

# TOTTENHAM HALE

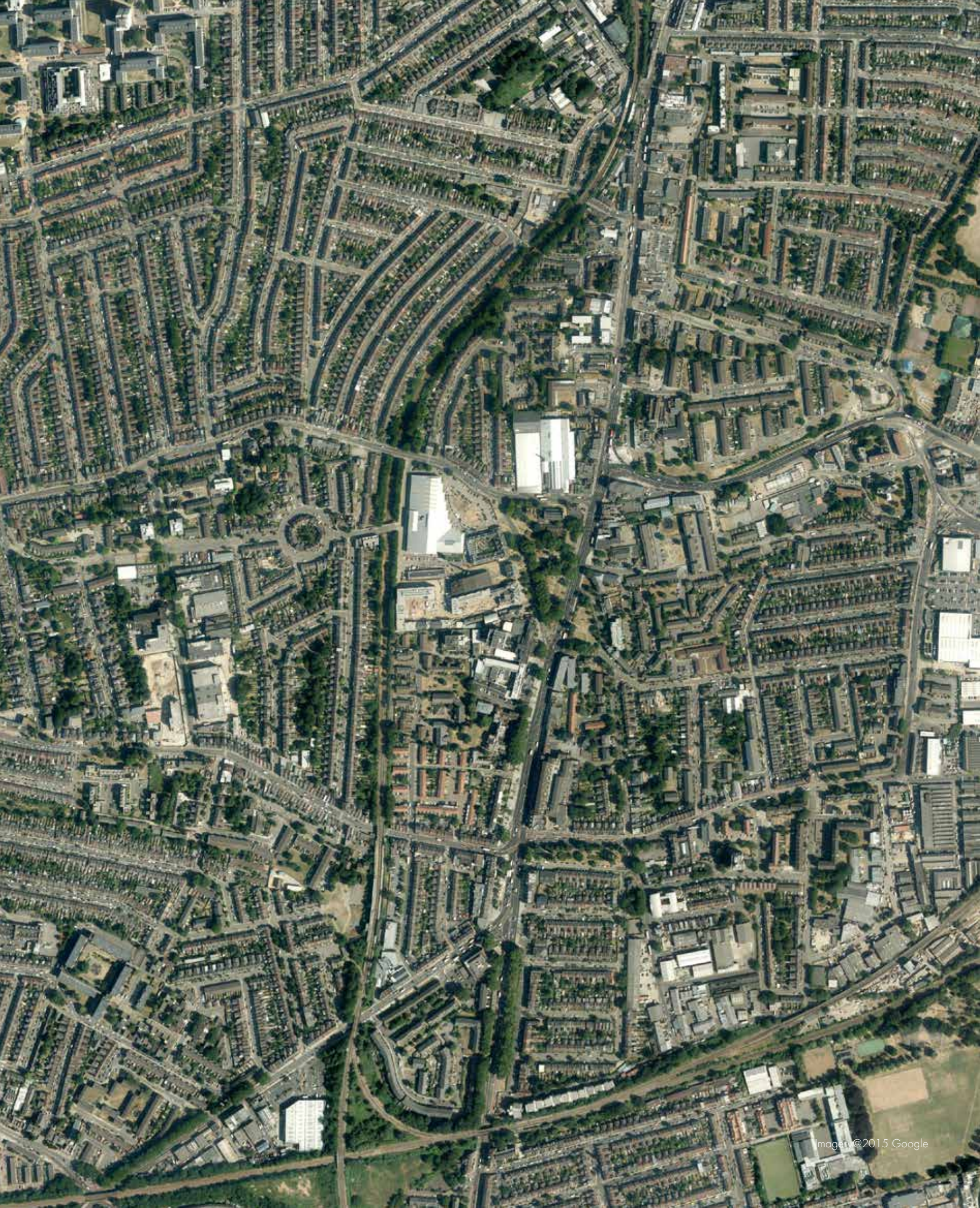
## DISTRICT CENTRE FRAMEWORK

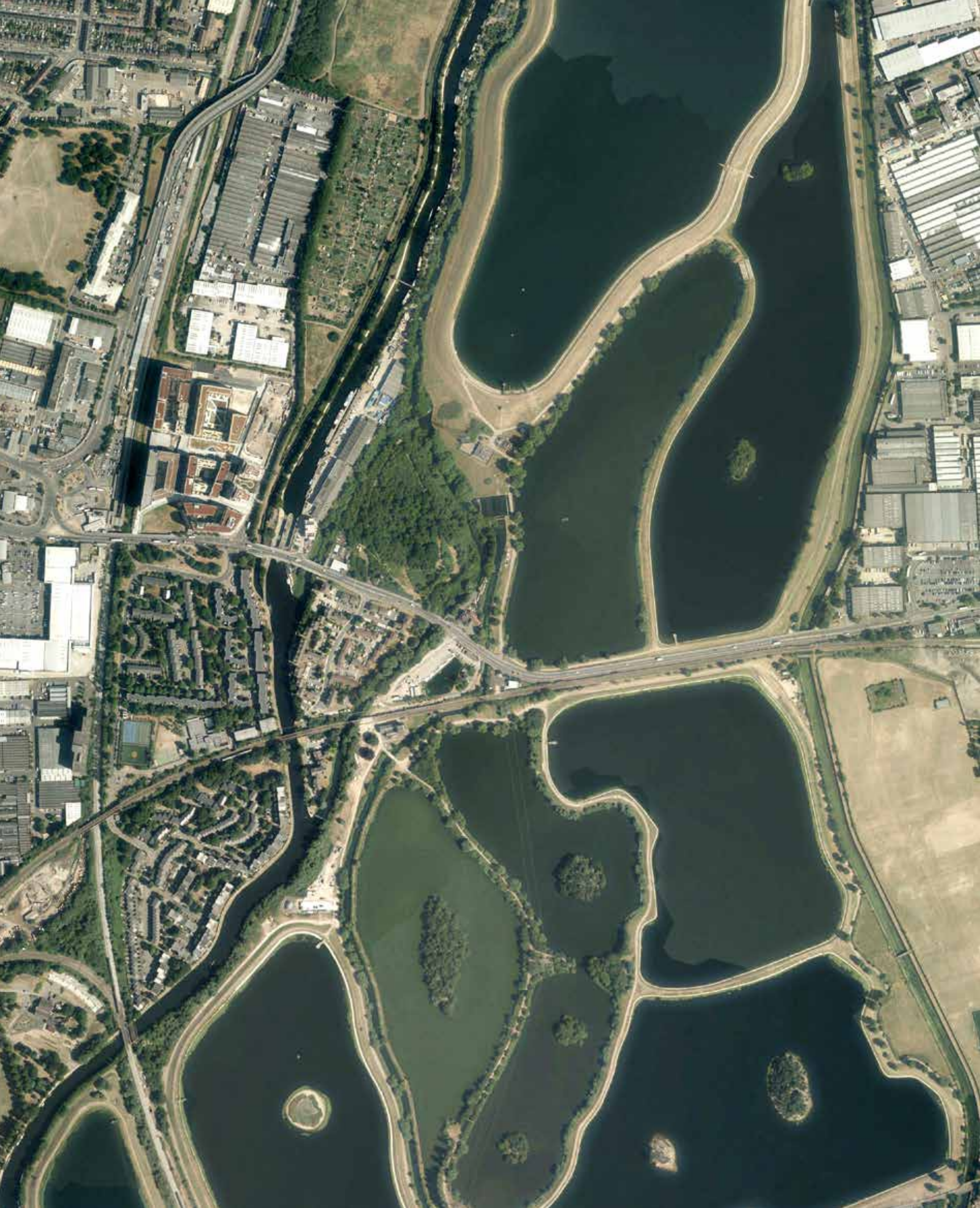
**Tottenham**

**Haringey**  
LONDON

Allies and Morrison  
Urban Practitioners

December 2015





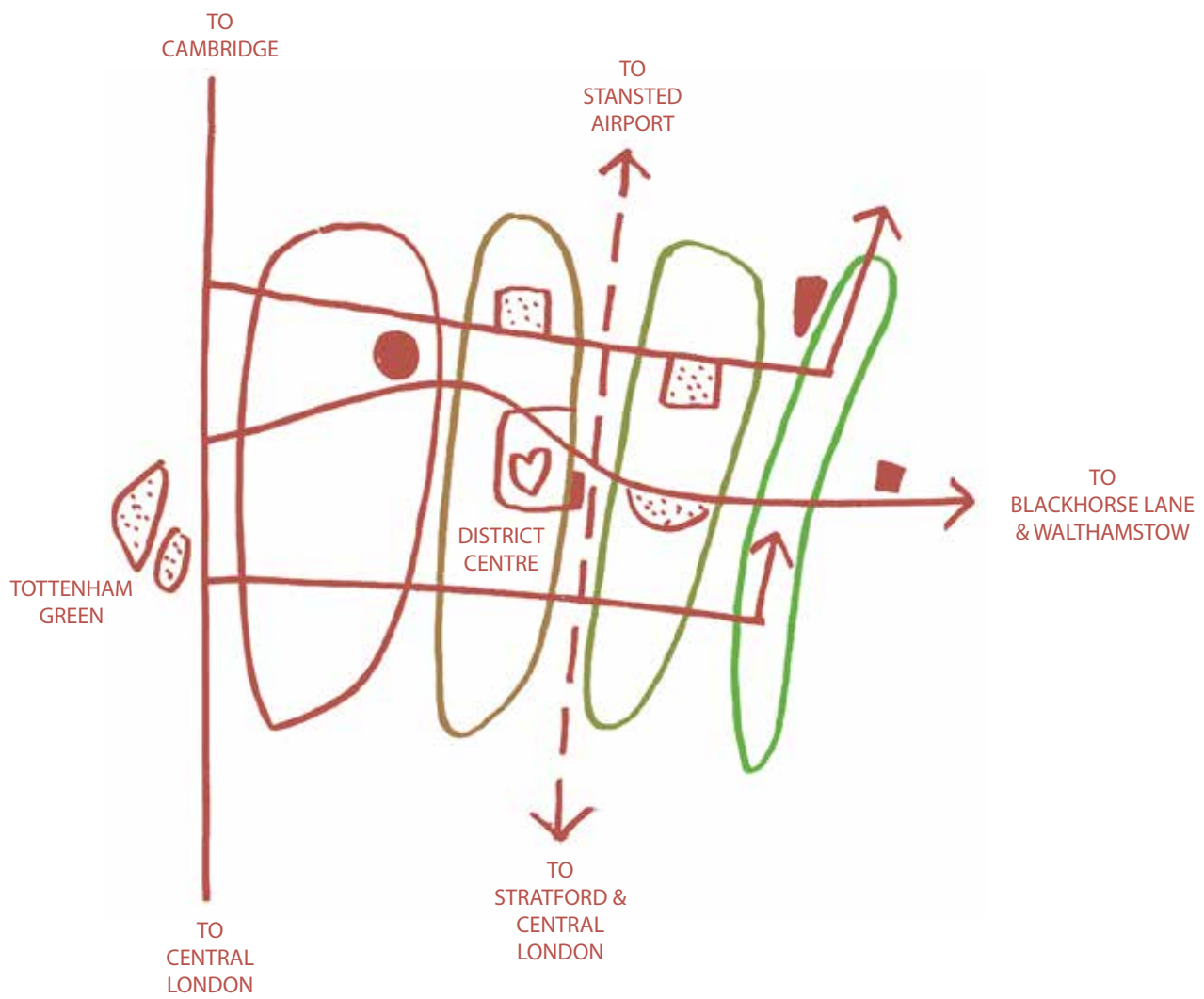


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# FOREWORD

The Tottenham Hale area benefits from unique environmental, social and economic assets. The open landscape of the Lee Valley Regional Park is a short walk away from Tottenham Hale station as a major leisure and community resource; there is a diverse and tight-knit local community who are passionate about the future of the area; and Tottenham Hale is emerging as a location of choice for a growing community of creative industries.

Tottenham Hale is a key strategic location in London which has significant potential for new investment to create new homes and employment. Central to this transformation will be the emergence of a new 'district centre'.

The Tottenham Hale District Centre Framework (DCF) will enhance these assets and outline a framework for investment which will deliver a new high quality heart for the area.

The DCF helps shape development through form, massing, routes and movement, uses and design principles, and will inform a strategy for a successful twenty-first century district centre. Parallel studies have been undertaken to complement the guidance contained in this framework, including strategies for public realm, green and open spaces and meanwhile uses.

