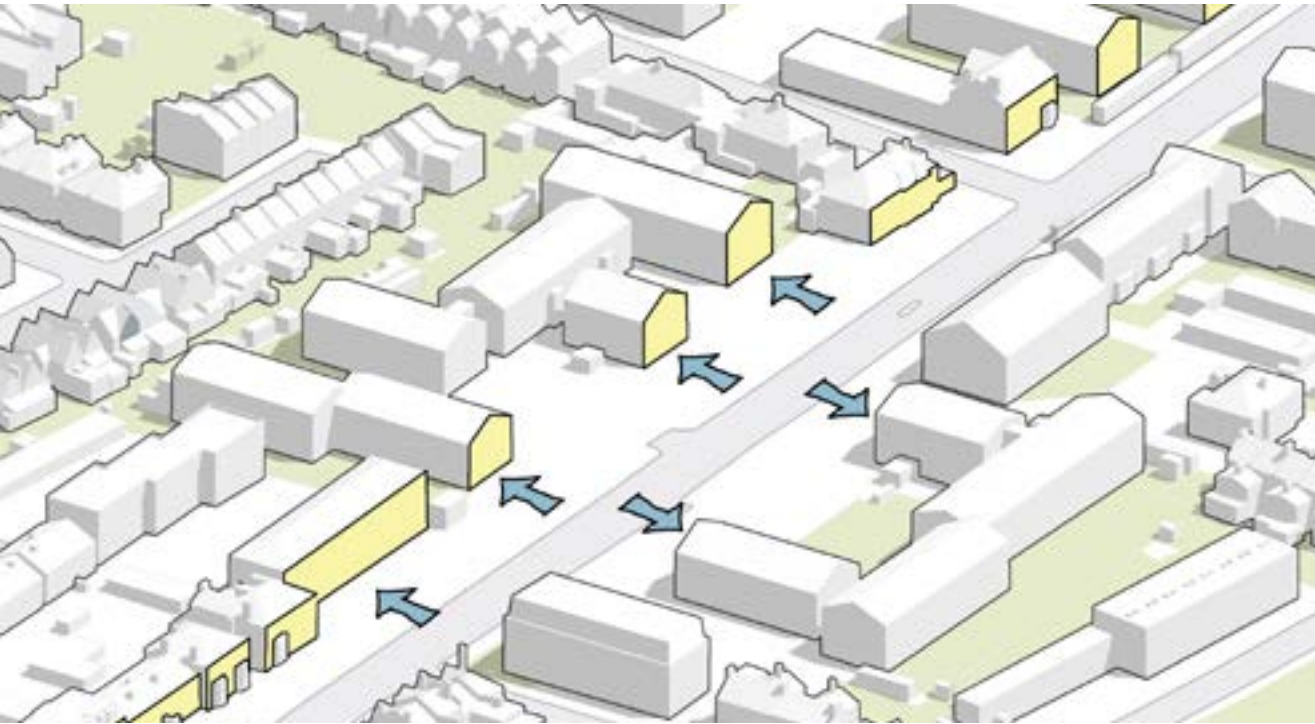
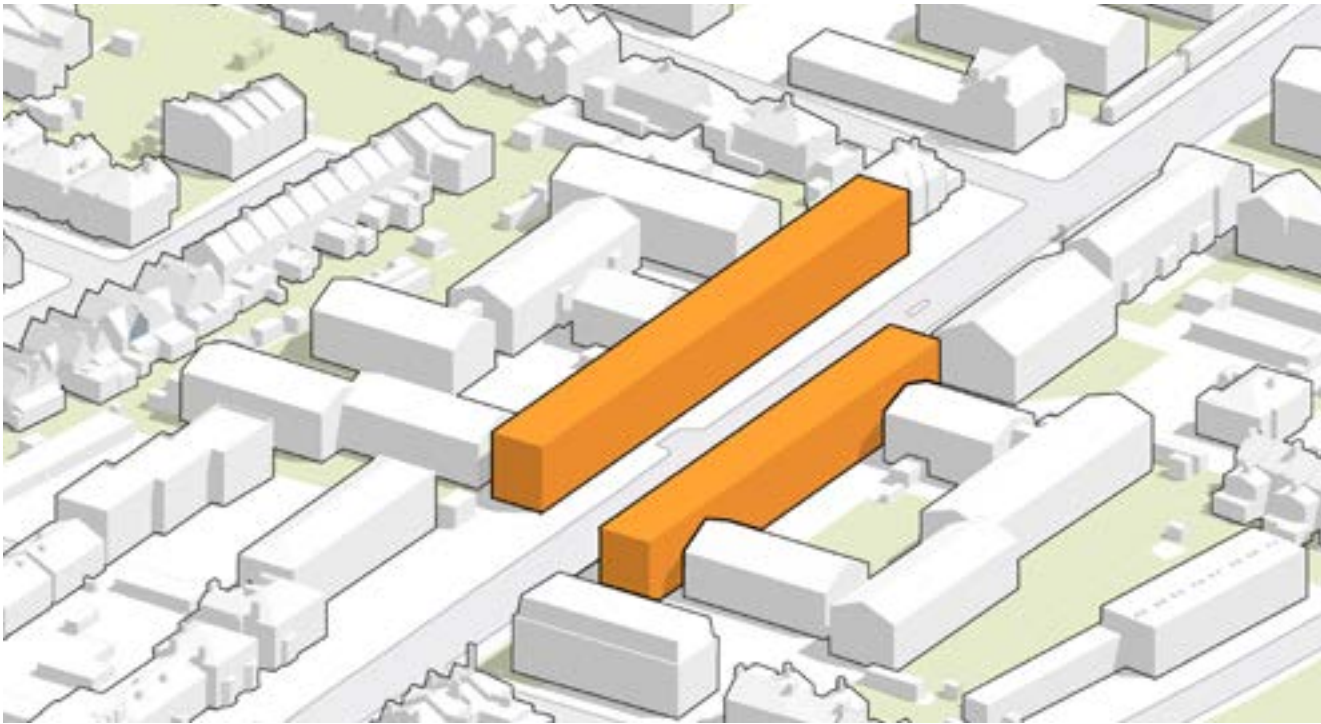


