



- Commercial/ Community
 - Estate office
 - Bikes, bins and services
- Market Rent
- 1B
 - 2B
 - 3B

Block B typical lower floor layout



Block B Ground floor layout

5.8 BLOCK B

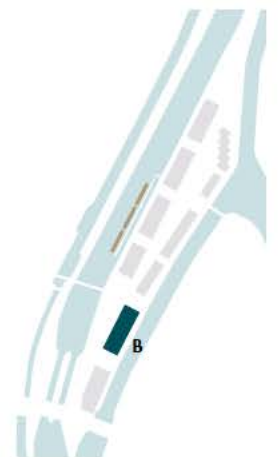
5.8.1 Layout

Block B is located directly to the North of Block A. The main length of the building is placed from North to South along the site, with the western and eastern facades facing on to the River Lee Navigation and River Lea Diversion respectively.

Flexible commercial space is provided at ground level which is accessed directly from the waterside square. Entrance to all residential units in the building is via a communal entrance and lobby at ground floor level.

Above the ground level 14 storeys of residential units are accessed from lift lobbies and a central corridor, with 9 units per floor at the lower levels and 5 units per floor at the upper levels. There are two special maisonette units at the north end of the building which utilize roof space on the 15th floor.

Cycle and refuse storage is provided for all units at ground floor level and is accessible externally and via the central core and lift lobby.





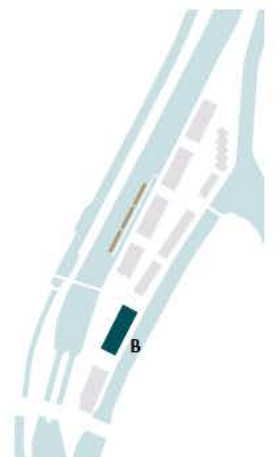




Block B: west elevation



Block B: south elevation





- 1 Zinc roof
- 2 Multi facing brickwork
- 3 Recessed brickwork
- 4 Projecting steel balcony
- 5 Metal balustrade
- 6 Aluminium window
- 7 Glazed door
- 8 Corrugated metal panel
- 9 Concrete sill

Block B: west elevation bay study

5.8.2 Appearance

Block B has been developed in the manner of a robust historic waterside building. The two blocks in the detail application (A and B) complement each other through a shared material language and articulation of external elements.

The material palette of Block B is kept to a minimum. Stock brick of a complementary but differing colour to Block A is used as an external skin punctuated by a repeating rhythm of recessed metal windows and extruded metal balconies.

White concrete sills to windows stitch together the external elements and create visual interest. Deep 1.5 brick reveals allow for a greater contrast of shadow and light across the facades. The aesthetic of historic waterside buildings is recalled by the balconies which are supported from the building by metal hangers.

A series of zinc pitch roofs span the width of the building with gable ends addressing the public waterside square to the west.



Material palette



Artists impression of Block B, seen from the Paddock

5.9 FIRE STRATEGY: DETAIL SCHEME

5.9.1 Summary of strategy for Blocks A and B

Both blocks will be on a stay put strategy with those directly involved in fire will evacuate initially. The corridor is acting as the lobby to the stair core. The flats are designed as open plan. Flats over 80m² are limited to 9m for single direction of escape. An internal hallway may permit extended travel distances. Secondary power supplies will be implemented to all life safety equipment including, but not limited to, mechanical ventilation, sprinkler system, firefighting lifts and emergency lighting.

LD1 AFD to be provided for residential floors with L2 detection for commercial areas.

Ventilation

- A mechanical push pull vent system is needed to allow extended travel distances in the corridor.
- An AOV at the head of the stairs with a clear area of 1.0m² is required.

Fire Protection

- Sprinkler protection will be provided within the Apartments.
- Block A will require a wet riser, while Block B will require a dry riser.

Fire resistance

- Individual rooms to be separated by a minimum of 60 minutes fire resistance with a FD 30s door, a FD 30s door is fire resistant for a minimum of 30 minutes and includes a smoke seal to prevent smoke seepage to protected escape routes.
- All floors to be designed as compartment floors to a minimum of 120 minutes.
- Risers will afford a minimum of 120 minute protection.
- Refuse room will require 120 minutes fire resistance with FD 60.
- Elements of structure will require 120 minutes fire resistance.
- Firefighting lift and stair will require 120 minutes with FD60s.

- Passenger lift will require 120 minutes with FD 60s.
- Fire Brigade access*
- Fire Brigade need access to the firefighting core within 18m of point of entry.
 - In addition, there must be access to the entrance so that a fire appliance can be brought to within 18m of the building.
 - External hydrants will be located within 90m of the building.

5.9.2 Basement option, Block A

If a basement is provided in Block A, the following serves as a summary to the relevant fire requirements.

The Firefighting shaft will not access this level. A single stair is provided, supplemented with a fixed ladder as an alternative means of escape. The fixed ladder will limit the population to a maximum of 10 people at basement level. An alternative would be to lobby protect each room as to make the corridor a relative place of safety. Should a corridor be provided connecting two storey exits, the corridor will be sub-divided. A sprinkler system will be provided due to the height of the building and the inclusion of mechanical ventilation.

L2 automatic fire detection to be provided. Secondary power supply will be implemented to support life safety equipment.

Fire resistance

- Floors to be designed as compartment floors to a minimum of 60 minutes.
- 60 minutes fire resistance between the corridor and individual plant rooms.

Ventilation

- Mechanical smoke ventilation to be provided at 10 air changes per hour within individual rooms.
- Corridors are not to be smoke vented.