A number of potential development sites have already been identified. The DCF sets out how these can come together to realise the vision set out in the Tottenham Area Action Plan. The Tottenham Hale DCF has been prepared specifically to provide clarity and guidance relating to relevant development guidance for these identified sites. This work has been informed through engagement with the community, stakeholders and key landowners / developers in the Tottenham Hale area.

The Tottenham Hale DCF will act as a key part of the evidence base to inform the Tottenham Area Action Plan (AAP). The Tottenham AAP will allow for the implementation of proposals for the Tottenham Hale District Centre.





# PART 1: INTRODUCTION

Tottenham Hale sits at the heart of the Upper Lee Valley Opportunity Area, one of the largest Opportunity Areas in London covering 3,884 hectares.



## 1.1 WHY TOTTENHAM HALE?

Major investment has already commenced in Tottenham Hale with the delivery of the Hale Village development. The railway, road network and waterways create a unique series of opportunities and challenges.

### 1.1.1 Opportunities and challenges

The Upper Lee Valley corridor is identified for significant growth and investment in the London Plan. As identified in the supplementary Upper Lee Valley Opportunity Area Planning Framework, the Tottenham Hale growth area is the single largest growth area in the corridor.

The foundations underpinning the transformation of the Tottenham Hale area into a thriving new district centre, focused around a new public transport interchange, were established over 10 years ago. The first iteration of the London Plan, adopted in February 2004, identified the Upper Lee Valley as one of London's largest Opportunity Areas. Tottenham Hale, which has excellent levels of public transport accessibility, proximity to the open landscapes of the Lea Valley Regional Park and prevailing, in relative terms, low density land uses, was earmarked for significant levels of investment and growth.

In light of this, supported by the then London Development Agency, a masterplan and framework for change was prepared for the Tottenham Hale area which was subsequently adopted as a Supplementary Planning Document by Haringey Council in 2006. Planning permission was granted in May 2007 for the mixed use redevelopment of one of the largest opportunity sites identified. The final phases of Hale Village are nearing completion.

Whilst the recession of 2008-09 limited other major developments coming forward, significant public sector investment in local transport infrastructure continued. Transport for London removed the gyratory road system around Tottenham Hale and delivered a radically improved public transport interchange outside Tottenham Hale station as part of a £34m scheme of improvements. Planning permission for a new Tottenham Hale station building was granted in 2014 and work is due to commence in 2016.

The regeneration of Tottenham Hale is already underway. The Tottenham Hale District Centre Framework (DCF) has been prepared as further momentum continues to build following the award of Housing Zone status for the area in February 2015.

## 1.2 FIVE THEMES

This framework is focused on five key themes. These are set out in parts 3 and 4.

1

**A REVITALISED HEART**

2

**A WELL CONNECTED  
CENTRE**

**3**

**A NETWORK OF GREEN  
AND OPEN SPACES**

**4**

**AN AFFORDABLE  
21ST CENTURY  
NEIGHBOURHOOD OF  
CHOICE**

**5**

**A WORKING CENTRE**

## 1.3 STRATEGIC AND POLICY CONTEXT

Tottenham Hale benefits from strategic and local policies which support the creation of significant number of new jobs and homes.

### 1.3.1 Tottenham's Future - the Strategic Regeneration Framework (SRF)

The Tottenham SRF was published in March 2014 and sets out the vision for Tottenham, as well as a series of strategies and actions for achieving this vision. The vision was arrived at through working closely with the local community to understand their ambitions, so that the numerous initiatives that have been proposed for Tottenham unlock the area's potential for the benefit of its communities.

The Tottenham SRF's strategies set out the need for changes that would help to improve the quality of life for members of the local community. These are discussed below, in chapter 2. One of the key actions for achieving the vision is identified as the successful transformation of Tottenham Hale into London's next great, highly accessible, neighbourhood.

The Tottenham SRF is underpinned by seven strategies that will help to achieve the Council's 20-year vision for the area. These strategies were arrived at through listening to what the community had to say about their aspirations for Tottenham.

### Seven themes for regeneration

1. World-class education and training
2. Improved access to jobs and business opportunities
3. A different kind of housing market
4. A fully connected community with even better transport links
5. A strong and healthy community
6. Great places
7. The right investment and high quality development

The Tottenham Hale DCF sets out to establish detailed parameters for development that will help implement these strategies.

### Vision for Tottenham Hale

The Tottenham Strategic Regeneration Framework (SRF), sets out a vision for Tottenham Hale within the context of the regeneration of Tottenham as a whole. It says that Tottenham Hale is:

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

### 1.3.2 Planning policy context in the Upper Lee Valley

Tottenham Hale is earmarked as a location for major change. Regional and local strategic planning policies position the area as a place for regeneration.

#### London Plan

London Plan Policy 2.13 defines the Upper Lee Valley as an Opportunity Area within which the Mayor of London commits the GLA family to working collaboratively to identify development and growth opportunities and direct public investment and intervention to ensure these areas achieve their growth potential. The Upper Lee Valley Opportunity Area Planning Framework (OAPF) expands on this policy.

#### OAPF

In line with the Further Alterations to the London Plan, the OAPF sets out the delivery of 15,000 new jobs and at least 20,100 new homes by 2031 as one of its objectives. Section 6.2 of the OAPF seeks the delivery of up to 5,000 new homes and 4,000 jobs in the Tottenham Hale growth area by 2031.

#### Haringey Local Plan

Tottenham Hale is identified as one of Haringey's two 'growth areas' in the Haringey Local Plan - Alterations to Strategic Policies 2011-2026 (formerly the Core Strategy). The Local Plan confirms that "Haringey Heartlands and

Tottenham Hale will be the key locations for the largest amount of Haringey's future growth".

This growth strategy is outlined under Strategic Local Policy SP1: Managing Growth which outlines strategic housing and employment targets for these key locations. A more detailed and comprehensive planning strategy for Tottenham is outlined in the Tottenham Area Action Plan (AAP)

#### Tottenham AAP

The Tottenham AAP provides an over arching planning and development strategy for a number of key growth areas in the east of the Borough. These include Tottenham Hale together with Seven Sisters, Tottenham High Road and the Northumberland Park area.

#### SPD

The 2006 Transforming Tottenham Hale: Urban Centre Masterplan Supplementary Planning Document (SPD), has guided the recent redevelopment of the area. The DCF builds on this previous piece of work.

### 1.3.3 DCF Status and boundaries

The Tottenham Hale District Centre Framework has been prepared as a key piece of evidence for, and during the production of, the Tottenham Area Action Plan. Preparation of the DCF has been informed by an extensive and bespoke programme of stakeholder consultation and community engagement. Co-ordinated by Haringey's Tottenham Regeneration team, this process has placed great emphasis on engaging with key landowners and the wider community to ensure all are aware of the vision for change in the Tottenham Hale area and the opportunities open to local people and businesses to become involved with and benefit from the investment being earmarked for the area.

The process of preparing the DCF has been important in that it has been used to test key principles in the emerging Tottenham Area Action Plan – in terms of place making, urban capacity and viability. The DCF sets out high level time scales for the delivery of key identified sites. A number of related parallel strategies set out time scales for individual infrastructure projects.

The DCF is non-statutory guidance but, in view of the comprehensive programme of community and stakeholder engagement, is a material consideration and will assist in determining planning applications.

The DCF focuses on key known development opportunity sites west of the railway corridor in Tottenham Hale. This area, west of the railway line, is considered to represent the focal area for the new district centre at Tottenham Hale with the railway line forming the eastern boundary of the new district centre boundary.

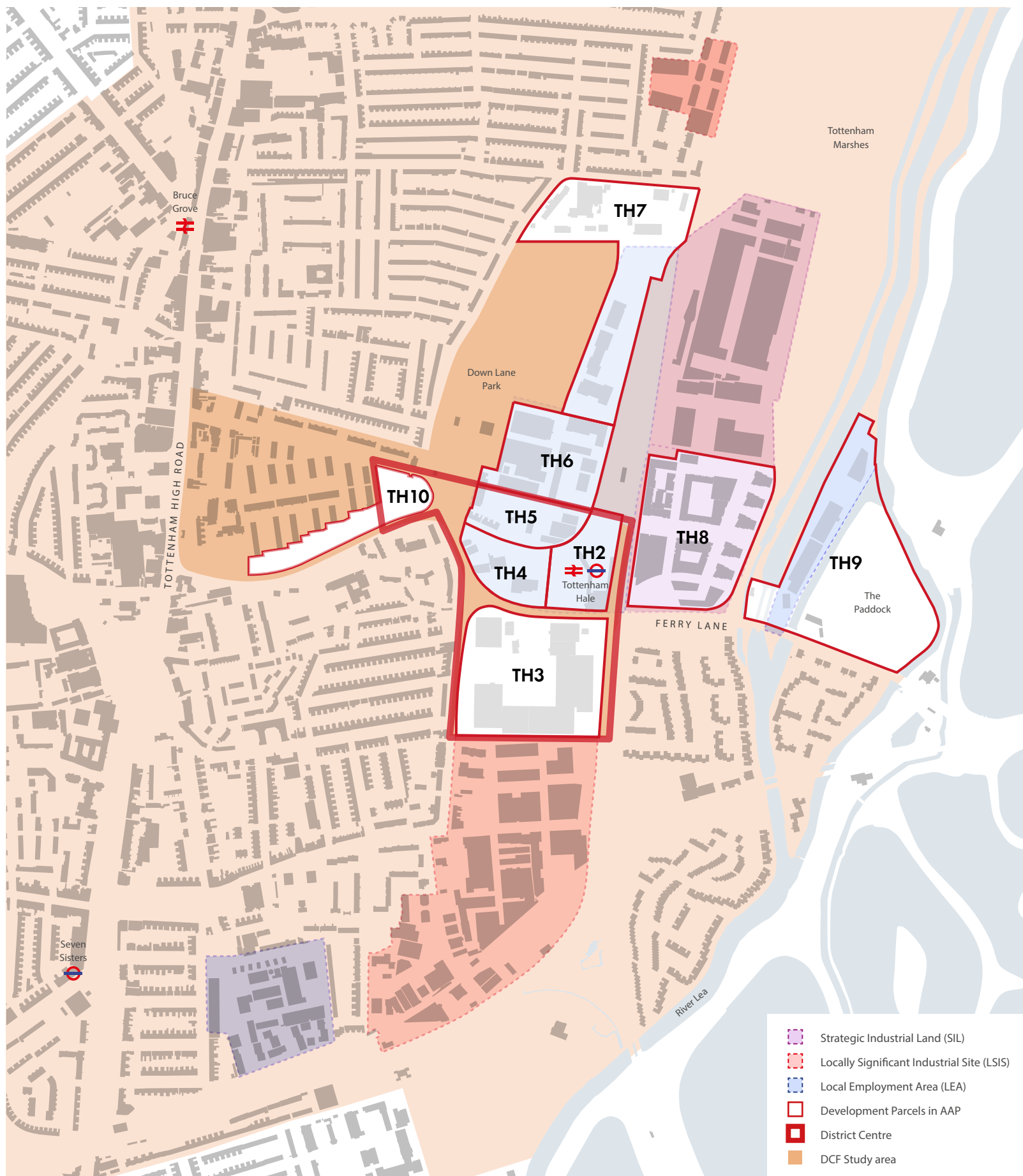
The area covered by the Tottenham Hale District Centre Framework falls entirely within the area covered by the Tottenham Area Action Plan. The boundary for a new district (shopping) centre is defined in the new District Centre Framework although the area covered by the District Centre Framework extends beyond the boundary of this new defined centre. The sites allocated for development in the Tottenham AAP and addressed in the DCF are:

- TH2: Over station development at Tottenham Hale Station;
- TH3: Tottenham Hale Retail Park;
- TH4: Station Square West;
- TH5: Station Square North;
- TH6: Ashley Road South Employment Area;
- TH7: Ashley Road North; and
- TH10: Welbourne Centre & 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.

The diagram opposite includes sites TH8 and TH9 to provide context for the District Centre only. In this sense, it is important to reflect the relationship between sites on both sides of the railway tracks.





DCF boundary image (showing DCF boundary, TH sites, surrounding employment sites)

### 1.3.4 Policy support for the new district centre

The London Plan seeks to co-ordinate development within the network of town centres to ensure that they provide the main foci for commercial development, are conveniently accessible, and provide a sense of place and local identity.

In accordance with Local Plan Policy, the Council will promote and encourage development of retail, office, community, leisure, entertainment facilities, recreation uses, arts and cultural activities within its town centres according to the borough's town centre hierarchy. It is noted that it is possible to identify potential future changes to the borough's town centres over the life of the Local Plan, including potential new centres.

Given the existing scale, role and function and mixed use development which is currently taking projected at Tottenham Hale, the Local Plan identifies the case for Tottenham Hale to be designated as a new District Centre predominantly a significantly growing local need.

