



Lansdowne Road

Arundel Court &
Baldewyne Court

Design & Access Statement

May 2024



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For further information contact:
Senior Associate - Architecture: Melisa Villar - mvillar@bptw.co.uk

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1.0 Introduction

1.1 Overview of Client and Design Team

London Borough of Haringey are invested in developing communities and areas and as such are committed to building new, affordable homes within the borough. LB Haringey are seeking to develop a number of infill sites located along or near Lansdowne Road.

An experienced design team has been assembled that reflects LB Haringey's commitment to deliver a high quality residential scheme.

Design Team



Architect



Planning Consultant



Arboricultural Consultant



Ecological Consultant



Principal designer



Energy Consultant



Civils Engineers



Sunlight & Daylight Consultant



Employer's Agent



Landscape Architect



Transport Consultant



Flood Risk Assessment



Fire Consultant







View of Baldewyne Court Courtyard looking South.

1.2 Introduction & Site Location

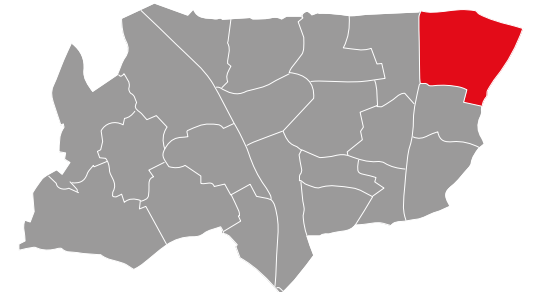
Introduction
The following Design and Access Statement document has been prepared on behalf of LB Haringey to demonstrate the potential development of infill sites within Arundel and Baldewyne Courts on Lansdowne Road.

This document first assesses the wider existing and local context and then evaluates the site constraints and opportunities. This is followed by proposed design development and the subsequent proposal presented to you for your consideration.

The two sites are on opposite sides of Lansdowne Road and are located in the Northumberland Park ward which is on the north-eastern edge of the London Borough of Haringey.

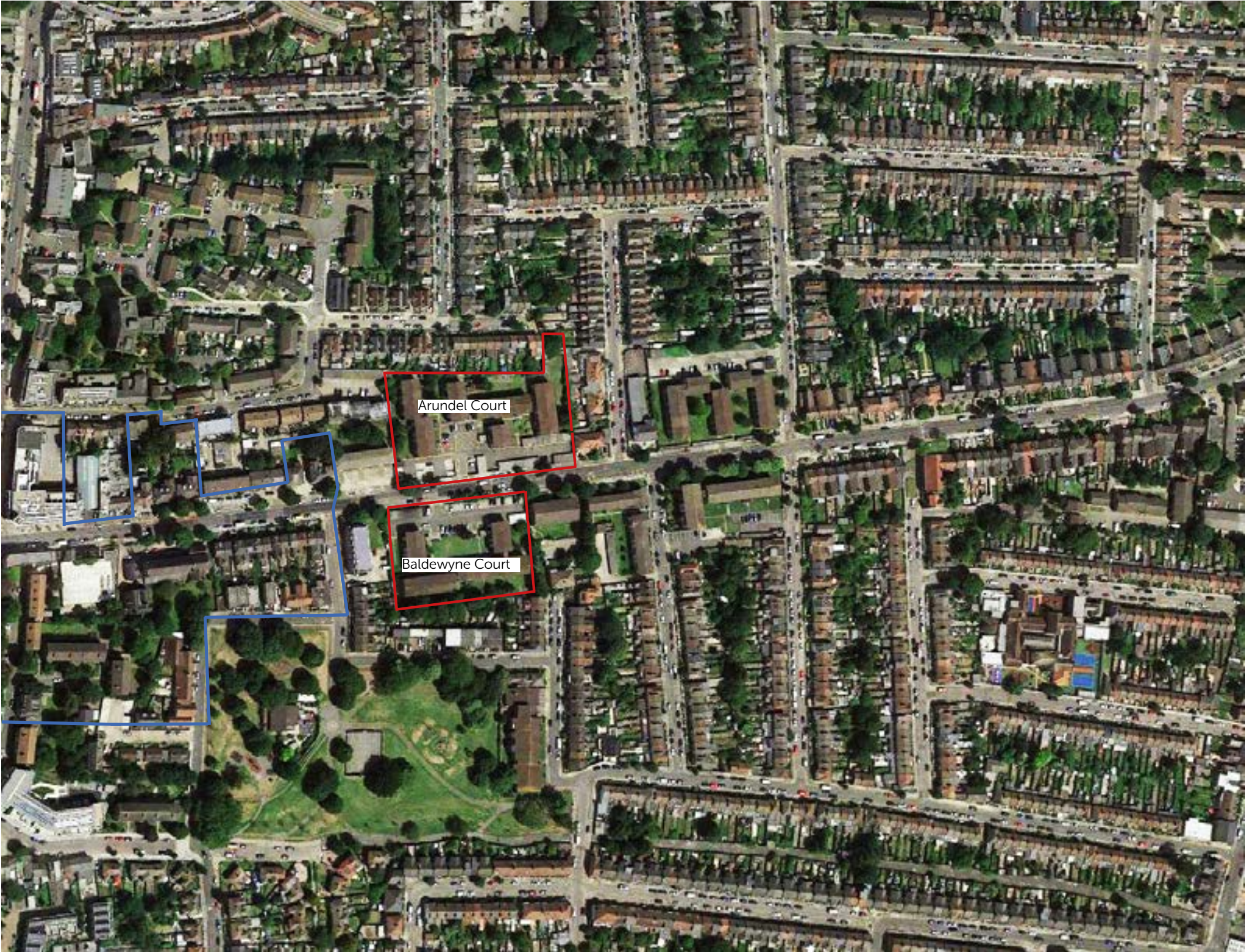


The sites are located in the London Borough of Haringey.



Northumberland Park ward is on the north-eastern edge of the London Borough of Haringey

- Key**
- Site Boundary
 - Tottenham High Road Historic Corridor/ North Tottenham Conservation Area



The addresses of the two sites are:
Arundel Court, Lansdowne Road, London, N17 0LR
Baldewyne Court, Lansdowne Road London, N17 9XH



1.3 Wider Context

Lansdowne Road is located to the west of the River Lea Navigation and the Tottenham marshes and to the south of Tottenham Hotspur football club and the North Circular (A406).

Both Arundel Court and Baldewyne Court have a PTAL rating of 5 as per the latest PTAL calculations (2021).

Northumberland Park rail station is within a 10 minute walk away, Bruce Grove overground station is an 11 minute walk from the sites and White Hart Lane rail and overground station is a 15 minute walk away that provides a direct connection to central London.

There are various bus services that operate along Lansdowne Road.

There are several public parks in close proximity, the closest being Hartington Park that is located to the south west of the site. To the east of the site is the River Lea Navigation and Tottenham Marshes as well as the Lockwood and Banbury Reservoir. They can be reached in a 10 minutes walk along Lansdowne Road.

- Key**
- Site
 - Public Green Spaces
 - North Circular Road
 - - Railway
 - Ⓜ Underground station
 - Ⓜ Overground station
 - Ⓜ Rail station



- | | | | |
|------------------------------|---|-----------------------------------|----------------------------------|
| 1 Hartington Park | 5 Downhills Park | 9 Weir Hall Allotments | 13 Tottenham Marshes |
| 2 Bruce Castle Park | 6 Devonshire Hill Nursery and Primary school fields | 10 London Grown Community Garden | 14 Paddock community Nature Park |
| 3 Tottenham Cemetery | 7 Bull Lane Playing Fields | 11 Frederick Knight Sports Ground | 15 Down Lane Park |
| 4 Lordship Recreation Ground | 8 Wilbury Park | 12 Kenninghall Open Space | |

1.4 Land Use & Buildings of Interest

Each of the sites are currently being used to provide a range of parking spaces, pram sheds, refuse points and a substation.

