Ashley Park, Tottenham Hale

Design and Access Statement

re:shape

AUGUST 2026 | DOC 2025-032

Project Title
Document Revision

Rev	Notes	Date	Issued By	Reviewed By
A	DAS Submission	04/09/26	VLM	CJ

JOB NO. 2025-032

Contents

1 Introduction 6

Overview 7
Project Team 10
The Applicant 11
The Architect 12
Re:shape & DLA Collaboration 13

2 Site Context 14

Wider Site Location - London Boroughs 15
Wider Site Location 16
Building Typology and Uses 18
Policy Background 19
Tottenham Hale 20
District Centre 20
Site History 21
Site History & Heritage- Ashley Road 22
Site Opportunities and Constraints 23
Surrounding Context 24
Site Photography 25

3 Design Evolution 26

Planning Background - Building 2, 2a, 3 27
Planning Background - Building 2b 28
Existing & Emerging Context 29
Timeline 30
Pre-app Meetings Summary 31
Engagement & Consultation Activities 36

4 Design Principles and Land Use 37

Responding to the Urban Grain 38
Design & Massing Approach (Tall Building Design Principles) 39
Sense of Place and Landmark 40
Community Investment Programme 41

5 Proposed Scheme 42

Executive Summary 43
Site Access 44
Commercial / Community 45
1st Floor & Typical Floor Plans 46

6 Quality of Accommodation 47

Social Rented Housing 48
Social Rented Housing: 1st Floor & Typical Floor Plans 49
Social Rented Housing: Precedents 50
Typical Accessible Homes 51
Shared Living 52
Wembley Ark - Proof of Concept 53
Shared Living Experience: Shared Amenities & Requirements 54
Shared Amenities - Proposed 55
Shared Living Experience: Shared Amenities 56
Shared Living Experience: Typical Studio 57
Shared Living: Fire Escape Strategy in Open-Plan Studios 58

7 Facade and Materiality 59

Tottenham Mood board / Material Palette 60
Shared Living: Composition & Articulation 62
Shared Living: Narrative and References 63
Block A: Material Palette 65
Social Rented - Composition and References 66
Social Rented: Composition & Articulation 67
Social Rented: Narrative and References 69
Block B: Material Palette 70
Narrative and Historic References: Indicative Artwork 71

8 Landscape Strategy + Public Realm 72

Ground Floor 73

Contents

Sections 74
Roof Level 75
Access & Circulation 76
UGF 77
Play 78

9 Sustainability + Energy 79

Energy + Overheating Strategy 80
Sustainability Targets 81
Circular Economy + ESG 82
Sustainable Procurement Strategy 83
BREEAM 84
Whole Life Carbon Assessment 85
Options Appraisals: Early Considerations 86
Options Appraisals: Superstructure 87
Options Appraisals: External wall 88
Future Adaptability 89
Daylight + Sunlight 90
Microclimate 91

10 Inclusive Design 92

Planning Policy, Statute and Guidance 93
Public Realm, Vehicle, Cycle and Pedestrian Access 94
Access to Accommodation 95
Wheelchair users and PMI accessibility 96
Housing - M4(2) and M4(3) Compliance 97
Shared Living - Part M Compliance 98

11 Technical Strategies 99

Delivery & Servicing Strategy 100
Waste Strategy 101
Cycle Parking Strategy 102
Secure by Design, Anti-Crime & Anti-terrorism Strategies 103
Access and Cleaning Maintenance 104

12 Conclusion 105

13 Appendices 107

Schedule of Accommodation - Summary 108
Schedule of Accommodation - Shared Living - Block A 109
Schedule of Accommodation - Social Rented - Block B 111

Narrative led design. Passionate about delivery. Architecture with integrity. Climate leadership.

Introduction

1

Introduction
Overview

This Design and Access Statement is prepared by DLA Architecture Ltd and submitted on behalf of Re:shape T Ltd. It serves to support an application for full planning permission for proposed redevelopment of a site situated between Ashley Road and Down Lane Park, London N17.

The mixed-use scheme comprises shared living accommodation and associated amenity space (Sui Generis), affordable residential (use class C3), commercial use at ground floor (use class E), community (use class F2) at ground floor, hard and soft landscaping, together with ancillary plant and servicing; and associated enabling works.

This Design and Access Statement outlines a comprehensive site analysis and illustrates the design process for this scheme such as layout, access, material palette, public realm integration, landscape and streetscape enhancement, townscape integration and other public benefits generated by the proposal. The proposal has been the result of an extensive discussion process with the London Borough of Haringey through a series of pre-application and design workshops.

For a comprehensive understanding, it is recommended to review this document alongside the planning application drawings and accompanying documents submitted as part of the application.



Introduction
Overview

The application site is located along Ashley Road and presents an opportunity to regenerate this derelict brownfield site which sits at the edge of the existing District Centre and within the wider Tottenham Hale regeneration area. The southern part of the site sits in the existing District Centre and the northern part within the Local Employment Area, with the whole site in the emerging District Centre in Tottenham Hale District Centre. In addition, its proximity to the Tottenham Hale Station support a proposal that will comprise of a range of uses and cater for wide range of users and demographics.

The masterplan and the buildings are carefully designed to knit into the existing urban context creates a new publicly accessible east-west route and high-quality public realm with the new high quality public realm linking the West and East parts of Tottenham Hale.

The proposed uses complement the mix of uses coming forward in Tottenham Hale and will generate significant activity and vibrancy in the area. The redevelopment of these residual undeveloped parcels of land completes the Masterplan in a complementary and coherent manner.

The high quality and timeless architectural character and language of the buildings were informed by the local heritage and subtly references the rich industrial history of Tottenham Hale.



The vision for the development responds to the brief set out by the client which is directly informed by the specific site challenges and community needs.

The brief was developed to be in line with Re:shape's ESG framework, and through the continuous engagement with Community Investment Partners (CIP) and the local community.

The brief was to develop a brownfield vacant site into a sustainable multi-tenure and diverse community by delivering the following:

- New policy compliant social rented homes, including family homes;
- New shared living accommodation with best-in-class facilities;
- New high-quality public realm connecting Hale Village to Down Lane Park;
- New affordable commercial and community spaces
- Outstanding architecture



Introduction

Project Team

re:shape

EMPLOYER:
RESHAPE

ARCHITECT:
DLA

LANDSCAPE:
BOSK

TRANSPORT ASSESSMENT
TETRA TECH

SECURITY NEEDS & CRIME IMPACT ASSESSMENT
KEBSEC

PROJECT MANAGER & COST CONSULTANT
KS4 CONSULTING SERVICES LIMITED

DLSL/ROL:
EB7

FIRE ENGINEER:
ASHTON FIRE

PR CONSULTANT
LOWICK HEDRY

PLANNING CONSULTANT:
LICHFIELDS

HERITAGE AND TOWNSCAPE:
MONTAGU EVANS

SUSTAINABILITY CHAMPION
CARBON CLIMATE CERTIFIED

ARBORICULTURE
FOCUS ENVIRONMENT

STRUCTURAL AND CIVIL:
WHITBY WOOD

EIA CONSULTANT:
TRIUM

FACADE ENGINEER
CBRE

AVIATION IMPACT ASSESSMENT
PAGER POWER

M&E ENGINEER
MEINHARDT (UK) LTD

PD & CDM
DA CONSULTING LTD

VERIFIED VIEWS
HARVEY SCOTT VISION

LAWYERS
ADDLESHAW GODDARD LLP

Introduction

The Applicant

re:shape

Re:shape are a leading operational Shared living developer who create branded platforms for renters, offering homely private rooms and beautifully designed communal spaces to work, reset and play in.

The Re:shape founders were influential in growing The Collective (first mover in Shared living) and created Re:shape to deliver an alternative entry point into the sector with a significantly enhanced living experience, best-in-class technology with bespoke curated customer experiences.

Re:shape created one of the largest second generation Community living developments in the UK, Wembley Ark. The Ark Platform sets a new standard for Community living in the sector and is centred around an inclusive brand identity, which seeks to ensure members and local communities always feel at home and part of the wider community.

Wembley Ark was acquired and repositioned in September 2021. The reposition works included redesigning the rooms into more mature homely spaces; converting under utilised BoH (Back of House) space to amenity and building a stateof-the-art roof top pavilion and garden that offers an all-year round penthouse living experience and space for all.







Introduction

The Architect

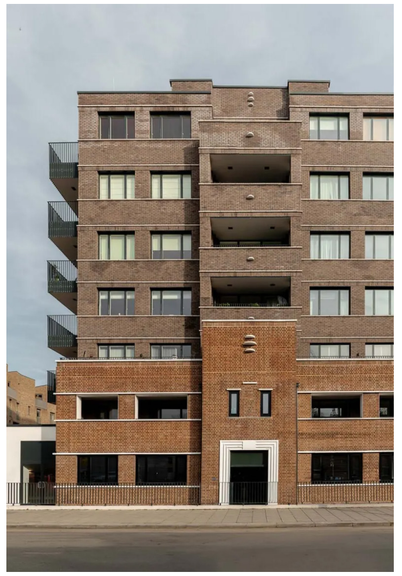
DLA is one of the top 100 practices in the UK as measured by the Architect's Journal (AJ100) with offices in London, Leeds and Manchester. The London studio was founded 20 years ago and over this period has worked across the capital gaining a reputation for award winning thoughtful architecture. Our design approach is to create contextual narrative led architecture referencing local materials and historic buildings. Examples of our work are shown on this page such as our award-winning Hackney Gardens project, the new YMCA in Wimbledon and the award winning Coronet project in Eltham, Royal Borough of Greenwich.



ST JOHN'S GARDENS, HACKNEY
WINNER - HOUSING DESIGN AWARDS 2021
FINALIST - CIVIC TRUST AWARDS 2021



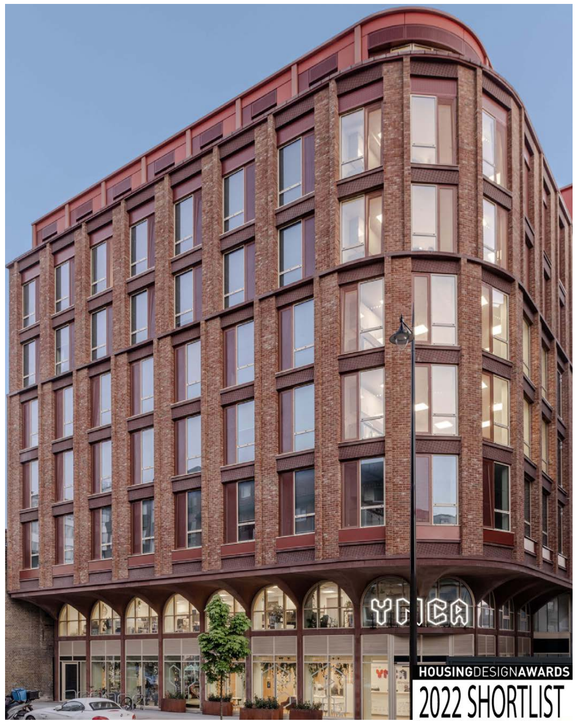
EQUIPMENT WORKS, WALTHAM FOREST



COMMERCE ROAD, BRENTFORD



21-25 BRUTON PLACE, MAYFAIR



YMCA, WIMBLEDON



CORONET ELTHAM LONDON

All our offices work to our Business Management System which is certified to ISO 9001 & 14001

All our offices have been awarded Investors in People recognition

RIBA Chartered Practice
DLA Architecture

DLA Architecture is listed as a Chartered Architectural Practice with the Royal Institute of British Architects. Registered in England, No: 1711510

Introduction

Re:shape & DLA Collaboration

Electric Works, London

Client : Reshape
Overview : Shared Living, PBSA, Residential C3, Community, Commercial

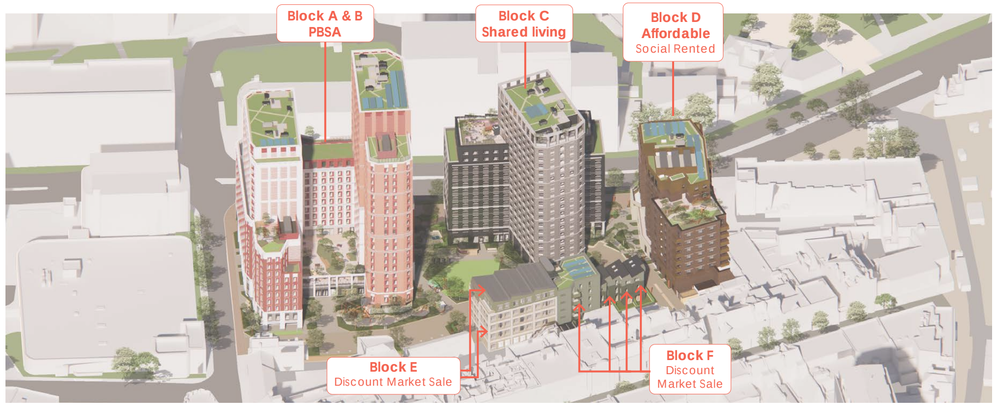
DLA and Reshape secured a Resolution to Grant Planning Permission in 2025 for a major regeneration scheme in Woolwich Town Centre. The scheme is currently progressing through the design development stages, with construction anticipated to commence on site in Q3 2027.

The mixed-use development will deliver 930 purpose-built student accommodation (PBSA) beds, 425 shared-living studios and 93 social rented homes (Use Class C3). The scheme also incorporates commercial uses (Use Class E) and community space at ground floor level, alongside the replacement of the Market Pound hard and soft landscaping.

The proposals include associated ancillary plant, servicing and enabling works, providing a comprehensive regeneration of the prime site and contributing to the wider regeneration of Woolwich Town Centre.





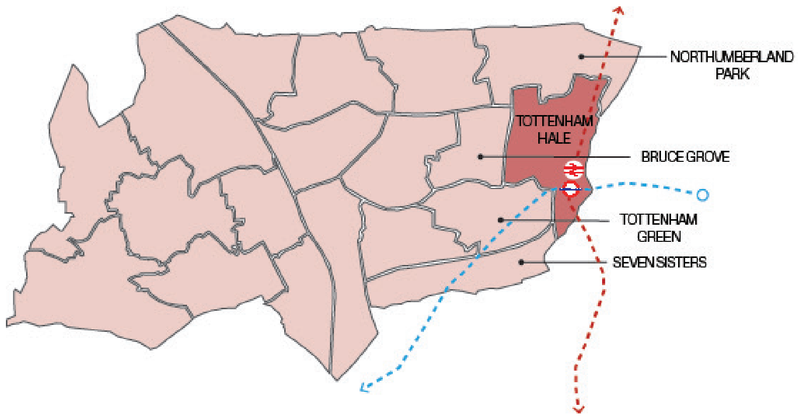


Site Context

2

Site Context

Wider Site Location - London Boroughs



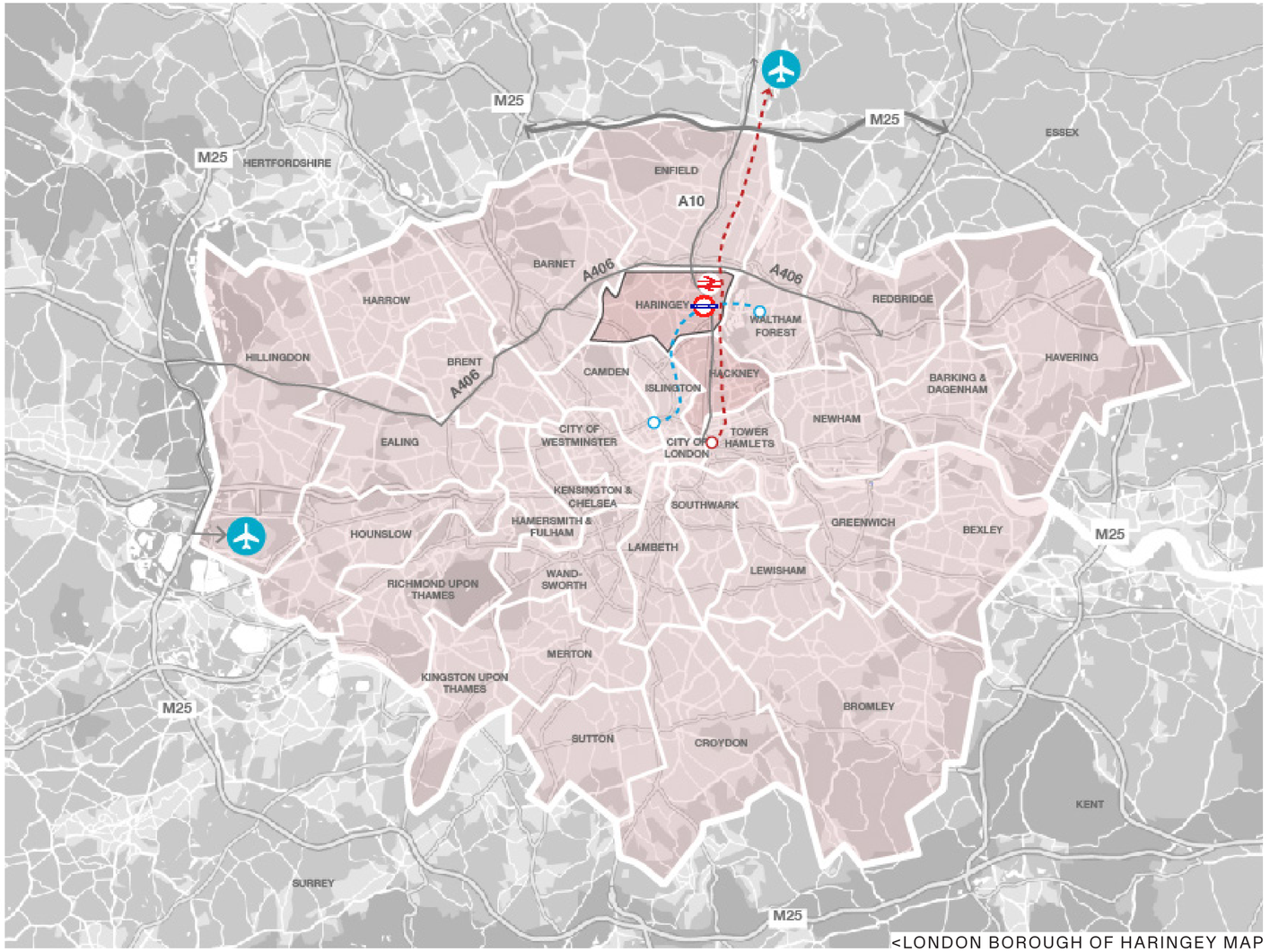
Key

- London Boroughs
- London Borough of Haringey
- Tottenham Hale Ward
- Underground Line - Victoria Line
- Stansted Express from Liverpool Street
- Major Road - M25
- Minor Roads - A10, A406
- Stansted Express Station
- Underground Station
- Heathrow/Stansted Airport

Transport
- PTAL Rating 6a

Tottenham Hale Station to:
- Walthamstow Station... 4 minutes - 2 stops
- London Kings Cross... 10 minutes - 4 stops
- Stansted Airport... 33 minutes - 2 stops

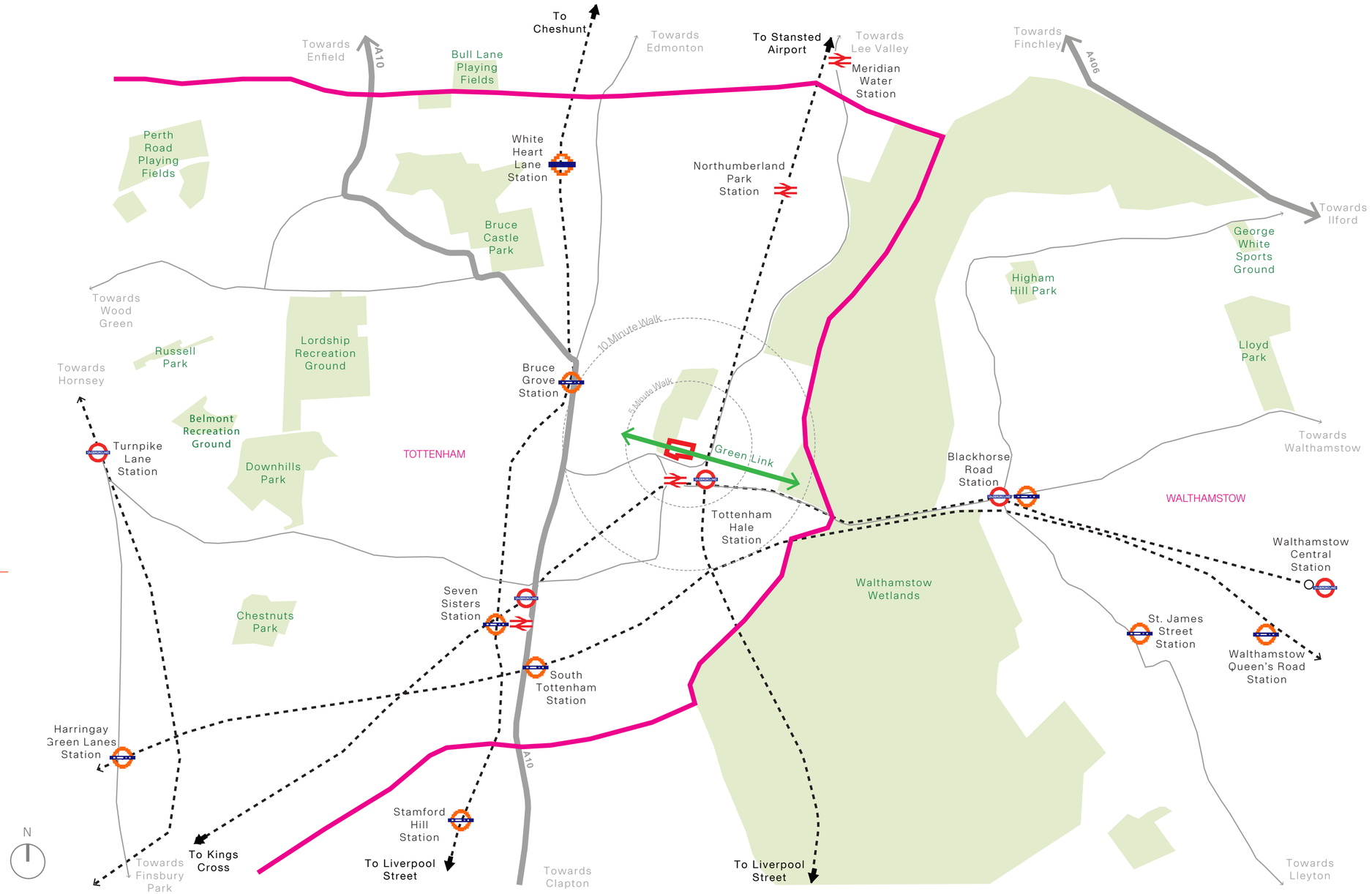
Vehicular Travel to:
- M25 Junction 25... 33 minutes - 7.8 miles



<LONDON BOROUGH OF HARINGEY MAP

Site Context

Wider Site Location

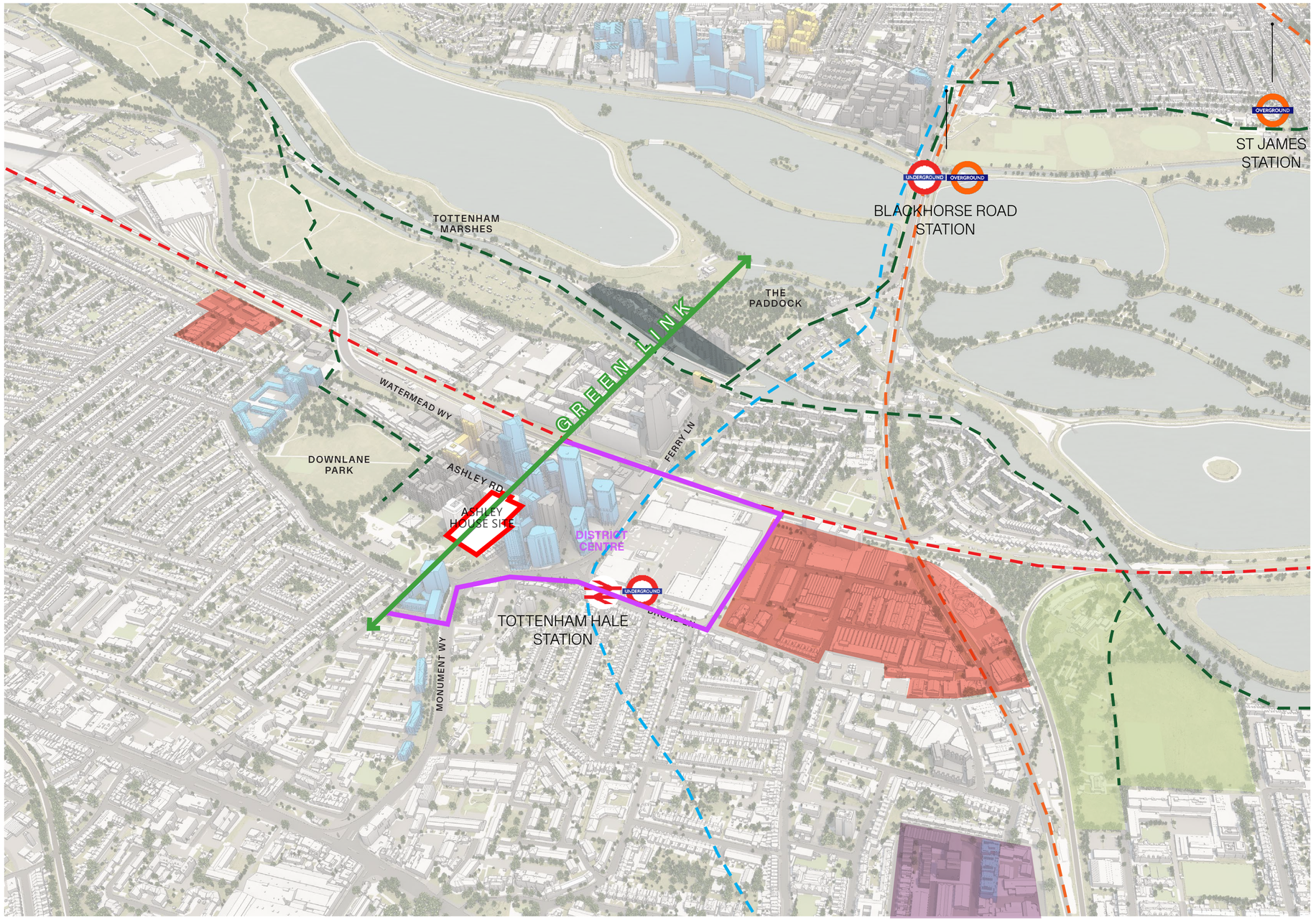


Key

- Application Site
- Borough Boundary
- Roads
- Train Lines
- Green Spaces
- Train Station
- Underground Station
- Overground Station
- Green Link

Site Context

Wider Site Location



Key

- Application Site
- Parks
- Pedestrian Links between the Parks
- Green Link
- Train Station
- Underground Station
- Overground Station
- Victoria Line (TFL)
- Overground Line (TFL)
- Stansted Express / Greater Anglia
- Strategic Industrial Land (SIL)
- Locally Significant Industrial Site (LSIS)
- Local Employment Area (LEA) Local
- District Centre

Site Context
Building Typology and Uses



Key

- Residential
- Student Accommodation
- Education
- Transport
- Commercial
- Industrial

Site Context
Policy Background

The Statutory Development Plan for the site comprises the: London Plan (2021) and LBH Local Plan (2017).

The London Plan was adopted in 2021 and is the Spatial Development Strategy for Greater London. Importantly, it includes Policy H16 Large-scale purpose-built shared living, which established the strategic policy context for the delivery of shared living schemes within London.
The London Plan is in the process of being updated, with consultation on a new full proposed draft open until October 2026. An earlier 'Towards a new London Plan' consultation also held in 2025. At the current time, the draft holds limited weight, however this will increase as the plan progresses towards adoption in early 2028.

The Local Plan comprises the following documents, setting strategic policies and direction for the Borough as well as providing more detailed and area-specific policy:

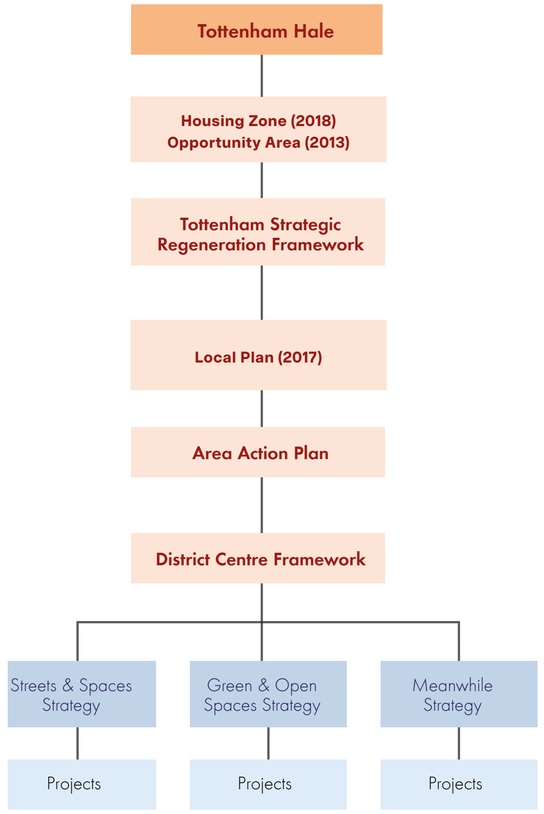
- Local Plan: Strategic Policies (adopted 2013, consolidated with alterations since 2017);
- Local Plan: Development Management Development Plan Document (DM DPD) (adopted 2017);
- Local Plan: Site Allocations DPD (SA DPD) (adopted 2017); and
- Local Plan: Tottenham Hale Area Action Plan (AAP) (adopted 2017).

The Tottenham Hale AAP provides the planning framework for the coordinated regeneration of Tottenham Hale until 2032, and includes a vision for the creation of a new District Centre focussed around the station with high quality urban neighbourhoods, new employment and education opportunities and enhanced connections to the Lee Valley Park and beyond. Prior to the adoption of the Local Plan, site allocations and AAP, mixed use developments in Ashley Road South were promoted by the GLA's The Upper Lee Valley Opportunity Area Planning Framework (2013), Tottenham Strategic Regeneration Framework (2014) and Tottenham Hale District Centre Framework (2015). The District Centre Framework (DCF) (2015) was prepared to guide the strategy for the regeneration of Tottenham Hale and to deliver the new District Centre. This was also identified within the London Plan (2021) and envisaged by the Tottenham Area Action Plan (2017). The area was also allocated as a GLA Housing Zone in 2018.

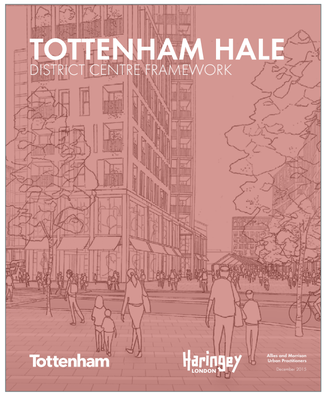
LBH released a draft Local Plan in October 2025, which underwent consultation until December 2025. The Draft Local Plan is the first full draft of the New Local Plan setting out the Council's proposed 15-year spatial vision for new buildings and development in the borough, together with a borough-wide framework for placemaking. Re:shape submitted representations to this consultation and continues to be involved in the Local Plan process. At present the early draft holds limited weight as the Council is currently collating and analysing the comments received. Having regard to these, it will then prepare and consult on a Proposed Submission Local Plan (Regulation 19) in the second half of 2026. The policies will gain more weight once the Regulation 19 draft is released and as the consultation process towards adoption of a new Local Plan continues.

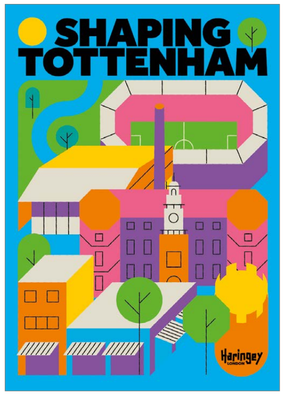
LBH Regeneration Team has more recently released the 'Shaping Tottenham' (2025) regeneration strategy, which sets out a long-term vision and placemaking strategy for Tottenham, developed in consultation with local residents.

The proposed development has been informed by relevant GLA guidance including the Large Scale Purpose Built Shared Living LPG (2024) and Support for Housebuilding LPG (2026).
Please see the Planning Statement for further information on relevant policies and an assessment of the development against relevant policy.









