

CHARACTER AREAS AND TOWNSCAPE

BRUNSWICK SQUARE - HISTORIC PHOTOGRAPH COMPARISON



FIGURE 161. 1880



FIGURE 162. 1892



FIGURE 163. 1980



FIGURE 164. 2021



FIGURE 165. 2021



FIGURE 166. 2021

CHARACTER AREAS AND TOWNSCAPE

BRUNSWICK SQUARE - HISTORIC PHOTOGRAPHS

Kelly Directory Timeline:

- **1894** - Phillips Chase Beer Retailer
- **1923** - Hooper Edmund Wm.
- **1948** - Howard Jasper Fredrick Refreshment Rooms.
- **1970** - Crusha & Son Ltd printers (Tottenham and Edmonton Weekly Herald)
- **1974** - North London Weekly Herald Newspapers Ltd Publishers.

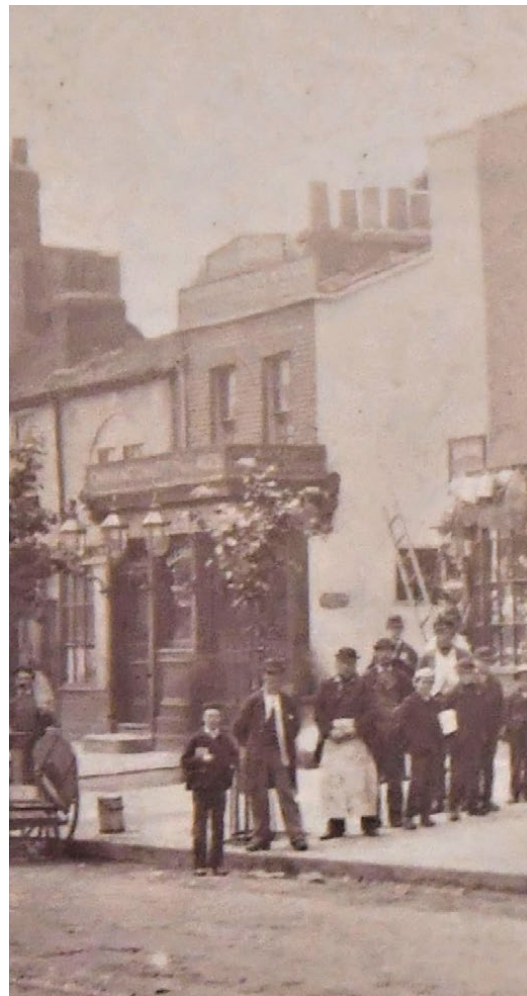


FIGURE 167. 1880



FIGURE 168. 1892



FIGURE 169. 1970

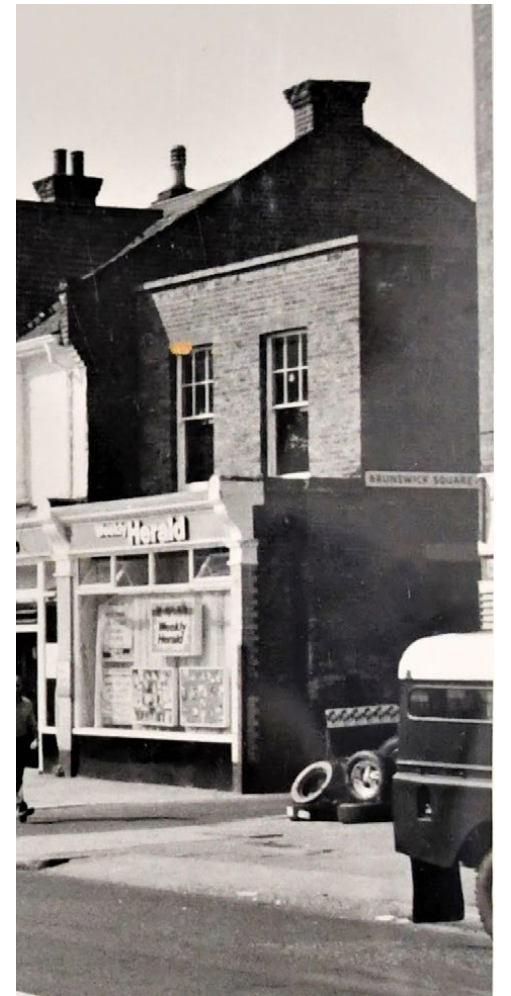


FIGURE 170. 1980

CHARACTER AREAS AND TOWNSCAPE

BRUNSWICK SQUARE - STUDY OF TOTTENHAM HIGH ROAD HISTORIC CORRIDOR 'CLOSE SPACES'

