

Campbell Cadey

Harringey Warehouse District

HWD Entrances
Design & Access Statement

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This is an A3 sized document, note that all drawings contained within are not to scale.

Supporting application drawings are A3 sized with scale bars.

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1.0 Introduction

1.1 This Design & Access Statement document has been prepared on behalf of the owners of the wider Overbury Road Warehouse District Site and in support of a detailed planning application that seeks to improve the existing access arrangements into the wider site from Eade Road.

The application has been put together by Campbell Cadey, who are providing advice and guidance in relation to the public realm associated with the wider site.

The application proposals involve the following works:

- 1 Erection of a new commercial unit;
- 2 Erection of new refuse store to house relevant Eurobins
- 3 Introduction of a new rain gardens, and greening;



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2 - Harringay Warehouse District

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Site Overview

The application site sits in the south eastern corner of Overbury and Eade Road (SA34), one of the sites allocated forming part of the Harringay Warehouse District, which is identified in the Councils DMDPD as Warehouse Living. Eade Road forms the southern boundary to the application site and the primary point of access into the wider Overbury and Eade Road site.

The application site form a key component of the wider Harringay Warehouse District Framework Document, which has been prepared by the Applicants, in consultation with LB Harringey Officers.

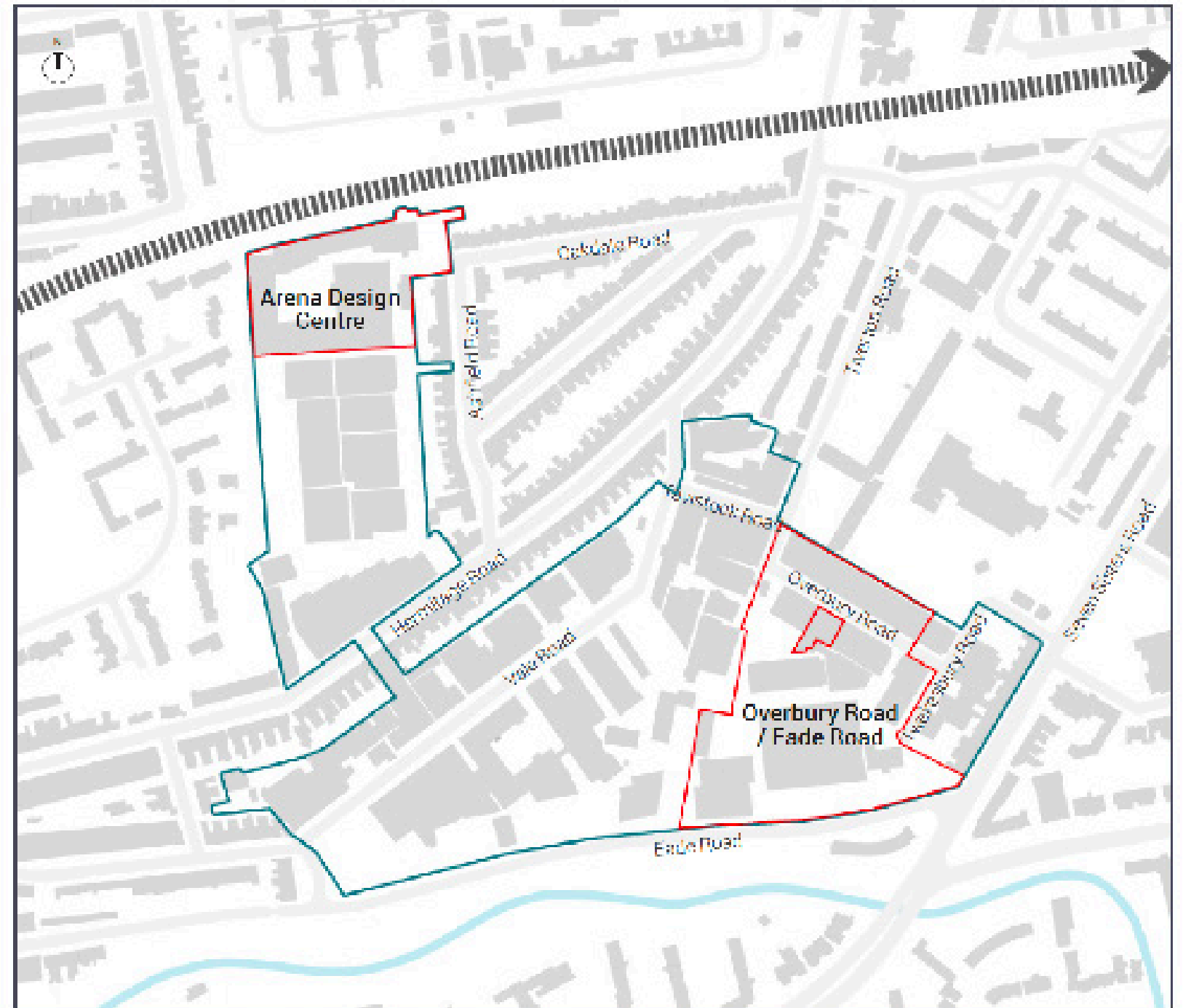
The Framework advances an overarching vision for the future development of the wider site and advances a series of strategies and guidelines aimed at addressing the treatment of the public realm, access , movement and way finding, waste management , lighting and security, energy and sustainability, landscaping and ecology.