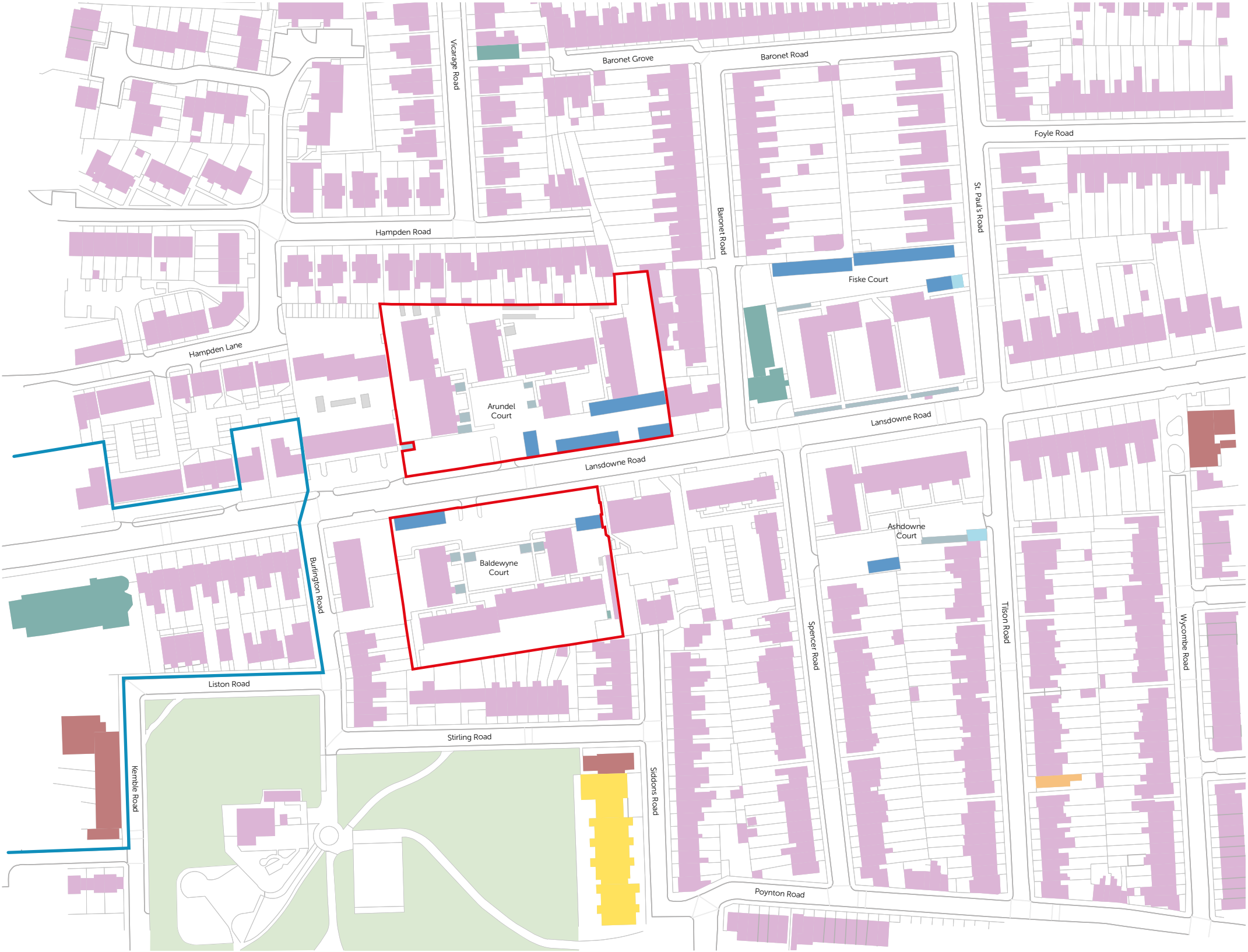
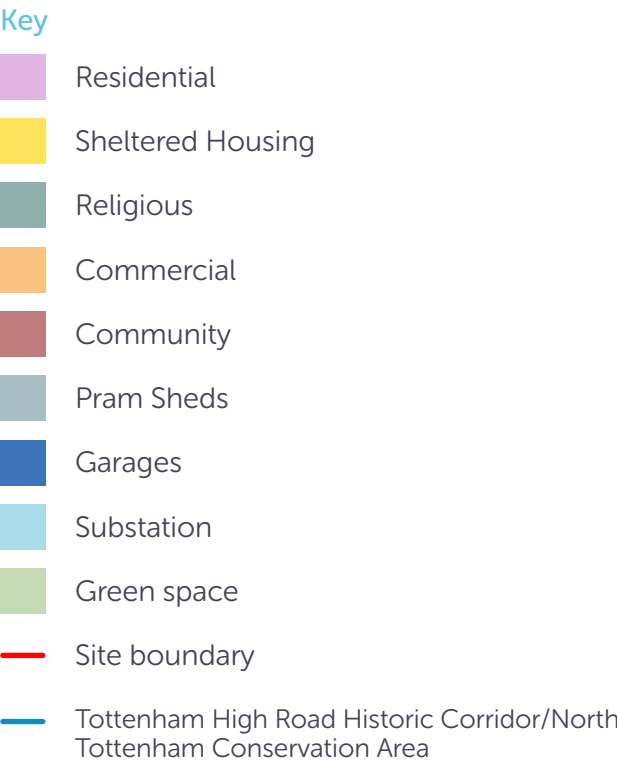
The immediate surroundings are dominated by residential buildings. The residential buildings in the area range from semi-detached houses, to medium sized terraces and compact flat blocks.

To the east of Lansdowne Road there is Marlborough Hall community centre and the Mount Zion Church of God and to the west there is St. Mary's church. The nearest commercial premises is a convenience store located on Tilson Road, to the south east of Ashdowne Court.

To the south of Baldewyne Court, there is the ARCA generation community centre and to the south-west of the site, Kemble Hall.

To the west of Lansdowne Road is the Tottenham High Road Historic Corridor/North Tottenham Conservation Area

Even though the area is limited with regards to its range of uses, it benefits from the large Hartington Park to the south-west of the site as well as the aforementioned community centres



