

Chapter 3: Alternatives and Design Evolution

INTRODUCTION

- 3.1 This ES chapter summarises the main design alternatives considered by the Applicant and details the environmental considerations (including opportunities and constraints) that have influenced the design. It also outlines the main alternatives studied, and provides justification for the option chosen, taking into account environmental effects.
- 3.2 The evolution of the design is summarised, focusing on key design modifications that were made during the design process. Environmental considerations which have influenced the design evolution process are discussed where relevant.

The SITE AND SURROUNDING CONTEXT

Site and Surroundings Description

- 3.3 The site covers a total of approximately 0.7ha and comprises a broadly rectangular parcel of land. Historically, the site was utilised as an industrial site; all buildings associated with this use have been subsequently demolished under the extant planning consents tied to the site (see the *Planning Context and History* section of **ES Volume 1, Chapter 2: EIA Methodology** for more information).
- 3.4 In its existing state, the site consists of hardstanding, scrub vegetation and a level of crushed material left on-site from previous demolition works. The site is also surrounded by hoarding with vehicular access gained to the east via Ashley Road.
- 3.5 The site is bounded by:
- The Rosa Luxemburg Apartments to the north, beyond which is The Sessile (another residential development) which includes non-residential floorspace, namely the Mother Kelly's Tottenham Public House, at ground floor level;
 - Ashley Road to the east, beyond which is Berol House (comprised of commercial and industrial properties) and cleared hardstanding with parking facilities. The southeastern boundary of the site is adjacent to 1 Ashley Road (known as the "East Apartments"), beyond which is the A1055 (Watermead Way);
 - Low-rise terraced houses (1-21 Hale Road) and 2 Ashley Road (known as the "West Apartments") to the south, beyond which is the A503 (Hale Road); and
 - Down Lane Park to the west, beyond which is Park View Road and a mix of residential and non-residential developments, including Walter Tull House (which includes residential properties, commercial uses and a Health Centre).
- 3.6 The site is situated approximately 370m to the west of the River Lea and Pymmes Brook.

ENVIRONMENTAL CONTEXT

Townscape and Visual Impact

- 3.7 The following Townscape Character Areas are within 1km from the site and therefore, intervisibility and effects on the townscape character area and the Proposed Development could be present.
- Townscape Character Area 1: Tottenham Growth Area;
 - Townscape Character Area 2: Tottenham High Road Area of Change;
 - Townscape Character Area 3: Infrastructure, commercial and light industrial corridors;

- Townscape Character Area 4: Riverside Development;
- Townscape Character Area 5: Walthamstow Wetlands; and
- Townscape Character Area 6: Tottenham Residential.

- 3.8 The site does not fall within any London Management Framework Views, nor is it recognised as affecting any Strategic Views identified in the LBH Local Plan¹. There are no Registered Parks or Gardens, Scheduled Monuments or World Heritage Sites within 1km of the site.

- 3.9 Further information is provided within **ES Volume 2, Townscape and Visual Impact Assessment**.

Daylight, Sunlight and Overshadowing

- 3.10 The immediate vicinity of the site consists predominantly of mid-to-high rise, mixed-use (primarily residential and commercial) buildings to the northeast of the site along Ashley Road, as well as to south of the site. Low-rise terraced homes (1-21 Hale Road) are also located immediately south of the site.
- 3.11 The site is directly adjacent to Down Lane Park to the north and west of the site. There are several sensitive receptors within this communal open space, including:
- Basketball courts;
 - Play space;
 - Tennis courts;
 - A football pitch; and
 - Tottenham Hale Community Centre.

Noise and Vibration

- 3.12 The dominant sources of noise and vibration for the site is the surrounding road network, which consists of Ashley Road, A503 (Hale Road), A1055 Watermead Way and Station Road.
- 3.13 The baseline vibration also originates from the Tottenham Hale Underground and National Rail Station approximately 130m southeast of the site.

Social Infrastructure

- 3.14 There is existing early years, primary and secondary school provision within the surrounding area. The closest early years school is Pavillion Pre School, located approximately 60m north of the site within Tottenham Hale Community Centre. The closest primary school is Holy Trinity Church of England (C of E) Primary School located approximately 400m west of the site. The closest secondary school is Harris Tottenham Academy, located approximately 145m northeast of the site. The closest sixth form college is Capital City College Tottenham Centre, located approximately 690m from the site.
- 3.15 In terms of medical infrastructure, the closest GP Surgery to the site is Welbourne Medical Centre, located approximately 100m west of the site. The closest hospital to the site with an A&E facility is the North Middlesex University Hospital, located approximately 2.5km to the north.

Air Quality

- 3.16 The site is located within the Haringey Air Quality Management Area (AQMA), which covers the full extent of the LBH. This was declared initially in 2021 for the exceedance of Nitrogen Dioxide (NO₂) annual mean and Particulate Matter (PM₁₀) 24 hour mean.

¹ LBH (2017), *Haringey's Local Plan - Strategic Policies (2013-2026)*

- 3.17** Further to this, the site also sits within the Tottenham Hale Gyrotory and A10 High Road to Bruce Grove Air Quality Focus Area (AQFA). The Seven Sisters Junction Seven Sisters Rd/High Road A10 AQFA is also located approximately 681m southwest of the site.

Wind Microclimate

- 3.18** Winds for the London area are predominantly from the south-west, with a secondary peak from the north-east during spring. Winds are typically stronger in the winter season, and lighter throughout the summer.

Archaeology

- 3.19** The site is located within the Tier II Tottenham Hale Archaeological Priority Area (APA), meaning the site has potential to contain items of archaeological significance pertaining to the Prehistoric, Saxon, Medieval and Post-Medieval periods.
- 3.20** The Tier III Lea Valley APA, which has a high potential for organic remains to be retained, as well as paleoenvironmental evidence for past wetland and river regimes, is located adjacent to the north of the site. Additionally, three other APA's are located within 1km of the site, namely:
- Tier II Tottenham Medieval Settlement, located approximately 352m west of the site;
 - Tier II Tottenham Mills, located approximately 360m east of the site; and
 - Tier II Ermine Street, located approximately 382m west of the site.
- 3.21** The locations of APA's are shown in Figure 3.1.

Heritage

- 3.22** The site does not contain any designated heritage assets such as World Heritage Sites, scheduled monuments or statutorily listed buildings, or non-designated heritage assets such as locally listed buildings. That said, a total of 39 listed buildings are located within predominantly a 1km radius of the site, of which two are designated as Grade I whilst the remaining 37 are designated as Grade II or Grade II*. The closest listed building to the site is 62 Monument Way (Grade II). The closest locally listed building to the site is Berol House, which is located to the east of the site (on the opposite side of Ashley Road).
- 3.23** The closest Conservation Area (CA) to the site is the Tottenham Green CA, located approximately 410m west of the site. Also within 1km of the site are:
- Bruce Grove CA, located approximately 460m northwest of the site;
 - Seven Sisters/Page Green CA, located approximately 670m southwest of the site;
 - North Tottenham CA (approximately 850m northwest of the site); and
 - Bruce Castle CA, located approximately 975m northwest of the site.
- 3.24** The location of built heritage assets is illustrated in in Figure 3.1.

Ecology and Biodiversity

- 3.25** The Site does not contain any Ramsar Sites, Special Protection Areas (SPA), Special Areas for Conservation (SAC), Sites of Special Scientific Interest (SSSI), National Nature Reserves (NNR) or Local Nature Reserves (LNR). The closest designated sites include the Lee Valley SPA and Ramsar Site, which overlap entirely and are located approximately 550m to the east of the site. The Epping Forest SAC is located approximately 4.5km east of the site.