Conclusions following analysis of other 'close' conditions up and down the High Road:

- There is a range of typologies within this 'narrow street' condition.
- Some very narrow spaces exist, such as at Albert Place (2.3m wide), and are pedestrianised, others are significantly wider and provide a vehicular access such as that at 551 High Road. (4.6m wide)
- Some of these tight grain routes do support large scale development behind for High Road, for example at 551 High Road.
- It is clear that despite, their size, those streets which are pedestrianised, and which offer an opportunity for public use/passive surveillance, are in much better condition than those which are roads.
- Holcombe Road is a good example of such a condition, please see images adjacent:

KEY

- NT Conservation Area
- Tottenham High Road Historic Corridor
- ➡ Train Station
- ⊕ Overground Station

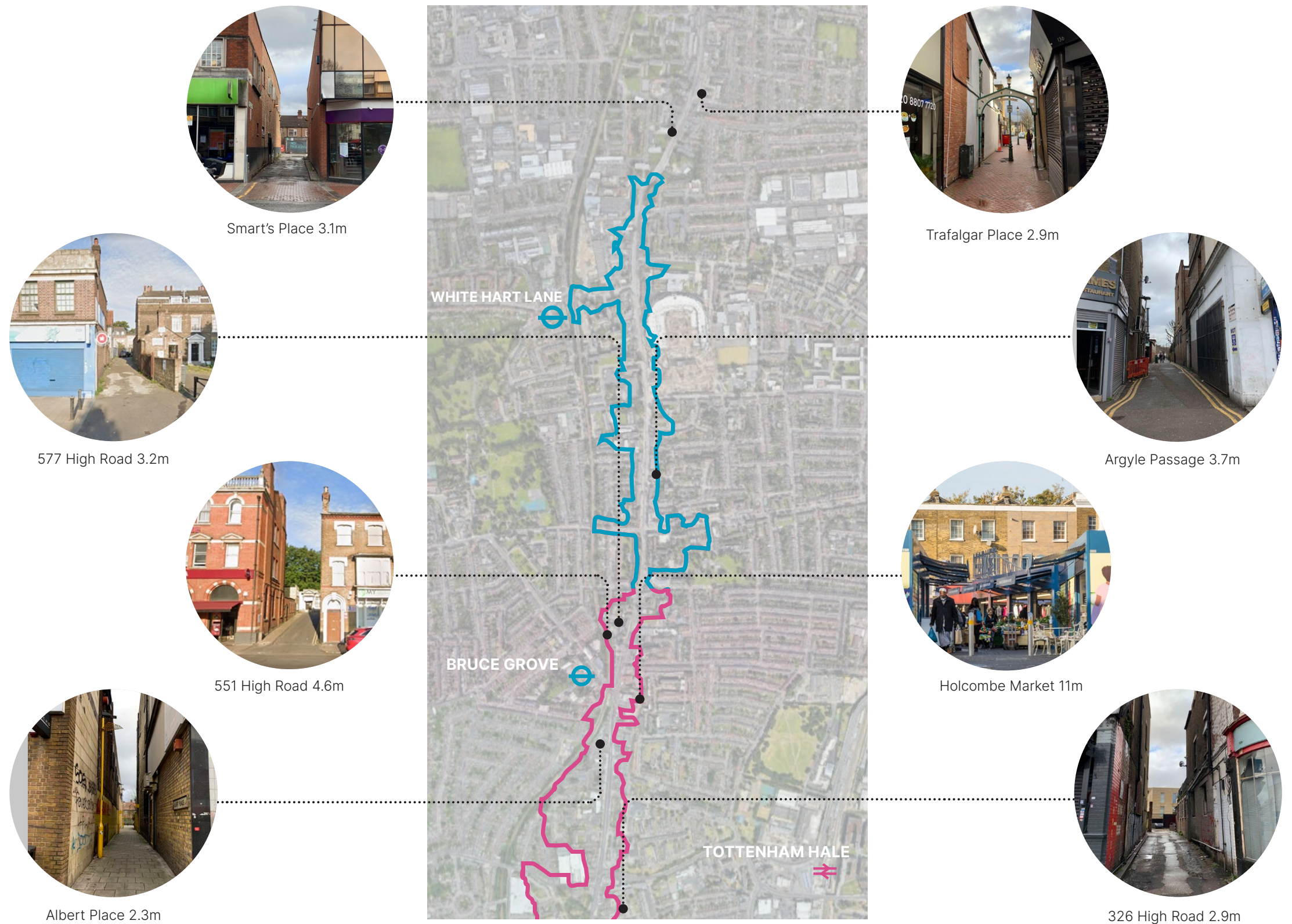


FIGURE 171. Tottenham High Road Historic Corridor and NT Conservation Area 'Close' Spaces



