

Pre-Application Briefing to Committee

1. DETAILS OF THE DEVELOPMENT

Reference No: PPA/2020/0002

Ward: Highgate

Address: Land Adjacent 505-511 Archway Road, London, N6

Proposal: Redevelopment of existing car-wash site to provide 16 new homes for Council rent comprising a part three, part four-storey apartment building fronting Archway Road, and two houses fronting Baker's Lane with associated refuse/recycling and cycle stores, amenity space and landscaping. Provision of one on-street wheelchair accessible parking space and service lay-by on Archway Road.

Applicant: London Borough of Haringey

Agent: Newground Architects

Ownership: Council

Case Officer Contact: Mark Chan

2. BACKGROUND

- 2.1. The proposed development is being reported to the Planning Sub-Committee to enable members to view it ahead of the submission of a full planning application. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once received, would be presented to the Planning Sub-Committee in 2023. The applicant has engaged in pre-application discussions with Council Planning Officers and Transport for London over recent months.

3. SITE AND SURROUNDINGS

- 3.1. The site is near the edge of Highgate Conservation Area, with the surrounding area containing mostly residential dwellings of two to three storeys in height. The site fronts onto Archway Road (A1) and Baker's Lane. The junction with Baker's Lane is currently part of a Red Route gyratory system. The low-lying structures on the application site and the large petrol filling and service station site next-door, as well as the wide traffic routes here, are viewed as detractors to the entrance of Highgate Conservation Area.



Image 1: Application site (red line)