Site Context

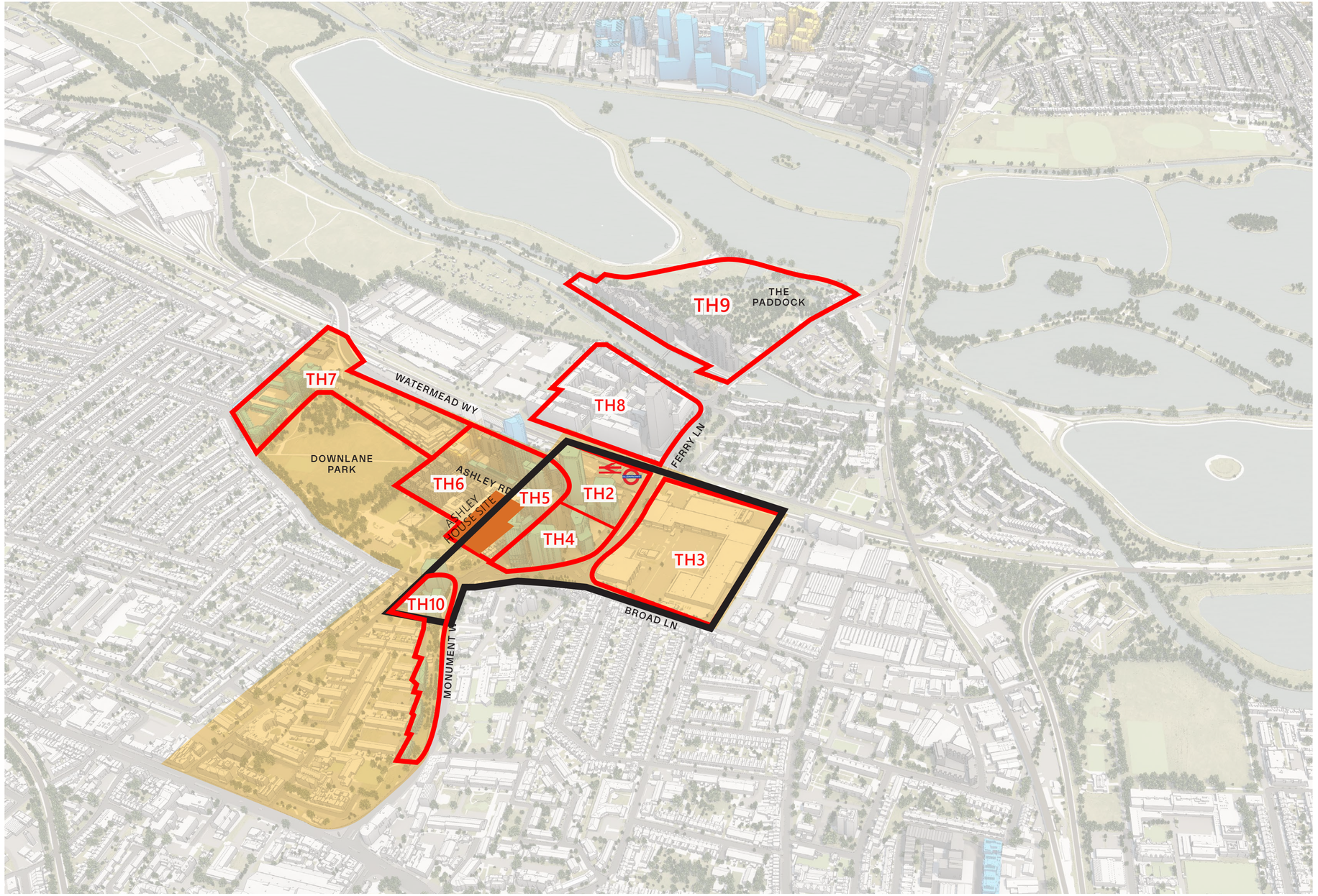
Tottenham Hale District Centre

The sites allocated for development in the Tottenham AAP and addressed in the DCF are:

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

Key

- Application Site
- Train Station
- Underground Station
- Overground Station
- Development Parcels in AAP
- Disctric Centre



District Centre Framework boundary. extract from Tottenham Hale District Centre Framework, December 2015

Site Context

Site History

Tottenham Hale has a rich industrial heritage, which is strongly connected its proximity to the London Docks via the River Lee.

Historical timeline

- 1800s greenfield area
- 1900 - 1940s industrial area with surrounding areas developed as homes for employees working in various industries in the area
- 1960s decline of manufacturing industry
- 1980s area developed for housing, some buildings remained as storage facilities and small industries

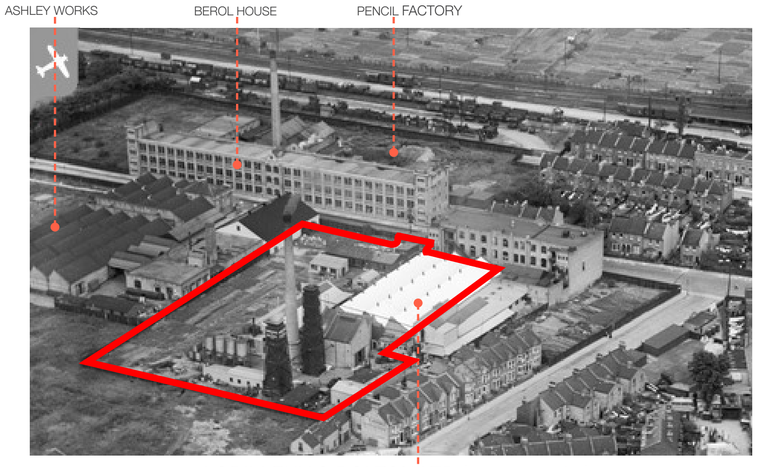


BEROL HOUSE

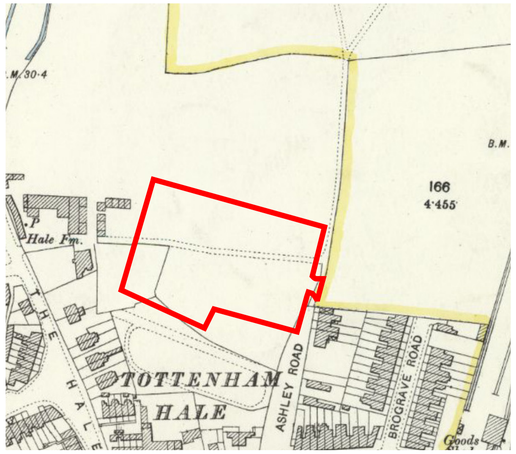
Berol House, formerly the Eagle Pencil Works, is a locally listed building. It is currently being refurbished, retained and extended as part of the Berol Quarter mixed-use scheme.



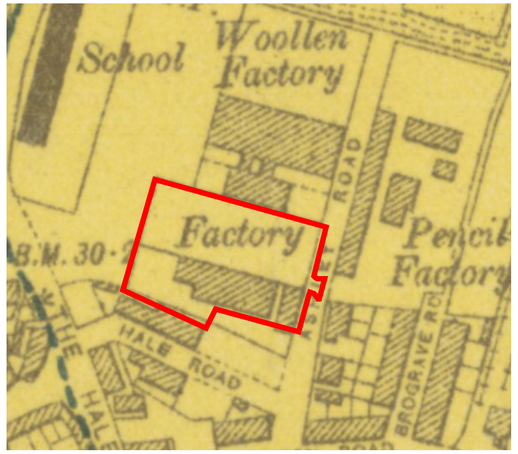
1960 AERIAL PHOTOGRAPH SHOWING INDUSTRIAL AREA AND PROXIMITY TO RIVER LEE



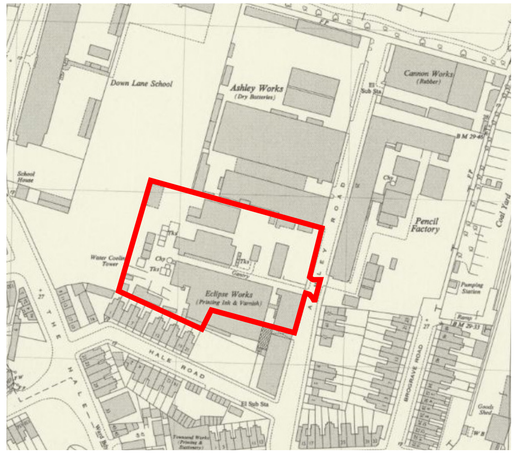
LORILLEUX & BOLTON LTD (printing inks)



1885 - 1900



1900 - 1940



1940-1974

Site Context

Site History & Heritage- Ashley Road



Lorilleux & Bolton
Printing Ink Manufacturer

The South Site was home to the printing ink manufacturing company Lorilleux & Bolton who produced some of the principal colours used in the printing trade.

They provided expert knowledge and advice within the trade, with research into special purpose inks, knowledge of printing methods, ink properties on varied mediums and new printing processes.

1919-1991

This industrial and manufacturing heritage has informed the materiality, roof forms, colour selection and approach to public artwork

"Their use will facilitate production and give maximum fastness to light, brilliance and intensity"



Site Context

Site Opportunities and Constraints

Opportunities

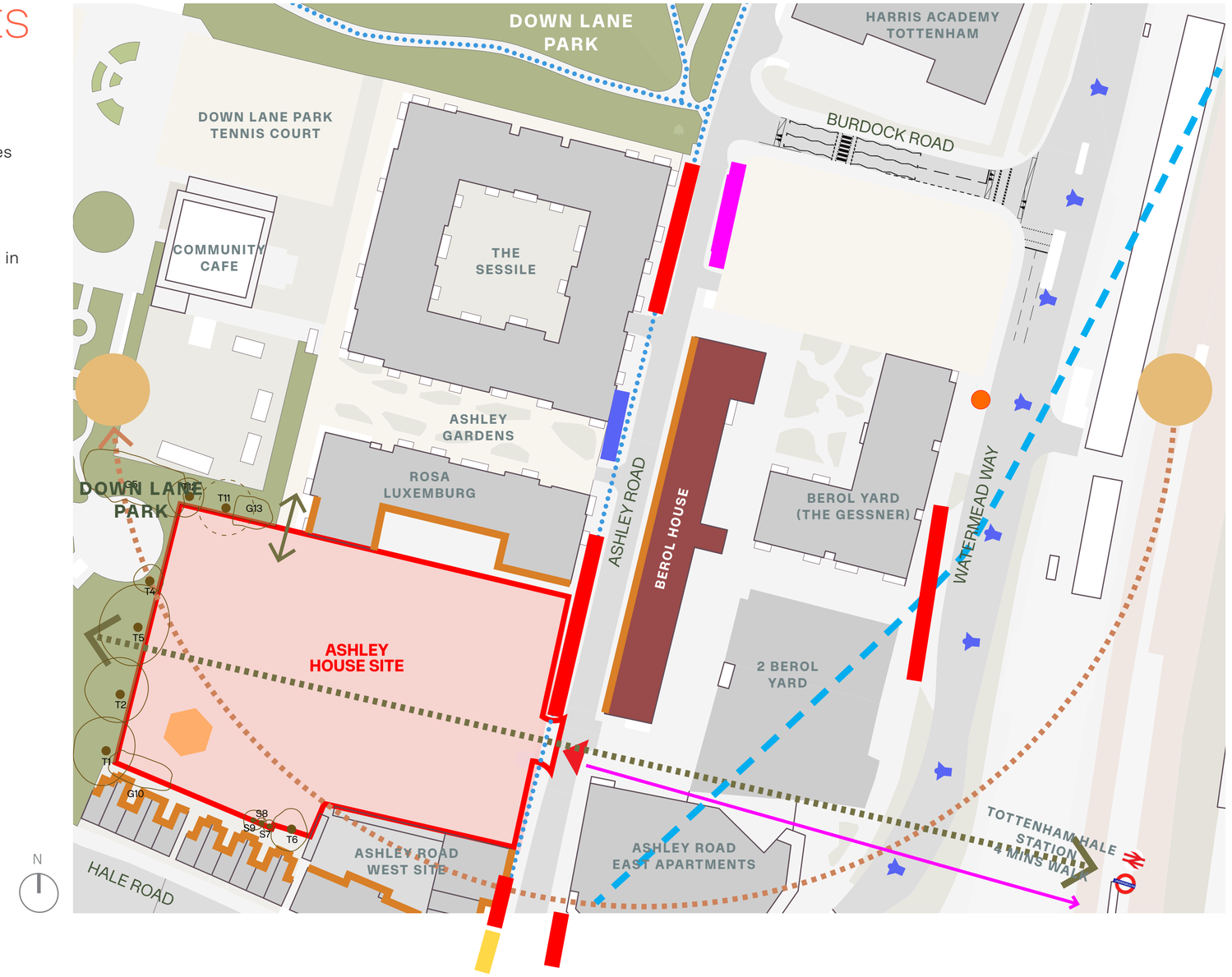
- Proximity to transport nodes: Tottenham Hale Underground Station and Train Station / Bus Stop: Burdock Rd/Lee Valley Technopark
- Benefiting from public open spaces
- Views onto park
- Existing vehicular access from Ashley Road
- Potential for new green and public realm link as per the masterplan aspiration for the Ashley Link and south-north link
- Benefiting from vehicular access
- South facing homes
- No designated heritage assets within the site, with Berol House opposite constituting the nearest non-designated heritage asset
- Potential for south facing accommodation with optimal daylight and sunlight amenities
- Potential for a new community hub for Re:shape's CIP partners.

Constraints

- Potential overshadowing to terraced homes on Hale Road and the Down Lane Park
- Potential overlooking onto homes on Hale Road and Rosa Luxembourg
- Some exisitng trees on neighbouring sites in proximity to the boundary
- Existing enclosure of a decommissioned electric substation
- Potential impact to daylight and Sunlight amenities to neighbouring properties

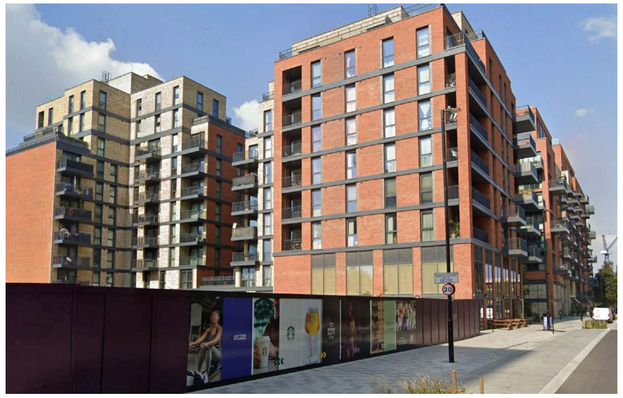
Key

- Site Boundary
- Application Boundary
- Existing Facade with Windows
- Noise
- Victoria Line tunnel below
- Green Space
- Potential Green and Public Space Link
- Sun Path
- Existing Trees
- Trees to be removed
- Vehicular Access
- Existing Bus Station
- Locally Listed Building
- Commonly Used Pedestrian Route
- Loading Only
- No Loading
- Blue Badge
- Car Club
- Suitable location for tall building



Site Context
Surrounding Context





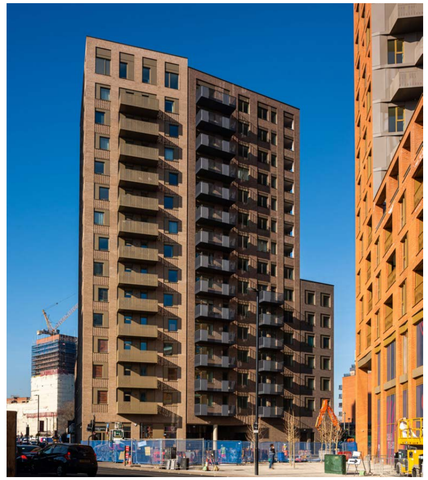
1. ROSA LUXEMBURG



2. THE SESSILE



3. BEROL HOUSE



4. ASHLEY RD. WEST SITE



5. ASHLEY RD. EAST SITE

Site Context

Site Photography





1



2



5



3



4



6

Design Evolution

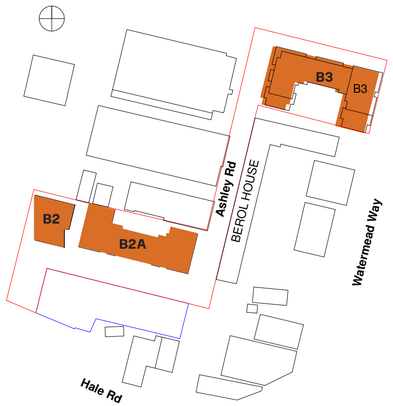
3

Design Evolution
Planning Background - Building 2, 2a, 3

BUILDINGS 2 AND 2A (AND 3 – NOT WITHIN THIS SITE)

The site is subject to extant planning consents, submitted by a different Applicant. The wider Ashley House and Cannon Factory site was granted outline planning permission (ref. HGY/2016/4615) for:

"Demolition of the existing buildings at Cannon Factory and Ashley House and erection of three buildings to provide 3,171 sqm of commercial floorspace (GEA) (Class A1/A3/ B1/D1), and 256 residential units (Class C3), new public realm, landscaped amenity space, car and cycle parking and all associated works. An Environmental Statement was submitted with the outline planning application", and subsequent Reserved Matters approval (ref. HGY/2018/2353), both approved in 2018. Following amendments by NMA, the permission was implemented in 2023, and confirmed by approval of a Certificate of Lawfulness (existing use) application."











MAY 2018

Outline Planning Permission ref. HGY/2016/4615 approved

AUG 2018

NMA ref. HGY/2018/2210 approved then amended the parameter plans approved under the outline planning permission.

NOV 2018

RMA ref. HGY/2018/2353 for appearance, landscaping, layout, scale and access details

MAR-APR 2023

The RMA was subsequently amended via NMAs (refs. HGY/2022/4230 and HGY/2023/0890).

Design Evolution
Planning Background - Building 2b

BUILDING 2B

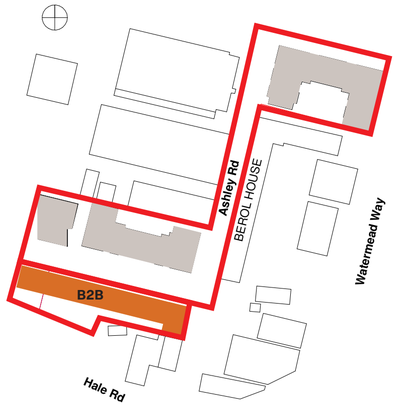
Full planning permission was also secured for the Ashley Park site, ref. HGY/2019/0108 (refused by the LPA) approved at appeal on 16/04/2020 (ref. APP/Y5420/W/19/3232707), for:

"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." Following amendments by NMA, the permission was implemented in 2023, and confirmed by approval of a Certificate of Lawfulness (existing use) application."









APR 2019
Full planning permission ref. HGY/2019/0108 refused by the LPA

APR 2020
Full planning permission ref. HGY/2019/0108 approved at appeal ref. APP/Y5420/W/19/3232707

MAR 2023
NMA ref. HGY/2022/4229 approved

AUG 2023
Approval of Certificate of Lawfulness Ref. HGY/2023/1622 & Ref. HGY/2023/1621

OCT 2025
An initial pre-application conversation in relation to the emerging proposals was held with LB Haringey Officers

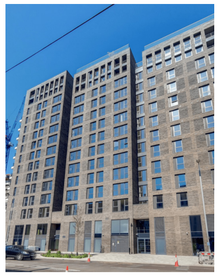
Design Evolution
Existing & Emerging Context


Rosa Luxemburg


The Sessile

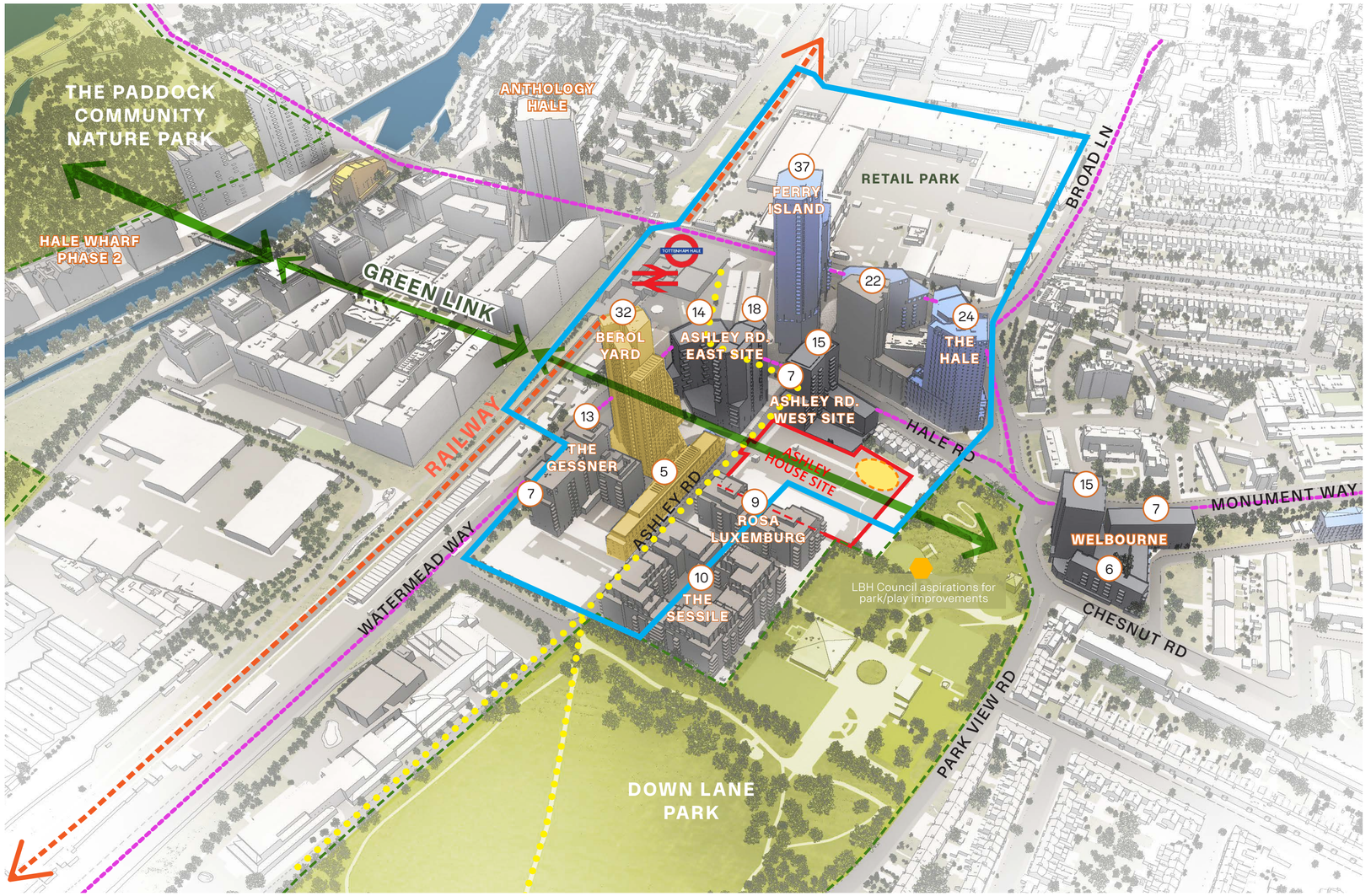

Berol House


Ashley Road East Site


The Gessner

Key

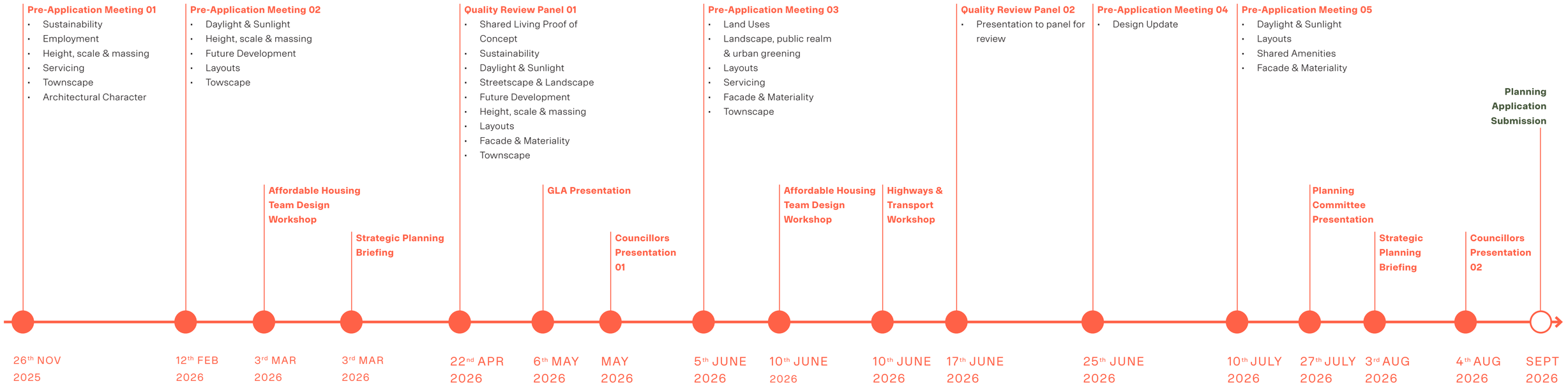
- Site Boundary
- Under Construction
- Consented
- Tottenham Hale Station
- Railway Station
- Main Road
- Main Pedestrian Route
- Green Link
- LBH Council aspirations for park/play improvements
- Suitable location for tall building
- Existing District Centre



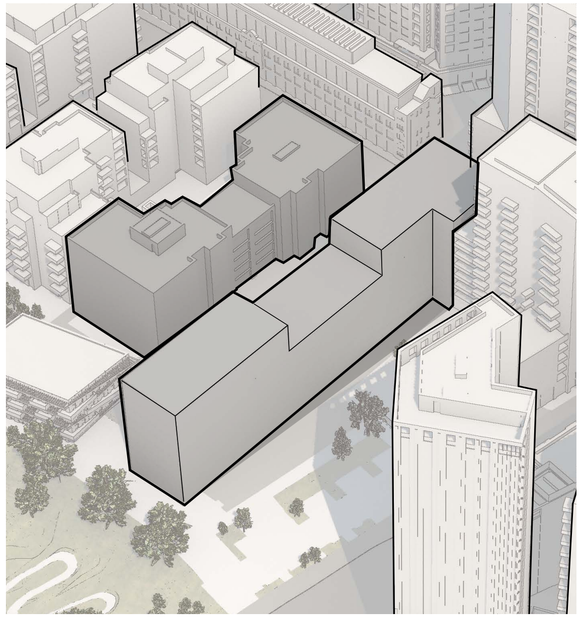
Design Evolution
Timeline

The scheme has undergone a comprehensive pre-application engagement process that has guided its design development. Each engagement focused on a different aspect of the scheme. The following section of this document summarizes this process and how the design team responded to comments raised at these meetings.

The timeline shows the different design stages and milestones since the design team has been instructed.

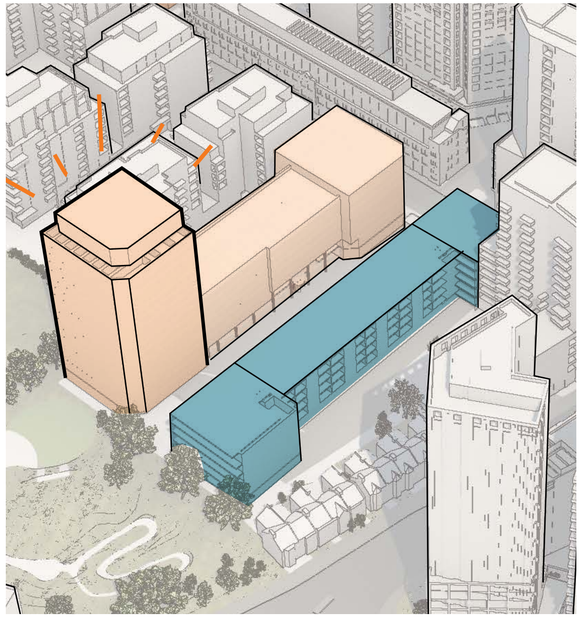


Design Evolution
Pre-app Meetings Summary



CONSENTED SCHEME - RESERVED MATTERS

- The Ashley Road site forms part of the wider Ashley Road South (ARS) Masterplan. It comprises of;
- Building ‘2’ a mixed use 4 storey residential block with commercial to ground floor.
- Building ‘2A’ a mixed use 5-7 storey residential block with commercial space to ground floor. The ‘L’ shape block completed the courtyard arrangement with the Rosa Luxemburg.
- On the site to the south of Ashley House is building ‘2B’ a proposed 6-8 storey mixed use residential building with commercial space to ground floor.
- The ‘Ashley Link’ extends through site to connect Down Lane Park to the further green network. A secondary pedestrian north south link to Rosa Luxemburg and The Sessile was provided.

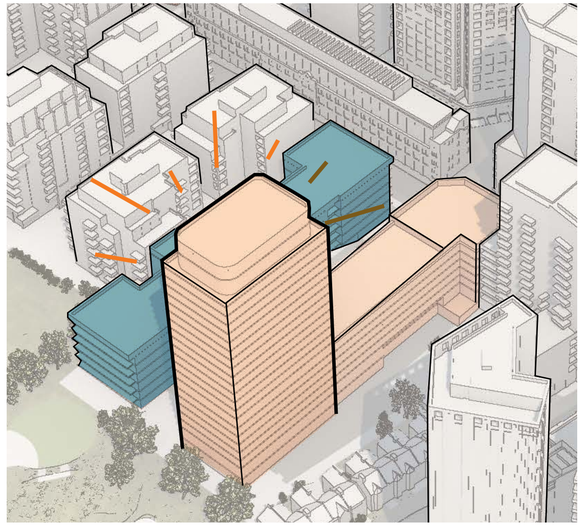


PRE-APPLICATION MEETING 01

The design team presented the scheme to the officers with the shared living block proposed to the north of Ashley House site and affordable block to the south.

Some of the general comments and queries were as follows:

- Concerns raised over the remaining blank facade of the Rosa Luxemburg and the relationship with the proposal.
- Suggestion to flip affordable and shared living blocks so that affordable block is adjacent to the Rosa Luxemburg.
- Concerns raised over the location of the tower.
- Queries raised about the management of affordable housing.
- North/south pedestrian route to be re-introduced to align with the masterplan aspirations.



PRE-APPLICATION MEETING 02

Following the first pre-app meeting, the design team the revised scheme to the officers. The main amendments were as follows:

- Affordable and shared living block flipped to improve relationship with Rosa Luxemburg and the park.
- Affordable block closes off Rosa Luxemburg blank façade and create a courtyard typology.
- North/south link to the Sessile & Rosa Luxemburg re-instated via a double height undercroft through the affordable block.
- Active frontage along Ahley Road improved by increasing commercial space.
- Slenderness and proportions of the shared living tower improved,
- Increased number of family homes to affordable block.
- Increased separation distances between the shared living block and both affordable block to north and existing terraced housing to the south.

Overall, the officers were supportive of the overall principles and proposed heights by stating that the massing appears to fit in well with the ‘second wave’ of height, stepping down away from the station. However, they noted that the tower appears too broad.

LB HARINGEY HOUSING TEAM WORKSHOP 01

The LB Haringey housing officer was very supportive of the public benefits the scheme generates and the ‘substantial’ quantum of social rented homes.

- Substantial provision of affordable (social rented) homes
- Separate courtyard from the Rosa Luxemburg is preferred for operational reasons.
- Unit mix supported
- Passive house standards are supported
- Aim to target SBD Gold/Silver
- Not supportive of gated schemes; not always good in terms of tenancy management
- Inclusive design (homes and gardens) suitable for residents and kids with neurodivergence
- 4 bed homes are highly supported
- 1 blue badge holder for each adaptable home is ideal
- Doorstep Play space (0-5 years) is supported
- Concerns about child play area at rooftop gardens, very difficult to manage
- Target LETI and GLA benchmarks (ASHP, PVs, BNG, UGF, etc.)

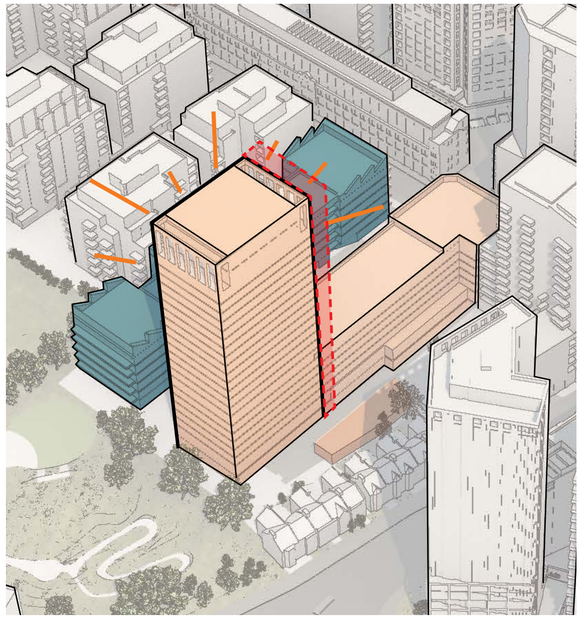
2015-2020

26th NOVEMBER 2025

12th FEBRUARY 2026

3rd MARCH 2026

Design Evolution
Pre-app Meetings Summary



QUALITY REVIEW PANEL 01

The panel was overall supportive of the scheme in principle and welcomed the idea of seeing the last two sites coming forward to complete the Tottenham Hale masterplan.

