SCALE AND MASSING

The north-west corner of the proposed development works to mediate the height of the contextual masterplan blocks at seven storeys, while holding the south end of the future park, and is considered an appropriate increase in scale given the ambition to increase density across HRW. Similarly the taller element to the south increases in height by one storey in comparison to the masterplan range, to six storeys, balancing the move to the north and respecting the general stepping up of mass away from the High Road to the north-west.

The stepping up and down in elevation continues in plan with subtle checks and recesses between the component blocks, articulating the junctions, and further aiding the breaking down of the overall visual mass.

The Ground floor is treated as a full storey plinth, a recessive base to the building, set back to lighten the connection between structure and ground, again, reducing the general mass and helping to define a top, middle and bottom. To Brunswick Square, this connection is, in part, made by a colonnade which allows the necessary pedestrian route to be accommodated while the building above steps out to address the desire for a narrow, tight grained, route away from the High Road.

The strategic use of radiused corners completes the selection of design tools employed to articulate the building mass. The curves relate to the concept design of the printing press 'ribbon' but physically work to lessen the weight of the scheme, especially when seen in the longer views from the north and south, while marking key wayfinding points within the neighbourhood.

KEY

- 2-3 Storeys
- 3-5 Storeys
- 5-8 Storeys
- 10-18 Storeys

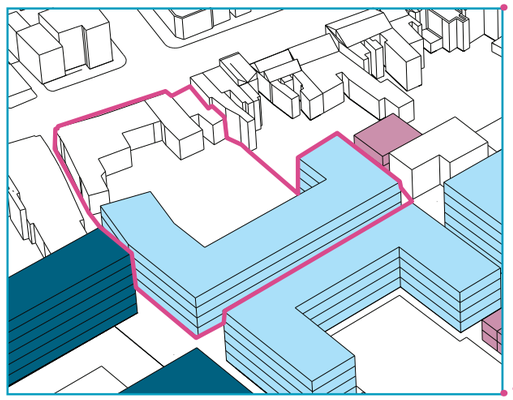

FIGURE 132. Printworks site within the 2014 HRWMF

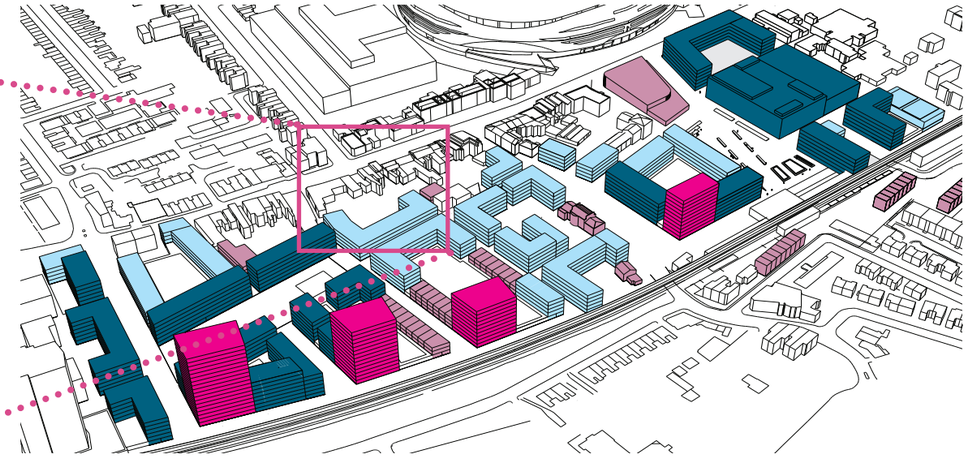

FIGURE 133. Distribution of height and massing as shown in the 2014 HRWMF

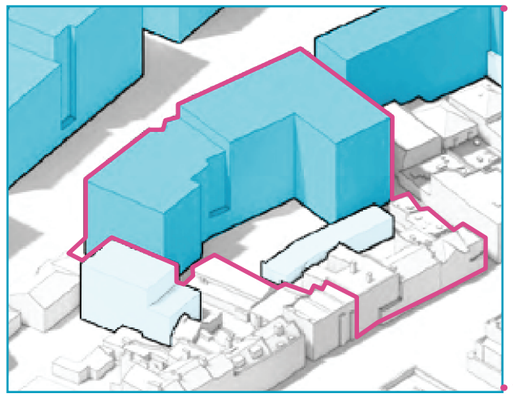

FIGURE 134. Printworks site within the 2022 Lendlease Approved Masterplan

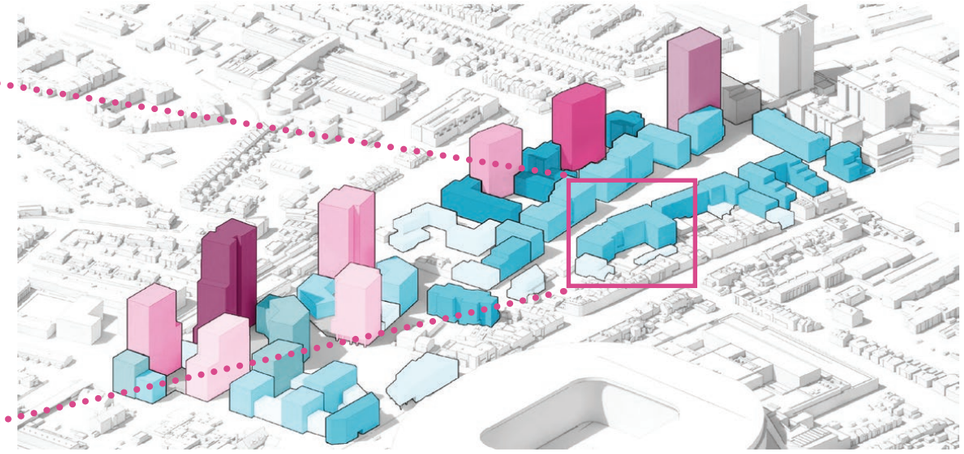

FIGURE 135. Distribution of height and massing as shown in the 2022 Lendlease Approved Masterplan

F3

SCALE AND MASSING

Not to scale

- Restricted to the western edge of the site only, away from the High Road, following the original masterplan principles with regard to the heritage setting.
- The additional mass at the 5th floor is therefore not visible from the High Road.
- The building heights are within the recent Lendlease parameter plans for the site.