5.0 Proposal

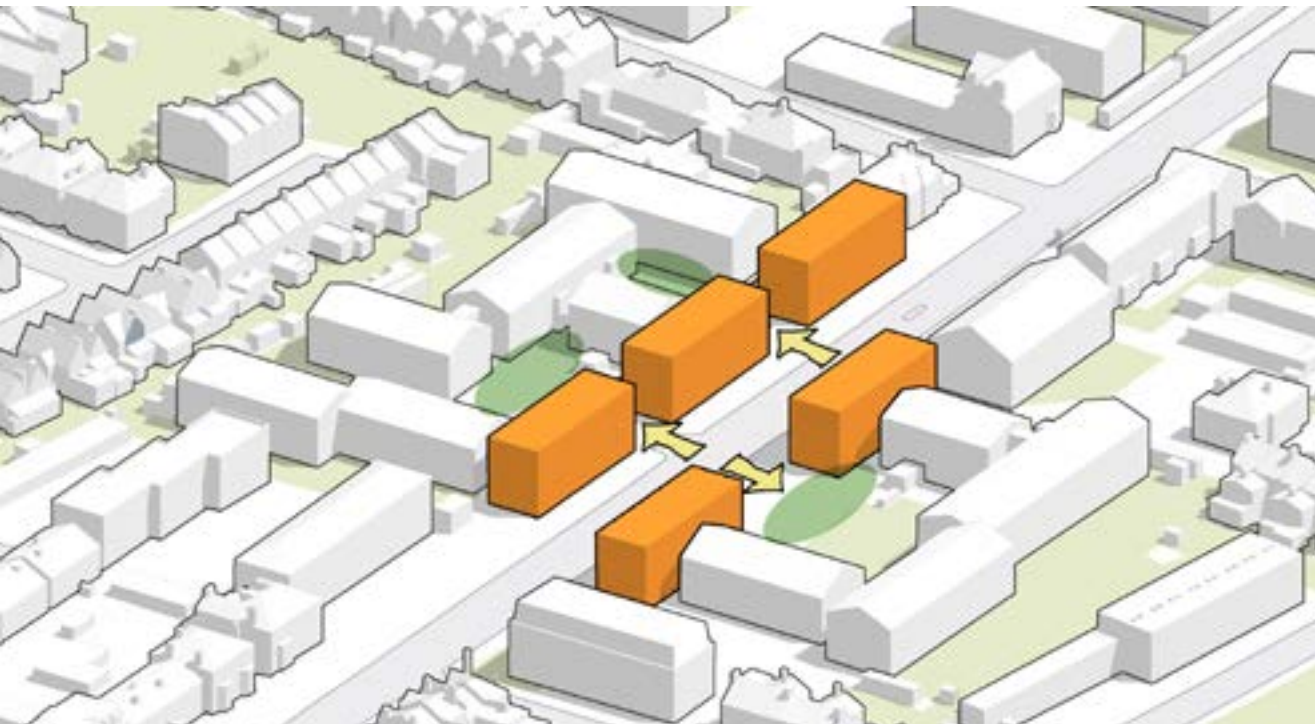
5.1 Design Development and Massing



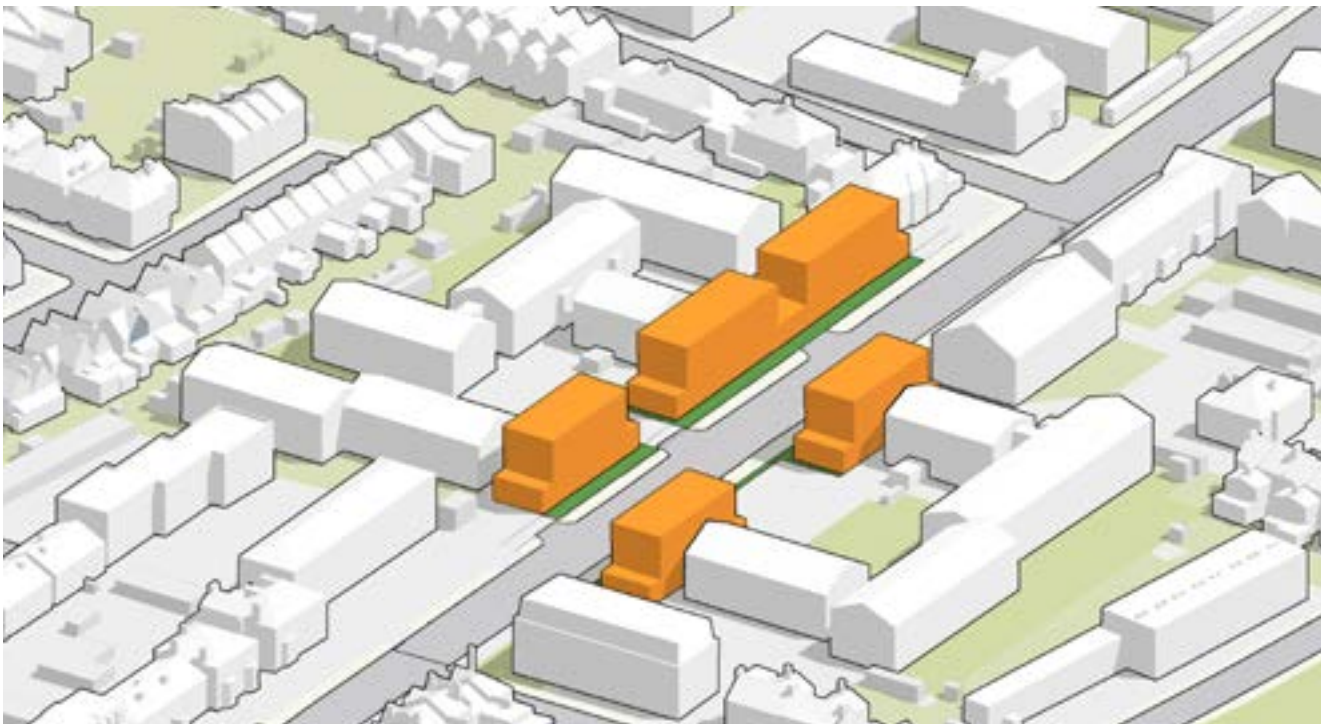
1 Existing edges of the adjacent buildings reviewed



2 Massing proposal redefines street edge and provides a presence along Lansdowne Road



3 Massing broken into smaller building elements to enable physical and visual permeability through the site



4 Massing of two blocks on Arundel Court have been combined to provide a fully enclosed courtyard to the rear. The massing across both sites has been set-back to allow for landscaped buffer zones to the front.

5.2 Final Massing

Aerial Visual Impression of Proposed Design



5.3 Site Layout

Proposed Ground Floor

- > The new buildings have been positioned to respect the locations of the existing flat blocks within Arundel Court and Baldewyne Court, forming an urban edge line.
- > In Arundel Court, the location of the existing vehicular entrance has been retained flanked by new buildings A and B/C.
- > The placement of the new buildings has been key to ensure that the access roadway is well overlooked by kitchen and living room windows of the new homes providing natural surveillance.
- > Given the position of 39/39A Lansdowne Road being set back from the road, building B/C has been purposely positioned away to avoid any sun and daylight issues.
- > On Baldewyne Court, the existing access road will be relocated to a more central position, bordered either side by the new buildings D and E.
- > Like buildings A and B/C, kitchen and living room windows of the new apartments will be positioned to provide natural surveillance and outlook.

Key

- Existing Trees
- Proposed Trees
- Refuse Store
- Cycle Store

Note: Please view this document in conjunction with the application drawings.



Ground Floor Plan



5.3 Site Layout

Proposed First Floor & Second Floor Plan

Schedule of Accommodation

Arundel Court	
Dwelling	No.
1B2P	4
2B3P (WCh)	2
2B4P	12
TOTAL	18

Baldewyne Court	
Dwelling	No.
1B2P	3
2B3P	1
2B4P	8
TOTAL	12

Key

- Existing Trees
- Proposed Trees
- Refuse Store
- Cycle Store

Note: Please view this document in conjunction with the application drawings.