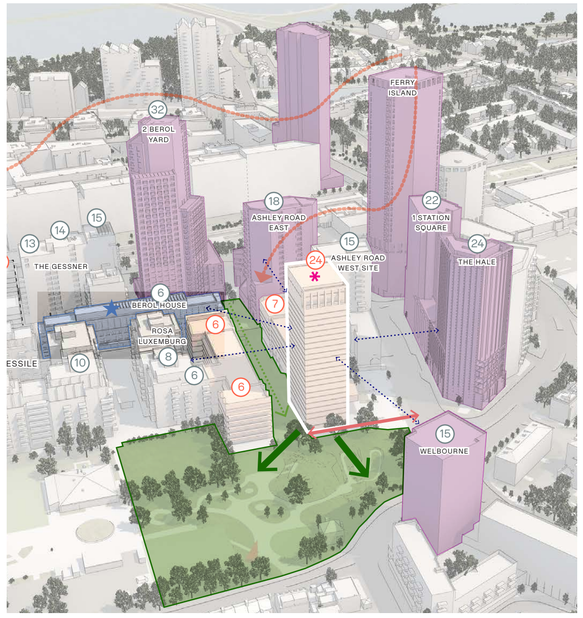
The panel raised some comments and queries and these were as follows:

- The continuation of the Green Link and the pedestrian route through the Ashley Road are welcome
- Supportive of the proposed building uses and tenure mix.
- Long-term adaptability of the PBSA and shared living buildings to be considered.
- Supportive of the tower completing the cluster of high-rise blocks around the station by successfully fronting the park; further setbacks to be considered.



The amendments and changes introduced to the scheme as a response to the QRP comments were as follows:

- Cycle storage is accommodated within the buildings to improve safety, security and accessibility
- Amenity spaces distributed throughout the building, not just on the ground floor.
- The Ashley Link reconfigured to read as a continuous public route to the park whilst reinforcing its public character.



GLA PRESENTATION

A meeting was held on 6th May to present the scheme to the GLA. Overall, it was positive feedback and the design team provided clarification to the queries the panel had raised.

The main design queries were as follows:

- Cycle stores security,
- Buildings adaptability,
- Overheating mitigation,
- Photovoltaic panels,
- Relationship with terraces to Hale Road



PRE-APPLICATION MEETING 03

A design workshop was held with the officers to present the design progress on the elevations.

The design team clarified that the aspiration is to design simple elevations whilst incorporating high quality detailing to create a 'confident' and timeless architecture. The choice of robust and durable materials will require minimal maintenance on the residents and operators.

Overall, the officers were supportive of the direction of travel. They did raise security and privacy concerns about the first floor cantilevered balconies. As a response to this comment, the design team have amended the scheme and made all balconies on the 'Bookend' elements as integral balconies with solid parapets.

22nd APRIL 2026

6TH MAY 2026

5th JUNE 2026

Design Evolution
Pre-app Meetings Summary



LB HARINGEY HOUSING TEAM WORKSHOP 02

The officer Jack Goulde was overall supportive of how the scheme was progressing.

- Minimum 10% blue badge should be provided upfront.
- Doorstep child play is preferred by residents; On site Child paly area provision of 0-4 y is supported.
- Deeper gardens for the maisonettes is supported; very beneficial to families with neurodiverse children.
- Front doors & defensible spaces for larger homes are supported.
- Gates to be provided to the right-hand side undercroft, but not the left-hand side undercroft to avoid social segregation.
- New linear 'alley' to be provided along the norther boundary with access to rear gardens.
- Preference for a larger wheelchair accessible home with front door at ground floor instead of a community space.
- Cycle stores to allow for cargo bikes storage.
- Internal layout configuration of flats with south facing living spaces is supported.

10th JUNE 2026

HIGHWAYS+TRANSPORT WORKSHOP 01

The design team presented the design to LB Haringey Highways officer. They were supportive of the overall strategy but raised some queries and requested further assessments. Those were as follows:

- A minimum of 10% accessible parking spaces for blue badge holders was encouraged as those currently existing spaces are oversubscribed in the area.
- Bays along Ashley Road to be assessed.
- Bollards to be provided to limit vehicle access beyond the child play area.
- More information required about the cycle stores design; allow for larger bikes.

10th JUNE 2026



QUALITY REVIEW PANEL 02

The panel and chair were supportive of the improvements introduced and significant progress since the first QRP.

Some of the general comments and queries were as follows:

- Supportive of the developed site layout and massing; heights and massing sit comfortably within the townscape views. Supportive of Sustainability strategy and how the elevations and fenestrations are be adapted to mitigate overheating risks
- Landscape - Clearer legibility and wayfinding are encouraged on the public realm to make it feel more public. More clarity needed on the material differentiation to avoid conflict between cyclists, cars and pedestrians.
- Supportive of the simple palette and expression of the base, middle and crown of the tower.

17th JUNE 2026

The design team incorporated the following amendments as a response to the panel comments:

Social rented:

- Supportive of the human scale of the maisonettes
- Removing the rear alley access to the gardens
- Entrances relocated to Ashley Park and public realm
- Additional maisonette to replace the undercroft
- 'Bookend' elements of the elevations brought down to ground to make the building more grounded
- More playfulness - Additional artwork on the undercroft

Shared Living:

- Supportive of the new location of the cycle store and the new private courtyard for residents
- Supportive of the clear and legible symmetry
- Window reveals increased

Design Evolution
Pre-app Meetings Summary



LOCAL ENGAGEMENT + WARD COUNCILLORS

The design team engaged with the local community and the local councillors and presented the proposal to them. The feedback received was overall positive.

Feedback was given about the preference to change the cladding colour from a red tone to a green tone on the shared living block to complement the Social Block and as a design nod to the Green link.

The design team took that on board and changed the colour to green, as shown in the visual above.

30th JUNE 2026

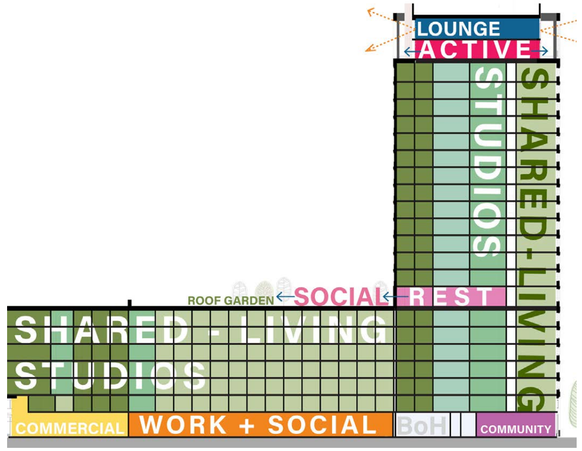


PRE-APPLICATION MEETING 04

The design team presented the updated scheme to the officers and the recent additional public benefits generated. These were as follows:

- Main entrances to social rented blocks relocated; one from Ashley Road and one from the Ashley Link.
- The eastern undercroft infilled to provide a new 4 Bedroom DDA maisonette with its private garden.
- The private gardens extended up to the boundary
- Rear pathway and secondary access to gardens removed.
- The cycle store of the Shared Living block moved further west and a new south facing courtyard is created for the residents.

25th JUNE 2026



PRE-APPLICATION MEETING 05

The design team presented the updated scheme to the officers and focused on the communal amenities within the shared living block.

The team demonstrated how the proposal complies and is design in line with the GLA Large-scale purpose-built shared livingLPG.

- Some comments were raised and they were as follows:
- Supportive of the overall provision of communal amenities
- Suggested providing screening or setback accessible areas at roof garden level to avoid overlooking onto neighbouring properties.

10th JULY 2026

Design Evolution

Pre-app Meetings Summary







QUALITY REVIEW PANEL BRIEFING / UPDATE

The design team provided an high level overview of the updated scheme to the panel and presented the recent amanedements introduced since the last QRP presentation on 17th June 2026.

The chair and panel were supportive of the significant progress and confirmed that previous architectural and layout comments have largely been adopted, which is positive and appreciated.

Some of the general comments and notes were as follows:

- No concerns with revised colour palette for shared living building, to green.
- Particularly positive about ground floor changes, inclusion of accessible maisonette and amends to entrance strategy.
- Affordable block 'bookends' now successfully grounded.
- Celebratory elements of colour and pattern are considered to enrich the scheme well.
- Clarifications requested on the approach to the site's access and vehicle management - ie: that there is no traditional kerbed entrance, rather hard and soft landscaping clearly demarcates this as a pedestrian/ cyclist-priority area (except disabled parking and servicing only).
- Reconsider use of bollards if possible, and whether seating or 'play on the way' features could replace bollards instead (note: bollards have been specifically requested by Transport officers, and seating and play on the way is incorporated also).
- Clarifications requested on seating opportunities, and confirmation that there is somewhere to sit/linger, esp for disabled parking users.
- Confirm distance of trees from building is appropriate, and that trees are capable of reaching a larger scale. Include appropriate example tree types/species in submission, and confirm these are climate resilient.
- Panellists would like to have seen a more formal avenue/pedestrian route approach to the landscape - explanation needed on rationale for tree location/pattern (ie: spread out rather than creating a tree lined boulevard). Request for sections/views so that the proposed nature of the route can be better understood than purely in plan form.
- Ensure potential antisocial behaviour has been fully considered within the under-croft (note: Applicant Team confirmed Secure by Design has reviewed and is comfortable providing lighting and CCTV incorporated).

Design Evolution
Engagement & Consultation Activities

CONSULTATION OVERVIEW

Through a constructive pre-application process, the Applicant has proactively engaged with the Local Planning Authority (by way of a PPA), elected councillors and the local community, prior to the submission of this planning application. The following engagement objectives were identified at an early stage:

- To provide a full pre-application consultation, in line with the London Borough of Haringey's requirements and expectations for engagement.
- To ensure that key information on the proposals was communicated clearly to stakeholders and local residents whilst being readily accessible.
- To collect feedback on the plans for the future of the Site and identify key consideration ahead of submission.
- To offer opportunities for people to shape key aspects of the proposals in a meaningful way, particularly through the Community Investment Programme (CIP).

For further details, please refer to the Statement of Community Involvement (SCI) prepared by Lowick Hedry



Photo from the public exhibition held on 17 June 2026

MET WITH ALL **THREE WARD COUNCILLORS OF THE GREEN PARTY** FOR TOTTENHAM HALE

MET WITH **9 COMMUNITY GROUPS** (HOPE IN HARINGEY, DOWNSIDE DIY AND FERRY LANE MURAL TRAIL)

SENT OUT **45 EMAILS** TO **PROSPECTIVE COMMUNITY PARTNERS** AND MET WITH THREE SO FAR

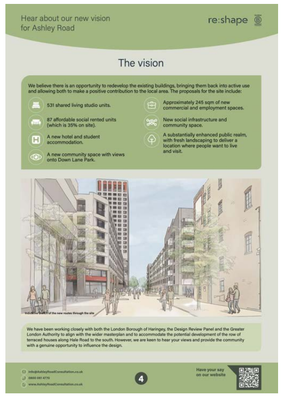
CONSULTATION EVENT

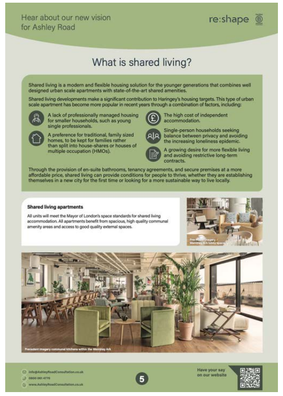
ADVERTISED ON VARIOUS CHANNELS INCLUDING A PHYSICAL NEWSLETTER DROP ADDRESSED TO **5,051 HOUSEHOLDS: 13 ATTENDEES**



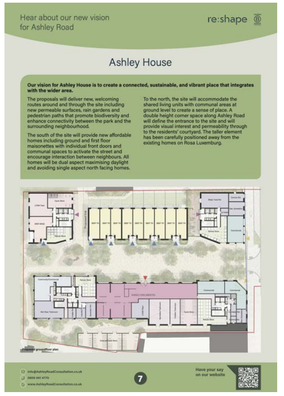




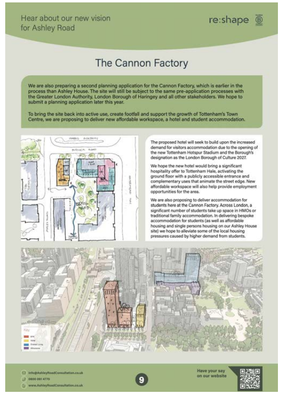




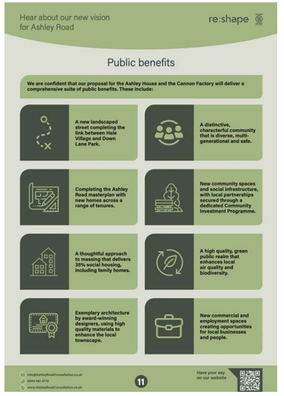


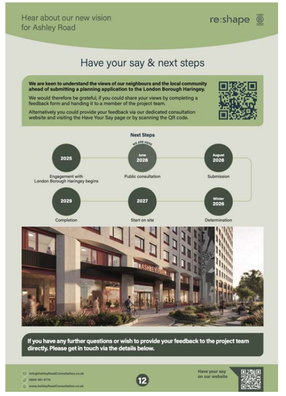












Design Principles and Land Use

Community Investment Programme

Re:shape integrates its Community Investment Programme (CIP) into all its initiatives—a philanthropic approach pioneered by Re:shape's co-founders in 2019 . This mechanism ensures that local charities, community groups, social enterprises, and small-to-medium enterprises directly benefit from our planning proposals.



Ferry Lane Action Group

FLAG – Ferry Lane Action Group

HOPE Haringey Rooted in Tottenham

Hope in Haringey

1000 BLACK BOYS TRANSFORM THE WORLD

1000 Black Boys

HARINGEY THE REBEL BOROUGH

Haringey Culture Collective

Thru Life

Thru Life

Godwin Lawson FOUNDATION

Haringey Community Collaborative

Haringey Community Collaborative

Haringey Community Collaborative

SANJURO MARTIAL ARTS

Walk This Way – Community Walks Programme, delivered by Sanjuro Training Systems

Atypify

Atypify

LDN DOWNSIDE DIY EST. 2023

Downside DIY

Proposed Scheme

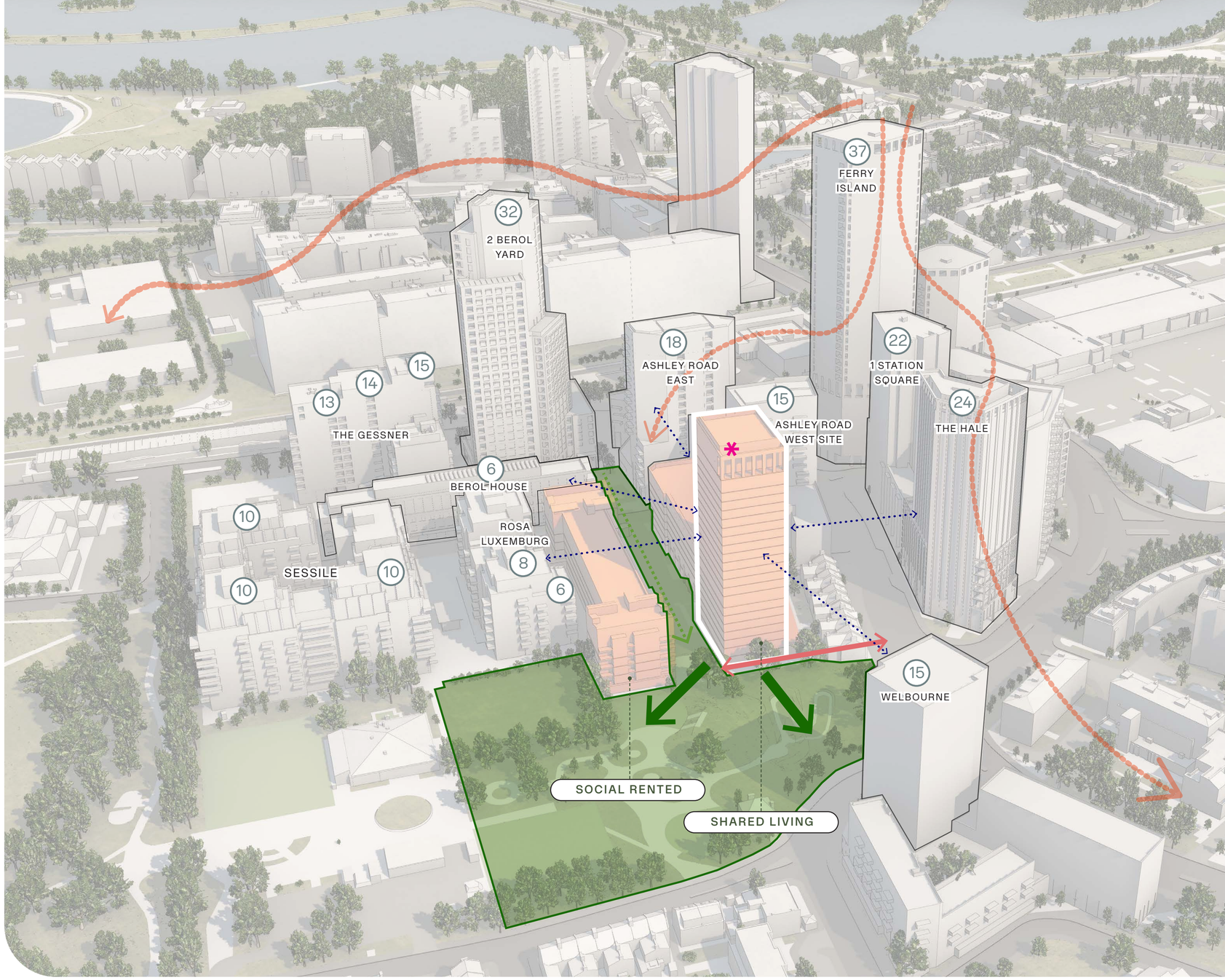
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Proposed Scheme
Executive Summary

- 87 affordable Social Rented homes
  (**36%** affordable by floor area and **52%** when applying equivalency principles)

  When applying the equivalency principle, the proposed on-site affordable housing provision, comprising 100% Social Rent housing, equates to 52% affordable housing by both habitable room and NIA. This represents a significant overall contribution to affordable housing within LBH. The overall percentage has increased from the position presented at pre-application stage, reflecting the incorporation of LBH's design comments and the finalisation of the unit mix. In particular, the revised scheme provides a greater proportion of affordable housing physically, increasing from 35% to 36% by habitable room and from 34% to 36% by NIA.

- 522 shared living studios
- New community space
- 10% Accessible Car Parking for Blue Badge Holders
- Ashley Link + High Quality Public Realm
- 3 new corner commercial spaces
- Passive surveillance and maximised active frontage



Proposed Scheme
Site Access

The proposed ground floor consists mainly of commercial spaces, community spaces, shared amenities for residents, and residential accommodation. Those uses were carefully crafted and strategically dotted around the masterplan and act as an extension to the public realm.

The community space and residential amenities are dual-aspect, providing active frontage to the new public realm, while the commercial spaces activate both Ashley Road and the new public realm. The entrance to the shared living block is strategically located at the middle of the public realm to position it at equal distance to both cores and make it more legible and welcoming to residents and visitors.

A row of four-bedroom maisonettes are provided with front doors and gardens at ground floor to improve activity, passive surveillance and the sense of community and neighbourhood.

The provision of ancillary and back of house spaces is kept to a minimum at ground floor and carefully located out of sight to maximise active frontage.



Key

- Site Boundary
- Shared Living Entrance
- Residential Entrance
- Residential Block Entrance
- Commercial Entrance
- Community Entrance
- ⟷ Access to the site from Berol Link

Proposed Scheme
Commercial / Community

The new commercial spaces are located at the ground floor of Block A and B. These spaces are located at corners of buildings to benefit from better exposure, wider shopfronts, and high visibility by pedestrians walking along Ashley Road.

This also enhances passive surveillance and activates the ground floor by introducing activities through different times of the day and night.

The commercial spaces in Block A are a total of c.154.4 sqm and the space in Block B is c.75.8 sqm and they provide much needed activation along Ashley Road and the new public realm.

The overall commercial provision is approximately 230 sqm (excluding the community space in the shared living block).

A new community space is also provided in Block A fronting Down Lane Park and is c.125 sqm. This space improves community integration, social value and activation by creating activity and interest along the Ashley Link and the public realm.



Key

- Site Boundary
- Commercial
- Community

N

Proposed Scheme

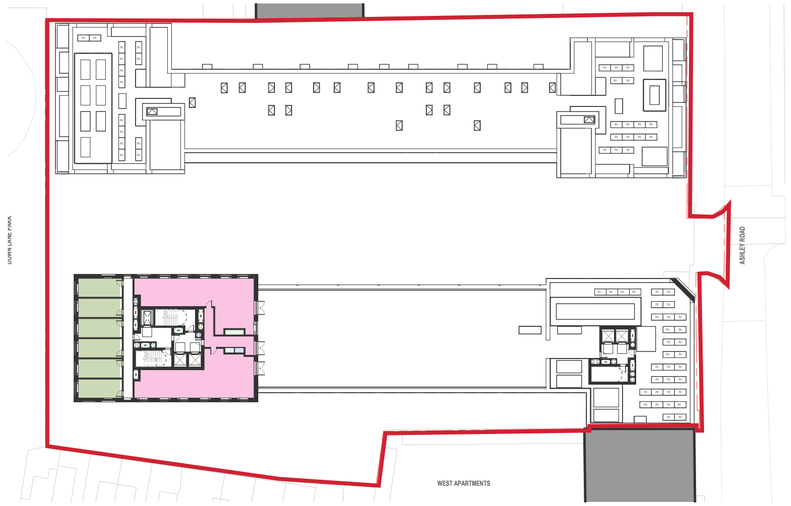
1st Floor & Typical Floor Plans



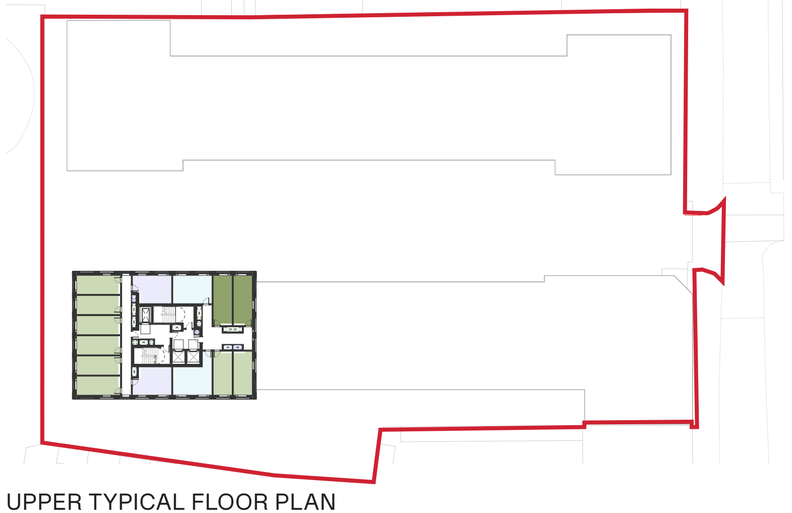
1st FLOOR PLAN



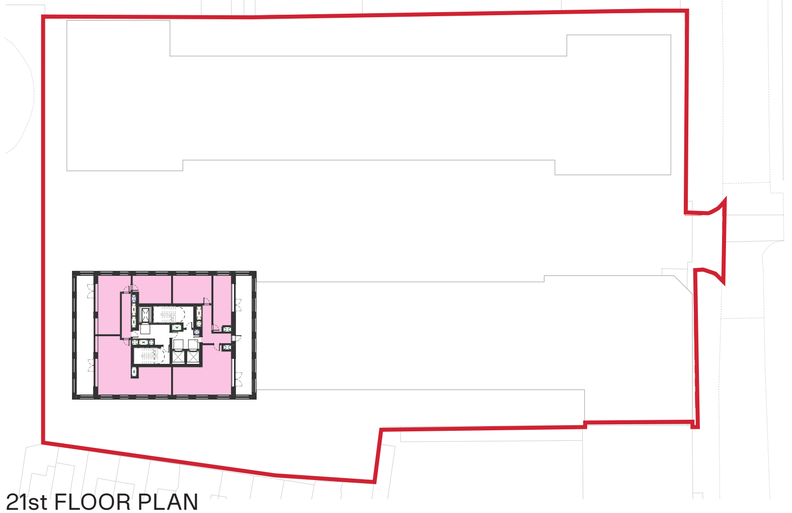
LOWER TYPICAL FLOOR PLAN



7th FLOOR PLAN



UPPER TYPICAL FLOOR PLAN



21st FLOOR PLAN

Key

Site Boundary

0 5 10 20 40M

N

Quality of Accommodation

5

Quality of Accommodation
Social Rented Housing

OVERVIEW

All residential homes are social rented and consist of 87no homes in total.

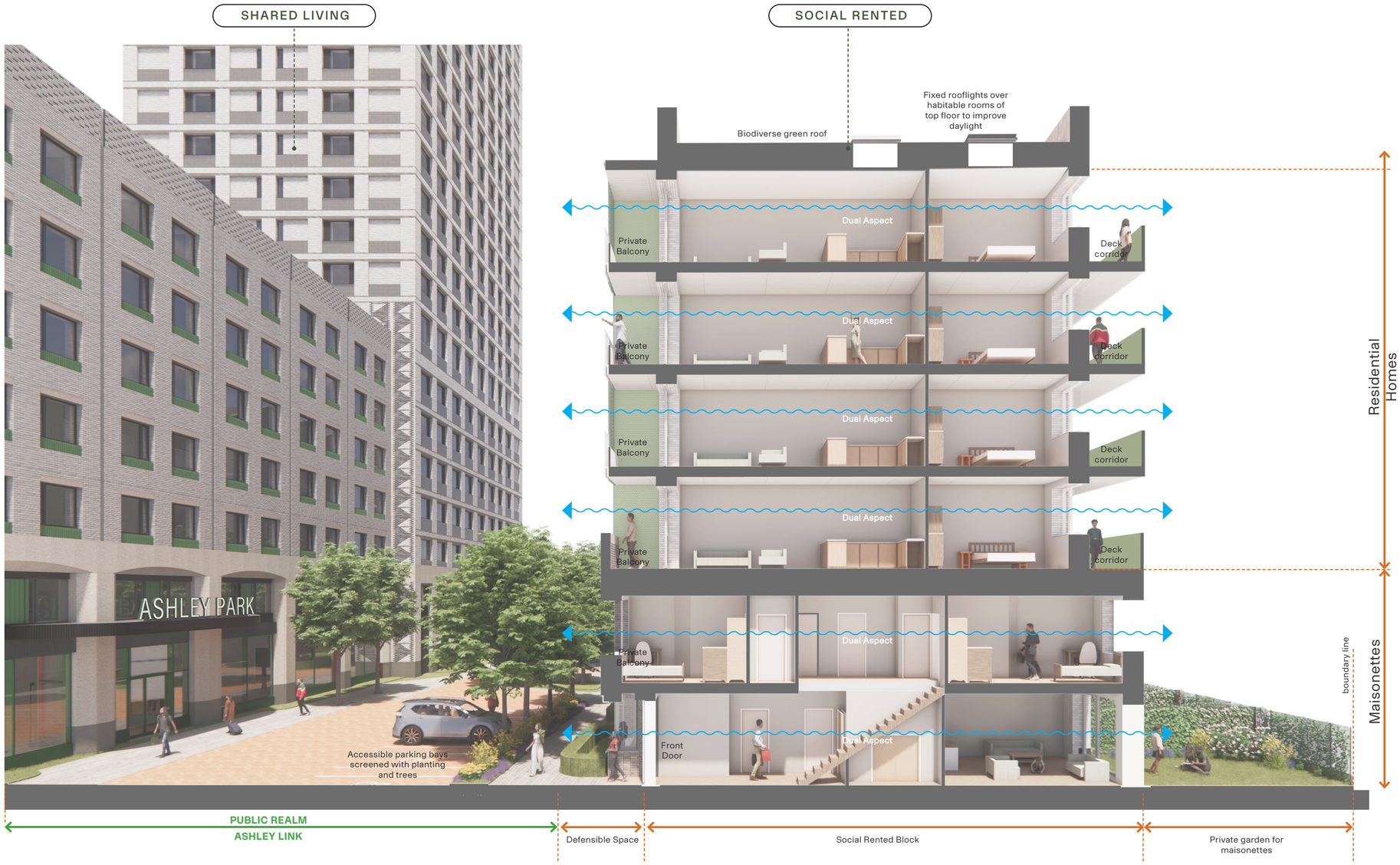
This equates to 293 Habitable rooms which equates to an overall affordable housing provision of 36% based on Hab rooms and 36% based on floor area of the overall Shared Living and Residential. This equates to 52% when applying equivalency principles.

Larger family homes (2 bed, 3-bed and 4-bed) are maximised equating to an overall of 22no homes (25%). This comprises a 10no of 4-bedroom two-storey maisonettes (11% of the overall homes), including one as a wheelchair accessible maisonette.

All maisonettes will have their own front door and defensible spaces at ground floor level to bolster the sense of neighbourhood and activation. Maisonettes are also provided with private gardens.

88.5% of the homes are dual aspect to maximise natural cross ventilation. Internal layouts are carefully designed to allow for south facing living spaces to maximise daylight and sunlight amenities.

9 parking spaces for blue badge holders of the social rented residents are provided within the public realm, which equates to a total of 10% of the residential homes.
Another 1 blue badge holder parking space is provided for the shared living block.



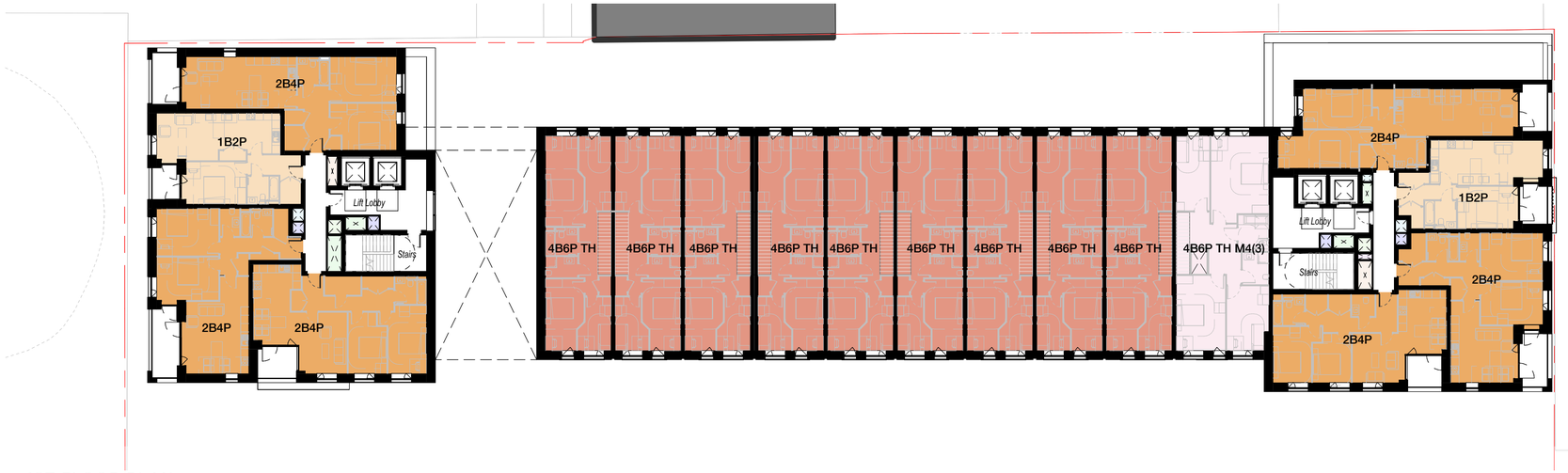
Quality of Accommodation

Social Rented Housing: 1st Floor & Typical Floor Plans

The proposed residential layouts adhere to the Housing Design Standards from the London Plan and exceed the nationally described space standard (NDSS) and will have private outdoor amenity space accessed directly from the living room. The internal layouts have been carefully designed to allow for high quality spacious accommodation by maximising daylight and sunlight amenities within the homes whilst minimising overheating risks.

The social rented block is designed to maximise efficiency whilst creating an interesting and characterful building. Two cores and staircases are provided with a deck corridor to serve the homes in the middle. The deck corridor typology maximises dual aspect homes with natural cross ventilation.

The proposed scheme provides the minimum 10% M4(3) Category 3 (Wheelchair user dwellings standard) required by the London 2021, while the remainder of homes will meet the M4(2) Category 2: Accessible and adaptable dwellings standard.



1ST FLOOR PLAN



TYPICAL PLAN

Key

Site Boundary

Quality of Accommodation

Social Rented Housing: Precedents

FORM AND MATERIALITY

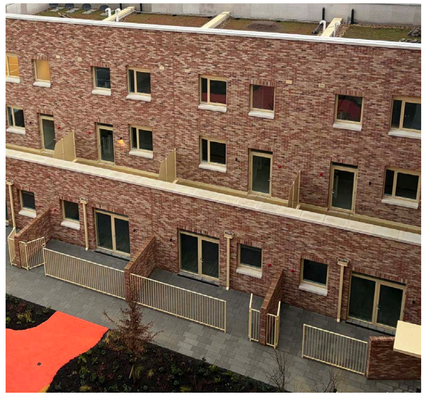


HALE VILLAGE, HARINGEY









MOSELLE PROJECT, HARINGEY





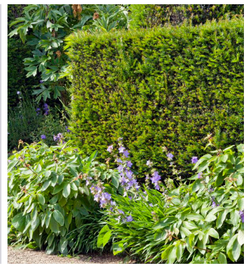
CRANWOOD HOUSE, MUSWELL HILL



ASHLEY ROAD DEPOT SITE, HARINGEY

DEFENSIBLE SPACE, FRONT AND REAR GARDENS



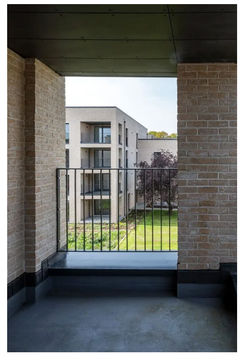


INTERIORS











Quality of Accommodation
Shared Living



WHAT IS SHARED LIVING?

