

**Initial Building for Life Assessment
PARK TAVERN revised scheme
20 April 2009**

Summary of score

Environment and Community	5.0
Character	3.5
Streets, Parking and Layout	1.0
Design & Construction	3.5

Haringey Council | Planning Policy & Design Group

TOTAL SCORE 13.0

Detailed assessment

CRITERIA	COMMENTS	SCORE
ENVIRONMENT & COMMUNITY		5.0
01 Does the development provide (or is it close to) community facilities, such as a school, parks, play areas, shops, pubs or cafes?	A new place of worship is provided on site. There are 2 primary and 1 secondary schools within a 5-10 minute walk of the development. The site sits just within an open space deficiency area according to map 8.1 in the Haringey UDP, however is close to football pitches to the north and the Lea Valley Regional Park to the east. A new playground is also to be provided on site.	1.0
02 Is there an accommodation mix that reflects the needs and aspirations of the local community?	There is an excellent mix of unit sizes, with 44% 1 and 2 bedroom and 56% 3 and 4 bedroom units. This is very much in line with Haringey's Housing SPD which calls for 45% 1-2 bedroom units and 55% 3-4 bedroom units	1.0
03 Is there a tenure mix that reflects the needs of the local community?	The Haringey Housing SPD stresses the importance of redressing the high concentrations of social rented housing in the east of the borough. Northumberland Park ward has a very high concentration of social rented housing. The scheme offers 1/3 of units as shared ownership which will help redress this imbalance.	1.0
04 Does the development have easy access to public transport?	The site is serviced by 4 bus routes and the overland train, providing residents with good access to public transport. A satisfactory Travel Plan has been included as part of the	1.0

	application.	
05 Does the development have any features that reduce its environmental impact?	The building has a predicted CSH level of 3 and the solar thermal panels on the roof provide 10% energy production on site. This meets Haringey's sustainability requirements. Inaccessible sedum roofs are also incorporated which will help with water absorption and biodiversity. Collection of recyclable waste is also incorporated in the designs..	1.0
CHARACTER		3.5
06 Is the design specific to the scheme?	This site sits at the South East corner of a locally major crossroads and is a highly prominent position in the neighbourhood, visible from quite some distance in three directions. The building is a one-off design for the site, in a modern style that does not pick up on the local vernacular or building typologies, but uses good quality materials of appearance similar to its neighbours., The vertical rhythm and proportions relate to the neighbouring terraced houses, as do the colours. A dominant, highlighted North West corner and more modest, low-key sides and rear are an appropriate response to the site. The public nature of the station forecourt is acknowledged in the building façade fronting it, with the chamfered corner, glazing following round and no fence to the forecourt.	1.0
07 Does the scheme exploit existing buildings, landscape or topography?	The existing building on site was demolished, representing a missed opportunity to reuse this asset. Existing fine mature trees have recently been removed, again representing a failure to exploit existing elements to the site.	0.0
08 Does the scheme feel like a place with distinctive character?	The building contributes to the local eclectic character of the area. The predominant grey, white and "brick like" red-brown colour of the cladding and rendering of the proposal are not out of the character of the area. The irregular rhythm of contrasting panels and windows fit in with local scale and the predominantly vertical emphasis and rhythm matches the neighbouring terraced houses. The modern, undecorated and strongly rectilinear style of the proposal is similar to the larger council housing blocks within sight	1.0

	to the North and North West, as is the approximate overall bulk. The proposal is a particular response to its transitional corner site but has elements that respond to the different neighbouring contexts.	
09 Do the buildings and layout make it easy to find your way around?	The building creates a prominent landmark at this significant junction, particularly from views down Park Lane and Shelbourne Road, stepping up in height from 3 stories beside existing housing to a more prominent 4 story “prow” at the corner. At the pedestrian’s level, the building responds to the station forecourt by chamfering the corner, allowing people arriving at the station a better view down Park Lane and increasing the overall legibility of the area. The main residential entrance is reasonably clearly marked in the revealed recessed stair tower, which is mostly glazed.	1.0
10 Are streets defined by a well-structured building layout?	The building line along Park Lane provides good definition to the street. The streets are poorly defined by the building design along Shelbourne Road. The lack of a solid building form at the ground level of the southwest corner creates a void in the definition of the street, particularly as the height of the undercroft area is over 4m. The grating to the car park does not provide positive definition to the street and creates an unpleasant and weak edge.	0.5
STREETS, PARKING AND LAYOUT		0.5
11 Does the building layout take priority over the streets and car parking, so that the highways do not dominate?	The building layout fails to take priority over car parking along Shelbourne Road. The undercroft car park arrangement weakens the building form and allows the car parking to visually dominate this area.	0.0
12 Is the car parking well integrated and situated so it supports the street scene?	No measures have been taken to reduce the visual impact of the on-street parking, for example by incorporating planting. Undercroft parking is very poorly integrated and detracts significantly from the street scene. It provides a dead frontage to the street and detracts from the animation of this space. It is visually dominant and negatively affects the quality of the streetscene.	0.0