The framework also advances a series of urban design / built form guidelines in relation to the future development of a number of key sites that comprise the wider site.

The submission of this application represents the first of a number of planing applications that will be submitted by the Applicant in pursuit of the aims and aspirations set out in the wider framework.

Having explored the site context and examined how it works, we have set out our site analysis focusing on the following aspects:

- Movement
- Waste
- Bikes
- Public spaces
- Communal spaces
- Private communal spaces
- Adjacent public spaces



For more detailed information please refer to

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Eade Road



The Heart of the Site



Overbury Road/ Tewkesbury Road



For more detailed information please refer to

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3 - Site Analysis Entrances

3.1 Eade Road Entrances

The proposed location for the new entrance works on the left side of the New River Studios building and aim to give a new outdoor space for residents and visitors to gather, and socialise.

The works aim to:

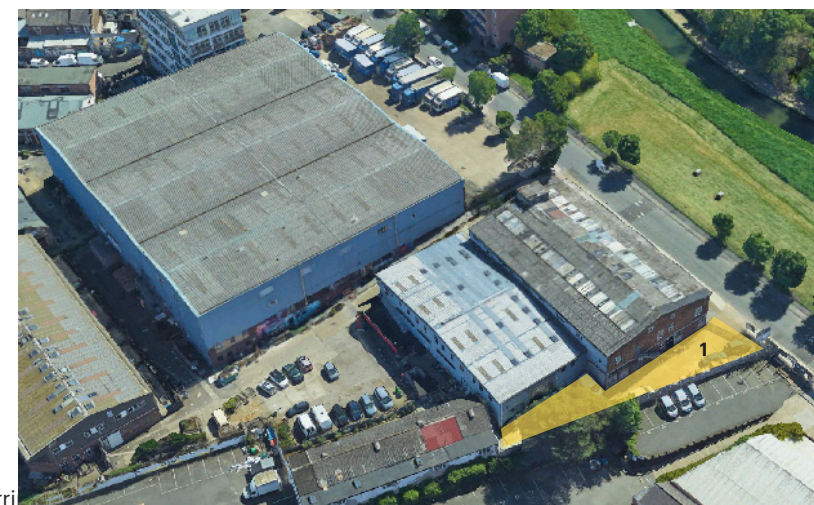
Relocate the main entrance to “Eade Studios to the West of the site - developing its outdoor space and giving the studios their own address and identity for the community.