Shared living is intended to provide a flexible housing product for single-person households, combining private studios with substantial communal amenity. It broadens housing choice in highly accessible urban locations and can help respond to unmet need from households seeking professionally managed rented accommodation

This new form of living meets a generational desire for flexibility in their location and requisite of being able to rent affordably. It responds to the needs of a mobile workforce but provides the community that they also desire.



WHO LIVES IN SHARED LIVING DEVELOPMENTS?

Young people are occupying Shared living developments as they want:

- Flexible length of lease
- Low rents
- To live in central locations
- All inclusive housing and utilities bills
- High quality amenities
- Somewhere to work
- A ready-made community

The result is that this form of housing incentives developers to create a highly sustainable and lasting product for the long term.



WHY IT WORKS

Successful shared living projects are situated in highly sustainable metropolitan town centres, that include a range of uses, and with excellent transport links.

Like all successful expanding cities, a mix of housing is essential. A variety of different housing types, tenures and models is important. These encourage mixed communities that suit a wide variety of people of different ages and at different stages of life.

A large proportion of the current offering in central city areas is increasingly unaffordable or poor quality. There is a strong case for shared living to provide a more sustainable complementary housing model.



HOW MUCH SPACE IS THERE?

A shared living development has a similar area per resident as a 'traditional' residential project as long as :

The studios are appropriately sized (21m2 or bigger); and;
There is sufficient shared amenity space per studio.

The area per resident in a traditional residential development (with a couple sharing a 50m2 one bedroom apartment) is 25m2 per person. This is the same area as a shared living proposal development where the room area and shared internal amenity space combined are equal to at least 25m2 per person but with the benefits of flexibility, lower rents and a sense of community.

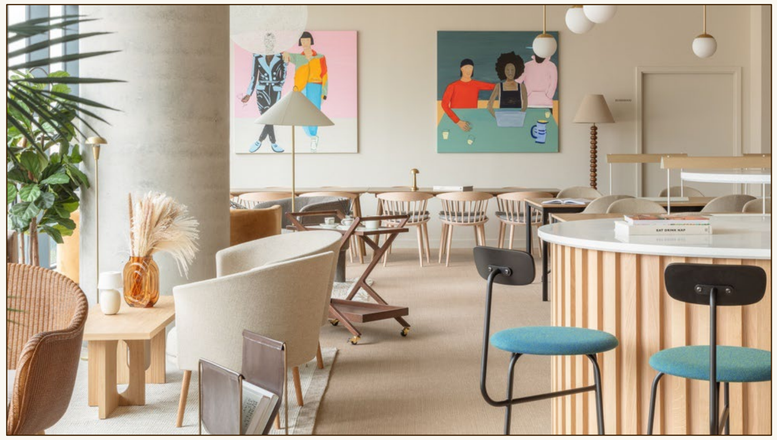
Quality of Accommodation

Wembley Ark - Proof of Concept

Launched in 2022, Wembley ARK is Re:shape's flagship proof-of-concept: a 300-bed, design-led co-living scheme that sets the benchmark for community, flexibility, and operations









Location	Wembley	
Total Units	300	
Building GIA	115,000 sqft	
Amenities	Co-working Gym Communal kitchen Yoga studio Event space	Peloton spin studio Media / Cinema room Roof terrace



Typical Room Elevation



Typical Room Plan

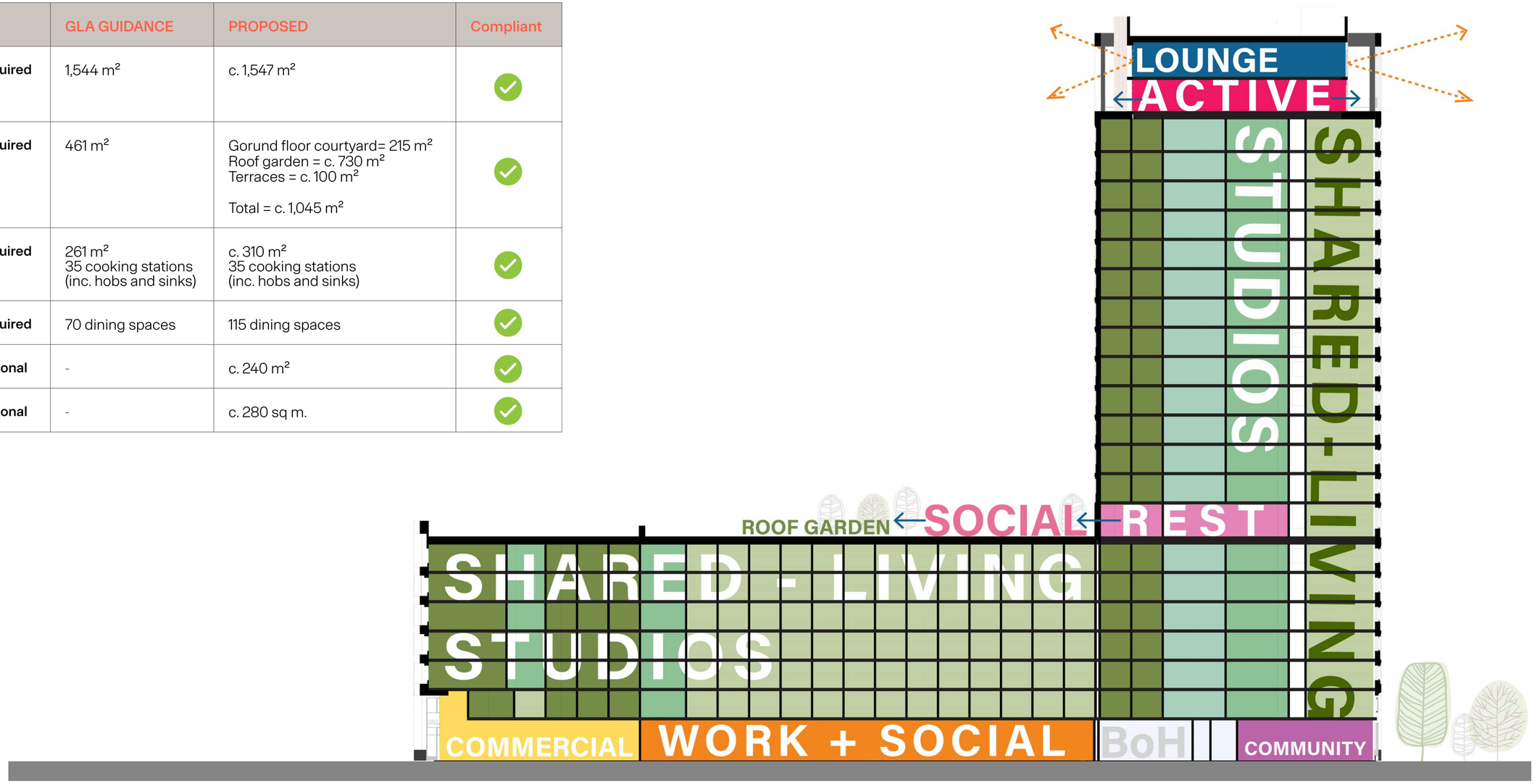
Quality of Accommodation

Shared Living Experience: Shared Amenities & Requirements

		GLA GUIDANCE	PROPOSED	Compliant
OVERALL INTERNAL AMENITIES	**Required**	1,544 m^2	c. 1,547 m^2	✓
OVERALL EXTERNAL AMENITIES	**Required**	461 m^2	Gorund floor courtyard= 215 m^2 Roof garden = c. 730 m^2 Terraces = c. 100 m^2 Total = c. 1,045 m^2	✓
COMMUNAL KITCHEN	**Required**	261 m^2 35 cooking stations (inc. hobs and sinks)	c. 310 m^2 35 cooking stations (inc. hobs and sinks)	✓
DINING SPACE	**Required**	70 dining spaces	115 dining spaces	✓
WORKSPACE	**Optional**	-	c. 240 m^2	✓
GYM	**Optional**	-	c. 280 sq m.	✓



LONDON PLAN GUIDANCE 2022

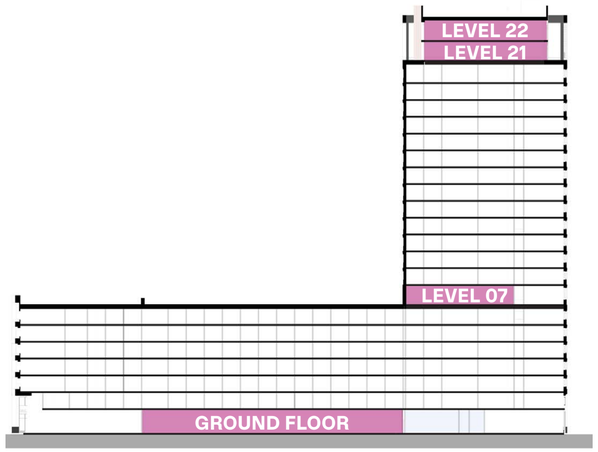


Quality of Accommodation

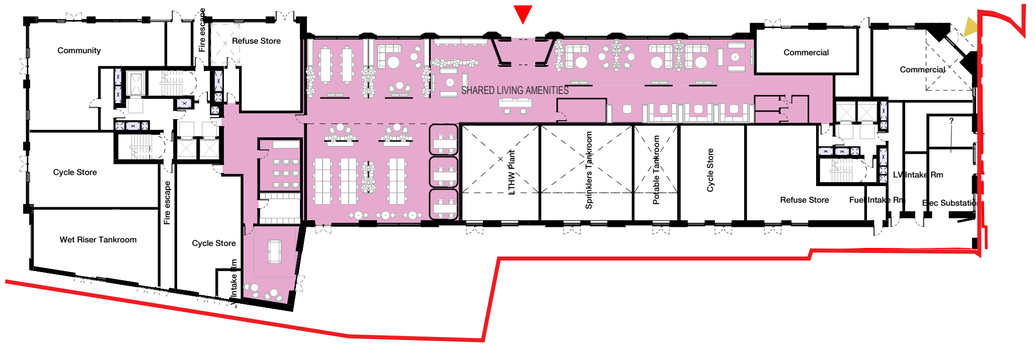
Shared Amenities - Proposed

Communal spaces are designed to allow the following:

- Provide active uses to activate street and ground floor
- Distributed across the development to promote use and be easily accessible to all, including people with disabilities and impairements
- Inclusive; well designed; adequately sized; well-ventilated and conveniently accessed.
- Passive ventilation and lighting, including natural daylight
- Flexible and adaptable to cater for the residents needs
- High-quality and multipurpose external communal spaces

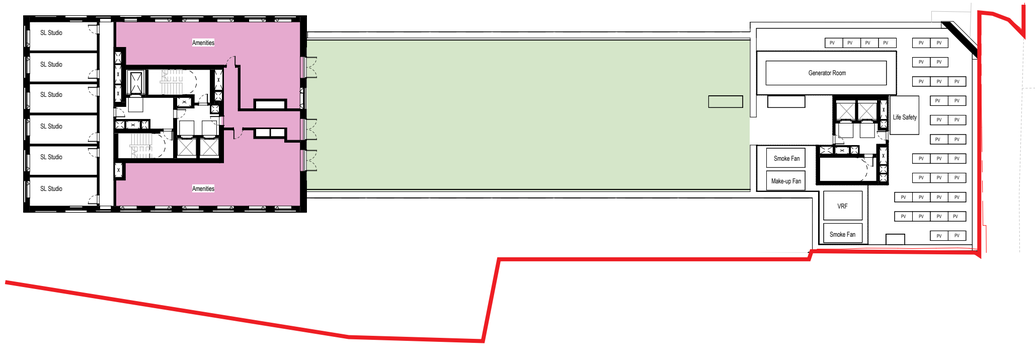


Work+Socialise



LEVEL 00
Reception
Co-working Space
Lounge
Games/Cinema

Cook+Socialise



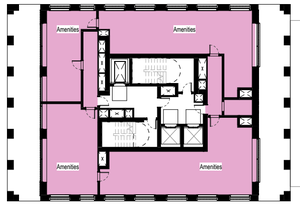
LEVEL 07
Outdoor Amenity
Kitchen/Dining

Active



LEVEL 21
Gym, Wellness and Leisure

Lounge



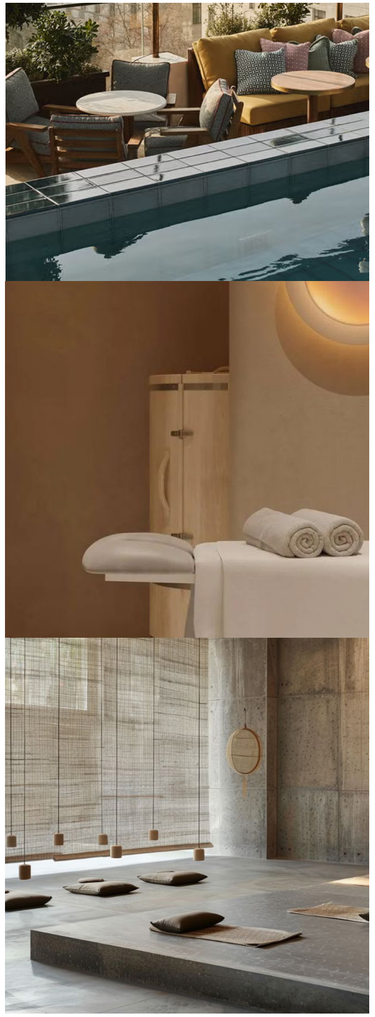
LEVEL 22
Penthouse Lounge

Quality of Accommodation

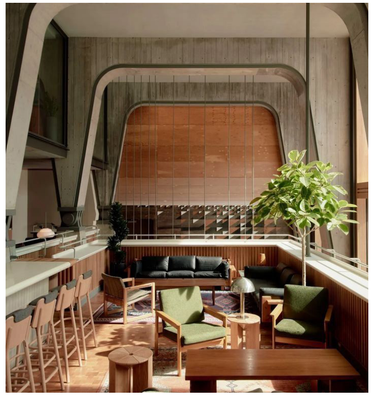
Shared Living Experience: Shared Amenities



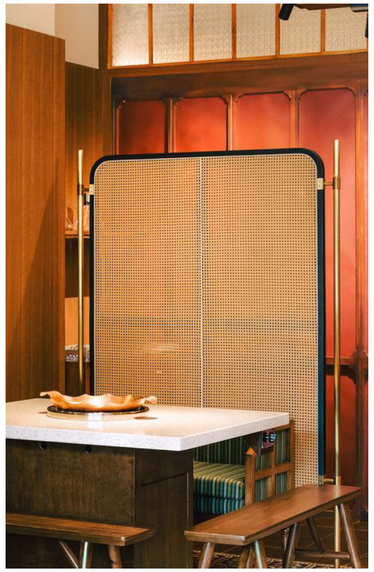
SOCIAL



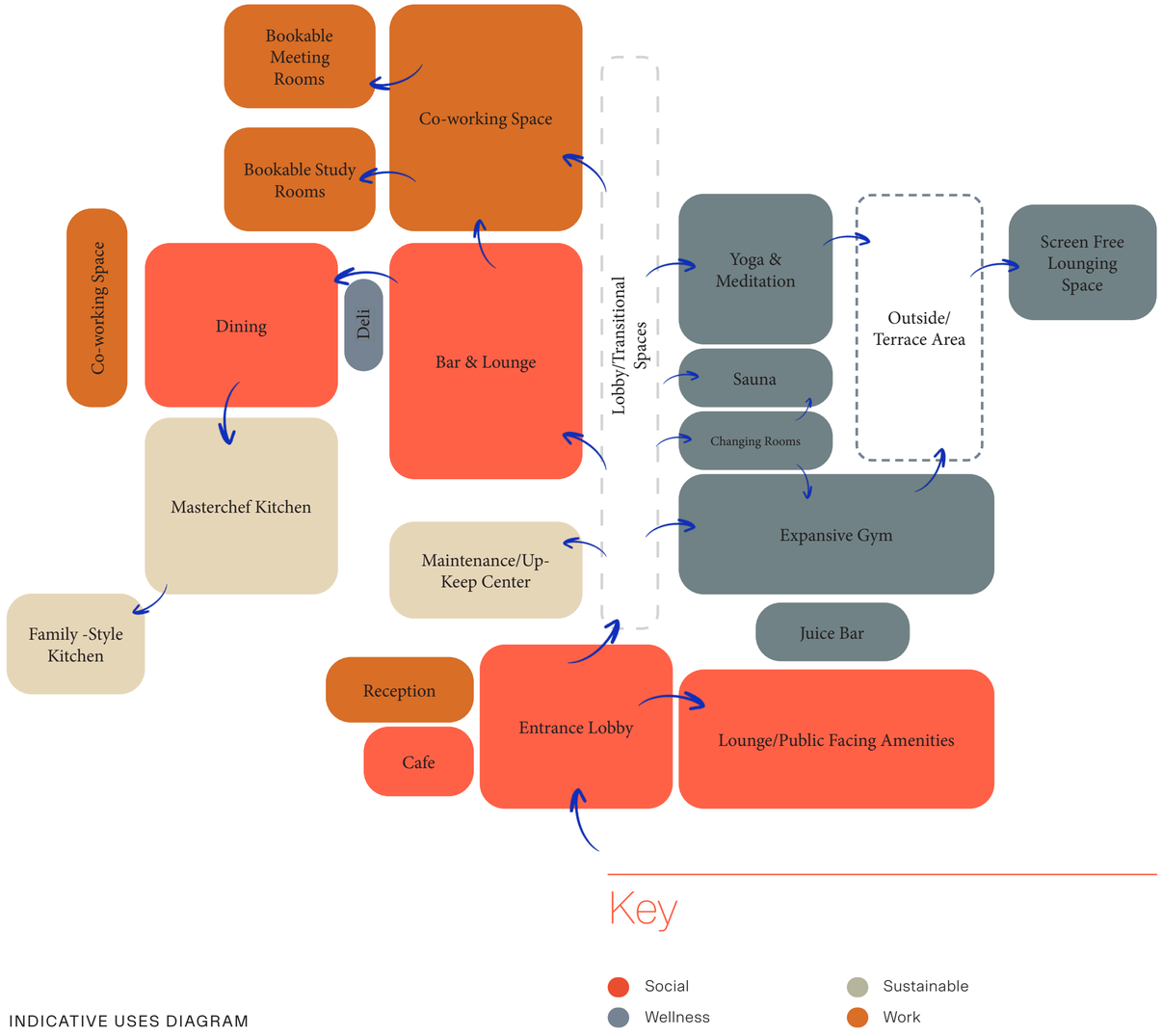
WELLNESS



SUSTAINABLE



WORK



INDICATIVE USES DIAGRAM

Quality of Accommodation

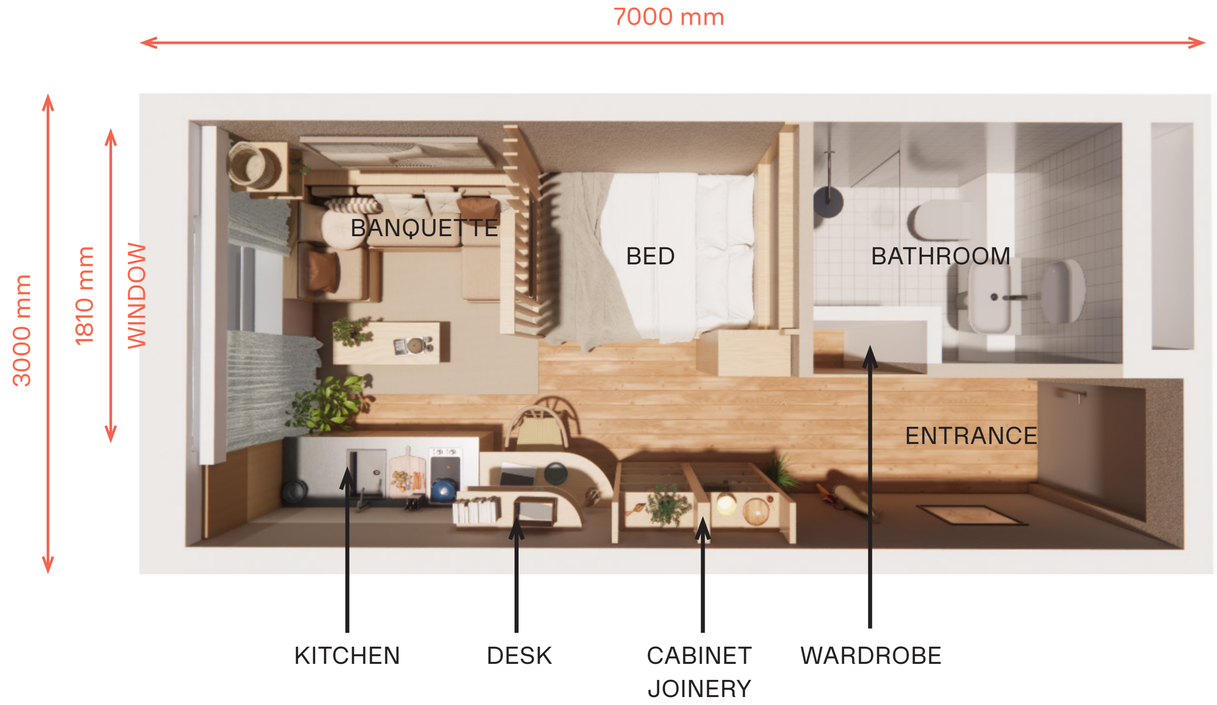
Shared Living Experience: Typical Studio

The Shared Living Studios offers generous internal space for residents. Studios consist of sleeping, cooking facilities, living/dining area, storage cupboard, and en-suite. They range from 21 sqm up to 27 sqm for the premium studios. Windows width is maximised to enhance the internal daylight and sunlight amenities. The accessible rooms range from 26 sqm to 30 sqm.

They are carefully designed with an 800 mm high cill to improve privacy and allow for flexibility. Innovative storage solutions (including below bed, below dining seating, etc.) will be also incorporated to maximise storage space for residents.



INDICATIVE SHARED LIVING UNIT INTERIOR IMAGE



Quality of Accommodation

Shared Living: Fire Escape Strategy in Open-Plan Studios

INTERNAL STUDIO LAYOUTS

The design team explored different options for the configuration of the open-plan space shared living studios with different locations for the cooking facilities and hobs.

The first diagram to the left shows a non-compliant layout where the cooking facilities are impeding on the occupants escape route in a case of fire.

Two options were explored locating allowing for the cooking facilities to be located away from the escape route to avoid smoke impeding escape in case of a fire.

The proposed layout is designed to allow future flexibility for the studios to incoporate either option 1 or 2.

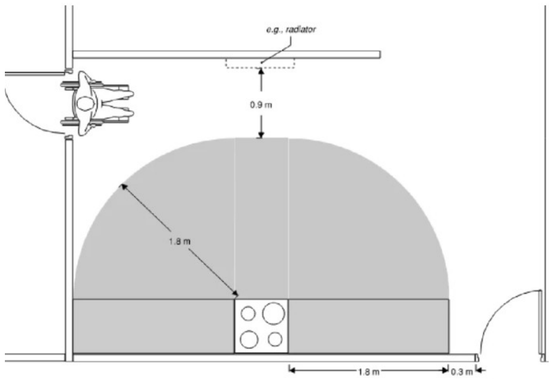
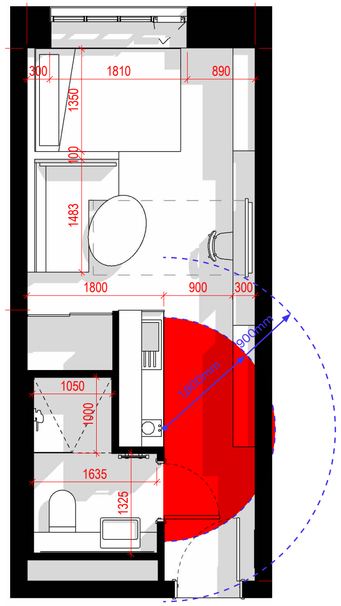
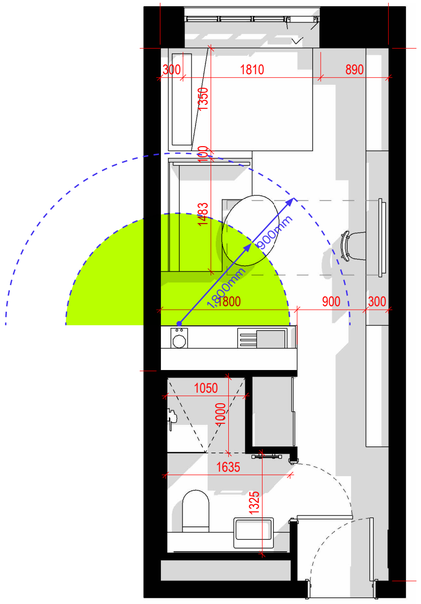


DIAGRAM SHOWING THE INDICATIVE COOKING APPLIANCES LOCATION IN AN OPEN-FLAT LAYOUT.

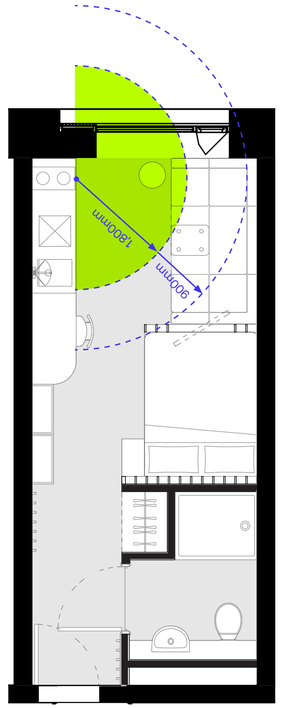


Non-compliant layout



Compliant- Option 1

Hob away from escape



Compliant- Option 2

Preferred

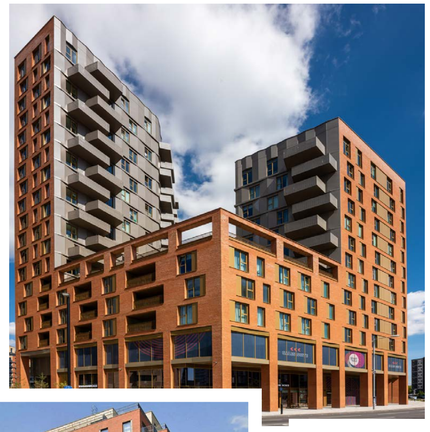
Hob away from escape and by the window

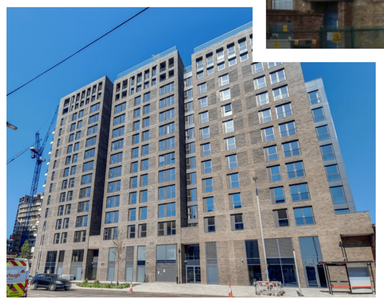
Facade and Materiality

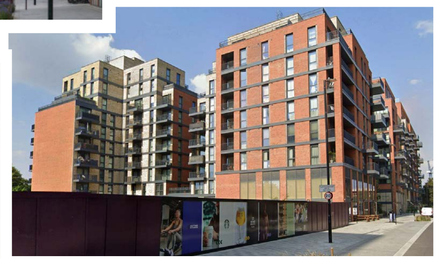
6

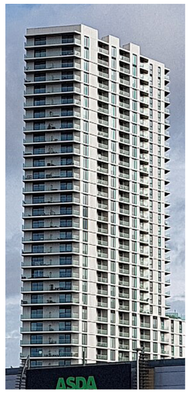
Facade and Materiality

Tottenham Mood board / Material Palette







Grey	Ochre			Orange	Beige	Light Grey	Ochre	Light Red			Off-White



INDICATIVE VISUAL OF ASHLEY HOUSE FROM DOWN LANE PARK

An industrial aesthetic, taking inspiration from the site's rich history is intended. The buildings are proposed to be predominantly brick, with materiality and colour palette taking cues from the local area and incorporating a layering of tones and textures.

Horizontal banding will be incorporated to create a sense of stability and rhythm to the buildings throughout the middle sections of buildings. The top parts of buildings are very well articulated by adding a shed-like roofline to the social rented building and a clear and legible 'crown' to the shared living building. Further architectural interest is bolstered through the introduction of feature balconies and perforated screens to add vibrancy to the elevations.

The historic, current and future context have informed the proposed architectural language .

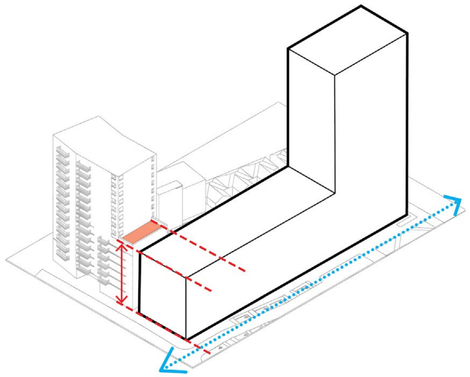
- Simplicity
- Confident Design
- A clear hierarchy of form and proportion
- Landmark and wayfinding
- Consistency and legibility

Facade and Materiality

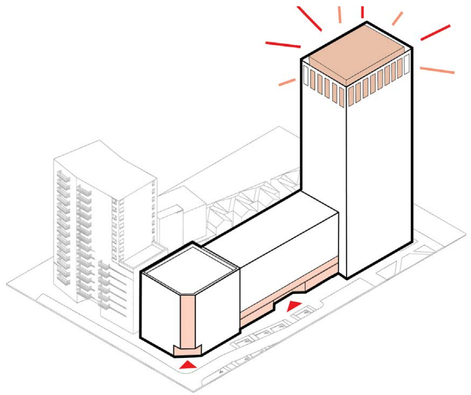
Shared Living: Composition & Articulation

The aspiration is to create two legible strong ‘bookend’ elements.

The first element of the shared living building along Ashley Road has a chamfered angle to lead the pedestrian into the public realm.

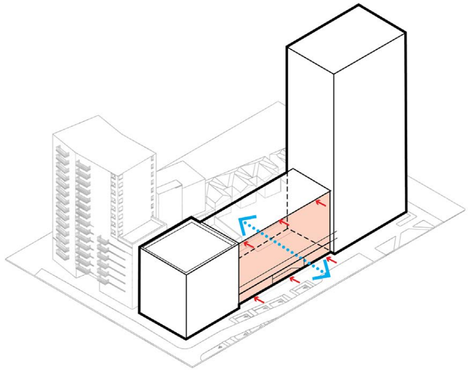


Minimise Massing Impact to Neighbouring Buildings

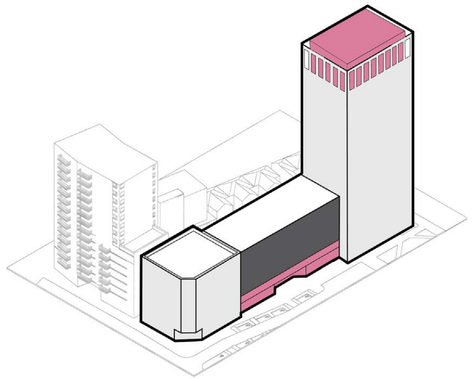


Legibility + Articulation

The top is provided with a contemporary interpretation and reference of the top element on the Berol House opposite the road. This also aims to celebrate the corner and improve the sense of place and wayfinding.