- 3.26** Several SSSIs are located within 5km of the site, including:
- Walthamstow Reservoirs SSSI, located approximately 575m east of the site at its nearest point;
 - Walthamstow Marshes SSSI, located approximately 1.7km southeast of the site;
 - Chingford Reservoirs SSSI, located approximately 3.7km northeast of the site; and
 - Epping Forest SSSI, located approximately 4.5km east of the site.
- 3.27** The Springfield Park Local Nature Reserve (LNR) is located approximately 1.8km south of the site. A total of six Sites of Important for Nature Conservation (SINCs) are located within 1km of the site, including:
- Down Lane Recreation Park, located approximately 116m north of the site;
 - Tottenham Hale to Northumberland Park Railsides, located approximately 145m east of the site;
 - Tottenham Railsides, located approximately 217m to the southeast of the site;
 - Allotments for Haringey, located approximately 400m to the northeast of the site;
 - Tottenham Marshes, located approximately 580m northeast of the site; and
 - Markfield Recreation Ground, located approximately 806m south of the site.
- 3.28** A total of four UK Biodiversity Action Plan (BAP) Priority habitats are present within 2km of the site, comprising of deciduous woodland, good quality semi-improved grassland, traditional orchard and open mosaic habitat.
- 3.29** A series of bat, ground level tree inspections, and baseline biodiversity net gain surveys have been undertaken across the site to understand the species, habitats present and baseline conditions for biodiversity net gain. Recommendations were identified and have been incorporated into the design, where possible, and outlined **ES Volume 1, Chapter 12: Environmental Management, Mitigation and Monitoring Schedule** of this ES.
- 3.30** Tree T3 adjacent to the site within Down Lane Park is undergoing potential roost features (PRF) inspections following the completion of a ground level tree assessment (GLTA), which identified T3 as a PRF-M (suitable for multiple bats and may therefore be used by a maternity colony).
- 3.31** At the time of submission and following the first PRF inspection, there was no evidence of bats identified however, this will be confirmed upon further planned inspections occurring across end of August / early September in line with the survey period. Once these inspections are completed, the detailed methodology, as well as results and any requirements for further surveys will be written up and provided within a PRF inspection report.
- 3.32** Further information is available with the Ecological Appraisal, which has been submitted as a standalone report to accompany the planning application.

Traffic and Movement

- 3.33** The site benefits from a Public Transport Accessibility Level (PTAL)² rating ranging between 5 (very good) to 6a (excellent).
- 3.34** The site's high PTAL rating is owed to its proximity to Tottenham Hale Bus Station and Underground/National Rail Station. Tottenham Hale Bus Station is located approximately 75m southeast of the site and offers the following bus services:
- 41 between Archway Station and Tottenham Hale Bus Station;
 - 192 between Little Park Gardens and Tottenham Hale Bus Station;
 - 76 between Bayliss Road / Lower Marsh and Tottenham Hale Bus Station;
 - W4 between Ulster gardens and Ferry Lane Primary School;

² PTAL rating ranges from 0 (very poor) to 6b (excellent)

- 123 between Turnpike Lane Bus Station and Tottenham Hale Bus Station; and
 - 230 between Fyfield Road and Wood Green Station.
- 3.35** Tottenham Hale Station, located approximately 135m southeast of the site, provides access to Victoria Line underground services, as well as National Rail services towards London Liverpool Street, Stratford, Cambridge and Stansted Airport.
- 3.36** The site is within proximity to various cycle routes which form part of the wider London Cycling Network.

Ground Conditions and Land Contamination

- 3.37** Data from the British Geological Survey³ shows that the site is comprised a mixture of clay, silt and sand belonging to the London Clay Formation. The bedrock is overlain by superficial deposits of Enfield Silt Member - clay and silt.
- 3.38** The site is located within a groundwater Source Protection Zone (SPZ) II (Outer Protection Zone), as designated by the Environment Agency. The site is also approximately 500m northwest of a SPZ I (Inner Protection Zone), which is the area immediately around an abstraction point or domestic supply and most vulnerable to pollution.

Water Resources, Flood Risk and Drainage

- 3.39** The Environment Agency's (EA) Flood Map for Planning⁴ identifies that the site lies entirely within Flood Zone 2 which means it has a medium probability of flooding from rivers and the sea (between 0.1-1% annual probability).
- 3.40** The vast majority of the site is not at risk from surface water flooding, however, there are very small pockets at the boundaries of the site which are at low risk of surface water flooding (between 0.1-1% annual probability).
- 3.41** The nearest water body to the site is the River Lea, located approximately 400m to the east of the site. Beyond the River Lea are the 10 reservoirs that comprise the Walthamstow Reservoirs. The closest reservoir to the site is the Lockwood Reservoir (approximately 500m to the east), with the water bodies extending well beyond 1km from the site to the northeast, east and south.
- 3.42** There are several overlapping Drinking Water Safeguard Zones (DWSZs) and Drinking Water Protected Areas (DWPAs) located approximately 380m to the east of the site and which extend well beyond 1km northeast, east and south of the site (and cover all of the Walthamstow Reservoirs excluding reservoirs 1 to 3).
- 3.43** The site is not located within a Groundwater Vulnerability Area.

