

2.3 THE SITE: FLOOD RISK

The Site lies predominantly within Flood Zone 1, a section to the south-west of the site is just within Flood Zone 2. This portion is where the public realm on the ground floor is proposed. By definition, the risk of flooding from rivers or the sea in Flood Zone 1 is classified as low. The risk of flooding in Flood Zone 2 is classified as medium.

The nearest watercourse is the River Moselle, approximately 35m to the west of the site, which is understood to flow below ground in a culvert, from north to south.

A Flood Risk Assessment has been prepared by Buro Happold and is included with this application. The key concluding principle is that the proposed development is appropriate for Flood Zone 1, in accordance with the NPPF. The proposed commercial and service uses alongside parking, the hard and soft landscaping are considered 'Less Vulnerable', in accordance with the NPPF.

KEY

-  Plot 3 Hotel
-  NDP Application Boundary
-  Flood Zone 2
-  River Moselle

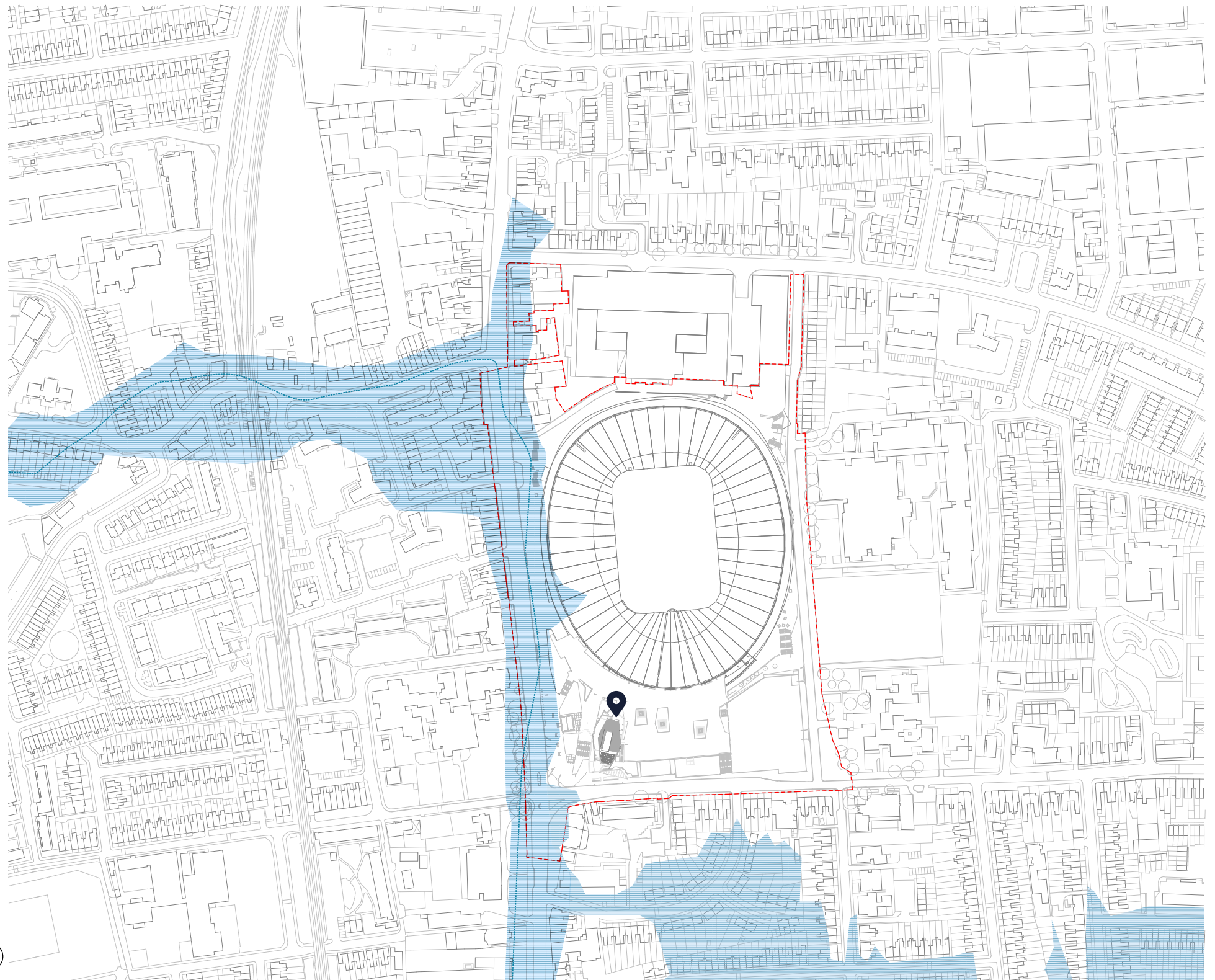


FIGURE 17. Flood Risk Diagram

2.4 CONNECTIVITY

The Plot 3 Site has a PTAL rating of 5. The Site is within a short walking distance of bus stops on The High Road, White Hart Lane and Northumberland Park and the White Hart Lane Overground Station is a short walk from the Site to the north-west. There are five main bus routes on the High Road (149, 259, 279 and 349) and the frequent W3 services running east west from along White Hart Lane and Northumberland Park as well as several night services operating in the area.