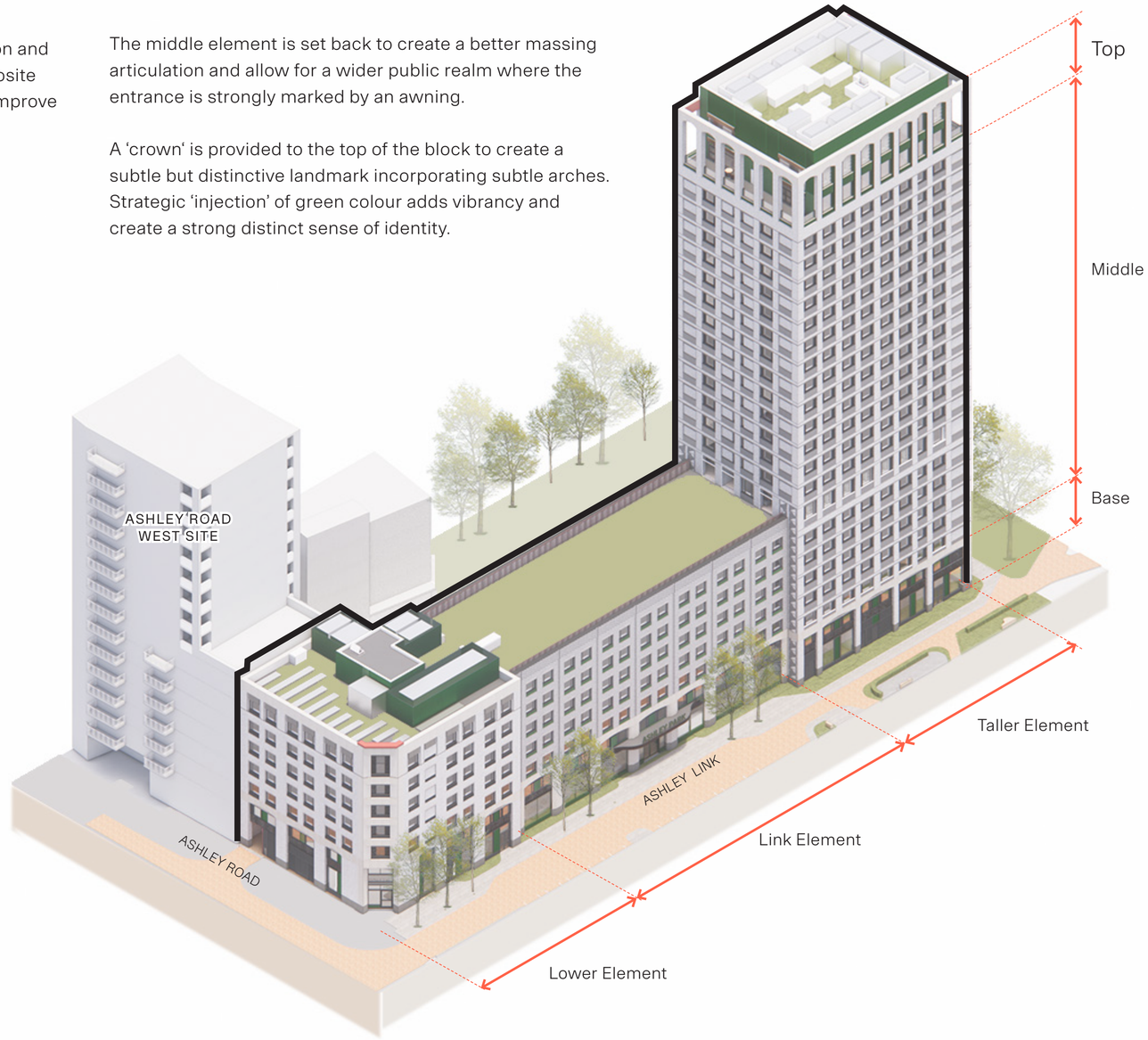
Breaking the Massing



Architectural Characters + Material Tones

The middle element is set back to create a better massing articulation and allow for a wider public realm where the entrance is strongly marked by an awning.

A ‘crown‘ is provided to the top of the block to create a subtle but distinctive landmark incorporating subtle arches. Strategic ‘injection’ of green colour adds vibrancy and create a strong distinct sense of identity.



Facade and Materiality

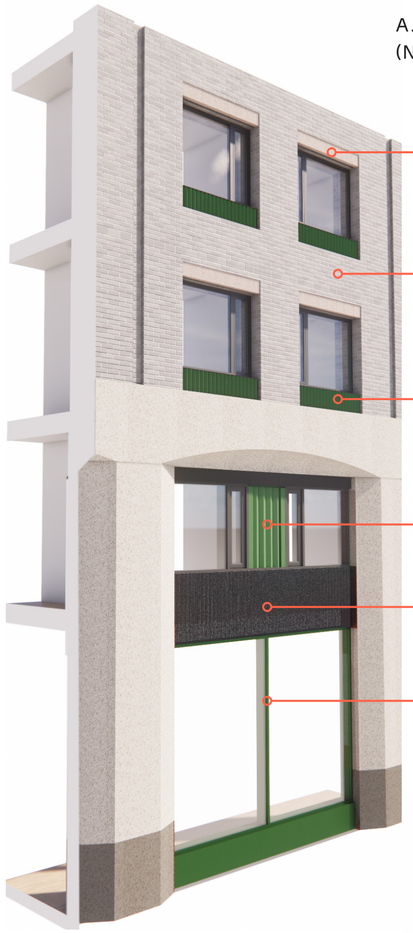
Shared Living: Narrative and References

Our proposed strategy is introducing more elaborate details and architectural interest on the lower parts of elevations where it can be more visible to the eye along from the street level and the publica realm. The upper parts will have a simpler and more toned-down architecture and details.



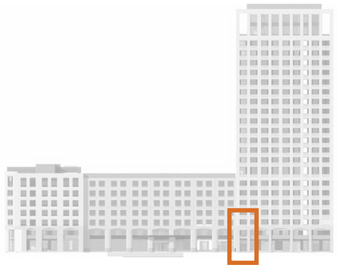
HISTORIC POSTER FROM
LORILLEUX & BOLTON LTD

GREEN TONE (RAL 6001)



A. BAY STUDY OF THE LINK BUILDING (NORTHERN ELEVATION)

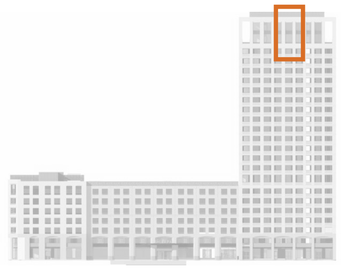
- Concrete-style Material - Light Grey Tone
- Brickwork - Grey
- Glazed Terracotta - Zig-zag Tight Profile - Green (RAL 6001)
- Glazed Terracotta - Zig-zag Wide Profile - Green (RAL 6001)
- PPC Aluminium - Zig-zag Tight Profile - Perforated - Dark Grey Tone
- PPC Aluminium - Green





B. BAY STUDY OF THE CROWN

- PPC Aluminium - Zig-zag Tight Profile - Green (RAL 6001)
- Concrete-style Material - Light Grey Tone
- PPC Aluminium - Zig-zag Tight Profile - Green (RAL 6001)
- Brickwork - Light Grey
- Brickwork - Dark Grey - Banding
- Brickwork - Dark Grey - Recessed Stacked (Vertical)

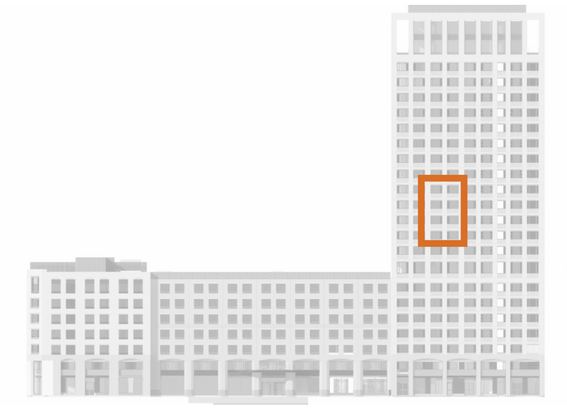


Facade and Materiality

Shared Living: Narrative and References

The monolithic and repetitive rhythm running across all floors conveys a confident and robust architecture. The aim is to create a timeless architecture using robust and durable materials that stand the test of time.

The fenestration strategy was designed to mitigate overheating risks along the southern elevation by introducing a perforated screen in front of the operable glazed panel.



D. BAY STUDY OF THE LINK BUILDING (NORTHERN ELEVATION)



E. BAY STUDY OF THE LINK BUILDING (SOUTHERN ELEVATION)



Facade and Materiality

Block A: Material Palette

Concrete-style Material



Light Grey Tone

Dark Grey Tone

PPC Aluminium



Dark Grey Tone

PPC Aluminium - Zig-zag Tight Profile - Perforated



Light Grey Tone



Dark Grey Tone

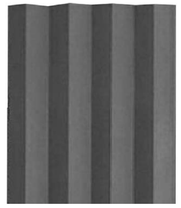


Green (RAL 6001)

Glazed Terracotta - Tight Profile



Green (RAL 6001)

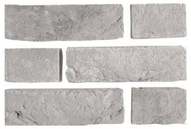


Dark Grey

PPC Aluminium



Light Grey

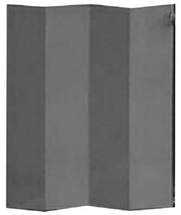


Grey

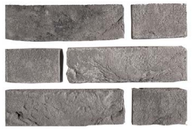
Glazed Terracotta - Tight Profile



Green (RAL 6001)



Dark Grey



Dark Grey



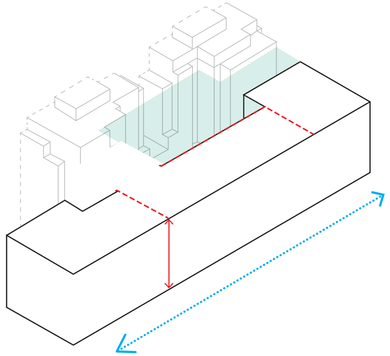
Indicative visual showing the entrance of Shared Living

Facade and Materiality

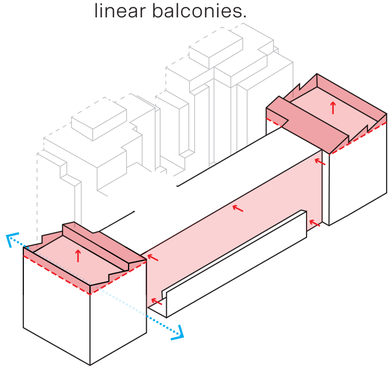
Social Rented - Composition and References

Our architectural and elevational approach is to draw on the precedents of the historic local vernacular. The proposed elevation of the social rented block references the local industrial sheds and warehouses. A sawtooth roofline is provided to the two ‘bookend’ elements to add interest and create a strong unique narrative.

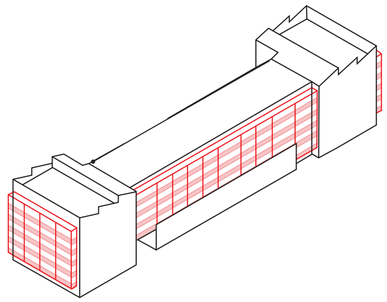
The bookend elements are given a darker grey brickwork to make the building read more robust and grounded. The middle setback element is in light grey brick which also acts as a reflective material to improve the daylight and sunlight levels of the shared living block opposite to it.
Given the long nature of the site and therefore the proposed buildings, vertical perforated and coloured screens were introduced to break the long continuous character of the linear balconies.



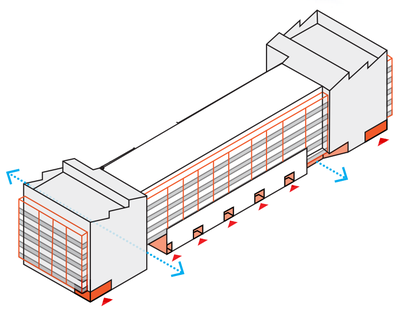
Minimise Massing Impact to Neighbouring Buildings



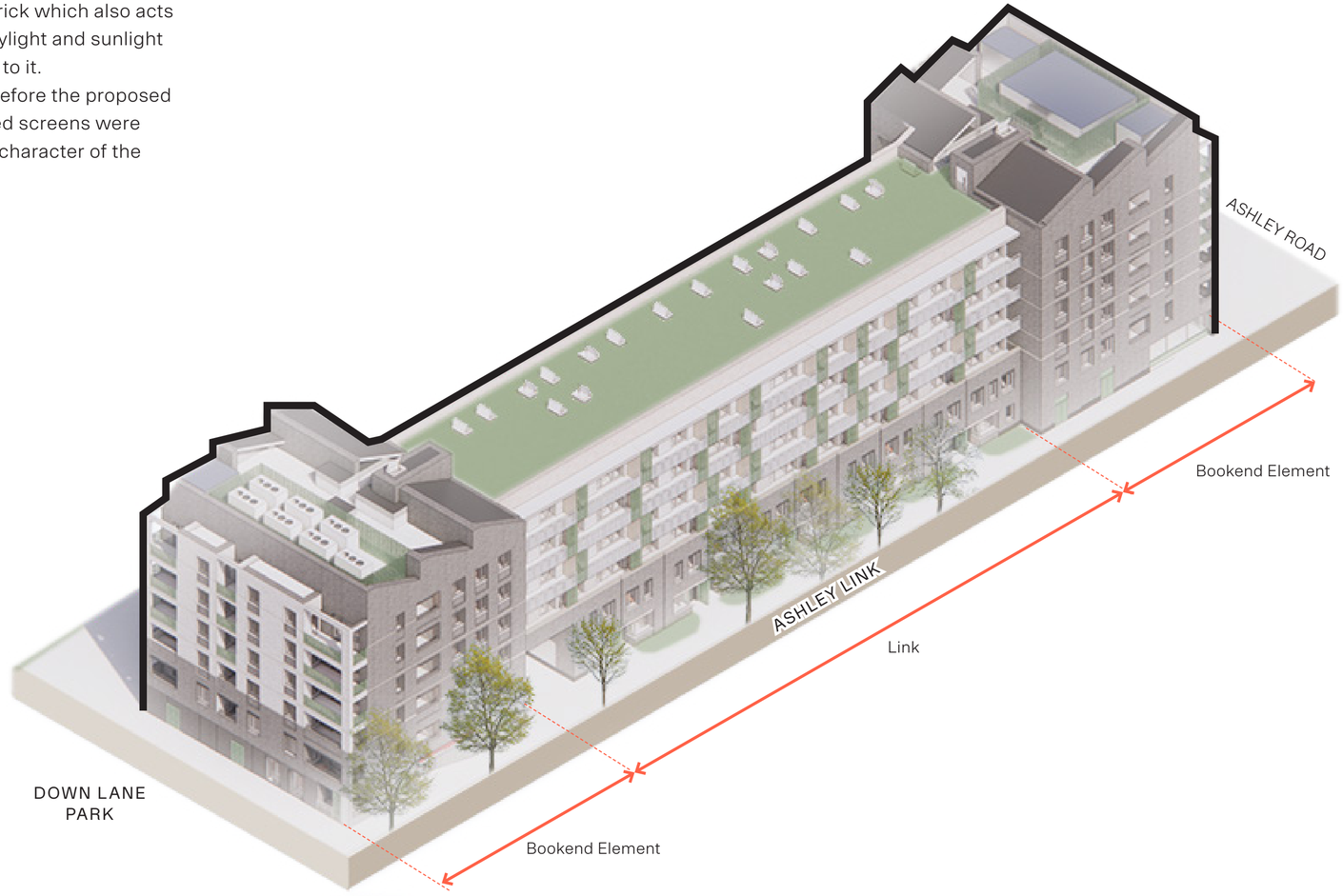
Breaking the Massing



Legibility + Articulation



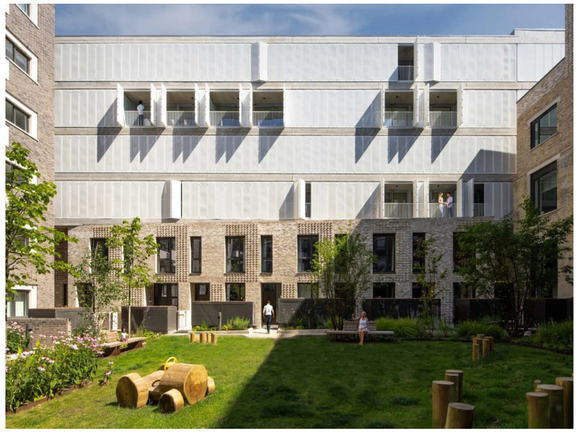
Architectural Characters + Material Tones

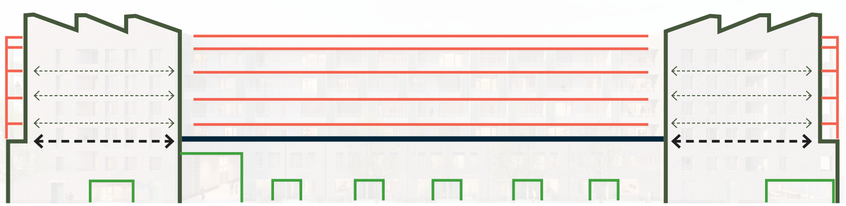


Facade and Materiality

Social Rented: Composition & Articulation





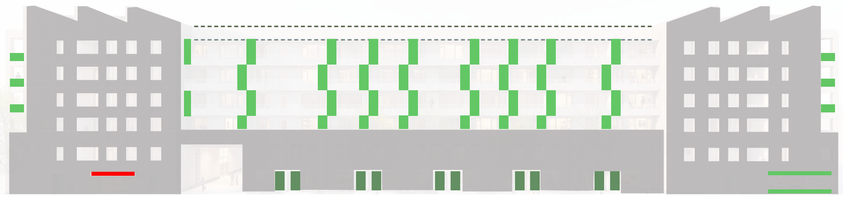


Elevation articulation

Strong **horizontal** banding and **datum lines**.

Shed-like and **toothsaw-like roofline**.

Legible front doors to double-storey maisonettes.



Material tones

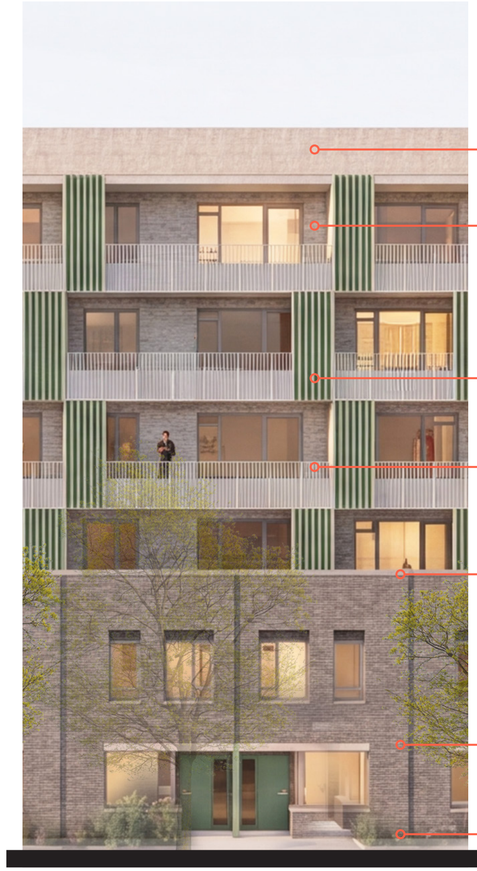
Strong 'bookends' and base articulation by using darker recessive grey brick.

Lighter grey brick for the middle part of the elevation to **create contrast**.

Staggered perforated **privacy screens** for playful elevation.

Facade and Materiality

Social Rented: Composition & Articulation



A. LINK

Brickwork - Light Grey -
Recessed Stacked (Vertical)

Brickwork - Light Grey

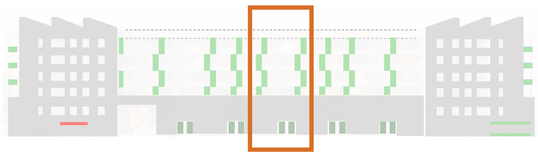
PPC Aluminium - Currogated Profile-
Perforated - Green (RAL 6019)

PPC Aluminium - Off White

Concrete-style Material -
Light Grey Tone

Brickwork - Grey

Concrete-style Material -
Dark Grey Tone





B. BOOKEND ELEMENT

Brickwork - Light Grey

PPC Aluminium - Currogated Profile-
Perforated - Green (RAL 6019)

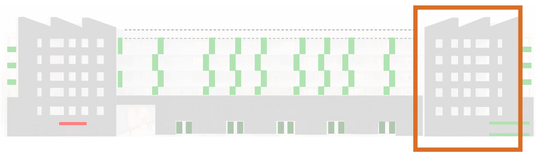
PPC Aluminium - Off White

Concrete-style Material -
Light Grey Tone

Brickwork - Grey

PPC Aluminium - Green (RAL 6019)

Concrete-style Material -
Dark Grey Tone



Facade and Materiality

Social Rented: Narrative and References

The introduction of a North-South route along the Eastern boundary of Down Lane Park to be in line with the masterplan aspiration.

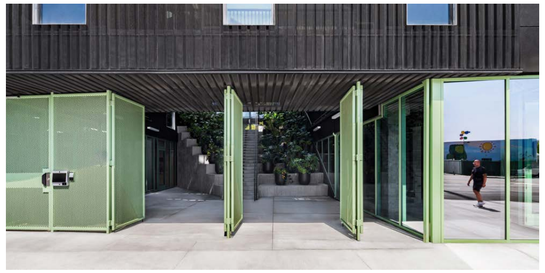
Artwork inspired from the historic industrial background of the site is provided at the soffit and the walls of the passageway to better animate and create a more interesting fun space.

This space also hosts some incidental child play that would be protected from the element in winter season. CCTV and appropriate lighting will be provided as per the Secure by Design advice. Refer to SBD section in this document.













Indicative visual showing the north-south passageway through the residential block

Facade and Materiality

Block B: Material Palette



Dark grey brickwork



Green (RAL 6019)



Light grey brickwork



Perforated panel (Indicative Pattern)



Grey PPC Frame



Green PPC Frame



Indicative visual showing the entrance to the residential block from Ashley Road

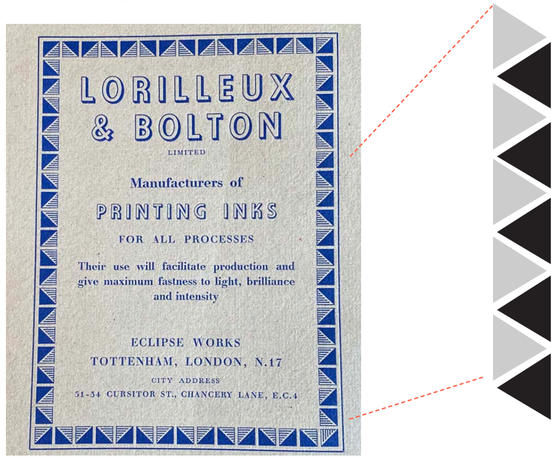
Facade and Materiality

Narrative and Historic References: Indicative Artwork

We envisage to collaborate and engage with a local artist to develop street artwork on a number of walls, ceiling undersides, and gables. The design team will launch an invitation for local artists to submit their interest. This initiative aims to improve the proposed public realm by providing a new artwork taking into account the character of the area, the rich heritage of the site, and the functionality of the new development.

The new artwork will also contribute to the character and improves the placemaking whilst also enhancing the sense of individuality of the new development and the wayfinding. The placeholderand indicative artwork shown on the visuals to the right are only indicative and subject to further detailed design. These draw inspiration from patterns and graphics printed using ink manufactured on site.

We envisage to look for a local artist to join the design team post planning submission.



Recurring printed pattern at the historic Ink Factory



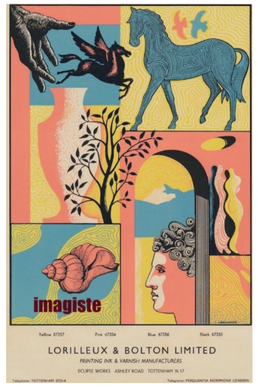
Precedent - Electric Works



Precedent - Equipment Works



Indicative artwork pattern in brickwork



Prints using ink from historic Ink Factory



Indicative artwork on the underside of the passageway

Landscape Strategy + Public Realm

7

Landscape Strategy + Public Realm

Ground Floor

The site now links positively with Down Lane Park both from the central street as well as the future southern link to Hale Road. The redeveloped Ashley link provides a clear vista from Berol Square into the park.

Key

1. Focal point trees create a dialogue with the trees to Berol Square and frame the east entrance to the site from Ashley Road
2. Different paving types denote vehicular and pedestrian routes through the site but the design retains shared surface principles
3. 10 accessible parking bays are provided on site, screened with planting and trees
4. Focal point trees in paving lead to the main entrance
5. Welcoming entrance framed with seating and trees
6. Turning head for vehicles screened with trees and planting
7. Defensible plating outside residential units
8. Planting to green the building facade
9. Play area with play on the way features, sculptural play equipment as focal point features and seating, creating a dialogue with the Down Lane Park interface
10. Access to the site from Berol Link
11. Private amenity space for residential units
12. Access between Down Lane Park and the Site
13. Gated access to cycle stores and shared living amenity space
14. Courtyard for shared living residents with seating options and planting to create a peaceful, social space
15. Gated pedestrian access from Ashley Road
16. Seating at key locations along the landscaped street to encourage people to sit and linger



Landscape Strategy + Public Realm

Sections



SECTION A - LOOKING EAST



SECTION B - LOOKING EAST



SECTION C - LOOKING EAST





Precedent of trees planted within close proximity to the building facade, creating a tree-lined streetscape. Proximity of around 1m in some instances, successfully achieved through the use of fastigiate species. All trees planted to Ashley central park are planted in excess of 1m.



SECTION D - LOOKING NORTH ALONG ASHLEY LINK



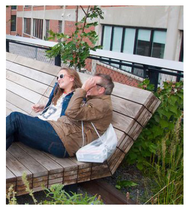
Landscape Strategy + Public Realm

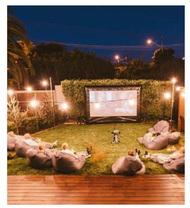
Roof Level

The Roof terraces alleviates pressure on the ground floor public realm by providing a multifunctional, playful, sociable space, with varied seating options, table tennis and open lawn. Biodiverse green roof extent is maximised.

Key

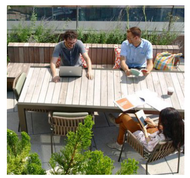
1. Sociable space with table tennis and seating
2. Open lawn providing multifunctionality
3. Sun loungers make the best use of the south-facing sunny aspect
4. Mounding in green roof allows for small trees and large shrubs to be planted
5. Sociable space with seating in the sun and shade
6. Roof plant to architects drawings
7. Biodiverse green roof with PV panels
8. Biodiverse green roof with feature log piles, boulders and cobbles provides ecological value and visually interest view from the accessible roof terrace to the south













Landscape Strategy + Public Realm

Access & Circulation

This multifunctional site incorporates a range of pedestrian, cycle and vehicular moments, with a priority on providing a visually ashley link through to the wider scheme.

As a primarily pedestrian priority site, the landscape features a hierarchy of pedestrian routes, positively linking to the surrounding networks. The primary route links through from east to west between Ashley Road an Down Lane Park, while a second provides a north to south link between the site and park.

Vehicular access is limited to service access and accessible vehicle parking only - areas with more vehicular or cyclist movement are demarcated through the use of a change in pacing type. Sustainable transport is encouraged through the provision of cycle stores, visitor cycle parking, and Lime Bike parking zones.

Key

- Cycle route
- Vehicular movement through site (Emergency, Service and Accessible Parking bay access)
- Primary pedestrian route
- Secondary pedestrian route
- Accessible parking bays
- Visitor cycle parking stand
- Lime Bike parking bays
- Delivery vehicle parking zone
- Existing vehicular movement
- Access to Shared Living Block
- Access to Affordable Living Block
- Access to Affordable Town-houses
- Public access
- Service Access
- Bike store Access



Landscape Strategy + Public Realm

UGF

The site works hard to maximise the soft landscaping provision to enable the scheme to sit in excess of the policy requirement of 0.4.

The adjacent table provides a detailed breakdown of the landscape typologies and their individual quantum.

Urban Greening Factor

Ground Floor

Landscape Elements	Units	Quantities	Urban Greening Factor	Quantity x Urban Greening Factor
Semi natural vegetation	m2	63	1.0	63.00
Wetland or open water	m2	0	1.0	0.00
Intensive green roof over structure, minimum depth of 150mm	m2	0	0.8	0.00
Standard trees planted in connected tree pits minimum soil volume 2/3 of canopy area	nr	247	0.8	197.2
Extensive greef roof minimum 80mm. Meets GRO Code 2014	m2	0	0.7	0.00
Flower rich perennial planting	m2	334	0.7	233.80
Rain Gardens	m2	0	0.7	0.00
Hedges	m2	38	0.6	22.80
Standard trees with soil volumes less than 2/3 of canopy area.	m2	1196	0.6	717.3
Greenwall	m2	278	0.6	166.80
Groundcover planting	m2	0	0.5	0.00
Amenity grassland	m2	499	0.4	0.00
Extensive green roof sedum mat Doesn't meet GRO Code 2014.	m2	0	0.3	0.00
Water features	m2	0	0.2	0.00
Permeable paving	m2	2081	0.1	208.10
Sealed Surfaces	m2	0	0.0	0.00

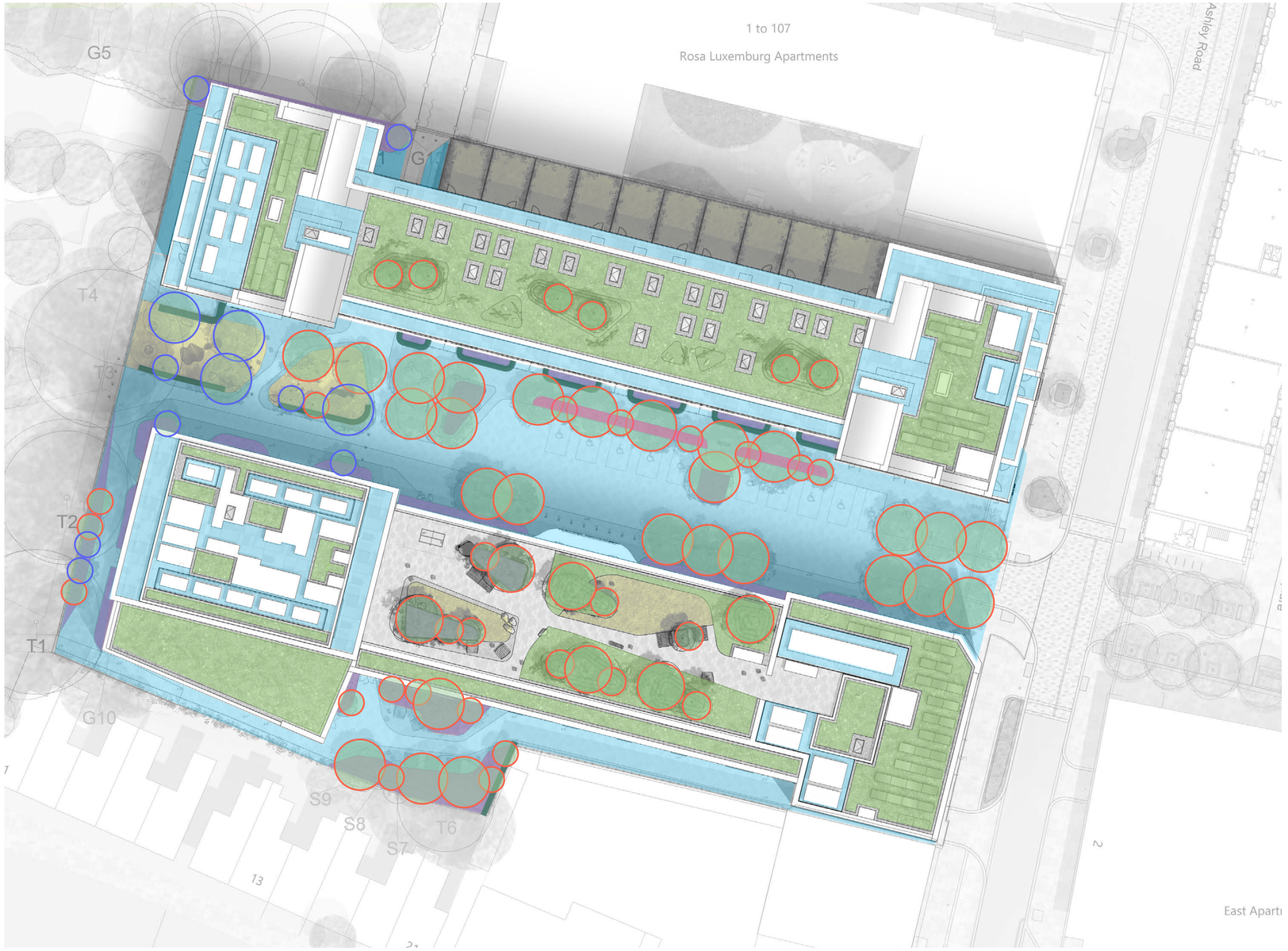
Total greening factor ground floor	1609.14

Upper Floors

Landscape Elements	Units	Quantities	Urban Greening Factor	Quantity x Urban Greening Factor
Semi natural vegetation	m2	0	1.0	0.00
Wetland or open water	m2	0	1.0	0.00
Intensive green roof over structure, minimum depth of 150mm	m2		0.8	0.00
Standard trees planted in connected tree pits minimum soil volume 2/3 of canopy area	m2	0	0.8	0.00
Extensive greef roof minimum 80mm. Meets GRO Code 2014	nr	1575	0.7	1102.50
Flower rich perennial planting	m2		0.7	0.00
Rain Gardens	m2	0	0.7	0.00
Hedges	m2	0	0.6	0.00
Standard trees with soil volumes less than 2/3 of canopy area.	m2	217	0.6	130.06
Greenwall	m2	0	0.6	0.00
Groundcover planting	m2	0	0.5	0.00
Amenity grassland	m2	118	0.4	47.20
Extensive green roof sedum mat Doesn't meet GRO Code 2014.	m2	0	0.3	0.00
Water features	m2	0	0.2	0.00
Permeable paving	m2	1153	0.1	0.00
Sealed Surfaces	m2	0	0.0	0.00

Total greening factor upper floors	1279.76

Total greening factor combined ground and upper floors	**2888.90**
Total Site Area (m2)	**7126**
Greening Factor (sum/site)	**0.4054**



Landscape Strategy + Public Realm

Play

In line with paragraph 4.32 of the Shaping Neighbourhoods Play and Informal Recreation SPG 0-4 play space may be omitted based on the type of housing being proposed if the units provide gardens.