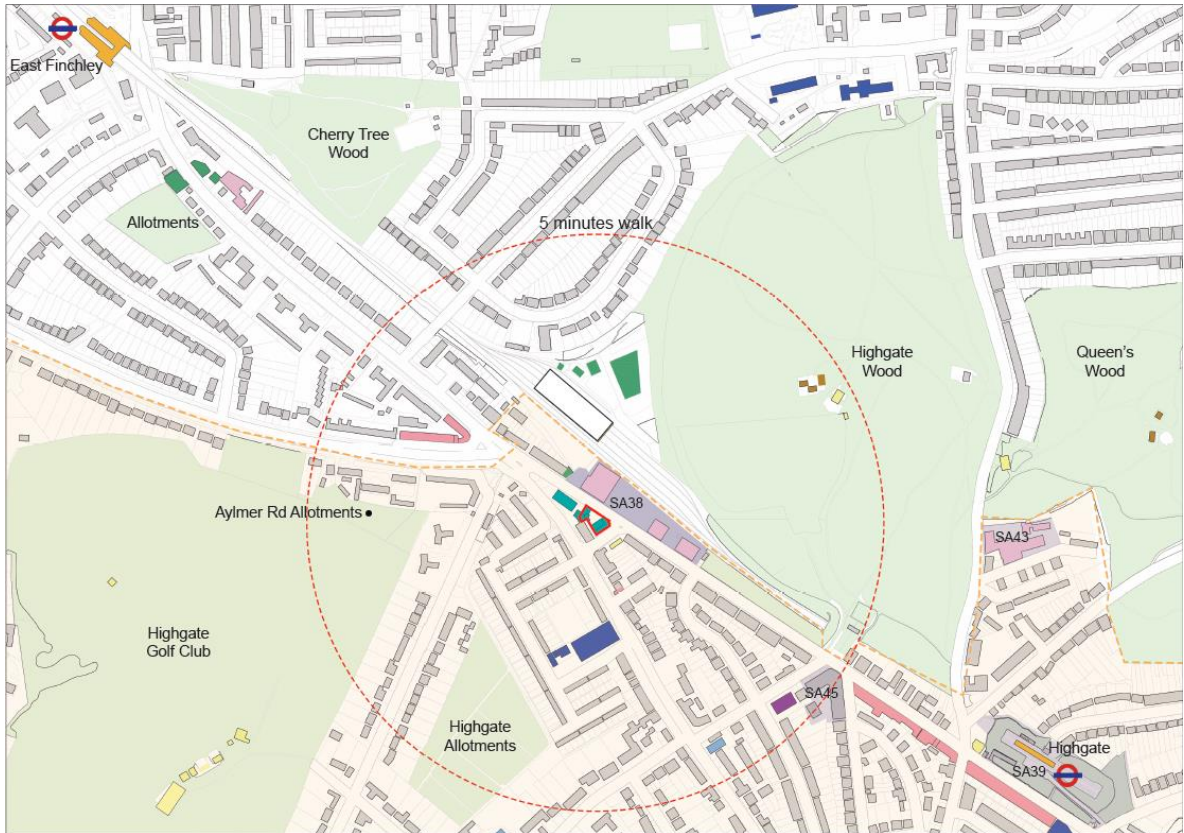


Image 2: Site Allocation boundary

4. PROPOSED DEVELOPMENT

- 4.1. The proposal is for the redevelopment of an existing Council owned site to provide 16 new homes for council rent. The new homes would be a mix of accommodation comprising 11x 2-bed 4-person flats, 1x 3-bed 5-person flat, and 2x 1-bed 2-person wheelchair homes directly accessed at ground floor as well as 2x standalone 2-bed 4-person houses along Baker's Lane. Associated amenity space, landscaping, cycle parking and refuse and service space would be constructed together with parking for wheelchair home residents and public realm improvements.



Image 3: Site for redevelopment



Image 4: Development proposal

- 4.2. All new residential properties provided within the development would be Council Affordable Rent homes. Two homes would be wheelchair accessible. All dwellings would be dual aspect.
- 4.3. The development would create a new landscaped garden and children's play area at the centre of the site away from the busy roads.
- 4.4. No car parking spaces would be provided within the application site except for 1 disabled parking bay to be provided along Archway Road. Secure cycle parking provided in communal stores and within individual flats.

5. PLANNING HISTORY

- 5.1. In the 1960s Archway Road became blighted when a proposal by the Ministry of Transport to develop a motorway/standard dual carriageway from Wellington Inn (next to the application site) down to the junction with Archway Bridge was conceived. This proposal would have led to the demolition of about 170 houses and shops and significant environmental changes. The plan was finally shelved in March 1990.
- 5.2. The Wellington Inn was demolished in 1988, and replaced with the current Wellington Service Station. The car wash building which now occupies the site is thought also to date from this period.

5.3. The most relevant application site history is as follows:

505 Archway Road

- HGY/2009/1732 – Conservation Area Consent for demolition of existing structures and erection of two storey building comprising mixed use residential development, to provide 1 commercial unit for A2 / B1 use on the ground floor and residential units at ground floor / first floor comprising 6 x two bed flats and 1 x one bed flat with associated landscaping. Withdrawn.
- HGY/2009/1730 – Demolition of existing structures and erection of two storey building comprising mixed use residential development, to provide 1 commercial unit for A2 / B1 use on the ground floor and residential units at ground floor / first floor comprising 6 x two bed flats and 1 x one bed flat with associated landscaping. Withdrawn.

6. CONSULTATIONS

Public Consultation

6.1. The applicant has undertaken its own public consultations with local amenity groups, Highgate Society, Highgate Neighbourhood Forum and Highgate Conservation Area Advisory Committee (CAAC) as well as consultation with local residents. Further pre-application consultation is to take place and a Development Management Forum is scheduled for December 2022.

Quality Review Panel

6.2. Earlier versions of the proposal have been assessed by the Council's Quality Review Panel (QRP) on 29th June 2022 and 19th October 2022. The QRP's report from the latest review is not yet available. This will be attached as an addendum to the Committee agenda. The QRP's report from the June 2022 review is attached in **Appendix 1**.