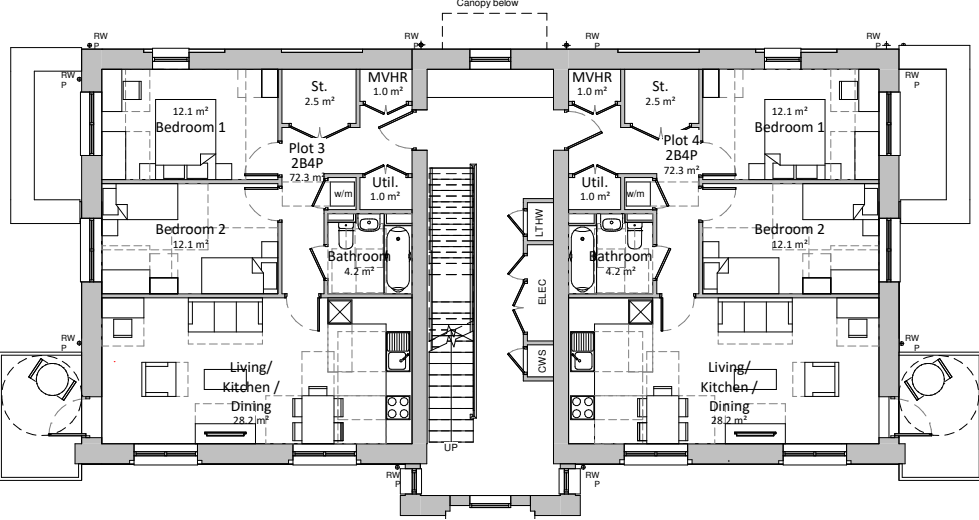


First & Second Floor Plan

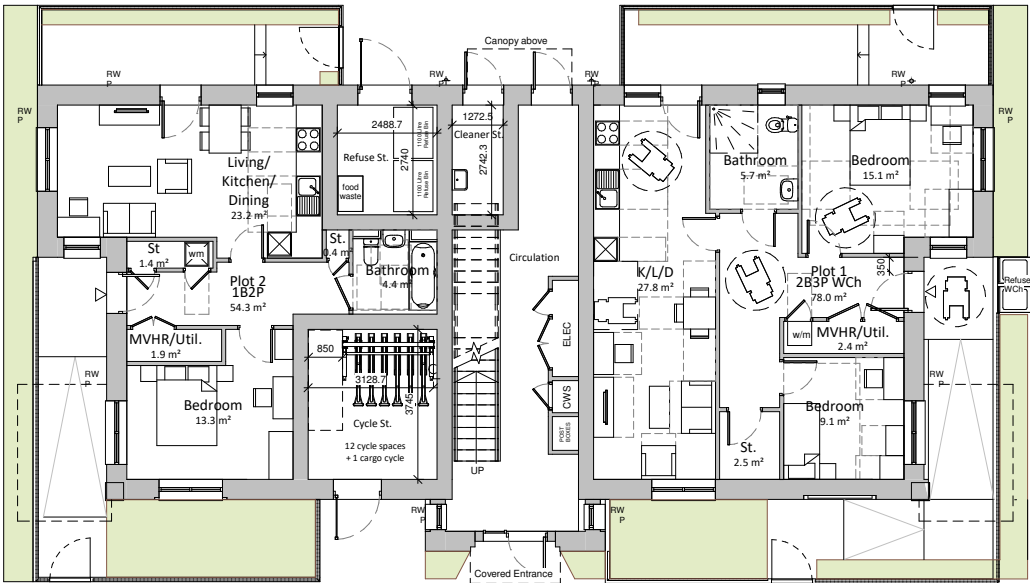


5.4 Floor Plans

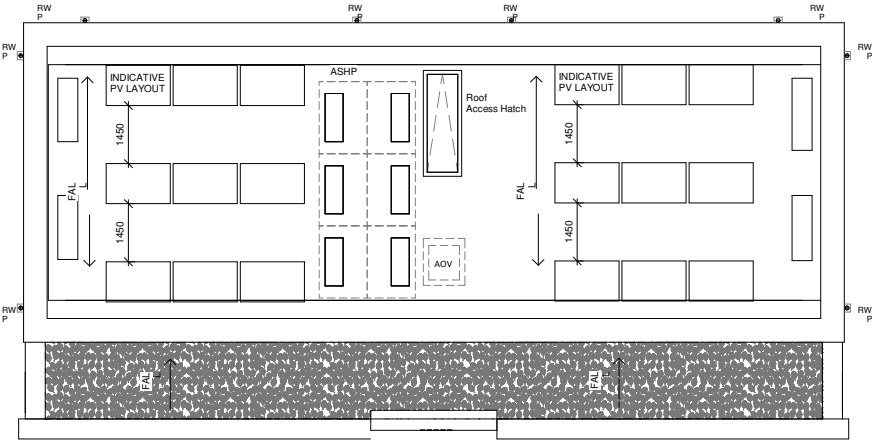
Arundel Court - Block A



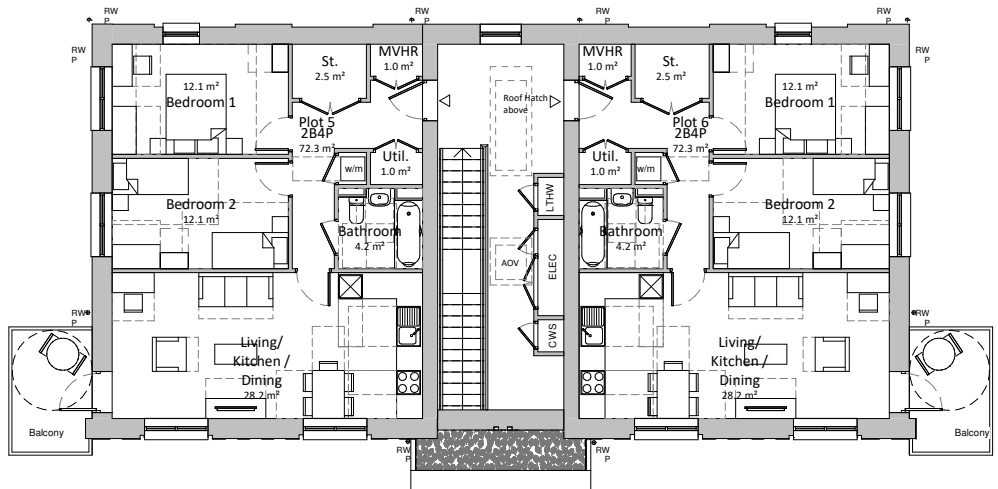
First Floor Plan



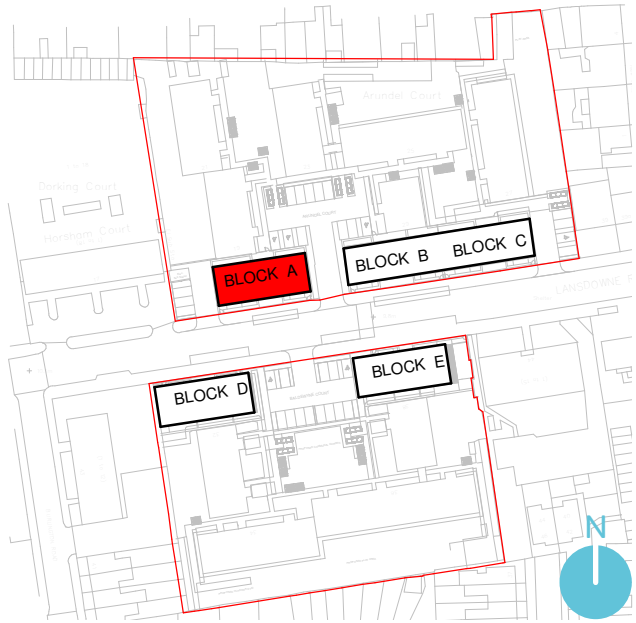
Ground Floor Plan



Roof Plan with Indicative PV Layout



Second Floor Plan

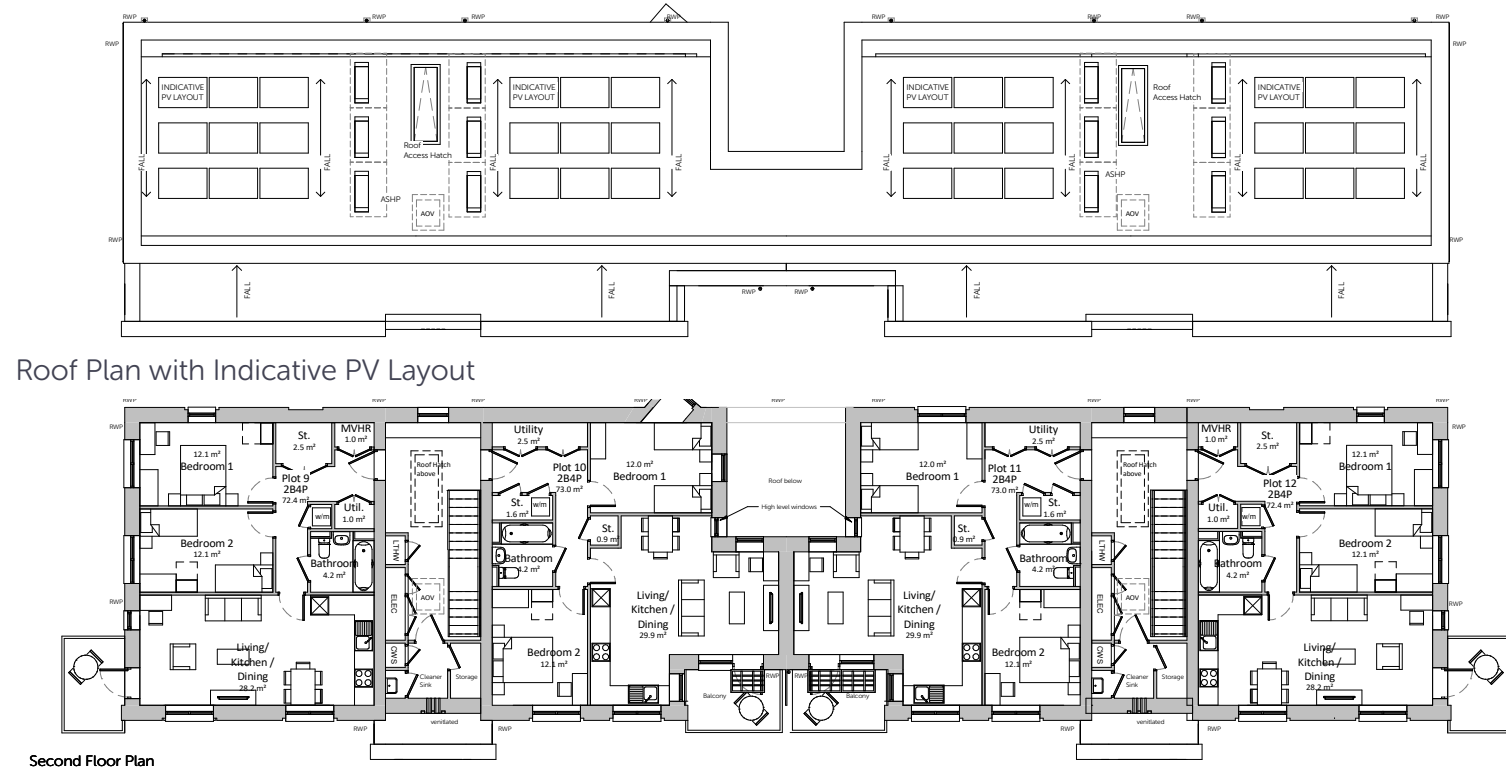


Location Plan

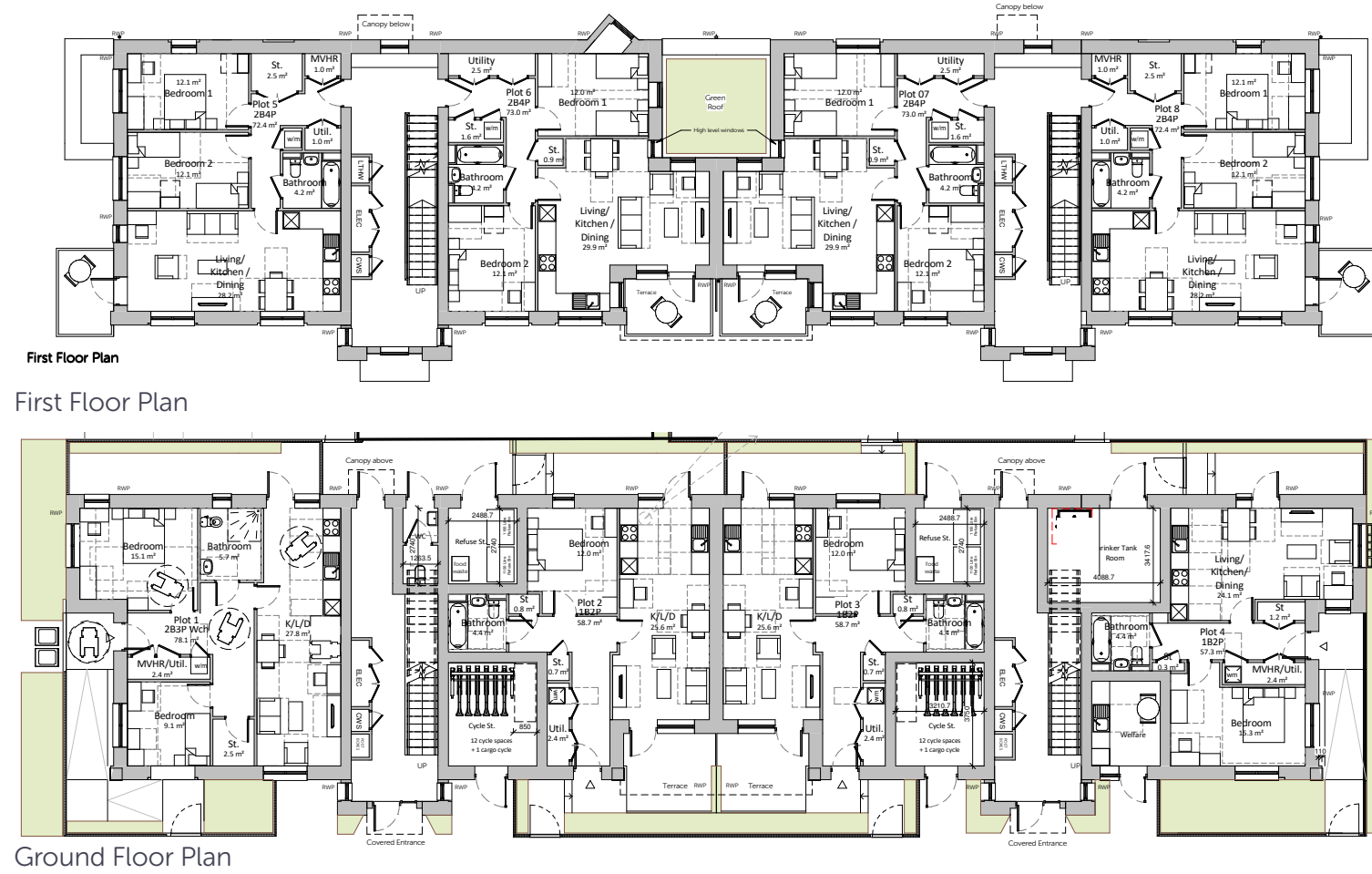
Note: Please view this document in conjunction with the application drawings.