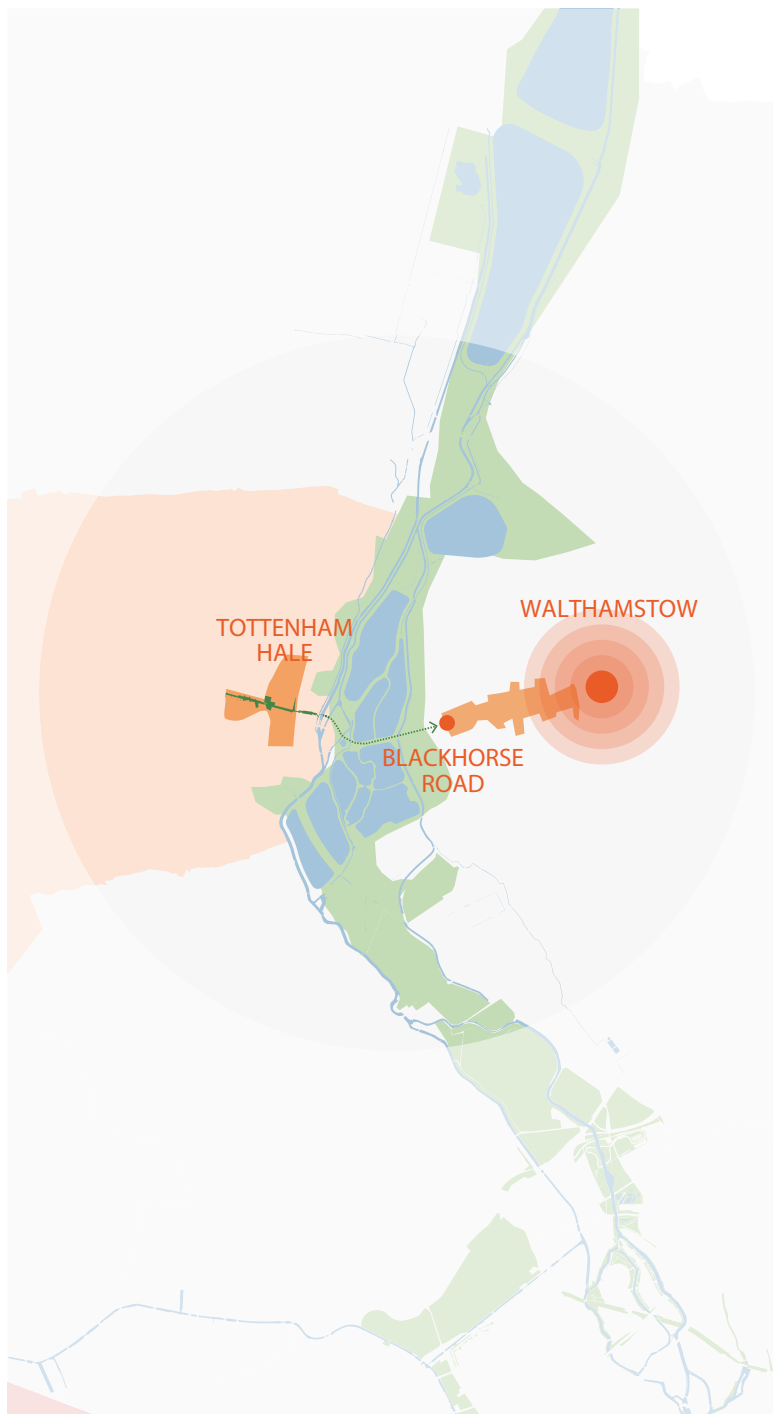
In view of the area's exceptional public transport accessibility and the opportunities presented by the larger sites, the centre is also seen as an appropriate location for new larger office and institutional uses. Specifically, discussions are advancing with the National Centre for Digital Skills to locate a facility within the centre. Such uses are considered entirely appropriate and would help to strengthen and diversify the economic function of the centre as a whole.

Retail hierarchy context: the roles and character of centres

The scale of change planned for the Tottenham Hale area is transformative. Tottenham Hale is already an established retail location, drawing custom from a wide catchment for its 'out of centre' format retail offer. Whilst the overall quantum of retail floor space is unlikely to change radically as the area is transformed, the nature of the retailing and the range of supporting and community services that will be provided within the newly established centre will change and diversify.

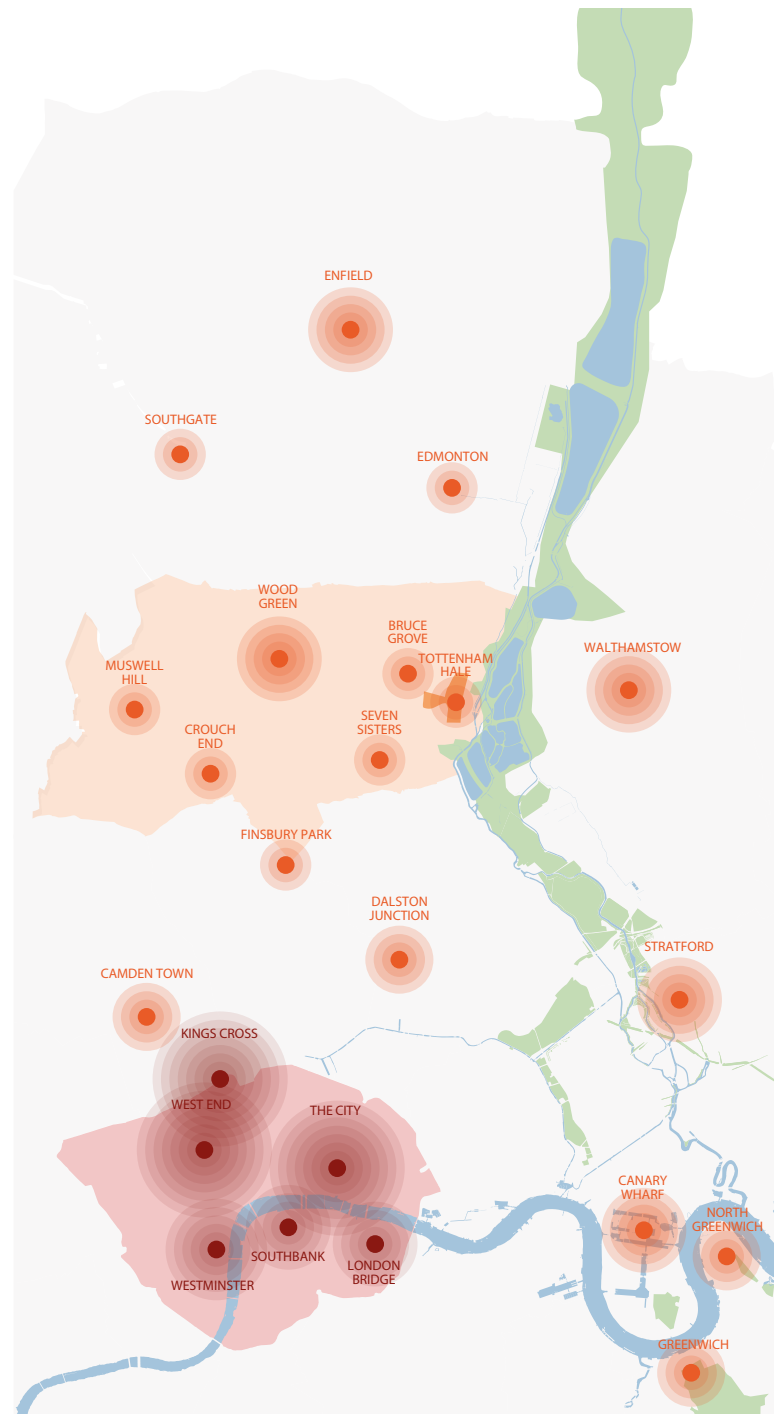
Within the wider context formed by surrounding centres, it is important that the new Tottenham Hale District Centre takes on an appropriate role. The relationship between Tottenham Hale and nearby Tottenham High Road, which includes Bruce Grove/Tottenham High Road and West Green Road/Seven Sisters District Town Centres, is especially important. Rather than seeking to compete for trade, with similar shops, services and facilities, it is considered that Tottenham Hale should seek to provide a complementary offer.

The council has carried out a retail impact assessment of the development of a new district centre at Tottenham Hale which shows that the proposed district centre at Tottenham Hale can be supported without impacting on the vitality and viability of the surrounding network of centres.



Tottenham Hale within the Upper Lea Valley opportunity areas

- Tottenham Hale
- LB Haringey
- Central London



Nearby town centres

- Tottenham Hale
- LB Haringey
- Central London
- Metropolitan Centre
- Major Centre
- District Centre

## 1.3.5 HOUSING ZONE

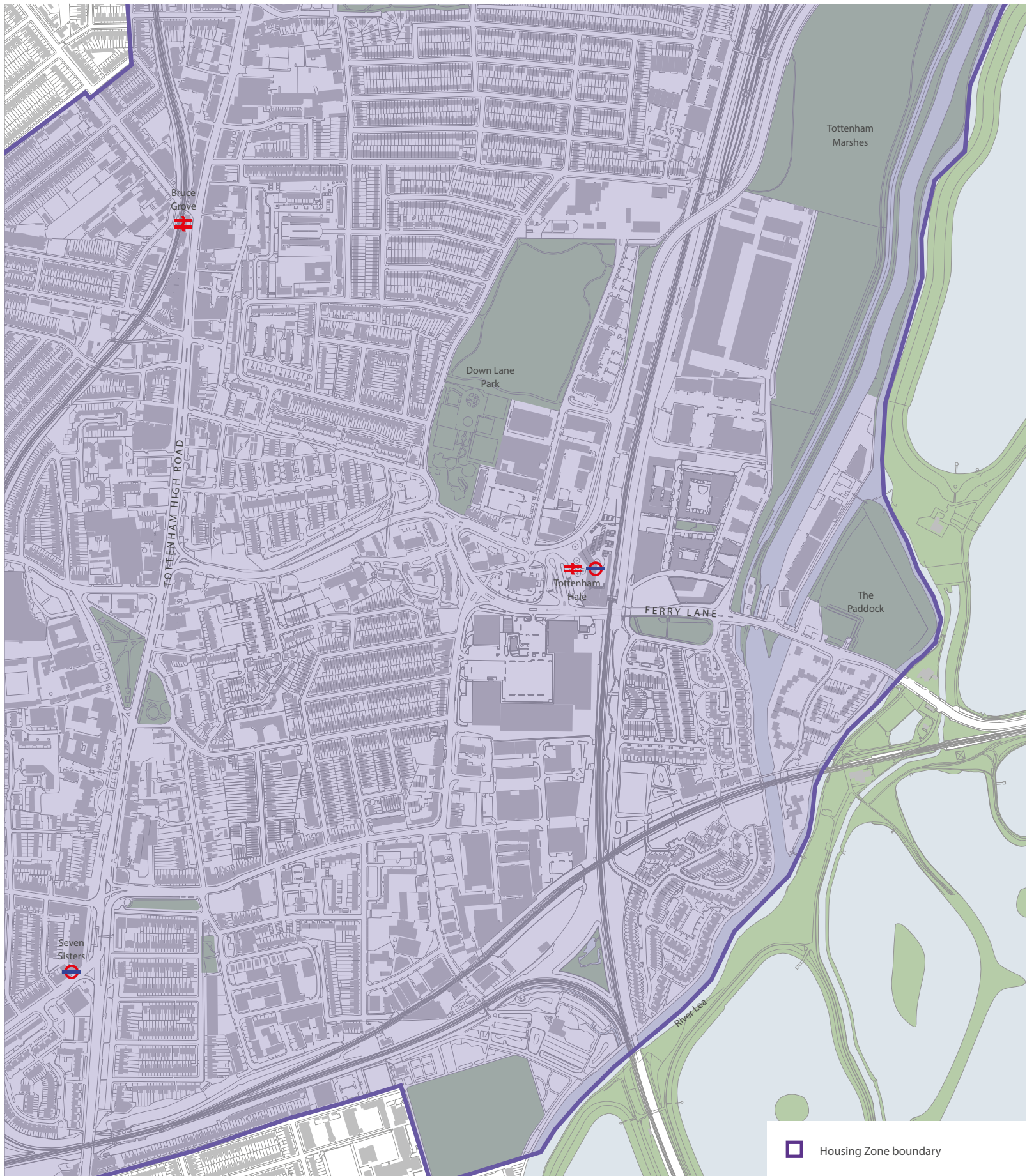
### 1.3.5 Tottenham Housing Zone application

The Tottenham Housing Zone was formally announced in February 2015. It is an expression of joint commitment by Haringey Council and the Mayor of London to accelerate the regeneration of Tottenham Hale.

