

Appendix 2: Plans and Images



Figure 5: –Site Location Plan



Figure 6: – Ground Floor



Figure 7: – First Floor



Figure 8: – Second Floor



Figure 10: – Distances/relationship to North Hill Properties



1 Archway Road Elevation

Figure 11: – Front Elevation on Archway Road



Figure 12: – Rear Garden Elevation



Figure 13: - Side Elevation on Bakers Lane

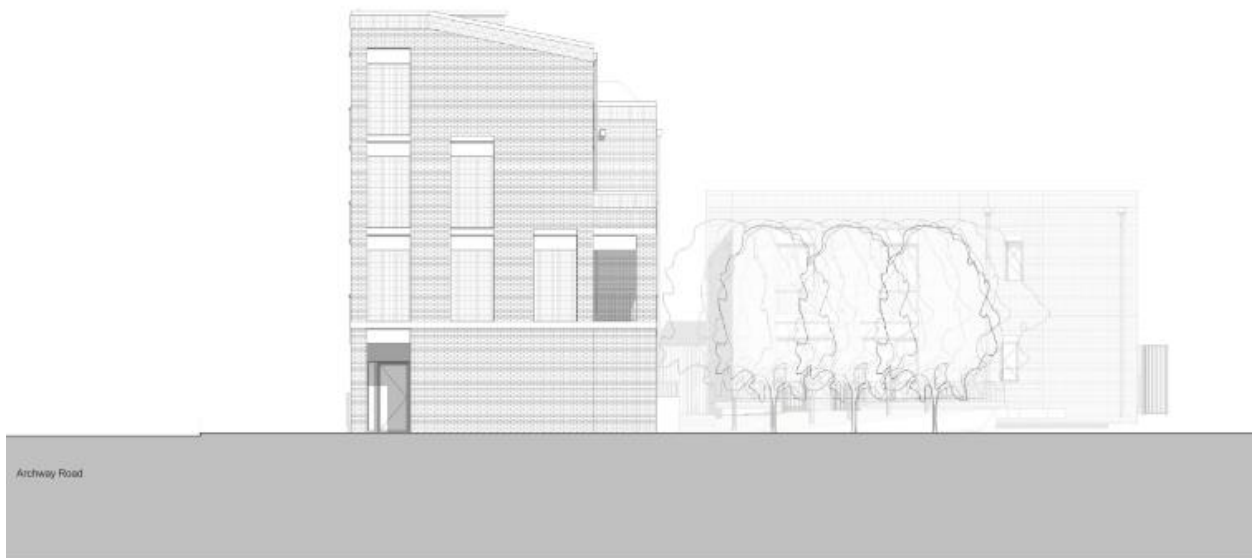


Figure14: - Side Elevation (Northwest)



Figure15: - Cross Section

Appendix 3: Consultation responses from internal and external agencies Stakeholder	Question/Comment	Response
UK Power Networks	Please note there are LV underground cables on the site running within close proximity to the proposed development. Prior to commencement of work accurate records should be obtained from our Plan Provision Department at UK Power Networks, Fore Hamlet, Ipswich, IP3 8AA. All works should be undertaken with due regard to Health & Safety Guidance notes HS(G)47 (Avoiding Danger from Underground services). This document is available from local HSE office. Should any diversion works be necessary as a result of the development then enquiries should be made to our Customer Connections department. The address is UK Power Networks, Metropolitan house, Darkes Lane, Potters Bar, Herts, EN6 1AG. You can also find support and application forms on our website Moving electricity supplies or equipment UK Power Networks.	Noted.
TfL	We are ok with the loading bay and Blue Badge, and this will be delivered by the developer via s278 with TfL. For the crossing, TfL would support the principal of improving safety for pedestrians. However, there may no option that works given the nature of the location, and constraints. If developer funding was limited would not necessarily be a principal constraint, as other funding sources could be considered, though on TfL highway, it would need the borough/ developer to act as promoter. Otherwise, its just an unfunded proposal.	Noted. Addressed in Section 6 of the report

