



BEROL QUARTER

Townscape and Visual Appraisal

Lichfields

BERKELEY SQUARE DEVELOPMENTS

November 2022

LICHFIELDS

Berol Quarter, Tottenham Hale

Townscape and Visual Appraisal
Berkeley Quarter Limited

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Berol Quarter, Tottenham Hale

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1.0 Introduction

1.1 This Townscape and Visual Appraisal (TVA) has been prepared by Lichfields on behalf of Berkley Square Developments to accompany an application for planning permission for mixed use redevelopment at Berol Quarter, Tottenham Hale ('the Site') for:

Full planning permission for the refurbishment and extension of Berol House to include Use Class E floorspace and the redevelopment of 2 Berol Yard to provide new residential homes, Use Class E floorspace and associated landscaping, public realm improvements, car and cycle parking and other associated works.

1.2 The Site, comprising Berol House and 2 Berol Yard has an area of approximately 0.5ha and is situated between Watermead Way and Ashley Road, close to Tottenham Hale Underground Station (see Figure 1) in the London Borough of Haringey (LBH).

1.3 This TVA has been prepared to provide an analysis of the potential townscape and visual effects arising from the proposed development. It has been undertaken broadly in accordance with the Guidelines for Landscape and Visual Impact Assessment, 3rd edition, associated Landscape Institute Guidance, the London View Management Framework (LVMF), the London Plan Context and Character supplementary planning guidance (SPG) and with reference to the relevant planning policy context.

1.4 A more detailed overview of the methodology and criteria applied to the assessment is provided in Appendix 2.

1.5 In summary, the assessment considers:

1. The townscape character of the Site and its surroundings,
2. The visual role of the Site in the surrounding area,
3. The sensitivity of the existing townscape and views to change, having regard to the susceptibility of receptors to change and the value of the townscape and visual resources,

4. The scale and extent of the change to the townscape and views that would result from the proposed development, and
5. The effects of the proposed development on key townscape and visual receptors and whether the change would be beneficial, neutral or adverse.

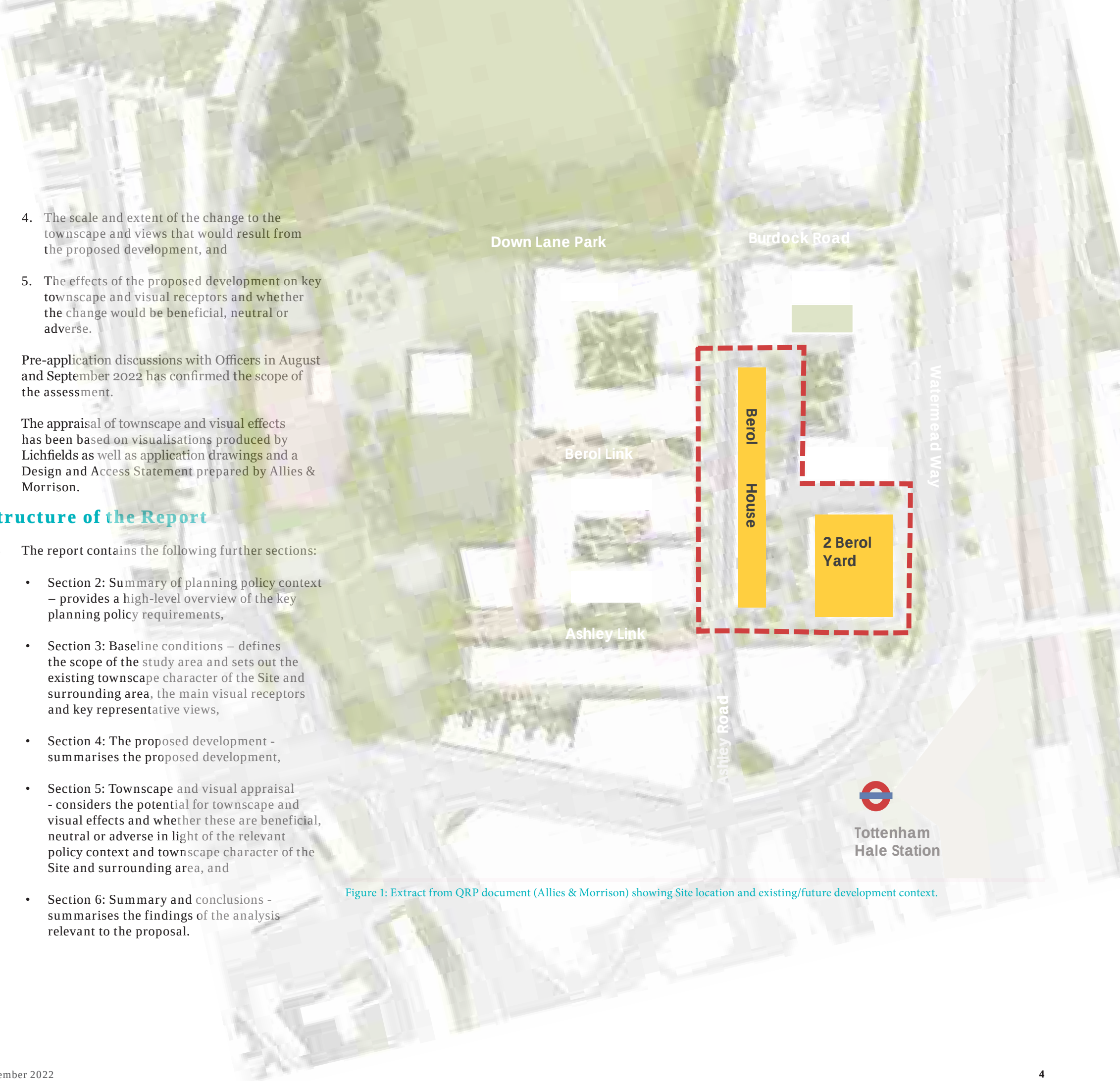
1.6 Pre-application discussions with Officers in August and September 2022 has confirmed the scope of the assessment.

1.7 The appraisal of townscape and visual effects has been based on visualisations produced by Lichfields as well as application drawings and a Design and Access Statement prepared by Allies & Morrison.

Structure of the Report

- 1.8 The report contains the following further sections:
- Section 2: Summary of planning policy context – provides a high-level overview of the key planning policy requirements,
 - Section 3: Baseline conditions – defines the scope of the study area and sets out the existing townscape character of the Site and surrounding area, the main visual receptors and key representative views,
 - Section 4: The proposed development - summarises the proposed development,
 - Section 5: Townscape and visual appraisal - considers the potential for townscape and visual effects and whether these are beneficial, neutral or adverse in light of the relevant policy context and townscape character of the Site and surrounding area, and
 - Section 6: Summary and conclusions - summarises the findings of the analysis relevant to the proposal.

Figure 1: Extract from QRP document (Allies & Morrison) showing Site location and existing/future development context.



2.0 Summary of planning policy context

- 2.1 The relevant statutory development plan comprises the Haringey Local Plan Strategic Policies 2013-2026 (March 2013, consolidated with alterations 2017) (HSLP); the Development Management Development Plan Document (2017) (DM DPD); Tottenham Area Action Plan (TAAP) and the London Plan (March 2021) (LP). The following national and local policy and guidance is relevant and a material consideration:

 1. National Planning Policy Framework (NPPF) (July 2021),
 2. National Design Guide (NDG) (January 2021),
 3. National Model Design Code (NMDC) (July 2021),
 4. National Planning Practice Guidance: Design,
 5. Tottenham Hale District Centre Framework (THDCF) and
 6. London Plan Character and Context Supplementary Planning Guidance (SPG) (2014).

2.2 The interactive policies map (see extract at Figure 2) shows that the Site is within the Station Square North (Policy TH5) and Ashley Road South (TH6) designations in the TAAP. It is within a Tall Building Growth Area (BH2 Tottenham Hale/DM6) and Growth Area (SP1). The District Centre is at the junction of Ashley Road, Hale Road and Watermead Way, including Tottenham Hale Station (shown in Figure 2 with a blue outline). The THDCF identified a variety of heights, in a wave, peaking at the station.

2.3 The Site does not fall within a strategic view corridor, nor within any of the locally identified views (see Figure 2.1 of the DM DPD).

2.4 The key townscape and visual policy considerations are as follows:

 1. Is the Site in a location where change or increased densities are encouraged? Is it in a location that is appropriate for tall buildings in principle? Would it affect any strategic or local views? (HSLP Policies SP1, BH2, DM6, TH5, TH6, AAP6; NPPF Paragraphs 124 and 130),
2. Are proposals sympathetic to local character and history or within an area of poor character? Is the development harmonious and well-integrated with its context including surrounding built development and the landscape setting? Has regard been given to factors including topography, existing building layout, form, scale, grain, routes, building lines, appearance, details and materials, views and uses? Would it contribute to local distinctiveness or create a positive new identity? (HSLP Policies SP11, DM1, AAP6; LP Policies D4, D8 and D9; NPPF Paragraph 124, 130; NDG),

3. Do the proposals result in a well-defined public realm and high-quality place that is attractive, safe and functions well? Is it legible with recognisable streets and spaces and do buildings positively define streets? Have existing trees and natural features been retained and street trees introduced where possible? Has landscaping and planting been integrated into the development? (HSLP Policies SP11, DM1; LP Policies D8; NPPF Paragraphs 130 and 131, NDG),

4. Would the visual impact of the scheme be acceptable over long, medium and immediate ranges having regard to pedestrian scale and the street environment, with regards to the elegance, form and proportions and the design of the top of the building? Would it reinforce spatial hierarchy, legibility and wayfinding, drawing attention to an area of civic importance or transport interchange and relate well to other tall buildings? (HSLP Policy DM6; LP Policy D9),

5. Is the proposal of the highest standard of architectural and urban design quality? Is the scheme attractive with effective landscaping? Has consideration been given to the relevant requirements of local and/or national design guidance? (LP Policies D3 D4, D9; NPPF Paragraphs 126, 130 and 134), and

6. Does the proposal optimise the use of land having followed a design led approach? (LP Policy D3; NPPF Paragraph 119, 120 and 130).
- 2.5 A more detailed summary of the relevant policy context is provided in Appendix 2.