5.4 Floor Plans

Arundel Court - Block B & C



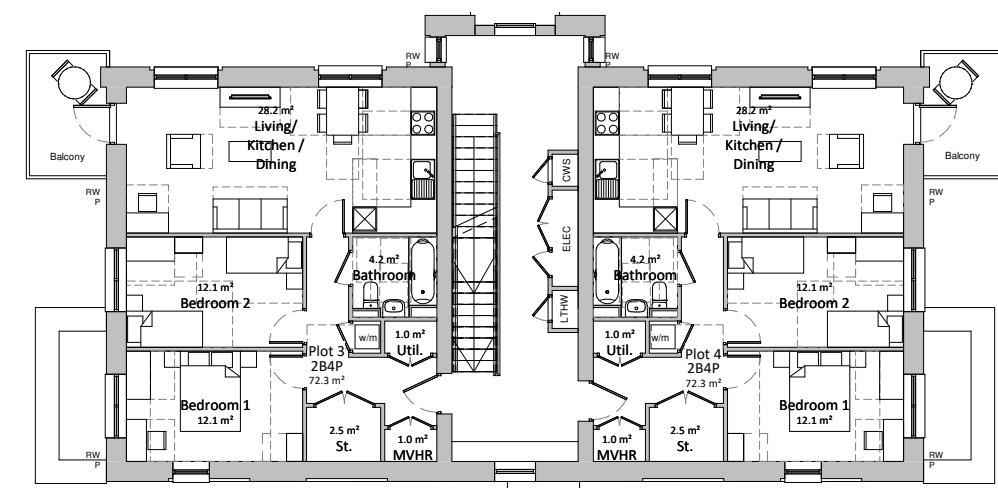
Second Floor Plan



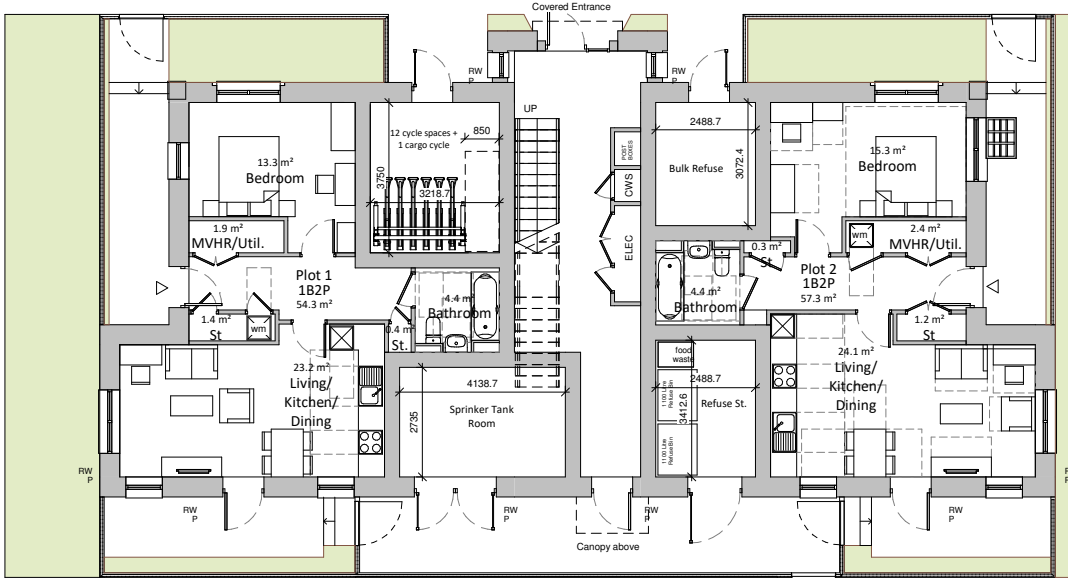
Ground Floor Plan

5.4 Floor Plans

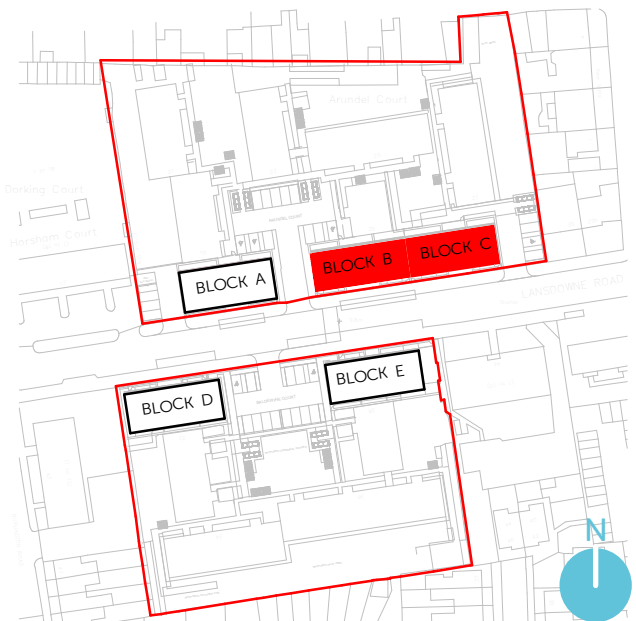
Baldewyne Court - Block D



First Floor Plan

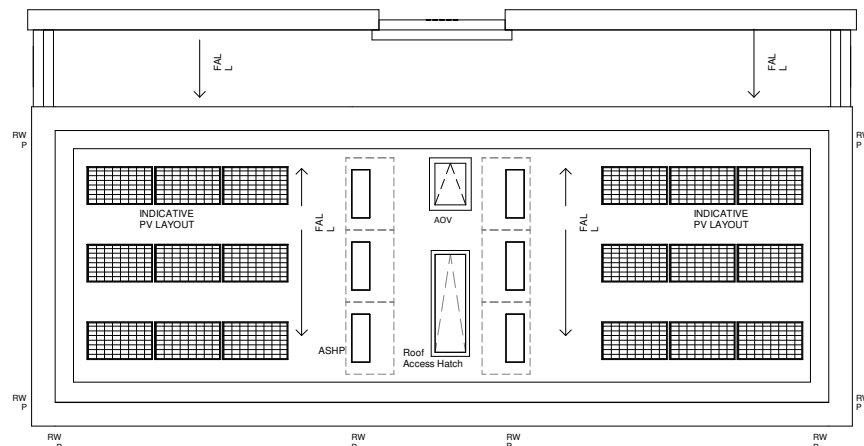


Ground Floor Plan

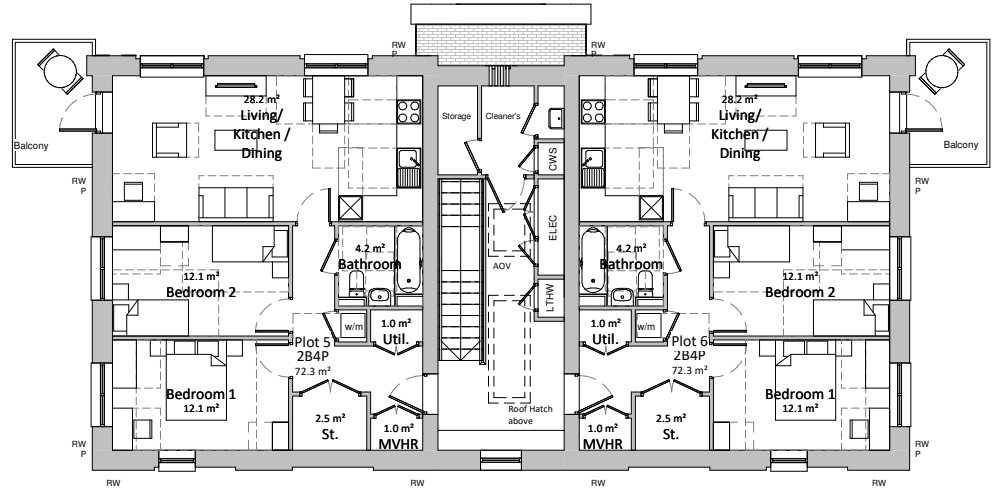


Location Plan

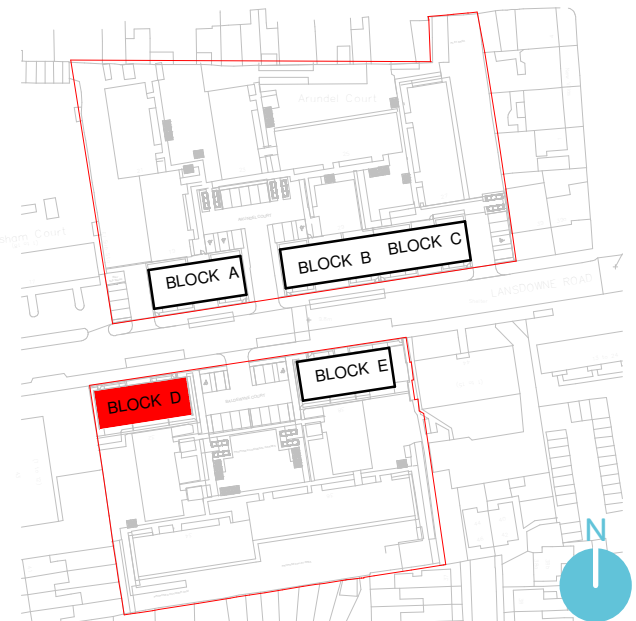
Note: Please view this document in conjunction with the application drawings.