Flood Risk Management	Thank you for consulting us on the above planning application reference number HGY/2025/1220 for the Redevelopment of existing car wash site to provide 16 new council homes comprising a 4-storey building fronting Archway Road and two 2-storey houses fronting Baker's Lane, with associated refuse/recycling stores, cycle stores, service space, amenity space and landscaping at Depot, 505-511 Archway Road, Hornsey, London, N6 4HX Having reviewed the applicant's submitted Flood Risk Assessment and Drainage Strategy Report reference number 2021012-ARC-CRE-ZZ-ZZ-RP-C-0001 Revision A dated April 2025 as prepared by CRE8 Structures LLP consultant, we have no observation to make on the above planning application. We are satisfied that sufficient information have been received in terms of assessing the above full planning application and if the site is to build, manage and maintain as per the above referred Flood Risk Assessment and Drainage strategy report, we are content that the impact of surface water drainage have been adequately addressed. I hope the above is helpful. Please do not hesitate to contact me should you require any further information.	Noted. Addressed in Section 11 of the report
Carbon Management	The development achieves a reduction of 77% in carbon dioxide emissions on site, which is supported in principle. Some clarifications must be provided with regard to the Energy Strategy, Overheating Strategy, and Sustainability Strategy. Appropriate planning conditions will be recommended once this information has been provided.	Noted. Addressed in Section 9 of the report

Tree Officer	From an arboricultural point of view, I hold no objections to the proposal. An arboricultural survey, arboricultural impact assessment, generic arboricultural method statement and tree protection plan have been submitted by Anna French Associates dated 24th February 2025. The document has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction- Recommendations. I concur with much of the report including the tree quality classification. Landscape plans and Urban Green Factor (score >0.4) have been submitted. Providing all the above is conditioned, I hold no objections.	Noted. Addressed in Section 8 of the report
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Pollution and Air Quality	Thank you for contacting the Carbon Management Team (Pollution) regarding the above application for the redevelopment of existing car wash site to provide 16 new council homes comprising a 4-storey building fronting Archway Road and two 2-storey houses fronting Baker's Lane, with associated refuse/recycling stores, cycle stores, service space, amenity space and landscaping at Depot, 505-511 Archway Road, Hornsey, London, N6 4HX and I would like to comment as it relates to matters of this service as follows. Having considered the applicant submitted information including: Design and Access Statement prepared by MEPK Architects, dated April 2025; Air Quality Assessment with reference 5564_002R_4-0_HF, prepared by Anderson Acoustics Ltd, dated May 2025, taking note of Section 4 (Site Setting), 5 (Proposed Development and Baseline Conditions), 6 (Air Quality Assessment), 7 (Construction Dust Risk Assessment), 8 (Mitigation Measures), 9 (Air Quality Neutral and Positive Assessment); Energy and Sustainability Statement prepared by JAWSustainability, dated 18th March, taking note of the proposal to install Air Source Heat Pumps and Solar Photovoltaic Panels, please be advised that we have no objections to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommended should planning permission be granted. 1. Land Contamination Before development commences other than for investigative work: a) A desktop study shall be carried out which shall include the identification of previous uses, potential contaminants that might be expected, given those uses, and other relevant information. Using this information, a diagrammatical representation (Conceptual Model) for the site of all potential contaminant sources, pathways and receptors shall be produced. The desktop study and Conceptual Model shall be submitted to the Local Planning Authority. If the desktop study and Conceptual Model indicate no risk of harm, development shall not commence until the desktop study has been approved in writing by the Local Planning Authority.	Noted. Addressed in Sections 7 and 10 of the report
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	b) If the desktop study and Conceptual Model indicate any risk of harm, a site investigation shall be designed for the site, using information obtained from the desktop study and Conceptual Model. The investigation must be comprehensive enough to enable: an updated risk assessment to be undertaken, refinement of the Conceptual Model, and the development of a Method Statement Detailing the remediation requirements. The updated risk assessment and refined Conceptual Model along with the site investigation report, shall be submitted and approved in writing by the Local Planning Authority. c) If the updated risk assessment and refined Conceptual Model indicate any risk of harm, a Method Statement detailing the remediation requirements and any post remedial monitoring, using the information obtained from the site investigation, shall be submitted to, and approved in writing by, the Local Planning Authority prior to that remediation being carried out on site. The remediation strategy shall then be implemented as approved. d) Before the development is occupied and where remediation is required, a verification report demonstrating that all works detailed in the remediation method statement have been completed shall be submitted to and approved in writing by the Local Planning Authority. Reason: To ensure the development can be implemented and occupied with adequate regard for environmental and public safety. 2. Unexpected Contamination If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved. Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.	
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	3. NRMM a) Prior to the commencement of the development, evidence of site registration at http://nrmm.london/ to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority. b) Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IV of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to the Local Planning Authority. c) During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development. Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ 4. Management and Control of Dust No works shall be carried out on the site until a detailed Air Quality and Dust Management Plan (AQDMP), detailing the management of demolition and construction dust, has been submitted and approved in writing by the LPA. The plan shall be in accordance with the GLA SPG Dust and Emissions Control and shall also include a Dust Risk Assessment. The works shall be carried out in accordance with the approved details thereafter. Reason: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control. 5. Considerate Constructors Scheme Prior to the commencement of any works the site or Contractor Company must register with the Considerate Constructors Scheme. Proof of registration must be submitted to and approved in writing by the Local Planning Authority. Registration shall be maintained throughout construction.	
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	Reason: To Comply with Policy 7.14 of the London Plan. Informative: 1. Prior to refurbishment or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out. I hope the above clarifies our position on the submitted application? Otherwise, feel free to revert back to us should you have any further query in respect of the application quoting M3 reference number WK/628094.	
Waste Management	The bin store which is on the corner of Baker Lane does seems to be a greater distance to the vehicle stopping point. But this shouldn't pose an issue and the path is straightforward. I have no objection to this application regarding the waste management.	Noted. Addressed in Section 6 of the report