Figure 2: Extract from LBH Planning Policy Maps (2019); Site boundary indicated with red fill

3.0 Baseline conditions

- 3.1 The baseline has been established by a combination of desk study and fieldwork.
- 3.2 The desk study included a review of the relevant policy context and documents that define the townscape character of the Site and surrounding area including the Haringey Urban Character Study (2015) (HUCS), relevant Ordnance Survey (OS) mapping, aerial photography, historic mapping and conservation area appraisals. A Zone of Theoretical Visibility (ZTV) plot has been prepared using GIS to help to define the zone within the proposed development may be visible.
- 3.3 Fieldwork recorded the character and qualities of the Site and the surrounding area, confirmed the ZTV and the location of people in the surrounding area who may experience changes in their visual amenity. Fieldwork was undertaken on the 2nd and 16th August 2022 in clear weather conditions.

1 Photo location (see pages 7-8)

No.	Name	Status
A	Ashley Gardens/Sessile	Under construction
B	Cannon Factory	Approved
C	The Gessner	Completed
D	Rosa Luxemburg	Completed
E	Ashley House	Approved
F	Ashley Park	Approved
G	Ashley Road West (Strategic Development Partnership Site (SDP))	Under construction
H	Ashley Road East (SDP)	Under construction
I	29-33 The Hale	Approved
J	One Station Square/ Millstream Tower	Completed
K	Ferry Island (SDP)	Under construction
L	Anthology Hale	Completed

Key



Figure 3: Emerging and future development context (VU City, 2022)

Site and surrounding area

- 3.4

The Site (shown in Photos 1-6) is located close to Tottenham Hale station. It is an L-shaped parcel of land which is defined by Ashley Road to the west, public realm and The Gessner to the north, Watermead Way to the east and buildings under construction (One Ashley Road) to the south. It currently contains an area of car parking as well as the existing locally listed Berol House, a three storey building which extends along its western edge. Part of the car park is currently being utilised as a temporary contractor's yard and car park.
- 3.5

The Site is situated within the south-eastern corner of the Ashley Road South Masterplan (see Figure 3), which includes the completed Gessner scheme to the north, as well as the Sessile and Rosa Luxemburg schemes to the west of Ashley Road which are currently under construction. Several additional development sites and areas of public realm form the full extent of the masterplan, which lies between Watermead Way to the east and south and Down Lane Park to the north and west.
- 3.6

Planning permission was previously granted for a wider land parcel including the now completed Gessner development, a two storey extension to Berol House and its use for a mix of commercial and residential uses and development of the site at 2 Berol Yard for a college. The College operator has since pulled out of the scheme.
- 3.7

The wider context is comprised of residential, commercial and industrial/infrastructure uses. Tottenham Hale Railway and Underground Stations are located to the south-east along with a bus interchange; beyond to the south is Tottenham Hale Retail Park and a number of commercial and factory buildings. The areas to the west are largely residential in use, extending to the urban centre of Tottenham along the High Road and beyond – whilst to the east there are a number of open spaces and water bodies in the form of Tottenham Marshes in addition to reservoirs, the River Lea and River Lee Navigation.
- 3.8

The Site is located in close to a transport hub and its eastern boundary is dominated by a busy primary vehicular route. Berol House has some architectural interest providing a link to previous manufacturing uses within the area. The

remainder of the Site has no interest with the car park and construction compound limiting the quality of the public realm (albeit temporarily). The surrounding context is influenced by high quality new development including The Gessner and emerging tall buildings which are creating a contemporary character that is more enclosed. The existing townscape value of the Site is considered to be Low.

Townscape character

- 3.9

To establish the townscape character of the surrounding area and the contribution of the application Site to this character, fieldwork and desk study has been undertaken to define broad areas that, on the whole, have similar townscape characteristics (noting that there may be some anomalies within them).
- 3.10

For each character area identified, the key characteristics – the physical, experiential, aesthetic and perceptual factors - that give the area its distinct sense of place are set out. Based on GLVIA3 (para 5.5), the London Plan SPD Character and Context and National Design Guide (para 34), this has considered the following aspects of townscape character where relevant:

1.

The context and setting,

2.

Topography and relationship to built form,

3.

Historic evolution,

4.

The urban grain – pattern and scale of streets, development plots and buildings,

5.

Land use and activity,

6.

Movement patterns,

7.

The scale, mass, form and proportion of buildings,

8.

Building style, details and use of materials including vernacular traditions, and

9.

The public realm including the role of open spaces and vegetation.



Photo 1: View north-west towards the eastern boundary of the Site. The Gessner building is to the north.



Photo 3: Existing car park with Berol House visible behind



Photo 4: View south along Ashley Road towards the western boundary of the Site



Photo 2: View south-west towards the eastern boundary of the Site. The Ashley Road East development is seen behind



Photo 4: Existing car park with the Ashley Road East and Anthology Hale developments visible behind



Photo 6: North-west corner of the Site looking south with Berol House visible to the right and The Gessner to the left

- 3.11 These aspects are usually positive features but can also be negative in a degraded environment. The townscape/landscape receptors that may be sensitive to change arising from development are those positive characteristics are that could be directly or indirectly affected.
- 3.12 The value of the townscape has also been assessed having regard to any designations and the value of its component parts. The existing landscape/ townscape quality and value is categorised as very high, high, medium, low or very low, based on the scoring criteria in Appendix 1.

Wider context and setting

- 3.13 The Growth Area lies within the Tottenham Hale neighbourhood as defined in the TAAP.
- 3.14 The Haringey Urban Character Study (HUCS) states:

“The neighbourhood of Tottenham Hale lies to the far east of the borough, with the River Lea forming its eastern boundary. North Tottenham and Northumberland Park lie to the north, Bruce Grove to the west, Seven Sisters to the south and the large wetlands and reservoirs of Walthamstow (part of LB of Waltham Forest) to the east...”

- 3.15 The overall neighbourhood character is described as follows:

“Tottenham Hale has always been defined by its relationship to and between the River Lea landscape to the east and the busy, historic High Road to the west. This relationship continues to define the neighbourhood, however the urban form and connections between the two are fragmented and poor, requiring significant improvement and investment.

The urban area can be delineated into a large band of late Victorian (1880-1900) and Edwardian (1900-1914) residential street-based layouts [alongside] later in-fill residential development. Existing Victorian terrace streets were replaced where the post-war Chesnut Estate now stands, which turns its back on Monument Way giving a weak, anti-urban edge.

West of this is a band of industry and business located along both sides of the railway line and Watermead Way (A1055). The neighbourhood is severed in half (east-west) by the railway line and the heavily trafficked Watermead Way with limited, inhospitable crossing opportunities.

East of this lies the River Lea valley with its unique wetland ecosystem, which due to the former is difficult and unpleasant to access, making it an under used natural asset. Once accessed, the Lee Valley provides a unique open landscape of walkways, recreation space, wetlands, waterways and native habitats for local wildlife.

The heart of the Hale is centred at the point where Monument Way, Ferry Lane, Hale Road and Broad Lane converge. For much of its history these routes merged to form a large clearing/public space (in a scale and size similar to Tottenham Green), encircled by buildings. Today this area has been reduced to a heavily trafficked thoroughfare.

Little is left of the old hamlet or vestiges of pre-Victorian Hale, with the notable exception of a Georgian house (No 62, High Cross Road) which is now unfortunately hidden behind dense vegetation off Monument Way.

The Hale, at times, feels like distinct enclaves of separate townscape parts, which fail to come together to form a coherent whole. This is exasperated by a poorly laid out and sprawling centre. This poor physical image limits its attractiveness and desirability as a place to live, visit and invest in, but conversely allows interesting, alternative uses and activities to take root.”

- 3.16 The HUCS further notes that the Lea Valley comprises lowland wetlands.



Photo 7: View west towards the One Station Square/Millstream Tower development



Photo 8: View from Tottenham Hale Retail Park towards One Station Square, 29-33 The Hale and Ashley Road East developments



Photo 9: View south-east along Watermead Way towards the Anthology Hale development

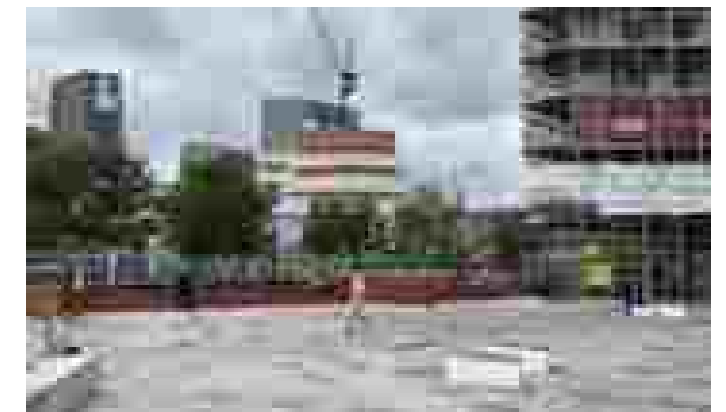


Photo 10: View north-west from Ferry Lane towards the Ashley Road East development



Photo 11: View south along the River Lee Navigation towards Hale Wharf Phase 2



Photo 12: View south from footpath along Pymmes Brook towards Hale Village

Topography

- 3.17 The topography of the area is shown on Figure 3.
- 3.18 The Site is at a largely consistent datum of around 8.6-8.7m AOD, with a slight fall towards the south-western corner to around 8.4-8.5m AOD.
- 3.19 The surrounding area of Tottenham Hale is mostly flat, particularly within the wetland areas to the east which reflects the course of the River Lea. There is a generally consistent AOD of between 10 and 15m.
- 3.20 The landform rises to around 20m AOD to the west and east sides of the valley within the areas of Tottenham and Walthamstow respectively, with an isolated area of higher ground to the west around Downhills Park and a plateau to the south-west increasing to 30m AOD around Stamford Hill.

