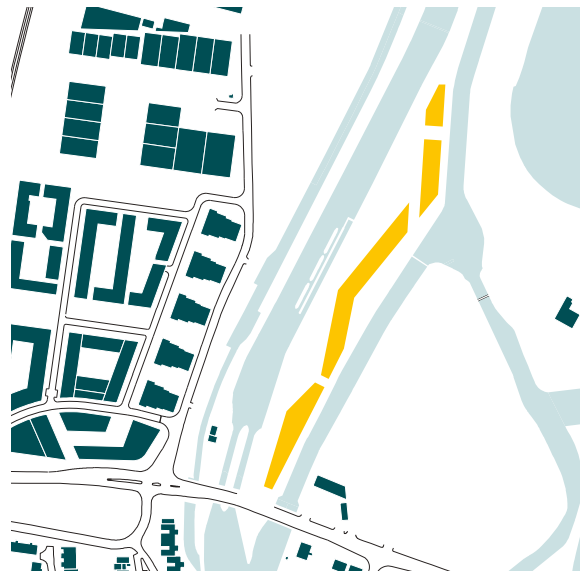


1 Continuous line



2 Scheme by CZWG Architects, 2008



3 Continuous line - maximum development



4 Courtyard development



5 Waterside development



6 Waterside development and public square



### 3 DESIGN EVOLUTION AND CONSULTATION

#### 3.1 EVOLUTION OF THE DEVELOPMENT

##### 3.1.1 Design objectives

- *Access:* To create new connections to and through the site from the adjacent neighbourhoods of Tottenham Hale.
- *Typology:* To provide a variety of accommodation that is suitable for a cross-section of society and that is placed to maximise the potential of the unique site.
- *Waterside and courtyard spaces as connecting elements:* To create a new set of public waterside and courtyard spaces that connect the different building types and provide a renewed sense of place on the site.
- *Massing:* To create an exciting new skyline whilst maintaining a sensitive heights strategy that responds to the ecological sensitivity of the adjacent parklands and allows for views through the site from the existing neighbourhoods of Tottenham Hale.

##### 3.1.2 Masterplan Evolution

A number of different masterplan approaches were investigated in relation to the site. The diagrams on the facing page illustrate some of these differing masterplan arrangements.

The different arrangements explored placement of typologies, density and height across the site and helped to define a clear set of principles for the masterplan proposal.



Model study with height at north tip of site



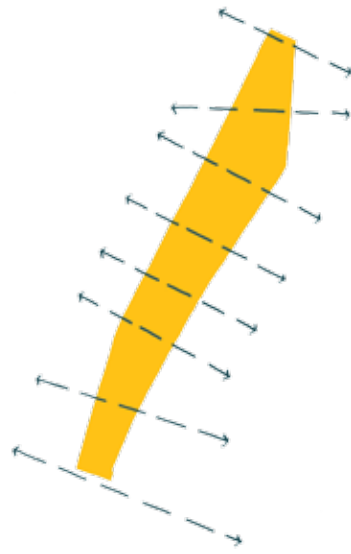
Model study of courtyard scheme



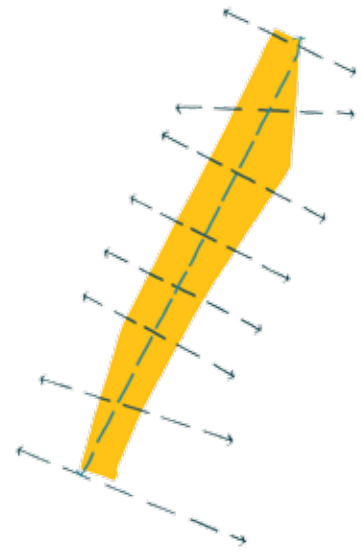
Early model study of waterside development



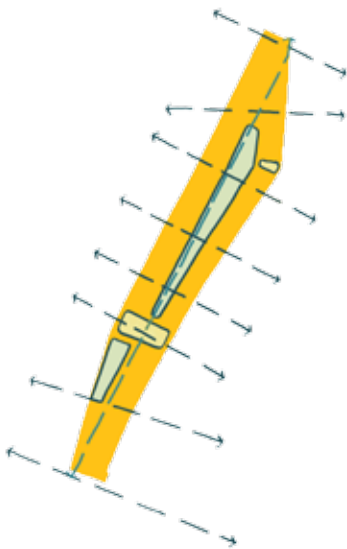
The masterplan boundary and existing context



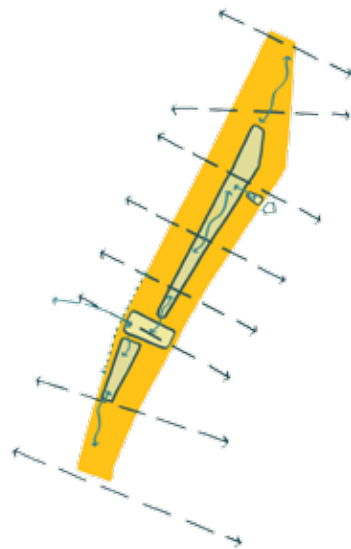
Permeability from east to west



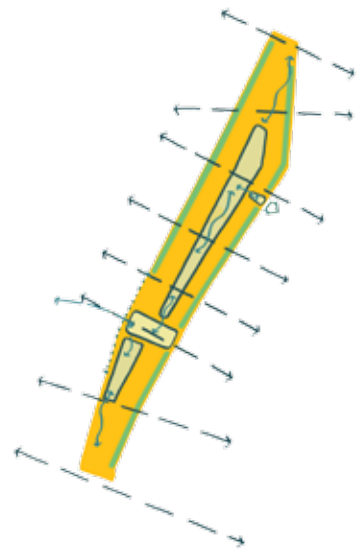
Access through the site from north to south



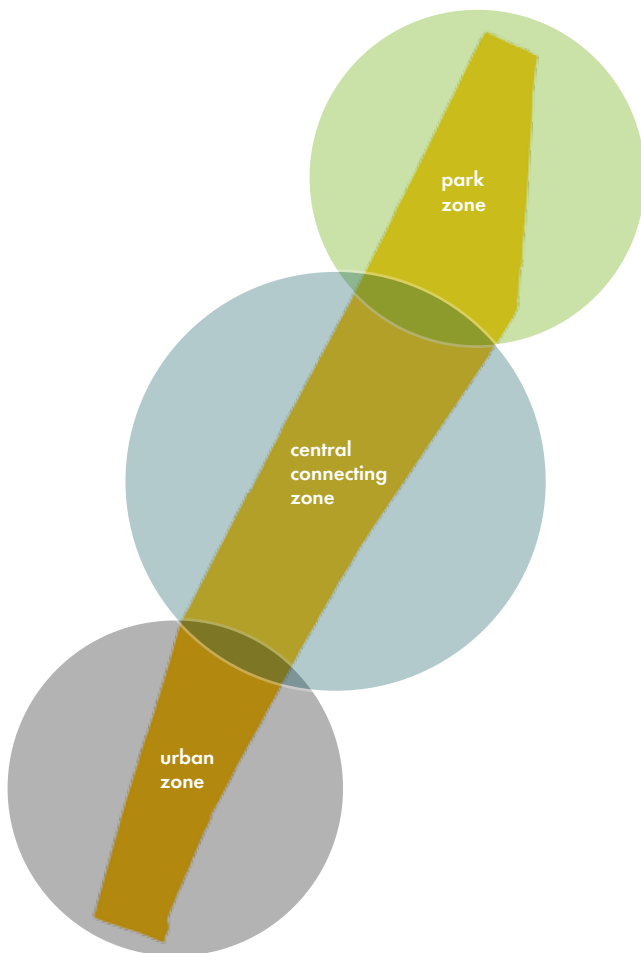
Creating a series of public spaces



Connecting spaces



Maintaining green edges



Masterplan character zones

### 3.1.3 Key principles of the proposed masterplan

The masterplan has evolved around the following key principles:

- *Permeability*: Ensuring views out of and through the site from east and west by maintaining gaps between the buildings in the masterplan.
- *Access*: Creating new vehicular, cycle and pedestrian access from north to south through the centre of the site to the Lee Valley Park and moorings to the north.
- *Public waterside spaces*: Creating a spectacular new waterside public square at the entrance of the site.
- *A shared central courtyard*: Creating a new public courtyard and shared surface space at the centre of the site, from which all of the residential units are accessed.
- *Connections*: Providing new physical connections to and from adjacent neighbourhoods and parklands. Bridges are proposed as part of the green grid to the eastern and western sides of the site.
- *Green edges*: Maintaining and improving a biodiverse zone at the waterside edges of the site to improve and safeguard the ecological potential of the site.

### 3.1.4 Masterplan character zones

The illustrative masterplan has been developed to have three separate character zones. These character zones define the density and character of the buildings and public spaces.

- *Park zone*: Buildings of lower density and height that respond sensitively to the adjacent parklands and wetlands. More private, family orientated public spaces.
- *Central connecting zone*: Medium rise buildings and central connecting spaces that provide active residential frontages and a link through the site.
- *Urban zone*: Higher density buildings that respond to the urban context of the new development and taller buildings along Ferry Lane and Monument Way, creating new public open space onto the waterfront with a place for the bridge to land.



Sketches showing massing evolution of Block A

## 3.2 BUILDING MASSING STUDIES

### 3.2.1 Tall building massing: Height and density across the masterplan

The height and massing of the taller buildings in the proposed masterplan (Blocks A and B) has been carefully considered. Many massing studies have been undertaken to ensure an appropriate height and mass of these taller buildings in relation to the scheme as a whole. The increased height of these taller blocks towards the more urban southern end of the site at Ferry Lane allows for a lower rise and lower density development along the waterways and ecologically sensitive northern tip of the site. The excellent access to public transport, particularly at the southern end of the site, also supports higher density in this area.





Massing exploring lower density of detail application blocks (A and B) - resulting in a higher number of buildings across the site



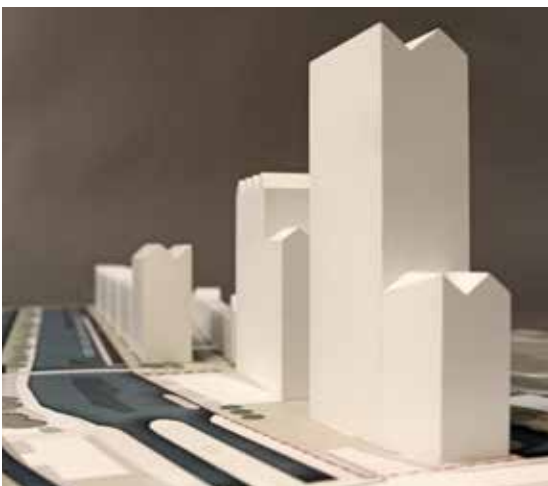
Massing exploring the increased height of taller blocks A and B



Re-alignment of taller blocks A and B to create public waterside square a southern end of site

Massing studies of waterside scheme





### 3.2.2 Masterplan massing studies

The masterplan was developed through a series of scale, massing and height studies, relating to both the site itself and its immediate context.

- Development of heights strategy that is sensitive to the local urban context, parklands and areas of ecological sensitivity.
- Development of a strategy for the massing and location of taller blocks on the site.
- Daylight studies inform the massing and arrangement of the blocks to ensure that the central courtyard spaces and adjacent parkland spaces will receive adequate sunlight.
- Developing a strategy of how to place buildings on the site in relation to their height and mass and the need for appropriate spaces (or gaps) between them.
- Development of a strategy for placing taller buildings towards the urban southern end of the site and progressively smaller buildings towards the sensitive northern edges of the site.
- Massing Studies informing the heights, scale and character of the roofscape across the masterplan.



# HALE WHARF

## INTRODUCTION

Hale and welcome to this public exhibition of our proposals for the redevelopment of Hale Wharf. We have arranged this event to present our ideas and proposals to neighbours and members of the public, and to hear what people think of them.

Please take your time to read through all of the information on display and feel free to put any questions you might have to a member of the project team.

These proposals are being brought forward by Muse Developments and the Canal & River Trust, who are working in partnership on this redevelopment. Hale Wharf offers the opportunity to create attractive and high quality new homes for Tottenham or an already developed (brownfield) site close to local transport links.