Not to scale

CHARACTER AREAS AND TOWNSCAPE

BRUNSWICK SQUARE - STUDY OF TOTTENHAM HIGH ROAD HISTORIC CORRIDOR 'CLOSE SPACES'

TRAFALGAR PLACE 2.9M



FIGURE 172. Looking into Trafalgar Place

SMART'S PLACE 3.1M



FIGURE 174. Looking into Smart's Place

PERCIVAL COURT 2.9M



FIGURE 176. Looking into Percival Court

4.7.5 ARGYLE PASSAGE 3.7M



FIGURE 178. Looking into Argyle Passage



FIGURE 173. Looking Back onto the High Road



FIGURE 175. Looking Back onto the High Road



FIGURE 177. Looking Back onto the High Road



FIGURE 179. Looking Back onto the High Road

CHARACTER AREAS AND TOWNSCAPE

BRUNSWICK SQUARE - STUDY OF TOTTENHAM HIGH ROAD HISTORIC CORRIDOR 'CLOSE SPACES'

577 HIGH ROAD 3.2M

**FIGURE 180.** Looking into the Alleyway**FIGURE 181.** Commercial Car Park Accessed Through 577 Alleyway

551 HIGH ROAD 4.6M

**FIGURE 184.** Looking into the Alley**FIGURE 185.** Large Commercial Building Accessed Through 551 Alleyway**FIGURE 182.** Looking Back onto the High Road**FIGURE 183.** Developer's Yard Accessed Through 577 Alleyway**FIGURE 186.** Looking Back onto the High Road**FIGURE 187.** Commercial Car Park Accessed Through 551 Alleyway

CHARACTER AREAS AND TOWNSCAPE

BRUNSWICK SQUARE - STUDY OF TOTTENHAM HIGH ROAD HISTORIC CORRIDOR 'CLOSE SPACES'

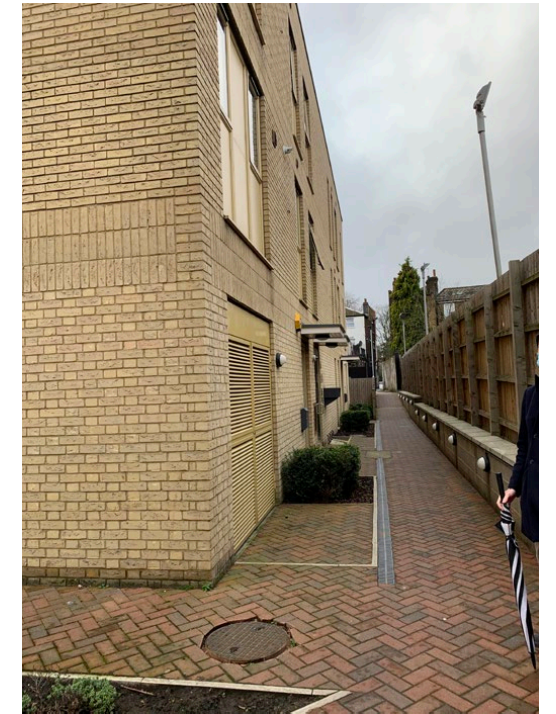
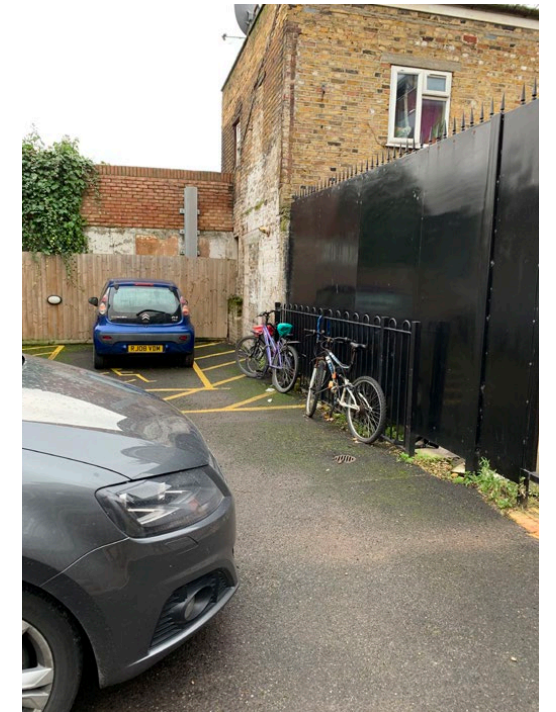
FACTORY LANE