1.5 Connectivity

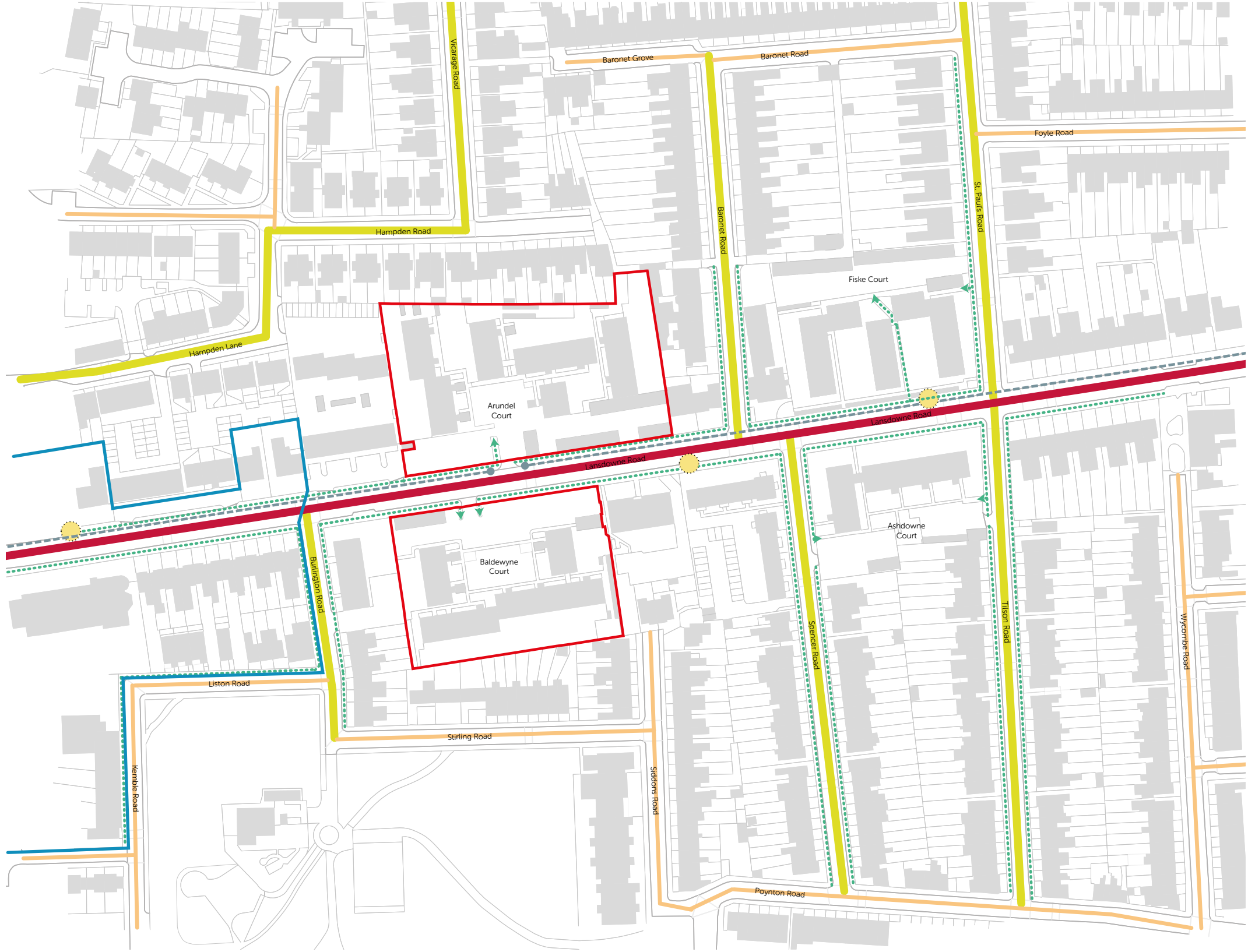
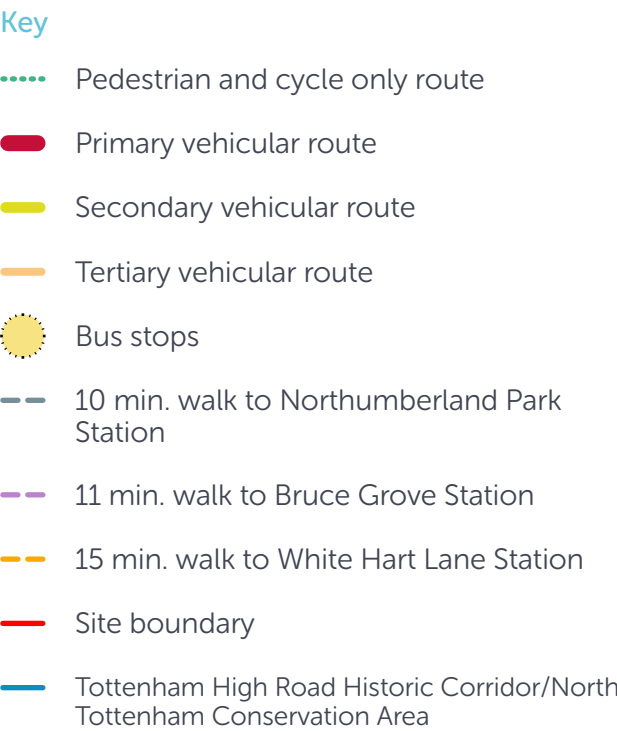
Arundel Court and Baldewyne Court have a Public Transport Accessibility Level (PTAL) forecast to be 5 for 2021.

The nearest Station is Northumberland Park which is within a 10-minute walk. Bruce Grove is an 11 minute walk to the south west and White Hart lane station is a 15 minute walk to the north west.

Services from each of the stations take you directly to central London. The station from White Hart Lane is able to provide both rail and overground station, helping to provide better connections to the wider transport network across London.

The site is serviced by two bus stops located along Lansdowne Road. The bus stops provide good connections to Edmonton and the surrounding area as well as to Waterloo in central London.

The multitude of transport options in the area, make the site well connected and within a good transport network.



1.6 Existing Site

- > Arundel Court and Baldewyne Court are two estates facing Lansdowne Road, in North London, N17.
- > The brick buildings are three storey, constructed in the 1970s, with associated garages and pram sheds.
- > The brief is to provide new high quality, affordable homes for the London Borough of Haringey, on the parking areas facing Lansdowne Road.



Key

- Site Boundary
- ▨ Proposed Area for the development

2.0 Assessment



2.1 Local Context & Character

The sites currently comprises of associated car parking spaces for the neighbouring dwellings, pram sheds, garages. refuse points and substation. The garages and pram sheds located on the sites are of brick construction.

Both Arundel and Baldewyne Courts can be currently accessed from Lansdowne Road.



- Key
- Site Boundary
 - Photo Location



2.1 Local Context



View looking along Lansdowne Road towards the Mount Zion Church of God



View looking East along Lansdowne Road, illustrating the brick barrier wall



View looking from the north towards the entrance of Hartington Park



View along Lansdowne Road of Marlborough Community Hall



View of Clements House (Sheltered Housing) and ARCA



View of Remble Hall close to Hartington Park

2.1 Local Character



The Tampery Tottenham, 639 High Road N17 8AA - diagonally opposite the end of Lansdowne Road



636-638 High Rd, London N17 0GA - on corner of Lansdowne Road



Strike Apartments, 2E Lansdowne Rd, London N17 9XE - High Road / Lansdowne junction



3 Lansdowne Road



5 Lansdowne Road



St Mary's, Lansdowne Road (March 2022 streetview)