<p>13 Are the streets pedestrian, cycle and vehicle friendly?</p>	<p>Although the wide pavements along most of Shelbourne Road are a welcome feature. The design of the entrance and ramp has been amended to retain the width of Shelborne Road pavement here. Users of the Kingdom Hall parking in the designated undercroft area have no direct access from the car park to the Kingdom Hall.</p> <p>A good amount of cycle parking is provided on site for both residents and visitors.</p>	<p>0.5</p>
<p>14 Does the scheme integrate with existing streets, paths and surrounding development?</p>	<p>The proposal matches the existing building line of the terraces, creating good coherence along Shelbourne Road. Although the height at 4 stories is greater than the 2 story terraces and 3 story immediate neighbours, the building steps down towards this lower height successfully along this boundary.</p> <p>The building integrates successfully with the existing station forecourt and the inclusion of retail along the Park Lane frontage mirrors the existing shops opposite.</p> <p>The building on the opposite corner is of a similar number of stories and the visible distant council blocks are higher. However floor to floor heights are particularly high (3m, 4.5m at ground floor); resulting in a higher than usual 3 or 4 story building that is out of scale to its surroundings.</p>	<p>0.5</p>
<p>15 Are public spaces and pedestrian routes overlooked and do they feel safe?</p>	<p>The design creates a significant stretch of blank façade along the western elevation. There will be very little overlook along this stretch. It is unlikely to feel safe at night and would be particularly vulnerable to vandalism.</p> <p>When the retail unit is closed, either in the evenings or potentially on all non-match days, the lack of entrances (either residential or for the Kingdom Hall) along this frontage will mean poor overlook and safety along this stretch.</p>	<p>0.0</p>
<p>DESIGN AND CONSTRUCTION</p>		<p>3.0</p>

<p>16 Is public space well designed and does it have suitable management arrangements in place?</p>	<p>The layout of the courtyard provides a variety of pleasant and usable spaces for residents. The green walls are a particularly welcome feature, which will add visual interest and help reduce noise in the courtyard. A children’s play area has been included, which will provide a valuable amenity to residents. Deck access routes have been well designed to provide defensible space to facing windows using a series of light wells, however the opportunity to increase daylighting into this area has been lost due to the overhang of the roof.</p> <p>The height of the building at the southern end of the development will create significant overshadowing in the courtyard. Sunlight studies show it would be shaded much of the time (38% at spring equinox). This heavy shadowing will reduce the quality and amenity value of the space.</p> <p>An adequate management plan has not been provided. Details on access control and maintenance regimes is required. This is particularly important as the number of units (46) is above the maximum recommended number of flats accessed from one entrance without a concierge by the report “Recommendations for Living at Superdensity” (25).</p>	<p>0.5</p>
<p>17 Do the buildings exhibit architectural quality?</p>	<p>The modelled elements of the building are well proportioned and provide an appropriate rhythm to the building. The irregular rhythm of contrasting panels and windows, and verticality matching the spacing of terraced houses goes some way in reinterpreting the local vernacular. The use of materials with a more natural appearance contribute to the quality of the building and the choice to use ‘softer’ materials in the courtyard does provide a more residential feel than the harder outside.</p> <p>The incorporation of private balconies and terrace is welcome and is seen to contribute positively to the amenity of residents and creates variety and interest to the facade. Their sizes are acceptable. All units are dual aspect which is a positive feature.</p>	<p>0.5</p>

	<p>The layouts of flats create cramped living spaces and bedrooms as detailed under criteria 20 below. The single bedroom in flat type Q is poorly situated in terms of daylighting. Nine units have fully internal kitchens with no direct daylight. Some corner units have rather long and convoluted internal corridors.</p> <p>Most habitable rooms have adequate access to sun and daylight. The inclusion of open slots between the communal access balcony and flat windows is a positive step towards providing better defensible space, but not continuing the slots into the roof or pulling the roof back from over the access decks negates the potential day and sunlighting benefit to communal walkways and rooms facing them.</p>	
<p>18 Do internal spaces and layout allow for adaptation, conversion or extension?</p>	<p>All units are Lifetime Homes compliant and 3 of the units are designed for 'as occupied' wheelchair access with potential for lifts to be installed. All units are apartments structurally dependant on other parts of the building, however internal partition walls are not load bearing, so changes within each unit would be possible. Balconies are of minimal size (except where the building is pulled back for privacy reasons), so few independent external adaptations or extensions will be possible.</p>	1.0
<p>19 Has the scheme made use of advances in construction or technology that enhance its performance, quality and attractiveness?</p>	<p>Modular bathrooms, external cladding materials and flat roofs are proposed for the building, reducing onsite construction time and potentially improving build quality and performance.</p>	1.0
<p>20 Do buildings or spaces outperform statutory minima, such as building regulations?</p>	<p>All but three units exceed Haringey's Housing SPD minimum space standards, however some fail on specific room sizes. All units meet CSH level 3 as a minimum requirement. The courtyard exceeds Haringey's open space standards and now includes a childrens play area.</p>	0.5