**FIGURE 188.** Looking into Factory Lane

ALBERT PLACE 2.3M

**FIGURE 190.** Looking into Albert Place

326 HIGH ROAD 2.9M

**FIGURE 192.** Looking into the Alleyway**FIGURE 194.** Commercial and Residential Car park Access**FIGURE 196.** Residential accessed from the Alleyway**FIGURE 189.** Looking Back onto the High Road**FIGURE 191.** Decoration in Albert Place**FIGURE 193.** Looking Back onto the High Road**FIGURE 195.** Access to the HR from Resi through the Alley**FIGURE 197.** Residential Car Park accessed from the Alley

CHARACTER AREAS AND TOWNSCAPE

BRUNSWICK SQUARE - PROPOSAL

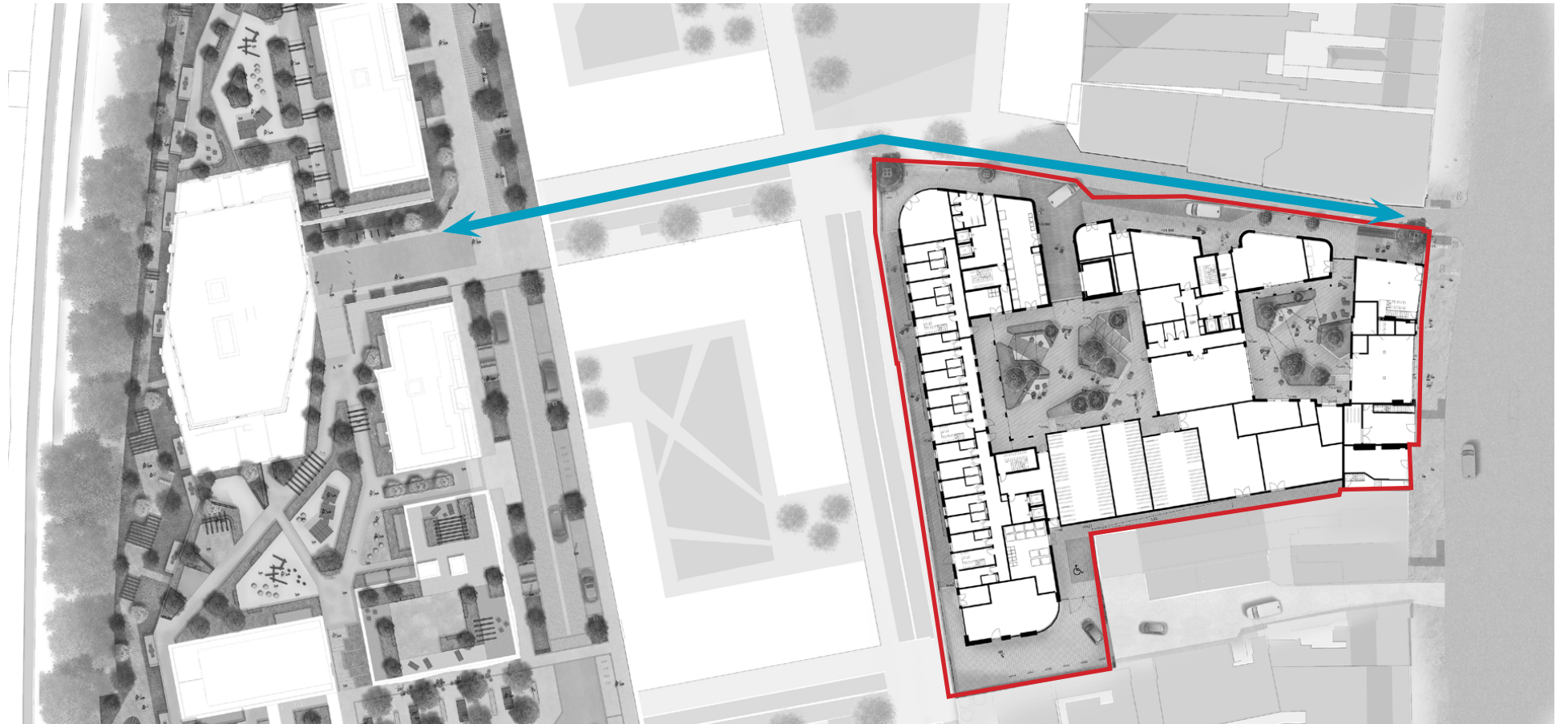
Our proposal for Brunswick Square provides high quality public realm, and new active frontage along a currently in-active alleyway, bringing new commercial opportunities and increased passive surveillance.