6.3. In respect of the scheme presented in June 2022 the panel appreciated the work carried out to develop the options for such a very challenging site. It made suggestions to ensure the most appropriate accommodation for such a site and called for a distinctive architectural approach. The panel supported the decision to deliver smaller flats on such a site as it is unsuitable for large families but considered the layout of the scheme as presented, compromised the quality of accommodation. The panel felt that a more distinctive architectural approach was needed to create a building with a stronger personality that could be a landmark at such a transition point into the city.

- 6.4. The QRP encouraged a stronger presence on the south-eastern corner; different designs for the northern and southern gables; a more distinctive approach to fenestration; and treatment that expresses the stairs as part of the main elevation if these were to be retained. The panel recommended removing the rear blue badge parking space to create a more generous amenity space, with the parking space relocated on-street. It was advised that as much greening as possible should be added on the street frontage. It was highlighted that careful thought is needed on how pollution is to be kept out of bedrooms facing busy traffic. A Passivhaus approach was encouraged to be pursued to protect residents from noise and pollution as well as to optimise energy performance.
- 6.5. Following the October QRP meeting the applicants are undertaking further design work to the scheme.
- 6.6. The submission of a full planning application is anticipated in early 2023.

7. MATERIAL PLANNING CONSIDERATIONS

- 7.1. Commentary on the development proposal in terms of material planning considerations are outlined below, including a brief commentary on specific planning policy relevant to this site.

Planning policy context

- 7.2. The London Plan 2021 policy on small sites (Policy H2) is relevant in considering the development of this site. This sets out a presumption in favour of small sites and seeks to promote infill development on vacant or underused sites within PTALs 3-6 and within 800m of a tube or rail station. A site allocation in connection with the site on the opposite side of Archway Road, is also an important consideration in shaping how this current site should be developed. This allocation understandably means that the immediate area is expected to change, meaning the nature, height and scale of development here may deviate from the existing pattern of development.
- 7.3. The site opposite is known as 460-470 Archway Road and has a site allocation under ref: SA38. This is currently used as a builders' and DIY merchant use and was designated by the Council for having the potential to comprise a significant parcel of land suitable for a major mixed-use development, including residential and employment use which could be much taller than the surrounding three storey buildings, with views however of Highgate Woods to be considered as part of any planning application.
- 7.4. The site is not specifically designated in the Highgate Neighbourhood Plan (HNP) (2017). However, the plan recognises the need for additional housing as set out in Policy SC1. This policy states the plan will help to facilitate delivery of a minimum of 300 net additional housing units in Highgate up to 2026. The policy sets out that

the ability of new development to deliver an appropriate mix of homes, that provide affordable housing and optimises the use of land and buildings on individual sites to create communities that are inclusive to everyone, and appropriately mixed in terms of demographics will be treated as benefits of significant weight.

- 7.5. Therefore, the principle of residential development on this site is strongly supported in policy. The proposal will result in a loss of an employment generating use which must be considered against planning policy and weighed against the benefits of the proposal.

Character and Appearance

- 7.6. Given the comments from the QRP the four-storey main building and the two two-storey houses can be considered to be of an appropriate scale and massing. Its height, materiality and fenestration, draw on the character and appearance of the conservation area. Façades of red brick reflect that character whilst contrasting precast concrete detailing provides additional depth to its form by balancing the expressed vertical brick piers. Contrasting glazed brick is introduced to the main entrances reinforcing the historical mansion block references and creating areas of interest at street level. The overall mass of the development is broken down by means of simple glazed frontages to the circulation cores which alleviate the solidness of the masonry bays. The southern gable end picks up on the unusual geometry of the site providing strength and interest and a landmark element at this prominent corner.
- 7.7. The proposal places the four-storey element of the scheme on Archway Road, and the lower, two-storey part, on Baker's Lane. This allows the development to step down as it extends into the conservation area and responds to the scale of the houses on North Hill. The proposed development, notably, creates a positive context for the potential redevelopment of the petrol station site, as suggested by the conservation area appraisal, and would improve this key entrance point to the Highgate Conservation Area.

