

6.0 ASSESSMENT OF EFFECTS ON TOWNSCAPE RECEPTORS (CONTD.)
INTRODUCTION (CONTD.)

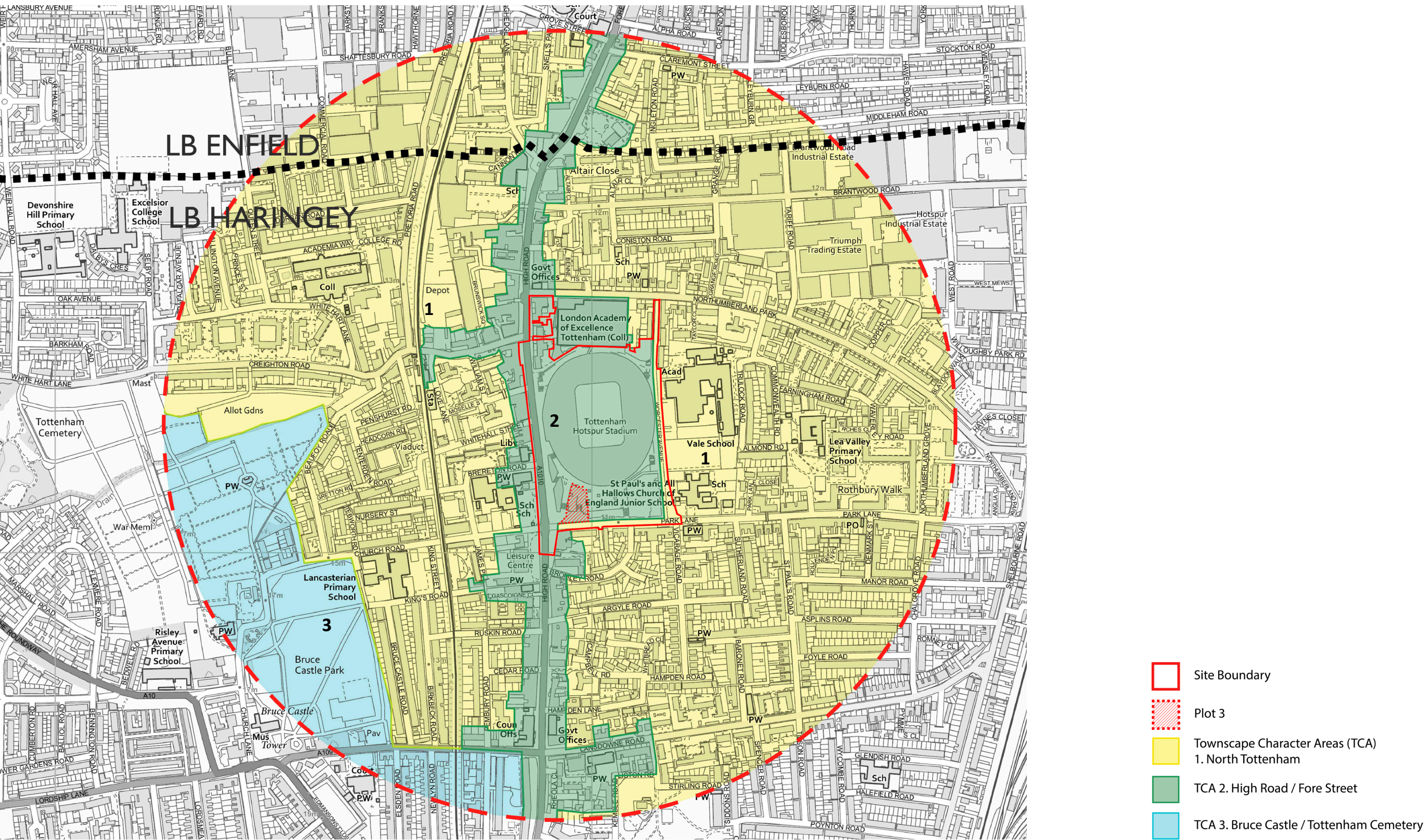


Fig. 6.3: Map showing the three townscape character areas that have been identified within the study area. The Site is outlined in red and Plot 3 is shown in red hatch.