The redevelopment of the site will also offer a number of benefits for the wider area, including the creation of new canal-side public spaces and improved links between Greenway Hale and the Lee Valley Regional Park. With Canal & River Trust being a charity, 50% of the proceeds from this development will be put back into waterways improvement.

Muse Developments is one of the country's leading names in residential development and also represents its national developer and regional partners in Leeds, Wakefield, Bradford, and Glasgow. Muse is also part of Orange Group Group plc, a leading UK construction and regeneration group.

The Canal & River Trust is the operational arm of the historic waterways across England and Wales, caring for the rivers and waterways of the country, for all their pleasure, culture, and heritage of important wildlife sites.

[www.hale-wharf.co.uk](http://www.hale-wharf.co.uk)

# HALE WHARF

## WHAT IS PROPOSED?

Our transformation of the site would:

- Deliver approximately 500 new homes, in a series of buildings ranging from 4 to 21 storeys high.
- Create new commercial workspace in the form of office space and shops on site, as well as the restored barge.
- Support the creation of new bridges across the Lee Navigation from Hale Village to The Paddock.
- Provision of c. 600 car parking spaces for disabled parking.
- Provision of public transport with excellent links, and sustainable travel with secure cycle storage throughout the development.

[www.hale-wharf.co.uk](http://www.hale-wharf.co.uk)

# HALE WHARF

## ARCHITECTURAL INFLUENCES

In designing the new homes for Hale Wharf, project architects Allen and Morrison have taken inspiration from the kinds of quality, robust, brick-built canal-side wharf buildings which are much-loved elsewhere.

They have also sought to reference some of the design features of the former Home Vale Colliery Works, which in the 1920s marked an area where a new Home Vale Estate and Hale Wharf. Elements of the design taken from these historic buildings include repetitive and symmetrical elevations and a horizontal roof.

[www.hale-wharf.co.uk](http://www.hale-wharf.co.uk)

# HALE WHARF

## LANDSCAPING

The redevelopment of the site allows us to replace the unattractive sheds and significant amounts of concrete hardstanding currently on site. As well as new homes, we will be able to increase how much green and landscaped space there is across the site and create connections to the Lee Valley Regional Park.

[www.hale-wharf.co.uk](http://www.hale-wharf.co.uk)

# HALE WHARF

## LANDSCAPING - PUBLIC AREAS

We are considering how the internal public spaces of the development could look. This board illustrates some of the ideas we are currently considering.

**A - Green Landscaping**

**B - Hard Landscaping**

[www.hale-wharf.co.uk](http://www.hale-wharf.co.uk)

# HALE WHARF

## ECOLOGY AND ENVIRONMENT

The site currently has little ecological value, due to the activities which take place and the extent of concrete hardstanding. Ecological surveys have been undertaken and no protected species have been found on site.

Our redevelopment will significantly improve on this lack of ecology on site. We are currently looking into what levels of mitigation could be included in the redevelopment to improve the ecological value of the site. This could be done through installing a variety of new plants in landscaped areas, or providing nesting or roosting spaces for birds and insects.

**FLOODING AND DRAINAGE**

The site currently has very little in the way of proper drainage, meaning that most of the water which falls is lost straight into the Lee Navigation. Redesigning the site will allow us to introduce sustainable drainage solutions which allow for the slow release of water.

**SURROUNDING AREA**

The nearest to any much better of the type of the nearby Green Belt, local watercourses, marshes and the Lee Valley Regional Park to Tottenham Hale Wharf is located about a number of these areas which have special environmental and ecological value (and high protection). We are therefore carrying out a lot of detailed assessment work to ensure that we understand and respect local plants and wildlife.

This has included consultation with:

- Environment Agency
- Natural England
- Hertfordshire Council
- Watford Football Club
- Lee Valley Park Authority
- British Trust for Ornithology
- Essex Batology Group
- Canal & River Trust

**EXAMPLE NEW PLANTING**

[www.hale-wharf.co.uk](http://www.hale-wharf.co.uk)

# HALE WHARF

## GREEN GRID

Haringey Council's 'Green Grid' is a long-held strategy to deliver green links across Tottenham from east to west, linking the area to its valuable green spaces.

The redevelopment of Hale Wharf will be an important step in the delivery of this ambition, helping to support the delivery of dedicated pedestrian bridges across the Lee Navigation to The Paddock Community Nature Park to the east, and Hale Village to the west.

[www.hale-wharf.co.uk](http://www.hale-wharf.co.uk)

# HALE WHARF

## FEEDBACK AND NEXT STEPS

Thank you for taking the time to visit us today and for your interest in the redevelopment of Hale Wharf.

You can complete one of our feedback forms while you're here today and return it to a member of the project team before you leave.

Alternatively you can return it to us later by using one of our complementary feedback envelopes, or by completing an online version of the form at [www.hale-wharf.co.uk](http://www.hale-wharf.co.uk)

**CONTACT DETAILS**

You can always contact the project team via one of the following options if you have any further questions or comments on the proposals:

- Email us: [muse@halewharf.co.uk](mailto:muse@halewharf.co.uk)
- Call us: 01844 253 0033
- Visit us: Festival Square, Tottenham, London WC1V 7EE

**Please submit your feedback by no later than Friday 26th February 2016.**

This will allow the team to review all responses received before finalising a planning application for submission to Haringey Council.

A Consultation Statement will accompany the application that we submit to Haringey Council. This will provide a summary of all the feedback received throughout the consultation period and outline how the team has responded to the issues raised.

**ANTICIPATED TIMETABLES FOR PROJECT**

February-March 2016	Review of feedback received and further design work by the project team
Late Spring 2016	Final submission of a planning application - in detail for Phase 1, two blocks closest to Ferry Lane and outline for the remaining site
Summer/Autumn 2016	Final decision by planning committee at Haringey Council
Autumn/Winter 2016	Site clearance
2017 onwards	Construction of Phase 1

[www.hale-wharf.co.uk](http://www.hale-wharf.co.uk)

Selection of boards displayed at the public consultation

### 3.3 CONSULTATION AND COMMUNITY INVOLVEMENT

The development of the Hale Wharf proposals has been informed by a programme of public consultation. The project team arranged and attended two public exhibitions held in venues close to the site, as well as a stakeholder group session. The team has separately met with ward councillors and the Cabinet Member for Regeneration, as well as holding dedicated meetings with site neighbours (including nearby boaters) and environmental interest groups. A project website ([www.hale-wharf.co.uk](http://www.hale-wharf.co.uk)) was set up as a central part of the consultation and has been updated throughout with the latest information about the proposals.

The team has received feedback from interested individuals and groups as a part of its public consultation, including over 50 completed feedback forms as well as emails, letters and coverage in local news media. Full details of the Consultation and community involvement undertaken in support of the Hale Wharf proposals can be found in the Consultation Statement which has been submitted as a part of this application. This document also sets out the feedback received throughout the consultation and how the team as responded.

Type	Date	Location
<b>Meeting with Cllr Alan Strickland (Cabinet Member for Housing and Regeneration)</b>	Monday 1st February, 11.30am	River Park House (Council Offices)
<b>Meeting with ward councillors (Cllr Reith, Cllr Rice)</b>	Monday 1st February, 5.30pm	Civic Centre
<b>Public exhibition one</b>	Wednesday 3rd February, 4pm - 8pm	Ferry Lane School
<b>Stakeholder presentation</b>	Wednesday 10th February, 6pm	Ferry Lane School
<b>Public exhibition two</b>	Saturday 13th February, 10.00am - 1.30pm	Engine Room (Hale Village)
<b>Pre-submission presentation to the Haringey planning sub-committee</b>	Tuesday 16th February, 7pm	Civic Centre
<b>Meeting with Friends of Tottenham Marshes</b>	Monday 7th March, 4pm	Ferry Boat Pub
<b>Meeting with Stonebridge Boaters</b>	Monday 7th March, 7pm	Ferry Boat Pub
<b>Development Management Forum</b>	Wednesday 9th March, 7pm	Tottenham Green Leisure Centre





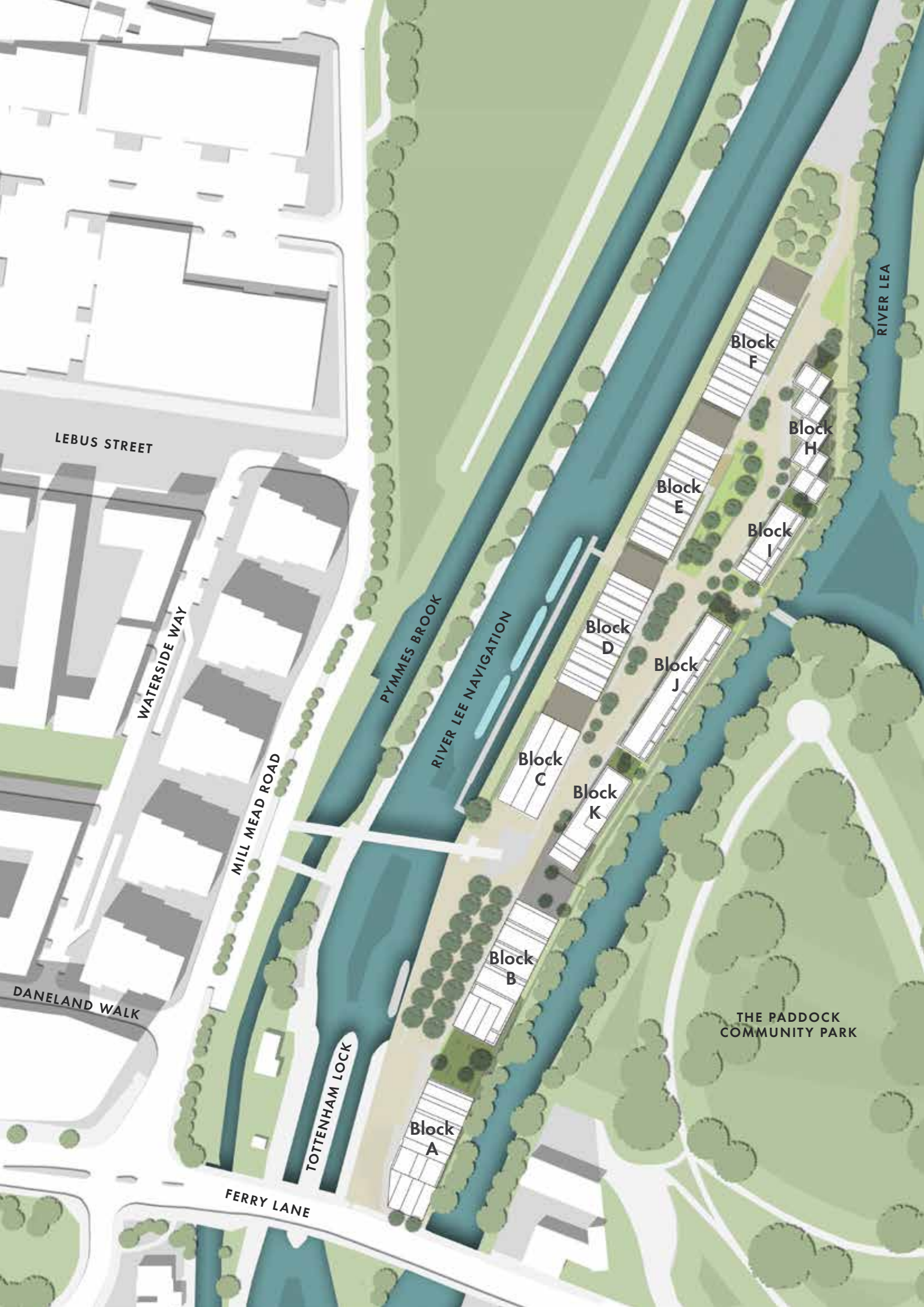


St. Andrews residential scheme, London

### 3.4 SECURE BY DESIGN CONSULTATION

A meeting was held on 3 March 2016 with a Metropolitan Police 'Designing out Crime Officer' (DOCO). A review was carried out of the illustrative masterplan and the principles of Blocks A and B which form the detail planning application. The following points are a summary of the topics discussed.