Illustrative artist's impression of Hale Wharf





Hale Wharf : Landscape Aspirations

Wider Strategic Landscape

- Green Link connecting Hale Village with Lea Valley
- Paddock and SSSI / RAMSAR sites; biodiverse areas forming part of the Lea Valley wetlands network



Canals and River Trust : Waterspace Strategy

1. Enhance Tottenham Locks
 2. Enhance business barges
 3. Improved provision for boaters
- housing zone
district centre



Hale Wharf: illustrative landscape section through site

6 LANDSCAPE

6.1 INTRODUCTION

6.1.1 The site

Introduction : The site at Hale Wharf is a special place; it situated in a landscape setting where the urbanised edge of Tottenham Hale meets the floodplain landscape of the River Lea.

6.1.2 River Lea Valley

River Lea Valley. The area to the east of Hale Wharf site is part of the Lee Valley Park, and is designated Green Belt. Over 150 years of urbanisation, firstly by industrial facilities associated with the Lee Navigation and railway corridor, later by the construction of reservoirs and followed in the late 20th century by residential development, has eroded the landscape character of the Lee Valley near Tottenham. Today much of it is difficult to access, due to the severance caused by the north-south routes of railways, roads and canals. From the few routes which cross the valley, such as Ferry Lane, the perception is of a patchwork of degraded scrubland and river channels. LB Haringey, through its “green grid” and “mini-holland” initiatives, is bringing forward proposals to:

- open up access to the Valley
- make new routes and bridges
- manage the landscape to enhance biodiversity

6.1.3 Tottenham Hale

Its recent designation as a Housing Zone, with the aim of constructing 5000 new homes, is a recognition of this district centre’s excellent transport connections and capacity to expand. Ambitious plans for denser residential development outlined in the recently published Area Action Plan, show how the pattern of development established by Hale Village, situated between the railway and canal to the west of Hale Wharf, will be extended in the future

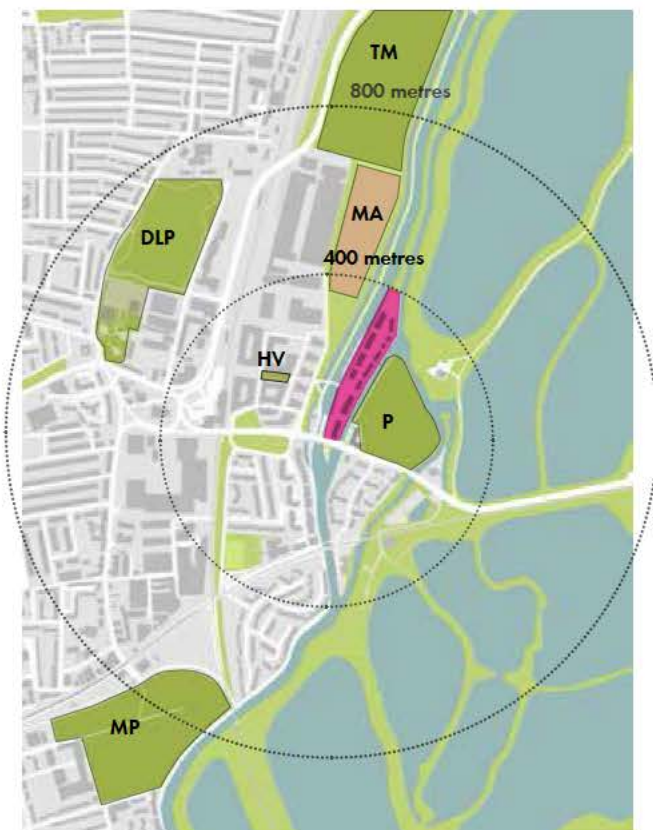
6.1.4 Waterspace strategy

The Canals and River Trust, owners of the site, have developed a waterspace strategy which outlines a future for waterside activity at the Hale Wharf site. This includes the following :

- enhancement of Tottenham Locks as a focus for leisure boating activity.
- enhancement of the “business barges” activity.
- improvement of provision for boaters.
- The Hale Wharf development proposals accommodates each of these aspirations.

6.1.5 Hale Wharf landscape

In this context, the landscape plans for Hale Wharf set out to reconcile the potentially conflicting aims of, on one hand, enhancing the landscape setting of the Lea Valley, while on the other providing a good place for people to live and work and which will make a contribution to contemporary urban life in Tottenham Hale.



- Hale Wharf site
- open space
- allotments
- distance

	Open Space Name	Open space provision	Proximity to Hale Wharf
P	The Paddock Site of importance for Nature Conservation	Site providing woodland scrub habitat for wildlife, with public access enabling people to experience, learn about and enjoy the natural environment. 1 X circuit walking route 1 X "cabin" 3 X picnic benches 3 X benches	Paddock within Lee Valley Park and therefore within All London Green Grid
HV	Hale Village Local Equipped Area for Play (LEAP)	Play area, with equipment, located in central greenspace. Suitable for 0-7 yr olds	Within 400m (5 minutes walk)
DLP	Down Lane Park Park View Rd N15 (awarded Green Flag Park status in 2014) 6.99 ha	Sports field accommodating 1 X full sized football pitches 1 X junior sized football pitches 1 X mini-sized football pitches 1 X Outdoor Gym 1 X Mini BMX track 1 X MUGA / Basketball Court 3 X floodlit tennis courts 1 X Bowling Club 1 X Playground with facilities for - under 5yrs - under 12yrs - 10 yrs + Seating - 27 benches Strolling pathways / trees	Within 800m (10 minutes walk)
MP	Markfield Park Crowland Rd N17 (awarded Green Flag Park status in 2010) 7.64 ha	Sports field accommodating 3 X Adult sized football pitches 1 X Multi Use Games Area (MUGA) 1 X BMX and graffiti area 1 X Tennis Court 1 X Bowling Green 1 X Playground with sandpit and waterplay facilities for - under 5yrs - 5-10yrs - 10 yrs + 1 nr Rose Garden 1 X Community Garden Seating Strolling pathways / trees	Within 800m (10 minutes walk)
TM	Tottenham Marshes 40 ha	Site providing marshland habitat for wildlife, with public access enabling people to experience, learn about and enjoy the natural environment.	Within 800m (10 minutes walk)
MA	Marsh Lane Allotments 2.5 ha	87 plots providing gardening facilities for members	within 400m (5 minutes walk)