1. Unit D Entrance and outdoor space.



Harris

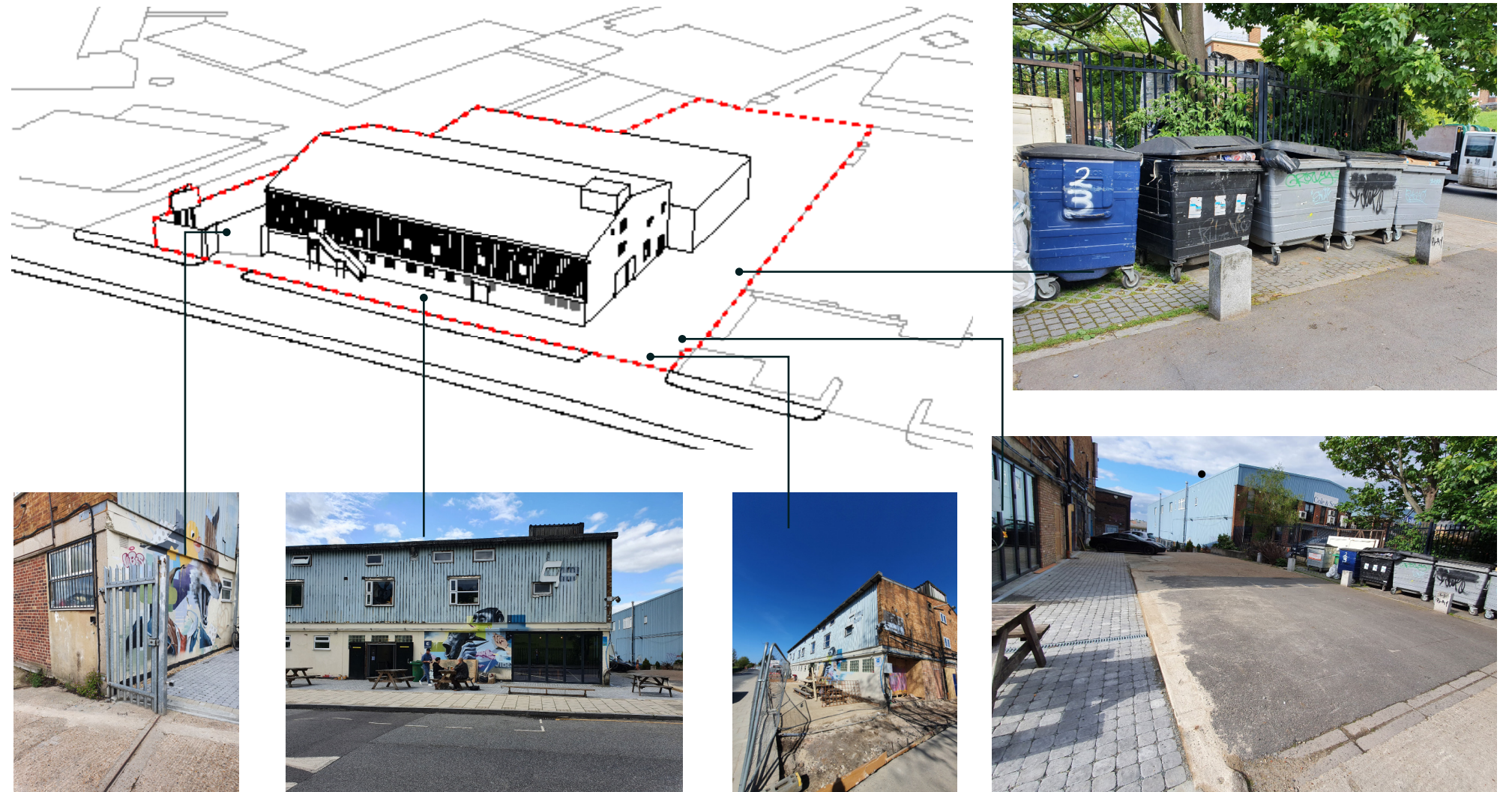
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Ariel photographs of site from south and west

3.1 HWD Entrances - Exploring the context

To gain a full understanding of the community, site context and specific nuances, a full site analysis has been carried out. The analysis has looked into the existing street scape, communal facilities, location and provisions of green space, waste, traffic, sensory pollution and pedestrian use/ownership.