The loss of the tightness of grain at the High Road entrance is offset by the proposed development along Brunswick Square which reinforces the tight grain townscape through the building edge design and high quality surface treatment.

A response to the changing urban morphology as is envisaged in the adopted masterplan. Previously this was a largely inaccessible industrial area, whereas it now becomes one of the few opportunities to interface with the new neighbourhood beyond.

Strong physical connection with the new public park and creates a clear visual link to western residential development.

Reinforces key masterplan route – ultimately a pedestrian/cycle prioritised route.



Not to scale

FIGURE 198. Proposed Masterplan Link

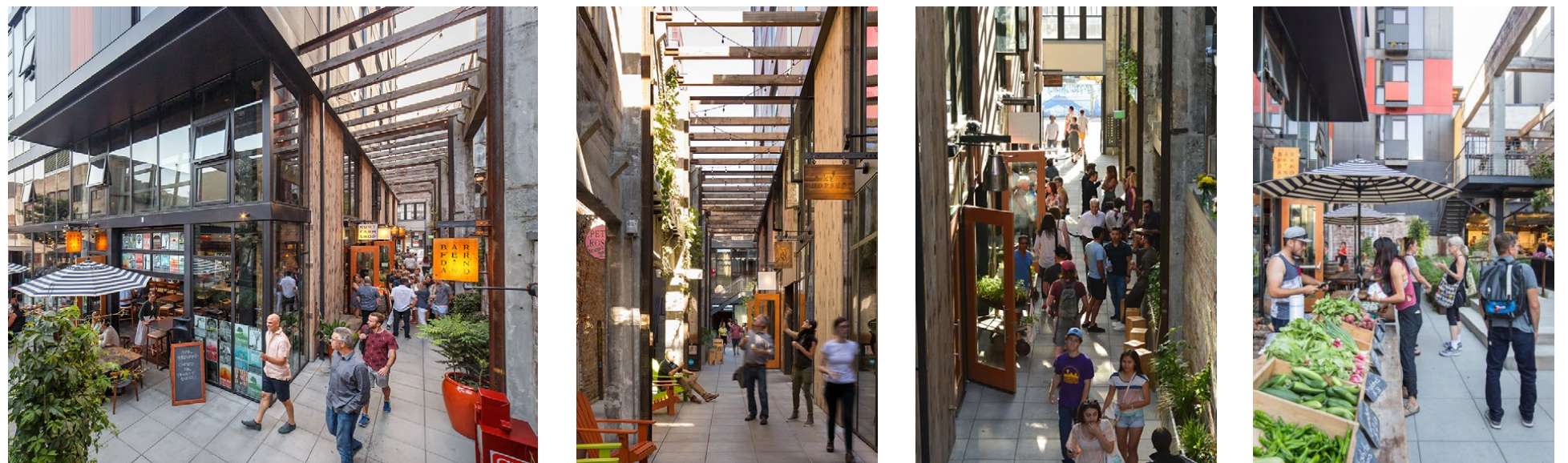


FIGURE 199. Chophouse Row Precedents



CHARACTER AREAS AND TOWNSCAPE

BRUNSWICK SQUARE - IMPROVEMENT TO PEDESTRIAN AND VEHICULAR ACCESS

Technical Considerations

The removal of No. 829 High Road supports the design led response to The Site, and wider masterplan, acting as a gateway to the neighbourhood, providing a wayfinding point, and enhancing the east/west masterplan links.

Following discussion with Arup, who have designed the transport elements of the scheme, and London Borough of Haringey's transport team, minimum widths have been suggested along Brunswick Square for servicing access.

Building Regulations require a minimum width of 3.7m for fire tender access but this can reduce to 3.1m at gates. A width of 3.4m exists between Nos. 829 and 831 High Road, suitable for a refuse vehicle, but this narrows to 3m towards the rear of the original No. 829 footprint.

The new layout would provide a segregated pedestrian route along a space which currently has no pavement. This improves access generally, but particularly for wheelchair users.

The screening of building to north would be reinstated via planting and a totem sign, which also signposts not only The Printworks development, but the new park within the masterplan.

Transport and Planning Officers have supported the separate segregation of the highway and public realm along Brunswick Square, considering this essential. It has been agreed that to strike an appropriate balance between segregation, and an ultimately vehicle free route, that the separation should be delineated with a change of finishes as a distinct safe route, but without a stepped curve and appearing as a continuous surface. This approach has been incorporated into the application scheme.