Open space audit diagram and table

6.2 EXISTING OPEN SPACE AND LANDSCAPE

6.2.1 Open Space within Tottenham Hale

Open Space within Tottenham Hale
 An audit of public open space within the vicinity of the Hale Wharf site was undertaken in Spring 2016.

The Audit found that:

- there are publically accessible open spaces with allotments, sports pitches and play facilities for all age groups within a 800m walking (10 minutes duration) distance of Hale Wharf (Ferry Lane entrance) (see table 6.1.1 adjacent)
- The Hale Wharf site is not in an area of open space deficiency, and has access to the Lee Valley Park (and therefore the All London Green Grid) from the site



The Paddock, Ferry Lane



The Paddock, Ferry Lane



Hale Village Play Space (LEAP)



Hale Village Play Space (LEAP)



Play Space in Down Lane Park, Tottenham Hale



Tottenham Marsh

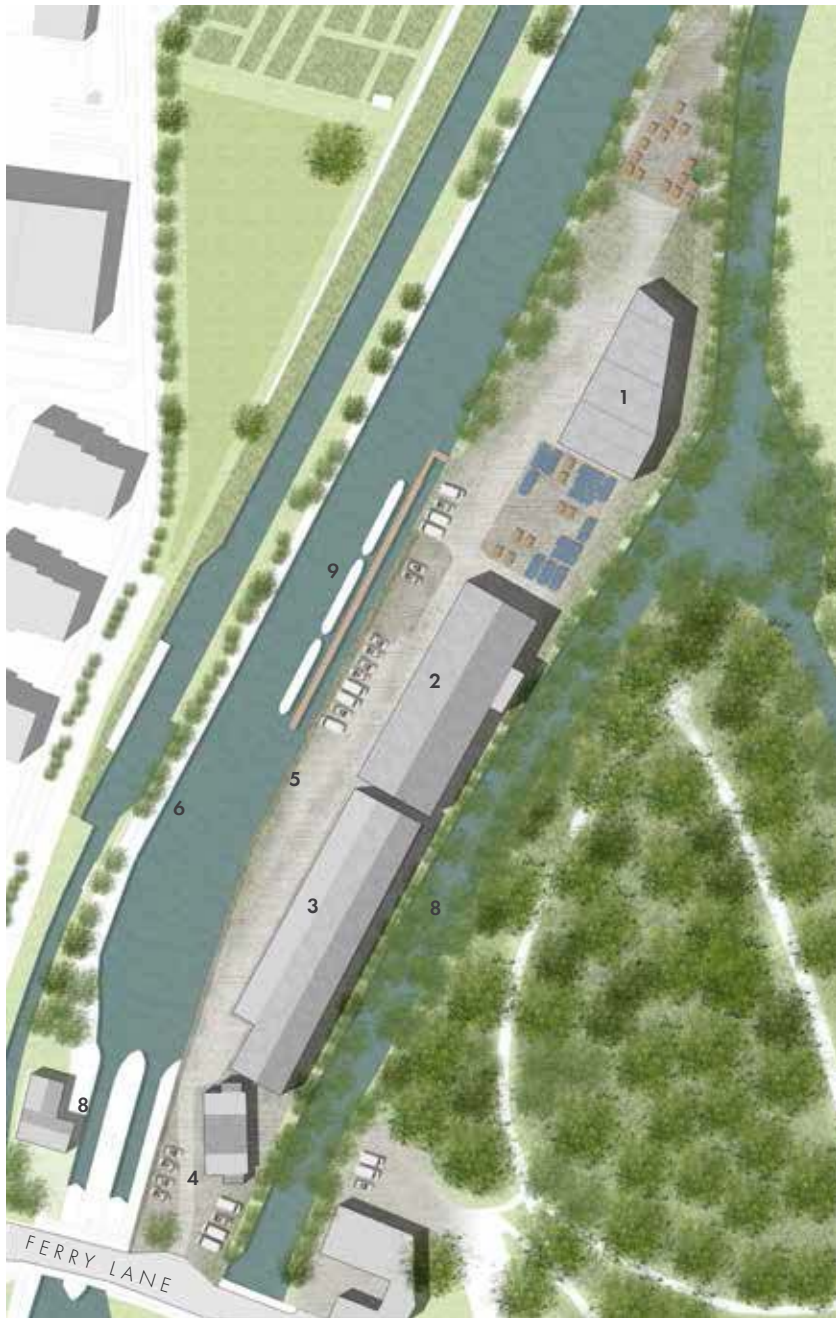


East Hale Allotments, Marsh Lane



Markfield Park





Existing landscape plan



River Lee Navigation towpath north of site



warehouse (4) and hardstanding (5)



River Lee Navigation south of Ferry Lane



Flood relief channel (8)



Thames Barges (9)



Commercial Building, Heron House (4)

6.2.2 Existing site

The site is situated between the River Lee Navigation and a Flood Relief Channel of the River Lea, immediately to the north of the Ferry Lane bridge. Formerly a waterside wharf, it is currently occupied by three large warehouse buildings (1-3) situated to the north and eastern side of the site, and a mixed-use commercial building (4) to the south. The site is predominantly hard-surfaced, in concrete (5). Vehicle barriers define the waterside boundaries. The site provides access for three Thames barges (9) which are moored to a pontoon on the west side of the site.