In total, £44,115,000 has been secured to invest in infrastructure, site viability and site assembly. The bulk of resources secured focus on putting the infrastructure in place to support a growing Tottenham Hale. This includes funding to better connect the neighbourhoods of Tottenham Hale to each other, to the future urban centre, and to the green and blue of the Lee Valley Regional Park.

In terms of housing, the partners are supporting the accelerated delivery of quality affordable and market homes to rent and buy. There will be a significant emphasis on delivering a variety of types of home in different settings.

In terms of an approach to planning, the borough has put in place a robust quality review process which includes external evaluation of applications by an independent quality review panel. With regard to uses and housing types the partners will work together to utilise their planning and delivery tools to seek to achieve a balanced delivery of housing types and tenures, work space and community provision across Tottenham Hale.



Housing Zone

## 1.3.6 PLANNED INTERCHANGE IMPROVEMENTS

Tottenham Hale is already highly accessible but there are a number of key changes recently delivered or set to take place to Tottenham Hale's transport infrastructure that are set to dramatically improve its accessibility

### Strategic connections

Tottenham Hale is well connected to other parts of London and the wider area to the north and north-east. Alongside excellent public transport connectivity, which includes London Underground, main line rail and bus links, it also has excellent local and strategic road connections.

There are further improvements planned. Most notably, one of the options for the proposed Crossrail 2 route includes a stop at Tottenham Hale.

### Highway Network

TfL recently completed its Tottenham Hale Gyratory Project which sought to reduce the severance created by the previous one-way road network. Of particular significance to the station enhancement is the construction of a new integrated bus station to the west of the station and the formation of a new Station Square.

### Third and Fourth Tracking of National Rail Corridor

Funding has been secured for major expansion of the surface rail corridor in Tottenham, providing a significant increase in train frequency. As an independent project, Network Rail is anticipating constructing a new bridge to the north of the existing London Underground concourse spans between Platform 1 and 2 of the national rail tracks. This includes a 16 person fully accessible lift at either end and a small escape / maintenance

stair on its western end. A future bridge link is also proposed from Tottenham Hale station to Hale Village. A turn up and go service to Stratford is also anticipated.

### Crossrail 2

The construction phase of Crossrail 2 has been provisionally planned to commence in 2020, this will include a station at Tottenham Hale and Northumberland Park.

### London Underground Station Improvements and Over-station Development

TfL, in collaboration with the Council, is currently developing proposals for a mixed use over site development to the north of the existing station. It is anticipated that the southern portion of this development will extend over the western section of the expanded station concourse.

### Local bus connections

Tottenham Hale station is very well served by local bus routes, a number of which terminate at Tottenham Hale. These routes provide excellent connectivity to nearby destinations including Wood Green and Walthamstow. Recent improvements to the station have meant that bus routes travelling through or terminating at Tottenham Hale are able to stop outside the entrance to the Tottenham Hale train station. This provides for easy interchange between public transport modes.

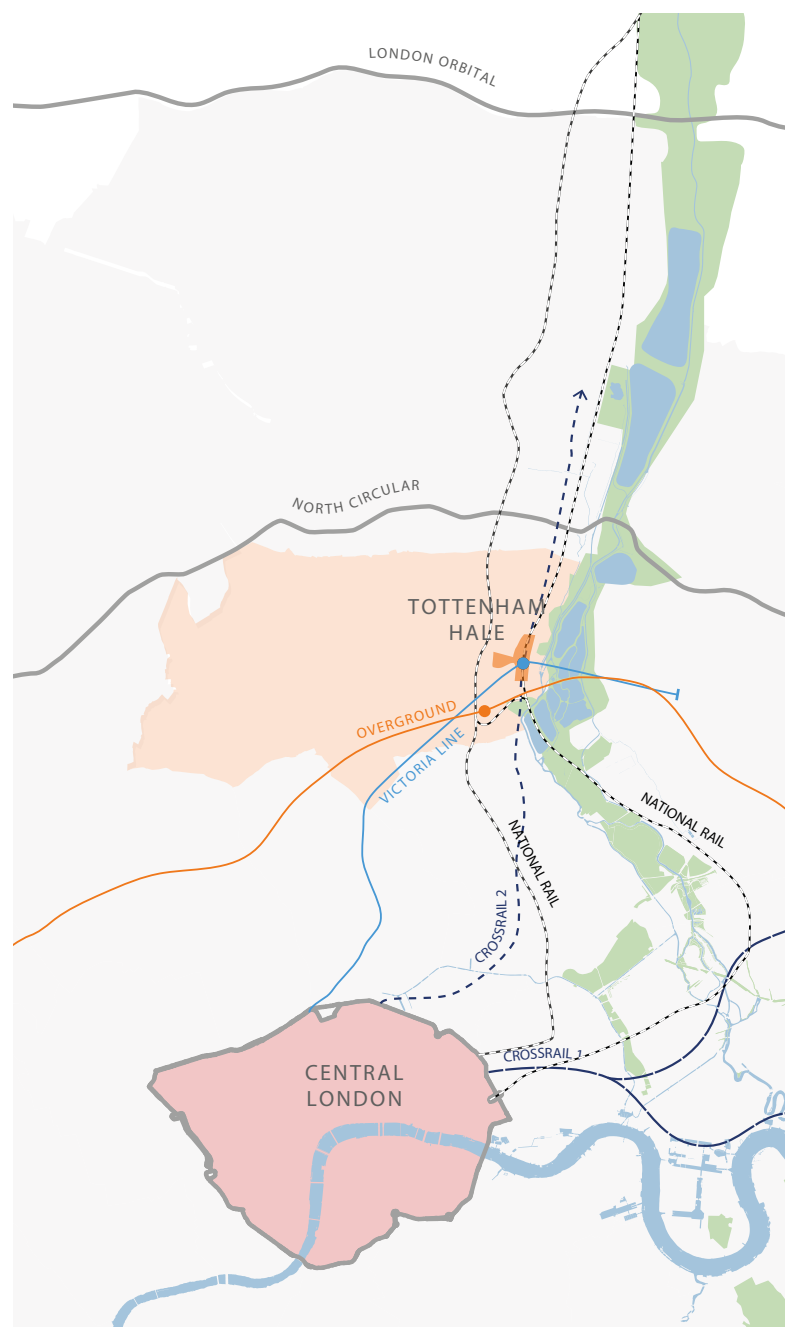
### Green Grid Bridges

The Green and Open Spaces Strategy proposes a series of new bridges in Tottenham Hale improving accessibility into the Lea Valley.

### Cycle Superhighways and Quietway

Cycle Superhighway (CS1) is currently on site which runs parallel to the High Road in the west of Tottenham and the River Lea Quietway (NCR1) is a key strategic TfL supported cycle route that uses the Lee Valley Regional Park and the waterways in the Lea Valley.

- Tottenham Hale
- LB Haringey
- Central London
- Main Road
- Railway
- Victoria Line
- Overground
- Crossrail 1
- Crossrail 2 (possible route)



Transport connections to and from Tottenham Hale

### 1.3.7 Economic development and growth strategy

A strategic priority for Haringey is to drive forward growth and employment from which everyone can benefit through investment in jobs, skills, business and infrastructure. Haringey's future economic growth must ensure that the dividends of regeneration translate into greater opportunity and prosperity for our residents so that there is:

- A fully employed borough with 75% of the working age population in work and earning wages that align with London averages
- A skilled workforce with 70% of the working age population having an NVQ level 3 or above qualification
- A more dynamic borough with 20,000 new jobs in more highly-skilled sectors, changing the profile of Haringey's employment base away from the predominance of retailing and the public sector
- Building on existing assets and creating the right conditions for business growth in key sectors, Haringey will establish strong viable business communities in the following sectors:
  - fashion and textiles
  - tech-led design and manufacture
  - sustainable building technologies
- Making strategic interventions to ensure the infrastructure for 21st century business is in place to support our objectives, including excellent transport connectivity, superfast broadband coverage and fit-for-purpose high quality accommodation

Haringey has seen an increase in the number of businesses from 2004-2012 at a faster growth rate than the London average, reflecting the performance of an Inner London borough. The economy is dominated by small businesses, with 90% of companies in the borough employing 10 people or fewer; this is higher than in neighbouring boroughs.

Tottenham has the potential for 5,000 jobs and 1 million sq ft of new commercial floorspace by 2025 alongside the anticipated provision of 10,000 new homes. This opportunity will be achieved by building on Tottenham's existing assets and by creating the right conditions for business growth in key sectors:

- Retail
- Manufacturing and Industry
- Office space





Examples of existing commercial, creative and managed workspace in Tottenham Hale

### 1.3.8 Environment, ecology and sustainability

Haringey is striving to become one of London's greenest boroughs. The Greenest Borough Strategy sets out how the Council will deliver a wide range of activity designed to create a 'Greener Haringey', tackle climate change and embed environmental sustainability into everything they do.

#### Natural Environment

Haringey is committed to protecting natural environment by working with local people and other partners to ensure that they preserve, improve, and increase green spaces and their biodiversity through improved maintenance accessibility and sustainable practices.

Haringey Council is seeking to protect and enhance biodiversity value across the borough for the benefit of all those that live and work within it, and in doing so support regional, national and global efforts to halt the decline in biodiversity. An updated Biodiversity Action Plan (BAP) in line with the Greenest Borough Strategy is due to be produced in 2016.

#### Carbon Emissions

Haringey has made a commitment to reduce carbon emissions by 40 per cent by 2020. As the most unequal borough in London, the challenge for Haringey is a microcosm of the global sustainability challenge – to live within environmental limits while reducing inequality.

Haringey is committed to reducing carbon emissions in the knowledge that only by investing in the transformation of the economy will we provide the basis of future prosperity. Haringey's Carbon Commission Report published in 2012, identifies how Haringey can take the first clear steps to becoming a centre of innovation to tackle climate change.

### Air Quality

The whole of the borough of Haringey is designated an Air Quality Management Area (AQMA). Within the AQMA, the area of Tottenham Hale gyratory, A10 High Road and Seven Sisters junction is a known council hotspot of poor air quality. It is a TfL NO2 Focus area, exceeding the Governments NO2 annual objective. The main sources of this pollutant in this area are HGV's, buses and domestic gas boilers.

Haringey council has an Air Quality Action Plan (AQAP) in place, containing a list of measures implemented to tackle poor air quality. Additionally the Council is committed to becoming a 'Cleaner Air Borough' and working towards improving air quality and to minimise the risk of poor air quality to human health and quality of life for all residents.

#### Flood Risk

Surface water runoff is the source of flood risk that potentially has the greatest effect in Haringey and is the flooding most likely to be experienced. There is also significant residual risk as a result of reservoir breach effecting large areas of the borough which is much less likely to be experienced, but the consequences would be significant. There is a strategic requirement for the LB of Haringey to reduce flood risk across the borough.

By considering the risk during the lifetime of proposed development and influencing the design and layout of the development sites in conjunction with the land uses proposed, it is feasible to mitigate flood risk on these sites. Flood Risk Assessments (FRA) should be carried out in accordance with relevant Government guidance and address the principles in the LB of Haringey SFRA Level 2 FRA.



