square behind the High Road frontage
- Greater priority to recreation and play in Peacock Park



*Fig.52 - 2018 Illustrative Massing*



*Fig.53 - 2018: Masterplan Arrangement [2,800 homes]*



## PRE-APPLICATION ENGAGEMENT 2019

**A developed framework of around 2,500 homes responded to the feedback from engagement with LBH and the QRP in 2018.**

### **Masterplan Arrangement with Diverse Typologies: circa 2,500 homes:**

- Diverse typologies from houses to apartments
- Creates a characterful neighbourhood with clear city legibility

### **Masterplan Study with Mansion Blocks: circa 1,600 homes:**

- Peacock Park considerably reduced to optimise parcel dimensions.
- 36% less than 2,500 home residential brief
- Cap of 8 storeys across the Site
- Lack of massing articulation could create monotonous spaces
- Massing approach does not relate to emerging stadium development of national significance

### **Summary evolution from Masterplan 2018**

- 01** Relaxation of massing to target 2500 homes
- 02** Wider and Longer Park enabling more formal play and community leisure led facilities; taller building re-locate toward Railway corridor
- 03** More generous arrival space at Station gives better sense of arrival from WHL station
- 04** Unobstructed view of Stadium skyline
- 05** Tightening of back of High Road Yards and extension of yards to the South
- 06** Consolidation of streets enables lower densities

### **Council owned Land South of White Hart Lane**

Haringey Council and the Applicant reviewed multiple scale, massing, and capacity scenarios for the land south of White Hart Lane (mostly within Council ownership) to allow for early phase acceleration of this area. These scenarios also incorporated feedback from the QRP Pre-app 2.

Residential capacity testing reviewed a range of homes between 1,200 and 1,600, with a preferred scenario hosting around 1,440 homes. Haringey Council and the Applicant consulted on the masterplan evolution with the GLA.



Fig.54 - 2019: Illustrative Massing

### **Key feedback from this stage included:**

- Significant improvement, recognised the ambitious brief and noted success of shifting massing towards railway in the North Site. Consider further reductions in scale and density.
- Clarify hierarchy and legibility in response to key views with use and massing strategy.
- Reduce height of the tallest tower fronting the Moselle Square and move away from the square.
- Concerned with a tower up to 35 storeys. Broadly comfortable with the less tall buildings.
- Consider opening the square to the High Road to increase passive surveillance and safety from the High Road.
- Balance between activity space and passive space in the park to deliver a green residential amenity.
- Re-locate community theatre at square.
- Consolidate arrangement of vehicular access around the park, maintaining passive surveillance.
- Type of commercial activities for success in Yards, how will these be curated and managed.

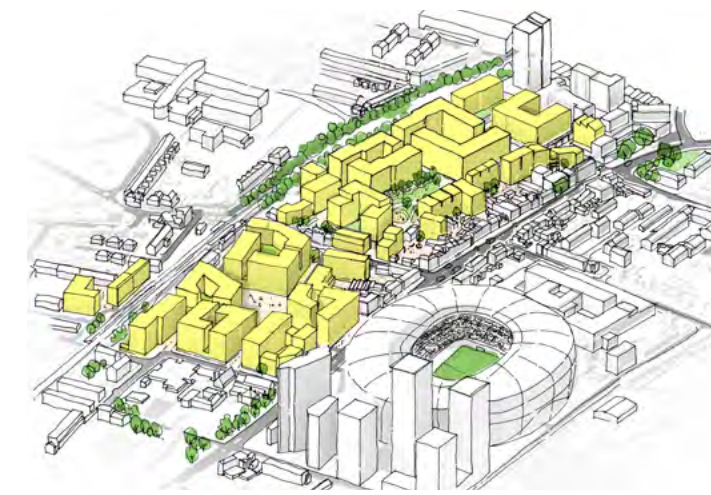


Fig.55 - 2019: Study with Mansion Blocks



Fig.56 - 2019: Masterplan Arrangement [2,500 homes]



## PRE-APPLICATION ENGAGEMENT 2020

### Summary evolution from Masterplan 2019

- 01 Reduction of the height with relocation of the tall building
- 02 Optimisation of massing and building footprint
- 03 More present community building
- 04 More functional reorganisation of the square
- 05 Extended sequence of yard experience
- 06 Creation of a creative co-working Hub
- 07 Improved residential environment
- 08 More direct connection to Brereton Rd and the CS1

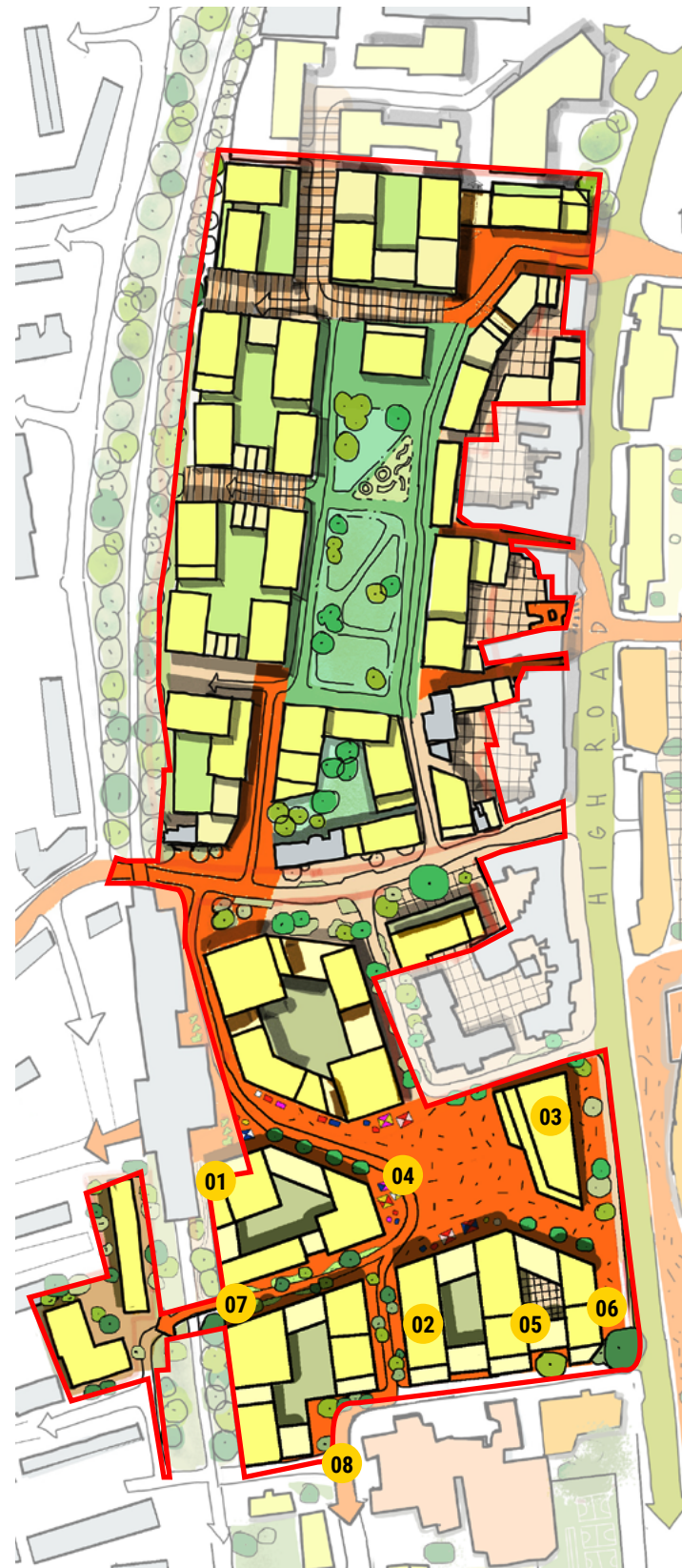


Fig.57 - 2020: Masterplan Arrangement [min. 2,500 homes]

### Masterplan south of White Hart Lane

Haringey Council and the Applicant prepared the High Road West GLA Business Case to secure grant funding to enable the scheme to achieve a higher level of affordable housing, support a successful ballot outcome and therefore enable a viable scheme to progress.

Architects F3 (THFC developments) were engaged with on the evolved approach to the northern site and on a revised framework approach within the southern site. F3 shared their proposals for Northumberland Terrace and 807 High Road, and stated the ambition to create synergy across the Site north of White Hart Lane.

Haringey Council and the Applicant undertook a series of Design and Planning Working Group Meetings to review the developing masterplan approach within the southern site, including context, routes, connectivity, urban structure, neighbourhood quality, housing, and phasing. The outcome from these sessions saw the proposed site-wide scheme being described as:

- A minimum of 2,500 homes with 35% affordable housing, including new Council-owned social rent homes
- 500 permanent new jobs & 3,500 construction jobs
- A new public park & civic square
- A library and learning centre
- New shops, civic and leisure spaces



Fig.58 - Southern Masterplan Scenarios

### You Said

- 01 Square appears as a walkway
- 02 Visibility between High Road & Whitehall Street important
- 03 Landmark building does not address the square
- 04 Preferred the north-south route arrangement of 2019 (we assumed because it provides visibility between WHL & Brereton Road?)

### We Did

- 01 Square made square
- 02 Dog-legged discovery preferred in south west to align with dog-legged/cul-de-sac character of land SW
- 03 Landmark height building located as wayfinder of station east-west route (will be seen along entire primary station to stadium route)
- 04 North-south route preferred more west to connect ped/cycle close to key Brereton Road conduit to Church Lane

### We Did

- 01 Square made square
- 02 Visibility between High Road & Whitehall
- 03 Landmark height building located as wayfinder of station east-west route (will be seen along entire primary station to stadium route)
- 04 Visibility between White Hart Lane & Brereton Road (but could leave square too leaky and moves functional cycle route further from western position)



## PRE-APPLICATION ENGAGEMENT 2021

**Formal pre-application conversations recommenced at the beginning of 2021 with LBH and other relevant authorities.**

### March - May 2021: Masterplan Evolution Summary

- The tallest buildings aligned along railway edge and reduced in height.
- Massing amended to support legibility from key gateways to the Site.
- Optimised development south of White Hart Lane:
- Library and Learning Centre and community space redefined as a pavilion building, set back at ground floor to enhance visual connection to the High Road;
- Taller buildings relocated to railway edge emphasising landmark locations to support legibility and minimise overshadowing impact on the public realm;
- Increased provision of dual aspect homes;
- Rationalised routes around the square, offering access within a largely car free space;
- Workspace and yards design to attract a mix of occupants;
- Back of High Road buildings responding to the setting of heritage assets;
- Roebuck Yards tightened to encourage principle pedestrian movement through the park.

### Key feedback from this stage included:

- Consider quantum of housing with regard to quality and liveability of the place.
- A significant number of complex blocks need to enable high quality residential environments, public realm, and open spaces.
- Ensure a high level of residential liveability, in terms of the configuration of the accommodation and ancillary space.
- Taller elements along the railway could result in a 'wall' of development
- Residential accommodation at ground floor level of tall buildings can present challenges in terms of privacy and amenity.
- Low-level planters might not be robust enough to withstand the volume of pedestrians on match days.
- Love Lane's proposed nature and character and how it will be distinctive.
- London Plan requirements for open space and recreation areas.
- Retention of as many of the category A and B trees as possible
- how servicing arrangements will inform the design and function of the public realm.
- Strategy and provision of both new accessible parking and existing residents parking.
- cycle routes should follow the latest information and routes of the Cycle Superhighway
- Essential to form a harmonious spatial/visual relationship in order to conserve the role of the heritage assets.

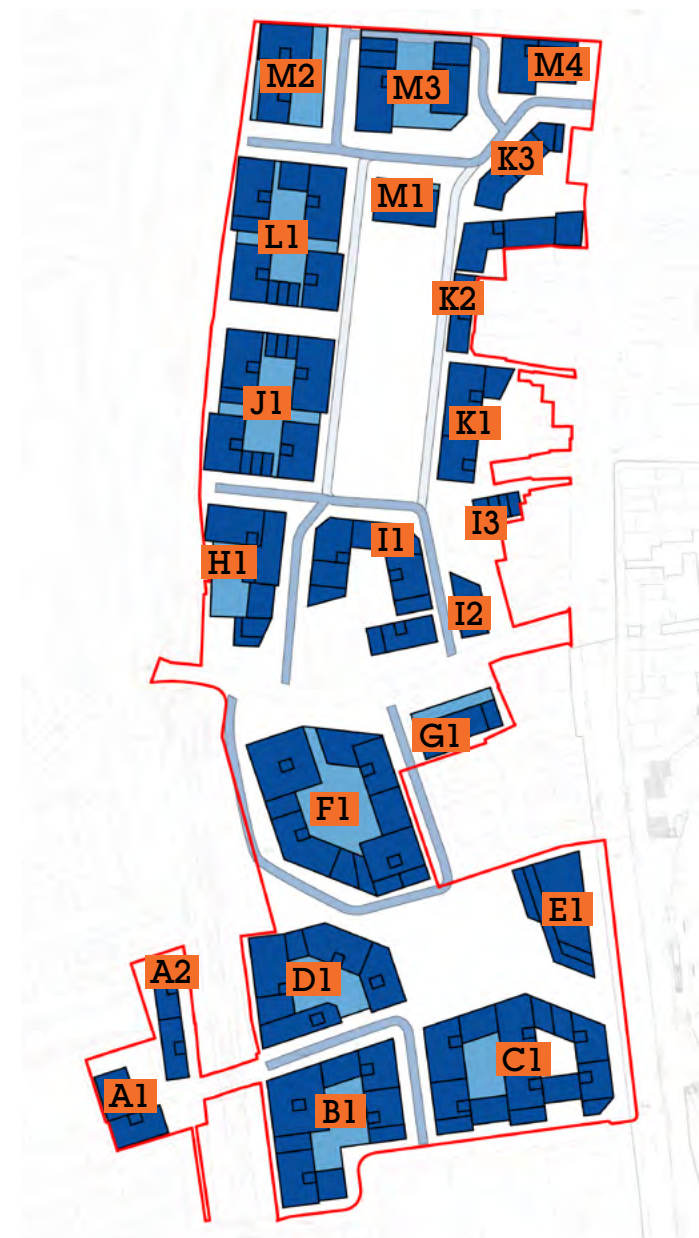


Fig.59 - Masterplan May 2021

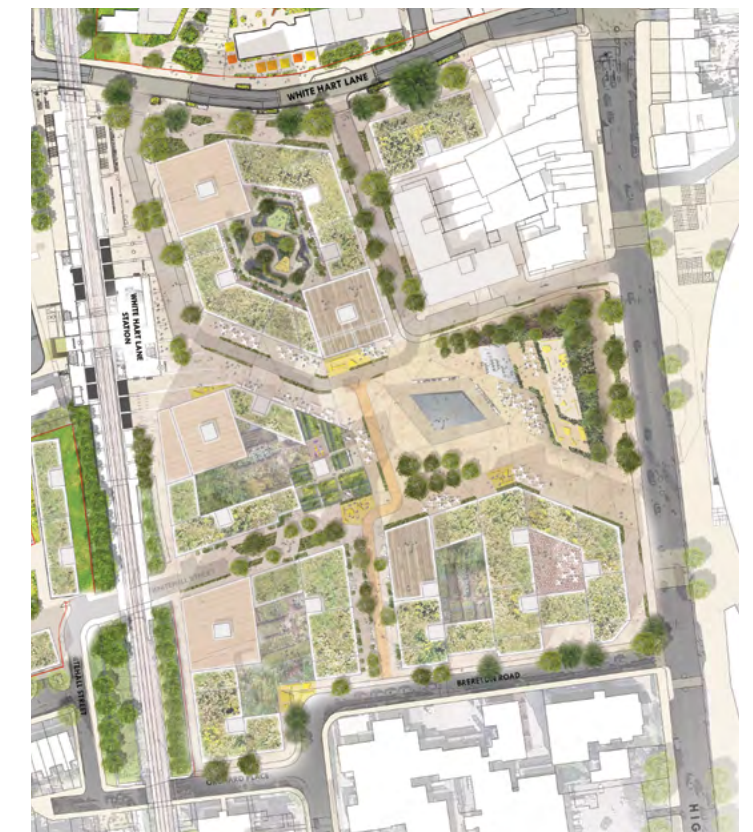


Fig.60 - HRW Illustrative Masterplan May 2021



Fig.61 - HRW Illustrative Landscape Concept Design May 2021



## June - September 2021: Masterplan Evolution Summary

From June 2021, the outline masterplan incorporated the existing THFC consented schemes for the Depot and the Goods Yard into the comprehensive development approach.

A complimentary layout was developed for the remaining site area north of White Hart Lane, with the intent that this area could be delivered independently of the THFC consented schemes.

- 01 Incorporate THFC Consented Schemes to the north of the Site and develop a complimentary layout for remaining site area.
- 02 Review of massing to the south of White Hart Lane to respond to microclimate, daylight and sunlight within the public realm, open spaces and residential amenity and accommodation.
- 03 Review of ground floor configuration including frontages, servicing and circulation.
- 04 Plot testing (Plot D, F, and G) to review and develop residential and non-residential quality.
- 05 Design development of Moselle Square.

## Key feedback from this stage included:

- Maximum Parameters drawn more closely to the proposed Illustrative Scheme; particularly within or close to heritage assets
- Reduction in height along Brereton Road and where it meets the High Road, in relation to Conservation Area and heritage assets
- Existing mature trees should be retained where possible. Additional trees planted along Brereton Road.
- Further consideration – and reduction, where necessary – of the three-dimensional form, scale and massing of plots south of WHL, informed by evaluation of microclimate and sunlight / daylight penetration into key spaces and residential units; And justified/tested in views from the CA and Bruce Castle.
- Loss of Whitehall & Tenterden Community Centre, re-provided in proposed new Learning Centre.
- Further information on phasing, timings for loss of existing and then provision of new or re-provided non-residential space.
- Slender profile on Building D-1 is welcomed, start the setback at a much lower level to create a more elegant east and west profile.
- provision of a basement could help to relieve pressure on the ground floor, and enable more flexibility and generosity in layout.
- Appreciate that quantitatively the new approach results in a smaller park, as opposed to previous masterplan.
- Southern narrow part of the park would not function very well as a 'park', a wider, more coherent shape to the park would be a more usable and flexible open space.
- Design, functionality and character of the podium spaces; their relationship to the public realm and the entrance sequence; defensible spaces to protect residential amenity; and the visual expression of the podium as distinct from the buildings that contain it.

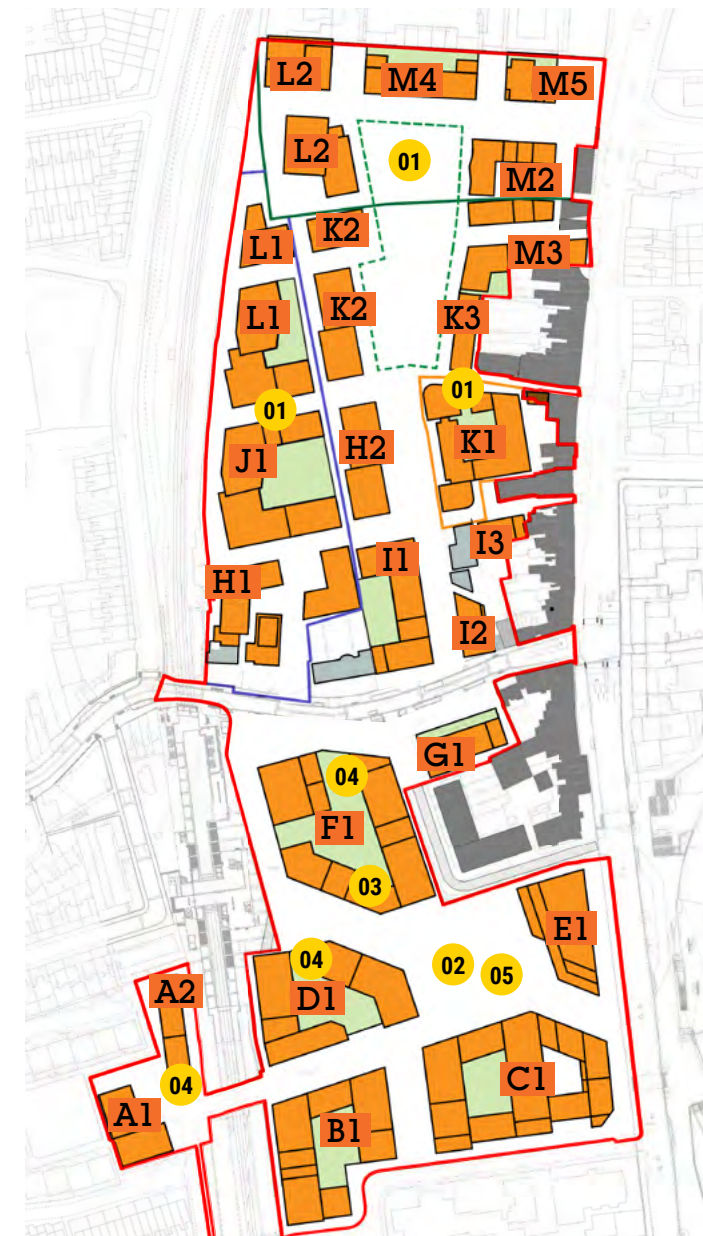
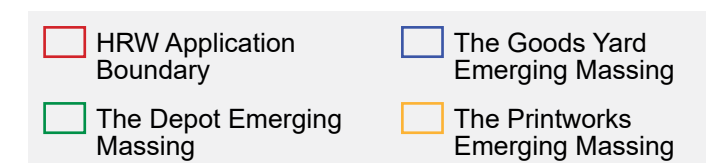


Fig.62 - Evolved Masterplan incorporating THFC consented schemes, July 2021





## PUBLIC CONSULTATION

### Stage 0 - 2018

#### Concept Engagement

Stage 0 focussed on introducing the project to the community, presenting early concepts and communicating the evolving masterplan principles. Progressed designs and ideas were then presented back to the community.

### Stage 1 - Feb-Apr 2021

#### Refresh Engagement

Stage 1 focussed on reintroducing the masterplan and the Estate Ballot process to residents following the project pause. The latest proposals were presented and public feedback was sought to help further shape the masterplan and new homes.

### Stage 2 - May-Jul 2021

#### Continued Engagement

Stage 2 created a focus on the 'areas of local interest relating to the broader masterplan' with focused engagement through a series of online workshops.

### Stage 3 - Aug-Sept 2021

#### Masterplan & New Homes Refinement

Alongside the Landlord Offer and regeneration ballot, the updated masterplan and the first new homes were shared with Love Lane residents and the broader community.

#### Landlord Offer & Regeneration Ballot

Focused events on the Landlord Offer alongside the circulation to all Love Lane residents & an independently run regeneration ballot.

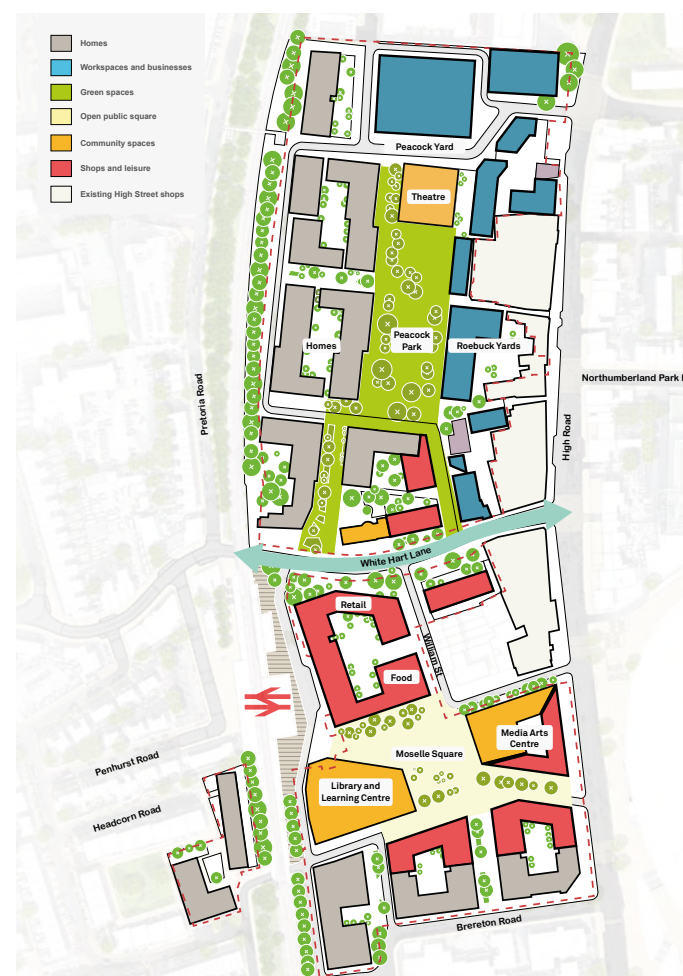


Fig.63 - Masterplan proposal presented in 2018



Fig.64 - Masterplan proposal presented in February 2021



Fig.65 - Masterplan proposal presented in July 2021



**Feedback from the community informed more defined proposals which were developed and represented as a second iteration of the masterplan in late 2018. Within this iteration of the masterplan proposals, particular attention was given to outlining how the socio-economic aspirations raised by the community were being taken forward and refined.**

*For further detail on feedback and response, please refer to the Statement Of Community Involvement.*

[illegible]

## HRW

**HIGH ROAD WEST**

# 01 Homes



### PROPERTY REPLACEMENT HOMES AT HRV

Residents have been clear in their consultation response about new homes. “The community has made it clear they need genuinely better quality housing and more housing choice. There has been an emphasis on the need to provide more affordable housing, especially 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 a mixed and balanced community”

We will deliver 191\* high-quality, safe and secure, replacement homes for council tenants and resident leaseholders which will be owned by the Council. We also aim to offer new routes to home ownership and affordable rental options, widening the choice and diversity of tenures for households of different incomes, ages, life stages and aspirations.

*\*All figures are indicative and subject to the planning process.*

### PROPOSAL FOR PROTECTION OF NEW HOMES

Our proposal for HRV – which would be subject to a planning process – would include over 2,500\* high-quality, sustainable homes, with at least 750\* affordable homes (a net increase of 235\*), which will meet the Council’s housing strategy on affordability, ensuring that the homes will be able to provide for local people.

*\*All figures are indicative and subject to the planning process.*

We want to deliver modern, high-quality homes that meet the needs of the residents and maximise choice. HRV will be an inclusive community with a wide range of tenures, providing a range of options for housing, including social, affordable, private rental and private sale. All homes will be tenure blind.



**Photoack Yard Homes**



**Seabuck Yards Homes**



**Moselle Square Homes**



**Photoack Park Homes**



**White Hart Lane Homes**

As the project progresses, we will continue to consult you through design workshops to help you decide what homes and surrounding neighbourhoods should look like. The new buildings and replacement homes will be built in accordance to requirements set out in the Design Guide put together based on previous consultation. We will continue to work to the Love Lane Residents Charter to progress and refine ideas.



**HRW**  
HORN ROAD WEST

## Workspaces and Businesses

You will:

You want to see a thriving High Road with a broader range of shops, particularly independent traders.

There is a need for more job and training opportunities for local people, and more needs to be done to attract new businesses to the area

We will:

Create new work and business spaces to help more local people gain access to job opportunities.

Provide workspaces and workshops for new and relocated businesses and enterprises.

Provide a range of shops, cafe and restaurants that integrates new, old, local and high street options.

### PEACOCK YARD

Inspired by the existing Peacock Estate

Exterior sketch of Peacock Yard

Peacock Yard will create a new environment where high density residential and workspaces are combined in a neighbourhood with homes close

### ROEBUCK YARDS

Creating spaces for new and creative enterprises

Exterior sketch of Roebuck Yards

Providing a variety of shops and workspaces to help more local people to get jobs

Peacock Yard will also connect with the High Road creating an exciting place to enjoy and visit

### HIGH ROAD IMPROVEMENTS

Relax

Relax

### NEW RETAIL AND SHOPS

A variety of shops, cafes and restaurants

**HRW**  
HUNT ROAD WEST

# Open and Green Spaces

**You said...**

You want more better-quality public spaces, with plenty of green open space for the community, with safe play areas for children.

**We will...**

Create a new community park that is accessible to the whole community

## PEACOCK PARK

**Illustrative sketch of Peacock Park**

Creating spaces to play, eat and have picnic

Community Park between residential buildings, linked to Westbrook Park

**Illustrative sketch of Peacock Park**

Creating paths around the gardens to help create a new north-south

The new park will be a safe community park with access for all.

We will have spaces for young people including areas for sport and play such as ball games for football and ring equipment.

There will also be quiet areas for people to enjoy

## MOSELLE SQUARE

**Illustrative sketch of Moselle Square**

Flexible space to be used for various uses and held community events

An excellent place with architectural action done day and night

**Illustrative sketch of Moselle Square**

A place for all ages to go and be part of their wider community

The square would also provide quiet corners to sit and relax

Water features spaces for people to enjoy

A new square (Moselle Square) would be between the new civil hall of HRW. This would be an interesting, open and inclusive, surrounded by shops, cafe, and a place for housing community events.

A small but important space, the Library and Learning Centre and the new Media and Arts building

**HRW**  
HORN RANG WAT

## Community Focused

You read

You want more and better quality community facilities and dedicated activities for young people.

We write

Create distinct areas dedicated to community facilities, and work with the local community on co-designing many of the new facilities and open spaces.

### LIBRARY AND LEARNING CENTRE

Interior view of the Library and Learning Centre

Interior view of the Library and Learning Centre

A multi-use Library and Learning Centre, welcoming to all ages and backgrounds.

Will include other work to bring the community together, including a cafe, enterprise space for businesses and meeting room space for the community.

### THE GRANGE - COMMUNITY HUB

We will be creating a community hub with new facilities at the Grange, with spaces for meetings, activities for young people and events for local groups.

### MEDIA ARTS CENTRE

The Media Arts Centre could have multi-use space with open spaces, digital media and meeting rooms for all to use.

### COMMUNITY THEATRE

A new space to build cultural events and performances

**HRW**  
HORN ROAD WEST

## Getting Around

HRW will be a pedestrian and cycle friendly neighbourhood with pleasant streetscapes. We will put people first, by minimising vehicle movement around these key spaces.

The Masterplan will create neighbourhoods which are accessible by all forms of transport and have attractive walkable streets including new north-south and east-west links.

### PEDESTRIAN AND DEDICATED CYCLE ROUTES AND LINKS

#### Pedestrian route connecting White Hart Lane Station and the High Road

Well connected streets with new axels and distinct routes for pedestrians and cyclists, with a protected shared pedestrian route that would extend the unsegregated White Hart Lane Station and Tottenham High Road

#### Traffic calming measures

Traffic speeds in the area could be reduced by new traffic-calming measures. Parking provisions would include both on-street and basement parking

#### Dedicated cycle routes with safe cycle storage

Cycling could be encouraged through new cycle routes and safe cycle storage, linking to wider regional and national cycle networks



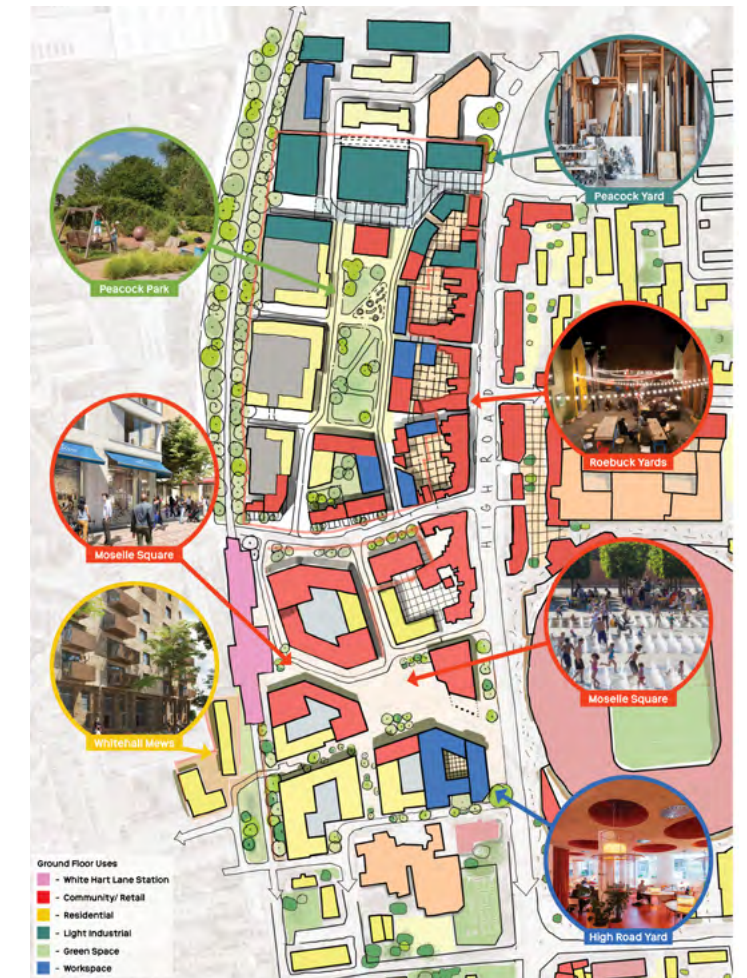
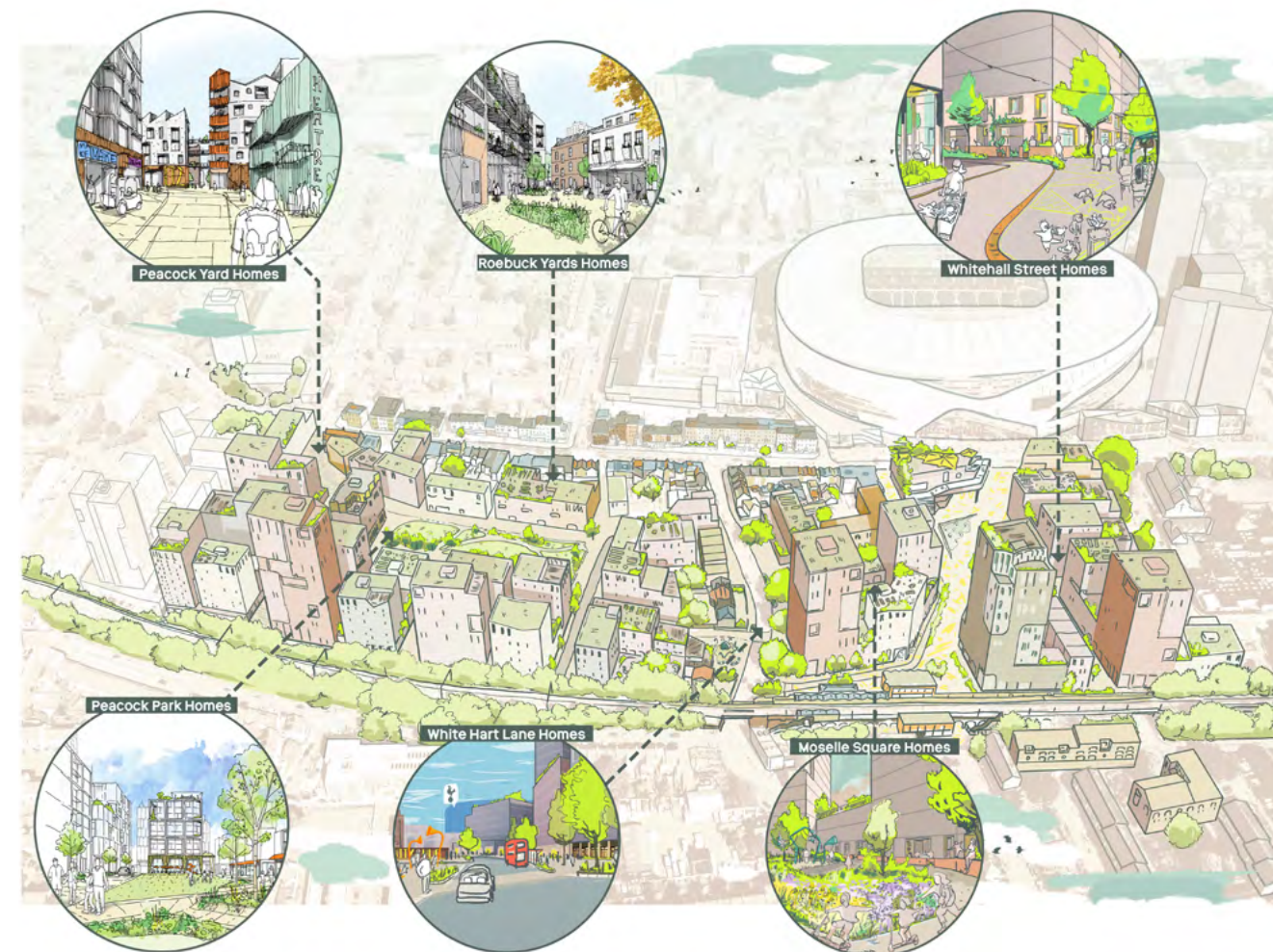
## PUBLIC CONSULTATION 2021

### Stage 1 Engagement February - April 2021

Stage 1 focussed on presenting an updated and detailed HRW masterplan to the local community requesting response to particular features and amenities, whilst also encouraging general feedback, views and opinions to the proposals.

With detailed masterplan imagery and plans provided, a large proportion of the community feedback focussed on the specific qualities the features of the HRW neighbourhood should offer to local people. This ranged from ensuring that the retail elements of the masterplan retained an independent offer as well as having an emphasis on 'healthy living' to further input advising that routes and connections be safe and enjoyable, at points incorporating infrastructure such as CCTV. There was much support for providing facilities and infrastructure for young people, and detailed input on local parks and open spaces.

Feedback on the proposals supported the masterplanning team's development of design codes, which within the outline application describe what different elements of the masterplan should aim to achieve and support as they are brought forward through detailed design.



#### YOU SAID...

1. It is important to ensure the new development caters for people working from home
2. Some parking provision should be available but discrete

#### WE DID...

1. We have developed a range of new homes that have learnt from the last year and allow comfortable space for people to work from home.
2. We are trying to understand the existing parking provision and what the requirements will be for our new community so we can facilitate new streets that balance the need for on-street parking with planting and trees

#### YOU SAID...

1. Food producers could be a key user of the light industrial workspaces
2. Better quality, more diverse and healthier food choices

#### WE DID...

1. Continue to explore the potential industries that could be welcomed into our new workspace, and will continue to understand the requirements to help food production, creative studios and other likeminded businesses to be able to work here.
2. Work with commercial agents to ensure we create the right conditions for good quality restaurants and cafes to be able to join the community. Smaller commercial units have been favoured to larger ones so that we can create a vibrant community of businesses and eateries to support a more independent and varied offer.

#### YOU SAID...

1. The ongoing maintenance of gardens, green and open spaces was a concern with the perception that landscaped space will become messy and littered.
2. Safety is a priority for all transport and open space features and designing out anti-social behaviour must be a priority in future designs

#### WE DID...

1. Establish a management plan to ensure that all streets and public open spaces will be well managed, clean and inviting for people to use.
2. Work with the Metropolitan Police and taking a highly considered approach to designing out anti-social behaviour and potential criminal activity. This will ensure we create streets and public spaces that feel safe and secure throughout the day (and night) for all ages.

#### YOU SAID...

1. There is a need for improved, new library facilities to support learning and socialising as well as an alternative work environment for professionals working from home
2. Public spaces should be flexible for hosting big and small events for the community

#### WE DID...

1. We are ensuring that the library provides sufficient space for a range of facilities including space for community uses including hobby clubs.
2. We have also developed our proposals for both Moselle Square and Peacock Park with community events in mind, creating flexible spaces that can be used for a range of events for local people.



## Stage 2 Engagement May - July 2021

Building on Stage 1 feedback from the community, Stage 2 provided dedicated consultation workshops which gave further opportunity for interested members of the local community to inform the qualities of specific design proposals relating to three areas of community interest within the Proposed Development; getting around and open spaces, neighbourhood look and feel, community workspaces and leisure.

Discussions held with the community helped the masterplanning team explore local aspirations regarding the type of place the HRW neighbourhood should become to a greater level of detail.

The workshop sessions also helped build a detailed understanding of local issues that could be addressed through the masterplanning process.



Fig.66 - Masterplan proposal presented in July 2021

## Landlord Offer & Regeneration Ballot August - September 2021

During the preparation of the planning application for HRW, LBH undertook a ballot asking Love Lane Estate residents to decide on the future of their estate.

A document called the 'Landlord Offer' was delivered to all Love Lane Estate residents who were eligible to vote in the ballot. It included the designs and plans for the new homes, the estimated numbers of new homes and the kind of homes they will be. It also included details about the offer for Secure Tenants, Non-Secure Tenants living in Temporary Accommodation and Resident Leaseholders.

The result of the ballot was announced on 7th September 2021 in a letter. On a turnout of 69.4%, 55.7% of eligible residents have backed plans to regenerate the estate.

## Stage 3 Engagement August - September 2021

Stage 3 provided an update on refinements made to the broader masterplan, importantly this stage of consultation presented the detailed designs of the first homes to be built at HRW and subsequently the first detailed element of the hybrid planning application.

Following dedicated sessions with immediate neighbours, concerns were raised regarding the heights and impact that the first new homes would have on the existing neighbourhood.



### A Variety of New Homes

What did you tell us over the past few months?

#### YOU SAID...

1. It is important to ensure the new development caters for people working from home.
2. Sufficient parking should be available to residents that really need it.

#### WE WILL...

1. Develop a range of new homes that have learnt from the experiences of the covid-19 pandemic and allow comfortable space for people to work from home.
2. Aim to ensure all existing households will have the option of a parking permit within the neighbourhood or on nearby roads, and continue to engage with residents and undertake further surveys to ensure the appropriate parking provision.



### Public and Green Spaces

What did you tell us over the past few months?

#### YOU SAID...

1. That you liked the idea of landscaped gardens and open spaces, but were concerned about the ongoing maintenance of these areas.
2. Safety is a priority for all transport and open space features and designing out anti-social behaviour must be a priority in future designs.

#### WE WILL...

1. Establish a management plan to ensure that all streets and public open spaces will be well managed, clean and inviting for people to use.
2. Work with advisors such as the Met Police and youth workers to design out anti-social behaviour and potential criminal activity. This will ensure we create streets and public spaces that feel safe and secure at all times of day for all ages.



### New Community and Leisure Facilities

What did you tell us over the past few months?

#### YOU SAID...

1. There is a need for improved, new library facilities to support learning and socialising as well as an alternative work environment for people working from home.
2. Public spaces should be flexible for hosting big and small events for the community.

#### WE WILL...

1. Ensure that the library provides sufficient space for a range of facilities including workspace and employment support, and space for community activities such as hobby clubs.
2. Develop our proposals for both 'Moselle Square' and 'Peacock Park' with community events in mind, creating flexible spaces that can be used for a range of events for local people.



### Jobs, Workspaces and Retail

What did you tell us over the past few months?

#### YOU SAID...

1. Food producers and creative small businesses could be a key user of the workspaces.
2. Better quality, more diverse and healthier food choices, providing local produce for the community.

#### WE WILL...

1. Ensure that the new workspaces are suitable for a range of different types of local existing and new businesses and industries, to meet the needs of the local community.
2. Work with commercial agents to make the spaces attractive for good quality restaurants and cafés. We will also focus on smaller units instead of larger ones, to support a vibrant business community with an independent, local, healthy and diverse offer.



## RESIDENTS BALLOT

**During the preparation of the planning application for High Road West, the Council undertook a ballot of Love Lane residents in line with the GLA's Estate Regeneration Capital Funding Guide.**

In line with the guidance, a Landlord Offer document was produced which set out the offer to residents on the estate including their right to remain, and the broad vision, priorities and objectives for the scheme. This document captured:

- 01** The housing offer to residents, agreed by the Council's Cabinet in July 2021 and supported by the High Road West Local Lettings Policy and Love Lane Leaseholder Offer. The offer was consulted and engaged on across February and March 2021, which itself built on engagement over several years, including the Resident Guides agreed in 2014.
- 02** The masterplan and new home proposals. These proposals reflected and responded to the engagement that had taken place with residents and the community through Stages 0 to 2. The masterplan information presented in the Landlord Offer was consistent with the 'Masterplan Update Booklet' produced as part of the Stage 3 engagement with the wider community.

The ballot was independently administered by Civica Election Services (CES), and took place from 13 August 2021 to 6 September 2021. The qualifying criteria to vote in the ballot is set by the GLA.

Voting in the ballot closed on Monday 6 September 2021. Residents of the Love Lane Estate voted in favour of the plans to regenerate the Love Lane Estate as part of the High Road West scheme.

**On a turnout of 69.4%, 55.7% of eligible residents have backed plans to regenerate the estate. The result of the ballot was announced on 7th September 2021 in a letter to residents."**

## ENVIRONMENT AGENCY

Whilst engaging with the Environment Agency two main areas were highlighted with relation to masterplan design and layout:

### Opening up the Culvert

The team presented a feasibility study to open up the river channel. One option included re-naturalisation that would require a 1 in 3 slope over 9m either side of the channel. Due to the nature of the culvert structure, the dense urban environment it is situated within and the wider context outside the Site area, it was concluded that opening the culvert would only be possible in small sections along its course. However there are opportunities to incorporate features that would bring some of the benefits include:

- Small local opening around the Community Space/ Library (plot E)
- Install water wheel within the culvert to power local light supplies
- Install studs at ground level to help locals see where the watercourse is
- Change of paving across the watercourse
- Mimic of the watercourse line by installing a rill at ground level

These opportunities should be explored further during detailed applications.

### Easements

The EA confirmed through initial planning comments in 2016 that the 8m easement zone would apply to the culvert. In this case to ensure that the river would not be prevented from being 'daylighted' or opened up in future.

Given the outcome of the feasibility study outlined above it is considered this larger easement zone should no longer be applicable. It was proposed that a smaller easement zone of 3m would be more relevant. This is in line with policies relating to Build over agreements for public sewers.

## TRANSPORT FOR LONDON

**A detailed programme of pre-application meetings have been held with LBH Highways, Transport for London (TfL) and Greater London Authority (GLA) officers to agree principles relating to highway design, parking provision, connectivity improvements and assessment methodology.**

A detailed programme of pre-application meetings have been held with LBH Highways, Transport for London (TfL) and Greater London Authority (GLA) officers to agree principles relating to highway design, parking provision, connectivity improvements and assessment methodology. The Applicant team engaged with TfL through the formal pre-application process. Following written advice from officers the trip generation exercise was updated alongside the methodology for assessing impact at White Hart Lane Station in terms of passenger flows and on London Overground line loadings. The scope for the Active Travel Zone assessment and content of supplementary documents supporting the Transport Assessment was also agreed.



## SECURED BY DESIGN

**In July 2021, the Design Team met with officers from the Metropolitan Police to discuss the emerging masterplan design.**

Comments included:

- Ensuring the cycle network is safe through delineating the route and placing cycle parking in overlooked and uncrowned areas.
- Maximising protected amenity spaces within Plots for residents to access securely.
- Minimising opportunities for crime through creating open, overlooked and well-lit spaces – particularly in relation to sex work and safety for women.
- Designing planting to maintain clear sight lines across key spaces.
- Placing residential entrances away from Moselle Square, to improve the experience of local residents on match days.

**The team met again with Metropolitan Police in September 2021 to discuss the developed design. Officers responded positively updates and outlined additional comments.**

These included:

- Support for duplex units to have direct access to the street with defensible and securable space in front - as this offers passive surveillance at ground level in the scheme.
- The preference to incorporate secure bin stores and residents cycle parking into Plots, and compartmentalise them further into a maximum of 70 cycles per store.
- The need to specify robust and blast-resistant curtain walling for Ground Floor retail and residential frontages onto Moselle Square.
- The preference for routes through Plots and Plot C's courtyard to be closed overnight.

Officers also confirmed the scheme drastically improved crowd control to and from the stadium compared to the existing condition, allowing police to direct fans to different areas of the stadium prior to events, whilst facilitating a funnelling towards White Hart Lane Station post event – so fans are able to leave the area in a timely fashion.

## COUNTER TERRORISM

**Following the first Secure by Design meeting, the Design Team and Client attended a Counter Terrorism workshop with officers from the Metropolitan Police to discuss further safety considerations across the masterplan.**

This primarily focussed on design considerations for hostile vehicle mitigation measures and implications of blast assessment surrounding Moselle Square.

These considerations have been factored into the outline design of the public realm. Liaison is on-going with officers and further details will be incorporated in future RMAs.



## RETAINING THE CHARACTER OF HRW

The HRW Masterplan, as presented across the remaining chapters of this document, builds on this extensive programme of engagement, its mix of characterful places, and core visioning principles; the masterplan remains true to those established within the competition bid's original brief and early visioning work.

The HRW Masterplan fulfils all of the scheme's original aspirations, and more. Subsequent design developments have included the incorporation of a greater number of affordable homes and more generous areas of open space and public realm.

The diagrams below illustrate this continuity, and how the proposed scheme broadly follows the intent and aspiration of the mix of characterful places identified within the early design vision.

- |                    |                   |
|--------------------|-------------------|
| 01 High Road       | 05 Peacock Yards  |
| 02 Moselle Square  | 06 Goods Yard     |
| 03 White Hart Lane | 07 The Depot      |
| 04 Peacock Park    | 08 Whitehall Mews |

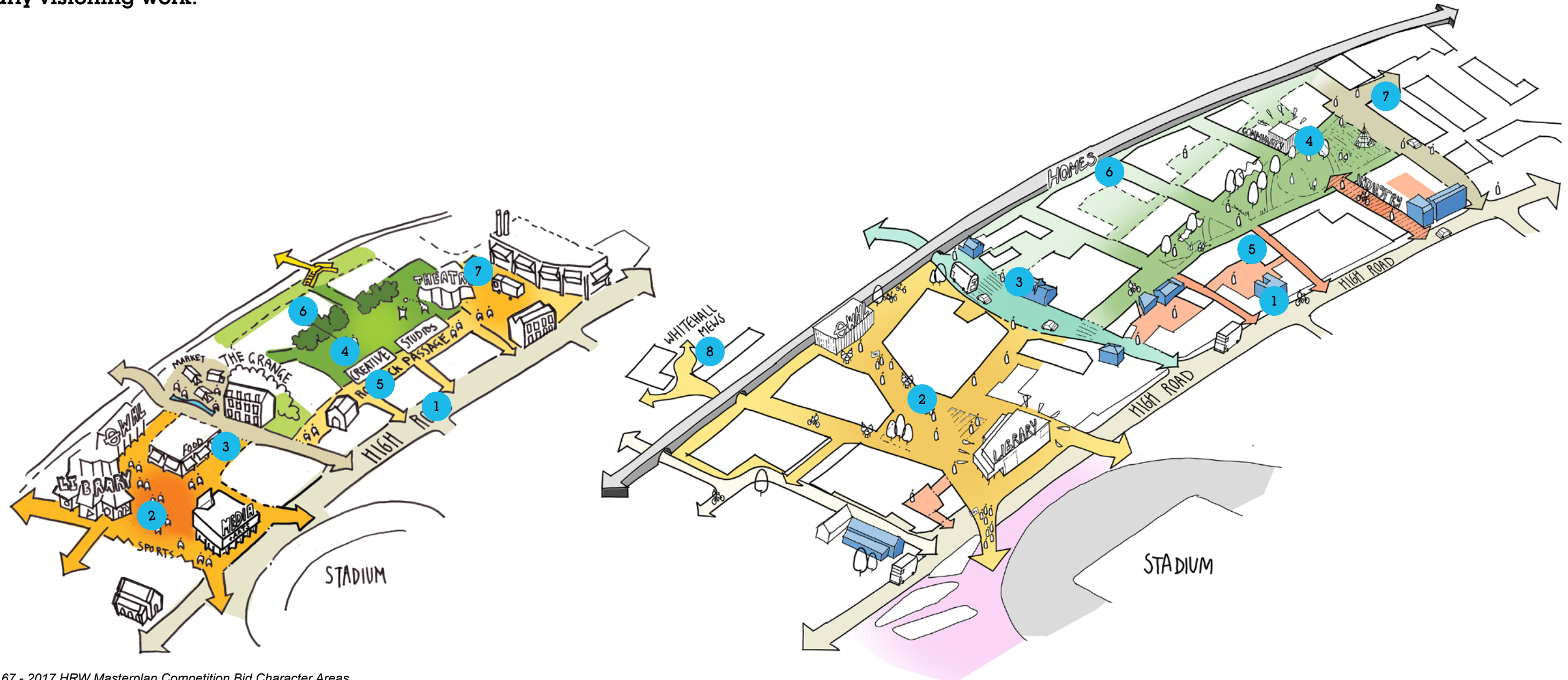


Fig.67 - 2017 HRW Masterplan Competition Bid Character Areas Diagram

Fig.68 - HRW Masterplan Key Places Diagram



# 4

## MASTERPLAN



# OVERVIEW

The design approach for HRW maximises the Site's unique opportunities and overall regeneration potential to create an economically viable, deliverable and sustainable new development. It provides for an environment throughout that is safe, welcoming and attractive for residents, visitors, workers, and service providers. It builds upon the heritage assets of the High Road, creating an enhanced sense of place, a destination users can be proud to be in, and representing a catalyst for change in realising North Tottenham's prosperous future.

The following chapter presents the scheme's placemaking principles and the proposed Illustrative Masterplan (including access, use and amount, layout, heights and appearance), representing one way in which the Site could be delivered.

The masterplan's key features include:

- 01 Approximately 2600 new homes;
- 02 Including a minimum 916 Affordable Homes (35%), of which 500 delivered as Social Rent Homes;
- 03 Capacity for 3-10% accessible parking spaces for the total number of homes;
- 04 40% Family-sized (2b4p and above) Homes;
- 05 Over 12,900sqm of commercial space;
- 06 Including over 4,700sqm of new employment space for small and medium sized businesses;
- 07 Over 4,900sqm of new retail;
- 08 Over 2,900sqm of community space, including a contemporary Library and Learning Centre, a facility that brings together a range of community, leisure and workspaces;
- 09 Minimum 5300sqm of new Public Park, Peacock Park offering space for play, leisure, recreation and nature;
- 10 Minimum 3350sqm Civic Square, Moselle Square, offering a new civic heart to the area integrating active retail and leisure uses, play, planting and flexible space for events;
- 11 Peacock Yards offering a sequence of working yards, re-imagining the area's industrial heritage.