- The Lendlease masterplan acknowledges the need for increased height at the north west corner of the site, to hold the proposed park - and the proposals continue to follow this important approach to the design.
- The 'turrets' to the north west, and southwest, remain and help to articulate the overall western elevation.
- The western elevation remains largely as it was when presented as part of the previous, consented, scheme, but with revisions to the fenestration to break up the mass, and carefully consider the proportion, rhythm, and materiality of the composition, within the context of the 'ribbon' aesthetic discussed.
- The additional massing adds much needed PBSA accommodation and works to maximise the efficiency of development within the site.

FIGURE 136. Key Plan

FIGURE 137. Proposed Section West East through courtyard

FIGURE 138. Proposed West Elevation

4.6 RESPONSE TO DAYLIGHT AND SUNLIGHT

As well as considering the design from the point of view of an appropriate scale and mass within its built context, the overall form of the proposals have also been informed by access to daylight and sunlight, both in terms of the interior and exterior spaces created.

Setting the new build elements of the scheme to the west, away from the historic terrace, creates an important visual buffer to the heritage assets but also a space for improved daylight access to the rear of the High Road PBSA and the proposed central range. The southern end of this buffer zone is left open at the boundary, again, helping to encourage passive lighting, with the knuckle building sitting to the north, spaced away from the adjacent existing structures.

The remaining blocks are arranged around a second courtyard to the west, carefully set out to keep the depths of the wings around it to a minimum to also promote daylight/sunlight access from two sides where possible. The courtyard is also lined in white brick to help reflect light deeper in to the lower levels of the plan.

As noted, the project massing generally gains height from the south-east towards the north-west and this principle is set out to respond directly to passive solar gain and daylighting, as well as the historic context.

Given the relatively tall wings surrounding the western courtyard, sun on the ground is limited in the western square. By way of mitigation, a shared roof terrace amenity space is proposed at the top, 4th floor, of the central range which would not be subject to any overshadowing, offering a different quality of landscape. The ground floor eastern courtyard is another shared amenity space and, given the nature of the adjacent building massings, performs very well in terms of the sun on ground experienced.

