

## Design, Access & Heritage Statement

Built Environment Architectural Team  
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View from the rear of the site



# 1. Introduction

The following document describes the architectural proposals for the use of the existing vacant land adjacent to 249 High Road, N15 5BT (formerly no.s 251 and 253 High Road) as a temporary outdoor market for a period of three years. This document is to be read in conjunction with the accompanying drawings, planning statement and supporting information.

The temporary outdoor market will provide spaces for various retail and food and beverage uses as well as associated ancillary works. The proposal aims to bring renewed life to a vacant site which has laid unoccupied for nearly two decades, seeking to provide additional units for traders affected by the closure of Seven Sisters Market as well as a new destination for the local community.

A separate scheme for a temporary indoor market is located immediately adjacent (245-249 High Road) to the application site and provides additional space for traders affected by the closure of Seven Sisters Market. This application received planning permission on 17th May 2022 under application reference: HGY/2022/0280.

# Site Location and Description

The application site forms part of a wider urban block bounded by West Green Road, Seven Sisters Road, Suffield Road and Tottenham High Road (A10), part of which is identified as a site allocation within the Tottenham Area Action Plan.

The proposed development is located within the Seven Sisters/Page Green Conservation Area. The site's frontage onto the High Road is located opposite Seven Sisters London Underground Station subway on the west side of the High Road.

The application site forms a visual break within the existing 2-3 storey late Victorian redbrick terrace forming 227-259 High Road which was built in the late 19th century as a residential terrace with bay windows, dormers and chimneys. Incremental changes to the building fabric including the addition of shopfronts and the removals of first floor bay windows and dormers, coupled with unsympathetic treatment of the shopfronts have gradually eroded the quality of the historic terrace.

The southern part of this terrace became Wards Department Store in the early 20th Century.



1. Site Location Aerial View Seven Sisters

# Site Location and Description

The application site is located on the north western side of Seven Sisters Road and Tottenham High Road (A10), part of which forms a 'gap' in the wider historic terrace (227-259 High Road London N15 5BT), following the demolition of two properties formerly, 251 & 253 High Road. The remainder of the application site forms a portion of the rear service access with a frontage on Suffield Road (adjacent no. 30 Suffield Road), wrapping around the rear of no.s 237-249 High Road and no.16-30 Suffield Road. The wider terrace comprises the properties known as the former Ward's Corner department store, Seven Sisters Market and other commercial businesses on the ground floor with residential upper parts.

The proposed site spans the urban block from east to west with the commercial street frontages on the High Road to the east, and the residential scale of Suffield Road to the West. The proposed site provides an opportunity to temporarily increase permeability with a pedestrian route through the site. The Suffield Road frontage lies close to the junction with West Green Road, another commercial high street.

The properties are currently serviced from a rear service yard accessed from Suffield Road to the West.

The application provides a unique challenge, the temporality of the use and the complex site constraints are used as generative and not restrictive design considerations. The ability to repair the void in the High Road façade and provide an active frontage to uplift the conservation area and to address the end of terrace condition on Suffield Road are important principles. By utilising the existing urban plot and re-purposing the service road to the rear the development enables sustainable re-use of the vacant plot directly adjacent to the previously permitted temporary indoor market.

Seven Sisters Market has a long and complex history, it serves diverse ethnic groups within the local and wider community and the formation and planning permission of a community plan for the wider site continues to champion the retention and community led redevelopment of the historic site.

Following Health and Safety concerns Seven Sisters Market Hall is currently closed, with only High Road units continuing to trade. The proposals seek to provide a temporary solution to assist the local traders and community to continue to operate in a safe environment prior to a holistic redevelopment.



## Surrounding Area

The application site forms part of a wider terrace of buildings situated at an important gateway to Tottenham, on the corner of Seven Sisters Road and Tottenham High Road. The consequential alterations to the shop-fronts have impacted the appearance of the conservation area. Although the application site is temporary in nature, it seeks to propose a high-quality treatment of the street frontage to enhance the conservation area and replace the gap in the terrace. The application site and wider terrace benefits from a deep pedestrian pavement, with a number of street trees providing summer shading, Sheffield bicycle stands and concrete bench seating acting as impact defence to the underground entrances. TfL's C1 cycleway runs along this wide pedestrian route linking north and south.

The site also falls within the Seven Sisters/Page Green Conservation area. To the north are further retail and residential uses along High Road and West Green Road. To the west are residential terraces along Suffield and Westerfield Road with Seven Sisters Underground and Overground Stations beyond (3-4 mins walk). To the east are further residential terraces and flats along Ashmount and Earlsmead Road. To the south Tottenham High Road continues south lined by street trees with South Tottenham Overground Station approximately 6 minutes walk.

The wider area is predominantly residential, with ground floor commercial use, with residential upper parts fronting main roads. Housing is generally 2 – 3 storey brick terraces with pitched tiled roofs, constructed in waves between the 1850s and 1980s. To the south of the site, on the opposite side of Seven Sisters Road is a major residential led mixed used development with a 23-storey building providing the majority of the 163 new dwellings on the site known as Apex House (HGY/2015/2915).



3. Site Location 3D Aerial View Seven Sisters

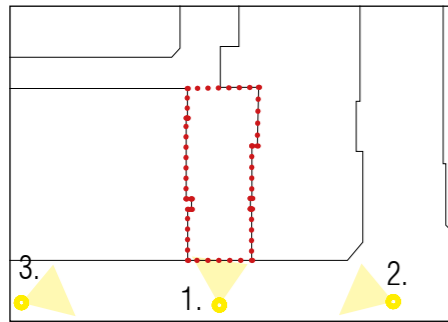
# Site Context

The High Road end of our site sits within a busy intersection, for both pedestrians and vehicles. Immediately adjacent, on the widened footway are entrance staircases to the ticket hall of Seven Sisters London Underground station, a cycleway, and shop fronts with displays and stock extending into the pavement area.

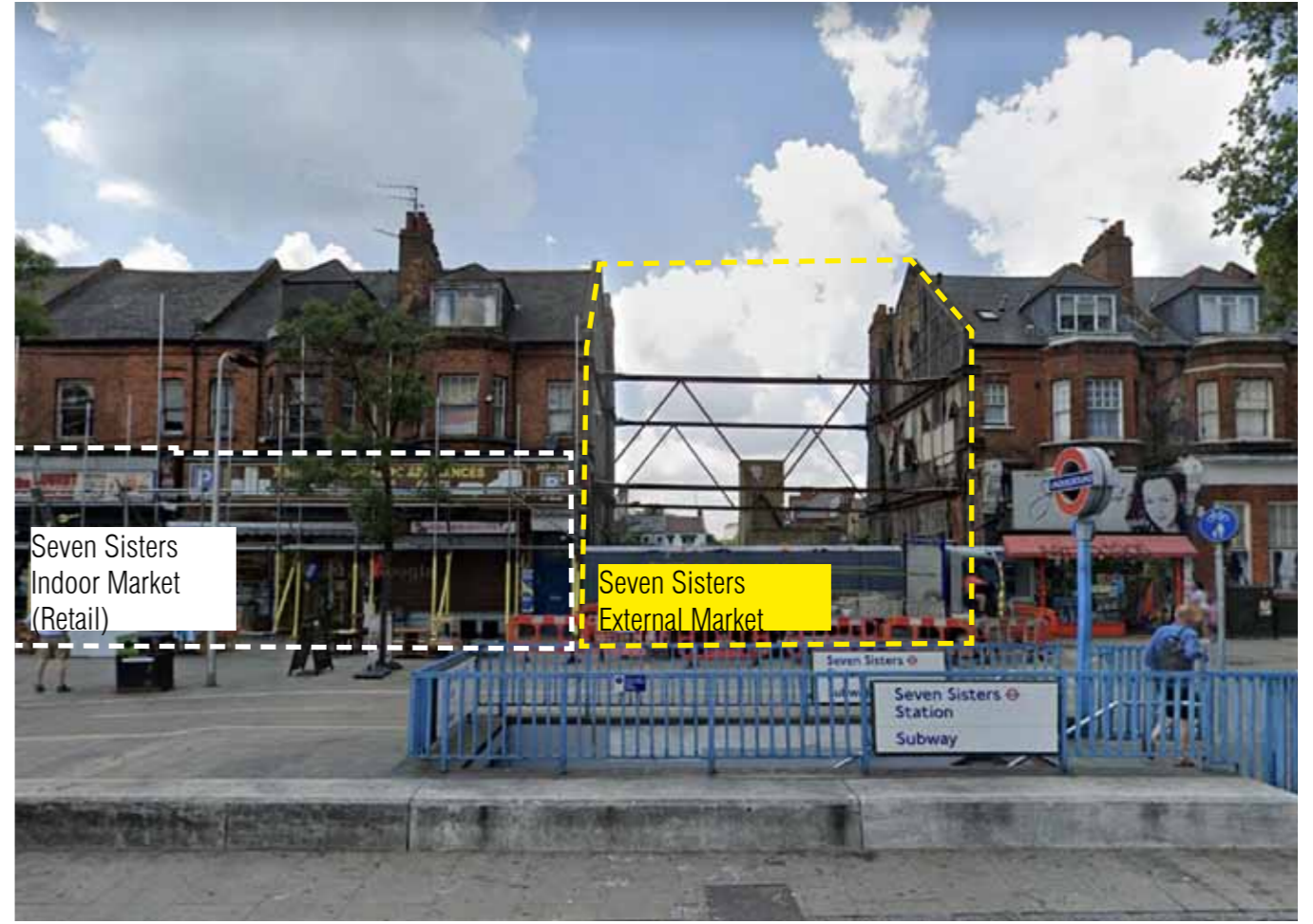
The junction between Tottenham High Road and Seven Sisters Road is often busy with vehicular traffic, as it is a main junction for people travelling East/West from Wood Green and Tottenham Hale, and North/South from Stamford Hill and North Tottenham.

The large tower development to the south contrasts to the traditional high street scale at Wards Corner.

Our site sits within Seven Sisters/Page Green Conservation Area, Tottenham High Road's Historic Corridor, and the area applicable to the Tottenham Area Action Plan.



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4. View Looking West Tottenham High Road



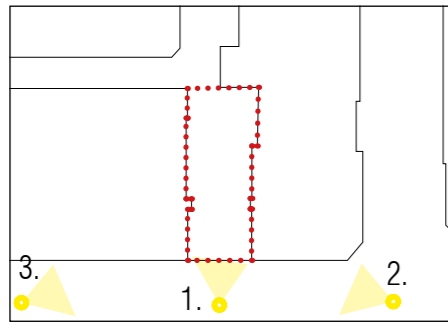
5. View Looking South-West Tottenham High Road