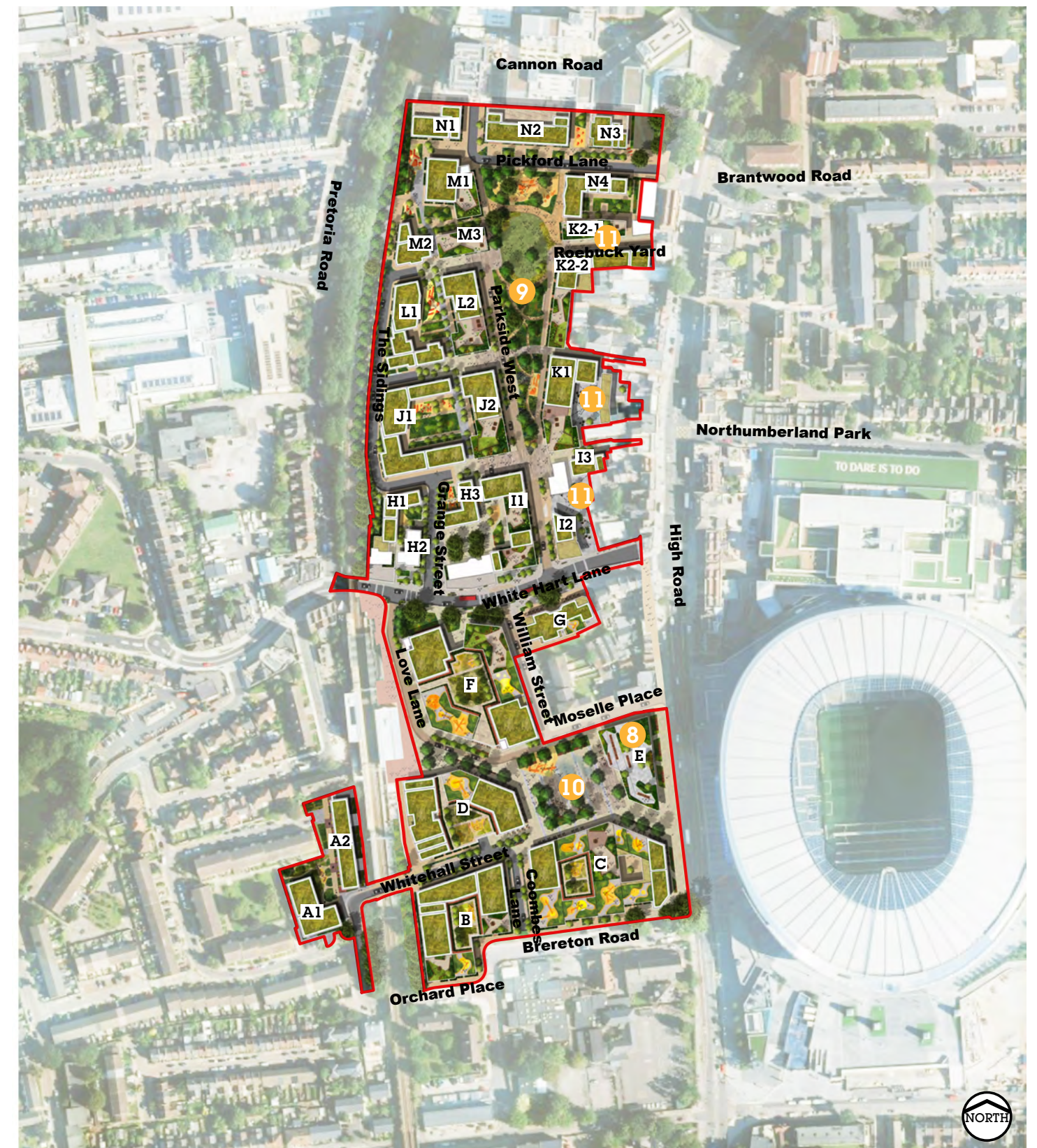


Fig.69 - High Road West Illustrative Masterplan



# PLACEMAKING PRINCIPLES

The following pages establish the key placemaking principles which inform the HRW masterplan.

## 01. Transformative Tottenham

Tottenham is a key growth area within Haringey, with dynamic neighbourhood transformations, significant infrastructure, and improvements to living, working, studying and visiting. Tottenham will be home to 10,000 new homes and 5,000 new jobs, with a large portion to be accommodated within HRW and North Tottenham.

Local access to training and employment is fundamental as well as housing choice. HRW will encapsulate this energy, with strong consideration of the area's youthful and ethnically diverse population, creating a place that fosters inclusivity, promotes diversity, and is welcoming to all.

Both the THFC stadium and Crossrail 2 stations at Northumberland Park, Tottenham Hale and Seven Sisters are driving significant contemporary change and increased accessibility to the area, with White Hart Lane as a key transport node. HRW will complement these neighbouring destinations and strategic connections, as well as the area's existing importance and function, transforming the High Road into a thriving local centre.

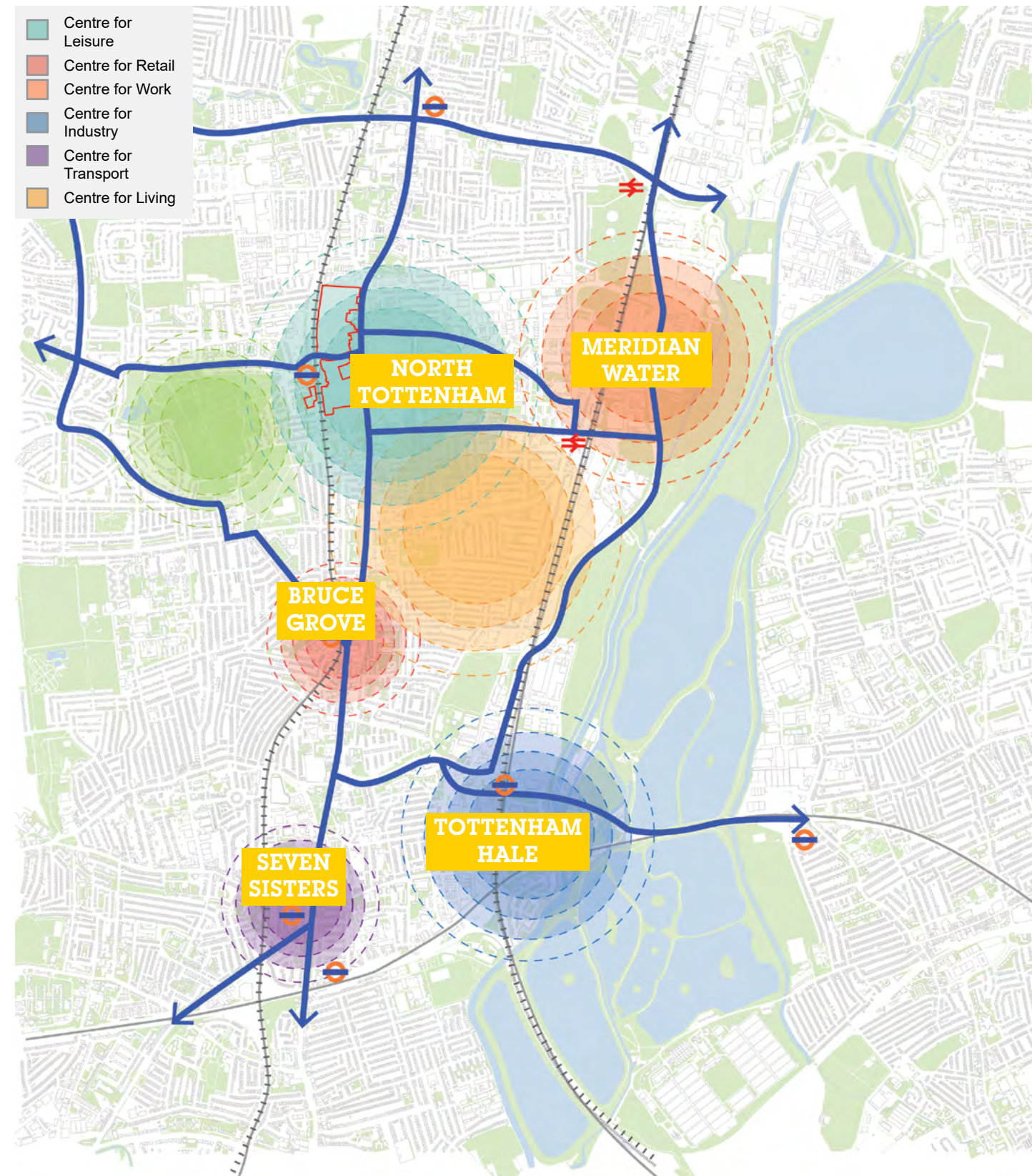


Fig.70 - Transformative Tottenham existing and emerging centres

## 02. Reinvigorate the High Road

The heritage and local context of the High Road is an incredibly important reference point; establishing the urban fabric to draw inspiration from and representing the focus for early improvement works. The masterplan will capture this sense of local character and the heritage of the place by retaining and enhancing

the setting of existing buildings and businesses, to foster a sense of community growth and evolution rather than replacement. New infill and replacement development will respect and respond to the conservation area and neighbouring heritage buildings, creating a transition between the new and the old.

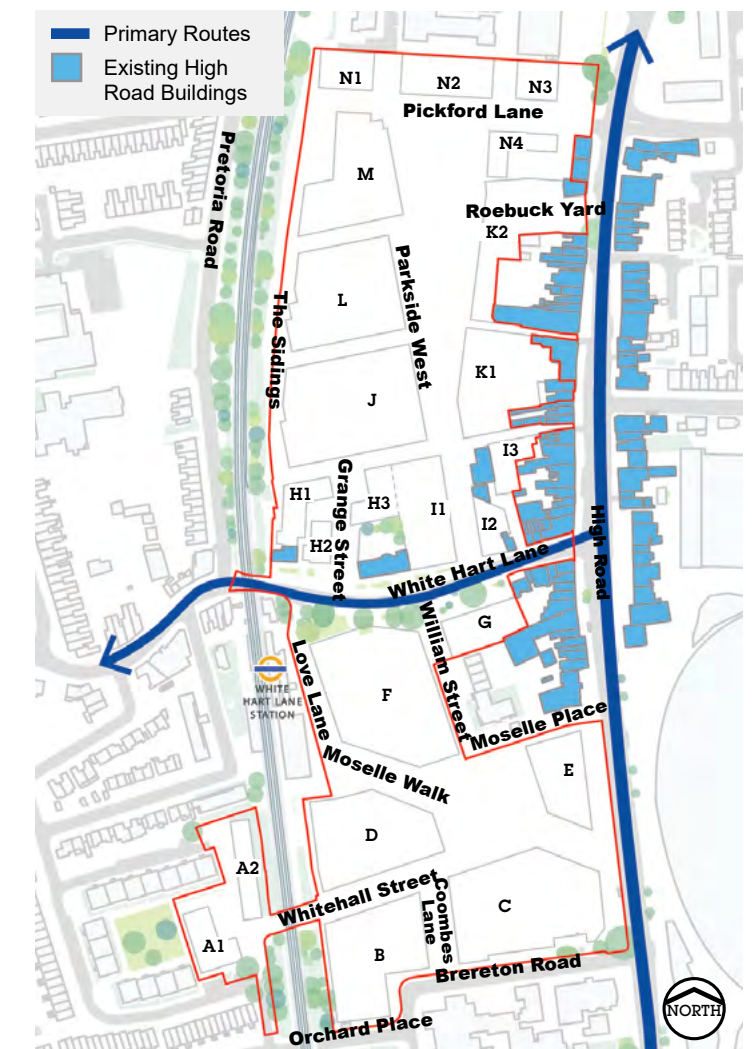


Fig.71 - The High Road



### 03. Complement & enrich the existing urban grain

Stitching into the network of streets surrounding the Site will allow the scheme to integrate with the existing townscape and established movement routes. A network of new streets will create a legible pattern of urban blocks, to improve permeability, accessibility and provide connections between key community destinations.

New streets will promote a positive relationship between buildings and public realm, delivering a strong sense of place, accessibility, animation and legibility. All internal routes will promote low car usage and speeds to prioritise pedestrian and cycle movement, and encourage ground floor activities to spill out into the public space.

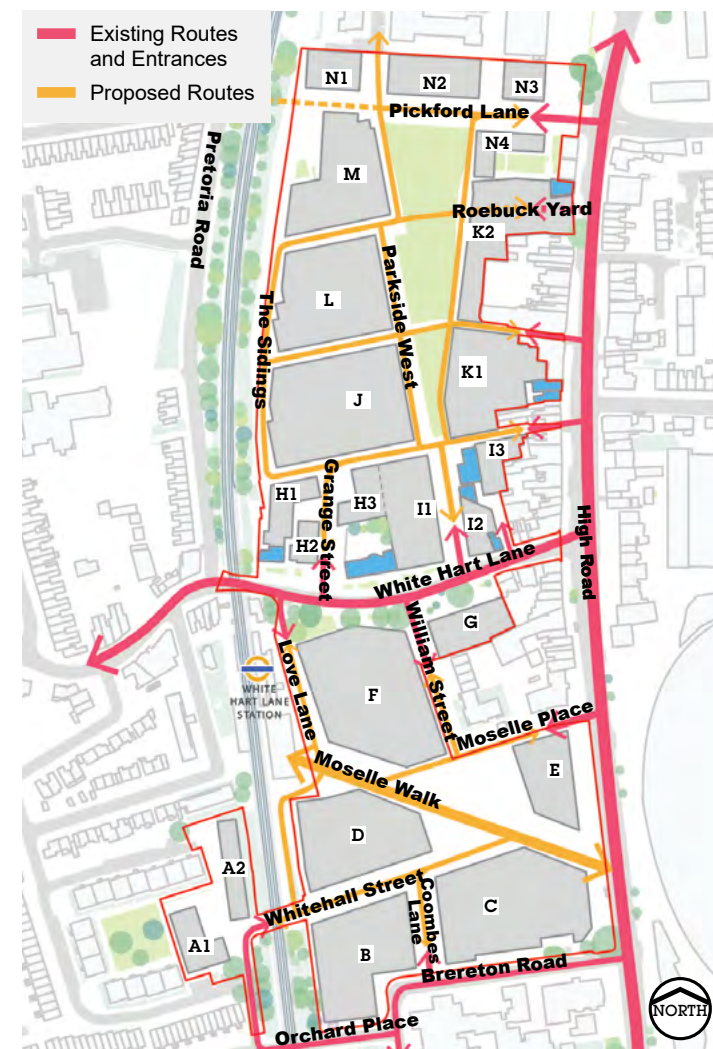


Fig.72 - A new urban grain

### 04. Generous open spaces defining the heart of the neighbourhood...

Two complimentary public open spaces will be introduced at the heart of the scheme, creating lively destinations and engaging spaces that promote community and healthy living. Peacock Park and Moselle Square offer generous spaces to celebrate community, leisure and nature.

These spaces will accommodate complementary characters and a mixed programme of activities to support the communities diverse social and cultural needs. Their welcoming leisure and recreation offer will be framed by new buildings, animated by active uses at their lower levels.

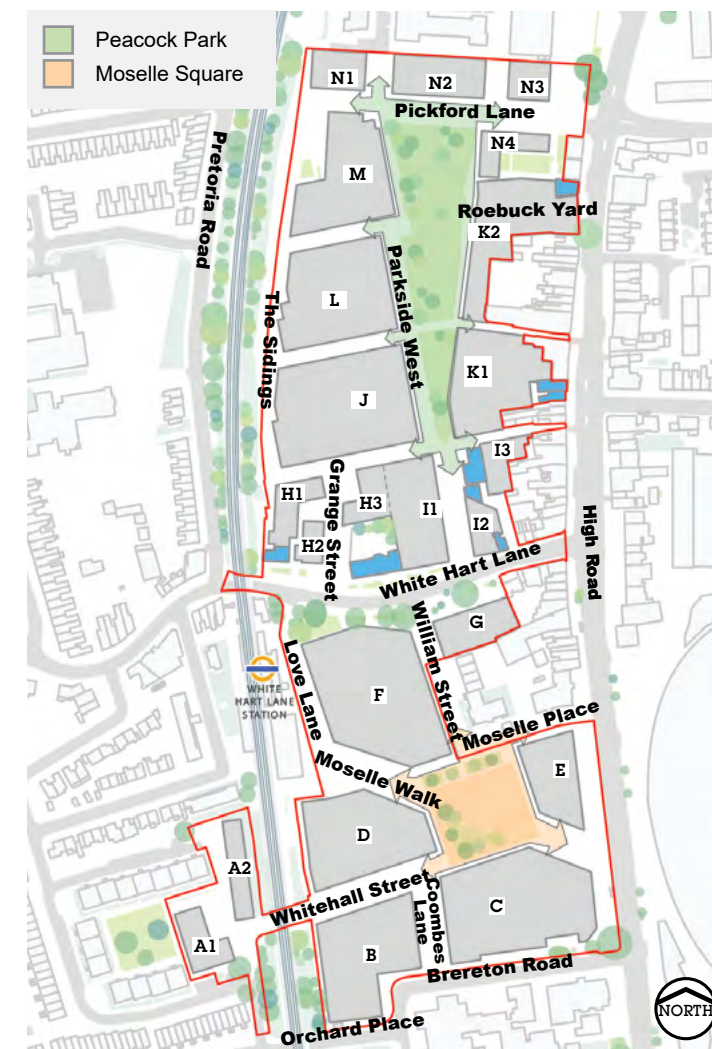


Fig.73 - Generous new open spaces

### 05. ...Connected by a green public realm

The development will weave a diverse public realm network with connected open spaces characterised by places to socialise, places to play, and places to interact with nature.

Streets and open spaces will provide space for social interactions within a mix of passive and

active spaces where people can 'make them their own', with a new approach to play - not just confined to 'play areas', creating playable landscapes within all public realm. Whilst re-connecting people with nature to enhance health and well-being.

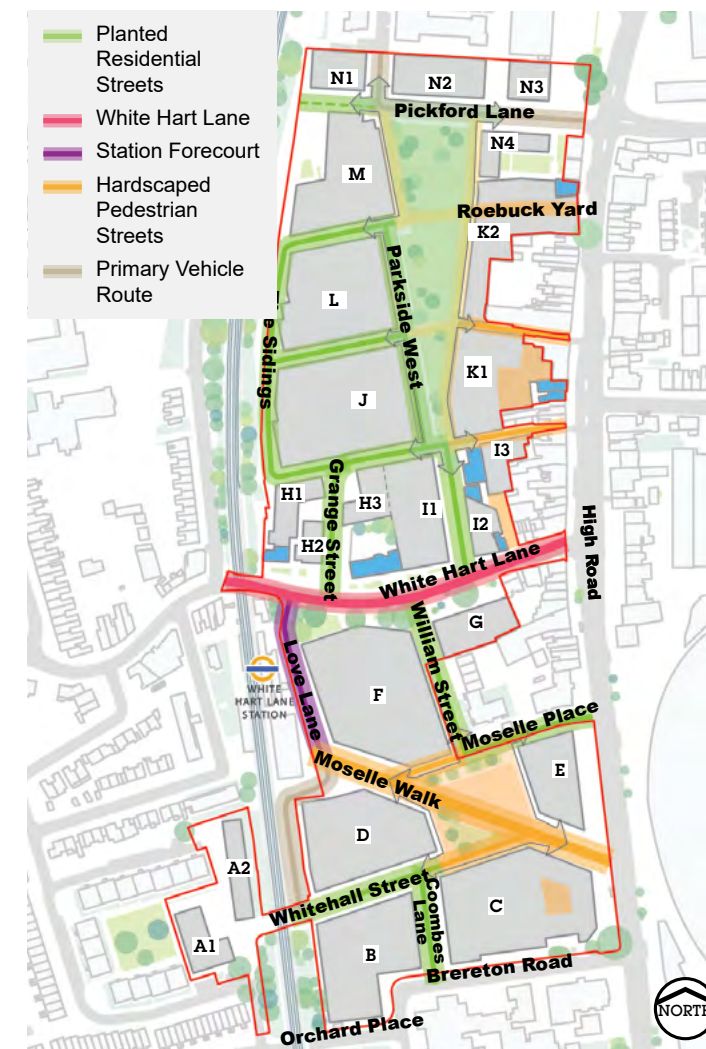


Fig.74 - An interconnected green public realm

### 06. Revitalise heritage assets & complement with community anchors

The masterplan will respect and enhance the setting of the conservation area and existing heritage assets within and adjacent to the Site, recognising their importance in the Site's residential and industrial character.

Retaining and celebrating the Site's rich heritage will ground new development in the place and historic fabric. These will be supported by a pair of anchoring new community buildings animating the scheme's two principle open spaces and delivering new community facilities.

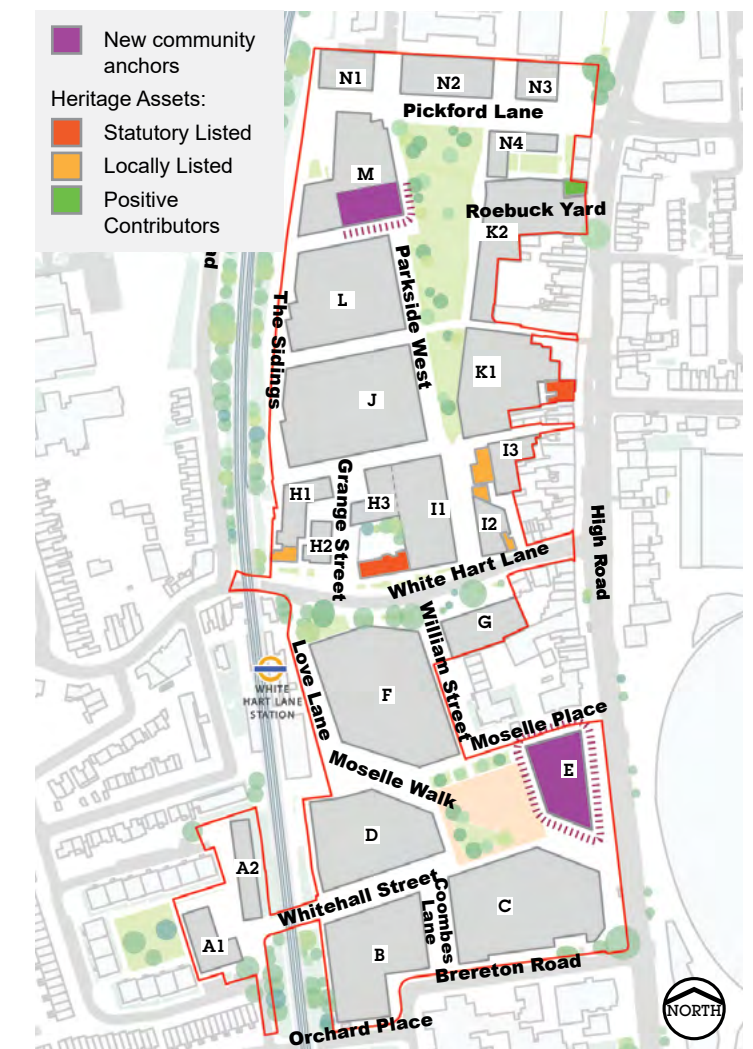


Fig.75 - Revitalising heritage assets and community anchors



## 07. Complementary retail & leisure offers

The THFC Stadium, and associated future leisure uses, creates a place of regional, national and international significance. Alongside this iconic destination and the existing offer along High Road, HRW will expand the existing Local Centre with a complementary mix of retail and leisure uses.

A range of new uses will drive economic growth, helping existing and new businesses to thrive. The increased quantum of retail, leisure, community and cultural assets will draw a vibrant and mixed community to live, play, visit and work in the area, resulting in increased visitation and vitality.

## 08. Diverse employment within an industrious neighbourhood

Retaining and enriching North Tottenham's proud heritage of manufacturing and industry, a range of new workspaces and industrial uses will seek to re-home a number of the Site's existing businesses, as well as providing space for new enterprises.

Flexible work space arranged around characterful yards will re-imagine the area's industrial past, attracting a mixed community of businesses and light industrial operations.

## 09. An inclusive community for multi-generational living

The Site will accommodate a broad mix of home types, sizes and tenures to meet both local demand and the council's target's for good quality and affordable homes, with a significant uplift to the current provision within the Love Lane estate.

A tenure blind and mixed community approach will be applied across the Site to ensure the growth of diverse communities. New residential buildings will benefit from a range of private, communal and public open spaces.

## 10. Key Places of rich & varied Character

In recognition of the varied character surrounding High Road West, the masterplan will be developed as one neighbourhood with a diverse collection of characterful key places.

Each key place is defined by their mix of uses, location, context and distinct character and identity. This differentiation of character will bring a variety to the architecture and public realm design as the masterplan emerges through each phase.

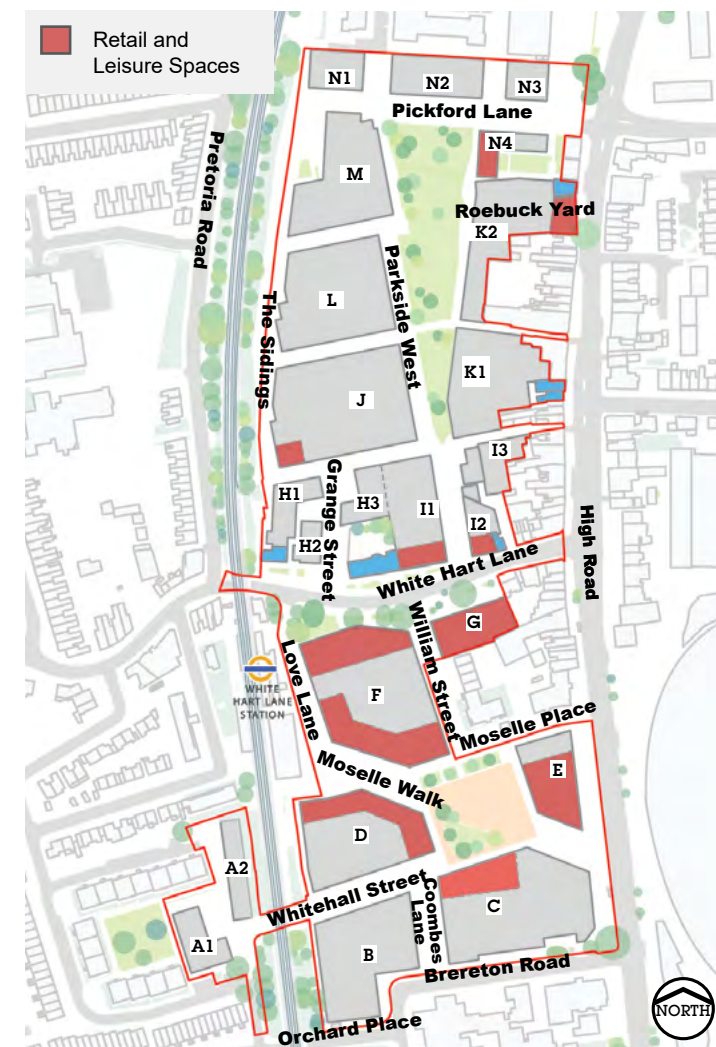


Fig.76 - New retail and leisure uses

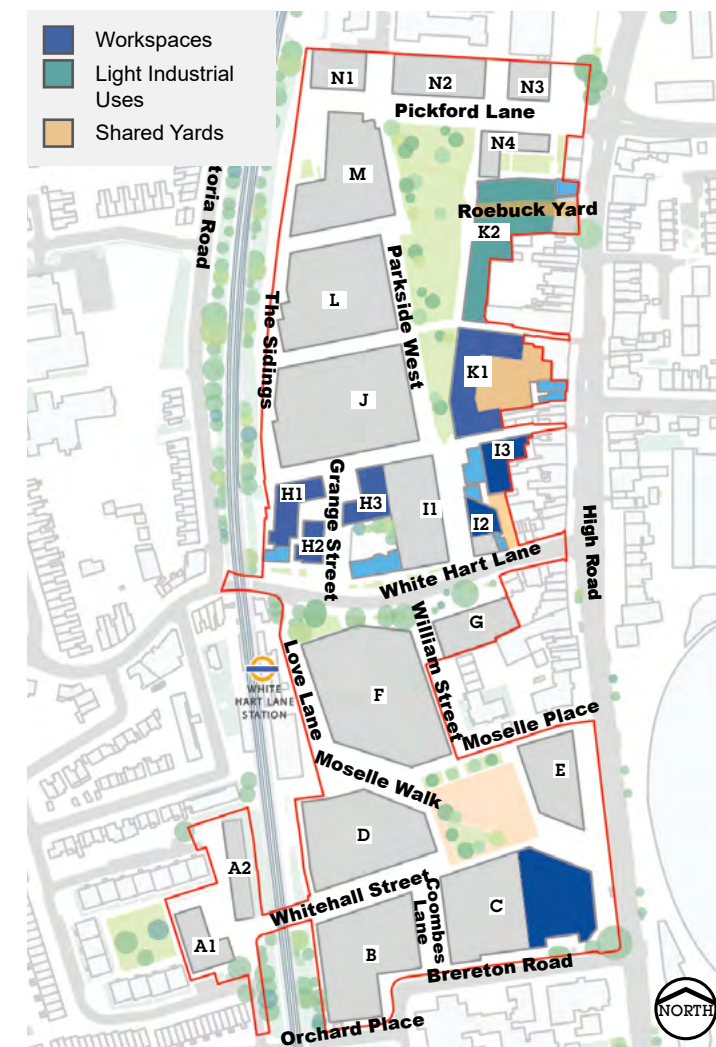


Fig.77 - New employment and industrial uses

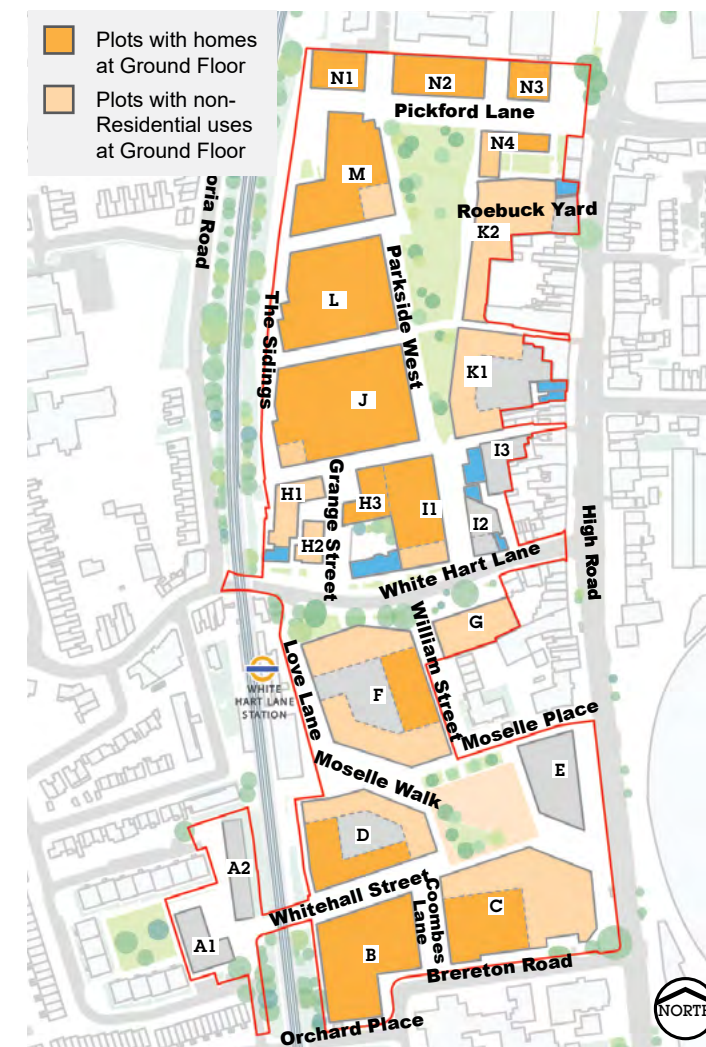


Fig.78 - New homes

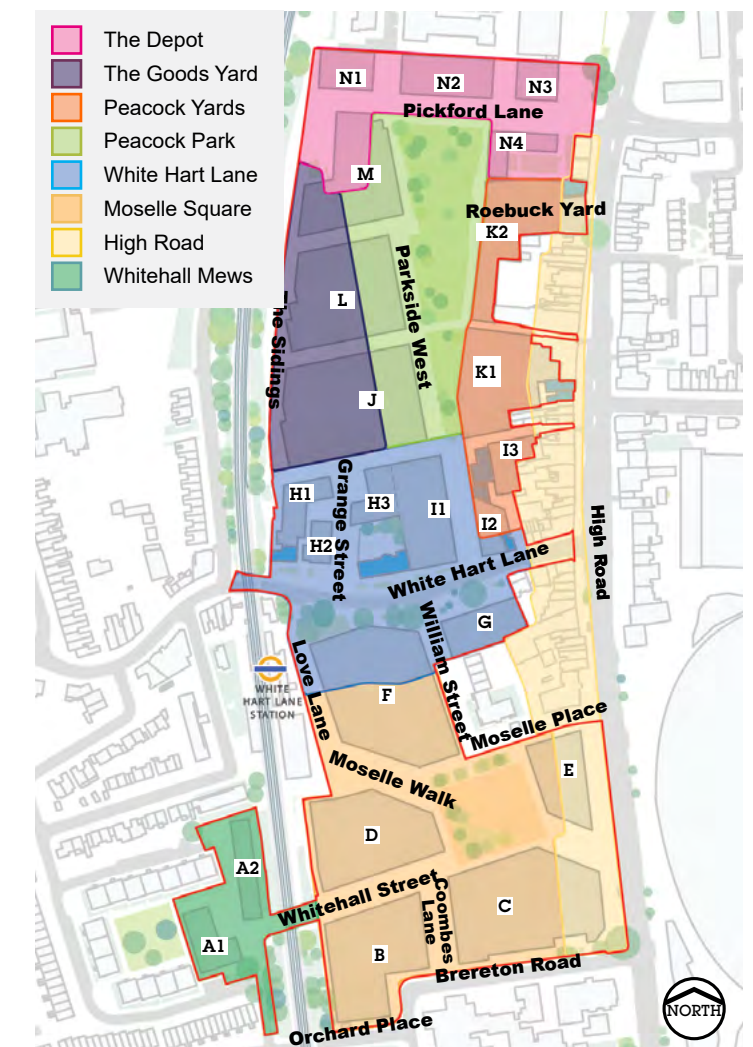


Fig.79 - A community of Key Places



# APPROACH TO OTHER APPLICATIONS & CONSENTS WITHIN THE SITE

As discussed in the 'Assessment' chapter, there are a number of planning permissions obtained by other landowners that fall within the Site Boundary. The approach to integrating these within the HRW Illustrative Masterplan is set out below:

### Goods Yard and Depot (consented 2019)

Both the Goods Yard and Depot sites benefit from extant planning permissions (Refs: HGY/2018/0187 and HGY/2019/2929), which have been taken into consideration as part of this application. These permissions which contain both full and outline elements, have for the purposes of consistency and compatibility with the HRWM objectives, been reflected in the Parameter Plans and Design Code. The maximum physical parameters (as shown on Parameter Plans 02 and 03) of the Proposed Development have been designed to allow the developments permitted pursuant to these extant planning permissions to come forward independently should third party owners implement these extant planning permissions.

The outline element of these permissions (including principles around access, layout, scale, landscape and appearance) have also been reflected in the Proposed Development Illustrative Masterplan to ensure consistency between such schemes and the Proposed Development. There are certain areas of the HRW Illustrative Masterplan that are not directly reflective of the detailed and outline proposals within the extant permissions. These include, but are not limited to:

- The Depot planning permission extends beyond the HRW site boundary, including detailed proposals for existing buildings on High Road that sit beyond the HRW boundary. These are not included within the Proposed Development as they lie outside the planning application boundary.
- The Depot planning permission has detailed consents for Plots N2 and N4. The Goods Yard also has detailed consent for the refurbishment of Station Masters House and a new single storey building to the rear. The Proposed Development does not include these detailed elements, however the HRW Illustrative Masterplan, the Parameter Plans and the Design Code adopt parameters that would allow for such developments to be brought forward independently.

- Differences to the red line boundaries result in the podiums in Plots N1, N2 and N3 inset southwards to align with the HRW Application Boundary.
- Limited illustrative material is available in the extant planning permissions for finished floor levels and ground floor general arrangement. Where information does not exist a preferred internal layout for the HRWM is drawn.
- Differences to building internal layouts generated from variations to housing unit sizes and mix. The differences include, less 2B4P, more 2B3P and increase in dual aspect for family duplex homes.
- Buildings heights in storeys are generally the same. Where the Proposed Development buildings are taller in the illustrative scheme or within the maximum height AODs or differ in shape this can be attributed to:
  - Intermediate steps to massing that have not been modelled, including within Plot L1 and M2
  - Proposed floor to floor heights are taller in the Proposed Development across all uses.
- Differences to the residential courtyard design and play spaces for younger ages (0-4 years). Size and locations of play spaces within residential amenity spaces are informed by the tenure mix and population yield of the HRW illustrative scheme that differs to the other permissions. Play spaces in the HRWM are also located to receive enough daylight / sunlight in compliance with BRE Report Guidelines.
- Differences to the design of Peacock Park. Provision of open lawn and play space within the consented scheme has been adapted to offer a larger area for Peacock Park. This provides a larger play space than within the red line boundary of the Depot scheme, and a larger lawn space within the HRWM boundary.
- Retention of the front garden wall of Station Master's House amends the illustrative arrangement of Station Master's Square within the Goods Yard permission with a reduced total area. The hard and soft arrangement is redesigned to ensure pedestrian access is provided from White Hart Lane.

### 807 High Road (consented 2021)

The consented 807 High Road permission (Ref: HGY/2021/0441) overlaps the red line boundary for the application for the Proposed Development. This permission has also been taken into consideration as part of this application and accommodated within the Parameter Plans (as far as it falls within the HRW site boundary).

HRWM Plot I3 is partially located within the 807 High Road permissions redline boundary. Plot I3 has a different layout and massing due to the differences in red line boundary. While the Proposed Development does not include the permission's detailed elements, the Parameter Plans and the Design Code adopt parameters which would allow for such developments to be brought forward independently.

### Printworks (submitted August 2021)

The planning application for the Printworks along the High Road (Ref: HGY/2021/2283) overlaps the red line boundary associated with the application for the Proposed Development.

The Parameter Plans were not originally designed to reflect the Printworks development. However, should permission be granted for the Printworks the Printworks could be accommodated within the Parameter Plans for the Proposed Development. HRWM Plot K1 is located within the Printworks planning application boundary. Plot K1 achieves a similar quantum of homes to the Printworks, but within a different layout and massing that allows for a larger park to be delivered within the Proposed Development.

The quantum and mix of non-residential uses also varies, however the Parameter Plans accommodate both scenarios.

### Goods Yard and Depot (submitted June 2021 and February 2022)

Planning applications seeking full planning permission for the redevelopment of the Goods Yard and Depot sites were submitted in June 2021 (ref: HGY/2021/1771) and February 2022 (HGY/2022/0563). The Parameter Plans cannot accommodate the developments should they be granted planning permission.

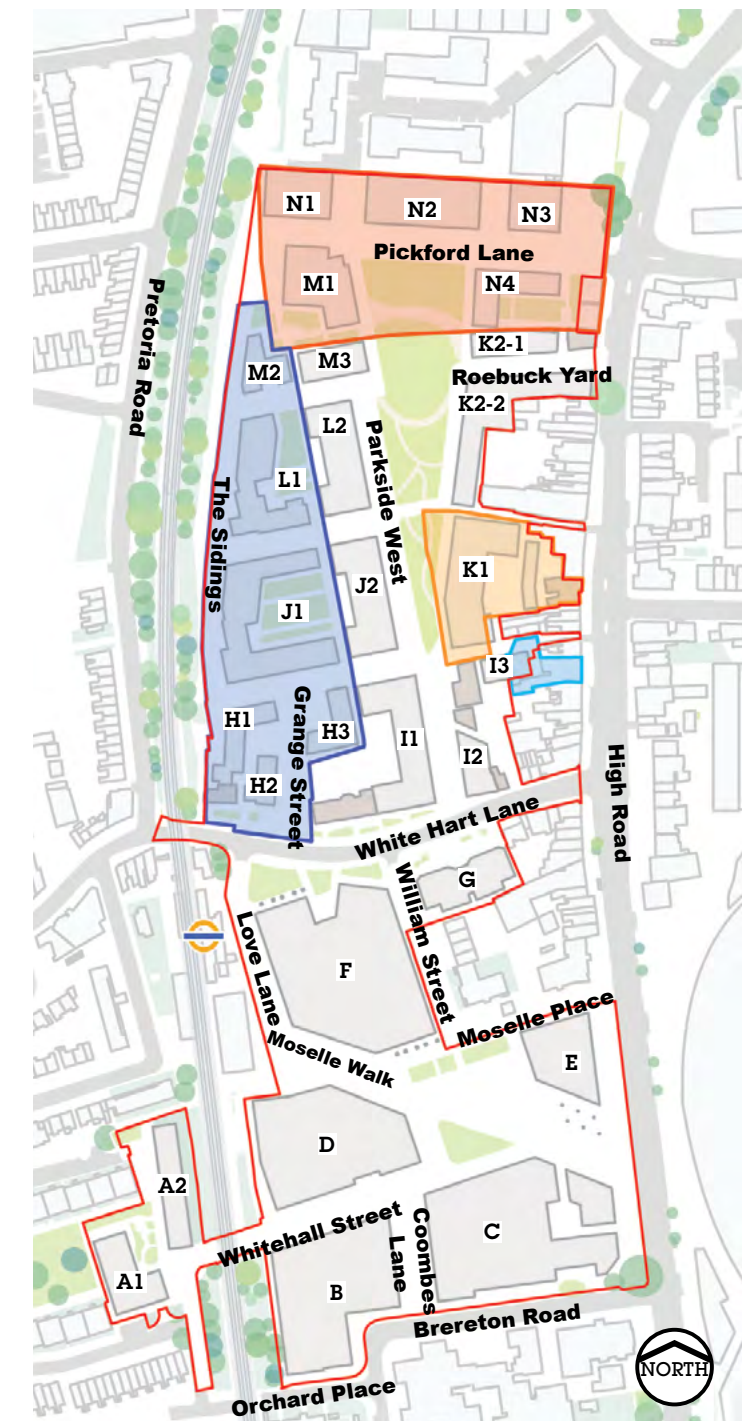


Fig.80 - HRW Masterplan overlaid with THFC planning application boundaries

HRW Hybrid Planning Application Boundary	Boundary
Goods Yard Application Boundary	Printworks Application Boundary
The Depot Application	807 High Road Application Boundary



The HRW Masterplan offers the opportunity to build on the local area's strong urban grain, cultural heritage, active leisure uses, and movement networks to deliver sustainable and characterful neighbourhoods, bringing new commercial activity and high quality homes.

This exciting regeneration brings a step change in the scale of investment within the local centre and represents a significant catalyst for change and a bright future for the High Road.



Fig.01 - Illustrative sketch of the HRW Masterplan



# KEY PLACES

## OVERVIEW

In recognition of the varied character of place, both within and surrounding the Site, eight Key Places have been identified within the Masterplan. Each place presents a distinct context, character and approach to architecture, so as to positively respond to and enhance, the area's heritage.

The definition of each Key Place is informed by: their location within the scheme; their relationship with the immediate and neighbouring context; analysis of existing heritage assets; and their proposed land uses, urban form, access, circulation and public realm strategies.

The following pages provide a summary of each Key Place setting out the key placemaking principles and general arrangement that have steered the design of each Place:

- High Road
- Moselle Square
- White Hart Lane
- Goods Yard
- Peacock Park
- Peacock Yards
- The Depot
- Whitehall Mews

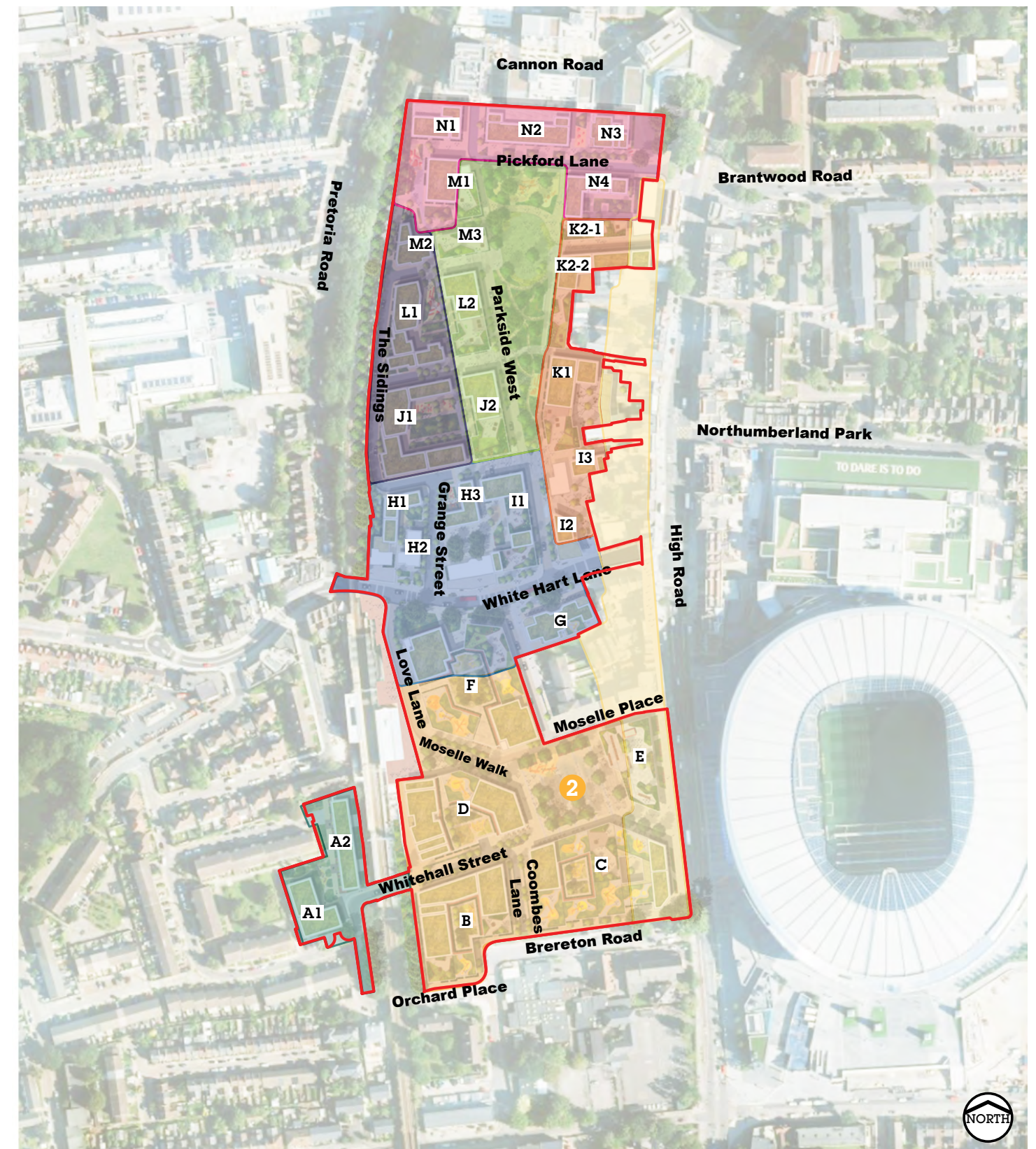


Fig.82 - Key Places Plan



## HIGH ROAD

The High Road's prominence as the local area's cultural and economic centre, and principal form of connection into and out of London. New buildings introduced to the street will be designed to integrate with existing land uses, retaining the street's authenticity and local identity, while supporting local retailers, and acting as a bridge between the existing heritage and the emerging development.

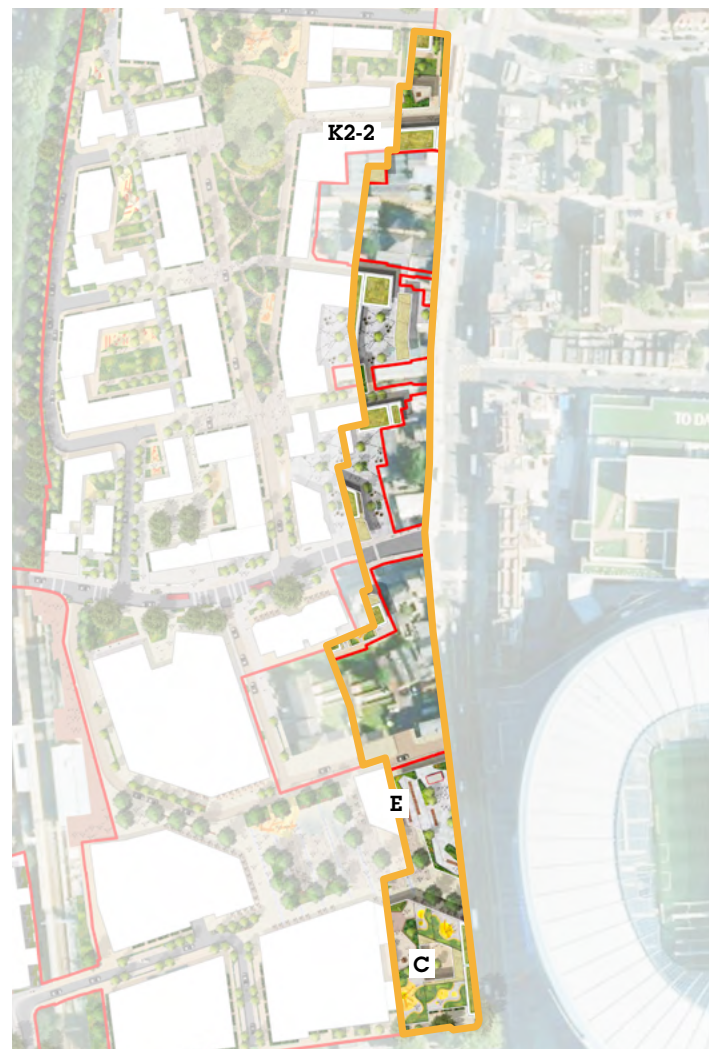


Fig.83 - High Road Location Plan

### Placemaking Features

- To the north a new working lane (Plot K2) replaces the existing Timber Yard, creating an active connection from the High Road into Peacock Park. The High Road frontage respects the existing mature tree and enhances to linearity of the conservation area.
- The new Library building (Plot E) delivers a transparent ground floor, supporting an important sense of active transition and visual connection between the High Road and the new public square, helping to draw people into the scheme. The building's landmark design helps signpost the new public square and heart of the community.
- Ground floor retail is encouraged to spill out onto the generous High Road public realm, creating a positive relationship with the street.
- To the south High Road frontage buildings (Plots C and E) are set back to continue the building line of the St. Francis de Sales Church and offer a generous public footpath to encourage people to dwell and enjoy the setting of the Library and THFC stadium.
- A quiet commercial yard off the High Road (Plot C) offers respite from the busy street in a secluded courtyard.
- A variety of retail, leisure, food and beverage and workspace are offered within Plots C and E to animate the public realm.
- The southern boundary of Plot C sets back from the existing mature trees on Brereton Road. Plot C also presents an important corner onto the High Road, signposting the arrival to Moselle Square.



Fig.84 - Illustrative sketch from High Road looking west along Roebuck Yard

## MOSELLE SQUARE

Moselle Square represents the civic heart of the new neighbourhood – open, inclusive and welcoming; acting as a focal point for HRW as a cultural, social and leisure destination with significant amenity and play space for local residents. Positioned on the confluence of routes across the Site, Moselle Square offers a flexible and multi-use space that is activated day and night, forming a key part of the arrival experience to the THFC Stadium.

### Placemaking Features

- The square is home to the new Library and Learning Centre – designed as a unique stand-alone mix used library, arts, leisure and community building.
- To the West the Library extends the verdant landscape of Moselle Square across a series of stepped green terraces, with opportunities for bars and cafés to inhabit multiple levels and activate the terraces. On the east the building infills the High Road, providing a continuity of street frontage and community prominence.
- The collection of buildings enclosing the square (Plots C, D and F) are designed to reinforce the civic nature of the space, creating a unified backdrop to the square. Buildings are further unified by their provision of generous retail, leisure and F&B spaces, extending the High Road's commercial offering. The layout is primarily determined by critical distances defining the key Station to Stadium route.
- Along the railway, Love Lane creates an inspiring station arrival with Plot D's prominent tall building framing the station gateway and offering a wayfinding feature visible from across the masterplan and beyond.
- New homes above commercial uses are accessed through quieter side streets, allowing residents to bypass Moselle Square and the High Road.
- The Station Arrival is edged by the existing Love Lane with retail, spill out spaces and residential entrances (Plots D and F) to connect Moselle Square to White Hart Lane. Plot D includes the scheme's tallest building, marking the station as an important arrival point and terminating the view from White Hart Lane.
- Buildings along the southern boundary (Plots B, C and D) transition between the existing residential to the south and higher density living with ground-floor duplex homes and improved public realm that maximises planting and pedestrian movement.



Fig.85 - Moselle Square Location Plan





Fig.86 - Illustrative view of Moselle Square looking towards High Road - Market Day





Fig.87 - Illustrative view of Moselle Square looking towards High Road - Nightlife



## PEACOCK YARDS

**Supporting the busy commercial activity of the High Road, this industrious neighbourhood will be home to a community of creative workplaces and light industrial operations.**

### Placemaking Features

- A series of working yards and narrow lanes celebrate the area's industrial past. Ground floor commercial space with homes above creates a mix of people that cohabit the spaces and provide a unique quality within the HRWM.
- The communal yard spaces facilitate deliveries to the blocks and work units whilst also offering flexible space for temporary exhibitions or small scale events, acting as a uniting element to existing businesses and new ground-floor workspaces.

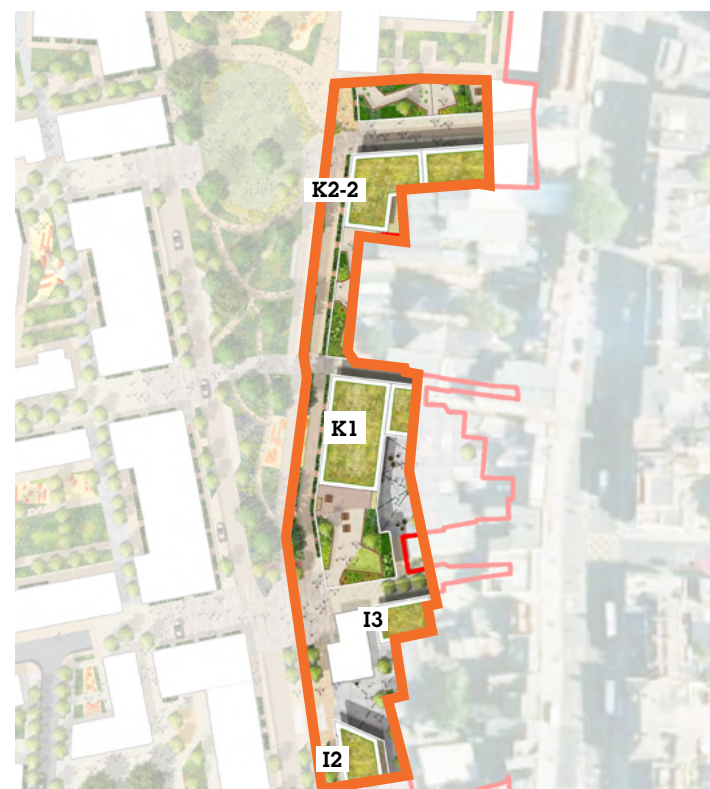


Fig.88 - Peacock Yards Location Plan

- The buildings form a transitional interface between the existing High Road and new neighbourhood, while providing a prominent frontage to the park.
- To the north, a cluster of light industrial units are located along Roebuck Yard (Plot K2); a new working lane that mirrors the existing historic passages, forming a prominent east-west route for pedestrians, cycles and restricted access vehicles. Plot K2 delivers the majority of the masterplan's provision for Light Industry.
- Plot K2-1 completes the block between N4 and the retained 865 High Road building, providing a prominent frontage to Roebuck Yard. K2-2 similarly fronts the new yard, while also uniting the backs of the High Road to the new development and creating a new modest intervention on the High Road frontage.
- Between existing passages Brunswick Square and Percival Court is a building and yard (Plot K1) that contains a number of ground floor workspace units with frontages on all sides. Percival Yard is proposed with a flexible use and light industrial frontages on all sides. The listed building 819-821 High Road ('La Royale') is retained.
- Within the existing Chapel Place and neighbouring the retained Chapel building are two smaller infill buildings (Plots I2 and I3) that provide additional workspace. Chapel Place offers a unique focal point from White Hart Lane and within the masterplan.