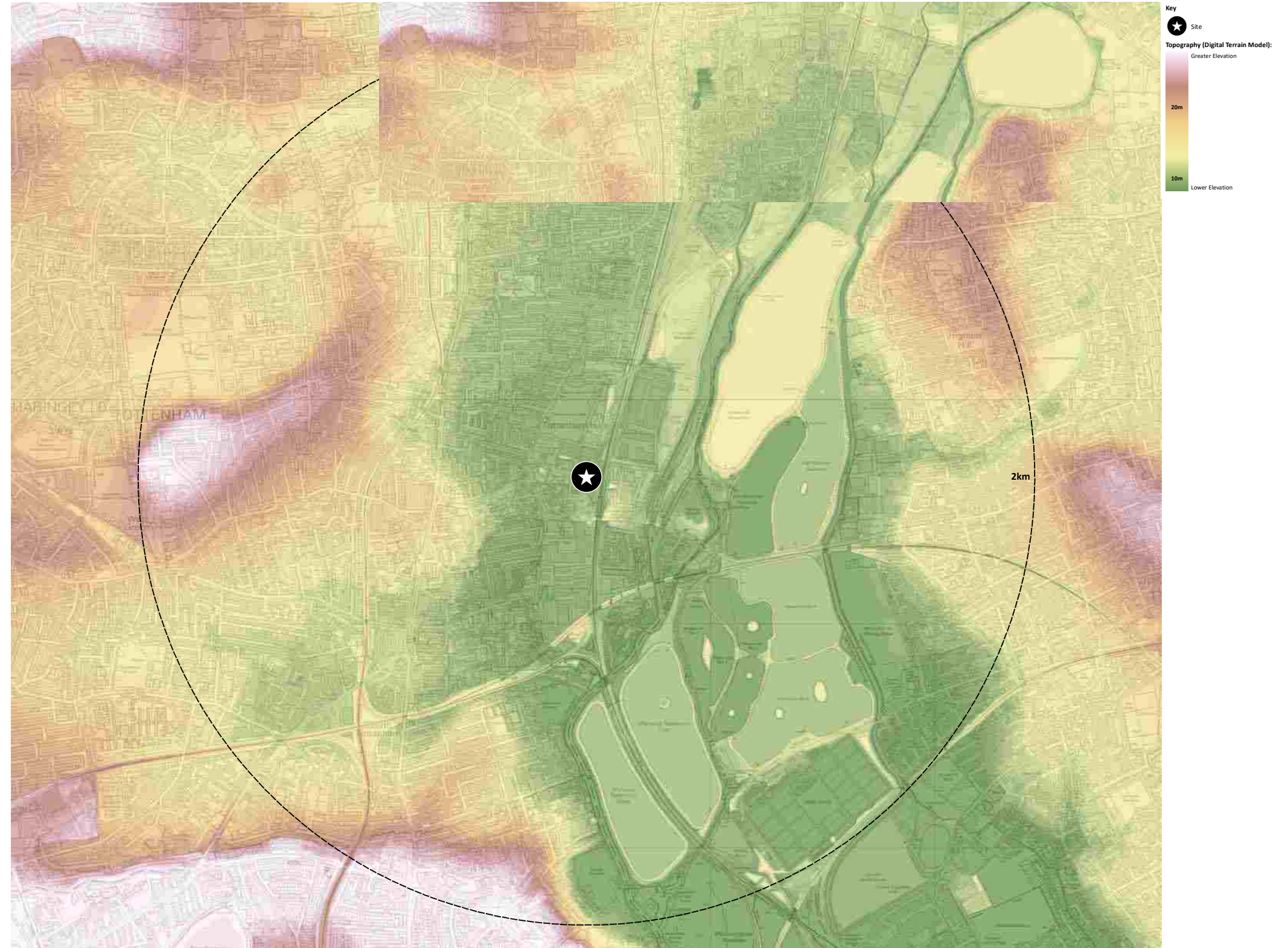


Figure 3: Topography

Historic evolution

- 3.21 Historic maps of the Site and surrounding area are shown at Figure 4, and further information can be found within the Heritage Impact Assessment accompanying the planning application.
- 3.22 Until the late 19th Century, the Site and surrounding areas were largely rural consisting of open fields. The HUCS notes that the land along the River Lea had good soils for farming, grazing and market gardens and that an early settlement existed at Hale, on Ferry Lane.
- 3.23 By 1896, Tottenham Hale Station had been built (opening 1840) together with a water works and a number of terraced houses on streets to the south of the Site as well as buildings around a square were present including a public house. Development of streets to the east of High Road had also started.
- 3.24 By 1913, Berol House – originally constructed for use as a pencil factory – had been built on the western portion of the Site. A number of other factory buildings were also present further to the west at this time, including the Woollen Factory and Braid & Bootlace Factory. Berol House was extended eastwards at its northern end by 1936 (later removed) and maintained its original use until 1992 when it was converted into workspaces. The remainder of the Site to the east has retained its largely open nature. To the north Down Lane recreation ground had been formed and further factories built to the south of Ferry Lane. By the mid 20th century there had been further development to the east of the railway line with alterations to the street pattern including the introduction of Watermead Way and Monument Way in the 20th century.



1741-1745, John Rocque



1893-1896, Ordnance Survey



1914-15, Ordnance Survey



1936, Ordnance Survey

Figure 4: Historic maps of the area; approximate Site location/Site boundary indicated in red

Townscape character and quality

3.25 The following townscape character areas have been identified in the immediate area as having the potential to be altered as a result of the proposed development:

1. Townscape Character Area 1: Tottenham Hale East,
2. Townscape Character Area 2: South Tottenham/Markfield Park
3. Townscape Character Area 3: Park View Road,
4. Townscape Character Area 4: Tottenham Marshes, and
5. Townscape Character Area 5: High Road/Bruce Grove.

3.26 These townscape character areas are identified on the Townscape Character Areas Plan at Figure 5.

3.27 The character of these areas is described on the following pages. Their townscape quality has been evaluated by reference to Table 1 in Appendix 1.

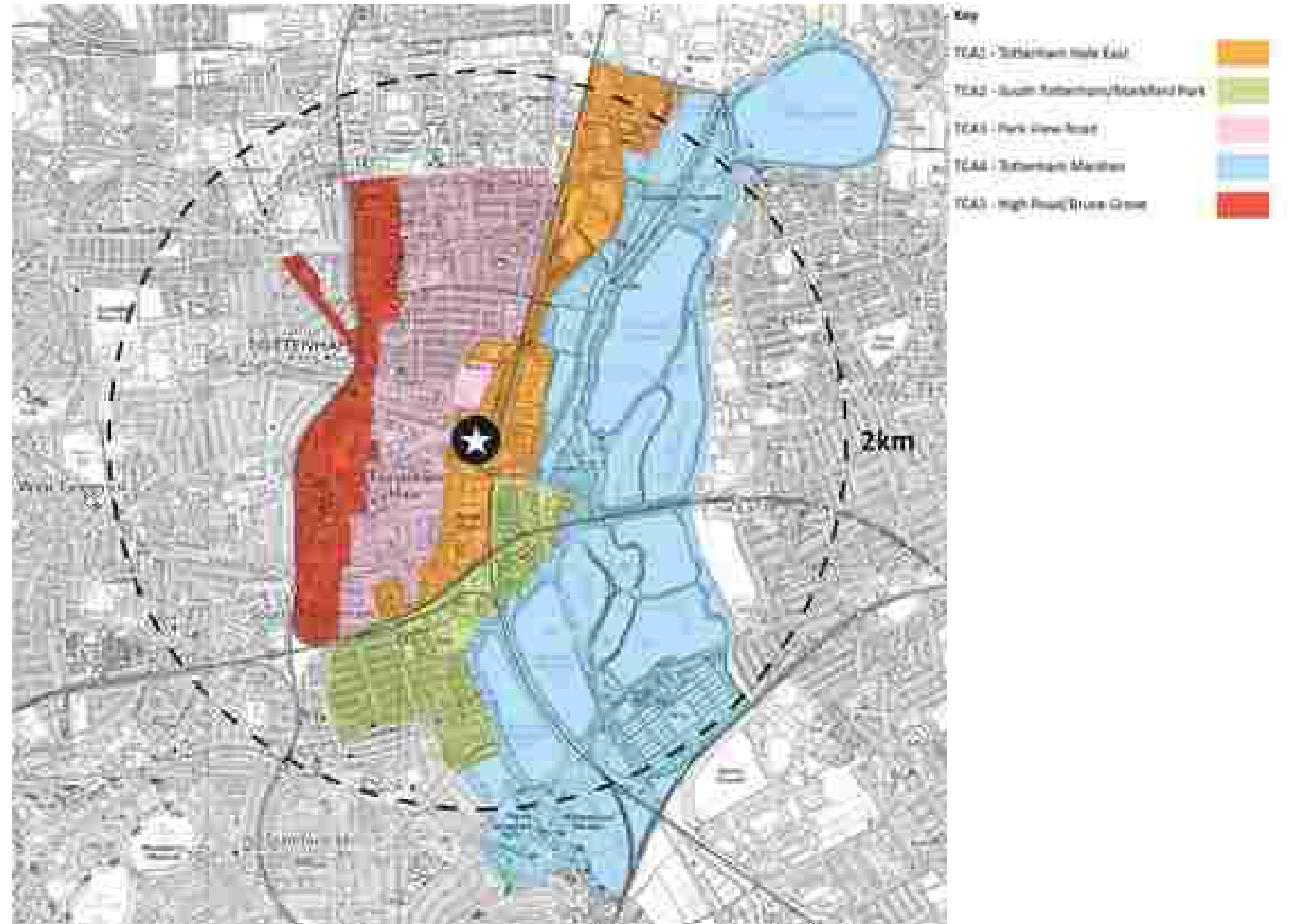


Figure 5: Townscape Character Areas Plan (Ordnance Survey, 2022)

Townscape Character Area 1: Tottenham Hale East

3.28 The key characteristics of this character area are summarised below:

Historic evolution

3.29 Tottenham Hale was a largely rural area until the mid 19th Century, with only a small settlement. The decades following the construction of railway station saw a period of expansion including residential terraces and factories in the Victorian and Edwardian periods. By the mid to late-20th Century Watermead Way had been constructed through its centre. In recent years many of the industrial buildings around the railway station were removed to make way for new residential development as part of the Ashley Road South Masterplan.

Land use and activity

3.30 The area consists of commercial, retail and industrial uses. An emerging cluster of high-density residential development (Photo 13) is located at its centre around Tottenham Hale Station. Tottenham Hale Retail Park is located to the south of this key node, described in the HUCS as being of “low intensity” in use and function. Commercial and industrial buildings are clustered to the northern and southern extents.

Street and movement patterns

3.31 The railway line and Watermead Way run through the area from north to south and act as a barrier to east west movement. Ferry Lane is the main route converging with other primary routes around Tottenham Hale Station. Movement through the area is also limited as a result of the predominantly private commercial uses.

3.32 The HUCS describes the main pedestrian streets as being “...*not pedestrian friendly... with an unpleasant and heavily trafficked gyratory system [which] doesn’t invite people to spend time or gather informally*”. Pedestrian movement along the major roads close to the station, does not present a visually or experientially pleasing environment to those using this key transport node. There are two pedestrian footbridges that connect between open spaces along the River Lea and River Lea Navigation and wider residential areas to the west and some secondary streets connect with the adjacent Park View Road character area along the western boundary edge.