6. View Looking North-West Tottenham High Road

# Site Context

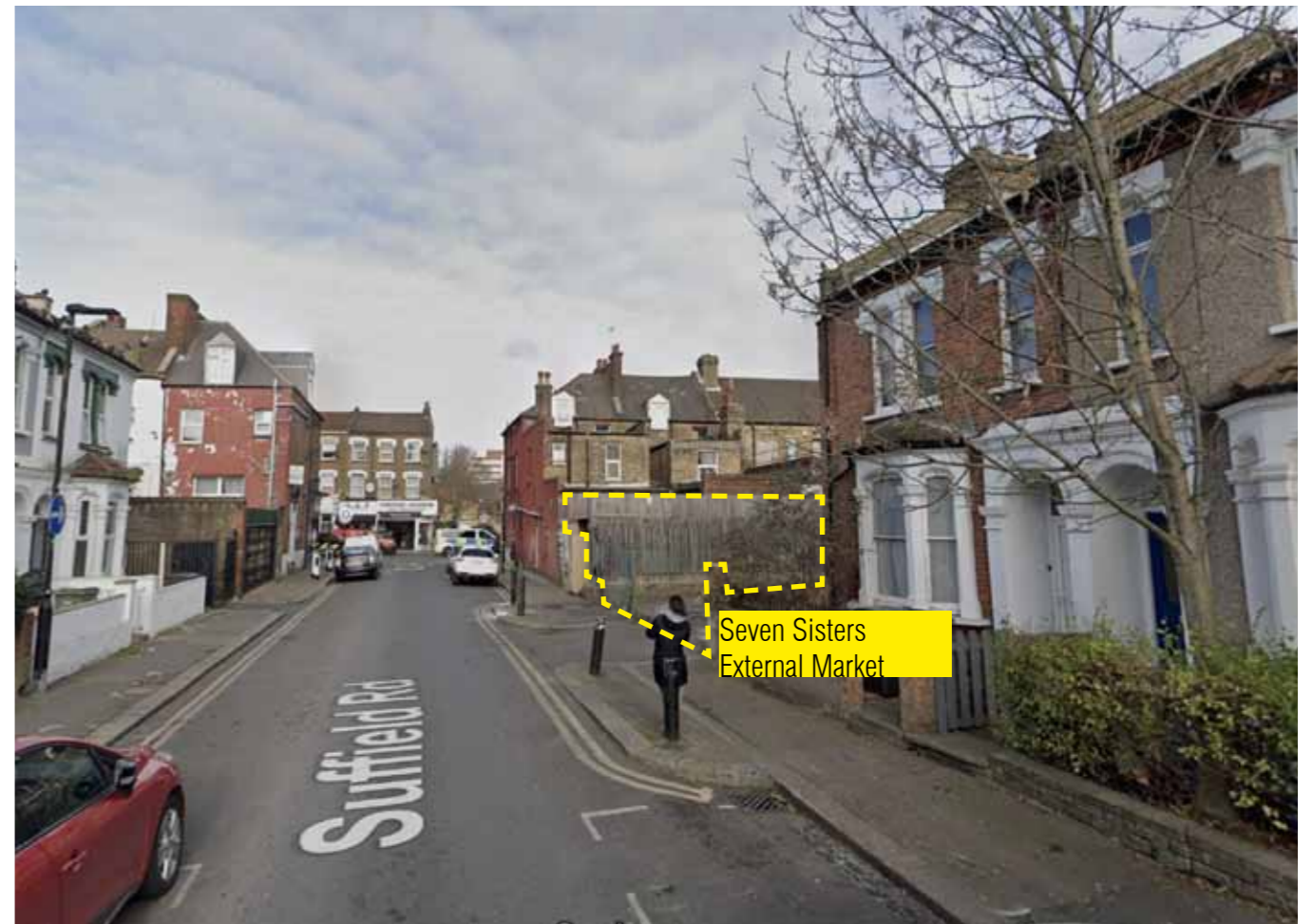
The Suffield Road end of the site is very different, bridging the gap between the back of house service zones for the retail units on West Green Road, and the terraced housing running perpendicular. There is limited pedestrian and vehicular flow on this road as it is residential, and so any proposal on this side of the site should aim to respect its neighbours, and consider these sensitivities



7. View Looking East Suffield Road



8. View Looking South-East Suffield Road



9. View Looking North-East Suffield Road



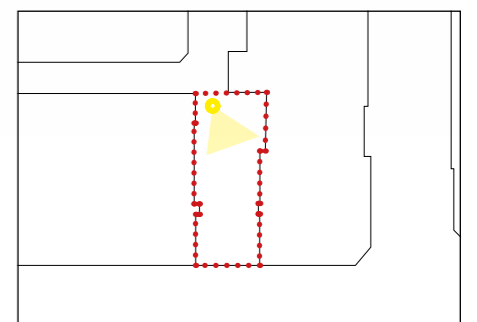
# Site Context

The image below looking toward the North-East corner of the site, shows the site in context. The litter and waste that has accumulated on the site is evident in this image as is the general sense of disrepair.

Our proposal considers the overlooked nature of the site and does not interfere with the views/aspects from the neighbouring residential windows.

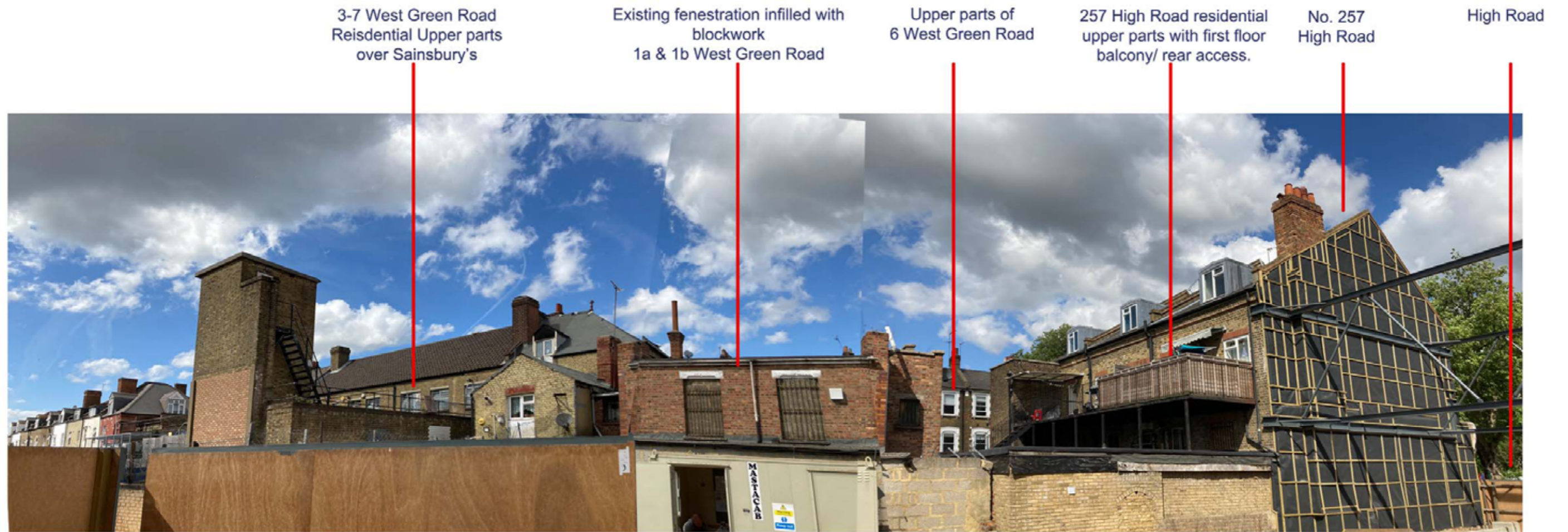


10. Site Photograph looking North-Eastward Within Site

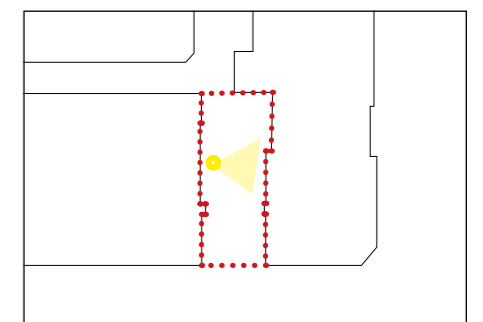


# Site Context

The collage image below looks toward the Northern site boundary. It highlights the different buildings that are currently visible in this direction from within the site.



11. Site Photograph looking North-Eastward Within Site



# Site Context

The images below focus on the rear access road behind the site. The left-most image shows the rear access road entrance at the South end of Suffield Road and the right-most images shows the entrance at the North end of Suffield Road.



12. Rear Access Road South Entrance Suffield Road



13. View Along Rear Access Road



14. Residential Building next to Rear Access Road



14. Rear Access Road Exit Gate Rear Access Road



15. Rear Access Road Exit Gate Suffield Road

# Site Context

The images below illustrate the immediate urban condition of the wider terrace including views from Seven Sisters Road, Tottenham High Road, West green Road.



16. View of 227 High Road (locally listed), former Wards Furnishings department store Tottenham High Road



17. View of 259 High Road looking Southward, highlighting the gap in the terrace (the application site) Wood Green Road



16. Partial view of the wider terrace, 227-249 High Road looking Southward towards the recently constructed 22-storey Apex house Tottenham High Road



16. View of 245-249 High Road with the gap in the terrace visible (right, the application site) Tottenham High Road

# Site Context

The images below illustrate the immediate urban condition of the wider terrace including views from Seven Sisters Road, Tottenham High Road, West green Road.



17. 230 High Road, Tesco Supermarket (left), 220-224 High Road, former Barclays Bank (right) Tottenham High Road



18. 214-218 High Road, red brick office building opposite the site, located outside of the conservation boundary Tottenham High Road



19. View Northwards along Suffield Road, rear access road entrance visible (right) Suffield Road

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20. View South-Westward from Broad Lane towards High Road and West Green Road Broad Lane



21. View Northward along High Road with Seven Sisters Road junction (left). 227 High Road visible (left). This section of the conservation area is dominated by the highway and junction Tottenham High Road

# Site Photographs



22. View Westward from within the site



23. View Eastward from within the site



24. View Southward from within the site



25. View Northward from within the site

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26. View Westward from within the site



27. View Eastward from within the site



28. View Southward from within the site



29. View Northward from within the site

# Relevant Development Plan & Planning Policy Considerations

The relevant planning policies are set out in the following documents:

- Haringey Local Plan Development Management Document and Policies Map (2017)
- Haringey Local Plan Strategic Policies Document (2017)
- Site Allocations Development Plan Document (2017)
- Tottenham Area Action Plan (2017)
- Seven Sisters / Page Green Conservation Area Appraisal and Management Plan (2017)
- The London Plan (2021)
- The National Planning Policy Framework (2021)
- Draft Haringey Local Plan (2022)

## Development Context

The site falls within site allocation SS5 Ward's Corner. The Tottenham Area Action Plan (2017) gives greater detail on this site allocation and identifies that the allocation is for a "Mixed use development providing town centre uses at ground floor level, including a replacement market, with residential use above."

The provision of a temporary outdoor food market externally to the Wards Corner market building would accord with this site allocation and would not prevent future comprehensive development proposals coming forward.

This application for a temporary outdoor market will strengthen the district centre and retail offer by re-establishing a very important market facility in the area for traders, their families and the wider community prior to the permanent development of Wards Corner.

Further to the site allocation, the site is also subject to four designations:

- AC1 Tottenham High Road Corridor Area of Change – Tottenham Area Action Plan (AAP)
- West Green Road / Seven Sisters District Centre
- Primary Shopping Frontage
- Seven Sisters / Page Green Conservation Area

## Planning History

There are no specific applications relating to either the area of hard standing to the rear of the market building and Suffield Road or for the former site of 251-253 High Road.

In 2022 planning permission HGY/2022/0280 was granted for "the amalgamation of ground floor units at 245 and 247-249 High Road into a single unit and use as a retail market and community space (Classes E and F2) for a temporary period of 3 years; and associated external alterations including to the shopfronts". These units are located directly adjacent to the proposed outdoor market and would form part of a market facility to support the area and provide traders with an opportunity temporarily resume trading prior to a full development of the Wards Corner site.

The wider Wards Corner site has a complex planning history. Many applications have been submitted for the wider redevelopment of the Wards Corner site including the two retail units.



Illustrative view of approved (HGY/2022/0280) temporary indoor market located immediately adjacent to the application site.

# Community Engagement

We have engaged with local stakeholders through a number of methods, prior to the application being finalised and submitted.

Over the past few years, ad hoc meetings with individual traders have helped us design a scheme that will allow traders the facilities that they require while the main market hall is improved so that it can be used permanently.

Specifically, for pre-application consultation we met with the Market Traders and Workers Union of Seven Sisters on the 16 December 2021 and The Seven Sisters Market Traders Association on the 14 December 2021 to present the proposals. These representative bodies combined have representation for a majority of market traders.

We have also held meetings with the wider trader groups before submitting our planning application with a meeting on the 28 of June 2022, where again we presented our early plans to the traders at Seven Sisters Market and answered their questions on the new market. A majority of the feedback related to timings and when the market would be open.

On 2nd November, 631 consultation letters were also sent out to stakeholders in an area 150 metres surrounding the market, offering a briefing and providing an email address to request further information. We have now received one email containing feedback – that they would like the new temporary market to open as soon as possible

## Pre-Application Design Development

The proposal has been through a series of pre-application meetings with Haringey Council on 15th June 2022 and 9th September 2022. The advice from those application meetings has informed the design development of the scheme and was positively received by officers.





## 2. Heritage Statement

# Conservation Area

The London Borough of Haringey has 29 conservation areas. The Seven Sisters / Page Green Conservation Area was designated in 1998. No subsequent amendments have been made to the boundary.

The Tottenham High Road Historic Corridor comprises of five conservation areas: North Tottenham; Scotland Green; Bruce Grove; Tottenham Green; and Seven Sisters/Page Green.

The Seven Sisters/Page Green - Conservation Area Appraisal and Management Plan describes the local area:

1.7.1 There are few opportunities for new development within the conservation area. However, the block occupied by the former Ward's Stores on the west side of the High Road is the subject of redevelopment proposals as well as alternative proposals to retain and refurbish the existing building. The quality of other recent development, for example the block on the High Road frontage between Ashmount and Earlsmead Roads sets a poor precedent. This frontage is a key part of the conservation area and it is important that any eventual development or refurbishment or mix of the two is of a high design standard that properly contributes to its historic and townscape setting.