Fig.89 - Illustrative view into a working yard

## PEACOCK PARK

**Peacock Park delivers the masterplan's principal area for green open space, offering a lush and healthy environment for all. This quiet haven contrasts with the urban character of the busy High Road. A variety of residential and workplace communities surround the park, creating an energy and sense of life throughout the day.**

### Placemaking Features

- Peacock Park forms the heart of the community north of White Hart Lane, providing a series of open green spaces varying in character and providing fundamental parts of the masterplan's play and green infrastructure network.
- Buildings fronting the park are defined by their proximity to nature. Embedded into the natural landscape of Peacock Park and seen from vistas across the space, a unified approach to architecture and materials creates an attractive edge to the open space.
- Contemporary mews lanes bordering these plots allow the park to be extended into quieter neighbourhood squares and tree-lined residential streets for residents to occupy with informal activities.
- To the east, industry and workspace front the park (Plots K1 and K2), bringing a mix of people throughout the day. A combination of workspace and light industrial units are provided, with active frontages both to the park and to yards behind.
- To the west (Plot J2 and L2) and north (Plot N4 and M3), residential buildings with ground floor duplex homes present a contrasting balance of activity, marking the start of the masterplan's quieter residential neighbourhood.
- Retail and community functions with active frontages onto the northern portion of the Park (Plot N4 and M3), help to animate the open space along its length.
- The retained Chapel acts as a historic focal point on the southern corner from White Hart Lane and within the Park to orientate residents.



Fig.90 - Peacock Park Location Plan





Fig. 91 - Illustrative view looking south through Peacock Park



## GOODS YARD

The Goods Yard delivers a community of residential buildings running north from White Hart Lane along the east of the wooded railway embankment. A cluster of workspace and retail buildings surrounding the existing Station Master's House and Grange buildings create an intimate gateway of heritage-informed low-rise buildings.

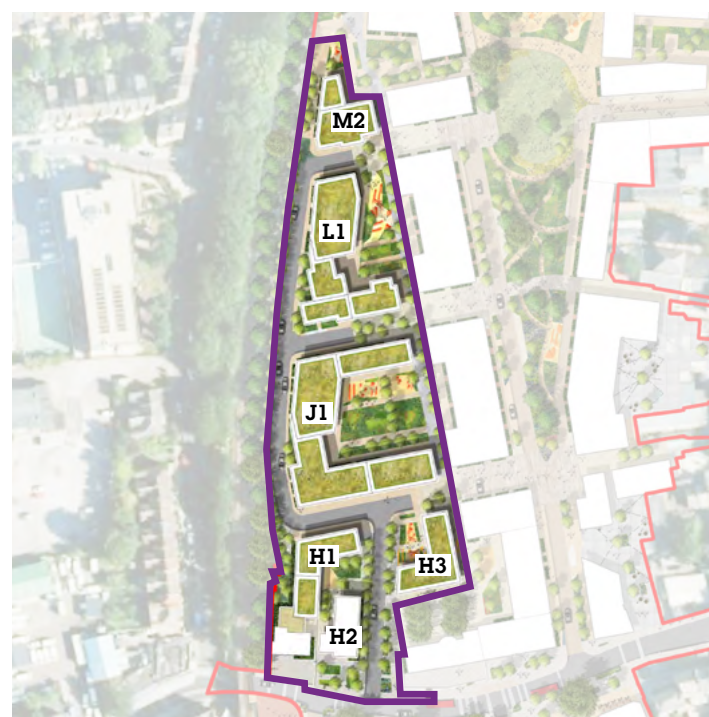


Fig.92 - Goods Yard Location Plan

### Placemaking Features

- Two large residential blocks (Plots J1 and L1) define the area to the north, with similar form and massing. A series of proposed public spaces reintroduce a pedestrian-led approach and create informal connections, while ground-floor and duplex apartments provide active frontages throughout.
- Central courtyards provide garden amenity space and doorstep play that is shared among the residents.
- The streets are designed as mews streets extending the public realm from Peacock Park to resident spaces. These are complemented by additional public realm including the Grange Yard and Carbery Walk.
- The form and massing of the Goods Yard is defined by the existing consented Goods Yard Application (2018) to create a legible residential community in the north that is integrated into the aspirations of the wider masterplan.
- At the north end of the Site is Plot M2 that terminates the view up Carbery Walk.
- A small retail unit is located to the south-west corner of Plot J for resident's convenience.

## WHITE HART LANE

**Celebrating the street's heritage and retaining its important function as a key route through the area, White Hart Lane will be activated through movement, a sense of architectural transition and new commercial activity; creating a place that prioritises pedestrians, nature and spill out spaces.**

### Placemaking Features

- White Hart Lane will continue to be a main arterial route across the Site but will be transformed from a vehicle orientated route into a welcoming pedestrian and cycle friendly environment. This is a transitional space between the residential area to the north and the civic nature of Moselle Square.
- Improved street crossings, cycle links and high quality public realm features. Existing mature trees along the street's southern edge will be retained to further add to the streets green character.
- The setting of many of the existing buildings along White Hart Lane has deteriorated through the erosion of historic street frontages, demolition of neighbouring buildings, low quality public realm, and the introduction of poorer quality infill development. A number of plots to the north of White Hart Lane sit within the Conservation Area and in the vicinity of heritage buildings and spaces.
- The Grange is a prominent Grade-II\* listed building which defines the character of White Hart Lane. Plot I1 has been designed to respect and improve its setting, with massing stepping down to the conservation area. In addition Plot I1-1 aligns to the Grange's street frontage and proportions. The street will benefit from more unobstructed views of the Grange.
- Bordering the existing locally listed 6a White Hart Lane is Plot I2 b, which is also aligned to the Grange's frontage line. This Plot marks a prominent corner into the development leading to the public park.
- Neighbouring the listed No. 7 White Hart Lane is Plot G that is setback from the historic building line to retain its heritage setting and to respect the retained mature street trees.
- The locally listed Station Master's House and Plot H1, H2 and H3 form part of the consented Goods Yard Planning Application, providing retail and workspace uses. Homes are provided on upper floors of Plots H1 and H3. The scale and massing of these plots are low-rise responding to the setting and scale of adjacent heritage assets.



Fig.93 - White Hart Lane Location Plan





Fig.94 - Illustrative view looking east along White Hart Lane



## THE DEPOT

The Depot completes the urban grain established by the Cannon Road development. Framing the northern end of Peacock Park, the family of buildings form a coherent place with a distinct residential character and quality.

### Placemaking Features

- Buildings to the east of this area create the northern entrance to the scheme along Pickford Lane. Their proximity to the Conservation Area is sensitively integrated into designs through adopting the predominant scale, character and materiality of buildings along the High Road.
- The tall building in Plot M1 complements the rhythm of tall buildings across the masterplan and importantly aids wayfinding, signalling the proposed new park from the High Road. A lower building fronts the park.
- The form and massing of the Depot is defined by the existing consented Depot Application (2019) to create a residential community in the north of the masterplan that is integrated into the wider aspirations of the High Road West development.
- Aligning with the frontage of the Rivers Apartments development, Plot N1 forms an entry point into the Site from Cannon Road.
- Along the northern edge of Peacock Park is Plot N2 completes the urban block with Mallory Court and is designed as a mid-rise building that is sympathetic in its form and massing to its neighbours.
- At the northern gateway from the High Road are low-rise residential buildings (Plots N3 and N4) that are defined by their proximity to heritage assets, existing mature trees and the primary school.
- Plot N4 responds to the proportions and massing of the Grade-II\* Listed 867-869 High Road building (outside the application boundary), proposing to step up from the heritage asset. The western façade is designed as a prominent park frontage, and includes a ground-floor café.



Fig.95 - The Depot Location Plan

## WHITEHALL MEWS

Whitehall Mews will deliver the first homes for the residents of the Love Lane Estate and Homes for Haringey. This site has been designed to meet the requirements of the Love Lane Design Guide and Charter, written by Love Lane residents in 2014.

### Placemaking Features

- Whitehall Mews will form a connection between the existing local vernacular and the emerging HRW Masterplan.
- The existing pedestrian route between Headcorn Road and Whitehall Street is retained and is has been an important move in the Site strategy, helping to guide the landscape design.
- Planting and play space will be provided for the community to enjoy. All buildings face onto the central courtyard garden, providing natural surveillance and discourage antisocial behaviour in addition to providing a verdant pleasant space.
- Three residential blocks are sited to respond to the contextual urban grain. Building A1 sits in a North-South axis and provides a strong gable at the Western end of Whitehall Street, drawing people into the Whitehall Mews gardens.
- Adjoining the Eastern edge of the Site Buildings A2 and A3, aligning with the London Overground rail lines. Rear gardens to the ground floor duplexes back on to the railway embankment.



Fig.96 - Whitehall Mews Location Plan



Fig.97 - View looking west towards Whitehall Mews





Fig.98 - View looking south along Whitehall Mews



USE & AMOUNT

PROPOSED QUANTUM OF DEVELOPMENT

The two tables opposite set out the quantum of development proposed within the application.

Table 1 shows the Illustrative Masterplan Mix by Unit Size comprising all homes delivered across all tenures and phases. Table 2 shows the accommodation schedule for the gross external area for each land use class within the Illustrative Masterplan, along with proposed maximum and minimum areas that can be delivered by any future alternative scheme.

In summary the Illustrative Masterplan accommodates:

- 2,612 homes with a predominance for 2 beds and 1 beds;
- 245,685 sqm of Use Class C3 residential floorspace including all residential ancillary space;
- 12,922 sqm of Use Class E (a,b,c,d,e,f,g) space for retail, restaurants and cafés, small enterprises and office, recreation and fitness, and light industry. With a minimum floorspace of 4,686 sqm delivered either as B2, B8 or E(g);
- 2,997 sqm of Use Class F1 (d,e) and F2 (b) for the Library and Learning Centre and other community facilities; and
- Approximately 42,100 sqm of publicly accessible open space.

For further information on housing numbers and delivery, please refer to the Planning Statement and Development Specification.

Illustrative Masterplan Mix (by unit size)		
No. Bed Spaces	No. Homes	& Mix
Studio	85	3%
1 Bed	859	33%
2 Bed	1,237	48%
3 Bed	375	14%
4 Bed	56	2%
TOTAL	2,612	100%

Table.2 - Illustrative Masterplan Mix (by unit size)

Land Use	Illustrative Masterplan GEA (sqm)	Minimum GEA (sqm)	Maximum GEA (sqm)
Use Class B2: Industrial*	0	0	7,000
Use Class B8: Industrial*	0	0	1,000
TOTAL USE CLASS C:	0	0	8,000
Use Class C3: Residential	245,685	235,000	280,000
TOTAL USE CLASS C:	245,685	235,000	280,000
Use Class E (a): Retail other than hot food	4,934	4,000	7,800
Use Class E (b): Sale of food and drink mainly for consumption on premise			
Use Class E (c): Commercial, professional(other than medical) or financial services			
Use Class E (d): Indoor sports, recreation or fitness	3,200	500	4,000
Use Class E (e): Medical or healthcare	0	0	1,000
Use Class E (f): Creche, day nursery or centre	0	0	2,000
Use Class E (g: i, ii and iii)*: offices for operational or administrative functions,R+D of products or processes, industrial processes	4,788	1,525	7,200
TOTAL USE CLASS E:	12,922	6,025	22,000
Use Class F1 (d): Public Libraries or reading rooms	1,415	500	3,500
Use Class F1 (e): Public halls or exhibition halls			
Use Class F1 (f): public places of worship	555		
Use Class F2 (b): local community halls	927	500	2,500
TOTAL USE CLASS F:	2,897	1,000	6,000
Sui Generis: Energy Centre	1,700	200	1,800
Sui Generis: Public House	0	0	3,000
Sui Generis: Sub Station	0	0	500
Sui Generis: Cinema	0	0	3,000
TOTAL USE SUI GENERIS:	1,700	200	8,300
Residential parking	7,865	4,000	15,000
TOTAL:	271,069	249,386	339,300

Table.3 - Illustrative Masterplan Summary Land Use Schedule

\* A minimum floorspace of 4,686sqm GEA will be delivered either as B2, B8 or E(g i, ii or iii) consistent with the Minimum and Maximum floorspace areas for these uses.



## ILLUSTRATIVE PHASING & DELIVERY

The Illustrative Masterplan is proposed to be delivered across nine construction phases. The proposed phasing is subject to future revision, with the potential for phases to overlap, occur at the same time and/or change through the lifetime of the masterplan:

### Phase 01

- Whitehall Mews provides new replacement affordable homes with associated play and landscape works. The detailed proposals for what this phase delivers is outlined within the supporting detailed planning application.
- Construction will also begin on diverting Love Lane and Moselle Street to link Love Lane to William Street, facilitating the extension of the Station arrival space and beginning of Moselle Walk.

### Phase 02

- Delivering Plot F and G and the first of the higher density buildings. The Plot's northern facade will frame the southern elevation of White Hart Lane, forming a new active frontage to the street with a mix of retail, food and beverage, leisure and workspace to transform the life of the street. The new Moselle Walk will further be activated by spill out spaces.
- Plot D introduces the scheme's principle wayfinding marker building, signpost the emergence of this exciting new community and highlighting the station location. Forming the first framing facade of a new civic square animating the improvements to the station arrival space and Moselle Walk, completing the eastern entrance to the Site.

### Phase 03

- The introduction of a new civic heart to the community will be delivered through the completion of Moselle Square and the final portion of Moselle Walk, linking to the High Road. Plots B and C will be delivered, introducing new homes alongside retail, food and beverage and leisure space with associated spill out space onto the newly created Moselle Square.
- Plot E will provide the Library and Learning Centre with dedicated retail, food and beverage and leisure spaces alongside library, community, work and health and fitness spaces. This will form the eastern edge of the scheme, completing the High Road frontage and connection to THFC stadium.

### Phase 04

- Works to the north of White Hart Lane begin with the delivery of Plots H1, 2 and 3, providing homes above a mix of retail, leisure, community and work space. High quality new public spaces at Grange Yard and Station Master's Square will also support the integration of prominent heritage assets.
- The completion of Plots J1, L1 and M2 will frame the scheme's western boundary and create the new residential community along the northern railway edge.

### Phase 05

- This phase will deliver the first section of Peacock Park including play facilities, planting and new pedestrian links alongside the residential community to the north, connecting the scheme to the neighbouring Cannon Road development and the site's northern entrance. This phase will also deliver Plot M1, creating a prominent marker to the north and completing the spine of tall buildings along the railway edge.

### Phase 06

- A new access road from White Hart Lane will invite visitors into the centre of the site to enjoy the completed parkland open space, including an open lawn, wetland area, extensive tree planting and nature areas, creating a generous and welcoming open space asset for the growing community at Peacock Park.
- The delivery of Plots K1 and K2 form an important asset in connecting the scheme back to neighbouring High Road plots, animating the existing lanes of Brunswick Square and Percival Court, and framing the eastern edge of the park. These plots provide the majority of the masterplan's workspace and light industrial units, surrounding working yards and with residential provision above, offering a new mix of people and activity to the Site.

### Phase 07

- The delivery of Plots J2, L2 and M3 complete the park's western edge with a unified family of buildings and playful and high quality streetscapes.

### Phase 08

- Works are concluded through the completion of Plots I2 and I3 and Chapel Place, and Plot I1 neighbouring the Grange. These heritage informed Plots sensitively complete the activation of White Hart Lane and mark the final piece of the HRW Masterplan.

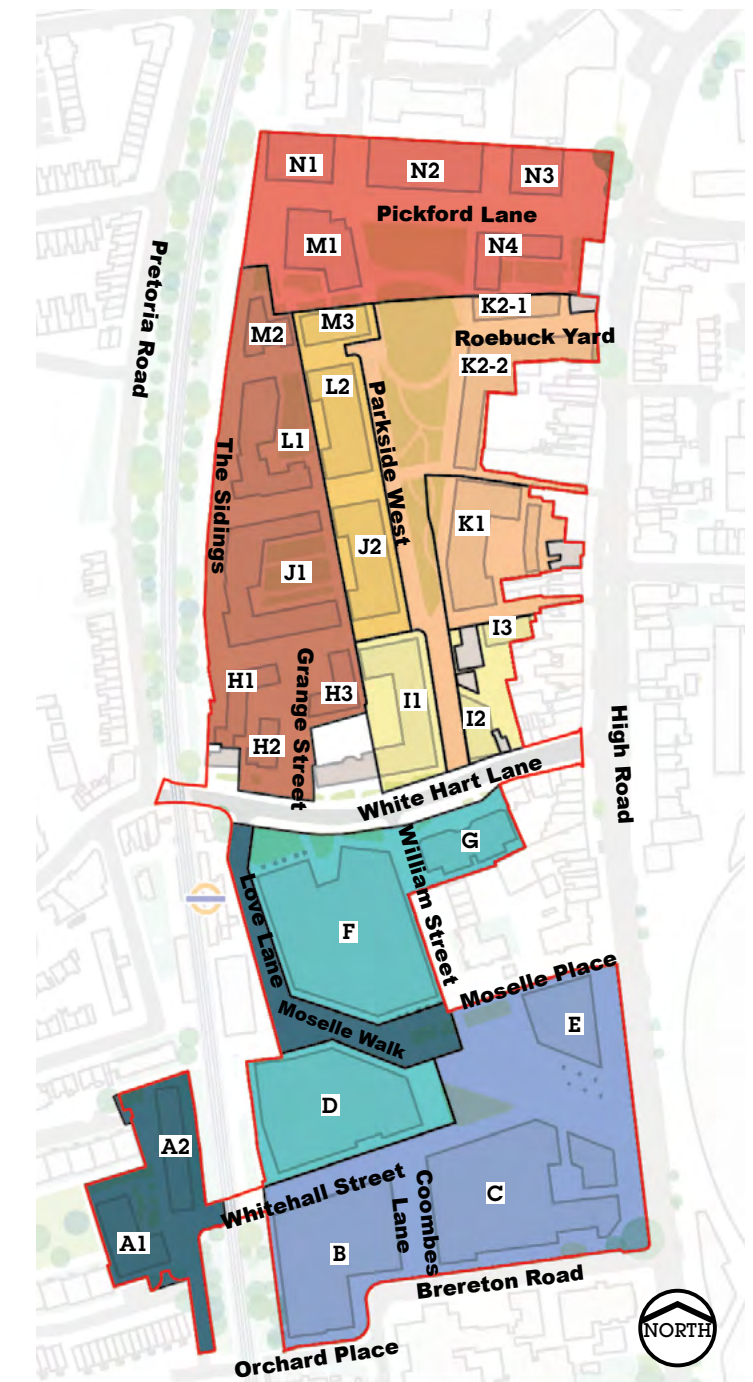


Fig.99 - Phasing diagram

Hybrid Planning Application Boundary	Phase 04
Phase 01	Phase 05
Phase 02	Phase 06
Phase 03	Phase 07
	Phase 08



## MEANWHILE USES

**Meanwhile projects will be used to help seed and grow small businesses, provide educational opportunities, support culture, and help facilitate safe and healthy lifestyles.**

The scheme's phased approach offers opportunities to generate meanwhile use interventions throughout the life-cycle of the HRW project, with the intention that a number of these will become ingrained and ultimately managed by the community themselves, creating a legacy and sense of ownership within it. The approach will ensure that meanwhile use interventions are the most impactful they can be for the HRW community; empowering and inspiring local businesses and people, celebrating local culture and priorities.

A range of meanwhile use opportunities have been realised across other projects delivered by the Applicant team, which can be used as precedents for HRW, while being considered in the specific HRW context. This includes urban farms employing and educating local people and mixed-use pop-up containers for local businesses, allowing them to grow and take space in permanent spaces.

### Meanwhile Greening

Access to green space is key for health, wellbeing, community strengthening and a sustainable neighbourhood. Whilst HRW's largest permanent green spaces are established in the North site, opportunities will be sought to provide green pockets in the immediate period, providing space which the community can feel is theirs. This will explore meadows, planting to support wellbeing and attract wildlife, temporary orchards and forests and natural play areas, a green platform for the community to play, exercise, relax, and learn about the natural world.

### Job and Business Opportunities

Permanent workspaces at HRW are largely planned to complete in the later phases of the development, from 2028 to 2030. To cater for this earlier, we will provide small, flexible workspace opportunities which are affordable for local start ups and SMEs employing local people and aligned to local demand and needs.

This will not only provide space for small businesses to innovate and expand with a view to becoming part of the permanent scheme, but also provide local food and beverage businesses with a new destination to be a part of, which will draw customers from a wider area. For example, at Elephant and Castle Artworks housed over 30 local businesses on a temporary basis for 3 years. Five of the F&B operators have now taken space in the permanent scheme.

All future projects will work with the local community to develop the most appropriate meanwhile uses that will deliver the best outcomes and establish the emerging character of HRW.



Fig.100 - Elephant Park temporary workspace and retail



Fig.101 - Elephant Park temporary meadow

## AFFORDABLE HOUSING

**At the heart of the scheme is the regeneration of the Love Lane Estate and the delivery of a significant number of new affordable homes.**

Built at the beginning of the 1960s the Love Lane buildings are in poor condition with poor thermal performance, small rooms, no private amenity space, and do not meet current accessibility standards.

The Proposed Development commits to replacing the 297 existing council homes with new homes that meet current standards and building regulations, as well as providing an additional 203 council homes in the southern of the Site. This delivers 40% affordable homes by number of units in the first phase. The intention is to provide at least 35% across the masterplan, with the ambition to increase this to 40% depending on viability and the availability of grant funding. The first phases focus on the re-provision of council homes and are biased to affordable rent – later phases will include more intermediate rent and shared ownership homes.

The development will be tenure blind with no difference in the appearance or quality of homes delivered. While some plots will be single tenure, either all affordable or all private sale, amenity and playspace will be shared by all.

The affordable homes at Elephant Park are a great example of this approach, it is difficult to distinguish between the tenures and many public amenity spaces are shared.



Fig.102 - Existing Love Lane homes

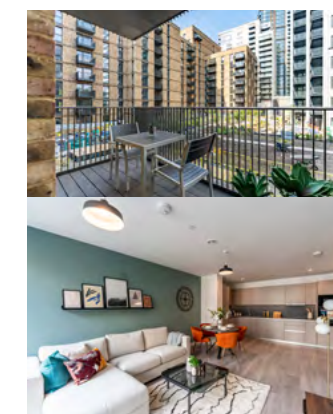


Fig.103 - Elephant Park new Affordable homes

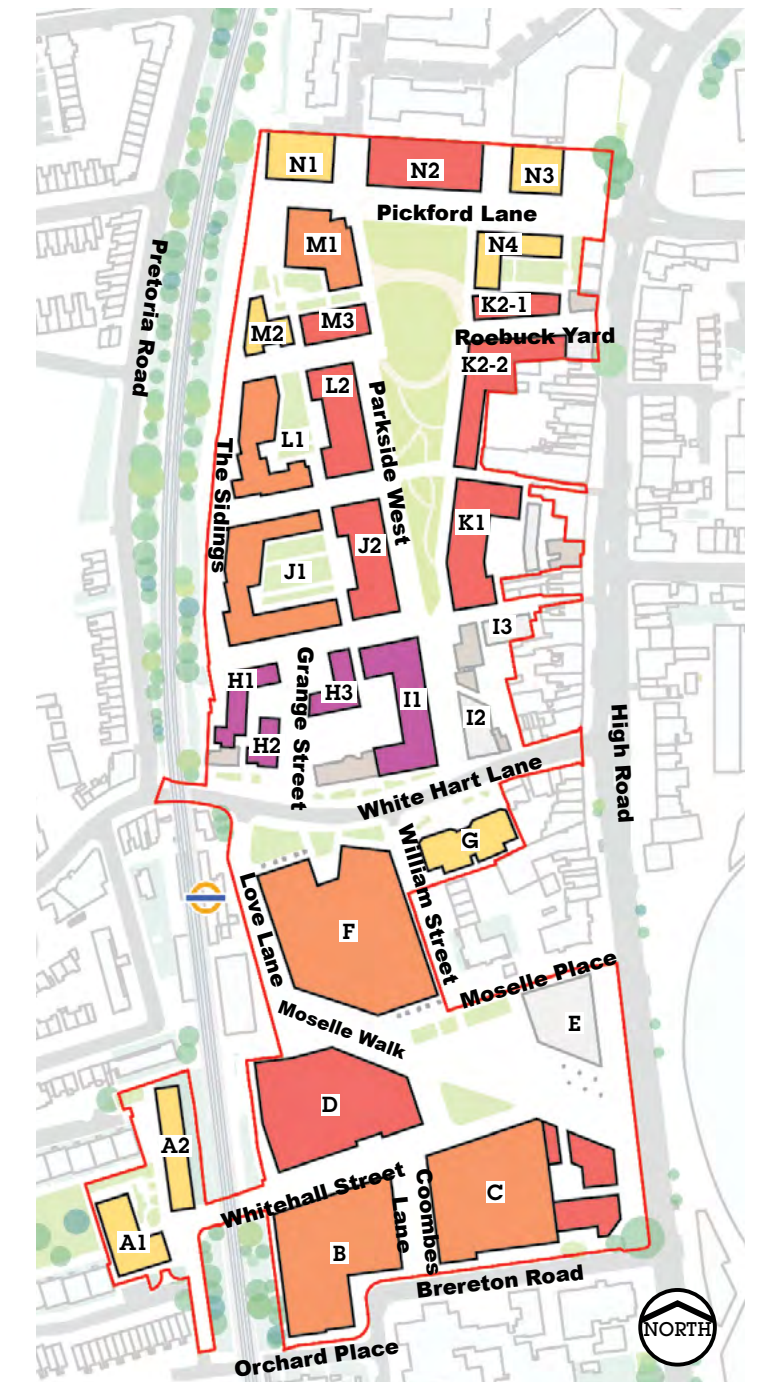


Fig.104 - Affordable Housing Plan

Hybrid Planning Application Boundary	100% Open Market Plot
100% Affordable Plot	100% Shared Ownership Plot
Mixed-Tenure Plot	



## KEY SPATIAL MOVES

Building on the placemaking principles set out previously in this section, the following pages present the key spatial moves of the HRW Illustrative Masterplan.

### Celebrate heritage assets and Retaining high quality trees

Retaining all statutory and locally listed buildings within the Site and the conservation area establishes a clear reference and bridge to the area's heritage.

Retaining the higher value trees across the Site ground the scheme within a mature public realm. These will be supported by the planting of a significant number of new trees to promote a verdant canopy of trees across the masterplan.

### Retaining existing entry points, forging a new connection between station to stadium

A new key desire line between White Hart Lane Station and THFC Stadium facilitates easy movement between these local destinations. Moselle Walk is proposed as a multi-use and versatile route through the scheme improving local permeability and legibility.

All existing passages and points of access into the Site are retained to reinforce the area's historic grain and local connections.

### Connecting existing communities and locate generous open spaces at key crossroads

A network of streets define the area's new urban grain with legible routes connecting communities and local destinations, facilitating community cohesion and promoting greater local porosity.

Generous areas of public open space at located the centre of the neighbourhoods to the north and south of White Hart Lane, offering invaluable destination leisure, play and commercial space within nature and community orientated landscapes.

### Integrating the High Road and Cannon Road

The existing urban blocks are completed with mixed use buildings that provide the opportunity for activation to the rear of the existing High Road businesses, creating an industrious setting for workspace and local industry.

The park is framed along its northern edge and completing the neighbouring Cannon Road urban blocks. Potential future links are safeguarded offering further connections should they be deemed viable and appropriate in the future.



Fig.105 - Key spatial moves diagram 01



Fig.106 - Key spatial moves diagram 02



Fig.107 - Key spatial moves diagram 03



Fig.108 - Key spatial moves diagram 04



### Frame open spaces and edge the streets

The public spaces are framed by active frontages with a mix of uses integrated with the public realm. The defined frontages focus the life of the spaces into the centre and create clear edges for the activities within them.

New streets with appropriate building to building widths create a hierarchy of routes that support a legible access and servicing strategy.

### Setback buildings to respect existing site features

The existing mature trees along High Road, White Hart Lane and Brereton Road are protected and celebrated by setting back the proposed buildings. Building setbacks also respond to the location of the Moselle River culvert, creating a generous 'garden zone' and wide pavement to support ease of movement for visitors to the High Road and Stadium.

### Address local sight-lines with significance & interest

Key vistas through the scheme are animated by articulating and offsetting buildings within sight-lines. In addition prominent uses and façades offer interest, which in combination create a sense of surprise and discovery to draw people through the area.

### Gradient height to respond to heritage context

A lower scale of development is established where the scheme meets the conservation area and existing buildings on High Road, White Hart Lane, Brereton Road and Cannon Road. This in turn allows a gradual gradient of height upwards towards the railway. This sensitive approach to height limits the impact of the new development on the setting of listed buildings and the conservation area, creating an evolution to the urban townscape that positively preserves its heritage context.

### Marking east-west links & community anchors at the heart

Buildings of height are placed at key east-west gateways and along key vistas to guide visitors through the local area towards key open space and transport nodes. The masterplan's principal community buildings are central anchors within community life and animating features of the primary open spaces and movement corridors.



Fig.109 - Key spatial moves diagram 05



Fig.110 - Key spatial moves diagram 06



Fig.111 - Key spatial moves diagram 07



Fig.112 - Key spatial moves diagram 08



Fig.113 - Key spatial moves diagram 09



## DISTRIBUTION OF USES, ACTIVE FRONTAGES & ENTRANCES

### Distribution of Uses

**High Road West is proposed as a residential led mixed-use development. Outline planning permission is sought for the delivery of approximately 2,600 new homes, including 500 affordable homes, with commercial, industrial, community and leisure activities, located within clusters of complementary uses.**

Proposed uses are configured to complement and intensify existing uses along the High Road. The variety of uses will generate a mixed community and, embracing both daytime and evening economy, create a truly vibrant destination while enhancing the leisure, retail and light industrial employment uses that characterise the area.

Four key objectives guide the land uses strategy:

- Replace and introduce new residential buildings ensuring High Road West is a place to live, work and play.
- Support and extend the existing retail environment along High Road to create a new retail and dining destination within the established Local Centre, allowing sufficient flexibility to encourage innovative solutions and adapt to change over time.
- Respond to the leisure destination of THFC Stadium and TAAP to create a hub for leisure and recreation.
- Intensify industrial uses on site and provide commercial clusters with light industry, office and complementary uses including community and social facilities.

Proposed uses support the identity of the Key Places and are distributed as follows:

### Retail, leisure, cafés and restaurants:

Predominantly concentrated on the ground floor levels of buildings surrounding Moselle Square, with a significant commercial offering proposed to spill out into the public square, creating a new leisure destination. These will provide active uses to animate the public realm and passive surveillance encouraging pedestrian footfall and improving the sense of security. Further floorspace is proposed to the north along White Hart Lane and High Road to complement the existing retail character of these primary movement routes.

### Residential:

Provided at the ground floor and upper floors of buildings across the masterplan, utilising a range of home types to respond to expectations of the market and cater for different family groups and lifestyles. Ground floor residential areas are largely located near existing residential to the north and south of the Site, and within the Goods Yard to the west and also to sit outside of the flood risk zone. Ground floor homes also offer further activation and surveillance of the public realm.

### Community uses:

Located at key locations within the masterplan to offer a range of spaces and the social value of activities for the community. A significant public offering is proposed across the upper levels of the Library and Learning Centre acting as a prominent anchor at the heart of the scheme.

### Employment uses:

Workspace is predominantly located on the ground and upper floors of buildings located to the rear of the High Road and north of White Hart Lane. Workspace units have varied sizes to encourage a range of tenants.

### Industrial uses:

Light industrial workshops sit alongside commercial office space on the ground floors of buildings connecting with the High Road creating a cluster of uses. Industrial units have varied sizes to encourage a range of tenants.

### Active Frontages & Entrances

Each of these active uses have been carefully distributed along primary and secondary routes and key public spaces to create animation, minimise areas of inactivity and encourage uses to spill out into the public realm and offer vitality to new and existing streetscapes.

To promote different types of activation and provide a hierarchy of open spaces, the concentration and mix of active uses will vary across the Site. This has informed the approach to primary and secondary active frontages with the majority of residential and commercial entrances being located along primary routes and surrounding open spaces.

Active uses will sit alongside residential entrances and frontages, creating various levels of activated façades to all plots, supporting the definition of the street character, and positively improving the pedestrian experience through the area. With visually permeable façades and generous distribution of entrances they will provide natural surveillance and discourage antisocial behaviour.

*For more information on active frontages, please refer to the Design Code submitted as part of this application.*

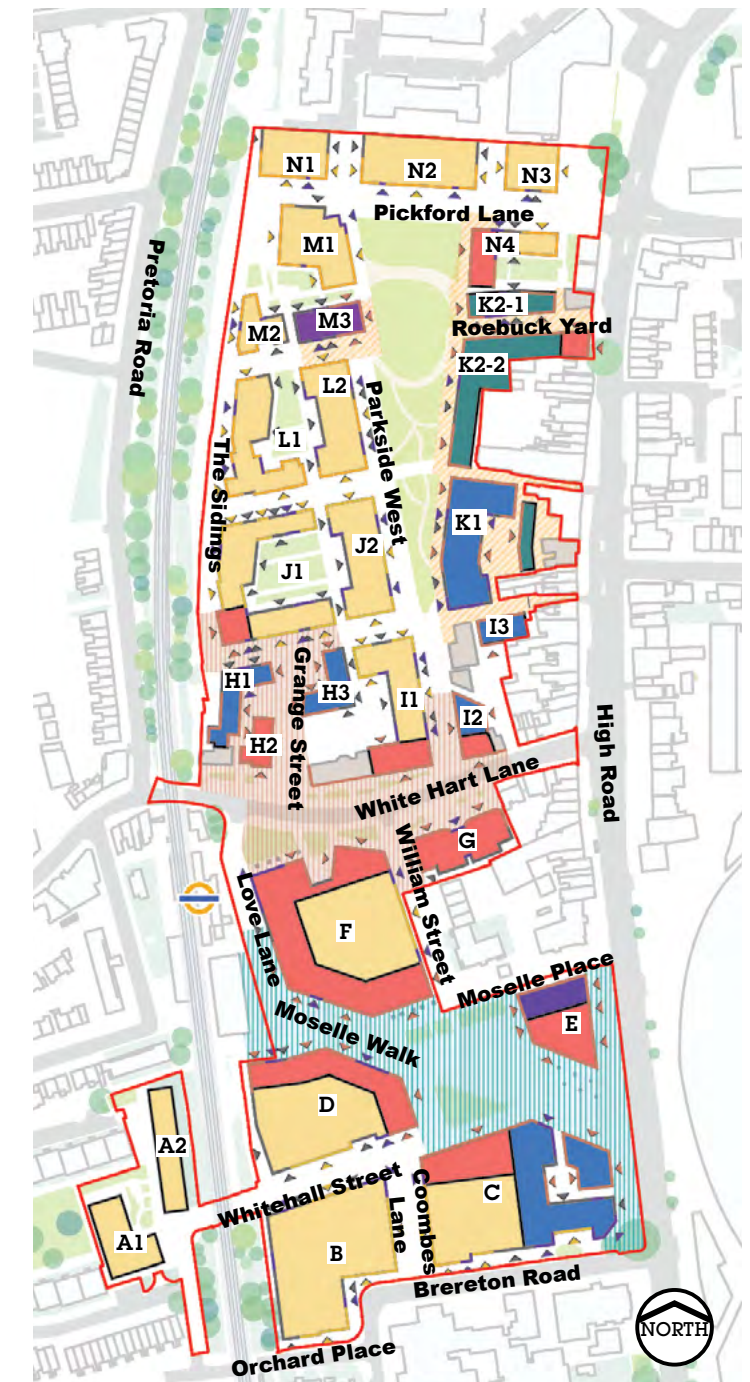
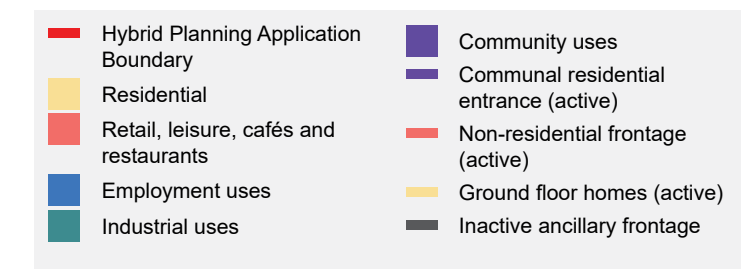


Fig.114 - Illustrative Ground Floor Uses





## ACTIVE USES & SPACES AT REAR OF HIGH ROAD

**Framing the rear of the High Road, Peacock Yards deliver a series of working yards. These spaces offer a mix of active and quiet spaces set back from the busy High Road, with opportunities for a varied programme of uses throughout the day and into the evening.**

The flexible yards offer the opportunity for delivering a range of possible activities or buildings, including:

- Working courtyards to be inhabited by a spill out of workspace & light industry;
- Small scale workspaces & retail businesses located within the courtyard, which may be temporary or permanent;
- Flexible space for events, outdoor dining, artwork or community activities; or
- Rear extensions to existing commercial properties along the High Road

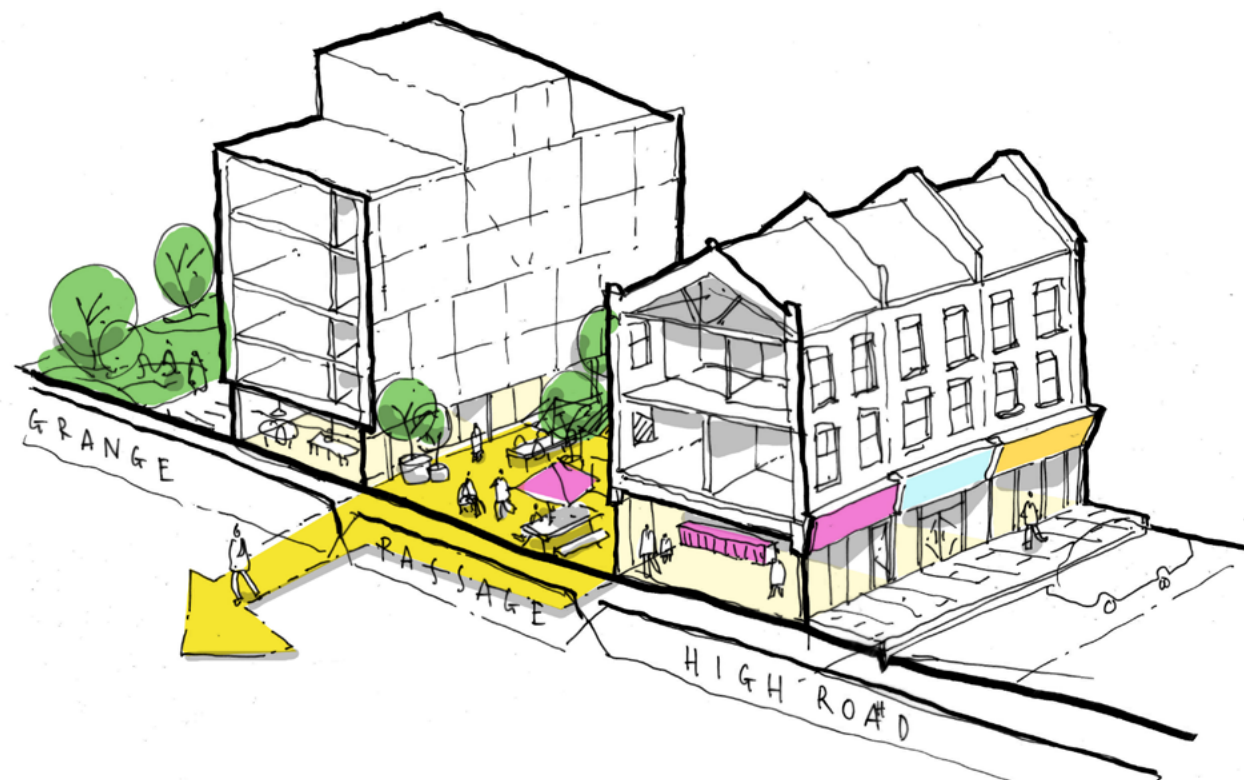


Fig.115 - The Yards Concept Design

The diagrams opposite present a range of possible scenarios for different arrangements and uses for a typical yard:

- 01** A Working Yard - space to receive deliveries activated by views through to Peacock park;
- 02** An Inhabited Yard - introducing a range of small scale business units for pop-up markets, maker workshops, small local businesses, and micro light industrial operations;
- 03** Rear Extensions - encouraging the High Road businesses to engage with the yards with opportunities for restaurants and other businesses to spill out.

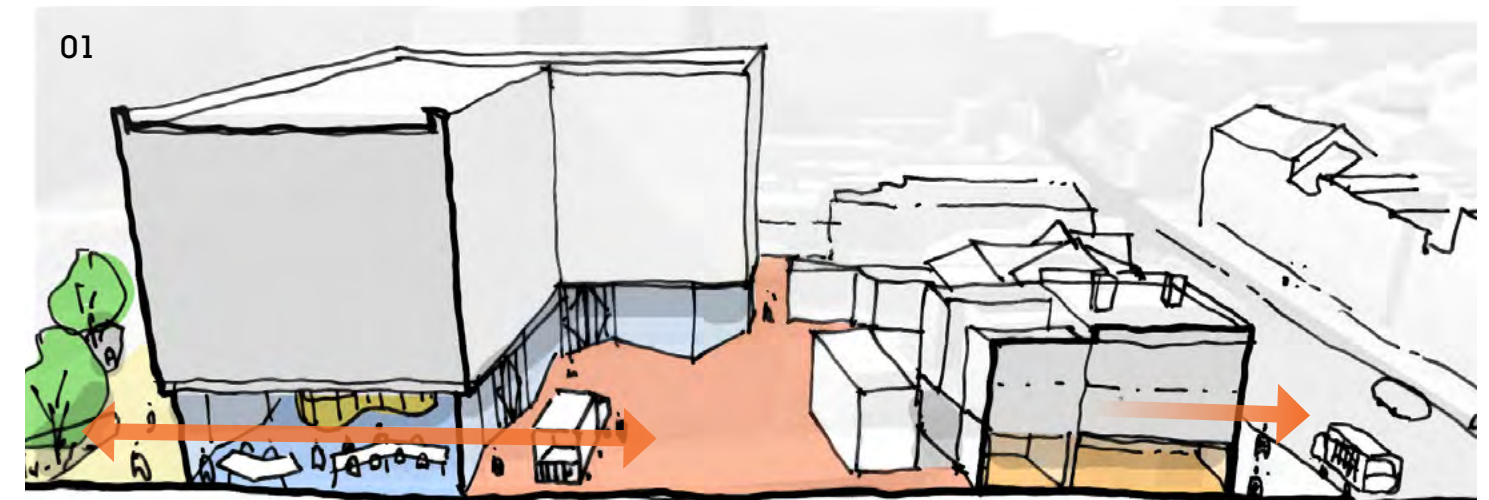


Fig.116 - Different approaches activating the yards



## CRITICAL DISTANCES

**A range of critical dimensions are defined across the masterplan. Particular attention is applied to the following areas:**

### Neighbouring Heritage Assets:

Existing party wall conditions exist along White Hart Lane and the eastern edge of the Site with the High Road properties. Some of the proposed plots are set back, respecting existing relationships and preserving opportunities for current land owners to modify and extend their buildings in the future. Plot G is offset from No.7 White Hart Lane to respect the listed building's setting.

### Defining Public Open Spaces:

The scale and proportions of Moselle Square and Peacock Park are set out to accommodate their functionality. Moselle Walk is also defined to facilitate effective crowd flow movement and potential queuing facilities on event days between the station and stadium.

### Defining Streets:

The Parameter Plans include Development Plots and horizontal deviations that enable definition of the streets across the masterplan to accommodate planting, parking, footpaths, carriageways and defensible space where appropriate. The dimensions of the streets also ensure appropriate privacy between buildings and sense of comfort for pedestrians, this is particularly important for the narrower streets which are carefully designed to be safe, welcoming and with appropriate framing and view of sky.

### Bordering Network Rail Land:

To the south, plots are offset from Network Rail Land and the railway line, minimising noise disruption for future residents, access issues and mitigating potential risks to rail operations during construction and in use. To the west of Plot D access is maintained to provide 24 hour vehicular access for Network Rail and for maintenance and emergency purposes.

### Existing site features:

Plots near the Moselle Culvert are positioned at least 3m from it. The development also allows space for the existing mature trees along the High Road, Brereton Road and White Hart Lane to be retained and thrive.

### Separation distances between homes:

Minimum separation distances between residential façades are set out to ensure high quality, liveable development - allowing residents sufficient privacy and ensuring adequate daylighting to all homes. Generally, 18m is allowed between facing habitable windows. Tighter offsets are proposed in some locations where windows look out to non-habitable rooms or blank façades. Further considerations to minimise overlooking include plot orientation, recessed balcony placement and staggered windows.



Fig.117 - Critical separation distances

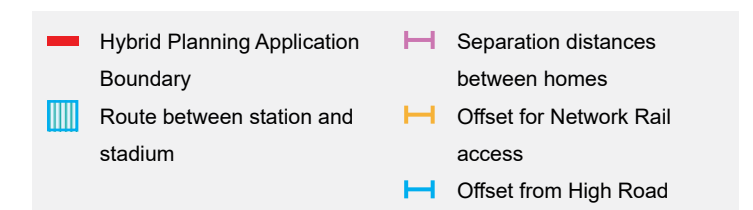


Fig.121 - Respecting the setting of heritage assets

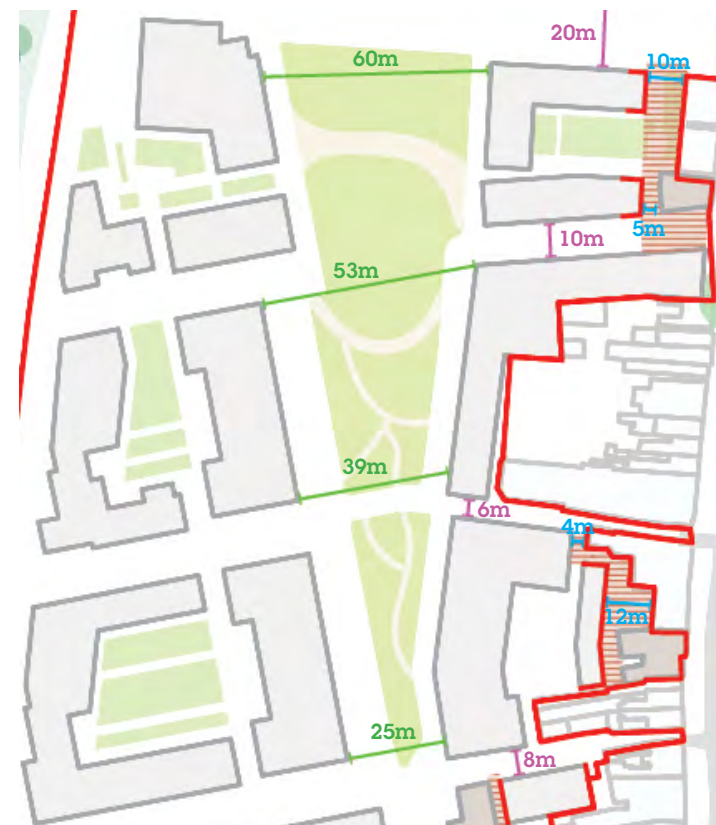


Fig.118 - Peacock Park Critical Dimensions



Fig.119 - Neighbouring heritage assets within Chapel Place



Fig.120 - Neighbouring existing High Road assets



## APPROACH TO ASPECT

**The scheme maximises the number of dual, triple and corner aspect units to ensure homes are of high-quality and able to access good daylight.**

64.5% of homes across the Illustrative Masterplan achieve dual, triple or corner aspect. In addition, all 3 and 4 bedroom homes are dual or corner aspect and no north-facing single aspect homes are provided.

The design achieves this through carefully orientating buildings to maximise aspect, limiting the number of homes per floor in each building and assigning critical separation distances to maintain daylight across the Site. Where possible, the number of dual-aspect homes is also increased by providing deck-access homes or stepping building massing at greater heights. Further measures to improve the aspect of homes through features such as balcony placement will be explored in following RMA stages.

### Variations across masterplan plots:

Within the Site wide average exists a range across plots from 38% to 100% dual-aspect or more. A number of factors impact the ability to maximise dual-aspect units across all Plots, leading to these variations across the masterplan.

A number of factors impact the ability to maximise dual-aspect units across all Plots. For example on average within the Moselle Square key place 71% of plots achieve Plots achieving the lowest percentages (for example, Plots I1: 50%, K2-1: 50%, K2-2: 38%) are due to contextual constraints, through their close proximity to prominent heritage assets or to the back of High Road properties. This is clear when taking an average across Peacock Yards (Key Place) which achieves on 44% across its plots. Because of these constraints, Plots have less flexibility to achieve dual-aspect units as slim linear floorplates are required, the height and stepping of massing is limited and openings cannot be positioned on certain façades to avoid overlooking issues.

Although dual-aspect cannot be achieved for deck access homes, other benefits such as cross-ventilation and aspect onto open space can still be considered.

Where plots are less constrained through wider floorplates and larger distances between neighbouring plots, they are able to maximise the number of dual-aspect homes. For example Moselle Square (Key Place) achieves on average 71% across all plots, with Plot D achieving 84% dual, triple or corner aspect units.



Fig.122 - Plot D - Illustrative Typical Floor Aspect Diagram

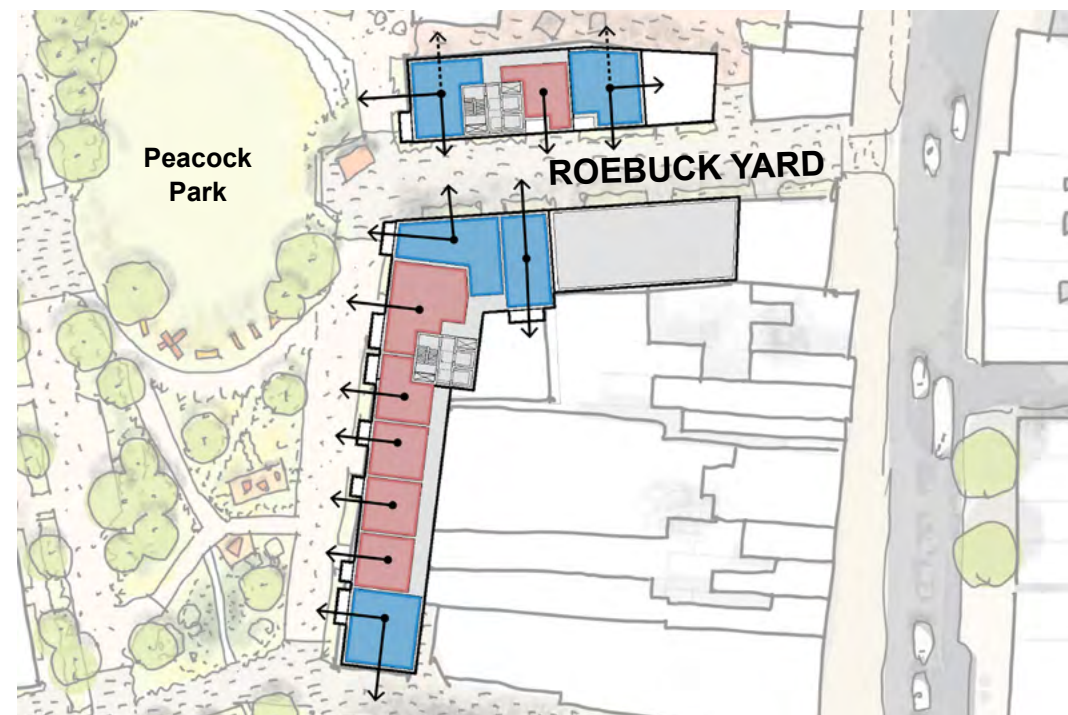


Fig.123 - Plots K2-1 and K2-2 - Illustrative Typical Floor Aspect Diagram

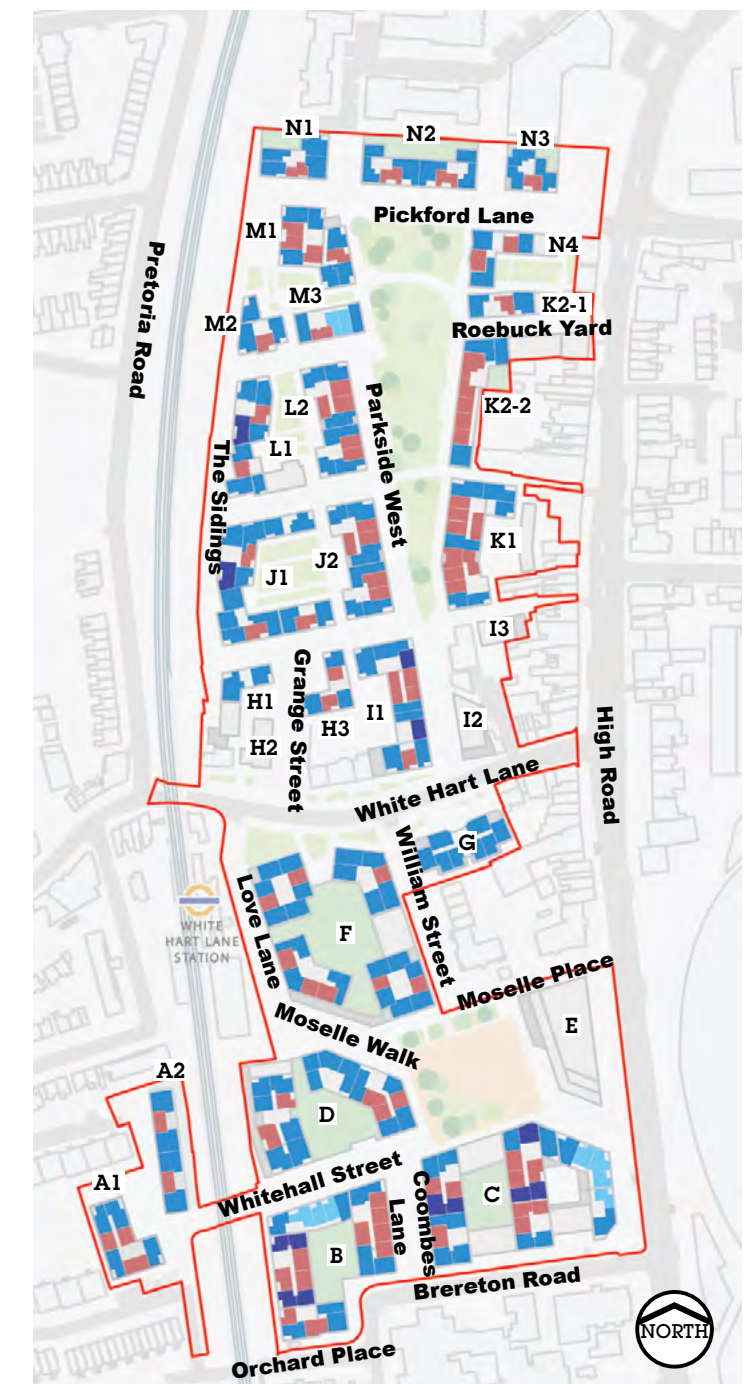


Fig.124 - Illustrative Typical Floor Aspect Diagram

<span style="color: red;">■</span> Hybrid Planning Application Boundary	<span style="color: lightblue;">■</span> Dual-Aspect Homes (Deck Access)
<span style="color: red;">■</span> Single-Aspect Homes	<span style="color: blue;">■</span> Dual-Aspect Homes
<span style="color: blue;">■</span> Single-Aspect Homes (Dual-Aspect above)	



## PEDESTRIAN & CYCLE ACCESS, MOVEMENT & PARKING

The urban structure of High Road West connects into the existing entry points and street network to create legible and accessible movement routes. A key consideration is the prioritisation of pedestrian and cycle movement. All new two-way and one-way roads are designed with a pedestrian and cycle first approach, ensuring people can move freely and safely throughout the development by foot or by bike, while accommodating for vehicles.