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CHARACTER AREA I - NORTH TOTTENHAM

Character Area 1 – North Tottenham		Likely cumulative effect of the completed Development in combination with cumulative schemes	
6.8	This character area surrounds the Site and includes parts of the 'North Tottenham' character area identified in LBH's 2015 'Urban Character Study' – specifically the areas outside its central core around the High Road and Fore Street.		
Architecture			
6.10	This character area is varied in architectural style and design. The main existing typologies are: privately built late Victorian and interwar housing; public sector estates some with communal gardens; industrial areas; commercial buildings; and significant roadways. To the west of the High Road is the Love Lane Estate (Fig 6.6), the new White Hart Lane Overground Station (Fig 6.5), the railway tracks, the Haringey Sixth Form College (Fig 6.7), the Lancasterian Primary School, and residential terraces. To the east of the High Road, beyond the Tottenham Hotspur Stadium are small scale residential terraces and three schools, namely St Paul's and All Hallows Junior School (Fig 6.12), Duke's Aldridge Academy (Fig 6.13). and Somerford Grove, a new adventure playground. The Brantwood Road industrial estate (Fig 6.10) lies to the north-east of the Stadium. The architectural quality of the built fabric is generally not of note, reflected in the general lack of designated heritage assets as can be seen in the map at Fig 3.4. The area is currently undergoing a regenerative transformation, with extant permission for the High Road West (Lendlease Scheme) to the west and The Goods Yard and The Depot Scheme to the north-west of the Site, and the emerging Joyce Avenue and Snells Park Estates development to the north, all including high density housing with multiple tall buildings.	6.13	This character area has a mixed urban grain. Terraces of Victorian dwellings have typical late 19 th century 'house and garden' plots. Some council blocks have large, consolidated sites with larger building footprints set within open space. These, along with the industrial building clusters and school campuses have a looser coarser grain.
Massing & scale			
6.11	The older terraced dwellings are low rise and small scale. Later council housing blocks vary from four to 20 storeys (Stellar House); the 10-storey Love Lane Estate buildings to the west of the Site are one such example (Fig 6.6). The Rivers Apartments building, in the north of the character area, rises to 23 storeys (Fig 6.8). The industrial buildings on the Peacock Estate and industrial areas just outside the character area, such as Commercial Road and the Brantwood Road industrial estate, and are larger in footprint, but generally not higher than four to five stories. The school buildings are also low in height but present a coarser urban grain when compared to the residential streets further to the east. The consented schemes referred to in paragraph 6.10 above will alter the prevailing massing and scale.	6.14	Landscaping in this part of the character area near the Site mainly consists of private gardens at the back of terraces, and shared gardens associated with the variety of council housing complexes around the area.
Permeability & legibility			
6.12	There is a moderate level of pedestrian and vehicular movement through the area. The High Road is a busy vehicular route that cuts through this character area (and is a separate character area of its own), with smaller less busy streets coming off it. Views are channelled along residential streets by	6.15	The sensitivity of the North Tottenham character area is low and change in certain zones is highly desirable. The Development will transform its characteristics in the local area, giving rise to a high magnitude of change in the immediate locality. However, in most cases, only the articulated top floors of the Development will be visible from parts of this character area, as the upper expression of new landmark buildings. Therefore, the magnitude of change in relation to the character area as a whole will be medium . The proposed design revisions to the approved hotel at Plot 3 specifically intend to create a high quality landmark near the Stadium. The Development seeks to provide a series of buildings of different heights, carefully positioned to respond to local views along Park Lane, Church Road and the residential streets to the south of the Site, and glimpses from distant views, improving the legibility in the area. The Development, including the proposed Amendments to the approved hotel at Plot 3, would define the street edge along Park Lane and the proposed uses would activate the street frontages. The spaces between the buildings and the proposed landscaped areas will be a major improvement to the quality of public realm provision in the area. The effect on the wider townscape is considered to be moderate and beneficial .
		AVRs relevant to this character area: 4, 5, 6, 23, 24, 25 and C.	

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CHARACTER AREA I - NORTH TOTTENHAM



Fig. 6.4: Creighton Road as seen from White Hart Lane looking west.



Fig. 6.5: White Hart Lane Overground Station.



Fig. 6.6: The Charles and Moselle Houses, part of the Love Lane Estate seen from the White Hart Lane Station square.



Fig. 6.7: Haringey Sixth Form College on White Hart Lane.



Fig. 6.8: The 23-storey Rivers Apartment, seen from Cannon Road, west of the High Road.



Fig. 6.9: Northumberland Road by Lilywhite House looking west.



Fig. 6.10: Brantwood Road industrial estate, north-east of the Tottenham Hotspur Stadium.



Fig. 6.11: The Tottenham Hotspur Stadium as seen from Almond Road looking west.



Fig. 6.12: St Paul's and All Hallows Junior School.



Fig. 6.13: The Duke's Aldridge Academy, Trulock Road.



Fig. 6.14: Semi-detached houses on Vicarage Road.



Fig. 6.15: Terraced houses on St Paul's Road.

