

Tottenham & Wood Green Friends of the Earth Response to Tottenham Area Action Plan consultation

Provision of affordable housing

There are many reasons for providing more affordable housing, and we would like to raise an environmental one. Travel has environmental impacts, even if done by public transport. So we should be aiming to minimise the distance people travel to work. If lower income households are relentlessly driven away from inner city areas, while the biggest mass of low income jobs remain in those areas, then we are increasing travel. So a key aim of the TAAP and other planning policies should be to improve supply of – really – affordable housing.

Chapter 3 - A future vision for Tottenham

We welcome the aim

- *“contribute to Haringey’s role as a leading low-carbon borough by adopting sustainable development and design standards at the community and building scales, providing low carbon energy sources to new developments and by enhancing the presence of the green employment sector through skills training and improved employment space offer;”*

And in 3.4

“Promoting estate renewal that delivers higher quality, energy efficient homes in integrated and safe neighbourhoods.”

Objective 4

We welcome

“Securing provision for strategic walking and cycling routes and infrastructure throughout Tottenham, improving east – west linkages and easier access to the Lee Valley Regional Park.”

Objective 5

We welcome

- *“Establishing a district heating network serving existing and new developments;*
- *Increasing public transport accessibility, walking and cycling, promoting car free developments and reducing the dominance of car-led environmental, improving and enhancing streetscapes, reducing congestion and improving air quality;*
- *Increasing the supply of energy-efficient homes in new developments and through retrofitting”*

Encouraging walking and cycling will also help address priorities in the Health & Well-being strategy to reduce obesity.

We would add that, to be effective, areas containing car-free housing must be CPZs. Otherwise residents will find somewhere to park. This has happened on Ferry Lane Estate where residents of the supposedly car-free Shian housing development (and possibly from Hale Village where parking spaces are charged for) park on Jarrow Road, which is not a controlled parking street.

Objective 6

We welcome

- *“Seeking opportunities to recognise and enhancing the historic environment and other places of interest that make the area an attractive place and attract people to Tottenham;”* but this needs need to include green spaces and natural habitat not just historic/heritage and built environment.

We welcome

- *“The creation of a clear, consistent street network and better pedestrian and cycle links into the Lee Valley Regional Park;”*

Policy AAP1

We welcome

“D. Development proposals will be expected to maximise the use of public and private sector investment to provide a range of types and sizes of homes, create mixed and balanced communities, create economic opportunities for local residents and businesses, improve and enhance the local environment, reduce carbon emissions and adapt to climate change, in accordance with the other policies of this AAP and Haringey’s Local Plan.”

Policy AAP3 Tottenham Hale District Centre.

We welcome

“B. Development proposals should provide:

a. A substantially improved public realm that unifies the streets and spaces around the gyratory, improves access to the station and prioritises pedestrian and cyclist circulation and safety;”

Policy AAP4 Green Link

This should be green as in providing SUDS and linear habitat (esp if green open space is lost to development long Monument Way) not just green as in walking and cycling.

SS2 Gourley Triangle

We were pleased to see two items in the draft version of the TAAP presented to the Cabinet on 20 January, in the Gourley Triangle section, a reference to the possibility of creating a public park on the Plevna Crescent open space. We hope this objective will be re-included in the TAAP once the public inquiry has taken place.

SS6 Brunel Walk & Turner Avenue

This area of Tottenham is deficient in open space and access to nature. Could this site include some open space and link to the open space behind the Fountain pub?

5.12.5

“A major tributary of the Lee, the River Moselle and the culverted section runs along White Hart Lane.” The aim should be to use every opportunity to deculvert the river when development takes place. This should be part of the brief for this site.

We welcome

“5.14 New pedestrian and cycling bridge at Northumberland Station and new and enhanced routes into the Lee Valley Regional Park.”

NT3 High Road West

- *“The Moselle runs in a culvert underneath the site and will require consultation with the Environmental Agency.”* – see our comment above re 5.12.5

Bruce Grove

We welcome:

“5.22 This situation is worsened by the high volumes of traffic and the car dominated movement corridor of the High Road which does not promote pedestrian movement. In general there are a number of transport infrastructure issues that need to be addressed through proactive planning if the Council’s aim of facilitating a modal shift from the car in this area is to be achieved. These issues include the quality of Bruce Grove station which serves this area but is poorly located and inaccessible to people with limited mobility, parking standards, poor east west movement to the

Lee Valley Park and the lack of safe routes for cycling. “ So all development needs to be car-free and surrounded by CPZ streets.

BG 2 Tottenham Delivery Office

We were pleased to see two items in the draft version of the TAAP presented to the Cabinet on 20 January, in the delivery office Moorefields Road, Bruce Grove, section, reference to the council's long term objective to create a small park at the rear of Bruce Grove. We would like to see this aim re-instated in the TAAP.

BG3 – Bruce Grove Station – does it need step-free access?

5.36 “The key objectives for this neighbourhood area are:”

We would like to see an additional objective, “to create and enhance green corridors in new developments”

TH1 0 Station Square West

We welcome

•” *Parking should be minimised on this site due to the excellent local public transport connections*” but as we have said above, we need comprehensive CPZs in area or parking will “leak out”.

TH3 Ashley Road North

We welcome

“*The site's existing licensed waste capacity will be replaced prior to any redevelopment taking place.*” but the TAAP must set out clearly where it will be moved to.

TH3 should include creation of a green corridor between the development and A1055

TH5 – It is not clear why we need a new road through site where there is a two-way Broad Lane nearby. Any new thoroughfare should be for walking and cycling only

We are concerned at the visual impact of a building of more than 11+ storeys on the view from Ferry Lane Estate.

Any new development on the retail park should include creation of new green corridors along the railway and other edges and along any central corridor.

TH7 Hale Wharf – This development must “step down” in height from the road to no more than 5 storeys along the section backing onto the Paddock. It should include a green strip of small trees and bushes along the eastern edge to soften it visually from the Paddock. It needs rigorous lighting control to prevent light pollution affecting the Paddock and adjacent river and reservoir areas.

TH8 – Welbourne Centre – The proposal would build over green open space along Monument Way. If this takes place, the green open space needs to be replaced nearby.

TH9 Markfield Road – The map suggests green open space S of railway when in fact this is O'Donovans, who also have front site N of railway. Very antisocial use to have adjacent to new warehouse living. The TAAP should be looking for an alternative site for this waste industry which is necessary but which is not a suitable neighbour for the Ferry Lane Estate, which makes Markfield Road an unattractive corridor and which blights any development in the area.

6.13/6.14 Monitoring. Need to include something on energy efficiency

Proposed new site designation

The green area between the Holy Trinity School, the top of Fairbanks Rd and the High Road should be designated as public open space to prevent the school closing it to public access. This has been mooted in association with a planning application to build a new footpath between the bus stop on Monument Way and Fairbanks Road reference HGY/2015/0438.