Roof Plan with Indicative PV Layout



Second Floor Plan

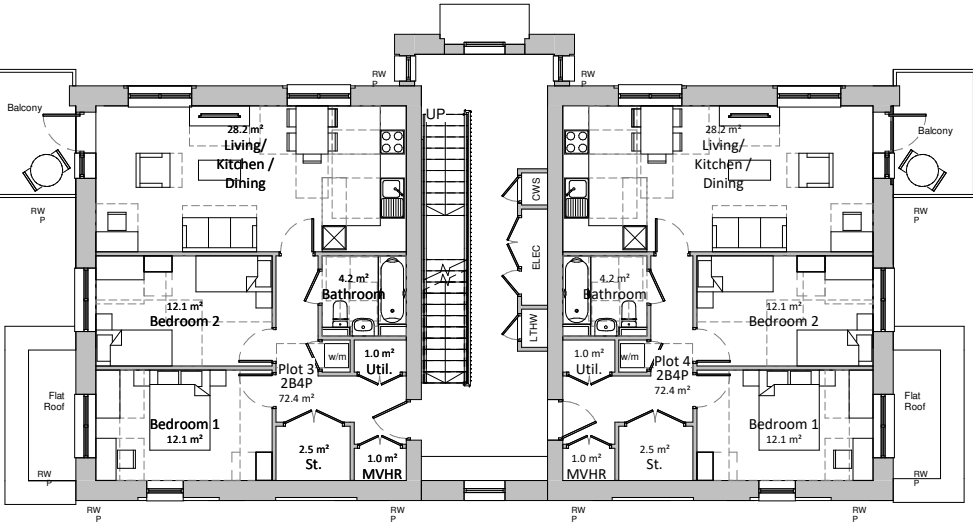


Location Plan

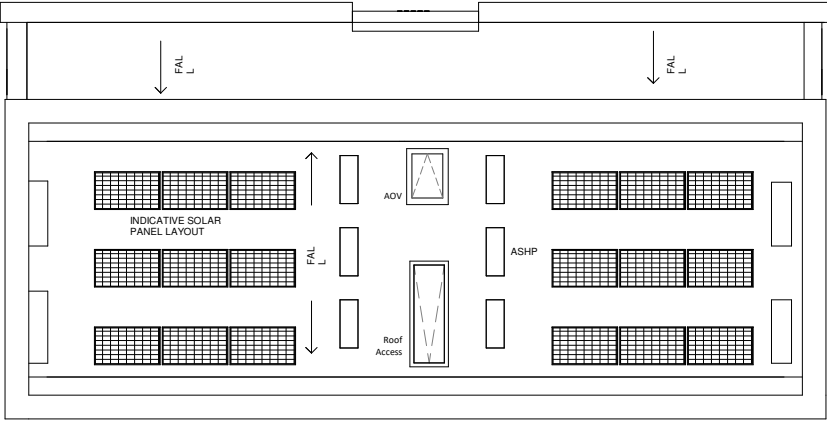
Note: Please view this document in conjunction with the application drawings.

5.4 Floor Plans

Baldewyne Court - Block E



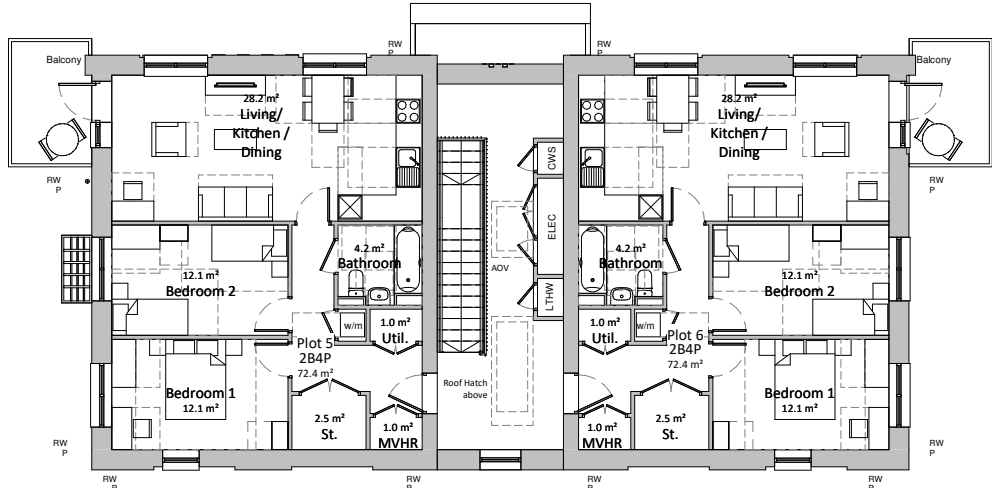
First Floor Plan



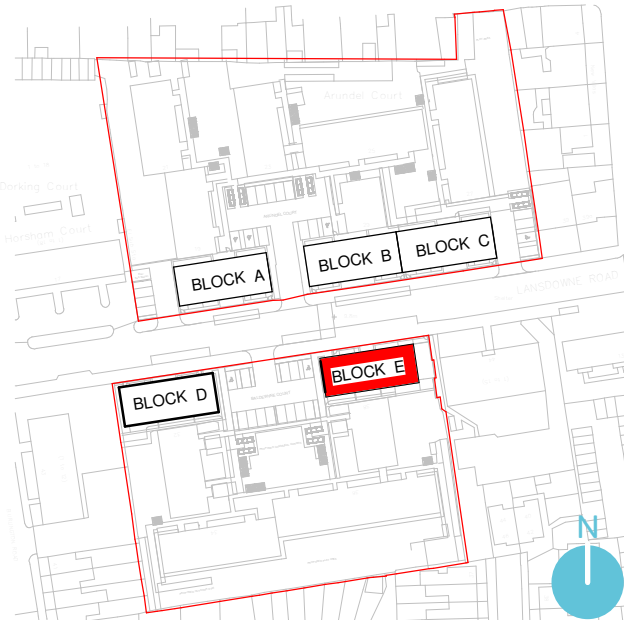
Roof Plan with Indicative PV Layout



Ground Floor Plan



Second Floor Plan



Location Plan

Note: Please view this document in conjunction with the application drawings.

5.5 Daylight and Sunlight Analysis

- Refer to the following documents:
- > Daylight & Sunlight - Internal Daylight, Sunlight and Overshadowing Report
 - > Daylight & Sunlight - External Daylight & Sunlight Report
 - > Daylight & Sunlight External Daylight & Sunlight Report Appendices

**DAYLIGHT & SUNLIGHT
EXTERNAL DAYLIGHT &
SUNLIGHT REPORT**

Arundel and Baldewyne Court,
Lansdowne Road
London Borough of Haringey

15 February 2024
GIA No. 17101

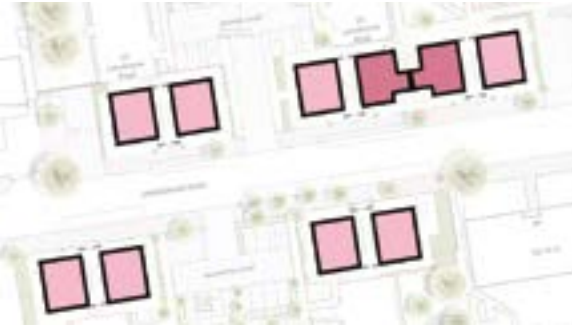
5.6 Proposed Flat Layouts

1B2P and 2B3P Wheelchair, 2B4P Dwellings

- > There are six flat types across all blocks in Arundel Court and Baldewyne Court.
- > Arundel Court consists of four 1B2P, two 2B3P Wheelchair, and twelve 2B4P dwellings.
- > Baldewyne Court consists of three 1B2P, one 2B3P Wheelchair, and eight 2B4P dwellings.
- > All dwellings meet the London Plan and Haringey employment requirements, as well as Approved Document Part M4(2) and M4(3) for wheelchair dwellings.



Ground Floor



First & Second Floor

Key

- 2B3P Wheelchair
- 1B2P - Type 1
- 1B2P - Type 2
- 1B2P - Type 3
- 2B4P - Type 1
- 2B4P - Type 2



2B3P Wheelchair Flat Layout



2B4P Flat Layout - Type 1



2B4P Flat Layout - Type 2
(Block B&C middle section)



1B2P Flat Layout - Type 1



1B2P Flat Layout - Type 2



1B2P Flat Layout - Type 3
(Block B&C middle section)

5.7 Proposed Elevations

Arundel Court - Block A



Elevation A - Lansdowne Road



Elevation B - Side



Elevation C - Courtyard



Elevation D - Side



Location Plan

Note: Please view this document in conjunction with the application drawings.

