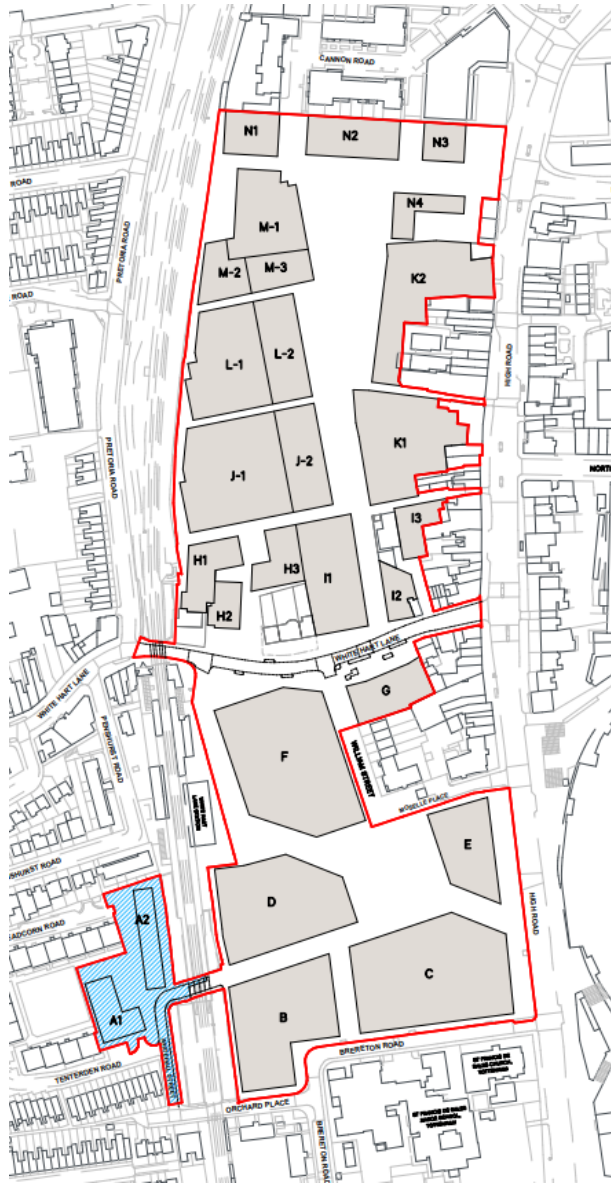


Appendix 1: Images of the site and proposed scheme

Satellite image showing the existing site edged in dotted red line & points of interest in the area marked in blue. North is to the left of the image



Outline and detailed (shown in blue) elements of the 'Hybrid' application



Existing condition of the site. The locations of the images are shown numbered on the previous page



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

Site allocation NT5 & other allocations in North Tottenham Growth Area; and the High Road West Masterplan Framework to the right



- 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)



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 1,900m² 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

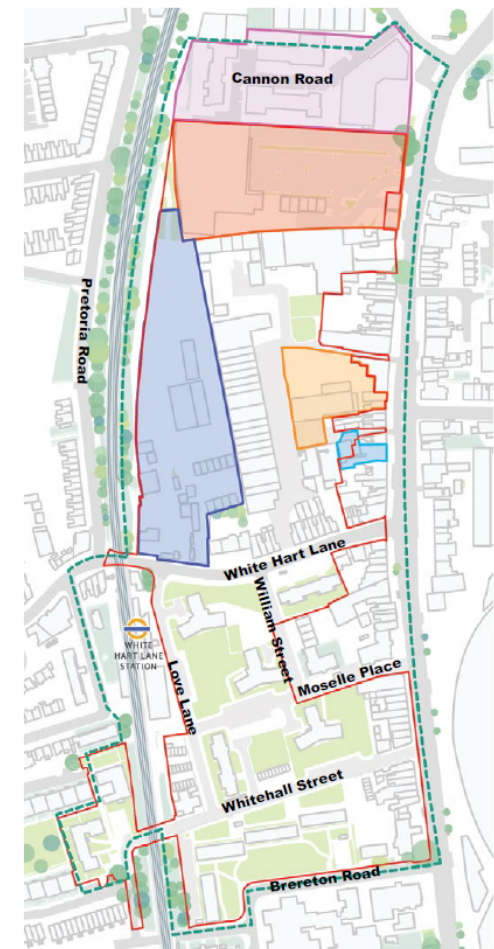


Fig.27 - Developments within and adjacent to Site Allocation Boundary

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

*HGY/2021/1771 was refused and is at appeal, a revised application has been submitted under HGY/2022/0563. Members resolved to grant the Printworks in January.

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 have informed the evolution 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