2.2 Existing Site

Arundel Court



View looking East along Lansdowne Road



View looking West along Lansdowne Road



View into Arundel Court parking court

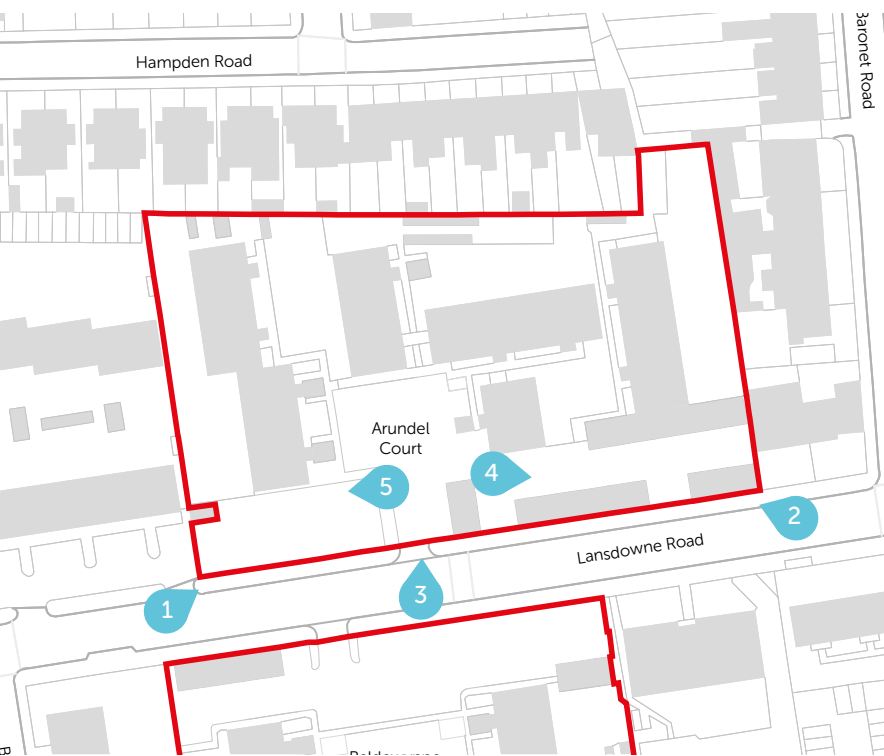


Photo Locations from around Arundel Court



Garages and external refuse provision to the East



Open parking court to the West of the entrance with pram sheds

2.2 Existing Site

Baldewyne Court



View looking towards the existing garages wall from Lansdowne road



View looking towards the existing brick wall on the boundary edge



Current site access from Lansdowne Road

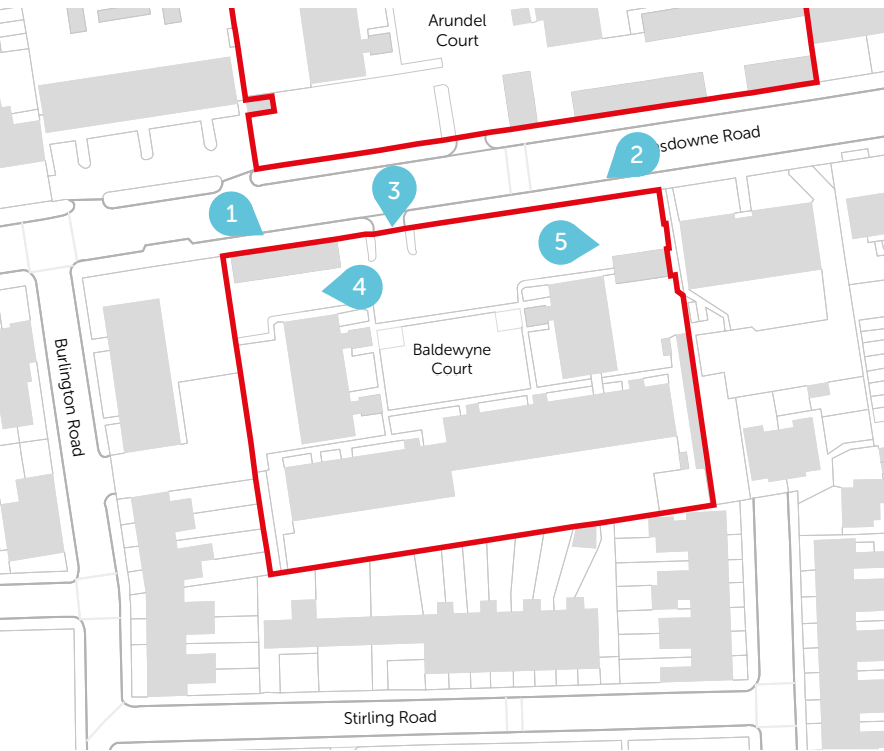


Photo Locations from around Baldewyne Court



Existing garages to the west of the site



Current parking and garage provision to the east

3.0 Evaluation

3.1 Site Constraints

- The constraints currently affecting the development include:
- > Existing parking on the site, which is used by current residents.
 - > There is a risk of overlooking to and from the existing flat blocks.
 - > Possible risk that the proposal may create overshadowing issues and reduction of sunlight/daylight levels.
 - > Possible risk of noise pollution/ air quality along Lansdowne Road.
 - > Existing substation located within Arundel Court. There is only one access point for both pedestrians and vehicles.

Key

Existing Garages

Existing Substation

Existing Pram Sheds

Existing Refuse Provision

Existing Parking Provision

Existing Trees

Traffic Noise

Physical Boundary

Overlooking

Existing Residential Entrances

Vehicle Access

Gas Easement Zone

Site Boundary

Tottenham High Road Historic Corridor/

Flank walls (including existing services)



3.2 Site Opportunities

- The opportunities presented in both development areas include:
- > Due to both sites sitting in close proximity to each other, a similar architectural language can be developed for the proposals.
 - > Providing an active street frontage and replacing the existing brick walls along Lansdowne Road.
 - > Improvements to the landscaping for existing residents including new play facilities.
 - > There is an opportunity to strengthen pedestrian access into the site with better landscaping
 - > There is an opportunity to create a new urban edge on both sides of Lansdowne Road.
 - > The existing flank walls with small slot windows, provide an opportunity for a proposed building location.

Key

1 storey

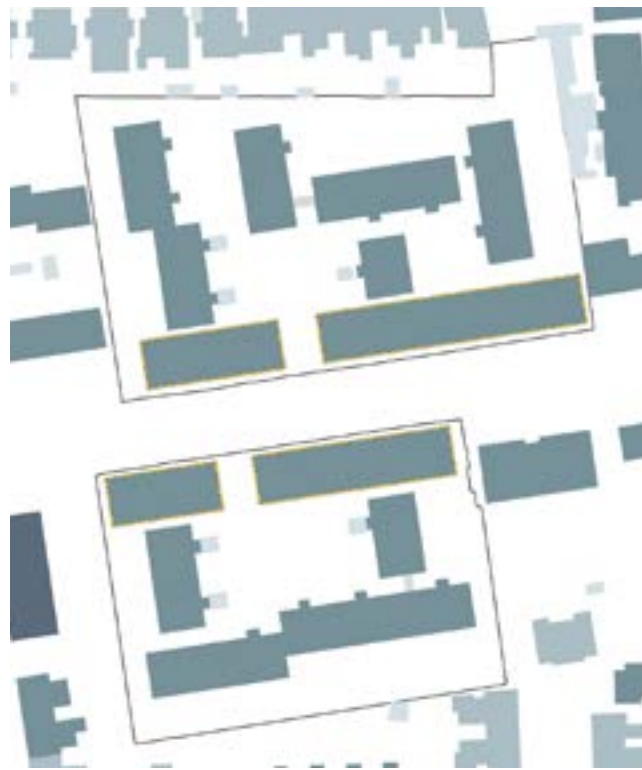
2 storeys

2/3 storeys

4 storeys



1 - Potential for building footprint



4 - Proposed heights of new buildings reflect the surrounding context



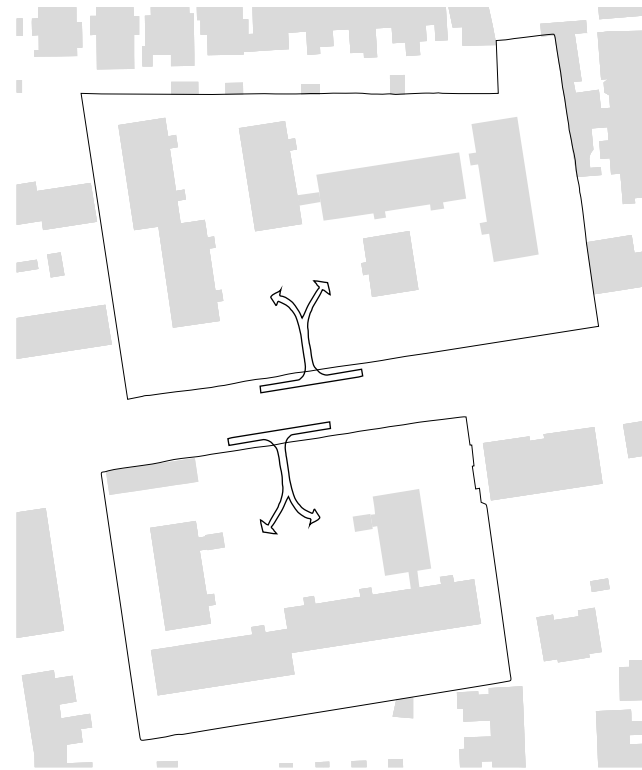
2 - Enhanced Landscape opportunities



5 - Potential for planting along the street edges



3 - Awareness of overlooking windows from existing flat blocks



6 - A more defined and strengthened pedestrian access to each site

3.3 Planning Policy

Development Plan:

Haringey’s development plan is currently made up of the Strategic Policies, Development Management Policies, Site Allocations and Tottenham Area Action Plan, alongside the London Plan. The council is currently preparing 2 additional plans, the Wood Green Area Action Plan, and the North London Waste Plan. Once adopted, these will form part of the development plan.

National Planning Policy Framework (as updated July 2021):

The National Planning Policy Framework was revised on 20 July 2021 and sets out the government’s planning policies for England and how these are expected to be applied.

This revised Framework replaces the previous National Planning Policy Framework published in March 2012, revised in July 2018 and updated in February 2019.