5.7 Proposed Elevations

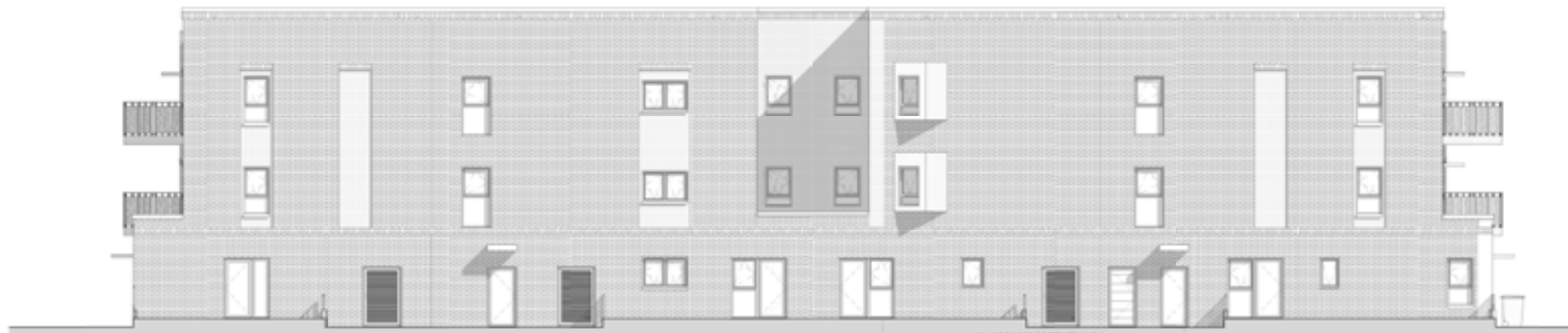
Arundel Court - Block B & C



Elevation A - Lansdowne Road



Elevation B - Side



Elevation C - Courtyard



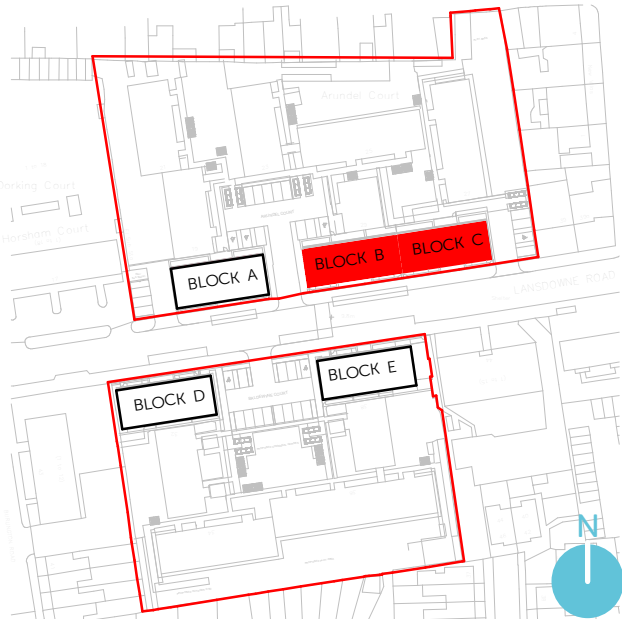
Elevation D - Side



B+C Rear Lightwell West



B+C Rear Lightwell East

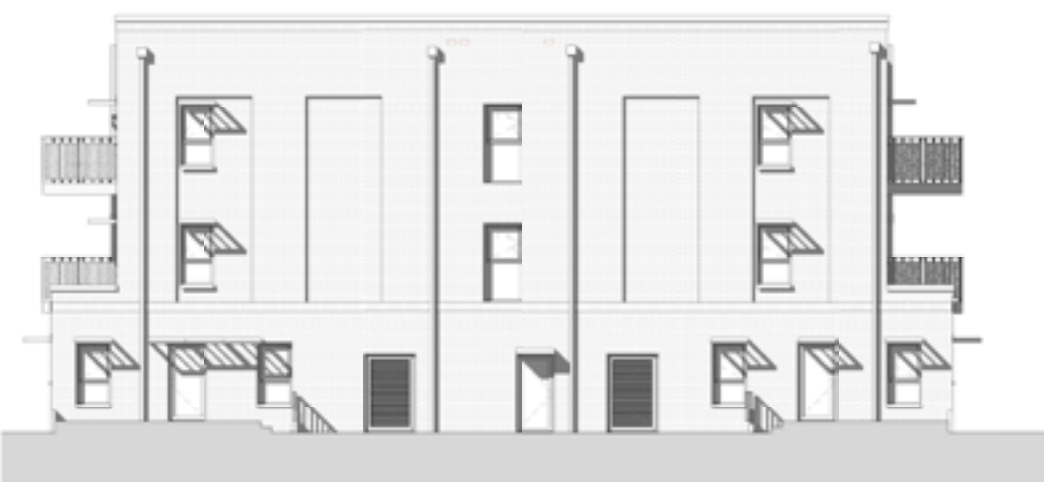


Location Plan

Note: Please view this document in conjunction with the application drawings.

5.7 Proposed Elevations

Baldewyne Court - Block D



Elevation A - Courtyard



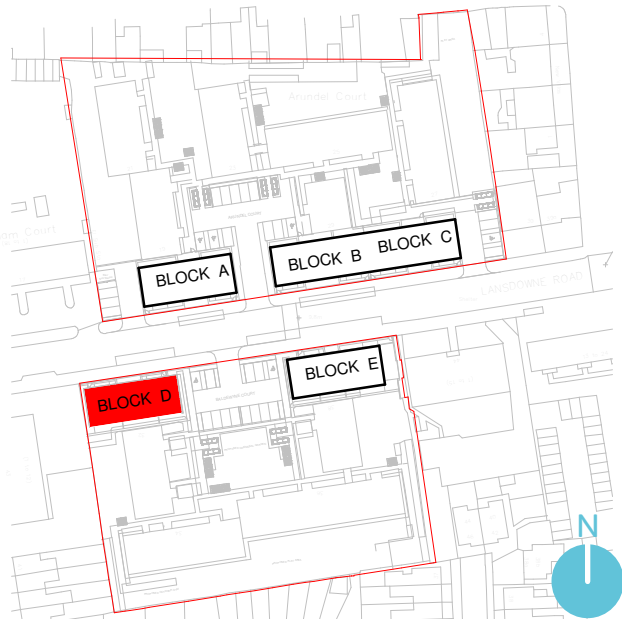
Elevation B - West



Elevation C - Lansdowne Road



Elevation D - East

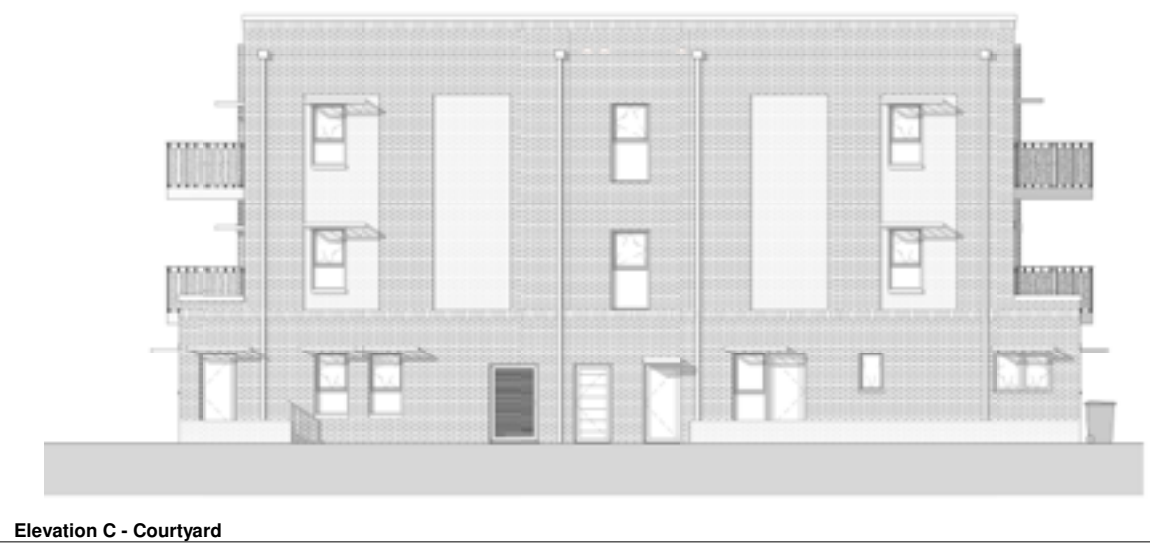


Location Plan

Note: Please view this document in conjunction with the application drawings.

5.7 Proposed Elevations

Baldewyne Court - Block E



Elevation C - Courtyard



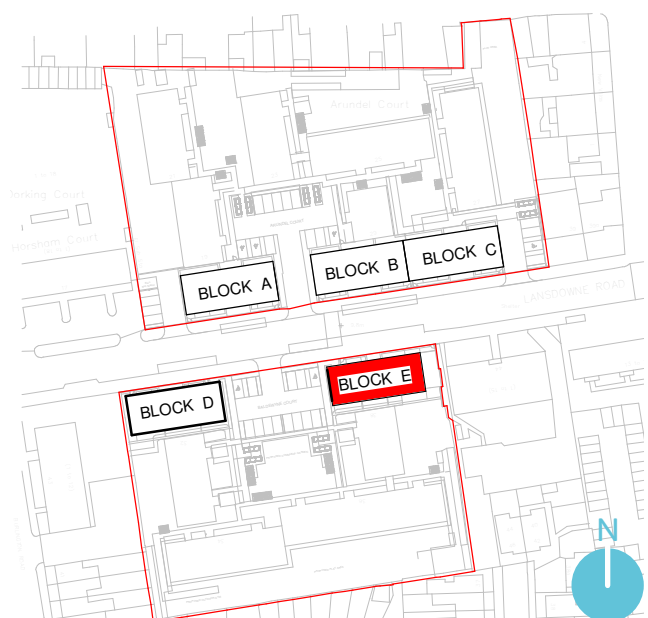
Elevation A - Lansdowne Road



Elevation B - West Side



Elevation D - East Side



Location Plan

Note: Please view this document in conjunction with the application drawings.

5.8 Proposed Site Elevations

Arundel Court Elevations



Arundel Court - Proposed Lansdowne Road Elevation



Arundel Court - Proposed Courtyard Elevation

Note: Please view this document in conjunction with the application drawings.

5.8 Proposed Site Elevations

Baldewyne Court Elevations



Baldewyne Court - Proposed Lansdowne Road Elevation



Baldewyne Court - Proposed Courtyard Elevation

Note: Please view this document in conjunction with the application drawings.

5.9 3D Visual Images



View looking East along Lansdowne Road, from a 2nd Floor Balcony in Baldewyne Court

5.9 3D Visual Images



View looking North across Lansdowne Road to the south-facing facades of Arundel Court

5.9 3D Visual Images



View from Baldewyne Court across Lansdowne Road to Arundel Court, with view of the proposed access route

5.9 3D Visual Images



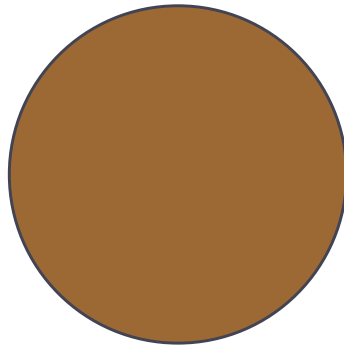
View looking North-West, towards block A in the distance, B+C on the right

5.10 Material Detail

- > There are some strong themes which we have investigated which have informed the design of the new buildings. Respecting the widespread use of a mid brown brick used for the Arundel Court and Baldewyne Court buildings and the use of a yellow brick on nearby properties, our scheme proposals to use a mix brickwork blend for each of the proposed new buildings.
- > The palette proposed for the new buildings is to enable a continuation of the materiality and a subtle integration within the existing context.



Main facing brick type 1



Window frames, RWP Goods, Dormer & Canopy/ Bay Window - RAL 8001



Brick type 2



Privacy screen & Ancillary door



Balcony Railing Type



Cladding precedent for proposed bay windows



View of Proposed Block A from Lansdowne Road



View of Proposed Block B and C from Lansdowne Road



View of Proposed Block B and C from Arundel's Courtyard

7.0 Strategy Diagrams

7.1 Refuse Strategy

Arundel Court

- > All existing external refuse locations have been relocated in to designated bin stores using the preferred enclosure, metroSTOR PBMT | 1100L Taylor Continental Bins. This will help to articulate a clearer refuse strategy. The proposal is for the external refuses to sit amongst landscape enhanced areas.
- > There are 6 existing blocks in Arundel Court and 3 newly proposed bin stores with two blocks sharing a store each based on proximity.
- > Each proposed flat block will have an internal refuse store.
- > One bulk store has been provided in alongside the east-side parking within Arundel Court.