The River Lee Navigation extends along the western side of the site (6). Tottenham Locks (7) are located to the south west of the site at the entrance from Ferry Lane. North of the locks, the waterside character is generally green, with open views to nearby marshes and playing fields.

To the east of the site, a flood relief channel (8) of the River Lea defines the boundary; this is a concrete lined channel, heavily overgrown with trees and marginal plants.

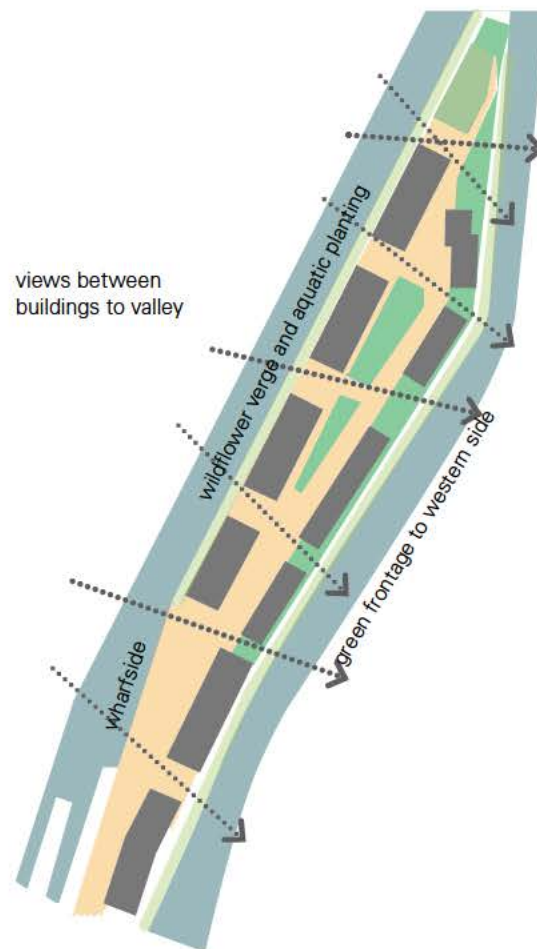
Landscape Features : There are no significant landscape features on the site; there are no trees on site which are subject to a Tree Preservation Order.

Designated / Protected Landscapes: The site is not in a conservation area. The reservoirs to the north east of the site are designated as a SSSI and Ramsar site due to the presence of overwintering birds. The Paddock, immediately to the east of the site, is a locally important site for breeding birds.

6.3 LANDSCAPE MASTERPLAN: STRATEGY

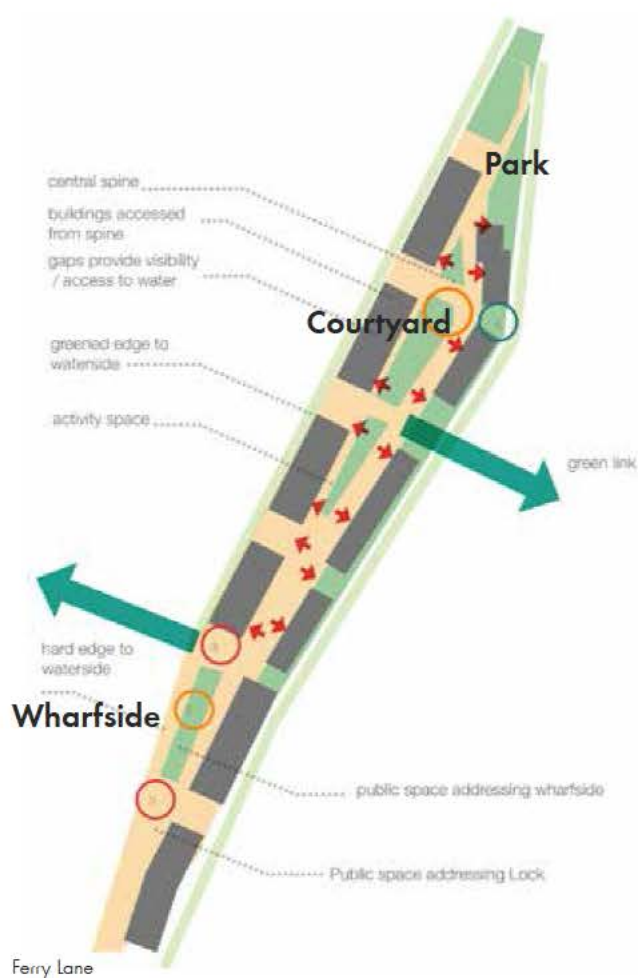
The landscape masterplan sets out to

- deliver the LB Haringey and Greater London Authority aspirations for this location.
- support the role of the site as a place for residential development by providing a variety of external spaces where living, relaxing and play activities can take place.
- creating three new publically accessible place (Wharfside, Courtyard and Park) which will connect with Tottenham, and link to the emerging green network within the Lea Valley.
- make a well-proportioned, ordered and attractive setting for the proposed mixed-use and residential buildings which complements their distinctive architectural character
- reconcile the site constraints to make a safe, welcoming place for all users, which through the careful design of lighting, surface water attenuation, hard-wearing surface materials, seating and greenery creates a place which is sustainable and easy to maintain well.
- create a pedestrian-priority public realm, where residents, estate staff and visitors can mingle safely, while allowing periodic vehicle access for servicing and deliveries.