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CHARACTER AREA 2 - HIGH ROAD / FORE STREET

Character Area 2 – High Road/ Fore Street		Likely cumulative effect of the completed Development in combination with cumulative schemes	
6.17	This character area runs north to south comprising parts of the 'North Tottenham' character area from LB Haringey's 2015 'Urban Character Study' specifically the areas along their central core around the High Road. Almost the entirety of the North Tottenham Conservation Area including the stretch of White Hart Lane that falls within the conservation area designation is part of this character area. The Site, including Plot 3, falls within this character area as it is along the High Road.	the intermittent sequences of historic fabric, has been somewhat eroded by the insertion of later consolidated sites, some set back from the road, making the historic 'route' less apparent. The recently completed Stadium (Plot 1) and the Tottenham Experience ancillary buildings (Plot 2) represent a noticeable change in the built form along the High Road. The large scale of the Stadium itself reduces permeability east/west but improves legibility owing to its clearly apparent use and related form.	
Architecture		Urban grain	
6.18	The character of the area is that of a busy urban thoroughfare, expressing the early 'ribbon' development established along the high streets of two early settlements along a historic route. The area's architecture is varied, reflecting the various development phases along the roads, although defined and more consistent groups are evident such as groups of Georgian dwellings and Victorian terraces. Clusters of historic fabric provide sequences of architecturally significant fabric, a number of which are statutorily listed and locally listed, and some also protected by conservation area designation. In these groups, the building material is predominantly brick, with mix of brick or stone detailing. Exceptions are the new Stadium (Plot 1) and the Tottenham Experience buildings (Plot 2) which are new, contemporary insertions on the High Road. The area is currently undergoing a regenerative transformation, with extant permission for Plots 3 to 6 of the Site which will provide contemporary, high quality buildings alongside the already completed Stadium and its associated buildings. There are also extant permissions for the High Road West (Lendlease Scheme) to the west, The Goods Yard and The Depot Scheme to the north-west of the Site, and the emerging Joyce Avenue and Snells Park Estates development to the north.	6.21 This linear bustling centre is emphasised by the relative narrowness of the street. The area's original fine grain, based on historic narrow building plots, has been eroded by some large 20th century development. This includes consolidated sites with large footprints and amenity spaces around them overlooking the 'high street', occasionally set at an angle to the road, altering the character of the original linear street (Fig 6.18).	6.24 The combined effect with the several cumulative developments either on or set back from the High Road, such as the consented Northumberland Terrace, The Goods Yard and The Depot Scheme, the High Road West (Lendlease Scheme), and the emerging Joyce Avenue and Snells Park Estates development to the north would significantly improve the public realm benefits and transform this character area. The Development's contribution to the cumulative effect will be major and beneficial. If the High Road West (Lendlease Scheme) is refused at judicial review, the Development's contribution to the cumulative effect will remain major and beneficial owing to the enhancements described above.
Massing & scale		Landscaping	
6.19	This character area is predominantly formed of small scale terraced residential and commercial premises, generally up to 3 storeys high (Figs 6.16 and 6.17). 20th century housing and shops have consolidated sites along the High Road forming a wider frontage, in some instances reaching 20 storeys in height (Fig 6.18). The most prominent new building of a larger horizontal scale along the High Road is the Stadium.	6.22 Vegetation within the area is primarily comprised of street trees or communal landscaped areas in front of buildings that are set back from the road. Some of the mature trees are associated with former civic buildings along the street.	
Permeability & legibility		Likely effect of the completed Development	
6.20	The High Road and Fore Street form part of a historically important route through London to the north. The settlement developed linearly, originally with inns along each side to serve travellers. There is a high level of pedestrian and vehicular movement through the area. Views are channelled north and south, along the High Road and Fore Street by the established built form. Permeability in the area is high with streets radiating outwards from the north/south route. The legibility of the high street's course, evidenced by	6.23 The sensitivity of this character area is high as it includes the North Tottenham Conservation Area and a number of listed and locally listed buildings. The Development lies within the character area. The magnitude of change to the character area as a whole will be high with the addition of new high quality buildings of different heights on Plots 3-5. The proposed design revisions to the approved hotel at Plot 3 are specifically designed to play a landmark role. The Development will transform the Site such that it would give rise to a major effect on the characteristics of the townscape of this part of the character area. The effect would be beneficial owing to the design approach which seeks to provide a series of buildings of varying heights, carefully positioned to respond to local views along the High Road and Fore Street improving the legibility in this historically important route. The Development, including the proposed Amendments to the approved hotel at Plot 3, would provide an active frontage to Park Lane and its junction with the High Road. The spaces between the buildings and the proposed landscaped areas will be a major improvement to the quality of public realm provision in the area and form part of a new pedestrian and cycle network that will improve permeability. The lower levels of all the buildings have been carefully designed to relate to the ground level experience. Across the wider linear context of the High Road and Fore Street, and in relation to the skyline, the effects of the Development will be less pronounced, given that in most views only the taller elements will be seen, unless in close proximity.	
		AVRs relevant to this character area: 2, 3, 7, 17, 18, 19, 20, 21, 22 and B.	