The relevant Sections of the NPPF for this Site are as follows:

- > Section 2 - Achieving Sustainable Development
- > Section 4 - Decision Making
- > Section 5 - Delivering a Sufficient Supply of Homes
- > Section 8 - Promoting Healthy and Safe Communities
- > Section 9 - Promoting Sustainable Transport
- > Section 11 - Making Effective Use of Land
- > Section 12 - Achieving Well-designed Places
- > Section 14 - Meeting the Challenge of Climate Change, Flooding and Coastal Change
- > Section 15 - Conserving and Enhancing the Natural Environment
- > Annex 1: Implementation

National Design Guide (Updated January 2021):

The national design guide sets out the characteristics of well-designed places and demonstrates what good design means in practice.

It forms part of the government’s collection of planning practice guidance and should be read alongside the separate planning practice guidance on design process and tools.

The London Plan 2021:

The London Plan 2021 is the Spatial Development Strategy for Greater London. It sets out a framework for how London will develop over the next 20-25 years and the Mayor’s vision for Good Growth.

The London Plan 2021 - Housing Supplementary Planning Guidance (SPG)

The Housing SPG was published in March 2016 following publication of the Further Alterations to the London Plan (FALP) and the Minor Alterations to the London Plan (MALP). It provides guidance on a range of strategic policies including housing supply, residential density, housing standards, build to rent developments, student accommodation and viability appraisals.

Planning Practice Guidance (as updated 01 October 2019):

The Planning Practice Guidance (PPG) builds on principles within the NPPF and provides further detailed technical guidance, with reference to relevant legislation and other guidance.

The PPG sets out the importance of good design. It advocates the need for quality design and confirms that this is an integral part of achieving the fundamental objective of sustainable development. It affirms how good design should follow the 10 characteristics set out in the National Design Guide.

Local Plan: Development Management DPD:

The council has prepared a Development Management Development Plan Document (DPD) which sets out planning policies to help determine which developments are granted planning permission in Haringey.

Local Plan: Site Allocations DPD:

The council has prepared a Site Allocations Development Plan Document (DPD) that sets out sites where the council expects significant developments to happen from now until 2026, along with a broad idea of what kind of buildings could be built there. These significant developments aim to help meet Haringey’s housing demand and create new employment space and jobs, as well as taking advantage of huge infrastructure improvements like Crossrail 2.

Local Plan: Strategic Policies 2013 (with alterations 2017):

Haringey’s Local Plan: Strategic Policies was adopted by the council in 2013, to replace the Unitary Development Plan (UDP) - with subsequent alterations adopted on the 24 July 2017.

The purpose of the document is to set out the long term vision of how Haringey should develop by 2026 and sets out the council’s strategy for achieving that vision including high-level strategic policies used in determining planning applications.

The following policies are relevant in the context of this application:

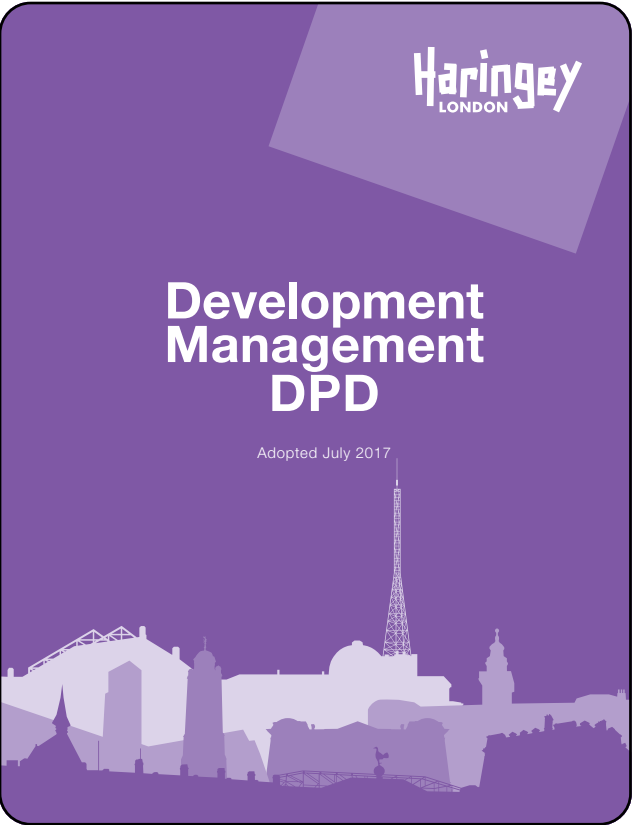
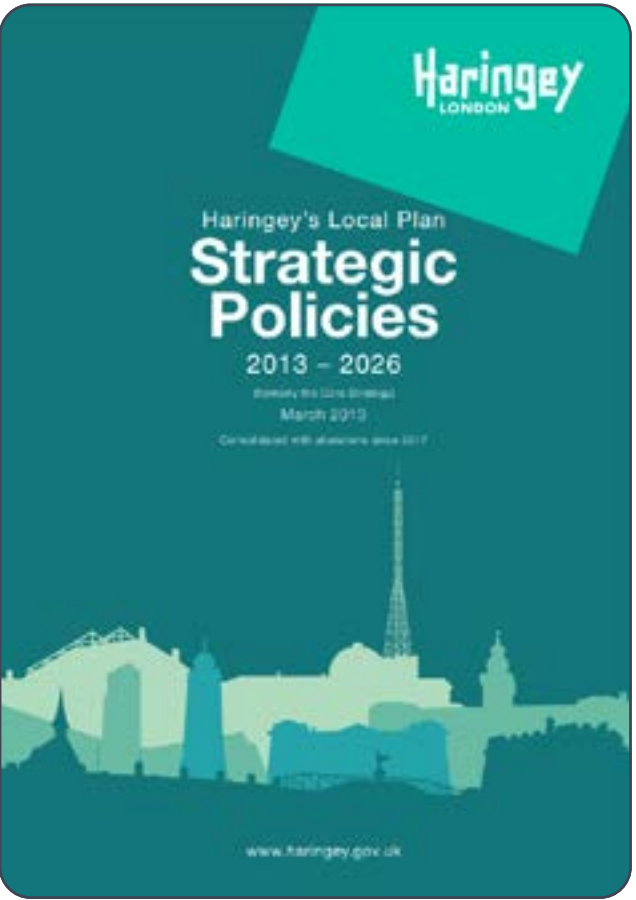
- > SP2 Housing
- > SP6 Waste and Recycling
- > SP11 Design
- > SP13 Open Space and Biodiversity
- > Appendix 2 Housing Trajectory

Local Plan: Tottenham Area Action Plan:

The council has prepared a Tottenham Area Action Plan (AAP) Development Plan Document (DPD) that puts clear planning guidelines and policies in place to support local people’s ambitions for long-term regeneration in Tottenham, bringing thousands of new homes, better access to jobs and employment and improved transport links.

To make that happen, the council has developed specific planning rules to bring forward and manage new development, set out where different types of buildings should go and protect the heritage of Tottenham’s past.