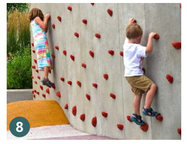
The social block provides 10 number 4 bed units to the ground floor with over sized private gardens. This reduction in units form the GLA Child Yield Calculation results in a revised lowered quantum of 0-4 play space of 360m2 of 0-4 play space required. The scheme therefore provides all required 0-4 play space on site, while older play will be appropriately dealt with offset given the proximity to Down Lane Park.

AGES	REQUIRED	DELIVERED ON SITE
0-4	449m2	361m2
5-11	364m2	0m2
12+	295m2	0m2
TOTAL	1,108m2	361m2



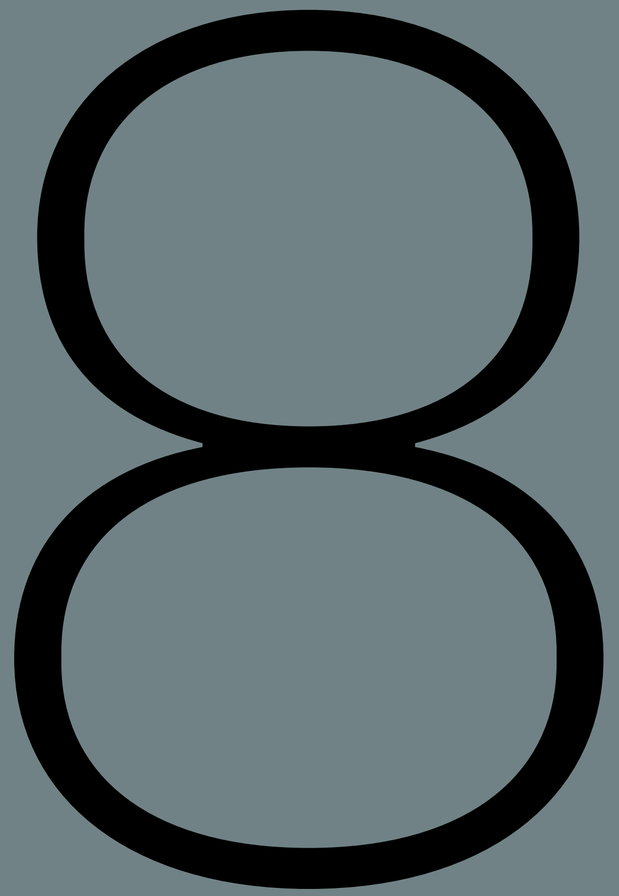






Sustainability + Energy



Sustainability + Energy
Energy + Overheating Strategy

ENERGY STRATEGY

The energy strategy follows local planning requirements, the London Plan and GLA guidance, based on four key principles:

Be Lean Reduce energy demand through efficient design.

Be Clean Utilise low-carbon and district heating where available.

Be Green Incorporate low- and zero-carbon technologies.

Be Seen Monitor and verify energy performance against the design targets.

MECHANICAL VENTILATION WITH HEAT RECOVERY

Mechanical ventilation will provide filtered fresh air, helping to improve indoor air quality and occupant comfort. Daylight will be maximised where possible, supported by efficient artificial lighting with appropriate controls.



FABRIC EFFICIENCY

The building fabric is designed to minimise heat loss through enhanced insulation and airtightness. The proposed U-values exceed current AD-L minimum standards, reducing energy demand and improving overall efficiency.

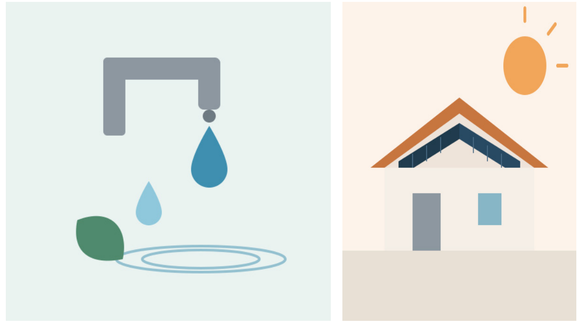
U-Values (W/m²K)	Residential	Non- Residential
External Walls	0.14	0.14
Floor	0.10	0.10
Roof	0.10	0.10
Glazing	0.8	1.2

WATER EFFICIENCY

Water-efficient fixtures and fittings will be incorporated throughout the development to reduce potable water consumption and support sustainable water use.

PHOTOVOLTAIC PANELS

Photovoltaic panels will be installed on suitable roof areas to generate renewable electricity and reduce reliance on grid-supplied energy. Panels will be located on areas with minimal shading to maximise performance.



AIR SOURCE HEAT PUMPS

All-electric system will provide heating, hot water across the residential units. High-efficiency air source heat pumps (ASHPs) will be used to reduce energy consumption and carbon emissions.

VRF HEAT PUMP

High-efficiency VRF systems will provide heating and cooling to the commercial units, helping to reduce energy consumption and carbon emission.



MITIGATE OVERHEATING

Overheating has been assessed using Dynamic Simulation Modelling (DSM) in accordance with AD-O and TM59. A fabric-first approach and appropriate façade design will minimise solar gains. Natural ventilation will be provided through openable windows, supported by mechanical ventilation where noise and air quality constraints limit window opening.

ENERGY MODELLING

Energy performance has been assessed using recognised modelling methods to demonstrate compliance with Building Regulations and planning requirements. Commercial areas have been assessed using SBEM, while residential units have been assessed using SAP.

RESULT

The two tables below set out the carbon savings delivered at each stage of the Energy Hierarchy, for the residential and commercial elements respectively.

Residential

Stage	Emissions (tCO2 pa)	Savings (%)
Be Lean	40.2	12.0%
Be Clean	0.0	0.0%
Be Green	201.4	60%
Cumulative on-site savings	214.6	72%

Commercial

Stage	Emissions (tCO2 pa)	Savings (%)
Be Lean	1.5	27%
Be Clean	0.0	0%
Be Green	1.5	27%
Cumulative on-site savings	3.1	53%

These measures demonstrate a significant reduction in carbon emissions compared with the Part L 2021 baseline. The Be Lean measures and the overall strategy meet the minimum carbon reduction targets set by the London Plan and GLA guidance.

Sustainability + Energy
Sustainability Targets

UK Net Zero Carbon Buildings Standard*

Upfront Embodied Carbon
< 495 kgCO2e/m2

RIBA 2030

Whole Life Embodied Carbon
< 625 kgCO2e/m2

UK Net Zero Carbon Buildings Standard*

Operational Energy Use
< 70 kWh/m2/yr

BREEAM

'Excellent'

30% from reused sources

50% designed for re-use

Minimum 35% reduction on Part L

95% Waste diverted from landfill

Designed for future adaptability

Fossil Fuel Free

Sustainability + Energy
Circular Economy + ESG

A Circular Economy Statement has been produced by Carbon.Climate.Certified to demonstrate how the development has been designed to minimise waste, maximise the reuse and recycling of materials, and support resource efficiency throughout its construction and operational lifecycle. The LPG CE tool has been completed (gla_circular_economy_statements_template_Ashley_Park_R01).

EMBEDDING CIRCULAR ECONOMY PRINCIPLES

- Material reuse and recycling targets for each building layer have been established in line with LPG CE statements guidance for waste.
- The structural engineer has carried out cut and fill calculations using surface level data, to understand the extent of potential reuse of the spoil left on site.
- Where materials cannot be reused on-site, preference will be given to reuse off-site prior to recycling to support the shared economy with community reuse and recycling is already being explored.
- Where virgin materials are required, specifications prioritise those with high recycled content and responsibly sourced certification (e.g. FSC timber, recycled aggregate).
- Construction waste will be reduced through reuse, repairing and recycling of materials where feasible.
- To achieve the BREEAM Excellent rating, the development will implement and meet the construction resource efficiency target of ≤ 6.5 tonnes of waste generated per 100m2 (GIA). The contractor will be required to monitor this throughout construction.

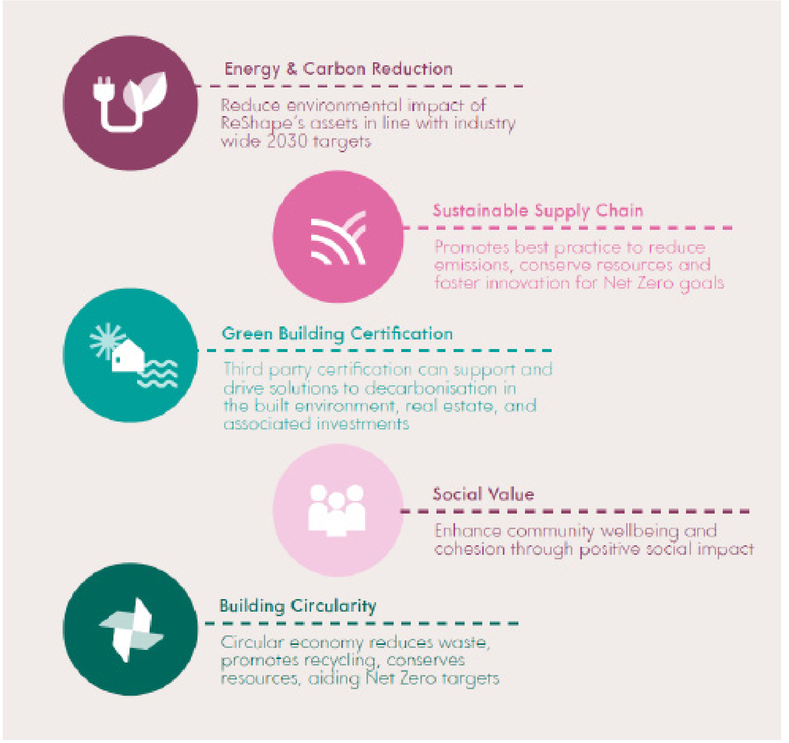
KEY DESIGN CONSIDERATIONS

- The design layout will accommodate future changes of use of the building over its lifespan, and encourage functional adaptability.
- Use reversible connections: Prioritise bolts, screws, clips, or dry joints over adhesives or welds.
- Select modular components: Design using standardised, interchangeable parts for easier replacement or reuse.
- Label and document materials: Clearly mark components and keep a material inventory for future disassembly.
- Plan for access and sequence: Ensure components can be easily reached and removed in a logical order.
- Design for reuse, not just recycling: Choose materials and assemblies that can be reused without major reprocessing.
- Avoid composite materials: Especially those that are hard to separate at end of life.

- 80% of non-hazardous construction waste diverted from landfill
- 95% of non-hazardous demolition waste diverted from landfill
- Reuse of materials on site
- Community reuse and recycling
- Supplier ‘take back’ schemes

ENVIRONMENTAL, SOCIAL AND GOVERNANCE (ESG)

Re:shape are on a mission to create new sustainable rental housing solutions which meet the needs of an aspirational & technology enabled generation. A fundamental step towards the delivery of
this commitment has been the development of the ESG framework. The framework specifies the actions and processes necessary to oversee the sustainability performance of projects through design, construction, and operation.



Sustainability + Energy

Sustainable Procurement Strategy

COLIVING UNITS

As part of a wider Responsible Materials & Procurement Strategy, re:shape are working directly with manufacturers to develop internal wooden furniture, such as the seating, joinery and storage solutions, which prioritises durability and easily replaceable components, avoiding the use of adhesives wherever possible. This design-for-disassembly approach is a core application of circular economy principles: individual components can be repaired or replaced without damaging or discarding the wider connecting pieces, keeping materials in active use for longer and displacing the need for new, carbon-intensive furniture over the building's lifetime. Avoiding adhesives where possible keeps materials uncontaminated at end of life, meaning timber can be cleanly separated, reused, or recycled back into the supply chain rather than treated as mixed waste destined for landfill or incineration. For residents, this means furniture that can be adapted and repaired in parts, rather than large areas being replaced outright. For the overall lifecycle of the scheme, it lowers whole-life embodied carbon, reduces long-term maintenance and replacement costs, and closes the material loop in line with circular economy best practice.

WIDER RE:SHAPE STRATEGY

Beyond FF&E, this strategy extends to the procurement of materials across the re:shape schemes more broadly. We are collecting carbon, air-emissions, and social value data on procured materials to establish a re:shape brand standard, enabling streamlined, consistent data collection on sustainability credentials across future projects and supply chain partners. Building this evidence base allows the project team to identify and prioritise lower-carbon, circular materials, including those with recycled content, take-back schemes or verified end-of-life recovery routes, allowing comparison between suppliers on a like-for-like basis. Over time, embedding this as a brand standard means every re:shape project draws on a growing, verified dataset, driving continuous reduction in embodied carbon across the supply chain, accelerating the shift toward circular material flows project-wide, and creating a stronger environmental and social value the project delivers.





Sustainability + Energy
BREEAM

OUR APPROACH

The proposed Ashley House development will be assessed using BREEAM New Construction Version 7.

Given the mixed-use nature of the development, the assessment strategy follows BREEAM Guidance Note 20: Assessing Mixed-Use and Multiple Buildings, allowing different uses to be assessed against their relevant asset type and level of fit-out. Where a fully fitted development includes areas delivered to a lower shell and core or shell-only specification, these may be included within a single fully-fitted assessment, subject to the relevant requirements.

A single BREEAM assessment will cover the shared-living accommodation, commercial and community floorspace, with each functional area assessed against the applicable performance requirements. As the development is expected to be completed to varying levels of fit-out, credits will be awarded based on the requirements applicable to each functional area, with area-weighting applied where appropriate.

The BREEAM assessment applies only to the non-residential elements of the development and will therefore focus on Block A, which incorporates the shared-living, retail and community uses. Although the Affordable Living block includes a small non-residential element, its limited floor area does not warrant a standalone BREEAM assessment.

The current pre-assessment for Block A targets a BREEAM score of 76.51%, achieving an 'Excellent' rating and providing a 6% margin above the 70% threshold. All mandatory requirements for an 'Excellent' rating have been considered and satisfied. The aligns and complements The Haringey Local Plan. Early engagement with a BREEAM Accredited Professional has helped identify and maximise opportunities to embed sustainability measures from the outset.

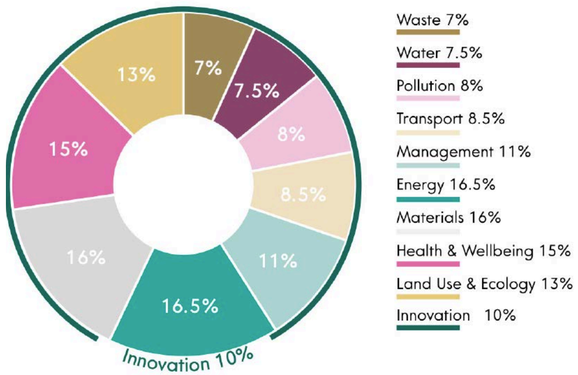


FIGURE 1: BLOCK A (SHARED LIVING) BREEAM TARGET CREDIT SCORING

BREEAM 'Excellent' for Shared Living and commercial.

1. ADAPTABILITY & DISASSEMBLY

The pre-demolition audit identified suitable materials for re-use/retention. The design has also considered future adaptability through a flexible layout, reversible connections, and modular, standardised components that support easy disassembly, replacement, and reuse.

2. WATER EFFICIENCY

Water consumption will be benchmarked against baseline performance, with monitoring measures incorporated. Leak detection on the mains supply and flow-control devices are incorporated into the scheme to regulate demand, where feasible.

3. SUDS

A flood risk assessment was undertaken and determined the site's flood risk to be 'very low'. The assessment also considered measures to reduce the discharge of rainfall to public sewers and watercourses, thereby minimising the risk and potential impact of localised flooding onsite and off-site.

4. SUSTAINABLE TRANSPORT

The site has a PTAL level ranges between 5 and 6a/6a, reflecting exceptional accessibility and convenience. This is due to its proximity to public transport links, with Tottenham Hale Station a few minutes' walk away, as well as nearby leisure attractions, education and health institutions.

5. SAFE ACCESS

The development has been designed to ensure safe and accessible pedestrian movement across and around the site, with appropriate lighting provided to outdoor spaces to enhance safety, security, and usability.

6. WASTE REDUCTION

Waste reduction will be encouraged during construction and throughout the lifetime of the building. A Site Waste Management Plan (SWMP) has been developed, setting out procedures and benchmarks for waste reporting, reduction and diversion from landfill during construction, alongside the implementation of sustainable practices during building operation.

Sustainability + Energy

Whole Life Carbon Assessment

WHOLE LIFE CARBON PROCESS

The development actively minimised Whole Life Carbon and this has been demonstrated through the completion of a WLC assessment by Carbon.Climate.Certified. This has been undertaken along with material optioneering studies of the superstructure and external wall materials being assessed to identify further opportunities for carbon reduction.

The WLCA is an interactive process, and as shown in the process timeline. Options appraisals at both an elemental and material level have been conducted which have resulted in more in-depth workshops, where reduction measures and considerations into how these may be included within the design have been explored.

Results of the Stage 2 WLCA have been used for comparison to the projects upfront embodied carbon and operational energy targets. Further details of these results can be seen for both Block A & B in the Whole Life Carbon Assessment report.

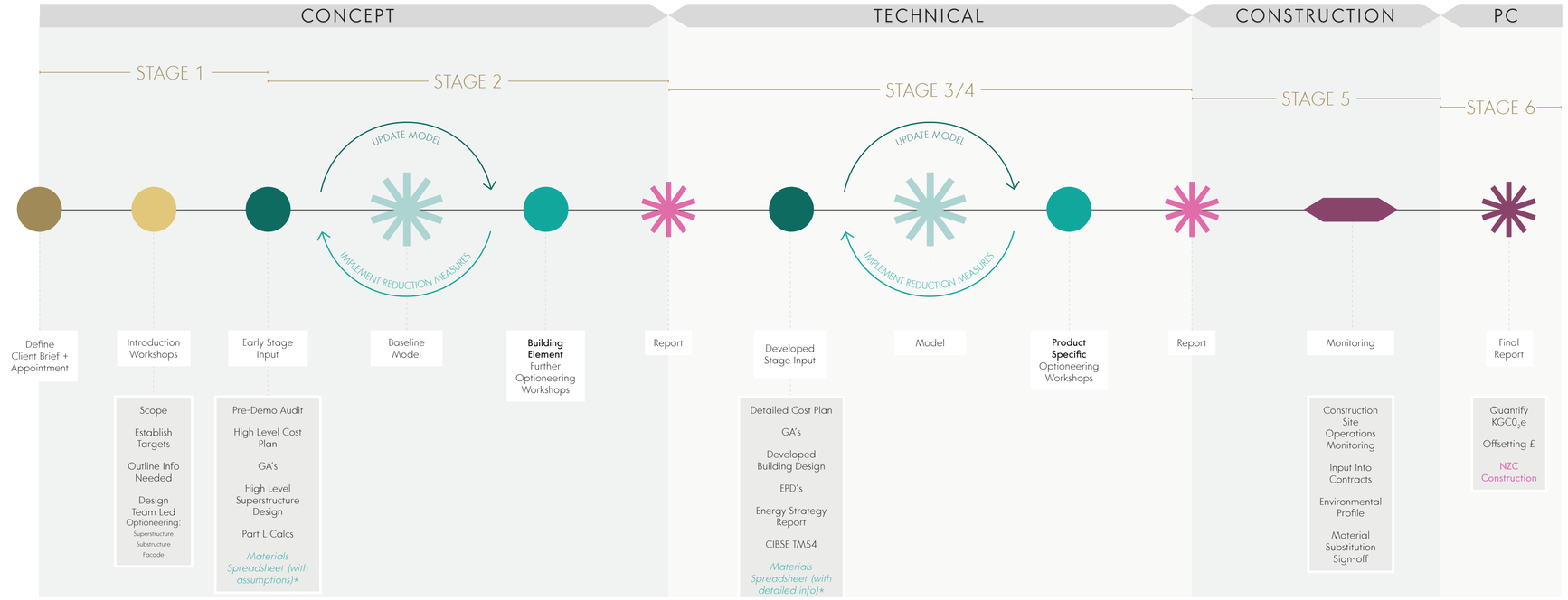


FIGURE X: WHOLE LIFE CARBON ASSESSMENT TIMELINE (IMAGE BY CERTIFIED)

Sustainability + Energy

Options Appraisals: Early Considerations

OMISSION OF BASEMENTS

A key early-stage decision in reducing the scheme's carbon footprint was the omission of basements from both Block A (Shared Living) and Block B (Affordable). Basement construction, including secant piling, basement slabs, reinforcement, insulation and waterproofing, represented one of the most carbon-intensive elements of the scheme, driven primarily by the secant piling required to retain the excavation. Removing the basements avoids an estimated 2,025 tCO_2e in total (1,030 tCO_2e for Block A, 995 tCO_2e for Block B).

OMISSION OF SUSPENDED CEILING

Within the shared living amenity spaces, suspended ceilings have been omitted in favour of an exposed soffit finish. Suspended ceilings require additional materials, typically a supporting grid system and ceiling tiles, that add embodied carbon without a corresponding structural or acoustic necessity in these spaces. Across the amenity floor area of approximately 1,387 m^2, this decision avoids an estimated 25 tCO_2e, equivalent to a saving of approximately 18 $kgCO_2e/m^2$.

LIMITING TRANSFER SLABS

Transfer slabs use substantially more concrete and steel reinforcement than typical floor slabs, as they accommodate a change in the structural grid, and therefore carry a significantly higher embodied carbon burden. The scheme has been designed with a consistent structural grid carried through from foundation to roof wherever possible, avoiding the need for transfer structures except where unavoidable, such as at ground floor level, to accommodate commercial units and amenity spaces below the residential grid above. By restricting transfers to these localised areas rather than across full floor plates, the design achieves a significant carbon saving; a typical transfer slab bay carries roughly three times the embodied carbon of a standard slab bay.



FIGURE X: GROUND FLOOR PLAN OF BUILDING A & B (PROVIDED BY DLA ARCHITECTS) WHICH INCLUDE BASEMENT AREAS THAT CARBON CALCULATION FOR A BASEMENT HAS BEEN BASED ON.

Sustainability + Energy

Options Appraisals: Superstructure

STRUCTURAL FRAME OPTIONS APPRAISAL

To inform the selection of the superstructure, Whitby Wood undertook a comparative embodied carbon study across six structural frame typologies, each assessed against a typical 6.5m structural bay (or 3.5m bay for the lightweight/ modular options). The study balanced embodied carbon performance against buildability, flexibility, fire and acoustic performance and foundation loading.

CONCLUSION

The appraisal confirms that lightweight and modular steel systems offer the greatest embodied carbon savings, up to 45% lower than a conventional flat slab, reflecting their minimal concrete use and reduced foundation loading. However, their applicability is limited to regular co-living grids and requires a localised concrete transfer deck (250 $kgCO_2e/m^2$) at Level 01 to convert down to the podium structure below. Where a traditional concrete frame is required, the one way ribbed slab offers the lowest embodied carbon of the concrete options studied. These findings continue to inform the coordinated structural and architectural design development as the scheme progresses through subsequent RIBA stages, balancing cost, practical application and carbon.

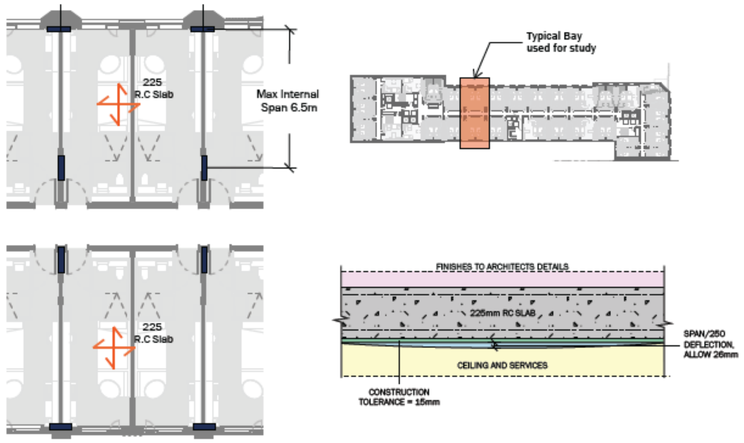


FIGURE X: RC SLAB & FRAME (IMAGES PROVIDED BY WHITBY WOOD).

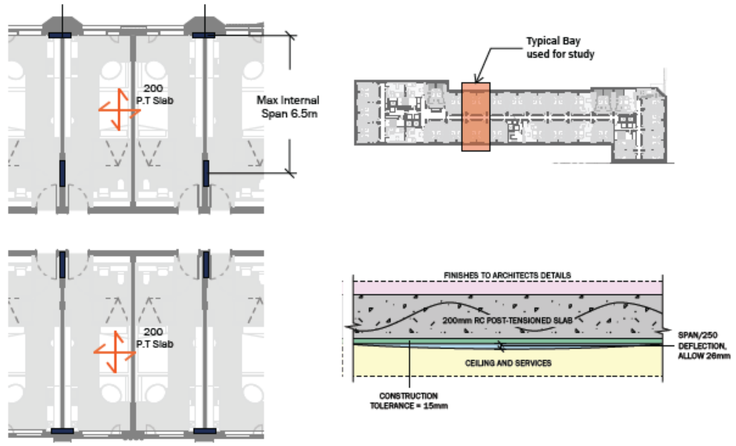


FIGURE X: POST TENSIONED SLAB (IMAGES PROVIDED BY WHITBY WOOD).

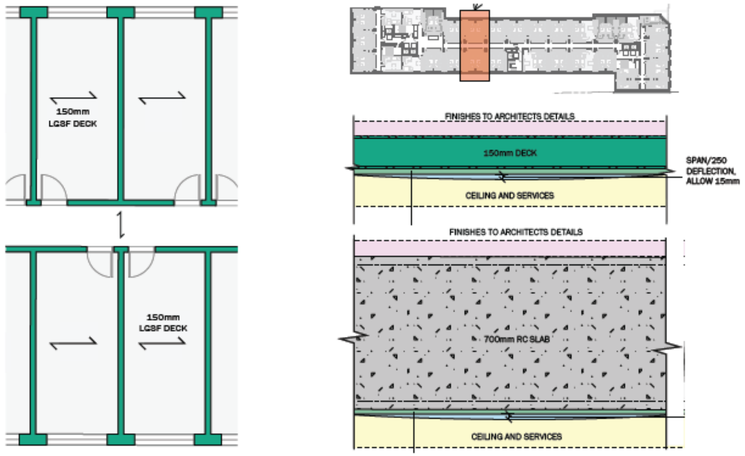


FIGURE X: LIGHTWEIGHT STEEL GAUGE FRAME (IMAGES PROVIDED BY WHITBY WOOD).

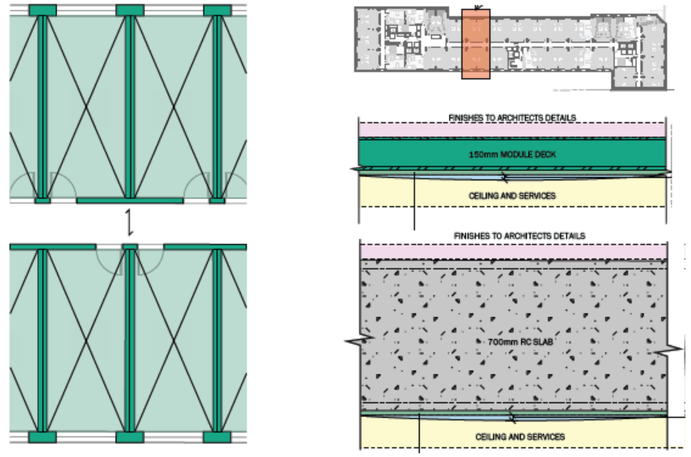


FIGURE X: MODULAR STEEL FRAME (IMAGES PROVIDED BY WHITBY WOOD).

Sustainability + Energy

Options Appraisals: External wall

EXTERNAL WALL INSULATION COMPARISON

The external wall insulation specification presents a further opportunity to reduce embodied carbon. Two stone wool rainscreen insulation products were assessed using verified Environmental Product Declarations (EPDs) compliant with EN 15804+A2:2019, both manufactured in Wales, UK, and designed for ventilated rainscreen façades on buildings of any height:

Option 1: NyRock Rainscreen 032: Dual-density stone wool insulation, phenol-formaldehyde binder, Euroclass A1 fire rating, GWP-total (A1–A3) of 41.4 $kgCO_2e$/tonne.

Option 2: Knauf Insulation Rocksilk RainScreen Slab EE: Rock mineral wool with ECOSE bio-based (formaldehyde-free) binder, A2-s1,d0 fire rating, GWP-total (A1–A3) of 21.5 $kgCO_2e$/tonne.

FINDINGS

Despite both products being rock mineral wool rainscreen slabs manufactured in Wales, their embodied carbon profiles differ meaningfully, driven primarily by density. The NyRock product is significantly denser (100 kg/m³ vs 55 kg/m³), meaning more raw material extraction and processing energy per m² of wall area, which outweighs its marginally better thermal performance (0.032 vs 0.034 W/mK). Across the external wall build-up of Building B, switching from NyRock to Knauf Rocksilk delivers a total carbon saving of approximately 132.75 tCO_2e, equivalent to roughly 17% per m² of insulated wall area. Implementation will be explored further within the next RIBA stage as the façade specification is developed.



FIGURE X: OPTION 01, NYROCK RAINSCREEN 032



FIGURE X: OPTION 02, KNAUF INSULATION ROCKSILK RAINSCREEN SLAB

	NyRock Rainscreen 032	Knauf Rocksilk RainScreen Slab EE
Density	100 kg/m³	55 kg/m³
Wool Type	Stone wool	Rock Mineral Wool
Origin	Bridgend, Wales, UK	Queensferry, Wales, UK
Mass per m² at 150mm	15 kg/m²	8.5 kg/m²
Lambda	0.032 W/(m.K)	0.034 W/(m.K)
Fire Classification	Euroclass A1	A2-s1,d0
Lifecycle Stages included	A1–A3, C1–C4, D	A1–A3, A4–A5, C1–C4, D
Binder	Phenol-formaldehyde resin	ECOSE bio-based binder (no formaldehyde)
GWP-total A1-A3 (declared unit)	41.4 $kgCO_2e$/t	21.5 $kgCO_2e$/t
Total carbon over 100m² at 150mm (A1-A3)	1.51 tCO_2e	1.26 tCO_2e
Total carbon saving within external wall build up (building B)	801.81 tCO_2e	669.06 tCO_2e
Total carbon saved	-	132.75 tCO_2e

FIGURE X: SUMMARY OF RESULTS FROM INSULATION OPTIONEERING COMPARISON. (PROVIDED BY CERTIFIED).

Sustainability + Energy

Future Adaptability

As part of our sustainability strategy we have considered how the shared living block (Block A) could be adapted to meet potential future needs.

The typical layouts of Block A provide the possibility of removing certain internal partitions between the studios in order to create larger apartments without impeding on the structural integrity of the building.