- Layout and orientation of buildings on the site was discussed as providing potential for surveillance to and from public spaces such as the central courtyard.
- Provision of defensible amenity space as a front boundary between ground floor units and central courtyard.
- Surveillance of gaps between buildings and the need to clearly define the use of external spaces to avoid criminal misuse or abuse.
- Setting the height of balconies across the masterplan at an appropriate height to prevent use as climbing aids.
- Detailing of rainwater pipes to prevent use as climbing aids.
- Street lighting and lighting of footpaths- meeting requirements of Secure by design and how this will be achieved without negatively impacting sensitive adjacent RAMSAR and SSSI sites.
- Compartmentation of lifts and entrance lobbies of apartment blocks in taller Blocks A and B.
- Detail design considerations for attaining secure by Design accreditation in taller buildings such locations of letterboxes and technical specification of doors and windows.



LEBUS STREET

WATERSIDE WAY

MILL MEAD ROAD

DANELAND WALK

FERRY LANE

PYMES BROOK

RIVER LEE NAVIGATION

TOTTENHAM LOCK

RIVER LEA

Block A

Block B

Block C

Block K

Block D

Block J

Block E

Block F

Block H

Block I

THE PADDOCK  
COMMUNITY PARK



## 4 OUTLINE ILLUSTRATIVE MASTERPLAN

### 4.1 ILLUSTRATIVE MASTERPLAN AND DESIGN CODES

An illustrative masterplan has been prepared for the site. The process of developing the illustrative masterplan provides the opportunity to evaluate the architectural character as well as to test the environmental and social implications of the proposals. Therefore the development of the illustrative masterplan has two important roles:

- To provide a basis for developing the parameters and detailed design for the proposed development.
- As an example of how a development designed in accordance with the parameters may evolve.

The masterplan establishes principles of overall layout, including density, tenure & amount, plan, orientation and forms of streets and buildings, circulation, cycle storage and parking.

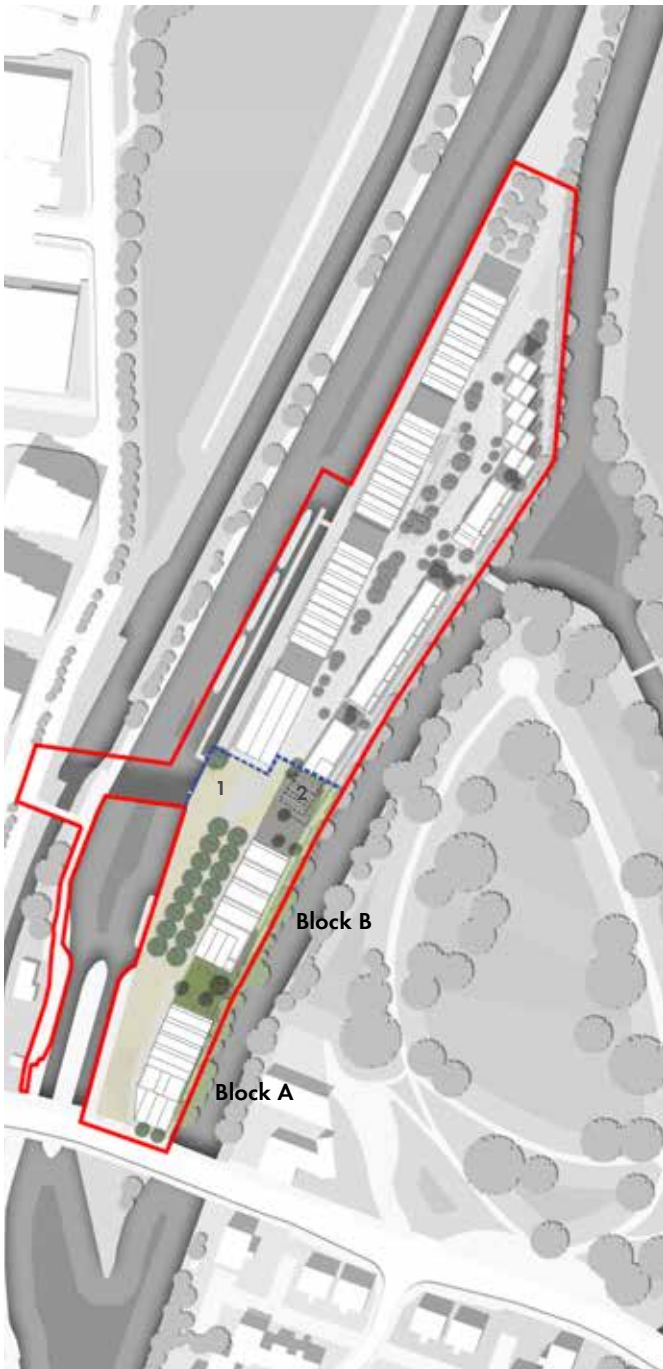
A series of design codes are included within this section. These focus on key aspects affecting the appearance and design quality of the scheme and are included in the following sub-sections:

- 4.3 Use and Amount
- 4.4 Typology
- 4.5 Scale and Massing
- 4.6 Gaps and Views Throught
- 4.7 Appearance
- 4.8 Transport and Parking
- 4.9 Public and Private Realm
- 4.10 Refuse and Servicing
- 4.11 Energy and Services

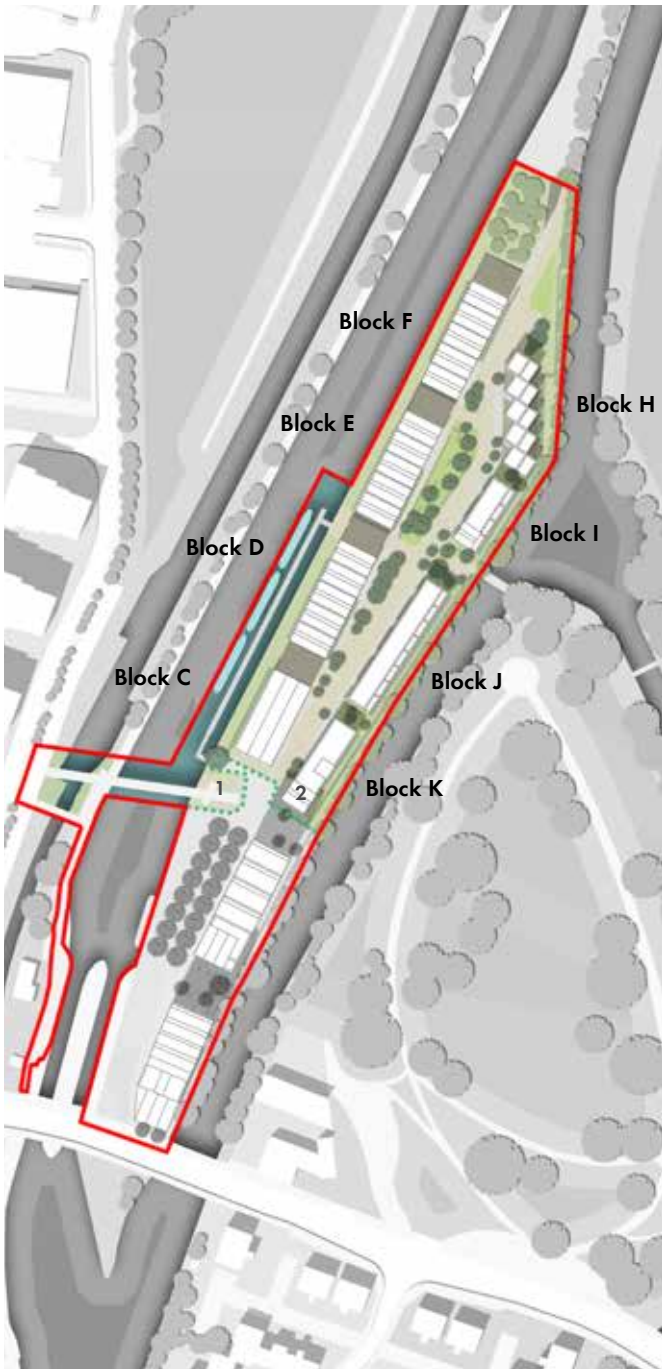
The Design Codes are intended to establish the character and quality of the buildings in the Hale Wharf development. They will help inform the internal layout, access and appearance of the buildings of the outline proposal as they come forward for development. The Design Codes should also be read in conjunction with the parameter plans.

The pages which contain the Design Codes are identified by their pale blue colour. Each Design Code is typed in bold font, and should be read alongside its justification typed in italics font. The objective is to clarify the purpose and reasoning behind any given Design Code. Subsequent development proposals that follow this outline masterplan will need to demonstrate that they have responded to the Design Codes and how they achieve their objectives.





Extent of detail application



Extent of outline component

#### 4.1.1 Detail application

Provides 249 residential units and 307m<sup>2</sup> commercial space in Blocks A and B. With associated parking and landscaping works to the southern end of the site. Please refer to section 5 of the DAS and to the unit schedules for a detailed split of unit and tenure types.

Interim car parking is provided for Blocks A and B to the northern end of the detail application area.

#### 4.1.2 Outline component

The outline component will provide up to 256 residential units and 1,300m<sup>2</sup> commercial/ community space in Blocks C,D,E,F,H,I,J and K, with associated landscaping and parking.

The outline component also provides a new bridge to the southern end of the site. See section 4.2 'Bridges' for further information on the outline bridge application.

#### 4.1.3 Phasing

The programme does not pre-determine the order in which buildings subsequent to the detail application will be delivered. However, the importance of defining the thresholds which would trigger the provision of key elements of infrastructure, public realm or community facilities as the development progresses will be upheld throughout the construction process.

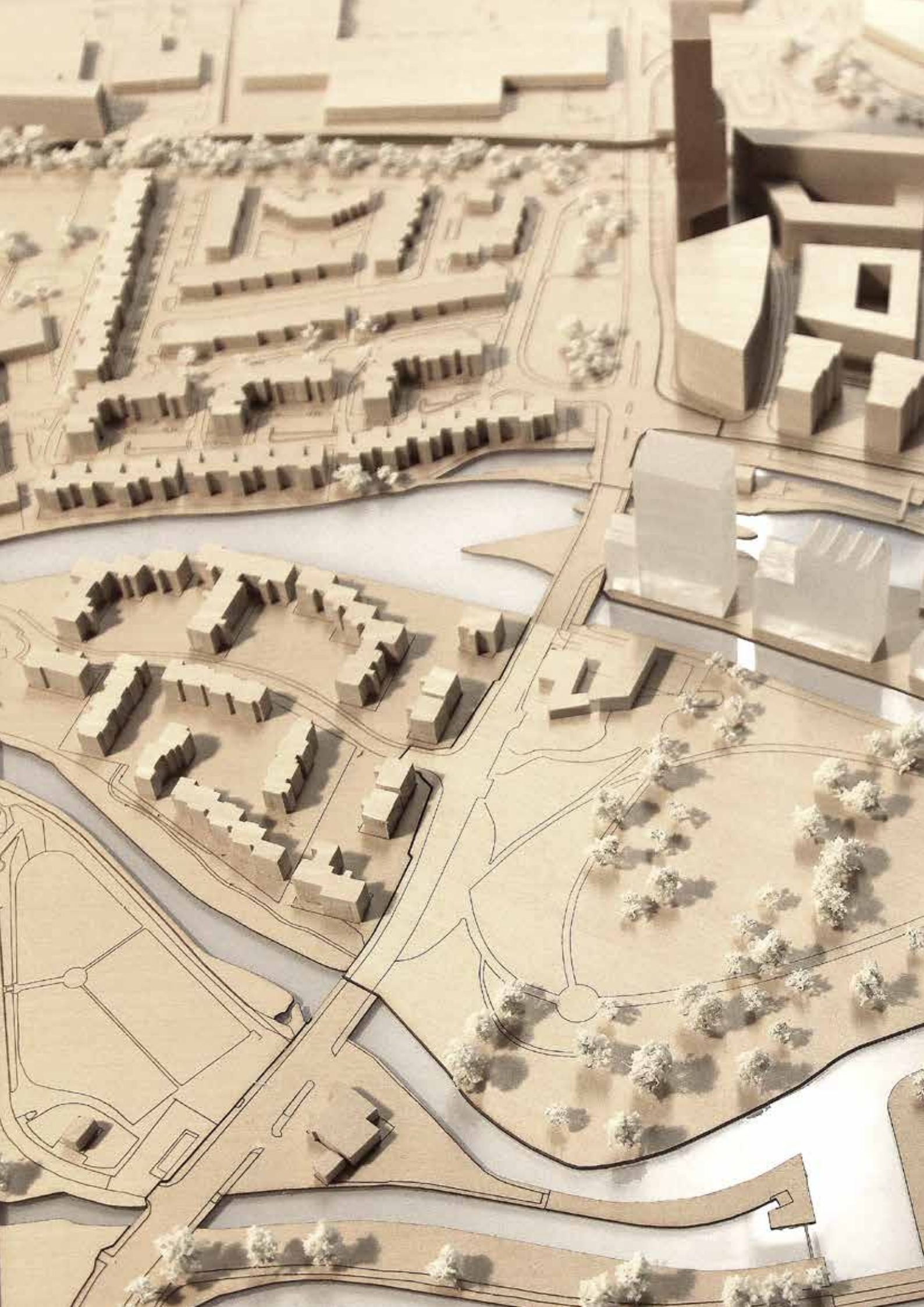
Implementation of the development will be phased to ensure that demolition and construction activities required for the redevelopment are delivered in a timely, properly and orderly way and to ensure that any disruption is minimised. All phases of the development will be dependent on market conditions.