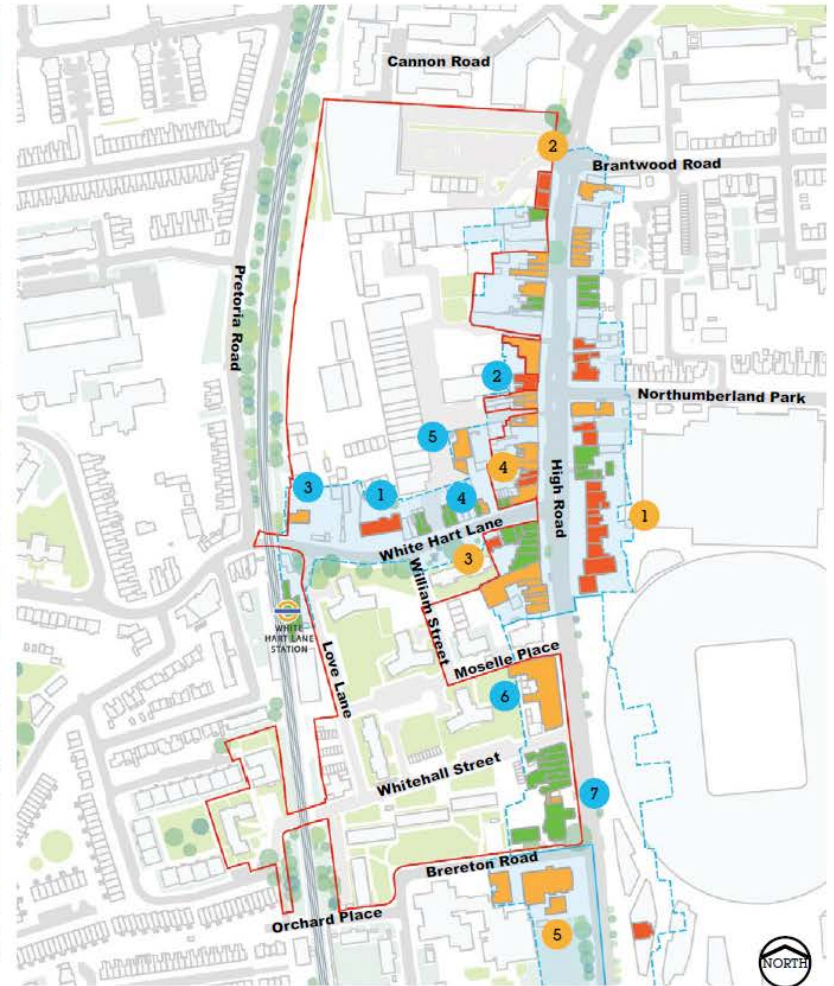


Fig. 15 - Heritage & Conservation Plan

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

Masterplan

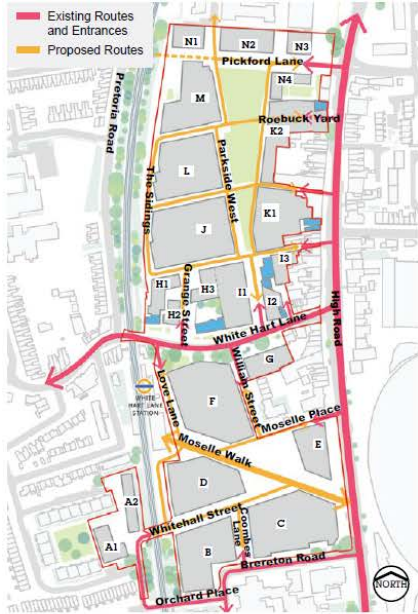


Fig. 72 - A new urban grain

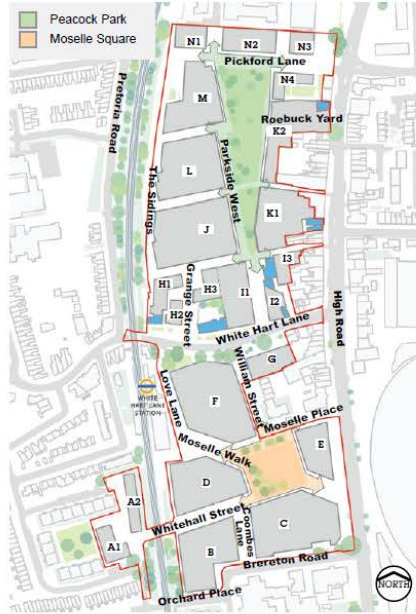


Fig. 73 - Generous new open spaces

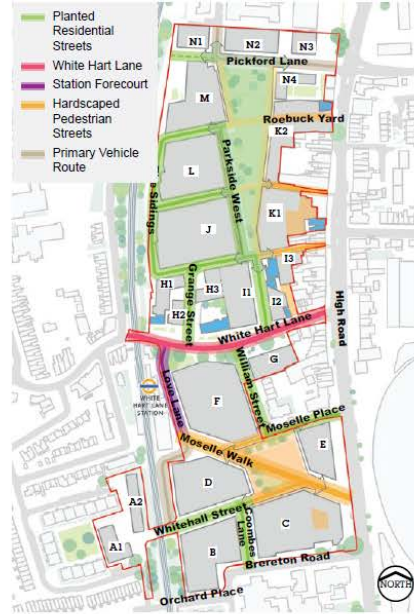


Fig. 74 - An interconnected green public realm

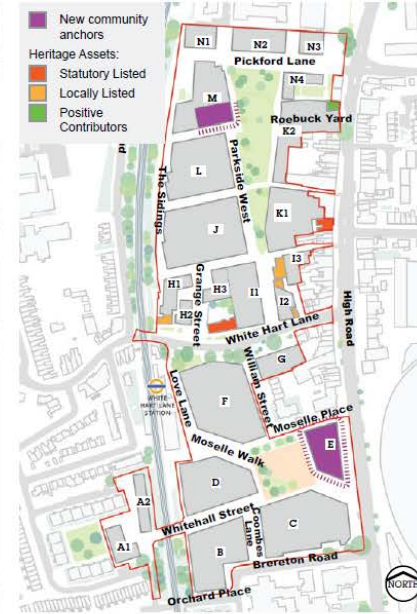


Fig. 75 - Revitalising heritage assets and community anchors

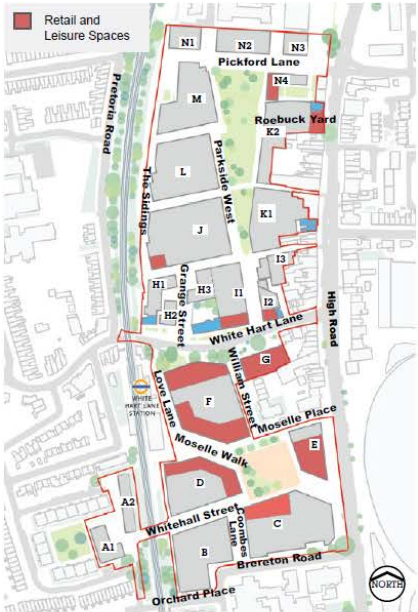


Fig. 76 - New retail and leisure uses

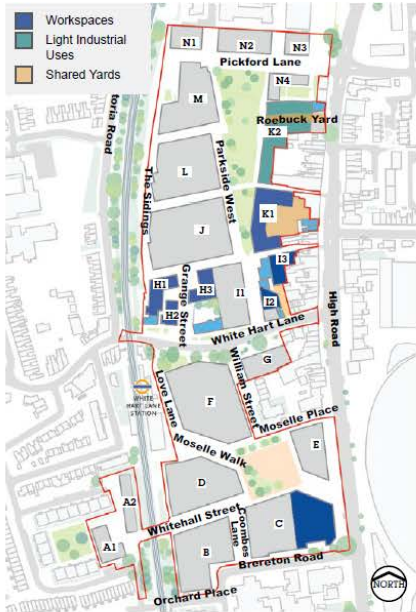


Fig. 77 - New employment and industrial uses

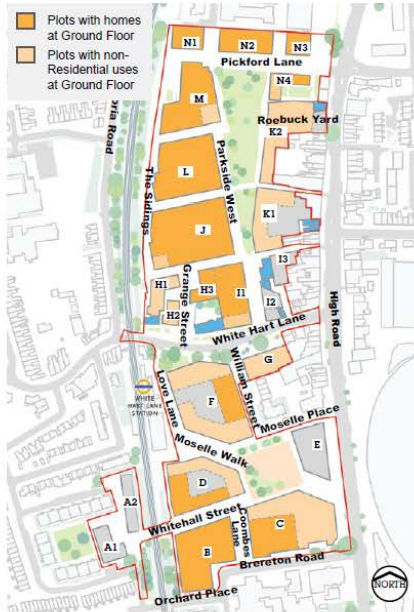


Fig. 78 - New homes

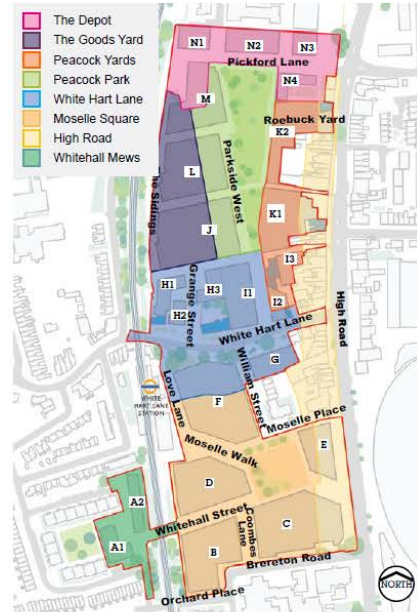


Fig. 79 - A community of Key Places

Phasing (left) and affordable housing (right) plans

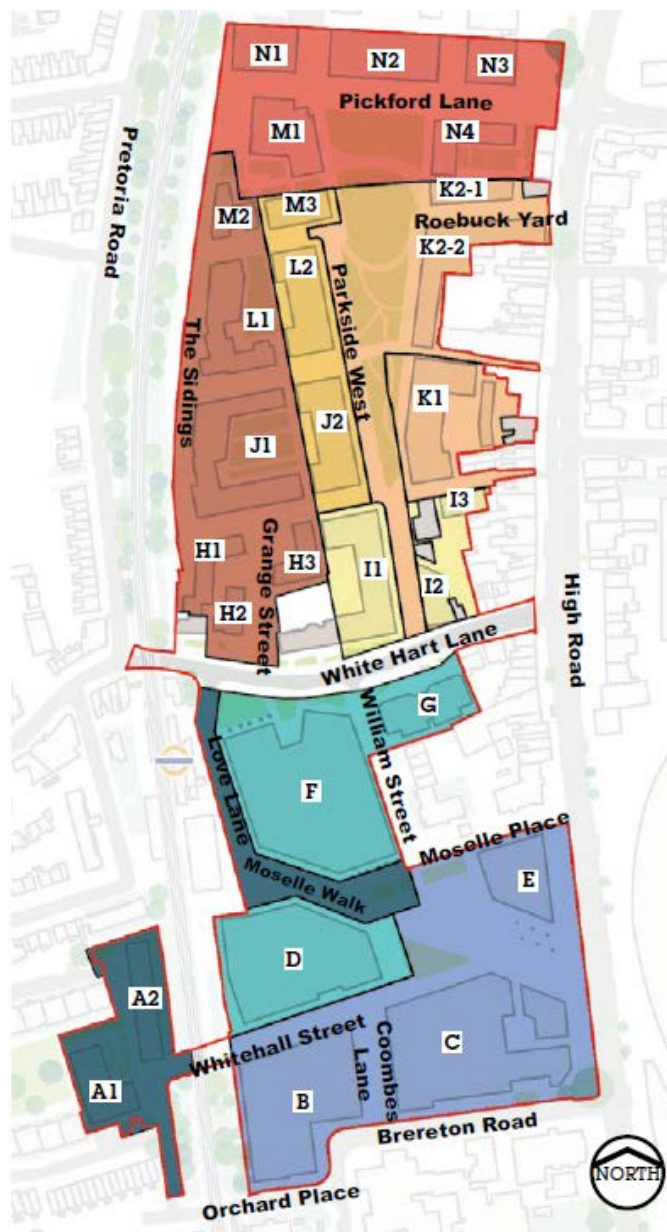


Fig.99 - Phasing diagram

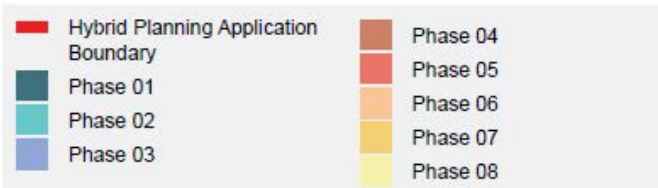


Fig.104 - Affordable Housing Plan



Aspect of homes in detailed & outline proposals



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

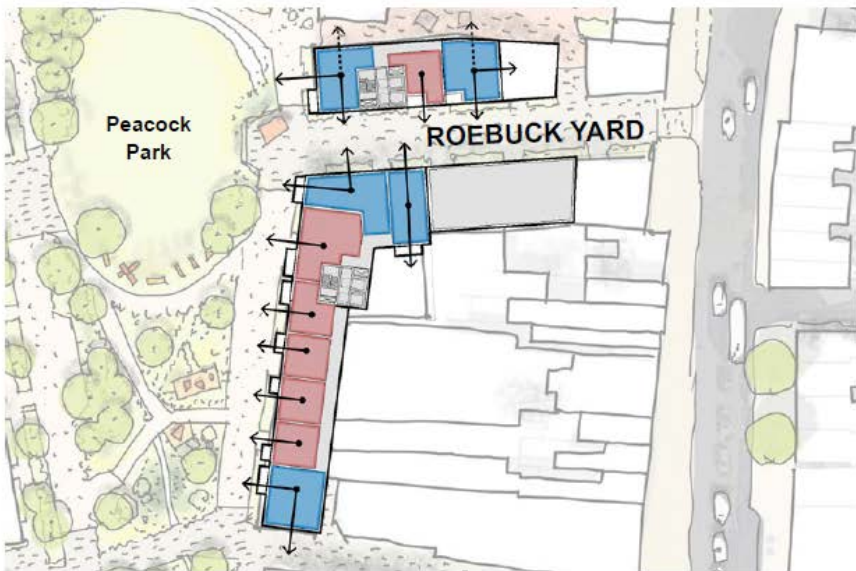


Fig. 123 - Plots K2-1 and K2-2 - Illustrative Typical Floor Aspect Diagram

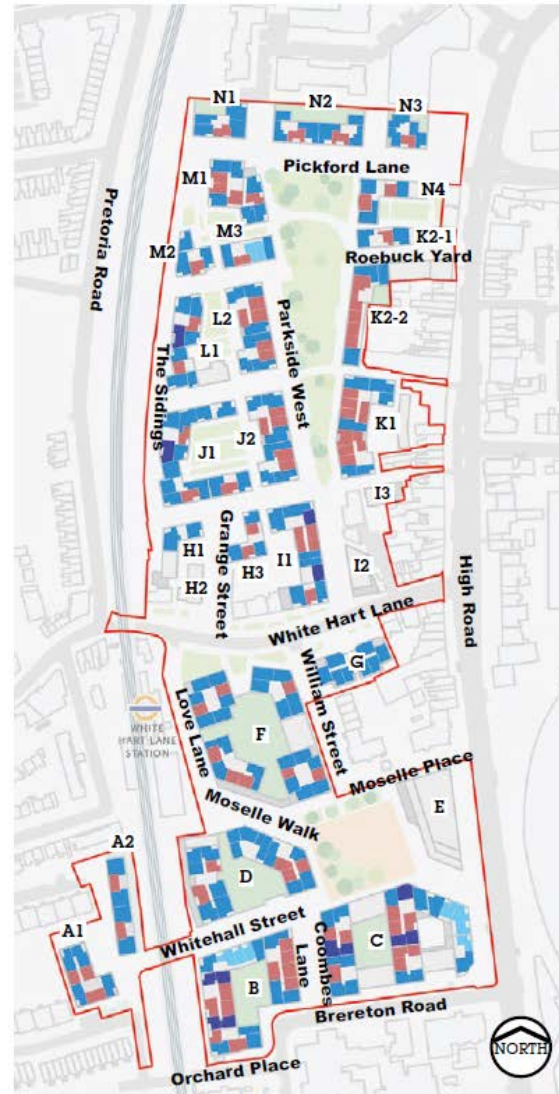


Fig. 124 - Illustrative Typical Floor Aspect Diagram



Walking & cycling (left) and vehicle access & parking (right) plans

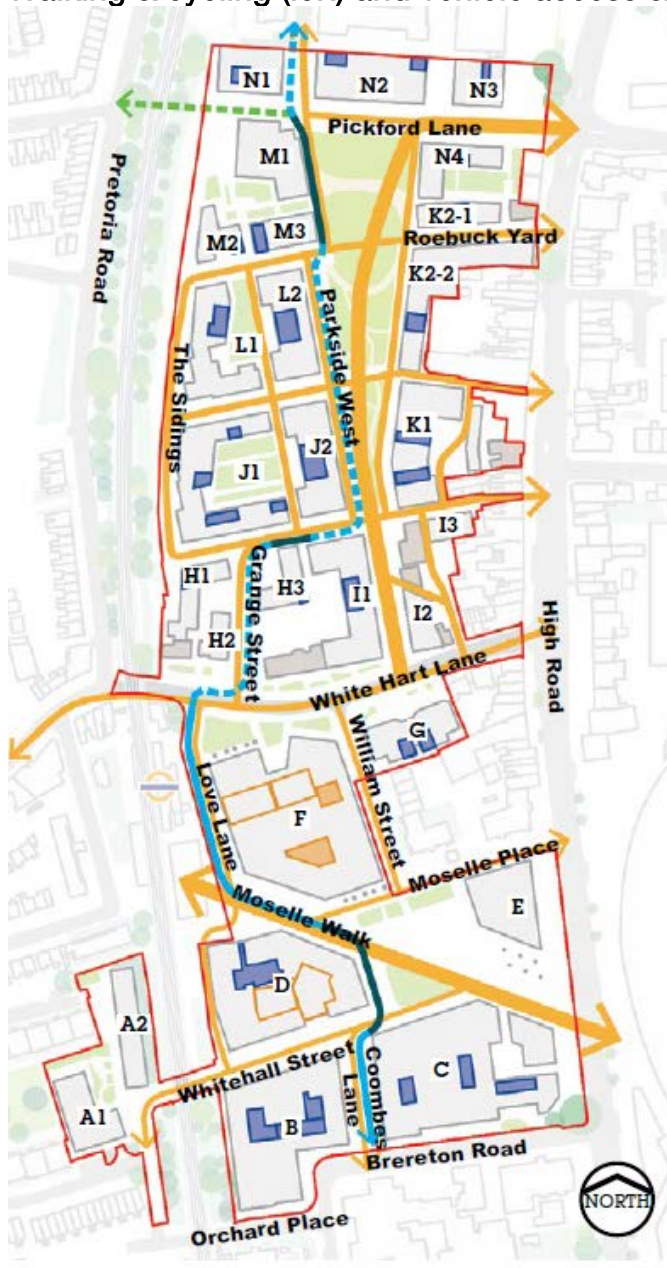


Fig.125 - Pedestrian and Cycle Movement and Parking

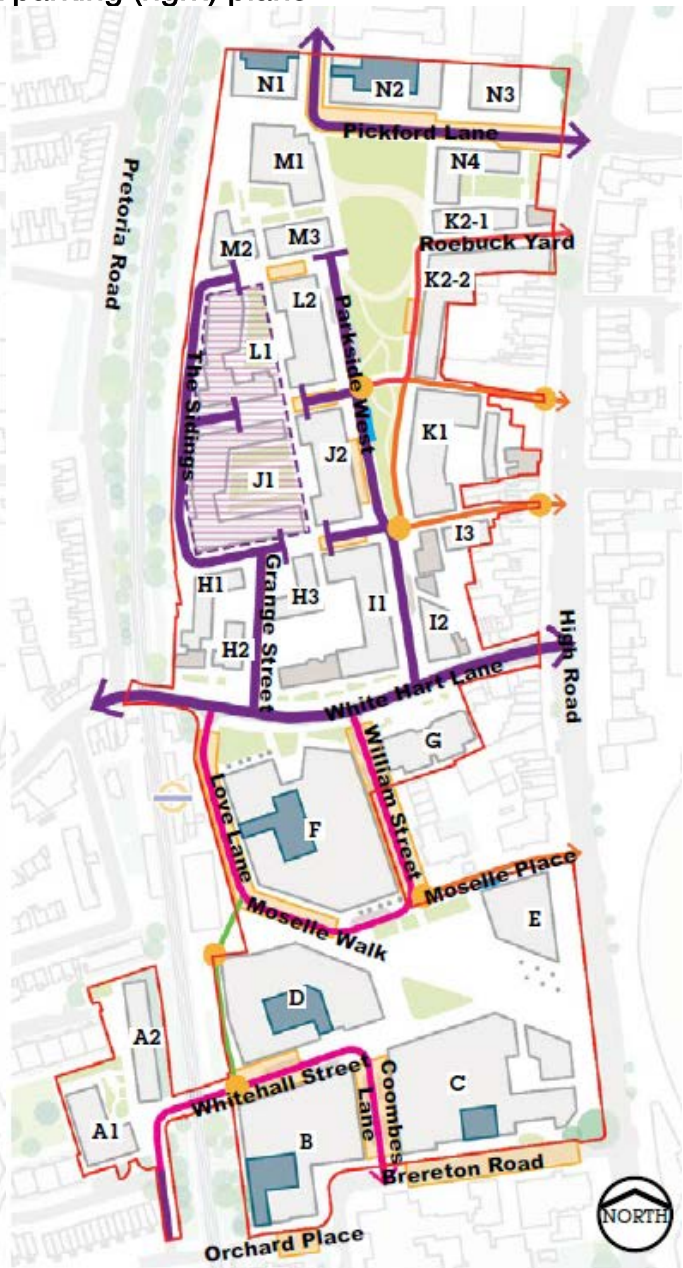
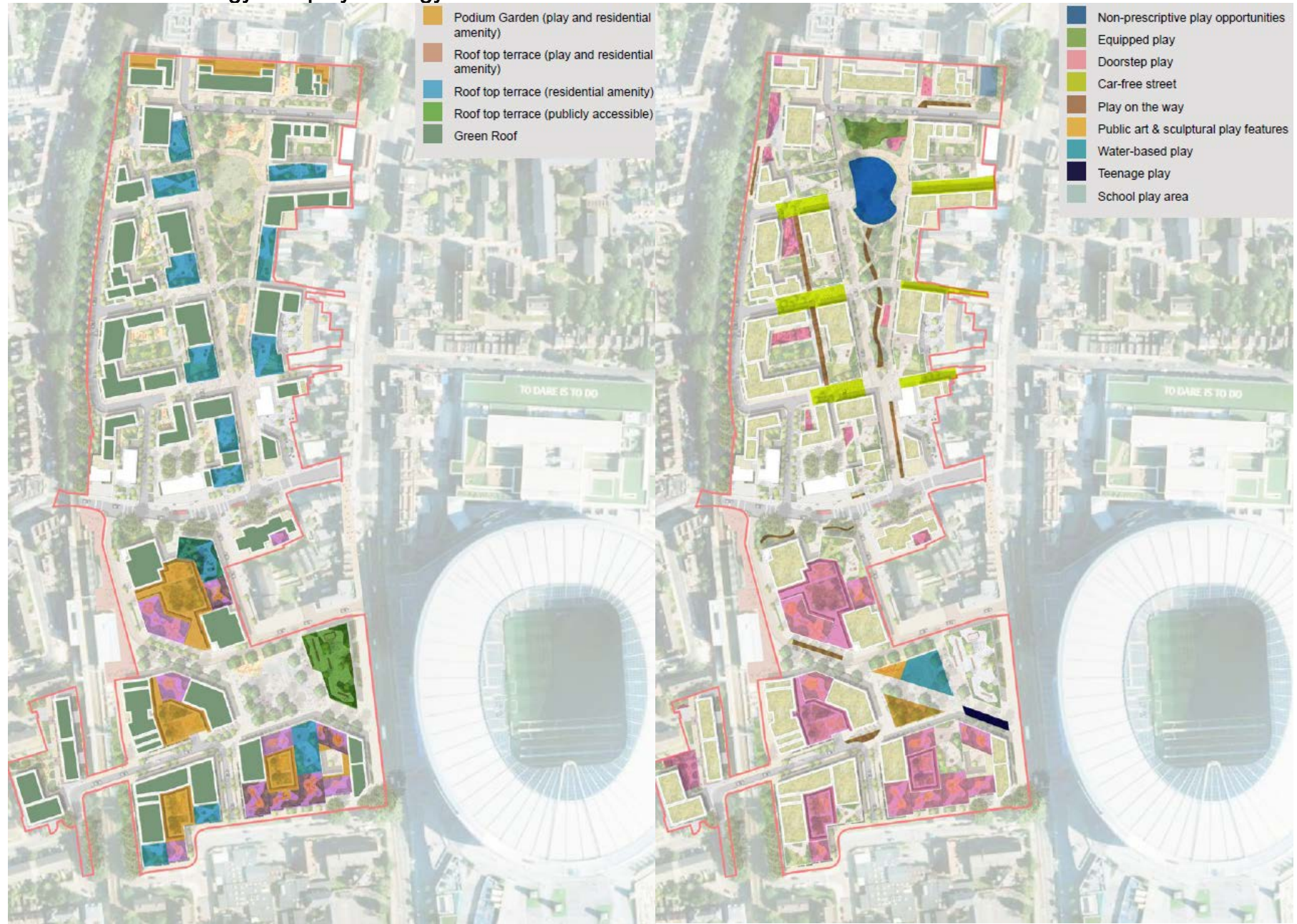


Fig.126 - Vehicle Access, Movement and Parking

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

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

Podium & roof strategy and play strategy



Example podium garden

Communal gardens will offer a range of spaces for everyone to use.
Every child will have direct access to play spaces within communal gardens or on low level roof gardens, away from match day movement.