### Pedestrian Movement

The Site has been optimised for pedestrians, with new routes served by generous footpaths and shared surfaces created around key open spaces. Primary pedestrian movement is encouraged through Peacock Park, along White Hart Lane and through Moselle Square, connecting White Hart Lane Station to the High Road. These generous and active routes offer efficient and enjoyable connections to key destinations.

These are supported by a finer grain network of secondary pedestrian routes, connecting people to individual buildings and open spaces. In addition a future pedestrian and cycle bridge is safeguarded from Pickford Lane to Pretoria Road to the west of the railway lines.

On event days at the THFC Stadium pedestrian and cycle movement may be impeded, such as the potential requirement to use Moselle Walk and Moselle Square for significant attendee queuing and access to the station. The network of secondary routes provide an important alternative for visitors and residents, as the primary routes will be utilised by the requirements for crowd flow movement and access.

*For further information on crowd control, please refer to 'Chapter 8.1 Crowd Flow & Event Operations', of the 'Transport Assessment' submitted as part of this application.*

### Cycle Movement

The HRWM proposes a dedicated cycle route running through the scheme from north to south, providing an alternative to the vehicle-dominated High Road. The route connects Brereton Road to Moselle Square, following Love Lane north to safely traverse White Hart Lane and bring cyclists along the edge of the park and connect to the Rivers Apartment development. This aims to improve local cycling provision and allow for possible future links to the proposed Cycle Super Highway, as well as preserving the opportunity for a future link along the aforementioned bridge.

The cycle route runs along one-way and two-way routes, as well as through vehicle-free spaces. The character of the route changes as it transitions between different spaces across the Site:

- One-way vehicle routes - a minimum 1.5m one-way delineated cycle lane runs in the opposing direction to vehicle movement.
- Two-way vehicle routes - no delineation is required but appropriate crossings and signage will ensure cyclists may take priority at junctions and reduce the dominance of vehicles on the road.
- Vehicle free public realm - a two-way cycle lane is provided that is clearly delineated and visually defined from the surrounding pedestrian zones.

*For further information on cycle movement, please refer to the Outline Residential Travel Plan submitted as part of this application.*

### Cycle Parking

Cycle parking is provided for residents, staff and visitors to encourage local cycling networks and support sustainable modes of movement. Buildings provide secure cycle parking provision for residents and employees within the curtilage of plots, whilst publicly available, shared use provision is incorporated into the public realm design for use by guests and visitors.

On-plot residential cycle storage follow Secure by Design requirements and are located close to residential entrances for accessible and convenient use. These internal stores are accessible from the public realm or communal areas using secure entrances.

Cycle stands within the public realm are provided in publicly accessible locations for visitors and guests of all development plots to use. All cycle parking provision will be in general accordance with Transport For London standards as per the London Plan.

The illustrative scheme currently delivers the following parking provision:

#### Residential:

- Long stay spaces - 4,710 spaces
- Short stay spaces - 281 spaces
- On-street spaces - 126 spaces

#### Commercial:

- Long stay spaces - 82 spaces
- Short stay spaces - 204 spaces
- On-street spaces - 8 spaces

*For further information on cycle parking, please refer to Transport Assessment submitted as part of this application.*

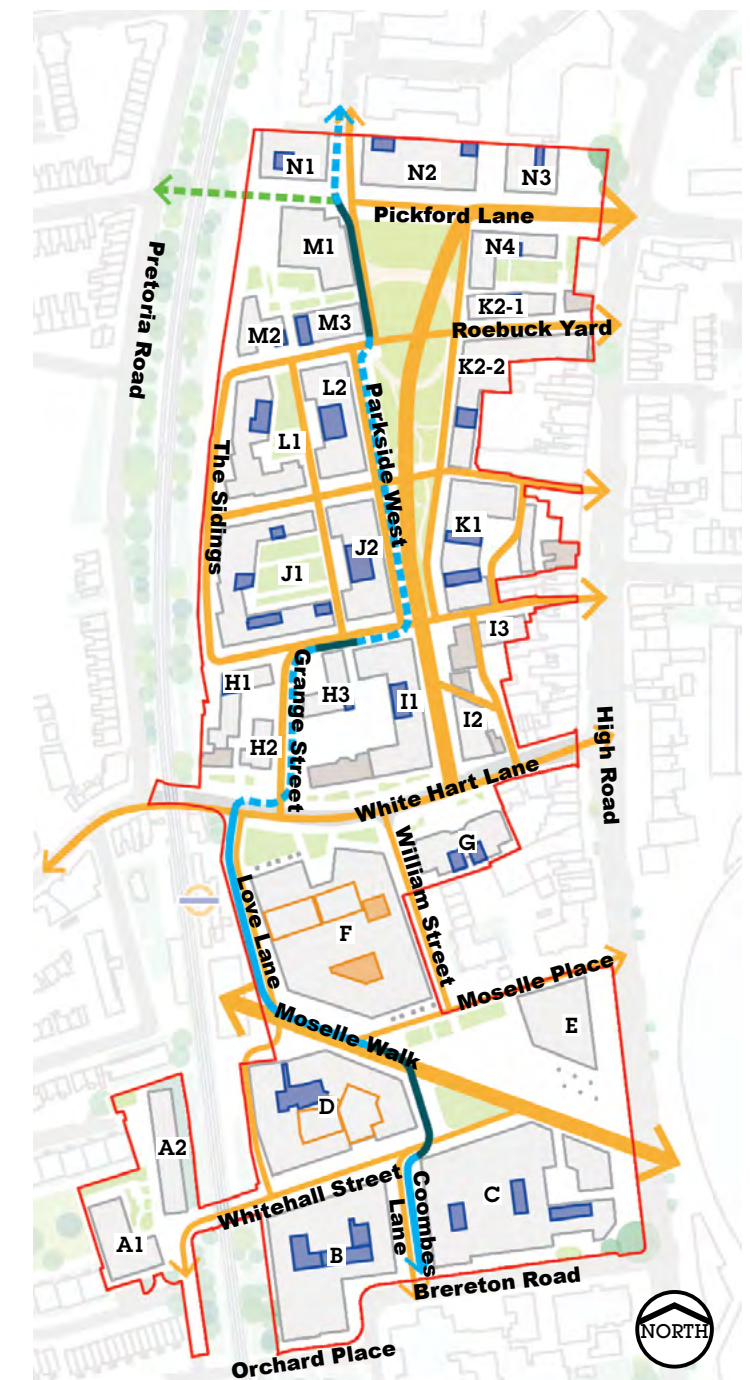


Fig.125 - Pedestrian and Cycle Movement and Parking

Hybrid Planning Application Boundary	Cycle route through public realm
Primary pedestrian route	Potential future pedestrian and cycle link
Secondary pedestrian route	Ground Floor Cycle Storage
Cycle route along one-way vehicle route	First Floor Cycle Storage
Cycle route along two-way vehicle route	Ground & First Floor Cycle Storage



## VEHICLE ACCESS, MOVEMENT & PARKING

**A network of new one-way and two-way streets are accessed primarily off White Hart Lane and integrated into the design of the public realm to safeguard key open spaces from vehicular movement and promote low speeds.**

### Vehicle Access & Movement

To the South of White Hart Lane is Whitehall Street, an the existing two-way road, which is redesigned as a one-way route to guide traffic to Brereton Road, removing a vehicular link to the High Road and reducing vehicles access around Moselle Square. The existing Love Lane is linked to William Street as a one-way loop facilitating station access and drop-off, access to plots and Moselle Square; restricted access to the High Road along Moselle Place is permitted for emergency vehicles only. To the west of Plot D, restricted access is preserved along a lane providing 24 hour access to Network Rail land for maintenance and emergency purposes.

To the North of the Site, the existing B&M entrance provides access from the High Road, and a new two-way route connects to the existing Cannon Road between Rivers Apartment and Mallory Court. Two new two-way residential streets are also proposed to the north of White Hart Lane. An existing entry point between Station Masters House and the Grange is utilised to access the western side of the development, with an additional new entry point to the east near Chapel Place. These routes terminate in turning heads, to allow for the existing extant applications and the Proposed Development to be delivered independently and to avoid potential 'rat running' through the Site. Additional restricted access routes (for servicing and emergency only) run through the existing passages, Percival Court and Brunswick Square, to serve Roebuck Yard. These utilise controlled access measures to avoid parking and utilisation of these routes.

In order to reduce the impact of vehicles trips generated by the new development a Residential Travel Plan has been established, which sets out the following objectives:

- To ensure the Proposed Development is accessible to all users and that the needs of vulnerable groups, for example those with mobility problems, are met and respected.
- To promote and encourage users to travel by sustainable modes including walking and cycling as an alternative to private car, taxi or public transport use.
- To encourage the most efficient use of cars and a reduction in single occupancy car use.
- To promote smarter working and living practices that reduce the need to travel overall or in the peak periods.
- To improve the safety of persons travelling to and from the Proposed Development on foot or by bicycle and provide relevant on-site facilities.
- To increase awareness of sustainable transport initiatives and events such as Ride London.

*For further detail please refer to the Outline Residential Travel Plan submitted as part of this application.*

### Residential Car Parking

The White Hart Lane Overground station and a significant number of bus routes along the High Road serve the Site with high level of existing public transport provision. The Proposed Development also intends to further improve local pedestrian and cycle connectivity, allowing the scheme to reduce its reliance on private cars. Therefore, the HRWM seeks to limit on-street parking, with the aim of releasing the public realm from vehicles, encourage increased walking and cycling through the scheme and wider area and reduce air pollution.

The development provides between 3% and 10% car parking provision, with, the majority of dedicated residential car parking provided within the curtilage of associated plots, using concealed, secure and well-lit ground floor podium structures, parking courts or basements.

This is particularly apparent in the south of the scheme around Moselle Square, where wider plots integrate on-plot parking. Podium and courtyard parking at ground level is located within the centre of the plot and surrounded by other uses to maintain

active frontages along the street. To the north, basement parking below Plots J and L reduce the number of on-street parking bays and safeguards the Park for green space and high quality public realm.

Where on-plot parking strategies are not possible, on-street parking is provided for residents and integrated into the public realm. The new two-way and one-way vehicle routes incorporate parallel loading bays, accessibility drop off parking spaces and additional resident parking spaces. To minimise the impact of on-street parking, spaces are limited to groups of three parallel or five perpendicular spaces to allow planting and street trees between groups.

This parking provision will be supplemented by the provision of ten car club vehicles to be located across the Site for the use of local residents.

A total of 20% of all parking spaces will have electric vehicle charging, with a "passive provision" for the remaining spaces to be converted in the future. Electric vehicle car charging units are evolving quickly and over the lifespan of the HRWM it will consider how quickly cars can be charged, how revenue can be collected from each charge and how to safeguard appropriate electrical supply.

The illustrative scheme currently delivers the following 3% parking provision:

- **On-plot - 48 spaces**
- **On-street - 10 spaces**
- **Basement - 31 spaces**

### Commercial Car Parking

Commercial car parking will be delivered in the form of accessible spaces only. Parking spaces will not be directly allocated to commercial units, but made available in convenient locations with level access to/from the commercial units.

Blue badge holders, employees and/or visitors, will be able to park within these spaces, as per the arrangements for parking spaces located on public highway within the control of LBH. The final location and quantum of commercial parking will be delivered through the RMA process once the scale of commercial development (within the parameters sought) delivered at HRW is known.

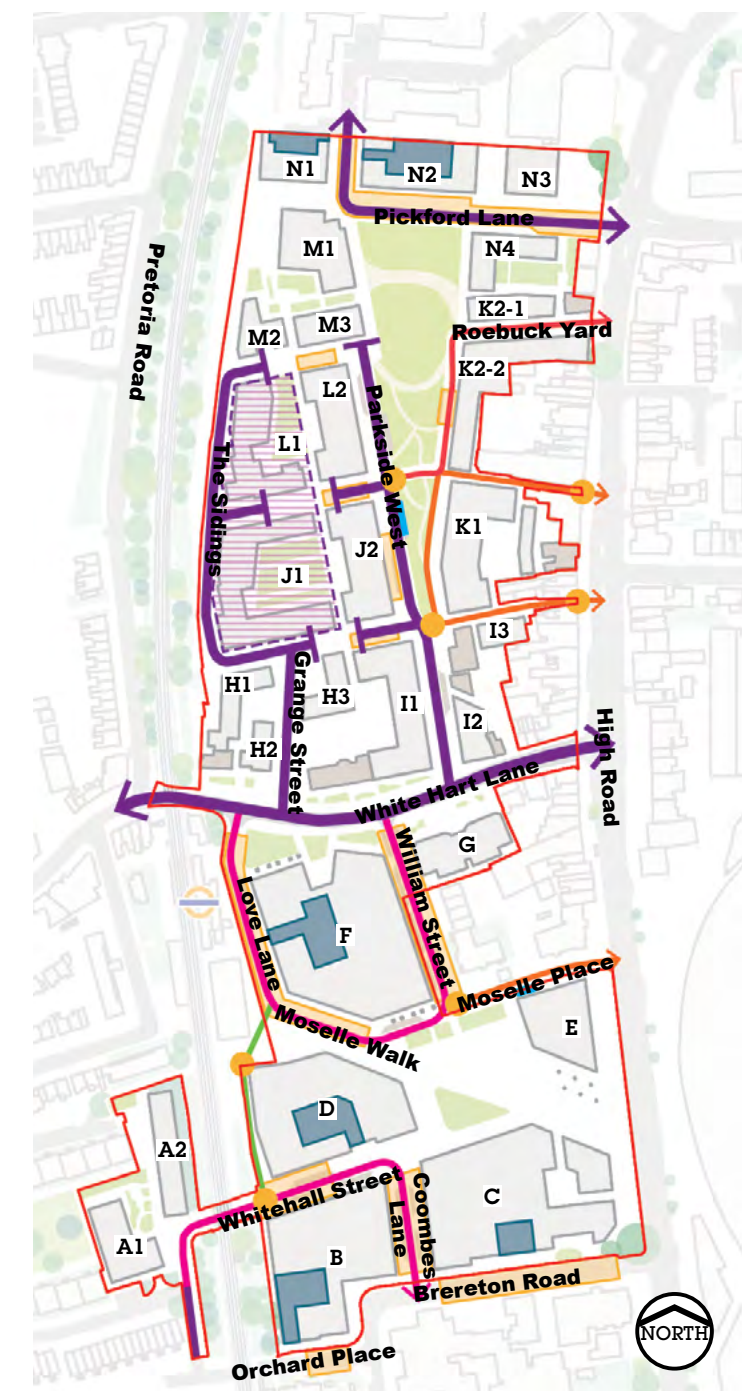


Fig.126 - Vehicle Access, Movement and Parking

Hybrid Planning Application Boundary	Right of access route
Two-way vehicle route	Right of access route
One-way vehicle route	On-street parking
Restricted access servicing route	On-plot parking
Restricted access lane	Basement parking
	Commercial parking space



## REFUSE, SERVICING, & EMERGENCY ACCESS

The majority of the development serviced by the proposed public two-way and one-way street network. Where this is not possible, restricted access servicing routes accommodate service, emergency and larger vehicles along routes otherwise not open to vehicles.

### Delivery & Servicing Operations

To the north, servicing and refuse vehicles access the development via three two-way routes from Parkside West and Grange Street via White Hart Lane and also from Pickford Lane. Vehicles are able to traverse the park via restricted access routes from Parkside West, travelling along the western edge of Plot K2 and exiting the development through Roebuck Yard to the High Road.

Restricted access routes are designed as shared surface lanes to accommodate pedestrian and cycle movement and access to new and existing commercial properties. Controlled access measures located at entry points to the roads allow them to be carefully managed and avoid unpermitted usage. In the HRWM, these lanes accommodate one-way traffic exiting onto the High Road through existing passages. Minimum road widths are therefore used.

To the south, servicing and refuse vehicles utilise the proposed one-way road network, as well as the existing High Road and Brereton Road, allowing Moselle Square to remain predominantly pedestrian priority throughout the day.

The loading facilities for commercial uses have been designed to meet the demand of the proposed use classes across the masterplan. To minimise congestion caused by servicing vehicles on site, it is envisaged that a booking system will be developed, ensuring safe and easy movement by pedestrians and cyclists.

*For further information on cycle parking, please refer to Transport Assessment submitted as part of this application.*

### Refuse Stores

All residential and non-residential areas have a refuse store located within appropriate distances within their associated plot. Lay-bys are integrated into the road network and surrounding public realm at key locations. Travel distances from individual plots and the number of drop off areas are minimised whilst remaining appropriate for the requirements. A balanced approach has been taken to locate of refuse stores that minimise travel distances for residents with rubbish as well as the distance from bin stores to refuse trucks.

Residential waste will be stored and collected in line with LBH's requirements. Three residential waste streams are anticipated on a weekly basis: residual, mixed dry recycling, and food. Bulky waste (such as fridges, mattresses, sofas, etc.) is expected to arise occasionally. Sufficient containment capacity will be provided in all residential waste storage areas (communal and private) to allow separate storage of these three waste streams. Where possible, flexibility will be built into the design of residential waste storage areas to enable the development to adapt to future change (e.g. improving recycling rates).

Refuse stores within the apartment blocks are accessed from the street by means of a lockable door. Ground floor duplex homes will provide refuse storage spaces to the front of the property allowing for collection from the street.

*For further information on refuse, please refer to the Operational Waste Strategy submitted as part of this application.*

### Emergency Access

Access for emergency vehicles has been considered for each building within the Illustrative Masterplan. Fire tender and emergency vehicles will predominantly access the Site via the primary street network and then via the restricted access routes within the development. In addition to the public and servicing street network, fire tender vehicles are able to access:

- Percival Court
- Brunswick Square
- Parkside East (running west along Plot K1)
- Moselle Place

A further right of access lane to the west of Plot D is preserved, providing 24 hour access to Network Rail land for maintenance and emergency purposes.

To meet requirements set out in Building Regulations Approved Document Part B, fire tender vehicles are able to park a maximum distance of 18m from all Plot Cores.

*For further information on emergency vehicle movement, please refer to Transport Assessment submitted as part of this application.*

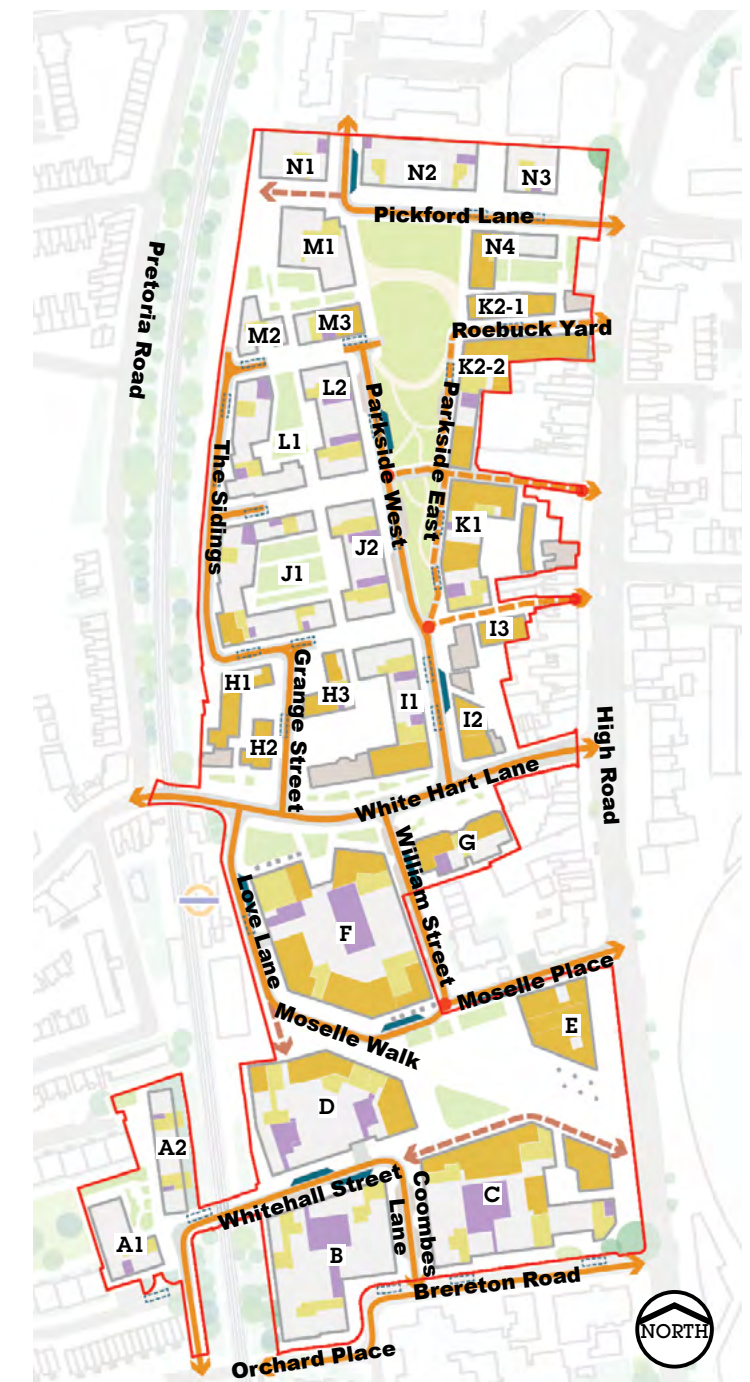
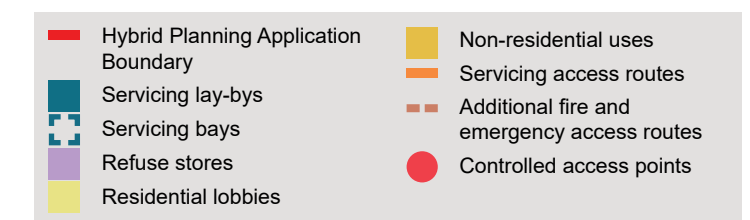


Fig.127 - Refuse and servicing strategy diagram





## CRIME PREVENTION & COUNTER TERRORISM

This outline planning application aims to achieve Secured by Design silver accreditation with the overall site aspiring to achieve gold. The design has been iteratively reviewed by officers from the Metropolitan Police and refined to integrate comments regarding Secured by Design guidelines and Counter Terrorism design practice.

### Crime Prevention in Building Design

This includes the incorporation of the following building design principles:

- Minimising opportunities for crime through creating open, overlooked and well-lit secure spaces.
- Maximising protected amenity spaces at podium and roof levels for residents – limiting access to those not living within the Plot.
- Incorporating secure bin stores and limiting the size of individual residents cycle parking store within Plots.
- Placing building entrance lobbies in prominent and overlooked areas, but limiting lobbies accessed from principal areas of public realm such as Moselle Square.
- Allowing direct residential access from streets to duplex units – offering active frontages at street level, while integrating defensible space in front of properties.
- Specifying robust and blast-resistant curtain walling for ground floor retail and residential frontages onto Moselle Square.
- Avoiding glazed balconies, and limit opportunities for balconies to be used as a climbing aids.

### Crime Prevention in Public Realm & Open Space Design

In addition, the design of the public realm has included:

- Integrating restricted access routes and hostile vehicle mitigation measures – including layering street furniture and arranging impact planting to deny vehicles access to Moselle Square and Peacock Park.
- Introducing speed mitigation measures along Whitehall Street, Coombes Lane and Love Lane to avoid unsafe driving, and to slow vehicles to promote a pedestrian friendly environment.
- Creating a safe cycle network through delineating the cycle route and the considered placement of public realm cycle parking – overlooked and monitored by CCTV, but placed away from crowded areas.
- Closing access to Plot C's courtyard and routes through Plots overnight.
- Designing of planting to maintain clear sight lines across spaces – low-level planting is maintained at a height below 1m and tree canopies are specified as no lower than 2m.
- The considered design of street furniture and lighting along routes to minimise opportunities for violence, concealment of weapons and litter.

**Detailed proposals for future design stages, will explore a range of innovative design measures in response to these and other key considerations, working in close collaboration with the CTSA and DOCO.**



# MICROCLIMATE

## WIND: SAFETY & COMFORT

The creation of active and welcoming spaces is key to the success of the HRW Masterplan. Working alongside RWDI, a series of wind testing sessions were undertaken to ensure spaces are safe and comfortable.

Following an iterative testing process, the HRW Illustrative Masterplan achieves a comfortable and safe wind environment across all publicly accessible ground floor areas of public realm and publicly accessible rooftops and podium gardens for residents. A small number of isolated locations have been identified where further design and mitigation will be required at detailed design stage.

The testing focussed on refining the key design decisions, from the refined location of tall buildings to the considered integration of further mitigation measures in both the architecture and landscape design. Examples of mitigation measures incorporated within the scheme include:

- The iterative development of the scheme's massing, particularly to the plots to the south, to locate tall elements where they reduce adverse wind impacts such as down-drafting and channelling.
- The articulation of blocks to include stepped massing, breaks between building forms and sacrificial ledges to reduce wind tunnelling across the Site and ensure a comfortable street-level environment for pedestrians.
- Testing mitigation strategies such as trees, canopies and screens.

To ensure the masterplan is safe and comfortable for pedestrians, the consideration of microclimate conditions has particularly informed the scheme's play strategy, accessible roofs and ground floor uses. This identified areas that will need to be carefully considered in preparing RMAs for plots and public realm.

Further information is available from the Environmental Statement.

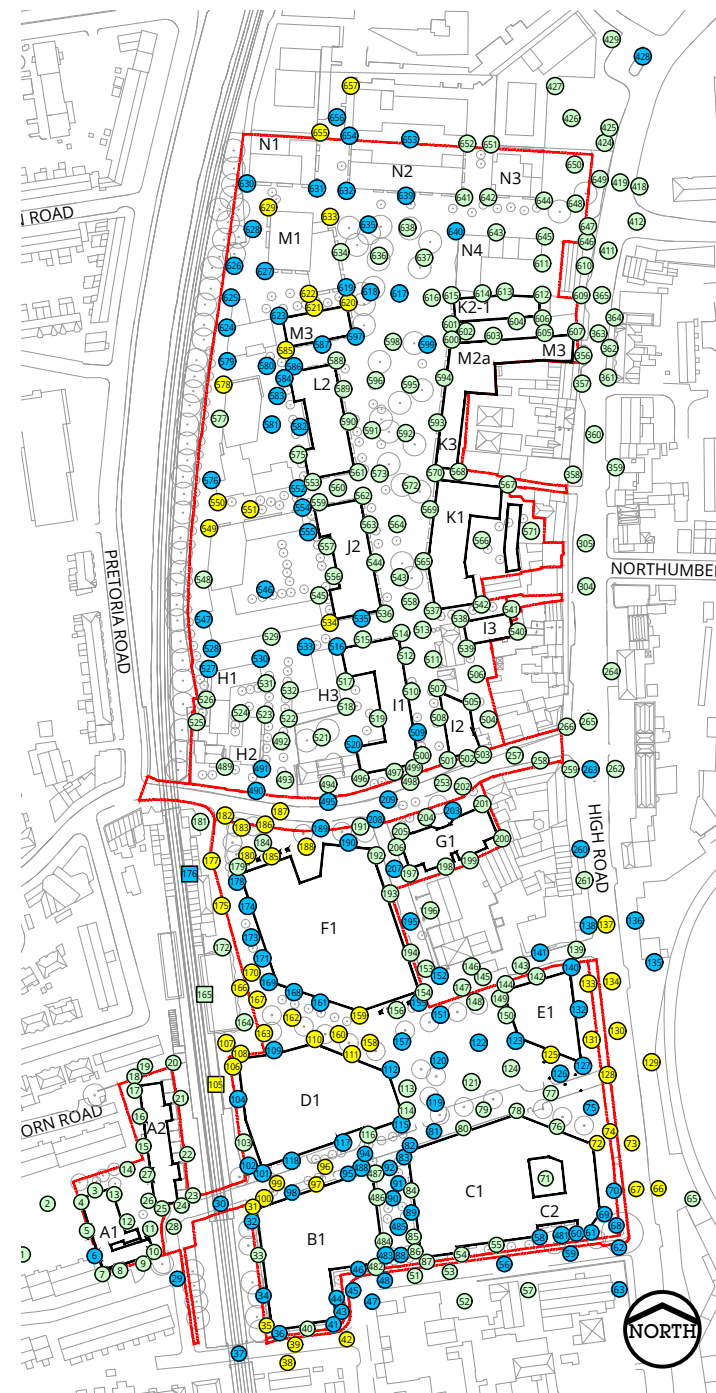


Fig.128 - Pedestrian Wind Comfort: Windiest Condition RWDI Wind Report)

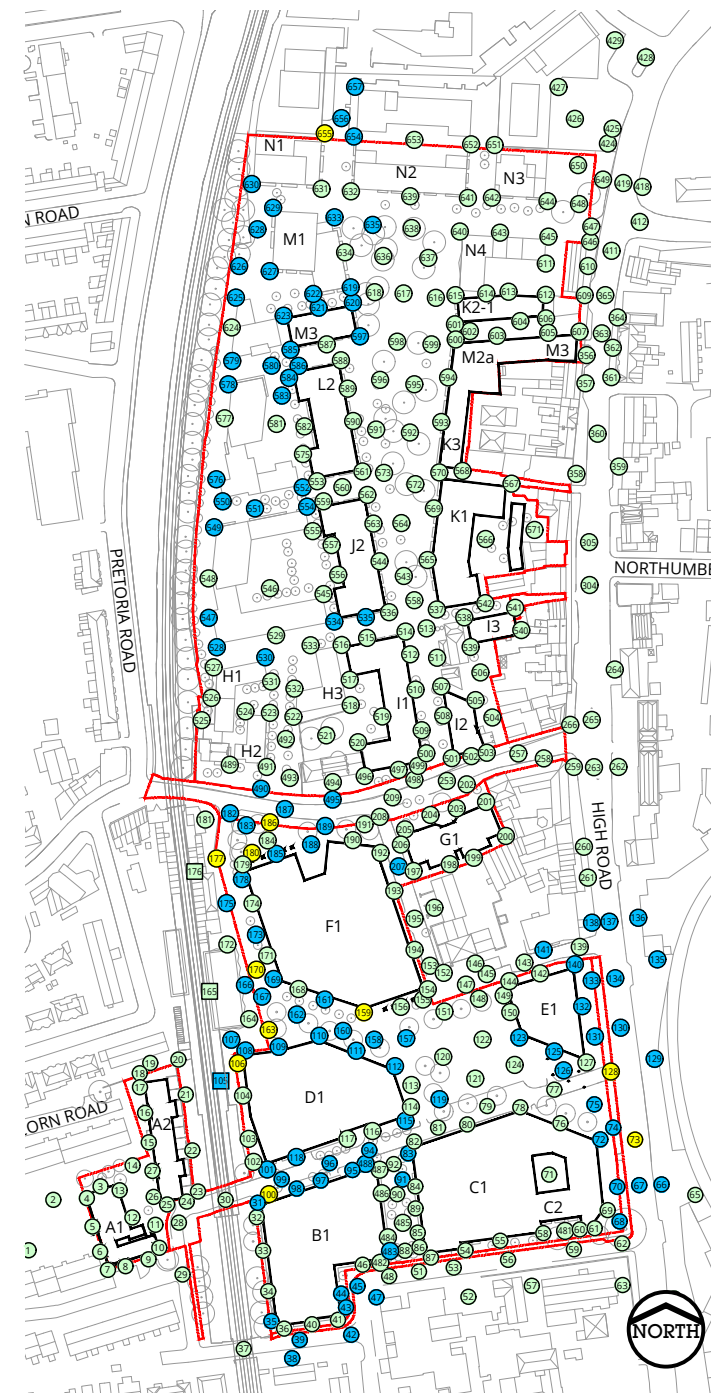
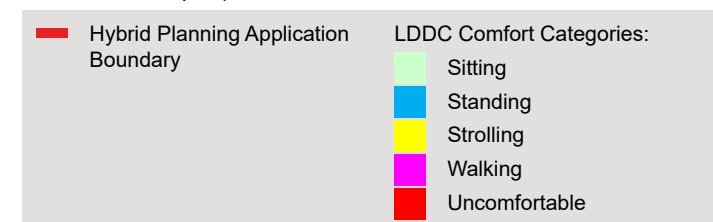


Fig.129 - Pedestrian Wind Comfort: Summer RWDI Wind Report)

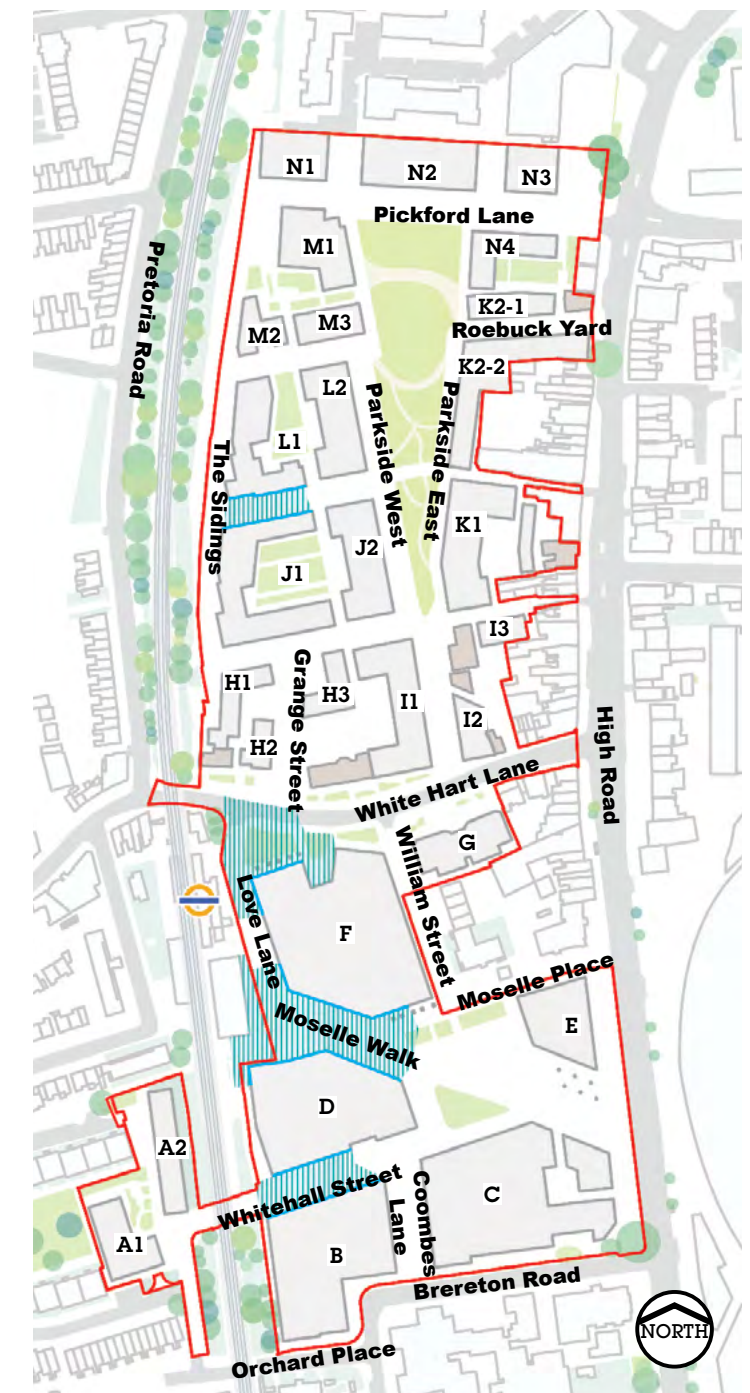


Fig.130 - Further areas of Wind Mitigation Diagram





## DAYLIGHT & SUNLIGHT

**Ensuring new homes have good access to daylighting and sunlight is fundamental to the masterplan's success and ensuring high residential quality. This has shaped both large-scale urban decisions in defining the massing and form of the masterplan, to smaller-scale design decisions at plot level, to allow homes and spaces to receive appropriate levels of light.**

The residential building footprints have been driven by a desire to maximise daylight across the Site, and maximise the Site's north-south orientation to encourage east-west aspect units. This has focused the Site's massing to the west, placing taller blocks along the existing railway line. The railway provides a contextually wide offset from existing neighbours. A tall building spine along the railway places taller elements where they have the least impact to overshadow the masterplan's principal open spaces and minimises overshadowing neighbours and neighbouring masterplan plots.

Enlarged separation distances between buildings, particularly to taller elements, and to the south side of residential plots, has further been employed to improve sunlight penetration around the proposed buildings and allow for significant daylight hours.

Iterative testing has further sought to improve the annual daylight provision of streets, communal podium gardens and accessible roof terraces to ensure they benefit from direct sunlight throughout the year.

At plot-level, taller elements have been arranged to maximise light into podium gardens, as well as prioritising the creation of multi-aspect homes through articulating the building's mass. Across the masterplan, these considerations have allowed the scheme to achieve around 65% dual (or more) aspect homes, with a key focus on eliminating north-facing single aspect units.

Façade studies of the Illustrative Masterplan show that the vast majority of units will have the potential to receive adequate levels of daylight amenity. The façade studies also highlight parts of the scheme where daylight availability will be more limited and the detailed design will need to incorporate measures to maximise the amount of natural light that can be received.

The design of future RMAs will further consider the layout of homes to ensure all homes are comfortable and of high quality (through careful positioning of living rooms, detailed elevation design, consideration of location of amenity spaces, etc) (Both to ensure all homes receive adequate daylight and mitigate the risks of overheating).

The layout and massing of the proposed plots respects the daylight and sunlight amenity to neighbouring residential properties to ensure that the degree of impact and retained levels of light are contextually appropriate given the inner urban area and their proximity to a site that is undergoing significant transformation and densification.

*Further information is available from the Daylight and Sunlight Report.*

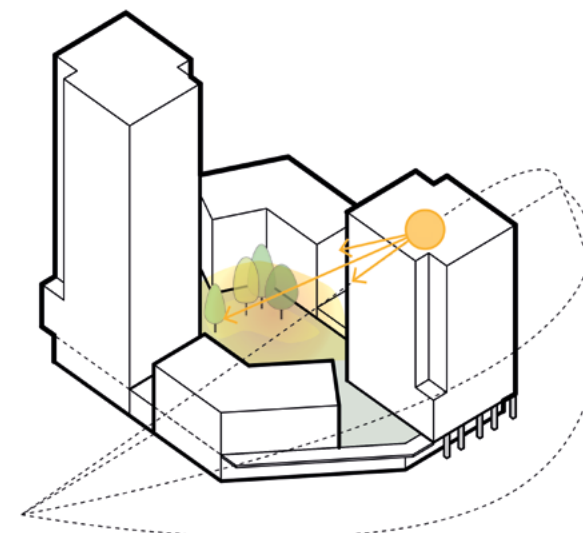


Fig.131 - Illustrative example of massing articulation to improve daylight penetration into plot

## NOISE & AIR QUALITY

**The proposal implements best practice internal and external noise and air quality guidance to control operational noise and air quality.**

The masterplan design has factored in noise, vibration and air quality by implementing the following principles:

- Placing larger buildings along the railway to act as acoustic buffers.
- Ground floor homes are minimised along routes with high levels of activity - Love Lane, route between Station and THFC Stadium, Moselle Square and along the High Road. Elsewhere where homes are provided onto routes with medium levels of activity, duplex homes are provided.
- Where exposed to high levels of activity on Moselle Square and the Station, balconies are predominantly placed away from public spaces, screened or recessed to provide sufficient privacy and noise protection.
- Where frontages are neighbouring the railway line, recessed balconies are predominantly proposed to shield amenity spaces from noise and air pollution. Where possible balconies are also orientated away from the western face of Plots.
- Homes along the High Road are limited – Plots C2, E and K2 have a direct interface onto the High Road. Plot K2's High Road frontage and Plot E are specified as non-residential uses. Plot C2 includes no ground-floor or duplex homes, with further measures undertaken to mitigate noise and air quality considerations at higher floors.
- Plot C2 - homes fronting the High Road are proposed as deck access, allowing units dual aspect and faces onto an internal courtyard. Recessed balconies are proposed along the High Road and Moselle Square frontages to further provide privacy and noise protection.

*Further information is available from the Environment Statement.*



# HEIGHT & MASSING

## APPROACH TO HEIGHT

**The approach to building heights and massing at High Road West responds to the specific constraints of the Site and its surroundings, allowing the scheme to stitch into its urban context.**

The initial strategy for tall buildings was first established in the 2014 HRW Framework by Arup, which set out a spine of taller buildings along the western railway line with a gradient of heights falling down to the High Road and the scheme's sensitive northern and southern boundaries. NT5 also sits within the Location Suitable for Tall Buildings and higher density as identified within the TAAP.

The HRWM similarly proposes a mixed townscape of buildings set between 2 and 29 storeys. The masterplan's approach to height is underpinned by a deliberate response to step down to the setting of the North Tottenham Conservation Area and associated listed buildings. Proposed heights are distributed along the existing railway to respect the sensitivity of heritage assets and views, with taller elements set back from these sensitive locations, allowing heritage buildings to retain their prominence and significance within the streetscape.

The approach to height and massing has the following principles:

- Stepping up to the railway - the scheme's tallest buildings are located along the railway edge.
- Stepping down to the Conservation Area – buildings generally step down from the railway towards the conservation area on High Road and Brereton Road, and White Hart Lane.
- Delivering a mix of building heights to create a distinctive townscape and skyline set within a legible grain with select moments of height animating key spaces, routes and destinations.
- Delivering a spine of tall buildings – tall elements are spaced evenly along the railway line, creating a hierarchy between low and mid-rise buildings in the foreground and avoiding visual coalescence in long-range views.
- Using marker buildings within the family of tall buildings to frame key views and improve legibility for pedestrians across the Site.

## APPROACH TO TALL BUILDINGS

**Tall buildings across the masterplan are defined in line with the LBH's Strategic Policies Local Plan definition of a tall building, referring to those which are substantially taller than their neighbours, have a significant impact on the skyline, or are of 10-storeys and over.**

The location and design of tall buildings has closely considered the impact of microclimate conditions, to maximise daylight and sunlight into homes and areas of public realm, and avoid adverse channelling of wind between buildings and the overshadowing of neighbouring plots and public realm.

Tall buildings have been orientated to offer uplifting views across open spaces and the surrounding skyline, and aid wayfinding. From distant views, buildings have been positioned to avoid visual coalescence and complement with the other tall buildings along the western spine (including the existing Rivers Apartments to the north).

At plot-level, tall buildings have been located within their respective plot to limit overshadowing and the impact on daylight, sunlight and views to and from neighbouring buildings and open spaces.

To ensure tall buildings are clearly differentiated and are of outstanding architectural quality, a series of key features have been established to unite them:

- Expressing taller elements as focal points within their respective plots rather than stand-alone buildings.
- Expressing these taller elements separately from other buildings within the plot, continuing down through the podium to ground level.
- Slim building profiles with an emphasis on vertical elevation lines, to avoid overbearing masses.
- Elevation treatments which express a defined base, middle and top section, and introduce horizontal banding to break the volume.
- Elegant and well-proportioned façades, with visual interest when viewed from any distance or direction
- Marker buildings utilising a more expressive landmark material palette and architectural approach

Within this definition, a clear rationale is established for each tall building, informed by its location or role as a wayfinding marker building. Plots D and M particularly are further articulated as wayfinding marker buildings to support the legibility of the Site, drawing attention to the principal destinations of White Hart Lane station, Moselle Square to the south and Peacock Park to the north.

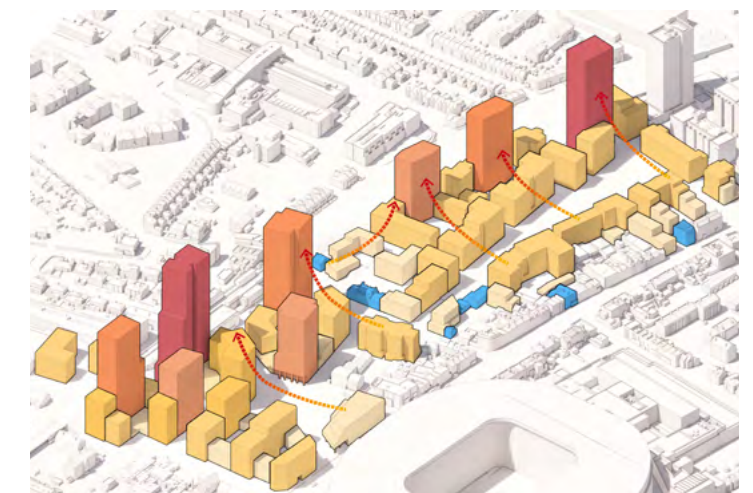


Fig.132 - Illustrative Hierarchy of Buildings Diagram

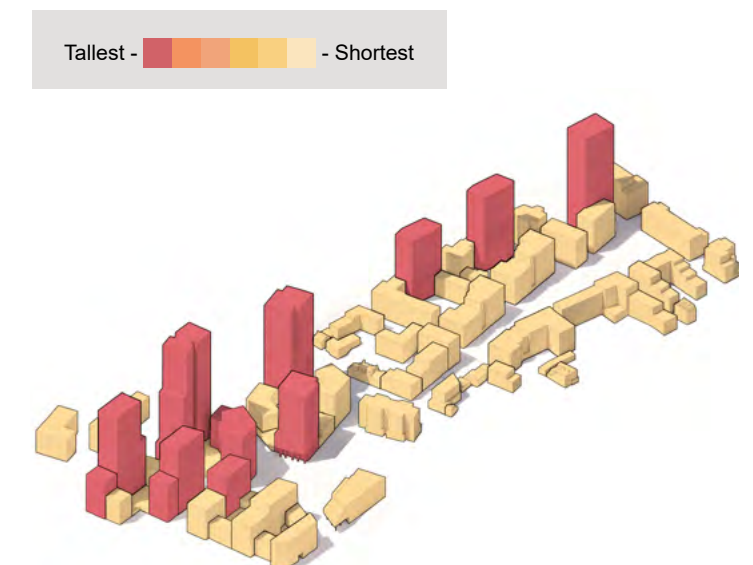


Fig.133 - Tall Buildings above 10 storeys

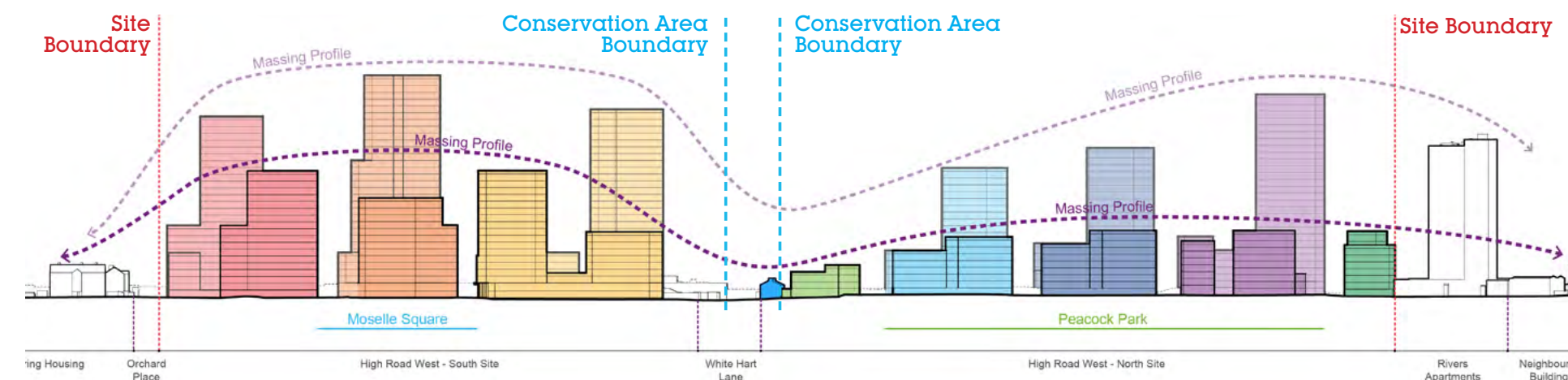


Fig.134 - Illustrative section of the height approach demonstrating a varied skyline



DENSITY

The HRWM has been benchmarked against other successful urban regeneration projects across London through a process of density testing and appraisal. The assessment balances a quantitative approach to providing the required amount of development with qualitative design measures to ensure residential comfort and quality to all new homes and open spaces, so as to offer confidence that the scheme is delivering an appropriate level of density.

The London Plan highlights that the appropriate density of a site is an output of a process of assessment, rather than an input. With this in mind, the HRWM density assessments have ensured that the appropriate density for the Site is arrived at through a design-led approach, taking account of the Site context, constraints, opportunities and infrastructure capacity. Paragraph 122 of the NPPF (2019) requires planning policies and planning decisions to support development that makes efficient use of land, taking into account a range of contextual factors.

As defined by the GLA, the Site area for density purposes is calculated using the percentage of the proposed illustrative residential floorspace (GEA) when compared with the total illustrative floorspace for all uses (GEA). Within the HRW illustrative masterplan the residential floorspace is 90.6% of the total floorspace for all uses. The Site area as defined by the hybrid planning application boundary is 8.57 ha, therefore the Site area for density purposes is calculated as 7.76 ha.

The residential density of the Site is illustratively calculated as delivering:

- 337 dwellings per hectare;
- 945 habitable rooms per hectare;
- 614 beds per hectare; and
- 1070 bedspaces per hectare

This density level is deemed appropriate, particularly given the significant transformation, densification and intensification of uses set out in the HRW Masterplan Framework 2014 and emerging THFC Stadium development. In addition the majority of Site has a PTAL rating of between 4 and 5 and an important role in providing safe crowd management to access neighbouring public transport routes.

HRW Density Assessment

Further assessment of key areas within the Proposed Development provides a finer grain of density distribution across the masterplan. The following principles have informed the density across the scheme:

- Increased density in the area south of White Hart Lane where taller buildings have been deemed appropriate, responding to the urban environment surrounding the station as key transport node and neighbouring the THFC Stadium development to re-enforce the emergence of this location as heart of the Local Centre and principle civic destination;
- Lower density in the area north of White Hart Lane, responding to the park-led, residential character;
- Increased density in areas to the west of the Site to limit their townscape impact on the conservation area, and limit the impact of overshadowing from larger blocks on areas of open space and existing properties;
- Increased density on plots with consented permissions, including Goods Yard and The Depot, to maximise their potential for early delivery of much needed quality homes, allowing later phases to deliver a greater provision of open space;
- Offering opportunities to maximise the delivery of open space by concentrating some development in a taller and more efficient built form; and
- Distributing the density across the Site using different buildings typologies creates a more diverse place with greater choice as well as an interesting and varied townscape.

The Illustrative Masterplan achieves an appropriate level of density across the Site; by increasing density in focused locations, the majority of the development remains below 10 storeys. Lower rise plots frame key open spaces, maximising sunlight penetration and minimise overshadowing to these areas of public realm. This approach ensures residents receive good levels of daylight and sunlight throughout the day, as well as creating a comfortable environment at ground level.

The distribution of density across the Site is illustratively shown in the table below:

HRW Site Assessment Areas	Dwellings per ha <small>(% Site area for density purposes)</small>
HRW Masterplan	337
Goods Yard (consented)	270
The Depot (consented)	275
Goods Yard and The Depot (current application)	353

Table.4 - Distribution of Density across the Illustrative Masterplan and emerging proposals



HRW Density Comparison

The Illustrative Masterplan has been benchmarked against other new London developments with comparable characteristics, determining the proposed density as appropriate for a local centre, supported by good public transport links, and located at the heart of a key growth area.

The adjacent table and graph show how the density delivered at HRW sits alongside other comparable London developments based on their size, mix of uses and local / district centre locations. In contrast to the previous assessment these densities are calculated using the total numbers of homes and the total site area, not a percentage of the Site area. This therefore represents a high level assessment and is a relative density measure using publicly accessible data on these developments. Within this method of measurement the density of HRW is 303 units per hectare.

As illustrated, HRW sits comfortably at the middle of this study group, representing an average level of density for such a site.