— Planning application site boundary

— Detailed application boundary

— Outline application boundary

- 1 Outline approval is sought for a bridge and bridge landing in this area. Detail approval is sought for landscape works in the same area.
- 2 Outline approval is sought for buildings in this location. Detail approval is sought for interim car parking in the same area.



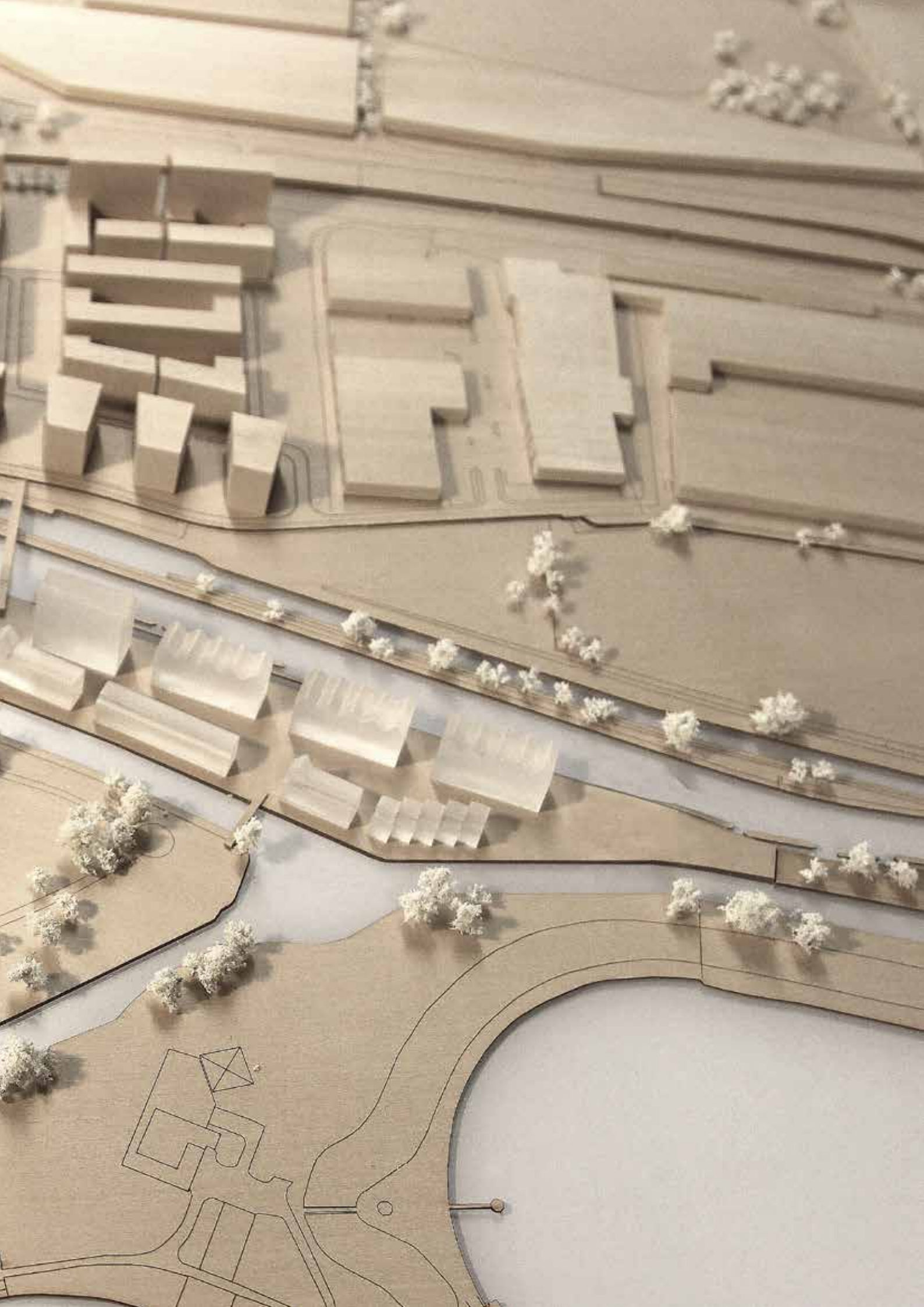




Diagram from 'Tottenham Hale: Green and Open Spaces Strategy': Haringey London

## 4.2 BRIDGES

### 4.2.1 The Bridges within the Green and Open Spaces Strategy for Tottenham Hale

Four watercourses run roughly North-South at a short distance from each other adjacent to and close to the site – the Pymmes Brook, the River Lee Navigation, the River Lea Diversion and the Old River Lea. These are followed relatively closely by the overhead electrical cables, the railway line, the dual carriageway of Watermead Way, while a spur from the Victoria Line rises to the surface here. The transport infrastructures both connect and dissect the area: they connect it to central London, but fragment it into small disconnected islands.

A number of studies have developed the approach to physical access and open space, independent of but feeding into the development process.

The Tottenham Hale Green and Open Spaces Strategy prepared by Kinnear Landscape Architects for Haringey Council, and developed in dialogue with the District Centre Framework Streets and Spaces strategy, established a number of principles as follows:

- Existing and new connections are to form a series of east-west routes between the High Road and the river, supporting a connected neighbourhood: work delivering the new connections needs to be supported by upgrades to existing links such as the underpass.
- The new link through Hale Village is formed by a bridge over the railway and over the River Lee Navigation. Since this link is close to Ferry Lane, it should complement it: the former is more of a quiet pedestrian route, the latter is better suited to commuter cycling.
- Access to nature is to be enhanced by bringing the distinctive landscape character of the Lea Valley into the urban areas, at Down Lane Park and Chesnut Road; in addition by improved links and quiet routes to the renewed Paddock, and to Walthamstow Wetlands.

- By renewing and extending Down Lane Park, its role as a key community resource, and a common ground between old and new communities can be strengthened.
- Existing and new open spaces should range in character between the urban and the wild; connected up, they will form a chain of varied atmospheres and activities.
- New connections should be conceived to support movement along as well as across the valley, supporting the regional usage of the Lea Valley: by linking at locations appropriate to both directions, connections will help form circular walks and cycle rides.

The bridges are therefore an important means of realising the Green and Open Spaces Strategy and have the potential to link new and existing communities, offer access to public transport and access to nature, and reinforce the distinctiveness of the place.

Two of the bridges from the Green and Open Spaces Strategy are being included in the outline application. The outline application establishes the design principles and parameters for these bridges.



Bridge and lift, Galtzaraborda, Spain. VAUMM Architects



Bridge over Avenue Tervuren, Brussels. Pierre Blondel Architectes, Laurent Ney and Partners engineers

#### 4.2.2 Design approach to the Bridges

In the context of the Green and Open Spaces Strategy, careful and strategic consideration has resulted in the following principles to guide the design of the bridges:

- The bridges and paths should be direct and visible, but can also diverge and converge*  
 The High Road, Ashley Road, Hale Village and Hale Wharf all vary subtly in orientation, so there is no single alignment that works with each; moreover, there are locations, at Down Lane Park and Mill Mead Road where it is beneficial to step or vary the route, to avoid fast cycling or careless road crossing. Conversely, the bridges and paths are parts of a whole, in an engineered landscape, so deliberate meanders and changes in alignment would easily appear contrived. To balance these conditions, the elevated bridges are proposed in a single line, so that one is clearly visible from the other; however, the low bridges, the steps at the western end of the rail bridge, and the paths linking them are proposed responding to local conditions.
- The bridges should land in public spaces*  
 The bridges are not simply infrastructures, linking roads or paths, but are connections between places. How the bridges land, and relate to new development, is therefore very important. Through dialogue between the designers of the bridges and those leading the new developments, it is critical that space is made for the bridges, so that they connect to and animate new public realm.

- *The bridges should be designed in manner which reflects and fits in with their surroundings*

Much of the area is highly engineered – the viaduct of Watermead Way, the concrete channel of the Pymmes Brook, the electricity pylons. Yet through mature trees, wild vegetation and older landscape elements like the stone canal locks, the rural character is still strongly present. This tension is true of the Lea Valley as a whole. The bridges up and down the valley are straightforward, undemonstrative structures that contribute to the engineered or rustic feel: the new bridges should fit within these simple, direct ‘vernaculars’, working as part of the landscape character, and avoiding spectacular gestures.

- *The bridges in urban areas should integrate lifts*  
The slices of land left between the linear infrastructures do not accommodate ramps at the scale required by the elevated bridges. Such ramps would exceed acceptable standards for access, would impede other movement, and in the case of the bridge over the River Lee Navigation would have significant ecological impacts, requiring the removal of significant sections of river edge vegetation. For this reason the bridges over the railway and canal should be served by lifts. These lifts should either be integrated in the engineering structure, or treated as separate elements of the landscape, avoiding any impression that they are bolted on to a bridge conceived in isolation.
- *The bridges should offer views to the surrounding landscape*  
The valley floor around Tottenham Hale is dominated by the high banded Walthamstow Reservoirs; other parts are fenced and divided up. As the bridges rise over obstacles, they potentially offer rare elevated views over this piecemeal landscape, allowing users a view of the wider area, and a sense of this open space that carves through East London. To make the most of these views, and to contribute to the sense of openness, bridges should be left open to the sky, and where crossing over the rivers should have structure no higher than the balustrade.

- *The bridges should have a common language and material*

The spans and structural depths, the clearances and approaches vary by large factors – the spans from 15 to 50 metres, the clearances from level to 5.8 metres. Despite this diversity, the bridges built in this area should have a core common identity, sharing a simple range of approaches without in any way repeating solutions across dissimilar conditions. A common language of simple trussed girder construction should be used across all scales of bridge. Materials will likely vary according to scale and location: a palette of painted steel, weathering steel and hardwood offers sufficient diversity of performance to meet the engineering constraints, and enough material variety to respond to different landscape characters. The different bridges should be developed with reference to others in the series, forming a ‘family’, with deep-rooted commonalities underlying local differences.



Bridge in weathering steel, Saskatoon, USA



### 4.2.3 Bridge 1: Design Principles

The bridge over the Pymmes Brook and River Lee Navigation will provide pedestrian access between Millmead Road and Tottenham Marshes footpath and Hale Wharf over the River Lee Navigation.

#### *Engineering constraints*

- Vehicular access to Pymmes Brook slipway to be maintained at 4 metres wide
- No surcharging or lateral loading on Pymmes Brook concrete culvert
- Bridge designed to carry 2no. heat network pipes from Hale Village to Hale Wharf
- Bridge soffit level above 1-in-100 year flood level, plus 20% climate change allowance, plus 600 mm design freeboard (= +8.53 AOD over Pymmes Brook, and +9.09 AOD over River Lea Navigation)
- Bridge soffit level above 1-in-1000 year flood level (+8.55 AOD)
- No allowance has been made for future naturalisation of the watercourse at the abutments, since the close proximity between the Pymmes Brook and the River Lea Navigation and the requirement for vehicle access to Pymmes Brook preclude this
- See parameter plan for further detail on design parameters and constraints

#### *Unknowns*

- Assumed high voltage cable under towpath, other utilities unknown. Surveys will be carried out at RIBA Stage 3 to support the detailed design and Reserved Matters Application.