Seating amongst planting



Growing space



Wildlife and nature gardens with informal play



Private amenity space



Doorstep play



Outdoor dining



- Private amenity space
- Outdoor dining
- Connections between buildings
- Seating amongst planting
- Doorstep play
- Wildlife and nature gardens with informal play
- Growing space

Moselle Square functions and layouts



Neighbourhood space



Pop-up markets

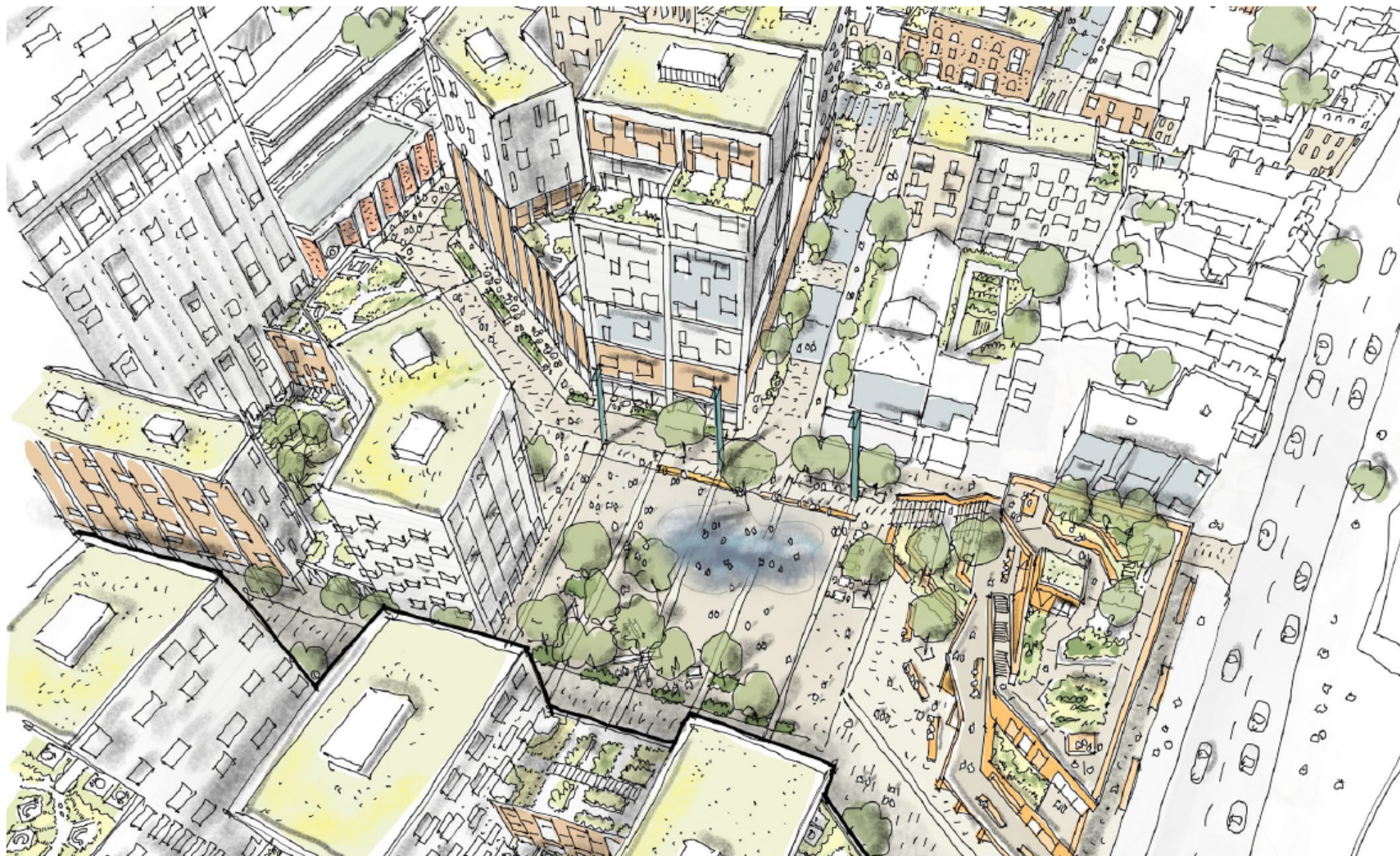


Community events



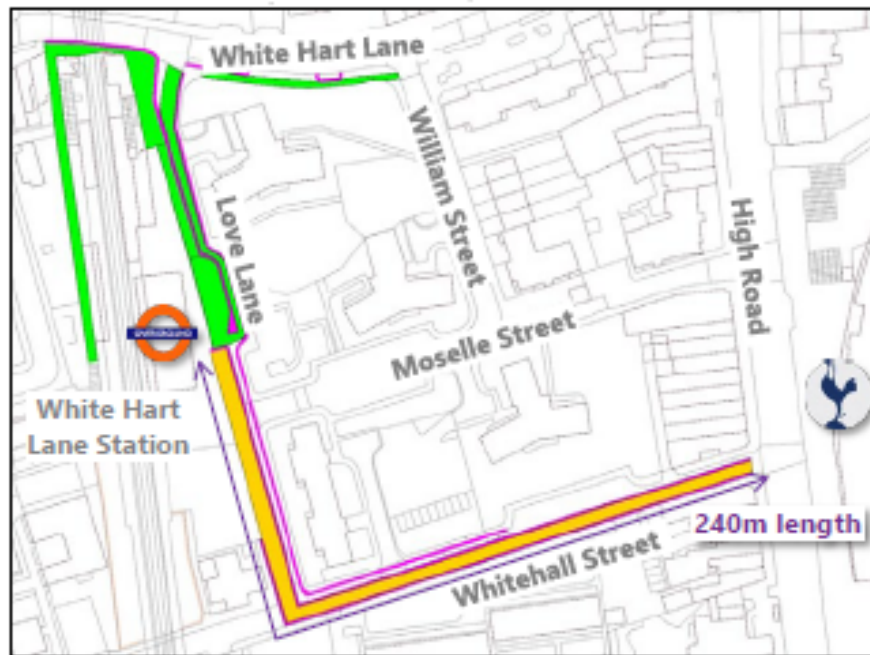
Match day

Moselle Square indicative layout



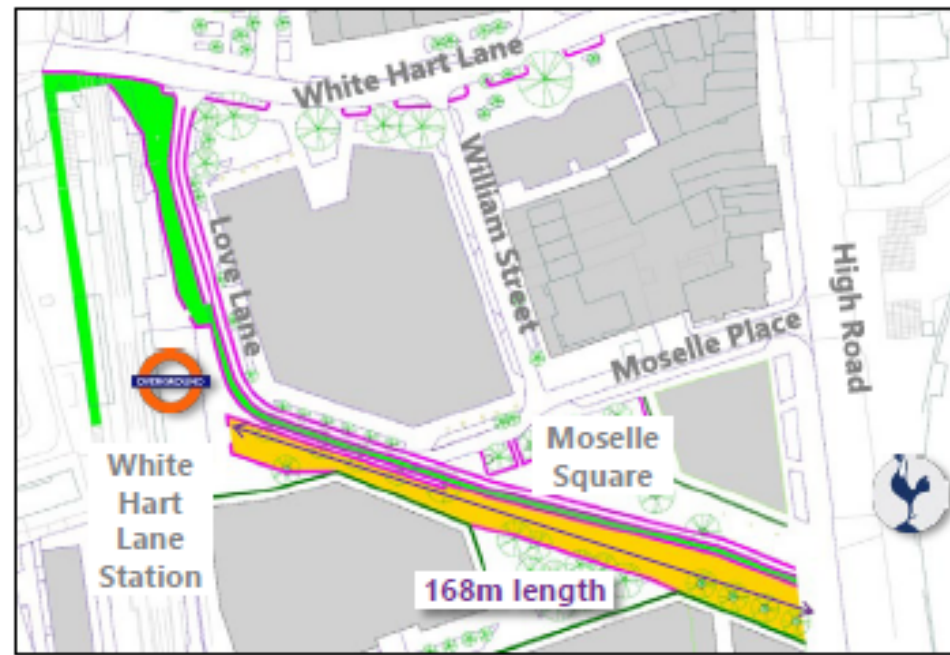
Current and proposed crowdfow arrangement

Current Scenario



- Southbound queueing area 960m²
- Northbound queueing area 1,225m²







Proposed Masterplan

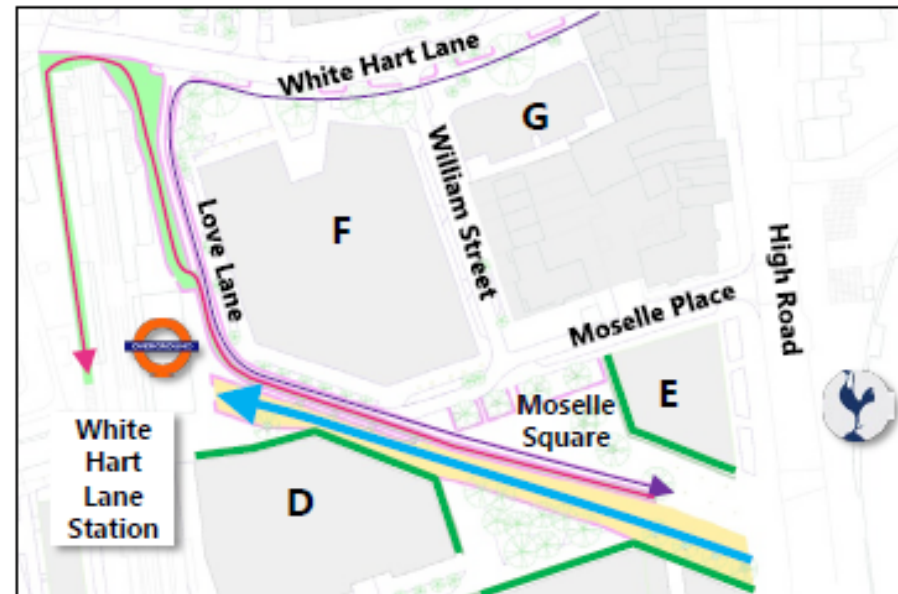
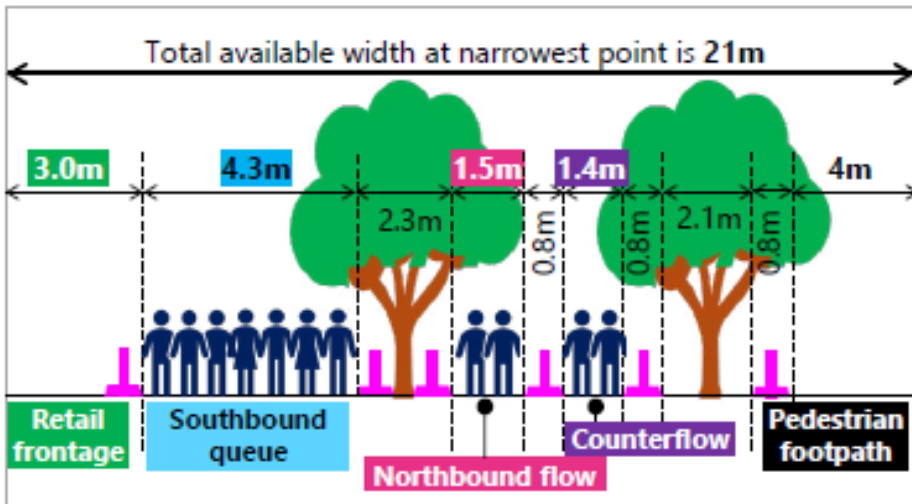


- Southbound queueing area 1,490m²
- Northbound queueing area 1,140m²

Minor (7%) decrease area for Northbound – however, still sufficient space and there is flexibility to increase or revert to using White Hart Lane.