7.8. Quality of accommodation

- 7.9. The buildings would be laid out to create a legible street pattern for pedestrian movements around the site and to maximise the quality of the residential accommodation. All units would meet the internal space requirements of the Nationally Described Space Standards. There would be a low number of units per residential core. All units would be dual aspect. The new homes have been designed to be spacious, light and flexible. Homes would be well-insulated.
- 7.10. The main building could be accessed from two entrances from Archway Road serving the two stair cores and lifts. There would be direct access from both cores

to shared amenity space to rear and direct access with private front doors to each of the ground floor homes.

- 7.11. The scheme is proposed as car free with the exception of a wheelchair blue badge space to be utilised by one of the ground floor M4(3) unit. Servicing and deliveries are proposed along the site's frontage with Archway Road. The service lay-by is intended to provide space for deliveries (restricted hours) and blue badge parking (24 hours tbc) as well as space for refuse vehicle stopping.
- 7.12. Secure refuse stores are proposed to each block with easy access to refuse vehicles for on-street collection along Archway Road.



Image 5: Access, servicing, cycles and refuse

Heritage and Streetscape Design and Character

- 7.13. The site is located at the northern edge of the Highgate Conservation Area (Sub-area 3), at the junction of Archway Road and Baker's Lane and make up the south-eastern portion of a large island block bounded by Archway Road, Baker's Lane and North Hill. The triangular block includes a truncated terrace of 7 two-storey 19th century houses on North Hill. Nearby Nos. 82-86 North Hill are grade II listed and Nos. 88-90 North Hill, on the corner of Baker's Avenue, along with Nos 76, 76A and 78 North Hill are locally listed.

- 7.14. In terms of streetscape, there are long terraced frontages forming strong street edges along the main road. There are a number of breaks in built form to north of Archway Road, with a number of sites likely to be redeveloped in the near future.
- 7.15. In terms of heights, the houses are predominantly 2-3 storeys, the traditional flat blocks with walkups typically 3-4 storeys and some contemporary flat blocks. are taller.
- 7.16. In terms of architecture, the area has very varied facade articulation. There is an expressed rhythm to the façades, with frontages broken down into smaller components to delineate individual properties, predominantly vertical window expression. Many properties have bay windows and projections and expressed base to many of the buildings, with changes to materials and in some cases massing at street level. The buildings have varied profiles against the skyline, including gable fronted façades, pitches and mansards.
- 7.17. The overriding impression in this part of the conservation area is that of a varied landscape of predominantly terraced buildings of differing heights. Also notable to the northern section of Archway Road are large gaps in built the form, which break up the continuity more evident to the southern parts of the road. While the architectural language is very varied, there are specific references that have informed the massing, appearance and materiality of the proposed buildings.



① Two tone brickwork and contrasting lintels



② Continuous terraced frontages with expressed ground floor



③ Red brick with contrasting stone/render detailing



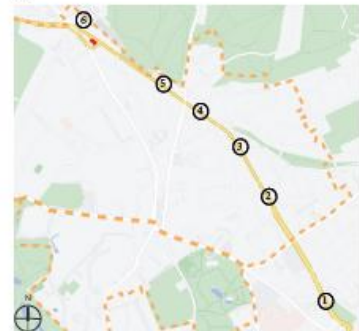
④ Gables and projecting bays



⑤ Facade bay expression, mansard roof



⑥ Articulated roofline



Location map with key to photos

Image 6: General Character along Archway Road

7.18. The site itself, erected during the late-1980s holds no heritage significance. Currently in use as a car wash, in its unkept state it clearly detracts from the character and appearance of the conservation area.

Affordable Housing and Housing Mix

7.19. All of the proposed residential units would be Council Affordable Rent homes. A total of 16 new Council homes would be provided within the application site area.

7.20. 13 homes would have two bedrooms, including two 2-bed 4-person houses, with only 1 home having three bedrooms.