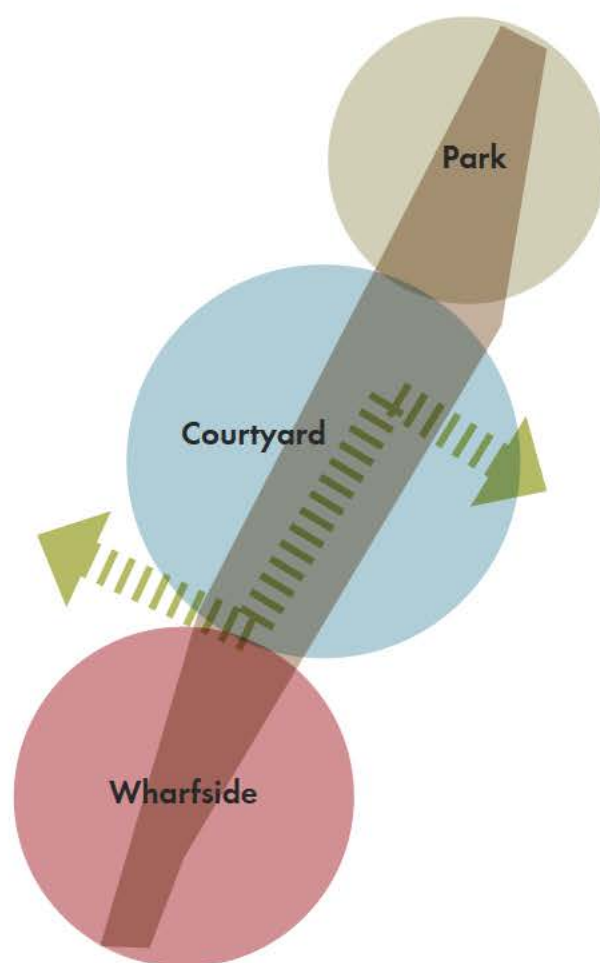
6.3.1 Landscape response

The Hale Wharf site is 2.28ha in extent, 393 m in length and between 31 - 60 m in width. As a response to the long, narrow, north- south configuration of the site, the masterplan places building development along the site edges, looking out over the water to the east and west. Oblique views between buildings retain a visual continuity with the wider landscape of the Lea Valley



6.3.2 Spatial layout

Access to the site is from the south at Ferry Lane; in the future, new bridges to east and west will extend pedestrian and cyclist access to nearby greenspace. Building entrances are orientated towards the centre of the site, creating an “active interior” public realm, and retaining a “tranquil exterior” alongside the water edges. This will minimise disturbance to sensitive wildlife areas to the eastern side of the site.



6.3.3 Key areas

The Hale Wharf landscape masterplan envisages three key publically accessible spaces:

- *Wharfside*: a west-facing space addressing the Lea Navigation and Tottenham Locks.
- *Courtyard*: an enclosed space, providing a sheltered setting for outdoor play and relaxation and a route for the Green Grid pedestrian link.
- *Park*: a tranquil green riverfrontage, providing views over the River Lea.





6.4 LANDSCAPE MASTERPLAN: HYBRID APPLICATION

Each Block is independent in terms of built form, but linked by infrastructure, service and landscape strategies.

The application is a “hybrid” planning application, comprising an outline planning application for the whole Site with details submitted for part of the Site.

The following pages describe the site-wide landscape masterplan parameters for all Phases of the development, including:

- access
- car parking.
- amenity space
- vehicle deliveries and servicing
- external cycle parking
- Public Open Space
- Play Space
- Sustainable Urban Drainage
- Lighting
- Biodiversity enhancement
- Public Art

Note : The Application seeks approval for 505 residential units. The following illustrative scheme plans are based on the illustrative masterplan with a provision of 488 units.



Existing landscape plan

6.5 ACCESS STRATEGY

6.5.1 Pedestrian access

Level access will be provided throughout the site at Hale Wharf; the footpath route will follow the central spine of publically accessible spaces which lead from the entrance off Ferry Lane to the northern boundary.

Clear, unobstructed (no barrier) footways of minimum 2.0 metres width will extend throughout the site.

Disabled access : footways will include tactile and visual aids for navigation, including:

- contrasting toned channels
- tactile pavings at crossings
- tapping edges

In the shared surface area providing access to blocks F and G, a minimum width 1.2m footway with 100mm upstand kerb will be provided alongside the shared surface.

Footways routes within landscape areas may be narrowed to 1.2m width.

6.5.2 Car parking

will be provided throughout the site at Hale Wharf; vehicles will follow the central spine from the entrance off Ferry Lane to designated car park spaces distributed throughout the site.

Due to site constraints, the provision of car parking is prioritised for use by residents of wheelchair accessible accomodation, Clear, unobstructed footways of minimum 2.0 metres width will extend to all 50 such car park spaces, which will be configured to allow access by disabled persons.

Access to these spaces will be managed by the use of short-term leases.

Additional spaces are provided for the Business Barges (6 nr) and for use by Car Club facilities (2 nr)

car park provision	number
disabled	50
car club	2
business barges	6
TOTAL	58



- publically accessible areas
- restricted access (business barge/utilities service staff)
- no public access/maintenance staff only
- barrier type 1: 1.1 m ht railings
- barrier type 2: 1.2 m ht hedge with weldmesh fence
- G1-9** Gated access point (see table overleaf)

Accessible public space diagram

6.5.3 Accessible Public Space

Accessible public spaces is provided throughout the site at Hale Wharf; the central spine of publically accessible spaces will lead from the entrance off Ferry Lane through the Wharfside area to the Courtyard and onwards to the northern boundary.