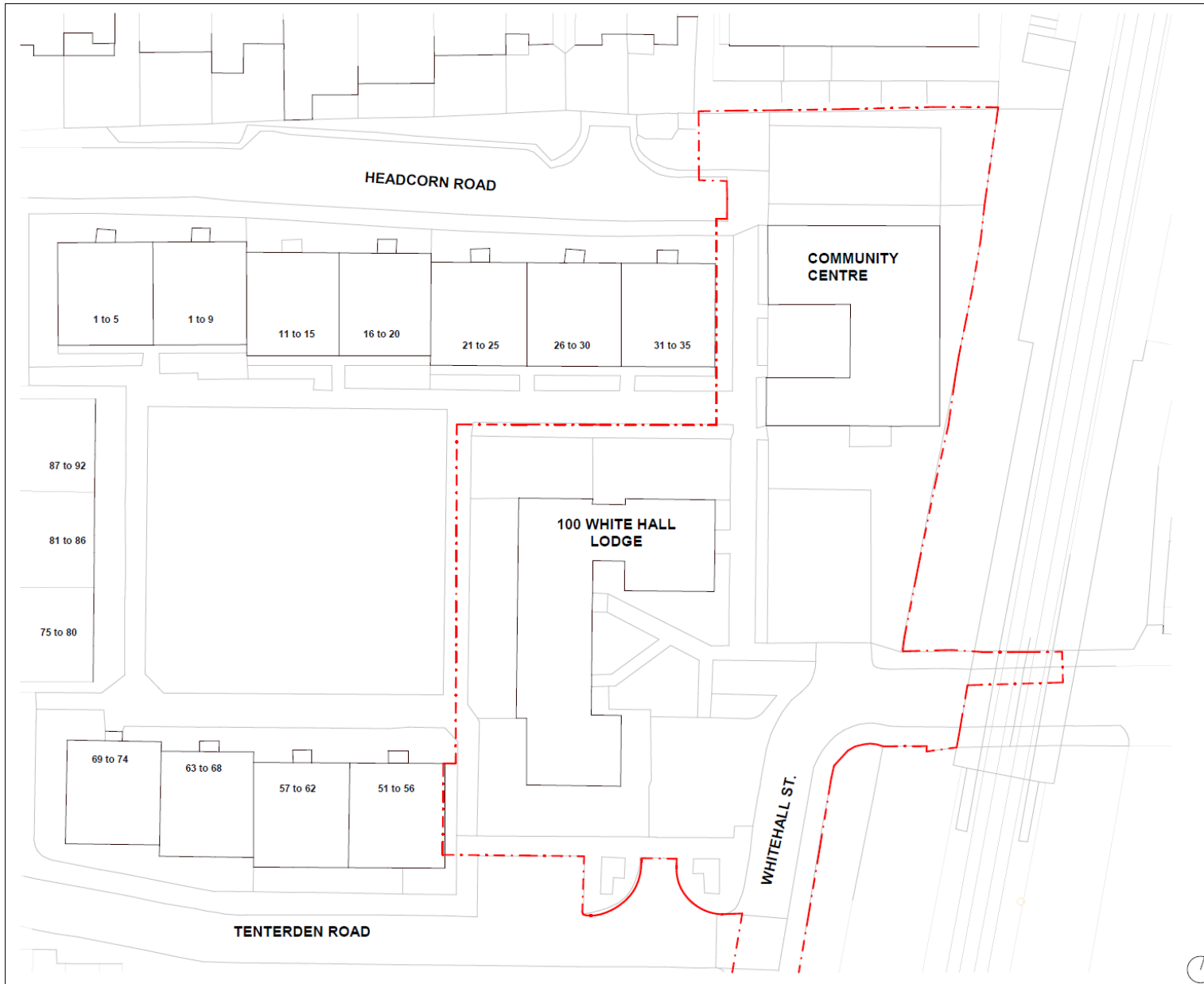
CROWD FLOW STRATEGY - QUEUING STRATEGY

-  Flows towards southbound platform
-  Flows towards northbound platform
-  Counterflow lane
-  Southbound queuing space
-  Northbound queuing space
-  Retail frontage protected by barriers



The masterplan delivers a 120% increase in width at narrowest point

Detailed proposals – Plot A (Whitehall Mews) *Existing site plan*



Existing Plot A site condition



Viewpoint 01: Existing northern boundary wall adjacent to Penshurst Rd plots.



Viewpoint 02: Existing boundary and small trees to rear of Headcorn properties.



Viewpoint 03: Existing bin stores at Headcorn road.



Viewpoint 04: View from Whitehall Street. Extensive area of hard-standing used for existing community centre and vehicles.



Viewpoint 05: View down Headcorn Road showing existing parking bays and mature trees to rear.

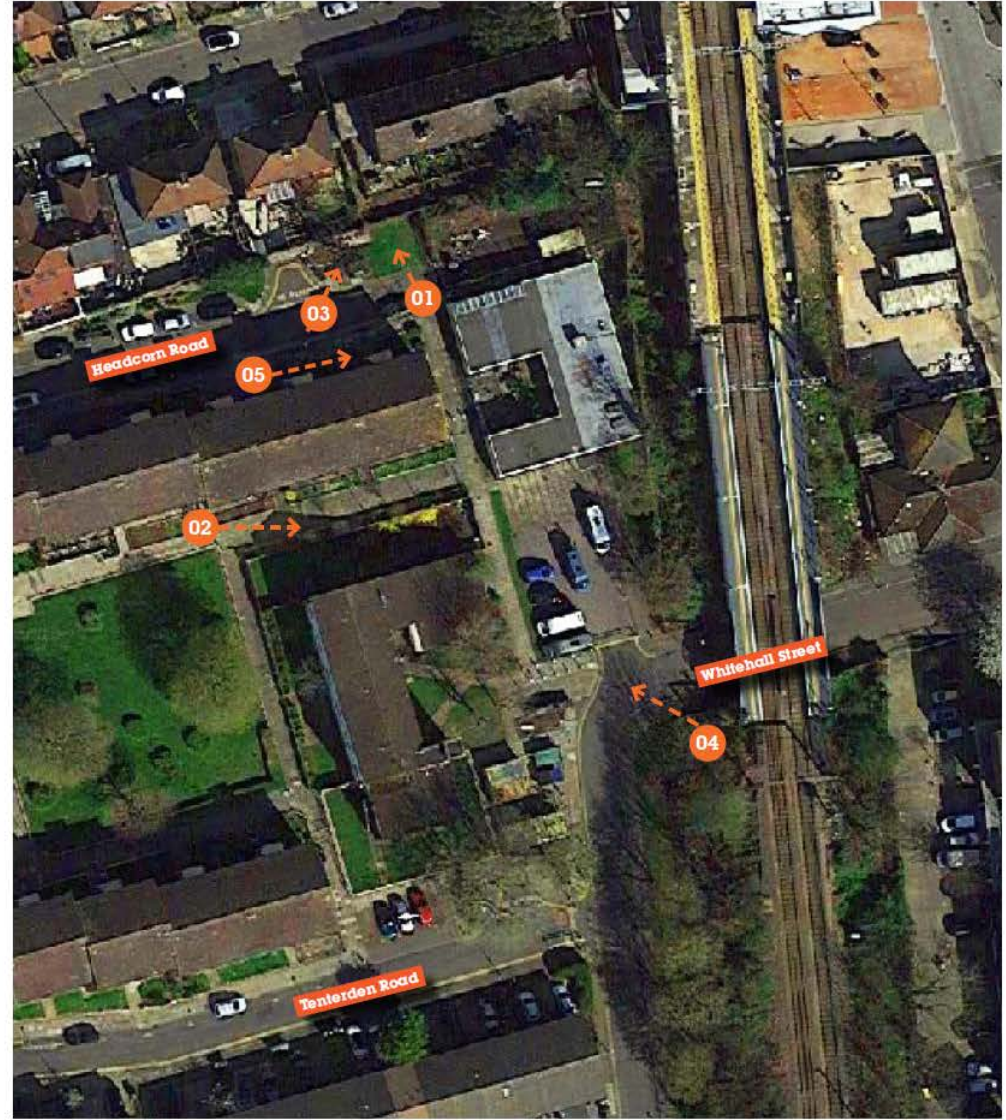
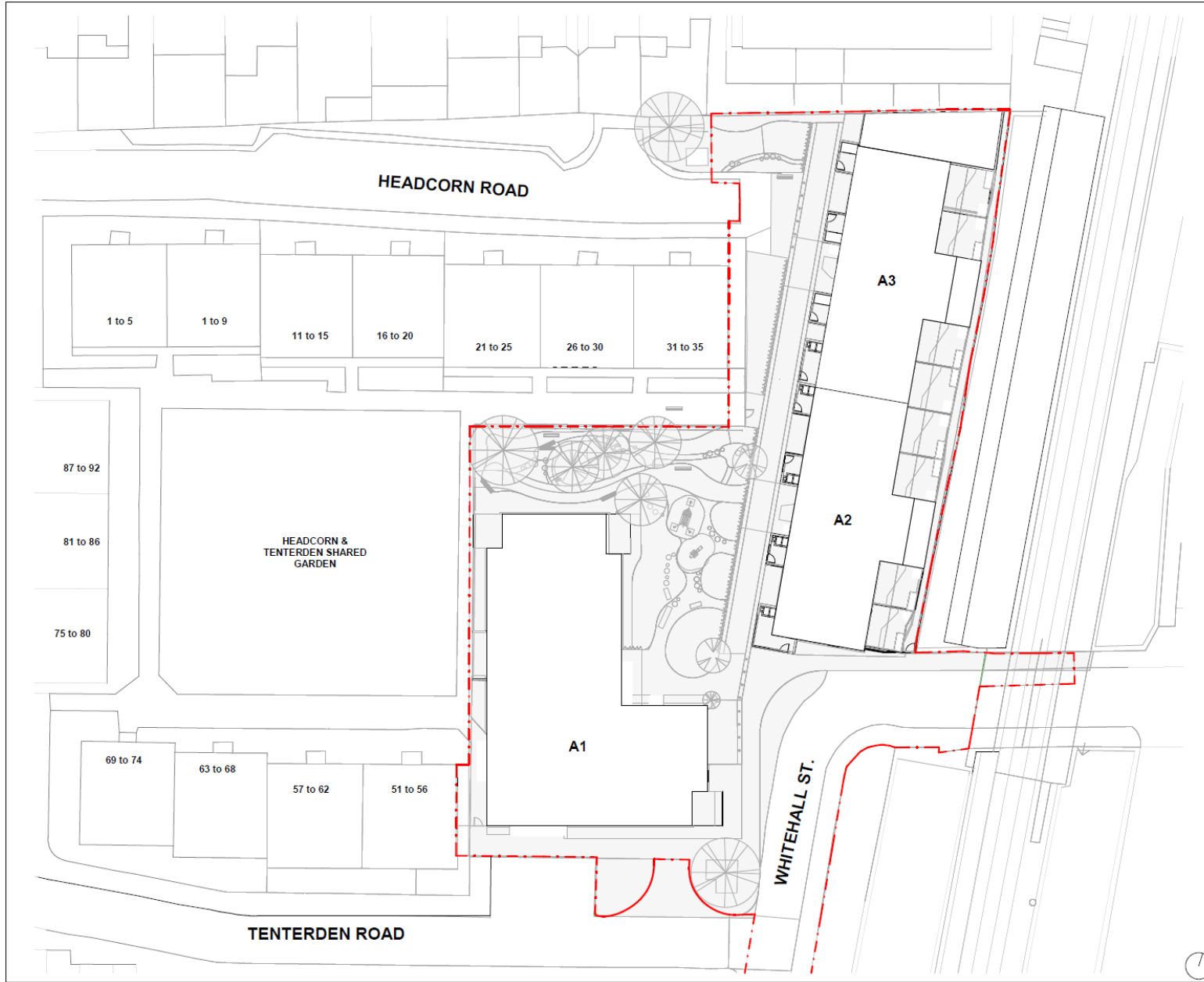
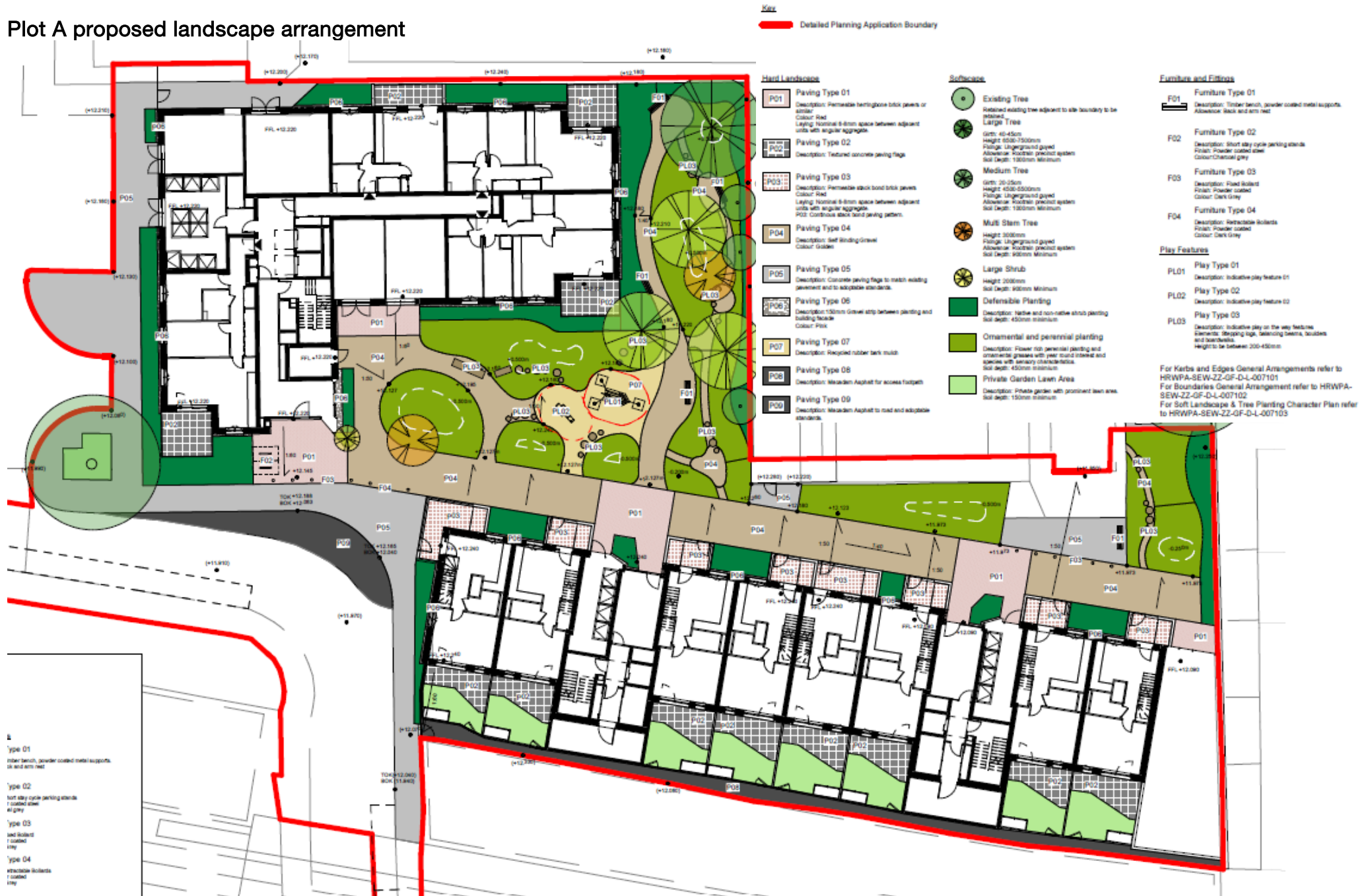