Proposed refuse enclosure - metroSTOR PBMT | 1100L Taylor Continental Bins

Arundel Court		
Refuse	Existing	Proposed
1100 litre	11	17
240 litre	3	3
120 litre	3	3
TOTAL	17	23

Arundel Court - Existing & Proposed Refuse provision



Arundel Court Ground Floor layout with proposed Refuse Strategy

Key

- Proposed refuse for existing residents
- Proposed refuse for new residents
- Proposed bulk store

7.1 Refuse Strategy

Baldewyne Court

- > All existing external refuse locations have been relocated in to designated bin stores using the preferred enclosure, metroSTOR PBMT | 1100L Taylor Continental Bins. This will help to articulate a clearer refuse strategy. The proposal is for the external refuses to sit amongst landscape treatment.
- > There are 4 existing blocks in Baldewyne Court and 2 newly proposed bin stores with two blocks sharing a store each based on proximity.
- > Each proposed flat block will have a fully enclosed refuse store.
- > One bulk store has been provided in block D, and one south of the parking area within Baldewyne Court.



Proposed refuse enclosure - metroSTOR PBMT | 1100L Taylor Continental Bins

Baldewyne Court		
Refuse	Existing	Proposed
1100 litre	9	13
240 litre	3	3
120 litre	0	0
TOTAL	12	16

Baldewyne Court - Existing & Proposed Refuse provision



Baldewyne Court Ground Floor layout with proposed Refuse Strategy

Key

- Proposed refuse for existing residents
- Proposed refuse for new residents
- Proposed bulk store

7.2 Parking Strategy

Arundel Court

- > The parking strategy for the new proposal will provide a total of 18 no. spaces within Arundel Court. This is an overall loss of 15 no. spaces from the existing arrangement.
- > There will be 2 no. Wheelchair spaces within the parking arrangement for the proposed wheelchair dwellings.

Arundel Court		
Parking	Existing	Proposed
Spaces	31	16
WC Spaces	2	2
TOTAL	33	18

Arundel Court - Existing & Proposed Parking Spaces



Arundel Court Ground Floor layout with proposed Parking Strategy

Key

- Parking Space
- Wheelchair Parking Space

7.2 Parking Strategy

Baldewyne Court

- > The parking strategy for the new proposal will provide a total of 13 no. spaces within Baldewyne Court. This is an overall loss of 17 no. spaces from the existing arrangement.
- > There will be 1 no. Wheelchair spaces within the parking arrangement for the proposed wheelchair dwelling.

Baldewyne Court		
Parking	Existing	Proposed
Spaces	29	12
WC Spaces	1	1
TOTAL	30	13

Baldewyne Court - Existing & Proposed Parking Spaces



Baldewyne Court Ground Floor layout with proposed Parking Strategy

Key

- Parking Space
- Existing Wheelchair Parking Space

7.3 Cycle Strategy

Arundel Court

- > The proposal for Arundel Court will provide fully enclosed cycle stores for both existing residents and the residents of the new dwellings.
- > The provision of cycle spaces for the proposed flat blocks is in accordance with the London Plan and the clients ER's and are located on the ground floor within the new flat blocks.
- > Cycle spaces for existing residents will be located near their main entrances using the cycle hoop enclosure.
- > As per the requirement of the London Plan (1 per 40 dwellings), there will be a minimum of 2 no. visitor cycle spaces for Arundel Court and are located close to entrances.
- > Provision for 1 cargo bicycle for every 12 cycles has been provided with space for 1 cargo bicycle in each of the proposed internal cycle stores.



Proposed external cycle store for existing dwellings



Proposed internal cycle store for proposed dwellings



Arundel Court Ground Floor layout with proposed Cycle Strategy

Key

- Communal Cycle Store for Existing Dwellings
- Enclosed Cycle Store for Proposed Dwellings
- Visitor's cycle space

7.3 Cycle Strategy

Baldewyne Court

- > The proposal for Baldewyne Court will provide fully enclosed cycle stores for both existing residents and the residents of the new dwellings.
- > The provision of cycle spaces for the proposed flat blocks is in accordance with the London Plan and the clients ER's and are located on the ground floor within the new flat blocks.
- > Cycle spaces for existing residents will be located near their main entrances using the cycle hoop enclosure.
- > As per the requirement of the London Plan (1 per 40 dwellings), there will be a minimum of 2 no. visitor cycle spaces for Baldewyne Court and are located close to entrances.
- > Provision for 1 cargo bicycle for every 12 cycles has been provided with space for 1 cargo bicycle in each of the proposed internal cycle stores.



Proposed external cycle store for existing dwellings



Proposed internal cycle store for proposed dwellings



Baldewyne Court Ground Floor layout with proposed Cycle Strategy

Key

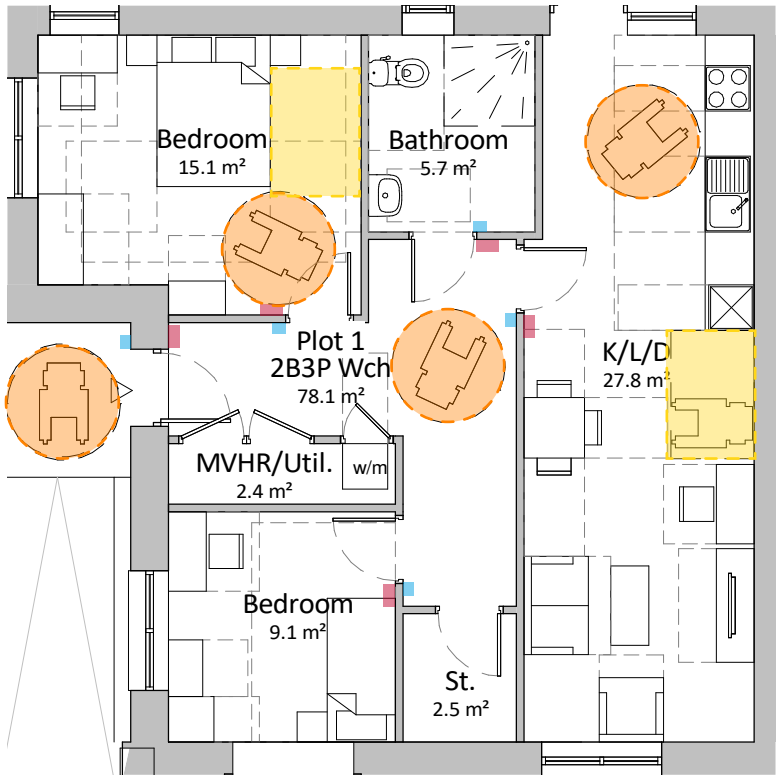
- Communal Cycle Store for Existing Dwellings
- Enclosed Cycle Store for Proposed Dwellings
- Visitor's cycle space

7.4 Inclusive Access Strategy

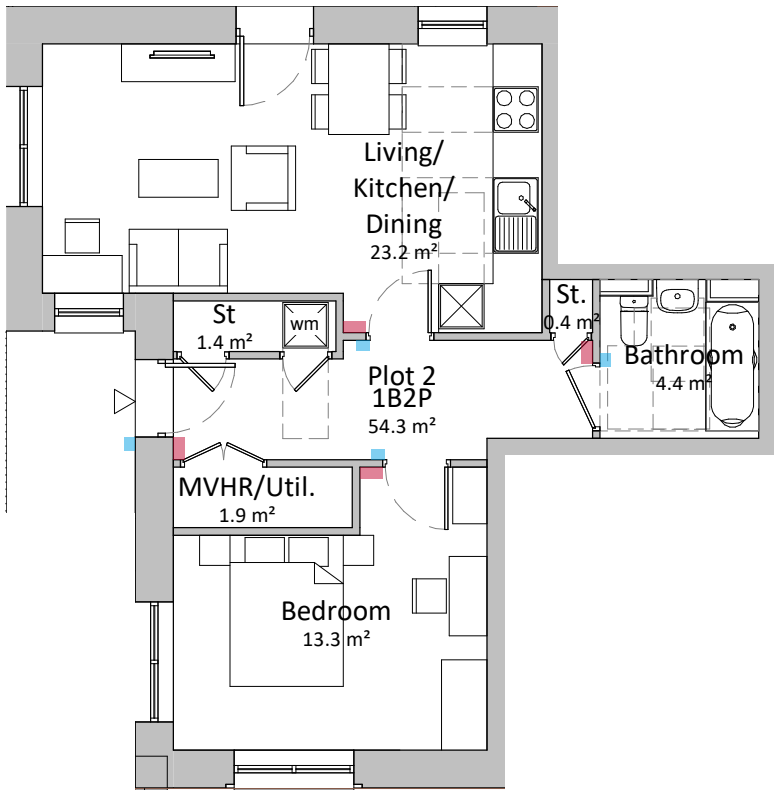
All of the homes will meet Building Regulations AD M4(1) M4(2) Accessible and Adaptable dwellings standard. There are also three 2B3P Wheelchair dwellings that will comply with AD M4(3)

The plans below show how the design of a typical dwelling would meet the AD standards such as:

- > Minimum corridor widths with minimum clear opening width of doors, including 300mm nib to leading edge and 200mm nib to the following edge of the door
- > Clear access zones in bedrooms with furniture as required within AD M4(2) & M4(3) Appendix D
- > Bathroom size and layout designed as per the Draft Haringey M4(3) Design Guide (eg. with a shower only and no bath)
- > 1500mm wheelchair turning circles
- > 1700x1100mm transfer zones in the hallway



2B3P Wheelchair Dwelling



1B2P Dwelling

Key

- 300m Leading edge nib
- 200m Following edge nib
- 1500mm Turning circle
- 1700mm x 1100mm Wheelchair transfer zone

7.5 Fire, Refuse and Vehicle Strategy

Parking

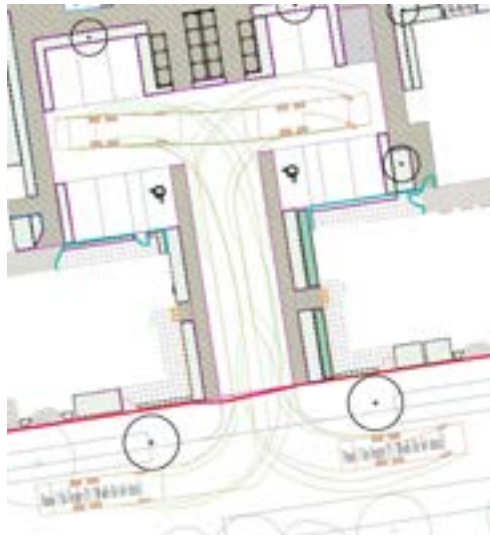
- > Both Arundel Court and Baldewyne Court have been awarded a PTAL 5 rating (yet to be confirmed by TFL).
- > A parking stress survey has been carried out for Arundel and Baldewyne Court. The parking stress for both sites including the proposals increases from 74.5% to 86.5%.
- > There is interest from 2 no. car club providers to provide 2 no. club vehicle spaces. Research suggests that each car club vehicle removes 23.5 private cars (through sale or purchase suppression).

