



PART 4: **TOTTENHAM HALE DISTRICT CENTRE FRAMEWORK**

Tottenham Hale has been identified through the London Plan as part of a potential future District Centre. There will be opportunities for new shops, community and leisure facilities. The Council's Housing Zone bid proposes 4,000 new jobs which will be delivered through both intensified existing and new business uses.



4.1 THE MASTERPLAN

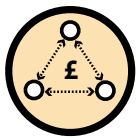
Building on the key principles for investment in Tottenham Hale identified above, a list of essential components for the establishment of a district centre begins to emerge.

The DCF masterplan incorporates all these key components.



High quality schools and associated sports facilities

Good schools are critical for successful communities. The creation of new homes will yield the need for new school places. A well performing school can play a profound role in helping to establish successful and stable neighbourhoods in which people choose to raise their families.



Local shopping facilities

Whilst district centres will have a wider and more strategic retail function with catchments extended beyond the local area, one of their primary functions will be to ensure the everyday retail needs of the area are met. Convenience retailing should be located in an accessible and prominent location.



Supporting leisure uses

Leisure uses and places to dwell have become increasingly important elements in successful high streets. Bars and cafés as well as larger format municipal or commercial leisure uses should be easily accessible from or within a district centre.



Improved community infrastructure

District centres have a key role to play in providing accessible community infrastructure for the local community. Key services will include health and community facilities, local schools, a post office and other civic uses.

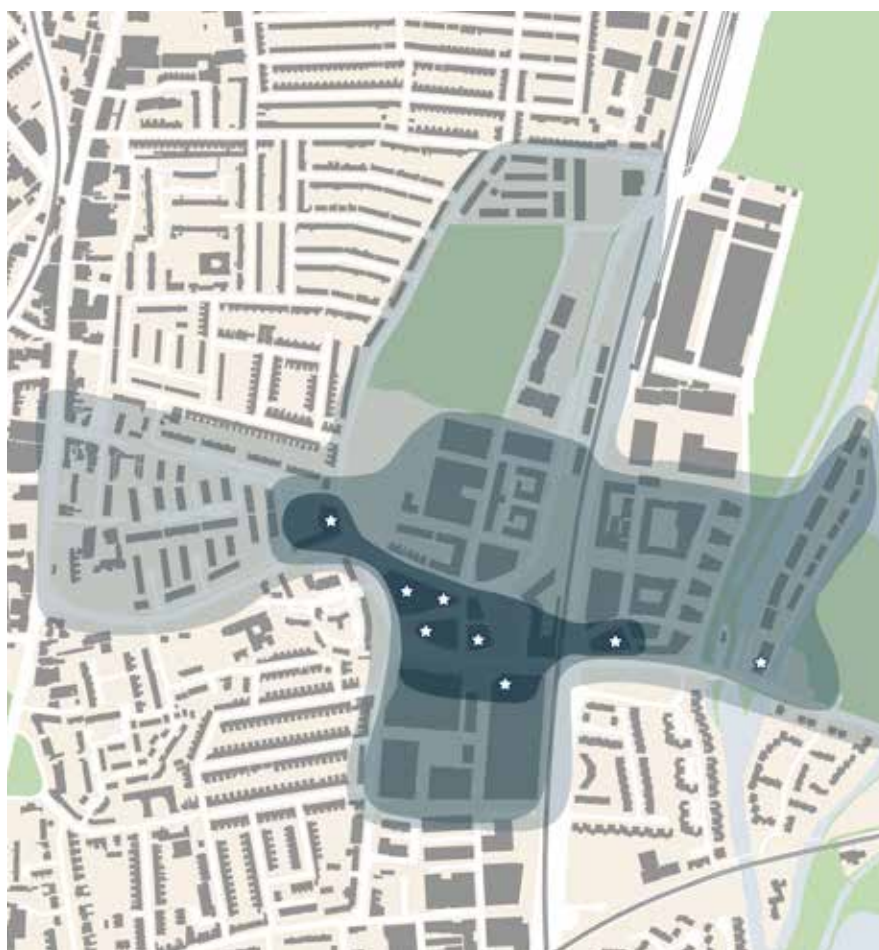
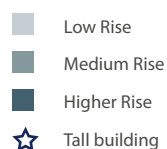




4.1.1 Building height and tall buildings

The most appropriate location for new tall buildings is the central area of the DCF, immediately adjacent to Tottenham Hale station. Identified opportunity sites which might be considered appropriate for tall buildings include the following:

- Station Square - the site is considered appropriate for a tall building towards its southern end although such a development is not currently anticipated to come forward in view of site constraints.
- Retail Park - with potential for taller buildings on the Ferry Lane frontage;
- Station Square West (south of Hale Road) - with scope for a new cluster of up to four taller buildings including, two north and two south of Station Road;
- Hale Village - already with outline planning consent for a taller building next to an improved entrance to the station;
- Hale Wharf - a highly accessible but sensitive site within the Upper Lea Valley Regional Park and adjacent to the green belt.
- Welbourne Centre site - a key site, highly visible from the station area suitable for one single taller building orientated towards the central area;



Proposed building height zones and locations considered appropriate for tall buildings



Proposed storey heights

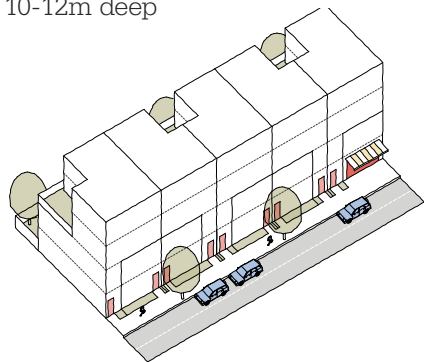
4.1.2 DELIVERING A VARIETY OF HOUSING TYPES

Houses

Dual aspect
8-10m deep
2/3 storeys
Street access

Maisonettes

Dual aspect
Stair access or
4 units / core
10-12m deep



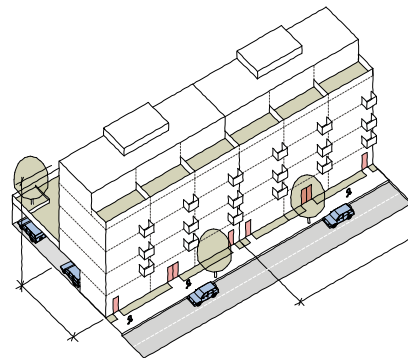
Accordia, Cambridge



Accordia, Cambridge

Flats (deck access)

Dual aspect
8 flats / floor / core
2 lift/ core
12m deep



Whitmore Road, Harrow



Culverin Court, Holloway

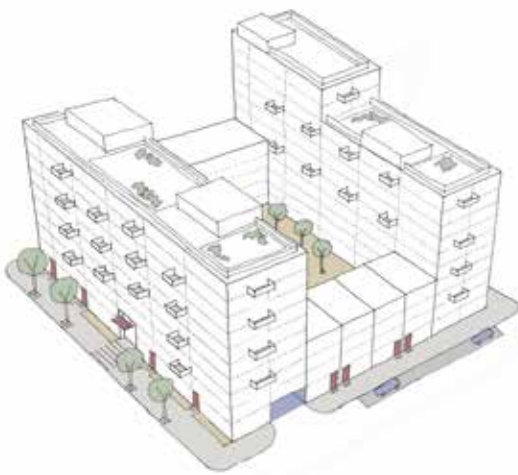
Flats (deck access)

Predominantly single aspect

8 flats / floor / core

2 lift/ core

16m deep



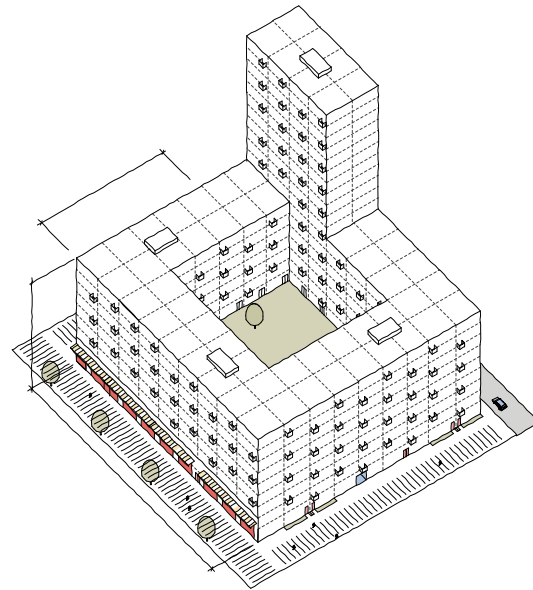
Tower

Predominantly dual aspect

8 flats / floor / core

2 lift/ core

25m deep



St. Andrew's, Bromley by Bow

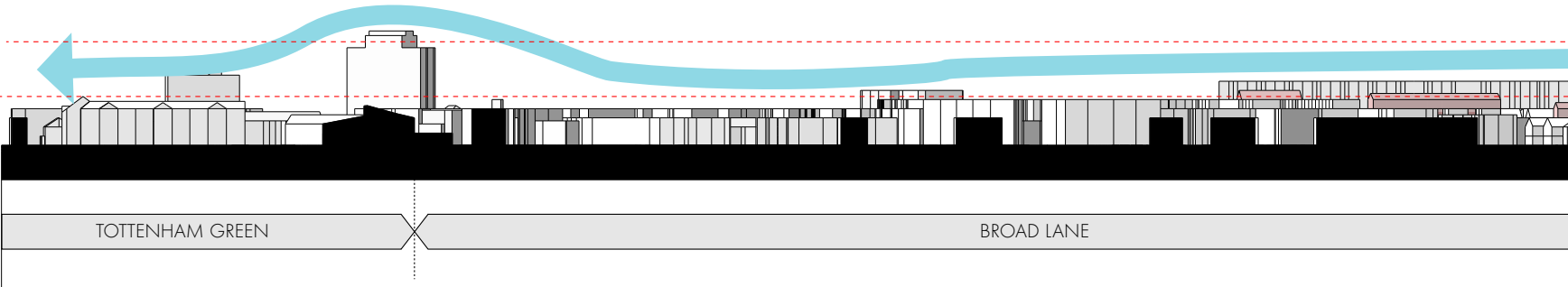


Royal Road, Elephant & Castle

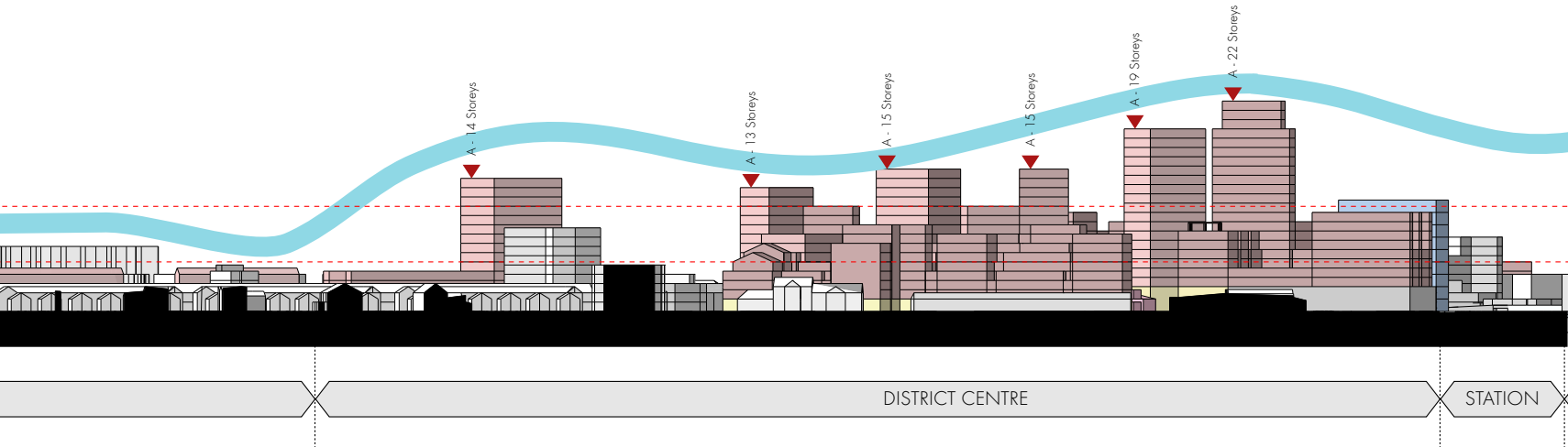


St. Andrew's, Bromley by Bow

4.1.3 DCF LONG ELEVATION



DCF Proposed long elevation from Tottenham High Road to Tottenham Hale



4.1.4 Key opportunity sites

A number of key opportunity sites have been identified through the planning process for redevelopment or intensification. These were first identified through the Site Allocations process and have been subject to public consultation during the production of the AAP and earlier stages of DCF preparation. The DCF deals only with the sites in the Tottenham Hale area west of the railway tracks. Guidance contained in the DCF is relevant to other sites in the area that are already or might come forward for redevelopment.

Site references correspond with Tottenham AAP site allocations:

TH2 Station Square;
TH4 Station Square West;
TH5 Station Square North;
TH6 Ashley Road South;
TH7 Ashley Road North;
TH3 Tottenham Hale Retail Park; and
TH10 Welbourne Centre and Monument Way.

A number of additional adjacent or nearby known development opportunity sites located in the Tottenham Hale area are identified and allocated in the Tottenham AAP but are not addressed in the Tottenham Hale District Centre Framework. These sites are either known to be the subject of an emerging planning application and already at an advanced stage of design development or are considered to not form part of the new district centre environment.



Tottenham AAP sites with the Tottenham Hale District Centre Framework area

4.2 TOTTENHAM HALE STATION

4.2.1 Recent improvements

Since the station opened in 1840, historic plans indicate that there has always been a generous space on the west side of the track – the station's principal entrance.

Tottenham Hale bus station has recently benefitted from a significant investment programme as part of TfL's £34m Tottenham Hale Gyratory Project. Key improvements already delivered through this major investment programme include:

- A bigger and better bus station;
- Improved interchange with Underground and National Rail services;
- More cycle parking;
- Environmental enhancements;
- Two-way traffic on the High Road, Monument Way and Broad Lane; and
- Improved bus operations in terms of bus stops and routes.

4.2.2 Constraints and opportunities

- The new bus station has only recently been delivered as part of TfL's Tottenham Hale Gyratory Project.
- Whilst efficient for bus operations, the bus station is expansive and visually dominant in the heart of the Tottenham Hale area.
- Bus standing arrangements often create a dominant visual and physical barrier to east-west movement.
- The over station development site provides an exciting opportunity to radically improve the setting of Station Square and introduce new commercial uses at its prominent eastern edge.
- The eastern elevation of the eastern parcel of the Station Square West proposal will provide enclosure and activity on the western edge of Station Square.
- Pedestrian movements across the bus station are not encouraged, with people being directed around either north or south of the bus standing area.
- The share point of access and egress requires all buses to turn within the bus station demise – which requires a large bus station footprint.
- Station Square is a key public space in the heart of Tottenham Hale and located immediately adjacent to the proposed north-south axis which extends from the southern end of Ashley Road, across the station island site and Ferry Lane to the Retail Park site. The edge of the bus station would not define this important local route well.
- The DCF proposes a new development to sit between a reconfigured bus station and this proposed local route which can help better define both these important elements of Tottenham Hale's public realm network.



Bus standing creates a dominant visual and physical barrier on the western edge of Station Square

4.2.3 Scope for future improvements

The preparation of the DCF has been informed by close collaborative working with key partners including the transport stakeholders. Already an important space in Tottenham Hale, Station Square will only become yet more important as developments in the area are completed and new residents move in.

The existing station square has been provided as part of a major TfL investment programme which focused on the removal of the traffic gyratory in the local area. Working with these transport partners and building on the investments already made, the DCF envisages a further programme of improvements to Station Square which would ensure it is a place where the needs of local people using the area, passengers using the interchange and public transport operators are all appropriately catered for.

Key objectives for Station Square include the following:

1. Support east-west and north-south movement
2. A station environment enclosed by activities which help to attract people and increase dwell times
3. An environment which is easy, safe and pleasant for people to move through
4. A station environment which supports excellent and efficient public transport facilities

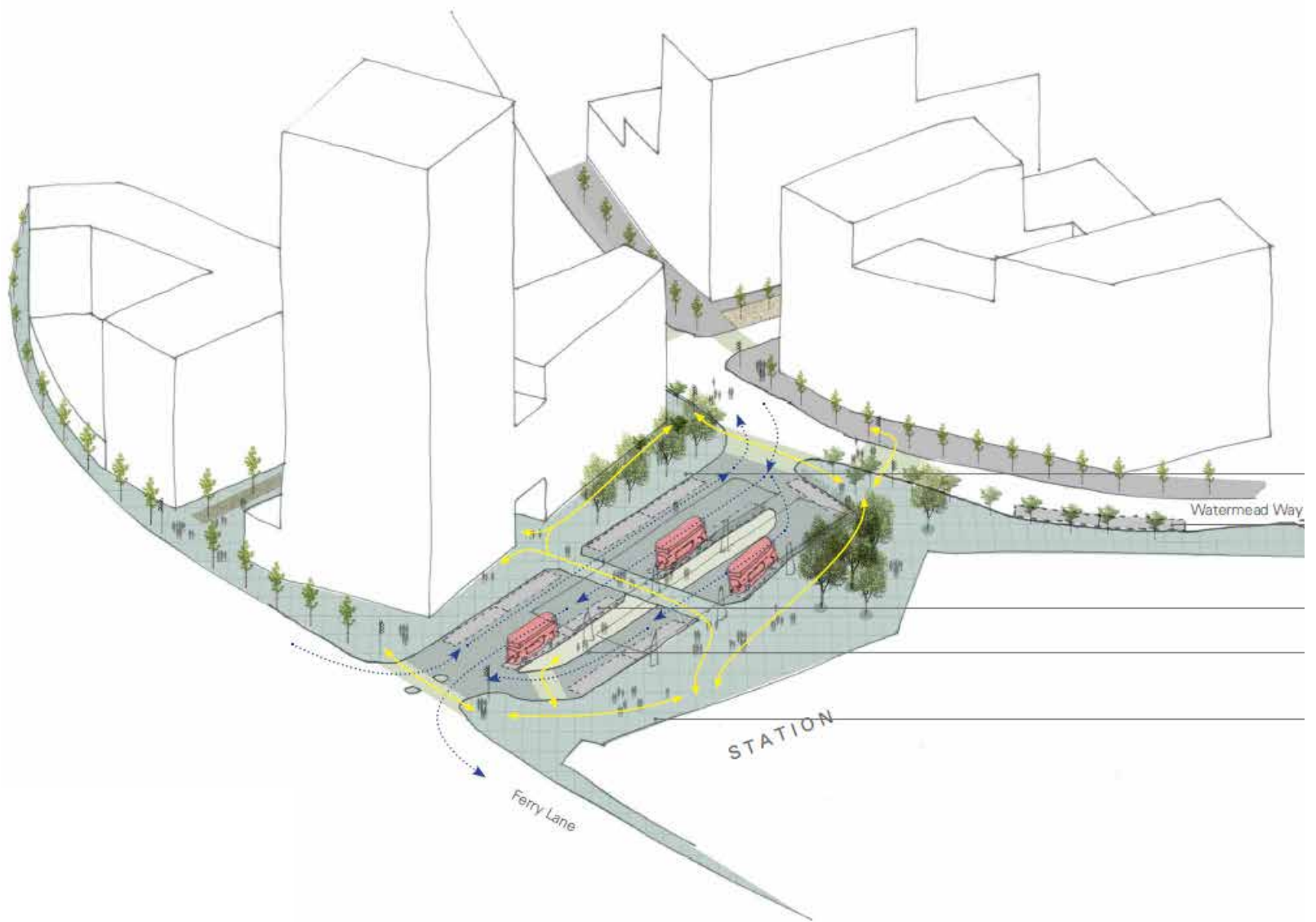
The proposed new bus station arrangement will enable the delivery of further improvements to the operational and environmental efficiency of the bus interchange.