#### *Siting*

- Bridge aligned with the rail bridge proposed from Ashley Road to Hale Village: maximises visibility from the rail bridge, helping the green grid work as a whole, not a set of isolated parts.
- This alignment implies movement to the north to connect to the bridge to the Paddock
- Crossing approximately perpendicular to Hale Wharf river wall at the bend in the river

- This location makes use of the wider section of the towpath to locate foundations.
- Lifts integrated into pylon structures, parallel to the river walls, bearing bridge load to piled foundations

#### *Access – stairs and lift*

- Stepped access bridge, supported by a lift to the towpath and bridge across Pymmes Brook, and a lift within the Hale Wharf public space.
- West stair has to span Pymmes Brook; East stair needs to descend within the Hale Wharf public space. They are therefore asymmetrical, and this should be carefully handled in the design.
- Longitudinal camber with high point at the centre of the span, supporting Eastern views to Hale Wharf and beyond to the Paddock, or Western views to the new District Centre.

#### *Construction and materials*

- Bridge and lifts in braced weathering steel or painted steel construction
- Lifts to be integrated in the structure of the bridge.
- Deck and steps in durable hardwood with anti-slip inserts; handrail in durable hardwood; cast iron nosings to steps
- Lift shaft cladding and bridge guarding infill to be as transparent as possible to mitigate the presence in the landscape
- Structure not to exceed a height of 1.4 metres above the deck, to support views to the surrounding landscape.
- Heat network pipes suspended from cross beams beneath stair and bridge; pipes will be insulated and encased for protection from potential impact.

#### *Safety*

- CCTV to be integrated in lift and at lift doors for security and maintenance – as noted in the management and maintenance strategy for the bridges.
- Lighting to be integrated in handrail of both bridges, and at lift doors. Lift car to be illuminated when in use.

- Emergency telephone line in the lifts to be provided  
- data and telephony integrated into services for the bridge

#### *Ecological impact*

- Removal of trees in the riparian corridor has been minimised by the use of lifts instead of ramps, and by concentrating the footprint of the two bridges proposed.
- Lightspill onto the river and within the migratory corridor to be minimised by careful lighting design.
- Risk of birdstrike to be avoided by use of bird-proof etch if glass used.
- If weathering steel is used, product literature states that run-off does not have an adverse effect on surrounding vegetation or watercourses.

#### *Lighting*

Preliminary lighting studies have established that lighting recessed in the handrail and directed inwards would be able to achieve the following mean illuminance levels:

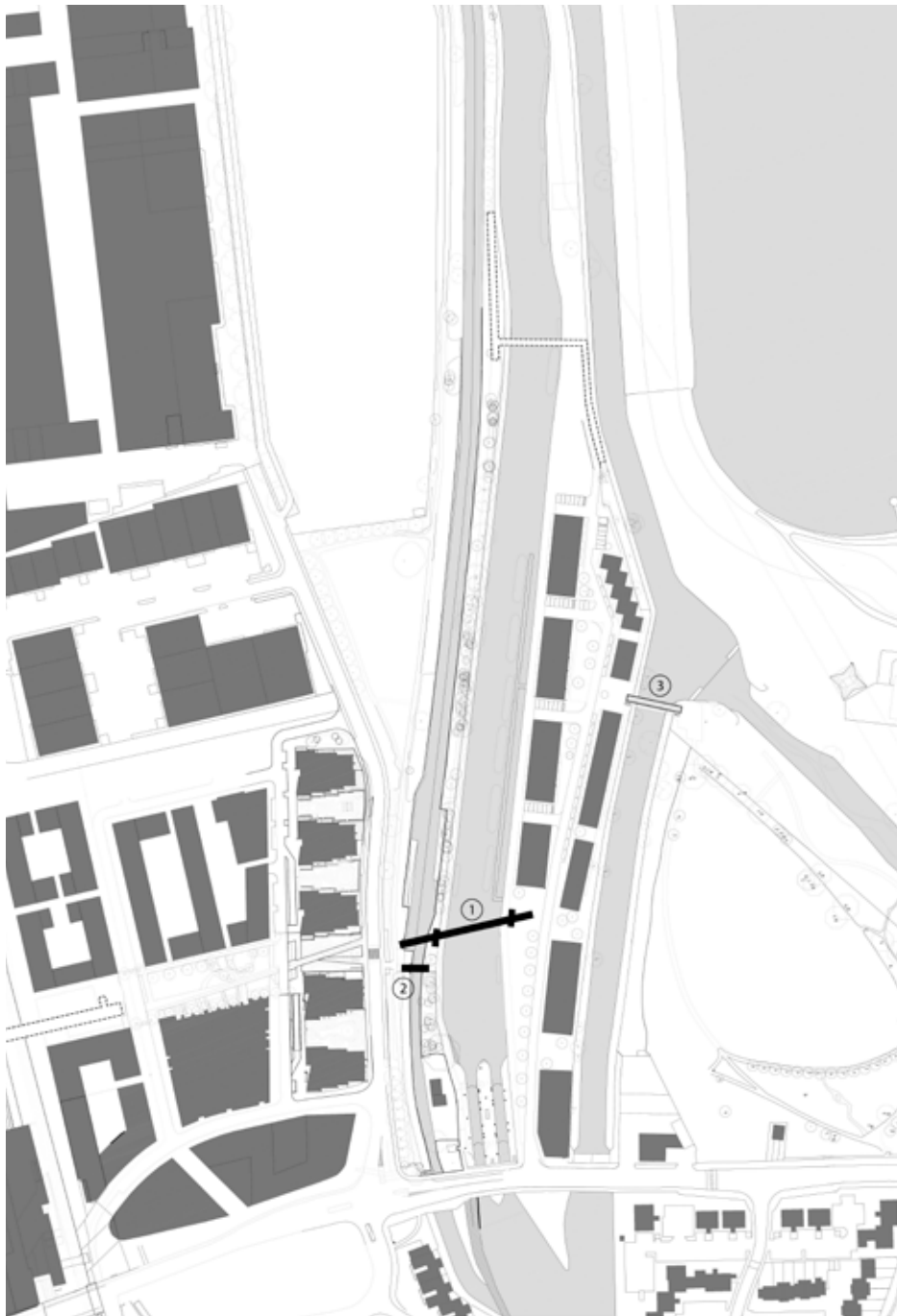
30 lux at bridge deck level

>6 lux at head height for facial recognition

<1 lux lightspill onto the river

#### *Public realm*

- Towpath to widen to connect to lift, path material to match, gravel topped asphalt
- Tactile paving at foot of stairs in line with accessibility guidance.
- Drainage to collect at base of stair and lifts to mitigate any staining from weathering steel run-off.
- Palisade fencing to be cut back and adjusted to accommodate bridge
- New hedge to be planted beside recently completed fencing along Millmead Road, beside road crossing to enhance the existing ecology of the route



- ① River Lee Navigation Bridge
- ② Pymmes Brook Bridge
- ③ Paddock Bridge
- Bridge 1 & 2 included in outline planning application
- Bridge 3 not included in the outline application, location is safeguarded by the application for future review of the bridge
- ⋯ Other bridge locations as identified in the 'Green and Open Spaces Strategy'

Bridge strategy diagram

#### 4.2.4 Bridge 2: Design Principles

The Pymmes Brook bridge will provide pedestrian and cycle access between Tottenham Marshes footpath and the River Lee Navigation towpath over the Pymmes Brook.

##### *Engineering constraints*

- Vehicular access to Pymmes Brook slipway to be maintained at 4 metres wide
- No surcharging or lateral loading on Pymmes Brook concrete culvert
- Bridge soffit level above 1-in-100 year flood level, plus 20% climate change allowance, plus 600 mm design freeboard (+8.53 AOD)
- Bridge soffit level above 1-in-1000 year flood level (+8.55 AOD)
- Bridge spans both open and enclosed sections of Pymmes Brook, permitting the latter to be uncovered in the future
- No allowance has been made for future naturalisation of the watercourse at the abutments, since the close proximity of the River Lee Navigation and the requirement for vehicle access preclude this
- See parameter plan for further detail on design parameters and constraints

##### *Unknowns*

- Assumed high voltage cable under towpath, other utilities unknown. Surveys will be carried out at RIBA Stage 3 to support the detailed design and Reserved Matters Application.

##### *Siting*

- Secondary bridge to the south of main River Lee Navigation bridge, spanning over the culverted Pymmes Brook as well as the open section. The bridge is sited to offer access to the River Lee Navigation towpath from the West, and to offer a step free route to the Hale Wharf Bridge.

##### *Access*

- Level access from Tottenham Marshes path and towpath, providing a step free route from the West to the lift and bridge to Hale Wharf.

##### *Construction and materials*

- Hardwood truss construction with structure forming edge guarding
- Hardwood deck with anti-slip grooves
- Longitudinal camber
- Guarding infill in fine stainless steel mesh

##### *Safety*

- Lighting integrated within the handrail

##### *Ecological impact*

- Removal of trees in the riparian corridor has been minimised by concentrating the footprint of the two bridges proposed
- Lightspill to be minimised by careful lighting design

##### *Lighting*

Preliminary lighting studies have established that lighting recessed in the handrail and directed inwards would be able to achieve the following mean illuminance levels:

30 lux at bridge deck level

>6 lux at head height for facial recognition

<1 lux lightspill onto the river

##### *Public realm*

- New connections to Tottenham Marshes footpath and towpath to match existing (gravel topped asphalt)
- Palisade fencing to be cut back and adjusted to accommodate bridge
- New signage in keeping with Lee Valley Regional Park Authority and Canal & River Trust branding to be added at the East and West ends of the Pymmes Brook bridge.

Private Housing						
Market Sales						
Flat / House Type	Target Minimum Typical NIA (sqm)	Target Minimum Typical NIA (sqft)	Unit Count		Habitable Rooms	
Studio Flat	39	420	10	4%	10	2%
1 Bed Flat	50	538	87	35%	174	26%
2 Bed Flat	73	786	103	42%	309	45%
3 Bed Flat	99	1066	47	19%	188	28%
<b>TOTAL</b>			<b>247</b>	<b>49%</b>	<b>681</b>	<b>50%</b>
Market Rent						
1 Bed Flat	50	538	50	46%	100	36%
2 Bed Flat	73	786	51	47%	153	54%
3 Bed Flat	99	1066	7	6%	28	10%
<b>TOTAL</b>			<b>108</b>	<b>21%</b>	<b>281</b>	<b>20%</b>
<b>TOTAL Private Housing</b>			<b>355</b>	<b>70%</b>	<b>962</b>	<b>70%</b>
Affordable Rent						
2 Bed Flat	83	893	17	50%	51	43%
3 Bed Flat	96	1033	17	50%	68	57%
<b>TOTAL</b>			<b>34</b>	<b>7%</b>	<b>119</b>	<b>9%</b>
Shared Ownership						
1 Bed Flat	50	538	55	47%	110	38%
2 Bed Flat	73	786	61	53%	183	62%
<b>TOTAL</b>			<b>116</b>	<b>23%</b>	<b>293</b>	<b>21%</b>
<b>TOTAL Affordable Housing</b>			<b>150</b>	<b>30%</b>	<b>412</b>	<b>30%</b>
<b>GRAND TOTAL</b>			<b>505</b>		<b>1374</b>	

Density				
Net Residential Site Area	1.78 ha		284	units/ ha
			772	habitable rooms/ ha
Accommodation				
NIA (residential only)			34,600	sqm
GIA (residential only)			46,100	sqm
GIA (commercial/ community)			1,600	sqm

Notes: 1. Block K is a flexible use block - allocation is made for both residential and commercial uses but only one would be implemented.  
2. Net residential area excludes bridge, towpath, mooring and canal bank areas.

Summary masterplan schedule of accommodation

## 4.3 USE AND AMOUNT

### 4.3.1 Residential units

In this and the section 4.4 Typology are described the variations in residential size, tenure and type. In keeping with the majority of the surrounding neighborhood the primary use for the development is for residential units with associated amenity space, parking, plant and storage

The masterplan will provide a mix of apartments and maisonettes ranging in size from studio flats to three bedroom family homes. The units will be designed to ensure that they are compliant with the latest Building Regulations at the time of reserved matters planning application and Building Regulations registration.