The Conservation area is very diverse in architectural character and form reflecting its constant historic expansion and development as a former Roman Road to York. The immediate character and appearance is generally dominated by the accommodation of the historic and busy highway junction and London Underground Station. The immediate context includes a variety of styles, long and short abutting Victorian terraces with converted ground floors forming shopfronts, former Victorian department store, larger dominating mid twentieth century retail supermarket, unsympathetic pastiche office development on the opposite side of the highway, Apex House, a 22-storey residential apartment building. Other notable styles include a former Jacobean Hospital and Art Deco Salvation Army Citadel.

The existing commercial properties on the High Road Frontage and Seven Sisters Market are considered to make a neutral contribution to the character and appearance of the Page Green Conservation Area (according to Map 11. The Seven Sisters/Page Green - Conservation Area Appraisal and Management Plan). Where-as the former Wards Corner Department store (227) is a locally listed building despite its long-term vacancy.



33. Archive Image looking Northward along the High Road with the terrace 227-259 (left)



Map 11. Seven Sisters/Page Green Conservation Area, Positive and Negative Contributors

- Positive Contributors
- Negative Contributors
- Neutral
- Statutory Listed Buildings
- Locally Listed Buildings
- Historic Open Space
- Conservation Area Boundary

# Impact on Heritage

## Wider Terrace

Nos. 251 and 253 historically formed part of the original terrace, with canted bay windows and dormers. However following significant fire damage in 2002, they laid unoccupied until eventual demolition in 2016/7. The original terrace would have been solely residential in use, given their modest front gardens with reference to historic maps, which were later in filled with shopfronts projecting out from the main façade, typical of the Victorian era. The party walls of the shops were articulated by projecting pilasters with bracketed consoles and fascia's between defining individual shops. Over the decades the quality of these shopfronts has been significantly diminished and the shop fronts appear to have been amalgamated with the dividing pilaster missing.

Reviewing historic photographs and maps it is clear the entire terrace was originally constructed as a unified whole, with West Green Road and Seven Sisters Road adjusting the articulation of the 'bookends'. It is however noted that the entire terrace has been poorly altered to its and the wider conservation area and urban realm as a whole. The loss of numerous architectural devices, such as bay windows, dormers, shopfronts, chimneys which all established a great architectural presence, rhythm and vertically to the Tottenham High Road Corridor.

The wider terrace is considered to have a neutral visual impact on the conservation area; however, the poor quality, highly altered shopfronts and signage detracts from the overall quality and appearance of the conservation area. The gap in the terrace where 251 and 253 High Road once stood also detracts from the appearance of the area as it disrupts the continuity and rhythm of the terrace and is detrimental to the conservation area. The proposals focus on filling the gap in the terrace where 251 and 253 High Road once stood, visually unifying the terrace.

## 227 High Road (Locally Listed Building)

In approximately 1909 the Corner of the terrace at the junction of High Road, and Seven Sisters Road was demolished and replaced by a then contemporary furniture store of three storeys, named 'Wards Furnishing Store' and subsequently giving the area its name as "Wards Corner". Ward's Corner, built in 1909 is a late Victorian/ early Edwardian brick building of three storeys, at the corner of Tottenham High Road and Seven Sisters Road, where its façade aligns to the geometry of the highway.

The generously proportioned fenestration has its references in the technological and material developments in the mid-nineteenth century of wrought iron and glass, specifically the large greenhouses like that at Crystal Palace designed by Joseph Paxton. The framing to the glazed bays having quadrant arched spandrels with arch motifs and wrought iron ventilation grille details. The building has been vacant for many years (Approximately 40+), a timber palisade fence surrounds the ground floor, preventing views and access. The southern elevation contains no windows, the western rear elevation is a two-storey extension to the original building and provides pedestrian ground floor access to a rear vehicle accessway. A brick wall prevents access to the adjoining market at ground floor level, but an opening at first floor level links the former department store with the first floor of numbers 229 – 245 High Road.

## Impact on Heritage

Overall, the proposal will enhance the character and appearance of the conservation area. The market is sensitively designed to improve the key view within the conservation area from High Road of the former units 251-253. This view is currently a gap in the building line which is hoarded and is harmful to the conservation area. The proposal would reinstate a market/retail use on the site. The materials and signage are in keeping with the character of the conservation area and aims to replicate other shopfront signage along High Road.

The application proposals will not detrimentally impact the character or appearance of the locally listed building or the wider terrace (which is noted in the conservation area appraisal as having a neutral contribution) and conservation area. The hoarded site is unoccupied, filled with litter and attracts anti-social behaviour. It detracts from the appearance of the area and disrupts the visual rhythm of the terrace. The proposal will repair this 'missing gap' and allow the elevation to be read as one complete, cohesive terrace.

## Impact on Heritage (Cont.)

The proposed elevation continues the existing horizontal datums found along the High Road terrace. This provides a visual link to the existing terrace and ensures an appropriate scale is achieved. Combined with the planned refurbishment of the adjacent shopfront elevations at 245-249 High Road, the proposal will uplift the appearance of the terrace and positively contribute to the conservation of the street.

It is worth noting that, being a temporary-use proposal, any newly constructed elements shall be de-constructed and removed at the end of the project lifespan. Therefore, the proposal will have no long term effect of the conservation area as it will be removed and/or replaced with something new in the future.

The proposal does not harm the appearance or character of the conservation area and provides enhancements in line with paragraphs 130, 199 and 202 of the NPPF which identify that development should aim to enhance the appearance of heritage assets and that the impacts of development on heritage assets should be balanced against public benefits. It is also in line with London Plan Policy HC1 Heritage, Conservation and Growth and Haringey DPD Policy DM9 Management of the Historic Environment and Tottenham Area Action Plan policy AAP5 Conservation and Heritage which all aim to ensure that new development protects and/or enhances the character and appearance of conservation areas.



34. Archive Image looking North-Westward along the High Road with the terrace 227-259 (left)



35. Archive Image (pre-1909) looking South-Westward along Seven Sisters Road with the terrace 227-259 (right)

### 3. Proposal

# Proposal Overview

## Design Development

The proposal has been through a series of pre-application meetings with Haringey Council on 15th June 2022 and 9th September 2022. The advice from those application meetings has informed the design development of the scheme and was positively received by officers.

The application proposes a temporary outdoor market, providing a space for multiple retail and food and beverage outlets. The proposal is a short-term, temporary solution, designed to accommodate the remaining traders that were impacted by the closure of Seven Sisters Market, in order to enable remedial works to be undertaken to the wider group of properties from no. 227-249 to ensure safety for traders and the public.

The proposal is sited on land owned by London Underground Limited & London Borough of Haringey and leased for a temporary duration to enable the market to operate whilst a wider scheme for regeneration of the properties progresses.

Although the immediate ambition is to provide suitable space for traders, there is a wider benefit to the immediate built environment and community, with the ability to make use of a vacant plot of land which has attracted antisocial behaviour and generally detracted from the conservation area.

Due to the number of traders requiring space, considerations around future construction works and the limited lifespan of the development, the market utilises and re-purposes a portion of the rear service road. We have strategically wrapped the proposals around the rear of 245-249, as the markets will be delivered in phases and could potentially be linked in the future.

The proposals seek to provide the maximum number of units whilst appreciating the site constraints and remedial works. To address the temporary nature of this project the design makes use of demountable solutions which aim to use materials and circular economy principles.

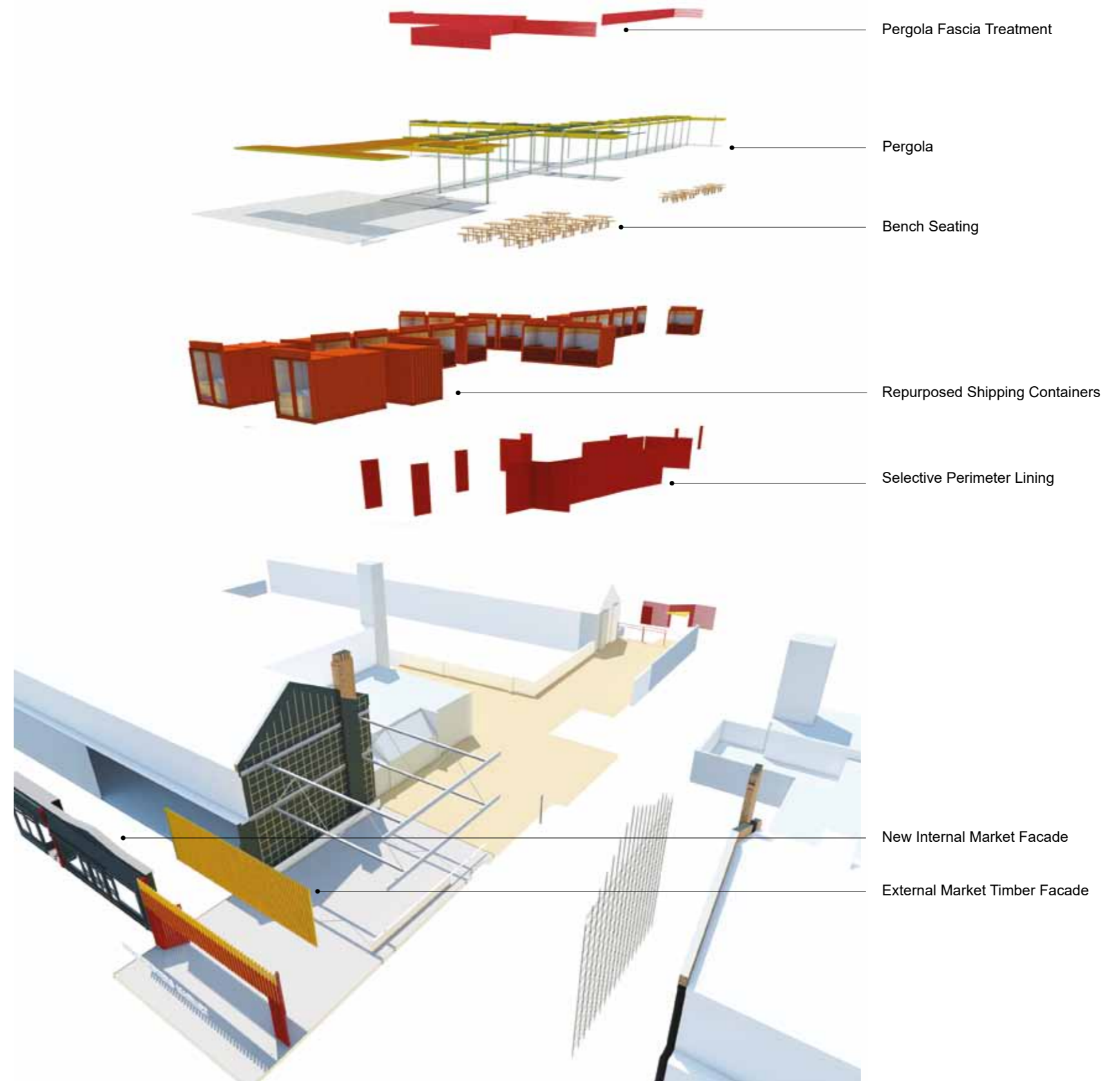
Our temporary design solution involves shipping containers carefully arranged to form and frame a series of linked courtyards. Variation in scale and proportion of these courtyards allow additional space for congregation and circulation throughout the market.

We are conscious of the site's highly visible nature and its contribution to the Conservation area. Pre-app discussions agreed that proposals could be respectful in architectural language, but bold and simple design solutions were appropriate given the limited/ temporary nature of the market and its ability to act as a beacon.

The proposal mediates two threshold/ frontage conditions responding to each scale transition whilst providing improved façade treatments and active frontages, a material consistency and strong visual use of colour across the site feeds into the way finding and placemaking identity of the temporary market.

### Key Objectives:

- Provide a temporary outdoor market to cater for mixed uses including food & beverage as an interim measure for traders displaced from the Seven Sisters Market closure whilst the wider group of buildings are made safe, and long term redevelopment comes forward.
- Provide an elegant design solution which can be rapidly constructed and easily demounted upon completion of the temporary period whilst respecting surrounding uses.
- Contribute towards a broader vision for the local community providing a destination space.