4.2.4 Tottenham Hale Station and over station development

The station site itself is a significant development opportunity. Planning permission, funding and a development programme is already in place for the replacement of the station building itself, works on which are due to commence in the near future.

The over station development presents an opportunity for commercial / retail ground floor uses to frame the Station Square space and add interest and activity to it. The site is also a significant residential development opportunity, with capacity for approximately 200 dwellings.

This opportunity is the subject of a dedicated design competition.

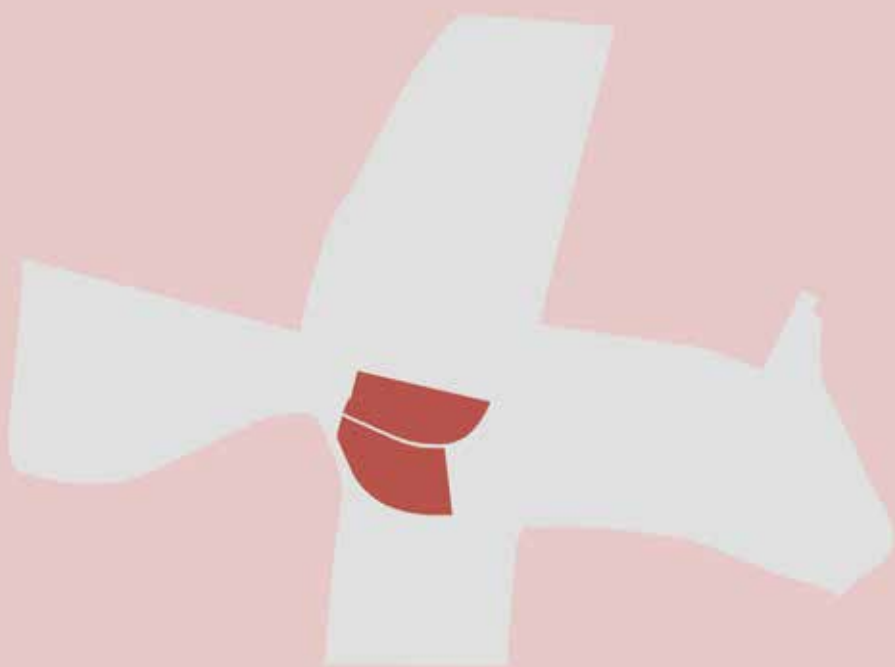


Preferred option isometric

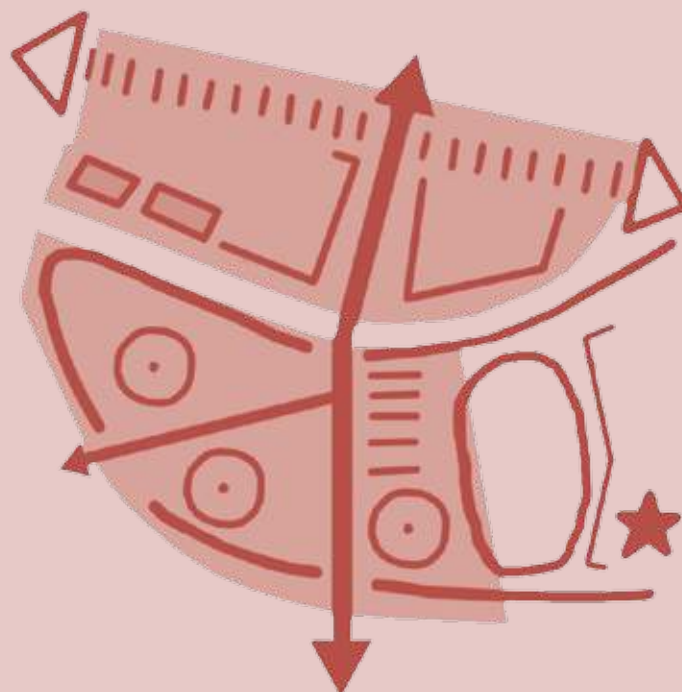
4.4

STATION SQUARE WEST & NORTH

The Station Island site will be a new focal point of the new Tottenham Hale District Centre and the central link in a new chain of development sites.



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- Create strong frontage
 - Community Facility
 - New facility
 - Buffer Zone
 - Key Pedestrian Route
 - Primary Street
 - Secondary Street
 - Tall Building
 - Heritage Building
 - Public Realm
 - Active frontage
 - Live - Work Area



4.4.1 Station Square West

Station Square West will be a hub of activity throughout the day and into the evening. Station Square West will be at the thriving heart of the new district centre. The pedestrian friendly north-south route flanked by commercial uses on either side will align with much improved crossings to adjacent areas. Station Road will be a quieter street with hotel, commercial and residential uses. In view of its mixed land ownership, the area will need to be delivered through comprehensive redevelopment in order to meet its potential and enable the wider vision for the area to come forward.

4.4.2 Existing issues and context – neighbourhood character

Since the station opened in 1840 historic plans indicate that there has always been a generous space from the main approach from the west. Anchored by a corner pub at The Hale, Station Road provided direct access to the station from the west. Today, the area south of Hale Road has little townscape merit, with drive-through format retailing on the southern site and an uncoordinated mix of commercial activities to the north. On the north side of Hale Road, a terrace of Victorian houses survive which have the potential to contribute positively to local townscape quality.



View westwards across the station interchange



View eastwards along Hale Road



View southwards along The Hale

4.4.3 Constraints and opportunities

- Construction has commenced on a new hotel along Station Road which will provide the area with early investment.
- This development also strengthens the role Station Road will play as sites come forward.
- The area benefits from three principal redevelopment sites – parcels to the north and south of Station Road and a new development parcel alongside Station Square.
- The parcel south of Station Road is in single ownership which will help delivery.
- Land ownership across the other two parcels is more complex but comprehensive development of these parcels is considered necessary given the important role the site will play in linking major adjacent regeneration areas north and south.
- The alignment of the Victoria Line service tunnel across the site is a major constraint and will increase construction costs which is likely to influence the form of development.



Aerial photo of Station Square West

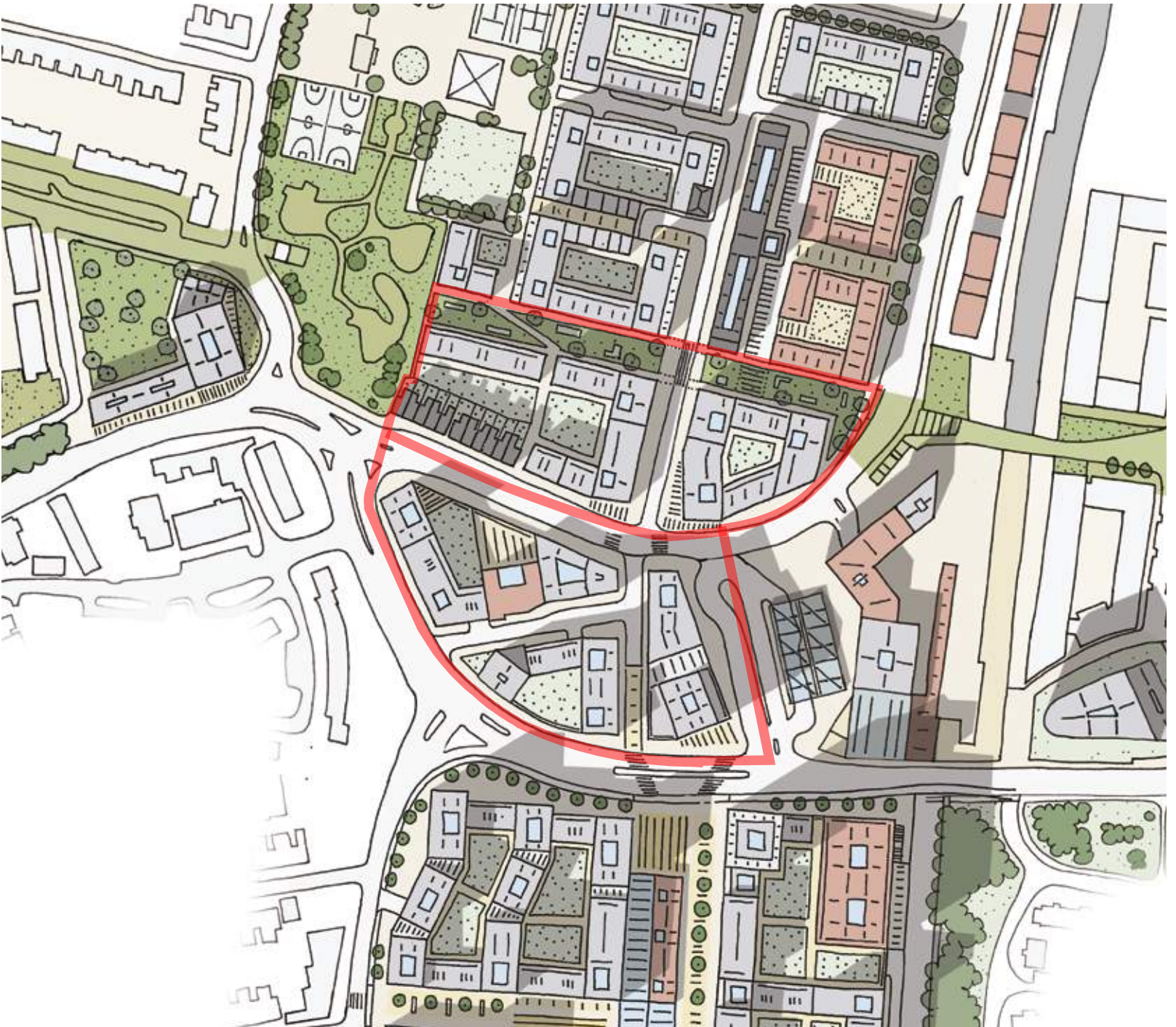
4.4.4 Design guidance and parameters

Form of development

- With key buildings on prominent positions on each of the three land parcels, the area will accommodate the widest range of activities including high quality retail.
- Planning permission has already been granted for a new station building.
- Station Road alignment will be retained and the parcels either side of it developed comprehensively with two podium blocks.
- A new building is proposed between the Station Road sites and the bus interchange space – to both help define a new north-south connection on the western side to Ashley Road and the retail park respectively. The block also helps to define and enclose the Station Square to the east.
- Blocks on the north-south alignment are typically 16m deep. Blocks on an east-west alignment are typically 12m deep to enable natural light to penetrate the block courtyard.
- New blocks should respect the existing alignment of all perimeter routes.
- The framework identifies four locations considered appropriate for taller buildings. These are (i) on the southern end of the eastern parcel, (ii) on the western end of the southern parcel, (iii) on the eastern end of the northern parcel, and, (iv) on the western side of the northern parcel.
- These locations accord with and reflect the strategy towards tall buildings outlined earlier in this DCF. Opportunities for taller buildings as envisaged can help to provide a strong and well defined built form to help aid local navigation and legibility.
- Care will be required on south facing east-west aligned frontages to limit heights to avoid overshadowing of block courtyards.

Access and movement

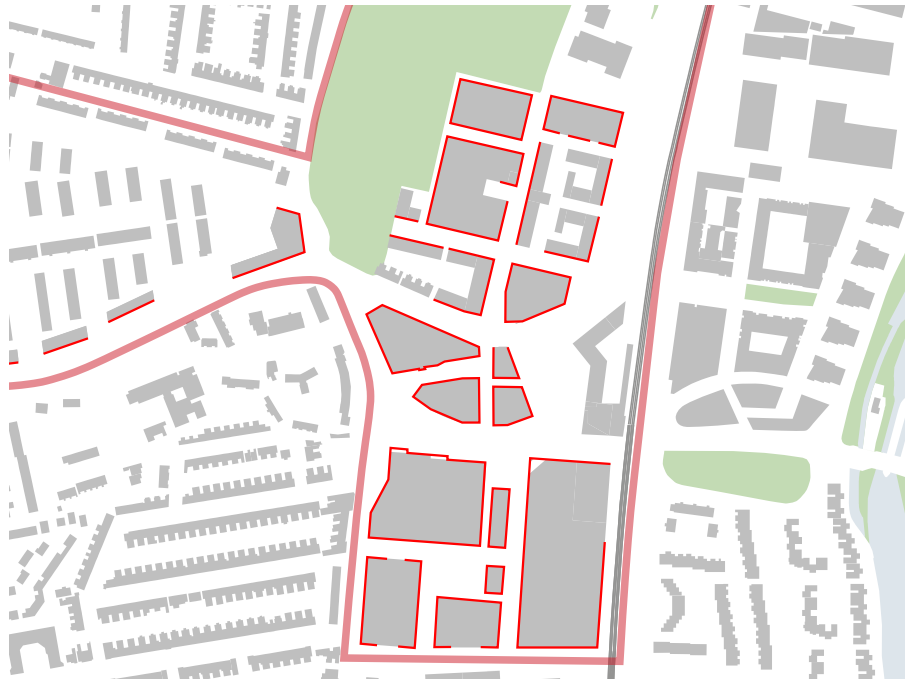
- Direct access to the bus station should be provided through the eastern parcel.
- New generous pedestrian crossings to the north and south should be provided, across Hale Road and Ferry Lane respectively.
- Development should be car free or have only very limited car parking provision in view of proximity to the public transport interchange.
- Station Road will remain open to two-way local traffic via the junction with The Hale to enable vehicular access to development parcels including the new hotel. However, the junction between Station Road and Hale Road is one way with vehicles only being able to exit Station Road to join Hale Road and not vice versa.
- In the longer term, Station Road and Hale Road could provide carriageway space to accommodate bus standing should this additional capacity be required.
- Station Road may have a function as one of several local station drop-off/pick-up locations.



Masterplan

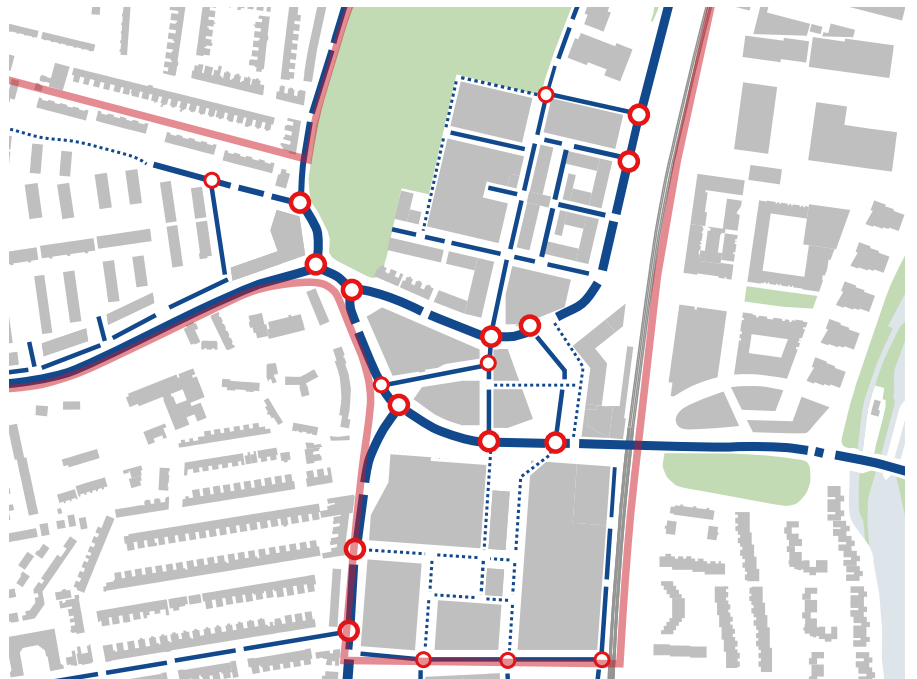
4.4.5 Active frontages and streets

- The interchange square needs enclosure and active edges – which would be provided by a new building on its western edge (as well as the over-station development to the east).
- Commercial uses would occupy lower floors on developments along Station Road.
- Buildings addressing Hale Road would also present active commercial uses at ground floor.
- This would also be the case for south facing buildings on the north side of Ferry Lane.
- It may be possible or appropriate to accommodate residential uses on lower floors along The Hale.