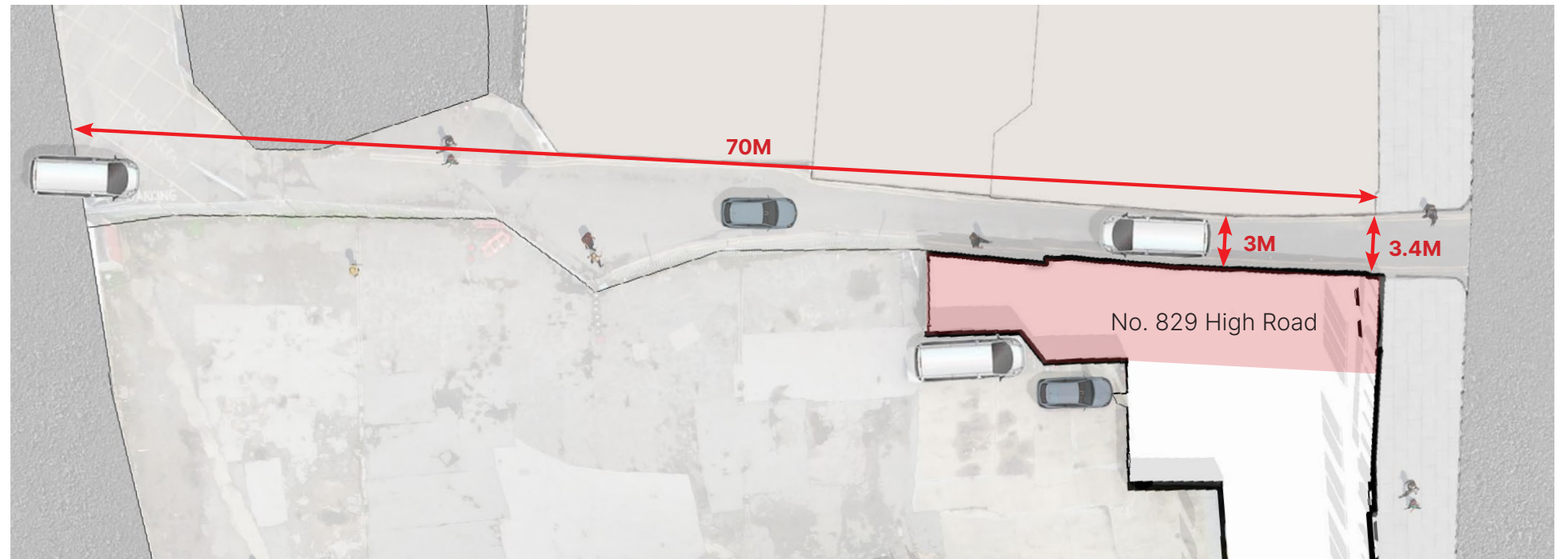


FIGURE 200. Existing Site - Ground floor plan - 70m of largely inactive frontage

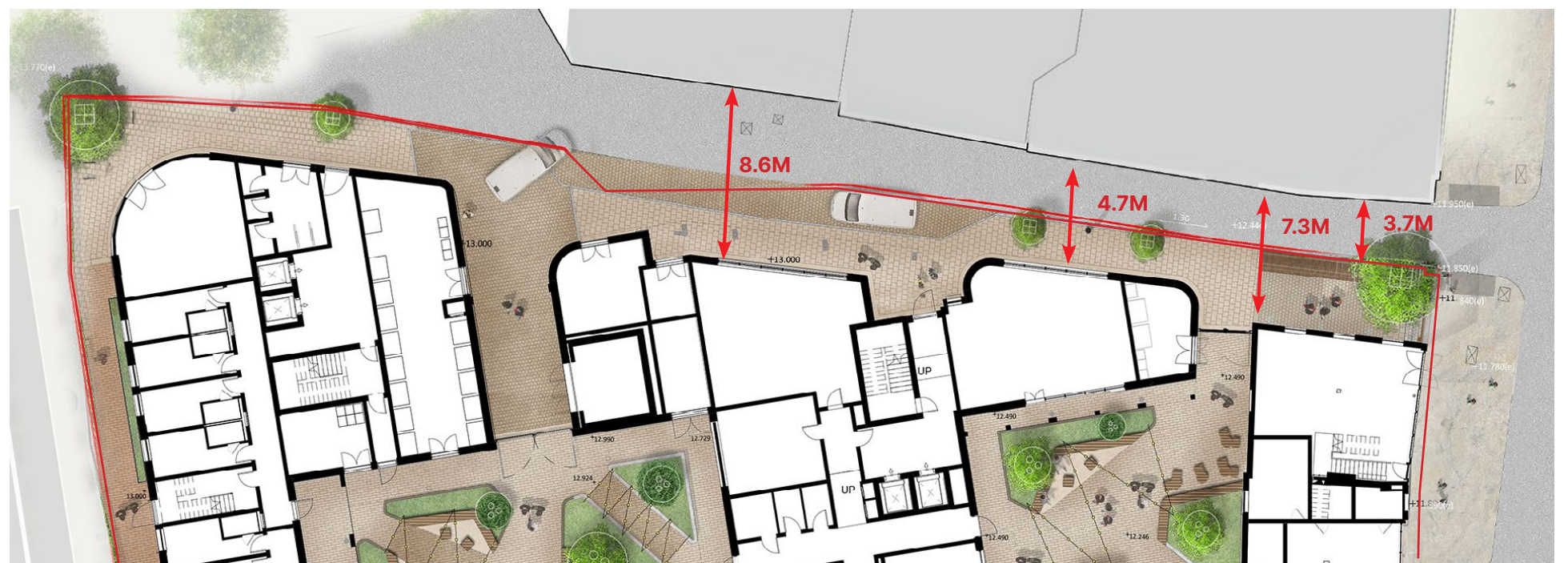


FIGURE 201. Proposed development behind the High Street - Ground floor plan - landscaping and commercial units to energise Brunswick Square

CHARACTER AREAS AND TOWNSCAPE

4.7.6 LOCAL STREET/MASTERPLAN STREET

The Peacock Mews character area is located on the western edge of The Site. In the current condition, it will face the Peacock Industrial Estate, but with the progression of the HRWMF, it would become the main Printworks frontage onto the new masterplan street 'Peacock Mews'. Because of this, the character area must work well in both the interim condition, with the Industrial Estate, and in the future as part of the masterplan development.

The massing to Peacock mews is set back from the boundary, to create a footway, and a buffer zone with the Peacock Industrial Estate. Along with thoughtfully designed boundary treatments, it creates a space which feels comfortably separate as a residential zone next to the Estate, but which can easily be adapted to become part of a residential street.