Urban grain, building/plot layout/relationships

3.33 The urban structure of the area is comprised of large blocks containing mostly large rectangular plots. There is some increased irregularity and fragmentation around the railway station where smaller blocks are situated between primary roads.

3.34 Tottenham Hale Retail Park is a large single block with L shaped building forms expansive areas of car parking at its centre, whereas the industrial/commercial buildings further south and to the north are tighter knit with extensive plot coverage.

3.35 More recent residential areas north of Ferry Lane feature rectangular and deformed rectangular blocks with medium sized blocks. The majority are linear or in a courtyard arrangement with a few irregularly shaped plots.

Built form, scale and massing

3.36 There is a variety of built form within the area which varies greatly in its scale and massing, mainly reflecting its use.

3.37 Apartment buildings comprise a combination of taller, slender forms up to a maximum of 30 storeys that collectively form a landmark series of developments around the station, as well as mid-rise blocks with horizontal massing separated by courtyards and podiums. Forms are articulated through stepping, with many also comprising irregular, angled or curved profiles that create increased visual interest.

3.38 Commercial and industrial buildings within the area generally range from around 2-3 storeys in height – with much larger footprints. The industrial and commercial buildings often have repeated gabled forms or flat roofs with parapets.

Architectural style, materials and details

3.39 Buildings generally possess contemporary architectural styles, with materials and detailing varying depending on function and use. The two most-utilised materials are brick and metal cladding. Generally, residential buildings employ the former, with newer development towards the station featuring a number of brick types and shades. The commercial and industrial buildings have greater use of profiled metal cladding, with some office units also employing brick.

3.40 Tottenham Hale Retail Park has horizontal light grey cladding interspersed with beige panelling along its primary frontages, along with store signage framed within contemporary dark metal grilles. The rear facades utilise plainer corrugated cladding, as do several industrial buildings further to the south and north. These are interspersed with more traditional brick factory buildings and offices. Many have a horizontal emphasis with the use of contrasting brick banding and wide casement windows. A mixture of flat and pitched roofs are present, with the retail units employing parapets to mask the shallow pitched roofs behind.

3.41 The contemporary residential development around the station incorporates the use of red, grey and buff brick to break up and articulate their forms as well as to define a unique architectural character for each building. In some minor cases such as in the One Ashley Road scheme, grey cladding creates a unique undulating façade pattern.

3.42 Although many of these buildings are still under construction, the characteristics of modern facades in a grid arrangement with stacked balconies and repeated arrangements of full-height casement windows are evident. These buildings also employ increased detailing, with patterned brick reliefs present on the Gessner scheme and dark grey steel banding visible on the Rosa Luxemburg scheme. Berol House at the centre of the Ashley Road South masterplan is built from red and buff brick with inset façade bays comprising curved sash windows, as well as a feature corner element on the northern and southern facades which incorporates red brick arches.

Landscape elements

3.43 Open areas are largely comprised of hardstanding ground serving as car parking or for access and delivery to commercial/industrial units. A small amount of planting borders the retail park, whilst a number of linear open spaces are proposed within the Ashley Road South Masterplan, including integration with a ‘Green Link’ that will connect Tottenham and Walthamstow wetlands.

TCA 1: Townscape Value

3.44 With the exception of the emerging residential areas around Tottenham Hale Station, the townscape character area of Tottenham Hale East predominantly comprises a mix of functional

commercial and industrial buildings that generally provide no or limited visual interest or make a positive contribution to the streetscape. There is a lack of permeability from east to west and major roads dominate. Recent residential developments are starting to improve the quality of buildings, provide activity and an improved quality of public realm and sense of place around Tottenham Hale station, but are still under construction. There is currently a Low townscape value which is expected to increase to Low to Medium once construction along Ashley Road/ The Hale is completed.



Photo 13: Emerging cluster of residential development



Photo 14: View south along Watermead Way



Photo 15: Tottenham Hale Station entrance



Photo 16: Tottenham Hale Retail Park



Photo 17: Industrial character to south of character area



Photo 18: Brick detailing visible on the Gessner development

Townscape Character Area 2: South Tottenham/Markfield Park

3.45 The key characteristics of this character area are summarised below:

Historic evolution

3.46 The area consisted of largely open fields until the early 20th Century, when residential development extended eastwards from South Tottenham. Otherwise historic uses related to the railway and pumping station to the south of the railway line. The northern section of the character area contained a timber yard and extensive cabinet works before being replaced with housing towards the end of the 20th Century. The pumping station and surrounding grounds were closed and converted into parkland, with one of the original buildings retained and refurbished as a museum.

Land use and activity

3.47 The area mainly comprises a mixture of residential and civic uses in the form of parkland (Markfield Park), playing fields and schools. There are some industrial and storage uses in the island created by the railway lines.

Street and movement patterns

3.48 Streets within the area are largely secondary providing access to residential areas. They are arranged in both linear grid layouts to the west – which respond to the “*low-lying floodplain character experienced through... [the] sloping terrace streets*” (HUCS) and curving cul-de-sacs to the east, which give each individual neighbourhood a distinct character. Movement between areas is limited particularly to the east, with limited through-routes present. Although connectivity across the character area is hindered by the presence of rail infrastructure, a route along the River Lea provides a linear point of access for pedestrians and cyclists (photo 19). Ferry Lane runs along the northern boundary (Photo 20), to the north of which is Tottenham Hale Station.

Urban grain, building/plot layout/relationships

3.49 The area contains a relatively fine urban grain of residential development, with a mixture of rectangular and irregular blocks containing small linear plots of terraced houses and flats/maisonettes in medium footprint blocks. These are oriented towards the prevailing street layout or the river. Where street patterns are more irregular plots and building footprints are generally staggered and stepped to respond accordingly. To

the south and west the terraces are arranged in mainly rectangular perimeter blocks whereas to the north and east the urban blocks have .

3.50 Larger plots are generally situated adjacent to larger areas of open space, as in the case of Gladesmore Community School which sits at the edge of Markfield Park. There are very few gaps between smaller plots save for at block corners where terraces turn to face along the perpendicular edge.

Built form, scale and massing

3.51 Buildings range from 2-4 storeys, with those of increased height generally located towards the River Lea. The urban terraces to the south and west have some irregularity and variance in their form, height and scale with three storey and mansard forms in some places due to alterations and extensions.

3.52 The mid to late 20th century terraces to the north-east are more consistent in their form. Combined, the terraced housing creates long, linear or sweeping frontages depending on their position and relationship with the street. Where situated within irregularly-shaped blocks they employ increased use of stepping and setbacks. There are a variety of pitched and flat roof forms. An L-shaped apartment block located towards the river is one of the larger residential plots in the area.

3.53 Community buildings are varied in footprint form and massing and are generally contained within a series of interconnected buildings. They have a mix of pitched, hipped and flat roofs.

Architectural style, materials and details

3.54 The majority of residential terraces to the west have traditional early 20th Century architectural elements, including chamfered or squared bay windows with large casement windows and gabled forms. Roofs are generally pitched with some plots featuring mansard extensions. Some terraces contain increased ornamentation and articulation, with the use of decorative brick and stone recessed porches and bay windows creating individual mini-clusters of buildings with a similar character and style.

3.55 Towards the river and to the east of the character area, most buildings are more contemporary in

style reflecting the period of their construction. They comprise blockier forms with simplified shallow-pitched or flat roofs. These have less detailing but are characterised instead by the use of stepping and setbacks to add variety to the longer terrace arrangements, with some encompassing extrusions and cutouts that form balconies and stairwells. Further to the south-east, a series of maisonettes are simplified further with very little ornamentation or architectural expression that sets them apart.

3.56 The use of red brick is prevalent across the character area, along with white render and grey tile. Rendering is generally present at first floor level in the case of older residential properties; this horizontal articulation is also present in contemporary buildings, which instead use dark grey vertical tiles extending along the front and gable ends of the blocks to express their simpler forms.

Landscape elements

3.57 A major aspect of the area is the River Lea which runs along its eastern extent. To the north-east is Markfield Park (Photo 22) – referred to in the HUCS as “a wonderfully landscaped and well used neighbourhood park” – which contains playing fields as well as the Grade II listed Markfield Beam Engine and Museum (Photo 23), the grounds for which have been converted into a skatepark for the local community (Photo 24). A number of mature trees within the park provide screening of the railway line to the north.

3.58 There are very few smaller areas of public open space within the remainder of the character area. Most residential properties feature either private gardens or areas of hardstanding for car parking. As an exception, the newer neighbourhoods to the north-east feature some isolated pockets of green space with tree planting within their extents, as well as an allotment and sports pitches. A linear green space runs north-south within this area providing better access to local amenities including the station to the north and a school.

TCA 2: Townscape Value

3.59 There are no conservation area designations within the area and few listed buildings. The townscape comprises a variety of urban terraced streetscapes of different ages that have no particular architectural interest and varied coherence but are distinct from each other. The water courses and railway lines mean that there is an overall lack of permeability in places. The area is positively influenced by the presence of the River Lea and other watercourses, associated trees and other vegetation as well as the amenity provided by Markfield Park.

3.60 The area has a Medium townscape value.



Photo 19: Linear walking/cycling route along the river



Photo 20: Residential development to the north of Ferry Lane (view looking east)



Photo 21: Late 20th century apartments seen along a watercourse



Photo 22: View north across Markfield Park



Photo 23: Markfield Beam Engine and Museum



Photo 24: Pumping station remains converted to skatepark

Townscape Character Area 3: Park View Road

3.61 The key characteristics of this character area are summarised below:

Historic evolution

3.62 In the 1860s the area was largely open fields which extended between the development fronting the High Road and the railway line to the east. By the early 20th Century, the area had been developed with terraced streets. Down Lane Recreation Ground (today Down Lane Park) had been formed. Development of terraced streets continued north-eastwards during the mid-20th Century, with some areas to the south having suffered bomb damage during the Second World War and subsequently cleared for the post war apartment development.

Land use and activity

3.63 The character area is mainly comprised of a series of residential streets situated between Tottenham High Road and the industrial/commercial areas along Watermead Way. Peppered throughout are a number of ancillary uses including schools, churches and parks. The area stretches almost the length of Tottenham Hale and into Northumberland Park to the north as far as Tottenham Hotspur Stadium.