Active frontages plan

- Active frontage
- Primary route
- Secondary route
- ... Pedestrian route
- Access junction



Routes and junctions

4.4.6 Land uses

- All three development parcels are to be mixed-use with non-residential / commercial grounds floors and predominantly housing development on upper floors.
- A range of residential unit types and tenures should be provided on the upper floors.



Ground floor use plan

4.4.7 Station Square West

These images provide an impression of the potential new character of the sites if all sites were completed. Buildings are envisaged to be modern in design and materiality set within an environment of high quality public realm.







View from Ashley Road looking south toward Station Square West





Aerial view of Station Square West massing looking east

4.4.8 Area schedule

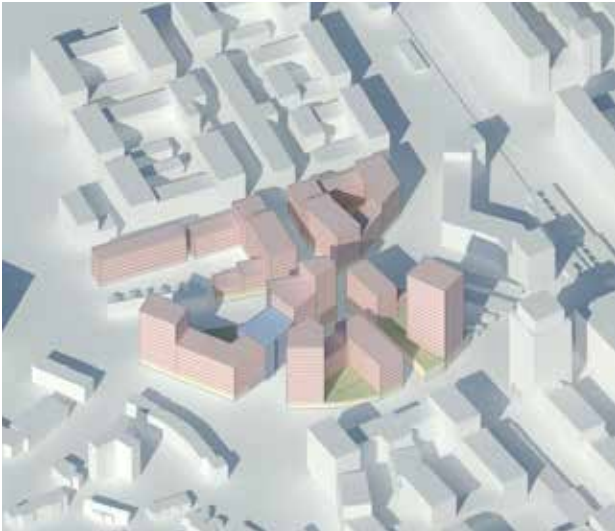
This table provides an overview of the housing and employment capacity of the Station Square West site.

These figures are not intended to be definitive but do provide a good estimate of overall housing and employment capacities across the Station Square.

The appropriate housing mix for new residential development across this area as a whole is:

- 40% 1-bed dwellings;
- 50% 2-bed dwellings; and
- 10% 3-bed+ dwellings.

This equates to an average unit size of 64 sqm.



Axonometric view of Station Square west site massing

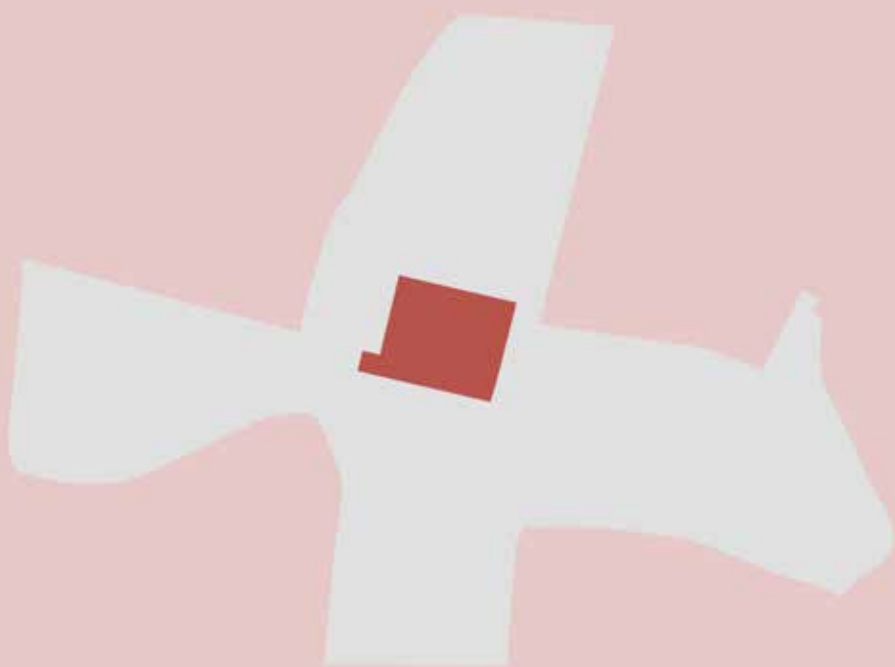
						Residential			
Area (ha)	Developed (ha)	Hotel, Office & Light Industry	Jobs	Retail, Food & Leisure	Jobs	Community	GEA (sqft)	Dwellings (dw)	Density (dw/ha)
2.3	2.3	52,263 sqft	48	124,454 sqft	631	-	717,620	708	314

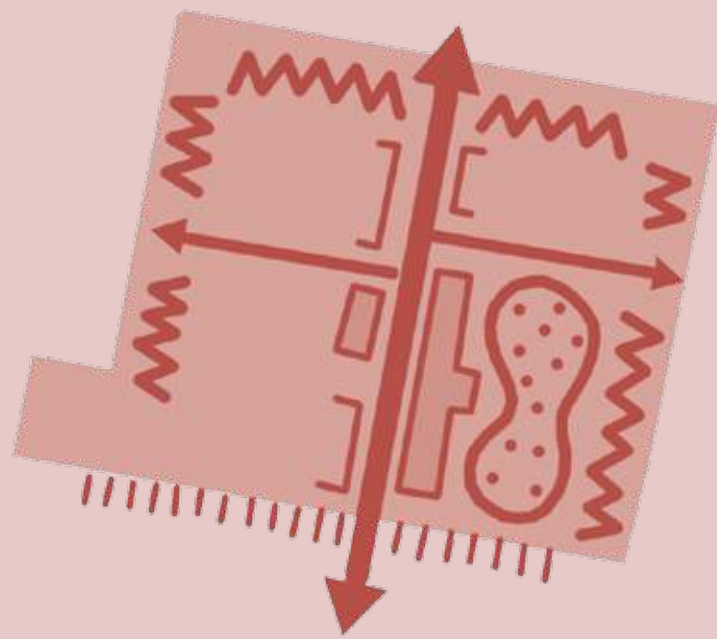
Development capacity schedule

4.5

ASHLEY ROAD SOUTH

Ashley Road will be a thriving mixed-use area with a vibrant mix of high density businesses and homes occupying converted and new purpose built accommodation.





-  Create strong frontage
-  Community Facility
-  New facility
-  Buffer Zone
-  Key Pedestrian Route
-  Primary Street
-  Secondary Street
-  Tall Building
-  Heritage Building
-  Public Realm
-  Active frontage
-  Live - Work Area

4.5.1 Ashley Road South

Ashley Road will be a thriving mixed-use area with a vibrant mix of high density businesses and homes occupying converted and new purpose built accommodation. New connections will provide the area with both a high quality environment. Ashley Road itself will be flanked at the southern end by a mix of commercial and community uses, with businesses along the ground floor level further north and employment uses towards Watermead Way. New homes will benefit from views over Down Lane Park.



View from Hale Road looking north along Ashley Road

4.5.2 Existing issues and context – neighbourhood character

The Ashley Road area is an established employment location well connected to the strategic road network with its eastern border with the A1055 Watermead Way which connects the area directly with nearby strategic employment locations in the Upper Lee Valley such as Central Leaside and Brimsdown.

The area has played an important role in the industrial heritage of Tottenham Hale. Key employers in the area included Eagle Pencils which operated from their Ashley Road base between 1907 and 1992 which encompassed the time when the company were acquired by Berol; Cannon Rubber which had factory facilities along Ashley Road; the Ever Ready Company who produced batteries along Ashley Road; and Lorilleux & Bolton Ltd who operated from their site at Eclipse Works, Ashley Road. More recently the area has accommodated a range of employment uses including fabric production, a petrol filling station and offices.



View northwards along Ashley Road



View from station interchange looking northwards along Watermead Way

4.5.3 Built character

The Ashley Road South area benefits from some heritage buildings which help to define a strong built character for the area. Berol House, the early C20 factory premises, has received significant investment and provides a range of commercial unit sizes. Some buildings on the opposite side of the road also have considerable townscape merit and add positively to the character of the area.

4.5.4 Constraints and opportunities

- The existing character employment buildings in the area – which creates an existing townscape context which new development will need to respond positively to.
- The busy and noisy environment along Watermead Way and Hale Road make the eastern side of the area a more suitable location for employment uses.
- New green connections will form the southern boundary of the site and will provide a high quality environment as the density of activities intensify towards the heart of the district centre.
- The relationship with Down Lane Park makes the west of the area an attractive prospect for residential developments.
- A foul sewer runs north-south beneath the eastern part of the site which might impact development capacity or increase development costs. Ideally this would be rerouted east beneath the Watermead Way pavement.
- The opportunity to enhance the setting of existing heritage assets of Berol House and the existing Cannon Street Jersey Fabrics office building. These buildings set the tone for future development.



Aerial photo of Ashley Road South

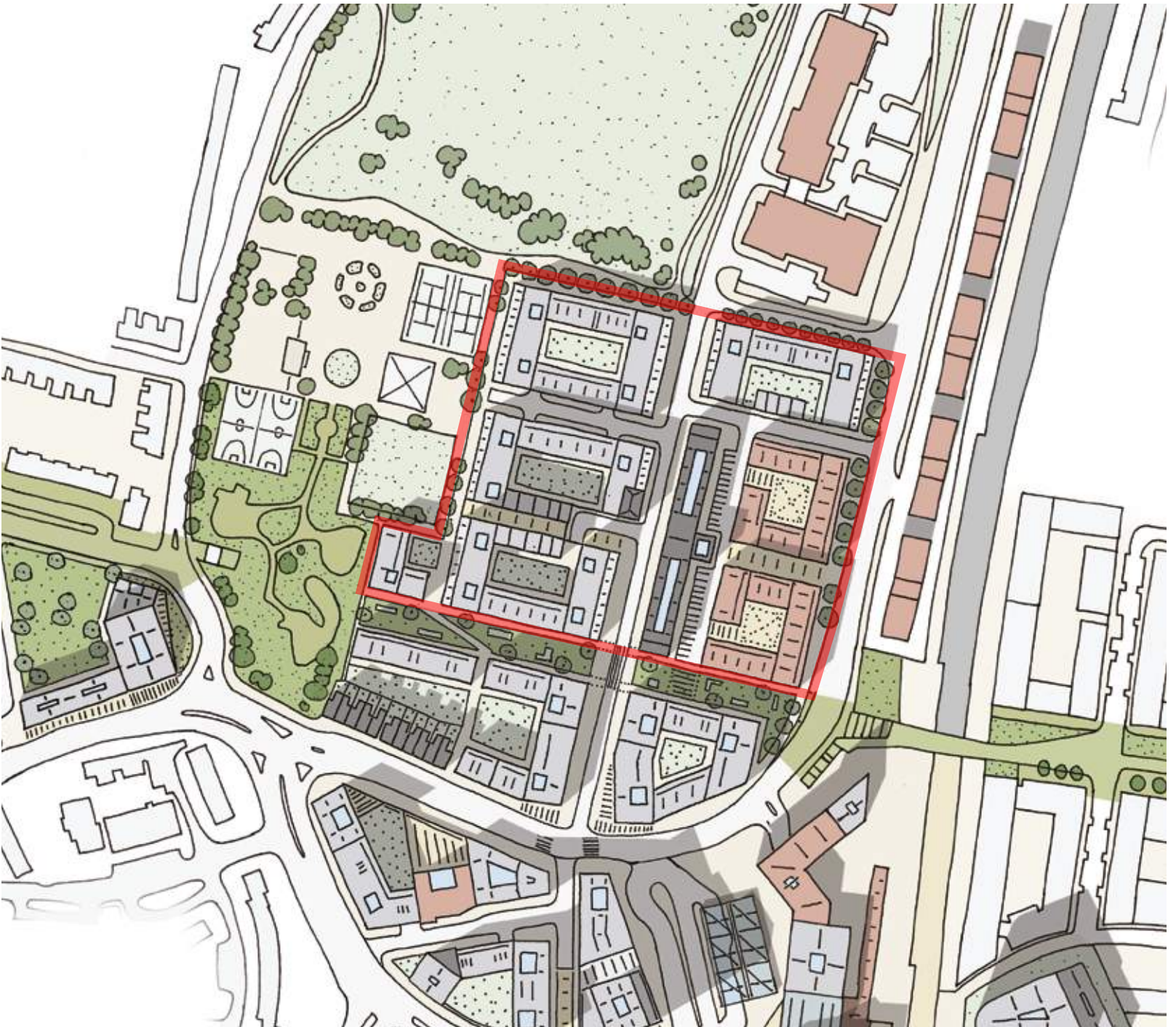
4.5.5 Design guidance and parameters

Form of development

- Ashley Road will remain the key public and movement spine of the area.
- The block structure should respond to the retention of Berol House and other employment buildings of heritage value including the existing frontage of the Cannon Street Jersey Fabrics building.
- Development parcels should define a network of parallel and broadly equidistant east-west routes which connect Ashley Road with Down Lane Park to the west and Watermead Way to the east.
- The southern boundary of the site forms the northern edge of the green link and will play an important role in defining and creating an active edge to this key route.
- Typical block proportions will be approximately 80m deep and 40m long along its Ashley Road frontage.
- This preferred form of development will help to integrate the regeneration of the Ashley Road South area into the wider area which is comprised of traditional perimeter blocks.
- Development blocks between Ashley Road and Watermead Way are shown in this Framework as courtyard blocks. All other blocks are podium blocks with private residential amenity spaces over private parking.
- The resultant form of development creates strong built edges to all public routes, streets and the edge of the Down Lane Park.
- The building line adjacent to the park should be pulled back to enable retention of existing trees around the perimeter and enable access to buildings directly from the front.
- On the east side of Berol House, commercial buildings will provide overlooking and a strong built edge to Watermead Way.

Access

- Physical access to new buildings should be made directly from the street, with the primary street address for new development being Ashley Road and secondary access points being taken off this key spine.
- Vehicular access should generally be gained via Ashley Road, with access to individual development blocks from connecting lanes.
- To protect the commercial viability of the eastern side of the area, it will be necessary to allow service vehicles to pass behind Berol House from the north and exit right along a short stretch of the pedestrian link to the south and then turn right again on to Ashley Road.
- The opportunity should be taken to open up connections to the Park between new urban blocks.
- Vehicular access will be required along the western side of the green fingers in this location to provide service access to buildings which directly address this route.
- In the longer term, it might be necessary to utilise Ashley Road or Burdock Road for temporary bus standing space as improvements are made to Tottenham Hale station and public transport services.



Masterplan

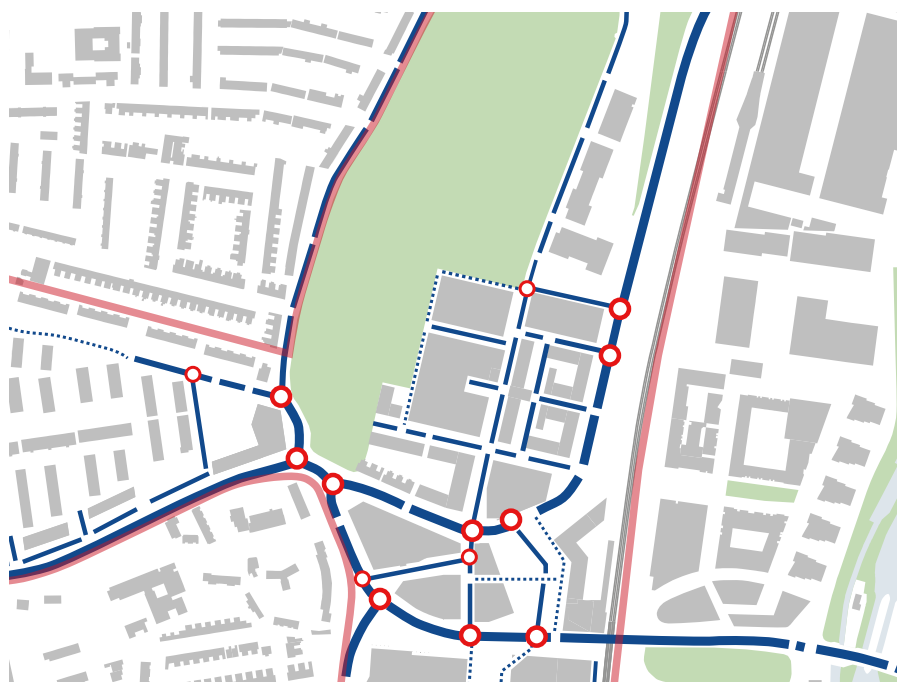
4.5.6 Active frontages and streets

- New buildings should address existing and proposed streets and public routes.
- Where buildings do not physically address a street – for example, commercial buildings along Watermead Way which may be accessed from proposed side streets and apartment buildings looking over Down Lane Park, buildings should provide overlooking with windows and balconies.
- Care should be taken to ensure good quality frontages address the edges of the green fingers as it forms the southern boundary of the site.



Active frontages plan

- Active frontage
- Primary route
- Secondary route
- ... Pedestrian route
- Access junction



Routes and junctions

4.5.7 Land uses

- The primary land use for development east of Ashley Road should be employment generating.
- Residential land uses will predominate in development to the west of Ashley Road.
- Retail and other public-facing commercial uses should concentrate at the southern end of Ashley Road and Hale Road.
- The east side of the site is also appropriate for education uses, particularly those associated with vocational training which would complement the employment character of the area.



Ground floor use plan

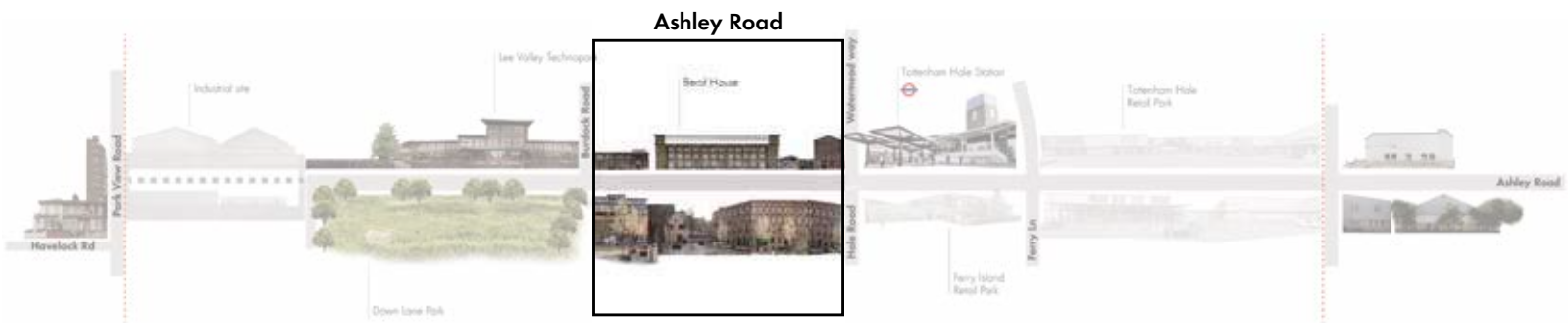
4.5.8 Ashley Road

Brick warehouses, industrial heritage, live-work uses, creative industries, flexible work spaces – these all evoke the character of the Ashley Road South area which will continue to play an important role in protecting existing, fostering and creating new job opportunities for local people and the wider Upper Lee Valley sub-region.