Transportation	Development proposal The site currently accommodates a hand car wash and vehicle repair facility at the southeastern end of this island site. This application is for the redevelopment of this plot including the provision of 16 new housing units, as detailed below. • A 4-storey block containing 6 No. 1 bed units and 8 No. 2 bed units • 2 No. 3 bed houses An inset layby to the Archway Road is proposed that will accommodate two blue badge parking bays allocated to this development, plus a loading bay that will enable refuse collection vehicles and other service vehicles to park and dwell. Pedestrian access improvements are also proposed, which are described in more detail later in this response. The development is proposed as car free except for the two allocated blue badge spaces. 2 of the residential units will be accessible/wheelchair units. Location and access This site is located to the western side of Archway Road, on the north side of the junction of Archway Road with Bakers Lane. The site is to the south of the petrol filling station on the island. TfL are the Highway Authority for both of these roads as they are part of the TfL Transport for London Road Network. The site has a PTAL value of 3, considered 'moderate' access to public transport services. Three bus services are accessible within 2 to 3 minutes' walk of the site, and Highgate Underground Station is an 11-minute walk away. The TA includes details of local shops, services and community facilities that are accessible by foot from the site, many of these are within the 800m/10-minute walking distance/time considered to be reasonable to access by foot. As it is located on TfL Highway, it is not directly within any of Haringey's formal CPZ's but the	Noted. Addressed in Sections 4 and 6 of the report
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	Highgate Station Outer CPZ is adjacent and in place very close by to the western side of the site. This CPZ is in operation from 10.00 – 12.00 Monday to Friday. Transportation considerations A Transport Statement accompanies this application; the main topics are discussed below. Transportation impacts and trip generation Redevelopment of this hand car wash/garage facility will remove around 100 car trips a day to this site, and remove all access and egress manoeuvres off/onto Archway Road from it. This is supported as it aligns with wider Transportation policies and enhances the environment for pedestrians and cyclists. Access Arrangements There is currently a crossover/highway access from Archway Road into the site, and pedestrian access to the site can be made via uncontrolled crossings using refuges at both ends. Signalised pedestrian crossings are in place north of the island site enabling pedestrian access between both sides of the road. This development proposes closing of the crossover and the construction of a 2.7m wide by 29m long inset parking/loading bay arrangement. This will accommodate a loading bay capable of accommodating refuse collection vehicles, and also two 6.6m long blue badge bays, to be allocated with the occupiers of the two fully accessible units within the development. It is also proposed to set the building line back within the site to provide a 2.0m wide footway to the development side of this inset loading bay. A short length of this does reduce to 1.8m at the southern end. Pedestrian crossing improvements are also being developed at the development end of this island. Highway changes TfL are the Highway Authority in this case as the sections of Archway Road, Bakers Lane and North Hill to the periphery of this site are part of the Transport for London 'red route' network.	
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	Pedestrian access improvements and highways work The suppliant has developed some improvements to pedestrian and cyclist access arrangements. These include the provision of zebra crossings arms at the southeast corner of the Archway Road/Bakers Lane junction with a kerb build out on the southern side of the junction to improve pedestrian visibility. A Safety Audit process has been undertaken however it is understood that the Auditors used for this are not TfL compliant, so this safety audit exercise will need to be rerun, which would be part of S278 processes. These measures are supported in principle subject to satisfactory conclusion of the Safety Audit process and a S278 Highways Act Agreement with TfL. Car parking considerations 2 allocated inset blue badge bays are included, to be allocated to the accessible units within the development. This meets London Plan policies. Otherwise, the development is proposed as car free. These blue badge bays will be on public highway albeit TfL controlled so the traffic management orders to establish this will need to be implemented by Transport for London. The site is located adjacent to but not within Highgate Station Outer CPZ, and meets the requirements to be a car-capped development, the development will need to be formalised as permit free / car capped development as per policy DM32, so the applicant will need to enter into a S106 or similar agreement to formalise this, and meet the Council's administrative costs. Occupiers of this development will not be able to apply for CPZ permits. A parking stress survey was undertaken, and this recorded the stresses in the Haringey CPZ covered areas to the west of the site, unrestricted areas to the north of the site and along the red route adjacent to the site. Stresses within the Haringey CPZ Street were at 54%, with adequate capacity remaining, the unrestricted kerbside north of the site, and existing spaces around the gyratory had 90% occupancy	