The design, regarding daylight/sunlight, has been informed by an iterative process of internal daylight analysis by a specialist consultant, followed by alteration of the architectural arrangements to optimise the values. There is clearly a balance to be struck between the level of daylight achieved while avoiding overheating from passive solar again and so overheating analysis has been carried out con-currently.

Internal student amenity space is accommodated at ground floor and is arranged around the two courtyards to benefit from natural light – this is supported by many of the spaces running the full depth of the wings they sit beneath and so they are able to access daylight on two sides.

FIGURE 139. Main Courtyard Section Looking East

F3

Not to scale

4.7 CHARACTER AREAS AND TOWNSCAPE

4.7.1 OVERVIEW

The Site is split into four distinct character areas, each responding to the specific nature of their context.

Historic Terrace

Nos. 819-829 High Road form the eastern edge of The Site, a series of heritage assets, some listed and some locally listed, within the North Tottenham Conservation Area. This most public facing part of the scheme accommodates two of the four commercial opportunities within The Site.

A considered approach is needed to secure and extend the viability of this terrace, protecting and restoring the existing assets while, at the same time, using this heritage context to set the tone for a respectful new proposal to the west.

Brunswick Square

Brunswick Square is the existing alleyway to the north of the Printworks and is a key link to the future masterplan sites to the west, marking a new gateway to the proposed wider development.

It requires careful treatment, such that it responds to the historic context of tight grained lanes leading off the High Road while functioning as a viable access and servicing route for the application site and existing light industrial site beyond.

Courtyards

A series of new buildings are proposed behind the High Road, beyond the existing terrace, laid out around Shared amenity gardens.

A 'courtyard' character is developed, focusing on the quality and liveability of the proposed PBSA scheme, and its relationship to the existing terrace, with close careful having been given to circulation, operation, and amenity.

Local street/masterplan street

The western edge of The Site forms the final character area of the scheme. In the interim phase, with Peacock Industrial Estate in place, this edge condition is designed as a private street, car free, and accommodating defensible space for the duplex clusters it serves. The western boundary treatment is rebuilt and planted to address the proximity to the adjacent car park.

With the masterplan brought forwards, this gated street becomes a key north-south boulevard, Peacock Mews, facilitating single direction traffic, with pavements and planting either side.

The application scheme is designed to work in both scenarios – realising the masterplan would only require the reduction in height of the boundary treatment.

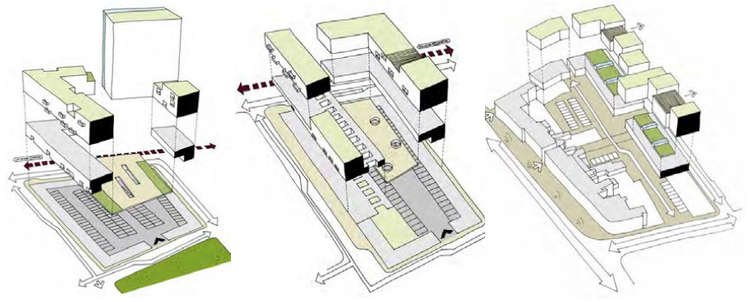

FIGURE 140. Arup Diagrams: Urban Courtyard, Terrance Block, and behind the High Road

KEY

- Brunswick Square
- Historic Terrace
- Local Street
- Courtyards

FIGURE 141. Character Areas Plan

F3

Not to scale

CHARACTER AREAS AND TOWNSCAPE

4.7.2 HISTORIC TERRACE

The Historic Terrace Character Area is defined by its location on an active high street, and as the most publicly accessible part of the scheme. It contains a number of heritage assets, and is the focus of the commercial development within the project. Conversations are underway with potential PBSA operators to understand how they would work within the character area and the wider North Tottenham Conservation Area in which this part of the development sits.