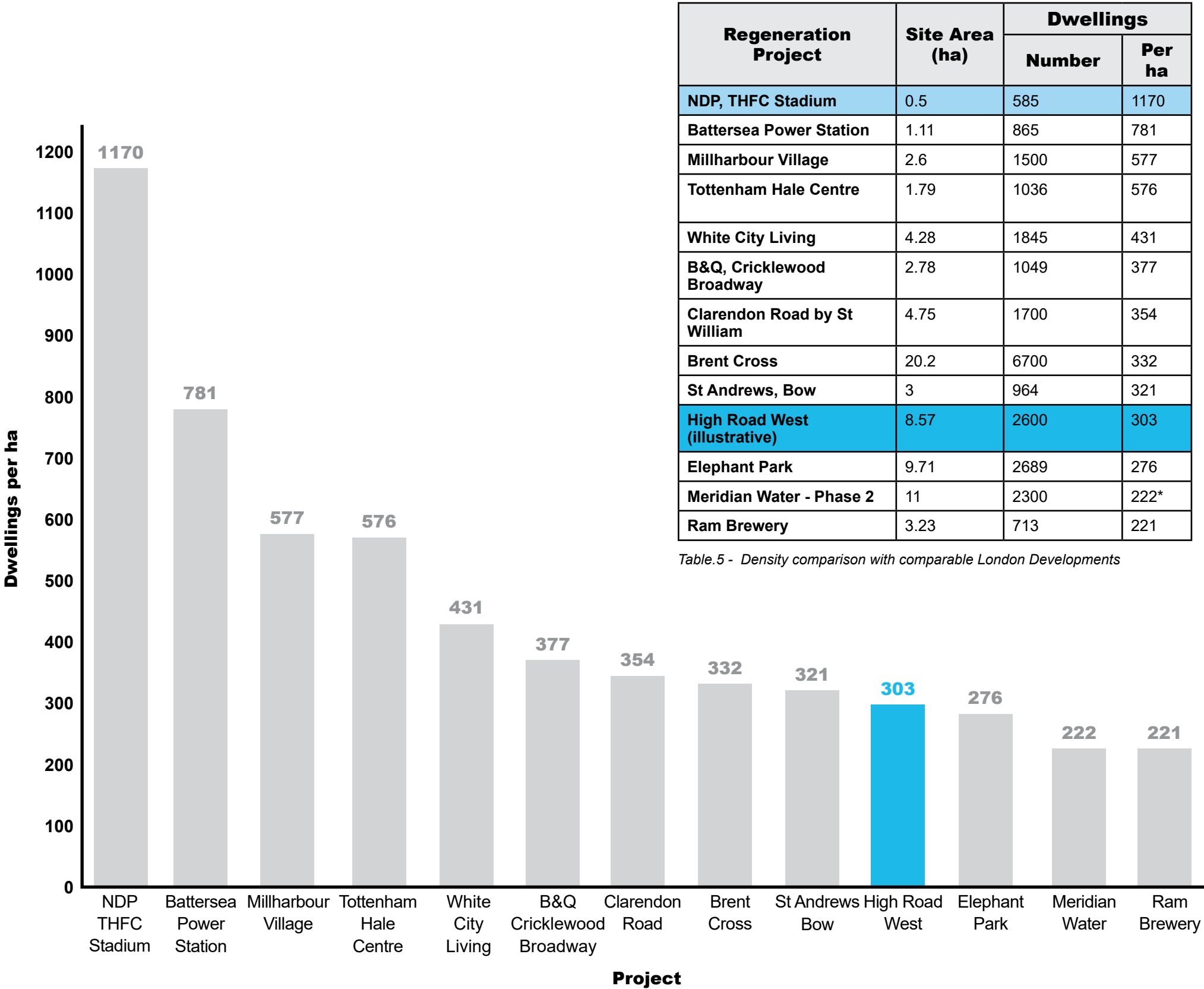


Table.5 - Density comparison with comparable London Developments

Fig.135 - Density comparison with comparable London Developments



HRW Open Space Provision Comparison

The Illustrative Masterplan has also been compared against the public realm and publicly accessible open space provision of other new London developments with similar characteristics.

Expanding on the density comparisons from the previous page, the adjacent table and graph show how HRW compares to the open space provision of several other successful developments in London. As can be expected, as site density increases the provision of open space tends to decrease.. HRW sits within the centre of this study group, representing a comfortable provision of public realm within the scheme.

Regeneration Project	Site Area (ha)	Dwellings		Open Space Provision	
		Number	Per ha	Minimum Area (sqm)	Per unit
Ram Brewery	3.23	713	221	14,925	20.9
Elephant Park	9.71	2689	276	45,300	16.9
Meridian Water - Phase 2	11	2300	222*	38000	16.5
High Road West (illustrative)	8.57	2600	303	42,100	16.2
B&Q, Cricklewood Broadway	2.78	1049	377	13,000	12.4
White City Living	4.28	1845	431	22,628	12.3
Clarendon Road by St William	4.75	1700	354	19663*	11.6
St Andrews, Bow	3	964	321	10000	10.4
Millharbour Village	2.6	1500	577	13974	9.3

Table.6 - Density and Open Space provision comparison with comparable London Developments

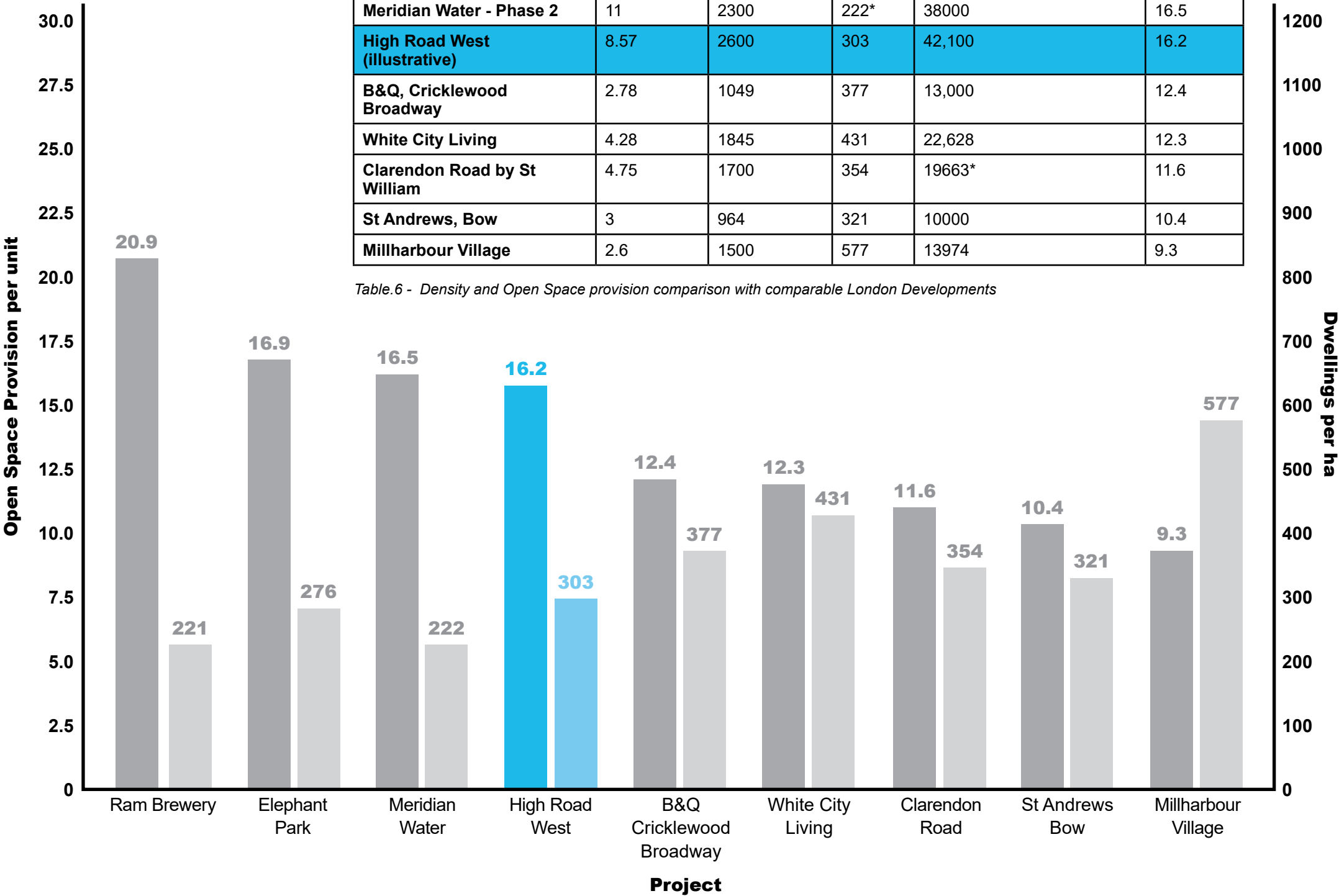


Fig.136 - Density comparison with comparable London Developments



## ILLUSTRATIVE MASSING IN TOWNSCAPE

**Iterative testing of the scheme has been undertaken throughout the design process to examine the scheme's impact on the townscape of North Tottenham and on the surrounding conservation areas.**

The Proposed Development has evolved through a detailed understanding of the Site, its surrounding context and the aspirations of the statutory development plan. The Design Team have worked closely with Townscape Consultants to sculpt the illustrative scheme. The arrangement of taller buildings has been particularly led by a review of the scheme's townscape views, to avoid visual coalescence between buildings when viewed from short and long-range views, and an overbearing impact on the setting of heritage buildings.

The Townscape and Visual Impact Assessment (accompanying this application) examines this through a computer modelling process that provides a series of accurate, verified (AVR) images. These illustrate and inform the nature of the impact that the Proposed Development will have on a series of Representative Viewpoints, and on the surrounding townscape. The Area of Visual Impact was agreed in collaboration with the local authority.

**Overall, the Proposed Development is deemed to comprise well considered, high-quality architecture, which will make a positive contribution to the surrounding townscape and contribute to the creation of a landmark which will indicate the location of the station and improve townscape legibility.**

Whilst the proposals do lead to some heritage impacts, they do not introduce a new influence within the setting of the existing buildings; which are already experienced in the context of taller development including the Stadium. As a consequence no materially harmful impact to the significance of any heritage receptor is identified; overall, too, and for the reasons explained here, it is concluded that the visual amenity of people using the area will be improved.

The conclusions to the townscape assessment are as follows:

- The Site sits partially within three character areas and thus presents the opportunity to define the point at which they meet.
- As a consequence of the disposition of new routes, the creation of new uses and the proposed landscaping, there will be a significant townscape enhancement as a result of the Proposed Development, which will result in a major improvement to the way the area functions and appears.
- With regard to strategic views, the Proposed Development would not materially change the character of any protected vistas or viewing corridors.
- In mid-range views, the proposals are experienced as part of a diverse context, which includes taller development at the THFC Stadium site. Their proximity to White Hart Lane station marks the location of a local transport hub, and would thus aid in wayfinding.
- From west side of the High Road, the tight urban grain and continuous building line means that for much of the route, the viewer will not see or be aware of the Proposed Development.
- From east side of the road, the context already includes the football stadium, and taller buildings are set behind as a layer which will read separately.
- There will be no loss of buildings within the Conservation Area that positively contribute to its character and appearance, and those retained will experience improvements to their landscape setting.

*For further detail please refer to the Townscape and Visual Impact Assessment which accompanies this application.*

### The Illustrative Masterplan's Interpretation of Maximum Parameters

The townscape views opposite reveal both the maximum parameter extents, as set out with the Parameter Plans, and the HRW Illustrative Masterplan massing. The illustrative massing fits within these extents, follows the design guidance set out within the Design Code, and follows the principles established within the detailed townscape assessment to craft an approach that sits comfortably and appropriately within its context.

This visual comparison acts as an illustrative tool to aid future designers to understand the townscape principles and how these can be upheld whilst equally delivering against the masterplan's wider placemaking and strategic objectives.

*For further information of the massing guidance for each plot, please refer the Design Code submitted as part of this application.*

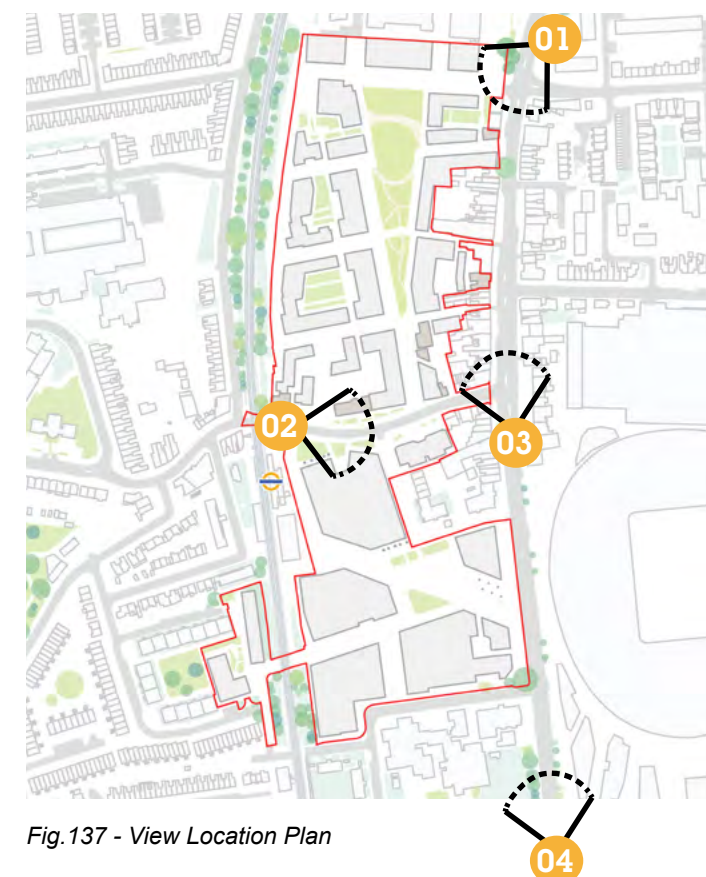


Fig. 137 - View Location Plan



View 41 High Road



View 39 White Hart Lane



View 32 High Road looking north



View 23 High Road looking north from THFC Stadium Swell corner



# APPEARANCE

## SITE WIDE DESIGN APPROACH

**High Road West and the surrounding area are characterised by a mixed vernacular and palette of materials.**

To reflect the area's diverse landscape and varied character, a series of eight architectural groups establish the scheme's characterful response to their respective context, use and individual expression:

**Heritage Design Approach** - Informing the design of buildings that sit within or adjacent to the Conservation Area and heritage buildings.

**Civic Design Approach** - Informing the design of the buildings that frame Moselle Square.

**Park-side Design Approach** - Informing the design of the residential buildings that frame the western side of Peacock Park.

**Mixed Use Design Approach** - Informing the design of the mixed use buildings that frame the eastern side of Peacock Park.

**Residential South Design Approach** - Informing the design of the buildings that step away from the Conservation Area and frame the scheme's contemporary spaces.

**Residential North Design Approach** - Informing the design of the residential buildings within the Goods Yard.

**Marker Design Approach** - Informing the design of the feature buildings to the north.

**Feature Building Design Approach** - Informing the design of the scheme's community anchor building and tallest statement marker building.

**The following pages establish the key design principles for each of the masterplan's architectural groups. This approach ensures that each plot is unified with neighbouring buildings sharing similar contextual qualities, compliments their respective public realm setting, and conforms to the broad vision and Key Place within which they are located.**



Fig.138 - Illustrative Architectural Material Strategy

Heritage Architectural Approach	Marker Building Architectural Approach
Civic Architectural Approach	Park-side Architectural Approach
Residential North Architectural Approach	Mixed Use Architectural Approach
Residential South Architectural Approach	Feature Building Architectural Approach (Plot D)
	Feature Building Architectural Approach (Plot E)



## HERITAGE ARCHITECTURAL APPROACH

The heritage buildings in White Hart Lane and High Street have seen a general deterioration in their setting within the streetscape through the erosion of street frontages, demolition of neighbouring buildings, poor quality public realm and introduction of poorer quality infill development.

The masterplan looks to arrest this decline and implement measures to positively enhance the setting of the listed and locally listed buildings and the individual plots have an important role to play.

The ambition is to create a sensitive design setting for the variety of listed and locally listed buildings. Each plot having the flexibility to respond to the character of the adjacent heritage buildings while also retaining the simple overarching historic language of brick materiality, and period roof lines with a range of local and specific design features.

As an illustration, this study looks at the character of White Hart Lane, its existing context, partial demolition and how the new buildings can heal the fractured urban grain and streetscape.

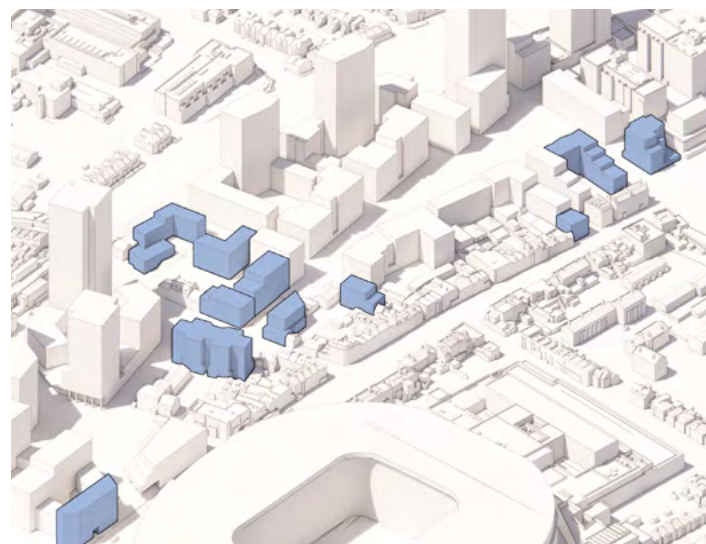


Fig. 139 - Proposed illustrative massing highlighting Heritage Architectural Approach buildings



Fig. 140 - White Hart Lane existing elevation



Locally Listed  
Station Masters House



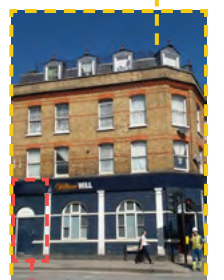
Statutory Listed  
The Grange



Locally Listed  
6a White Hart Lane



Positive Contributor  
2 White Hart Lane

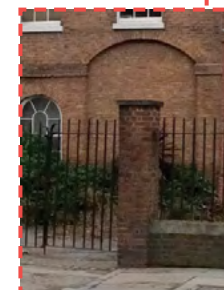


Locally Listed  
795 High Road

Fig. 141 - Heritage buildings on White Hart Lane



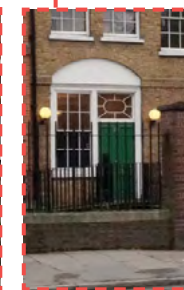
Arched entrance



Elliptical arched  
recessed brickwork



Doric doorcase



Elliptical arched  
openings



Original brick arch  
over front door



Arched entrance



Arched entrance

Fig. 142 - Special Features - Ground Floor



Yellow Brick from  
Heritage Asset



Key Materials from  
Heritage Asset



Brick from Heritage  
Asset

Fig. 143 - Materials from Heritage Assets



The illustrations on this page set out a sequential approach to creating a harmonious balance between old and new by responding to important building lines, materials and architectural features of the existing buildings.

The buildings must respond to the form of any adjacent or nearby heritage assets and positive contributors to conservation areas.

New and replacement buildings along White Hart Lane are designed to respect existing building lines. These include proposed elevations continuing eave lines, parapets and materials of their neighbouring heritage buildings where possible. Buildings that are closer to heritage assets are carefully formed to interface with the existing built forms and building features. Where the building form cannot match the existing building lines, these datums are reflected in the architectural features of the facade.

The resulting elevation approach retains the spirit of the street with a collection of building forms whilst amplifying the sense of a local high street with new shop fronts and higher quality buildings.



Fig.144 - White Hart Lane Existing Elevation



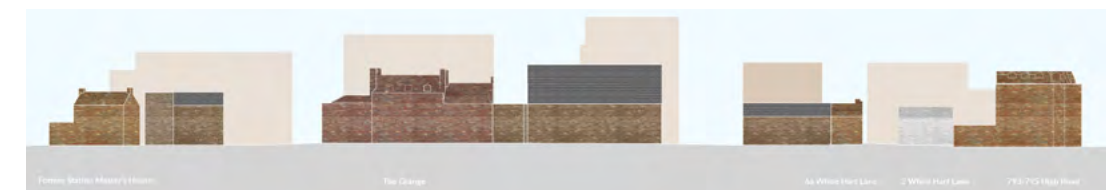
1. Retaining existing buildings of heritage significance.



2. Introducing new & replacement buildings along White Hart Lane respecting existing building lines.



3. Creating rooflines to complement existing.



4. Applying a traditional material palette to complement the heritage buildings.



5. Focusing retail uses on main frontages and along key routes to the park.



6. Applying a regular grid of retail frontages along White Hart Lane, respecting the scale & character of the heritage buildings.

Fig.145 - White Hart Lane illustrative elevational build-up diagrams



Fig.146 - White Hart Lane Proposed Elevational Treatment



**The proposed materials pallet has been carefully considered to complement and not detract from the retained heritage buildings. It takes influence from the surrounding heritage buildings, reflecting the texture, tone and colour of their brickwork.**

This sample elevation shows how the proposed building can reference existing building lines of The Grange and offer a contemporary frontage onto White Hart Lane.

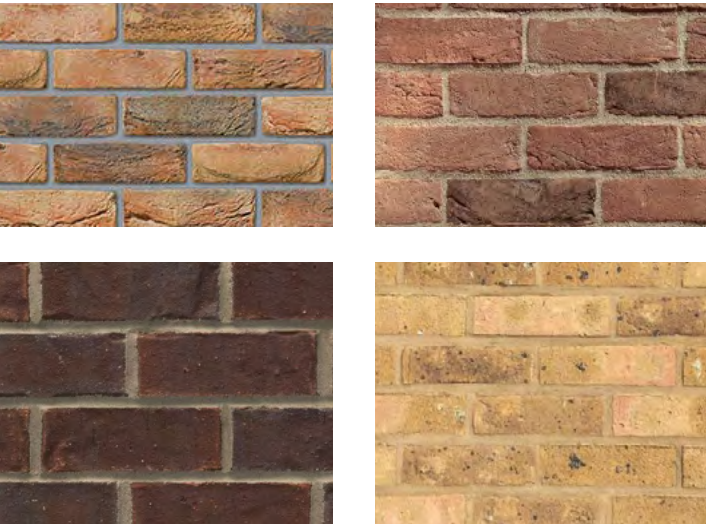


Fig.147 - Illustrative examples of primary materials

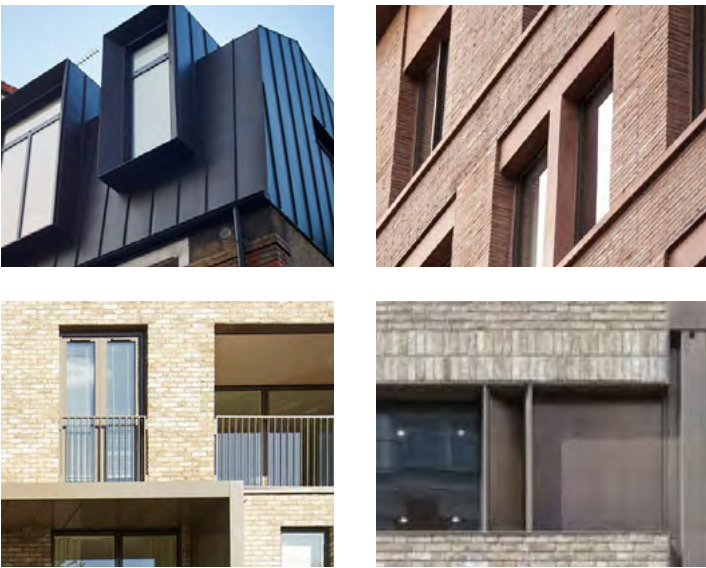


Fig.148 - Illustrative examples of complementary materials



Fig.149 - Illustrative south elevation - Plot 11

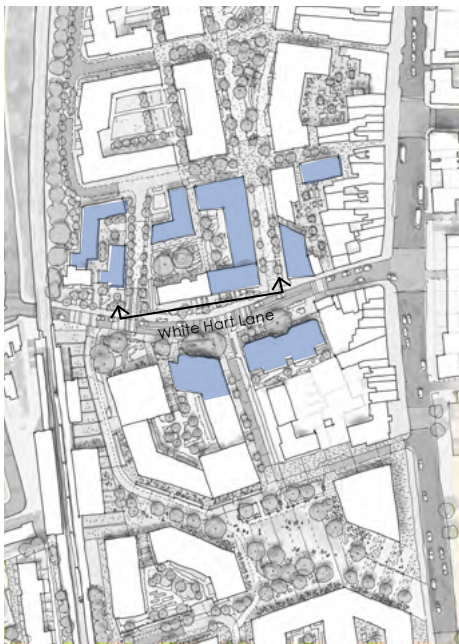


Fig.150 - Illustrative Plan



Example of brick recess that can be introduced proportional to the windows



Example of brick on edge detailing to visually separate the ground floor from the upper residential floors



Example of mansard roof form. Unity Place South Kilburn Estate, London, Alison Brooks Architects.



## CIVIC ARCHITECTURAL APPROACH

Surrounding Moselle Square, this collection of buildings form an important enclosure to this key public space. The buildings facing onto the square need to impose a sense of unity that will reinforce the significance and civic nature of the space.

The intention is for these buildings to have a similar architectural language across the different blocks so that the three key elevations (north, south and west of the square) are perceived as a family of similar buildings.

The ground level provides an extension of the high street offering new retail and F&B space facing onto Moselle Square. The important nature of the building's ground floor use should be reflected in the architecture, with a prominence specific to its public use, amplifying the activity inside and encouraging a spill out of life into the square.



Fig. 151 - Proposed illustrative massing highlighting Civic Architectural Approach buildings

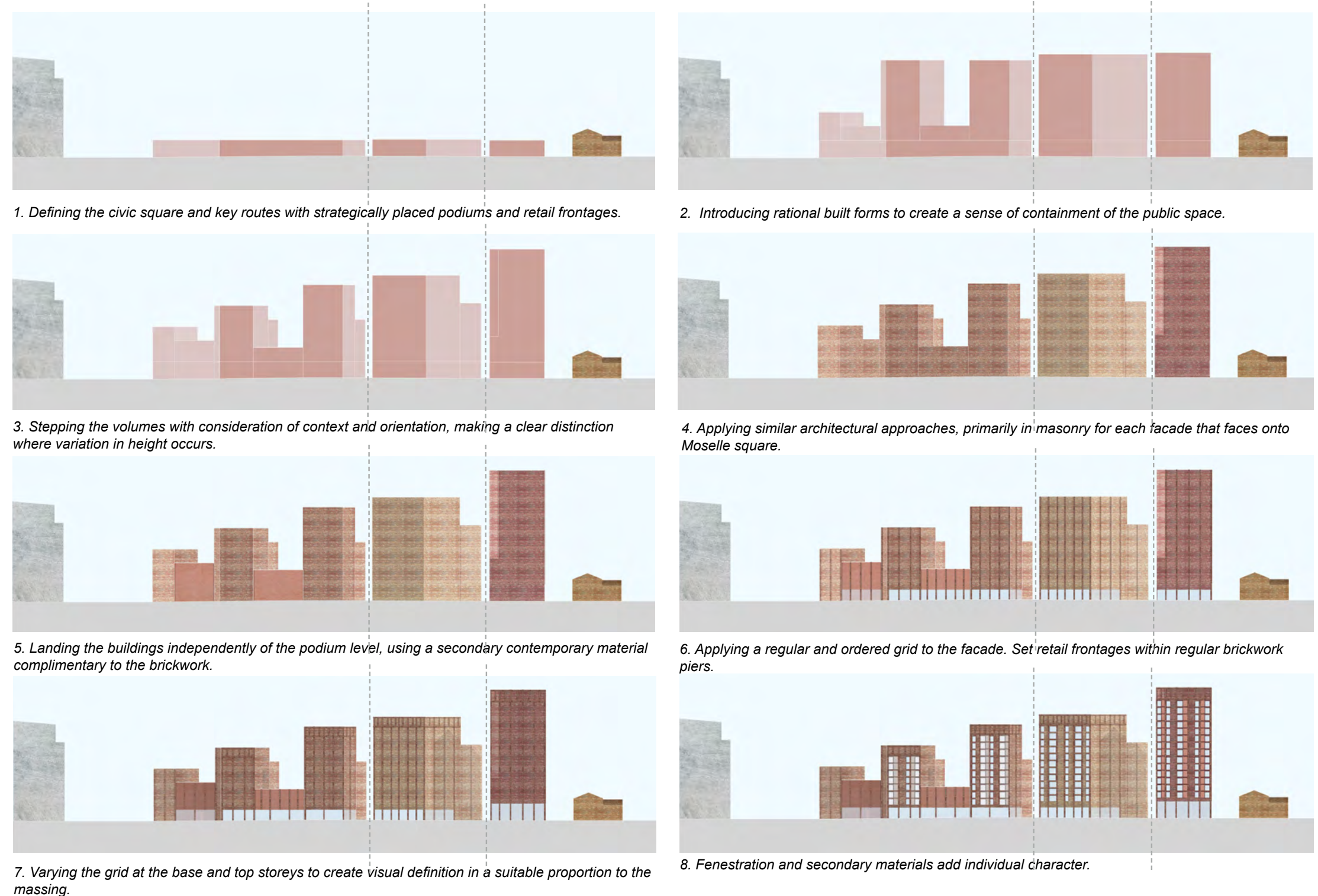


Fig. 152 - Illustrative elevational build-up diagrams



**The resulting elevation creates a strong collection of buildings facing onto Moselle Square, each with an ordered facade with recessed or semi recessed balconies that reduce the sense of domesticity to create a civic frontage.**

This sample elevation shows how the building can adapt to tie into different steps and volume changes using subtle variations in the elevational grid while also expressing the top, middle and bottom of the building.

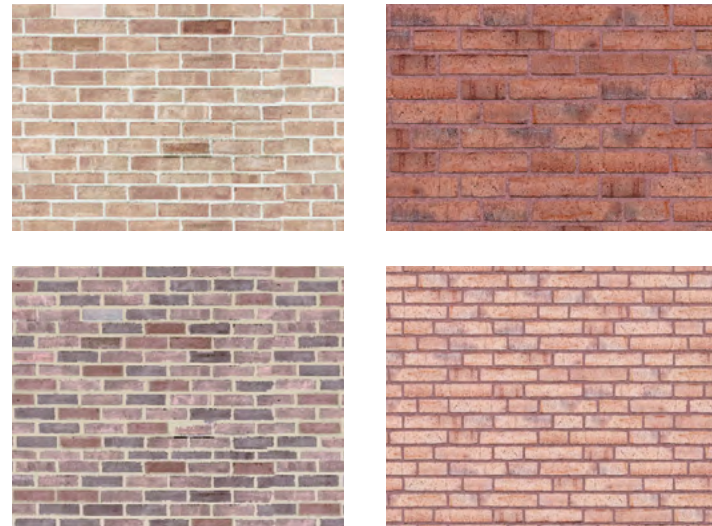


Fig. 153 - Examples of Primary Materials

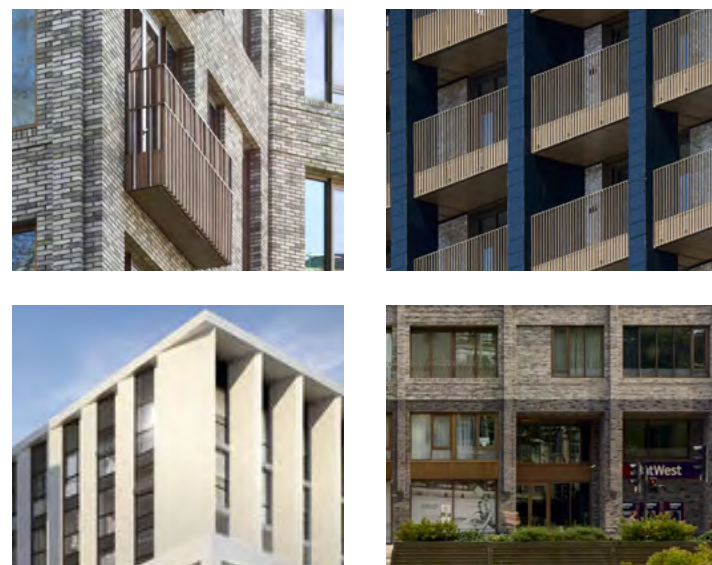


Fig. 154 - Examples of Complementary Materials

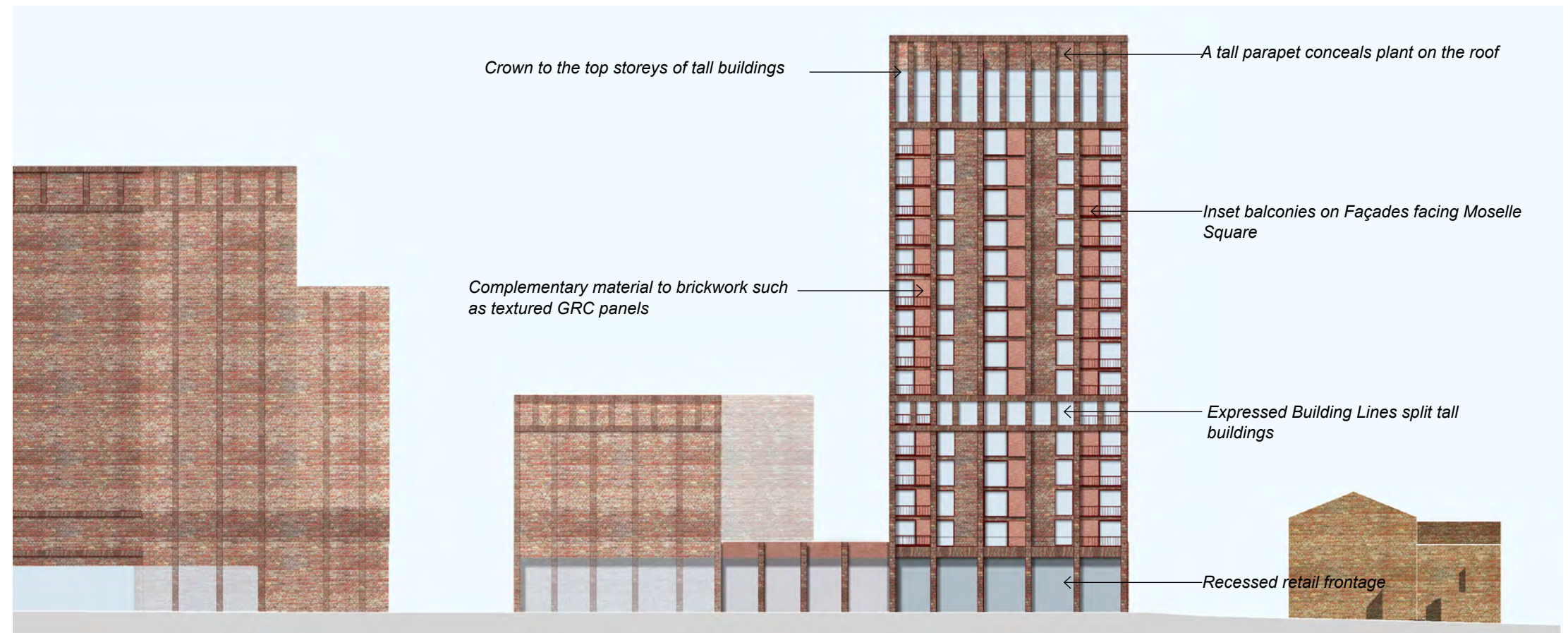


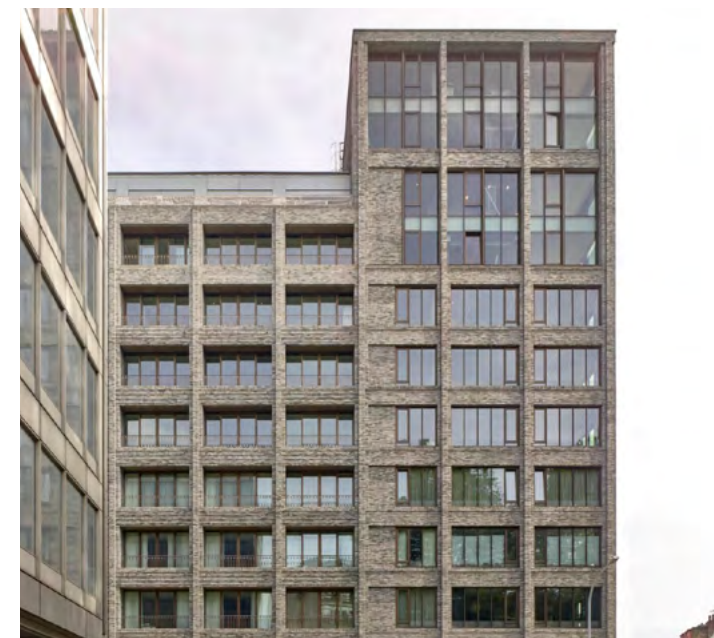
Fig. 155 - Illustrative elevation - Plot F



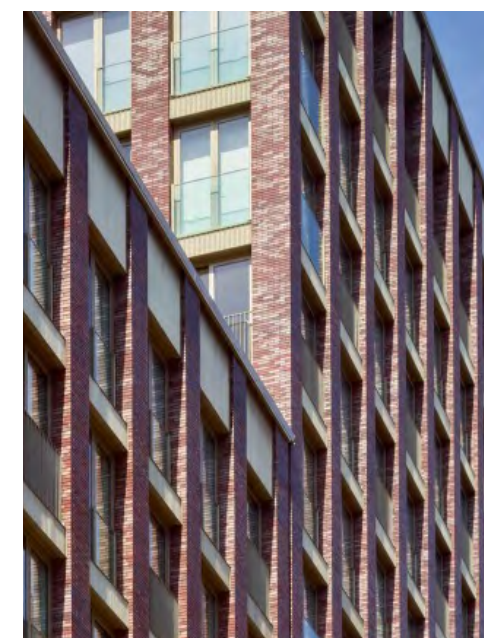
Fig. 156 - Illustrative Plan



Example of building articulation. Keybridge, Vauxhall, Allies and Morrison.



Example of double height entrances. 55 Victoria Street, London, Stiff and Trevillion.



Example of facade based on a regular and ordered grid. Capital Building, London, AHMM.



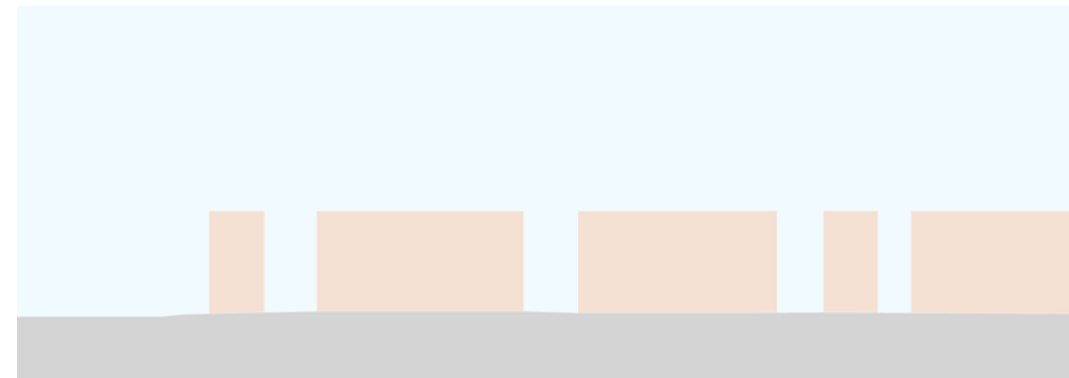
## PARKSIDE ARCHITECTURAL APPROACH

The Parkside buildings hold an impressive of setting. Embedded in the natural landscape of Peacock Park and signalling the transition into the scheme's residential neighbourhood, the buildings are viewed from a number of key vistas into the scheme, offering opportunities to define the masterplan's northern character.

Given their proximity to the park and the local nature of the neighbourhood these buildings are informal, domestic and characterful. The buildings primarily address the street and park, characterised by ground floor duplex homes, animated communal entrances, and an open and continuous frontage.



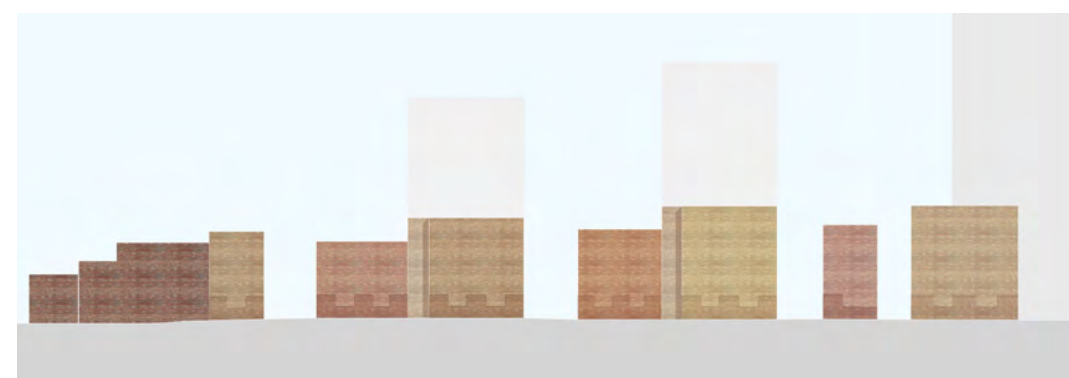
Fig.157 - Proposed illustrative massing highlighting the Parkside Architectural Approach buildings



1. Introducing rational built forms to create a sense of containment to the west of Peacock Park.



3. Applying breaks in the massing to reflect the scale and proportion of adjacent Heritage design approach buildings.



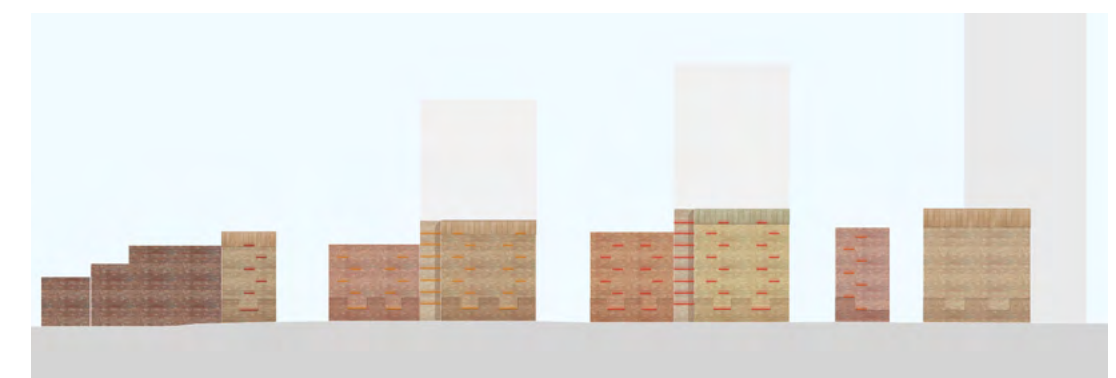
5. Reflecting the duplex homes and entrances to create a regular rhythm at ground level



2. Stepping the volumes with consideration of context and orientation.



4. Applying similar architectural approaches to the façades along the west of Peacock Park, primarily in brickwork, respecting the Heritage Design Approach to the south.



6. Creating variation in the facade with vibrant contrasting and complementary shuffled balconies

Fig.158 - Illustrative elevational build-up diagrams



**A predominantly brick palette is enhanced through the use of complimentary materials, innovative balcony design and a curated approach to the design of each plot.**

The illustrative elevation shows how the parkside buildings add a sense of diversity and colour to the park, visually connecting the buildings to the busy and vibrant public space.

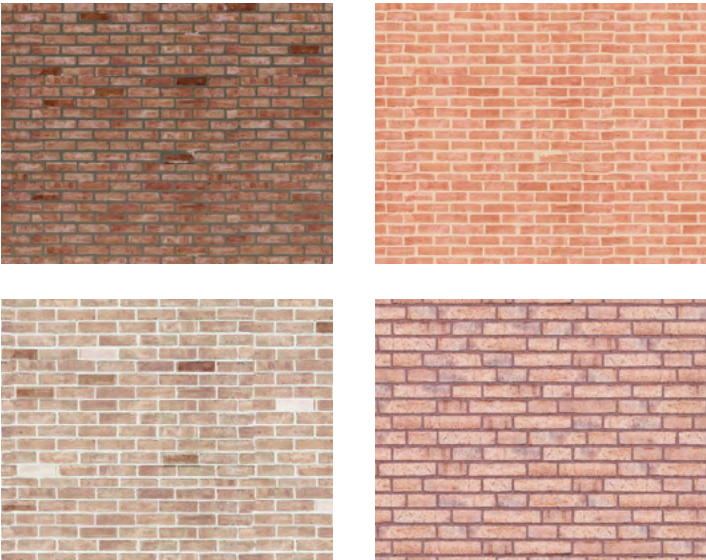


Fig.159 - Examples of Primary Materials

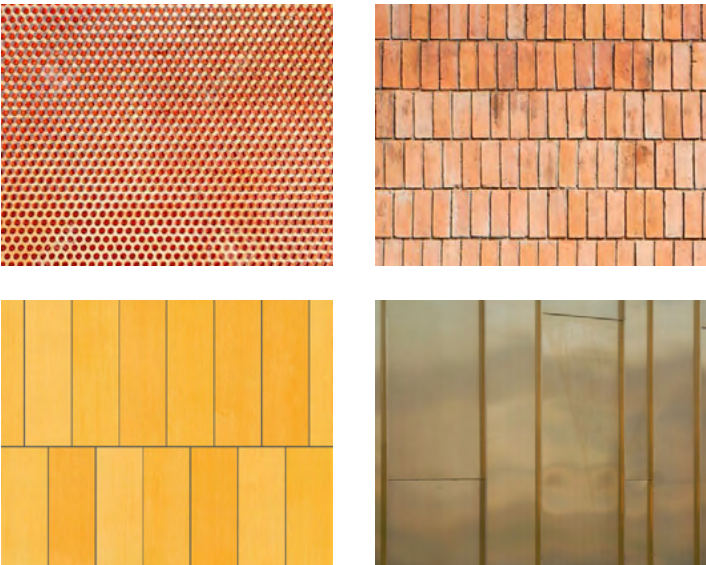


Fig.160 - Examples of Complimentary Materials



Fig.161 - Illustrative elevation - Plot L2



Fig.162 - Illustrative Plan



Example of contemporary contrasting balconies. Adelaide Wharf, London, AHMM



Example of ground floor flats, Burridge Gardens, London, Hawkins Brown



Example of buff brick on a parkside block. Horston and Sherwood, London, Hawkins Brown



## MIXED USE ARCHITECTURAL APPROACH

These buildings form the interface between High Road and the new neighbourhood. Together the plots will combine to form a neighbourhood characterised by the mix of uses. Workplaces and light industry at ground level give way to new homes above.

The design of these plots is informed by their distinctiveness, offering a contrast to the brick based language of the high street and the domestic nature of the buildings to the west. These are intended to be contemporary buildings that are functional and beautiful, enhancing the setting of the conservation area and historic assets while supporting the high street with complimentary uses that bring activity and diversity to the area.

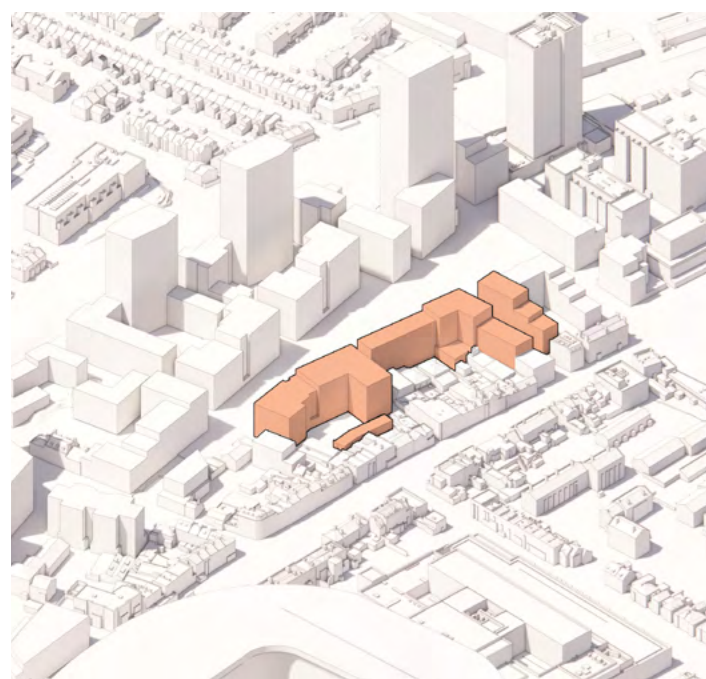
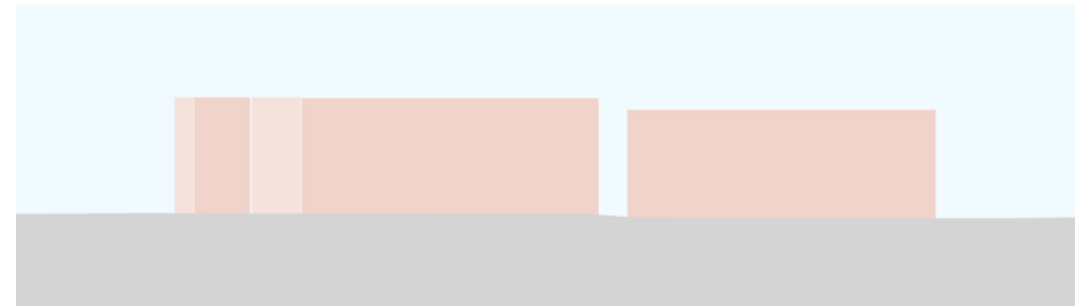


Fig.163 - Proposed illustrative massing highlighting the parkside design approach buildings



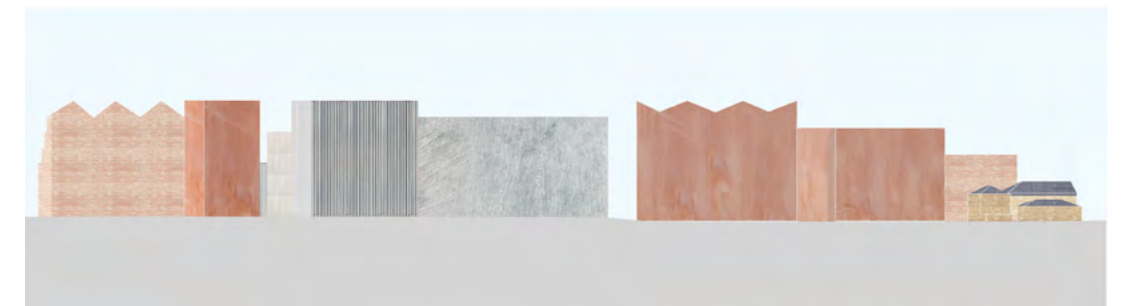
1. Introducing rational built forms at a scale respectful of the adjacent conservation area, to create a sense of containment to the east of Peacock Park and respond to neighbouring high street properties.



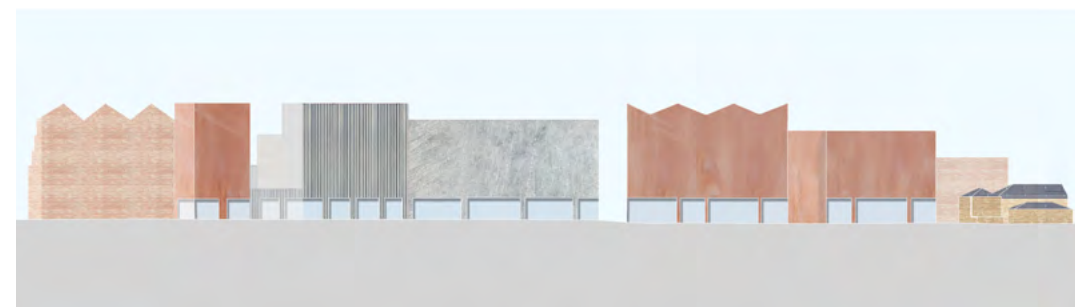
2. Stepping the volumes with consideration of context.



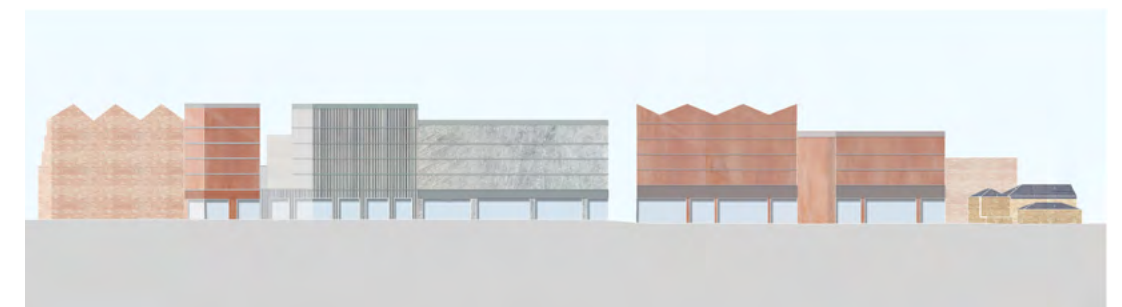
3. Applying breaks in the massing and introduce varied rooflines as a gesture to the diverse character of the adjacent High Road



4. Applying a variety of materials to further enhance the diverse nature of the mixed use buildings and create a sense of place and identity to the yards.



5. Setting regular ground floor active frontages with limited width along the base to reflect the existing street rhythm of the High Road.



6. Using a variety of facade design approaches to create a family of buildings.

Fig.164 - Illustrative elevational build-up diagrams



The illustrative elevation shows how the buildings are aggregated into smaller building blocks to reflect the varied nature of the high street architecture. The materiality is contemporary but complementary, reflecting the workspace and mixed use nature of the neighbouring buildings.



Fig.165 - Examples of Primary Materials

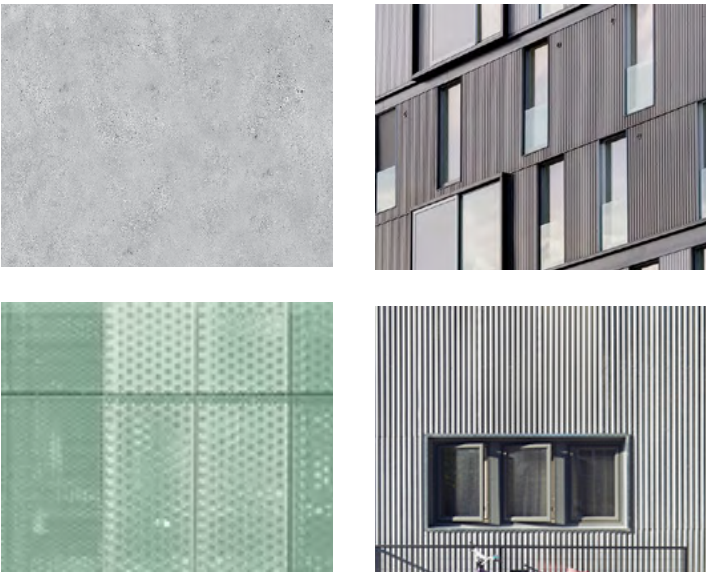


Fig.166 - Examples of Complementary Materials



Fig.167 - Illustrative elevation - Plot L2



Fig.168 - Illustrative Plan



Example of expressed building lines. Caxton Works, London, Studio Egret West.



Example of material palette. South Slope Townhouse, New York, Etelamaki Architecture.