Aerial view of Hale Wgarf looking south



## 1.4 SUPPORTING STRATEGIES

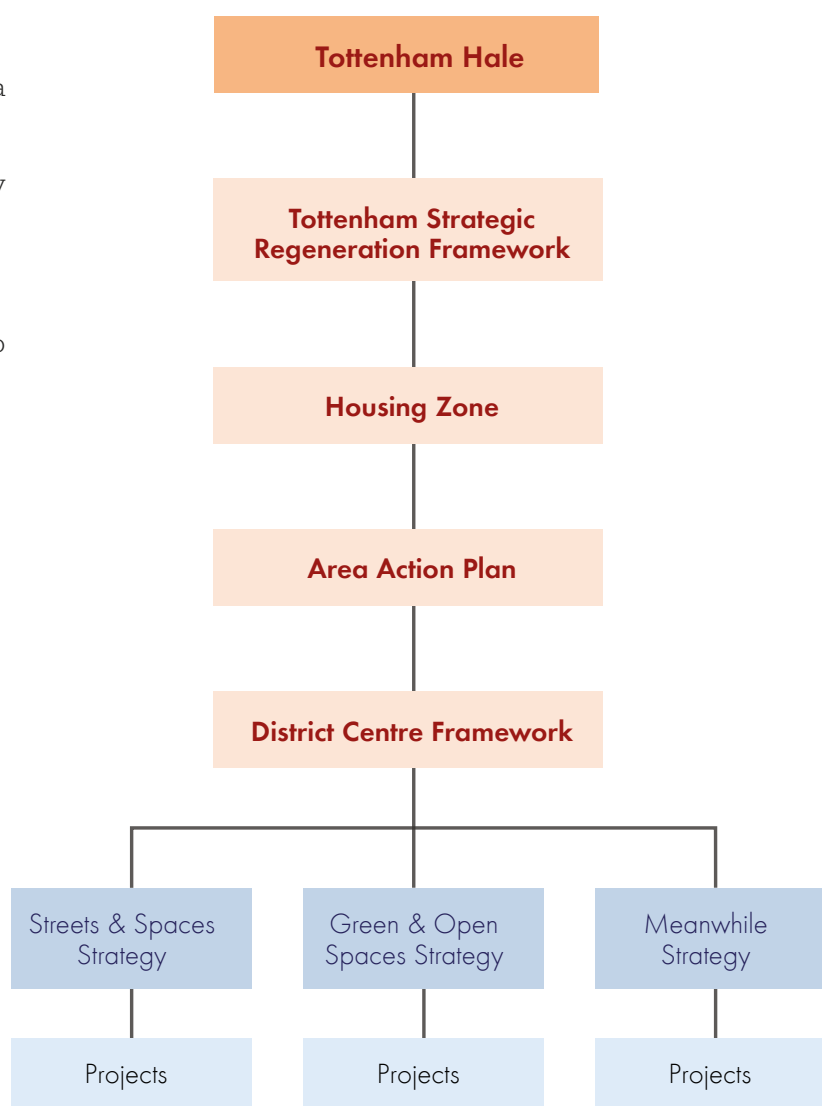
The DCF provides a clear, ambitious, flexible and deliverable framework which will be central in helping to coordinate a new and exciting phase of growth and investment in Tottenham Hale.

### 1.4.1 A multi-faceted approach

The DCF sits as the over arching strategy above a number of related strategies and frameworks for the Tottenham Hale area. The DCF includes a number of delivery strategies:

- Tottenham Hale Streets and Spaces Strategy
- Tottenham Hale Green and Open Spaces
- Tottenham Hale Test Projects

A fourth strategy looking at how the area could be managed and maintained in the future is also being explored.



## **1.4.2 Strategies**

### **Tottenham Hale Test Projects**

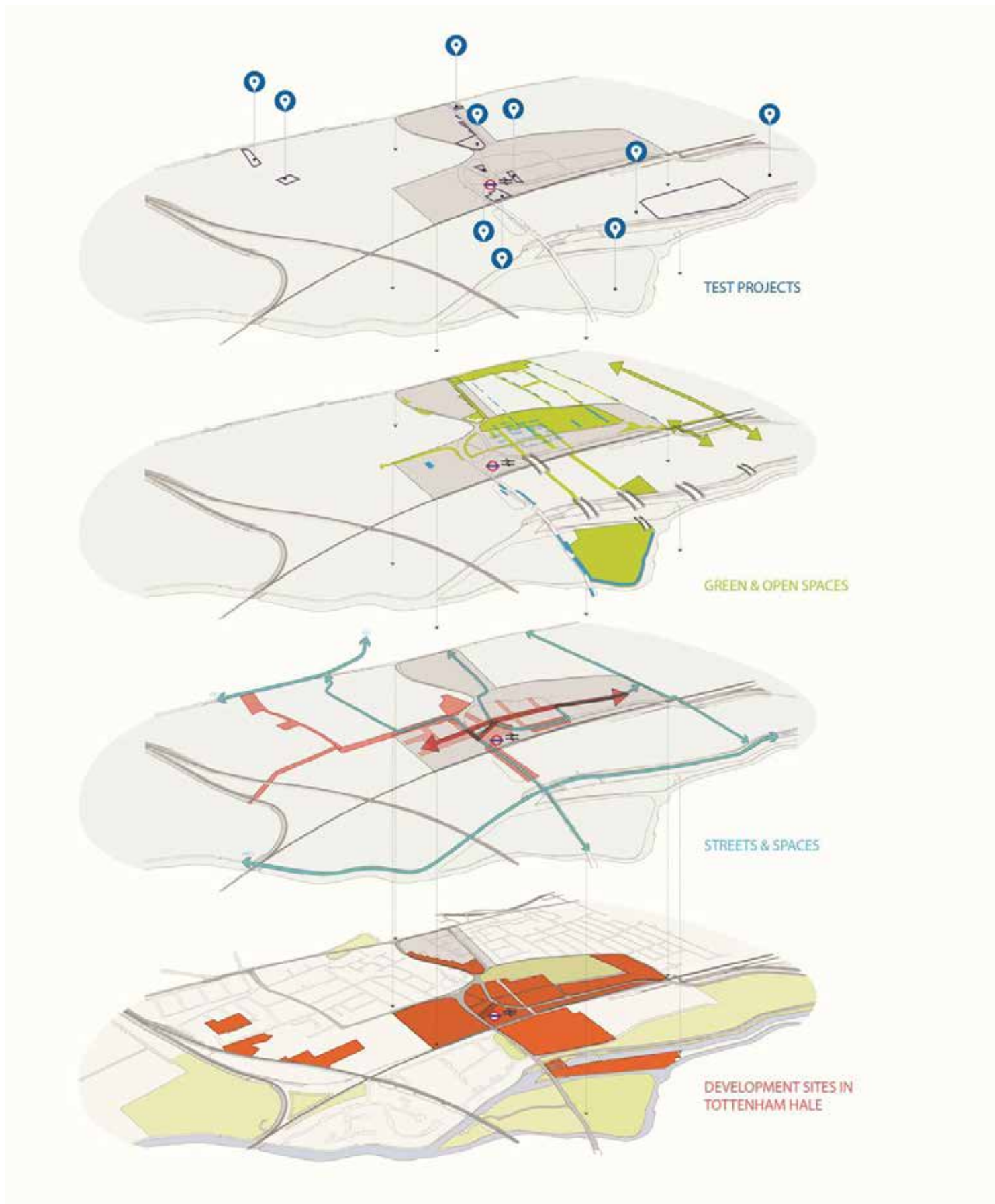
The Tottenham Hale Test Projects help develop a community business programme of activities and events and test the longer term proposals for change.

### **Tottenham Hale Green and Open Spaces**

The Tottenham Hale Green Grid looks at the open spaces and key routes to and through the area linking the urban communities to the Lea Valley with new and improved connections across railway lines and water course as well as improvements to existing open spaces

### **Tottenham Hale Streets and Spaces Strategy**

The Tottenham Hale Streets and Spaces provides design guidance for the public realm including pedestrian streets, roads and cycle network and public spaces in the central part of the DCF area;



Composite diagram of DCF delivery strategies



SHORT  
STORES  
of London

PIERLOUGH

Stamford  
Watlington  
A503  
Highway  
Watlington  
A504  
Hotel Cafe

TO TENHAM HALL



## PART 2: **UNDERSTANDING TOTTENHAM HALE**

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 AAP bid proposes 4,000 jobs which will be delivered through both intensified existing and new business uses.





## 2.1 ANALYSIS OF TOTTENHAM HALE

### Overview

Our analysis of Tottenham Hale's context covers the following topics:

- historic development, including the emergence of historic grain and routes and the role of key public spaces
- transport
- character
- structure
- building heights and height distribution
- active frontages
- pedestrian and cycle routes and open spaces
- employment land allocations
- development exclusion zones

We have also given an overview of the constraints and opportunities that have impacted on the development of site parameters and outlined the opportunity sites that have been previously identified. This information can be found in the appendix.

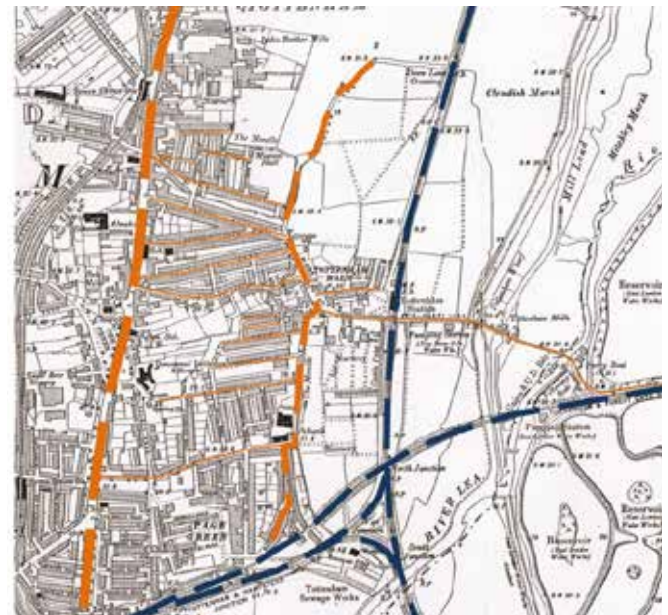
### 2.1.1 Grain and routes

The plan from 1798 shows the spine of Tottenham High Road was already well established with buildings lining this prominent route to the City of London. The Hale is seen as a small settlement connected to the High Road by one route which has more recently developed into Monument Way. A route passes through the centre of The Hale called Down Lane to the north (which is broadly on the alignment of Park View Road to the west of Down Lane Park) and Broad Lane to the south which still prevails.

As the area develops following the arrival of the railway, the plan of 1894 shows a strong east-west grain between the High Road and Tottenham Hale. This urban grain is still evident today.



1798 - Tottenham High Road is a major route with a minor route passing through The Hale



1894 - As the area became more developed, a strong east-west grain emerged resulting in a series of streets and routes from the High Road towards Tottenham Hale

### 2.1.3 Key public spaces

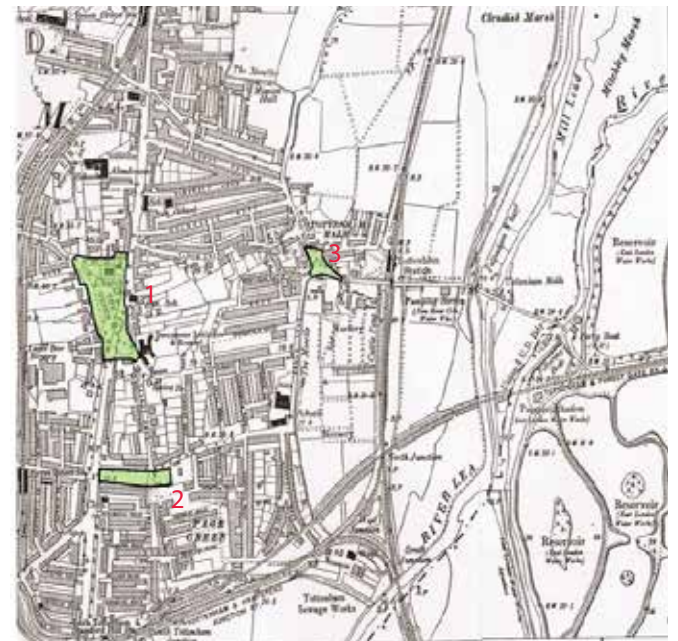
Tottenham developed historically around key public spaces. The most significant public space, in terms of size and civic importance, has always been Tottenham Green. The Hale to the east and Page Green to the south have always been smaller and less important as focal points for the local community.

Whilst Tottenham Green remains an important open space at the heart of Tottenham High Road, Page Green has been eroded by road widening schemes although continues to provide an important local amenity. The space at The Hale however has been consumed by road infrastructure and is no longer perceived as a public space. The planned investment in Tottenham Hale provides an opportunity to deliver significant improvements to the quality of public spaces in the heart of Tottenham Hale.

1. Tottenham Green
2. Page Green
3. The Hale



1798 – public spaces



1894 - public spaces

## 2.1.2 TOTTENHAM HALE ECONOMY

Retail and manufacturing are key sources of local employment. There are, however, opportunities to intensify these activities and create more jobs in these key sectors.

Tottenham has the potential for 5,000 new jobs and 1 million sqft of new commercial floorspace by 2025 alongside the anticipated provide 10,000 new homes. This opportunity will be achieved by building on Tottenham's existing assets and by creating the right conditions for business growth in key sectors:

### **Retail**

Tottenham Hale's main retail offer is the Tottenham Hale Retail Park, a typical out of town retail park with bulky goods retail and some food and fashion arranged around a large car park. The existing retail space performs well in terms of occupancy and demand but there are significant opportunities to improve the amenity and intensify the retail offer to transform the out of town retail park to a more urban District Centre.

The existing retail catchment does not have high levels of expendable income but this will increase as new development comes forward.