New developments will make more intensive use of available space, so the maximum benefit can be made from the area’s exceptional access to public transport infrastructure.



Ashley Road looking south







Artist's impression of Ashley Road looking north across the axis of the Green Grid





Aerial view of Ashley Road south massing looking south

4.5.9 Area schedule

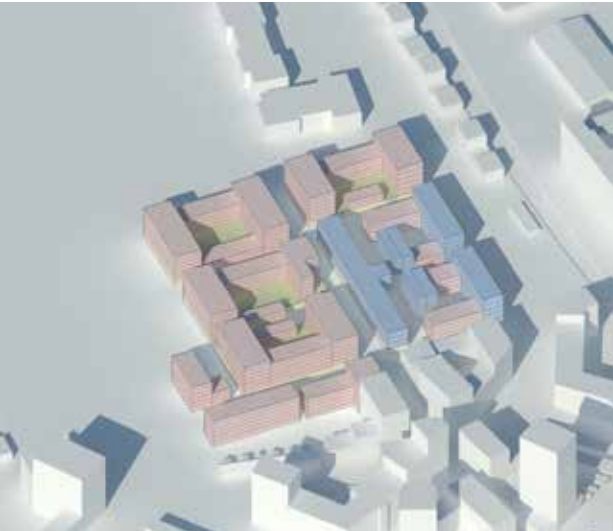
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These figures are not intended to be definitive but do provide a good estimate of overall housing and employment capacities across Ashley Road South.

The appropriate housing mix for new residential development across this area as a whole is:

- 35% 1-bed dwellings;
- 35% 2-bed dwellings; and
- 30% 3-bed+ dwellings.

This equates to an average unit size of 68 sqm.



Axonometric view of Ashley Road south massing

Area		Hotel, Office & Light Industry		Retail, Food & Leisure		Community		Residential		
Area (ha)	Developed (ha)		Jobs		Jobs			GEA (sqft)	Dwellings (dw)	Density (dw/ha)
2.5	2.5	127,969 sqft	594	28,292 sqft	146	2,288 sqft		473,373	438	175

Development capacity schedule

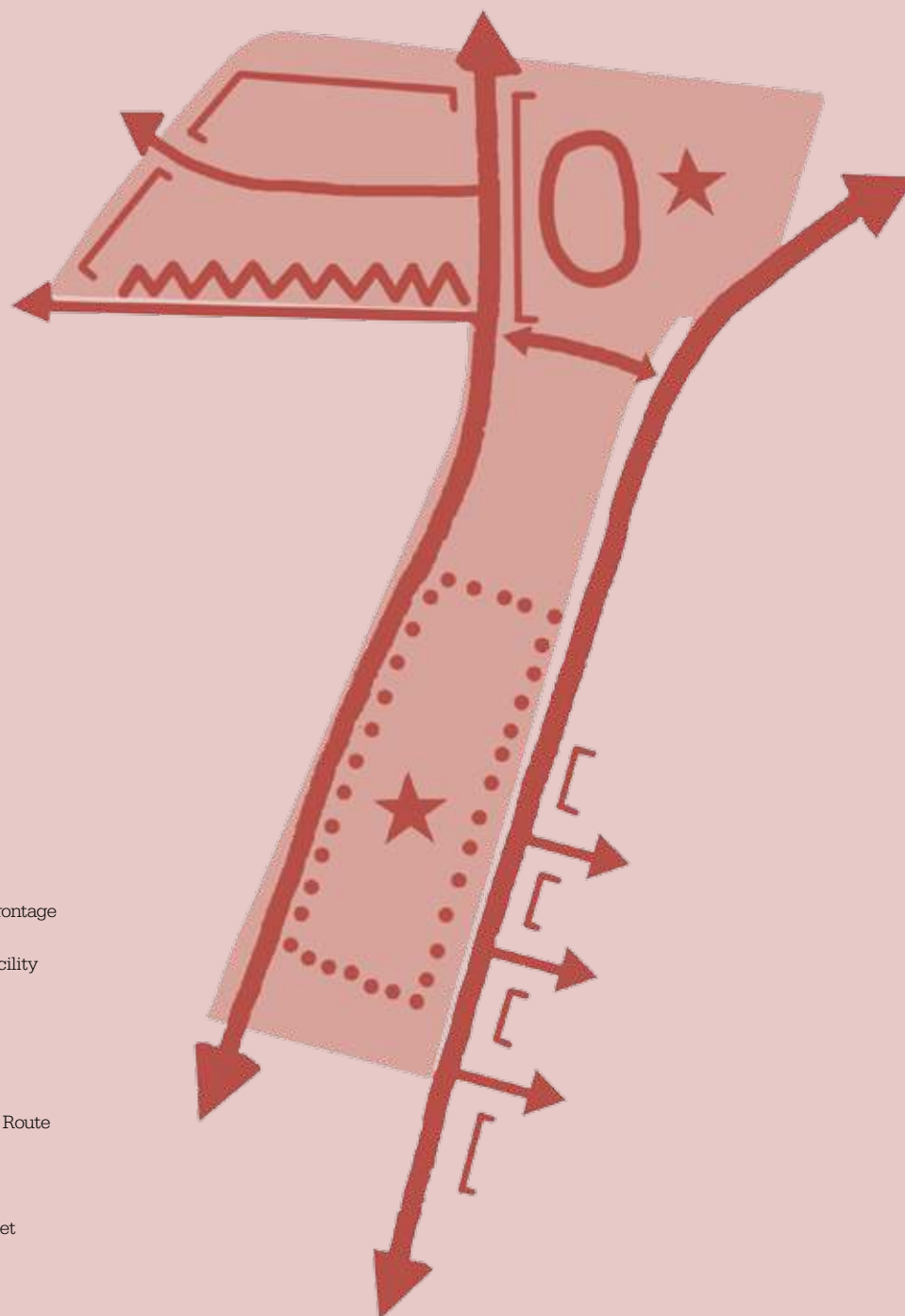
4.6

ASHLEY ROAD NORTH

The Ashley Road North site will deliver family housing and improved school facilities for the new Harris Academy.



-  Create strong frontage
-  Community Facility
-  New facility
-  Buffer Zone
-  Key Pedestrian Route
-  Primary Street
-  Secondary Street
-  Tall Building
-  Heritage Building
-  Public Realm
-  Active frontage
-  Live - Work Area



4.6.1 Ashley Road North

The Ashley Road North site will deliver high quality mixed housing development which combines more traditional family housing typologies which would reflect the grain of the existing housing streets in the area with higher density park-side apartments. Extending the Ashley Road axis through the site, the land to the east will accommodate new sport, recreation and play space facilities for the new Harris Academy. New development will take advantage of the south facing aspect across Down Lane Park.



View along Park View Road, north of the depot site

4.6.2 Existing issues and context – neighbourhood character

This Council depot occupies a site immediately north of Down Lane Park but otherwise within an established residential community with streets of terraced Edwardian housing. To the east, the site falls under the shadow of the A1055 Watermead Way as it rises above the railway line. A public footbridge and underpass at the far eastern end of Park View Road provides pedestrian access to Tottenham Marshes with a cycle link south to Tottenham Hale.



View looking south along Park View Road, with the Depot site on the left



Victorian house on the depot site opposite Carew Road

4.6.3 Constraints and opportunities

- The site presents a valuable opportunity to deliver family homes in the area.
- The site benefits from a prominent south facing aspect overlooking Down Lane Park.
- The site is adjacent to the new Harris Academy through-school and provides potential to help meet their expanding space requirements.
- There is scope to improve pedestrian and cycle access to Tottenham Marshes and the Regional Park.
- There is an opportunity to re-integrate this site within its immediate context – extending Ashley Road north to meet with Park View Road and introducing new street blocks of a scale appropriate for the delivery of mixed family housing.



Aerial photo of Ashley Road North

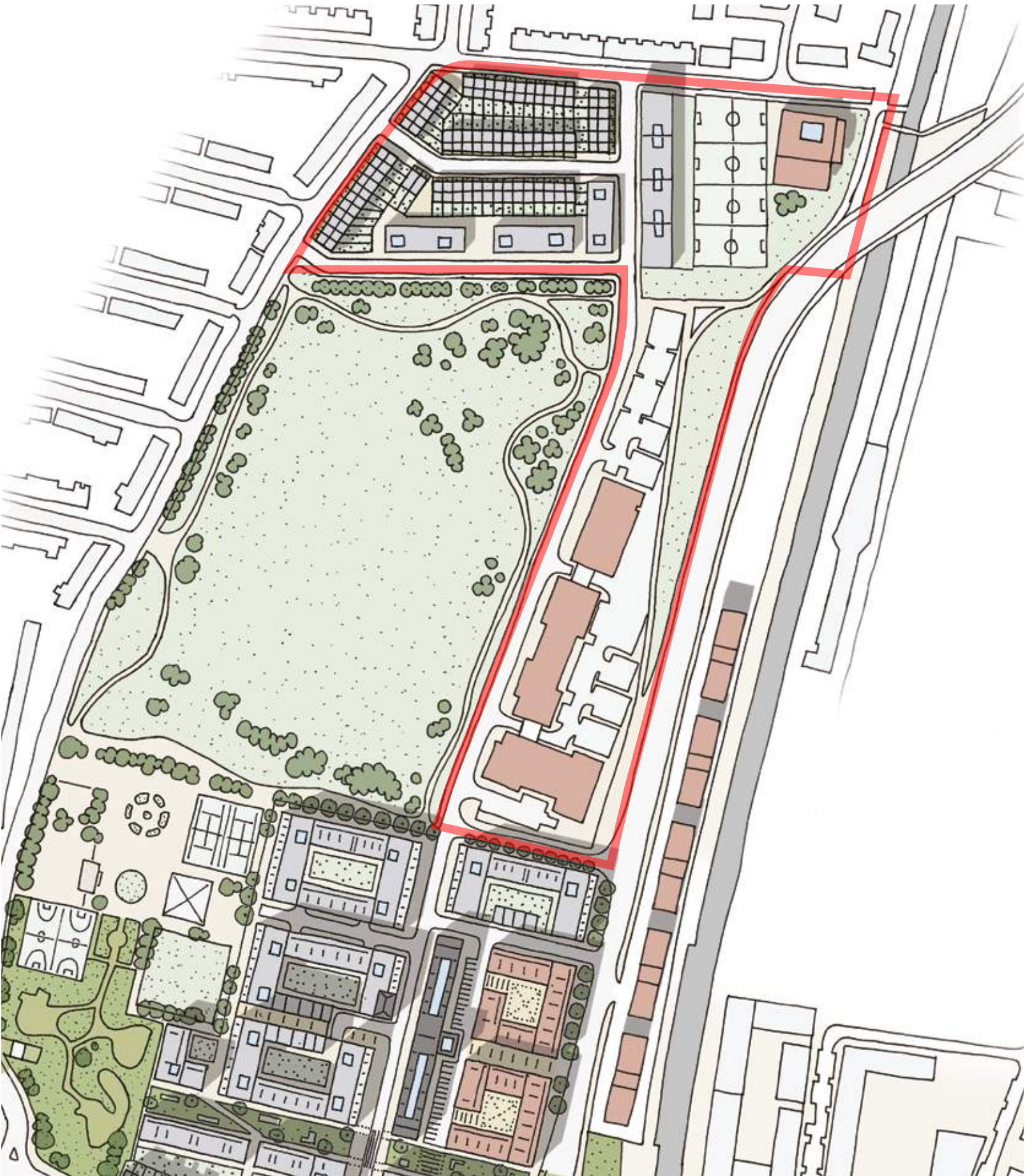
4.6.4 Design guidance and parameters

Form of development

- Development proposals should respect the prevailing east-west grain of the area.
- Development should take the form of east-west aligned terraced housing blocks.
- Higher density apartment-based housing blocks would be appropriate on the east and southern edges of the site, on the Ashley Road axis and park frontage respectively.

Access

- The site would be developed through the natural extension of the local street network.
- All buildings would be accessed directly from new or existing streets.
- A new connection should be made between the housing and school uses connecting the north of Ashley Road with Park View Road.
- Local cycle routes should be protected and improved where possible.
- Development should be undertaken in conjunction with improvements to the link toward Tottenham Marshes as part of a wider open spaces strategy.
- Given barriers created by major infrastructure, there is a need to retain/enhance an east-west connection between the north of Down Lane Park to existing bridges which link to Tottenham Marshes.



Masterplan

4.6.5 Active frontages and streets

- All housing should address new or existing streets.
- Building fronts, where front doors are located, will face other building fronts across public streets. Private back garden and amenity areas will abut each other.
- Development on the southern boundary of the site should provide overlooking to Down Lane Park.



Active frontages plan

- Active frontage
- Primary route
- Secondary route
- ... Pedestrian route
- Access junction



Routes and junctions

4.6.6 Land uses

- The principal land use will be family dwellings.
- Higher density apartments would be appropriate on the eastern and southern boundaries of the residential part of the site.
- The centre of the site would be appropriate for smaller scale traditional or mews-style housing.
- The east of the site will be used for education uses associated with the newly established Harris Academy.



Ground floor use plan

4.6.7 Park View Road

A number of residential environments can be created on this regular and reasonably sized development site to the north of Tottenham Hale. With traditional terraced housing streets beyond, development in the northern side of the site would most appropriately echo this form of development. To the south and east, there are opportunities for higher density forms of development which benefit from an Ashley Road frontage or direct views south over Down Lane Park.

To the east of Ashley Road, the major road and rail corridors create barriers to pedestrian movement. All opportunities to improve east-west connections between Down Lane Park and Ashley Road and Tottenham Marshes should be taken.







Aerial view of Ashley Road North massing looking south

3.6.8 Area schedule

This table provides you with an overview of the housing and employment capacity of the Ashley Road North site.

These figures are not intended to be definitive but do provide a good estimate of overall housing and employment capacities across Ashley Road North.

The appropriate housing mix for new residential development across this area as a whole is:

- 10% 1-bed dwellings;
- 30% 2-bed dwellings; and
- 60% 3-bed+ dwellings.

This equates to an average unit size of 78 sqm.



Axonometric view of Ashley Road North massing

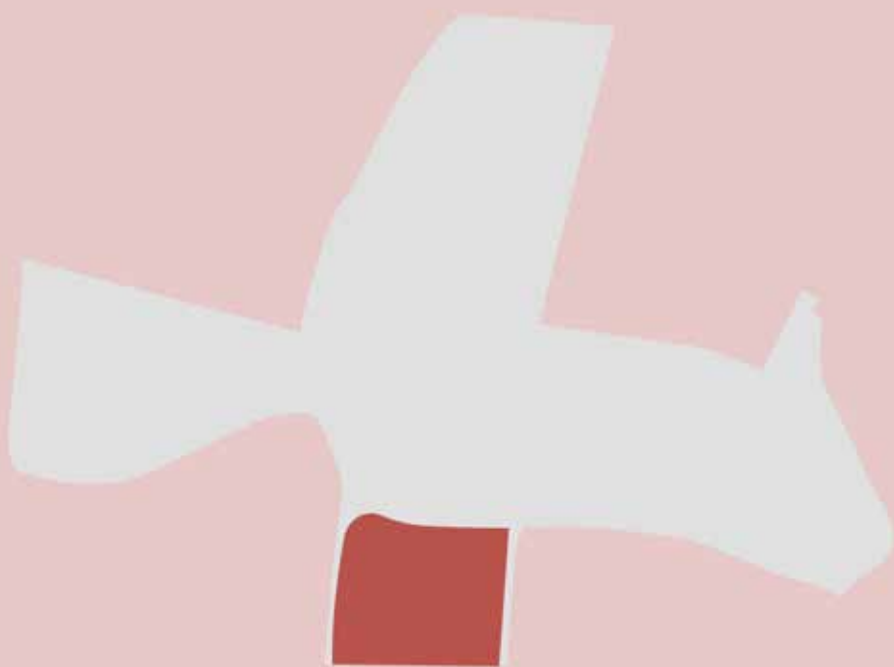
Area		Hotel, Office & Light Industry		Retail, Food & Leisure		Community		Residential		
Area (ha)	Developed (ha)	Jobs		Jobs		64,712 sqft		GEA (sqft)	Dwellings (dw)	Density (dw/ha)
1.6	1.6	-	-	-	-	-	-	225,169	182	110

Development capacity schedule

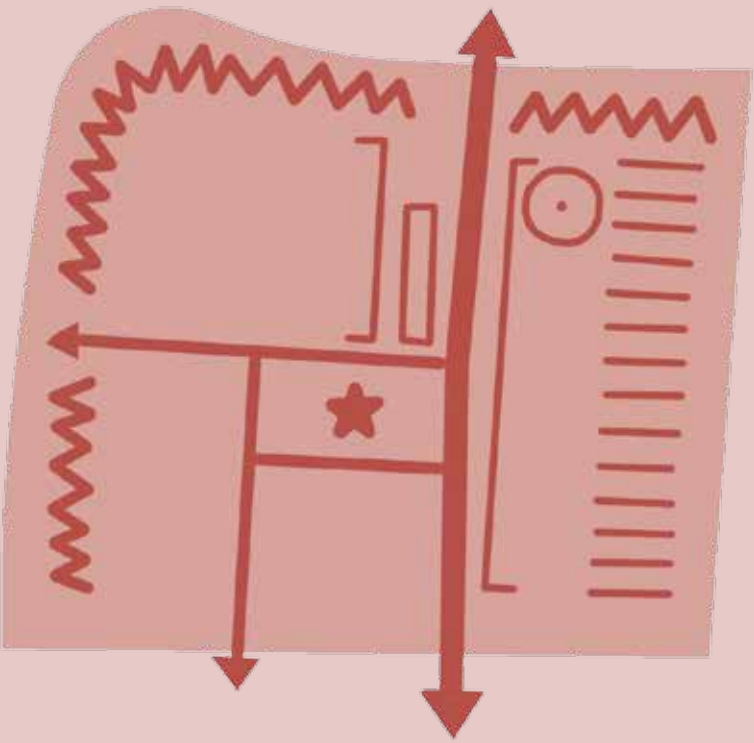
4.7

TOTTENHAM HALE RETAIL PARK

The retail park will be comprehensively transformed into the commercial heart of the new district centre.