Example of articulated roofline and projecting balconies. Brentford Lock West, London, Duggan Morris



## RESIDENTIAL SOUTH ARCHITECTURAL APPROACH

Whilst comprising the majority of the blocks to the south of White Hart Lane, each block responds to a uniquely different context. This group of buildings is focused on providing the highest quality residential homes via a collection of attractive buildings that resolve the technical needs of their respective setting.

These buildings are unified by being located within plots which share similar important roles in addressing the interface with existing buildings, and stitching the scheme into surrounding streets. As such their design is led by the context of their setting, creating a high quality transition between old and new.

The material palette is contemporary in nature and learns from other residential developments across London. Offering a domestic and warm quality whilst paying equal respect the relationship of each plot with surrounding buildings.

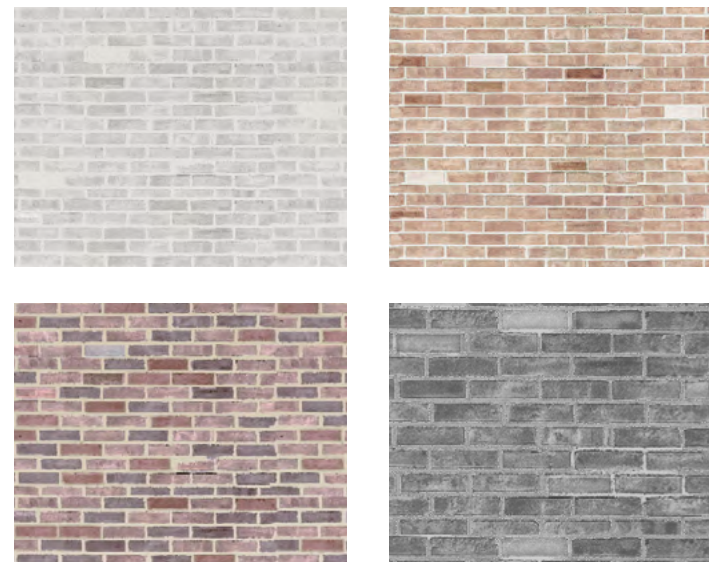


Fig.170 - Examples of Primary Materials

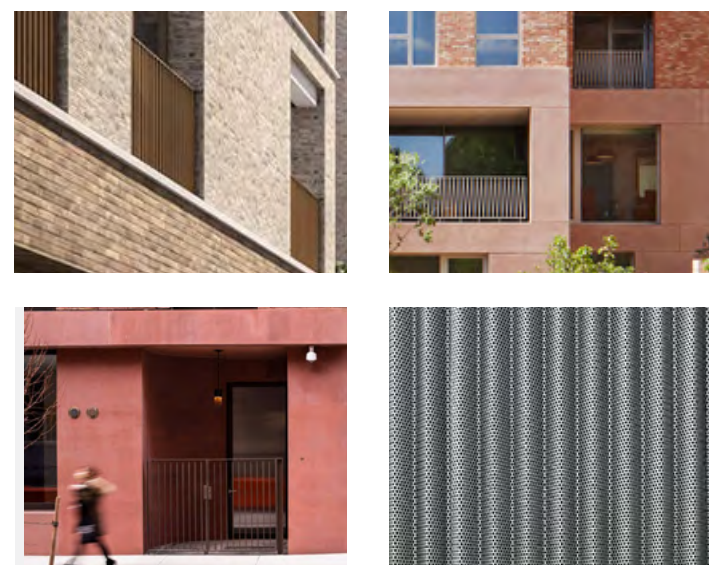


Fig.171 - Examples of Complementary Materials



Fig.169 - Proposed illustrative massing highlighting Residential South Architectural Approach Buildings

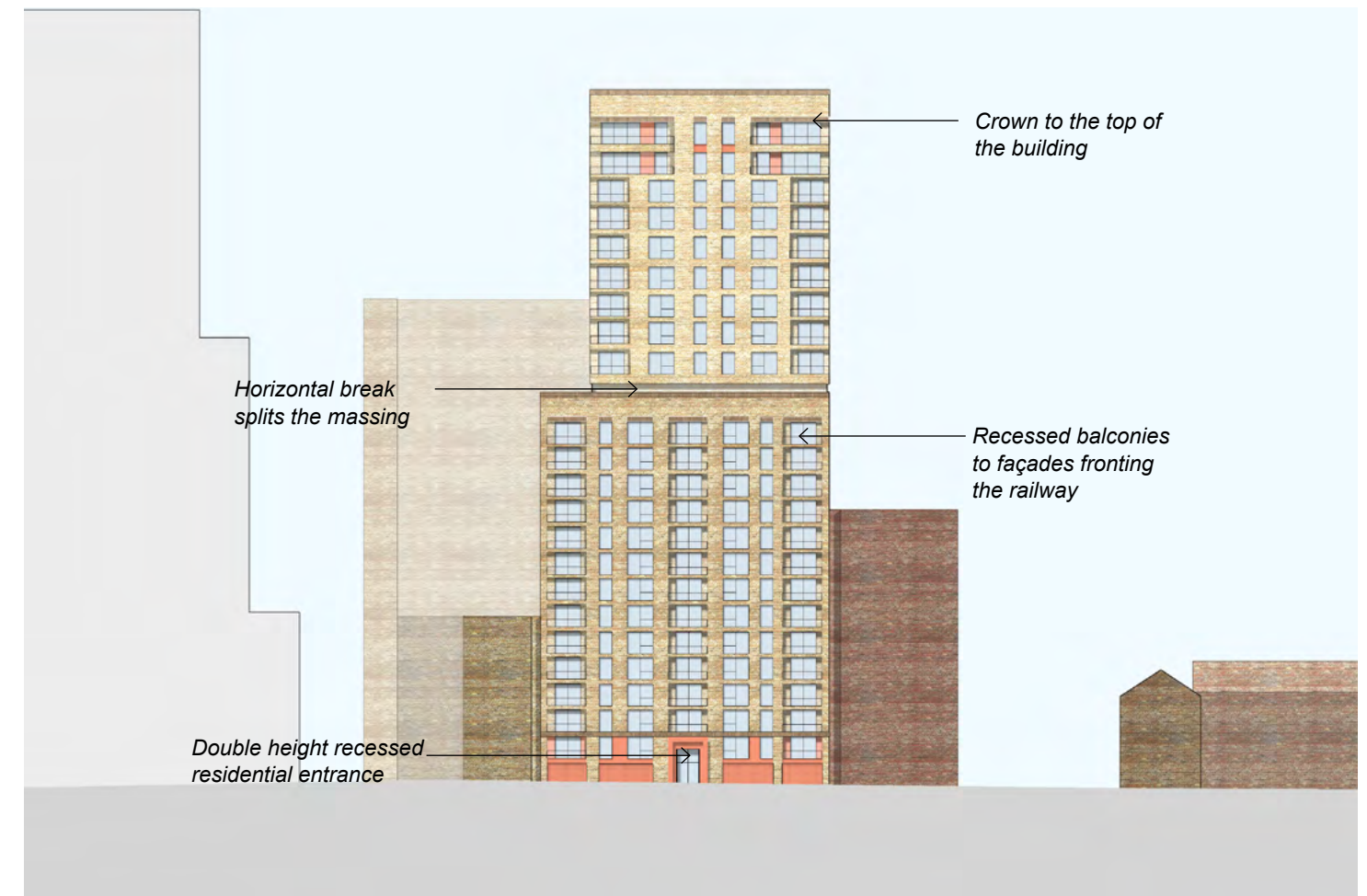


Fig.172 - Illustrative west elevation of Plot B

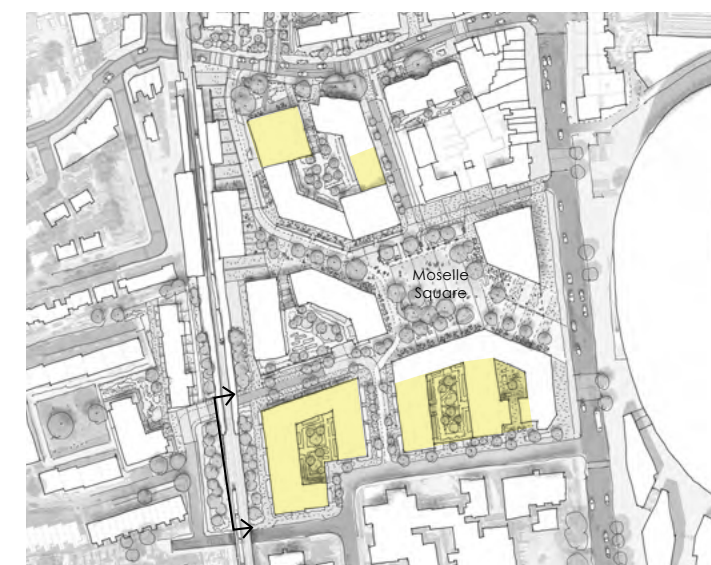


Fig.173 - Illustrative Plan



Example of balcony treatment in close proximity to railway. Silchester Housing, London, Haworth Tompkins.



## FEATURE BUILDING ARCHITECTURAL APPROACH

### Plot D

**This building represents the scheme's tallest building, marking the location of White Hart Lane Station and the neighbourhood's civic centre.**

The building has an important role to play at ground level, with the taller element landing in the public space outside the station entrance and at the terminating point of a key vista south along Love Lane. A double height entrance lobby is proposed to emphasise the prominence of this arrival point and animate this important vista into the Site.

From afar, the building stands out as the most prominent feature of the scheme, signposting and positively contributing to the identity of the neighbourhood. The building's stepped form, and silhouette on the skyline, quality of materiality, and integration of balconies, all play an important role in accenting the building's prominence and design quality.

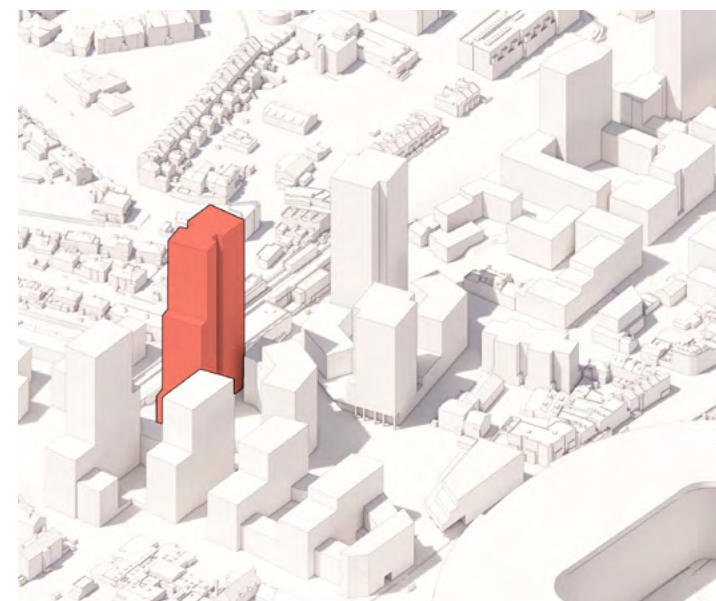


Fig. 174 - Proposed illustrative massing highlighting Plot D, one of the feature design approach buildings

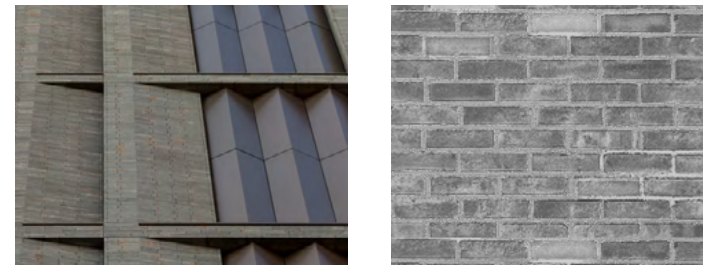


Fig.175 - Examples of Primary Materials

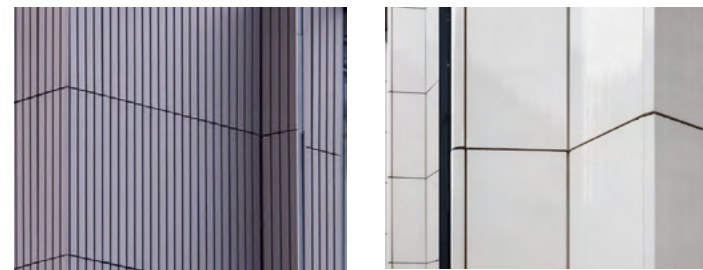


Fig.176 - Examples of Complementary Materials



Example of approach to the facade treatment of the tower. One Tower Bridge, London, Squire and Partners.

### Plot E

**Plot E represents a simple building with a critical role in the masterplan, housing a unique mix of uses. Located at the scheme's principal southern gateway, it holds a pivotal position at the interface between the High Road, Stadium, and Moselle Square.**

The building is intended to have two distinct elevation designs. To the West the building extends the verdant landscape of Moselle Square across a series of stepped terraces, amplifying the square's green character and providing generous public space at multiple levels. To the East the building infills the High Road, providing a continuity of street frontage whilst acting as a marker to this important route from Station to Stadium and prominent point of arrival to the new community. The building should offer a unifying transparent ground floor, promoting a physical and visual connection between the High Road and Moselle Square.

Given the importance of the building and the unique nature of the envisioned future brief, the ambition is to design this building through a design competition. Design guidance is therefore left open, on the basis that the building must be innovative, memorable and of the highest quality.

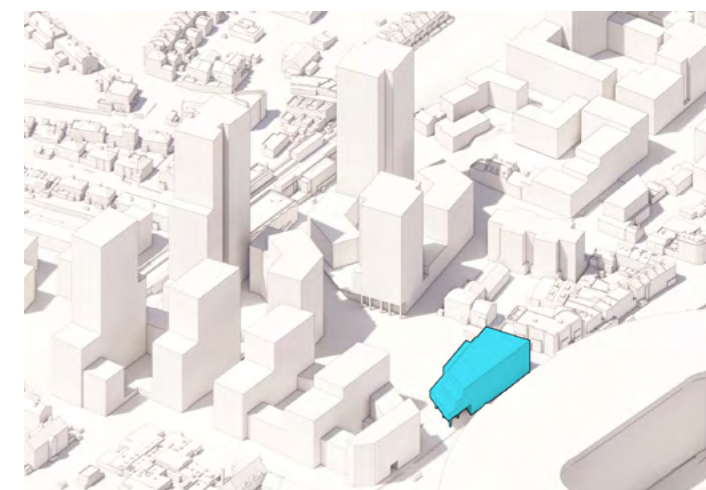


Fig. 177 - Proposed illustrative massing highlighting Plot E, one of the feature design approach buildings

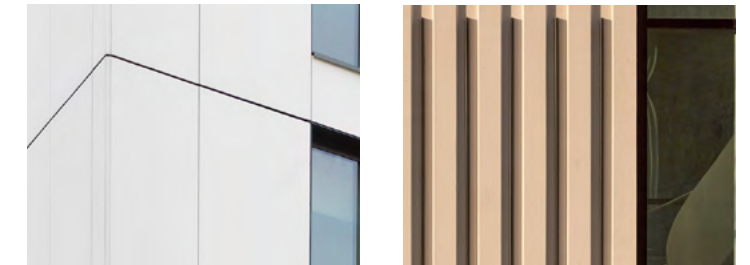


Fig.178 - Examples of Primary Materials

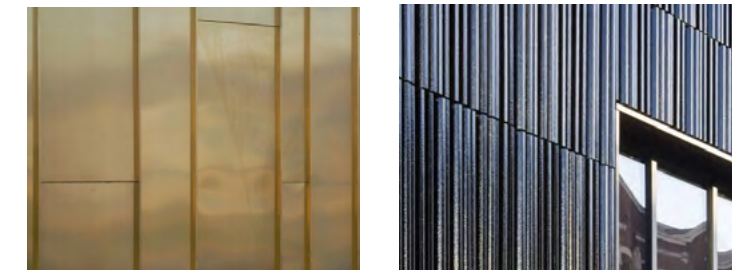
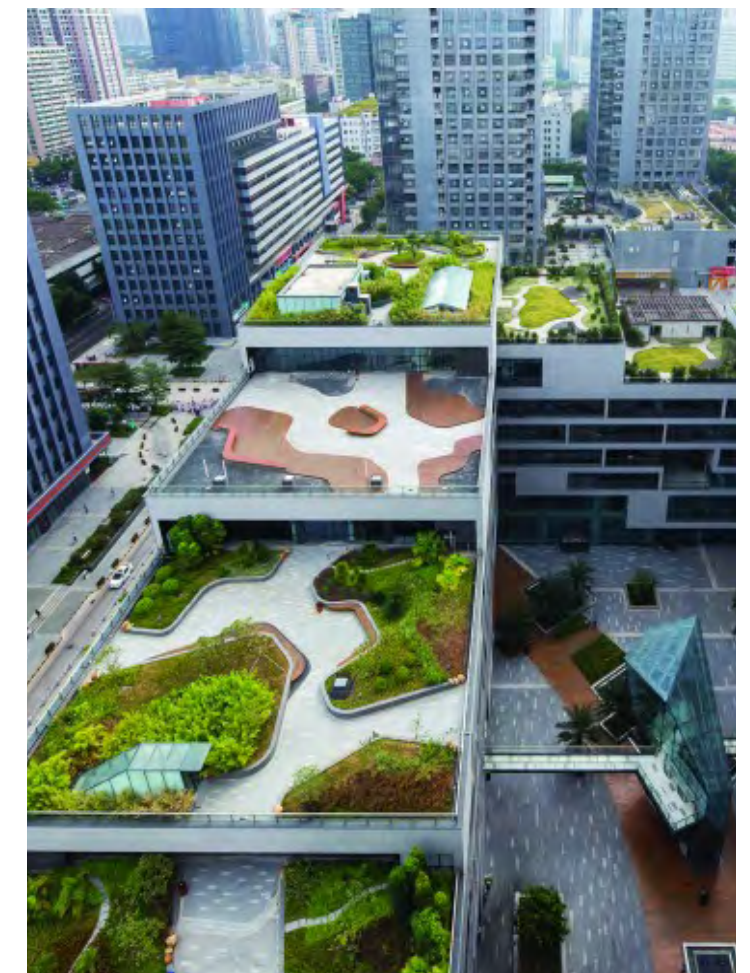


Fig.179 - Examples of Complementary Materials



Example of approach to roofscape and materiality for Plot E



## RESIDENTIAL NORTH ARCHITECTURAL APPROACH

Two large urban blocks, are located to the north of the Goods Yard. Both are defined by taller buildings at their north west corners. The lower sections of the urban blocks, at between 5-8 storeys in height, interface with and act as 'shoulders' to the taller buildings.

Through their location, the tall buildings form part of a line of taller elements running parallel to the railway line, integrating with Brook House to the North, and provide an opportunity for a fourth tall building to the north, to complete the 'rhythm' of taller buildings. The proposed blocks step down to offer a lower residential scheme, allowing amply light into courtyards and generous views of sky from streets and open spaces.

The proposed scheme primarily uses brick for facing materials across the development. Duplex apartments link the ground and first floors to create a familiar rhythm of private entrances along the street with an active movement of people and life further animating the streetscene.

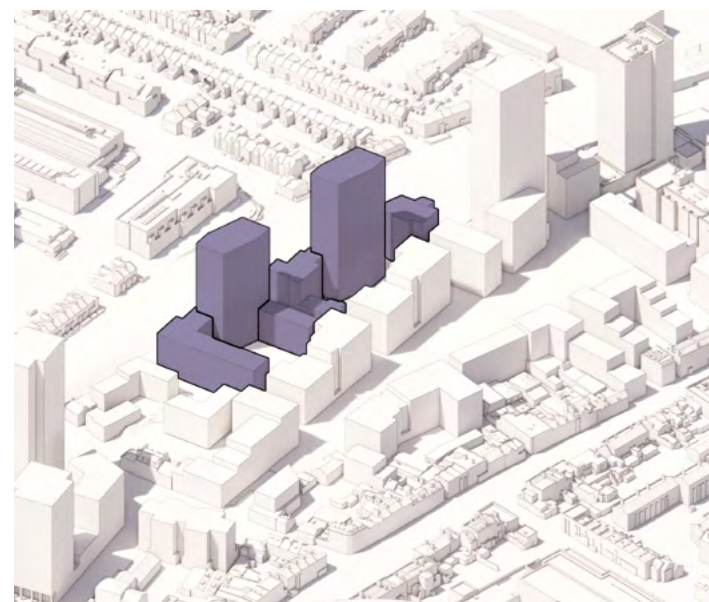


Fig. 180 - Proposed illustrative massing highlighting Residential North Architectural Approach buildings



Fig. 181 - Examples of Primary Materials

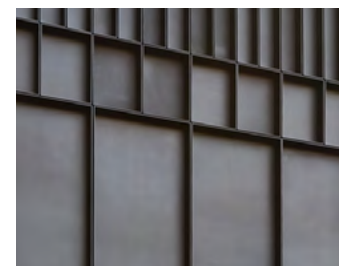


Fig. 182 - Examples of Complementary Materials



Example of approach to balconies on lower buildings, Colville Estate, London, Karakusevic Carson

## MARKER BUILDING ARCHITECTURAL APPROACH

This prominent building signals the location of the proposed new park and creates a small cluster of distinctive buildings.

The proposed tall building creates a landmark along the railway aiding wayfinding and enhancing the legibility of the area. The building's prominence is emphasized through distinctive design detailing and material palette that sets it apart from its neighbouring taller buildings.

At ground level, the building terminates a key vista into the scheme from the High Road. An animated double height residential entrance at the base of the building celebrates this view, and acts to draw people into the scheme and new public open space in front of it.



Fig. 184 - Examples of Primary Materials

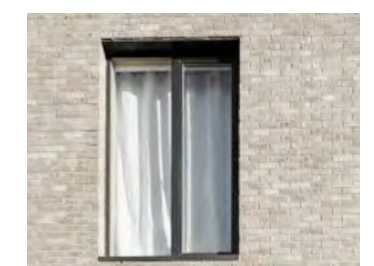


Fig. 185 - Examples of Complementary Materials

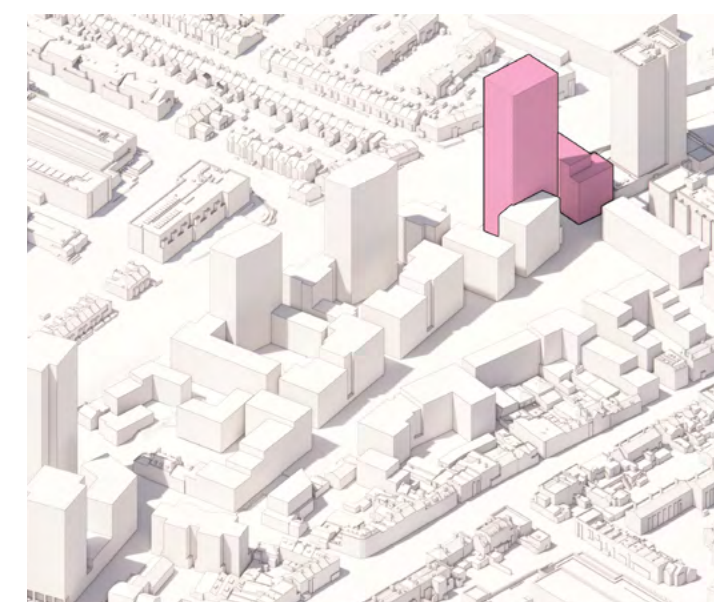


Fig. 183 - Proposed illustrative massing highlighting Marker Building Architectural Approach



Example of approach to the design of the tower, One Southbank Place, London, Squires



## SUSTAINABILITY

### SUSTAINABILITY STRATEGY

**The Site wide sustainability strategy for HRW has been developed on three core sustainability drivers: local policy from Haringey Council and the GLA, the client's corporate sustainability standards, and the client's aspiration to achieve a BREEAM Communities rating.**

Plot level guidelines, such as Home Quality Mark and BREEAM ratings for residential and non-residential elements respectively, are also incorporated as part of a site wide strategy overall.

Haringey Council have in place a Local Plan: Strategic Policies (Local Plan), which spans 2013-2026 and sets out a vision and key policies for the future of the borough. This Local Plan takes into consideration the London Plan and other new and emerging policy, while attending to local issues and priorities within the

borough, and beyond (such as climate change).

Two key corporate sustainability standards frameworks will apply to this development:

- 01** Sustainability Standards Masterplan, v1 2020 (Masterplan standards),
- 02** Sustainability Standards Residential – Open Market and Affordable Homes, v5 2020 (Residential standards).

Each document provides a set of minimum standards which all developments will need to adhere to. While the two documents are meant for different scales of design, they share three key vision points: sustainability imperatives, environmental focus, and social focus.

The development is also aiming to achieve BREEAM Communities accreditation. This is a comprehensive environmental assessment method and design guide with recognised sustainability benefits. The BREEAM Communities framework aims for holistic sustainability and includes consideration of social and economic impacts of a development as well. Aligning these policy-driven and aspirational frameworks into a single strategy provides a good basis for the Site wide sustainability for the High Road West development.

*For further information on sustainability, please refer to the Sustainability Statement.*

### CIRCULAR ECONOMY STRATEGY

**The outline Circular Economy Strategy establishes a set of strategies and commitments covering social, economic, and environmental goals within a circular economy framework. It is project-specific and guided by the particularities of the masterplan, proposal, and site.**

While major refurbishment of the existing buildings is not feasible at the masterplan level, the project strategy supports a long-term circular economy approach for the new development. Specifically, the new development is in support of longevity and robustness, integration within the community and area, as well as adaptability and flexibility of non-residential uses.

The residential uses are designed with longevity as a priority because residential schemes typically aim for long-term habitation and use; the broader 'leisure' focus in the area supports the integration of flexible spaces in and around the public realm of the scheme; and the busier pedestrian routes, relating to the THFC Stadium, support designing with robustness in mind.

The development is planned to be phased over a 10-year period with the inclusion of meanwhile uses; this phased approach is also identified as an area with high potential for supporting the circular economy in this scheme, alongside the priorities listed above. Overall, the strategy aims for an integrated approach which involves various scales, such as responding to community and city needs, as well as various time frames, supporting a range of meanwhile, flexible, and permanent uses throughout the scheme.

*For further information on circular economy, please refer to the Circular Economy Statement.*



## BUILDING FABRIC STRATEGY

**The design of the Proposed Development attempts to push the boundaries of conventional construction by deploying innovative methods and approaches during design and construction.**

The masterplan is first and foremost intended to provide an adaptable and high quality framework that is capable of developing and ageing alongside the changing needs of North Tottenham's community. Design quality and flexibility are therefore key to the scheme's design, particularly in considering the design of ground floor to accommodate new building uses over time.

This approach extends to the choice of materials and finishings for the building's fabric. Material choices and tones vary across the masterplan in relation to their location, relationship to neighbouring heritage assets, height and role as wayfinding or marker buildings. However, generally brickwork is predominantly used across the development, with

metal acting as a complimentary material.

To ensure the scheme is fit for purpose, materials are chosen that are:

- Durable and of a high quality to minimise the need for maintenance and remain attractive throughout the building's life.
- Robust and weather well, detailed to shed water, avoid staining, reduce maintenance and ensure durability through robust details.
- Easily sourced and replaceable (negating the need for additional waste during maintenance and repair)
- Allow structures and sub-structures to be designed for up to 120 year design life, and allow for future disassembly and recoverability

*For further information on building fabric, please refer to the Sustainability Statement.*

## ENERGY & ENVIRONMENTAL DESIGN STRATEGY

**The Proposed Development establishes its aspiration to be an innovative net-zero carbon scheme, delivering tangible carbon emission reductions through embodied and operational carbon design improvements, and embedding resilience and longevity into the building design.**

In line with local policy drivers and the Applicant's sustainability aspirations, a BREEAM will be targeted for the commercial areas with an aspiration to achieve BREEAM 'Excellent' in line with local planning policy.

Further to material choices and construction methods, passive design practice and energy efficiency measures provide key environmental guidelines to limit the development's potential energy demand, water usage and CO2 emissions. These include:

### Minimising Overheating:

Limiting the risks of buildings overheating through passive design solutions rather than relying on air conditioning. Integrated design features include introducing shading elements to façades, placing openings to maximise cross ventilation, reducing glazing on south-facing façades and ensuring windows are operable wherever possible.

### Implementing considered Water Management:

Sustainable urban drainage systems (SUDS) proposed across the landscape strategy to allow water retention and reuse where possible. Grey water is recycled for use in public realm amenities, and water retention at roof levels is also integrated into the design of plots, allowing for the treatment of rainwater to potable water standards. Mechanisms for the treatment of foul water for reintroduction to the water supply as a grey water or direct discharge to water catchment are also incorporated into the scheme, allowing the development to minimise water usage and meet sustainable standards.

To further resist unsustainable energy usage, renewable energy production on site is delivered through PV cells. These are installed where roofs are not intended to be publicly accessible, and are balanced alongside the instillation of green roofs and rooftop plant requirements.

Subsequent RMAs will be required to demonstrate the high quality energy and environmental design across all buildings. Further information on the development's sustainability is discussed in subsequent chapters, and is to be read alongside the Masterplan Energy and Sustainability Statement included in this application.

*For further information on energy, please refer to the Whole Life Carbon Assessment.*



## DESIGN ALTERATIONS

### PLOT B

From continued consultation with Officers, it was apparent there were variations to the illustrative design that could be more sensitive to the immediate context, particularly with regard to neighbouring heritage assets.

The following pages illustrate alternative options for working within the Parameter Plans and Design Code to optimise the use of the site, whilst further integrating the buildings with both their immediate and wider contexts.

Located on the Site's southern perimeter between the railway and a pair of existing streets, this hard working plot presents a number of challenging constraints. Design developments focussed on exploring the following considerations:

- Relocating southern massing to the north to open the podium and allow more sunlight penetration into homes and communal open space.
- Maximise the provision of public realm and incidental green space.
- Increase the number of dual aspect homes across the plot.

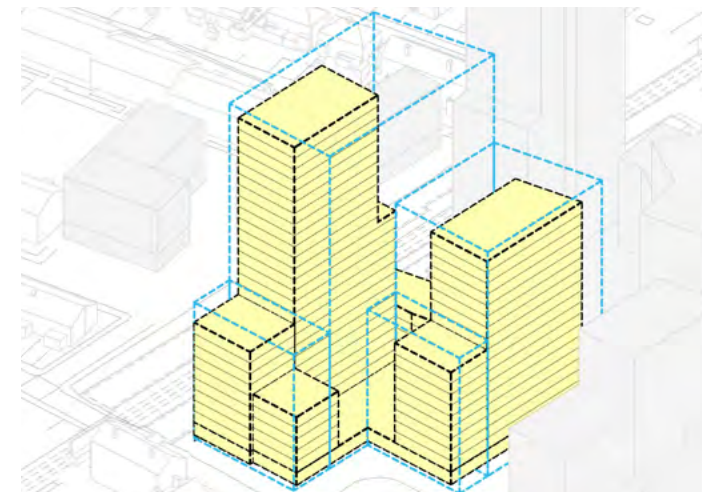


Fig. 186 - Plot B illustrative massing with max parameter extents

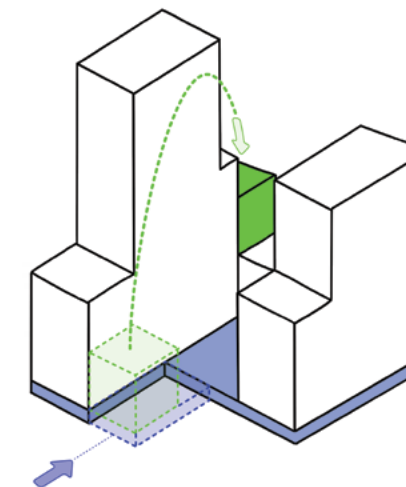


Fig. 187 - Plot B design alteration principles

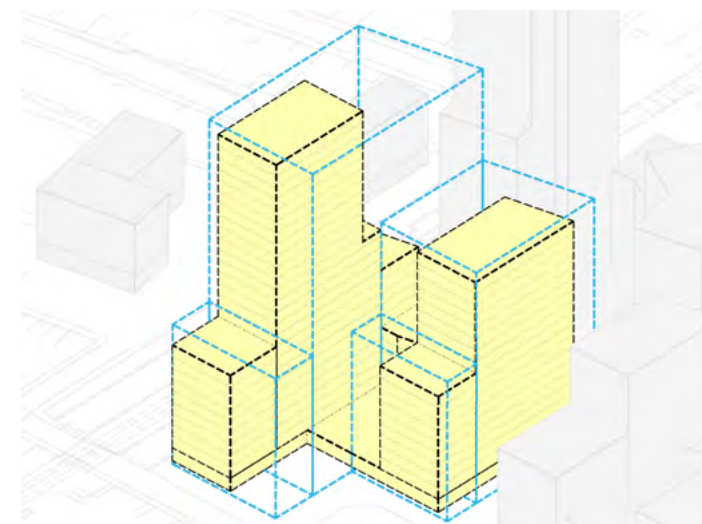
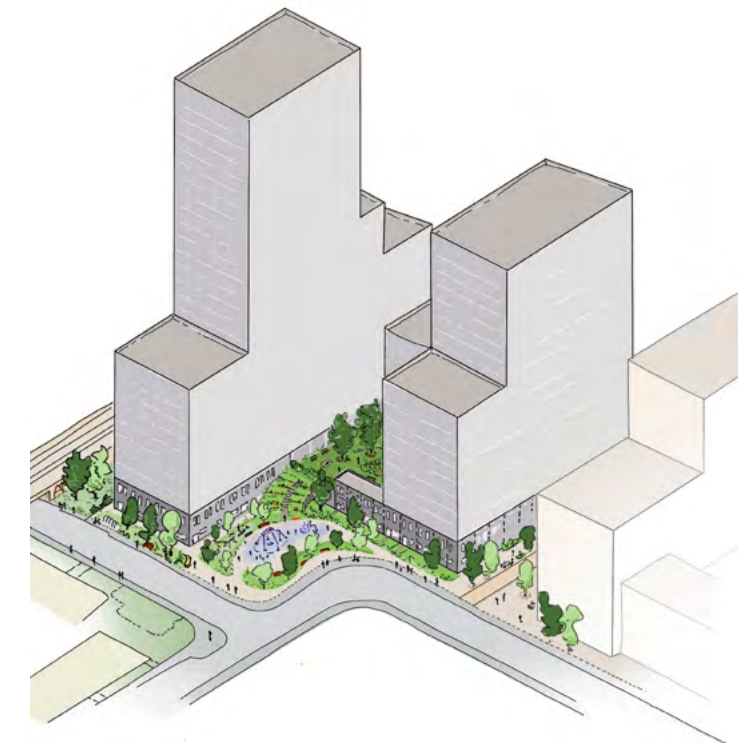


Fig. 188 - Plot B alternative design option



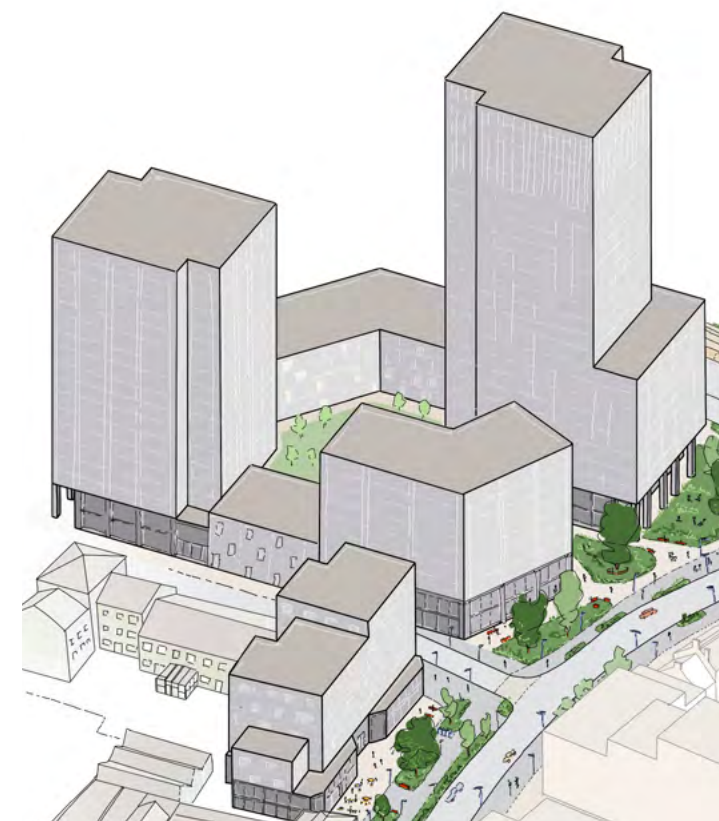
Plot B illustrative alternative design option sketch



## PLOT F

Located immediately south of this important section of the Conservation Area along White Hart Lane, Plot F is required to sensitively respond to this heritage setting. Design developments focussed on exploring the following considerations:

- Setting back the tallest element from the White Hart Lane frontage to create a lower datum aligned with the height and location of the in situ residential building.
- Responding to stepping scale of White Hart Lane to create a sequence of stepping elements to more gradual transition from the lower heritage scale towards greater height along the railway.



Plot F illustrative alternative design option sketch

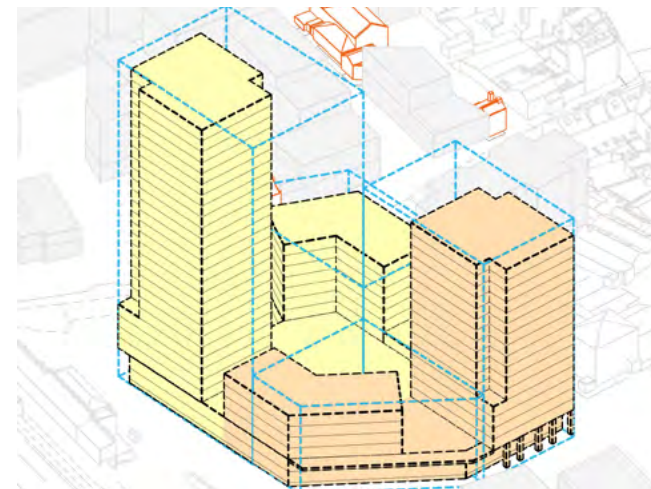


Fig.189 - Plot F illustrative massing with max parameter extents

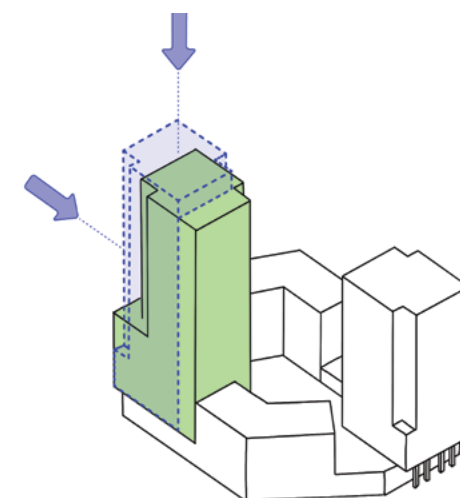


Fig.190 - Plot F design alteration principles

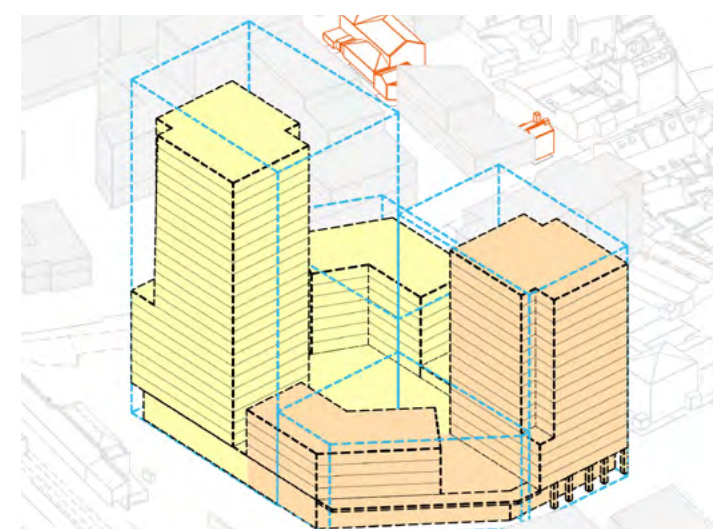
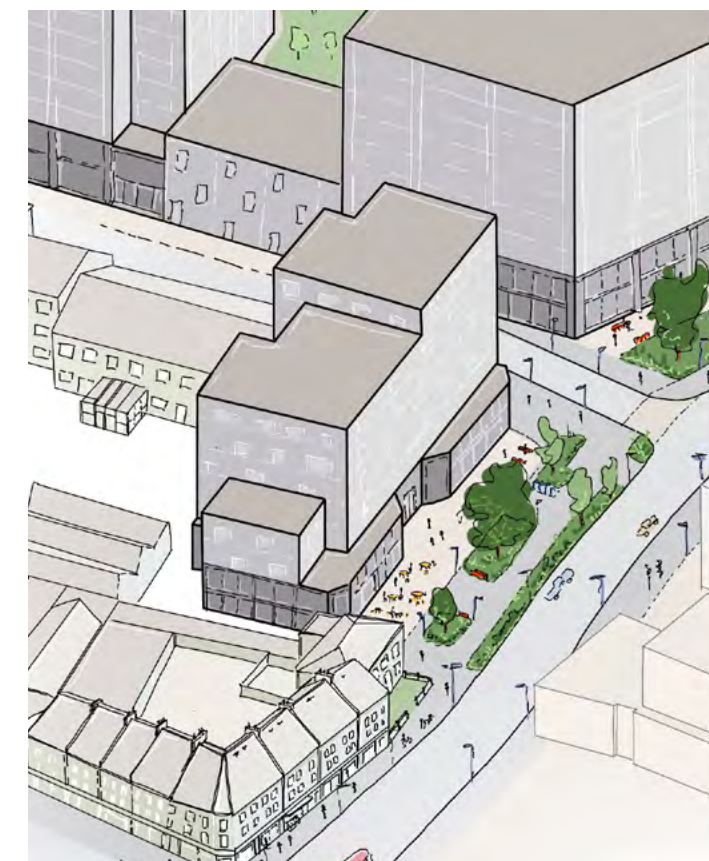


Fig.191 - Plot F alternative design option

## PLOT G

Similarly located alongside the White Hart Lane Conservation Area, and adjacent to a notable statutory listed building, Plot G is equally required to sensitively respond to its heritage setting. Design developments focussed on exploring the following considerations:

- Reduction in height at the interface with the listed building to create a responsive stepping down to meet the existing heritage scale.
- Stepping up at the corner of William Street to accent the buildings pivotal transition between two streets.
- Simplifying the form and orientating the massing towards the corner of White Hart Lane and William Street.



Plot G illustrative alternative design option sketch

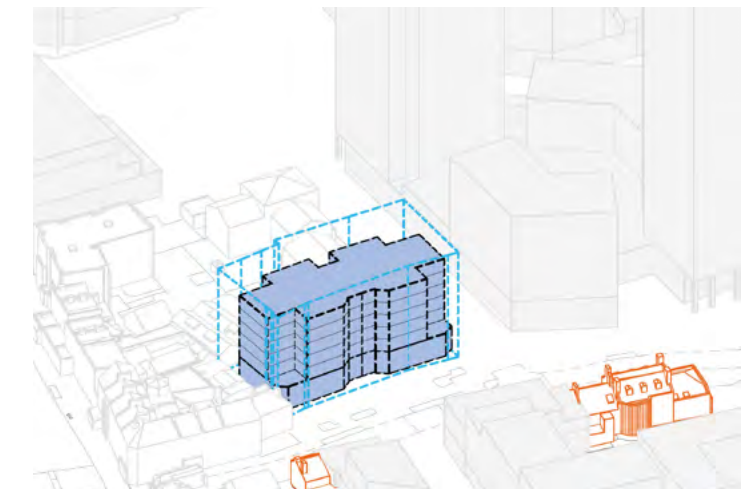


Fig.192 - Plot G illustrative massing with max parameter extents

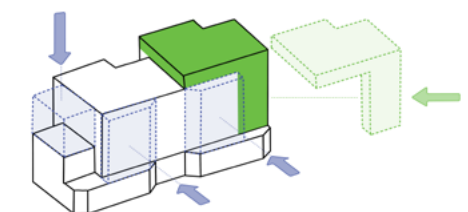


Fig.193 - Plot G design alteration principles

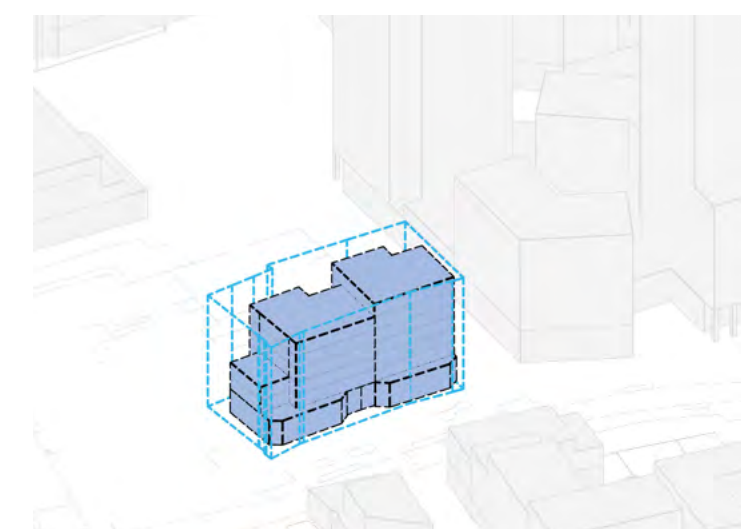


Fig.194 - Plot G alternative design option



# 5

## LANDSCAPE

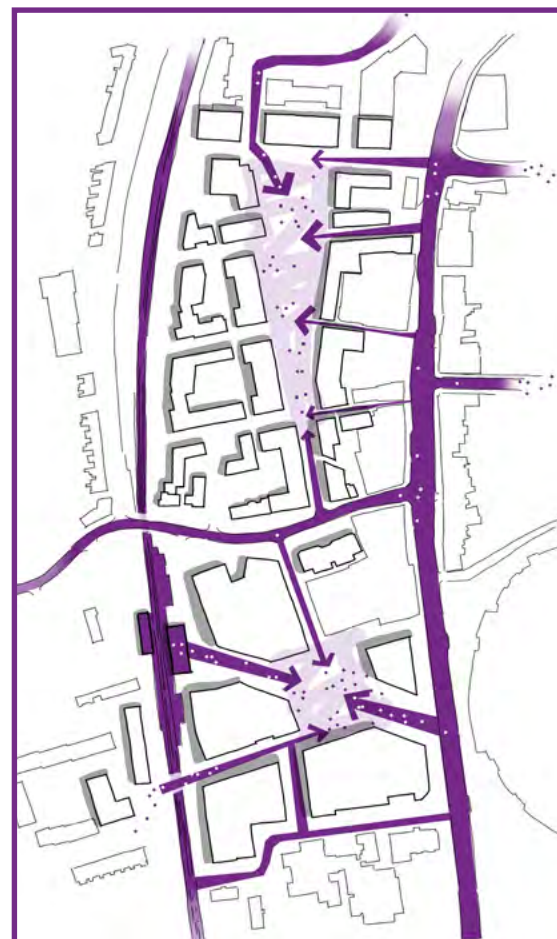


# LANDSCAPE DESIGN VISION

## STRATEGIC LANDSCAPE OBJECTIVES

**This chapter describes the Masterplan's landscape approach. It brings nature into the scheme to enhance urban living at High Road West.**

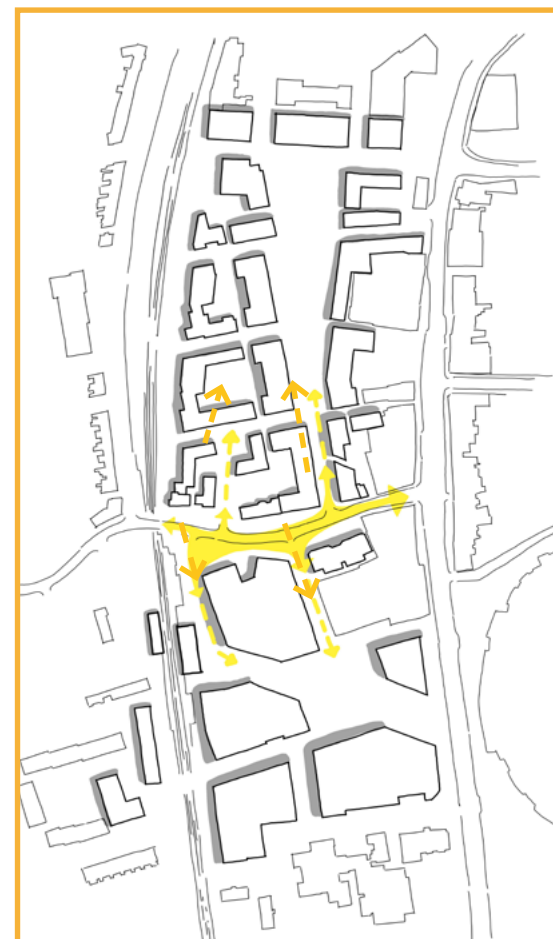
This section sets out the landscape vision, followed by describing the proposed design, highlighting the spaces and streets, and explaining some of the more specific design parameters, materials, and planting, play and environmental strategies.



**01** Define High Road West as a local leisure destination for North London with active and passive recreation opportunities integrated into the public realm.



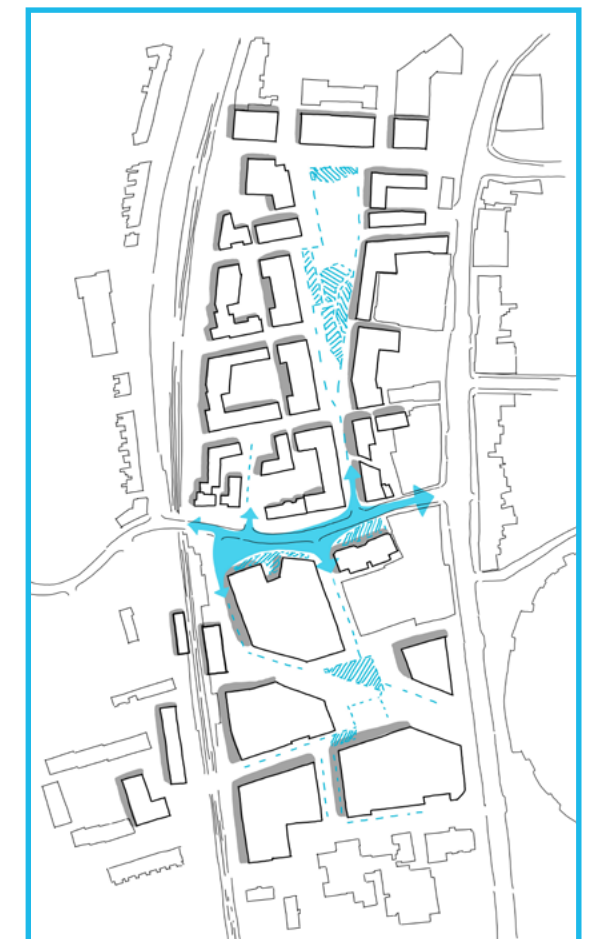
**02** Create a contiguous ecological landscape that feels seamlessly linked and connected throughout the new masterplan.



**03** Encourage connections across White Hart Lane.



**04** Connect the landscape with social infrastructure through programmed public space, complementary ground floor building uses and communal space.



**05** Promote sustainable urban drainage to alleviate flood risk and support the creation of pedestrian friendly streets.



**01 Local leisure destination for North London**



Create a walk-able and cyclable neighbourhood that encourages an active lifestyle and puts people's health first...

Provide an array of diverse and inclusive open spaces to socialise, relax, play and interact...



**02 Contiguous ecological landscape**



Deliver multi-layered green infrastructure to enjoy "green" in all its forms... Unlock access to the wider context, green spaces and tie into existing green grid

Bring nature into the urban environment, improving people's pride in their neighbourhood and increasing health and mental wellbeing.

Create a sustainable development that blends ecology with urbanity and invites users to engage with nature



**03 Encourage connections across White Hart Lane.**



Enhance the area's permeability and stitch into the existing street pattern...



**04 Social infrastructure through programmed public space**



Provide new public facilities that increase the local offer and stimulate the sense of community...

Deliver verdant and truly accessible open spaces to play and dwell...

Provide an array of diverse and inclusive open spaces to socialise, relax, play and interact...



**05 Promote sustainable urban drainage**



Create a sustainable development that blends ecology with urbanity and invites users to engage with nature.

Unlock access to the wider context, green spaces and tie into existing green grid...





## AN INTEGRATED LANDSCAPE CONNECTED TO WATER

The landscape character of HRW is profoundly influenced by its surrounding natural assets with a particular connection to water.

### Lea River Valley

Tottenham & Haringey are closely connected to the Lea River Valley, a designated London Natural Signature landscape. The Lea River Valley is rich in natural habitats and biodiversity value, with an abundance of key geological, historical and cultural references.

Tottenham Marshes forms a nearby part of the Lea Valley, comprising open contrasting grassland and semi-enclosed spaces with a mixture of meadows and scrub fringed with woodland.

Walthamstow Wetlands presents a similar diversity of spaces, characterised by a series of small reservoirs irregular in shape with wooded islands.

In contrast, HRW is currently dominated by hard landscape with typically urbane and industrial land uses. The landscape approach envisages a new landscape, inspired by nature and water. The scheme can take cues from surrounding areas of landscape character to form an integrated design narrative.

### The River Moselle

Whilst the river is culverted throughout its route through the Site, it is still recognised as an important natural asset and thus plays an important role in steering the design of the public realm.

### Marsh and Wetland Concept

**01** Taking inspiration from the surrounding landscapes

Planting to be used to represent the local water network of the Lea Valley. Taking influences from Tottenham Marshes and Walthamstow Wetlands, the landscape strategy reflects the characters of these spaces in a modern and urban context.

**02** Creating a clear hierarchy of water

A network of waterscapes will connect Peacock Park to Moselle Square through features that reflect marshes and wetlands found in the Lea Valley. White Hart Lane's rain garden planting to be retained and enhanced. Introducing marshlands to the north as horticultural marshes, and to the south, an urban interpretation through further rain gardens.

**03** Creating tertiary routes that feed into the primary system

The tertiary planting character types adjoining these primary networks feature a plethora of podium gardens, perennial rich planting and street planting.