Landscape and Amenity

- 7.21. There would be extensive planting to the shared rear garden. Biodiverse roofs would be installed on the buildings subject to compatibility with proposed PV roof arrays. Street edge planting would be utilised as a buffer from the adjacent road.
- 7.22. Boundary treatments with possible planting and railings are being considered along the street edge to provide buffer to ground floor flats. Ground floor flats would be served by private patio gardens at the rear of the block. The upper floor flats would have private balconies with screening as a means of providing useful amenity space while addressing proximities to neighbours. The communal rear garden amenity and play space provided would meet GLA requirements.
- 7.23. By using the GLA population yield generator, it has been calculated that the children's playspace requirement is 117sqm. This space will be provided in the form of incidental play equipment within the hard and soft landscaping to the rear garden.
- 7.24. Two existing alien trees are proposed to be removed to allow for the development of the site. The landscape strategy includes details for re-provision of more appropriate species of semi mature trees. Net gain in biodiversity would be required across the site. Full details would be required as part of the planning application.



Ground level



Upper levels

-  Communal shared garden
-  Private amenity
-  Public planting



Private patios opening to shared garden - ground level



Street edge landscaping and planters

Image 7: Proposed landscaping

Amenity of Nearby Residents

- 7.25. The protection of the amenity of nearby residents, namely the terraced houses along North Hill south-west of the site is an important consideration in the design and layout of such a development.
- 7.26. While the Council's Local Plan and the London Plan do not set out specific prescriptive separation distances, typically a minimum of 18m between habitable rooms should be provided to maintain acceptable levels of privacy and to avoid unreasonable overlooking. Where such a distance cannot be achieved it would need to be demonstrated that specific steps are taken to protect privacy and outlook.

- 7.27. The approach to developing the site places the smaller scale building (the two-storey houses along Baker's Lane) where the closest relationship with neighbours exists, while the taller main building would be located furthest away to minimise impact. The new buildings would sit north-east of the adjacent terrace of houses, which in part minimises impact on conditions of daylight and sunlight. Full daylight and sunlight analysis will however be required to be submitted with such an application and assessed accordingly.
- 7.28. The scheme has recently been amended to increase the separation distance between the four-story block and the backs of the two-storey houses fronting Baker's Lane. Further analysis and work is required in terms of balcony design and landscaping to show that the impact on the amenity of adjoining residents is being minimised.

Sustainability

- 7.29. In accordance with the London Plan Policy SI2 all major development should be 'zero carbon' by minimising operational emissions and energy demand in accordance with the Mayor of London's energy hierarchy.
- 7.30. Passive design measures have been incorporated; all homes are designed as dual or multiple aspect giving the opportunity for aspect and windows to habitable rooms opening away from the various environmental constraints along the busy road frontages. Super-insulated and airtight building envelope incorporating triple-glazed windows and Whole House Mechanical Ventilation/Heat Recovery system would be utilised. Other measures proposed are NO_x and PM filtration where applicable, passive shading, underfloor heating, biodiversity roofs, and low energy appliances and water conserving sanitaryware.
- 7.31. The development has been designed with consideration of the site environmental conditions, which on this site include significant noise and air quality considerations along the public frontages.

Transportation and Parking

- 7.32. Although the site has a moderate PTAL rating of 3, bus routes do run on Archway Road north of the site and the local bus network can also be accessed on North Hill a short walk to the south. The site is also within a 10-minute walk from the Highgate Underground Station.



Image 8: Transport Links

- 7.33. The proposal would be a car-free development with no car parking provided on-site. Only 1 blue-badge car parking space for the ground floor wheelchair-accessible units would be available along Archway Road.
- 7.34. Shared secure cycle store would be provided to each block with two tier cycle racks and provision for larger cycles/mobility scooters. The cycle stores would be with easy access to main road.
- 7.35. The Project Team have had discussions with TFL in relation to Wellington Gyratory, who indicate that there are no active considerations at present to make changes to the gyratory, with such changes also not within their budgets for the foreseeable future. The Project Team also outline that the housing scheme being designed here is to ensure that it would not prejudice a satisfactory outcome for any such improvements.
- 7.36. The site has pedestrian crossings less than 400m away and these are signalled and, apart from some minor repairs that are required, the public footpaths around

the site are safe and fully accessible for those with mobility impairments. An Accessibility Report, in addition to a Traffic and Parking Report, will be submitted as part of a planning application for the redevelopment of this site, providing more detailed technical data and information in respect of accessibility.