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	recorded. Overall, the stress recorded survey area wide was 61%. Of the 16 new units proposed, only two are family sized three-bedroom units, and there will be allocated parking for the two fully accessible units. The pedestrian connections to and from the site to the wider area will be considerably improved, and overall, it is not considered that this development should create adverse parking impacts give the car-capped nature of the development. Cycle parking considerations 32 Long stay cycle parking spaces are proposed for location within two stores, one at each end of the site accessible from the entrance visitor lobbies. Visitor cycle parking is proposed utilising a Sheffield Stand on the Archway Road footway immediately adjacent to the southern end of the inset layby. 20% of the internal long stay spaces utilise Sheffield Stands, a larger Sheffield Stand will be provided within each store, and the remaining 24 spaces will utilise a two-tier system. All cycle parking, long stay and visitor must accord with the requirements of the London Cycling Design Guide as produced by TfL. The system intending to be used should be confirmed along with the installation specifications and detailed, dimension drawing should accompany the application demonstrating how the installation specifications, spacing, headroom and manoeuvring height are all met. Provision of this information can be covered by a pre commencement condition. Delivery and servicing arrangements The provision of the inset loading bay will be of sufficient size to accommodate refuse collection vehicles and delivery and servicing vehicles of the same or smaller size. The overall number of delivery and servicing trips for this development is expected to be relatively low. Refuse and recycling storage and collection arrangements Two waste/recycling bin stores are proposed, one at each end of the site, with the bin drag route intended to be along the footway to the loading bay.	
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	The proposed storage and collection arrangements will need to be supported by the Council's waste management team. Construction Phase Given this site's location on the TLRN and being adjacent to/in close proximity to other businesses and residential properties, it will be appropriate for a Construction Logistics Plan or Method Statement. This document should detail how the development will be built out, the programme, duration, and how materials will be brought into and out of the site, and how the build out will be serviced without impacting adversely on the public highway and pedestrian environment at the site. It is expected that the applicant will engage with TfL's Network Managers to explore this and inform their document. The submission includes some information within the TS in relation to this, and the information provided is appropriate, describing how the build out is intended to be accessed and progressed. The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £10,000 (ten thousand pounds) to cover officer time required to administer and oversee the temporary arrangements Summary This application is for redevelopment of the existing hand car wash and garage site at 505 – 511 Archway Road to provide 16 new residential units. Whilst the plot is located on an island site, the proposals will remove all vehicle manoeuvres onto and off the site, provide an inset lading and disabled parking facility, and provide improved arrangements for pedestrians to access the site. Subject to the following, Transportation are supportive of the proposals. Conditions and S.106/S.278 Obligations. S106 Car-Capped Agreement	
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	The owner is required to enter into a Section 106 Agreement to ensure that the residential units are defined as “Car -capped ” and therefore no residents therein will be entitled to apply for a residents parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose. Reason: To be in accordance with the published London Plan Policy T6.1 Residential Parking, and to ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity Travel Plan Statement Within six (6) months of first occupation of the proposed new residential development a Travel Plan for the approved residential uses shall have been submitted to and approved by the Local Planning Authority detailing means of conveying information for new occupiers and techniques for advising residents of sustainable travel options. The Travel Plan Statement shall then be implemented in accordance with a timetable of implementation, monitoring and review to be agreed in writing by the Local Planning Authority, we will require the following measures to be included as part of the travel plan in order to maximise the use of public transport: a) The developer must appoint a travel plan co-ordinator, working in collaboration with the Estate Management Team, to monitor the travel plan initiatives annually for a minimum period of 5 years. Reason: To enable residential occupiers to consider sustainable transport options, as part of the measures to limit any net increase in travel movements. Construction Logistics and Management Plan The applicant/developer is required to submit a Construction Logistics and Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a	