Other than comparison retail, Tottenham Hale has a limited retail and leisure offer.

### **Manufacturing and industry**

Until the 1960/70's Tottenham was a thriving industrial area and local employers included many household names.

Since this time the larger businesses have declined and have gradually been replaced by smaller businesses including a range of wholesalers, retailers, mechanics, charities, religious institutions as well as manufacturers, artists and other creative occupiers.

The overall quantum of industrial floorspace in the borough has been declining since 2004 and there is a lack of suitable B1c and B2 supply in Haringey to meet existing demand. Demand is highest for small light industrial units (up to 190 sqm) and large B8 warehousing (over 1,000 sqm).

Whilst these areas are increasingly fragmented, and the spaces are of mixed quality, the strategic position of Tottenham relative to industrial land in north and east London is significant and protecting the remaining provision is important to support and grow the local economy.

### **Office space**

The office market in Haringey is less established than the industrial market, with office stock comprising just 15% of the borough's B-Class stock.

Provision in Haringey largely comprises serviced office accommodation for local businesses. This office space is increasingly under pressure from Permitted Development Rights for conversion to residential.

Occupiers of office space in Haringey and specifically in Tottenham Hale tend to be small, locally based businesses seeking affordable space with car parking or access to public transport.

Haringey's strength as a location for businesses is only going to increase in the future, due to London's changing dynamics and increased accessibility. Tottenham is attracting businesses as other formerly "fringe" areas of London become more expensive.

Tottenham Hale in particular has the potential to attract creative and innovative businesses in managed work spaces, maker spaces, co-working and live-work properties and is already cultivating a London wide reputation for this. There is an influx of young 'creative' demographics, a student population and an existing concentration of micro business and work spaces.

As well as the new retail centre, three further employment character areas have been identified in Tottenham Hale:

### **South Tottenham Industrial Area – Design/ Create and Make**

South Tottenham is a Locally Significant Industrial Site comprising Fountayne Road, Markfield Road and Constable Crescent and also

a cluster of employment spaces sitting within a residential area in Bernard Road and Rangemoor Road.

South Tottenham will be established as a cultural destination and support the provenance of niche brands and products. The focus here will be on continuous refinement of property and stock quality with the intensification of existing building stock and limited new build.

A range of affordable workspaces for creative and maker SMEs will be encouraged with active management by work space providers to establish a 'community' of micro SMEs creating professional and social networks.

### **Millmead and Lockwood Employment Area – Niche/ Speciality Manufacturing**

Millmead is designated as a Strategic Industrial Location in the London Plan and the retention of the existing industrial mix will be supported. Original pioneers such as Beavertown and Bouncepad will be joined by other high growth manufacturers seeking to relocate from Inner and East London.

The future business community would be resilient companies who are expanding from their initial premises and/or growing their brand/product and market share. Output will be in quality products of at least national reputation with a range of employment opportunities on site from production and processing to marketing and sales.

The industrial area will be promoted for medium scale manufacturing activity – reflecting the good sized units available. Future employment opportunities should include a variety of apprenticeships focusing on transferable trades across the manufacturing sector.

### **Ashley Road South Employment Area**

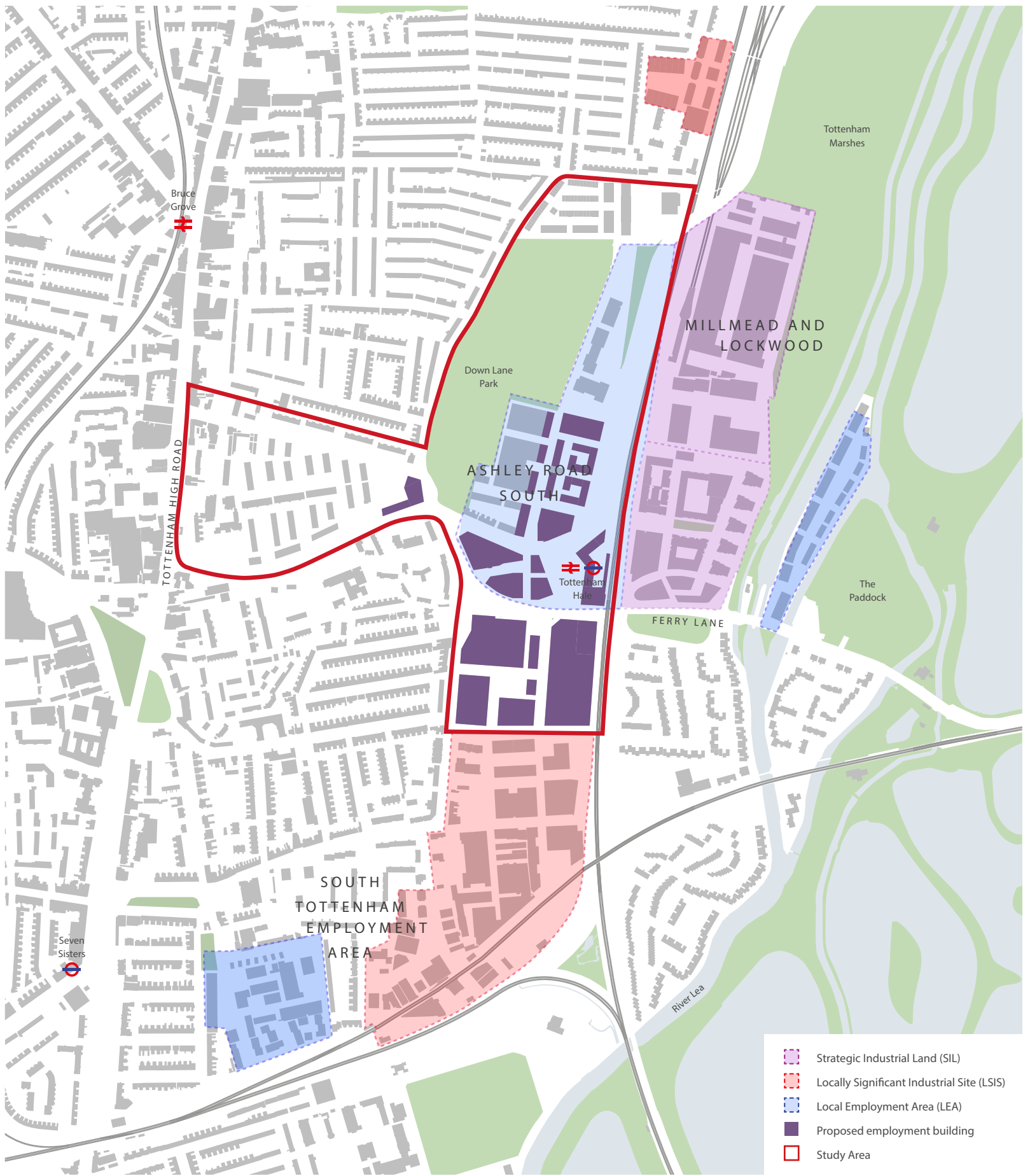
Ashley Road South is designated as a Regeneration Area and is being promoted for

employment led mixed development. Located in close proximity to the station, this is a key driver of jobs and employment growth in the new District Centre.

Through reconfiguration and high quality refurbishment of key heritage assets, supported by the installation of class leading digital infrastructure; Ashley Road South will become the tech campus at Tottenham Hale. Developing around the new National College for Digital Skills are spin-off tech companies utilising the pipeline of skilled graduates and a high quality, fit for purpose business environment.

Additionally the tech campus will host incubator facilities to shape entrepreneurial potential into new start-up businesses. The area will be complemented by the Harris Academy to the north and HE campus/R&D facility to the south.





Employment designations and DCF employment uses

### **2.1.3 Environment, ecology and sustainability**

#### **Flood zone**

Much of the Tottenham Hale area falls within Flood Zone 2. 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.



Aerial view of Tottenham Hale looking south



## 2.2 WHAT YOU HAVE TOLD US / WHAT WE HAVE DONE

The Strategic Regeneration Strategy was informed by a comprehensive programme of community engagement - and these conversations have continued to inform the DCF.

### 2.2.1 Engagement time line

As part of the process of understanding Tottenham Hale's unique context we have undertaken further community and stakeholder engagement, building on the work already undertaken through the Tottenham's Future consultation.

This further consultation has taken the form of interviews with seven key landowners and four workshops with the local community, including existing residents and businesses. A targeted session was held with residents of the Chesnut Estate, in light of proposals for new development along Monument Way. The workshops were well attended and contributed towards the debate surrounding the future of Tottenham Hale.

The interviews helped us to understand the existing development aspirations of key landowners; the workshops allowed us to better appreciate the views of local people and test emerging options for development.

The following pages provide an overview of the consultations undertaken which have directly informed the evolution of the DCF. This includes views expressed during the production of the SRF and feedback which emerged from the dedicated sessions undertaken at the various stages of DCF preparation.



## 2.2.2 Review of SRF consultation

The Tottenham's Future consultation was a five-month process carried out by the Council in late 2013/early 2014 to gather views from across Tottenham's diverse community to inform and shape the SRF. The level of participation in the consultation demonstrated the huge appetite that local people have for being involved in the regeneration of their area, with almost 4,000 people becoming engaged in one form or another.

A number of key messages emerged from the Tottenham's Future consultation which are directly relevant to the evolution of the DCF. These can be summarised, by theme, as follows:

### Homes

- More well-designed homes, including secure social housing and low-cost homes to buy and rent, are important to meet housing need
- Private landlords need to be held to account so that they look after homes

Relevant quotes from this phase of engagement include:

"There hasn't been enough social housing built over a long period of time to meet the local needs of our current population of people on low incomes."

"There should be a wider social mix within estates, rather than have a concentration of poorer people"

"Newlon Housing Association buildings are well built and mixed tenure"

"Build better housing that residents can rent and is accessible and available to all"

### Jobs, education and training

- More jobs for local people, including apprenticeships, should be created
- Better facilities for young people, including places to learn skills, should be provided
- The standard of education should be improved and include vocational training and mentoring

"We need to build a more thriving community with jobs for local people in the local area."

"Training and work experience opportunities within the local schools are key."

### Attracting and supporting employers

- Small businesses should be supported and better opportunities should be created for local entrepreneurs
- Big businesses could act as anchor tenants that will help smaller businesses
- Public-sector jobs could help to boost the area, and a civic use could act as an anchor
- The Council has a responsibility to encourage

both big and small businesses to locate in the area and could offer a 'golden handshake' or reduced rates

- Businesses have a responsibility to invest in the local community

"Bring in reputable companies - offer incentives initially. Offer jobs to local people and young people."

### Encouraging innovation and diversity amongst local businesses

- Affordable work space should be developed for small businesses, with a focus on creative industries
- Live/work spaces should be developed
- There is a need for a wider range of retailers, especially independently owned businesses, so that local money stays in Tottenham

"A diversity of employment opportunities is needed."

"We need more opportunities for young people trying to create businesses for themselves."

### Helping the local workforce

There is a need for better access to information about jobs and training opportunities in the area, perhaps an online portal

- After-school child care facilities should be improved to help working parents

"Tottenham needs businesses support workshops, CV writing and apprenticeships."

"As a mother who was made redundant last year, a big issue I face is finding decent out-of-school clubs for my children."

### Realising Tottenham Hale's business potential

- Improved perceptions of Tottenham will help local businesses and workers
- Wider improvements to the environment and transport links would also help local businesses and attract new employers
- Better parking is needed to support businesses in the area
- "There are good transport links here. Stansted is so close, and big businesses are coming in."

"We need to start selling successes – good stuff is going on."

### **Shopping and facilities**

- There is a need for a wider variety of shops and places to eat and drink, including high-end options
- The night-time economy should be strengthened
- Uses that contribute to anti-social behaviour, such as betting shops, should be controlled
- Sports, entertainment and leisure facilities are needed
- Better health facilities and advice centres should be developed
- There should be more community spaces that are affordable to hire, including creative hubs for the arts
- The Welbourne Community Centre is gone and there is a lack of community facilities for local people to use
- More community events would bring people together

“I’d like to see a bigger and better health centre”  
“Tottenham needs to look good, livelier - better high streets, more variety”

“There is a growing demand for leisure facilities and it should be addressed when considering the building of new residential areas”

### **Streets and safety**

- Better policing and design measures should help to make streets safer
- The police need to be more visible on the streets
- Any changes to the Chesnut Estate should help to improve safety
- Public realm improvements are needed to help foster civic pride

- Streets should be better looked after, with improvements to shop fronts and historic buildings
- The planting of trees along Monument Way could increase the fear of crime
- Tottenham’s reputation has been damaged in the past and more needs to be done to communicate its many strengths

“Get rid of dark corners where criminals can hide.”