4.0 Involvement



4.1 Pre-Application

Pre-Application meeting held on 12.03.2021

Summary

The purpose of the first pre application meeting was to discuss principles of layout, scale and massing. The response from LB Haringey planners was positive and the proposal was deemed a good solution to a challenging site. Their comments included:

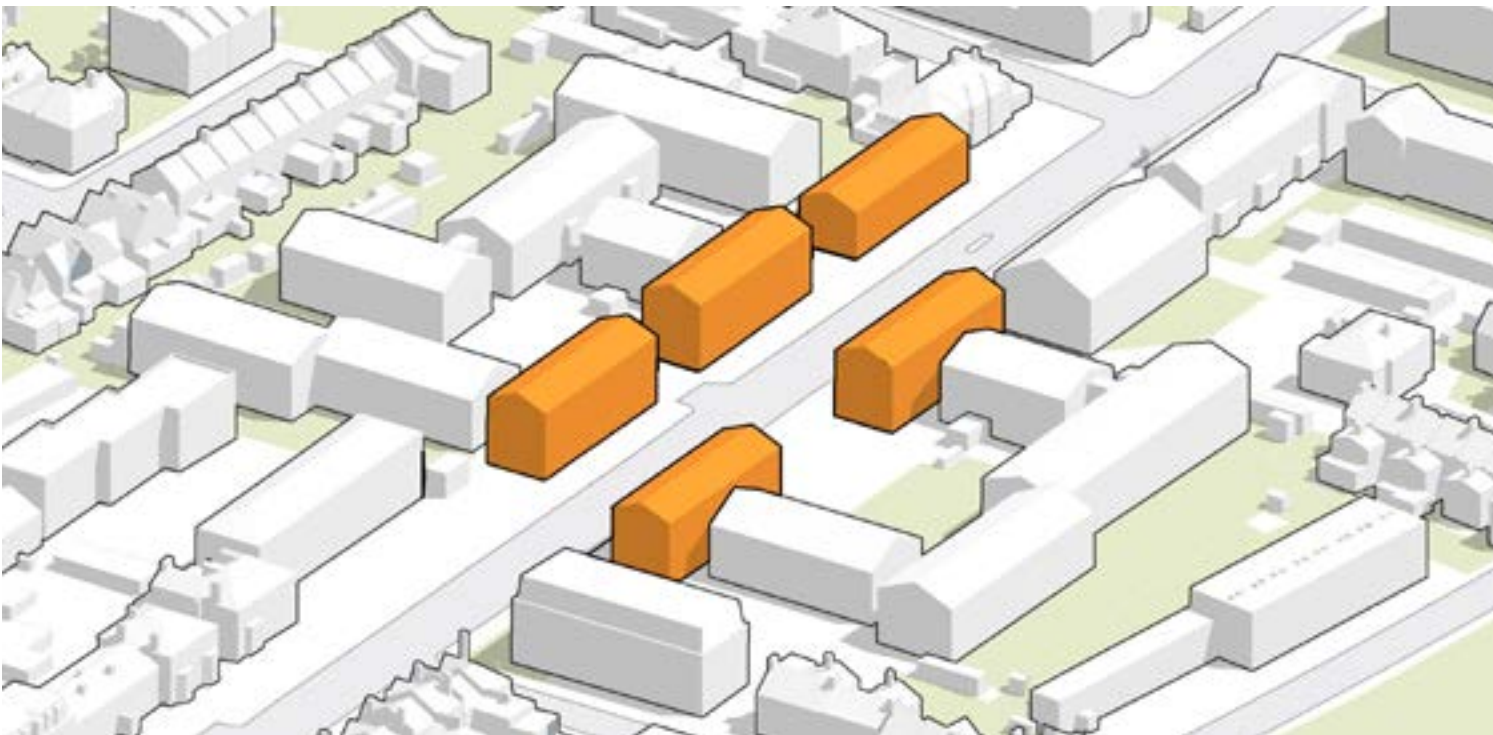
- > Design articulates a newly defined urban and active edge to Lansdowne Road across both sites.
- > Three storey flat block developments with no lift requirement.
- > A mix of 1, 2 and 3 bed dwellings provide a mix of accommodation (including the requested 10% of 3 bed dwellings).
- > 3no. 3 bed family terraced houses are provided with large private gardens to the rear.
- > Good buffer zones from the road.
- > Refuse strategy to be clearly defined with purpose built enclosures for the existing estate .
- > Removal of pram sheds to allow for enhanced landscape spaces for existing residents as well as the introduction of a children's play facility. Introduction of new cycle stores for existing residents.

Schedule of Accommodation

Arundel Court		Baldewyne Court	
Dwelling	No.	Dwelling	No.
1B2P	3	1B2P	3
2B4P	9	2B4P	9
3B5P	3	3B5P	0
TOTAL	15	TOTAL	12



Proposed Site Layout



Massing of proposal discussed at Pre-App Meeting

Key

- Site Boundary
- 2 Storey Heights

4.3 Quality Review Panel (1)

QRP on 25.08.2021

The scheme was presented to a Quality Review Panel with the borough , some key comments from this panel were:

- > The massing of the current proposals – at three storeys – seems sensible.
- > Careful consideration of the arrangements and detail of new street trees will also be required
- > The parking proposals are acceptable, given the proximity of multiple bus routes.

While the panel welcomed the simplicity of the proposed additional blocks, it felt that the scheme would benefit from more articulation and detail



4.3 Quality Review Panel (1)

QRP on 25.08.2021

Response to comments from previous QRP (including landscape architects responses).

Note: QRP comments in italics; responses shown in red.

Massing

The massing of the current proposals – at three storeys – seems sensible. However, the panel notes that if the viability of the scheme was an issue, or if re-distribution of some of the accommodation is required, then massing of up to three-plus-one storeys would be possible, providing that the visual emphasis of the primary three storeys was dominant.

Although QRP felt that if required up to three-plus-one storeys would be possible to avoid potential issues with overshadowing and loss of daylight/sunlight to the existing blocks having reviewed this the scheme design remains a series of three storey blocks.

Public realm, landscape design and parking

The panel likes the garden courts created by the densification of the original sites. It would encourage the project team to identify and facilitate more space for passive recreation across both sites for informal play and socialising.

The landscape architect has updated the plans to show active and passive spaces across both sites.

The panel questions whether the allocated width/depth of the planted buffer zones is adequate to establish and sustain the proposed density of planting – if the planting fails then this could result in a very harsh exterior realm. The panel also questions the degree to which fencing will be required. It would therefore welcome further detail on these important boundaries and buffer zones.

Sketch sections issued by the landscape architect indicating buffer planting to both the existing ground floor homes and the front and rear gardens of the proposed blocks. The landscape design reflects the developed layouts.

Existing Ground Floor Homes - existing ground floor homes will have a planted strip generally 1.5m deep giving a generous depth of planting. Planting is at grade, a combination of evergreen plants and plants which are 'spikey' are proposed to discourage people approaching ground floor windows. Typical species have been illustrated.

Proposed blocks – it is proposed that front gardens to the back of the existing footpaths along Lansdowne Road will have a low brick wall (bricks to match building façade) with

railings (to match architectural metalwork) to an overall height of 1.2m. Behind this will be a strip of evergreen planting. Rear gardens will be treated similarly to delineate the space; planting is provided within a planted strip of minimum 400mm width.

Careful consideration of the arrangements and detail of new street trees will also be required; the panel notes that achieving longevity with street trees is always challenging.

The landscape architect has developed two versions for a tree pit detail: the first indicates the use of a soil cell system, providing a larger soil volume within a structured tree pit able to take loadings; the second indicates a more traditional tree pit design.

The choice of appropriate street trees is also critical. Key considerations are:

- > Tolerance to urban pollution
- > Tolerance to drought conditions (with minimal maintenance input)
- > Form and shape suited to street locations.

Examples of species suitable for street tree planting noted by the landscape architect are:

- > Broad-leaved Cockspur Thorn (Crataegus x prunifolia)
- > Cockspur Thorn (Crataegus x lavellii)
- > Crab Apple (Malus trilobata)
- > Field maple (Acer campestre 'Elsrijk')
- > Flowering Cherries (Prunus 'Accolade', Prunus incisa 'Louisa Leo', Prunus 'Umineko')
- > Himalayan Birch (Betula utilis Jacquemontii)
- > Hawthorn (Crataegus monogyna, Crataegus monogyna 'Stricta')
- > Japanese Privet (Ligustrum japonicum)
- > Maidenhair tree (Ginkgo biloba)
- > Midland Hawthorn (Crataegus laevigata 'Pauls Scarlet')
- > Ornamental Pear (Pyrus calleryana 'Chanticleer')
- > Rowan (Sorbus aucuparia, Sorbus 'Sheerwater Seedling', Sorbus x thurigiaca 'Fastigiata')
- > Silver Birch (Betula pendula)
- > Small leaved Lime (Tilia cordata 'Greenspire')
- > Snowy Mespil (Amelanchier arborea 'Robin Hill')
- > Stone Birch (Betula ermanii)
- > Swedish Whitebeam (Sorbus intermedia 'Brouwers')
- > Whitebeam (Sorbus aria 'Lutescens').