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	sum of £10,000 (ten thousand pounds) to cover officer time required to administer and oversee the temporary arrangements and ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses. The plan shall include the following matters, but not limited to, and the development shall be undertaken in accordance with the details as approved: a) Routing of excavation and construction vehicles, including a response to existing or known projected major building works at other sites in the vicinity and local works on the highway. b) The estimated number and type of vehicles per day/week. c) Estimates for the number and type of parking suspensions that will be required. d) Details of measures to protect pedestrians and other highway users from construction activities on the highway. e) The undertaking of a highway dilapidation survey. f) The implementation of the Construction Logistics and Community Safety (CLOCS) standard. Reason: To provide the framework for understanding and managing construction vehicle activity into and out of a proposed development in combination with other sites in the Wood Green area and to encourage modal shift and reducing overall vehicle numbers. To give the Council an overview of the expected logistics activity during the construction programme. To protect the amenity of neighbouring properties and to maintain traffic safety. Section 278 Agreement The applicant shall be required to enter into agreement with the Highway Authority (TfL) under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to. • Pedestrian crossings and footway improvement works, • access works to the Highway and construction of an inset loading and parking bay • measures for street furniture relocation, • carriageway markings, • and access and visibility safety requirements.	
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	The applicant must undertake stage 1 and stage 2 safety audit processes and achieve sign off and approval with the Highway Authorities. The applicant will be required to provide details of any temporary highways arrangements including temporary TMO's required to construct the development, which will have to be costed and implemented independently of the main S.278 works. The applicant will be required to provide a detailed design for including, lighting improvements, details will also be required in relation to the proposed works including but not limited to: widening, including adoption and long-term maintenance, the drawing should include, existing conditions surveys construction details, signing and lining, the scheme should be design in line with the 'Healthy Streets' indicators perspective (full list of requirements to be agreed with the highway Authority). Reason: To implement the proposed highways works to facilitate future access to the development site. Conditions Disabled parking provision The applicant is to ensure that the two new blue badge parking spaces located on the public highway are to be allocated via Traffic Management Order to the occupiers of the fully accessible units in the development. Reason: to ensure compliance with the London Plan and exclusive use of the occupiers Cycle parking details The applicant will be required to submit plans showing accessible; sheltered, and secure cycle parking for 32 long-stay and 2 short -stay spaces located in an accessible location for approval. The quantity must be in line with the London Plan, and the design must be in line with the London Cycle Design Standard. No development (including demolition) shall take place on site until the details have been submitted and approved in writing by the Council.	
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	REASON: to be in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS). Delivery and servicing plan and Waste Management The applicant shall be required to submit a Delivery and Servicing Plan (DSP) for the local authority's approval. The DSP must be in place prior to occupation of the development. The service and deliver plan must also include a waste management plan which includes details of how refuse is to be collected from the site, the plan should be prepared in line with the requirements of the Council's waste management service which must ensure that all bins are within 10 metres carrying distances of a refuse truck on a waste collection day. • Consolidation of deliveries, • Last mile delivery using cargo bikes, • Details should be provided on how deliveries can take place without impacting on the public highway, the document should be produced in line with TfL guidance. • The final DSP must be submitted at least 6 months before the site is occupied and must be reviewed annually for a period of 3 years unless otherwise agreed by the highway's authority. Reason: To ensure that the development does not prejudice the free flow of traffic or public safety along the neighbouring highway and to comply with the TfL DSP guidance 2020.	
Conservation	the development site is located at the norther edge of the Highgate Conservation Area that is characterised by several designated and non-designated heritage assets, notably Nos. 82–86 North Hill (Grade II listed), and locally listed buildings such as Nos. 88–90 North Hill and Nos. 76, 76A, and 78 North Hill. To the rear of the site are Nos. 96–108 North Hill, a surviving terrace of early 19th-century cottages that contribute positively to the character of the conservation area. The development site has substantially changed over time due to demolitions related to the mid-20th century Archway Road Project to upgrade Archway Road to motorway and has lost its original houses	Noted. Addressed in Section 2 of the report