Street and movement patterns

3.64 Primary streets including Monument Way (Photo 25) run west to east, connecting to the major routes of Tottenham High Road and Park View Road/ Shelbourne Road which bound the character area. Most streets are linear and continuous across the width of the area, with bisecting secondary and tertiary routes providing good permeability across much of the area. Some of the post-war developments have a less permeable street and irregular street pattern with cul-de-sacs and meandering routes.

Urban grain, building/plot layout/relationships

3.65 The area features a combination of linear urban blocks arranged in a grid layout along with a more patchwork collection of interlocking rectangular and L-shaped blocks to the north. Further south, blocks become more irregular particularly towards the western boundary of the area with Tottenham High Road, due to the curved alignment of major routes including Monument Way and Broad Lane. Blocks are further reduced in size as a result of increased access and parking in these areas, with newer plots set at irregular angles or positioned

within previous void space between the original historic fabric.

3.66 The longer streets also help to set up “*a number of significant townscape views... offering strong vistas with a clear legibility...*” (HUCS).

Built form, scale and massing

3.67 Low-rise townscape makes up the majority of the area, with a “*tight, compact, fine grain of terrace housing*” (HUCS) throughout. This comprises urban terraces which are of a consistent scale at generally 2 storeys in height (Photo 26) with pitched roofs. To the west and south, a number of apartment buildings are taller at 4-6 storeys, with isolated 9 storey buildings. Taller buildings are generally set within larger estates that are more irregular in layout with linear elements arranged in various forms.

3.68 Terraced blocks are dense with few breaks in their frontages which results in a “*strong sense of enclosure... [and a] comfortable relationship between [the] height of buildings and width of street...*” (HUCS) There are some exceptions to these continuous forms where the street turns at an angle or where semi-detached properties are present. Buildings with larger footprints generally sit within larger urban blocks, and are often arranged at varying angles to both road infrastructure and each other. .

Architectural style, materials and details

3.69 Brick is a prevalent material throughout the area, with various shades of red, buff and grey brick utilised. Terraces use a combination of predominantly red brick and white render; apartment buildings also feature vertical tile or boarding details.

3.70 Older terraced plots feature chamfered or squared bay windows framed in decorative white stone, spanning over either 1 or 2 storeys (Photo 27). Where single storey squared bays are found, these are often topped by lean-to roofs which span the width of the property. Stone lintels are utilised above sash and casement windows, with many houses incorporating a decorative banding at first floor level.

3.71 Roof pitches generally run parallel to the street, some with a rhythm of projecting front gables along terraces. Semi-detached houses have hipped

roofs in many cases, whilst larger apartment buildings contain either shallow-pitched or flat roofs.

3.72 More elaborate detailing is mostly found within older terraced properties, with toothed brick relief window surrounds and curved brick lintels (Photo 28) on their primary facades along with inset porches with ornate stone/concrete frame detailing. There are some instances where brick frontages are painted in a number of pastel shades (Photo 29). Contemporary buildings including larger apartment plots feature minimal detailing with some brick banding present.

Landscape elements

3.73 Larger open spaces including Down Lane Park (Photo 30) and Hartington Park break up the areas of dense terraced housing, which otherwise primarily feature private gardens within the centre of development blocks. Contemporary development to the south of the character area features informal landscaping between larger apartment buildings such as those between Chesnut Road and Fairbanks Road. Monument Way directly to the south also runs parallel with an area of open space providing a buffer between adjacent residential areas and this busy vehicular route.

3.74 Larger open spaces feature established tree planting along their edges, whilst the areas within their centres are mostly open for recreation and include sports pitches and play spaces. There is minimal street tree planting along secondary and tertiary routes, with the majority of trees found along primary roads or otherwise within private gardens.

TCA 3: Townscape Value

3.75 There are no conservation areas or other heritage designations. The area has a generally cohesive townscape of late Victorian and Edwardian terraced streets that have a commonality of scale and sense of place, set within permeable perimeter blocks. The terraces is intersepered with postwar redevelopments of typical design for their period of construction with limited decoration or ornament.

3.76 The area has a **Medium** townscape value.



Photo 25: View west along Monument Way



Photo 26: Linear terraced residential streets



Photo 27: Chamfered window bays are a common feature of many terraces



Photo 28: Toothed brick relief window surrounds and curved brick lintels visible on run of residential terraces



Photo 29: Painted brick terrace facades



Photo 30: View south-east across Down Lane Park

Townscape Character Area 4: Tottenham Marshes

3.77 The key characteristics of this character area are summarised below:

Historic evolution

3.78 The Tottenham Marshes has remained largely undeveloped and the main features reflecting the historic evolution of the area. The River Lea Navigation was introduced in the 18th century, whilst the East London Waterworks Reservoirs have existed since the early 19th Century, being further expanded with a number of additional reservoirs to the south over the next 150 years. A route extending eastwards from Ferry Lane connecting Tottenham with Walthamstow is present on maps from the early 20th Century.

Land use and activity

3.79 The area is predominantly open with extensive waterbodies and a series of watercourses including— Pymmes Brook, River Lea Navigation, Coppermill Stream and River Lea and Dagenham Brook, reservoirs, marshland and wetlands within the valley of the River Lea which separate Tottenham Hale from Walthamstow further to the east. A number of open spaces are located throughout, typically at the edge of the respective adjacent urban areas and separated from the wider area by watercourses. They include allotments, playing fields, areas for informal recreation and nature park. The area provides recreational, amenity and ecological resources within the wider area. There are moorings along the River Lea Navigation which is used by narrowboats and water-based uses including a boatyard and marina as well as a public house.

Street and movement patterns

3.80 Ferry Road/Forest Road is the main road which crosses the centre of the area from west to east. There are otherwise limited roads within the area. A number of footpaths run north to south, mostly along the River Lea Navigation and east west through Tottenham Marshes to the north of the character area connecting over/under Waterside Way to the adjacent residential areas. There are also footpaths across Walthamstow Marshes to the south. There is limited public access within the reservoir areas. A cycle route also follows the River Lea Navigation and connects to Lea Bridge and Leyton. A number of trainlines cross the area.

Urban grain, building/plot layout/relationships

3.81 The area has very few buildings situated within its extent. A number of tall residential developments are currently under construction along Hale Wharf, running parallel with the adjacent River Lea; these are seen as an extension of the concentrated development around Tottenham Hale Station to the west. Elsewhere, a number of industrial buildings are located to the south of the area including a water treatment works. A small number of residential properties are present along Coppermill Lane, as well as more unique buildings such as the Grade II-listed Coppermill Tower and Ferry Boat Inn public house, which stand alone within the predominantly open landscape.

Built form, scale and massing

3.82 The development around Hale Wharf is at a maximum of approx. 21-22 storeys (Photo 33); when fully completed this will step down in height to the north. Industrial buildings are generally low-rise at a maximum of 2-3 storeys.

Architectural style, materials and details

3.83 The built elements of the Hale Wharf development employ soft buff and red brick tones with contrasting dark grey metal projecting balconies which are stacked across the facades (Photo 34). Large casement windows are arranged in a grid-like pattern along with brick relief elements which break up the glazing, whilst a mixture of sawtooth and pitched roofs give the buildings a unique profile on the wider skyline. Industrial buildings are mostly functionally designed, constructed from dark brick with flat roofs.

Landscape elements

3.84 Water is a key feature of the area, in the form of the River Lea, River Lee Navigation, streams/brooks and plethora of reservoirs that make up much of its extent (Photo 35). The river and navigation run through flat marshland areas which are mostly open spaces with trees at their peripheries. The reservoirs range in size and are separated by narrow raised banks which incorporate walkways and tree planting, with islands dotted throughout providing natural wildlife habitats.

TCA 4: Townscape Value

3.85 The area comprises mostly open space and water bodies which gives it a unique character. The flat valley nature of the landform allows for views across much of its extent, whilst the presence of water, associated wildlife as well as water-based activity of boats along the River Lea Navigation, including water based provides enhanced townscape interest and amenity as well as being a valued habitat.

3.86 Some of the reservoirs to the south along with adjacent infrastructure buildings give certain parts of the area a more industrial character, though these are located towards the centre and away from footpaths or accessible spaces with tree coverage hiding many of these low-lying buildings from view. Development at Hale Wharf responds to the riverside setting and serves as a key arrival point into Tottenham Hale to the west (Photo 36).

3.87 Overall, the area has a **High** townscape value.



Photo 31: River Lee Navigation



Photo 32: Footpath through Tottenham Marshes



Photo 33: Hale Wharf viewed from River Lee Navigation



Photo 34: Hale Wharf facade detailing



Photo 35: Lock along River Lee Navigation



Photo 36: Development within Tottenham Hale visible at edge of character area

Townscape Character Area 5: High Road/Bruce Grove

3.88 The key characteristics of this character area are summarised below:

Historic evolution

3.89 Tottenham High Road originates from the Roman Period (Ermine Street), following the higher ground along the valley of the River Lea. It has served as a key route through north London which encouraged development along its length over time: *“by the 18th Century a range of residential, commercial and philanthropic buildings lined Tottenham High Road”* (TAAP). Bruce Grove is another historic route connecting the High Road with Bruce Castle at its northern end, now a museum. A number of adjacent arterial routes were created during the latter half of the 19th Century; by the early 20th Century the area had further expanded. Some historic buildings from the 18th and 19th centuries are still present – a number being listed and locally listed. Tottenham High Road and Bruce Grove are both covered by a series of conservation area designations.

Land use and activity

3.90 The area features a mix of retail, commercial, community and civic uses with some residential use. Residential uses are mainly located to the south of the High Road and along the northern sections of Bruce Grove, with a number of shops and businesses located further north. Civic and community uses include schools, the Marcus Garvey Library, Tottenham Green Pools and The College of Haringey are located to the west of the High Road, with additional residential streets at the periphery of the character area. This is a busy through route with both vehicular and pedestrian movement.

Street and movement patterns

3.91 The High Road is a primary route running north to south along the length of the character area. Most streets run perpendicular to the east and west, with Bruce Grove which serves as another major route to the north-west, joining at an angle and reflecting its origin as a drive to Bruce Castle. Other main routes which bisect the area west to east include West Green Road/Broad Lane, Seven Sisters Road and Philip Lane. A number of Underground – Seven Sisters – and Overground – South Tottenham and Bruce Grove – stations are situated along/ close to the High Road, with the Overground trainline running parallel along its western side which creates a barrier between

shops and services along the High Road and the surrounding residential areas of South Tottenham..