36. Exploded Axonometric view of the proposed temporary outdoor market

## Proposals

Within the 996m<sup>2</sup> footprint of the site, the following elements are provided:

- 19 self-contained 10-foot shipping container retail units
- 2 self-contained 15-foot shipping container retail units
- Market manager's office
- 3 separate courtyard areas with bench seating and planting
- Static WC block
- Refuse storage
- Ancillary storage container
- Covered walkway or 'Pergola'
- Long and short stay cycle storage
- Secure entrance and exits

### High Road Façade

The proposed High Road façade employs design cues from the existing terrace, including key horizontal datums found across the wider terrace elevation, in order to reinforce the scale and visual connection of the proposed market façade.

The proposals infill the gap in the terrace, continuing the fascia datum at ground floor level, emphasising the human scale and 'shop frontage' experienced as a pedestrian on the High Road. At the upper level the existing 'gap' is still perceived by setting the filigree timber screen back from the building line. This is intentional to draw the eye and curiosity by interrupting the building line when viewed at an acute angle but filling the void when viewed in elevation. This also enables the screen which continues the plane of the first floor and datum of the eaves level to be washed with light in the evening without detriment to adjacent residential upper parts. The signage over entrances will be simple light box typeface face fixed onto the fascia/ screen.

### Suffield Road Façade

The proposals at this frontage are simple in detail and modest in scale respecting the predominantly residential character of Suffield Road, whilst adjusting to the change in building lines to the north and south. A continuation of the vertical timber screen takes its datum from the ground floor bay windows of the adjacent terrace. The screen meets the building line of no. 30 Suffield Road continuing the plane until it meets the entrance/ exit of the market which is centrally positioned, at this point the screen folds diagonally to address the back-of-pavement building line at 9-11 West Green Road.

### Working closely with precedent

There are many precedents of outdoor, pop-up markets and meanwhile event spaces in London and Europe, (three of which are shown to the right).

References carried forward:

- Formation of courtyards to accommodate fluctuating capacities of users and generate spaces of compression and release.
- Use of colour and material to provide playful character.
- Linings to provide visual and material continuity.
- Pre-fabricated modules.
- Seasonal environmental strategies (umbrellas / winter marquee cover, shade sails) curated by tenants/ market management to suit adaptive needs of a dynamic marketplace.
- Planting to provide healthy, uplifting space within urban environment.
- Use of LPG for cooking purposes.
- Affordable, standard, 'off the shelf' products elevated through careful design and detailing.
- Anticipating and allowing the market to adapt via flexible space and tolerance

39. Theatre on the Fly in Chichester Assemble



38. Manifesto Market in Prague Chybik + Kristof



37. Karavan Food Market in Budapest BGP



# Proposed Kiosks

## Typical Container fit-out

The choice of utilising modified shipping containers was born out of the temporary duration of the market and circular economy design principles. The proposals make use of the unitary nature of the containers to spread the ground load across the entire footprint. Shipping containers provide inherent structural and watertight qualities, which can be modified further to allow for insulation, lining, services and ventilation providing a robust and standardised solution.

The principal advantage is that containers can be rapidly deployed, are self-contained and require little to no below ground structure. The site levels can simply be prepared, and containers can bear onto simple spreader plate foundations or even 4 corner concrete pads which are then leveled with shims as required.

The kiosks will be prefabricated off site in a factory and delivered to site on standard articulated lorries. Deliveries will be timed to avoid conflict with other road use requiring continual consultation with key stakeholders and the local community as per the Construction Management Plan (submitted following planning approval as a pre-construction condition). The circular economy principles of re-purposed containers ensure minimum disturbance to the local neighbour's and community and should facilitate a more efficient construction and de-construction phase following the temporary use period. Their selection allows for relocation and re-use or storage elsewhere following this first lifespan.

Containers can be RAL colour matched for consistency and to add branding identity and wayfinding etc.

There are two types of containers proposed:

### 15 ft Retail Container

(External dimensions: 4550mm x 2440mm x 2600mm approx. GIA 108sq ft / 10.03m<sup>2</sup>)

(2no. Facing the High Road, these containers provide space for retail use). They provide:

- Vinyl non-slip flooring
- Melamine or similar insulated lining
- Personnel entrance
- Roller shutter (External)
- Signage
- RAL Colour matched marine grade paint finish
- Small power provision, individual consumer unit / isolation, lighting & ventilation

### 10 ft Food & Beverage / Retail Container

(External dimensions: 3050mm x 2440mm x 2600mm, approx. GIA 72sq ft / 6.69m<sup>2</sup>)

- Vinyl non-slip flooring
- Melamine or similar insulated lining
- Personnel entrance
- Roller shutter (External)
- Signage
- RAL Colour matched marine grade paint finish
- Small power provision, individual Consumer unit / isolation, Lighting & Extraction
- Indicative appliances include: Water Heater 70lt, Oven, Griddle Plate, Salamander Grill, Single Basket Fryer, Upright Fridge 610lt, Hot Cupboard, Extractor, small drinks fridge, Lighting, electric Insect control system.



40. Examples of 10ft converted shipping containers with simple services and extract ventilation

# Proposed Site Plan

41.. Proposed Site Plan





# Layout

An important design consideration was that all traders could benefit from a shared space which provides a degree of common equivalence between units, no unit is at the front or back of the site, this is amplified by the creation of a long vista/ line of sight, throughout the proposal from the High Road to Suffield Road.

Re-purposed and modified shipping containers are organised with their 'back' to surrounding sensitive uses and arranged to form 3 courtyard spaces, each with a different proportion. The layout of the temporary market will help shelter the courtyards from prevailing winds, allowing the market to be fully appreciated with inward facing units activating the courtyards and High Road frontage.

In order to rationalise and direct customer experience the containers are joined with a Pergola (covered walkway) device which allows for protection from the elements and circulation use during all weather, whilst acting as a central organising spine through which services can be coordinated.

The pergola is envisaged as a lightweight demountable structure, with a polycarbonate roof to retain and filter light. Two thresholds at either end of the site adapt to the scale and significance of their context, Suffield Road entrance is treated as a secondary entrance and is subservient and sympathetic to its residential neighbours. The High Road entrance addresses the urban scale and provides an abstraction of the existing terrace datums/ building line.

The pergola joists to bear onto welded stub posts on the front corners of the containers, utilising the container as a structural element reducing additional material/ posts and foundations, an externally mounted roller shutter box on top of the containers acts as a signage zone over which the pergola joists span. The polycarbonate roof is fixed to falls with rainwater collected at a half round gutter and conveyed to the sewer.

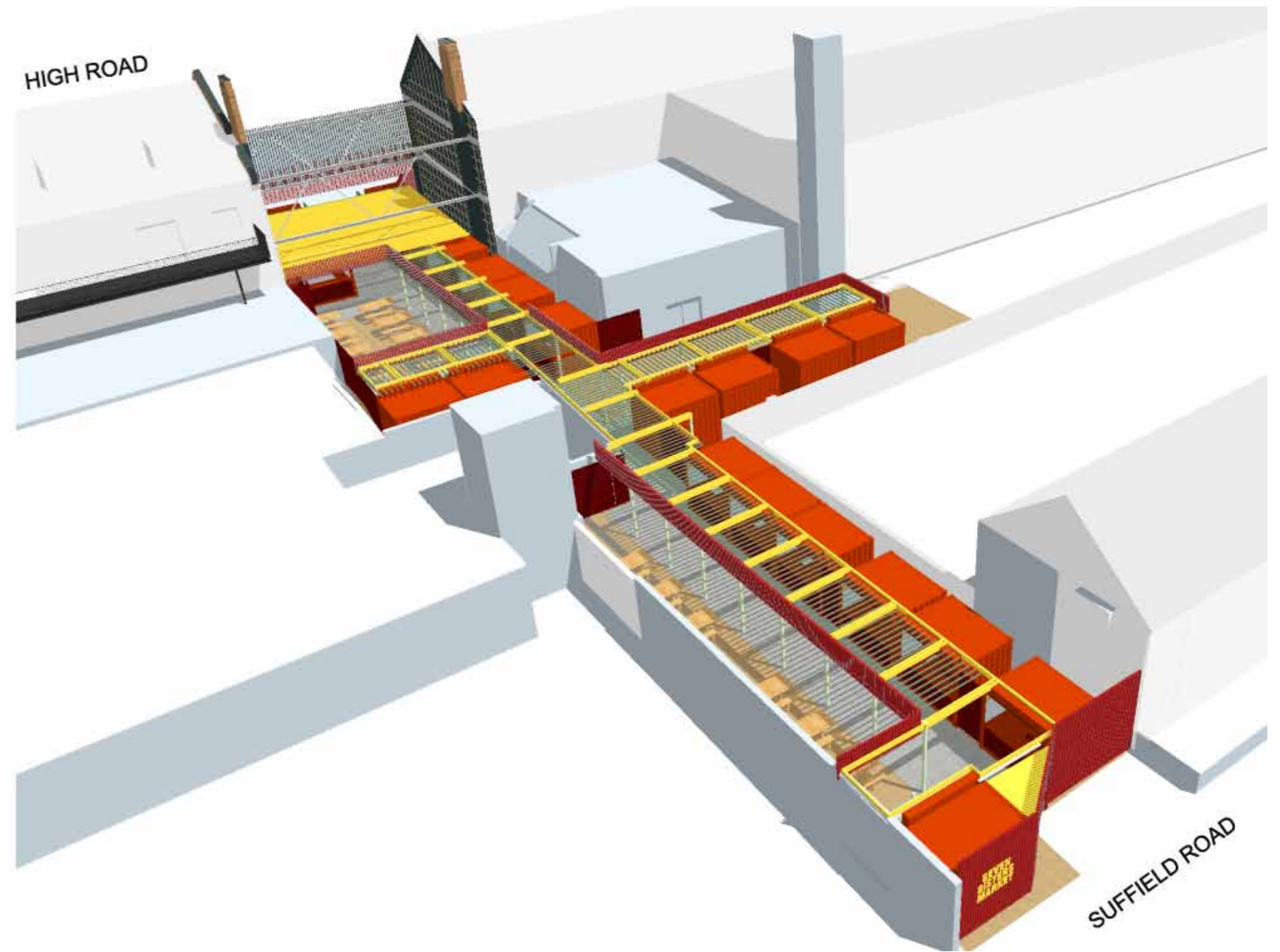
The proposal is arranged to allow a public route from High Road to Suffield Road, wrapping and adjusting to the site geometry and disposition of kiosks to form linked yards. This route is 59m in length (High Road - Suffield Road), 2.4m wide and has an increase in level of approximately +650mm from High Road to the central service road which is the high point falling away again to a similar datum at Suffield Road. To accommodate this level change and ensure ease of access, the site will be evenly graded across its whole length, mitigating the need for any steps along circulation routes.

The two retail units bookend the High Road elevation providing an active frontage, forming a slight recess to invite pedestrians in and allow for ramped access, weather protection and outward opening doors. Concrete retaining walls remain in-situ with containers sited adjacent, and this forms 'scooped' piers/ reveals to the fascia at each gable end.

A wide 3.7m entrance is created from the flank elevations of the frontage containers providing generous dwell space acting as an entrance hall, before the first courtyard and allowing sight lines in and out of the market to the High Road. No kiosks trade into this vestibule space to avoid unnecessary congestion. The food and beverage units then wrap the first courtyard with communal seating provided. The existing gable walls are lined with a profiled sheet material where required and there is opportunity for community led art installations or murals.

The rear access road behind 247-249 High Road is utilised and responds to the pinch point created centrally by a rear yard in other ownership. Four containers line the garden walls of no. 26-30 Suffield Road, screening views and activity beyond the boundary wall, one of which is the dedicated Market Managers office. This area provides the ability for a future connection between the indoor and outdoor markets. A secure gate line separates the 'back of house' uses including traders sanitary facilities, cycle store and refuse/ recycling stores and a dedicated storage container.

Following pre-application discussions, the proposal does not include any raised planters. The proposal has a generally open layout with long sight lines designed to prevent anti-social activity and aid CCTV coverage of the operational areas. Soft landscaping will form part of the proposals, but the scale and density of planting and design of planters will be modest and take into account security concerns. These will be small individual potted planters, which will be routinely checked by the market manager for any litter or concealed items.



42. Isometric view of the proposed temporary outdoor market.

# Scale

The scale of the proposal is in keeping with the surrounding buildings and is appropriate for an outdoor market space. The High Road frontage is approximately 11.2m wide which correlates with a double plot width present along the existing terrace. The scale of the proposed street-facing shop-fronts have been carefully adjusted to correspond with the horizontal datums of the top of shopfront glazing and ground floor fascia.

The Suffield Road entrance façade assimilates with the scale of the surrounding residential buildings taking a datum from the ground floor bay windows. The frontage has a width of approximately 9.2m.