	that formed part of an originally coherent streetscape. The site is now characterised by an open yard and poor-quality street presence and is considered to detract from the character and appearance of the conservation area, thus providing an opportunity for sensitively designed and much needed new housing to raise the quality of the site and to positively complement the setting of the Conservation Area. . On these basis the proposed redevelopment has been carefully designed and informed by extensive pre-application discussion, to fill in the street frontage gap along Archway Road while respecting the character of the conservation area, and also while reinforcing the spatial relationship of the development site with its historic built context by repairing the architectural and townscape gaps generated by the currently light industrial and utilitarian site in the streetscape. The articulated plan form and height of the proposed development aims to address the varied scale and age of the built context surrounding the development site within and immediately outside the Conservation Area: this context- driven design has therefore led to design a four-storey building along Archway Road, with lower two- and three-storey elements stepping down along Baker's Lane. This design approach responds sensitively to the urban grain of North Hill and its associated heritage assets. By virtue of its context-led scale, design, and materiality the proposed scheme will respectfully blend in with its built historic context, thus retaining the character and legibility of the conservation area and its assets. The proposed development will cause no harm to the character and appearance of the Highgate Conservation Area and its heritage assets and will additionally raise the architectural and townscape quality of this site within the conservation area. Accordingly, the application is supported from the conservation stance.	
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Appendix 4 Quality Review Panel reports