Fig. 1.4. Site Location Plan

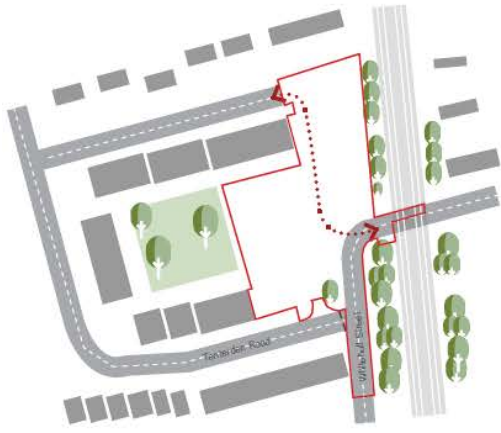
Plot A proposed site plan



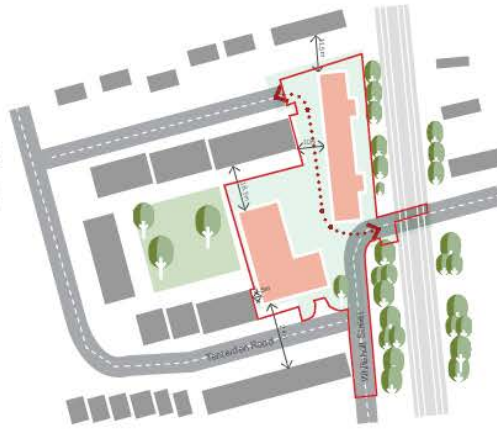
Plot A proposed landscape arrangement



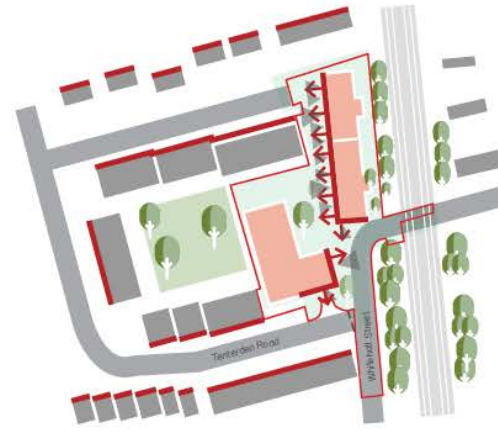
Plot A site strategies



Maintain existing pedestrian route through site



Maintain adjacencies to neighbours



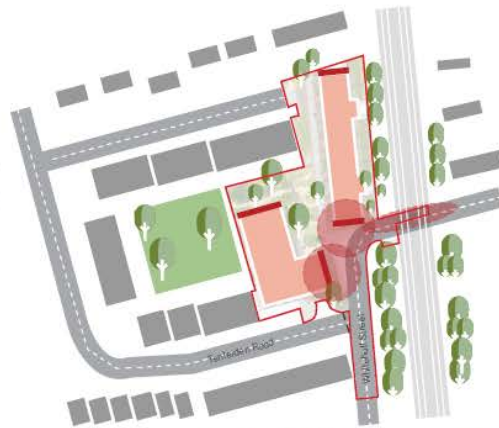
Entrances and activity along Whitehall Mews to create passive surveillance



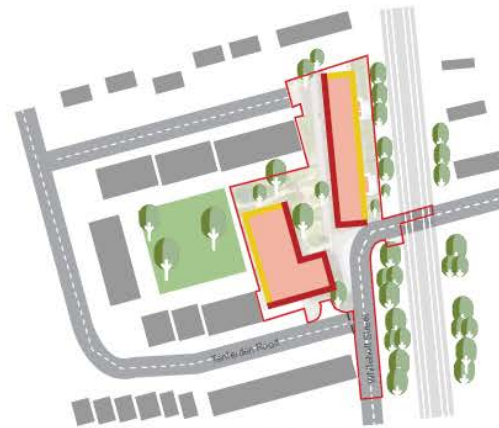
High quality landscaping and security to Headcorn & Tenterden estate's shared garden



Car parking spaces off-site but close to homes



Gables and route under bridge frame entrance to Whitehall Mews



Window strategy to align with primary and secondary façades



Balconies and living rooms located away from railway line and at dual aspect corners

Plot A Massing

Whitehall Mews is formed of two buildings: an L-shape building (A1) and a rectilinear building (A2 and A3). A1 & A3 are 5 storeys and A2 is 6 storeys.

This massing view illustrates the buildings in relation to their context, namely the railway line, the homes on Tenterden Street and the Whitehall Street bridge.



Building A1 Ground Floor plan












The main communal entrance to Building A1 is located on the corner of Whitehall Street and Whitehall Mews, and is visible when approaching from the High Road via Whitehall Street, or when approaching from Whitehall Mews via Headcorn Road. This entrance leads residents to a generous secure postal lobby, followed by a centralised core with two lifts, only accessible to residents and visitors.

From the core, residents can access the refuse store via an internal lobby. Building A1's cycle store is located alongside the main entrance and is accessible via Whitehall Mews.

All the homes in the building are accessed via the core. Ground floor homes will have defensible planting focused along windows and terraces, whilst the central planting will be a softer mix of grasses, seasonal perennials, bulbs and structural shrubs.

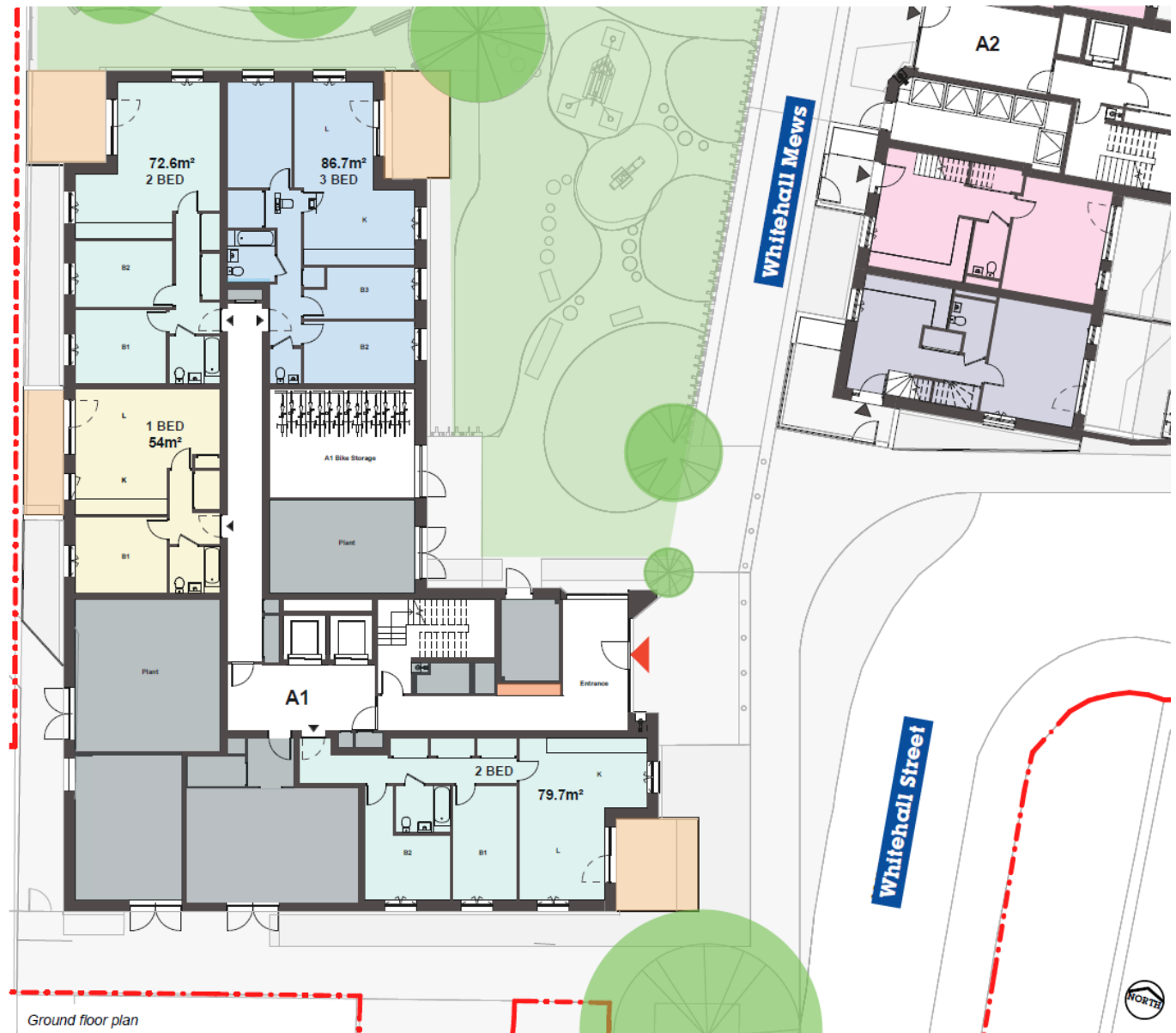
For further information about landscaping, refer to Section 5.

Key

	1 Bed
	2 Bed
	3 Bed
	3 Bed Duplex
	4 Bed Duplex
	Private amenity space
	Communal areas
	Postboxes
	Ancillary
	Communal entrances
	Private entrances

Charter & Design Guide

- Option for separate kitchen.
- Mix of home types and sizes.
- Tenure blind.
- High quality public and communal space.
- Secure, properly lit, accessible entrances.
- Design encouraging natural surveillance.
- Medium rise buildings.
- Generous distances between buildings.
- Dual aspect homes
- Traditional materials/construction
- WFH / study facilities
- Windows to kitchens



Ground floor plan

A1 upper floor plans

Charter & Design Guide

- Option for separate kitchen
- Mix of home types and sizes
- Tenure blind
- Design encouraging natural surveillance
- Medium rise buildings
- Dual aspect homes
- Traditional materials/construction
- Working from homes / study facilities
- Central core to minimise corridor lengths
- Windows to kitchens

Key

- 1 Bed
- 2 Bed
- ♿ 2 Bed WAC
- 3 Bed
- ♿ 3 Bed WAC
- 3 Bed Duplex
- 4 Bed Duplex
- Private amenity space
- Communal areas
- Postboxes
- Ancillary
- Private entrances



First - third floor plan



Fourth floor plan



A2 and A3 Ground and 1st Floor plans

Building A2 and A3's communal entrances are accessed from Whitehall Mews. Each building has ground floor duplexes facing and a communal entrance, with flats on the 2nd floor and above.

Within each communal entrance is a generous secure postal lobby, lift lobby and secure cycle store to the rear. The refuse store is located adjacent to the main entrance.

The duplexes are accessed via a gated front garden. All duplexes, face onto Whitehall Mews, except for the duplex to the South, whose entrance turns the corner and sits on the southern gable.

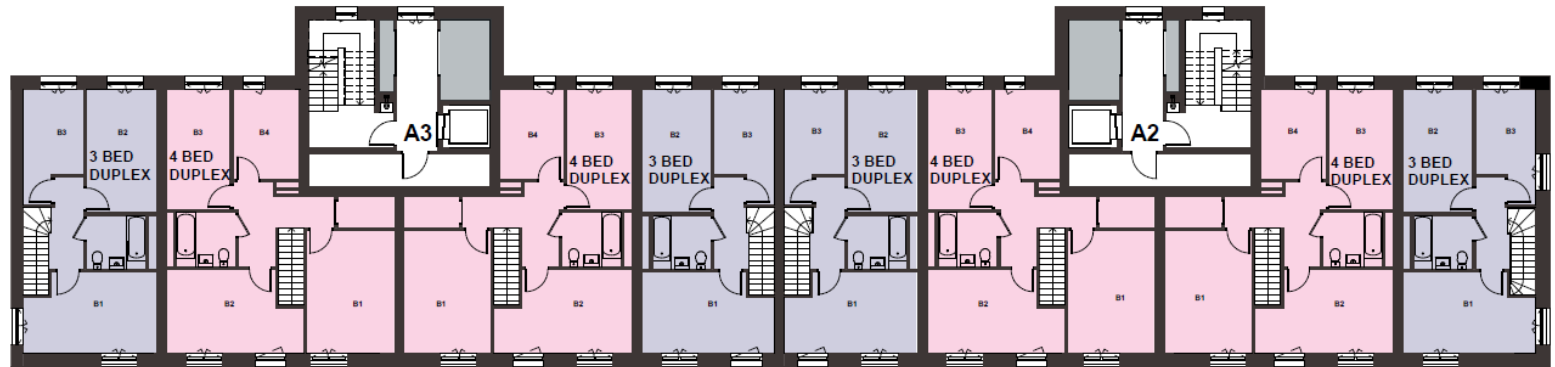
The clearly defined defensible boundaries will offer opportunities for social interactions with neighbours and residents passing through Whitehall Mews, in addition to passive surveillance. The rear gardens of buildings A2 & A3 will be secured using fencing, walls and trellises to define the private space for residents.

Charter & Design Guide

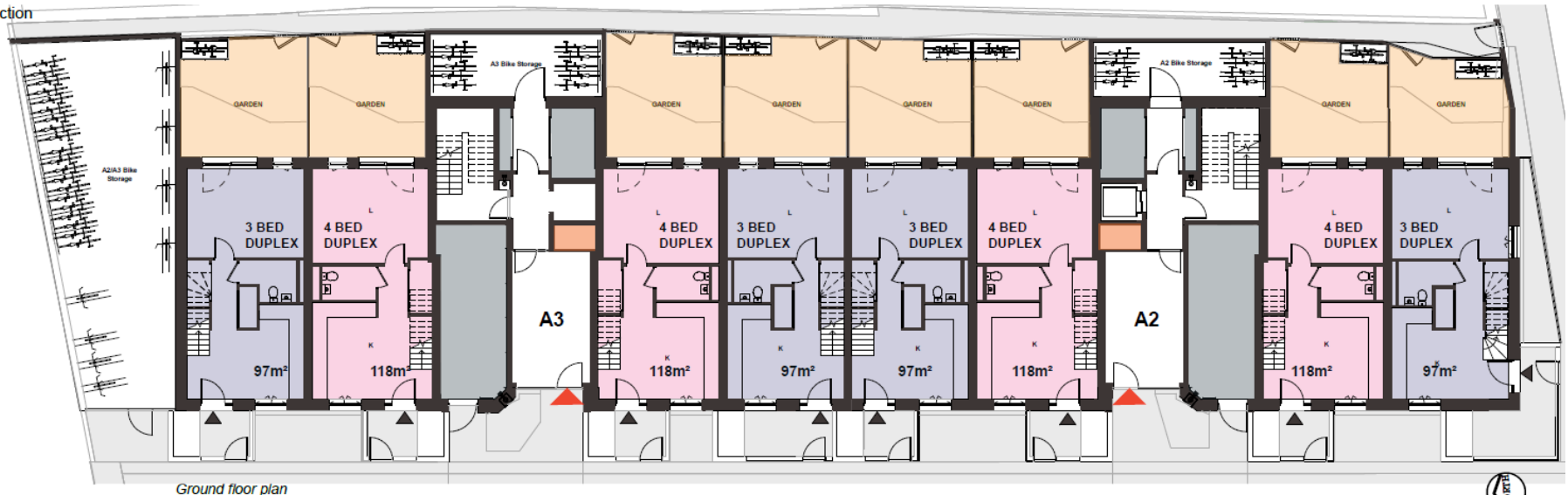
- Mix of home types and sizes
- Tenure blind
- High quality public and communal space
- Medium rise buildings
- Secure, properly lit, accessible entrances
- Design encouraging natural surveillance
- Dual aspect homes
- Traditional materials/construction
- WFH / study facilities
- Kitchens with windows