The individual modified container kiosks have the following external dimensions:

4550mm x 2440mm x 2600mm 2no.

3050mm x 2440mm x 2600mm 19no.

These unit dimensions were chosen because they can be manipulated into position on site with a forklift and can be placed under the flying shores with a degree of tolerance. They can be partially pre-fabricated off-site, with multiple units loaded onto a trailer to reduce the number of deliveries required for construction, with the final cooking equipment and M&E connections installed in-situ. There are several suppliers who offer these sizes as typical catering options, and they are able to accommodate a variety of equipment tailored to the use.

The pergola has a height of 2.9 - 3.3m responding to the falls across the site. This is high enough to provide a comfortable headspace for customers underneath whilst incorporating lighting and services within the soffit reducing any light spill to neighbouring properties.

The outdoor temporary market is comprised of class E (a,b,c) and Sui generis uses and includes:

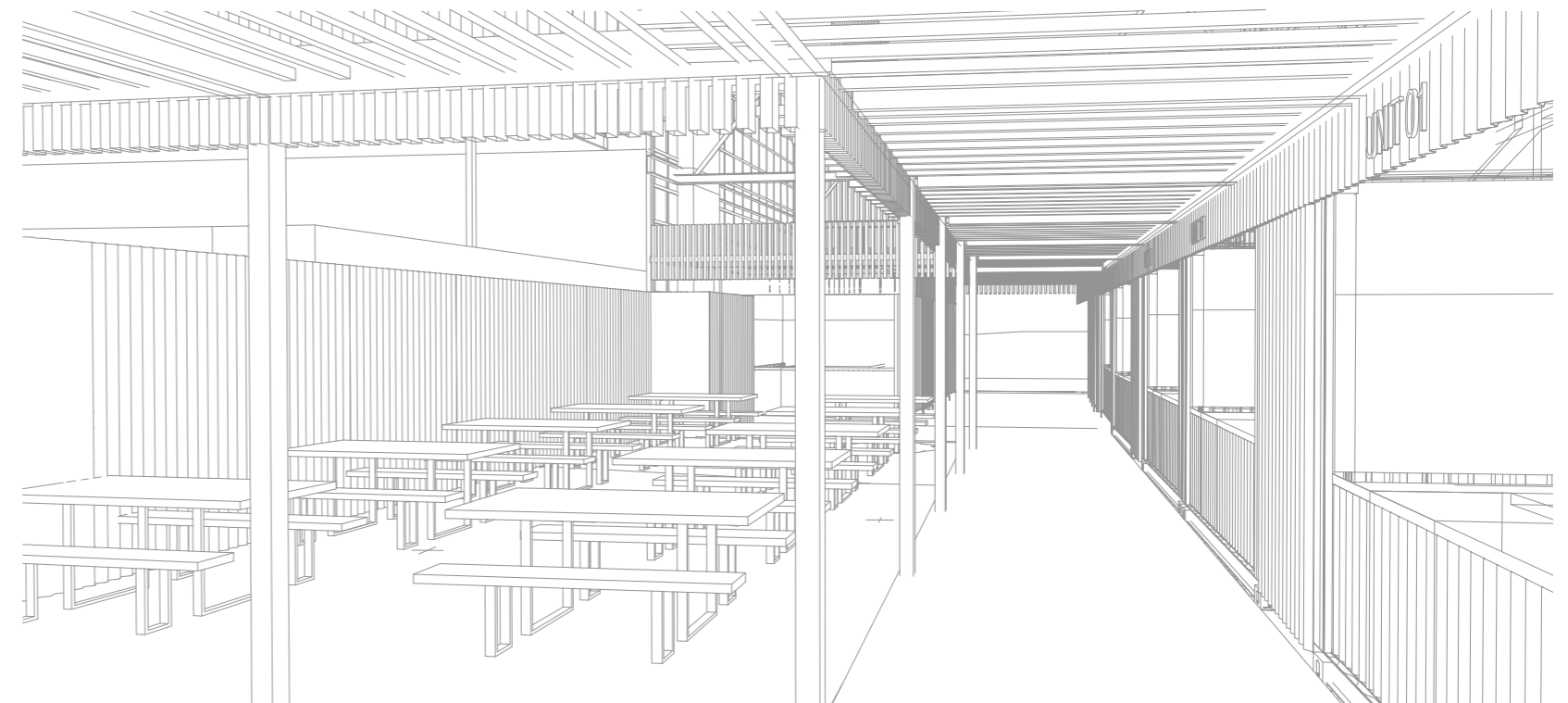
- 21no. Kiosks
- 1no. management office
- Sanitary facilities (Static WC Unit - 'Portacabin or Similar approved' approximate dimensions 9120mm L x 2440mm W x 2440mm H, 1no. ADM Unisex Accessible WC, 3no. female WCs with 3no Washbasins, 2no. Male WC with 2no. Urinal and 3no Washbasins).
- 19no. short stay cycle spaces in the form of Sheffield stands
- 5no. long stay cycle spaces within dedicated store
- Refuse storage for separate waste (6no. 1100 lt Eurobins for mixed recyclables, 3no. 1100 lt Eurobins for general waste and 3no. 1100 lt Eurobins for food waste)
- 1no. general storage container.

The development comprises the following areas:

- 147 sq.m GIA of commercial floorspace over 21 trader kiosks (flexible class E (a,b,c) and Sui generis uses).
- Site area of approximately 996.0 sq.m
- 842m2 GIA of ancillary/ circulation/ courtyard space.



43. Cut-away perspective section of 3d model, view looking South-westwards from the High Road. (Temporary indoor market, left)



44. Perspective line drawing of first courtyard, view looking eastwards along the pergola towards the High Road Entrance.

# Appearance

The use of a filigree treated timber screen supported on a metal sub-structure above the street-front containers allows for a lightweight demountable solution, which is simple in articulation whilst providing a playful visual interest. Slatted timber sections will have a deep ochre red colour on the front and rear faces with a vivid yellow colour on the returns, this creates a dynamic façade when passing by the site with the colours shifting as the observer's field of vision moves.

This filigree screen serves several functions, providing a framework to support the market signage, infilling the gap in the terrace providing continuity to the conservation area, restoring the visual connection across the street elevation and visually screens the market from the buildings opposite. The proposed High Road elevation relates to the existing terrace by maintaining the horizontal datum across the façade.

Within the market, the containers are clad and painted to create a consistent and welcoming atmosphere, they frame the courtyards with full width hatches with integrated roller shutters RAL colour matched to the way finding/ branding colours.

The pergola posts and joists will be constructed from timber, painted/ treated to an exterior grade, the soffit of the pergola echoes the slatted timber language to assist with filtering light, providing dappled shadows throughout the day. The pergola has a deep edge treatment on the courtyard eaves to resemble a consistent fascia, clad with timber battens and matching Red paint.

The Pergola roof is translucent polycarbonate with additional artificial lighting to the soffit to ensure good visibility along the circulation route. The lighting will include emergency lighting and dawn-dusk sensor/ timers to reduce energy consumption and maintain a good level of lighting. Emergency signage and lighting will take primacy within the soffit zone of the covered walkway.

The entrance threshold from the High Road is finished in concrete pavers up to the first courtyard where the floor finish becomes fine self-binding gravel for the vacant plot depth, then the existing tarmac finish begins from the service road to Suffield Road.

Our intention is for all signage to be integrated into the architecture, signage for the individual kiosks will be simple typeface vinyl decals fixed in the signage zone above the hatches, additional signage will be placed opposite the units vertically on the covered walkway posts. Proposals for the building signage will be submitted under a separate advertisement consent application.

Further placemaking opportunities existing with the courtyards through the application of planting and art pieces/ murals to the boundary lining/ walls.

The seating area surface finish in the High Road courtyard is self-binding gravel (Breedon Way farer or similar approved) with a 6mm to fines aggregate, compacted to minimum 40mm depth over a 100-150mm DTp Type 1 compacted sub-base over a non-woven geotextile membrane. Both the sub-base and finish will be laid to falls min. 1:40. The remaining courtyards utilise the existing tarmac surface, with non-slip paint decoration in local areas to strengthen visual identity.

Within all courtyards FSC certified timber rectangular A frame picnic tables are provided with ground anchors to prevent movement.