Services run approximately every 15 minutes on the recently upgraded Overground rolling stock (with greater capacity and frequency) running in to Liverpool Street, Enfield and Cheshunt. The Site is also within a 1400m (18minute) walk of the West Anglia Station serving Liverpool Street and Stansted at Northumberland Park.

Vehicular and pedestrian access to the Site is via Park Lane.

On event days at the TH Stadium Controlled Parking Zones are in operation and road closures are implemented. Full Details with regards to transport arrangements for the site are covered within the transport report prepared by ARUP and accompanying the application submission.

PTAL MAP KEY

0 (Worst)	Bus Stops
1a	Plot 3 Hotel
1b	NDP Application Boundary
2	
3	
4	
5	
6a	
6b (Best)	

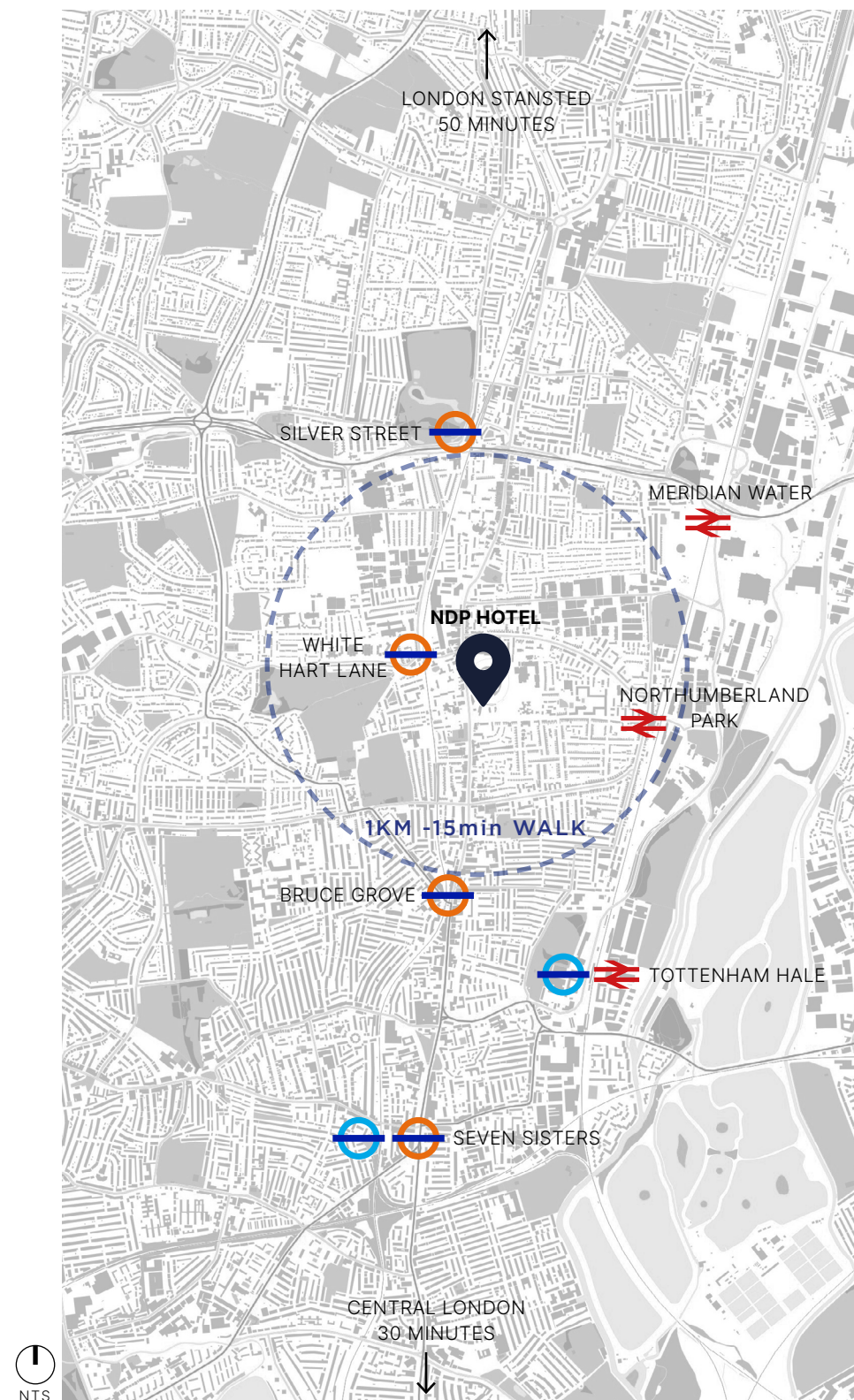


FIGURE 18. Public Transport Connections

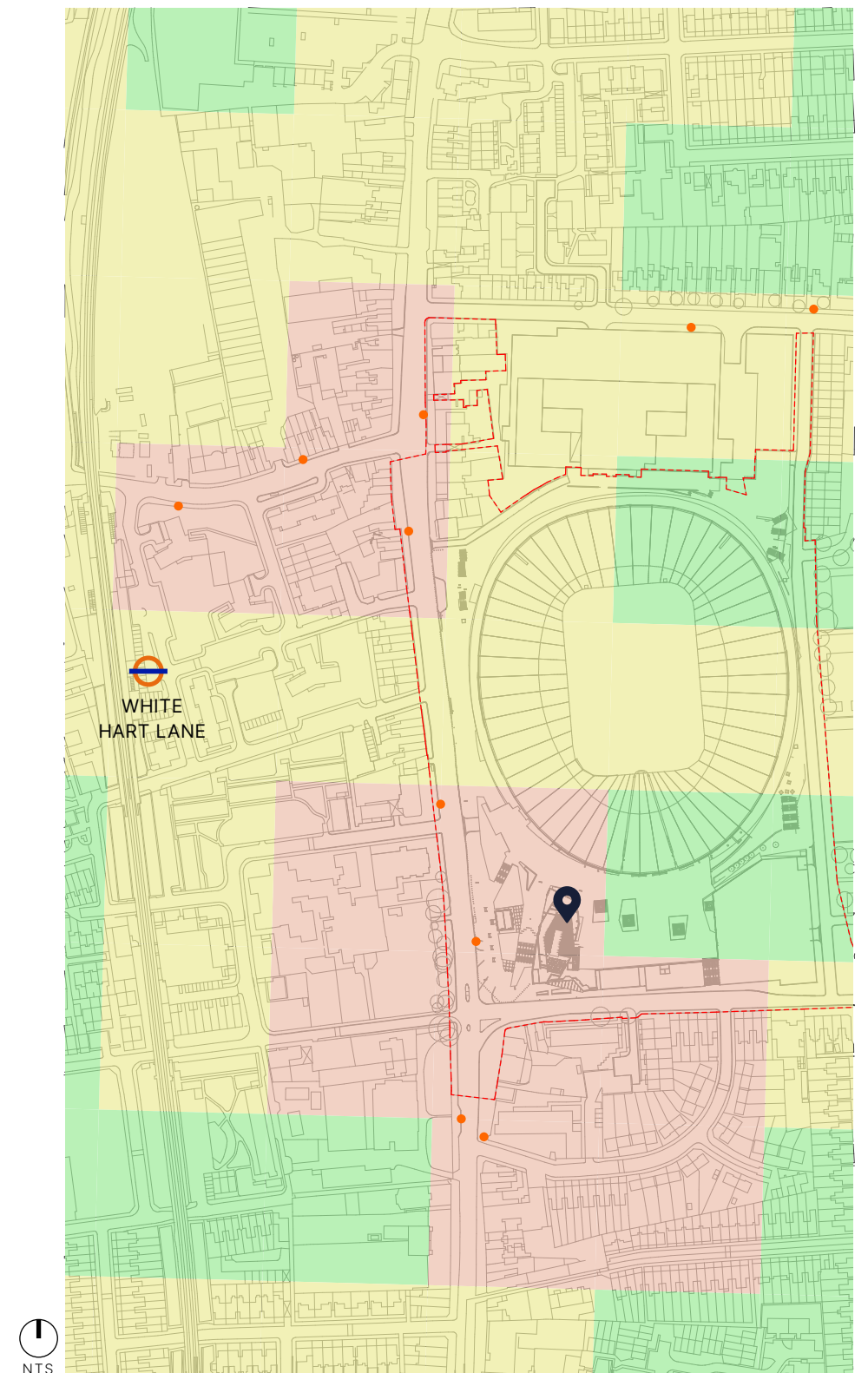


FIGURE 19. PTAL Diagram