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3.1.1 Existing Site Conditions

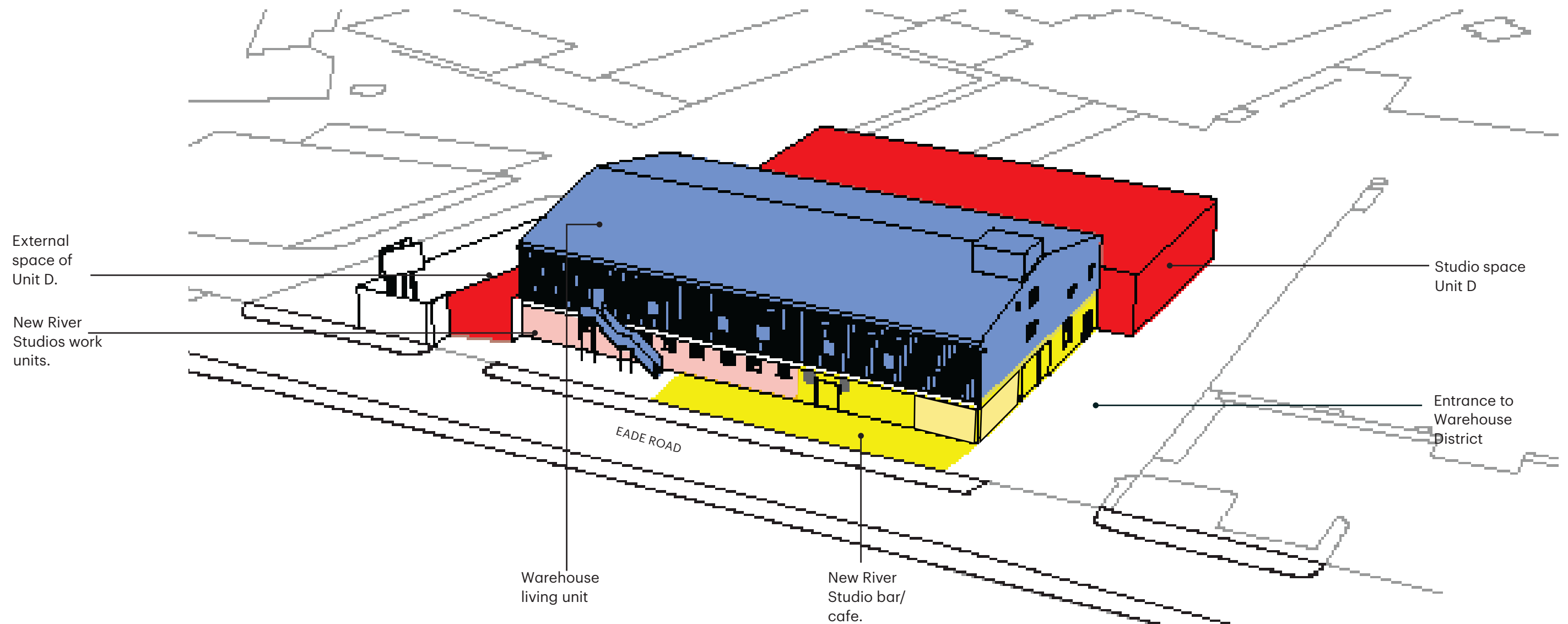


3.2.1 Building Use

The two buildings within the Site that sit adjacent to the proposed New Entrances are New River Studios and Unit D.

New River Studios is a combined use with a Ground floor Cafe Bar and studio spaces, on upper levels (Unit E) there is 1969.9sqm of warehouse living comprising of 49 bedrooms.

Unit D is entirely maker space.



3.2.5 Parking

Parking on the site is unregulated, resulting in cars being abandoned and cars from beyond the district using the space.

This results in cars being parked and sometimes abandoned in places that block the routes through the site and also reduce usable amenity space.