The proposed development will bring new residents, and particularly families with children, into close proximity to water. The design team risk assessments have highlighted the risk of people entering the water. In order to mitigate that risk, the masterplan proposals include the provision of a range of barriers which will restrict access to water. There will be two types of barrier:

Railings : 1100mm height steel railings will be installed along the water edge at the Tottenham Locks / Wharfside area

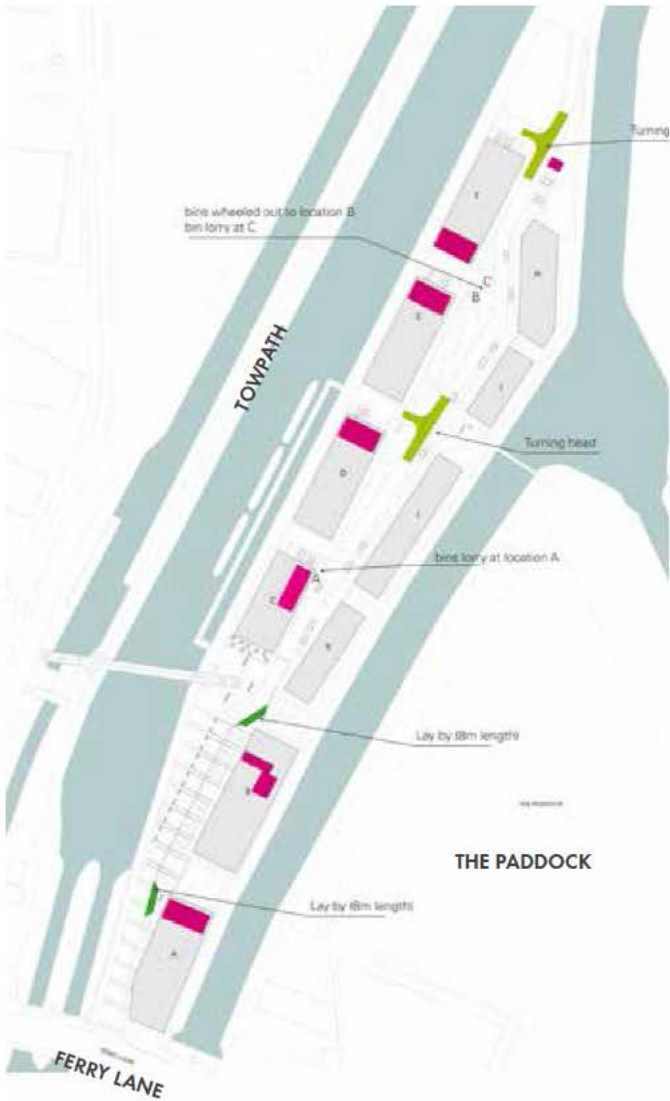
Hedge / fencing : 1100mm height evergreen hedging, planted in conjunction with a timber / weldmesh fence, will be installed in other areas.

Gates will be provided through the barriers to allow personnel to access restricted areas; these include:

- business barge entrance gates.
- gated access for boaters (north end of site)
- gated access for maintenance access to waterside areas where access is restricted (see plan)

G1	gated access to service area (thames water etc.)
G2	gated access to N and E sides of Block B to access service doors via 1.2 width footway
G3	gated access to playspace
G4	gated access to Flood Relief Channel for maintenance by CRT/EA
G5	gated access to boaters area
G6	secure gates access to pontoon to access barges/water-side verge for maintenance purposes
G7/8	secure gated acces to pontoon access to business barges
G9	gated access (with steps) down to lockside, for access by CRT personnel/ crane operatives

Gate schedule



refuse delivery access strategy

6.5.4 Refuse/ delivery vehicle access strategy

The masterplan for Hale Wharf accommodates access for Delivery and Refuse Vehicles.

Strategy
 The arrangement of buildings will create a central spine of interlinked spaces connected by a traffic calmed shared surface.

Vehicular access is provided along 4.8m wide routes with 6m wide passing places, to all refuse storage areas, which are grouped around car courts and adjacent to laybys which are distributed through the site.

Two main turning heads are provided in the middle and north of the site.





6.5.5 Cycle parking strategy

The provision of cycle parking at Hale Wharf conforms to the following policies and best practice guidance:

- London Plan
- London cycle design standards

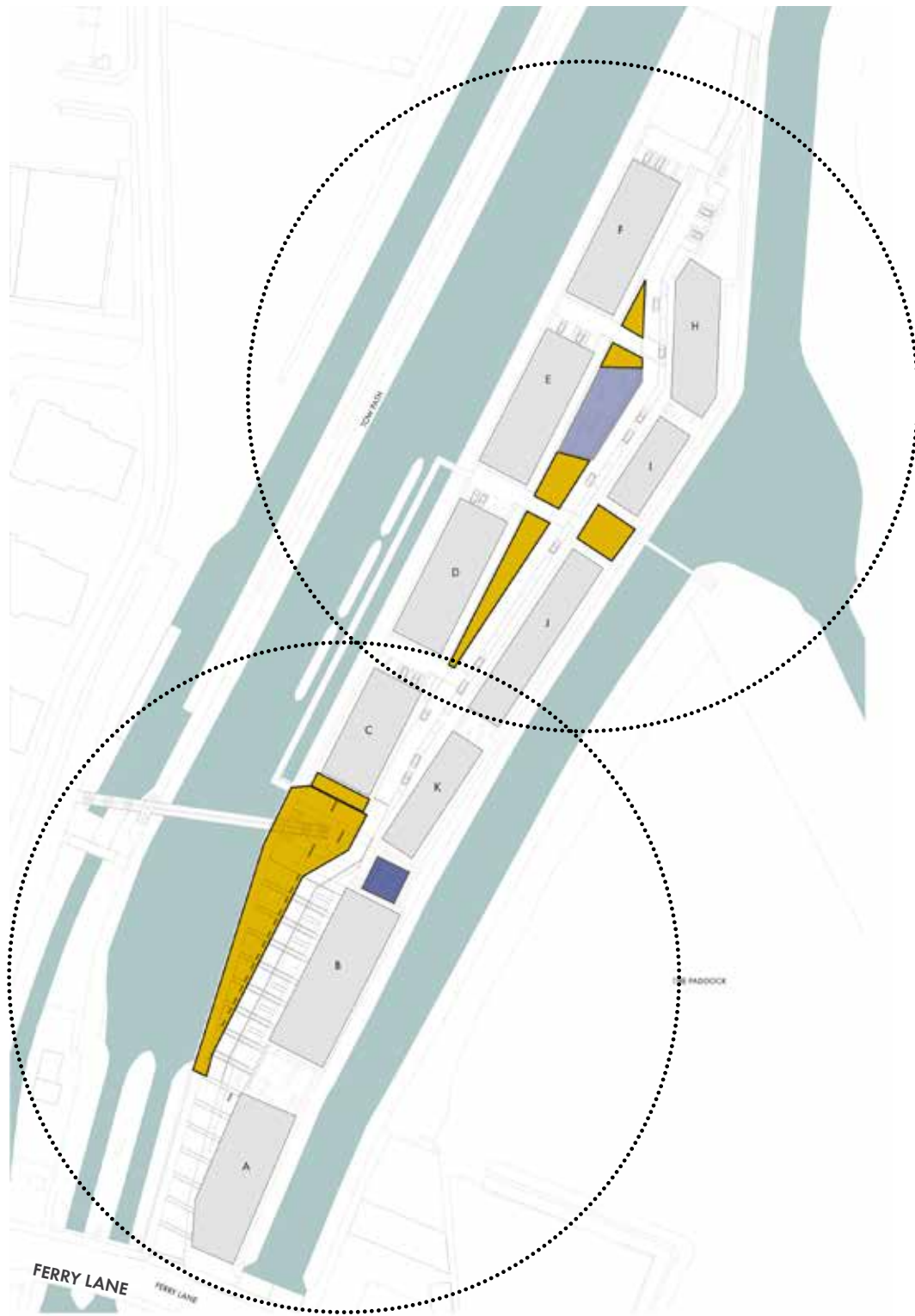
Strategy

Resident cycle parking is provided within internal, secure cycle stores in Buildings A and B (see DAS)

Additional external cycle parking is provided through the site, making use of cycle hoops.

block	cycles (external)
A	8
B	8
C	8
D	6
E	8
F	6
G	6
H	6
I	
J	
K	
TOTAL	56

external cycle schedule



Note : Play provision based on 488 residential units, as shown in illustrative scheme

- publically accessible amenity space: 1710 sq m
- doorstep playable space 400 sq m

Plan: Public amenity space

6.6 PUBLIC AND COMMUNAL OPEN SPACE STRATEGY

6.6.1 Open space provision in Tottenham Hale

The Hale Wharf site is not within an area of open space deficiency. However, according to LB Haringey's Open Space and Biodiversity Study (2013) which provides locally derived standards for the provision of open space, the site is within a 'priority area for increasing quantity and quality of all types of open space'. It also notes that within the Tottenham Area of Change, improvements to the accessibility and quality of the Lee Valley should be sought and seeks to ensure developments include sufficient level of on-site open space provision, or contribute to enhancing the value and accessibility of parks within the vicinity of new developments where on site provision is not appropriate. The Open Space Assessment as part of this Study sets a recommended standard for open space, as follows:

- Open Space – 1.64 ha per 1,000 people
- Allotments – 0.16ha per 1,000 people (or 6.5 plots per 1,000 population)
- Play space – 10sqm per child (see following section for further information on specific standards)