The Heritage assets will be carefully restored and maintained, allowing them to continue to remain viable and active buildings. The development immediately behind the High Road properties is respectful to these assets, and works to enhance their heritage value

FIGURE 143. High Road Elevation

FIGURE 142. Character Area Plan

FIGURE 144. View of the High Road from Brunswick Square Entrance

FIGURE 145. High Road View

FIGURE 146. Tottenham High Road 1960s

CHARACTER AREAS AND TOWNSCAPE

4.7.3 HISTORIC TERRACE - SHOP FRONTS

The Historic Terrace Character Area contains two Grade II statutorily listed buildings (819-821) and three locally listed buildings (823-827). It sits within an important part of the North Tottenham Conservation Area (NTCA).

Maintaining and enhancing the historic linear nature of the High Road is a key driver of the conservation area, with the restoration of historic shop fronts of high importance.

The shop fronts of the heritage assets still have historic features of note, such as joinery and glazed brick, although many of these are in a state of disrepair. These would be restored to a high standard, in line with the NTCA Appraisal and Management Plan (NTCAAMP). Further conservation work to these historic properties would include the restoration of the historic brickwork, and the reinstatement of historic roofs and chimneys, subject to site investigation.

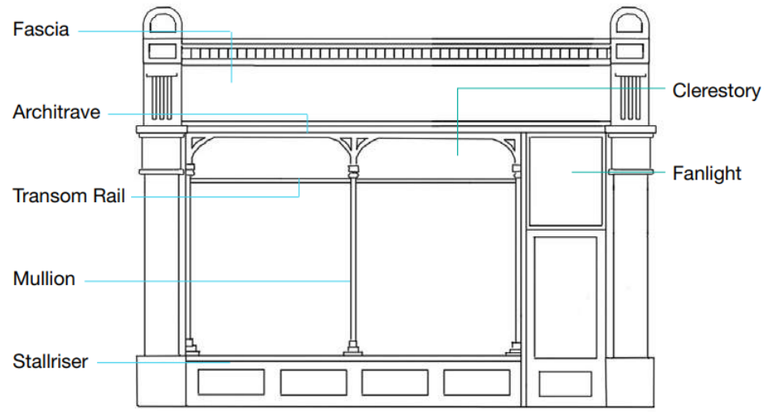

FIGURE 147. NTCAAMP Shop Front Diagram

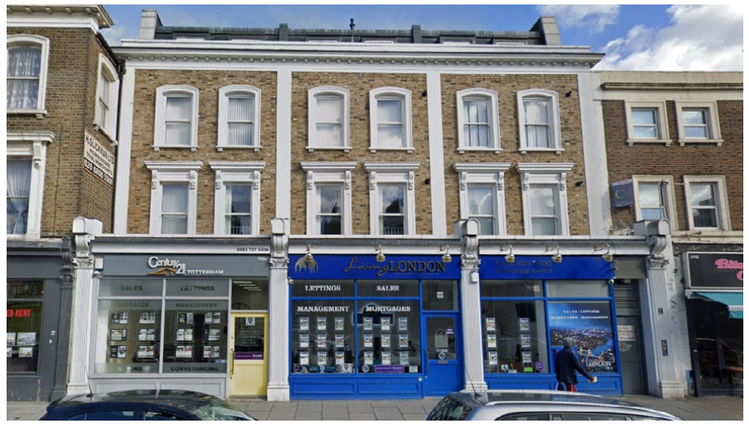

FIGURE 148. Example of compliant shop fronts in Tottenham

FIGURE 149. NTCAAMP Example of Poor Shop Front Design

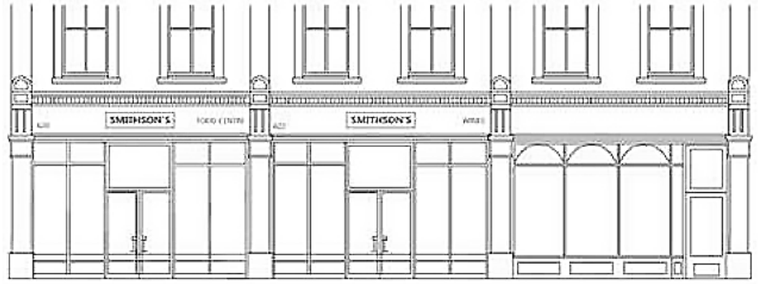

FIGURE 150. NTCAAMP Example of Good Shop Front Design

FIGURE 151. Example of Proposed Shop front Signage

F3

Not to scale

CHARACTER AREAS AND TOWNSCAPE

4.7.4 BRUNSWICK SQUARE

The Brunswick Square Character Area sits to the north of The Site. Defined by it's tight grained nature, it acts as a key gateway, and forms a key east west link within the masterplan.