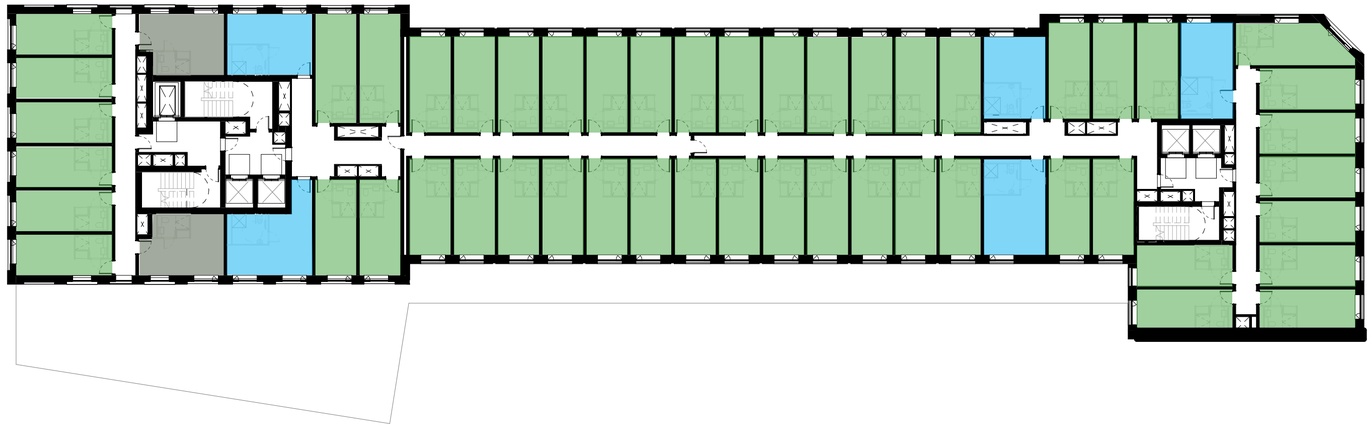
Block A - Typical Floor Plan:
50no. Standard Units
2no. Premium Studios
5no. Accessible Unit

Block A - Typical Floor Plan - Adaptability:
4no. : 1 Bed - 2 Person
3no. : 2 Bed - 3 Person
8o. : 2 Bed - 4 Person
2no. : 3 Bed - 5 Person
2no. : Studio

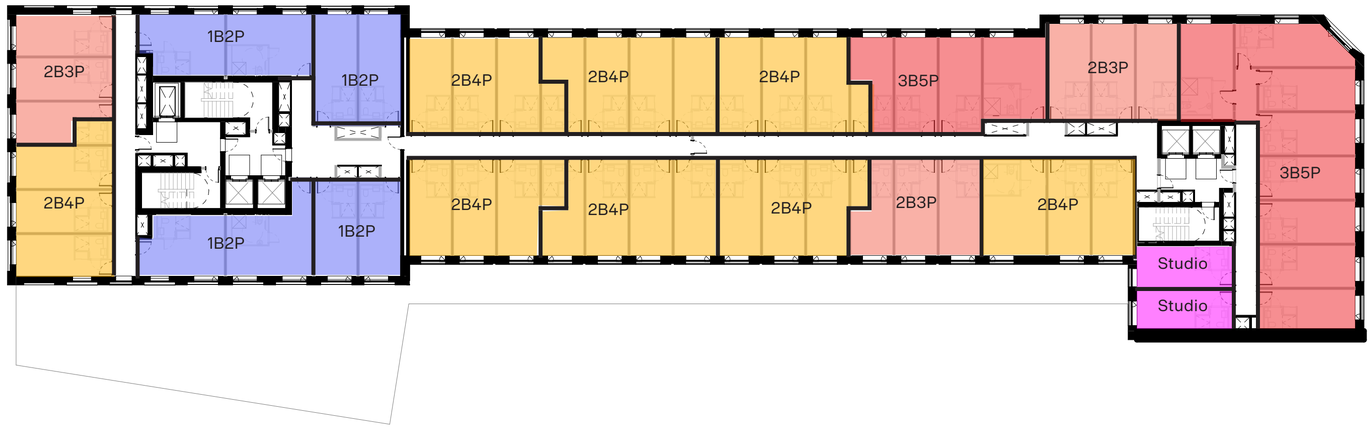
Key

- Standard Studio
- Premium Studio
- Accessible Unit

- 1 Bed - 2 Person
- 2 Bed - 3 Person
- 2 Bed - 4 Person
- 3 Bed - 5 Person
- Studio



Shared living block (Block A) - Proposed Typical Floor Plan



Shared living block (Block A) - Potentail Typical Floor Plan
Adapted to residential

Sustainability + Energy
Daylight + Sunlight

INTERNAL DAYLIGHT

Shared-living block
The assessment of daylight has been undertaken using the Daylight Illuminance methodology set out within the BRE guidance, applying both the 2011 and 2022 metrics. The results demonstrate that the proposed shared-living block will achieve a strong level of daylight performance. The majority ofrooms that fall below these targets achieve daylight levels only modestly below the recommended benchmarks and will continue to benefit from good levels of natural illumination.

C3 Affordable Block

Whilst 37% represents a lower level of compliance, the results are significantly influenced by the constrained by a combination of factors including the low-rise nature of the Affordable Block to assist deliverability, close proximity of neighbouring development at Rosa Luxemburg Apartments due to the tight urban grain established through the Ashley Road South Masterplan, the relationship with the proposed shared-living building to the south, and the inclusion of external access decks and private balconies. These elements perform important residential, architectural and placemaking functions and contribute to the delivery of dual-aspect homes, private amenity space and a substantial provision of affordable housing. The internal daylight and sunlight results should be considered in the context of delivering a comprehensive mixed-use redevelopment on a constrained urban site, while balancing the deliverability and fundability of the Affordable Housing Block and residential amenity.

The extant Ashley Park consent, assessed under the BRE 2011 ADF methodology, achieved 37% compliance. The comparable figure for the C3 Affordable Block is 40%, demonstrating a level of internal daylight amenity consistent with that previously accepted for the site. Performance must be considered in the context of the wider Tottenham Hale regeneration area, where higher-density development and associated urban constraints are characteristic of the emerging townscape.

TRANSIENT OVERSHADOWING

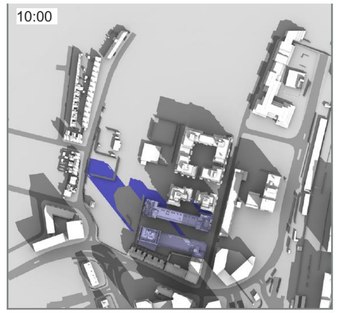
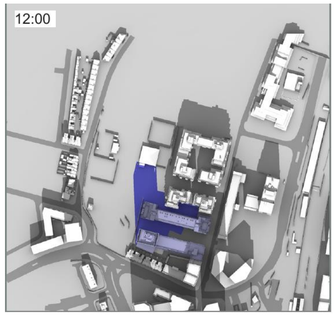
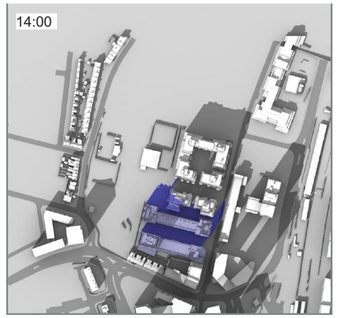
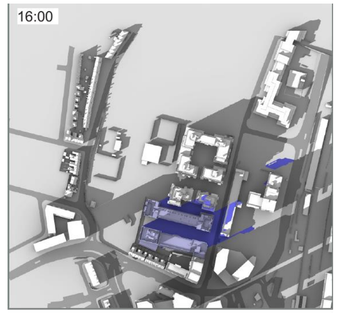
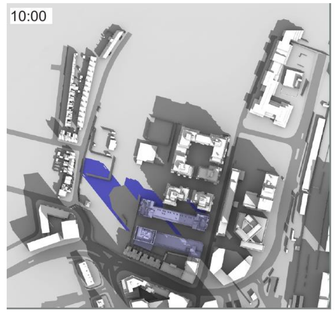
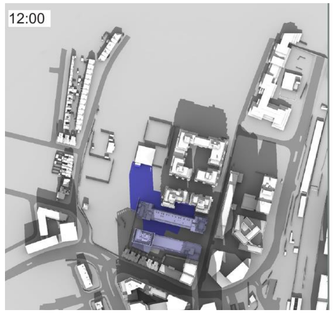
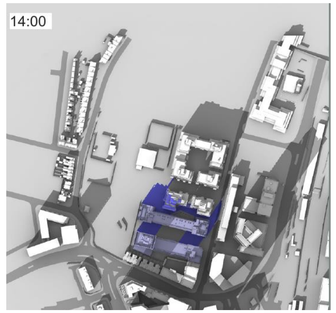
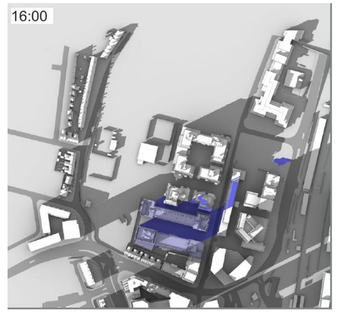
The shadow cast by the Proposed Development tracks north and east across the middle of the day, falling largely across Ashley Road and the carriageway rather than across neighbouring amenity space.

Under the cumulative scenario the same ground is already shaded at these times by the surrounding consented schemes, so the additional effect of the proposal is limited.

ADF compliance against the extant consent

Ashley Park consent (HGY/2019/0108), BRE 2011 ADF — 37%

C3 Affordable Block, comparable ADF — 40%

	10:00	12:00	14:00	16:00
Proposed				
Cumulative				

21ST MARCH (EQUINOX) —PROPOSED AND CUMULATIVE SCENARIOS

Sustainability + Energy
Microclimate

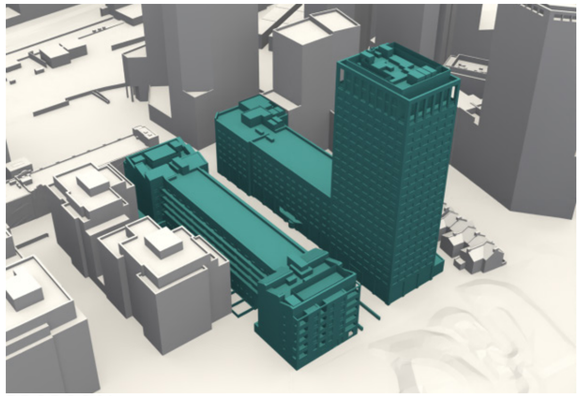
WIND MICROCLIMATE

Wind microclimate conditions were tested using Computational Fluid Dynamics (CFD), ahead of the design freeze, and then confirmed on the final design for planning. Whilst the proposed development would make conditions slightly windier than the baseline conditions, it would not introduce any severe wind speeds even in the absence of landscaping or mitigation.

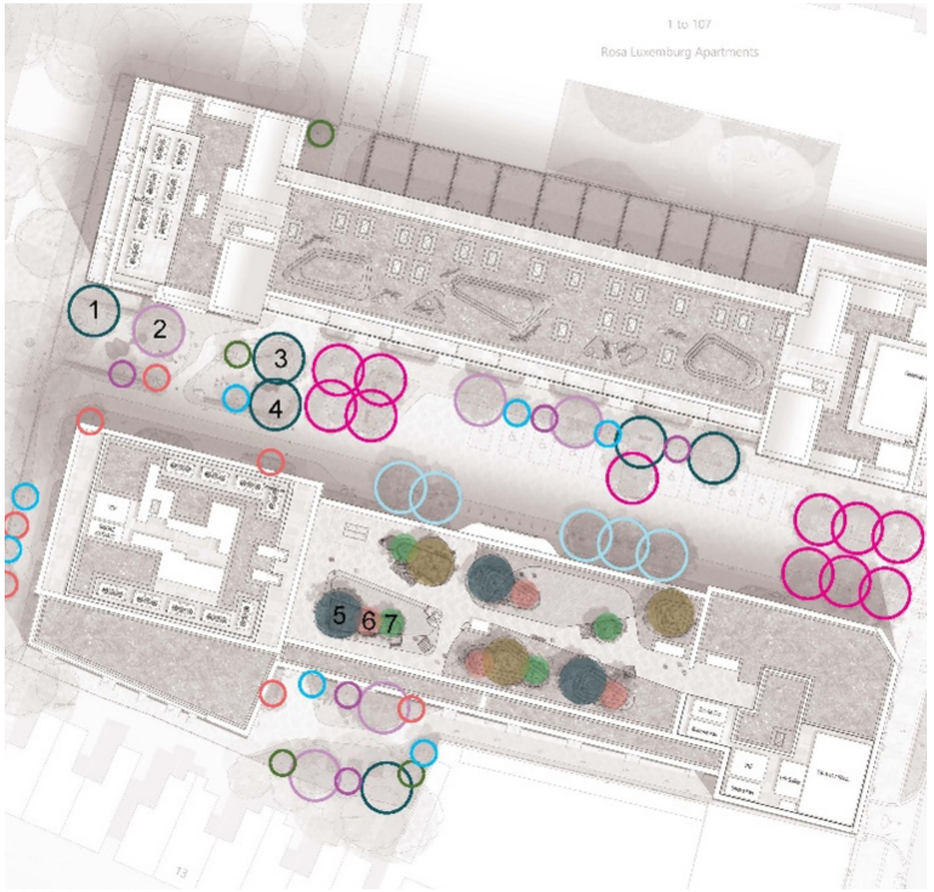
An early version of the proposed landscaping was tested for ground level and terrace level conditions wind conditions. With landscaping included all conditions would be suitable for all intended uses on and around the site. The submitted landscaping would generally be beneficial or negligible to the landscaping scheme tested, and therefore the wind conditions would remain suitable for all intended uses on and around the site. When future cumulative schemes come forwards, conditions would remain suitable around the site.



FULL MODEL



PROPOSAL



LANDSCAPING





Inclusive Design



Inclusive Design
Planning Policy, Statute and Guidance

OVERVIEW

The commentary that follows in this chapter sets out how inclusive design principles have been integrated into the Application Site. The scheme has been designed in accordance with the requirements of the London Plan and the London Borough of Haringey's planning policies to create an accessible, inclusive and welcoming environment for all users. Local policy and guidance about specific aspects of buildings that are referred to by Approved Document M Volume 2 and BS 8300 will also be useful during the technical design stage of the project.

The proposed development responds to London Plan requiring the delivery of an inclusive environment. The proposed development has been designed to be an inclusive and accessible environment to meet the needs of all potential users. In removing barriers that create undue effort, separation or special treatment, everyone, regardless of disability, age or gender will be able to use the facilities of the scheme equally, confidently and independently with choice and dignity. The proposed development will incorporate:

- Suitable means of access for all people from the entrance points
- Sufficiently wide routes allowing people to pass each other with a minimum of level changes
- Principal entrances and lobbies that are identifiable and accessible
- Independent horizontal and vertical movement that is convenient and ensures that people can make use of all relevant facilities
- The residential units being 'accessible and adaptable' dwellings and 10% to be 'wheelchair user dwellings'.

THE NATIONAL PLANNING POLICY FRAMEWORK (2026)

The NPPF is a material planning consideration in decision making. At the heart of the NPPF is a presumption in favour of sustainable development. The aim of the NPPF is to proactively deliver sustainable development to support the Government's housing and economic growth objectives and meet the needs of the country. The NPPF states that decisions should support development that makes efficient use of vacant, previously developed and underutilised land and buildings, taking into account the identified need for housing, local market conditions and viability, the availability and capacity of infrastructure and services, the desirability of promoting regeneration and change, and the importance of securing well-designed, attractive and healthy places.

THE LONDON PLAN

Housing choice for Londoners should have a genuine choice of homes that they can afford and which meet their requirements for different sizes and types of dwellings in the highest quality environments. New developments offer a range of housing choices, in terms of the mix of housing sizes and types and account is taken of the changing age structure of London's population. 90% of new housing meets Building Regulations requirement M4 (2) 'accessible and adaptable dwellings' and 10% of new housing meets Building Regulation requirement M4 (3) 'wheelchair user dwellings' which is designed to be wheelchair accessible or easily adaptable for residents who are wheelchair users from the start.

London Plan Policy D7: Inclusive Housing
The Mayor requires all new development to achieve the highest standards of accessible and inclusive design and supports the principles of inclusive design.

GLA SUPPLEMENTARY PLANNING GUIDANCE: ACCESSIBLE LONDON (2016)

The Accessible London SPG provides guidance on implementing inclusive design principles effectively and on creating an accessible environment in London, with particular emphasis on the access needs of disabled and older people.

GLA supplementary planning guidance: Housing SPG 2016: The Housing SPG provides guidance on how to implement the housing policies in the London Plan. It reinforces the need for new development to provide accessible, adaptable homes and neighbourhoods. The Housing SPG carries forward the Mayor's housing design standards for London in the context of Government's new national housing standards.

APPROACH

The Application Site is bounded to the east by Ashley Road, to the south by Hale Road, and to the west by Park View Road. The site is centrally located within Tottenham Hale, with good connections to local services, amenities and key transport nodes.

The primary step-free entrances to the development will be provided directly from the surrounding public realm, with access from Ashley Road and pedestrian routes connecting to Tottenham Hale station and the wider town centre. The site benefits from excellent public transport accessibility, being located immediately adjacent to Tottenham Hale station, providing London Underground Victoria line and Statsted Express rail services, together with numerous local and regional bus routes.

The site also benefits from convenient walking and cycling connections via the surrounding pedestrian network and the Lee Navigation towpath. The site has a PTAL 6b rating, representing the highest level of public transport accessibility within the PTAL system and supporting sustainable travel choices.

ACCESSING THE BUILDINGS

Block A, B are accessed from the square between blocks, from the main entrance lobby. Building cores are accessed from the residential lobby which provides a wide range of step-free shared amenity spaces for all residents of all blocks to use.

Entrances have been designed to be easily navigable with good lighting, way finding and passive surveilance to create a safe environment

CONCLUSION

The proposed development offers a level of inclusive design principles that exceeds the minimum access requirements of the Building Regulations, local and London-wide access policies. The design is subject to further development and detailed design.

Public realm and buildings focus on making it easy for all people of all ages and level of mobility to move around the development and use all the amenities provided within the blocks they live in. Communal and internal spaces within dwellings and accommodation been carefully considered during the design process to allow for maximum flexibility to all, particularly people with mobility impairments (PMI).

Inclusive Design
Public Realm, Vehicle, Cycle and Pedestrian Access

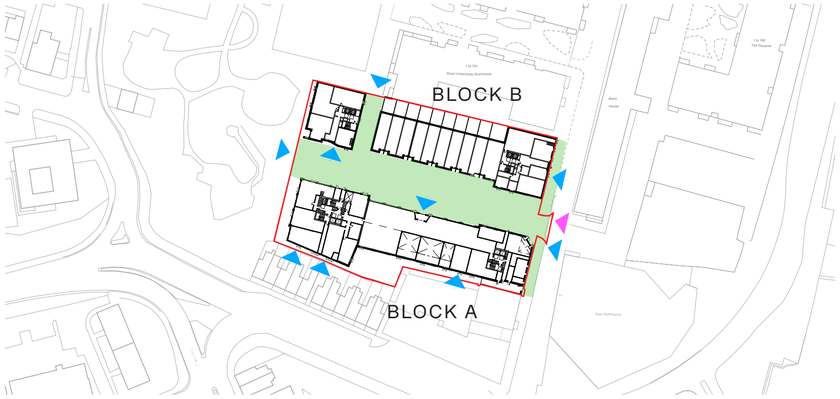
PUBLIC REALM

The scheme has been designed to create a sequence of attractive spaces - a new square, a neighbourhood garden that connect to the existing town-centre pedestrian network. These spaces accommodate a range of uses, including areas for informal relaxation, opportunities for outdoor working, fixed and flexible seating, and play. Materials and planting will be robust, durable, and easy to maintain.

Paths will provide firm, slip-resistant and reasonably smooth surface treatments. Gentle slopes (shallower than 1:20) are provided within public realm where there is change of levels. Where there are different materials along the access routes these will have level and even surfaces. Seating will be provided within the Public square. (Please refer to the Landscape section).

VEHICLE ACCESS

The site will have one vehicle access point from Ashley Road which connects to the major road Watermead Way (A1055).



CYCLE AND PEDESTRIAN ACCESS

There are three proposed pedestrian and cycle access points to the development site. These are located to the east from Ashley Road, to the west from Down Lane Park, and to the north, beneath Block B, via the Rosa Luxemburg Apartments site. The central cycle stores are located at ground floor within each of the blocks, via a separate and secure entrance.

ACCESS TO SIDE

The main point of access to the site is on east from Ashley Road. The access to the site and the circulation within the public and private external areas present minimal level difference with step-free access.
All principal communal entrances will be clearly visible and accessible from the landscaped public space between the block and fronting Ashley Road. These will be step-free and well illuminated.

The landscaping has been developed to avoid significant level changes across the site and provide safe and accessible routes to all parts of the development. Paths are designed to be firm and slip-resistant, where there are different materials along access routes, these will have level and even surfaces, and with similar slip resistance for safe transition.

A range of outdoor seating will provide a choice of seating options.

CAR PARKING + DROP OFFS

The development is primarily car free in line with London Plan aspirations, and 10no accessible parking spaces are proposed within the site. These are located between two blocks (A & B) in an area that offers controlled access. The parking bays are sized in accordance to Building Regulation Approved Document M.

WORKSPACE/COMMUNITY INCLUSIVE DESIGN PROVISIONS

All retail /community spaces are single storey and will have step-free access from the public realm.
Entrances are clearly visible and incorporate suitably sized door leaves to allow for wheelchair access.

The proposal at this stage indicate that all requirements for the commercial and other non-residential elements will be met as set in the statutory requirements for access in Approved Document K and Approved Document M, Vol 2, Buildings Other Than Dwellings.

Retail and workspace units will be provided as shell and core and fitted out by the Tenants.

Key

- Application site
- Public Realm

- Application site
- Vehicle Access
- Pedestrian / Cycle Access

Inclusive Design
Access to Accommodation

EXTERNAL APPROACHES

The external approaches to the entrance lobbies and all communal and circulation areas are designed to meet Approved Document Part M, Volume 1&2. This also includes all the communal areas accessible by tenats, visitors and management staff.

Blocks A and B are accessed via the main entrance lobby, which can be entered either from Ashley Road to the east or from Down Lane Park and the Rosa Luxemburg Apartments site to the north. Each residential core is accessed from the shared entrance lobby, which provides step-free access to a wide range of communal amenity spaces available for use by residents of all blocks.

COMMUNAL AREAS

Circulation areas will meet the guidance of the Approved Document M Volume 1&2.

Communal stairs are designed to meet the guidance of Approved Document K for a general access stair. This includes risers and landing dimensions, and handrails. Lighting, tonal contrast and handrails are to be detailed to meet Parts M and K of the Building Regulations at the appropriate design stage.

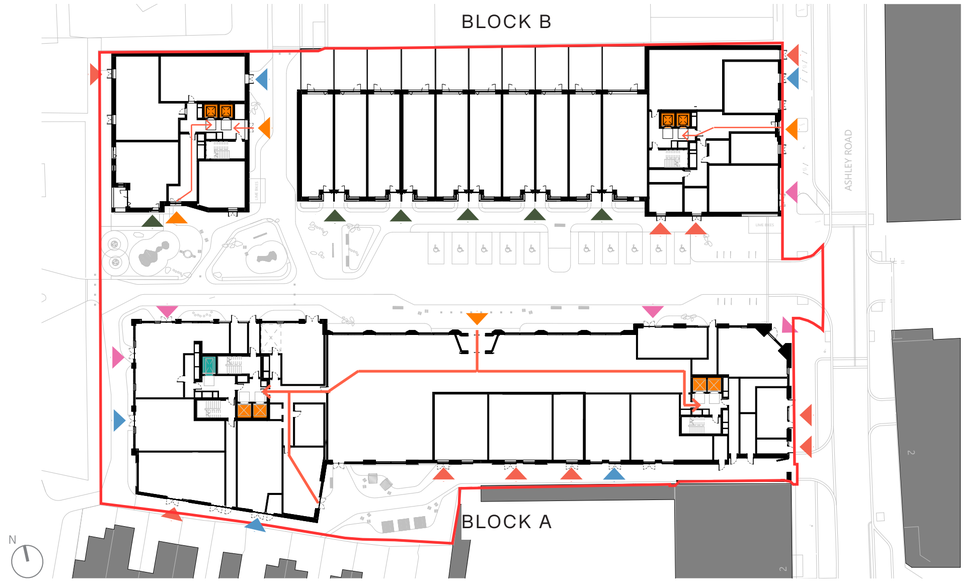
Lifts to BS EN 81-70:2021+A1:2022 with lift cars of minimum of 1100mm wide and 1400 deep.

Communal corridors are a minimum of 1500mm wide (exceeding Part M requirements). Doors throughout the communal zones will be provided with vision panels. All communal doors and doors to WCA units have a minimum 850mm clear width.

Communal areas, doors and access strategy to be in line with the Secure By Design principles. Please refer to SBD section for further information.

Key

- Application site
- Residents and visitors Access
- Private Residents Access
- Residents Access to cycle store
- Commercial / community Access
- Management team
- Lift for Residents and Visitors
- Goods Lift



GROUND FLOOR



1ST FLOOR

Inclusive Design
Wheelchair users and PMI accessibility

EXTERNAL APPROACHES

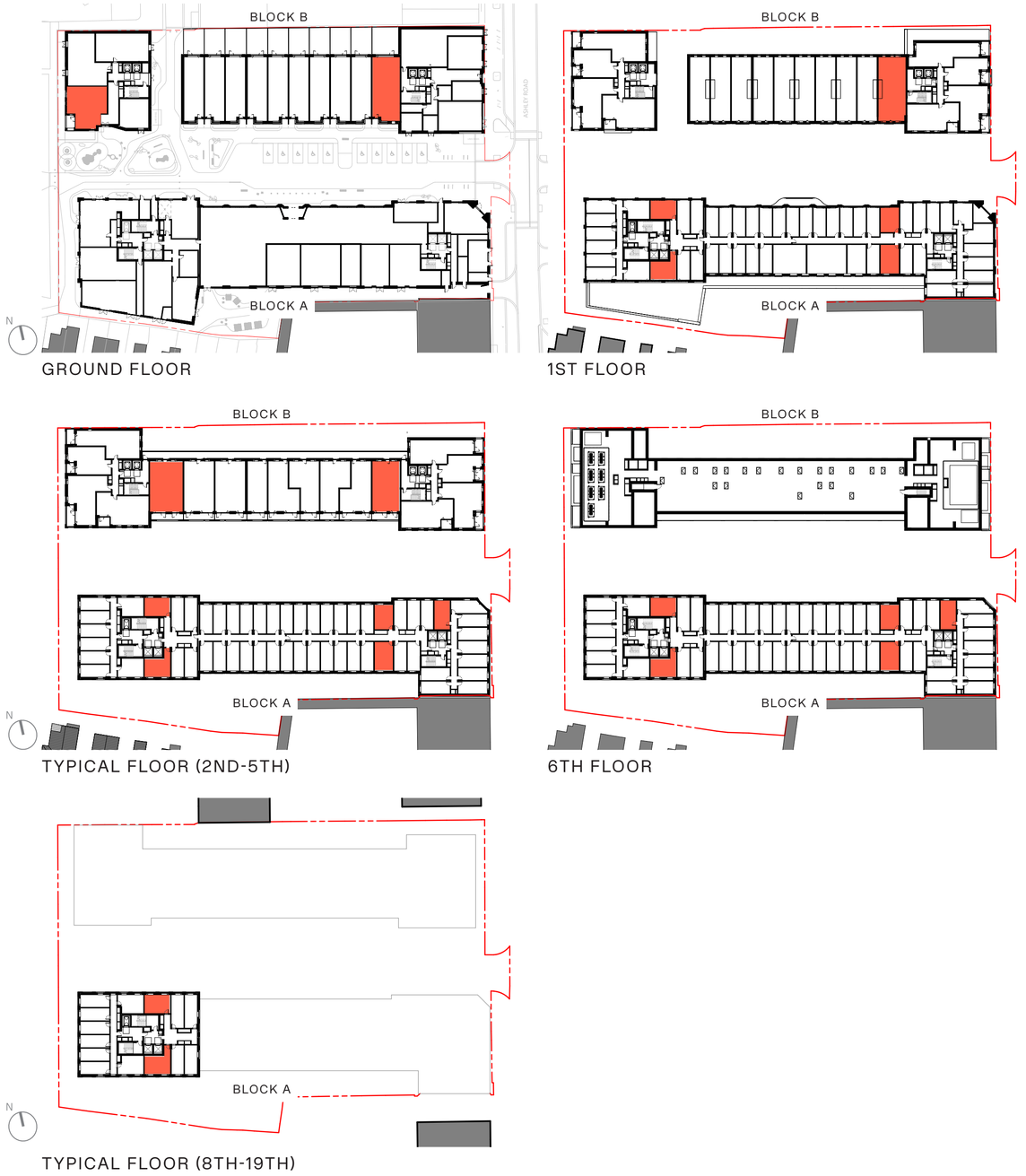
Our approach is to design beyond the minimum standards set out in the building regulations, taking into account good practice guidance. Inclusive design issues have been reviewed in accordance with the objectives of the following:

- London Plan 2021
- Building Regulations 2010 and associated Approved Documents
- Equality Act, 2010
- LB Haringey
- National Planning and Policy Framework, 2026
- Planning and Compulsory Purchase Act, 2004

Reference has been made to the following documents during design development for this project:

- Accessible London, Supplementary Planning Guidance, GLA 2016
- BS 8300-1 : 2018 and BS 8300-2 : 2018 Design of an accessible and inclusive built environment. Buildings - Code of practice, British Standards Institution
- Building Regulation Approved Document K – Protection from falling, collision and impact 2013
- Building Regulation Approved Document M – Access to and use of Buildings Vol 1: Dwellings, 2015 (with 2016 amendements)
- Building Regulation Approved Document M – Access to and use of Buildings Vol 2: Buildings Other Than Dwellings, 2015 (with 2020 amendements)
- Housing, Supplementary Planning Guidance, GLA 2016
- Inclusive Design for Non-Residential Buildings SPD, 2011
- London Cycling Design Standards, TfL, 2014

The drawings on this sheet show the location of accessible and adaptable accommodation units in all blocks.



Inclusive Design
Housing - M4(2) and M4(3) Compliance

INCLUSIVE DESIGN PROVISION

INCLUSIVE DESIGN PROVISION

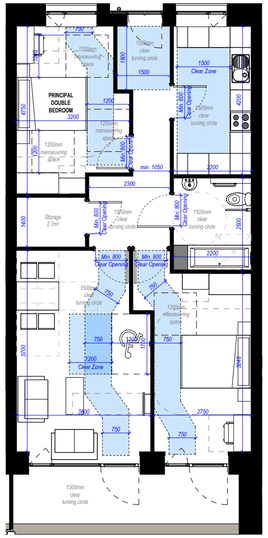
The Application is a residential led mixed use development comprising residential accommodation (Class C3), shared living accommodation (Sui Generis), alongside commercial (Class E), community (Class F) with associated public realm.

All of the dwellings are proposed as single-storey units, except for 10 two-storey maisonettes (4B6P).

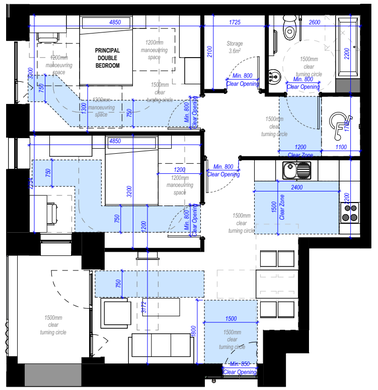
The London Plan requires all residential units to be accessible, with 90% meeting Building Regulations requirement M4(2) 'accessible and adaptable dwellings'. The remaining 10% to meet Building Regulation requirement M4(3) 'wheelchair user dwellings'.

The proposed scheme provides the minimum required by the London Plan 2021 meeting M4(3) and the remainder meeting M4(2).

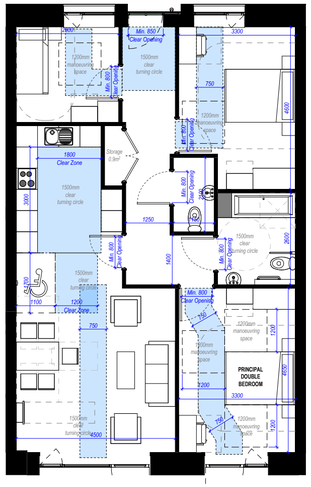
All units proposed as wheelchair user dwellings will be on a single level and distributed across the building, except one single storey flat and one two-storey maisonette at ground floor accessible through their own front doors.



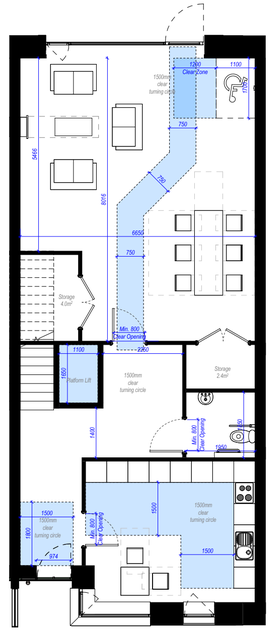
INDICATIVE LAYOUT:
ACCESSIBLE UNIT TYPE 1



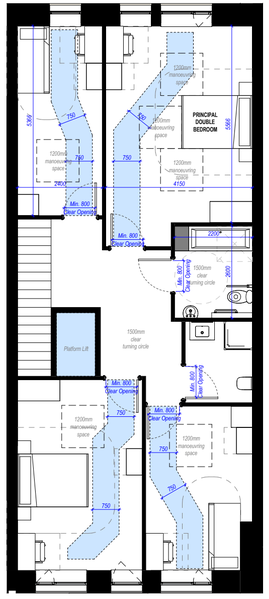
INDICATIVE LAYOUT:
ACCESSIBLE UNIT TYPE 2



INDICATIVE LAYOUT:
ACCESSIBLE UNIT TYPE 3



INDICATIVE LAYOUT:
ACCESSIBLE DUPLEX
GROUND FLOOR



ACCESSIBLE DUPLEX
FIRST FLOOR

Inclusive Design
Shared Living - Part M Compliance

Statutory requirements for access will be met as set out in Approved Documents Parts K and Approved Document M.

Other relevant documents have been also considered and informed the design of the Shared Living units and are the following:
- Part M Volume 1&2
- London Plan 2021 (Policy H16 Large-scale purpose-built shared living)

SHARED LIVING ACCOMMODATION

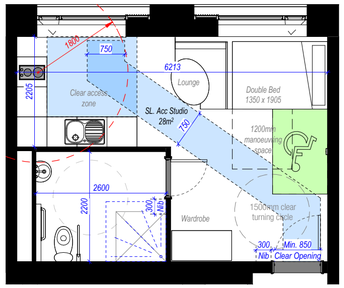
The Shared Living accommodation scheme has been designed using the relevant parts of Part M Volume 2 (Buildings other than dwellings). However, the studios and living spaces have been designed using the principles shown in M4(2) and M4(3) of Part M Volume 1 (dwellings) Category 2.