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- Create strong frontage
- Community Facility
- New facility
- Buffer Zone
- Key Pedestrian Route
- Primary Street
- Secondary Street
- Tall Building
- Heritage Building
- Public Realm
- Active frontage
- Live - Work Area

4.7.1 Existing issues and context – neighbourhood character

Built on the site of a large former rubber factory, the Tottenham Hale Retail Park currently has approximately 24 retail and leisure stores supported by approximately 550 surface parking spaces where the first three hours are free. The retailing takes an 'out of centre' format with large retail units facing a large central area of surface parking. The principal vehicular access to the retail park is via Broad Lane. Generally, the retail activity on the retail park currently turns away from Ferry Lane.



View into Retail Park from main Broad Lane entrance



View into parking area from Ferry Lane exit



View from junction between Ferry Lane and Broad Lane looking east

4.7.2 Constraints and opportunities

- The retail park is an inward looking environment. Ferry Lane in particular suffers from a lack of activity and address with long expanses of flank walls of large retail units.
- There is a major opportunity for the site to present a much more positive frontage to Ferry Lane and more directly address the station.
- The retail units are of an out-of-centre format, set within a car dominated environment.
- Continuity of public parking will be required to facilitate phased redevelopment.
- The Victoria Line tunnel passes beneath the site.
- The railway presents a hard edge to the east.
- Crossrail 2 alignment impacts directly on the eastern edge of the site.
- Pedestrian connections to the site are important given the nature of the roads around the site.
- Existing lease arrangements will have a direct bearing on how and when sites come forward for redevelopment.
- Redevelopments should accommodate potential new connection to the south.



Aerial photo of the Tottenham Hale Retail Park site

4.7.3 Design guidance and parameters

Form of development

- The site should be developed as a series of irregularly sized development parcels to enable different uses to be accommodated.
- The different frontage should be used to accommodate a range of different unit types and sizes. Broad Lane lends itself to smaller units suitable for independent local traders. The Ferry Lane and site interior frontages would suit larger retailers and operators.
- The scale of the site provides a valuable opportunity to provide new larger scale retail and leisure floor plates which will be important in ensuring the heart of the district centre complements the role and function of other nearby retail centres.
- Broad Lane frontage provides an early opportunity for the provision of a decked parking area. This could be a permeable structure and masked by other uses.
- Sites where commercial and residential uses are combined should take the form of podium blocks where private amenity courtyards for residents are provided over private resident parking areas.
- Historical analysis of the site together with the existing grain of the immediate hinterland should inform a new urban grain.
- New development should be organised around a central high quality public space in which pedestrians are the priority.
- New development should address Ferry Lane and Broad Lane directly.
- The form of development should encourage the creation of future connections south.
- The arrangement of the masterplan for the site should be such that the Crossrail 2 safeguarding area to the east of the site, could come forward separately in its own later phases.
- Residential development on upper floors should be good quality accommodation and not dominated by single-aspect flats. There is scope to use the upper floors of the

residential accommodation to provide some larger family units which benefits from larger private amenity spaces.

- Care will need to be taken to ensure appropriate levels of sunlight and daylight are provided to key retail frontages public outdoor spaces.

Access

- Existing vehicular access to, and egress from, the site can be maintained from Broad and Ferry Lanes respectively. This however, would only be used by service and staff vehicles outside peak hours.
- Normally, the main areas would be car free.
- Provision for future connections to the south should be incorporated.
- Routes around the outer perimeter of the blocks provide scope for surface parking for residents.
- The junction on Broad Lane acting as the main access route to/from the proposed multi-storey car park (MSCP) is currently operating as the B&Q servicing access. Given the likely traffic volumes as a result of the redevelopment, consideration should be given to signalling the junction and providing dedicated pedestrian / cycle crossing facilities.
- Vehicular access and servicing of the residential units away from the key link roads will need to be considered. Whilst residential development could come forward as car free, to accord with London Plan Standards 10% of units must be disabled accessible and thus have access to a dedicated car parking space. Car Parking in the MSCP is considered too far away from the residential units, particularly for disabled homeowners.
- The pedestrian crossing in its current form (post completion of the bus stop) is sited to the east of the current pedestrian desire line. Relocating the junction to the east would strengthen the key north / south link running through the Masterplan.



Masterplan

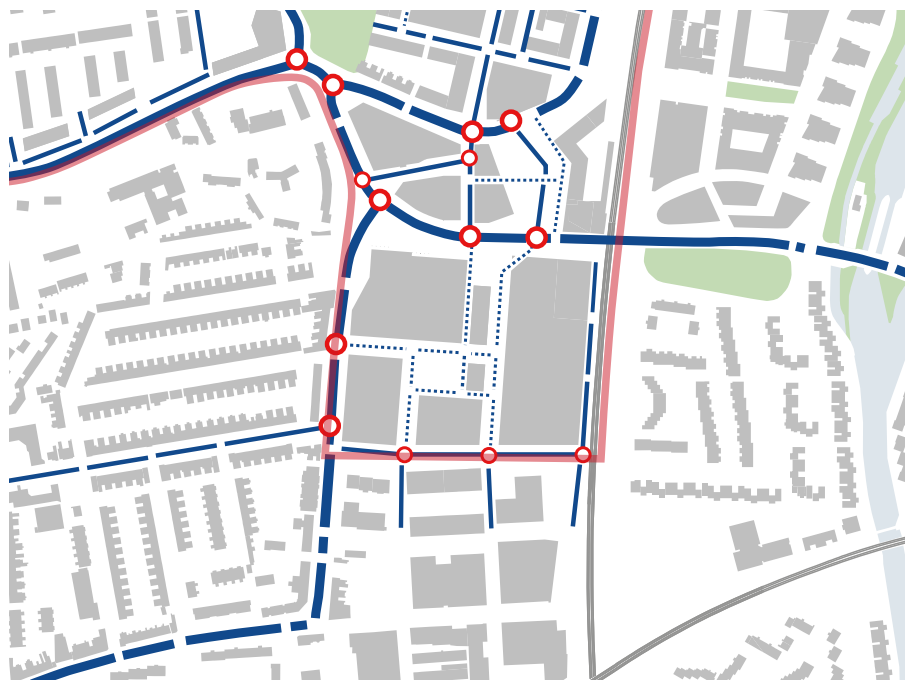
4.7.4 Active frontages and streets

- A new commercial frontage to Ferry Lane is a priority for any regeneration of the site.
- Principal retail frontages would address a new landscaped central space.
- Multi-storey retailing on the corner of Ferry and Broad Lanes would present ground floor retail to these two principal street edges.
- Decked car parking should be wrapped in secondary active community or commercial uses.
- Residential frontages will line inner streets and lanes and the outer perimeter of the site.
- Developments within the Crossrail 2 safeguarded zone should be undertaken so as to facilitate initial phases of development coming forward.



Active frontages plan

- Active frontage
- Primary route
- Secondary route
- ... Pedestrian route
- Access junction



Routes and junctions

4.7.5 Land uses

- Redevelopment will be led by larger format retailing of a scale appropriate for a district centre.
- Opportunities to accommodate office accommodation adjacent to the station entrance should be explored.
- High density residential uses on upper floors will provide a range of units types, tenures and sizes which benefit from exceptionally high levels of accessibility.
- Provision for community uses at the heart of the retail park site should be made. Such provision might be in the form of a light weight pavilion structure.



Ground floor use plan

4.7.6 Retail park

A vibrant retail mix comprising a range of smaller retail units together with mid-sized and some larger units will be accommodated in a new retail environment with high density residential and office accommodation.







Aerial view of Retail Park site massing looking west

4.7.7 Area schedule

This table provides an overview of the housing and employment capacity of the Retail Park site.

These figures are not intended to be definitive but do provide an estimate of overall housing and employment capacities across the Retail Park site.

The appropriate housing mix for new residential development across this area as a whole is:

- 35% 1-bed dwellings;
- 35% 2-bed dwellings; and
- 30% 3-bed+ dwellings.

This equates to an average unit size of 68 sqm.



Axonometric view of Retail Park site massing

Area Developed		Development Capacity					Residential		
Area (ha)	Developed (ha)	Hotel, Office & Light Industry	Jobs	Retail, Food & Leisure	Jobs	Community	GEA (sqft)	Dwellings (dw)	Density (dw/ha)
4.8	4.8	169,560 sqft	1,313	214,174 sqft	1,059	16,048 sqft	1,089,532	1,008	210

Development capacity schedule



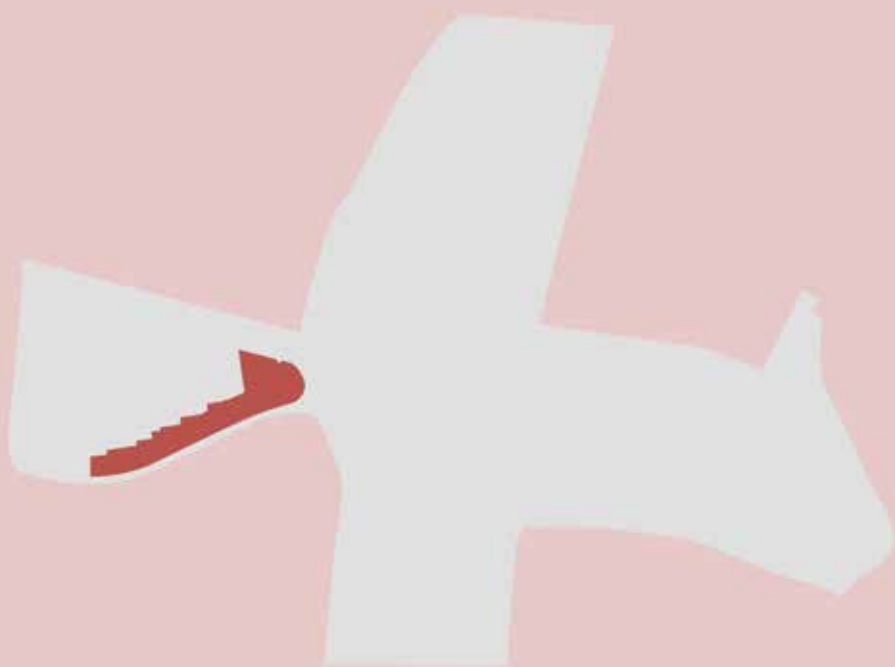
Artist's impression of Ferry Lane, looking east



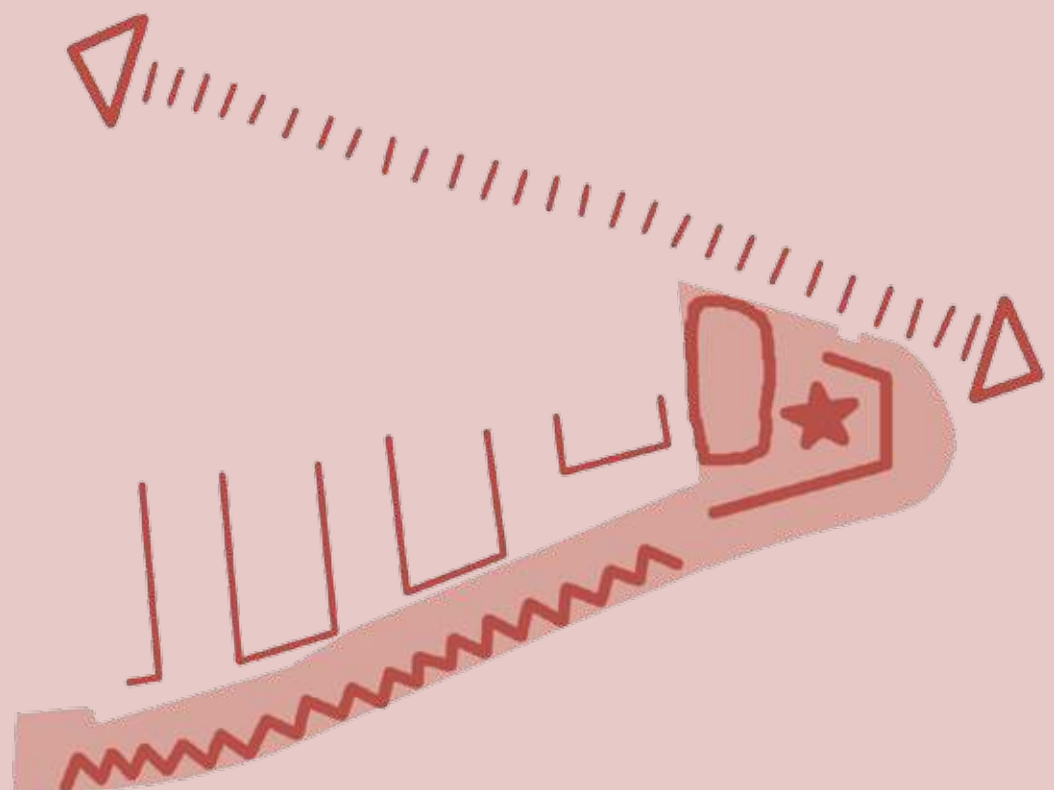
4.8

WELBOURNE CENTRE & MONUMENT WAY

The Welbourne Centre provides an opportunity for a new health centre and associated community uses and Monument Way has scope to support the delivery of new family and affordable housing.



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- Create strong frontage
 - Community Facility
 - New facility
 - Buffer Zone
 - Key Pedestrian Route
 - Primary Street
 - Secondary Street
 - Tall Building
 - Heritage Building
 - Public Realm
 - Active frontage
 - Live - Work Area



4.8.1 Welbourne Centre and Monument Way

The Welbourne Centre and Monument Way sit within an established residential community to the west of the proposed district Centre. The Welbourne Centre site marks the entrance to the Tottenham Hale district centre when approached from Tottenham High Road along Monument Way. The site will be a community hub with new health and community uses on the lower floors alongside improved landscaped grounds. The Monument Way site lies between the Chestnut estate and the bus road corridor of Monument Way itself – so development in this location will need to do an important job of buffering the existing community from the harsh road environment.

4.8.2 Existing issues and context – neighbourhood character

Despite the removal of the gyratory, the environment along Monument Way remains one dominated by fast moving traffic. The lack of buildings addressing this key route, the lack of any on-street parking and the paucity of pedestrian crossings has resulted in an environment which prioritises the fast flow of traffic above non-motorised modes.

Whilst landscaping measures have recently been introduced, the road corridor remains one that local people choose to avoid. The landscape treatment and features along Monument Way currently provide Chesnut Estates residents with highly valued environmental mitigation from the busy road environment.



View northwards along Fairbanks Road



View eastwards along Fairbanks Road



View eastwards along Monument Way

4.8.3 Constraints and opportunities

- Residents of the Chesnut Estate value the existing physical separation between their residential neighbourhood and Monument Way itself.
- Very few buildings provide Monument Way with any sort of address, activity or frontage. The road corridor is more hostile for pedestrians as a result.
- The land between Fairbanks Road and Monument Way provides an opportunity to maintain a level of environmental mitigation for existing residents whilst also ensuring new development has a more direct relationship with the principal road corridor.
- The Welbourne Centre site provides an exciting opportunity to deliver a new health centre together with higher density residential uses above.
- The most straightforward design response would be to have buildings which back on to Monument Way and front on to Fairbanks Road, but this would exacerbate the harsh environment along Monument Way which is the key approach corridor to Tottenham Hale and the upper Lee Valley.
- Realignment of Fairbanks Road would release land adjacent to the existing housing blocks which would enable new housing development to create a positive street edge to Fairbanks Road and Monument Way beyond whilst also buffering the environmental impacts of Monument Way for existing residents of the Chesnut Estate.
- Community safety is an important issue in this location – so new development should demonstrate how it will help to make streets and public routes safer both during the day and into the evening.



Aerial photo of Monument Way and the Welbourne Centre site

4.8.4 Design guidance and parameters

Form of development

- A range of development options have been developed and reviewed – with less intense forms of development along a realigned Fairbanks Road combined with higher density development on the Welbourne Centre site.
- New development along this axis should seek to improve the environment along Monument Way.
- New development should complete the exposed 'block-ends' along Fairbanks Road.
- Building heights along Fairbanks Road should echo the heights of those around them.
- Building heights on the Welbourne Centre site should range from approximately 5 storeys with a tall building element oriented to the east which addresses the core of the district centre.
- This taller building will help legibility and is visible from Station Square.
- The lower shoulder of the Welbourne development will provide street frontage to Monument Way.
- New development should help protect the existing private amenity of existing residents from the environment along Monument Way.

Access

- New development should be accessed off a realigned Fairbanks Road.
- Fairbanks Road should be moved south to release developable land adjacent to the existing Fairbanks Road terraces.
- Vehicular access off Chesnut Road to Fairbanks Road will continue to be required – potentially relocated west to better connect the existing area of public open space with the proposed new community facilities on the Welbourne Centre site.
- The potential for establishing future vehicular access to the Chesnut Estates directly off Monument Way should be explored. Such an approach would require provision of a link road between Hamilton Road and Fairbanks Road.
- From an environmental perspective, Monument Way would benefit from more elements which would help to moderate the traffic speeds – more on-street parking, bus stops, junctions and pedestrian crossings.
- On-street parking should be accommodated along Fairbanks Road for new and existing residents.
- Dedicated parking is likely to be required for the new health/community uses on the Welbourne Centre site.