Brunswick Square is currently a very low quality space, with no provision for separate vehicular and pedestrian access. There are a small number of businesses accessed from Brunswick Square, however it is predominantly used as a cut through from the Peacock Estate. The proposals aim to activate the street, with more PBSA and commercial frontages, along with a widened vehicular road & additional pedestrian footway.

FIGURE 153. Brunswick Square Elevation

FIGURE 154. Brunswick Square Looking West

FIGURE 155. Brunswick Square Looking East

FIGURE 152. Character Area Plan

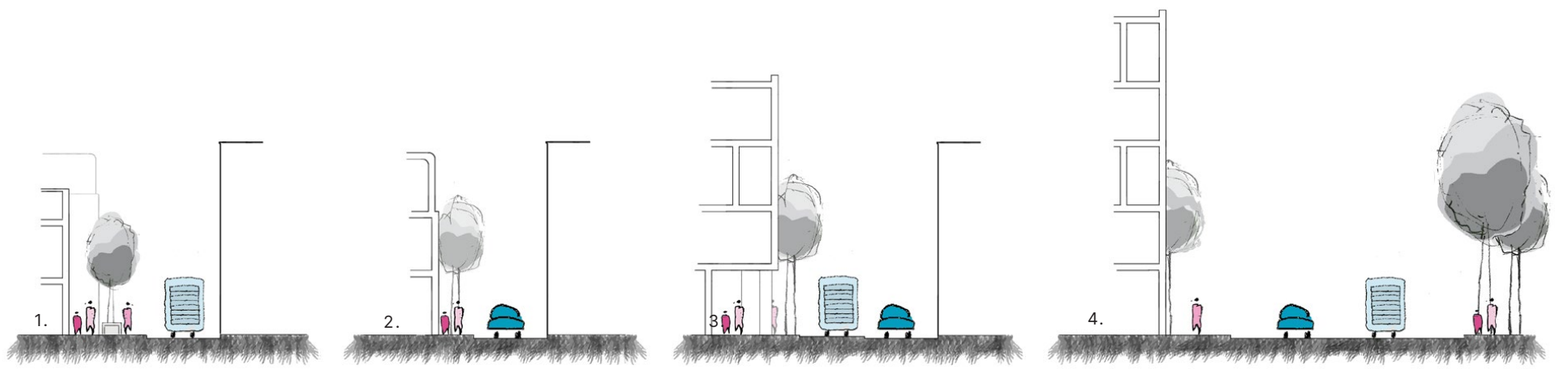

FIGURE 156. Brunswick Square Sections

CHARACTER AREAS AND TOWNSCAPE

BRUNSWICK SQUARE - EXISTING CONDITION

Brunswick square is a small road/alleyway situated to the north of The Site. Whilst a small number of businesses are accessed from it directly, it's main function is as a cut through for the Peacock Estate. There are a number of issues with Brunswick Square in it's current situation, with a key issue being the lack of separation between the pedestrian and the vehicular access. The situation of the two buildings directly adjacent to the road causes blind spots, and the narrowness of the street here means that vehicles regularly scrape the sides of the buildings when turning out.

The fact that Brunswick Square accommodates two way traffic is another serious issue, as there are no passing points at all along the eastern portion of the road, which can cause unsafe build up of traffic on the High Road, and reversing along a road which is used by pedestrians. Alleyways like this in the area can facilitate illegal and antisocial activity due to limited passive surveillance.

No. 829 was originally a mid-19th Century building, but it is clear from examining historic photographs and maps from the period that it was re-built at the turn of the century, with loss of original detail. It is a recessive building that does not address the High Road as confidently as the adjoining properties. A Heritage Assessment has been prepared by Cogent Heritage, in which further analysis of No. 829 has been undertaken. This is included with this application.

FIGURE 157. 829 and Brunswick Square Aerial View

FIGURE 158. Brunswick Square looking East

FIGURE 159. Brunswick Square and Site Aerial View

FIGURE 160. Damage to the Brunswick Square Brickwork