The commercial units which bookend the PBSA portion of the Character area protrude forward, creating a recessed area in front of the duplex clusters on the ground floor, this creates the opportunity for defensible private amenity space, bordered by a new boundary treatment to allow for privacy.



FIGURE 202. Character Area Plan



FIGURE 203. Peacock Mews Elevation



FIGURE 204. Precedent

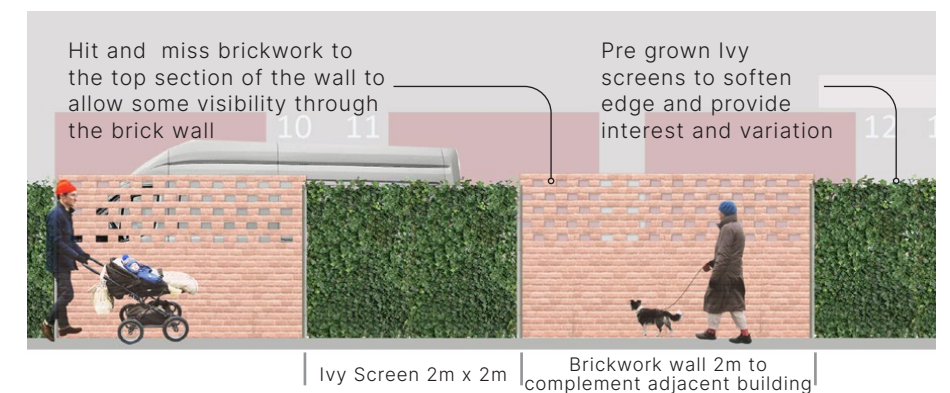


FIGURE 205. Elevation of Interim Boundary Treatment

CHARACTER AREAS AND TOWNSCAPE

LOCAL STREET/MASTERPLAN STREET



Not to scale



FIGURE 206. Section Across Interim Western Frontage and Peacock Industrial Estate



FIGURE 207. Planting Example



FIGURE 208. Section Across Final Garden Frontage As Part Of The Wider Masterplan

CHARACTER AREAS AND TOWNSCAPE

LOCAL STREET/MASTERPLAN STREET

The treatment along the western edge of the Printworks development must cater for the interim relationship with the neighbouring Peacock Industrial Estate and also when the future masterplan is realised.