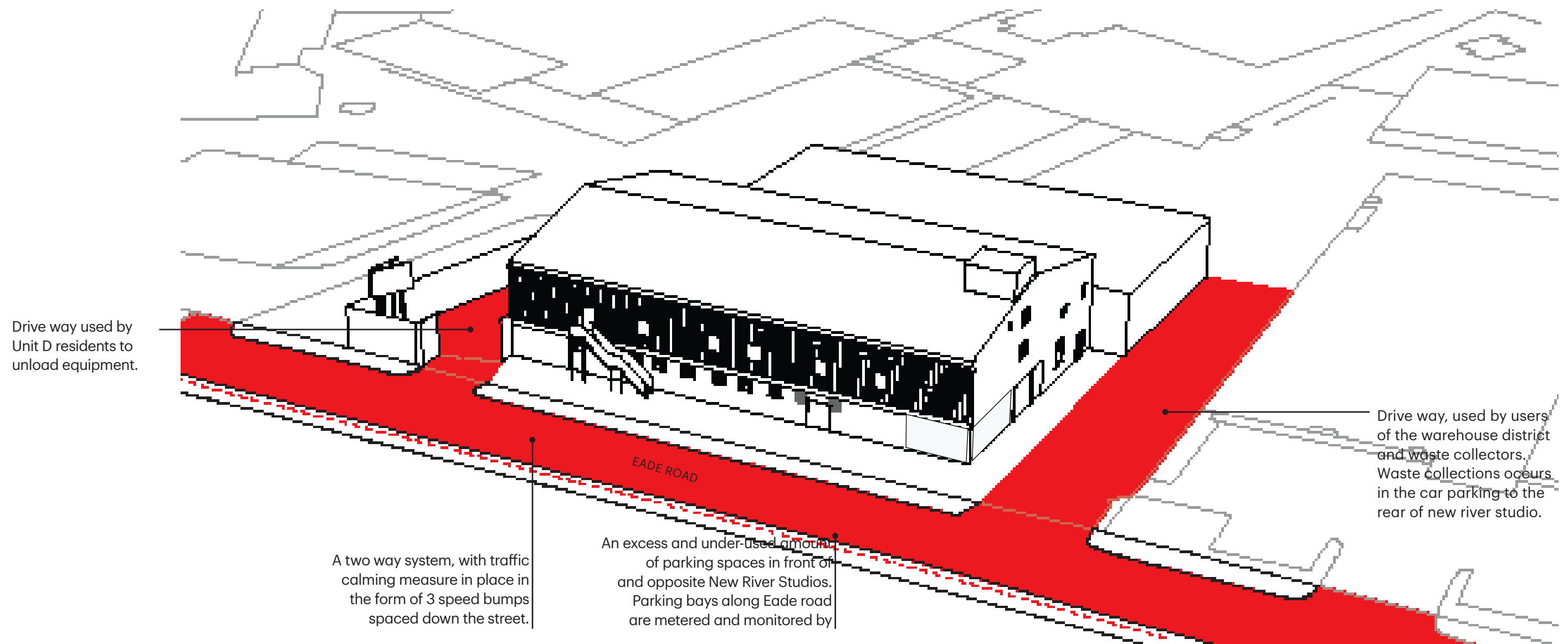
The proposals put in place measures that prevents such adhoc parking at the entrance to the site.



3.2.3 Vehicular Traffic

The traffic along Eade Road is consistent throughout the day with both cars and heavy commercial vehicles such as lorries. Due to the traffic calming measures already in place, the speed of the traffic is at safe level. There is an excess of underused parking bays located in front and opposite New River Studio. WSP provide further information on the traffic in the supplementary information provided.

The proposals put in place measures that prevents such adhoc parking at the entrance to the site.