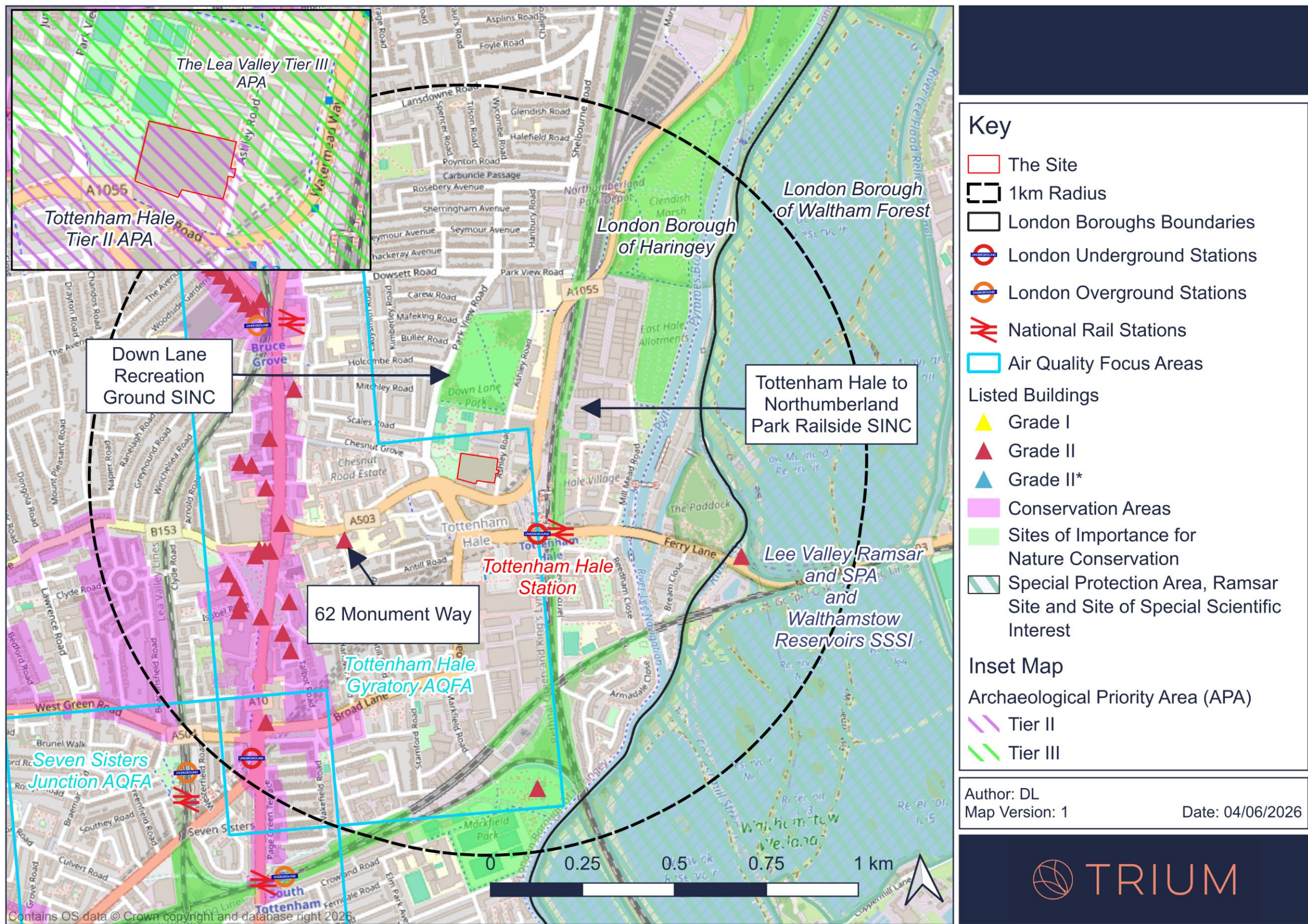
Future Context of the Surrounding Area

- 3.44** A number of new developments have been completed in the area over the last few years, as well as ongoing construction of other schemes which have been granted planning permission and those which have recently been submitted.
- 3.45** Haringey and Tottenham Hale specifically form part of wider designations in which development is now being built out within. One of the key schemes to come forward within the area and in close proximity to the site includes the Strategic Development Partnership Sites (SDP) Sites under planning application reference: HGY/2018/2223, of which 4 out of 6 sites have been completed and are operational whilst the two remaining plots (Plot B – Ferry Island) is under construction and due to be completed imminently whilst Plot F- The Pavillion is not yet coming forward.

³ British Geological Survey (2024), BGS Geology Viewer

⁴ Environment Agency (2026). Flood Map for Planning. (online). Available at: <https://flood-map-for-planning.service.gov.uk/> <https://flood-map-for-planning.service.gov.uk/>

Figure 3.1 Environmental Context Map



ALTERNATIVES ANALYSIS

3.47 The following sections describe the alternatives to the Proposed Development that have been considered by the Applicant including:

- The Do-Nothing / No Development Alternative;
- Alternative Sites; and
- Alternative Designs and Design Evolution.

Do Nothing / No Development Alternative

- 3.48** The Do-Nothing / No Development Alternative refers to the option of leaving the site in its current state. The majority of the site currently comprises of vacant brownfield land and therefore, the site remains underutilised in its current state within a rapidly growing urban area. Leaving the site in its existing vacant condition would result in a missed opportunity to improve the existing condition and its immediate environment.
- 3.49** The Do-Nothing option on the site has consequently been considered as part of this ES chapter, but has not been pursued further as the site represents an opportunity to be redeveloped to provide much needed residential, commercial and community provision, as well as improved connectivity and public realm provision. The site has been identified in the LBH Local Plan as suitable for development, as part of efforts to revitalise the wider Tottenham Hale area. It also falls within an Opportunity Area and Housing Zone. National, strategic and local planning policy all direct development to such sites. Regeneration of this nature will lead to new homes, employment opportunities (both during construction and operational stages) and other direct and indirect socio-economic benefits that would otherwise not be realised should the site be left in its current state.
- 3.50** Overall, the option of Do-Nothing / No Development Alternative on the site has not been pursued further, given this would mean the site would not meet LBH site allocation and local, regional and national regeneration objectives.

Alternative Sites

- 3.51** No alternative sites or locations have been considered for the Proposed Development. The site is owned by the Applicant, and it sits in an area which is already undergoing considerable regeneration.
- 3.52** Further to this, the site falls within the Tottenham Area Action Plan (AAP), which was adopted in 2017 as part of the LBH's Local Plan⁵. This AAP looks to set the framework for the scale of development and change needed to revitalise the Tottenham Hale area. This plan has a strong focus on delivery and implementation, and identifies land capable of bringing forward new homes and new jobs, as well as prescribing a vision for how neighbourhood areas can develop. The site is specifically allocated under TH5: Station Square North (southern part of the site) and TH6: Ashley Road South Employment (northern part of the site), which call for comprehensive redevelopment including a range of town centre uses, new homes and commercial space, as well as public realm improvements along Ashley Road and the establishment of a new east-west route linking Down Lane Park and Tottenham Hale Station.
- 3.53** The site is also brownfield land (i.e. an area of previously developed land) with potential to benefit from regeneration / redevelopment. No alternative site search was therefore undertaken because the project is site-specific to this brownfield opportunity within an adopted site allocation/regeneration area. The alternatives assessment has therefore focused on design, form, land-use distribution and layout, rather than competing locations.
- 3.54** Overall, it is appropriate to consider the site as a viable redevelopment opportunity, and no alternative sites or locations have been considered.

Alternatives Designs

- 3.55** As discussed in the 'Planning Context and History' section of **ES Volume 1, Chapter 2: EIA Methodology**, the site has been the subject of previous planning applications for residential redevelopment.
- 3.56** The extant consents across the Proposed Development were implemented in 2023 through the demolition of the previous existing buildings. There has been no further activity at the site following site clearance in 2023. The developments stalled and were no longer considered deliverable, leading to the previous owner's sale of the site to the Applicant to bring forward new proposals.
- 3.57** It would not be viable to deliver the extant consents in the current market for a number of reasons. Firstly, the buildings were not 'Gateway' compliant or up to current building standards. The design interventions required to bring these up to the necessary standards for operation today would be significant and would render the developments unviable, given the space requirements for new stair cores and lifts and the separating of cores required throughout the buildings. In revisiting the designs, this would require material amendments to the planning applications and the conditions and obligations previously approved would need to be reopened. Energy and sustainability requirements have changed and would need to be retrofitted into the previous schemes, which would be complex, require more space and add additional costs. Updated policy on cycle stores and housing guidance has been adopted, which it would be preferable to incorporate to optimise the available floorspace.
- 3.58** Additionally, upon review the designs for the extant consents were not found to represent a realistic or environmentally preferable basis for this planning application, given updates to regulatory requirements, changed townscape context, and the need for material re-design.
- 3.59** The context of the locality has also changed significantly. The Ashley House/Cannon Factory consent was one of the earliest permissions to be gained within the Ashley Road South Masterplan. Later permissions increased the height, scale and quantum of development in the area and have been transformational to Tottenham Hale, with many of these now complete or under construction. The height, scale and massing of the extant consents should be revisited in this new context, to optimise the site's capacity via a design led approach that responds to its new townscape, streetscape and local context more appropriately.
- 3.60** It was therefore concluded by the previous owner of the site that the delivery of the schemes would not be feasible. Meanwhile, the Applicant has successfully developed a number of similar, well-located sites, for a mix of uses and living types that offer a modern solution to housing pressures. The site is considered suitable for a mixed-use development including shared living, and offers an excellent opportunity to deliver enhanced proposals by the Applicant, that are up to current standards and requirements, respond to the current market and economic context, and the updated townscape context, and can contribute to the completion of the Ashley Road South Masterplan and regeneration of the Tottenham Hale District Centre.
- 3.61** As such, these extant consents are not considered viable and have not been considered as reasonable alternative designs to the Proposed Development.