### 4.3.2 Commercial use

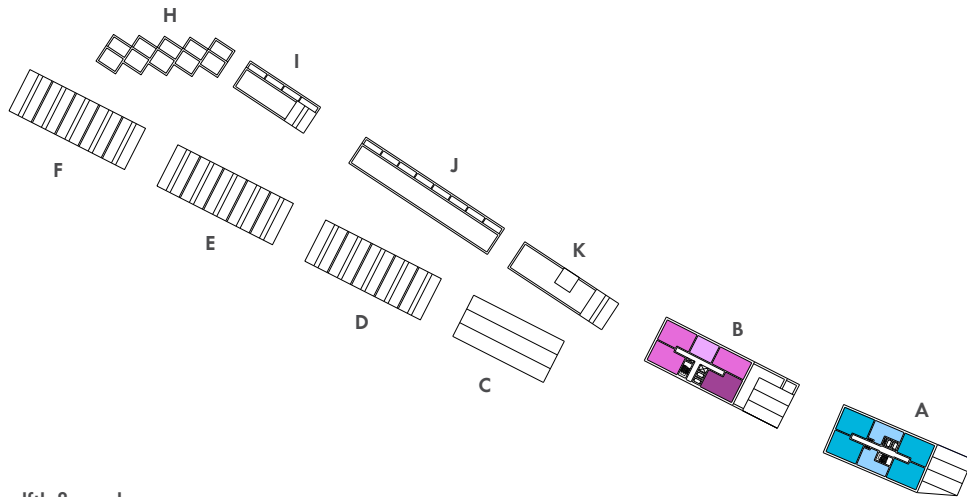
The overall scheme will provide up to 1,600m<sup>2</sup> (GIA) of non-residential floor space (A1/A3/A4/A5 or B1 Uses), which may be used for commercial or retail purposes.

The provision of these new commercial spaces is intended to be beneficial for both current and new local residents.

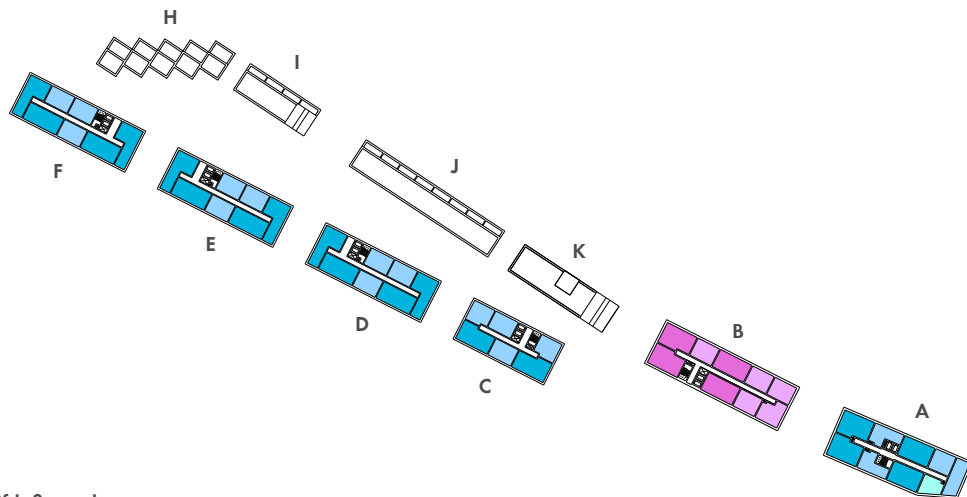
### 4.3.3 Block K Flexible use

Block K is designed to be a flexible use building, providing either residential or commercial (work) space. Allocation is made for both commercial and residential uses, however only one would be implemented. This would be considered at the reserved matters stage. If the Block is used for commercial space it will provide 1,100m<sup>2</sup> commercial space.

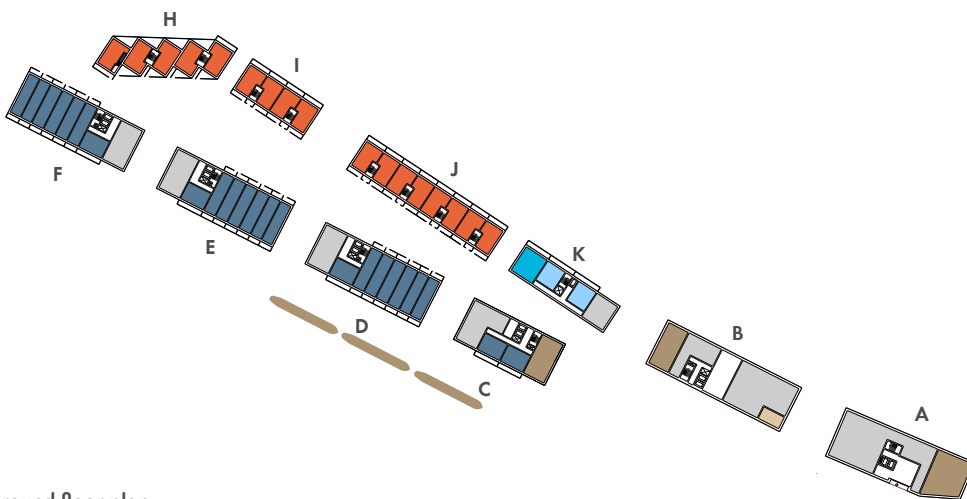
Plans layouts on the following pages illustrate the residential use of Block K.



Illustrative twelfth floor plan



Illustrative fifth floor plan



Illustrative ground floor plan

- Commercial
  - Estate office
  - Bikes/bins, services
- Market Rent
- 1B
  - 2B
  - 3B
- Market Sales
- Studio
  - 1B
  - 2B
  - 3B
- Affordable Rent
- 2B
  - 3B

#### 4.3.4 Tenure distribution

Tenure distribution has been arranged to complement the existing characteristics and opportunities of the site. Tenure types and their corresponding typologies have been located in a manner that responds sensitively to the green belt and areas of ecological importance to the north eastern edges of the site and also appropriately to the urban context of Ferry Lane and excellent transport links to the south of the site.

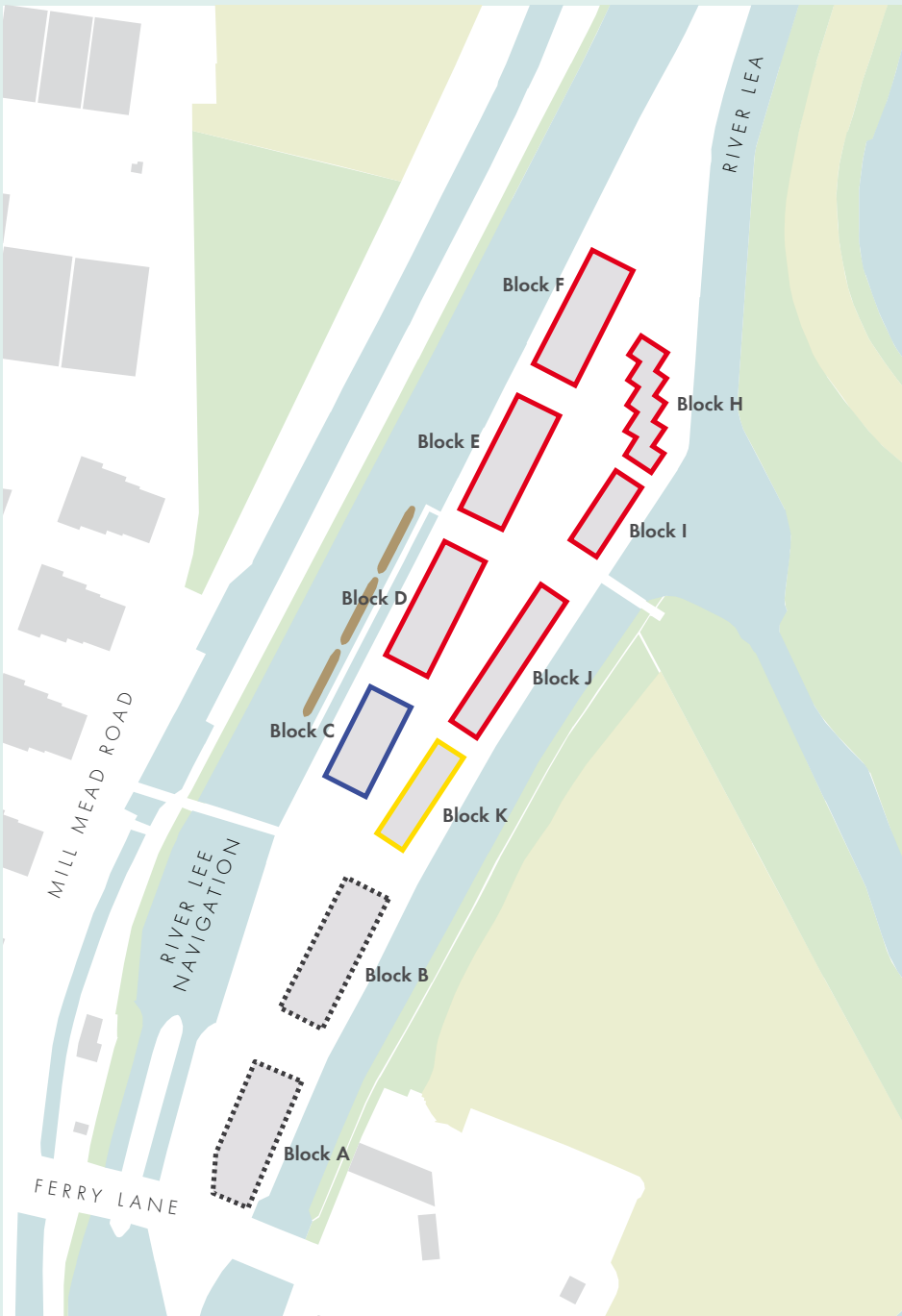
The affordable units are placed along the north and eastern edges of the site and are largely comprised of family homes. The greater width at this point in the site lends itself to family living, with more space for parking and play space. Waterside apartment buildings, comprised of studio to 3 bed units are placed along the western edge of the site, with 3 bed maisonettes located at ground floor level which provide gardens for families.

A higher density of mainly 1 and 2 bed units are located within the two taller blocks (A and B) in the detail portion of the masterplan. Block A will be entirely private for sale units and Block B is intended as Market Rent or Private Rental Sector units. These smaller units are ideally placed to benefit from close proximity to Tottenham Hale transport links and will have very limited parking provision.

All buildings are designed to be tenure blind. In order to facilitate the different building management structures and to keep service charges low, all tenures will have separate cores.

The illustrative plans on the facing page indicate the indicative distribution of tenure and unit sizes across the illustrative masterplan. A more detailed breakdown of Blocks A and B is included in chapter 5 of the report 'Detail Application'.





- residential use
- residential/ ground floor commercial use
- residential/ workspace use
- see detailed application

Uses design code diagram

## DESIGN CODE: USE

### 4.3.5 Building uses

Each building use is defined by the diagram on the facing page. The different uses of the building are defined as follows:

- **Residential use:** The ground and upper floors should be used for residential accommodation only.
  - **Residential/ ground floor commercial use:** The majority of the ground floor should be used for residential accommodation with some commercial use. The upper floors should be used for residential accommodation only.
  - **Residential/ workspace use:** The use of the building is flexible and may be used for either residential accommodation or workspace.
  - **Detail application:** The uses of these buildings are defined in the detailed application chapter of this report.
- **The ground floor level of any building in the masterplan may not be used solely or largely for the purpose of parking. This includes undercroft parking.**  
*To ensure active residential frontages at ground floor throughout the development.*
  - **No bedrooms within residential units at ground floor level may face directly onto the central courtyard.**  
*To ensure privacy within residential units from the public realm.*



- parkside family homes
- waterside apartment blocks
- flexible residential/ workspace block
- tall buildings

Illustrative diagram of location building types

## 4.4 TYPOLOGY

### 4.4.1 Residential and non-residential building types

The diagram on the facing page indicates the location of the different building types across the masterplan.

The massing strategy of the masterplan has been developed to include a number of key residential building types that respond to the specific constraints and opportunities of the narrow wharf site. The typologies are seen as the driver for the other design codes of roofs, appearance, building gaps, transport, parking and services.

These different types are as follows:

- Parkside family homes
- Waterside apartment blocks
- Flexible residential / workspace block
- Tall buildings

The tall buildings (Blocks A and B) form part of the detail application and therefore are not included in the design codes. Please see chapter 5 for further information on these blocks.

### 4.4.2 Position of typologies in the masterplan

The development is comprised of apartment blocks of varying scales placed along the canal and river edges, creating a shared internal courtyard with private garden spaces at the water edges. Blocks are placed to ensure protection of bio-diverse edges of the site. Taller buildings (Blocks A and B) are placed at the Ferry Land end of the site allowing for a new large public waterside space at the main entrance of the site.