Cycle Parking

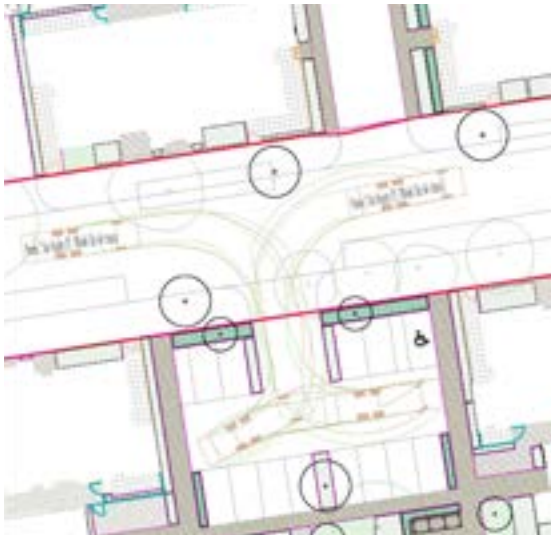
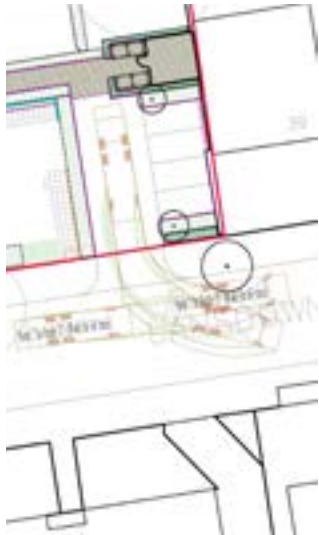
- > The quantum of cycle parking will be provided in accordance with the London Plan. All cycle parking will be secured and covered.

Swept path analysis

- > Swept path analysis has been carried out for refuse vehicles to match the vehicles used by LB Haringey.
- > Swept path analysis also carried out for a LFB pumping appliance which can access without issue.
- > Swept path analysis also carried out for a family sized car demonstrating that all spaces can be accessed.
- > A full Transport Statement will be prepared and submitted as part of the application.



Refuse tracking for dwellings on Arundel Court



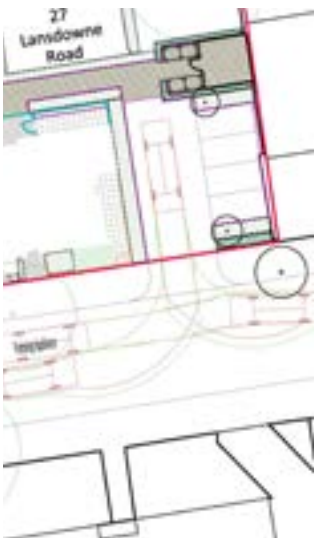
Refuse tracking for dwellings on Baldewyne Court



Vehicle tracking for dwellings on Arundel Court and Baldewyne Court



Fire Vehicle tracking for dwellings on Arundel



Fire Vehicle tracking for dwellings on Baldewyne Court

7.6 Sustainability Strategy

- > The council follow the Greater London energy hierarchy of Lean, Clean and Green with a target CO2 reduction in line with the London Plan.
- > The scheme has adopted a fabric first approach to meet the London Plan carbon target primarily through passive measures such as a simplified building form, increased levels of insulation and optimised window proportions.
- > A passive design strategy has been adopted with all dwellings being dual aspect to allow for cross ventilation and to avoid overheating during the summer months.
- > Air Source Heat Pumps (ASHP) have been proposed by the Energy Consultant to provide heat for space heating and domestic hot water for all proposed dwellings. The ASHP units are located on the roof of the flat blocks which are accessed via the access hatch from the second floor.
- > As part of the energy efficiency measures, MVHRs have been proposed for each dwelling
- > The onsite emissions are reduced to 78% below Part L 2021, with zero carbon emissions achieved by carbon offset payment for residual CO2 emissions.
- > The proposals are able to achieve a reduction of 55% (ER's require a 20% reduction) in CO2 emissions from on-site renewable energy by using PV panels and ASHPs.
- > An overheating assessment has been carried out by the Energy Consultant and window sizes have been adjusted to ensure that rooms do not overheat but that sufficient daylight is achievable.
- > To future proof the scheme against any amendments to weather data, bries soleil's have been added to provide additional protection from solar gain.
- > SAP calculations are currently being finalised by the Energy Consultant and will be submitted as part of the planning application.



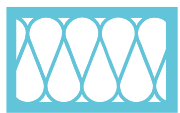
- > Create an enhanced connection with the garden and green amenity



- > Robust ventilation strategy to maximise internal environment



- > Considered design of windows avoids overheating (TM59) and flexibility in furniture arrangement



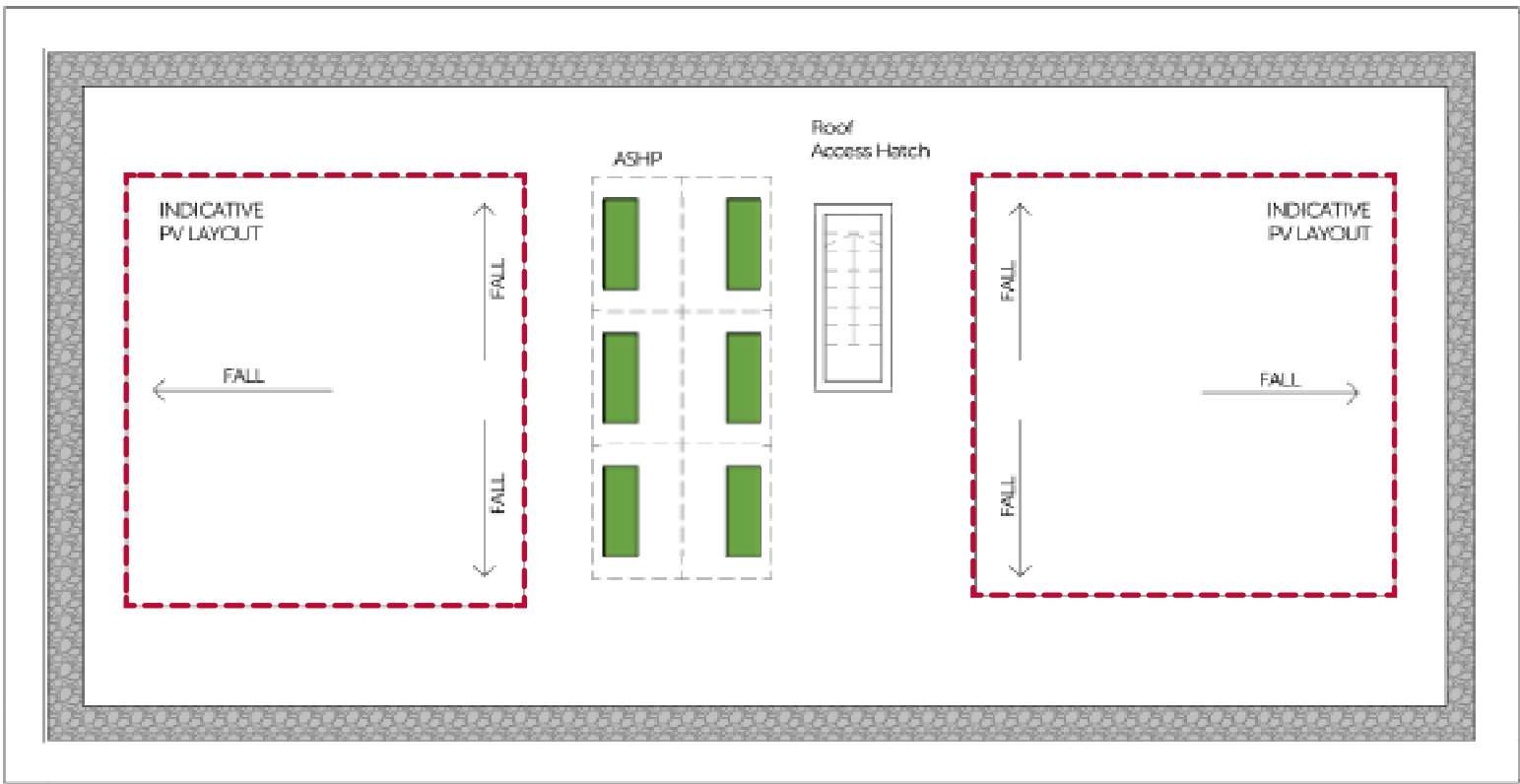
- > Promote a 'Fabric First' approach to ensure well insulated buildings



- > Create greater potential for social interaction between neighbours through good design



- > Carbon reduction through renewable energy source such as Air Source Heat Pumps and Solar Panels



Proposed Block A Roof Plan with indicative PV & ASHP locations

Key

- PV panels (locations are indicative)
- Air Source Heat Pump Locations



Proposed Air Source Heat Pump



BPTW, 40 Norman Road,
Greenwich, London SE10 9QX
t. 020 8293 5175

bptw.co.uk