CONSULTATION

Statutory Stakeholder Consultation

- 3.62** The Applicant has undertaken extensive consultation with officers at the LBH, GLA, Transport for London (TfL) to evolve and refine the emerging design. The key meetings and consultation events that have taken place during the design process are as follows. A further detailed summary is provided in the Design and Access Statement.
- Pre-Application Meeting 01 – 26 November 2025;

⁵ London Borough of Haringey (2017). *Haringey's Local Plan - Tottenham Area Action Plan*.

- Key Themes – sustainability, employment, height, scale and massing, servicing, townscape and architectural character;
- Key Outcomes – location of affordable and shared living block swapped, north-south link to The Sessile / Rosa Luxemburg Apartments re-instated, active frontage along Ashley Road improved by increasing commercial space, increased distance between shared living and the affordable block to the north as well as the terraced houses to the south;
- Pre-Application Meeting 02 – 12 February 2026;
 - Key Themes – daylight and sunlight, height, scale and massing, future development, layouts and townscape;
 - Key Outcome – officers were supportive of the changes which had been made since Pre-Application Meeting 01, and stating that the massing appeared to fit in well with the ‘second wave’ of height, stepping down away from the station. However, they noted that the tower appeared too broad;
- Affordable Housing Team Design Workshop 01 – 03 March 2026;
 - Key Outcome: Broadly, the LBH Housing Team were supportive of the contribution of affordable housing via social rented homes.
- Strategic Planning Briefing – 03 March 2026;
- Quality Review Panel 01 – 22 April 2026;
 - Key Themes - shared living, sustainability, daylight and sunlight, streetscape and landscaping, future development, height, scale and massing, layouts, façade and materiality, and townscape;
 - Key Outcomes - cycle storage is accommodated within the blocks to improve safety, security and accessibility, amenity spaces distributed throughout the block, not just on the ground floor, and the ‘Ashley Link’ reconfigured to read as a continuous public route to the park;
- GLA Presentation – 06 May 2026;
- Councilors Presentation 01 – May 2026;
- Pre-Application Meeting 03 – 05 June 2026;
 - Key Themes – land uses, landscape, public realm and urban greening, layouts, servicing, facades and materiality, and townscape;
 - Key Outcomes – given concerns raised by the officers in relation to security and privacy, the design team amended all balconies on the ‘Bookend’ elements to integral balconies with solid parapets;
- Affordable Housing Team Design Workshop – 10 June 2026;
- LBH Highways and Transport Workshop – 10 June 2026;
- Quality Review Panel 02 – 17 June 2026;
 - Key Themes – site layout and massing, sustainability, landscape and materiality;
 - Key Outcomes – in relation to the affordable block, amendments included entrances were relocated to Ashley Park and public realm, removing the rear alley access to the gardens, an additional maisonette was added to replace the undercroft, ‘bookend’ elements of the elevations brought down to ground to make the block more grounded, and additional artwork was added to the undercroft to make it more playful. Window reveal depths were also increased in the shared living block;
- Pre-Application Meeting 04 – 25 June 2026;
 - Key Themes – Overall design update;
- Pre-Application Meeting 05 – 10 July 2026;
 - Key Themes – daylight and sunlight, layouts, shared amenities, and façade and materiality;

- Key Outcomes – officers were supportive of the overall provision of communal amenities but suggested providing a screening or setting back the accessible areas at roof garden level to avoid overlooking onto neighbouring properties;
- Planning Committee Presentation – 27 July 2026;
- Strategic Planning Briefing – 03 August 2026; and
- Councillors Presentation 02 – 04 August 2026;
- Quality Review Panel 03 – 19 August 2026;
 - Key Themes: landscaping;
 - Key Outcomes: confirmation of majority of previous comments being successfully incorporated, requests for further clarifications on the landscaping proposals (which have been presented as part of the planning application).

3.63 The feedback received from this consultation process has helped the Applicant and the design team understand the community, stakeholder and local authorities’ aspirations for the site. Many of the comments received have been used to inform key decisions about the design, such as quantum of development, the connectivity within the site and the design/appearance.

Public Consultation

3.64 The Proposed Development has also been subject to an extensive public consultation process with a variety of local community groups, businesses and organisations, as well as the political figures and the general public in order to obtain feedback to inform the design of the Proposed Development.

3.65 The programme of stakeholder engagement began in May 2026 through the release of introductory emails to key community and political stakeholders. Full details of the public consultation process are provided within the Statement of Community Involvement⁶, but in summary comprise the following:

- Project Website – the dedicated consultation website (www.ashleyroadconsultation.co.uk) was launched on 05 May 2026 and included further details on the emerging design, and allowed visitors to provide their feedback directly via an online questionnaire;
- Newsletters – consultation newsletters were distributed to 5,051 addresses in the local community on 06 June 2026, with the intention of introducing the Proposed Development, inviting members of the public to attend drop-in sessions with the project team, and directing recipients to the consultation website where the evolving design could be viewed in more detail and feedback could be provided. The newsletter distribution area encompassed the streets immediately surrounding the site, including Ashley Road, Hale Road, Park View Road, Burdock Road and Watermead Way;
- Public Exhibition – an in-person consultation event was held on-site at the Engine Room, Eagle Heights, Lebus Street N17 9FU on 17 June 2026. A total of 13 members of the public attended, including Cllr Nelly Tackie;
- Meetings with Local Ward Councillors, Haringey Planning Application Sub-Committee and Local Groups – following the in-person consultation event, a meeting was held on 30 June 2026 with the newly elected Green ward councillors in Tottenham Hale, including Cllr Tehseen Khan, Cllr Hannah Ward and Cllr Nelly Tackie. Meetings were also held with Downside DIY (local group) on 21 July 2026, Ferry Lane Action group (FLAG) on 23 July 2026, and the Haringey Planning Application Sub-Committee on 27 July 2026. A meeting was also held on 04 August 2026 with Cllrs Mark Blake, Hannah Ward, Dixie-Ann Joseph, Scott Emery and Tammy Hymas to discuss the proposals for the site; and
- Emails – following the release of the initial emails in May 2026, regular follow-up emails were sent to community and political stakeholders throughout the consultation process, offering them meetings to discuss the proposals and keeping them up to date with the consultation process. This included, following recommendations from the local ward councillors, emails issued to community stakeholders on 03 July

⁶ Lowick Hendry, 2026. Ashley Park - Statement of Community Involvement.

2026 to introduce the evolving design of the Proposed Development, and to invite them to participate in the Community Investment Programme (CIP).