ACCESSIBLE STUDIOS

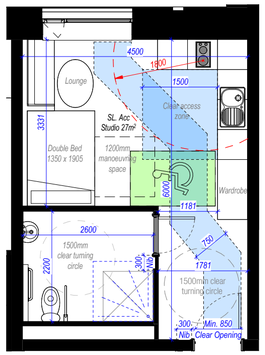
Relevant requirements from Part M Volume 1 Category 3 have been considered for the accessible units, and communal areas within the scheme, and to allow MIP visitors.

The accessible studios have been designed to meet Part M Volume 1 Category 2. Relevant sections of Part M Volume 1 Category 3 have been considered when making enhancements to accessible studio layouts.

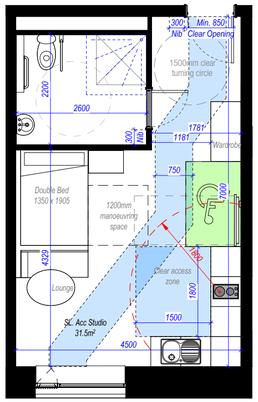
The accessible units have been located in close proximity to lift cores. Refuge areas have been provided in the main lift lobbies.



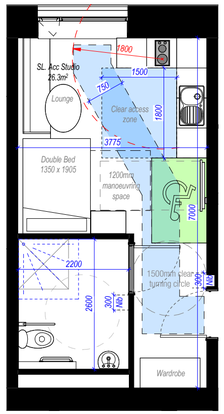
INDICATIVE LAYOUT:
ACCESSIBLE STUDIO TYPE 1



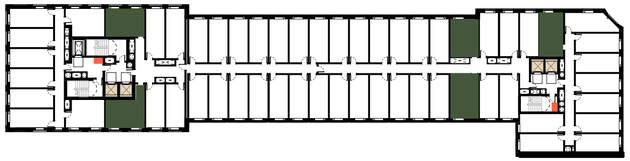
INDICATIVE LAYOUT:
ACCESSIBLE STUDIO TYPE 2



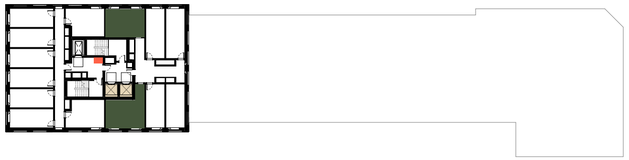
INDICATIVE LAYOUT:
ACCESSIBLE STUDIO TYPE 3



INDICATIVE LAYOUT:
ACCESSIBLE STUDIO TYPE 4



TYPICAL FLOOR PLAN (1-6)



TYPICAL FLOOR PLAN (8-19)

Key

1. Sufficient Maneuvering Space required (1500mm)
2. Wheelchair transfer area
3. Storage/Wardrobe swing doors open to 180 degrees
4. Electrically Openable windows (at least one)
5. Door clear width 850mm + 300 nib
6. 1000m manueuver space next to side of bed
7. Wheelchair shows bathrooms to meet Part M (diag. 5.15 - 5.21)

- Accessible Studio
- Lifts, including evacuation
- Wheelchair Refuge Area

Technical Strategies

10

Technical Strategies
Delivery & Servicing Strategy

DELIVERY & SERVICING VEHICLE REQUIREMENTS

Delivery, servicing, and refuse collection for adjacent sites are conducted directly from Ashley Road, which is primarily a one-way route.

The vehicle route and servicing bays provided within the site have been designed to accommodate the size of a standard panel van. The vehicle route will also accommodate refuse vehicle movements within the site.

The local road network on Ashley Road and Burdock Road already provides on-street Blue Badge parking, loading bays, and car club spaces. A car club space is located to the south of the site, while a loading bay of approximately 40m in length is situated to the north. The existing infrastructure is well-equipped to accommodate the proposed development.

CAR PARKING

The development is primarily car-free, in line with the aspirations of the London Plan. Only 10 accessible parking spaces for Blue Badge holders are proposed within the site to serve the residential dwellings. These spaces are located between Blocks A and B in an area with controlled access.

DELIVERIES

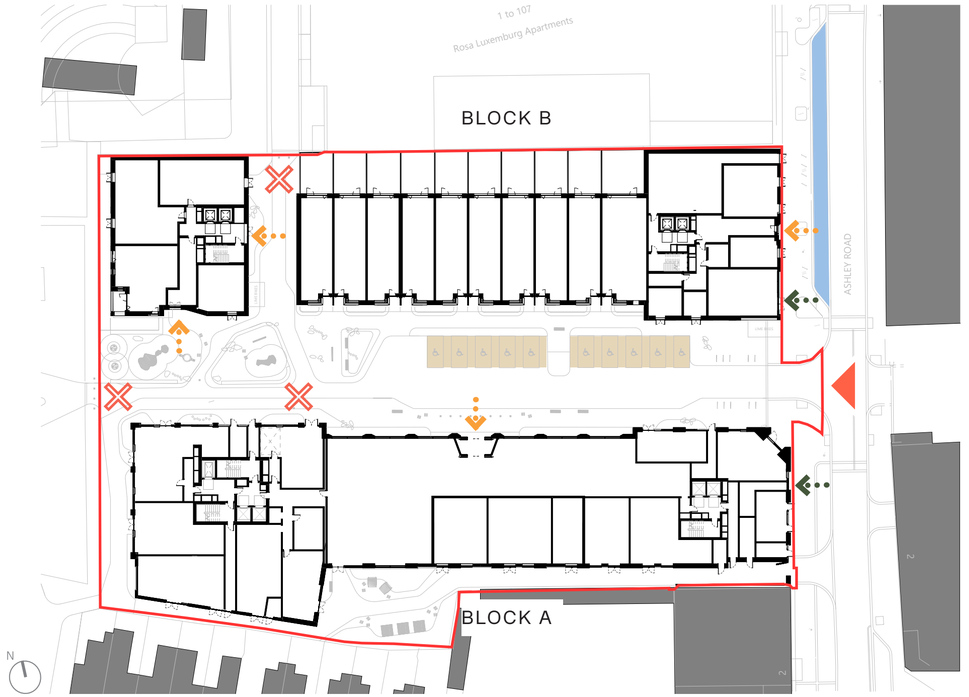
Delivery and servicing vehicles will be required to enter the site via Ashley Road before using the provided servicing bays or before reversing into either of the two provided loading areas. This will allow delivery and servicing vehicles to egress the site safely in forward gear.

The site falls within a Controlled Parking Zone (CPZ) Exception Zone, where the standard London Borough of Haringey parking permit restrictions do not apply. This supports the site's sustainable location adjacent to Tottenham Hale Station and helps manage parking demand in the surrounding area.

Due to the nature of the proposed development and its location, it is expected that all delivery and servicing movements – apart from refuse collection – will come from panel vans, with no need for the use of larger goods vehicles.

Key

- Site Application Boundary
- Service & Delivery vehicle access
- No vehicle access
- Loading Bay
- Wheelchair accessible parking spaces
- Residential small servicing access and delivery
- Residential servicing access and delivery
- Commercial servicing access and delivery
- Commercial small servicing access and delivery



Technical Strategies
Waste Strategy

WASTE STRATEGY

The waste and refuse collection strategy consists of the following:

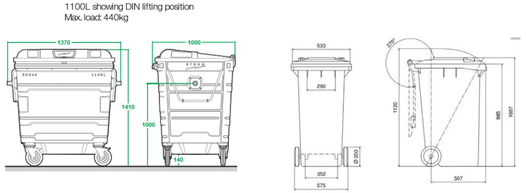
The development of 2 Blocks (Blocks A & B) which include 522 Shared living units, 87 Social Rented Residential units provides sufficient refuse storage for recyclables, food waste, WEEE, textiles and residual waste.

Residents of all blocks will be able to transport their waste from their own individual accommodation directly to the refuse store of their block, where they will segregate their waste into appropriately labelled bins.

With regard to the shared living accommodation (Block A), waste from the communal kitchen areas, shared amenity spaces and wheelchair-accessible accommodation will be collected daily under arrangements made by the Building Management and disposed of appropriately. Tenants in studios with private cooking facilities will be responsible for taking their own waste to the refuse store on the ground floor.

All refuse stores (Ground Floor) included in the proposal will be accessible by passenger lifts running from all floors. Building management will make arrangement for Eurobins to be taken to the servicing and deliveries bay no sooner than on the evening before LBH's scheduled refuse collection day. LBH waste collection team are not required to enter any of the blocks associated with the proposal.

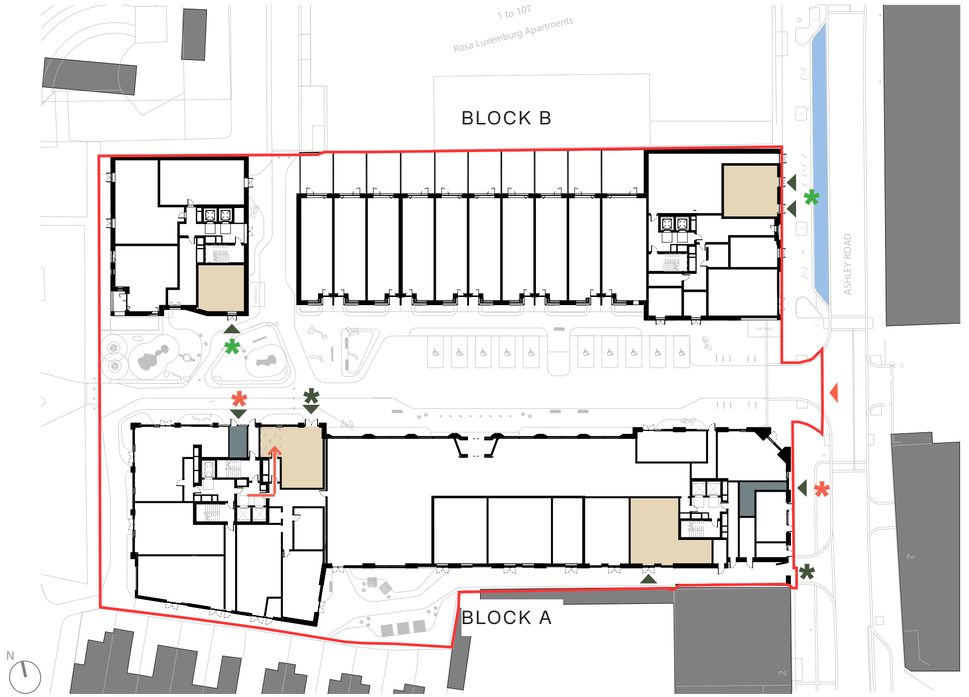
For further information, please refer to the Delivery and Servicing Plan.



INDICATIVE DIMENTIONS OF BINS

Key

- Site Application
- Refuse Store
- Commercial Refuse Store
- Waste collection point (Block A)
- Waste collection point (Block B)
- Waste collection point (Commercial)
- External Refuse Access
- Internal Access
- Service & Delivery vehicle access
- Loading Bay



Technical Strategies
Cycle Parking Strategy

LONDON CYCLING DESIGN STANDARDS

- 5% of residential stands to be Sheffield with standard spacing (1.0-1.2m between stands)

- 5% wider spaced Sheffield stands (1.8m between stands)

- Remainder to be tiered.

- Short Stay 17no.

- Lime Bikes 24no.

LONG-STAYRESIDENTIAL CYCLE INTERNAL PARKING PROVISION				
Blocks	Two-tier racks	Sheffield Stands	Acc. Shef Stands	**Total**
A	224	14	14	252
B	104	6	6	116
Total	328	20	20	368
TOTAL				368 Cycle Spaces

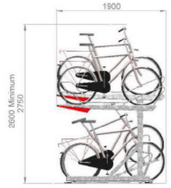
SHORT-STAY CYCLE PARKING PROVISION WITHIN PUBLIC REALM	
	Total
A	12
B	3
Lime Bikes	14
TOTAL	29 Cycle Spaces

LONDON CYCLING DESIGN STANDARDS

The proposed ground floor is considerably generous which allows the provision of double tier stands. These will be 400mm centres between bicycles to ensure all handlebar widths are accommodated and some larger bicycles can be housed within the double tier stands.

The aisles between bicycles will be at 2000mm, based on the angle at which our upper tray lowers to the ground allowing sufficient space to load, unload and manoeuvre bicycles.

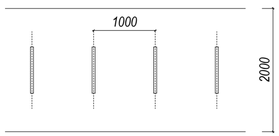


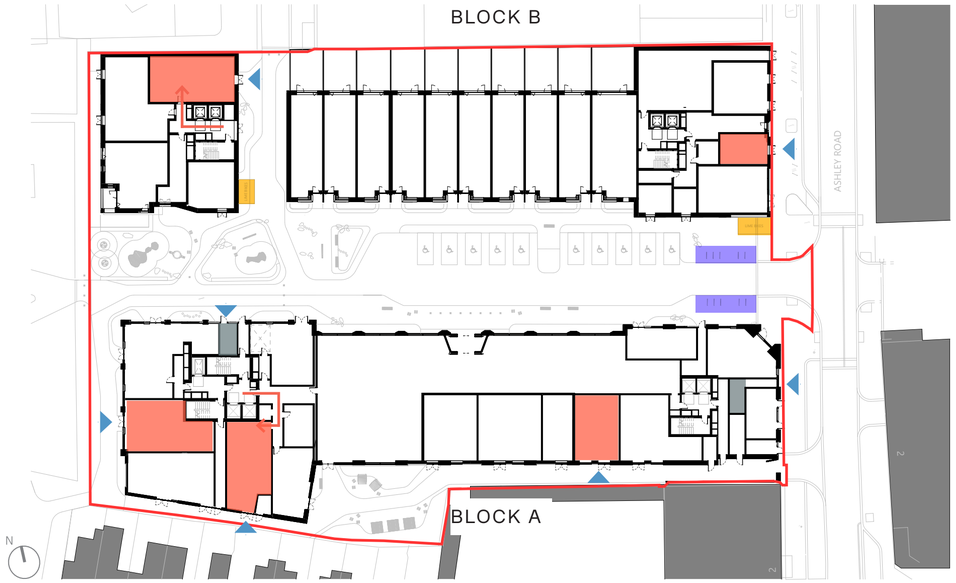


SHEFFIELD STANDS STANDS

Sheffield stands are at 1000mm centres as required by the London Plan. The scheme will also provide 20 No.'larger' bike spaces suitable for cargo or recumbent bikes at 1000mm x 2000mm per bike, and a number of non-standard bicycles accommodated in the generous standard Sheffield spacing of 500mm x 2000mm per bike (1000mm centres).







Key

- Site Application
- Cycle Store
- Commercial & Community Cycle Store
- External Cycle Parking
- Lime Cycle Parking
- External Access
- Internal Access

Technical Strategies

Secure by Design, Anti-Crime & Anti-terrorism Strategies

A workshop was carried out with the Secure By Design officer on 11 July 2026 to discuss the proposed scheme. This was followed by further discussions and correspondence via email later that month.

The officer was supportive of the proposed design in principle subject to design development and planning conditions at later stages.

The following is the list of the items discussed and how they were addressed or mitigated. Some of the listed items will require further development at a later stage:

- Provide compartmentalisation to restrict residents to access only the floor they live on.
- Provide three lines of defence/ security (Main door, secure lobby and lift lobby)
- Revolving doors were not recommended as they are non-compliant with PAS24.
- 'Meet and Greet' strategy for visitors to be adopted for shared living due to the 24/7 on-site management team / concierge.
- Individual shared living studios to be provided with PAS 24 doors.
- Provide CCTV coverage to all communal spaces.
- Avoid low tree canopies to improve visibility at all time
- Entrance doors to lobbies with video intercom + fobs for residents.
- Provide lifts with destination control. Access control floor by floor strategy / Fob access to staircases.
- Provide compartmentalisation within cycle stores to mitigate theft risks.
- Consider parcel, post and delivery strategy to mitigate loitering risks.

PUBLIC REALM

- Supportive of trees with high canopies in public realm to allow for unblocked eyesight lines. Design out blind spots/ corners across all communal areas.
- No raised planters, no shrubs/bushes.
- Keep seating benches away from residential and commercial entrances to avoid potential tailgating.
- All benches and seating areas, children play areas to be located far from residential windows.
- Allow for adequate lighting strategy across the public realm through engagement with specialist post planning submission.
- Provide CCTV coverage and adequate lighting to the undercroft and make seating unattractive within the undercroft to avoid anti-social behaviour.
- Use M-shaped bike racks (not Sheffield racks) in public realm away from entrances to avoid tailgating
- Defensible spaces to maisonettes are supported

Furthermore, we have also been engaging with a specialist consultant to produce the BREEAM HEA 06 Security Needs Assessment & Crime Impact Statement.

Key

- Site Application
- Passive Surveillance to Ashley Road by active frontage
- Passive Surveillance to Ashley Park public realm by active frontage
- Passive Surveillance to Down Lane Park by active frontage
- Passive Surveillance to back cortyard by active frontage
- Improve Permeability through Site
- Private Garden Fence



Technical Strategies

Access and Cleaning Maintenance

Block B has been designed to allow access from the ground floor to all upper levels for external window cleaning using a water-fed telescopic pole system. Private balconies will not be accessed as part of the building management's window cleaning strategy, and the cleaning of glazing associated with private balconies will be the responsibility of the individual occupiers/residents.

All façades of Block A at ground floor and first floor, can be externally accessed directly from ground level using extended cleaning poles or water fed poles, or mobile elevating work platform (MEWP). All floors above the second floor will be cleaned by professional operatives via rope access. The rope access system will be designed in accordance with specialist advice. Rope access for routine cleaning and maintenance will be from the roof terrace of the following floors:

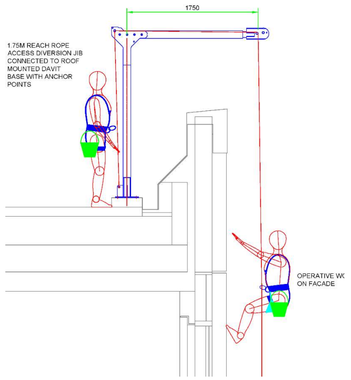
Block A: 7th and 22nd floor

The rope diverter arms shall be transferred between the davit bases and shall allow the operatives to position themselves on the façades without the ropes coming into contact with the roof parapets.

The davit arm sockets shall be fixed directly to reinforced concrete upstands using cast-in stainless steel holding down bolts. The rope access strategy, systems and equipment shall be fully developed, designed and specified to ensure the finalised installation will be robust and safe.

Block A has 1,800mm high barrier at level 7 and 1,500mm high balustrade at level 21.

Parapets of 1,100mm height are provided to all roofs on all blocks where possible. The top green roofs and roof-lights on block B are not for public access and only routine maintenance by the management team and will therefore be provided with a fall restraint system instead of tall parapets.



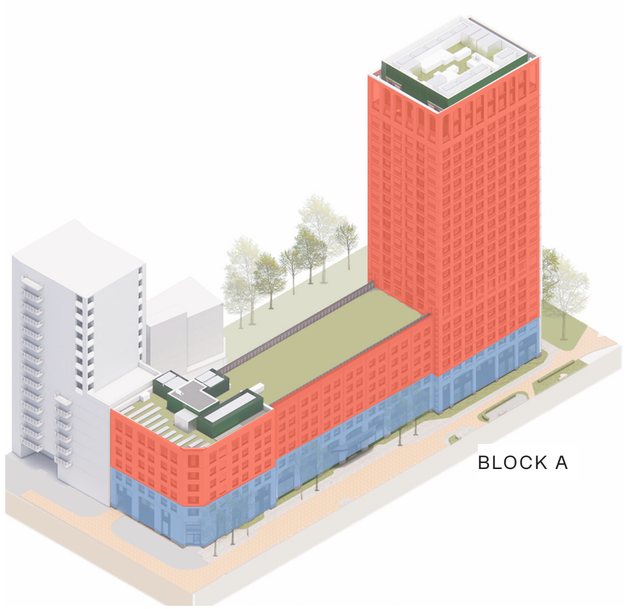
ROPE ACCESS SYSTEM



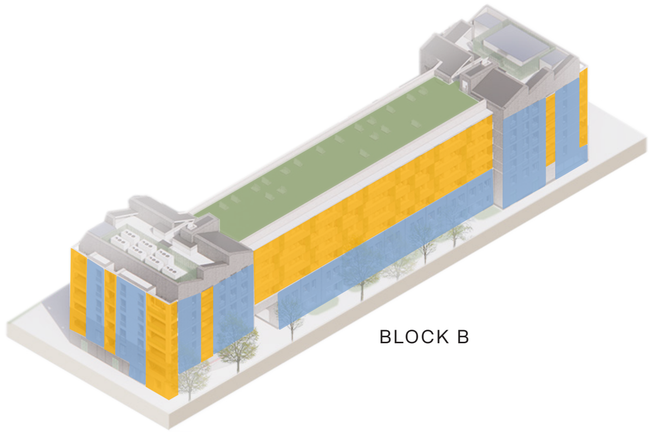
REACH & WASH POLE

Key

- Rope access / abseil cleaning from outside Replacement from inside
- Water-fed short and long pole cleaning or MEWP access or Scaffold tower
- Private Balocnies
- Green Roof



BLOCK A



BLOCK B

Conclusion

11

Conclusion

To conclude, this Design & Access Statement outlines our vision for the redevelopment of the site into a high-quality, sustainable residential led mixed-use development.

The development will enhance the locality by transforming a currently vacant site into a vibrant, community-focused environment. By integrating affordable housing, shared living, commercial spaces, community space, and high quality public realm, this scheme contributes positively to the area's urban strategy and responds to the growing demand for housing in the borough.

To summarise, the proposed scheme consists of the following:

- Multi-tenure residential-led scheme will also create a genuinely diverse community for people at different stages in their lives and different incomes
- 87 high quality affordable social rented homes (including 10 4-bed maisonettes), achieving 36% affordable on site alongside Shared Living Accommodation (52% affordable when equivalency principles are applied)
- 12 three-bedroom and 10 four-bedroom homes to support families in the local community and Intergenerational Living
- 522 high quality shared living rooms, including c.1,548 sqm of shared internal amenity space and c.330 sqm of shared external amenity space
- New community space for the local community
- New commercial spaces
- A Community Investment Programme (CIP) where the applicant will identify local charities, community groups and SMEs who may benefit from a new free and safe space.
- High quality public realm and enhanced pedestrian experience continuing the masterplan's aspiration for a 'Link' through the site.
- Outstanding Architecture

Appendices

12

Appendices

Schedule of Accommodation - Summary

BLOCK A	Shared Living													
	Shared Living					NIA		GIA		GEA		Efficiency	Number of M4(3) units
						sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft		
	R Studio	L Studio	Premium	Accessible	Total Keys	Including Amenities		Including communal amenities, circulation, plant, BoH		not including balconies & terraces			
Total	385	44	40	53	522	12,969	139,601	20,625	225,020	20,905	225,018	62.0%	53
	73.8%	8.4%	7.7%	10.2%	Keys								10%

BLOCK B	AFFORDABLE																									
	Social Rented												NIA		GIA		GIA		GIA		GEA		Efficiency	Number of Habitable Rooms	Number of M4(3) units
													sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft			
	1B2P	1B2P-M4(3)	2B3P	2B4P	2B4P TH	2B4P-M4(3)	3B4P	3B5P	3B5P-M4(3)	4B6P TH	4B6P TH M4(3	Total units	Excluding Amenities, circulation, plant, BOH		Excluding Commercial & Deck Corridor. Including communal amenities, circulation, plant, BoH.		Including Commercial & Deck Corridor. Including communal amenities, circulation, plant, BoH.		Including Deck Corridor & Excluding Commercial. Including communal amenities, circulation, plant, BoH.		not including balconies & terraces				
Total	14			46		5		8	4	9	1	87	7,310	78,696	9,258	99,649	9,758	105,038	9,683	104,222	10,188	109,658	79.0%	293	10
	16.1%	0.0%	0.0%	52.9%	0.0%	5.7%	0.0%	9.2%	4.6%	10.3%	1.1%	100%													

	Commercial GIA					
	Block A		Block B		Total	
	sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft
Total	154.41	1,662	75.80	816	230	2,478

	Community GIA					
	Block A		Block B		Total	
	sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft
Total	125.51	1,351			126	1,351

	BLOCK GIA TOTALS					
	Block A (Icluding Commercial & Community)		Block B (Icluding Commercial & Excluding Deck Corridor)		Total	
	sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft
Total	20,905	225,020	9,333	100,466	30,238	325,485

	BLOCK GIA TOTALS					
	Block A (Icluding Commercial & Community)		Block B (Icluding Commercial & Deck Corridor)		Total	
	sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft
Total	20,905	225,020	9,758	105,039	30,663	330,058

	BLOCK GEA TOTALS					
	Block A		Block B		Total	
	sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft
Total	20,905	225,020	10,188	109,659	31,092	334,679

Area Totals of entire scheme	GIA		GEA	
	sq.m	sq.ft	sq.m	sq.ft
	30,238	325,485	31,092	334,679

Appendices

Schedule of Accommodation - Shared Living - Block A

		BLOCK A													
		Shared Living													
		Shared Living					NIA		GIA		GIA		GEA		Efficiency
							sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft	
Level		R Studio	L Studio	Premium	Accessible	Total Keys	Including Accommodation only. Excluding communal amenities, circulation, plant, BoH		**Excluding Commercial & Community.** Including communal amenities, circulation, plant, BoH.		**Including Commercial & Communtiy.** Including communal amenities, circulation, plant, BoH.		**Including Commercial & Community.** Not including balconies & terraces.		
00	1 storeys						0	0	1,801	19,387	2,081	22,400	1,917	20,635	0.0%
01	2 storeys	40	3	2	4	**49**	1,064	11,450	1,581	17,023	1,581	17,023	1,899	20,435	67.3%
02	3 storeys	47	3	2	5	**57**	1,219	13,122	1,756	18,900	1,756	18,900	1,915	20,613	69.4%
03	4 storeys	47	3	2	5	**57**	1,218	13,115	1,756	18,900	1,756	18,900	1,915	20,613	69.4%
04	5 storeys	47	3	2	5	**57**	1,218	13,115	1,756	18,900	1,756	18,900	1,915	20,613	69.4%
05	6 storeys	47	3	2	5	**57**	1,218	13,115	1,756	18,900	1,756	18,900	1,915	20,613	69.4%
06	7 storeys	47	3	2	5	**57**	1,218	13,115	1,756	18,900	1,756	18,900	1,915	20,613	69.4%
07	8 storeys	6				**6**	122	1,315	592	6,371	592	6,371	599	6,452	20.6%
08	9 storeys	8	2	2	2	**14**	319	3,429	541	5,819	541	5,819	599	6,452	58.9%
09	10 storeys	8	2	2	2	**14**	319	3,429	541	5,819	541	5,819	599	6,452	58.9%
10	11 storeys	8	2	2	2	**14**	319	3,429	541	5,819	541	5,819	599	6,452	58.9%
11	12 storeys	8	2	2	2	**14**	319	3,429	541	5,819	541	5,819	599	6,452	58.9%
12	13 storeys	8	2	2	2	**14**	319	3,429	541	5,819	541	5,819	599	6,452	58.9%
13	14 storeys	8	2	2	2	**14**	319	3,429	541	5,819	541	5,819	599	6,452	58.9%
14	15 storeys	8	2	2	2	**14**	319	3,429	541	5,819	541	5,819	599	6,452	58.9%
15	16 storeys	8	2	2	2	**14**	319	3,429	541	5,819	541	5,819	599	6,452	58.9%
16	17 storeys	8	2	2	2	**14**	319	3,429	541	5,819	541	5,819	599	6,452	58.9%
17	18 storeys	8	2	2	2	**14**	319	3,429	541	5,819	541	5,819	599	6,452	58.9%
18	19 storeys	8	2	2	2	**14**	319	3,429	541	5,819	541	5,819	599	6,452	58.9%
19	20 storeys	8	2	2	2	**14**	319	3,429	541	5,819	541	5,819	599	6,452	58.9%
20	21 storeys	8	2	4		**14**	320	3,446	541	5,819	541	5,819	599	6,452	59.2%
21	22 storeys						0	0	422	4,538	422	4,538	464	4,998	0.0%
22	23 storeys						0	0	422	4,538	422	4,538	464	4,998	0.0%
Total		385	44	40	53	**522**	**11,421**	**122,942**	**20,625**	**222,005**	**20,905**	**225,018**	**22,711**	**244,456**	**55.4%**
						Keys									

Accessible Units
0
4
5
5
5
5
5
0
2
2
2
2
2
2
2
2
2
2
2
2
0
0
0
53
10.15%

Appendices

Schedule of Accommodation - Shared Living - Block A

		Shared Living											
		SHARED LIVING - AMENITIES											Efficiency
		INTERNAL AMENITIES (included in overall GIA)					NIA		GIA		GEA		
							sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft	
Level							Excluding Indiative Partition Walls. Community		Including indicative partition walls. Including Community		not including balconies & terraces		
B1	-1 storeys						0	0					
00	1 storeys						721	7,766					
01	2 storeys						0	0					
02	3 storeys						0	0					
03	4 storeys						0	0					
04	5 storeys						0	0					
05	6 storeys						0	0					
06	7 storeys						0	0					
07	8 storeys						243	2,612					
08	9 storeys						0	0					
09	10 storeys						0	0					
10	11 storeys						0	0					
11	12 storeys						0	0					
12	13 storeys						0	0					
13	14 storeys						0	0					
14	15 storeys						0	0					
15	16 storeys						0	0					
16	17 storeys						0	0					
17	18 storeys						0	0					
18	19 storeys						0	0					
19	20 storeys						0	0					
20	21 storeys						0	0					
21	22 storeys						292	3,148					
22	23 storeys						291	3,133					
Total							1,548	16,658					2.96

	Shared Living												
	Shared Living					NIA		GIA		GEA		Efficiency
						sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft	
	R Studio	L Studio	Premium	Accessible	Total Keys	Including Shared Living Accommodation and amenity only.		**Including Community & Commercial.** Including communal amenities, circulation, plant, BoH,		**Including Community & Commercial.**		
Total	385	44	40	53	522	12,969	139,601	20,905	225,020	20,905	225,018	62.0%
	73.8%	8.4%	7.7%	10.2%	Keys							

Appendices

Schedule of Accommodation - Social Rented - Block B

		BLOCK B																								
		Affordable Residential																								
		Social Rented											NIA		GIA		GIA		GIA		GEA				
													sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft	sq.m	sq.ft			
Level		1B2P	1B2P-M4(3)	2B3P	2B4P	2B4P TH	2B4P-M4(3)	3B4P	3B5P	3B5P-M4(3)	4B6P TH	4B6P TH M4(3)	Total units	Including Accommodation only. Excluding communal amenities, circulation, plant, BoH		**Excluding Commercial & Deck Corridor.** Including communal amenities, circulation, plant, BoH.		**Including Commercial & Deck Corridor.** Including communal amenities, circulation, plant, BoH.		**Including Deck Corridor & Excluding Commercial.** Including communal amenities, circulation, plant, BoH.		**Including Commercial.** Not including balconies & terraces.		Efficiency	Number of Habitable Rooms	Number of M4(3) units
00	1 storey						1				9	1	11	828	8,915	1,629	17,539	1,705	18,355	1,629	17,539	1,780	19,159	50.8%	63	2
01	2 storeys	2			6								8	1,338	14,400	1,574	16,937	1,574	16,937	1,574	16,937	1,748	18,810	85.0%	22	0
02	3 storeys	3			10		1		2	1			17	1,287	13,854	1,513	16,282	1,619	17,425	1,619	17,425	1,665	17,922	85.1%	52	2
03	4 storeys	3			10		1		2	1			17	1,285	13,837	1,514	16,297	1,620	17,440	1,620	17,440	1,665	17,922	84.9%	52	2
04	5 storeys	3			10		1		2	1			17	1,286	13,841	1,514	16,297	1,620	17,440	1,620	17,440	1,665	17,922	84.9%	52	2
05	6 storeys	3			10		1		2	1			17	1,286	13,841	1,514	16,297	1,620	17,440	1,620	17,440	1,665	17,922	84.9%	52	2
Total		14			46		5		8	4	9	1	87	7,310	78,689	9,258	99,649	9,758	105,038	9,683	104,222	10,188	109,658	79%	293	10
		16.1%	0.0%	0.0%	52.9%	0.0%	5.7%	0.0%	9.2%	4.6%	10.3%	1.1%	100.0%													
		14		51				12			10															
		16%		59%				14%			11%		100.0%													
								Total Units	22	25%																

		BLOCK B - AMENITY			
		Affordable Residential			
		NIA		GIA	
		sq.m	sq.ft	sq.m	sq.ft
Level		Including Accommodation only. Excluding communal amenities, circulation, plant, BoH		**Excluding Commercial.** Including communal amenities, circulation, plant, BoH.	
00	1 storey				
01	2 storeys				
02	3 storeys				
03	4 storeys				
04	5 storeys				
05	6 storeys				
06	7 storeys				
Total					

Affordable Calculations				
	NIA incl. Amenities (m^2)		**Hab Rooms**	
	sqm	**%**	**No.**	**%**
Shared Living	**12,969**	**64%**	**522**	**64%**
Social Rented	**7,310**	**36.0486%**	**293**	**36%**



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