Urban grain, building/plot layout/relationships

3.92 The area is made up of a number of mostly irregular blocks influenced by the presence of the trainline and its relationship with the High Road, as well as the bisecting routes that run perpendicular from west to east. Blocks range in size and building coverage, with generally smaller, denser blocks located to the north containing smaller, tight-knit plots (Photo 37), some of which serve as the termination of the Victorian and Edwardian areas to the east within the Park View Road character area. Blocks to the south are larger to account for larger plots as well as greater separation between building elements.

Built form, scale and massing

3.93 Along the High Road, buildings range from low to medium height (Photo 38), mostly ranging from 2-6 storeys with the c. 24 storey Apex Gardens scheme near Seven Sisters Underground Station being the exception. To the north, standalone contemporary development is situated amongst 3-4 storey 19th century terraces and grander historic buildings such as Tottenham Police Station and a Grade II-listed former bingo hall. Many buildings are at the back of the footway and there is a good sense of enclosure.

Architectural style, materials and details

3.94 Many buildings along the High Road and Bruce Grove are representative of the historic evolution of development along these routes and is reflected in their designation as conservation areas. Red brick late 19th/early 20th Century buildings are prevalent along both. The former bingo hall has an ornate frontage with a first-floor level balcony, above which sit stone pilasters and a projecting gable with oculus window. The police station located opposite possesses similar features as well as a series of sash windows set within ornate brick frames, situated atop a dark red brick plinth at ground level with repeated horizontal brick banding (Photo 39).

3.95 Red and London stock brick are common materials within the area, reflected in both historic and contemporary development. Dark grey stone is also found, as in the case of St. Mark’s Methodist Church which is designed in the Art Deco style

with a unique central tapered tower with narrow vertical windows and curved relief patterns.

3.96 The use of parapets on street-facing frontages is common along the High Road particularly, with many of these incorporating ornamentation in the form of banding accentuated through a contrasting material such as white render or with a relief pattern. Projecting gables are also present, with a mixture of traditional pitched and curved types housing oculus windows (Photo 40). Other window types include curved and rectangular casements, as well as sashes. Pitched roofs are utilised in most cases, running parallel to the street. In some cases mansards are present, with contemporary buildings employing flat roofs.

Landscape elements

3.97 The largest open space is Tottenham Green. This space has a number of mature trees and paths which enhance the pedestrian experience at this otherwise busy, car-dominated interchange. Edmonsons Close along Bruce Grove has an open area of green space at its centre (Photo 41), whilst the nearby Bruce Grove Park sits as an extension to Tottenham Cemetery containing open amenity space in the form of play areas and sports pitches.

3.98 Elsewhere, open spaces are secondary and exist within peripheral or leftover spaces within the area. A small, landscaped area is situated within newer residential development to the south-west featuring informal spaces for recreation and play. The southern extent of the High Road widens to incorporate generous tree-lined pavements, providing a buffer between the street and buildings (Photo 42) – many of which are set back further from the pavement edge by front gardens or parking areas. Further north the street width reduces, with an increased amount of private gardens within the tighter plots to either side of the High Road. Mature trees line the Overground railway to provide a buffer between adjacent residential areas to the west

TCA 5: Townscape Value

3.99 The area follows the historic route of the High Road, and is largely covered by conservation area designations. There are a number of listed and locally listed building along High Road which add to the interest of the townscape. There are a number of elements that contribute to legibility and local identity including the listed and locally listed buildings, the mature trees and open space of Tottenham Green and High Cross Monument and war memorial.

3.100 Overall, the area has a **High** townscape value.



Photo 37: Small irregular townscape blocks situated around the High Road and railway line



Photo 38: Varied townscape along the northern section of the High Road



Photo 39: Tottenham Police Station



Photo 40: Curved parapets with oculus windows visible along the High Road



Photo 41: Edmonsons Close



Photo 42: Wide tree-lined pavements along southern section of the High Road

Visual baseline

Zone of Theoretical Visibility

3.101 The Zone of Theoretical Visibility (ZTV) is the area within which views of the proposed development could be obtained. This has informed the extent of the Study Area defined within this TVA.

3.102 The ZTV plot was created using ESRI GIS software (version 10.8.5). The modelling was based on the following datasets:

- Lidar Composite Digital Surface Model (DSM) 1m spatial resolution, Environment Agency, 2020; and
- OS Open Map – Local, 2022.

3.103 The ZTV plot identifies the areas where there is a potential line of sight between the scheme and the viewer, assuming a viewer height of 1.6m (the median of average male and female heights). They are based on the ground terrain plus built features and do not therefore include screening provided by vegetation. The ZTV (Figure 6) shows the following areas of theoretical visibility (in pink).

- 3.104 Fieldwork indicated potential for views of the proposal from:
- The immediate surrounding area of Tottenham Hale, including from Down Lane Park,
 - Watermead Way, Tottenham Hale Station and adjacent residential areas to the west,
 - High Road and Bruce Grove further to the west,
 - Tottenham Marshes to the north-east,
 - Reservoirs to the east, and
 - Parkland to the south, including Markfield Park and Springfield Park.

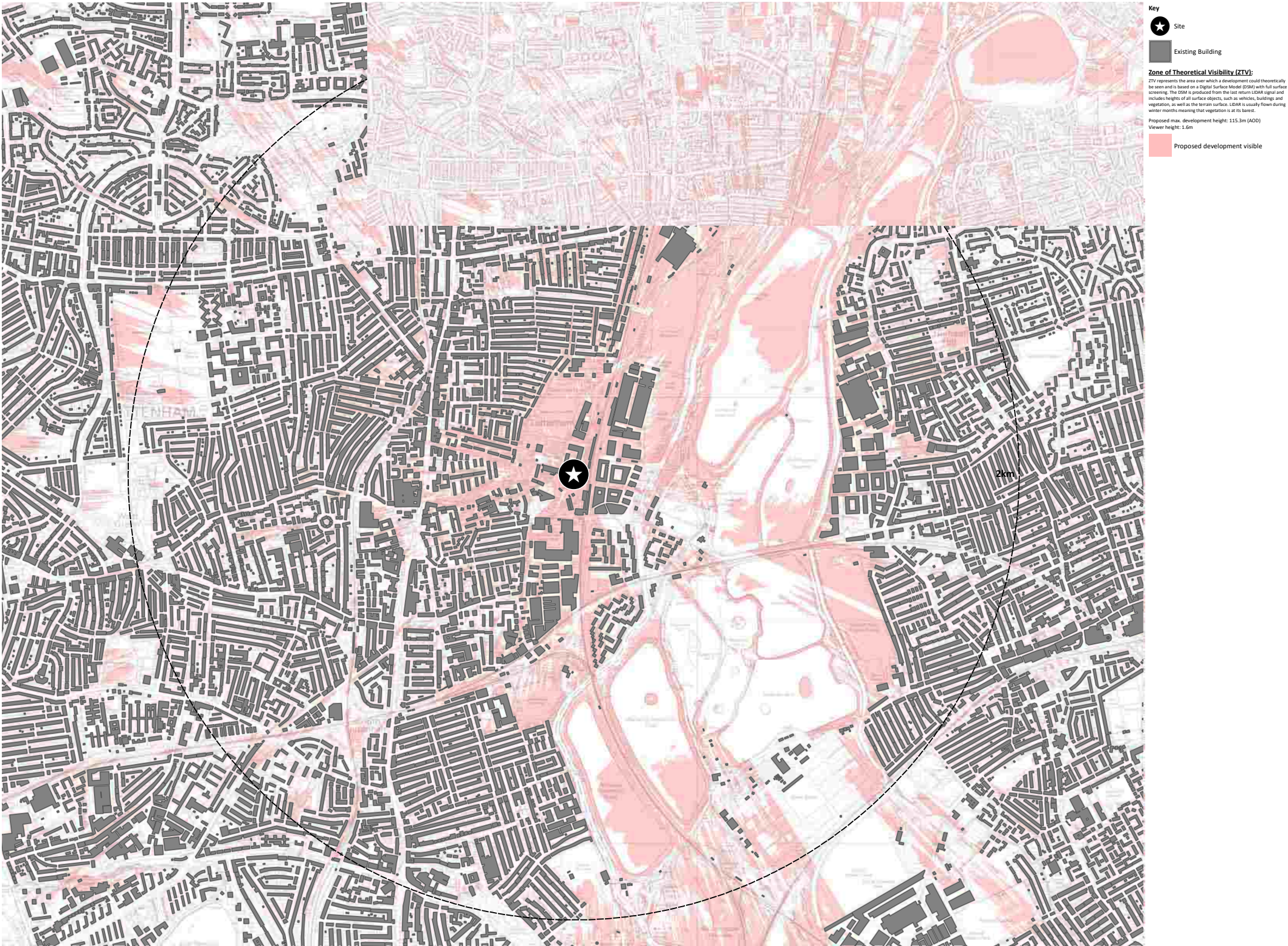


Figure 6: Zone of Theoretical Visibility

Visual receptors

3.105 Visual receptors are people within the surrounding area whose views or visual amenity could be affected by development proposals. The extent to which people perceive changes to views or visual amenity as being detrimental is largely dependent on their expectation and activity. Visual receptors that are more susceptible to changes to views include:

- 1. Users of public open spaces, whose focus is on amenity;
- 2. Visitors to tourist attractions;
- 3. Users of public rights of way, whose focus is on amenity; and
- 4. Where residential visual amenity forms part of the appraisal, residents with an outlook in the direction of a site from a main habitable room.

3.106 Other receptors who as a result of their context or activity tend to be less susceptible to visual change include:

- 1. Motorists, their passengers and people using public transport whose views are transient and generally not focussed on visual amenity (unless using a tourist route); and
- 2. People at work or engaged in other activities such as shopping or active recreation.

3.107 Desk study and fieldwork has been undertaken to establish the visual receptors within the wider area that are influenced by the proposed development.

3.108 Visual receptors relevant to the study include:

- 1. Motorists and cyclists travelling along roads within the immediate and surrounding context,
- 2. Pedestrians travelling along routes within the immediate and surrounding context (including people who are residents of the surrounding area),
- 3. Passengers emerging from Tottenham Hale Station
- 4. Walkers and users of public footpaths and cycleways, and
- 5. People within parks and open space in the surrounding area.