3.66 During the public consultation process a number of key themes / topics were raised in relation to the design of the Proposed Development, which are summarised below as well as the responses to each point:

- Use – some consultees questioned whether there was sufficient demand for a new shared living development in the borough, noting they felt the site would be better utilised as housing. In response to this, the Applicant has noted that there is a lack of single person housing across LBH, and that the shared living units provide a solution to this, providing high-quality homes alongside creating new communities; the sustainable location, District Centre context and demographic of this area make it particularly suitable for shared living products. The flexibility of the block in future has also been considered in the design to ensure it could be converted into another residential use in the future if necessary;
- Height – some consultees raised concerns about the height of the blocks, noting the impact that it would likely have on daylight and sunlight due to proximity to existing neighbours. The Applicant then noted that the heights of the two blocks on-site will vary between six and 23 storeys, with the design representing the latest in a series of applications and consents which have been secured over the past several years to transform this area, creating a tight urban grain, relevant to its urban District Centre location. The tallest element has also been located where it will have the least impacts.;
- Community Space – consultees welcomed the inclusion of community spaces, noting that it was of particular importance to the community. The Applicant noted that the Community Investment Programme (CIP) is central to their initiatives to provide access to spaces within the scheme for local groups, creating opportunities for events and collaboration, with engagement with local groups to continue;
- Daylight and Sunlight - consultees sought further information and comfort about the potential obstruction of daylight and sunlight into existing homes. In response, the impacts of overshadowing from the Proposed Development have been considered as part of the design process, and are assessed for the final design as set out within **ES Volume 1, Chapter 9: Daylight, Sunlight, Overshadowing and Solar Glare**.
- Social Infrastructure – consultees raised the importance of social infrastructure, such as the importance of landscaping and green space, and improving the aesthetics of existing social spaces. The Applicant note that these elements are key to the design, and that the Proposed Development will introduce a new east-west pedestrian route to complete the green link and connect Down Lane Park to the surrounding neighborhood in line with future upgrade and improvement works alongside councilors to create this connection. The Applicant also noted that the Proposed Development also includes permeable surfaces, rain gardens and tree planting, Ground floor maisonettes with individual front doors and front gardens will aid natural surveillance, dissuade anti-social behaviour and promoting community ownership of the public realm; and
- Construction Management - some consultees expressed concerns about the length and noise of the construction, particularly due to existing construction fatigue in the area. The Applicant confirmed that a Construction Logistics Plan and Construction Environmental Management Plan have been commissioned as standalone planning documents to support the planning application, which will detail how the construction process will be managed to minimise its impact on the local area. The Applicant also noted that the construction process will abide by Haringey's Code of Construction Practice, and that that a site manager will contact neighbours to consult on duration, extent, and impact of the works. The assessment of construction noise has been assessed within **ES Volume 1, Chapter 7: Noise and Vibration**. Further details on the construction methodology and summary of works including indicative length are provided within **ES Volume 1, Chapter 5: Enabling and Construction Works**.

Upcoming Consultation

3.67 Following the submission of the planning application, an LBH-led Planning Forum is scheduled to take place on 10 September 2026, which will explain the final proposals, provide signposts to key information provided in the application documents, and give attendees the opportunity to ask questions.

DESIGN EVOLUTION

3.68 The following sections of this ES chapter describe the design evolution processes undertaken by the Applicant's design team and identifies how the design evolution has been influenced by the initial design brief, the site's opportunities and constraints, pre-application consultation meetings and public consultation meetings, and any specific environmental considerations that have led to the final design of the Proposed Development.

Key Constraints and Opportunities

3.69 The site has also sought to respond to the following relevant / design related constraints and opportunities identified in the site and surrounding area, as summarised below and illustrated in Figure 3.2.

Key Constraints

3.70 Key constraints have been considered in relation to the design of the Proposed Development include:

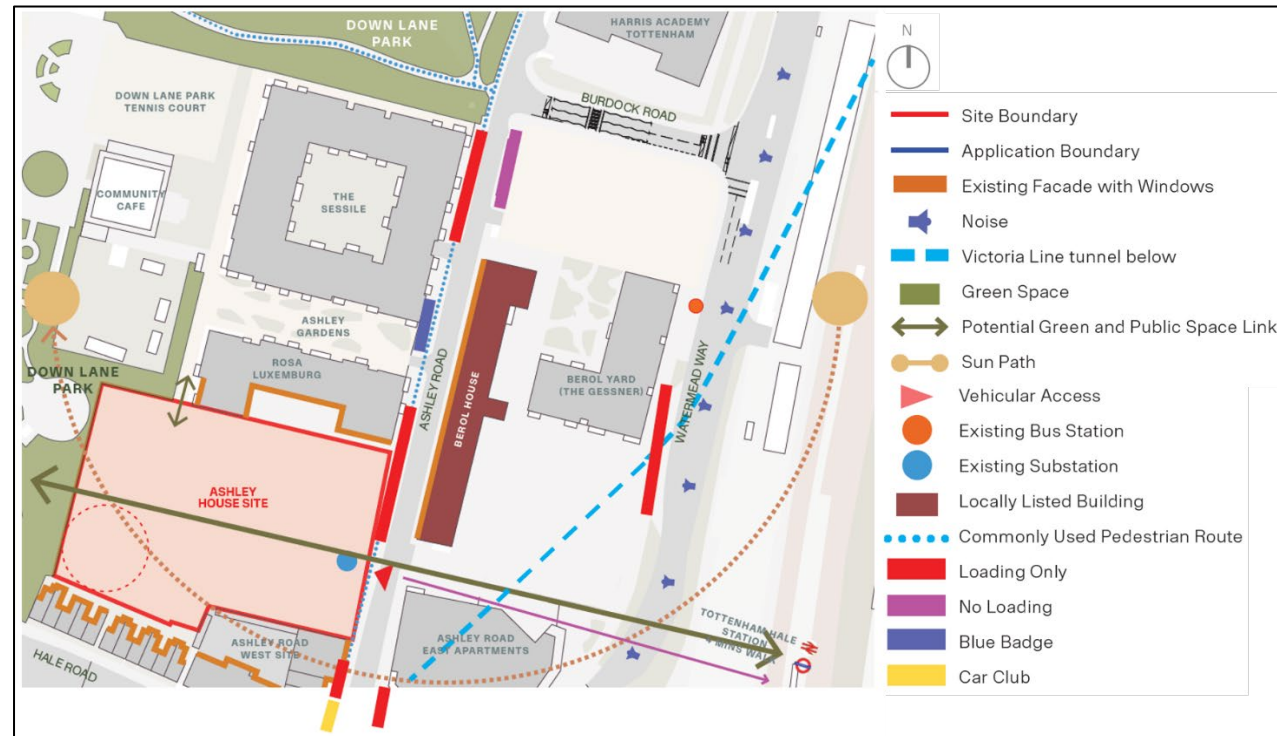
- Potential overshadowing impacts to terraced properties on Hale Road south of the site; and
- Potential for the scheme to overlook onto homes on Hale Road, as well as the Rosa Luxemburg Apartments to the north of the site.

Key Opportunities

3.71 The following key opportunities have been identified in relation to the design of the Proposed Development:

- Owing to the close proximity of Down Lane Park, the site is provided with an opportunity to create a future new green and public space link to supplement this existing local public open space, improving the pedestrian experience. If this future connection was to come forward, this also means that future residents will be afforded to views onto Down Lane Park, as well as any new green spaces;
- The site also benefits from the proximity of a number of transport nodes, such as Tottenham Hale Station (which offers both Underground and National Rail services) and local bus stops such as Burdock Road / Lee Valley Technopark, as well as the vehicular access which is available from Ashley Road;
- The site is also in close proximity to educational and sports facilities in the surrounding area; and
- An opportunity to provide south facing homes for future residents.