PLANS AND IMAGES

(1) Existing Site Plan and Buildings to be Removed from Site



(3) Street view 1 - looking south-east along Archway Road



(4) Street view 2 - looking north-west along Archway Road



(5) Street view 3 - looking along Bakers Lane



(6) View from rear garden



(7) South-east aerial view



(8) North-east aerial view



(9) North elevation



(10) East elevation – Baker’s Lane



APPENDIX 1

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London Borough of Haringey Quality Review Panel

Report of Formal Review Meeting: 505-511 Archway Road

Wednesday 29 June 2022

Clockwise, Greenside House, 50 Station Road, London N22 8LE

Panel

Peter Studdert (chair)

Leo Hammond

Neil Matthew

Tim Pitman

Alan Shingler

Attendees

Mark Chan	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey
John McRory	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Tom Bolton	Frame Projects
Joe Brennan	Frame Projects

Apologies / report copied to

Matthew Gunning	London Borough of Haringey
Aikaterini Koukouthaki	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Rob McNaugher	London Borough of Haringey
Kevin Tohill	London Borough of Haringey

Confidentiality

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

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1. Project name and site address

505-511 Archway Road, London N6 4HX

2. Presenting team

Martin Cowie	London Borough of Haringey
Ziba Adrangi	Newground Architects
Tatiane Brittoo	Newground Architects
Jordan Perlman	Newground Architects
Anne Roache	KM Heritage
Chris Evans	Cream Engineering Services
Glenn Miles	Encon Associates

3. Planning authority briefing

The site, currently occupied by a car wash, is within the Highgate Conservation Area near its edge. The surrounding area contains mostly residential dwellings of two to three storeys in height. The site fronts onto the busy Archway Road (A1) and Bakers Lane, part of a busy red route gyratory system. The low-lying structures on the application site and the large petrol filling and service station site next door, as well as the wide traffic routes here, are viewed as detractors at the entrance of the conservation area.

The site forms part of the council's programme to develop vacant or underused land under its ownership across the borough. It is not specifically designated in the Highgate Neighbourhood Plan, but the plan recognises the need for additional housing as set out in Policy SC1. The applicant aims to provide high-quality new housing on the site, securing a good range of accommodation that contributes positively to its setting and environment through architecture and landscape. The proposals seek to replace the existing car wash and to deliver approximately sixteen new homes for council rent.

The proposed development would provide a mix of accommodation, predominantly two-bed, four person flats, with two one-bed, two-person wheelchair homes directly accessed at ground floor, and two standalone two bed four person houses along Baker's Lane. All the new homes would be for council rent and defined as affordable.

Officers asked for the panel's views, in particular, on how best to develop the site to mitigate the hostile environmental conditions; how the development should relate to views from the conservation area; whether the proposed four storey height is appropriate; whether the layout of flats protects residents from traffic noise and pollution; and on the architectural treatment and elevations.

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4. Quality Review Panel's views