Key

- 1 Bed
- 2 Bed
- 3 Bed
- 3 Bed Duplex
- 4 Bed Duplex
- Private amenity space
- Communal areas
- Postboxes
- Ancillary
- Communal entrances
- Private entrances



First floor plan

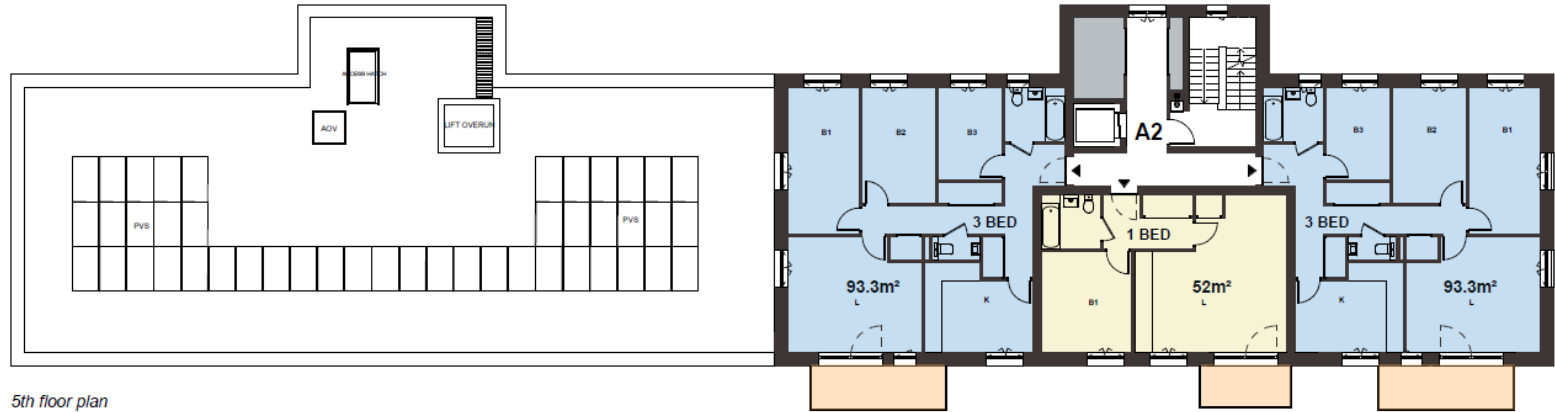


Ground floor plan

A2 and A3 Upper Floor plans

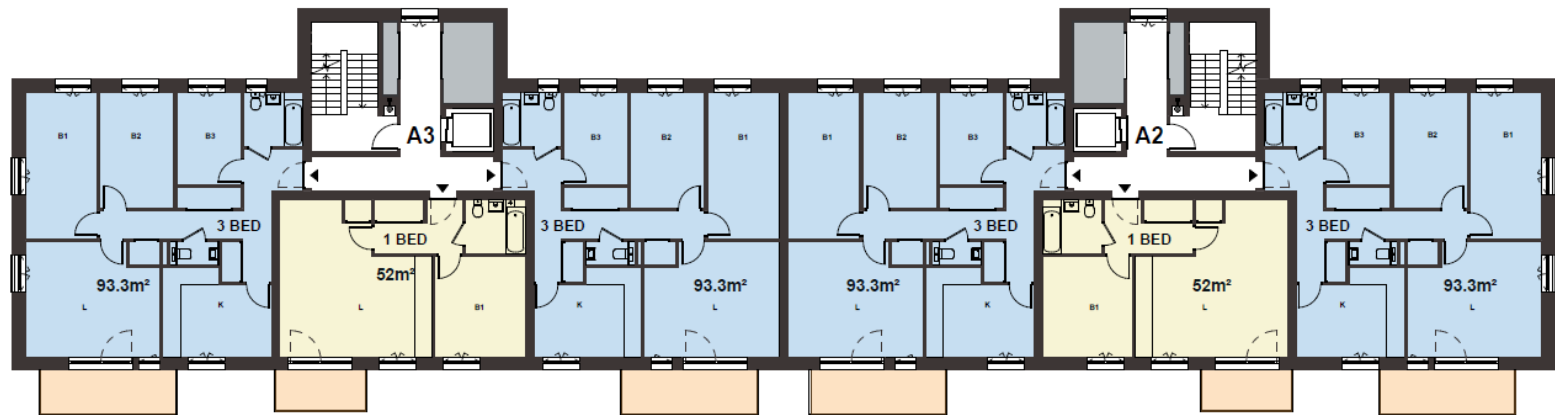
Charter & Design Guide

- Option for separate kitchen.
- Mix of home types and sizes.
- Tenure blind.
- Design encouraging natural surveillance.
- Medium rise buildings.
- Dual aspect homes
- Traditional materials/construction
- WFH / study facilities
- Central core to minimise corridor lengths.
- Windows to kitchens



Key

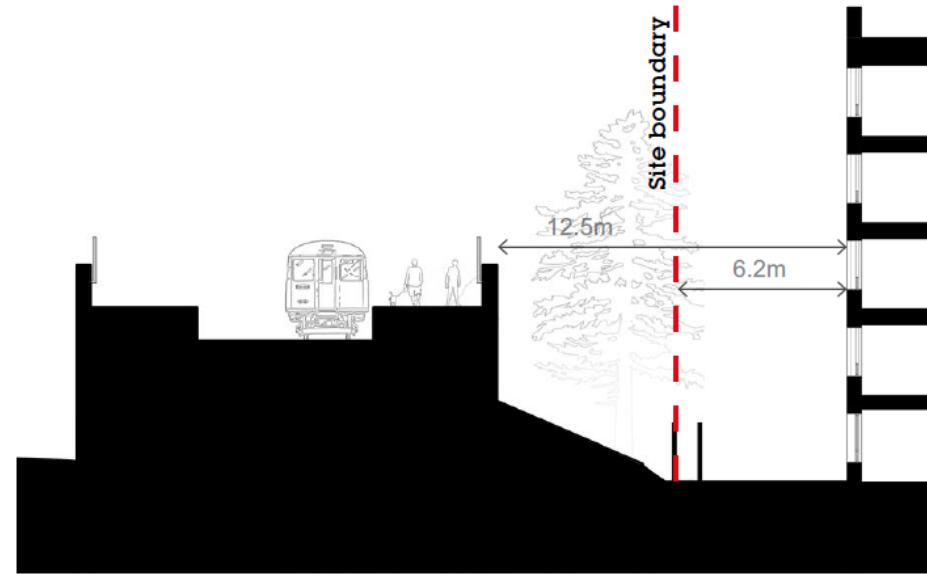
- 1 Bed
- 2 Bed
- 3 Bed
- 3 Bed Duplex
- 4 Bed Duplex
- Private amenity space
- Communal areas
- Postboxes
- Ancillary
- Communal entrances
- Private entrances



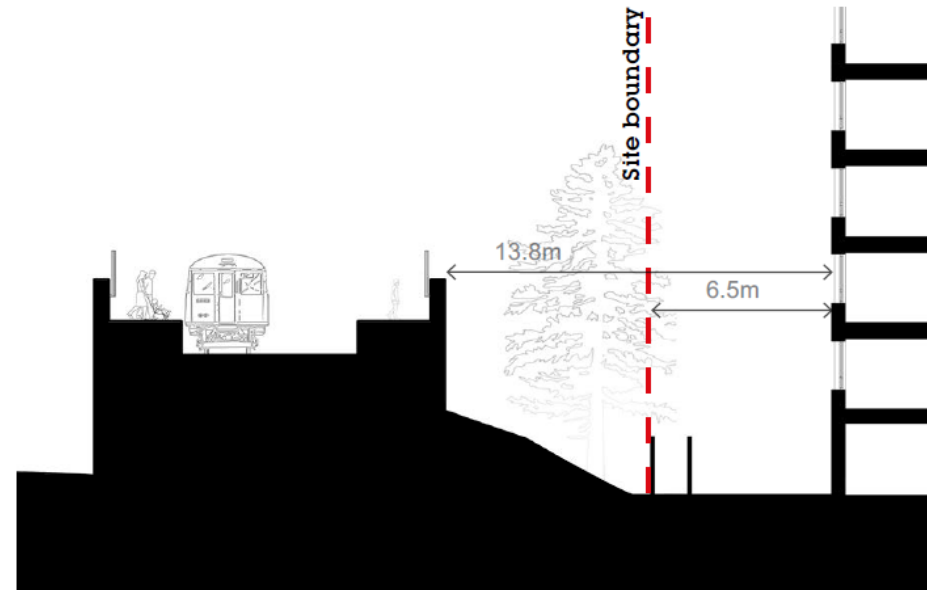
**Plot A and the railway line to the east
Whitehall Mews is located adjacent
to the raised railway line and
platform for White Hart Lane Station.**

As described in the site strategies, living rooms and balconies on Buildings A2-A3 have been located away from the railway and platform, and instead face West onto Whitehall Mews.

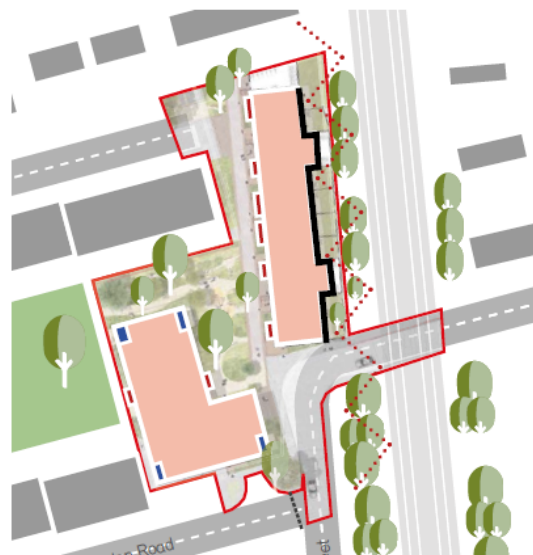
Behind the duplex gardens a gap between the garden wall and the Network Rail boundary, in order for Network Rail to be able to maintain access to their boundary. This also forms part of the fire strategy as a secondary means of escape from the duplex rear gardens. This space will not be accessible to residents except as part of the emergency fire route. Refer to Chapter 4.8 Safety and Security for more information.



Section AA



Section BB



Key Plan



Balconies located away from railway line and at dual aspect corners

CGIs of Plot A – left looking west at development, and right showing an entranceway



Approach to main entrance from Whitehall Street



Building A2 and A3 communal entrance

View of Plot A from within Whitehall Mews looking southwest



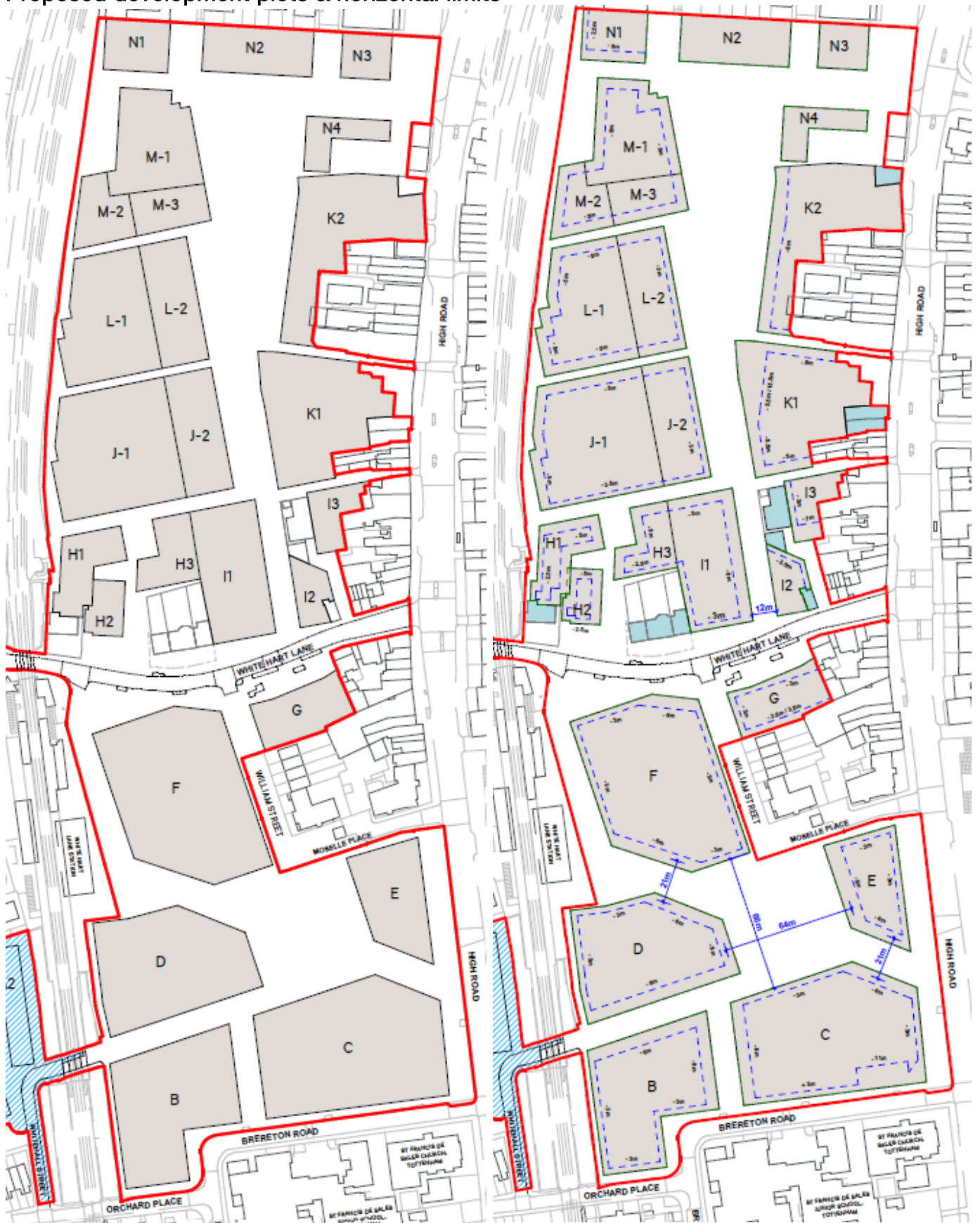
View of Block A3 looking east from Headcorn Road