Parkside family homes (Blocks H,I and J) and Waterside apartment buildings (Blocks C, D, E and F ) will have maisonettes at the ground and first floor which will provide as many front doors on to the shared courtyard space as possible, providing active frontage and natural surveillance of the public courtyard. Block K is a flexible use block and will either have commercial spaces at all levels or residential accommodation at all levels.

Parkside family homes are placed at the wider portion of the site where the shared internal courtyard provides more space for uses suited to family living, such as play space and on street parking. This lower-density typology is placed along the east and northeast edges of the site to soften the edge of the development toward the green belt to the east and north of the site.

## DESIGN CODE: TYPOLOGY

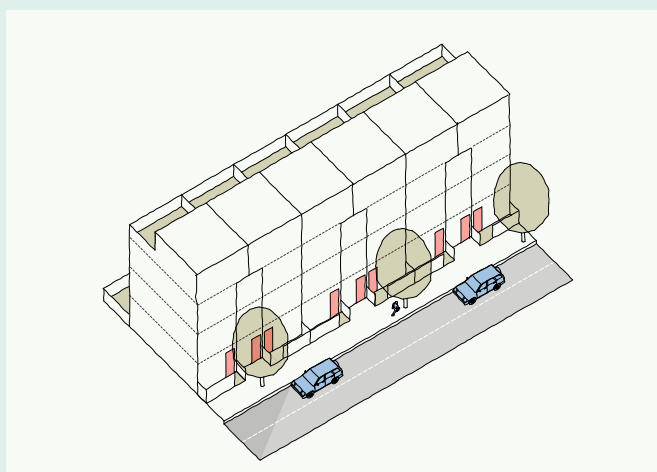
### 4.4.3 Typological characteristics

- **The following description of each of the residential building types describes and illustrates its particular characteristics. Maximum dimensions in terms of height and width are outlined in the parameter plans.**

*To clarify the characteristics of each of the building types*

#### **Parkside family homes**

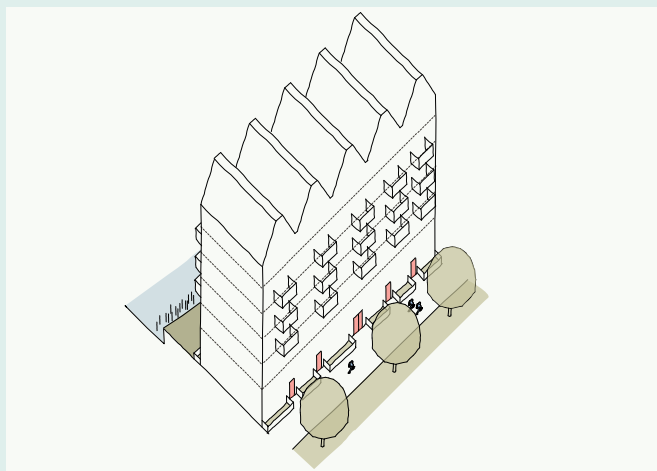
- 4 or 5 storeys high
- 2 or 3 bedroom maisonettes and duplexes
- maisonettes at ground floor that are accessed directly from the central courtyard via their own front door
- duplexes at upper levels
- maximum 2 units per core for duplexes
- individual private terrace or back garden
- no projecting balconies
- nominal defensible spaces
- type can be staggered in plan



Parkside family homes

#### **Waterside apartment blocks**

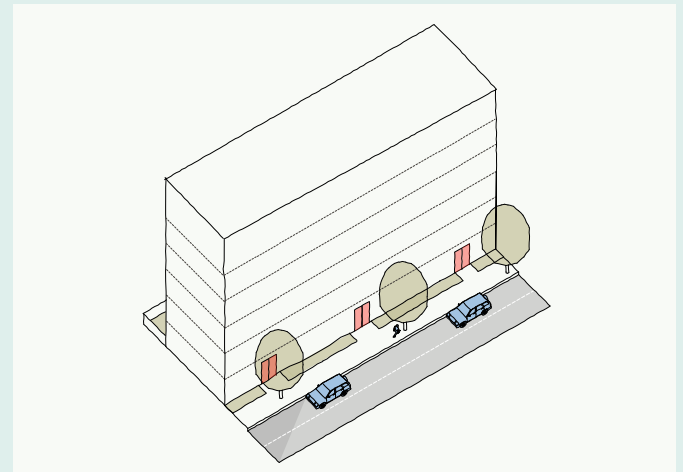
- 5 to 10 storeys high
- 1 to 3 bed dwellings
- maisonettes at ground floor that are accessed directly from the central courtyard via their own front door
- private back garden for maisonettes at ground floor
- maximum 8 units per core
- projecting balconies for dwellings above 1st floor
- Block C only - ground floor either residential or primarily residential with some commercial use



Waterside apartment blocks

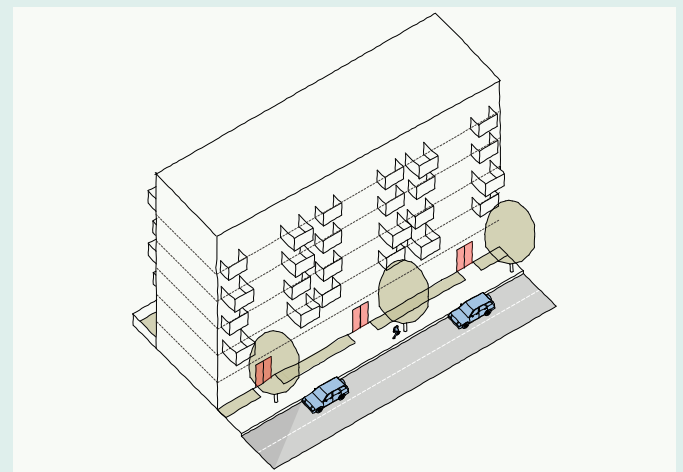
**Flexible residential/ workspace block**

- 4 to 5 storeys high
- use of block can be either for residential or workspace units
- 1 to 3 bed dwellings
- Maisonettes at ground floor that are accessed directly from the central courtyard via their own front door.
- Maximum 9 residential units per core
- Projecting balconies for dwellings above 1st floor