## Existing Views



45. Existing view towards High Road from within site

## Proposed Views



46. Proposed view towards High Road from within site



47. Existing view towards site entrance from Suffield Road



48. Proposed view towards site entrance from Suffield Road

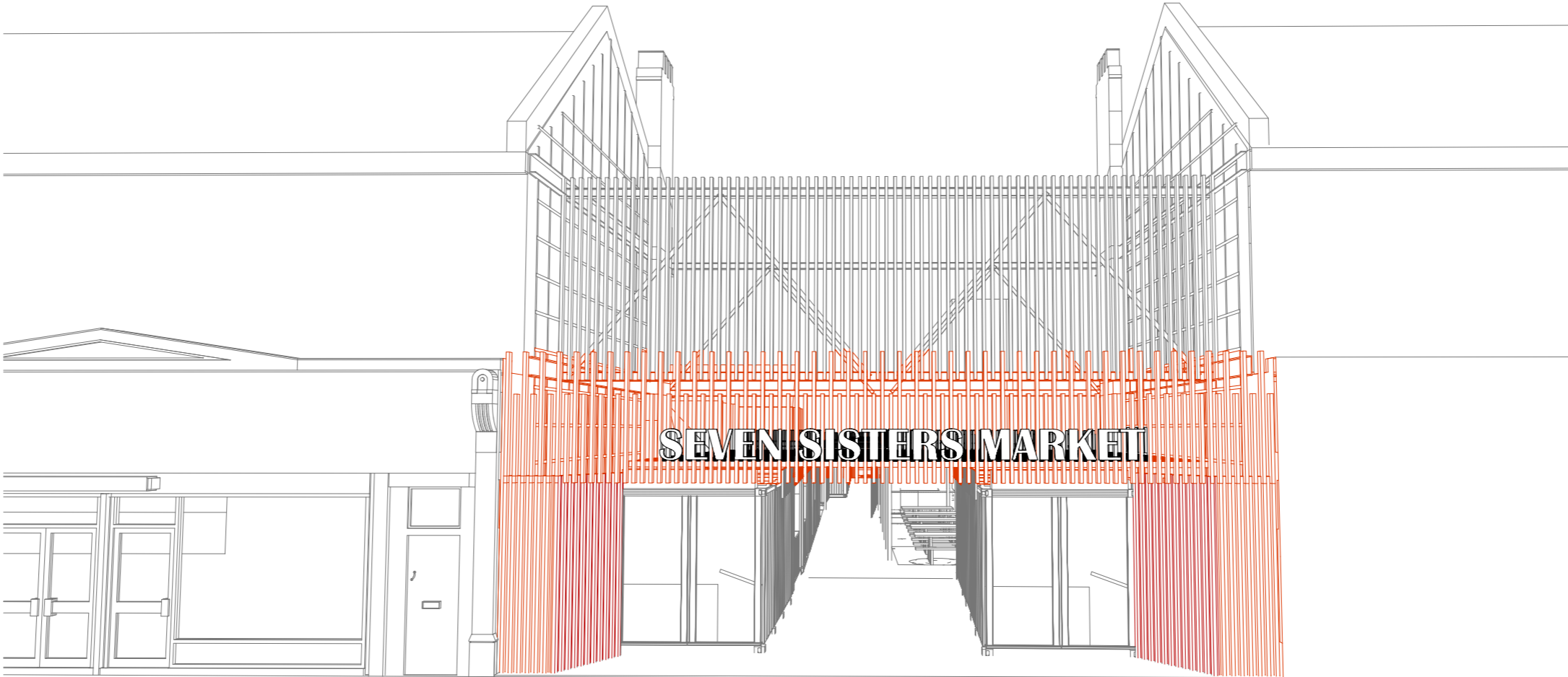


49. Existing view of site elevation from High Road

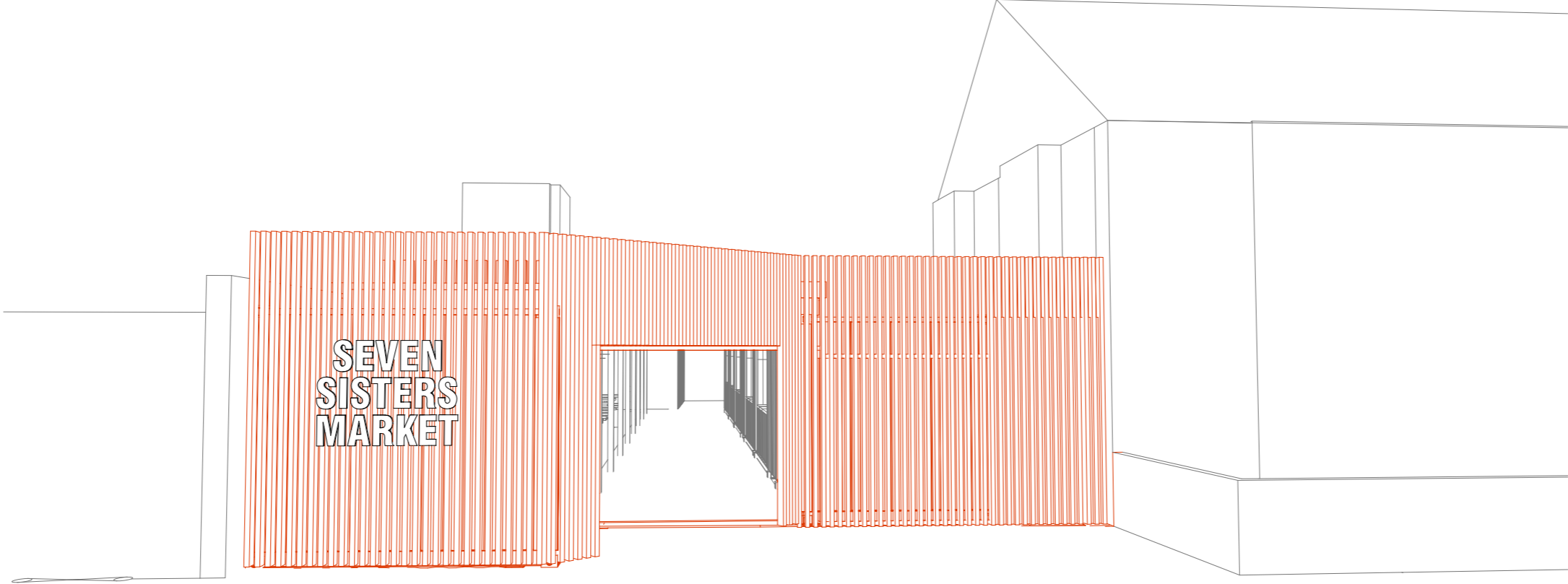


50. Proposed view of site elevation from High Road

Proposed Illustrative Views

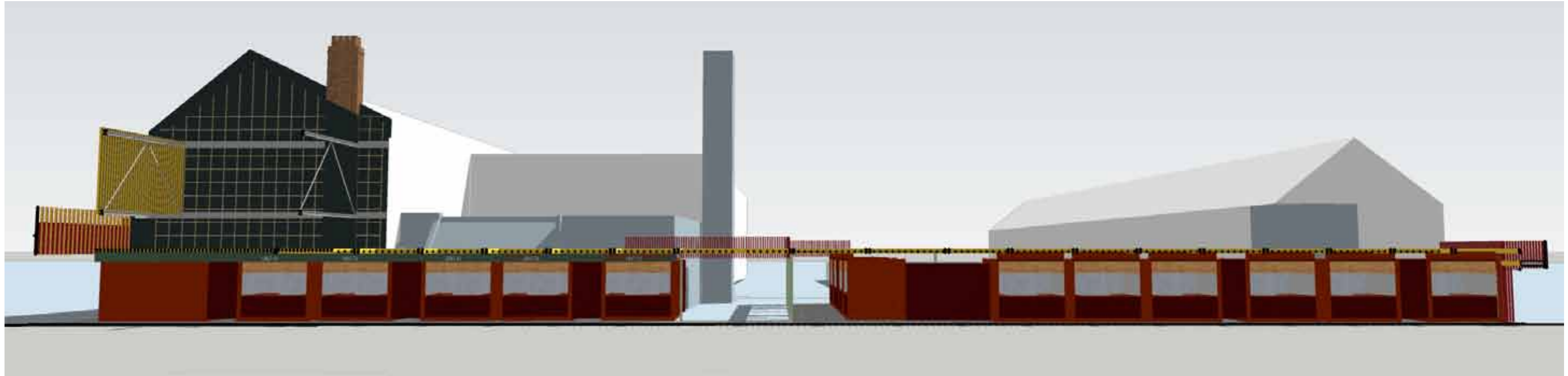


51. High Road Frontage - Perspective line drawing

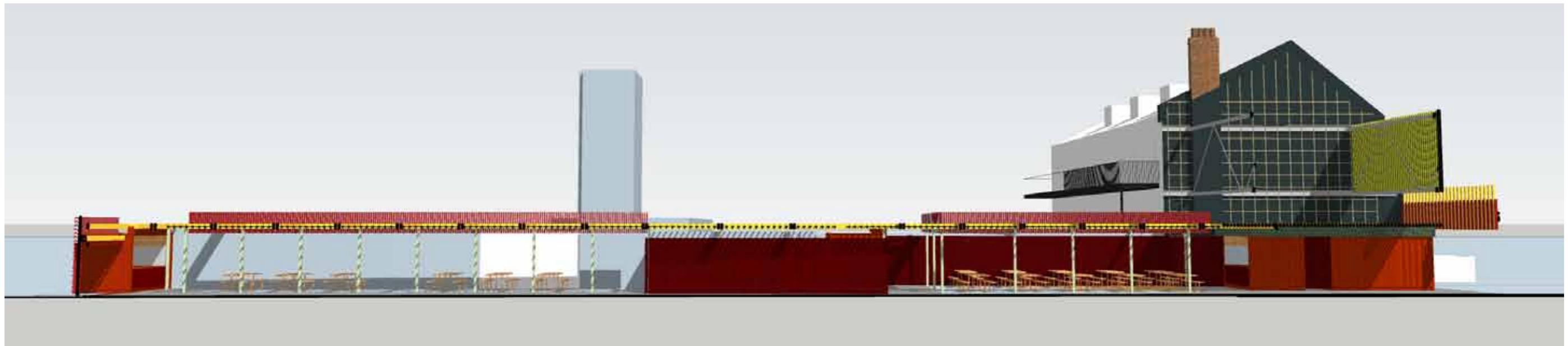


52. Suffield Road Frontage - Perspective line drawing

# Proposed Sections



53. Long Section looking southwards



54. Long Section looking northwards



54. Short Section looking westwards

# Sustainable Design

A key element of our brief is the temporary nature of the proposed temporary outdoor market and the requirement for the site to be returned to its current state following the end of its use. This predicted short life and de-construction has influenced our design approach. The London Plan 2021, Policy SI 7 Reducing waste and supporting the circular economy, defines the circular economy as “one where materials are retained in use at their highest value for as long as possible and are then re-used or recycled, leaving a minimum of residual waste. London should move to a more circular economy as this will save resources, increase the resource efficiency of London’s businesses, and help to reduce carbon emissions. The successful implementation of circular economy principles will help to reduce the volume of waste that London produces and has to manage.”

Our proposals seek to utilise appropriate construction methods and the use of attractive, robust materials which weather and mature well. The designs are high quality, flexible and pay attention to the limited building lifespan, we accept and have designed for adaptability and re-purposing of materials at the end of the temporary period.

We aim to specify and procure materials, products and components that eliminate waste and support reuse and end of life recovery. The use of re-purposed shipping containers and responsibly sourced standard timber sections and off the shelf products, coupled with the thoughtful jointing and fixing of these elements will enable their demounting, deconstruction and removal for re-use, perhaps within the local supply chain or even the regeneration of the market and wards corner site.

The following principles have been considered and will provide guides to decision making through technical design:

- building in layers – ensuring that different parts of the building are accessible and can be maintained and replaced where necessary
- designing out waste – ensuring that waste reduction is planned in from project inception to completion, including consideration of standardised components, modular build and re-use of secondary products and materials
- designing for longevity
- designing for adaptability or flexibility
- designing for disassembly
- using systems, elements or materials that can be re-used and recycled.

## Building Regulations

New A1, A3 and A5 retail spaces are assessed under Approved Document Part L2A Conservation of Fuel and Power 2013, which covers new, non-domestic, buildings. As no fixed heating or cooling services are to be provided, these units are considered to be non-exempt buildings with low energy demand. This is due to the fact there will be some fixed building services installed, e.g. lighting.

There is no requirement under Part L2A for an energy model or calculation to be undertaken to confirm compliance with Building Regulations. The only energy efficiency requirements placed on the units are as follows:

Any fixed building service, including lighting, to be provided by the tenant would need to be installed to meet the standards set out in the 2013 DCLG Non-Domestic Building Services Compliance Guide.

If some fixed heating is provided, in the form of radiant or panel heaters (by tenants), then the building fabric must achieve a U-value of no worse than 0.7 W/m<sup>2</sup> .K.

Due to the temporary nature of the development, and the fact no permanent heating or cooling will be provided, the technology most suitable to the development would be PV panels. However, as the development has only a light-weight, partial roof, it is not considered feasible or a good use of embodied carbon to incorporate PVs.

## Sanitary Facilities

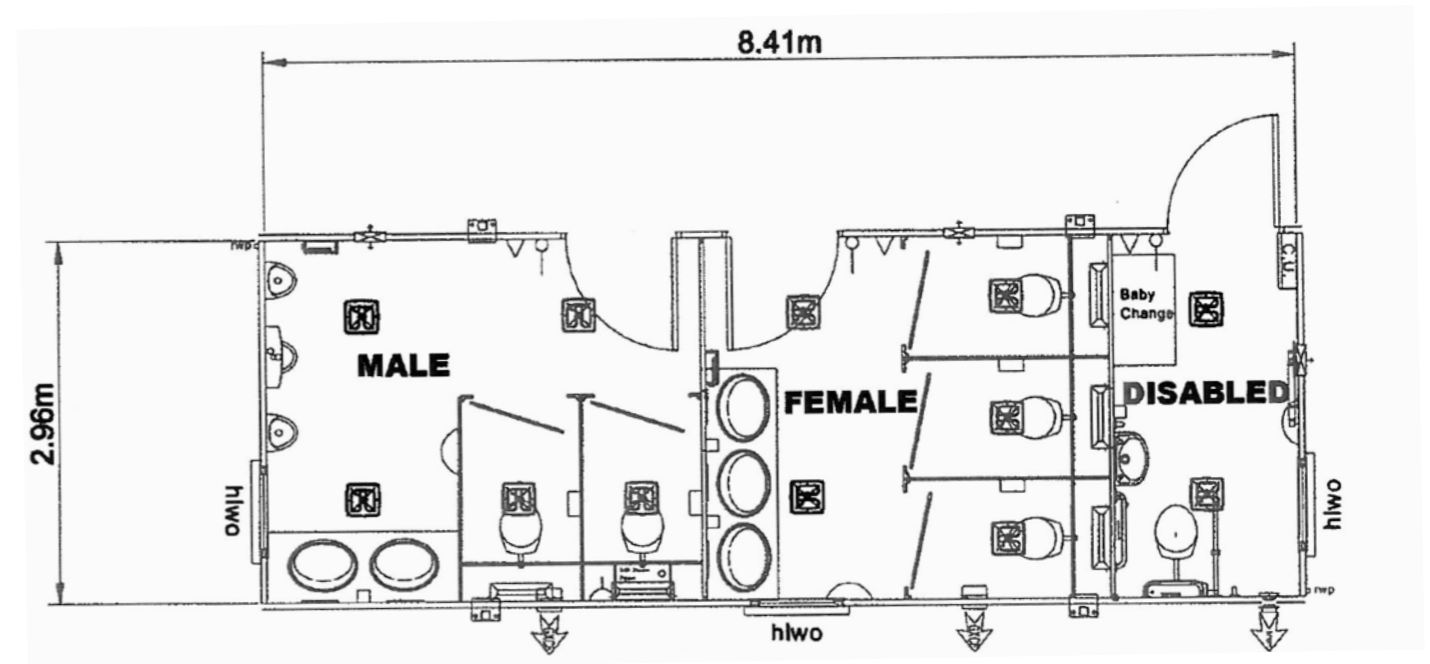
The WC area will be fitted out with water-efficient appliances seeking a reduction in potable water consumption, incorporating WC's with an effective flush of 4 litres, wash hand basin taps with a flow rate of 6 litres per minute at 3 bar pressure and lighting to be energy efficient LED with occupant controls.

## Fit-out works

There will be opportunities to specify high performance fittings to reduce energy and water consumption during the building operation.