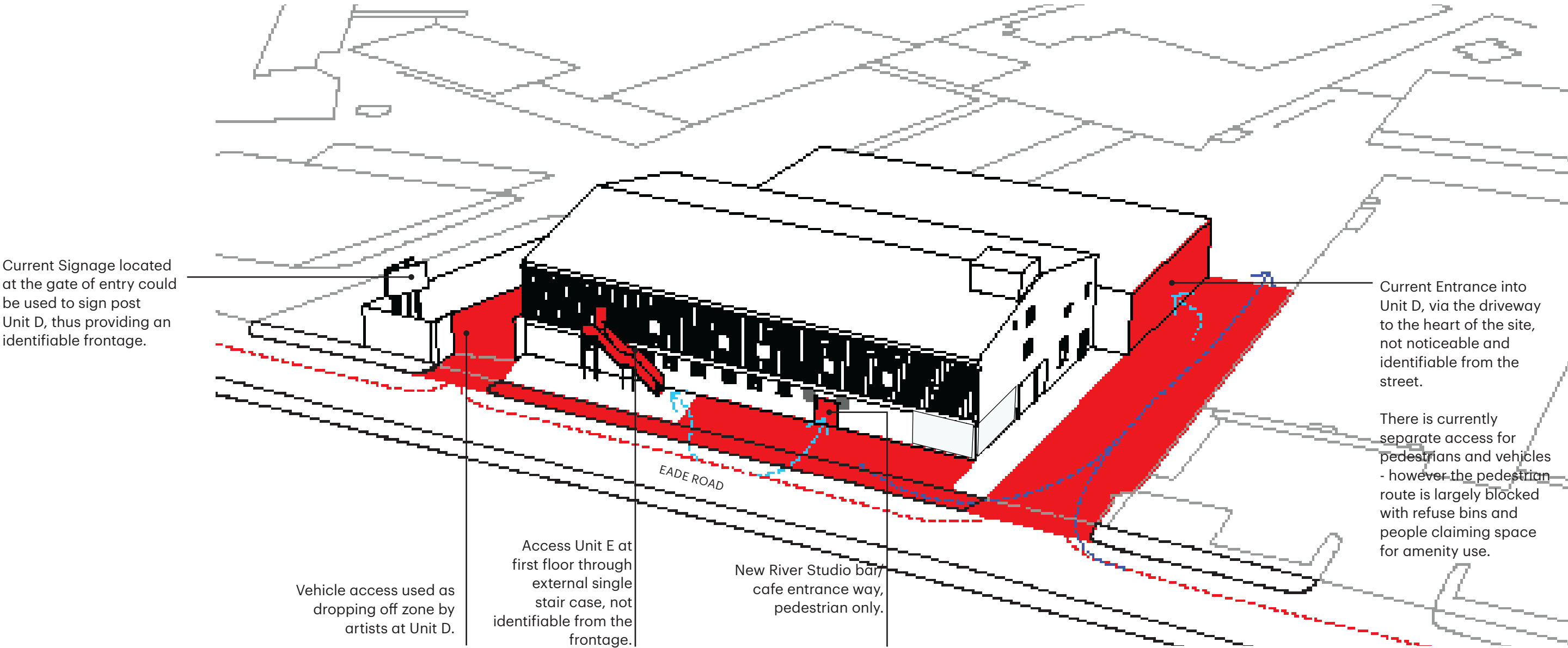


3.2.2 Access

Due to the mixed use nature of New River studio there is 4 different access points/ point of entry. These include entry to Unit D (front), Unit D (rear), Unit E (residential units above NRS) and New River Studio bar/cafe. Currently there is no defined separation between the different uses and it is difficult to identify the different uses. There is a need for both vehicle and pedestrian access to the different areas.

The proposals put in place measures a legibility strategy for the site helping people to locate the different uses

Vehicle access Pedestrian Existing Pedestrian



3.2.2 Sensory

The sensory pollution for New River Studio includes noise and sunlight.

The proposals aim to reduce sensory pollution through:

- Planting to provide positive sensory impact as well as screening from traffic and adjacent uses.
- Enclosures for bins to reduce odour and waste contamination.

Sunlight study - midday January shows that the front south facing facade maintain a near constant bask in daylight.

Areas of fly tipping