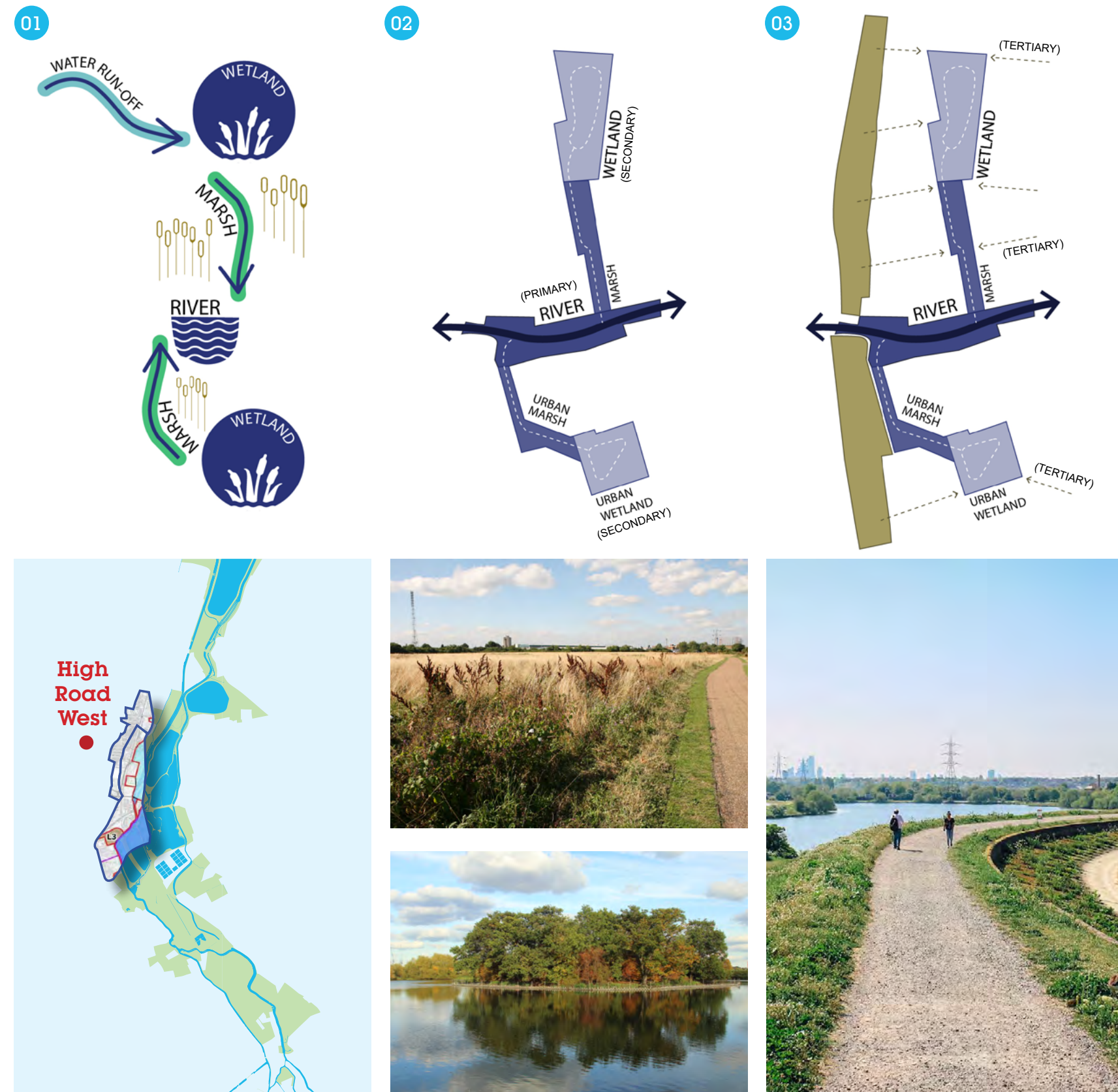


Fig.195 - Marsh and Wetland Concept



## HIGH ROAD WEST WATERSCAPE APPROACH

In principle, a network of public realm spaces running throughout the masterplan, will take direct influence from the adjacent Lea Valley. Translating the character of this important landscape into an urban context, the public realm highlights the subtleties of this water system and supports a sustainable urban drainage network to succinctly create a cohesive public realm.

The masterplan surface water strategy is spilt into two catchments; north and south of White Hart Lane. Across both catchments the strategy endeavours to deliver as many open water SuDS features as possible within the Sites' constraints thus giving the maximum biodiversity, water quality, water quantity and amenity benefits.

The northern catchment drains via gravity from north to south and connects into the Moselle culvert. The proposed SuDS features within this area include green roofs, bio-retention areas, permeable paving, rain gardens and a detention basin within the northern lawn area.

The southern catchment drains via to existing Thames Water surface water sewers (which drain to the Moselle) with individual connections from each plot. The proposed SuDS features within this area include green roofs, blue roofs, rain gardens, bio-retention areas and permeable paving.

*Refer to the Flood Risk Assessment submitted with this application for further details.*



Wetland



Marsh



Rain Gardens



Islands of Trees



Urban Wetland

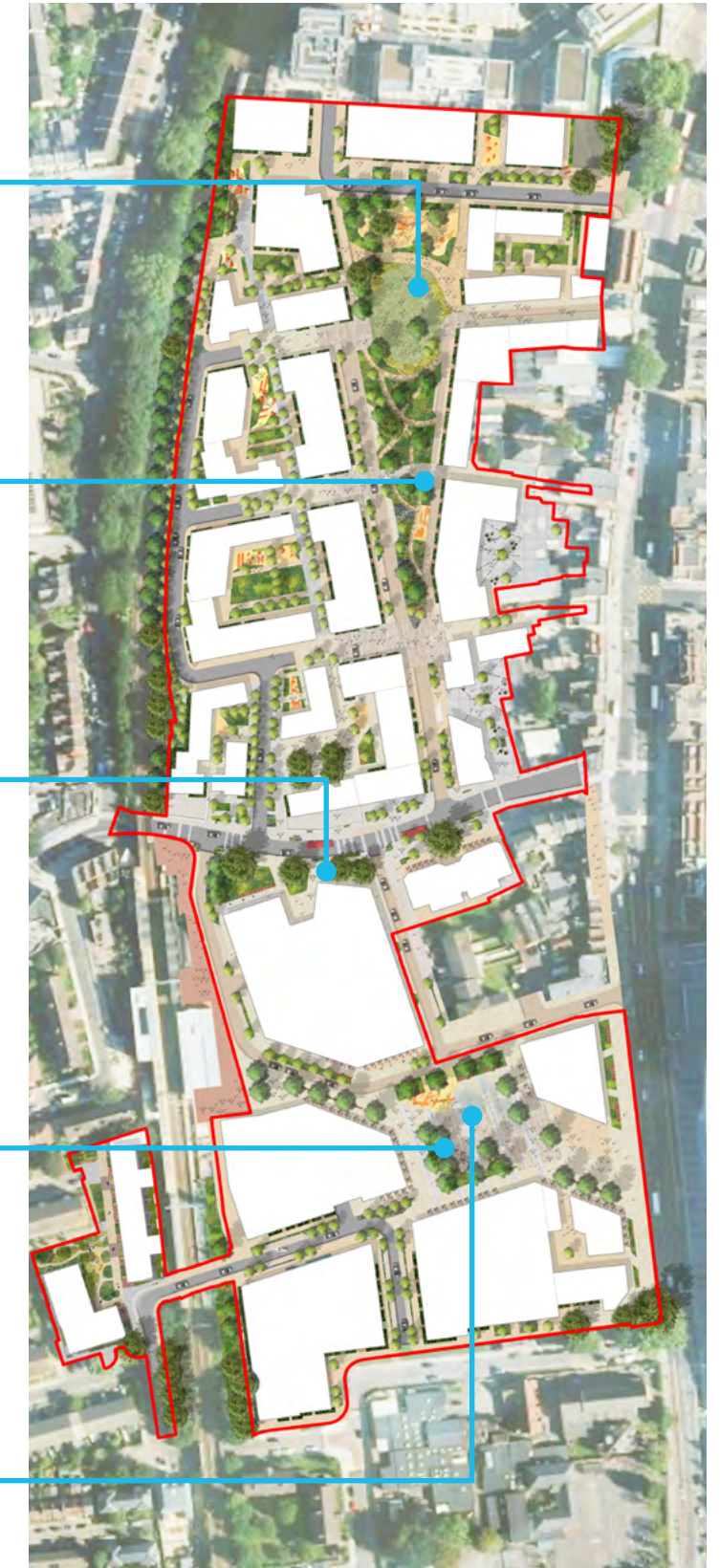


Fig.196 - Illustrative landscape plan



## STREETS & SPACES

### LANDSCAPE SPACES

This section presents the streets and spaces that underpin the eight Key Places throughout the new neighbourhood.

The Illustrative Masterplan includes a varied network of new and existing high-quality green streets and public open spaces. The design of the public realm draws from existing physical, historic and landscape assets to create a meaningful sense of place.

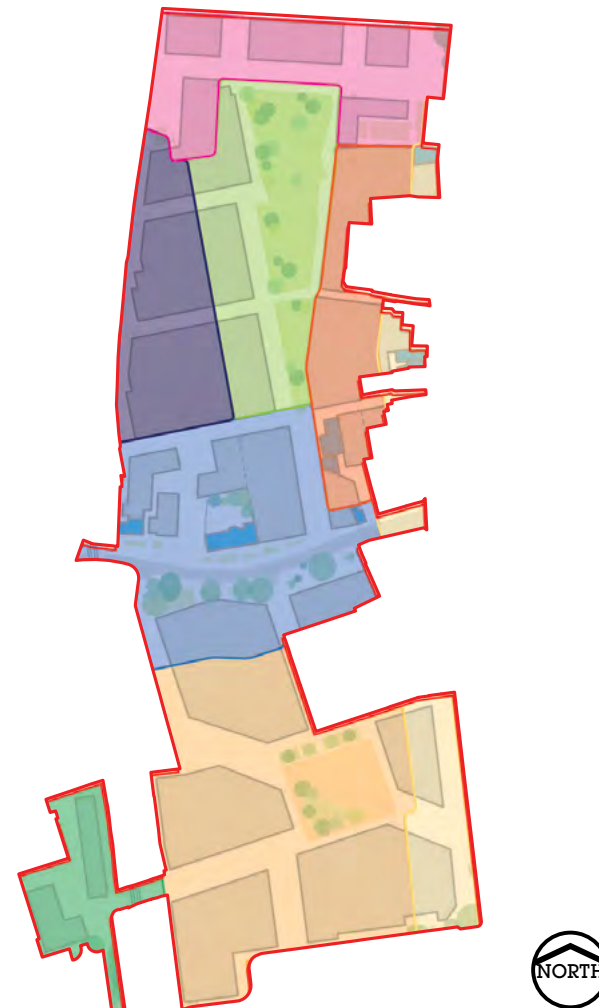


Fig. 197 - Key Places Plan

Hybrid Planning Application Boundary	Peacock Park
High Road	Peacock Yards
Moselle Square	The Depot
White Hart Lane	Whitehall Mews
Goods Yard	

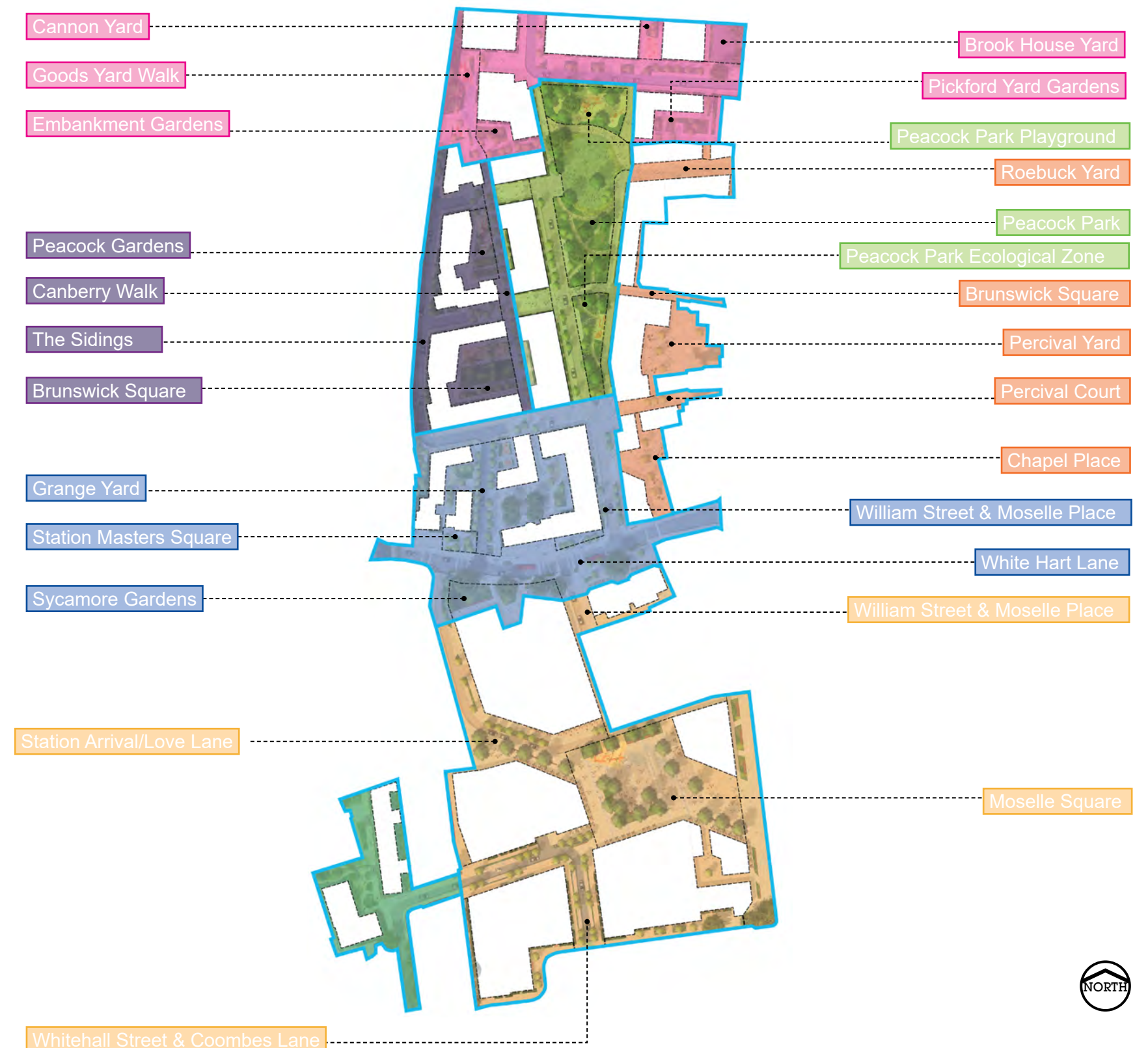


Fig. 198 - Masterplan Spaces Plan



## MOSELLE SQUARE

**A vibrant and dynamic open space that will offer a new platform for play, art, nature and civic identity for Tottenham's community.**

### Station Arrival / Love Lane

The station forecourt is an important arrival/destination point for wayfinding. Love Lane extends east to become the main pedestrian arterial route, providing a gateway between Block D and F, framed with semi-mature urban trees, planting and robust seating edges. The connection through to William St and Moselle Place is designed to be low frequency and will facilitate cyclists.

### Whitehall Street & Coombes Lane

Providing and improving green and blue infrastructure is a critical component of street design across the masterplan. There is significant potential to utilise space around on-street parking bays for rain garden planting and trees. Both streets will accommodate pedestrian movement, whilst ensuring that vehicle movements, access and parking do not dominate.

### William Street & Moselle Place

Whilst there is less of an opportunity to extend the green and blue infrastructure on these streets due to underground utilities and parking requirements, the materiality should be of high quality and consistent with surrounding spaces.

### High Road

High Road should reflect the quality of place-making demonstrated in Moselle Square. High Road provides adequate space, robust design and clear sight lines for better management of crowds during events.

### Moselle Square

A new high-quality neighbourhood square and vibrant civic destination with an engaging programme of cultural events. Moselle Square will act as a centre for community and activity and will support pedestrian and cycle-friendly movement between adjacent neighbourhoods. Moselle Square is designed to encourage serendipitous behaviour, providing delight and animation through landscape features.



High impact trees



Re-imagine the historic lake



Create robust edges



Allow for flexibility

### Design Strategies

#### Introduce high impact trees:

Moselle Square will be characterised by a grove of scattered high impact trees.

#### Integrating architecture into public realm:

Develop a playful form that steps towards the square to create an extension of the public realm.

#### Re-imagine the historic lake:

Introduce water and informal play to the primary civic space as a reference to the historic ornamental lake and an important reminder of the special relationship between water and the people of Tottenham.

#### Create robust edges:

Provide edges that double up as seating and raised planting beds. Designed to withstand the day to day activity and programmability of a busy square.

#### Allow for flexibility:

Moselle Square will serve as an open and engaging social platform for the community and the public, whether it be for markets, events, water play or hosting crowds during match days.

#### Design to encourage activity:

A well considered layout, containing well lit, well overlooked and well managed spaces with a mix of uses is more likely to be used by its residents.



Fig.199 - Moselle Square Spaces Plan



Visualising Moselle Square



Fig.200 - Illustrative sketch of Moselle Square



- 01 Shaded/protected space below trees for outdoor exercise
- 02 Flexible central space for programmed events
- 03 Playful destination water feature
- 04 Robust seating with arms and back rests
- 05 High impact trees
- 06 Garden space on rooftop for small group dwell space and socialising

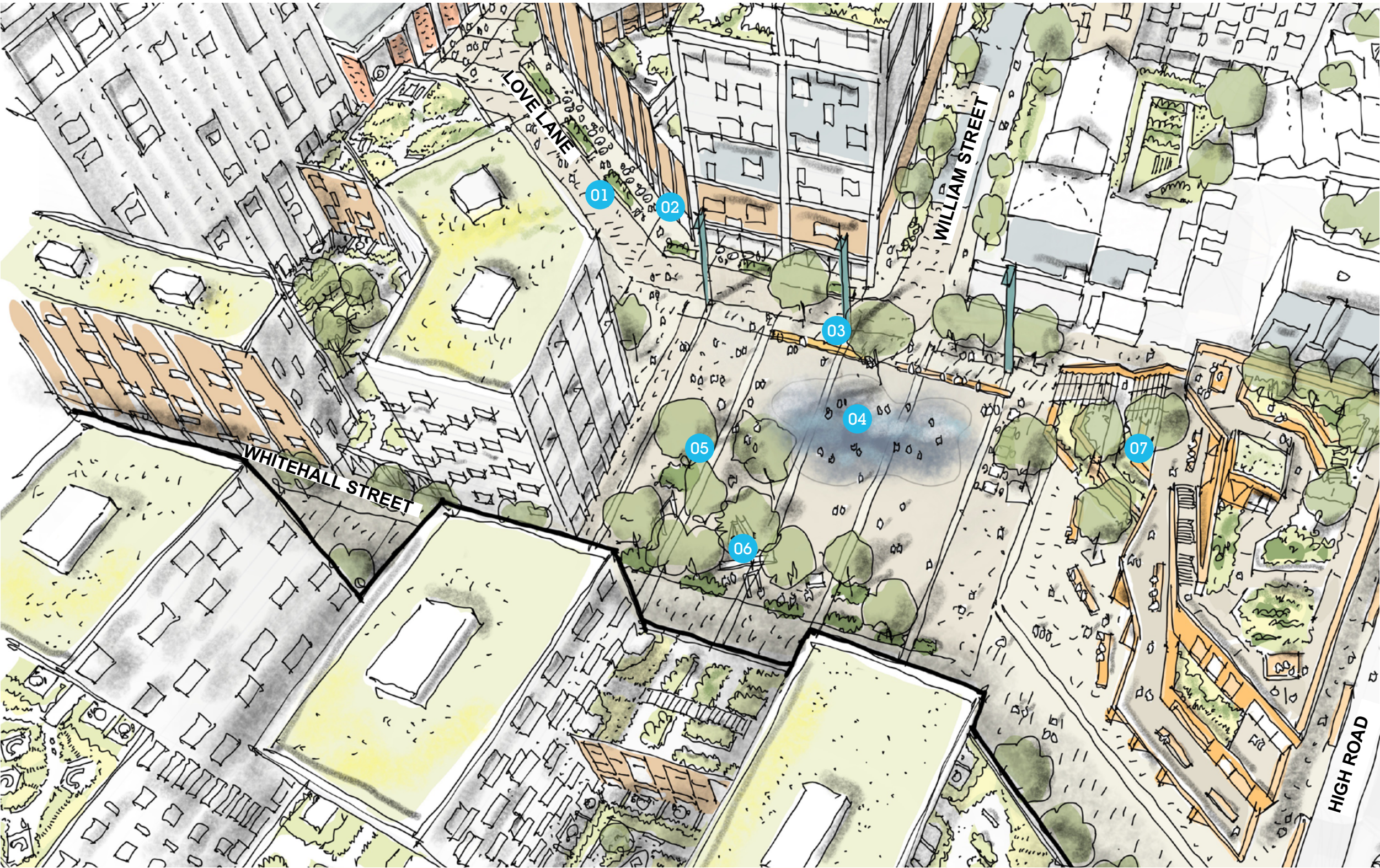


Fig.201 - Illustrative sketch of Moselle Square at night

- 01 Feature / architectural lighting
- 02 Safe and well lit publicly accessible space
- 03 Large trees with uplighters
- 04 Water and lighting as a night time feature



Moselle Square - A Green & Robust Space



- 01 Uncluttered route through Station Arrival/ Love Lane, creating a thoroughfare lined with semi-mature street trees for amenity value and wind mitigation.
- 02 Commercial frontage spill out beside pedestrian route with seating integrated to raised planting beds
- 03 Street planting to be detailed with robust protective edging to enable planting to be introduced and also withstand the pressures of match day footfall
- 04 Moselle Square water play feature turned on and off according to programme for events, markets, match days.
- 05 Group of high impact characterful trees species arranged in an informal cluster rather than a formal line or grid
- 06 Bespoke sculptural play features sit beneath tree canopies, combining public art with play in nature.
- 07 Stepping landscape with drought tolerant, Steppe and alpine species - South and West facing aspect ideal for many pollinator species. Planting protected by stepping raised edges



Fig.202 - Illustrative sketch of Moselle Square



Moselle Square presents a flexible and versatile space able to accommodate a range of different activities, uses and events to meet community and leisure demands.



### Neighbourhood space

- An open platform for community use
- Water feature animates the square
- An informal playground for children and adults of all abilities, whether on the ground, in water, or on play sculptures



### Pop up markets

- Water feature is drained for market stalls
- Day markets for arts, craft, clothing, food etc.
- Regular/ weekly pop-ups such as Sunday farmers market



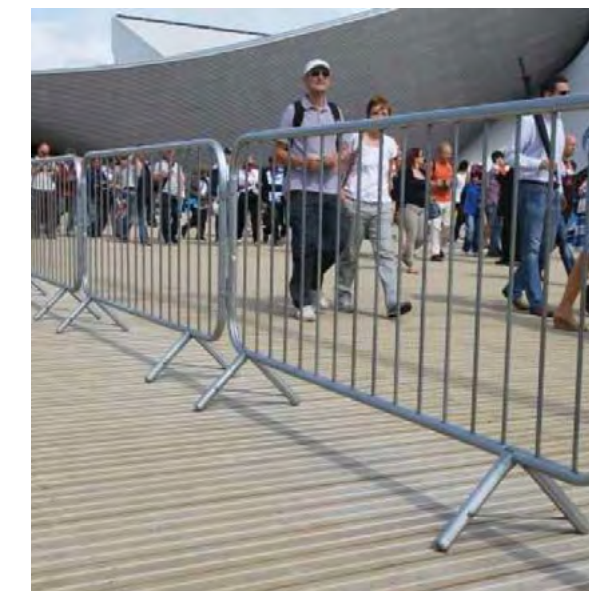
### Community events

- Programmed events for the local community
- Flexible and durable space to accommodate different types of events, including setting up



### Crowd flow for event days

- Design the public realm to facilitate movement and management of crowds
- Not designed for congregation during high profile events





## Street Principles

- Streets will be designed for robustness in Moselle Square to withstand high footfall on a daily basis as well as programmable/ high profile events. To include raised planting with durable seating edges.
- Streets function as one-way routes to reduce the dominance of vehicles throughout the southern half of the masterplan.
- Streets integrate blue and green infrastructure with on street short stay parking wherever possible.
- Trees aligned to footpaths provide not just amenity value, but also necessary cover from strong winds, heavy rainfall and direct sun.
- Streets are designed to optimise the pedestrian experience. Materials and finishes of high quality should reflect the notion of green and healthy streets, with appropriate traffic calming measures to prioritise accessible and inclusive design in the public realm.
- Arrangement of planting, trees and parking bays should facilitate the location of lobbies, refuse points and car park thresholds to the newly proposed blocks.

## A - Moselle Square

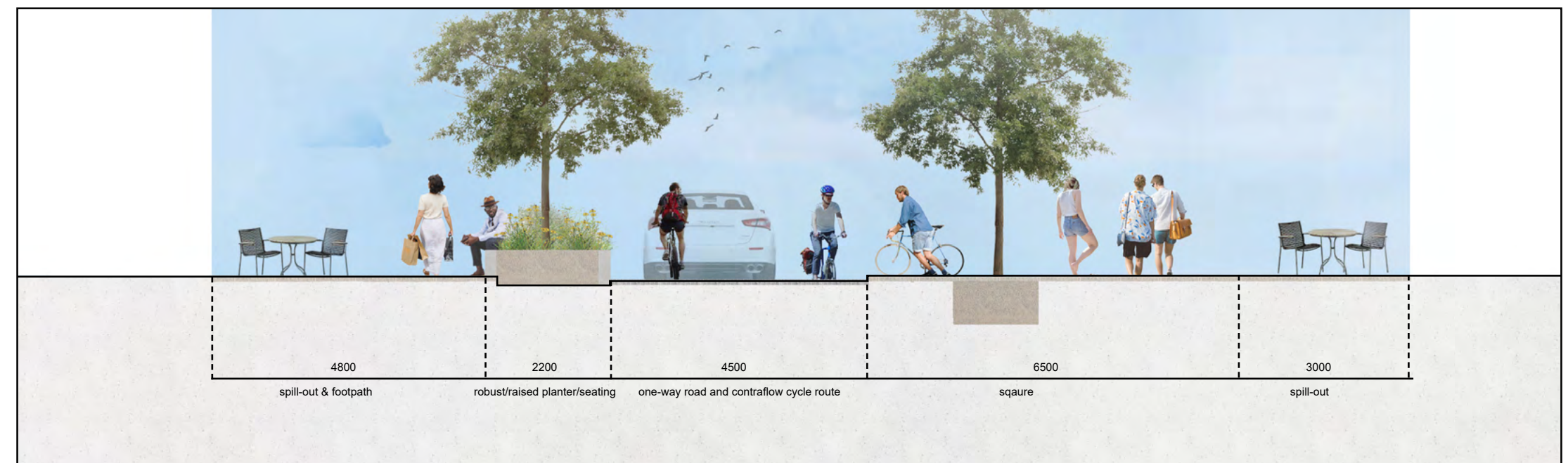


Fig.204 - Moselle Square Illustrative Section

## B - Whitehall Street

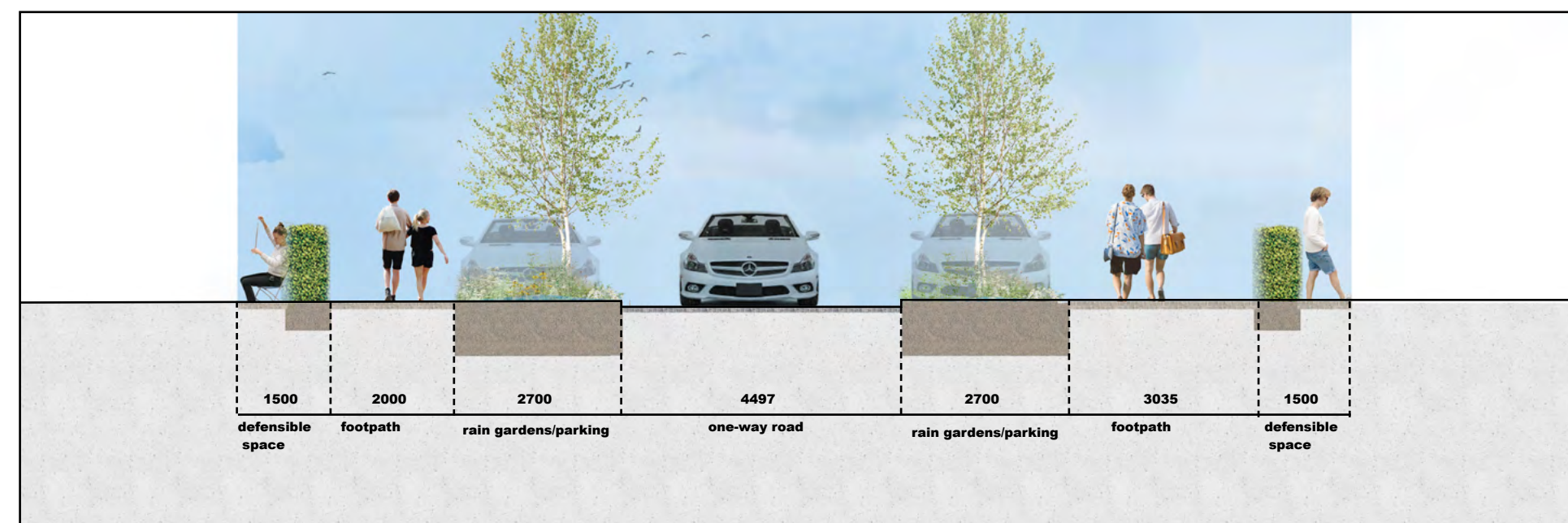


Fig.205 - Whitehall Street Illustrative Section

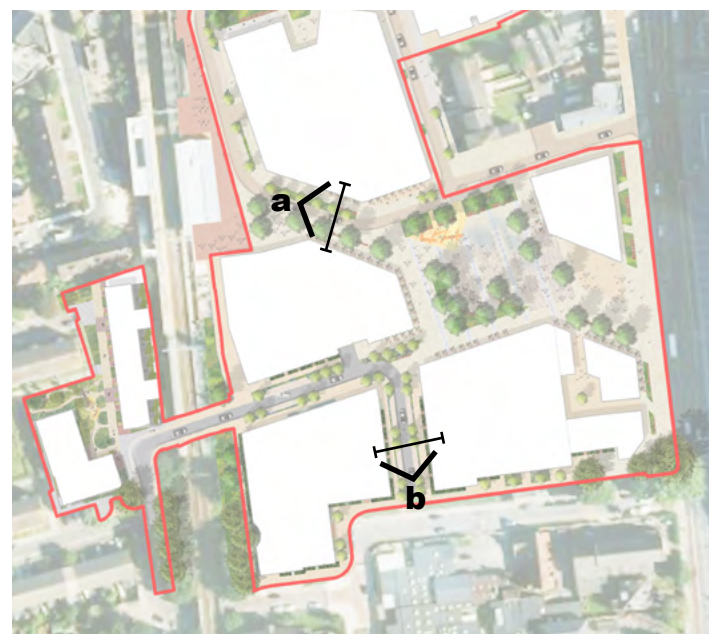


Fig.203 - Illustrative Location Plan



## WHITE HART LANE

**White Hart Lane will continue to be a main arterial route across the site, forming connections and gateways through to new publicly accessible spaces.**

### White Hart Lane

Maintaining its role as a main arterial route through the Site, preserving existing landscape features that contribute to the pedestrian / cycle friendly environment. The current materials, kerb heights, seating provision and rain gardens are retained and managed to ensure quality is of a high standard.

### Station Masters Square

A new communal space fronting Station Masters House will give more breathing space to the public realm. Pedestrians seeking a place to sit and rest coming off the main footpath can do so with new seating provision, surrounded by ornamental planting and trees. New rain garden planting along footpaths will also help to stitch together the proposed neighbourhood square with the existing character of White Hart Lane.

### Sycamore Gardens

A row of mature sycamore trees along White Hart Lane are retained for their contribution to visual amenity, biomass for birds and invertebrates, shade, cover and character. Understorey planting is maximised, creating a valuable green buffer between the busy road and spill out areas.

### Extending White Hart Lane

White Hart Lane's existing infrastructure for drainage, biodiversity, and the community should continue through to connecting spaces and streets.

### Grange Yard

Grange Yard provides high quality open space to the new cohabitant blocks north of the historic buildings. The space is integral to a journey from urbane activity along White Hart Lane to the quieter residential Goods Yard. Ornamental planting, structural trees and opportunities for children's play help to establish a more communal sense of place.



*Build on the existing scheme*



*Improved pedestrian crossings*



*Incorporate sustainable urban drainage*



*Integration of heritage assets*

### Design Strategies

#### **Build on the existing scheme:**

White Hart Lane has already been successfully remodelled to deliver a narrower carriageway and wider central refuges.

#### **Pedestrian connections and crossings:**

The provision of safe crossings will be paramount to re-enforcing the pedestrian friendliness of White Hart Lane. New crossing will be located where they facilitate key connections and desire lines.

#### **Extend the materiality of White Hart Lane:**

Continuing and extending the existing approach to materiality will help reinforce the character of the street. Variation of materials, when used sparingly can also be used to celebrate heritage assets.

#### **Incorporate sustainable urban drainage:**

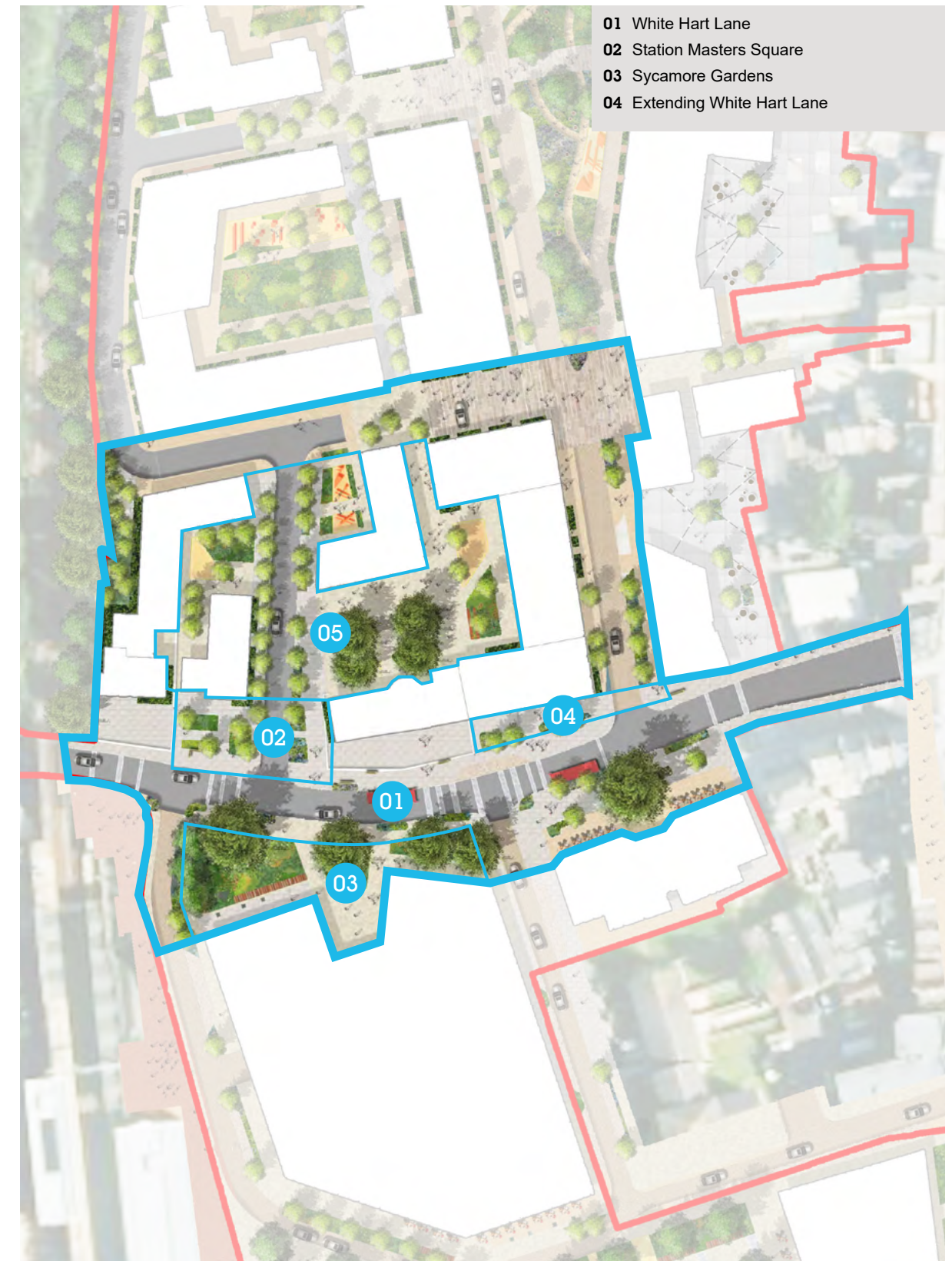
The introduction of water offers a positive impact, adding to the aesthetic and environmental value of a place.

#### **Heritage assets:**

Heritage assets will be sensitively integrated, to celebrate the area's history and to enhance high-quality open spaces for residents to enjoy.

#### **Introduce more street trees:**

Street trees have an obvious aesthetic value, not only will they add to the character of the street they also have significant capacity to improve the air quality, promote urban cooling and provide shade and shelter. A main arterial route that connects from the high road across the Site.



*Fig. 206 - Illustrative Plan of White Hart Lane*



Visualising White Hart Lane



- 01 Raised table/minimal kerb heights already provide frequent pedestrian crossing opportunities
- 02 Rain gardens extend North into the Site connecting to peacock park
- 03 Play on the way routes through the planting
- 04 Linear paving alignments carried through to encourage seamless connection across WHL
- 05 New planting beds follow existing with robust kerbs and open surface water drainage connections
- 06 Retention of the Grange wall.



Fig. 207 - Illustrative sketch of White Hart Lane



Street Principles

- New direct crossing points will make the street easier to cross and will better connect the communities either side of White Hart Lane.
- Generous street tree planting will provide shade and shelter from high winds, heavy rain and direct sun.
- The design of White Hart Lane will include places to stop and rest. A lack of resting places can limit mobility for certain groups of people.
- Planting along White Hart Lane will help reduce the notice impacts of motor traffic. This will directly benefit health, improve the ambience of the street environment and encourage active travel.
- Rain gardens will be designed to help reduce flood risk and improve water quality, biodiversity and public amenity.



Fig.208 - Illustrative Location Plan

A - White Hart Lane - West



Fig.209 - White Hart Lane East Illustrative Section

B - White Hart Lane - East

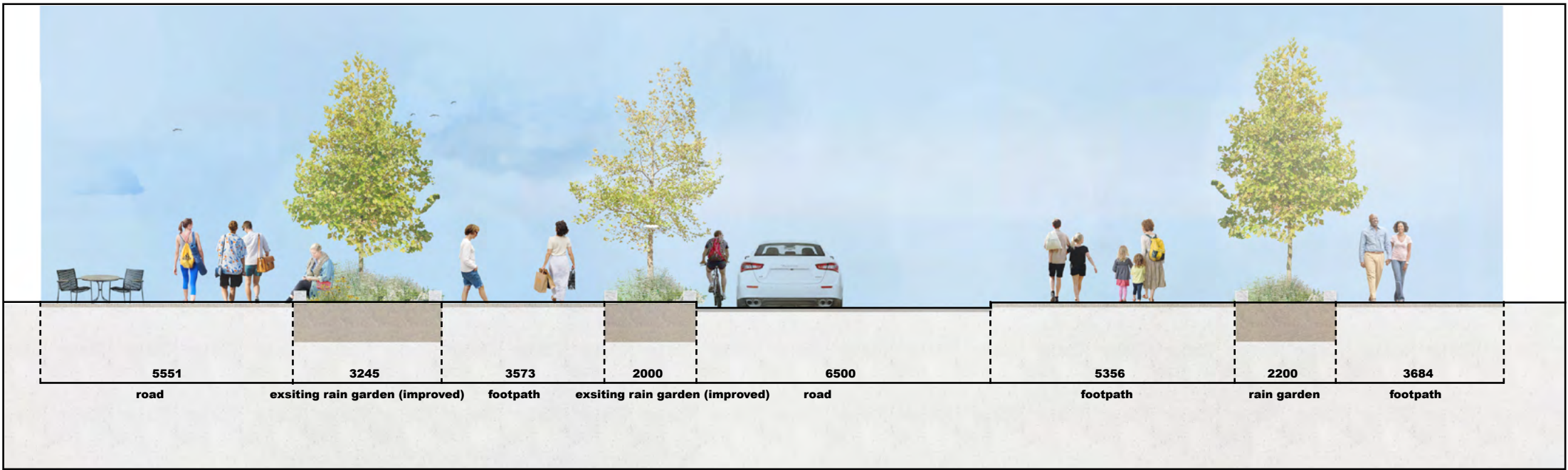


Fig.210 - White Hart Lane West Illustrative Section



## PEACOCK PARK

**The character of Peacock Park is profoundly influenced by the area's wider landscape and river valley.**

### Peacock Park Play Area

The new neighbourhood will require new play and leisure facilities to serve the needs of the residents. In response to this, the scheme includes a generous play area to the north of the park. The design of the space will be integrated with and complement other features of the wider park and will be used to reinforce the distinct local character of the park.

### Peacock Park

A new public park in the heart of the neighbourhood will create new opportunities for play, sports and recreation. A gently sculpted lawn area will serve the purpose of flood alleviation whilst adding amenity value to the park by allowing space for recreation.

### Ecological Zone

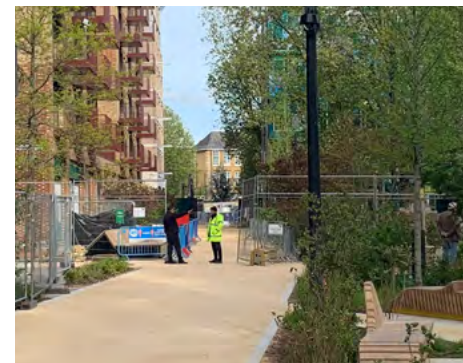
A fundamental part of the green/blue infrastructure network is the creation of an ecological zone within the park. A variety of new habitats will be created to improve biodiversity and add variation to the parks character. In addition to this there is opportunity to create a wetland park that integrates flood risk solutions into the landscape and provides a unique recreational space for the new neighbourhood.

### Parkside West

Parkside West will form an important tree lined promenade and subtle secondary vehicular route along the western edge of Peacock Park.

### Roebuck, Brunswick & Percival Mews

A series of contemporary mews lanes will create quieter neighbourhood squares that are more local in nature and intended to provide spaces for the residential community. These spaces will be kept largely free of obstruction to allow for people to appropriate them as they wish with their own informal activities.



*Blur the boundaries of the park*



*A naturalistic approach to play*



*A palette of parkland materials*



*Allow for community activity*

### Design Strategies

#### Blur the boundaries of the park :

Unlike a traditional park, Peacock Park will have no clear boundary but will instead bleed into the wider masterplan.

#### A palette of parkland materials:

Appropriate materials will be selected for the parkland context, ensuring that there is consistency in the use of materials across the whole of the area.

#### A naturalistic approach to play space design:

The design of the play space will be integrated with and complement other features of the wider park and will include natural play materials/features that are non-prescriptive.

#### Incorporate sustainable urban drainage:

The introduction of water will have a positive impact within wider landscape adding to the aesthetic and environmental value of a place.

#### Reflect the local character of the Lee Valley:

The design of Peacock park will reflect the neighbourhood's location on the edge of the Lee Valley, from the style of planting and types of habitat to the material palette.

#### Become the centre of community activity:

Peacock park has a well-considered layout, containing well lit, well overlooked and well managed spaces with a mix of uses.



*Fig 211 - Illustrative Plan of Peacock Park*



Visualising Peacock Park



- 01 Neighbourhood playground located to the north of Peacock Park
- 02 Incidental play features located in safe/overlooked locations throughout the whole park
- 03 Informal pedestrian routes meandering through the park
- 04 Generous seating
- 05 Planting chosen to enrich biodiversity within the park
- 06 Central lawn area to provide open space for sport and recreation



Fig.212 - Illustrative sketch of Peacock Park



Visualising Peacock Park Ecological Zone



- 01 Lawn areas provides open space for sport and recreation
- 02 An attractive and safe pedestrian and cycle route will support active transportation through the neighbourhood
- 03 Seating areas located around the central lawn space
- 04 Exercise equipment located throughout the masterplan
- 05 Mature woodland trees

Fig.213 - Illustrative sketch of Peacock Park Ecological Zone



Street Principles

- Street tree planting and rain gardens are integral to the character of Peacock Park’s aspirations as a central green open space.
- Trees and planting form a buffer between the arterial road ‘Parkside West’ and ground floor residential defensible spaces and thresholds
- The design for Peacock Park meets requirements for blue badge parking, refuse vehicles and emergency access strategy.
- The green and blue infrastructure objectives of the Park are reflected in the streets by optimising permeable paving to parking bays and providing rain gardens for surface water run-off wherever possible.
- The pedestrian street along ‘Parkside East’ serves as a unique space combining a key parkland accessible route with ground floor active work frontages.

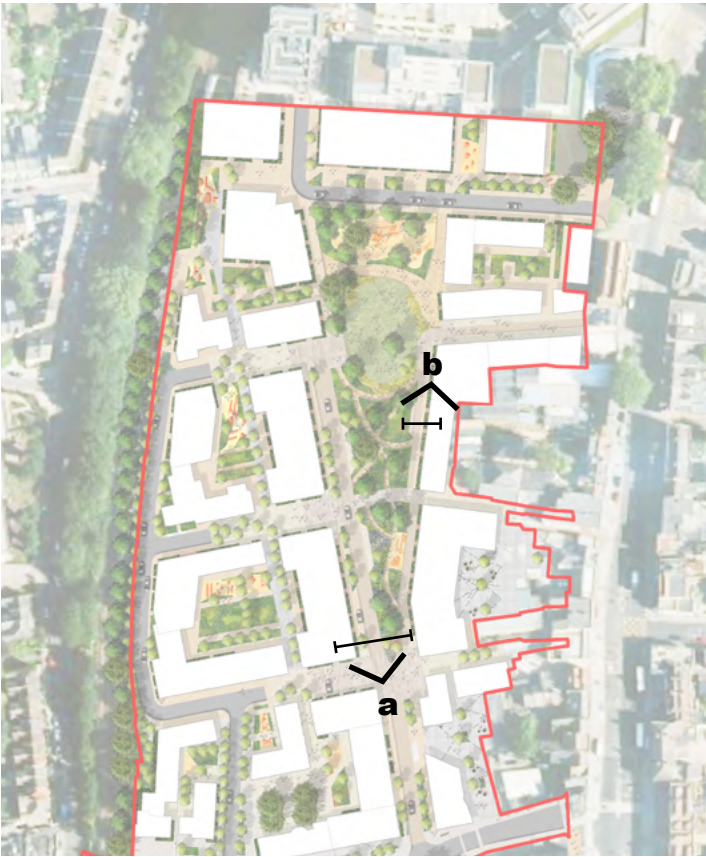


Fig.214 - Illustrative Location Plan

A - Parkside East

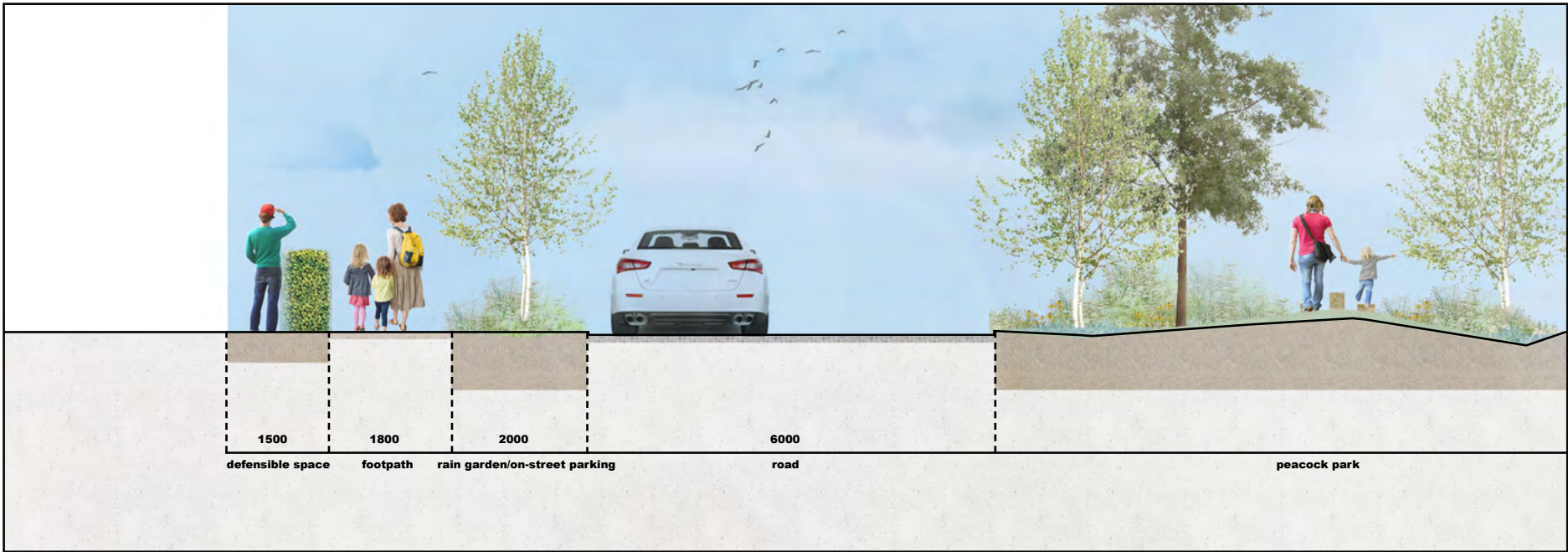


Fig.215 - Parkside East Illustrative Street Section

B - Parkside West

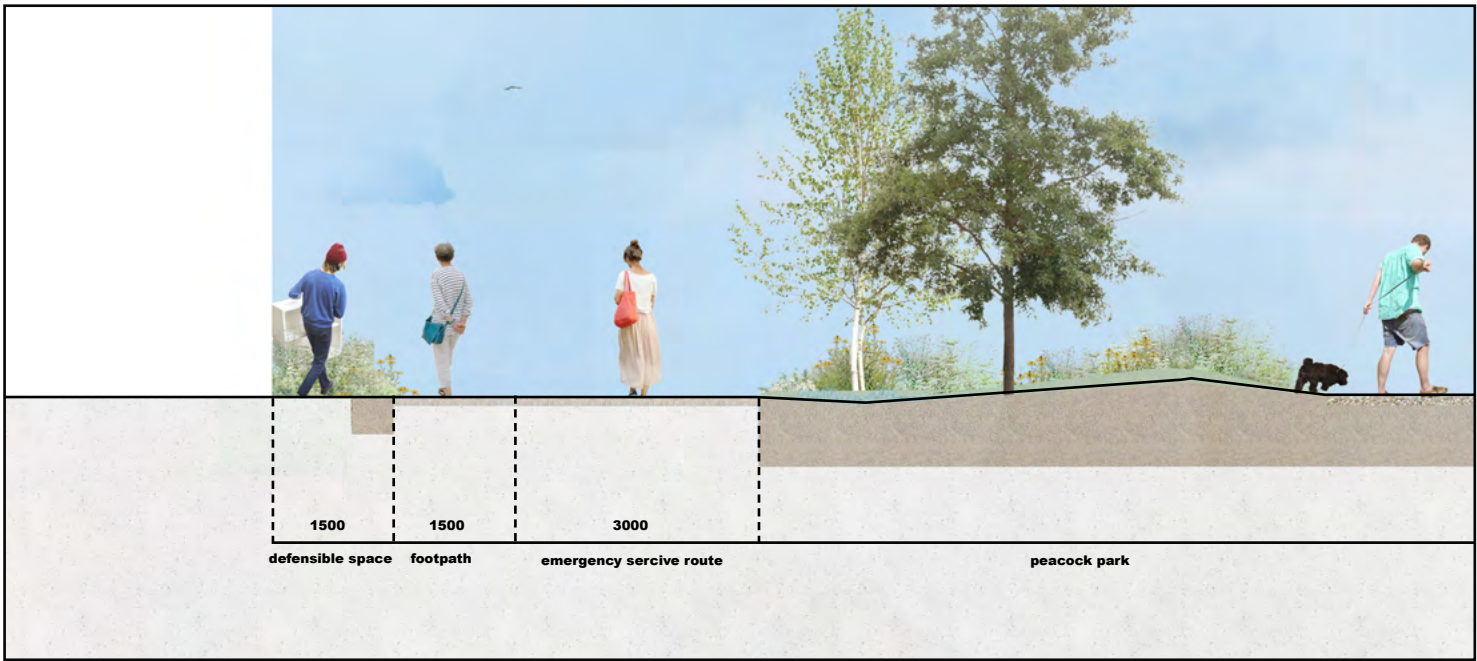


Fig.216 - Parkside West Illustrative Street Section



Example of parkside street



## PEACOCK YARDS

**Peacock Yards will straddle between the proposed park and existing High Road and will include pivotal points of access into the Site.**

### Roebuck Yard

Providing a clear east-west route from the High Road into Peacock Park and important point of access into the Site. Restricting the dominance of cars to create a welcoming shared surface route.

### Brunswick Square

Brunswick Square is an existing lane offering opportunities for significant enhancements via small-scale, small budget, urban interventions and community art installations.

### Percival Yard

Percival Yard represents a principal yard space that celebrates cohabitation, flexible use and light industrial frontages on all sides. Generous space and access into the yards allow for potential exhibition space or small scale events. Provisions are also made for vehicle access to facilitate deliveries to the blocks and work units.

### Percival Court

Percival Court is an adjoining pedestrian focussed space between the High Road and Parkside East that provides a vibrant mix of ground floor work spaces. The Chapel building offers a unique focal point for navigation and a historic reference within the High Road West masterplan. Its heritage can be celebrated and expressed in the external design and detailing of Percival Court.

### Chapel Place

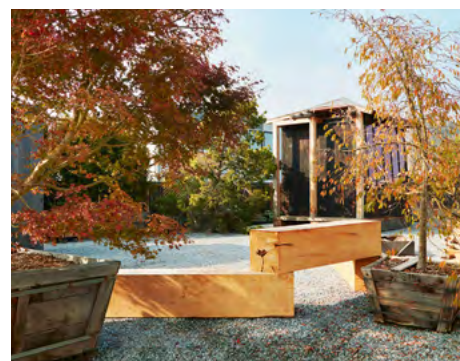
Chapel Place is named after the Chapel building retained at the junction between Percival Court and Parkside East. This key heritage feature can be seen from White Hart Lane, serving as an anchor point for those passing through towards Peacock Park. Whilst there are still ground floor work units and spill out areas to animate the space, the courtyard is quieter and calmer than Percival Yard with a focus on heritage and lesser active frontages.



*Vibrant, mixed-use, transitional space*



*Communal ownership of space*



*Green interventions within the yard spaces*



*Internal external connectivity*

### Design Strategies

#### **Vibrant, mixed-use, transitional space :**

Peacock Yards will be a unique series of yards and streets activating the buffer between the busy High Road and neighbourhood focussed Peacock Park.