Figure 3.2 Site Opportunities and Constraints



Initial Urban Design Approach

3.72 The initial vision for the Proposed Development was designed to provide a connected, sustainable and vibrant plan which is well integrated with the wider Tottenham Hale District Centre Framework⁷, and was developed to incorporate the following key elements:

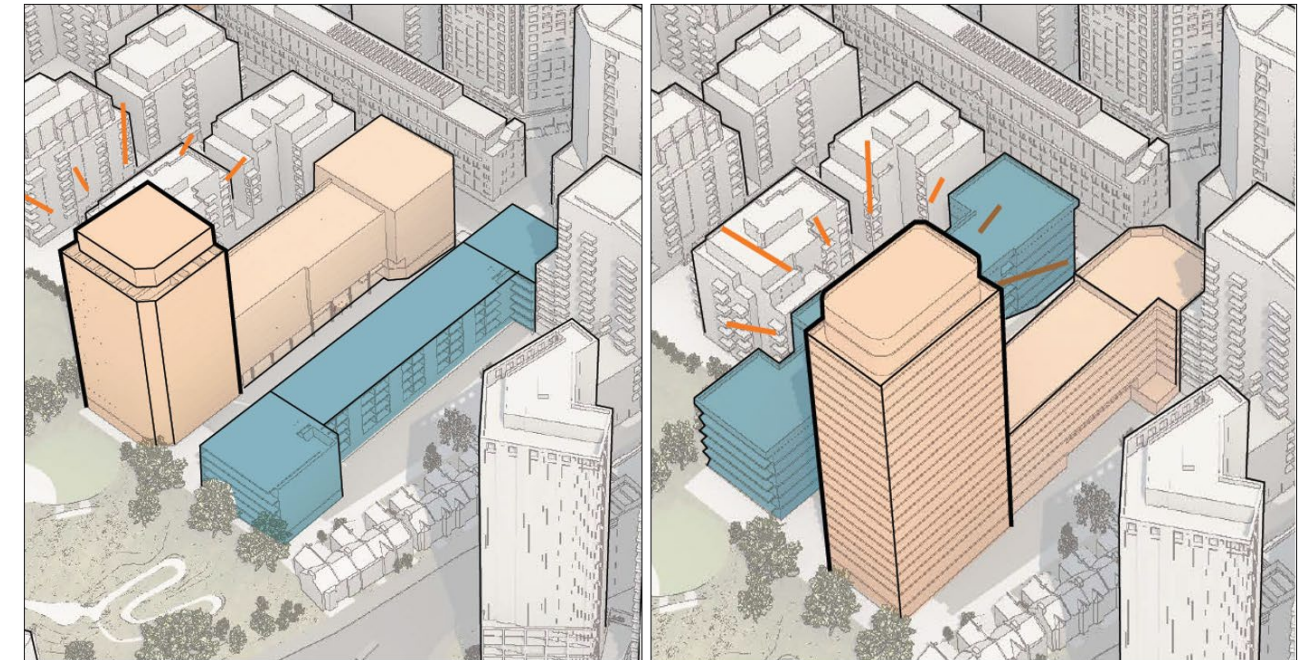
- The creation of the 'Ashley Link' connecting east-west
- Mirroring of Walter Tull House⁸'s massing across Down Lane Park (southwest of the site);
- Taller element away from the Rosa Luxemburg Apartments to minimise daylight and sunlight impacts;
- The taller block overlooking the park to create a landmark structure;
- Adding interest at the corner of Ashley Road to draw the eye and creating a strong sense of place; and
- Break massing and create 'bookends' on either side of the blocks.

Site Layout Development

3.73 The initial development area of the site presented in Pre-Application 01, as shown in Figure 3.3, included affordable homes within the southern portion of the site, and the shared living block in the northern extent, with the taller element positioned to the west away from the existing homes in the Rosa Luxemburg Apartments.

3.74 As mentioned above, in response to feedback provided during this first pre-application meeting, the affordable and shared living blocks flipped in order to improve their relationship with the Rosa Luxemburg Apartments (including to reduce the risk of overshadowing) as well as Down Lane Park. From this point onwards, limited amendments were made to the site layout of the Proposed Development.

Figure 3.3 Pre-Application 01 to 02 Massing and Height



Land Uses

- 3.75** The strategy of the uses across the site has largely remained the same given the site being earmarked for a mix of land uses.
- 3.76** During Pre-Application 02, the design team presented an amendment to the ground floor arrangement which introduced commercial space along Ashley Road in order to better contribute towards this key route through the site, and mark / activate the Ashley Link.

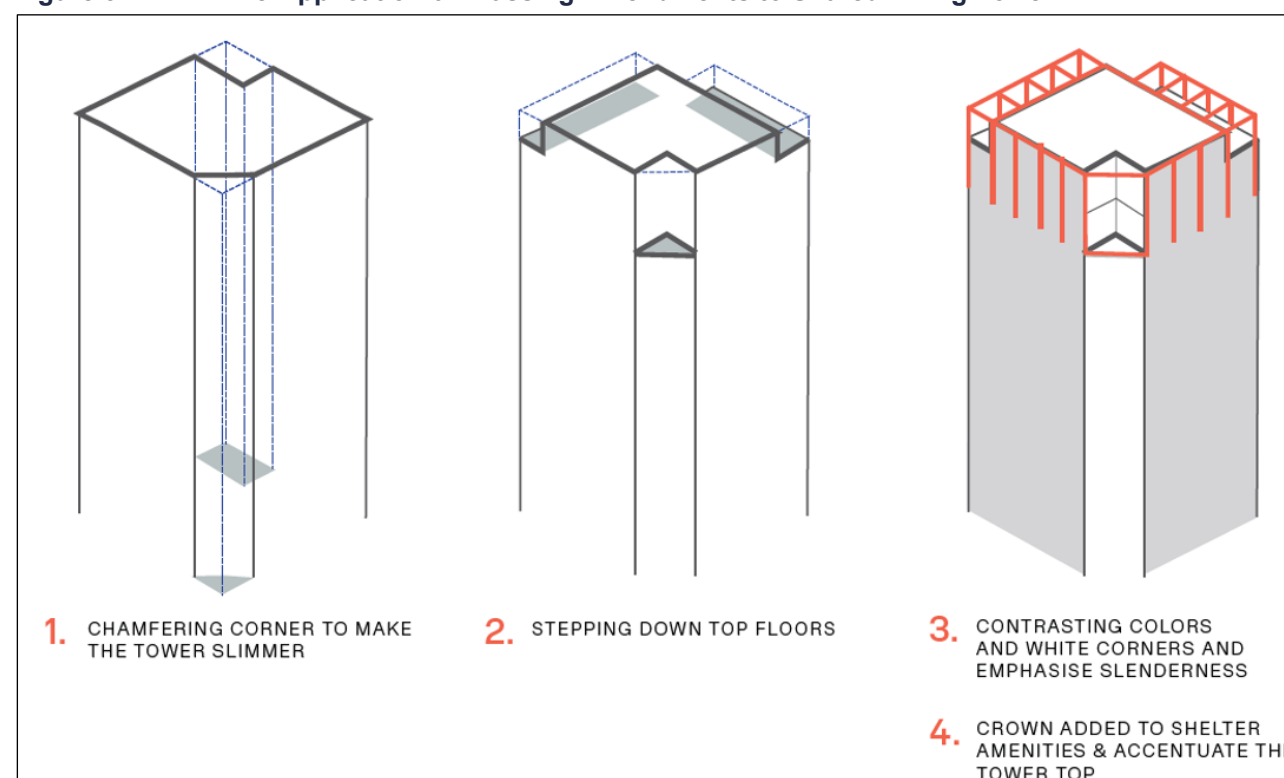
Evolution of Building Scale and Massing

- 3.77** Throughout the pre-application and design review process, several amendments were made to the overall form and composition of the massing.
- 3.78** The height of shared living block has evolved since Pre-Application 01, with the tallest element beginning as 19 storeys. This was revised to 23 storeys by Pre-Application 02, with the overall massing of this element refined to produce a more slender built form and improve the overall proportions. This includes removal of proposed cutbacks, and the introduction of chamfered corners, stepped down top floors and a crown added to shelter amenities and accentuate the tower top (as illustrated in Figure 3.4). Conversely, the number of storeys of the shorter element of the shared living block was slightly lowered from seven and eight storeys, down to just seven storeys by Pre-Application 02. A double height break in the massing was also introduced to at the lower levels of the blocks was also created in order to facilitate a north-south publicly accessible route alongside Down Lane Park, and continue the existing route which extends down the western extent of The Sessile building.
- 3.79** From this stage of the pre-application process, the general scale and massing remain largely consistent, and reflect the final design as presented within **ES Volume 1, Chapter 4: The Proposed Development**.