Masterplan

4.8.5 Active frontages and streets

- The Framework seeks to deliver new south-facing residential development which provides an address to a realigned Fairbanks Road and, correspondingly, provides frontage, activity and overlooking to Monument Way.
- The redevelopment of the Welbourne Centre site is orientated towards the central Tottenham Hale area and is an integral part of the district centre itself.



Active frontages plan

- Active frontage
- Primary route
- Secondary route
- ... Pedestrian route
- Access junction



Routes and junctions

4.8.6 Land uses

- The Welbourne Centre site will be a mixed-use building with a health centre and associated community space on the lower floors and flatted residential dwellings on the upper floors.
- The priority for the Monument Way site is the delivery of family sized and affordable housing which will be accessible to local people.



Ground floor use plan

4.8.7 Public realm strategy

The principal public realm objective is to make the area feel safer whilst continuing to protect the amenity of local residents from the busy environment of Monument Way. Being a key strategic east-west axis across the Lee Valley, Monument Way is perceived as a thoroughfare with fast flowing traffic and few reasons for pedestrians to be there. But it is a key bus route and provides access to local primary schools and the most direct connection between Tottenham High Road and Tottenham Hale station. The environment along it should therefore be seen as an important part of the local public realm network. It will be important to maintain a landscape buffer including mature street trees between Monument Way and the realigned Fairbanks Road. The public open space adjacent to the Welbourne Centre could become a more useful local amenity if it were more closely associated with new community facilities provided on this site. This could be achieved through the realignment west of the junction between Fairbanks Road and Chesnut Road.



Precedent - St Andrew's, Bromley-by-Bow



Precedent - St Andrew's, Bromley-by-Bow



Artist's impression of Monument Way, looking east towards Tottenham Park





Aerial view of Monument Way and Welbourne Centre massing looking east

4.8.8 Area schedule

This table provides an overview of the housing and employment capacity of the Welbourne Centre and Monument Way sites.

These figures are not intended to be definitive but do provide an estimate of overall housing and employment capacities across the Welbourne Centre and Monument Way sites.

The appropriate housing mix for new residential development on the Welbourne Centre site is:

- 40% 1-bed dwellings;
- 50% 2-bed dwellings; and
- 10% 3-bed+ dwellings.

The appropriate housing mix for new residential development on the Monument Way site is:

- 40% 2-bed dwellings; and
- 60% 3-bed+ dwellings.

This equates to an average unit size of 64 sqm for the Welbourne Centre and 80 sqm for Monument Way.



Axonometric view of Monument Way and Welbourne Centre massing

Area (ha)	Developed (ha)	Hotel, Office & Light Industry	Jobs	Retail, Food & Leisure	Jobs	Community
0.6	0.6	-	-	-	-	18,342 sqft

Welbourne Centre development capacity schedule

Residential		
GEA (sqft)	Dwellings (dw)	Density (dw/ha)
128,825	127	217

Area (ha)	Developed (ha)	Hotel, Office & Light Industry	Jobs	Retail, Food & Leisure	Jobs	Community
0.6	0.6	-	-	-	-	-

Monument Way development capacity schedule

Residential		
GEA (sqft)	Dwellings (dw)	Density (dw/ha)
34,371	42	43

PART 5:
DELIVERY





5.1 WORKING IN PARTNERSHIP

5.1.1 Working in partnership

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

The key delivery partners include:

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

Governance

The governance structure specific to the delivery of the DCF operates at three levels, outlined in the table below:

Tottenham Regeneration Programme

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

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

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

Supporting a sustainable community

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

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

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

Delivery partners will be expected to:

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

5.2 Time scales

The Tottenham Hale DCF sets out a 10 year vision for the development of a new centre at Tottenham Hale. Some sites within the immediate area have already started to come forward whilst others will take more time.

In tandem with sites coming forward, a number of projects will need to be taken forward to support the sustainable development of the new centre. A number of Delivery Strategies will sit beneath the DCF on key areas, such as Streets and Space and Green and Open Spaces.

These Delivery Strategies will be published for comment in late 2015 and will be kept under review throughout the lifetime of the DCF. Further Delivery Strategies to support the DCF may be added in due course. Indicative phasing is in diagram on p.169.

Phasing of key infrastructure delivery for the DCF

2016/17: Hale Wharf Bridge

2017/18: Central Bridge (Tottenham Hale – Hale Village)

2017/18: Ferry Lane Public Realm

2018/19: Hale Road / District Centre Public Realm

Housing Zone

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

The Tottenham Housing Zone will be characterised by the following:

1. A shared focus and prioritisation with the GLA/Mayor
2. The alignment of public sector resources
3. Enabling funding to deliver this vision
4. A supportive planning / public sector environment for innovation and investment

By working closely together in partnership, both parties are making a commitment to pool resources, break down obstacles to delivery and foster a culture of innovation across the full spectrum of investments that make and shape a sustainable community.

This innovation will cover our approaches to planning and ensure a quality outcome for residents and businesses; it will bring a range of innovative low cost home ownership options and affordable housing options to the market; and will bring new partners into the process with their experience of developing quality neighbourhoods.

Approach to planning and delivery

The AAP sets out an approach to comprehensiveness in relation to the District Centre and individual site allocations within it.

For each site allocation, applicants will be expected to:

- agree to a joint dialogue for the whole site allocation, together with neighbouring landowners where relevant;
- issue a joint planning statement in respect of the whole site allocation, in the context of the DCF/Masterplan for the District Centre area; and
- following that engagement, submit a detailed planning application or outline/ hybrid application as appropriate.

Portfolio based approach to sites

Through the Housing Zone the borough has committed to a 'portfolio based approach to sites'. The borough will work collaboratively with landowners through the planning system and will work to use available delivery tools (e.g. Housing Zone and Affordable Housing resources) to coordinate the provision of housing tenure and types across the zone. This means that each site will be considered in terms of its specific characteristics and suitability for different housing types and tenures and balanced against proposals for other sites in Tottenham Hale, with the borough playing a key role in managing the distribution across the area.

For example, some sites may be more appropriate for family or smaller units, while others may suit particular tenure types.

The way in which this approach is applied will vary from site allocation to site allocation. In some cases, off-site contributions for affordable housing may be utilised, in others it might be a case of agreements between landowners, in the context of the approach to comprehensiveness set out above.

5.3 Quality and sustainability

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

Quality Review Panel

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

To support the emphasis on development quality, the Council has recently reconstituted its Design Review Panel, now called the Quality Review Panel, and has recruited a panel of experts.

This investment, alongside the recently drafted 'Haringey Design Charter' in the Draft Development Management Policies DPD demonstrates the Council's commitment to high quality design throughout the development process.

The Panel meets monthly and each Housing Zone site will be expected to go to the Quality Review Panel at least once.

Maintaining a high quality environment in the long run

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

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

5.4 The importance of monitoring and evaluation

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

Key themes currently being explored to monitor and evaluate the delivery of the Tottenham Hale District Centre are listed on the table opposite.

Monitoring and evaluation methodology

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

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

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

Ownership

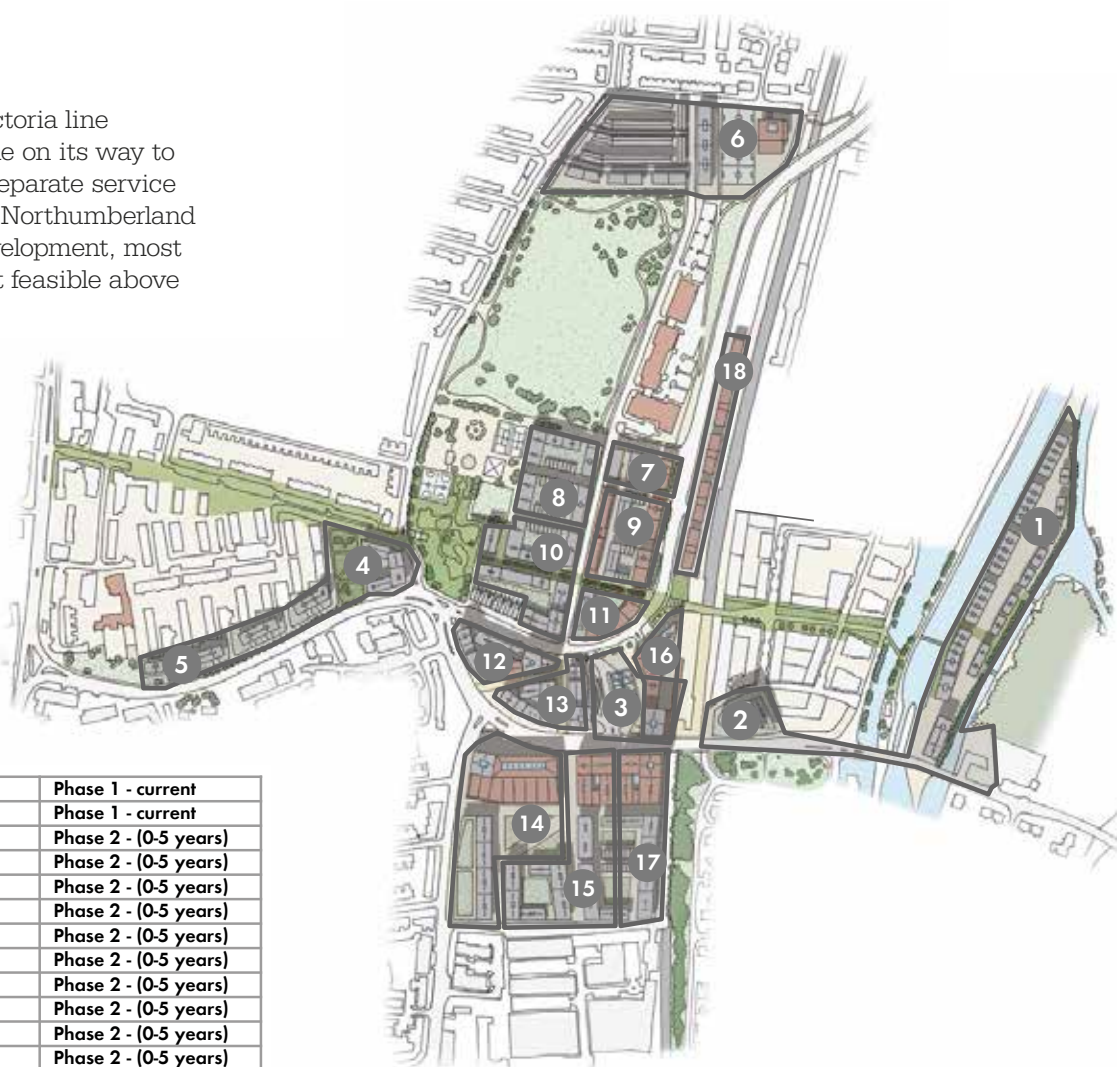
- Ownership Boundary
- Study Area



Land ownership plan

Phasing

The London Underground's Victoria line passes through Tottenham Hale on its way to Walthamstow and also has a separate service line that heads to the depot in Northumberland Park. Certain types of new development, most notably taller buildings, are not feasible above the Victoria line.



1	Hale Wharf	Phase 1 - current
2	Hale Village Tower	Phase 1 - current
3	Tottenham Hale Station	Phase 2 - (0-5 years)
4	Welbourne Centre	Phase 2 - (0-5 years)
5	Monument Way	Phase 2 - (0-5 years)
6	Ashley Road Depot	Phase 2 - (0-5 years)
7	Futon Factory	Phase 2 - (0-5 years)
8	Cannon Street Jersey Fabrics	Phase 2 - (0-5 years)
9	Berol House & Yard	Phase 2 - (0-5 years)
10	Ashley House & BP	Phase 2 - (0-5 years)
11	Ashley Road south east	Phase 2 - (0-5 years)
12	Station island west	Phase 2 - (0-5 years)
13	Station island centre	Phase 2 - (0-5 years)
14	Retail Park west	Phase 2 - (0-5 years)
15	Retail Park central	Phase 3 - (5-10 years)
16	Over Station Development	Phase 4 - (10+ years)
17	Retail Park east	Phase 4 - (10+ years)
18	Watermead Way	Phase 4 - (10+ years)

5.2 CAPACITY SCHEDULE

Site Name	Area (ha)	Developed (ha)
Station Square	1.4	0.9
Station Square West A	0.3	0.3
Station Square West B	0.3	0.3
Station Square West C	0.5	0.5
Station Square West D	0.4	0.4
Station Square West E	0.6	0.6
Ashley Road South	2.5	2.5
Ashely Road North	1.6	1.6
Tottenham Hale Retail Park	4.8	4.8
Welbourne Centre	0.6	0.6
Monument Way	0.6	0.6
Total	13.8	13.3

Hotel, Office & Light Industry	Jobs
-	-
-	-
-	-
46,224 sqft	-
-	-
-	-
156,220 sqft	726
39,744 sqft	185
169,551 sqft	1,313
-	-
-	-

GEA (sqft)
GEA (sqm)
GIA (sqm)
NIA (sqm)
Jobs / Dwellings

411,739 sqft
38,252 sqm
34,427 sqm
25,820 sqm
2,223

Retail, Food & Leisure	Jobs	Community
17,376 sqft	85	-
23,181 sqft	127	-
19,967 sqft	98	-
10,879 sqft	53	-
5,136 sqft	25	-
15,023 sqft	73	-
21,216 sqft	110	1,144 sqft
-	-	43,699 sqft
204,374 sqft	1,023	2,636 sqft
-	-	18,342 sqft
-	-	-

Residential		
GEA (sqft)	Dwellings (dw)	Density (dw/ha)
152,721	190	218
121,862	120	364
128,601	127	409
190,394	188	353
82,068	81	182
194,695	192	303
501,567	438	186
225,169	182	110
1,089,532	1,008	210
128,825	127	217
34,371	42	43

317,152 sqft	65,821 sqft
29,464 sqft	6,115 sqm
26,518 sqft	5,503 sqm
19,888 sqft	4,128 sqm
1,593	

2,849,805
264,755
238,280
178,710
2,694

5.3 RESIDENTIAL CAPACITIES

Site Name	Size (ha)	Developed site
Station Square	1.4	0.9
Station Square West A	0.3	0.3
Station Square West B	0.3	0.3
Station Square West C	0.5	0.5
Station Square West D	0.4	0.4
Station Square West E	0.6	0.6
Ashley Road South	2.5	2.5
Ashely Road North	1.6	1.6
Tottenham Hale Retail Park	4.8	4.8
Welbourne Centre	0.6	0.6
Monument Way	0.6	0.6
Total	13.8	13.3

Typology			
Tower	Flats Core	Flats Deck	
-	-	-	-
86,904	34,958	-	-
65,324	50,372	12,905	-
85,472	104,922	-	-
-	20,670	61,398	-
-	130,515	64,180	-
-	295,468	177,905	-
-	125,246	27,110	-
136,630	637,422	315,480	-
116,497	-	12,328	-
-	-	-	-
490,827	1,399,573	671,306	-

	sqft to sqm	GEA to GIA	GIA to NIA
Factor	0.092903	90%	75%

Residential							
Maisonette	Terrace	Mews	GEA (sqft)	GEA (sqm)	GIA (sqm)	NIA (sqm)	Dwellings (dw)
-	-	-	-	-	-	-	190
-	-	-	121,862	11,321	10,189	7,642	120
-	-	-	128,601	11,947	10,753	8,065	127
-	-	-	190,394	17,688	15,919	11,940	188
-	-	-	82,068	7,624	6,862	5,146	81
-	-	-	194,695	18,088	16,279	12,209	192
-	-	-	473,373	43,978	39,580	29,685	438
-	72,813	-	225,169	20,919	18,827	14,120	182
-	-	-	1,089,532	101,221	91,099	68,324	1,008
-	-	-	128,825	11,968	10,771	8,079	127
-	47,424	-	47,424	4,406	3,965	2,974	42
-	120,237	-	2,681,943	249,161	224,244	168,183	2,694



PART 6: **APPENDIX**

Tottenham Hale has been identified through the London Plan as part of a potential future District Centre. There will be opportunities for new shops, community and leisure facilities. The Council's Housing Zone bid proposes 4,000 new jobs which will be delivered through both intensified existing and new business uses.





6.1 HISTORICAL EVOLUTION

Investment in the railways made Tottenham Hale a good place for industry. Tottenham Hale has a proud history of making and production.