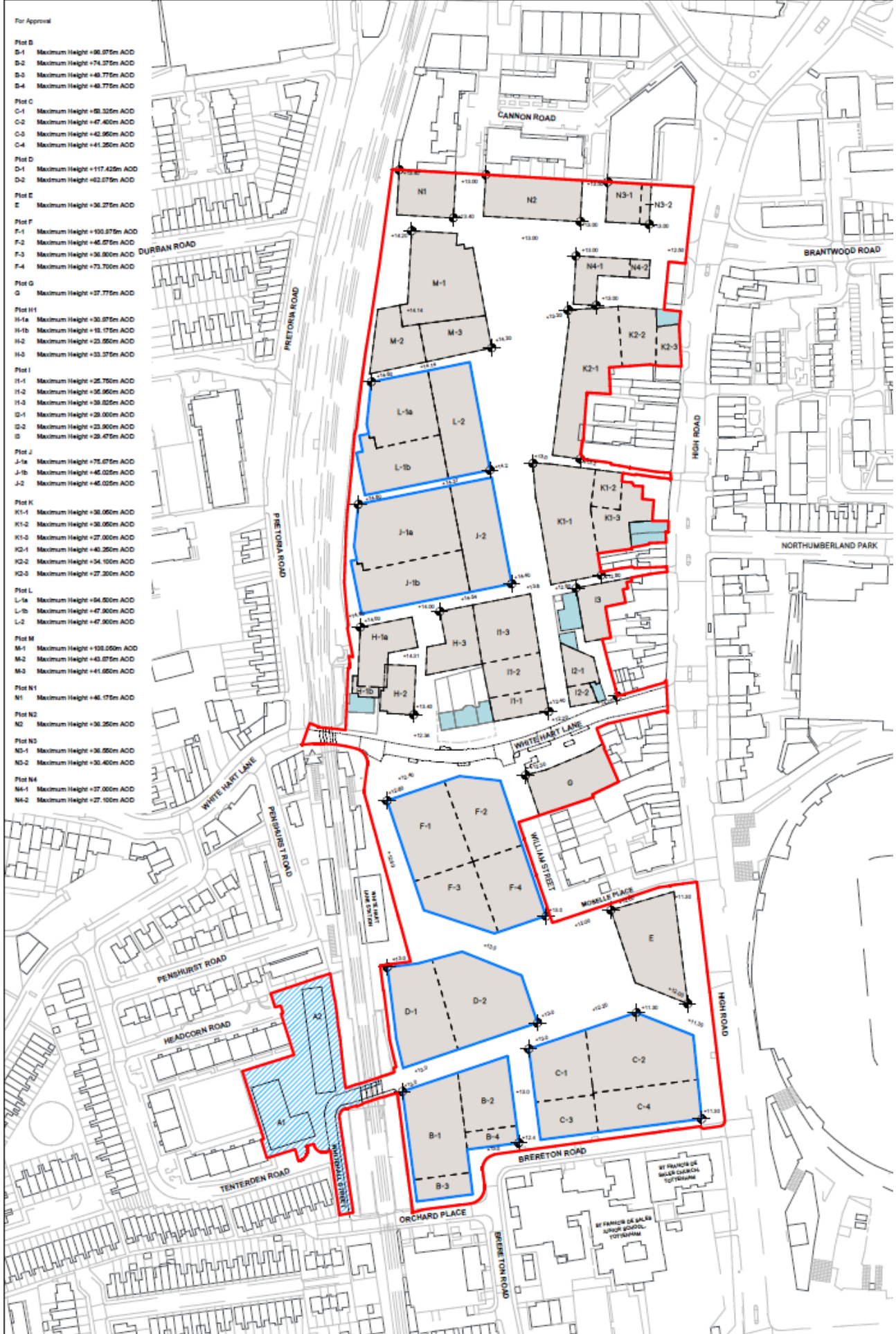
View of Plot A from White Hart Lane Station looking northwest



Outline Parameter plans
 Proposed development plots & horizontal limits



Maximum heights



Ground and first floor level land uses

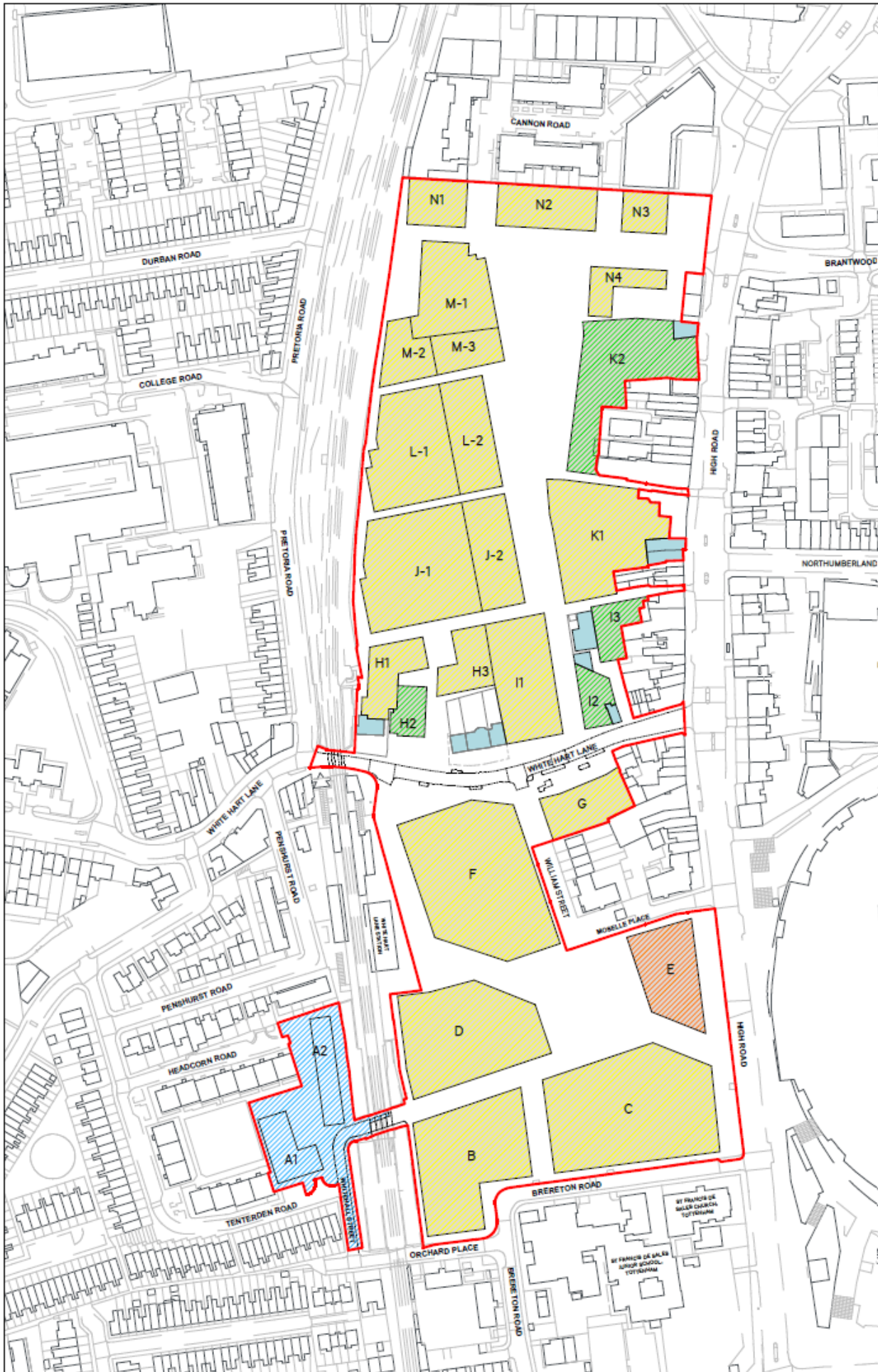


For Information

For Approval

- Hybrid Planning Application Boundary
- Detailed Component Boundary
- Existing buildings, structures and spaces to be retained with existing land use/s
- Development Plots
- A Development Plot Reference
- Residential, Residential Parking, Sui Generis
- Commercial, Light Industry, Office, Workspace, Retail, Leisure, Community, Residential, Energy Centre, Residential Parking, Sui Generis
- Community, Leisure, Retail, Sui Generis
- Commercial, Workspace, Office, Retail, Food & Beverage, Leisure, Residential, Energy Centre, Residential Parking, Sui Generis

2nd level & above land uses



Sketch of illustrative masterplan

HRW

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.

High Road West | Design & Access Statement | Masterplan



Fig. 84 - Illustrative sketch of the HRW Masterplan

Building heights – Illustrative proposals

Heights are shaped to respect the historic High Road and White Hart Lane

Density is focused around the station, close to public transport links, releasing space for parks and squares

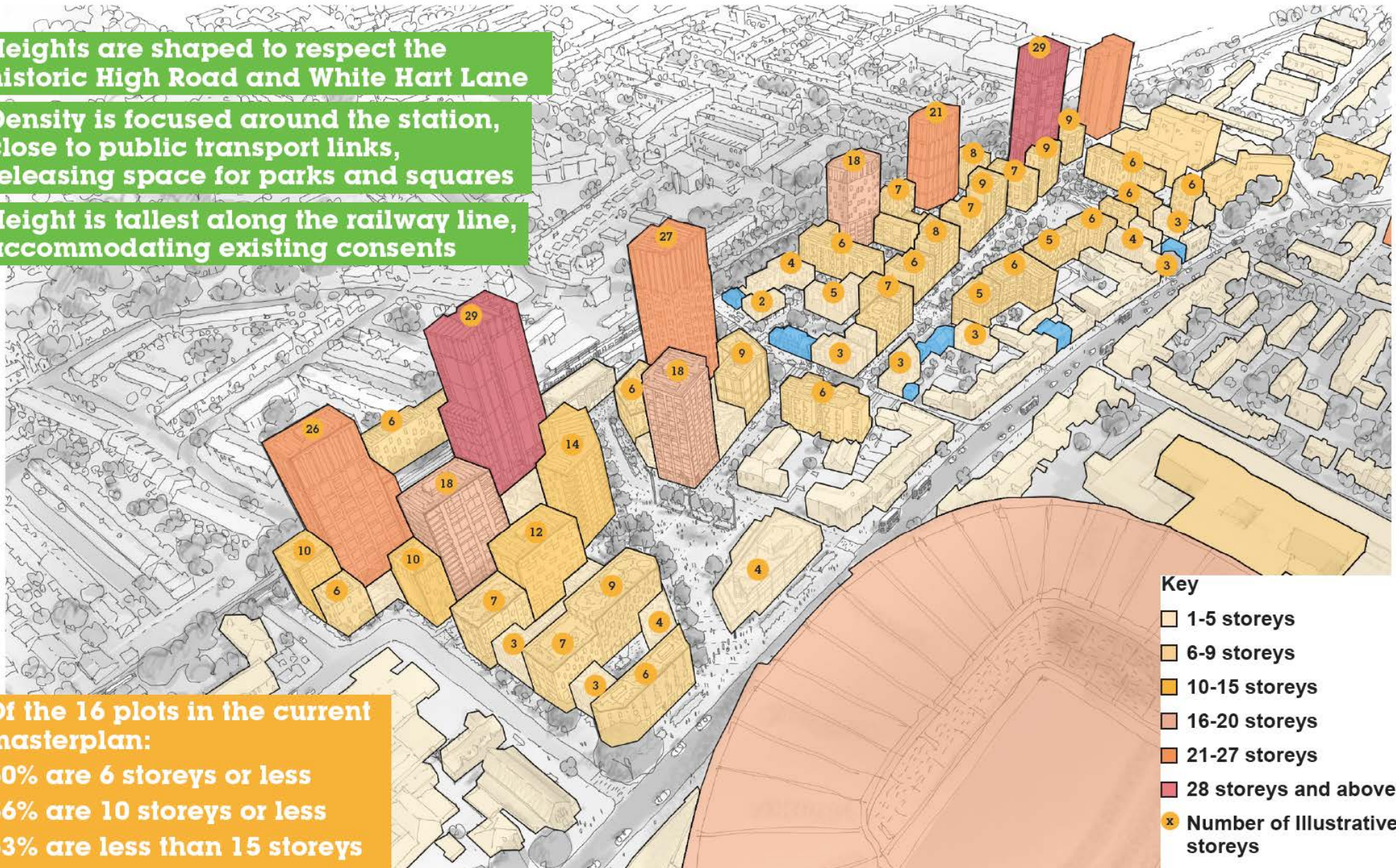
Height is tallest along the railway line, accommodating existing consents

Of the 16 plots in the current masterplan:

50% are 6 storeys or less

56% are 10 storeys or less

63% are less than 15 storeys



Design Code example – Architecture

2.18 ARCHITECTURAL APPROACH

High Road West and the surrounding context of North Tottenham are characterised by the layers of historic development, creating a mixed vernacular and variety of styles.

Between the scheme's key landscape spaces and new streets a mix of buildings with unifying characters are introduced. The masterplan's varied urban forms mean development blocks often have to respond to contrasting constraints around their perimeter.

The Design Code explains how each block should be articulated and the Architectural Approach is focused on the creation of clusters of similar buildings around public spaces, aiming to bring a unity to each of the key landscape spaces within the masterplan. The diagram below shows how the individual buildings will be grouped into a series of 'Architectural Approaches'.

Each Architectural Approach complements the massing articulation guidelines to set out how each building will contribute to the identity of the new neighbourhood. Aspects of some Architectural Approach groups are covered in more detail in the Architectural Codes.

[For further information on each Architectural Approach, please refer to the Design and Access Statement.](#)



Fig. 32 Illustrative diagram showing the various Architectural Approach groups

Blue square	Heritage Architectural Approach	Pink square	Marker Building Architectural Approach	Red square	Feature Building Architectural Approach (Plot D)
Orange square	Civic Architectural Approach	Green square	Parkside Architectural Approach	Cyan square	Feature Building Architectural Approach (Plot E)
Purple square	Residential North Architectural Approach	Light orange square	Mixed Use Architectural Approach		
Yellow square	Residential South Architectural Approach				

2.19 RHYTHM OF FAÇADES

Informing the design of façades across the masterplan. These codes are to be followed across all Architectural Approach groups unless overridden by a block code or group specific code.