The final choice of street tree species will be agreed with the tree officer. Further guidance from Trees in Hard Landscapes – A Guide for Delivery, TDAG (Trees and Design Action Group).

The panel would like clarification of who will be able to access the new landscape features and growing boxes, along with how this will be managed.

To be discussed with LB Haringey housing management, however it is anticipated that the new landscape elements would be available to both existing and new residents, but not to the wider public.

It notes that play provision for teenagers is not provided within the site and would like to know more about the analysis of safe walking routes to the local offsite provision. It questions whether extra infrastructure will be needed, to make these routes safer or improve the provision for teenagers at local parks.

The landscape architect provided the following Child yield calculations:

Arundel Court - Child Yield – 13.9 children = 138.8m2 of play space required; Area indicated for play on the landscape plan – 162m2

This means there is an over-provision of play space on the Arundel Court site. In terms of older children, there is a requirement for 13m2 for 12-15 year olds and 7m2 for 16-17 year olds. These are not adequate areas of space to provide meaningful activities for older age groups. We have therefore suggested that facilities in Hartington Park (play areas and MUGA), Bruce Castle Park (tennis centre, sports pitches and Bruce Grove Play Park) and Down Lane Park (2 adult-sized football pitches, a mini-BMX track, a basketball court, a play area and 3 floodlit tennis courts) would be better suited to these age groups.

There are safe crossing points along Lansdowne Road giving access to Hartington Park to the south along Burlington Road. Bruce Castle Park requires a walk along the northern side of Lansdowne Road, crossing at the High Road (light controlled crossing points), and a walk along Lordship Lane, with an entrance at the eastern end of the park. Down Lane Park to the south is accessed by crossing Lansdowne Road and through the back streets, with crossing points along Park View Road.

Baldewyne Court - Child Yield – 9 children =

86m2 of play space required; Area indicated for play on the landscape plan – 216m2

This means there is an over-provision of play space on the Baldewyne Court site. In terms of older children, there is a requirement for 9m2 for 12-15 year olds and 5m2 for 16-17 year olds. As for Arundel Court above, the same principles apply to Baldewyne Court, although as this is to the south of Lansdowne Road the older children would not need to cross Lansdowne Road to access Hartington Park and Down Lane Park.

The parking proposals are acceptable, given the proximity of multiple bus routes. It would however encourage the project team to allow infrastructure for electric car charging, and to explore options for a car club on site. Comments noted. LB Haringey are currently reviewing how EV charging points could best be provided, the likely arrangement would be to provide these on street and to install ducts to the upgraded parking on site as a 'future-proofing' measure, this will enable EV charging to be installed when required to match the needs of residents. Regarding a car club on site, it is noted that for ease of access by the wider community locations for car club parking are generally in publicly accessible locations and not on site. The transport consultant is reviewing on street options and will be advising.

Scheme layout

The panel welcomes the development approach that seeks to transform two garden courts through framing them with simple buildings. Providing a positive frontage to Lansdowne Road will also contribute greatly to an enhanced streetscape. While five additional blocks seem an appropriate aspiration, it thinks that further work is required to ensure that the new accommodation is of a high quality, both internally – in terms of liveability – and externally.

Plans of each apartment have been developed taking into account advice on overheating, thermal performance, noise etc and spatial requirements, eg for MVHR equipment and washing machines (see diagrams of typical combined service cupboards). Layouts have been developed enhancing the quality of the accommodation.

The scheme layout is most successful when the central circulation core of a new block is aligned with the gable end of the existing building adjacent to it, as in the Baldewyne Court site. This helps to reduce issues of poor outlook, overlooking and overshadowing, as each dwelling either side of the central circulation core can gain access to daylight and views from beyond the adjacent block.

4.3 Quality Review Panel (1)

QRP on 25.08.2021

As noted above, most dwellings are triple aspect. Six of the thirty proposed new homes are dual aspect, with only three of these in line with an existing flank wall. In these cases, given the loss of accommodation that would result from moving the core, we have reconfigured internal layouts to minimise the impact on amenity with the main room to each home having dual aspect. On the first and second floors the developed layouts to the 2-bed homes have a single rear facing bedroom provided with corner windows to advantage of views across the landscaped court between the existing blocks (nos. 27 and 29 Lansdowne Road). For the 1-bed home on the ground floor, while it is acknowledged that the relationship with the flank wall means the bedroom aspect is restricted the layout benefits from having a through living dining kitchen with south and north aspect.

Alternative arrangements for access and parking may need to be considered to allow the proposed blocks to move into a better alignment. Accommodation on the Arundel Court site will also have issues with overshadowing, which will also need to be considered and mitigated as far as possible.

Existing below ground services and existing entrances have informed where parking areas can be located and hence the defined the location and footprint of the new buildings. The configuration also takes into account an existing substation and the optimum position for new refuse stores for existing blocks.

As design work continues, it would be helpful for the project team to consider the liveability of the proposals – the human experience of living there on a day-to-day basis - to ensure that the aspiration of a joyous, sociable and comfortable place is fully realised.

Realising the required quality of the accommodation has informed the design development. As noted above, the benefits of dual and triple aspect, and the approach to servicing which includes PV panels providing energy to each new home individually will enhance liveability and the realisation of joyous, sociable, comfortable and affordable homes.

Architectural expression

While the panel welcomes the simplicity of the proposed additional blocks, it feels that the scheme would benefit from more articulation and detail, to enliven the architectural expression and make the proposals more joyful. In particular, more attention needs to be given to

the gable ends of the scheme, as these are very prominent elevations.

With a lack of strong precedents in the immediate local area elevations have been developed to have their own distinctive character with a predominantly orange/red brick and contrasting brick banding treatment that is a contemporary reference to the treatment of some of the more interesting older buildings in the area.

Street elevations have been developed with a series of layered brick planes with two storey brick 'frames' that mark each main entrance and parapets that wrap around each building. Planes of brickwork on either side of the central core reflect the arrangement of apartments, with a connecting recessed panel of brick at second floor level further marking the main entrances. These planes have a roofline that is lower than the parapets, as a result they read as bays projecting in front of the main body of each building.

This has also enabled the design to be developed with specific attention to the treatment of the ends of blocks, these now have a slimmer profile which is further emphasised by the single storey 'wings' that previously extended the full depth of each block now reduced to 'half wings' creating the opportunity for the apartments on the ground floor at the each end of each block to be entered centrally. This arrangement not only helps to visually reduce the massing of the blocks but also animates the flank walls with front doors that are visible from the street enhancing a sense of security at each end of each block. In addition to the visual enhancements a further benefit is that because the ground floor level has had to be raised by 300mm to mitigate potential flood risk there is now space for longer and more gentle ramped access to the flats at each end, three of which are for wheelchair users.

The contemporary treatment and articulation of the facades is complemented by the introduction of recessed panels of brickwork that visually connect windows on different floors, and banding that references Victorian buildings such as The Trampery at 639 High Road, the lavishly detailed former headquarters of the Tottenham District Light, Heat & Power Company that was constructed in 1901 and is now Grade II Listed.

The panel welcomes the detail of the wider contextual analysis but feels that this analysis should inform the evolving architectural expression of the proposals to a greater extent, rooting the proposals more firmly in the local area. For example, some local examples of Victorian dwellings have qualities within the front elevations, with certain roof pitches, panels, bays and pairing of elements giving a strong vertical accent, and some of the 1960s-1970s blocks in the area have responded to this verticality.

Given the relative paucity of high quality contextual references in this part of Lansdowne Road the design development has been informed by buildings located at the High Road end of Lansdowne Road, drawing on these to inform the architectural expression of the new buildings. Entrances could provide opportunities for delight, to enhance the ground plane, and this could be achieved through the introduction of lighter brickwork to denote entrance areas.