“Clean streets are important for the feel of a space and community. It enforces messages of community trust and social cohesion, a place where people care about their environment and community.”

### **Infrastructure**

- Need for better connections to the Lee Valley Regional Park
- Amenities such as public toilets are needed
- Pedestrian and cycling facilities need to be improved
- Air and noise pollution from Monument Way are a problem for Chesnut Estate
- Traffic on Monument Way also has a visual impact on Chesnut Estate

“Make more of Lee Valley - it is very isolated. Clissold Park and Victoria Park are part of their communities - we need to encourage this in Tottenham.”

“We need to have separate areas for pedestrians, cyclists to avoid frequent accidents.”





Tottenham's Future consultation events

### 2.2.3 Review of DCF1 engagement September - October 2014

#### General comments

- The development of the area is a good idea
- Any demolition that takes place should be done selectively
- High-rise buildings could damage the local environment and community
- New development should be inclusive and, in particular, not exclude existing residents

#### Homes

- Existing homes should not be knocked down to make way for redevelopment
- New homes should be built on vacant brownfield sites and close to the Underground station
- Affordable homes, including social housing, are needed
- Live/work space could be a success in Tottenham Hale

#### Jobs, education and training

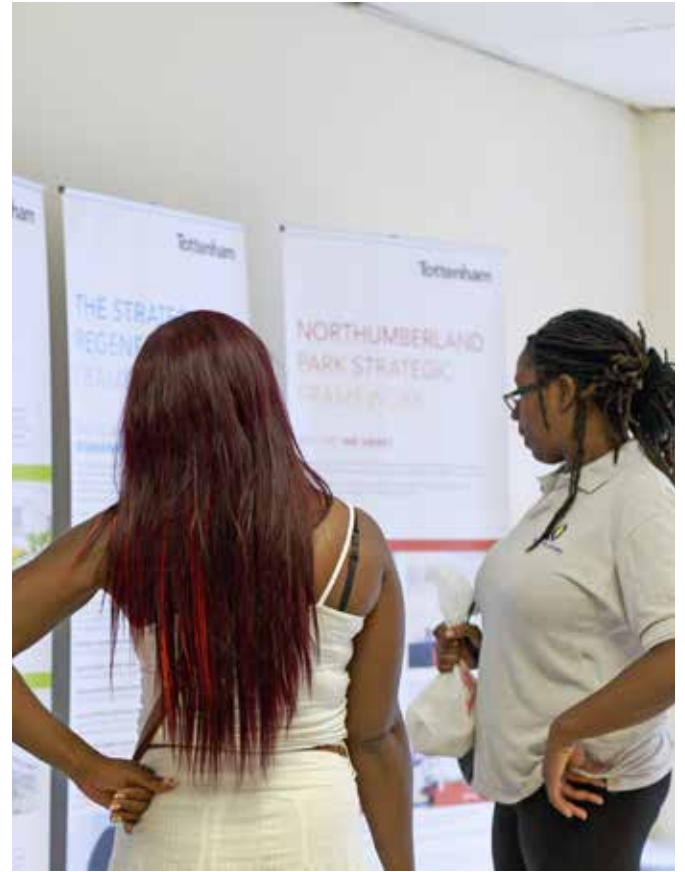
- The existing employment building stock should be modernised
- New jobs could be located at redeveloped sites on the Retail Park or at Ashley Road
- Affordable work spaces are needed
- Small, independent retail should be encouraged
- Retail uses and offices could help to intensify existing employment areas
- There should be a focus on jobs, apprenticeships and training for local people
- Education is a priority and more educational facilities are needed
- A university could set up a local campus
- A technology hub should be created in Tottenham Hale
- Small local businesses and creative industries should be encouraged
- The visitor economy should be boosted

#### Shopping and facilities

- The new district centre should be a hub that serves local businesses and the community and acts as a place for shopping, eating and drinking, socialising and entertainment
- The new District Centre should complement the High Road
- The focus of the new District Centre should be on the station island area
- The retail park should be redeveloped and the format changed to be less car-dependent
- Street-based retail should be introduced, with some suitable larger shops, such as a supermarket that local people can afford to shop at
- Independent shops and places to eat and drink are needed
- Facilities are needed alongside shops to help cope with any increase in population
- Activities that relate to nearby natural assets, such as the River Lee and open spaces, would be welcomed
- A community centre would be good for the area
- Better health facilities are needed

#### Streets and safety

- There is no good, direct way for pedestrians to cross from Ashley Road to the Retail Park
- There is no good pedestrian route from the Chesnut Estate through to the retail park
- Pedestrians struggle to cross the local road network
- Well-lit underpasses could be used to help people to cross local roads
- There should be more street trees and greenery
- Tottenham Hale needs a town square for people to relax in
- Controlled car parking is needed on Chesnut Road
- Streets in the local area need to be cleaned-up and improved



Tottenham's Future consultation events

- Vandalism should be cleaned up straight away
- Any new routes should be safe to use and at street level where possible
- Improvements should remove places where people can hide
- More CCTV is needed in strategic locations
- Better lighting is needed to make streets feel safer, especially on the Chesnut Estate
- Monument Way currently can feel safe for pedestrians, even in the day
- More needs to be done to promote Tottenham and build better perceptions

### **Infrastructure**

- More buses to east and central London are needed
- A new interchange may increase congestion
- Better routes are needed to encourage cycling
- Better links to surrounding open spaces are needed
- A Green Grid would really benefit the local area and make it easier for pedestrians to move around
- Existing parks should be protected
- Safe play spaces for children are needed

### **Monument Way**

- Monument Way is too busy and very noisy, so not a good living environment
- The existing boundary wall along Monument Way protects the Chesnut Estate from pollution
- Open space and somewhere for children to play is needed, possibly at the western end of Monument Way, rather than more buildings
- New homes should face into the Chesnut Estate
- It is not appropriate to build new homes on the estate
- The quality of the housing stock on Monument Way should be improved
- A taller building on the Welbourne Centre site is not preferable
- High quality design could be achieved along Monument Way
- Car parking areas in the Chesnut Estate should not be developed
- New roads should not be created into the Chesnut Estate from Monument Way
- New routes into the Chesnut Estate could cause anti-social behaviour



Ashley Road consultation event, June 2015

## 2.2.4 Review of DCF2 engagement

Engagement with the community and other stakeholders gave us a clear understanding of the ways in which local residents and businesses want Tottenham Hale to change. The key messages were:

### **New development should build on what is already good**

It was clear that there is a desire for new development to respect and improve the positive elements of the existing area's character. In particular, local people did not want to see indiscriminate demolition and comprehensive redevelopment where good quality homes and work places already exist.

### **New community facilities are needed**

The requirement for new community facilities, with a particular emphasis on health and education, was highlighted by local people. Proposals for new homes and jobs and the creation of a new District Centre were seen as factors that would exacerbate the existing need for community facilities.

There should be provision for small businesses. Local people and businesses are proud that Tottenham Hale is a place where entrepreneurs and SMEs can thrive. Accommodation that supports this type of enterprise should be retained and included in the mix of new development.

### **Street-based retail should be incorporated into any plans**

Local people saw street-based retail with local shops and services as a key ingredient in any future District Centre. Whilst the value of existing larger, destination shops was recognised, it was also felt that finer grain, more

traditional retail would give Tottenham Hale a sense of place and support new homes and businesses.

### **The public realm should be improved**

Local people felt that Tottenham Hale's public realm should reflect its emerging status as one of London's most exciting places to live, work and shop and an important transport hub. In particular, there is a need for high quality places at the heart of the proposed District Centre that will provide opportunities for people to socialise and relax.

### **Pedestrian and cycle routes should be improved**

Local people feel that Tottenham Hale can currently be hard to navigate on foot or by cycle. It is recognised that new development must improve the quality of streets and prioritise pedestrians and cyclists.

### **New development should make Tottenham Hale feel safer**

Local people want new development to make Tottenham Hale feel safer for residents and visitors. New development should always directly address existing and new public routes. This will help ensure street and public spaces are always overlooked and benefit people using them throughout the day and evening.

### **Investment in the area should help to change perceptions of Tottenham Hale**

Local people recognised that perceptions of Tottenham Hale are important for local pride. New development and investment should be of a high quality and help people to see Tottenham Hale as one of London's great new neighbourhoods, with new high quality homes, employment and business opportunities and easy access to London and valuable open spaces.

### **Better links to open spaces should be created**

Tottenham Hale benefits from easy access to the Lee Valley Regional Park which itself will soon benefit from the new Walthamstow Wetlands Visitor Centre. Local people want new development to help break down the barriers between the existing urban area and nearby open spaces through better access routes.

### **The Chesnut Estate should be sheltered from Monument Way**

There is concern that new development along Monument Way could have a negative impact on the Chesnut Estate's environmental quality. Residents were open to improvements in the area but wanted their existing amenity to be carefully safeguarded.

These key messages have directly informed the evolution of the strategy and design guidance outlined in this Tottenham Hale District Centre Framework.



A range of varied consultation events



## 2.2.5 LANDOWNER ENGAGEMENT

Ongoing engagement with key landowners has been a priority during the preparation of the DCF. A Tottenham Landowners Forum is already in place in the area through which more detailed one-to-one discussions were organised with individual land owners and their representatives.

Key issues emerging from the landowner engagement include:

### **General support for DCF investment and growth**

Most landowners expressed their in-principle support for delivery of the DCF's objectives and the need for a co-ordinated approach to the delivery of growth and investment in the area.

### **Vision and rationale for the defined commercial district centre required**

There was acknowledgement of the need for a clear vision for Tottenham Hale to emerge from the work associated with the DCF preparation and its related studies and strategies. In particular, the transformation of the retail park from an 'out of centre' retail park environment to one designed for people was accepted as being fundamental to the vision for the area.

### **Tall buildings strategy required**

There was a clear desire to see the DCF providing a clear strategy for the locations of tall buildings across the Framework area. The principle of promoting taller buildings at locations best served by public transport and

local amenities was supported, and there was a call for the DCF to provide more guidance on specific locations where taller buildings would be supported.

### **Support for local north-south link**

The extension of the Ashley Road axis south across the Station Road and Retail Park sites received general support in view of the benefits this route, and its associated new and improved crossings, would deliver in terms of making the area more connected, permeable and pedestrian friendly – thereby reducing the severance effects of the area's principal through roads.

### **Concern about employment floorspace**

Whilst there was unilateral support for the need for a mix of uses in the new district centre to help ensure Tottenham Hale is vibrant throughout the day and into the evening, many of the landowners expressed concerns about the ambitious targets in the DCF for local job creation. The DCF expressed the jobs target through the identification of land for employment uses within mixed-use developments. Tottenham Hale and this part of the wider upper Lea Valley have a proud history of making and industry. The ongoing investments in public transport infrastructure underpin the suitability of Tottenham Hale as a place of employment and continued economic growth just as it supports the case for increased housing densities.



### **Uncertainty over Crossrail 2**

The production of the DCF coincided with the identification of Tottenham Hale as a potential Crossrail 2 station and the location where the Crossrail route would rejoin existing surface rail corridors. An area south of the retail part site has been identified as the preferred location for the Crossrail 2 portal which would take the London-bound trains underground. The land-take requirements and associated disruption during what would inevitably be a prolonged period of construction was a concern for those landowners most directly affected. Production of the DCF benefitted from direct engagement with the Crossrail 2 team.

### **The need for flexibility**

Views were expressed about the level of detail contained in the DCF, with a desire to ensure that the DCF is not too proscriptive in the guidance provided and allows an appropriate level of flexibility for schemes to evolve in a changing market.

## 2.3 SUMMARY OF KEY CHALLENGES

Community and stakeholder engagement during the production of the DCF has highlighted a series of key challenges for delivery of the planned growth and investment in Tottenham Hale.

The process of urban analysis and engagement has helped to identify a series of key challenges associated with the delivery of significant growth and investment across the Tottenham Hale area. These can be summarised as follows:

### **Maintaining a co-ordinated approach and area-wide perspective**

It is important that the DCF helps to ensure a co-ordinated approach is taken during a period of radical change in the Tottenham Hale area. The DCF enables the council and its partners to ensure decisions on development proposals coming forward are taken in the context of an agreed and established area-wide framework. Each individual development proposal must respect, promote and/or help to deliver core elements of the development framework for Tottenham Hale.