In the interim scheme Peacock Mews is detailed as a gated lane with a 2.0m high brick wall with hit and miss vertical planting, creating a physical and visual separation to the industrial estate. The brickworks will complement the building and create an acoustic buffer for residents.

When the future masterplan is realised this wall is removed and the ground floor duplex clusters can directly address the new street and avenue of trees that are intended



FIGURE 209. Duplex Cluster 1F



FIGURE 210. Duplex Cluster GF

KEY

- KDL
- Duplex Cluster 1
- Duplex Cluster 2
- Duplex Cluster 3
- Duplex Cluster Entrance Door

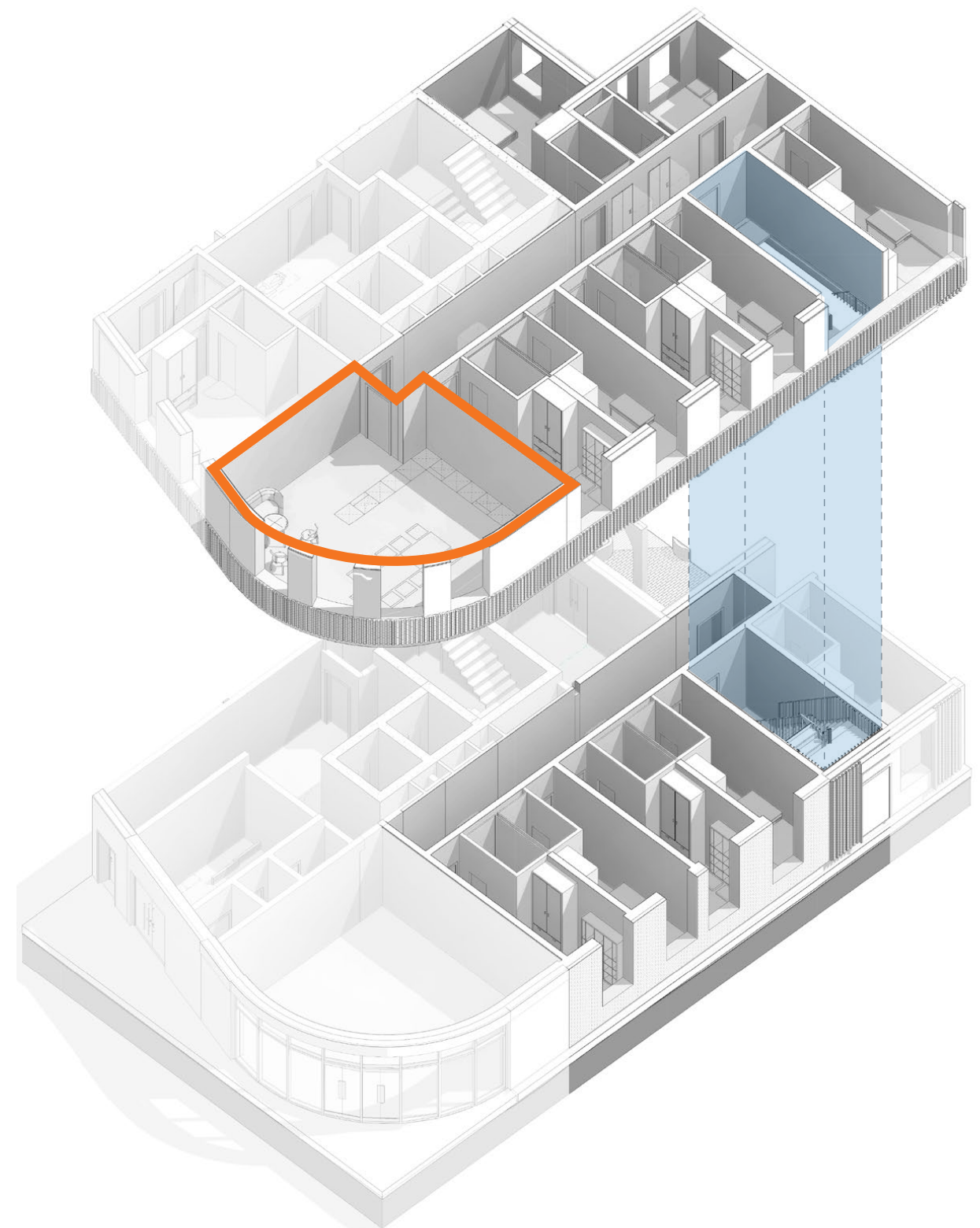


FIGURE 211. Duplex Cluster Axo Example (Duplex Cluster 1)



Not to scale