Flexible block - workspace use

**OR**



Flexible block - residential use



Reference image: Parkside family homes  
Pazel Kunzel Architects



Reference image: Waterside apartment block



Reference image: Flexible block if use is for workspace



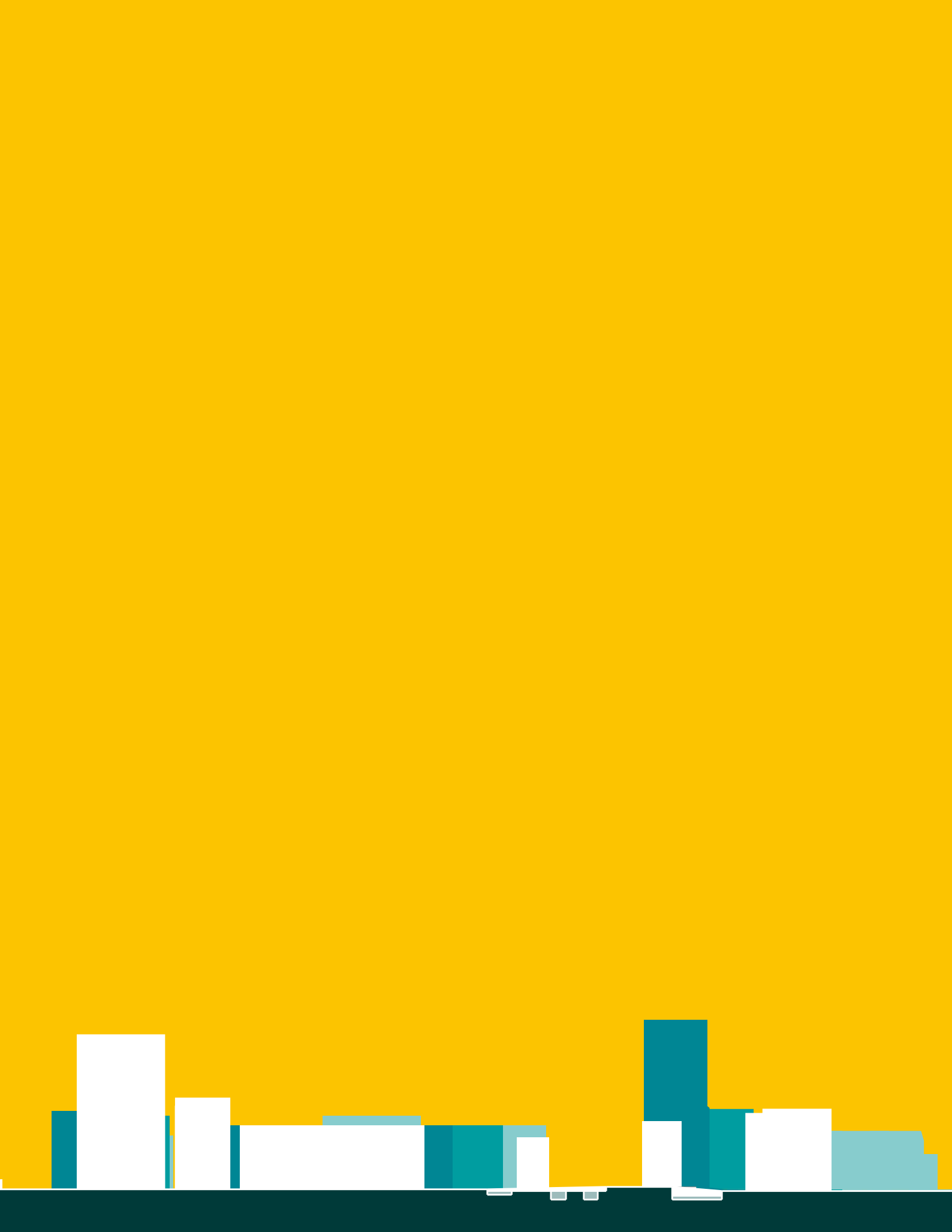
EXISTING

MONUMENT WAY

THE HALE

STATION SQUARE

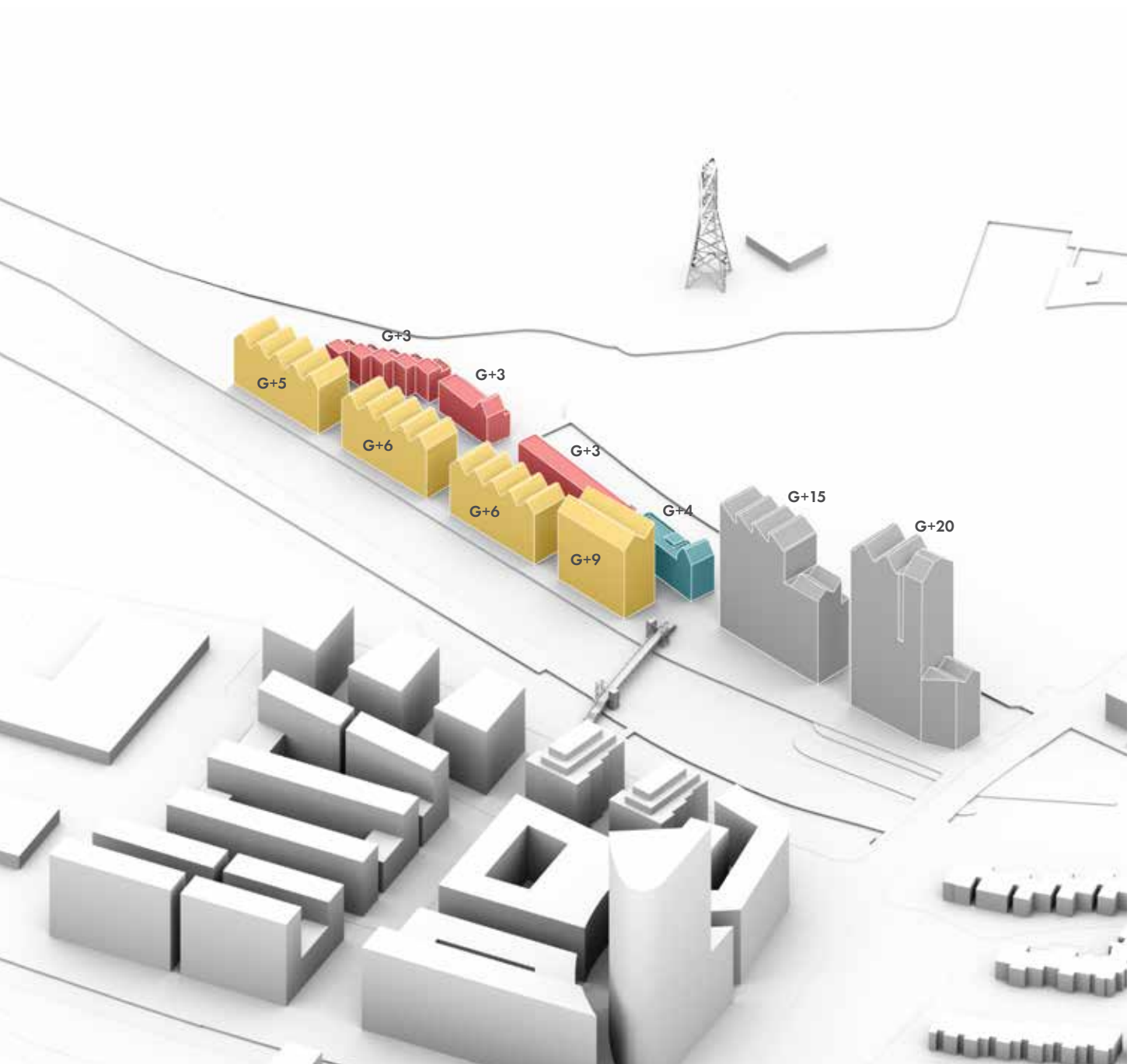
TOTTENHAM  
HALE STATION



HALE VILLAGE

MILL MEAD ROAD PIMMS BROOK TOTTENHAM LOCK HALE WHARF





Aerial view facing north-east indicating number of floors across the typologies

#### 4.5.2 **Creating a new skyline and protecting sensitive waterside edges**

The massing of the blocks across the masterplan will create a new urban context and skyline that is appropriate to the surrounding neighbourhoods of Tottenham Hale Station and Monument Way. The massing has been arranged to ensure that this is achieved whilst maintaining consideration of the sensitive ecological borders of the site.

Taller urban buildings, blocks A and B (ground +20 and ground +15 storeys) are set around the bridge landing and toward Ferry Lane, stepping down to the lower waterside apartment blocks (6/10 storeys) toward the more ecologically sensitive northern end of the site. Buildings are broken up to allow east-west views out of and through the site, and family housing adjacent to the reservoir and Paddock are lowered (4 storeys) to soften the edges of those green spaces.

The taller elements included in the detailed application (Blocks A and B) form a focal point of a new urban skyline. Refer to Chapter 5 of the report for further details.



Illustrative scheme roofplan



Roofscape Precedent: Leamouth South, London



Roofscape Precedent: Thornsett Road, London



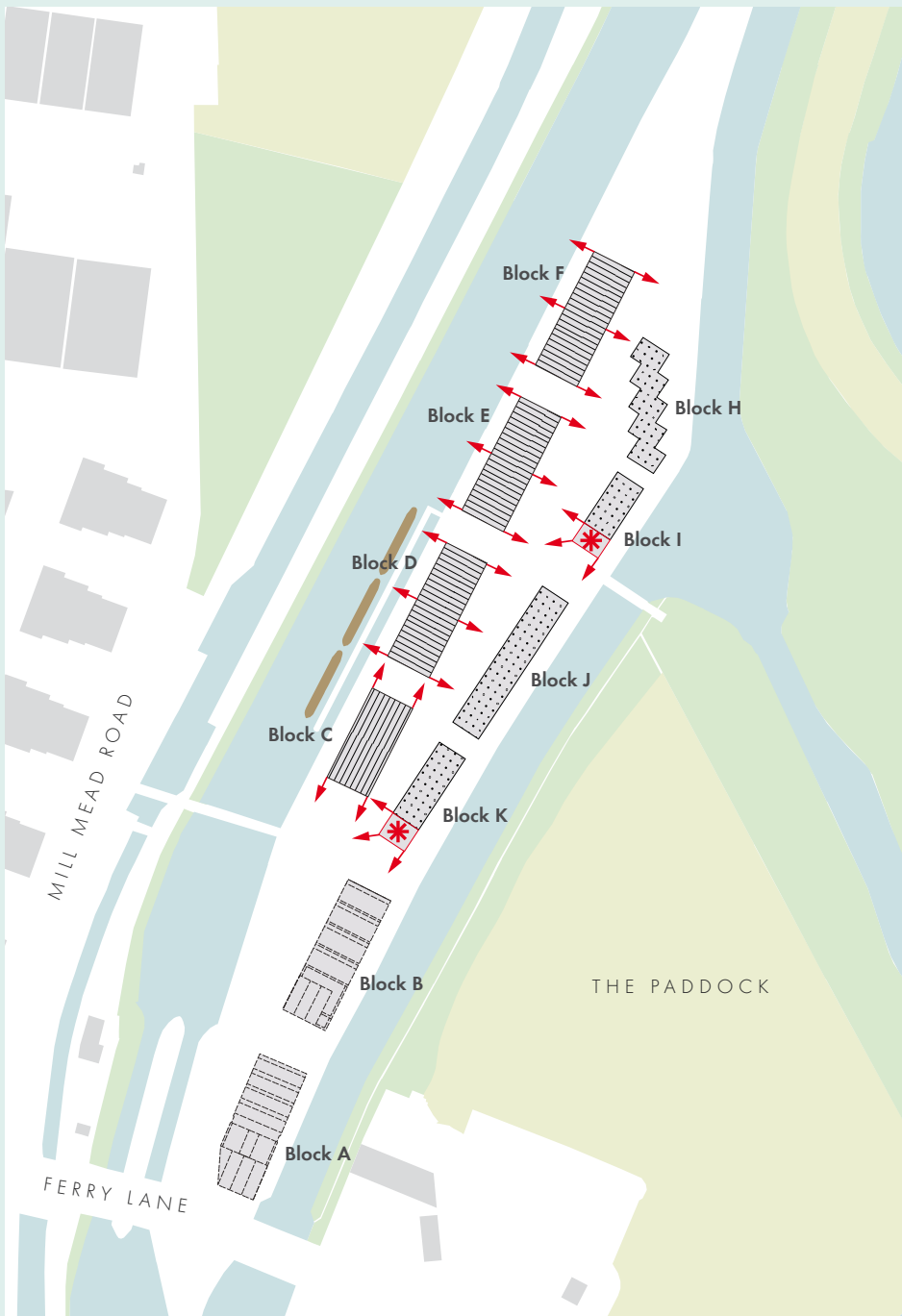
Roofscape Precedent: Leamouth South, London





#### 4.5.3 Roofscape

The form and character of the roofscape has been a key consideration in the development of the illustrative masterplan. A dynamic yet sensitive new skyline for the site is achieved by incorporating the following principles:

- A varied and interesting roofscape made from a family of formal elements.
- A roofscape that addresses and enriches the surrounding waterways and the new public spaces within the scheme.
- A roof character, form and frontage that responds directly to the overall facade and form of the building itself.
- A roof form and frontage that responds to specific locality of the building within the illustrative masterplan.

Design codes ensure that the form and character of the roofs in the outline scheme form an appropriate and coherent roofscape in relation to the detail scheme.



- - - - roof in area of detail of detail application
-  special corner at roof
-  frontage direction
-  parkside roof
-  waterside roof

Roof types diagram

## DESIGN CODE: ROOFS

### 4.5.4 Roof character and frontage

- **Roof form and frontage should respond directly to the overall facade of the building.**

*To create a coherent appearance of the built fabric.*

- **Roofs and parapet frontages should be articulated in a way that allows the building to appropriately address adjacent public and waterside spaces.**

*To create a complementary appearance between the different buildings and the public realm spaces of the development and surrounding area.*

- **Roof character should be informed by the location of the buildings within the illustrative masterplan as outlined in the diagram on the facing page. Roofscape types are identified as follows:**

- **Parkside roofs**
- **Waterside roofs**
- **Tall building roofs**

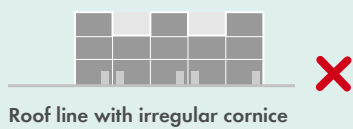
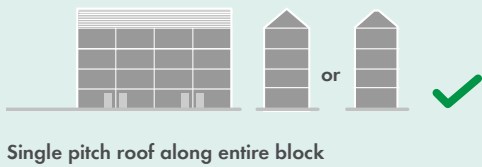
*To produce a coherent and balanced roofscape across the development.*

Tall buildings (Blocks A and B) are included as a type for reference only. For further information please refer to chapter 5.



#### 4.5.5 Parkside roofs

- 'Parkside' roofs must adhere to the formal rules as set out in the adjacent diagrams.
- Parkside roofs may or may not have a pitch



Reference image: Mews houses Barking, AHMM and McCreanor Lavington



Reference image: Thornsett Road, London



Flat or pointed pitch roofline with regular spacing



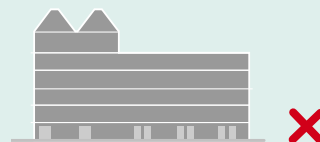
Roof with irregular cornice line and varied pitches



Pitch gables with lengthwise frontage

#### 4.5.6 Waterside roofs

- 'Waterside' roofs must adhere to the formal rules as set out in the adjacent diagrams.
- Waterside roofs must have some form of regular pitch.
- The prominent pitch or gable line must address the spaces as indicated on the 'roof types diagram'.



Roof with irregular cornice line and different height of pitches



Hereford market, Hereford



Terrace house, Zeeland ,Pazel Kunzel Architects





Regular pitched roofline set back from elevation



Regular roofline raised at special corner

#### 4.5.7 Special roof corners

- **Key building corners are to rise above the established type roof height.**  
*To help with way-finding, to help define key routes and to enhance the overall legibility of the scheme.*
- **Key building corners are to have a differentiated roof line.**  
*To help with way-finding, to help define key routes and to enhance the overall legibility of the scheme.*
- **The following architectural devices to highlight prominent corners at roof level must be avoided**
  - Stark contrast in colour of roof materiality
  - Irregular or curved roof or cornice line
  - Use of excessively saturated colour
  - Use of roofing materials that require high maintenance
  - Roof extent that is greater than building footprint at lower levels



Roofline with greater extents than floors below



Recessed rainwater pipe



Services to roof are considered and incorporated in a way which enhances the overall roofscape



Rainwater pipe not considered in design of facade as a whole



#### 4.5.8 Plant and access

- Any mass projections out of the building rising more than 1,000 mm above parapet line containing non-habitable space such as lift overruns or mechanical equipment should be set-back by at least 1,500 mm.

*To avoid visual clutter seen from street level and retain visually consistent parapet lines.*

- Aspects such as maintenance access to pitched roofs, irrigation of green roofs etc should be considered in the early design stages of each building.

*To ensure a clear and uncluttered appearance of elevations and roof scape.*

- Gutters and rainwater pipes should be incorporated into the building in a way that compliments overall composition of the roof and facade and that prevents use as climbing aids.

*To ensure a clear, ordered and uncluttered appearance of the building elevations and roof scape*

*To ensure security of flats above ground level*







Artists impression viewpoint HRA 2: from the Lockwood reservoir © moka-studio GbR and Paul Reilly



Artists impression viewpoint 7: From Hale village east towards Hale Wharf © moka-studio GbR and Paul Reilly



views key

- █ detail application
- █ illustrative outline component

**4.5.9 Visual impact - distant and mid-range views**

There are no protected or designated views in or around Hale Wharf that affect development of the Hale Wharf site.

A number of verifiable and ‘artist impression’ views have been agreed with LB Haringey during the pre-application consultation period. A selection of these artist impression views are illustrated in this statement.

For further information and illustrations of all the agreed views please refer to the Townscape, Heritage and Visual Impact Assessment (THVIA) for the Verifiable views and an assessment of the impact of the proposed development on the nearby townscape and landscape.



Artists impression viewpoint 11: From Ferry Lane looking West towards Hale Wharf © moka-studio GbR and Paul Reilly



Artists impression viewpoint 4: From Tottenham Marshes towards Hale Village moka-studio CbR and Paul Reilly