Key representative views

3.109 This analysis has considered a selection of publicly accessible views obtained from the surrounding area that are representative of the experience of different types of visual receptor. The views have been chosen to reflect the typical views over a range of distances and some of the main receptors of changes to views and visual amenity.

3.110 These representative view locations are:

- 1. Alexandra Palace
- 2. Bruce Grove/Lordship Lane junction
- 3. Bruce Grove
- 4. High Road/Chesnut Road junction
- 5. High Road/Monument Way junction
- 6. High Road/Broad Lane junction
- 7. Markfield Park
- 8. Springfield Park
- 9. East Warwick Reservoir
- 10. Forest Road
- 11. Lockwood Reservoir
- 12. Tottenham Marshes
- 13. Down Lane Park
- 14. Chesnut Road towards Park View Road
- 15. Monument Way towards Park View Road
- 16. Tottenham Hale Station entrance
- 17. Watermead Way

3.111 These are shown on Figure 7 and the photographs from these locations and associated details are provided in Section 5.0.

3.112 Baseline photography was undertaken during mid-to-late September in clear weather conditions with good visibility.

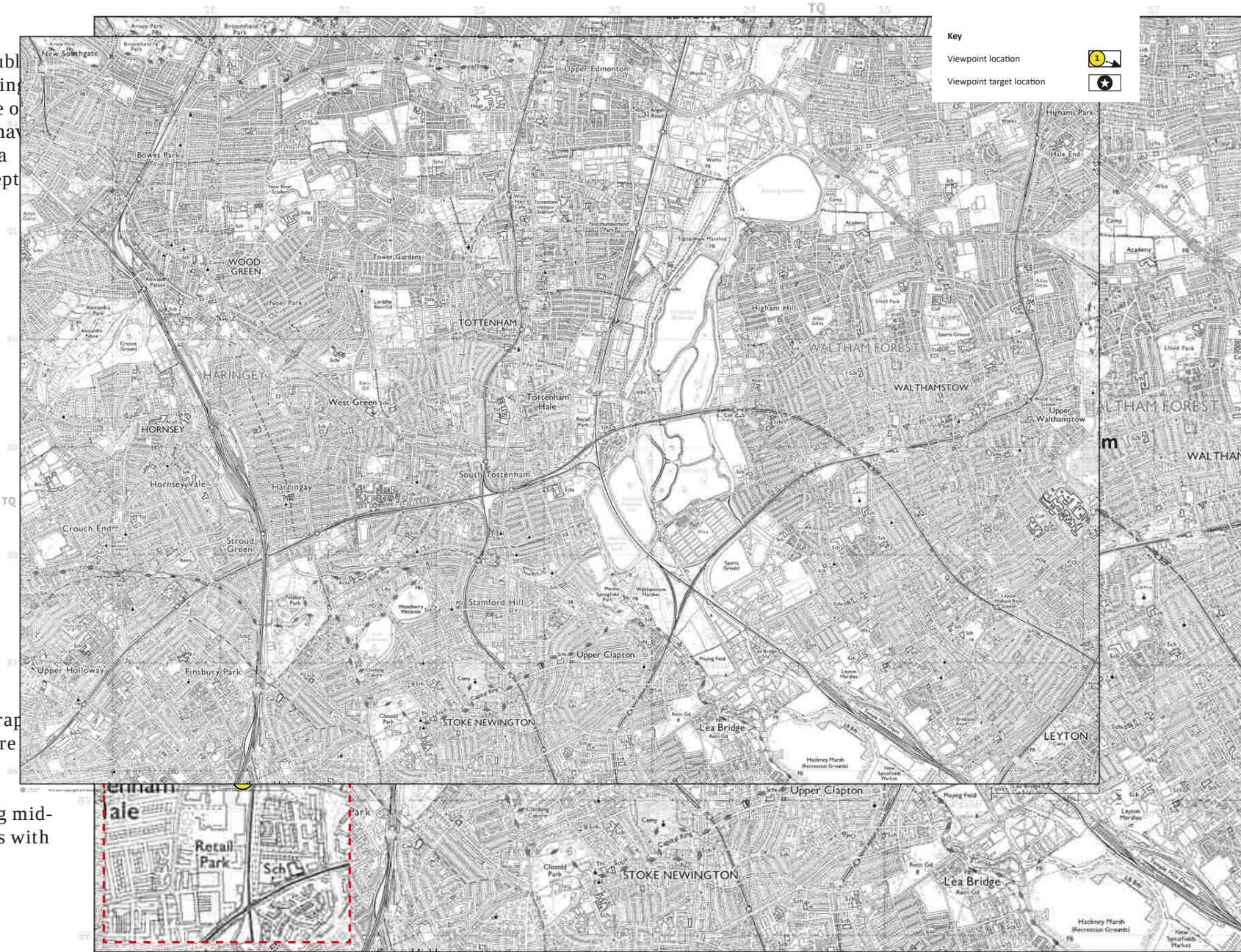


Figure 7: Viewpoint location plan (Ordnance Survey, 2022)

4.0 The Proposed Development

4.1 The planning application is for

“Full planning permission for the refurbishment and extension of Berol House to include Use Class E floorspace and the redevelopment of 2 Berol Yard to provide new residential homes, Use Class E floorspace and associated landscaping, public realm improvements, car and cycle parking and other associated works.”

4.2 The key features that are relevant to the townscape and visual appraisal are summarised below:

1. The proposed refurbishment of Berol House together with a three storey roof extension to provide office uses as well as an external terrace. Connections from west-east are proposed through the units in Berol House at ground level. The extension comprises two floors that extend the full extent of the building footprint clad in terracotta tiles with dark power coated frames and detailing, and an inset upper floor with double glazed curtain walling and dark powder coated metalwork. The existing windows would be replaced by dark grey metal frames.
2. Development of the 2 Berol Yard Site to provide a building stepping up to 30 storeys plus roof level. There is retail at ground level to the south and west sides of the building with car and cycle parking and plant to the north and east. There are residential uses above with community and indoor amenity space associated with a podium garden.
3. There is proposed to be paved public realm along Ashley Road and a new pedestrian link ‘Berol Walk’ with trees connecting Berol House and 2 Berol Yard with adjacent developments at The Gessner and One Ashley Road. ‘Gessner Lane’ is to the north. To the south of Berol House and 2 Berol Yard is a public space – Berol Yard that provides a focus for the One Ashley Road and Berol Yard development. It connects to a future bridge link across Watermead Way that forms part of a wider masterplan aspiration for a connection between open spaces within the Lea valley and Tottenham High Road. A winter garden will be provided until the bridge link is delivered.



Figure 8: Berol House facade treatment



Figure 9: The refurbished Berol House looking along Ashley Road and into Berol Square

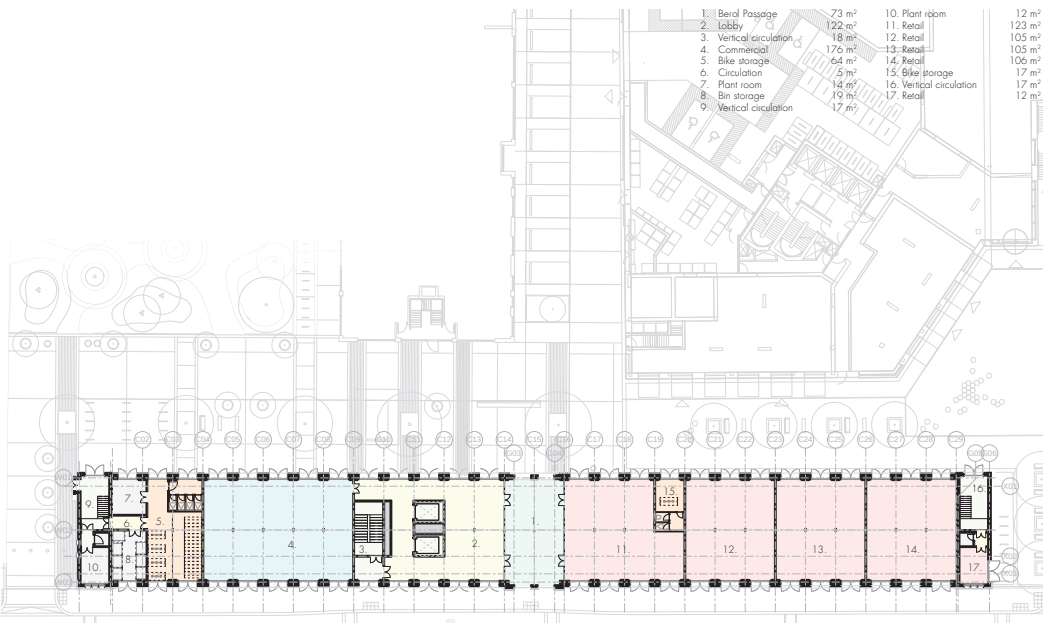


Figure 10: Ground floor Berol House general arrangement plan



4. The 2 Berol Yard building has a rectangular footprint that has been chamfered on its south-west side to address Berol Square. The built form comprises a series of stepping elements that respond to the local and wider context. The building has a two storey base with the upper floors set in with a podium garden fronting Watermead Way and Gessner Lane. Further amenity space is provided at roof level on some of the upper floors. The building steps up from the podium and is 6 storeys (above ground) to the south, 18 storeys fronting 'Berol Square', 25 storeys to Berol Walk and 30 storeys to Watermead Way.
 5. 2 Berol Yard is proposed to be constructed in brick with grey metal detailing including window frames and balconies. Each of the stepping has a slightly different brickwork colour with a range of grey, buff, red brown and green brick tones. The core is proposed to be clad in a terracotta baguette rainscreen.
- 4.3 Further details on the proposed design are included in the Planning Statement, Design and Access Statement and application drawings prepared by Allies and Morrison (2 Berol Yard), John McAslan & Partners (Berol House) and Churchman Thornhill Finch (landscape and public realm).