Summary

The panel appreciates the work carried out to develop options for a very challenging site. It makes suggestions to help ensure the most appropriate accommodation for the setting, and for a more distinctive architectural approach. The panel supports the decision to deliver smaller flats on a site clearly unsuitable for large families but considers that the current layout compromises the quality of accommodation. In particular, it questions whether four storey flats are acceptable without a lift. It asks that other options that could support a lift are tested to determine whether they would work better. These could, for instance, include deck access flats or stacked maisonettes. The panel suggests that a taller building may be acceptable despite the conservation area setting, if it does not negatively impact neighbours. An extra storey could perhaps be added in areas furthest from houses to the rear, and on the corner of Archway Road and Bakers Lane. If the current configuration is pursued, then precedents are needed to show that a four-storey, walk-up building can be acceptable to residents. The panel feels that a more distinctive architectural approach is needed to create a building with a stronger personality that can be a landmark at a transition point in the city. It encourages a stronger presence on the south-eastern corner; different designs for northern and southern gables; a more distinctive approach to fenestration; and treatment that expresses the stairs as part of the main elevation if these are to be retained. The panel recommends removing the rear blue badge parking space to create a more generous amenity space, with the parking space relocated on-street. The panel suggests that this site is not an ideal location for wheelchair units and wonders whether these could in fact be re-allocated to a site in a more suitable and less hostile environment. As much greening as possible should be added on the street frontage. Careful thought is needed on how pollution can be kept out of bedrooms facing busy traffic. A Passivhaus approach should be pursued to protect residents from noise and pollution as well as optimising energy performance. These comments are expanded below.

Site layout

- The panel understands the difficulties posed by the site, which is surrounded by a particularly hostile, traffic-dominated environment. Achieving the optimum site plan is therefore particularly challenging. The design team has made some logical decisions, and the panel understands the decisions to deliver smaller flats as the site is potentially dangerous for children, and therefore poorly suited to family accommodation. However, the panel feels that the current layout creates compromises which limit the quality of flats.
- The panel questions whether it is appropriate to build a walk-up, four-storey residential building. Precedents are needed to show that this can be done successfully, and that residents are happy to live in accommodation of this height without lift access.
- The positioning of a stair core on the Archway Road elevation is unconventional, and although it shields the main habitable rooms from traffic

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noise and pollution is also reduces the potential for distant views of Highgate Woods to the north-east, while the need to screen balconies on the south-west elevation reduces views in this direction. Alternative layouts could improve the quality of accommodation.

- The panel suggests a range of alternative plans are tested. These could include the option of a four or five storey building combining duplex flats with deck access, and lateral flats accessed via a core at the south-eastern corner.
- One panel member suggested another option to build a three-storey terrace containing three or four-bed houses. However, this option is unlikely to prove appropriate as it implies the provision of large family units, for which the site is not suitable.
- The positioning of the block could also be reconsidered. If the block were moved further from neighbours to the rear and closer to Archway Road, the screens could potentially be removed from balconies to provide better aspect, without creating overlooking problems.

Height

- The panel suggest that the scheme would benefit from a more distinctive element at the prominent corner on Archway Road and Bakers Lane. This could possibly be five storeys, rather than the four storeys currently proposed.
- The panel understands the importance of a sympathetic relationship between the development and neighbouring houses to the rear on North Hill. However, it suggests the site plan could be adjusted to achieve this with a taller building, by increasing height on parts of the site furthest from neighbours.
- A five-storey building could be tested, with a single core, which would also be tall enough to automatically require the provision of lifts.
- As long as the building does not reduce daylight and sunlight for properties to the rear, the panel feels that additional height would be acceptable and could help to provide a stronger presence on a site that will be predominantly experienced by drivers, rather than pedestrians.

Architecture

- The panel feels that the current architectural options appear too bland. A more distinctive approach is needed for a prominent site, at a transition point between inner and outer London, to deliver an exciting building with a more substantial, landmark presence.
- The gables at either end of the building have the same design, but the panel suggests they would benefit from a more bespoke approach that reflects their settings. The northern gable is a party wall that abuts a petrol filling station which could be redeveloped in the future, while the southern gable is a

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prominent corner in the conservation area. The gables should address these approaches more directly, and in different ways.