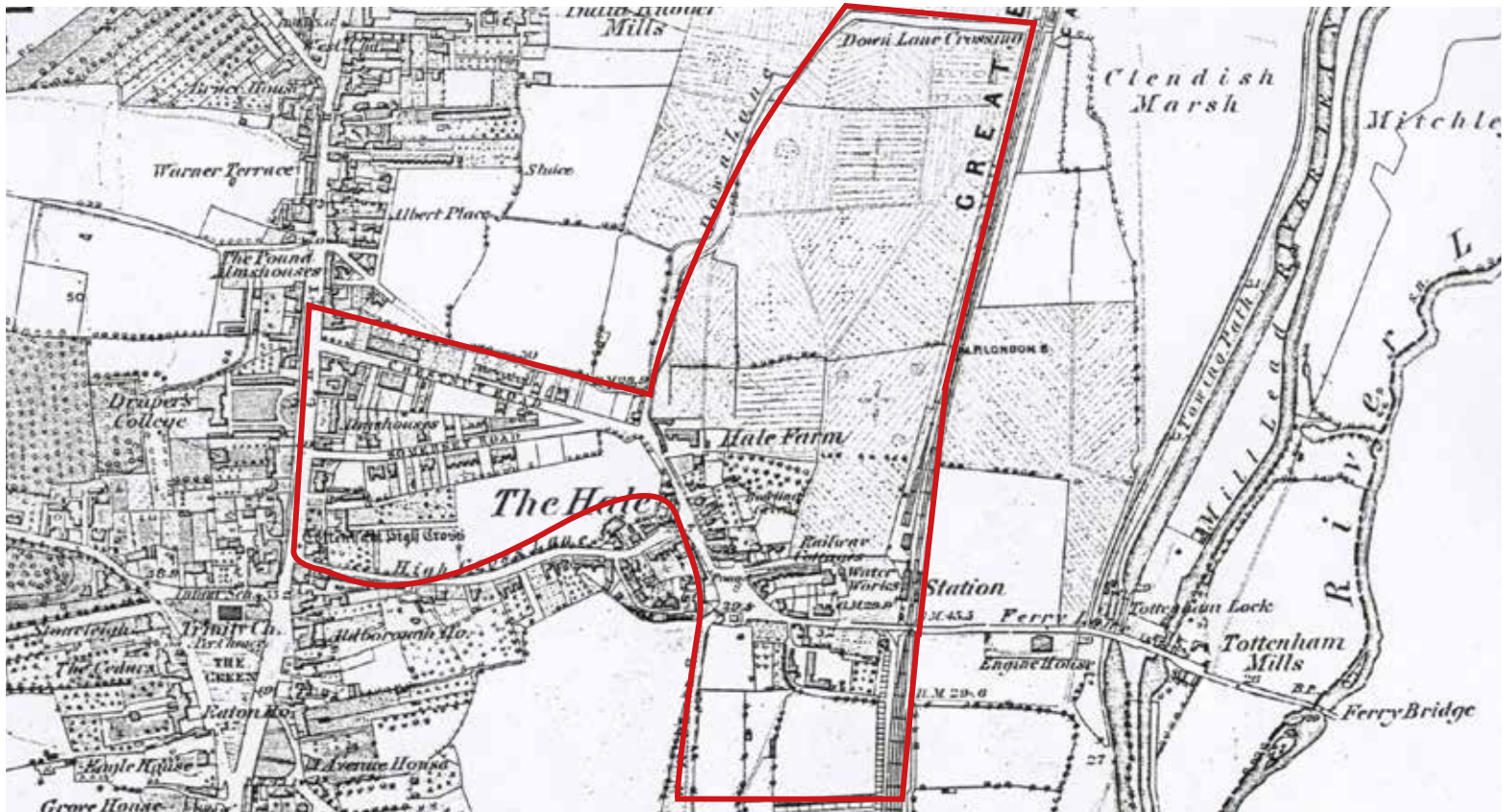
6.1.1 Tottenham Hale's history – a story of change and innovation

Whilst there has been a settlement at Tottenham for over a thousand years, with the area becoming especially popular during the Tudor period as a recreation and leisure destination for wealthy Londoners, it remained largely rural until the 1870's. Indeed, although train services began to pass through Tottenham in 1840, as part of the new line between north London and Cambridge, development was fairly limited.

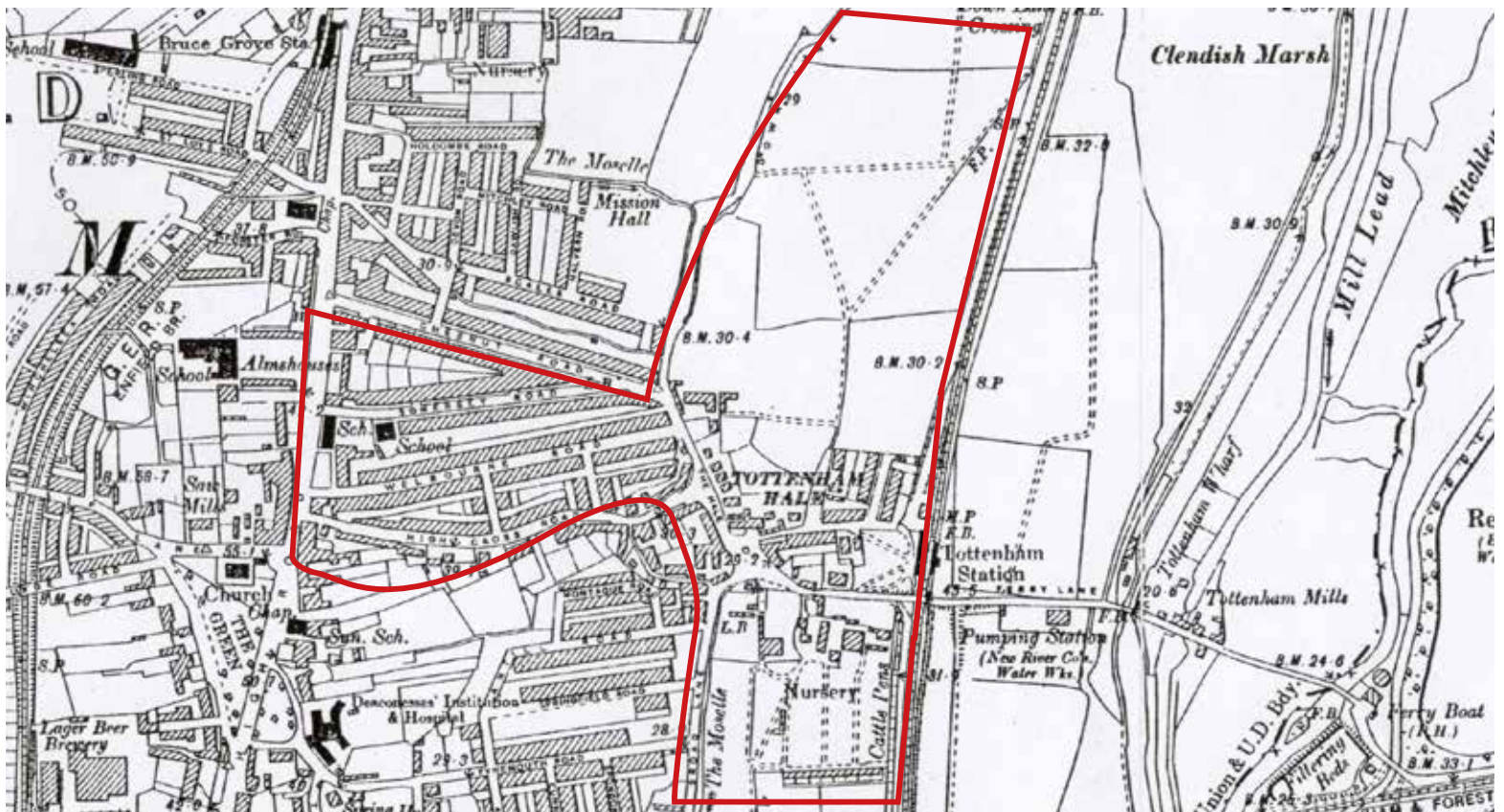
In the late 1870's the line's operator introduced special lower fares for workers, which encouraged house building in the area and quickly transformed Tottenham into an early and important London suburb.

In particular, the areas to the west of Tottenham Hale station developed rapidly during this time. No significant development on the marshes to the east of Tottenham Hale station took place until the early 1900's, when industrial uses began to locate between the railway line and the River Lee. Prior to this, development was limited to a handful of buildings along Ferry Lane.

Industrial development between the railway and the river intensified throughout the twentieth century up until the 1970's. The last two decades of the twentieth century and first few years of the twenty-first century saw a number of these industrial sites redeveloped for housing.



Tottenham Hale 1863



Tottenham Hale 1894



Tottenham Hale 1920



Tottenham Hale 1938



The Hale and factory chimney, 1955



The Hale and factory chimney, 1955



The Pound at The Hale, 1866



Cottages, The Hale, 1907



Looking north-east, over The Hale towards the Pound, c.1950



Tottenham High Cross, looking east to the Hale, 1955



Hale Gardens, 1907



The Hale, looking east to Ferry Lane, 1955



Station Road, looking west, 1955

6.2 SITE ANALYSES

- Areas benefiting from flood defences
- Flood Zone 2
- Flood Zone 3
- ||||| Main Rivers

6.2.1 Flood risk

Much of the Tottenham Hale area falls within Flood Zone 2 as shown on the adjacent diagram. The Environment Agency defines Flood Zone 2 as land having between a 1 in 100 and 1 in 1,000 annual probability of river flooding; or Land having between a 1 in 200 and 1 in 1,000 annual probability of sea flooding. Most types of developments are considered appropriate within Flood Zone 2, with an exception test (a method to demonstrate and help ensure that flood risk to people and property will be managed satisfactorily, while allowing necessary development to go ahead in situations where suitable sites at lower risk of flooding are not available) is only required for those forms of development considered to be highly vulnerable.

Site specific proposals will need to be supported by flood risk assessments as schemes come forward. However, all identified development sites within the DCF are included as prospective development site allocations within the Tottenham Area Action Plan (AAP) and have therefore undergone initial screening assessments as part of the Strategic Flood Risk Assessment (SFRA) process.

Reference should be made to the SFRA as in addition to this providing some general commentary across all the identified sites, there is mention of a number of potential options for strategic measures to reduce flood risk in the area. This should be taken in the context of all the identified sites across the DCF area coming forward as site allocations for high density forms of development.



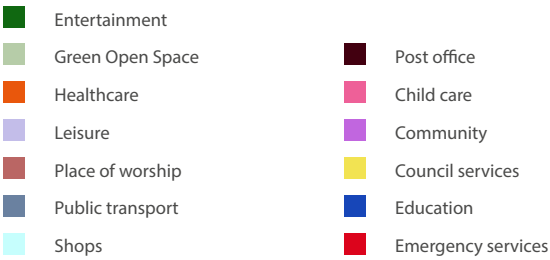
Flood risk map (source, Environment Agency online)

6.2.2 Community facilities

Currently, community facilities in the form of schools, shops and council services, are concentrated along the axis of Tottenham High Road. With recent developments such as Hale Village combined with the future planned growth at Tottenham Hale, there is a growing local need to improve access to the capacity of local community facilities in the Tottenham Hale area.

The Harris Academy, based in the former Techno Park site on Ashley Road, is a brand new all-through school which first opened in September 2014. Intake began with a reception year group in the primary phase and a Year 7 in the secondary phase. These phases will grow by a year group each September until full capacity including the establishment of a Sixth Form.

An already identified priority is the need for new community health facilities to meet the needs of an existing and rapidly growing local population. A new facility is being earmarked for a site within the central area of the new District Centre. This will act as a critical piece of community infrastructure for the Tottenham Hale area and will be an important focus for community services. The opportunity exists to widen the range of services and facilities provided by such a centre through the provision of more general community spaces as part of this facility.



Plan of community facilities across Tottenham Hale

6.2.3 Structure

Tottenham Hale’s structure is defined by the fine east-west grain of Victorian and Edwardian terraced housing. Housing and industrial estates that were built in the mid- to late- 1900's disrupt this rhythm and do not follow a uniform pattern.

To the west of Tottenham Hale, Tottenham High Road forms a strong north-south route and punctuates the east-west grain. To the east is the open space of the Lee Valley Regional Park.

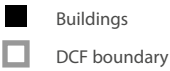


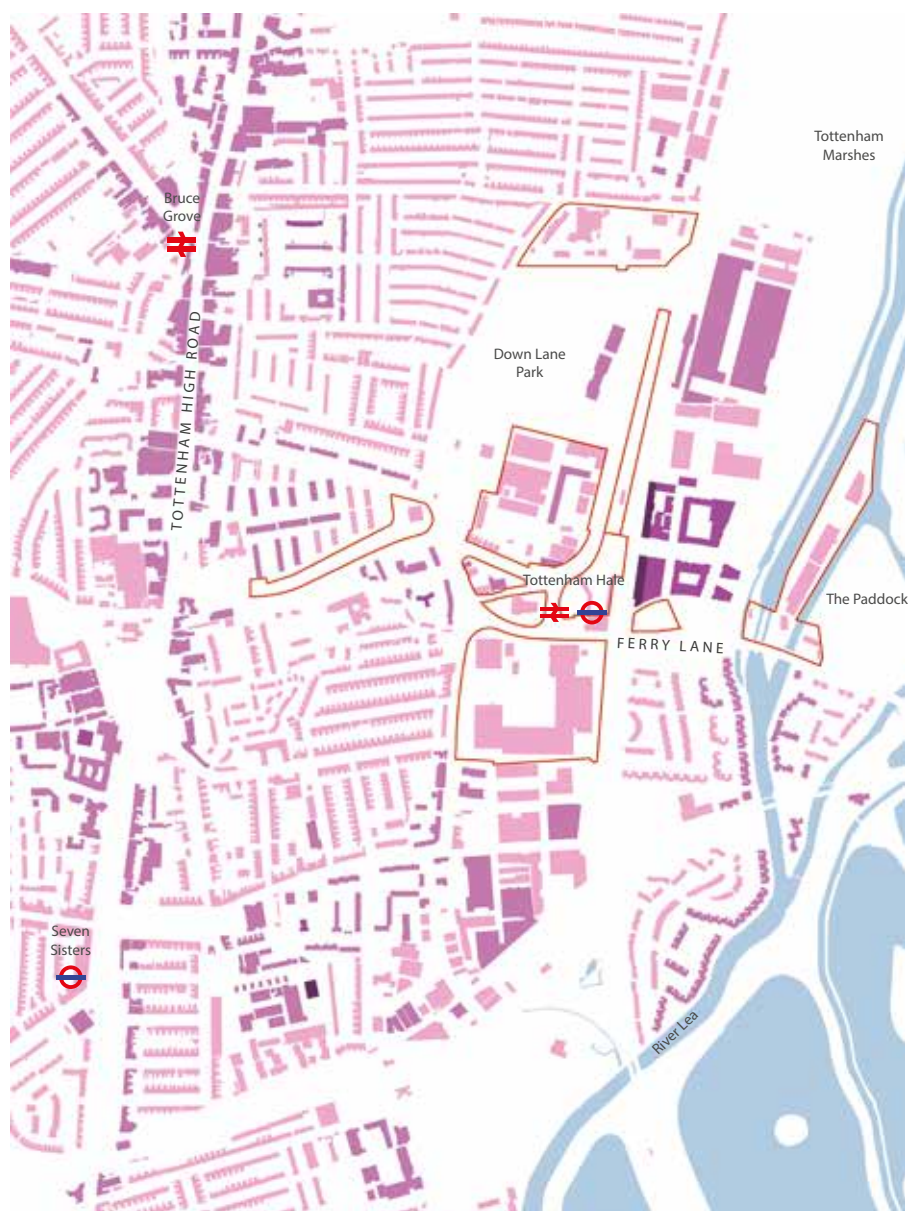
Figure ground plan

6.2.4 Building heights

Most of the existing buildings in Tottenham Hale are low-rise, with the majority of these being no more than two- storeys in height. In particular, two-storey Victorian and Edwardian terraced housing and purpose-built low rise industrial, storage and retail premises, equivalent to two- or three-storeys in height, dominate the area.

Some older existing buildings in the local area, normally public housing estates built in the mid- to late 1900's, are medium rise. These types of building are often four to seven storeys tall.

Newer buildings at Hale Village are a notable exception, being much taller than most nearby development. Indeed, Hale Village will eventually include a tower, in addition to the several eight storey plus buildings that have already been completed.



Existing building heights

6.2.5 Employment land designations

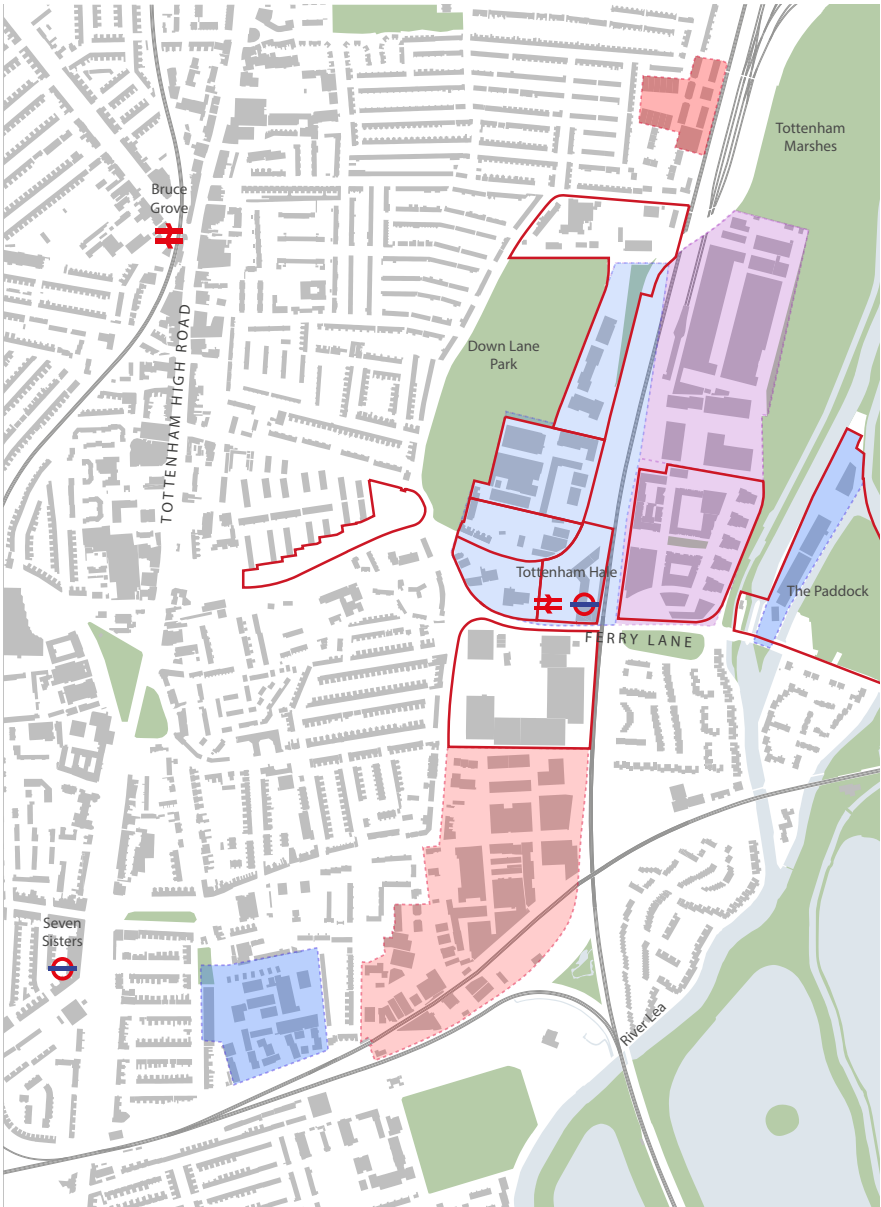
A high proportion of the land in Tottenham Hale is allocated for employment uses and is split into three categories.