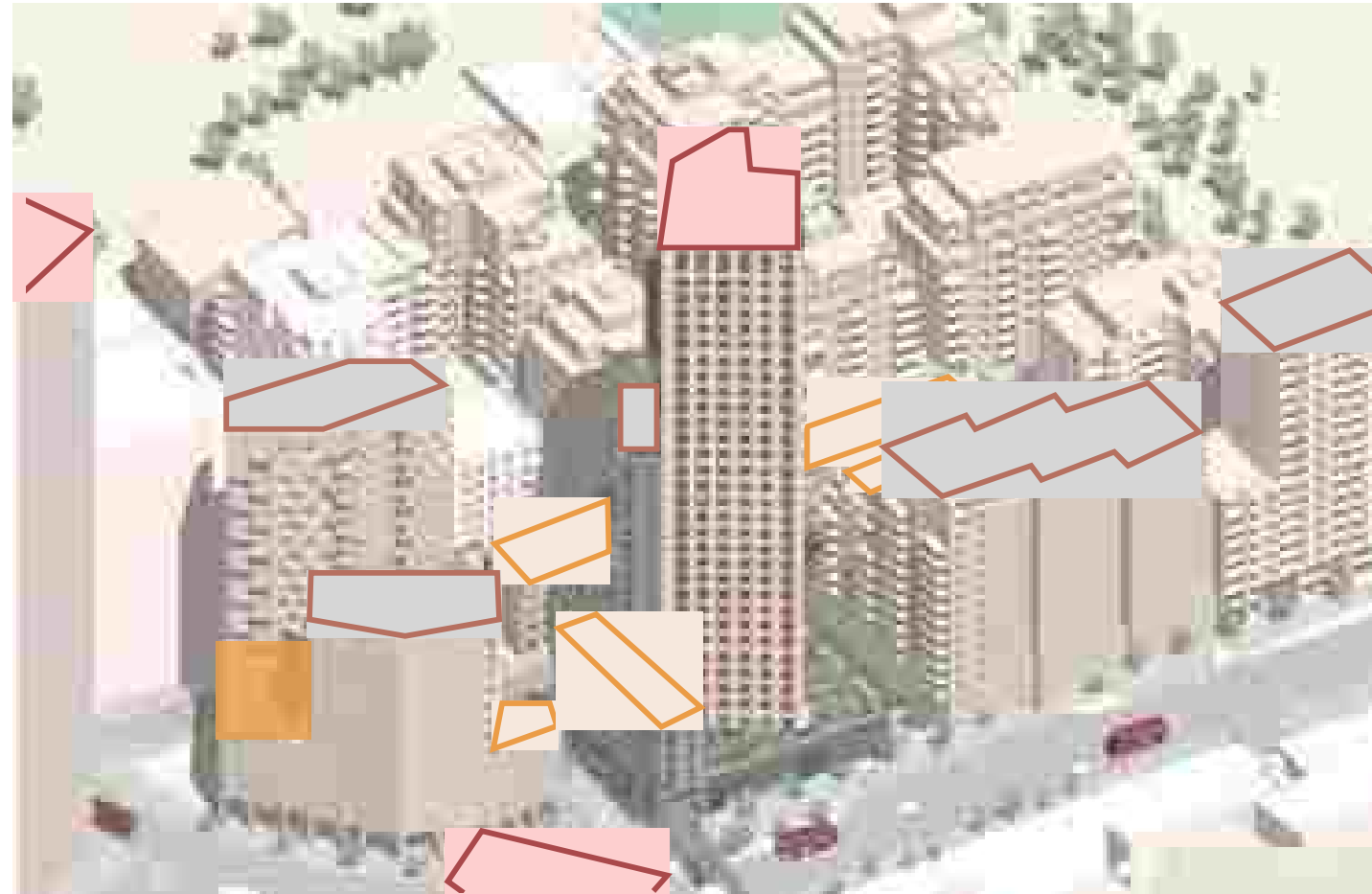


Figure 12: Axonometric aerial view looking north-west



Figure 13: 2 Berol Yard podium level

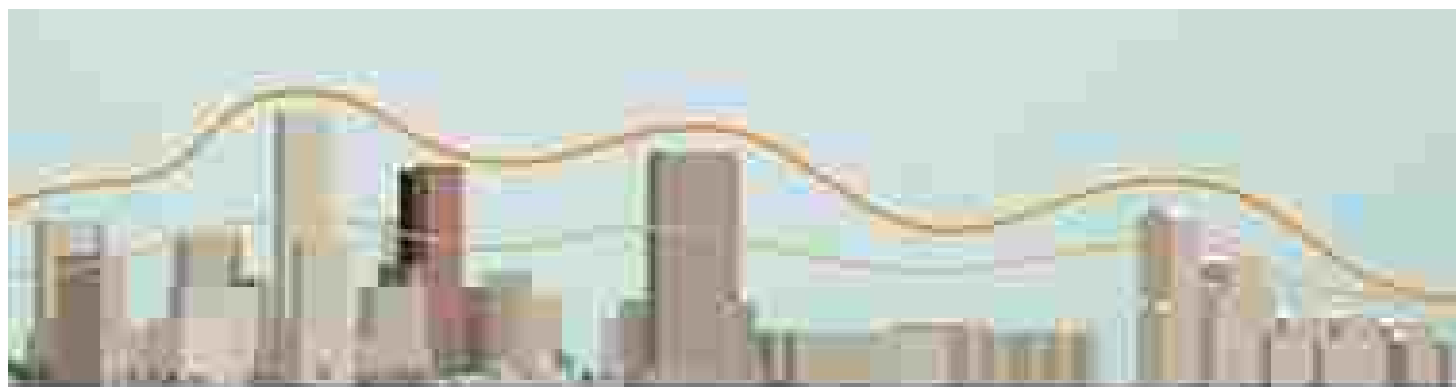


Figure 15: 'Wave' of development cluster that defines the centre of Tottenham Hale

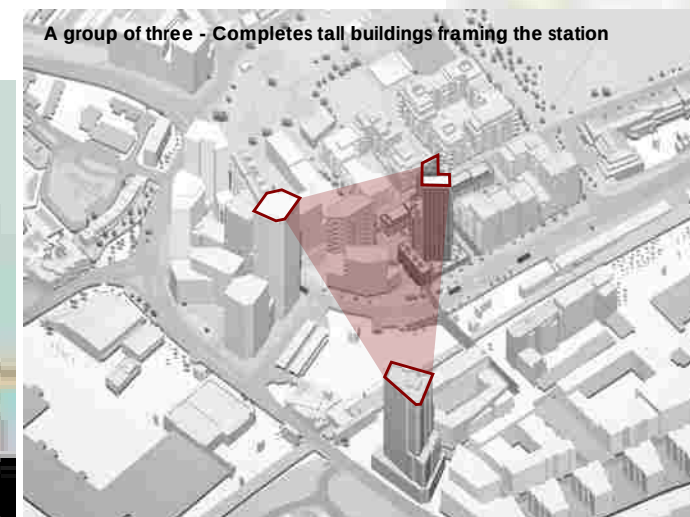


Figure 16: Urban design strategy for building heights

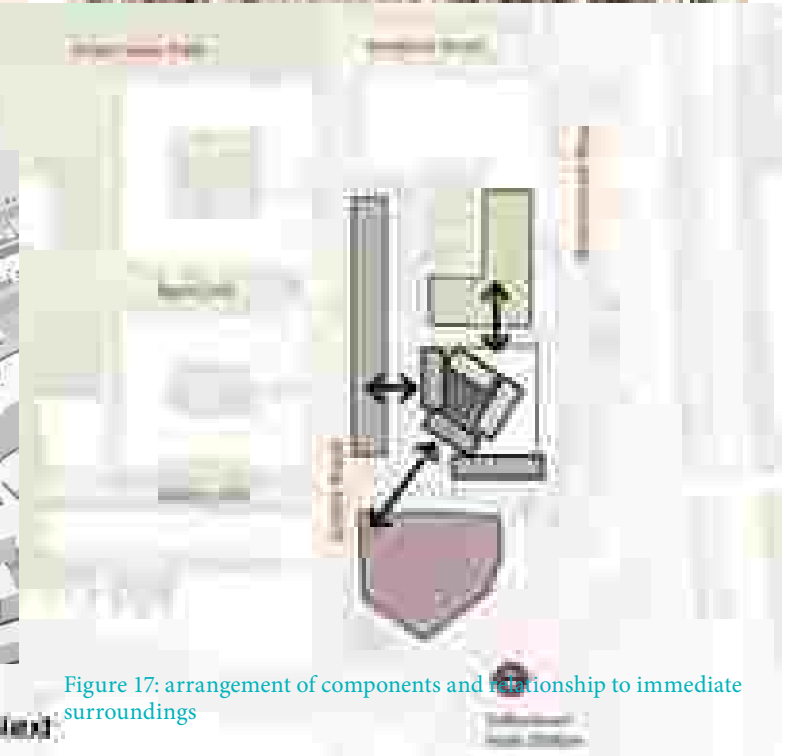


Figure 17: arrangement of components and relationship to immediate surroundings

Cumulative schemes

4.4 A number of cumulative developments have been considered within the assessment. These are committed schemes that have not yet been built or completed and that are likely to have a perceptible effect on the local townscape character and views towards the Site in combination with the proposals. The cumulative schemes are shown in Table 4.1 and Figure 18.

Table 4.1: Cumulative Schemes

No.	Application Site and Reference	Description	Decision/Status
A	Strategic Development Partnership Sites (ref: HGY/2018/2223) - Ferry Island	<i>“Demolition works and clearance of existing site to provide a mixed-use development comprising 6 buildings up to 38 storeys in height, which together with pavilion and basement accommodation will provide up to 104,053m2 of floorspace (GIA), comprising residential (Use Class C3) (up to 1,036 units), retail (Use Class A1-A4), health centre (Use Class D2) parking and servicing areas, hard and soft landscaping (including the provision of a new public square), highways works, creation of new vehicular accesses and the realignment of Station Road, decentralised energy network works and other associated works.”</i>	Approved - construction on site
B	29-33 The Hale (ref: HGY/2021/2304)	<i>“Redevelopment of site including demolition of existing buildings to provide a part 7, part 24-storey building of purpose-built student accommodation; with part commercial uses (Use Class E(a)) at ground and first floor; and associated access, landscaping works, cycle parking, and wind mitigation measures.”</i>	Approved
C	Ashley Park (ref: HGY/2019/0108)	<i>“Demolition of existing buildings and erection of a part 6, part 8 storey building to provide 97 residential units (Class C3), 170 sqm of commercial floorspace (Class A1/A3/B1), new public realm, car and cycle parking and associated works.”</i>	Approved
D	Cannon Factory (purple) and Ashley House (green) (ref: HGY/2016/4165)	<i>“Demolition of the existing buildings at Ashley House and Cannon Factory and erection of three buildings to provide up to 3,600sqm of commercial floorspace (GEA) (Class A1/A3/B1/D1), up to 265 residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works.”</i>	Approved



Figure 18: Cumulative schemes (VUCity, 2022)