⁷ London Borough of Haringey, 2015. Tottenham Hale District Centre Framework.

⁸ Note that this is referred to as the 'Welbourne' building within the Design and Access Statement.

Figure 3.4 Pre-Application 02 Massing Amendments to Shared Living Tower



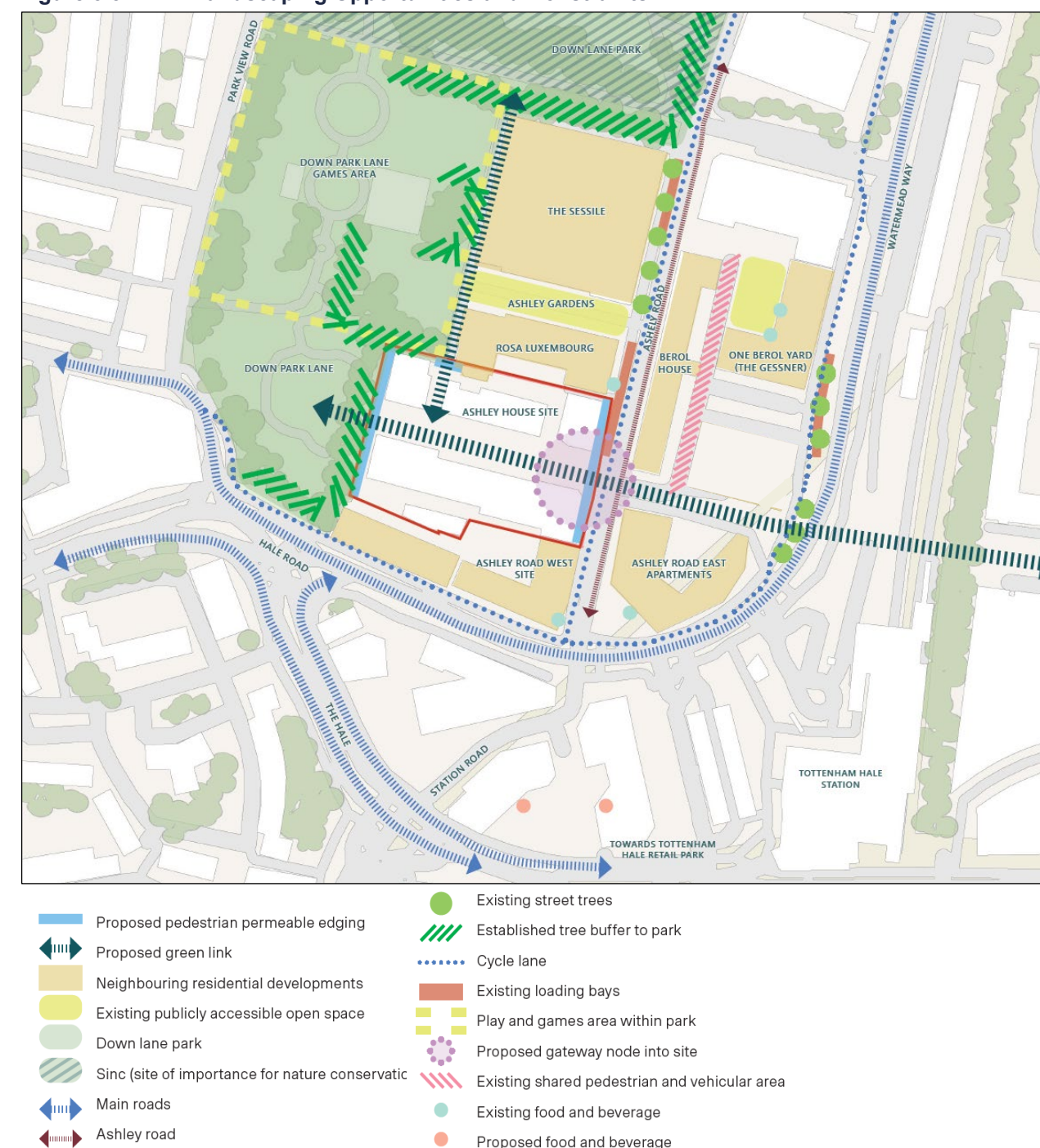
Materiality

- 3.80 The materiality of the blocks has broadly remained consistent with the project vision and brief and the initially design and sketches presented at Pre-Application and Design Review meetings. Recent feedback gathered from the local community raised that the previous red tone cladding across the elevations and windows was less welcomed and as a result, the design team have amended this primary colour to be green.

Public Realm and Landscaping

- 3.81 The landscape strategy has been informed by various feedback, the environmental considerations as well as the opportunities and constraints of the site (as set out within Figure 3.5 below) throughout its development design, with the overall concept intended to be a fun and coloured space where the ground floor plane blends with the architecture.

Figure 3.5 Landscaping Opportunities and Constraints



- 3.82 Figure 3.6 below shows the evolution process of the landscaping in response to key feedback received throughout the pre-application process.
- 3.83 From the initial sketch design presented during the Quality Review Panel in April 2026 to Pre-Application 03 and Quality Review Panel 02 in June 2026, the design evolved to incorporate a stronger east-west link to Down Lane Park and a more legible link to Berol Square (from Down Lane Park), with the landscaping becoming less cluttered, defensible gardens and the addition of 10 accessible parking bays on-site, a requirement from the Transport and Housing Delivery team.
- 3.84 From June 2026 to the final design (which is set out within **ES Volume 1, Chapter 4: The Proposed Development** and the Landscape Strategy), the design was further refined based on the feedback received from officers, including the relocation of rear courtyard cycle parking, improvement in the definition and character of the central space to ensure it feels like a public space, planting along the edges of the façade in

consideration of fire regulations and the creation of greater delineation for users passing through the central square to minimise potential conflicts between pedestrians, cyclists, vehicles and children playing.

Figure 3.6 Landscaping Design Development



KEY ENVIRONMENTAL CONSIDERATIONS

3.85 The EIA team worked alongside the design team to ensure that ‘mitigation by design’ principles were incorporated into the evolving scheme, and so the evolution of the design has included, where relevant, consideration of environmental effects and issues. The following key environmental aspects which have informed the evolution of the Proposed Development are presented in the following subsections:

- Daylight, Sunlight and Overshadowing;
- Wind Microclimate;
- Acoustic Design;
- Townscape and Visual Impact; and
- Access and Movement.

Daylight, Sunlight and Overshadowing

3.86 The Proposed Development’s relationship with its surroundings, in particular its potential impact on daylight and sunlight amenity, as well as potential overshadowing and solar glare impacts to sensitive uses nearby have been considered throughout the evolution of the layout of the Proposed Development via block heights, footprints and façade treatment.

3.87 The Proposed Development has been designed to reduce the impact on neighbouring receptors as much as possible, whilst optimising the conditions on-site within the LBH. This included numerous iterations of the location of tower element of the Proposed Development, finally resulting in its position in the southwestern corner of the site. This embedded mitigation was considered by the design team to represent the optimal balance of environmental and design considerations, given its position furthest from neighbouring residential receptors and located closest to the less sensitive and partially vacant Hale Road properties.

3.88 Other design mitigation included the access decks being located in proximity to the neighbouring residential blocks, allowing for a set back from the neighbouring receptors rather than a continuous wall of development on the boundary line.