#### **Communal ownership of space:**

External spaces provide a platform where users are encouraged to occupy, have lunch, congregate, inhabit and make a temporary space of their own.

#### **Express the ground level datum :**

Materials, finishes, furniture and lighting should emphasise the ground level experience as a safe and welcoming space, with respect to the members of the public and cohabitants.

#### **Green interventions :**

Trees and planting, whether fixed or moveable will animate the mixed use function and utilitarian hard landscape.

#### **Internal and external connectivity:**

Streets and yards should feel like a continuation of the ground floor internal workspace.

#### **Spill-out social infrastructure :**

With adequate outdoor spill out space for work unit vendors to share their work and creativity, they become ingrained in the urban fabric and establish relationships with the local community



*Fig 217 - Illustrative plan of Peacock Yards*



Visualising Percival Yard and Chapel Place



- 01 Moveable planters
- 02 Spill-out space for work units
- 03 Large in-situ concrete pavers to reflect the working nature of the yard spaces
- 04 Opportunities for informal seating with moveable table and chairs



Fig.218 - Illustrative sketch of Percival Yard & Chapel Place



Street Principles

- Ensure streets are focused on the pedestrian experience whilst also providing clear access routes that are sensitively demarcated for vehicles.
- Unified approach to streets using high quality materials and finishes that complement both the new blocks and interfaces with heritage features (boundaries, building façades, thresholds).
- Fixed and moveable planting help to animate the streets without compromising vehicle and servicing routes.
- Where space on street for trees and planting is limited, a focus on heritage features and motifs in the landscape help to create a sense of character that is unique to Peacock Yards.



Fig. 219 - Illustrative Location Plan

A - Roebuck Yard



Fig.220 - Roebuck Yard Illustrative Section

A - Percival Court

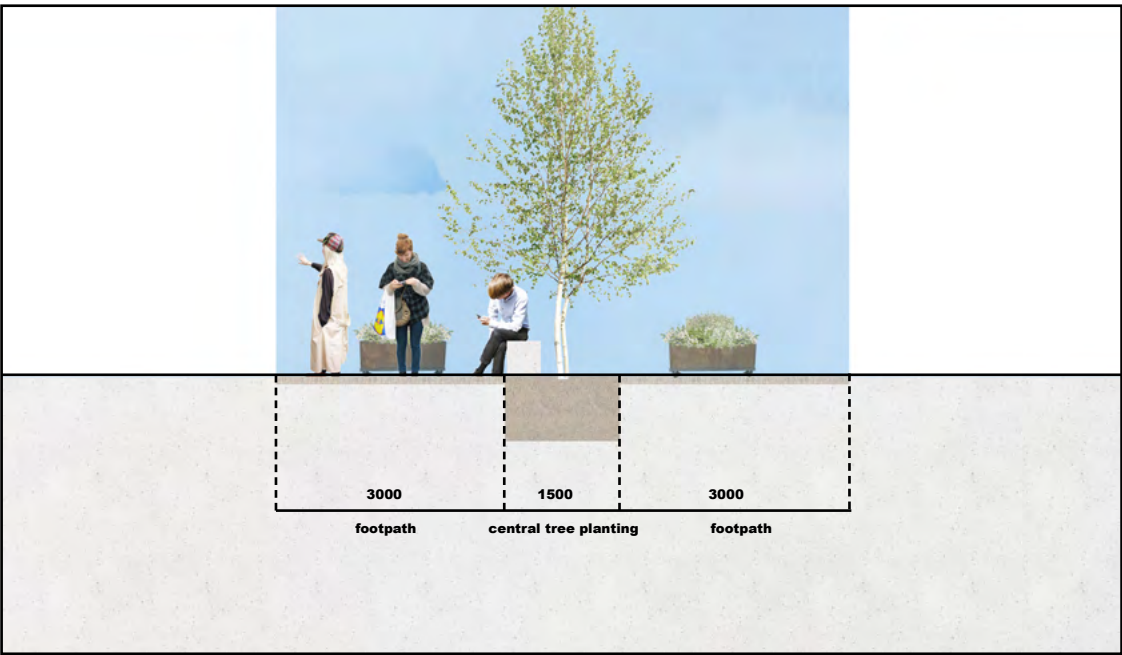


Fig.221 - Percival Court Illustrative Section



## THE GOODS YARD

The Goods Yard connects White Hart Lane's existing heritage buildings with new public realm spaces and a new residential neighbourhood to the east of the wooded railway embankment.

### Peacock Gardens & Brunswick Square

The central courtyards provide a lush & intimate garden space that is shared among the residents. The gardens provide a safe and welcoming environment for users of all ages and abilities to relax and play. In addition to designated play areas, a planting palette that is colourful, textured and varied can evoke playfulness in the landscape.

### The Sidings

A new road serving the residential blocks is characterised by its relationship to the ecological corridor that wraps around the existing railway line to the west of the Goods Yard. The Sidings is lined with trees to increase biodiversity and provide wind mitigation against the south westerly prevailing wind.

### Carbery Walk

Carbery Walk is a secondary route for pedestrians stretching from Grange Yard to Roebuck Mews. The walk is defined by an avenue of street trees, and the experience is heightened by walking through a series of public areas and residential spaces.



Image Caption



A pedestrian spine



Doorstep play



Incidental play elements

### Design Strategies

#### A pedestrian spine:

Opportunity for a central pedestrian/cycle route running on a north-south axis through the Goods Yard scheme.

#### Exterior space for residents:

Flexible residential amenity spaces to provide valuable exterior space for residents. Spaces to combine large areas of lawn to promote opportunities for informal play and recreation.

#### Incidental play opportunities:

Incidental play opportunities to be promoted wherever possible including

#### Screen residential frontages:

Planting to provide screening to ground floor residential buildings.



Fig. 222 - Illustrative plan of the Goods Yard



## THE DEPOT

**A new neighbourhood framing the northern end of Peacock Park, whilst integrating with the Cannon Road development and the wooded railway embankment.**

### Pickford Lane

A new and healthy residential street lined with urban trees and rain garden planting. This gateway leads past frontages of new homes and Peacock Park's equipped play space, before entering Cannon Road.

### Pickford Yard Gardens

A residential courtyard nestled between new homes and the listed buildings fronting the High Road. The courtyard garden takes cues from the linear Georgian. Central lawns, play decks and boundary shrub planting form a series of communal spaces.

### Cannon Yard

A north-south corridor connecting pedestrians and cyclists to Cannon Road. Offering defensible planting and residential spill out to ground floor units, whilst integrating ornamental planting with informal play features through the residential thoroughfare.

### Goods Yard Walk

A gateway through to the Embankment Gardens, this pedestrian only route buffers the woodland edge reflecting the planting character of the corridor.

### Embankment Gardens

A new shared garden space for residents that is predominantly green in character. The space is delicately designed to offer space for amenity, play and outdoor growing. The planting palette takes inspiration from the woodland edge along the railway embankment.

### Brook House Yard

The THFC consented scheme has outlined this play space as an extension to Brook House Primary School's playground facilities. The space will primarily serve the school, however the ambition is for it to be publicly accessible during evenings and weekends.



Commercial units fronting onto park



Welcoming site entrance



Incorporating SuDS into the landscape



Generous pedestrian routes

### Design Strategies:

#### A welcoming site entrance :

There is an opportunity to create a high-quality gateway and welcoming entrance point into the new neighbourhood from the High Road.

#### Active frontages:

Active frontages offering a range of local amenities can be provided along Pickford Lane and fronting onto the park. This will help to activate key routes and connections. Residential active frontages will also be required to ensure that quieter streets have activation and surveillance.

#### Social and community spaces:

An opportunity exists for new areas of communal amenity open space. This amenity open space will be overlooked by new residential-led developments.

#### Streets and green links:

Allow for enough space to accommodate generous planting and pedestrian routes, promoting biodiversity, through native planting, water management and opportunity for informal activities.

#### Planting to enrich biodiversity:

A diverse mix of street trees, plant species and shrubs will promote habitat and areas for biodiversity within the neighbourhood.



- 01 Pickford Lane
- 02 Pickford Yard Gardens
- 03 Cannon Yard
- 04 Goods Yard Walk
- 05 Embankment Gardens
- 06 Brook House Yard

Fig 223 - Illustrative plan of The Depot



# LANDSCAPE STRATEGIES

## PODIUM & ROOFSCAPE STRATEGY

**The distribution of amenity space above grade is not only determined by the architectural proposals but also considers day light & sun light, amenity space, play provision and ecological principles.**

The type of residential amenity to the south is predominantly driven by play space provision for younger age groups at podium level, above the commercial & civic spaces on the ground. This does not apply to the north where the overall character of the external environment at grade is residential.

### Podium Strategy:

New courtyard gardens will be provided to residents at podium level to the south of the Site, away from the crowds and activity in the public square at ground level.

The podium gardens offer generous outdoor amenity space that is shared among the new residents of each block, in addition to private spill out spaces for podium level homes. The gardens provide a safe and well supervised area to occupy, with unique vantage points overlooking the public square. Ornamental trees and mounded planting will help to create a stimulating environment connecting people with nature. Green space will also contribute to the green & blue infrastructure in the southern section of the masterplan that is predominantly hard landscape.

### Roofscape Strategy:

Where play space is maximised at podium level, additional provision is shown on the roof top terraces that are lower than 10 storeys. Roof terraces at higher storeys are less prescriptive, providing shared recreational spaces (for older age groups) with higher vantage points and quieter environments.

The masterplan seeks to maximise green roofs wherever possible. This is particularly beneficial to the ecological corridor where the existing green infrastructure can form new links to a variety of new living roof habitats that are not accessed by residents or the public. Green roofs also allow for ancillary requirements such as PVs, lift/ stair, maintenance access, plant, and services.

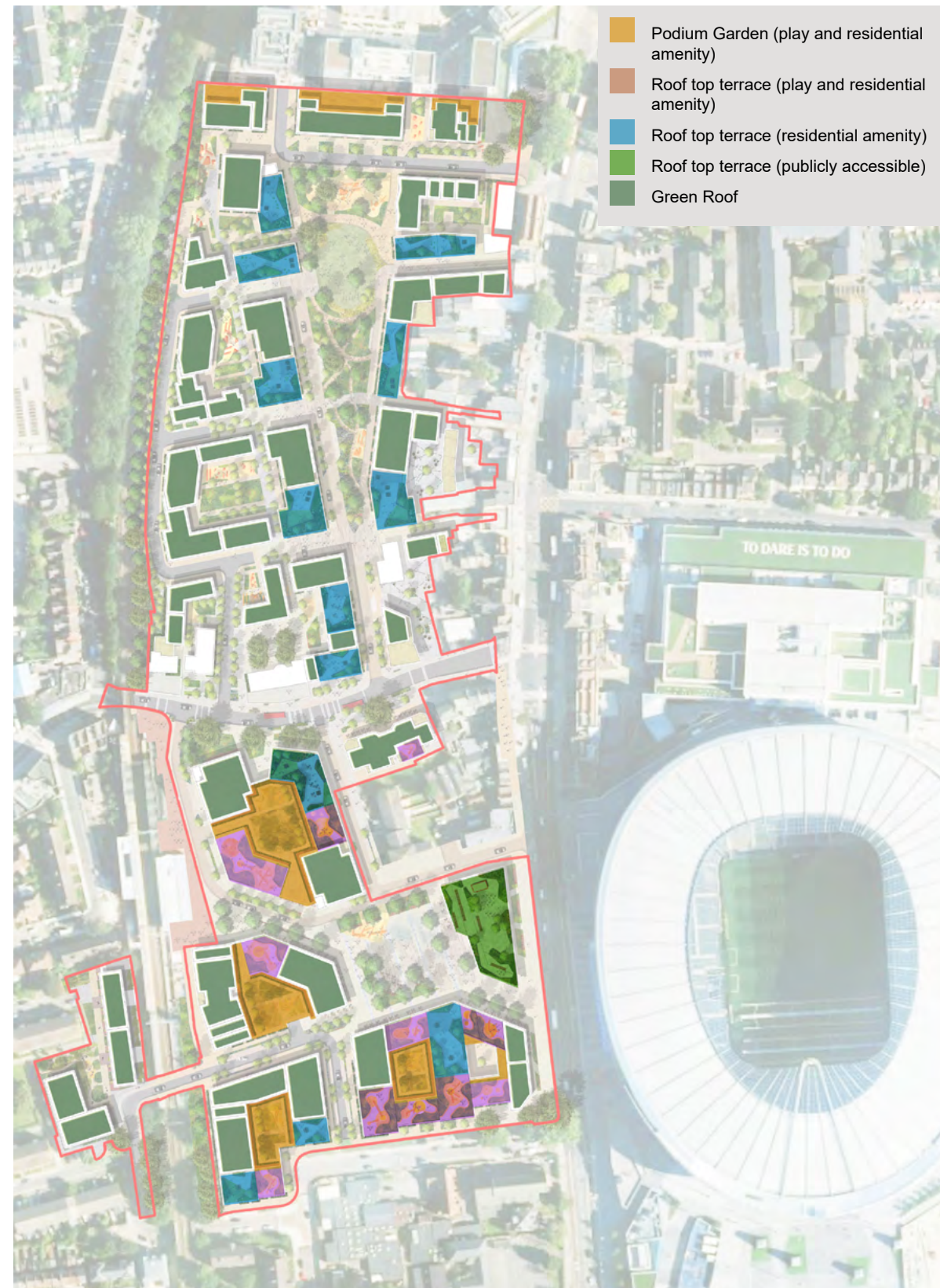


Fig.224 - Podium & Roof Strategy Plan

## Podium Design - Key Principles:

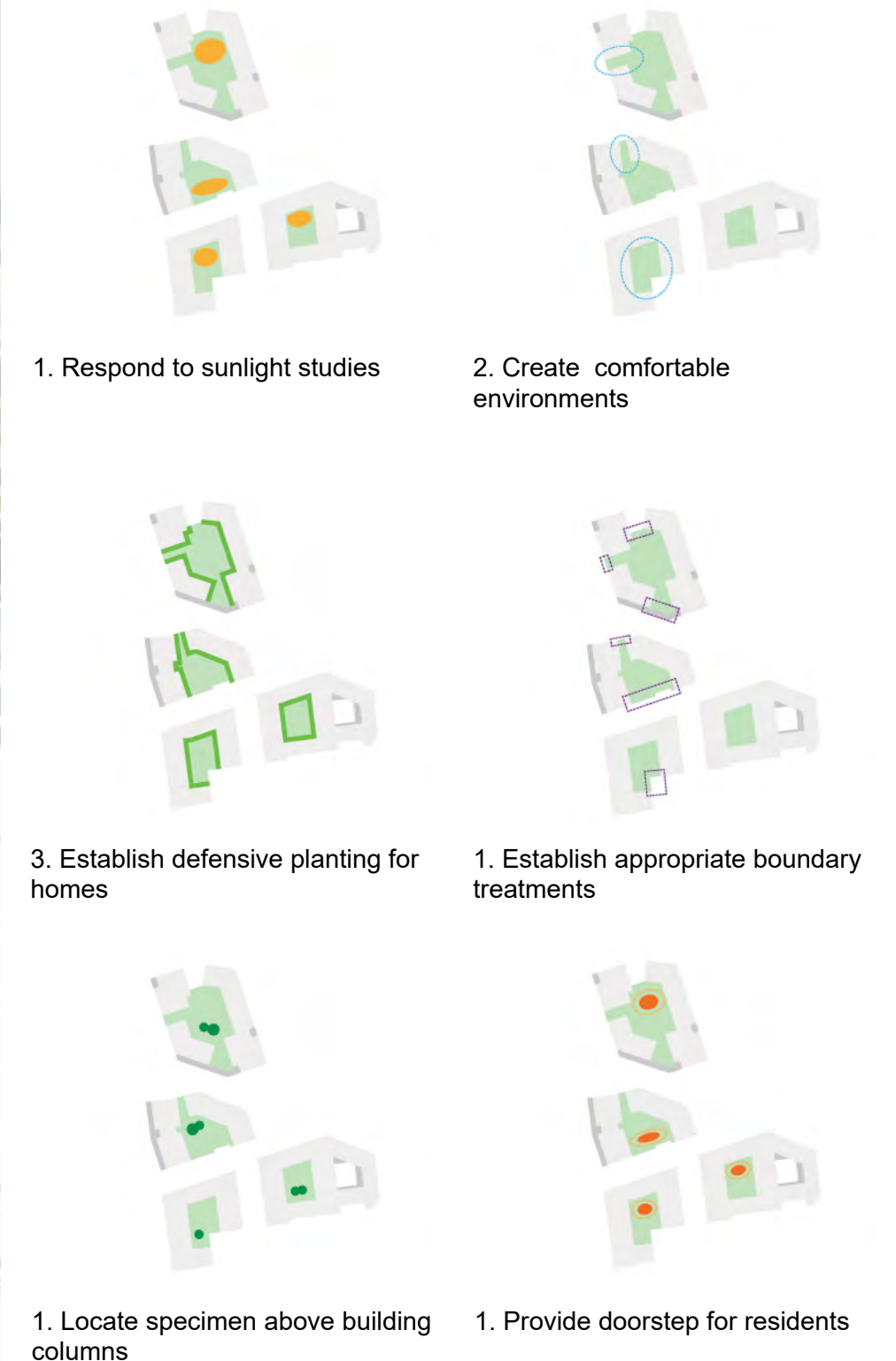


Fig.225 - Podium Design Key Principles



**All podiums are designed using a basic set of principles outlined in the strategic diagrams. The following sketch plan for Plot D illustrates how a design manifests in more detail at a plot level.**

The arrangement of hard and soft landscape is intentionally informal and unbound by edges to create a seamless and inclusive space for users of all ages and abilities to enjoy.

A planting palette made up of tall grasses and structural perennials help to frame spaces in the gardens, with seating areas and informal play features for residents to use. The gardens integrate private spill out areas for podium level homes, using discreet boundary treatments such as low railings and defensible planting to soften the edges.

Furniture, trellises and pergolas help to break up the amenity spaces, creating pockets of varying microclimate whilst providing shelter from direct sun, heavy rain and strong winds.

All podium designs are tailored to the unique constraints and conditions informed by orientation of proposed blocks, adjoining towers, massing and environmental factors such as wind and daylight/sunlight.



Fig. 226 - Illustrative sketch plan of Plot D



Visualising Plot D



Fig.227 - Illustrative Sketch of the Podium Garden of Plot D



PLAY STRATEGY

**Play space is essential when creating a new neighbourhood that not only serves children but also considers adults and the carers of children of all ages and abilities.**

It is therefore important to seek out play opportunities throughout the public realm, without having to confine play space within boundaries as is typically seen in traditional play grounds.

The masterplan is able to provide doorstep play (0-4 years) adjacent to homes for ease of access for children and their carers. These play spaces are situated predominantly on podium level where residential amenity space is located, as well as on the lower roof top terraces.

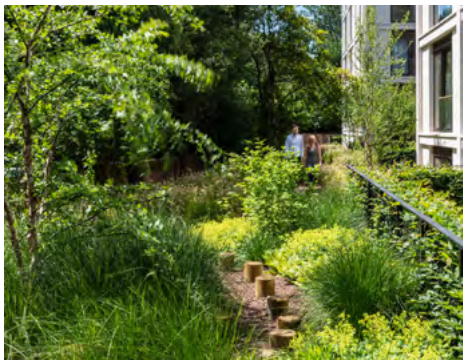
Aside from equipped and segregated play provision, play should also be non-prescriptive and thus not have to be defined by a child or adult's physical ability. Play provision can be expressed as informal play throughout the green spaces, streets and squares. A playable and inclusive public realm creates connections and memories for people of all ages and abilities. Examples of play provision include water play, play on the way, natural play and sculptural play.



Water-based play



Doorstep play



Play on the way



Non-prescriptive play opportunities



Public art & sculptural play features



Equipped play



Outdoor gym & exercise equipment - REPLACE



Teenage play

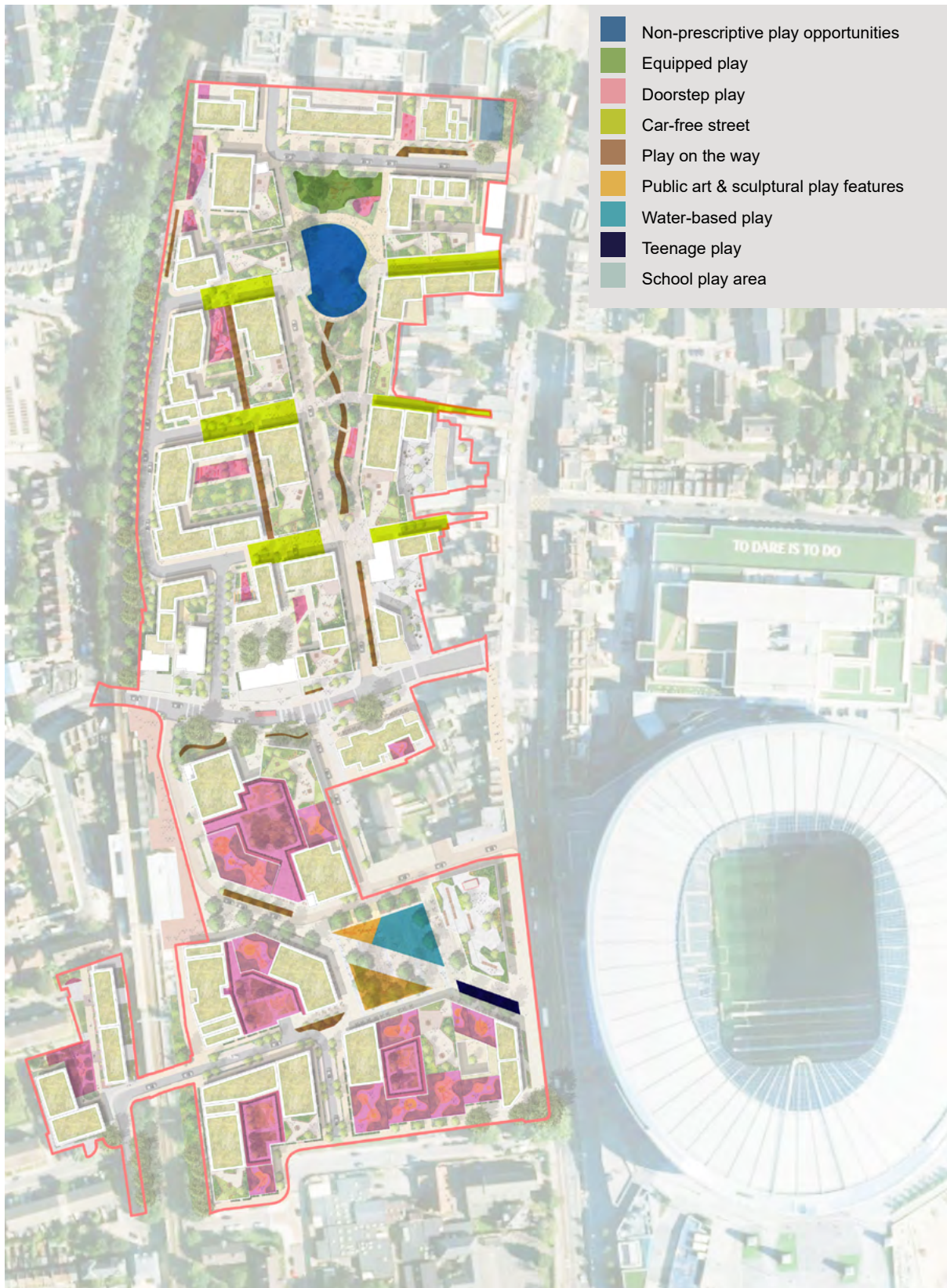


Fig.228 - Play Strategy Plan



## HARD MATERIALS STRATEGY

### The hard materials strategy takes inspiration from the Lea Valley's natural mineral resources and Tottenham's legacy with pottery.

Materiality has a fundamental impact on the character and identity of any new neighbourhood. The scheme uses a relatively limited palette of materials and has a strong logic for the choices made, and for where changes in materials should occur. Wherever possible, the use of local materials has been considered. This helps to support the local economy and reduces environmental impacts, as well as reinforcing local identity.

The Site wide strategy takes into account historic and exemplary features of the existing urban fabric to inform the external material palette. White Hart Lane has an established material character made up of stone kerbs and seating to rain gardens, surrounded by new textured concrete paving. This palette extends into our new masterplan, marrying existing materials with new commercial frontages. Where the landscape meets historic buildings and boundary walls, tumbled stone paving trims help to stitch together the old with the new.

To mark the new civic centre, high quality natural stone paving takes pedestrians and cyclists from the Station Arrival area through to Moselle square, before reaching High Road to the east. Stone slabs and setts are detailed in alignment with the functionality of space, either to encourage access and movement, resting and spilling out from building frontages, or to occupy and claim a space for informal play, markets and events.

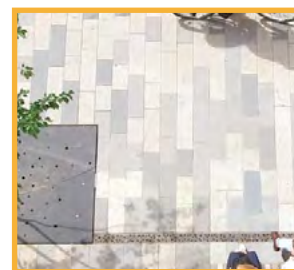
An expansive water play feature in Moselle Square takes cues from the legacy of water in Tottenham, from the historic lake, to the River Moselle, and connections to the Lea Valley. The history is forged into the landscape using river cobbles, informative signage, and bespoke detailing for the local residents and visitors to celebrate and enjoy.

To the north, Peacock Park seeks to maximise the parkland feel and character right up to the edges of buildings and defensible spaces. Aggregate based surfaces offer a naturalistic quality, separating the

user experience from the high footfall and vehicles along High Road and White Hart Lane.

Transitional nodes are located predominantly in the north and along White Hart Lane to define thresholds and gateways. These areas are paved with natural stone to signify moments of change and also help to unify spaces across the masterplan.

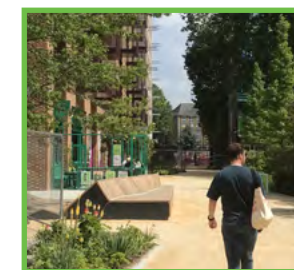
Tottenham has strong historic links to retrieving local London Clay from the Lea Valley to make plant pots for the nursery industry. Clay paving is therefore a convenient reference point for residential boundaries, thresholds and spaces for its welcoming domestic character and feel. Clay paving is a durable, practical, tactile and aesthetically pleasing material. Its versatility in colour, bond and arrangement is complementary to adjacent architectural quality, and can help to define hard space in the podium gardens and courtyards.



Public square



Gateway spaces



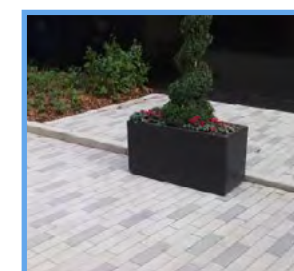
Parkland



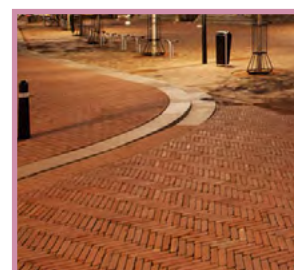
Vehicular routes



Yard spaces



WHL Transition



Pedestrian areas



Podium/courtyards



As existing

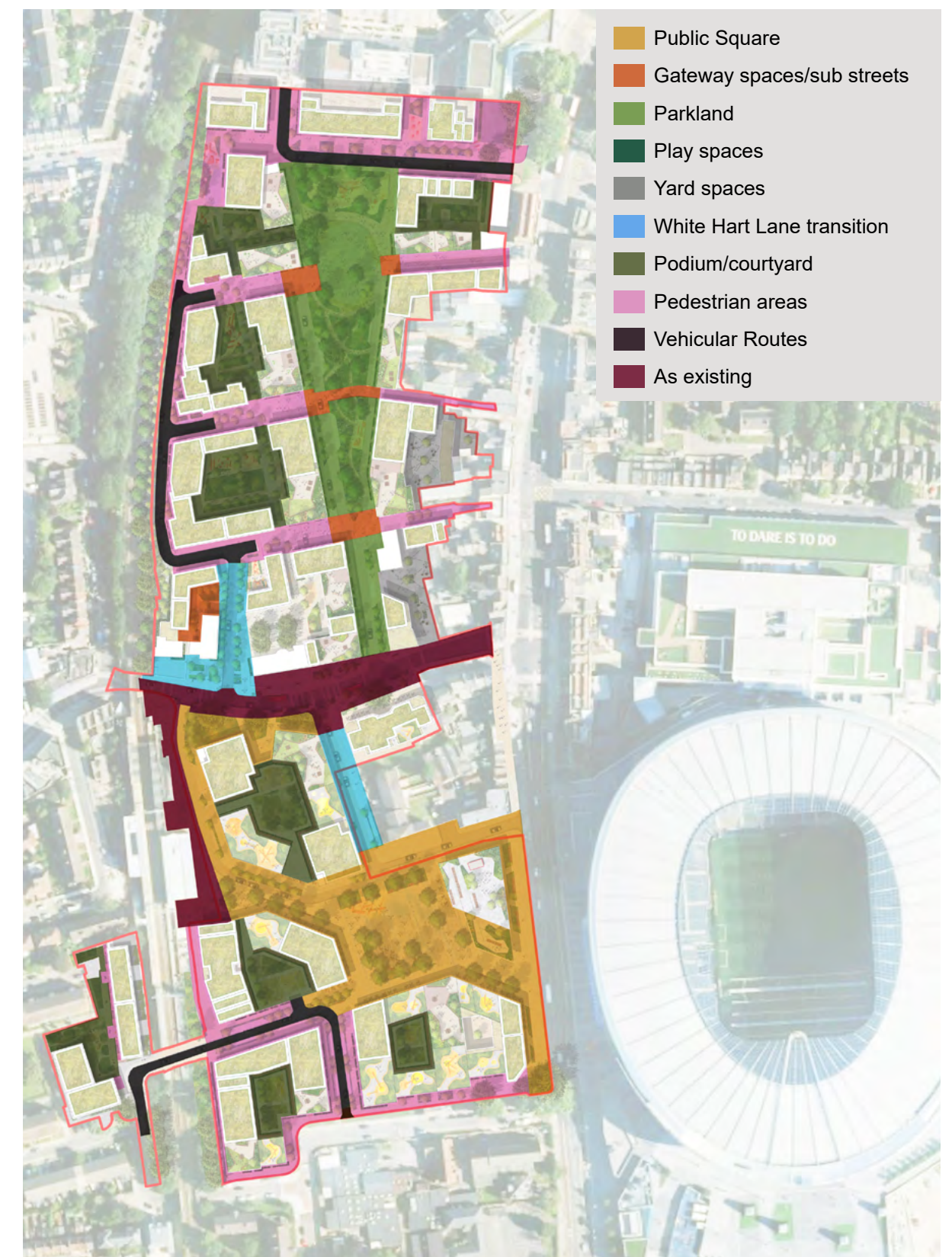


Fig.229 - Hard Materials Strategy Plan



## SOFT LANDSCAPE STRATEGY

### The planting strategy intrinsically highlights the importance of water within an urban context.

At a conceptual level and strengthening High Road West's identity, the planting is used to represent to the local water network of the Lea Valley. Taking influences from Tottenham Marshes and Walthamstow Wetlands, the planting strategy reflects the characters of these spaces in a modern and urban context to create a vibrant and natural environment for people to use and enjoy.

The rural, wetland narrative of the planting connects Peacock Park to Moselle Square through the use of marshes and rain garden planting. For example, in Peacock Park, the planting is focussed on open lawn space and planting that would reflect a wetland/detention basin in a natural setting. To the south in Moselle Square, the concept of an Urban Wetland is highlighted through the grouping of trees and expanses of water (paving) to reflect this wetland landscape.

White Hart Lane; acting as the river, has a SuDs planting character to emphasise this narrative. The idea of marshes is also reflected heading north as a horticultural marsh and to the south; an urban interpretation of this concept.

The tertiary planting character types adjoining into this primary network features a plethora of podium gardens, perennial rich planting and street planting.








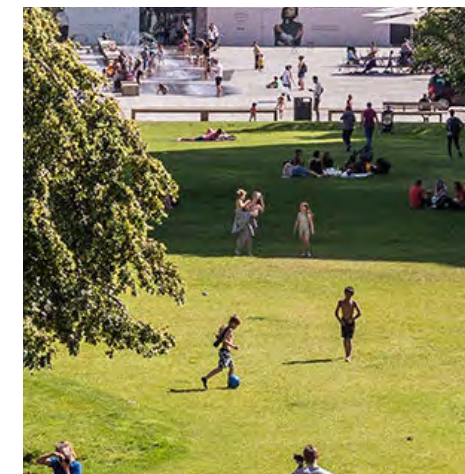
	Podium/Residential amenity planting
	Rain garden
	Horticultural marsh
	Woodland understory
	Lawn
	Flower-rich herbaceous
	Defensible planting
	Urban marsh street planting



Fig.230 - Soft Landscape Strategy Plan

### Open lawn - hard wearing lawn with softened edges.

The lawn space has a simple character due to the nature of the space. The space is used as both a water retention basin and for the general use by the public. The lawn will be hardwearing and dense with a species rich meadow perimeter to soften the space.



Bulb planting within lawn space

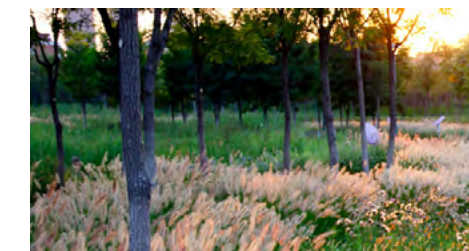


Species rich long grass to edge of lawn area

*Achillea millefolium*  
*Anthyllis vulneraria*  
*Briza media*  
*Daucus carota*  
*Galium verum*

### Horticultural marsh - Ornamental grasses taking inspiration from Tottenham Marsh's in a rain garden condition.

The horticultural marsh takes influence from Tottenham Marshes. It will have an increased presence of flowering and ornamental species that are suitable to both wet and dry conditions. Located within the residential area, this is a transitional planting character as you move from White Hart Lane to the open lawn space. Similar to the rain gardens in that it will receive surface water runoff, however the horticultural marsh will have a greater focus on tall grasses and phragmites to reflect the character found in Tottenham Marshes.



Swaths of ornamental grass



Sunken marshland inspired plants receive rain water run off.

*Carex x subgracilis*  
*Schoenoplectus lacustris*  
*Deschampsia 'Goldtau'*  
*Molinia 'Poul Petersen'*  
*Pennisetum alopecuroides*

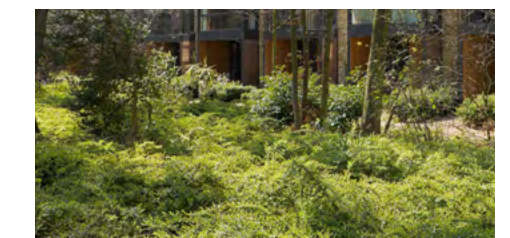
### Woodland understory - provides a textured layer to tree canopies.

A mounded area of woodland understory planting will sit under the dappled canopy of trees. This area contrasts from the open lawn space and wet margins of the perimeter space by providing a carpet of texture through verdant native and non-native species. This planting type will create important habitats for nesting birds and invertebrates under the canopy of trees.

Bulbs including narcissus, hellebores, cyclamen and crocus will provide an additional layer of interest and add burst of colour throughout the year.



Naturalistic planting beneath tree canopies



Dappled shade on woodland understory

*Allium ursinum*  
*Daphne odora 'eternal fragrance'*  
*Galium album*  
*Galium odoratum*  
*Helleborus spp*

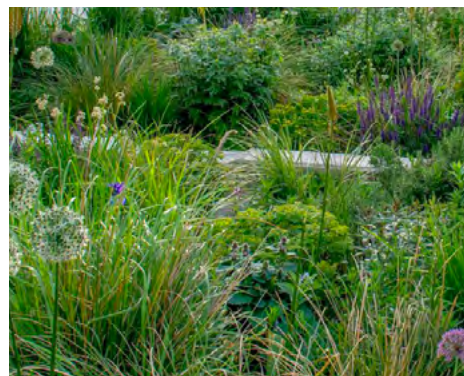


### Rain gardens - help alleviate surface water run off.

The rain gardens help alleviate surface water run off within the public realm. Wet-tolerate species will be focussed around the inlet pipe and base of the rain garden whilst grasses will provide welcome cover for insects and pollinators. The introduction of a wider rain garden strategy will strengthen White Hart Lane's existing character and tie the street networks together.



Ornamental grasses add texture to the rain gardens



Lush and verdant planting in summer

*Aster amellus*  
*Camassia quamash*  
*Deschampsia cespitosa* 'Goldtau'  
*Euphorbia palustris*  
*Luzula nivea*

### Urban marsh - direct visual relationship to Tottenham's marshes.

Taking influence from Tottenham Marsh's, the civic areas of High Road West will have a strong presence of ornamental grasses as to reflect this existing character. Providing year round structure, the movement of the grasses will provide an impactful public realm design, amplifying the identity of Moselle square.



Mass ornamental grass planting sways in the wind



*Sesleria autumnalis* mirrors the character of Tottenham Marshes

*Sesleria autumnalis*  
*Stipa calamagrostis*  
*Miscanthus sinensis* 'Gracillimus'  
*Pennisetum alopecuroides*

### Flower rich perennial planting - attract pollinators and animate public space.

A herbaceous and ornamental planting type with year round interest, structural and scented qualities. This planting will have a higher maintenance than the rest of the framework, however, it will still be lower than horticultural planting design traditionally found in civic spaces.

Non-native plant species are chosen for their benefits to wildlife, long flowering periods and resilience to a changing climate. Night scented plants such as *Hesperis matronalis* are important for bat populations.



Vibrant perennial planting featuring *Verbena bonariensis* and *Echinacea purpurea*



Contrasting *Lavendula* and *Achillea* add a softness to the planting

*Deschampsia cespitosa*  
*Salvia officinalis*  
*Eryngium x zabelii*  
*Phlomis russeliana*  
*Sesleria autumnalis*

### Defensible planting - providing structure to the public realm whilst providing key habitats to birds and invertebrates.

A designed horticultural hedgerow will provide definition between the private and public spaces adjacent to ground floor residential units. A mix of native and non-native species will offer year round interest and structure, responding well to being cut back to ground. Hedgerows will be maintained to give a variety of heights and growth and to ensure plenty of flowers and opportunity for nesting. Species such as Privet, Hawthorn, Hazel, Viburnums, Winter Honeysuckle and Sweet Box attract pollinating insects such as bees that will feed on their nectar.



Defensible plantings provides year round structure to the public realm.



Shrub planting adjacent to buildings provide

*Crataegus monogyna*  
*Ilex aquifolium*  
*Sambunus nigra*  
*Corylus avellana*  
*Lonicera fragrantissima*

### Podium gardens and courtyard planting - Planting will be chosen for their sensory and textural qualities.

The planting within the residential amenity spaces will have a focus on plants with strong sensory and textural qualities. With a focus towards play spaces for young children, the heightened qualities of the planting will enhance the level of exploration, learning and senses for the users. Mounded forms will enable trees to be planted and enhance the level of exploration.



Ornamental grasses retain winter structure.



Pops of *Salvia* add colour to the green of the ornamental grasses

*Deschampsia cespitosa*  
*Eupatorium purpureum*  
*Sesleria*  
*Anemone nemorosa*  
*Salvia nemorosa*

### Living roofs - provide vital habitats birds and invertebrates.

A network of low-nutrient biodiverse roofs are proposed across the development, contributing to attenuation while providing habitat creation. These will make use of forna rich wildflower seed mixes and plug planting on low-nutrient substrate of varying depths alongside invertebrate boxes and habitat humps.

The area denoted will have a minimum of 40% green roof coverage.



Living roofs ensure key habitats for invertebrates.



Elevated PV panels above living roofs

*Fragaria vesca*  
*Primula veris*  
*Achillea millefolium*  
*Galium verum*  
*Sedum pulchellum*



## TREE STRATEGY

### Trees strengthen the sense of place of High Road West.

Similar to the planting strategy, the tree strategy for High Road West will take inspiration from the Lea Valley. The tree species are chosen for their specific qualities to enhance the spaces in which they inhabit. Commonly found trees such as alder and birch will be used to reference this landscape typology.

A climate change resilient approach will be taken, ensuring trees will be chosen that will deal with increased temperatures, drought and storm events. Trees will be selected for their characterful form, seasonal interest, ecosystem service, wayfinding assistance and space definition.

A additional palette of broad leaf tree species will be used across the tree character types. Bruce castle park is home to the oldest oak tree in Tottenham at 450 years old.



Fig.231 - Tree Strategy Plan

- Street Trees
- Small Feature Trees
- Large Feature Trees
- Rain Garden Trees
- Podium/Courtyard Trees
- Woodland Trees
- Existing Trees

### Podium / Courtyard trees

These trees are chosen for their ability to grow in shallow, or poorly aerated soil, commonly seen in tree pits, paved locations and rooftop or podium buildups. Additionally, their canopies allow dappled light through, to minimise any reduction in light levels but create shade from the sun when desired.



Amelanchier 'Snowcloud'

Betula albosinensis

Acer griseum  
Amelanchier 'Snowcloud'  
Betula albosinensis  
Magnolia stellata rosea

### Street trees

Street trees form a bridge in scale between the built form and the public realm spaces and afford privacy to adjacent homes. Street trees have been selected either for; their fastigate form; a light and high canopy; or ability to be pollarded, enabling growth and viability in the street location.



Quercus cerris

Pyrus 'chanticleer'

Quercus cerris  
Pyrus 'chanticleer'  
Crataegus monogyna 'stricta'  
Acer platanoides 'columnare'



Rain Garden trees

Tolerance to both drought and extended periods of wet. Avoiding dense canopies to allow maximum light to ground. Combination of sizes and forms (such as multi-stem and feathered)



Woodland trees

The trees here will use deciduous and evergreen, native and non-native species to ensure year round interest to support the local biodiversity. Key species have been selected for their reference to the natural water course of the Lea Valley and to enhance the sense of place.



Small feature trees

The following trees are used as wayfinding totems throughout the masterplan. They have been selected either for their multi-stem form and opportunity to sit in raised planters.



Large feature trees

The following trees will be located in key public realm areas and within larger spaces to add an element of instant maturity. The use of characterful and grand specimens will assist with wayfinding and create an enhanced sense of place.



Quercus bicolor Alnus cordata



Carpinus betulus 'lucas' Alnus glutinosa



Betula nigra 'Dura Heat' Amelanchier arborea 'Robin Hill'



Cedrus libani Gleditsia triacanthos 'shademaster'

- Alnus cordata
- Alnus x spaethii
- Salix caprea
- Quercus bicolor

- Carpinus betulus 'lucas'
- Alnus glutinosa
- Betula pendula
- Betula pubescens

- Amelanchier arborea 'Robin Hill'
- Viburnum 'Pragense'
- Betula nigra 'Dura Heat'

- Cedrus libani
- Pinus nigra
- Gleditsia triacanthos 'shademaster'
- Sequoia sempervirens



## ECOLOGY STRATEGY

**One of the strategic visions for High Road West is to create a contiguous ecological landscape. To achieve this, there must be ways to implement ecological benefit on all scales within the external environment.**

Essential means of implementation include consideration of the wider green network and designated sites of ecological value, overview of habitat creation, net gain of trees on site and the type of plant species chosen for improvements to wildlife.

The masterplan is located adjacent to the Epping Forest SAC and the Lea Vallay SPA/ Ramsar. In order to reduce the potential impacts by development from increased visitor pressure and increased air quality issues, the strategy puts emphasis on the integration of High Road West to the surrounding network of green spaces and sustainable transport routes. The masterplan aims to stitch into the existing network via healthy streets, new public spaces with varied opportunities for play and nature, and a planting strategy that takes inspiration from the Lea Valley.

The wooded railway embankment forming the Tottenham High Road Ecological Corridor is an important green link within the wider green infrastructure. Where there is loss of ecological corridor due to development, the masterplan ensures a positive net gain of habitat creation is provided directly adjacent as an ecological buffer.

The Illustrative Masterplan reaches the target for Biodiversity Net Gain. This is based on a positive net gain of habitat types and trees.

Providing as many opportunities for birds, bats, invertebrates and other fauna to forage on will be beneficial. Recommendations as follows:

Night scented plants for bats:

*Oenothera biennis*, white jasmine *Jasminum officinale*, honeysuckle *Lonicera periclymenum* and sweet rocket *Hesperis matronalis*.

Native pollinators for invertebrates such as bees:

Dorset Heath *Erica ciliaris*, Bell Heather *Erica cinerea*, Common Poppy *Papaver rhoeas*, and Meadow Rue *Thalictrum flavum*

Shrubbery for birds:

*Hawthorn Crataegus monogyna*, *Holly Ilex aquifolium*, and *Teasel Dipsacus*

It is recommended that the masterplan also includes opportunities for bat roosting, bird nesting and invertebrate features. Specific products, numbers, sizes and locations shall be coordinated and agreed between an appointed Ecologist, Landscape Architect and Architect at detailed planning stage.

- 50 roosting features
- 50 nesting features
- 10 invertebrate features per extensive and non-accessible living roofs

### Biodiversity Net Gain

The Illustrative Masterplan reaches the target for Biodiversity Net Gain. This is based on a positive net gain of habitat types and trees.

**The current Illustrative Landscape Plans have resulted in a BNG of >48%.**

This is based on:

- Baseline mapping taken from ecology surveys - the HRW Illustrative Masterplan.

Limitations:

- Baseline tree information: in the absence of a final Arboriculture assessment, baseline tree information has generalised. Therefore following submission of AIA the final scoring is expected to change slightly.

## URBAN GREENING FACTOR STRATEGY

**The GLA has set a 0.3 UGF target for commercial schemes and 0.4 for residential.**

UGF is based on a calculation that factors in different typologies of green infrastructure (green roofs, rain gardens, trees, woodland planting etc.) within the total area extents of the planning application boundary.

**HRW Illustrative Masterplan achieves a score of 0.22.**

Why is the UGF below the target?

- Extent of red line is large relative to the proposed area for development
- Mostly hard landscape serving high footfall, vehicles, civic / ancillary functions
- Not over-providing green roofs (conservative ratio split of 40:60 for green roof to ancillary requirements such as PVs, lift, amenity etc.)

What are the positives to take from this?

- Considerable uplift from the base line (low quality green space in south, close to none in the north)
- Masterplan optimises amenity and green roofs using a conservative ratio
- Providing approximately 280 new trees across whole masterplan + rain garden planting to streets

The table opposite breaks down the comparable UGF scores based on the existing (baseline), our illustrative proposals, and the notable uplift from development.

What if the development can provide more green roofs?

- Current green roof provision is set at a conservative ratio of 40% green roof to 60% amenity/ancillary requirements.
- Amenity/ancillary requirements include: PVs, lift/ stair, plant, services, access, amenity to lower terraces.

Figure 31 shows how an incremental increase in green roof provision impacts the overall UGF score.

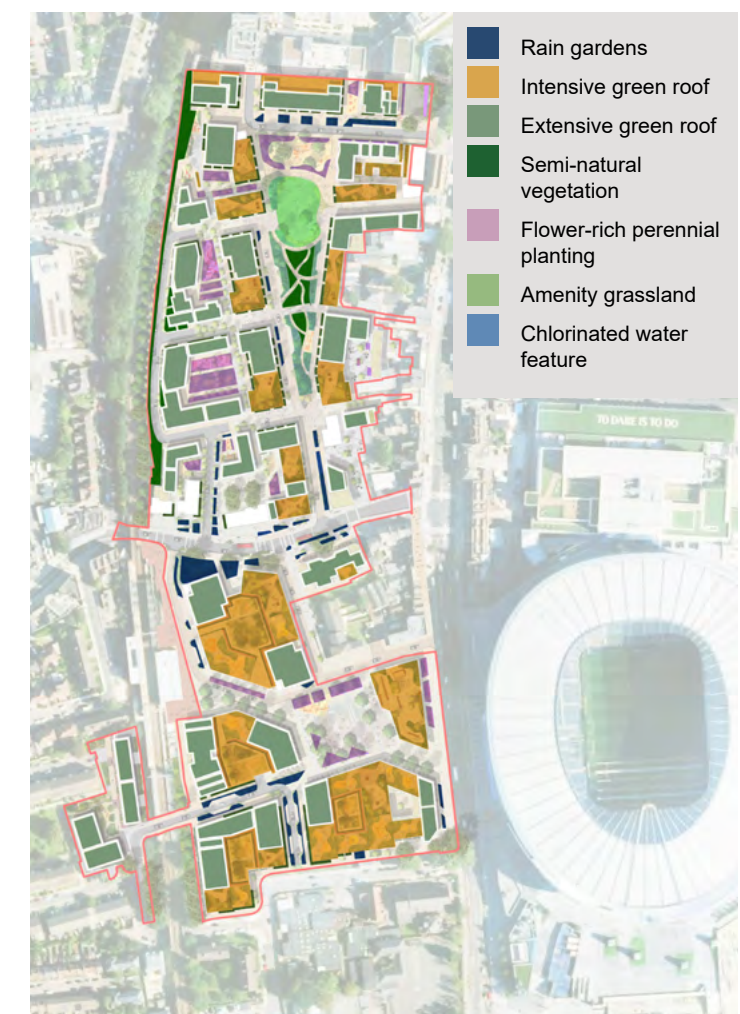


Fig.232 - Urban Green Factor Strategy Plan

### Green Roof Provision

Roof Top Ratio split	UGF score
<b>Green roof : Ancillary</b>	
40:60 (HRW Illustrative)	0.22
60:40	0.25
80:20	0.30
100:0	0.34

Table.7 - Green Roof Provision

### UGF Comparisons

Urban Greening Factors	Entire HRW Site
Existing UGF	0.07
HRW Illustrative Masterplan UGF	0.22
UGF Uplift	0.15

Table.8 - Urban Greening Factor Comparisons



## STREET FURNITURE STRATEGY

Street furniture should be chosen to suit the setting and may employ an off-the-shelf or bespoke style depending on localised requirements. It should be used to encourage active use of a space and promote a range of activities that may not be as attractive without it.

It is preferable to use street furniture ranges that have product 'families' as this allows for a more thematic and cohesive palette, helping to create a stronger sense of place and character.

The approach is to avoid creating overly cluttered spaces but also to provide adequate furniture as per Inclusive Design Standards.

### Residential seating

The seating within the residential area will have a palette that responds to the natural character of planting and spaces.

### Robust & large-format seating

Seating will be located on the edge of large forms that will either have skate-able forms, planting or lawns within.

### Moveable furniture & operator-led seating

Spaces outside of ground floor uses will have sufficient space for operators to populate the landscape with seating, tables and chairs. In addition larger feature seating will be provided.

### Parkland seating

Although the majority of furniture across the Site will follow a contemporary design allowances for more naturalistic features will be made in specific areas such as Peacock Park.



Residential seating



Moveable furniture & operator-led seating



Parkland seating



Robust & large-format seating

## LIGHTING STRATEGY

Lighting plays a crucial role in the appearance of streets and spaces in the night time. Successful lighting strategies require a combination of 'functionality' and 'architectural' lighting in order to encapsulate a sites unique qualities, support a greater night-time economy and perceived safety of the neighbourhood.

Lighting is to be designed as per the lighting designers strategy with layouts to be provided based on the character of different areas and places within the masterplan.

In summary designers are encouraged to adopt the following strategy when setting out lighting plans:

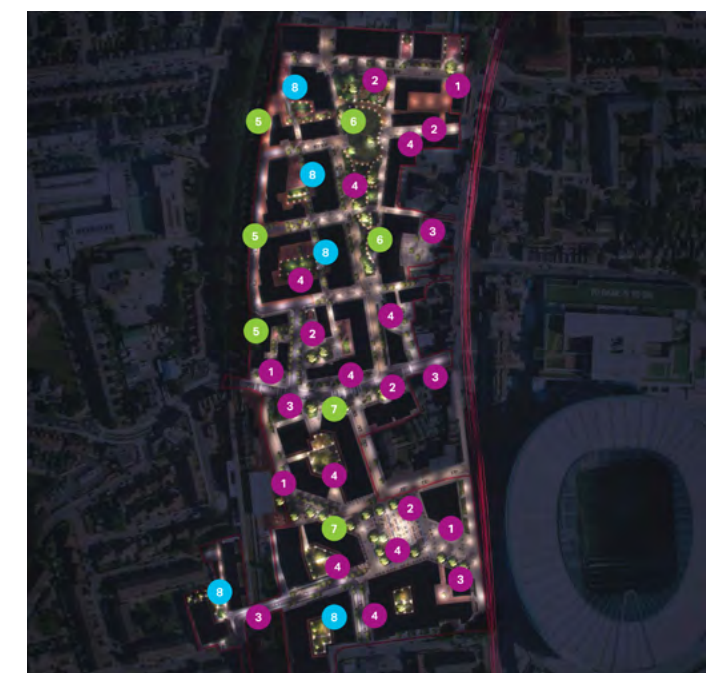


Fig.233 - Illustrative Lighting Strategy

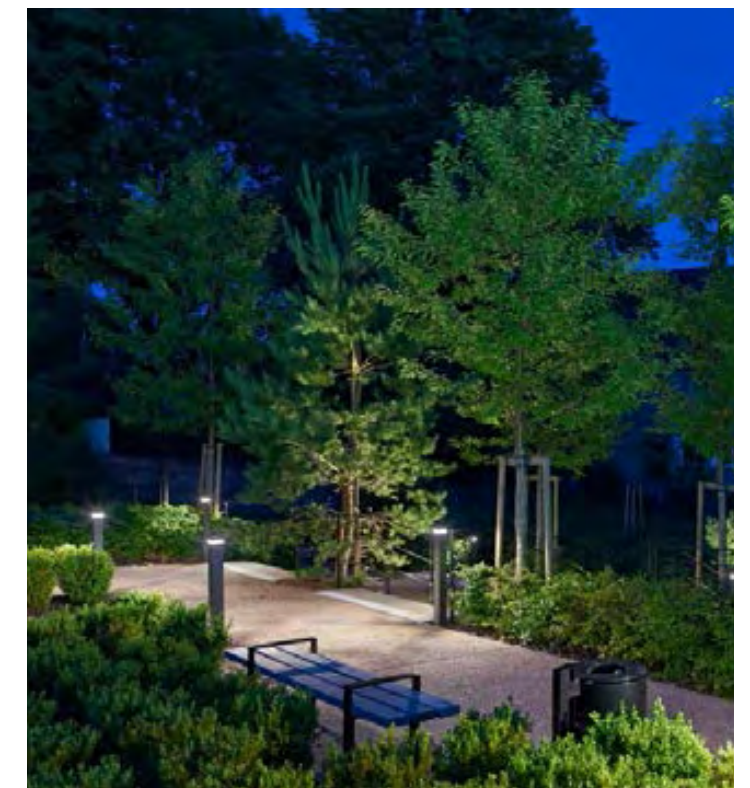
- Active & social
- Nature & sustainability
- Home & neighbourhoods



Active & Social



Homes & Neighbourhoods



Nature & sustainability