### **Delivering a balance of uses and activities**

Housing delivery is a regional and national priority which the Government's Housing Zone initiative is seeking to address. However, central to the changes being proposed in Tottenham Hale is the establishment of a new district centre which is both a place of high density living but also provides the range of shops, services, facilities and connections needed to support a rapidly growing local catchment. The delivery of an appropriately rich mix of uses, activities and

facilities combined with a sustainable mix of housing types and tenures which help to meet local need and growing market demand is a key challenge for the DCF.

### **Infrastructure supporting growth**

A prolonged period of road, rail and bus infrastructure investment in the Tottenham Hale area underpins the opportunities facing the area and its capacity to accommodate significant growth. However, this investment has also had a negative impact on environmental quality which can undermine the investment potential of the area. Turning past, current and future infrastructure investments into opportunities which improve the social, environmental and economic fortunes of the Tottenham Hale area will remain an important challenge for the area, but one which the DCF and its parallel strategies seek to address head-on.

### **Delivering quality**

With the Tottenham Hale area facing such an intensive period of change, delivering high quality new environments and buildings must remain a top priority. Transforming the environmental quality of the Tottenham Hale area has remained a central objective of the DCF throughout its production. Maintaining this emphasis on the delivery of high quality environments as schemes come forward and

ensuring appropriate systems and procedures are in place to support this effort will help to deliver this objective.

### **Managing change**

The DCF is a long term strategy. Change on the scale proposed will inevitably result in some short term disruption. However, this scale of change also creates opportunities for temporary or short term ventures and activities which can help to raise the profile of the area, attract new investment and help to mitigate against the disruption associated with major change.



# PART 3: TOTTENHAM HALE IN 2025

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.





### 3.1 INTRODUCTION TO THE FIVE THEMES

The DCF sets out a delivery strategy for 5,000 homes and 4,000 jobs. There will be opportunities for a diverse offer of homes, shops, community and leisure facilities. Five central themes capture the key opportunities presented by the prospect of new investment in Tottenham Hale.

#### 1 A revitalised heart

The Retail Park and station area will be transformed from an 'out-of-town' environment to pedestrian friendly district centre with a diverse retail and leisure offer.

#### 2 A 21st century affordable neighbourhood of choice

There will be a range of new homes varying in size and cost across a range of different neighbourhoods with mixed and well integrated communities who are proud of their area. These will be served by a range of social and community infrastructure.

#### 3 A well connected centre

At the heart will be high density flatted development around a new high quality transport interchange; the different neighbourhoods will be linked by well designed streets and public spaces.

#### 4 A network of green and open spaces

The urban landscape of Tottenham Hale will be enhanced to reflect the rich ecology of the Upper Lee Valley, bringing the community closer to nature and creating an accessible and green environment.

#### 5 A working centre

The new district centre will be the centre of a strong and diverse local economy with access to a range of employment, training and volunteering opportunities.

# 1

One of the greatest opportunities in Tottenham Hale is the potential transformation of the Retail Park from an 'out-of-centre' to an 'in-centre' environment.

## 3.1 A revitalised heart

The establishment of a new 'district centre' - a new heart for Tottenham Hale - is absolutely central to the strategy outlined in the DCF.

From out-of-town, to in-town centre - the retail park will continue to be the main focus of commercial activity but will be transformed from an environment dominated by surface car parking and out-of-centre format retailing, to a safe, open and attractive series of streets and spaces for people, flanked by shops, cafes and community facilities.

Rich diversity of activities - the new centre at Tottenham Hale will meet the needs of the local resident and business community with a much more diverse range of homes, shops and services within new purpose built, flexible, mixed use accommodation.

Improved community infrastructure - there will be a richer, more accessible network of community support services to better meet existing needs and ensure the growing local population are appropriately catered for.

Streets not roads - new development will continue to undo the legacy of 20th century highways infrastructure, with new development addressing the busy urban routes that will continue to perform a strategic role in connecting this part of north London.

A high density central area - large service yards, surface car parks and single storey buildings currently do not make best use of the exceptionally accessible location. These sites present important redevelopment opportunities for high density, high quality, mixed use development, set within a high quality urban environment.





Aerial view of Tottenham Hale looking south

# 2

Access to affordable housing emerged as perhaps the most important issue for local people during the preparation of the DCF.

## 3.2 A 21st century affordable neighbourhood of choice

Access to affordable housing emerged as perhaps the most important issue for local people during the preparation of the DCF. There should be a variety of housing types and neighbourhoods across the area

### Delivering better housing choice

The Tottenham Housing Zone will unlock a range of development sites which will, taken together, play a central role in delivering a more varied and accessible range of new housing choices.

### High quality design

With the density of new development set to increase significantly in Tottenham Hale to ensure the best use is made of available land, the delivery of the highest quality of design will be essential to ensure a high quality environment - both within the new homes themselves and across the area as a whole.

### Sustainable and innovative design

In Tottenham Hale we aspire to working with developers to deliver green and sustainable buildings, the area is considered to be a viable location for a Decentralised Energy network.

### Supporting delivery

The Housing Zone will be important in supporting the delivery of new mixed use development in an environment with viability challenges. This will ensure that the design of

new buildings is not compromised in terms of quality of materials and sustainability.

### Character and identity

There will be a range of dwelling types and tenures across the DCF area as a whole. Certain sites are better suited, in view of their location and adjacencies, to certain mixes of dwellings types and tenures and this will be reflected in the design and character of streets and spaces.

### Infrastructure

There will be new infrastructure to support the existing and new communities including health, education, community and cultural facilities.

### Family homes

The identified sites across the Tottenham Hale area combine to present a mixed and varied series of housing development opportunities. The delivery of affordable and larger family-sized dwellings across the area is a priority for the Council and all sites will have a role to play in those regards.

### Density

Density will be highest at the most central and accessible locations within the DCF, focused around Ferry Lane and the Station Square area. Less central sites such as Monument Way and Ashley Road North are set within established existing residential communities, of which proper account should be taken in relation to the scale and form of new development proposals.



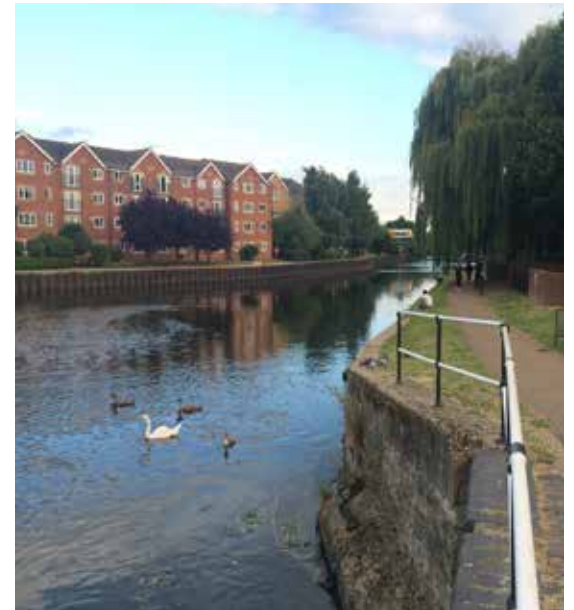
View towards the Hale Wharf site from Hale Village



Hale Village looking west from Ferry Lane



Housing in Tottenham Hale



River Lea looking south

# 3

Tottenham Hale is 14 minutes to London Liverpool Street; 12 minutes to Kings Cross St Pancras; 11 minutes to Stratford; and, 35 minutes to Stansted Airport .

## 3.3 A well connected centre

Existing excellent transport links will get even better with an improved road and cycle network, a new high quality interchange and at the centre of a network of well designed streets and public spaces.

Tottenham Hale is a key transport interchange - with investments planned to improve the already very good levels of public transport accessibility at Tottenham Hale, the new district centre will be centred on a high quality interchange with improved access to all transport modes.

Linking opportunities together - Ferry Lane (A503) and Hale Road (A1055) remain important and busy strategic roads which traverse the area east-west. The principal opportunity sites lie north, south or between these strategic routes and there is a need to ensure local links are in place which connect sites together and ensure Station Square is easily accessible. A new north-south local route, on the axis of the existing Ashley Road, will ensure key sites are better connected with generous new pedestrian crossings reducing the impact of key roads passing through the area.

Station Square as a place for people - whilst significant improvements have already been made to Station Square and the bus station, this key public space could be further improved to provide greater pedestrian priority and a higher quality of environment for people to use and enjoy.

Stronger edges to key routes - the area's busy roads dominate the environment with many buildings opting to turn away from these key routes. Development sites will play an important role in creating a better environment and new uses should directly address key routes, making them safer for all users.

North-south local link – central Tottenham Hale is dominated by the impact of major roads passing through the area. The principal opportunity sites lie either side of or between these major roads and it is therefore important to ensure these sites are connected to each other and the interchange. A route which extends the axis of Ashley Road south will connect through to the Retail Park site and, potentially, beyond.

Central lanes and spaces – within the heart of the DCF area, public routes and spaces will need improvements to complement the high density and high quality developments that will frame these public areas.



Streets and Spaces Strategy showing the extent and nature of the new public realm and its connections to existing spaces.

# 4

The Upper Lee Valley provides a unique open landscape setting for Tottenham Hale.

## 3.4 A network of green and open spaces

The urban landscape of Tottenham Hale will be enhanced to reflect the rich ecology of the Upper Lee Valley, creating well designed, safe and accessible routes across the neighbourhood and bringing the community closer to nature.

Local and regional assets - Tottenham Hale benefits from popular local spaces such as Down Lane Park and Markfield Park, both of which have Green Flag status, as well as being adjacent to the Lea Valley Regional Park.

Regeneration of the valley - this part of the Upper Lea Valley has been transformed from a landscape dominated by industry to an open landscape which serves as a regional leisure and ecological asset. The regeneration of Tottenham Hale is another phase in the area's regeneration, and one which should deliver benefits to the upper Lea Valley as a whole.

Walthamstow Wetlands - high profile projects such as the £4.4m Walthamstow Wetlands initiative, to create the capital's largest urban wetland nature reserve will be a significant new asset within a short walk of Tottenham Hale station.

The need for improved green linkages - access to the open landscapes of the Lea Valley is currently poor. The opportunity to radically improve links with to the Lea Valley is a long-held aspiration - one that is recognised in the Upper Lea Valley Opportunity Area Planning Framework

East-west 'Green Link' – there is a long held aspiration to ensure that regeneration and intensification of Tottenham Hale is brought forward in conjunction with radically improved physical connectivity to and from the spectacular open landscapes of the Upper Lea Valley.





Existing Walthamstow Wetlands - image courtesy of Witherford Watson Mann Architects, Kinnear Landscape Architects and Forbes Massie



Walthamstow Wetlands project visualisation - image courtesy of Witherford Watson Mann Architects, Kinnear Landscape Architects and Forbes Massie

# 5

The Ashley Road area is already an important local employment area. The DCF will strengthen the employment function of that area, particularly its eastern side, and intensify the uses hosted by it.

## 3.5 A working centre

The transformation of Tottenham Hale brings opportunities not only to deliver a significant amount of new homes, but also to create a range of employment opportunities across a range of sectors and skills levels, for both the existing and new communities.

At the centre of a diverse local economy - the establishment of a new district centre at the heart of Tottenham Hale will help to strengthen an already diverse local economy in a location that has traditionally been a focus of manufacturing and trade.

Protecting existing and creating new jobs – a strengthening local economy already exist is in the wider area. New development will help to intensify activities in the central area, which will create new job opportunities in a wider range of sectors. These will include jobs in making and manufacturing, the creative industries, IT/Tech, retail and leisure.

Range of jobs to meet a range of skills - job opportunities will be created across the widest spectrum of skills, including entry level unskilled jobs to highly skilled jobs in specialist sectors. These will help to strengthen the economic profile of the Tottenham Hale area.

Local education opportunities integrated into local demand for skills - with the establishment of the Harris Academy on Ashley Road and potentially other establishments locating in Tottenham Hale, new local educational opportunities are being created to help match what will be a growing local labour market demand.

Access to affordable work space – with the housing market proving so strong across London and with the market for work spaces more vulnerable and less valuable, protecting and maintaining a supply of affordable work space in the area to continue to support the area's rich and diverse employment character is a challenge.

Tottenham Hale has a clear role to play in providing spaces where businesses can establish, innovate and grow. It is already in the process of evolving from a traditional manufacturing location to one where a wide range of traditional and contemporary businesses can find and afford the right kind of space with the right levels of servicing and access to clients, markets and staff.

All new development will be required to deliver employment and training opportunities during the construction phase in partnership with local education institutions, for example the College of Haringey, Enfield and North East London.





View from flats in Hale Village towards the Ferry Lane Estate



View towards the Tottenham Retail Park from Tottenham Hale station



Berol House, Ashley Road



Employment buildings with historic and townscape merit along Ashley Road