6.6.2 On-site publically accessible amenity space

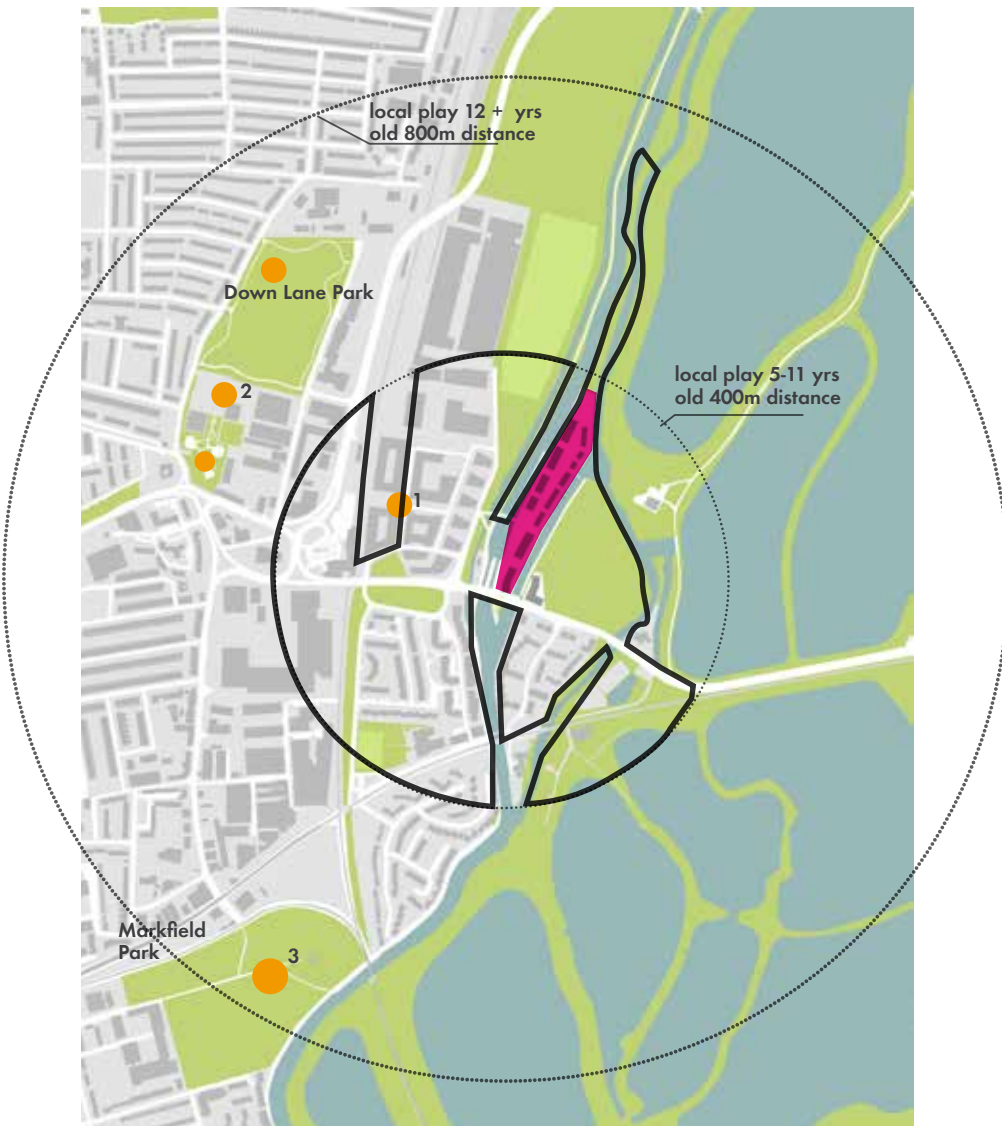
The site constraints are such that 0.17 ha of publically accessible amenity space will be provided on site.

6.6.3 Proposed public amenity space

The proposed public amenity space provision conforms with the emerging DM DPD Policy DM20 which requires all development providing new open space, wherever possible, to connect to the All London Green Grid (ALGG). The Lee River Valley is part of the ALGG network. The proposals by the LPA to provide new bridge connections across the Lea Navigation and Flood Relief Channels will result in new connections to the ALGG and the Lee Valley Regional Park.

Play Provision

The table below shows the play provision at Hale Wharf, based on the current number and mix of units, and using the GLA's play space calculator spreadsheet.



age Group	maximum distance to play space	number of children at Hale Wharf	play provision at Hale Wharf
under 5 years old	100m	40 children (46%)	400 sqm provided on site
5 - 11 years old	400m	29 children (33%)	Off-site contribution
over 12 years old	800m	19 children (21%)	Off-site contribution

Table: Play Provision
The table above shows the play provision at Hale Wharf, based on the current number and mix of units, and using the GLA's play space calculator spreadsheet.

6.7 PLAY SPACE STRATEGY

The provision of play space at Hale Wharf conforms to the following policies and best practice guidance :

- LBH Play and Informal Recreation SPG (2012)
- LBH Open Space and Recreational Standards SPD (2008)

Based on the GLA's methodology for calculating the child yield from new developments, the requirement to provide 10m² of playspace per child generates the need for 880 sqm of play space on site at Hale Wharf. (see table on facing page).

Under 5's play space: Due to site constraints it is possible to provide 440sqm of playspace at Hale Wharf. This will be designed as Doorstep Play space for under 5 year old children and will be provided in two areas, each a maximum of 100 metres walking distance from house entrances.

5-11 year-olds play space: It is not possible to provide this on site; therefore improved connections, and off-site contributions to nearby Local Area for Play (LEAP) playspace at Hale Village, which is less than 400m from Hale Wharf, will be made.

12 + year-olds play space: It is not possible to provide this on site; therefore improved connections, and off-site contributions to nearby Local Area for Play (LEAP) playspace at Down lane Park and Markfield Park, which is less than 800m from Hale Wharf, will be made.

The proposed play provision is in accordance with the requirements of the Tottenham Hale Open and Greenspace strategy Nov 2015.



6.7.1 Play space design

The GLA's guidance highlights the value of multifunctional space and incidental space, showing that well designed public realm can create playable spaces for children and young people. Therefore on the site at Hale Wharf, as much of the public realm as possible will be in the form of what is called 'playable space; ie: "A space where children's play and recreation is one legitimate use amongst a range of uses without compromising other residents and users needs and enjoyment"

The Hale Wharf site will provide two areas of Doorstep Playable space:

1 : 100 sq m

2 : 350 sq m

The landscape strategy aims to create multifunctional and incidental spaces that are child-friendly and inclusive to all, in line with the aspirations set out in the Mayor of London's London Plan. Play facilities will not be segregated and fenced-off, instead, playful features will be threaded throughout the scheme. This will include distinctive focus points such as informal play equipment set in engaging surroundings, open space and facilities for informal play, and incidental features that encourage children to play. Different age groups will be able to make use of the spaces through varying activities at different time of the day.

Delivering high quality public realm, the redevelopment proposals responds to the overall objective to improve the public realm in the Tottenham Hale District Centre by improving linkages between the centre and the Lea Valley.