- All timber to be procured from sustainable forestry sources, such as FSC certified timber.
- Paints and varnishes to be low VOC
- Kitchen taps with a flow rate of 6 litres per minute at 3 bar pressure
- With regards to energy consumption, the fit out will specify energy efficient appliances.
- All small power and plug in equipment to be energy star certified.
- All internal lighting to be energy efficient LED with occupant controls.

The proposal provides social and economic sustainability underpinned by the NPPF (National Planning Policy Framework), by providing improved opportunity and facilities for traders. The support of the Market traders through this turbulent period will assist in the long-term viability of Seven Sisters Market, whilst not conflicting with the community led development plan.



55. Indicative Sanitary Facilities layout/ provision.

# Proposed Materials



Hit and miss timber cladding



Antislip timber decking



Canvas Tarpaulin awning



Polycarbonate and timber pergola



Gravel/Groundcell



Communal tables and seating



New planting/planters

# Proposed Materials

A light-touch approach and refined natural material palette will provide a complimentary addition to the existing urban qualities of the site. The proposals seek to celebrate the material qualities of standard products and finishes treated and detailed with care.

The proposal aims to create a cohesive architectural language within the existing found condition, providing a high-quality finish that communicates to the local community a market offer which is more permanent than its 3 year lifespan.

Material selections are based around the ability to be dismantled and re-used, recycled, thereby minimising waste and demand for new materials.

Non-slip floor finishes will be used throughout, making use of the found condition where possible and treating/ making good areas of existing and new build.

## Walls

The shipping container units will be finished in a RAL colour matched marine grade paint.

The use of red painted slatted timber screens, fascias and profiled cladding sheets in a complimentary colours throughout the site gives a material presence of an urban piece of furniture occupying, lining and adjusting to the existing void site.

## Floors

The proposals aim to utilise the existing finishes wherever possible. The void site is current pea shingle transitioning to tarmac at the service road to Suffield road. The intention is to retain the informality of a loose floor finish within an urban setting, to amplify the place making qualities within the market.

Therefore the entrance threshold from the High Road will be finished in concrete paver's/ small format paving up to the first courtyard where the floor finish transitions to fine self-binding gravel for the vacant plot depth. The use of a fine self binding gravel typically found within historic garden settings provides a non-slip, smooth and accessible surface. The existing tarmac finish begins from the service road to Suffield Road and will be cleaned, repaired where required and finished with paint decoration as required to assist with identity/ branding ambitions.

## Roofs

The pergola roof comprises of dual wall polycarbonate panels, with treated external grade slatted battens fixed to the joisted soffit, supported on painted timber posts with galvanised steel shoes fixing to a ballasted pad to minimise sub-structure.



56. Sanchez Benton architects - Holyrood Street.  
Low Line Louie Coffee Shop and Bar.



# Proposed Illustrative Views

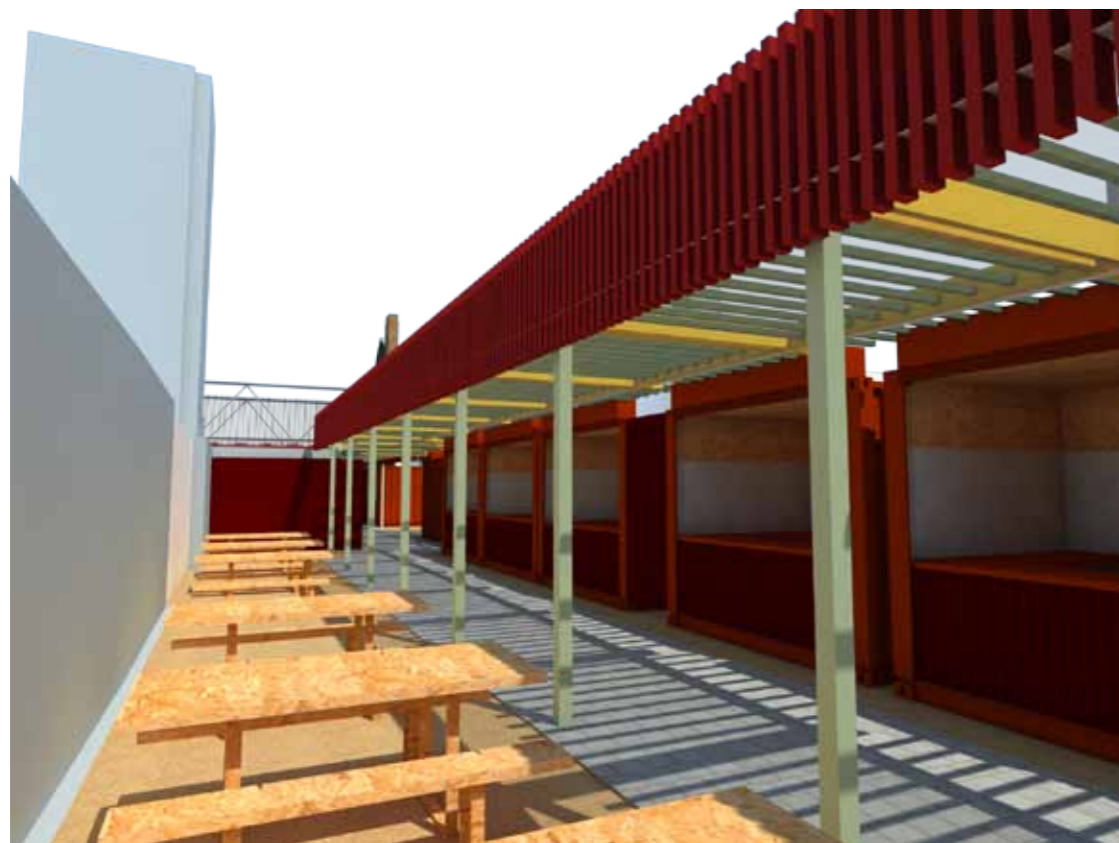
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57. Indicative view of second courtyard looking northwards from the service road. (Rear of temporary indoor market (right)).



59. Indicative view of third courtyard looking eastwards along the length of the pergola from Suffield Road entrance towards the High Road.



58. Indicative view of third courtyard looking Eastwards from Suffield Road entrance

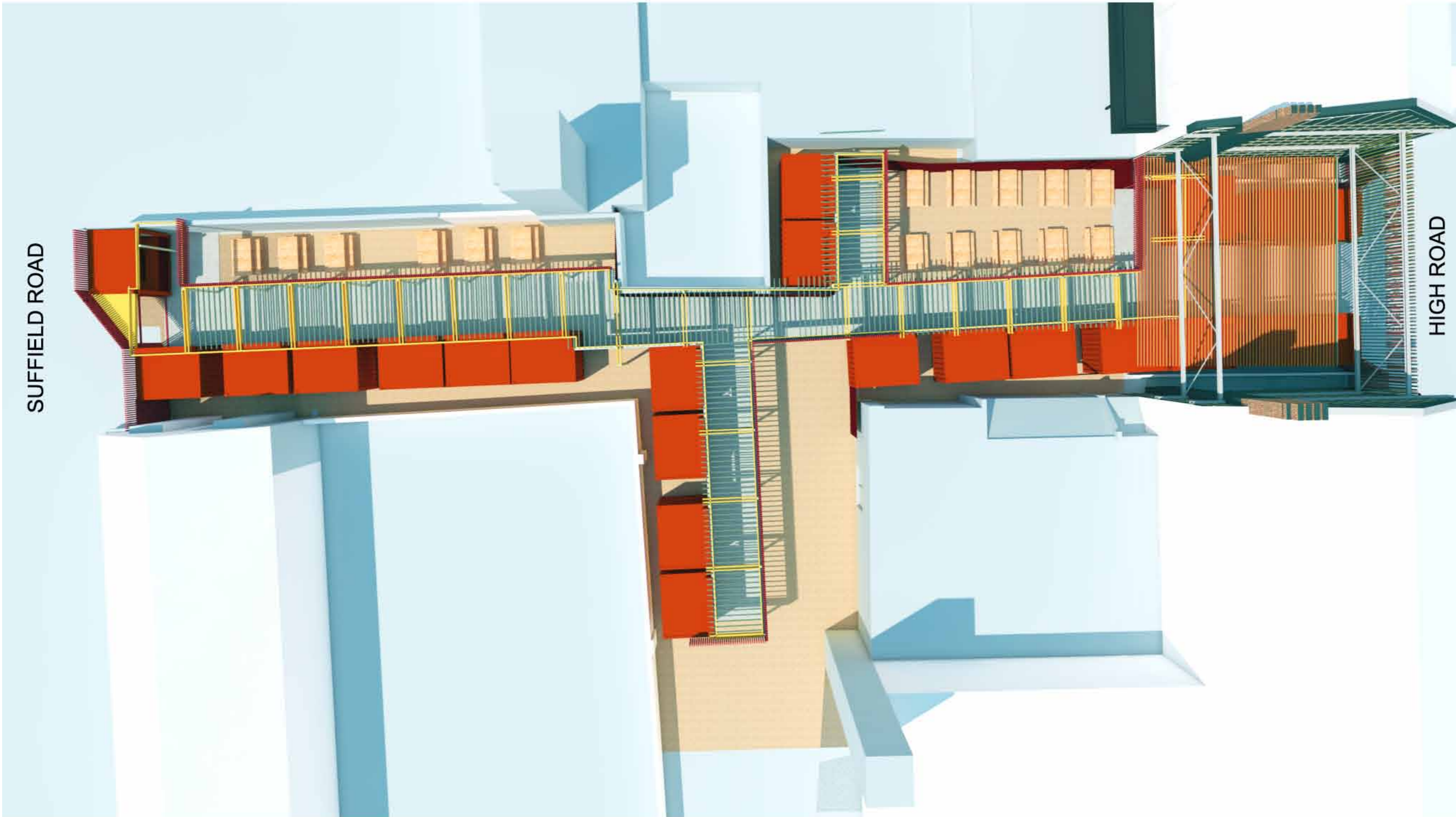
# Proposed Illustrative Views



60. Indicative view of Suffield Road entrance looking northwards towards West Green Road, highlighting angled adjustment of the frontage to mediate between building lines.

Proposed Illustrative Views

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61. Indicative Aerial view, highlighting the general disposition and pergola adjustments



62. Indicative view of High Road entrance looking towards the temporary indoor market, showing angled pier and fascia detail

Proposed Illustrative Views



63. Indicative view of first courtyard looking eastwards towards the High Road threshold

# Proposed Illustrative Views



64. Indicative view of High Road entrance looking towards the courtyard



65. Indicative view of Suffield Road entrance

Proposed Illustrative Views



66. Indicative view of the first courtyard looking westwards towards the second courtyard

## 4. Access



# Access Overview

The Public Transport Accessibility Level (PTAL) for the site is 6B (best).

There are shops, schools, banks, a post office and two train stations Seven Sisters (underground and overground) and South Tottenham (overground) are located within 500m or 3-6 mins walk) of the site. Bus Stop D, with routes 79, 149, 243, 259, 279, 318, 349, 476, N73 & N279 is located immediately opposite 247-249. Tottenham High Road is a Red Route.

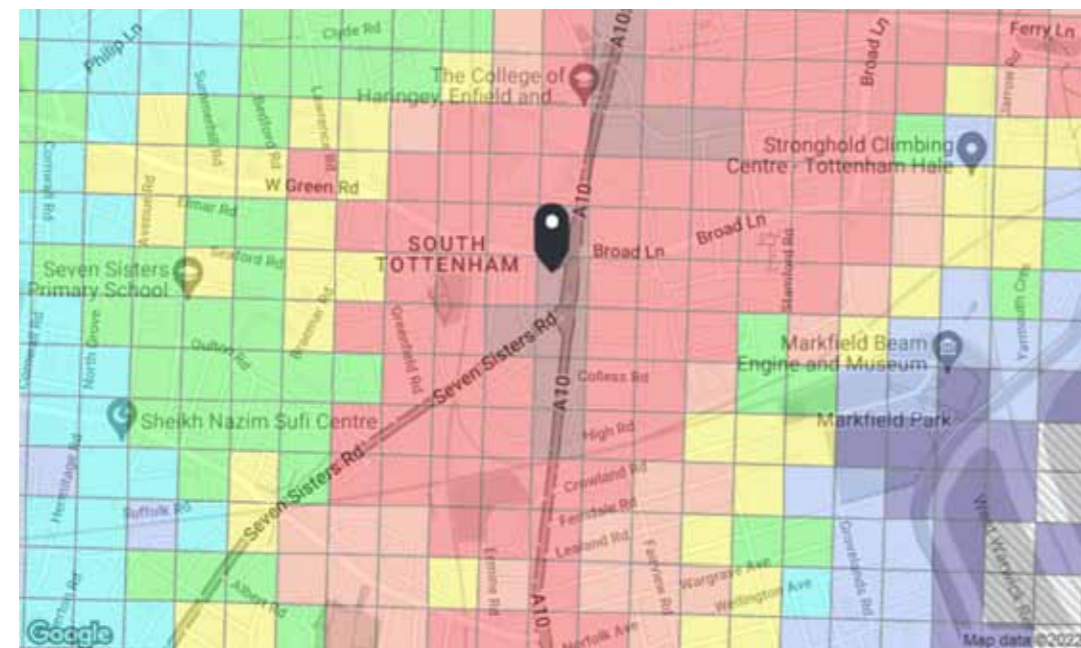
The application site fronts the wide pedestrian pavement and C1 cycle lane and is highly visible. Whilst the proposal provides new retail facilities, no additional provision for transport assessment is deemed necessary as it is replacement not new retail use.