3.89 Further information on the daylight, sunlight and overshadowing assessments is available within the Internal Daylight and Sunlight Report produced by eb7 as a standalone report to accompany the planning application, as well as **ES Volume 1, Chapter 9: Daylight, Sunlight, Overshadowing and Solar Glare**.

Wind Microclimate

3.90 The wind microclimate within and surrounding the site has been closely considered throughout the design evolution process with regards to meeting appropriate comfort and safety criteria for wind conditions both within and outside the site.

3.91 An initial Computational Fluid Dynamics (CFD) analysis was carried out on the early design which concluded that wind conditions were suitable for the intended uses with no wind safety exceedances recorded on or around the existing site at ground level. The summer and winter comfort conditions identified at ground level are illustrated in Figure 3.7. It was also concluded that all proposed balconies met the target conditions. No specific initial mitigation was identified based on this analysis.

3.92 However, during further analysis specific locations were identified within the Proposed Development which were not suitable their intended use. Subsequent testing of the landscaping resolved these comfort exceedances (e.g. ensuring the seating locations within the proposed amenity between the blocks to coincide with suitable conditions), resulting in these specific areas meeting their target conditions.

Figure 3.7 CFD Testing – Summer and Winter Comfort Conditions



3.93 As set out in **ES Volume 1, Chapter 8: Wind Microclimate**, CFD testing was also undertaken on the final design, including confirmation of any specific mitigation required to achieved suitable conditions. Further detail is included within **ES Volume 1, Chapter 8: Wind Microclimate**.

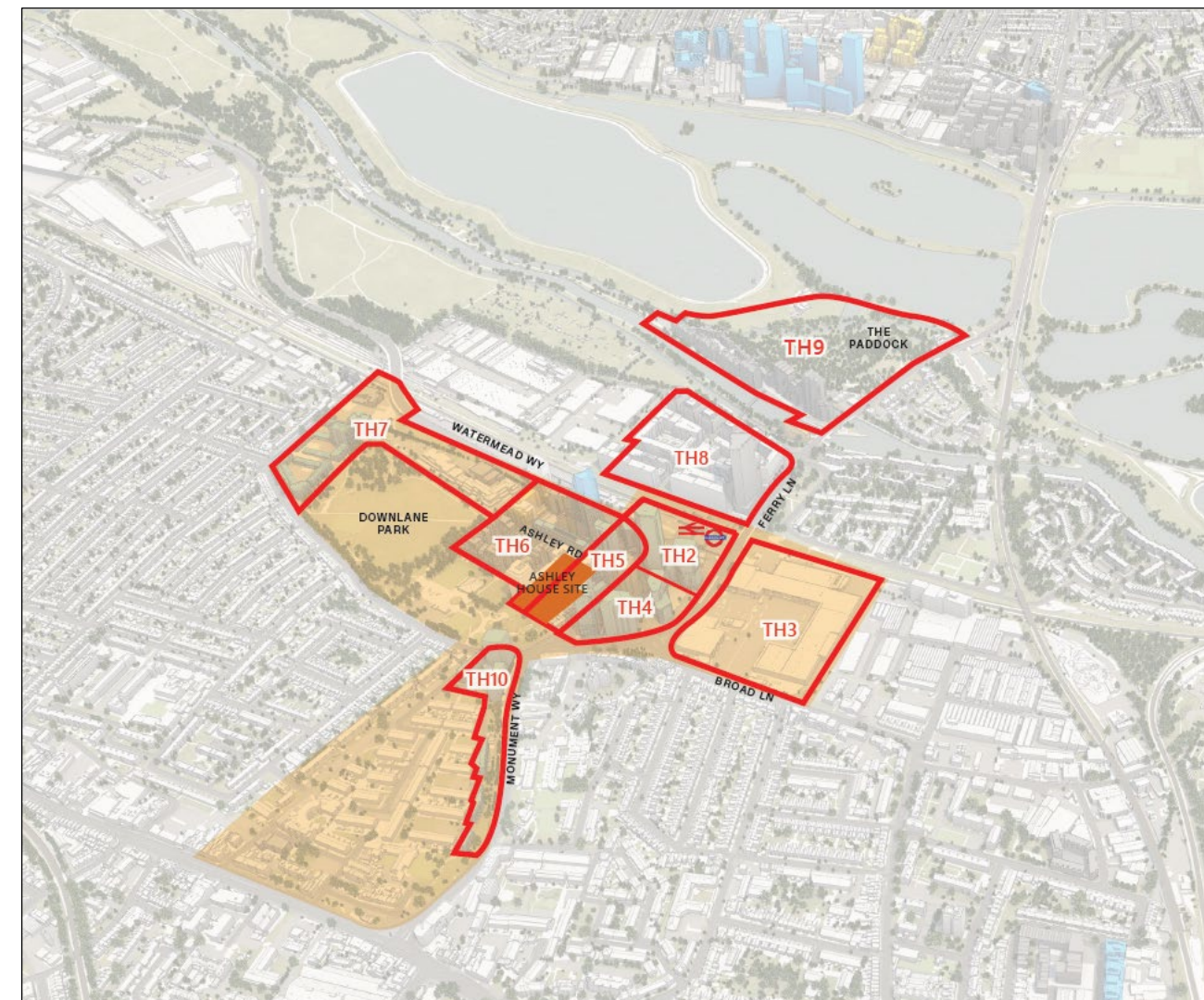
Acoustic Design

- 3.94** Acoustic modelling was undertaken to identify whether openable windows could be used as a method of controlling overheating. The initial analysis established that in certain façade zones opening windows as a means of overheating control would not be possible due to the noise levels being above the Approved Document O noise criteria for maximum internal sound pressure level targets ($L_{Aeq,8h}$ 40 dB and L_{AFmax} 55 dB). This initial analysis concluded that there are limited areas where opening windows appears to be a viable solution for controlling overheating during the night time period and as such, alternative measures were required across the majority of the site, such as mechanical ventilation recovery units, which will result in appropriate indoor levels of noise. Further detail is provided within the operational Noise and Vibration Assessment submitted as a standalone planning document.

Townscape and Visual Impact

- 3.95** Given the sites setting in relation to surrounding townscape character areas (as set out within Figure 3.8 below), consideration has been given throughout the design evolution process to how the Proposed Development could avoid or minimise its effect or improve the townscape character of the site and its surroundings.
- 3.96** As set out above, the site does not fall within any London Management Framework Views, nor does it have the potential to impact any Strategic Views identified in the LBH Local Plan⁹. Consideration has however been given to the impact of the Proposed Development on visual amenity within the surrounding area, with the design adapting to positively respond to the view locations which were identified with the LBH through the pre-application process, with the design team concluding that the heights and massing ultimately sit comfortably within the indicative views. A full list of these views is available within **ES Volume 2**.
- 3.97** The design has also evolved to reflect the industrial heritage of the of Tottenham Hale, associated with its proximity to the London Docks, as well as the former use of the site as printing ink manufacturer during the 1900s.

Figure 3.8 Townscape Character Areas



SUMMARY

- 3.98** As shown above, environmental considerations have been inherent in the evolution of the design of the Proposed Development, with specific consideration given to effects arising from: access and movement, heritage, townscape and views, wind microclimate, daylight and sunlight and acoustics. The design team have developed a scheme for the site which takes into account the site's context and surrounding character of the LBH, and which has responded to the outcomes of the pre-application consultation process.
- 3.99** A description of the Proposed Development is provided within **ES Volume 1, Chapter 4: The Proposed Development** with further detail provided within the Design and Access Statement.

⁹ LBH (2017), *Haringey's Local Plan - Strategic Policies (2013-2026)*