DESIGN GUIDELINES

- 2.19.1 Individual buildings across the blocks within an Architectural Approach group **should** share architectural features to create similarity between the different buildings unless otherwise specified.
- 2.19.2 A clear rhythm and hierarchy of windows related to the interior room use **should** be part of the facade design.
- 2.19.3 Larger windows **should** be focused on the corners to maximise daylight and aspect to living rooms.
- 2.19.4 Where there are podiums, the podium edges **should** be exposed and there should be a framework (either infilled or open) to provide a sense of enclosure around the podium.
- 2.19.5 Where ground floor duplex units are present, the facade **should** express the scale and individual nature of these homes.
- 2.19.6 On taller buildings a variation in the facade treatment or rhythm **should** be considered for the top storeys to create visual definition of the top floors in a suitable proportion to the massing.
- 2.19.7 Every facade of the taller buildings **should** be treated as a 'front' not a 'back' or 'side'. The tall buildings serve as landmarks from all sides, so each side **should** require equal design attention and provide both prospect and aspect.
- 2.19.8 On taller buildings, massing **should** be vertically articulated to amplify the verticality of the building.
- 2.19.9 On taller buildings, facade design **should** consider controlling building overheating issues and can adopt different strategies on different elevations especially on the southern and western elevations. The manipulation of composition of the building **should** be united by a consistent material approach.



Fig. 33 Example of approach to the facade treatment of tall buildings. Southbank Place, London, Squire and Partners.

Design Code example – Moselle Square Landscape approach

The following design codes enable a robustness & pragmatism required to serve a multifunctional civic space designed for the community. Specific performance requirements are to be addressed at detail design stage.

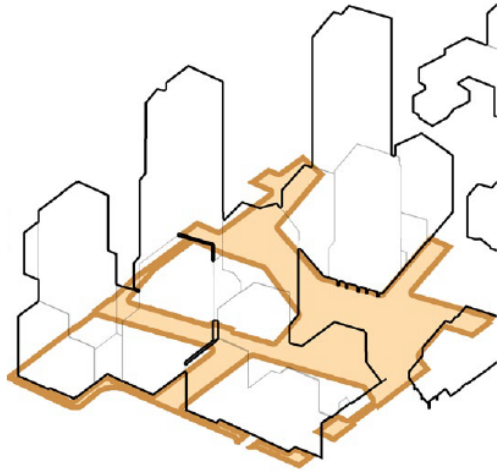


Fig. 74 Illustrative Location Diagram of Moselle Square Landscape Approach

DESIGN GUIDELINES

- 3.2.1 The square **must** contain a large open area of hardstanding designed to accommodate change, and be flexible for gatherings, events, markets and crowd management.
- 3.2.2 The square **must** be a welcoming civic space for the community.
- 3.2.3 The square **must** be designed from building edge to edge, and relating to land use.
- 3.2.4 The square **must** be inviting for children and older age groups through the provision of formal and/ or informal play.
- 3.2.5 The square **must** provide opportunities for resting and sitting, using trees, planting and street furniture to provide comfortable microclimates for different weather conditions.
- 3.2.6 The square **should** provide intimate green spaces for users to sit, watch, read & meet.
- 3.2.7 Trees and planting **must** be chosen to permit crowd paths. Specific details, including but not limited to species, heights, retaining edges, canopy structures and locations **must** be assessed and agreed at detail design stage.
- 3.2.8 Materials, raised edges, seating and street furniture **must** be designed to permit crowd paths.
- 3.2.9 Within the square designers **must** seek to integrate counter terrorism measures.
- 3.2.10 Within the square designers **should** use mature and specimen trees from the outset to create a more mature and robust environment.
- 3.2.11 Positioning of trees, signage and street furniture **must** allow for clear sightlines between the station and stadium for wayfinding purposes.
- 3.2.12 Roads connecting to the square **must** be designed on the basis of creating a 'pedestrian first' space. Specific details, including but not limited to flush and upstands to roads, bollards, visual contrast and signage must be coordinated with crowd path management, counter terrorism, and assessed and agreed at detail design stage.
- 3.2.13 Roads connecting the station forecourt with the square **should** be designed to slow vehicles; narrowed carriageways, surface material changes, minimal surface parking and a de-engineered vehicle route.
- 3.2.14



Fig. 73 Illustrative sketch view of Moselle Square (Illustrative)

Design Code example – Maximum parameter extents

The maximum parameter extents are defined by two Parameter Plans:

- **0311-SEW-ZZ-ZZ-DR-T-001003 - Parameter Plan 03 - Horizontal Limits of Deviations Plan**
- **0311-SEW-ZZ-ZZ-DR-T-001004 - Parameter Plan 04 - Building Heights Plan**

These plans outline the maximum and minimum horizontal development extents and maximum building heights, which in combination define the building envelopes. Future building footprints and massing must fit within the vertical and horizontal limits of deviation as defined by these parameters.

The flexible zones between the maximum and minimum horizontal limits, within which the building lines must be located, have been determined to allow for variables and flexibility within future RMAs.

The following pages provide design guidance to articulate the blocks within each plot as defined by the Parameter Plans. The diagram opposite illustrates one way in which to interpret these guidelines to deliver a comprehensive scheme across the site. The interpretative blocks shown are a illustrative tool to aid future designers to understand the guideline's intent in defining the blocks.

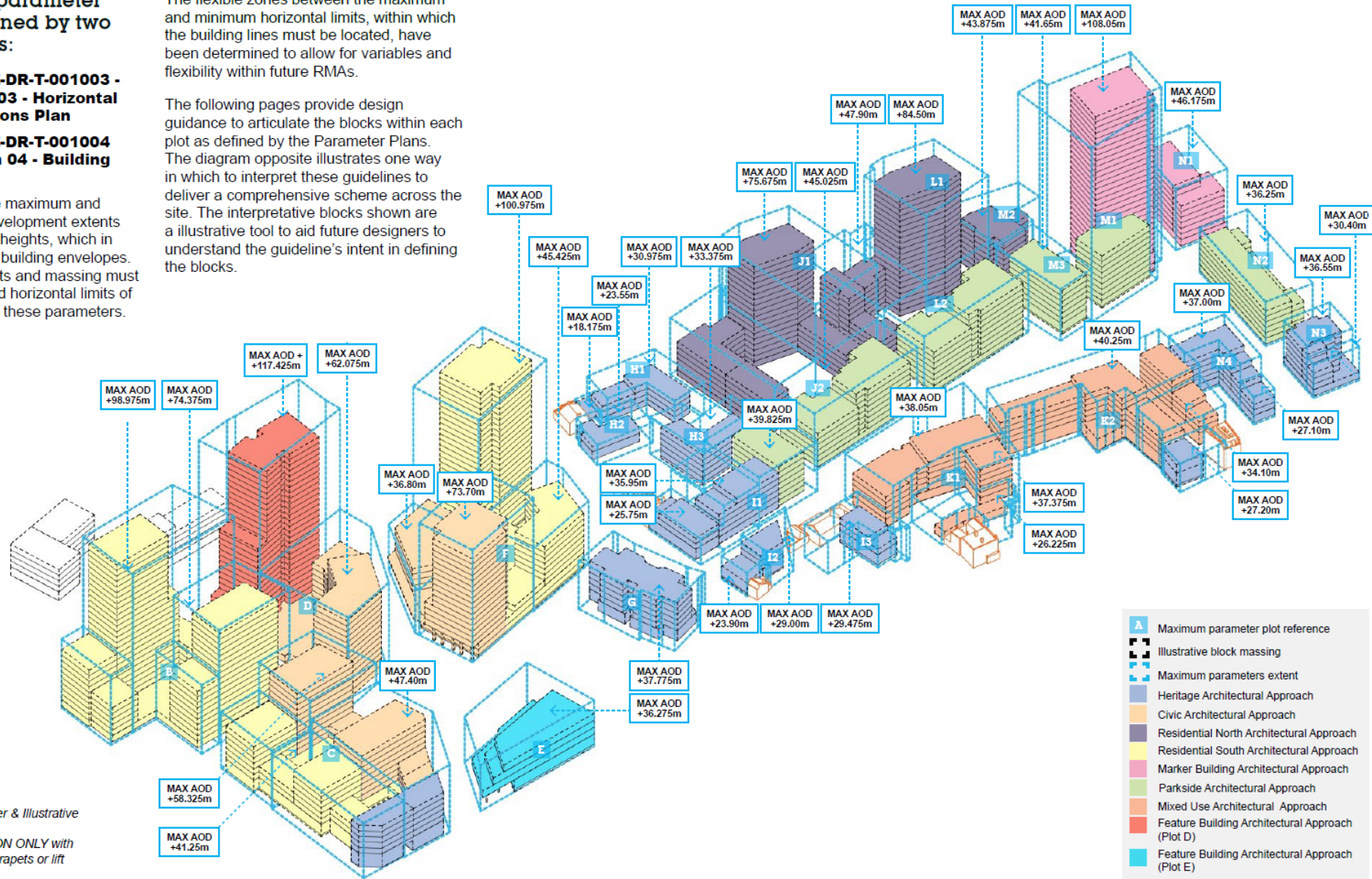


Fig: 103 Maximum Parameter & Illustrative Massing Overlay (FOR INFORMATION ONLY with no rooftop plant, parapets or lift overruns shown)

Design code example – Plot code design guidelines for Plots D and E

5.6 PLOT D

DESIGN GUIDELINES

- 5.6.1 Plot D **should** be arranged to allow for a podium level amenity garden.
- 5.6.2 Block D-1 **should** comprise volumes that present slimmer north south facing profiles.
- 5.6.3 Block D-1 must narrow along its north-south axis between base and top via at least 2 steps
- 5.6.4 Block D-2 **must** be aligned with the plot's eastern edge and comprise at least 1 step in volume with greatest height on the facade facing Moselle Square.
- 5.6.5 Blocks D-1 and D-2 **must** have a clear visual separation, represented as either:
 - a. A break between the buildings above the podium; or
 - b. A lower level linking volume to the northern boundary junction between the blocks.
- 5.6.6 Both Block D-1 and D2 **must** open to the south above the podium.
- 5.6.7 Building heights along Whitehall Street **must** be a minimum of 2 storeys.
- 5.6.8 Block D-1 **must** be treated as a Feature Building Architectural Approach.
- 5.6.9 Block D-2 **must** be treated as a Civic Architectural Approach.

[These guidelines must be read in conjunction with the Site Wide Codes and Architecture Codes.](#)

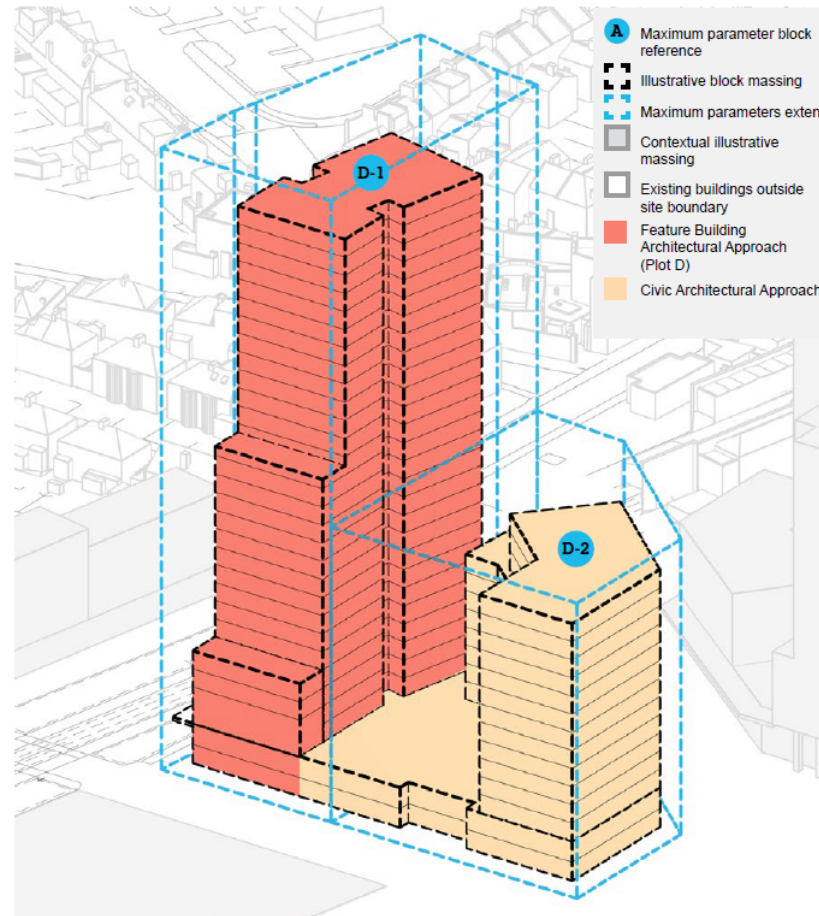


Fig: 115 Plot D Illustrative massing within maximum parameters
(FOR INFORMATION ONLY with no rooftop plant, parapets or lift overruns shown)

5.7 PLOT E

DESIGN GUIDELINES

- 5.7.1 The Plot's ground floor **must** facilitate a clear line of site from Whitehall Street to High Road, while upper floors may project over this view corridor.
- 5.7.2 The block massing **should** comprise a sequence of volumes which step down to Moselle Square, providing west facing terraces, creating an accessible multi-tiered landscape.
- 5.7.3 The massing **should** further step to the south providing south facing terraces.
- 5.7.4 The Plot's Eastern frontage **must** align with the High Road frontage of Plot C to create a continuous building line.
- 5.7.5 Block E **must** be treated as a Feature Building Architectural Approach.
- 5.7.6 An architectural competition for a replacement Library and Learning Centre building **should** be used by future RMAs, based on a brief that has been the subject of meaningful consultation with local people and library/community centre users.

[These guidelines must be read in conjunction with the Site Wide Codes and Architecture Codes.](#)

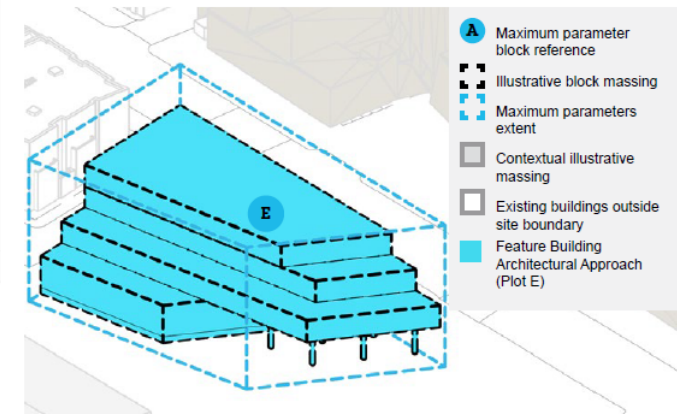


Fig: 116 Plot E Illustrative massing within maximum parameters
(FOR INFORMATION ONLY with no rooftop plant, parapets or lift overruns shown)

Illustrative CGI view looking southeast towards High Road from Moselle Square at night-time



Illustrative CGI view looking southeast towards High Road from Moselle Square in the daytime



Illustrative CGI views looking west towards White Hart Lane Station



Illustrative CGI views looking from the stadium looking northwest on event day



Illustrative CGI view looking south from the northern end of Peacock Park



Illustrative CGI view looking east along White Hart Lane