Servicing, refuse and deliveries have dedicated rear service yard/ road access via Suffield Road. The development is car-free.

## Cycling

Policy T5 of the London Plan, 10.5.2 states that: “for some types of trip, the level of cycling is dependent on the location of the destination. For the boroughs identified on Figure 10.2, around 3.5 per cent of trips arriving at workplace, leisure and shopping destinations are made by cycle. This compares to around 1.5 per cent elsewhere in London”. In addition, “boroughs identified on Figure 10.2 are thus set at twice the level as elsewhere – though the Mayor will support other boroughs adopting these higher standards for defined areas through their Development Plan documents”.

The proposals incorporate 19no. Cycles spaces via 10no. Sheffield stands for short-stay use. The proposals incorporate 5no. Cycles spaces via 5no. Secure lockers for long-stay use



66. Long and short stay cycle stands and store locations

## Accessible Design

### Level Access

The site benefits from strong sight-lines and pedestrian links to the High Road and Suffield Road. There is a level difference across the site with a high point of approx. 11.7 AOD at the middle of the site to approx 11.0 AOD to the east and west. There is access at grade to the east and west of the site. The proposed works enable safe access and egress to and from the proposals by placing the proposed entrance points at the site's areas where there is level access. Surface finishes enable wheelchair and ambulant use throughout the site. The proposed design has been developed in line with Part M of the Building Regulations.

# Transport, Servicing and Deliveries

## Servicing

A market management plan and waste management strategy has also been submitted as part of the planning application.

Deliveries for all the trader units will be coordinated by the market manager with access via a keypad entry system with videophone entry wired to management office. There will be a policy in place, which will be reflected in the tenants' licensing rules, which all traders will be required to sign up to, regulating the delivery and collection times amongst other operational considerations.

The premises will be serviced in line with the servicing arrangements set out in the Delivery & Servicing management plan.

Goods-in deliveries will be taken through the Suffield Road entrance and care will be taken to ensure no nuisance will be caused to any of the surrounding residents or businesses during collection or deliveries at any point.

Dedicated wheeled trolleys will be utilised to transfer any servicing goods from the yard area along the service road into the operational market.

Suitable times for waste collection and deliveries will be negotiated with the service provider, market management and the local authority. All refuse will be dealt with via the rear service yard within dedicated stores managed by the market manager. Refuse vehicles will collect waste via the Suffield Road entrance.

## Trip generation

The trip generation of the temporary planning application is expected to closely resemble the trip generation of the existing/former units at Seven Sisters Market, given that the proposals are for the re-provision of existing units, not an increased quantum and will continue to serve existing customers within the existing catchment area.

The site benefits from excellent public transport links and provision for pedestrians and cyclists, which makes travel by non-vehicle modes attractive with journeys to the site by private car highly unlikely.

As a result, it is considered that customers of the market would use sustainable modes of transport to access them and indeed it is likely that the majority of those customers will already be within the immediate local area.

## Vehicle reduction measures

The market management will also encourage policy-led interventions to avoid unnecessary vehicle movements. These include:

- As the new spaces will be secured overnight the traders will be encouraged to store their goods on site, reducing the need for daily servicing and vehicle movements.
- Encouraging procurement led consolidation of suppliers for products e.g. basic ingredients, stationary, pallets etc; and
- Liaising with the site contractor responsible for remedial works on Wards Corner and associated buildings to try and coordinate vehicle movements.

## Delivery management

In order to ensure that the market is serviced efficiently, the Market Manager will be responsible for managing service and delivery vehicle trips. The Market Manager may delegate duties to a warden or attendant to manage the loading bay, but they will be given overall responsibility to ensure servicing activities do not affect local businesses, residents and visitors to the surrounding area.

## Typical deliveries

The majority of servicing trips to the market will be made by 6m transit vans with the remainder of deliveries made by cars or potentially 8m rigid vehicles. Waste is collected by a commercial operator who will collect refuse at kerbside. This is the current arrangement with refuse collection vehicles servicing on the street. Some suppliers use cargo bikes for deliveries which have a shorter turnaround time due to the size of their load.

Typical deliveries, identified through discussions with a market manager and traders, are as follows:

- Catering supplies including fresh and food;
- Clothes and fabrics;
- Cleaning materials; a
- LPG / furniture.

These goods and materials are normally delivered in the following ways:

- Fabric is wrapped in plastic and comes in bags, boxes, trolleys or roll containers;
- Frozen food deliveries are generally palletized, Cans are often delivered on a pallet.
- Fresh food is delivered in plastic crates or boxes;

Palletized goods and heavy or large crates are handled using a hand pallet truck, which will be provided by the on-site management team. Roll cages are pushed which will be provided by the on-site management team.

## Refuse & Recycling

All waste will be stored on site during the trading day. Market management will enter into a contract with a licensed contractor for collections via Suffield Road.

Waste will be separated on site into recyclable material and general waste. Food waste will be composted, and the resulting material offered to the local garden centres and parks.

Waste is to be taken to the dedicated refuse stores by individual traders. The Market Manager will enforce refuse storage rules and move the refuse bins to the collection point 30mins prior to collection and return them once emptied no more than 30 minutes later.

## General Public Waste

Waste will be collected from the general public bins within the market by the onsite management team. The management team will check all bins within the market every 30 minutes to be emptied as necessary within that time. Public areas such as seating and pathways will be monitored throughout the day and cleaned as and when needed by the cleaning team / market manager.

## Litter Picking

Litter picking will be conducted by the on-site cleaning team throughout the day to allow for both a safe and clean environment.

## External/Surrounding Areas

For external areas to the market the following will happen as standard:

- Clear debris, litter from service road, entrances etc. – Daily
- Empty Waste Bins – Daily

# Security

A dedicated Full-time Market Manager will be based on site in a management office located in a static welfare office at the rear of the market building during perational hours to deal with any issues.

The site is in a well-lit, public location with clear sight lines through and across the site.

Key access points to the general public (High Road and Suffield Road) have security-rated gate lines managed by the on-site management team.

CCTV will be provided at key thresholds and access points. Keypad secure access control will be provided to 'back-of-house' areas for trader and management use only.

Short-stay cycle stands are located within the market grounds in highly visible locations, with passive surveillance from several kiosks and will be covered by CCTV to deter thieves.

Roller shutters are provided to all kiosks with Security glazing is provided to the retail kiosks and those that address the High Road.

On local match days the market management will deploy additional security and limit site capacity to maintain a safe and enjoyable environment.

The Market Manger will assist with disbursing members of the public at the end of trading from the site. 30 minutes prior to closing of the Market the rear gates (Suffield Road) will be closed to access the market, customers in the Market will be encouraged to leave via the front exit on to High Road.

The market Manger will be responsible for ensuring all access points are locked and appropriately secured. Operators/ tenants will be responsible for securing their own units.

At night, and when closed, the site will be secured by external gates and covered by a CCTV system.

The market manager will routinely check all areas of soft landscaping for drugs, weapons and litter and deal with any items found accordingly.

These precautions will contribute towards a safe and enjoyable environment.

## Designing Out Crime Statement

- Gates at all entrances should be installed to omit antisocial behaviour during afterhours, gate locks to be LPS 1175 SR1 or SR2.
- CCTV is located in key positions and not obstructed by trees or other structures.
- CCTV to overlook the bicycle racks, the bicycle storage to be Sheffield Cycle Racks.
- Lighting to be evenly spread to assist with CCTV rendition at night, no bollard lights to be proposed. A detailed lighting strategy will be in place to ensure a safe and easily navigated site after hours.
- Tree planters/ soft landscaping to be designed so as not to be used for hiding drugs, weapons etc.
- No opportunities to jump into the market from surrounding sites.

# Lighting Strategy

The proposal will implement low voltage LED lighting with casing to prevent light pollution, area specific lighting to minimise light spill, e.g lighting to the pergola, signage zone, entrances, façade/ fascia's etc.

- Circulation lighting to be fitted to the underside of the covered walkway.
- Entrance lighting will be provided by LED lamps to wash the facades and signage.
- Individual kiosks will have LED task lighting suitable for the proposed uses and display purposes.
- Courtyard areas will have directional lighting positioned to avoid any detrimental impact or light spill to adjacent properties.
- Lighting to be evenly spread to assist with CCTV rendition at night, no bollard lights to be proposed.

The project will seek to minimise energy consumption while providing an effective, safe and attractive customer environment. Low spill, low glare LED lighting will be employed with lighting controlled by a dawn to dusk sensor and seasonal time clock on a landlord's supply controlled by the market manager.

Emergency lighting will be provided throughout with maintained battery back-up, linked to the fire alarm system.

Out of hours lighting at gate areas/ entrances will be enhanced by PIR lights wired to the CCTV system.

# Fire Statement

Refer to the accompanying Fire Statement.

# Drainage Strategy

Storm water surface drainage of the majority of the site is via the existing drainage system, comprised of pre-cast channels and gullies, linked to the Thames Water storm sewer. The vacant plot has existing redundant storm and foul connections which formerly served the demolished properties. Drainage of courtyard area is proposed to be via channel / ACO drains conveyed to the sub-surface storm drainage system, the surface finish proposed is self-binding gravel (Breedon Way farer or similar approved) with a 6mm to fines aggregate, compacted to minimum 40mm depth over a 100-150mm DTp Type 1 compacted sub-base over a non-woven geotextile membrane. Both the sub-base and finish will be laid to falls min. 1:40.

Entrance thresholds will have linear channel drains to ensure no surface water run-off onto the Pavement/ highway.

# Utilities

Supply of services to the units will utilise existing incoming supplies and be routed above ground or in shallow ducted runs. The site may also use bottled Liquefied Petroleum Gas (LPG), to supplement the electrical provision, the canisters will be securely stored in service voids between containers and within secure cages. Currently provision is made for LPG to 8no. Units for catering appliances required by those tenants. All installations will be compliant with Gas Safety (installation and Use) Regulations 1998.

Water supplies are connected to all units requiring it by use.

## Ventilation Strategy

Refer to the accompanying Ventilation Strategy. This strategy covers ventilation for both general occupancy and cooking purposes. Any ventilation requirements will be carefully located away from sensitive / highly visible locations, adjacent properties, or neighbouring units. The mechanical and electrical services that will be provided within the units will be of a simple nature and scale appropriate to the kiosks



67. Ventilation strategy diagram.



## 5. Conclusion

### Summary

We believe the proposals are carefully and considerably designed in order to provide this much needed temporary outdoor market to assist those traders displaced via the closure of the former Seven Sisters Market, whilst also benefiting the wider local community.

These proposals will provide an uplift to the immediate area, attracting visitors to the local economy, benefiting the traders and other local businesses. The location of the temporary outdoor market is highly accessible, immediately opposite the Seven Sisters London Underground Station entrance and will help to promote a welcoming sense of arrival, with a playful public frontage inviting customers and advertising the unique market and community.

The proposed re-use of the vacant site will enhance the architectural quality of the conservation area with sympathetic proportions, a new active frontage and a unified framework for materials, colour, detailing and signage. These proposals will provide a safe and comfortable retail environment to add to the vitality of the local High Road.

The prominent location will help to facilitate an improved sense of community inclusion, engagement and advocacy to its local residents and wider public, ultimately enriching neighbourhood cohesion and support in Tottenham.

The use, scale, materials, and appearance are in keeping with the local context, conservation area design advice, pre-application advice and provides a much needed uplift to the existing vacant gap site, making more efficient use of land in a sustainable location and utilising circular economy design principles supported by the overarching principles of the NPPF.

It is for the above reasons we kindly request officers review the proposals and provide support for the applications approval.