The design has been developed with specific attention to brick detailing particularly at entrances, and enhancing the appearance of the proposed new blocks with a defined base at ground floor level with upper floors referencing the elevational treatment of buildings at the High Road end of Lansdowne Road. Entrances to communal areas are marked by 'frames' that loosely reference the entrances to a number of the existing blocks.

The panel would welcome further consideration of the fenestration. It understands why smaller windows have been specified but would encourage greater generosity where possible. For example, the inclusion of shorter, wider windows would improve daylight levels, ventilation, and aid cleaning, while also providing more interest and delight.

Fenestration has been carefully re-considered taking into account comments from QRP while also acknowledging concerns regarding potential overheating due to excessive solar gain, the resulting treatment has led to low level glazing being reduced and greater emphasis on wider window openings that improve daylight levels internally, maximise views out, and can be cleaned from inside.

Combining bay windows together to form vertical bays across the first and second floor would help to improve the continuity of the building envelope, reducing thermal bridging.

Since the QRP the development of the design has been informed by advice from passive house

consultants, this has led to a series of changes addressing environmental considerations.

Inclusive and environmentally sustainable design

The panel notes that the blocks are designed without lifts. While lifts are necessary for wheelchair accessible flats, they also support long-term occupation by tenants, including those at different life stages, including young families with pushchairs. The panel therefore urges the design team to consider introducing lifts to the scheme; deck access circulation may be beneficial in this regard as it can save on space through reducing lobby areas.

The capital costs and spatial requirements to provide lifts, and considerations of service charges and affordability, particularly given the limitations of site constraints that mean each lift would serve no more than 4 dwellings, has meant this has not been pursued.

If it is not possible to incorporate lifts, then other measures should be adopted, including wider stairs and lower stair risers (150mm).

Stairs are designed to meet the current building regulations. As stated in AD Part M4(3) communal stairs are to comply with AD Part K, noting that a 150mm riser is acceptable with a stair width of 1200mm between enclosing walls strings or upstands.

In terms of energy use and the low-rise typology, the development has the potential to be a very low lifecycle carbon scheme. However, the panel notes that environmental sustainability has not informed the design process thus far, and this may limit the success of the scheme.

Although the brief for the development did not require passive house standards the scheme has been reviewed against enhanced environmental standards, including passive house and the Council's net zero targets, these considerations have informed the design.

In particular, environmental analysis data (for example daylight, sunlight and overshadowing studies) should inform the architectural response of the different elevations, especially those orientated north or south. Currently the north and south elevations of the scheme are very similar, but it is likely that the north elevation will require a larger area of fenestration to meet internal daylight requirements.

The design has been developed informed by daylight and sunlight analysis and preliminary assessments of overheating and passive house,

4.4 Pre-App Meeting

Pre-App Summary 09.10.2023

Summary

The purpose of this further (second) pre-application meeting was to update LBH planning on how the scheme design had developed since the first pre-application meeting where principles of layout, scale and massing had been positively received with acknowledgement that the approach was a good solution to a challenging site. The feedback included:

> Location of balconies facing onto the road on both sides discussed, approach is informed by a need to avoid overlooking onto existing homes to the rear, facing the road helps passive surveillance of the street and encourages a sense of community.

> Importance of shared communal landscape areas, Section 105 consultation has been carried out with no issues raised, further engagement is proposed to update residents on how the design has been developed.

> Balustrading design should provide an element of privacy from road.

> Fenestration needs to be developed further to provide more verticality to the façade with brick detailing to help address this concern.

> Brise soleil welcomed, further environmental modelling is required to assess whether what is currently shown is required.

> The introduction of large entrance 'towers' to help signify the shared entrances needs to be reviewed as they feel overly fussy and heavy, simplifying these would be welcomed.

> In response to noise issues (from the road) options are being looked at for MVHR boosters to increase air changes / ventilation providing c. 1kW of cooling.

> ASHU confirmed as energy strategy. Not tested against Part L 2021, but it has been tested against 2013. Results are very good, approx. 1.2kW peak per dwelling.

> Where practical existing materials will be recycled and re-used, this includes potential use of crushed concrete and reclaiming bricks from the boundary wall that match the brickwork of the existing blocks and using these to construct refuse stores that are to replace the existing.

> Biodiversity enhancements are focused on landscape, due to the large areas required for PV's / ASHP's the new roofs are unlikely to offer any significant biodiversity benefit.

> QRP (no.1) commented on the treatment of flank walls, particularly block B, the present design responds to this, improvements made will be highlighted in the forthcoming QRP (no.2) with views along the street to be illustrate the proposed arrangement.

> The depth of planters that are creating the buffer zones to the street should be maximised.

Transport considerations included:

> Car clubs. LBH to assess whether an on street car club space could be provided

> EV charging. Assuming there is no current requirement the approach is to future proof so EV charging could be introduced when there is demand.

> Parking – the 3 disabled bays that are required are to be provided.

> Secured by Design, consultation is being arranged, comments are separately summarised elsewhere in this document.

> LPA to share Highways comments for the Transport Consultants to review.



4.5 Quality Review Panel (2)

QRP presented on 01.11.2023

The scheme was presented to a Quality Review Panel with the borough for a second time with an updated proposal and project description:

> Development of garage sites at Arundel Court and Baldewyne Court, the sites are respectively located on the North and South side of Lansdowne Road, Tottenham. The proposals are for 30 new homes in five 3-storey blocks, A-E, blocks A, D and E each have 6 new homes, blocks B and C are connected to provide a further 12 new homes. The proposals include new refuse and cycle stores for existing blocks and associated landscape improvements.

The following is a summary of the feedback received from the panel:

> The panel supports the proposals for infill housing at Arundel Court and Baldewyne Court, and thinks that the scheme has improved in line with its previous comments since the last review. It made minor suggestions for improvements.

> These suggestions have been reviewed and the design has been further developed informed by feedback from QRP with the final proposals reflecting comments received.

> The panel concluded by stating it is confident that the issues outlined in its report can be resolved in consultation with planning officers, and confirmed that Arundel Court and Baldewyne Court do not need to return for another design review.



4.6 Ward Members & Resident Consultation

Refer to Statement of Community Engagement document

Statement of
Community
Involvement

Arundel Court
Lansdowne Rd., N17 0LL
and
Baldewyne Court
Lansdowne Rd., N17 9XH

London Borough of Haringey

March 2024

4.7 Secured by Design

SBD meeting held on 15.11.2023

Following a review of the proposals and confirmation that the approach and design principles were acceptable, the following points were discussed with the Secure by Design Officer:

- > PIR lighting internally to be provided to cycle stores and refuse stores.
- > Doors should be to PAS 24 / LPS standard.
- > Doors to refuse stores should comprise a wide single door, ie not double doors;
- > Doors to cycle stores should meet LPS 1175 security rating standard and fitted with a viewing panel (either mesh or louvre acceptable) to enable people to see from outside if anyone is inside the cycle store.
- > Nominal height of fencing/railing to rear terraces to be 1800mm above grade, with a 300mm level change this means a height of around 1500mm is acceptable, in addition gates in these locations should be lockable.
- > Front garden areas should have planting to provide a buffer between ground floor apartments and the street, and gates that are self-closing, gates do not need to be lockable and there is no height requirement for front railings/walls from a SBD perspective.
- > Access control required to the main street entrances to communal staircases, visitors should only have access via the main street entrances.
- > Access control to rear entrances to communal staircases should be via fob (only) so that access is restricted to residents and maintenance staff.
- > Entrance/exit door should be provided with a push button for exit.
- > Application process – a single application would be acceptable, accreditation would be block by block.
- > Its recommended to close the gap into the rear space of the blocks with a fence and look into lighting on the corner turning into the estate from the carpark as well as to consider the bulk storage which could encourage fly tipping.
- > Design of bin storage area should be robust, preferably steel weldmesh (if open in design) with self closing, self locking doors that are fob accessed by residents.

In summary, the proposals have been designed to incorporate these requirements with the landscape design including arrangements to enhance areas adjacent to existing blocks. On the basis of these recommendations SBD indicated they can support the proposed planning application.