Strategic Employment Locations are employment sites that are identified in the London Plan as being very important to London’s economy and must be carefully managed and protected.

Locally Significant Industrial Sites are employment sites that are important for the local economy and protected for B class and physically similar uses.

Local Employment Areas are treated more flexibly and employment generating development that does not fall within a B use class is normally considered acceptable in these locations; in some cases mixed use development including new homes is also considered acceptable.

- Locally Significant Industrial Site (LSIS)
- Strategic Infrastructural Land (SIL)
- Local Employment Area (LEA)
- Development parcels



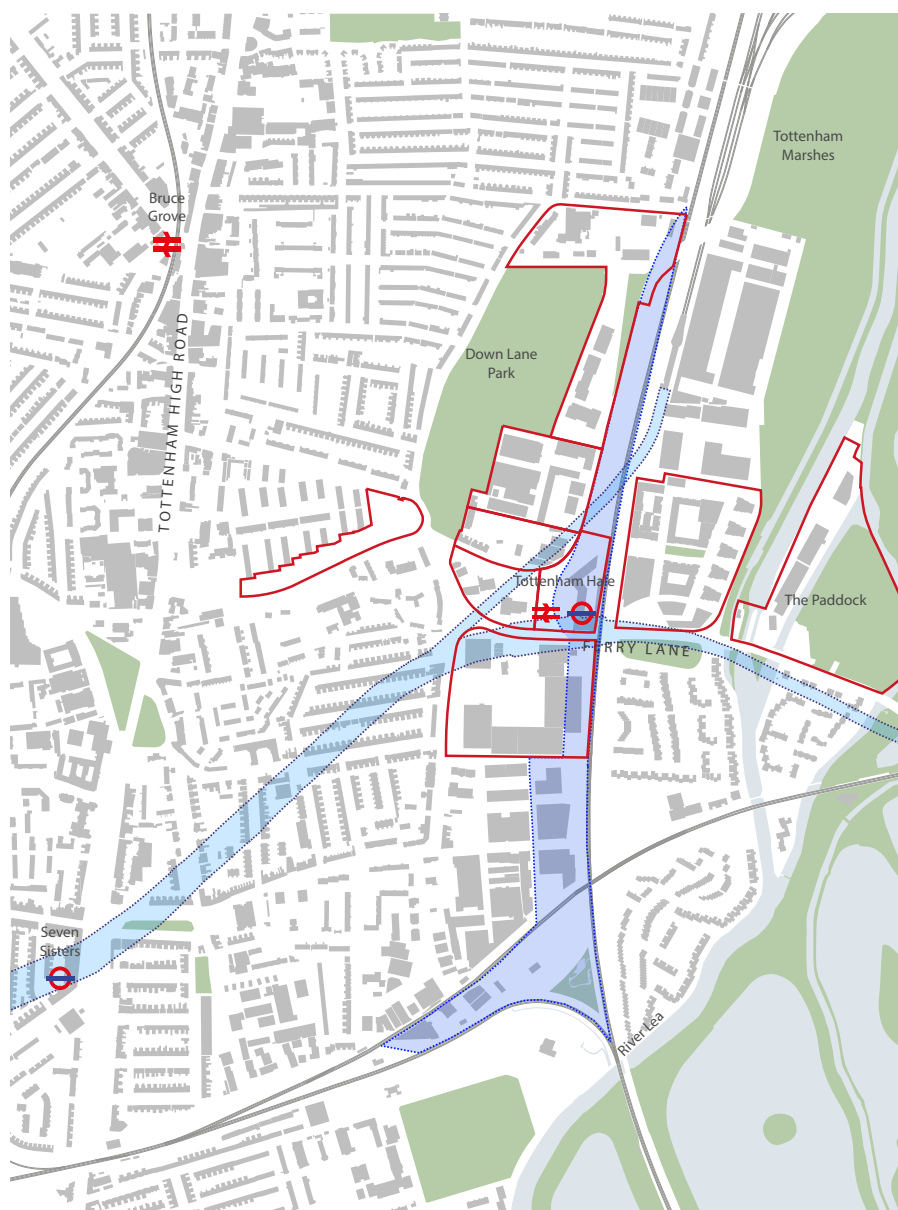
Employment land use designations, Tottenham Hale

6.2.6 Development exclusion zones

The London Underground's Victoria line passes through Tottenham Hale on its way to Walthamstow and also has a separate service line that heads to the depot in Northumberland Park. Certain types of new development, most notably taller buildings, are not feasible above the Victoria line.

Plans for Crossrail 2 to stop at Tottenham Hale are emerging and it is understood that a portal would be located to the south of Ferry Road. If the plans were to go ahead, an area of land to the east of the Tottenham Hale Retail Park development would be safeguarded and potentially required for Crossrail 2 related development.

-  Victoria Line
-  Crossrail 2
-  Development parcels



Plan showing the broad alignment corridor of the Victoria Line infrastructure and the potential safeguarded land required for Crossrail 2

6.2.7 Constraints and opportunities

There are a number of constraints to and opportunities for development in Tottenham Hale. These have had an important impact on the District Centre Framework development parameters.

These constraints and opportunities are:

- Buildings with heritage value along Ashley Road;
- Terrace of Victorian houses along The Hale;
- The approved Premier Inn development on Station Road;
- Potential new contentions between the Chesnut Estate and Tottenham Hale Retail Park and surrounding areas;
- Improved crossings over the railway line, in particular at Ferry Lane;
- The need for acoustic mitigation between main roads and the railway line and new homes, especially along Monument Way;
- Key frontages that can be developed to enhance the area;
- An emerging “high street” along Broad Lane;
- Potential for the creation of new public realm, including an east-west green link and a north-south pedestrian-priority route;
- Adjoining residential and employment neighbourhoods;
- Foundation constraints due to the Victoria line and Crossrail 2; and
- Key vistas looking out onto the Lee Valley Regional Park and Down Lane Park.





Overview of environmental analysis

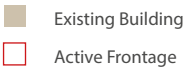
6.2.8 Active frontages

At present the buildings in Tottenham Hale have a relatively small amount of active frontage that addresses the street.

The largest stretches of active frontage are at Tottenham Hale Retail Park. However, the Retail Park looks inwards and the active frontage does not generally address the surrounding streets.

Elsewhere there are several places, especially in commercial areas, where building frontages face into courtyards rather than outwards towards the street.

Monument Way is notable for having no active frontage on its entire north edge, due to the very inward-looking nature of the Chesnut Estate, as well as little active frontage on its south edge. The Hale Wharf site faces towards the River Lee Navigation, but does not have any active frontage that addresses the Paddock Community Nature Park to the east.



Active frontages – where new development will directly address the streets from which they are accessed

6.2.9 Pedestrian and cycle routes and open spaces

The majority of existing pedestrian and cycle routes in Tottenham Hale are along busy roads, though the Lee Valley does offer a good, traffic-free north-south route. There are opportunities for new pedestrian and cycle routes that use quieter roads.

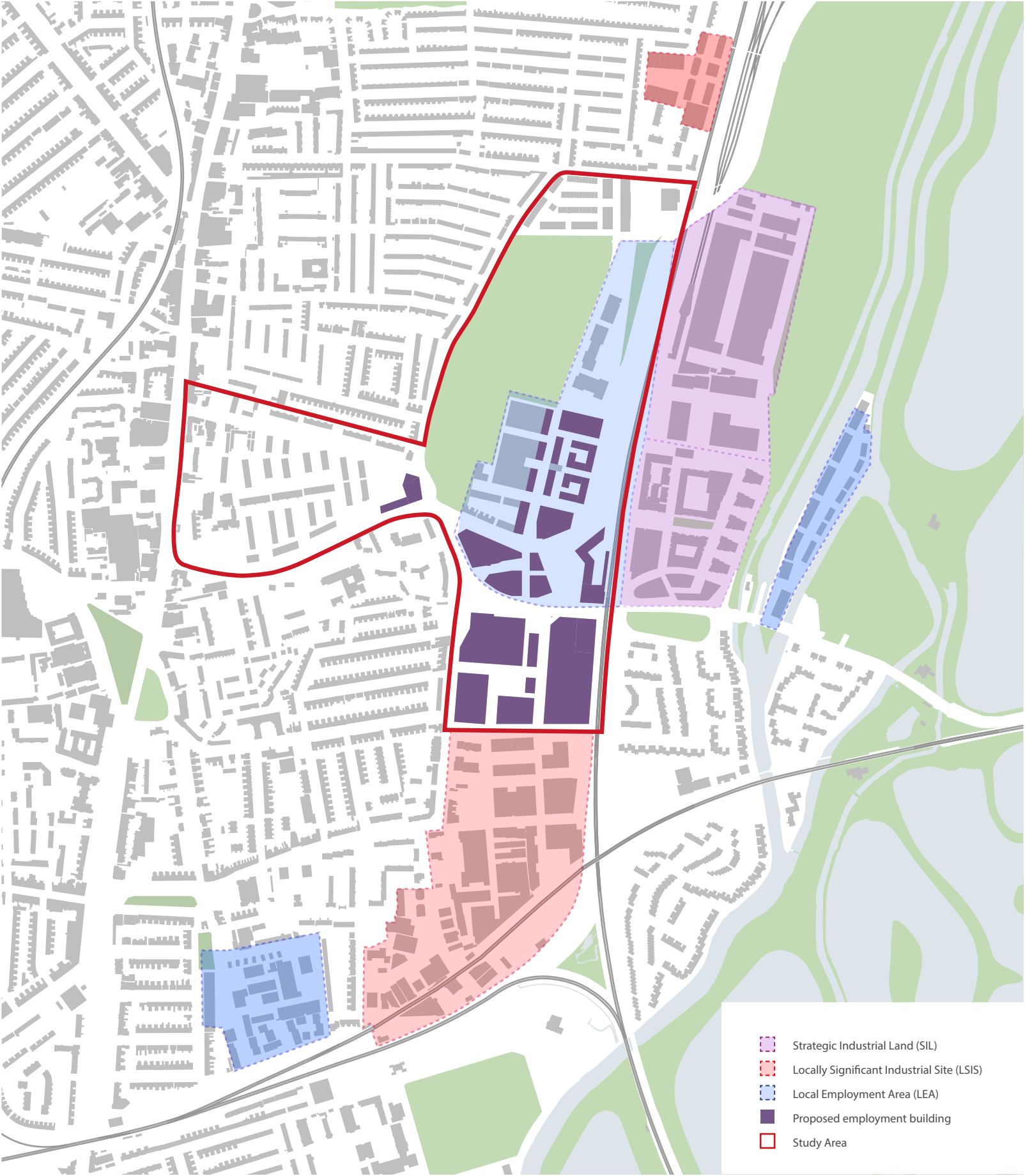
As well as being near to a number of parks, including Down Lane Park and Markfield Park, Tottenham Hale is within close proximity of the Lee Valley Regional Park and Tottenham Marshes. The Walthamstow Wetlands Visitor Centre, which is currently under development, will enhance the experience of people coming to this area.

The River Lee, the River Lee Navigation and other connected waterways are also nearby. Smaller open spaces are also important. These include the surviving nearby key public spaces discussed in relation to Tottenham Hale's historic development as well as newer pieces of open space such as Perkyn Square and the green strip between Ferry Lane and Jarrow Road.

- Pedestrian Route
- Existing Cycle Route
- - - Proposed Cycle Route



Pedestrian and cycle routes



Employment designations and DCF employment uses



Housing types



Ground floor use

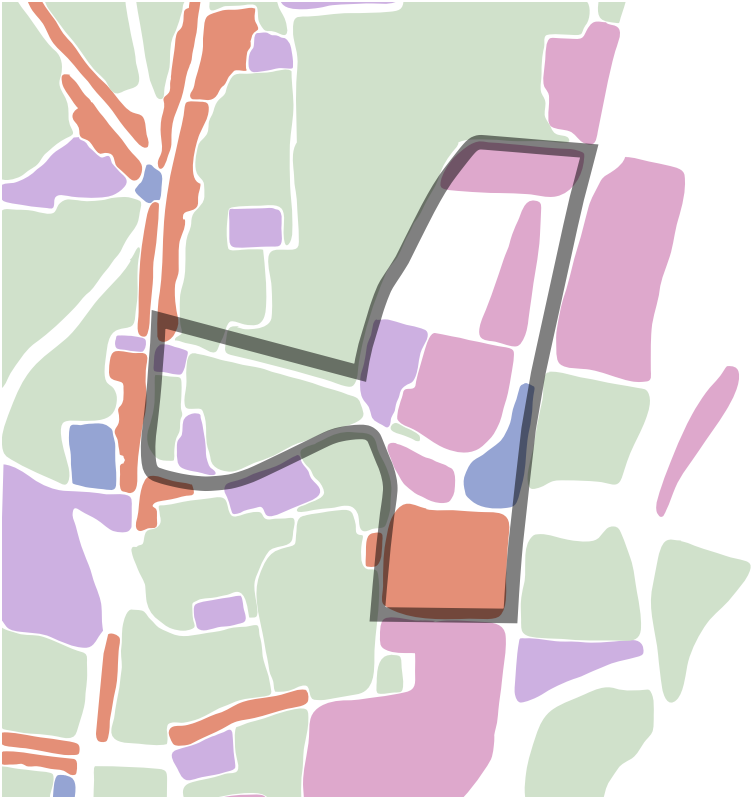


Typical floor use

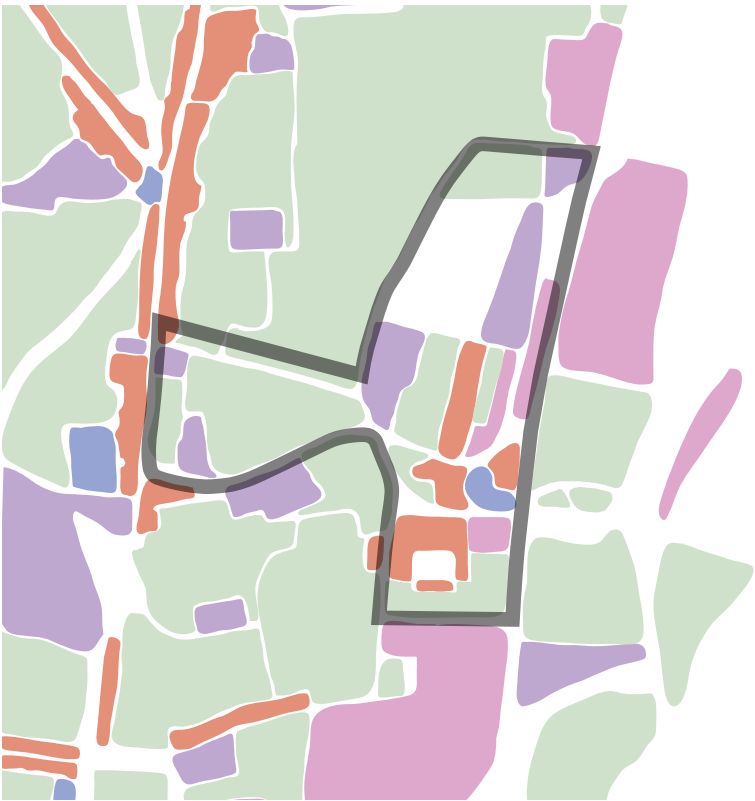
6.3 Evolution of character areas

The existing grain and land use character of Tottenham Hale reflects its legacy of large scale factories and industrial sites which once occupied the area. Correspondingly, the urban grain is coarse. An important objective of the DCF is to ensure new development is well integrated with its surrounds and a finer grain of development is promoted throughout the area.

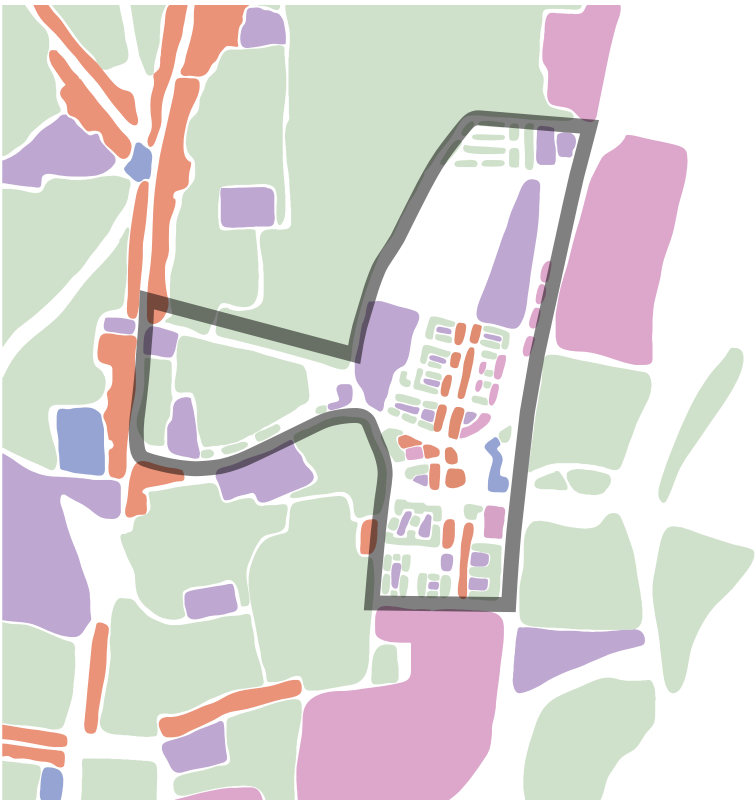
- Residential
- Transport
- Community
- Commercial
- Retail
- Development Parcels



Existing Land Use



DCF1 Proposed Land Use



DCF2 Proposed Land Use

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