- This could include angling the southern gable end to match the building line of the two houses on Bakers Lane, giving it greater prominence.
- The panel suggests that if a stair core forms part of the main elevation, it should be expressed rather than concealed. At the moment it is not apparent from the outside that this part of the elevation contains stairs. The panel suggests exploring mansion block precedents to consider how staircases can be revealed and lit in a way that appears domestic, rather than institutional.
- The panel also considers that a clearer design approach is needed to fenestration. It feels that the current designs neither reference styles in the conservation area nor create a contemporary approach reflecting environmental performance requirements. A decision should be made on which direction to take.
- The panel feels that red brick is preferable to buff brick as the principal material, as it is better suited to the context.
- While it understands the need to include photo-voltaic cells on the roof, from an architectural perspective the panel suggests that pitched roofs suit the conservation area context better than a flat roof.

Amenity space

- The panel recommends that the blue badge parking space at the rear of the property is removed. A significant proportion of the space to the rear of the development is needed to provide a single parking space. The challenging setting means the site will not be particularly suited to disabled residents. A second accessible unit could be provided on a more appropriate site in Haringey Council's portfolio, freeing up valuable space for amenity.
- If it is not possible to remove the requirement for an accessible parking space at the rear, the panel asks that the area is considered as a whole, and connected to the amenity space. The parking area should be softened, with planting on its boundaries and paving that links it to the rest of the space.
- The panel encourages the design team to include more seating in the shared amenity space, to help ensure it can be used by residents.

Landscaping

- The panel supports the planting strategy, which proposing planting that are appropriate for the location and will provide greater wildlife benefit than existing trees and planting.

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- However, it is important to ensure the landscape and planting can be maintained to a high standard. The panel asks that the planting strategy reflects the level of maintenance the client can provide. It would be better to specify a more modest scheme if required, to ensure landscaping does not fall into disrepair in future.
- The panel encourages the design team to include as much greenery and planting on the development's street frontage as possible, to help mitigate the hostile environment. This should include, if possible, a street tree on the corner of Archway Road and Bakers Lane.

Internal layout

- The panel considers that bedrooms facing directly onto Bakers Lane are likely to experience poor air quality. A strategy is needed to ensure traffic pollution can be managed.
- The panel suggests that the cycle store should be accessed from the entrance lobby to improve security, rather than via a street door. Alternatively, if the disabled parking space were to be removed, the cycle store could be accessed from the rear of the block.
- If the building has two cores, cycle storage would also be more accessible if split between into two, with a storage room at each.
- If walk-up flats are built, individual, lockable storage should be included on the ground floor for each flat, to store heavy items such as buggies.

Sustainability

- The panel suggests that the site is well-suited to a Passivhaus approach, as it is unlikely residents would want to open their windows. Passivhaus design could provide various benefits, including protecting residents from noise, as well as reducing energy consumption. The panel encourages the design team to pursue this option.
- A Passivhaus approach will require further thinking to ensure blocks have optimal orientation in relation to solar gain. Deck access could help, by providing extra shading for south-facing windows.

Next steps

The panel asks to review the scheme again, at a Chair's Review meeting, when the design team has had the opportunity to develop its designs further and respond to the panel's comments.

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Appendix: Haringey Development Management DPD

Policy DM1: Delivering high quality design

Haringey Development Charter

- A All new development and changes of use must achieve a high standard of design and contribute to the distinctive character and amenity of the local area. The Council will support design-led development proposals which meet the following criteria:
- a Relate positively to neighbouring structures, new or old, to create a harmonious whole;
 - b Make a positive contribution to a place, improving the character and quality of an area;
 - c Confidently address feedback from local consultation;
 - d Demonstrate how the quality of the development will be secured when it is built; and
 - e Are inclusive and incorporate sustainable design and construction principles.

Design Standards

Character of development:

- B Development proposals should relate positively to their locality, having regard to:
- a Building heights;
 - b Form, scale & massing prevailing around the site;
 - c Urban grain, and the framework of routes and spaces connecting locally and more widely;
 - d Maintaining a sense of enclosure and, where appropriate, following existing building lines;
 - e Rhythm of any neighbouring or local regular plot and building widths;
 - f Active, lively frontages to the public realm; and
 - g Distinctive local architectural styles, detailing and materials.