1st Quality Review Panel 29/06/2022

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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.

Report of Formal Review Meeting
29 June 2022
HQR127_501-511 Archway Road

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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.



2nd Quality Review Panel (Chair's Review) 19/10/2022

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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: 505-511 Archway Road

Wednesday 19 October 2022

Room 5M1, Clockwise Wood Green, Greenside House, 50 Station Rd, N22 7DE

Panel

Peter Studdert (chair)

Tim Pitman

Attendees

Mark Chan	London Borough of Haringey
Matthew Gunning	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Deborah Denner	Frame Projects
Kirsty McMullan	Frame Projects
Joe Brennan	Frame Projects

Apologies / report copied to

Elizabetta Tonazzi	London Borough of Haringey
Suzanne Kimman	London Borough of Haringey

Confidentiality

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Report of Chair's Review Meeting
19 October 2022
HQR127_505-511 Archway Road

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1. Project name and site address

505-511 Archway Road, Land adjacent 505-511 Archway Road, N6 4HX

2. Presenting team

Martin Cowie	Haringey Council
Jack Goulde	Haringey Council
Geertje Kreuziger	Haringey Council
Ziba Adrangi	Newground Architects
Jordan Perlman	Newground Architects
Anne Roache	KM Heritage
Annika Davies	Markides Associates
Chris Evans	Cream Engineering Services
Glenn Miles	Encon Associates

3. Planning authority briefing

505-511 Archway Road 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 part of a Red Route gyratory system. There are low-lying car wash structures on the application site and a large petrol station on the neighbouring site. These and the wide traffic routes here are viewed as detractors to the entrance of Highgate conservation area. The site is within 800m of Highgate Tube station and has a PTAL rating of 3.

The London Plan 2021 policy on small sites is relevant to this site. It 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 at 460-470 Archway Road is also an important consideration, as the nature, height and scale of development may deviate from the existing pattern of development. This states that the site is potentially suitable for a major mixed-use development, including residential and employment use which could be taller than the surrounding three storey buildings. Views of the site from Highgate Woods will also be a key consideration.

The proposal is for the redevelopment of this Council owned site (measuring 914 sqm) to deliver approximately 16 new homes for Council rent. The proposed development would deliver 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.

Officers have asked for comments on proximity to neighbours, balcony design, materiality, accessibility, contextual response, landscaping and integration into the emerging context.



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4. Quality Review Panel's views

Summary

The panel finds much to admire in the proposals for 505-511 Archway Road which promise good quality new homes on a difficult site. It suggests some final refinements, which it is confident can be addressed in liaison with Haringey officers. The height and massing of the building responds well to its context. The panel would encourage further work to create a generous arrival sequence, and to ensure that the cycle store feels secure. It also feels that the balcony designs should be reconsidered to allow views out for residents, as well as mitigating overlooking of neighbours. The architectural expression is evolving well, but there remains scope to strengthen the building's detailing to create more interest in long and short views. A warm, textured choice of brick may help. Where different options have been explored for the corner of the building, the panel agrees that the angled design appears most in keeping with the architectural language. The panel has not commented specifically on sustainability, which appears to be broadly developing in the right direction.

These comments are expanded below.

Height and massing

- The panel supports the proposed height and massing, which seem appropriate for the site.
- 505-511 Archway Road responds well to its context by dropping down from four storeys to three on the corner of Archway Road and Baker's Lane.
- It is positive that lifts to the upper-level homes have been included. This may render the site particularly attractive for future densification because the lifts will already be in place.
- The panel suggests considering how the design could be futureproofed to ensure that it still works well if there are building height increases.

Ground floor plan layout

- The panel suggests some potential refinements to the ground floor plan.
- Access from the entrance lobby to the stair or lift requires residents to turn back on themselves. Making the wall between the circulation core and the lobby glazed, could make the route to upper levels more instinctive.
- The door of the cycle store on the eastern end of the building is straight onto the street on Baker's Lane. The panel thinks that this store may not be well-used if residents feel that direct access from the street poses a security risk.



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- There appears to be room in the ground floor plan to explore alternative configurations, such as rotating this cycle store 90 degrees to allow an entrance through a 'wet' lobby or through the shared garden.
- The cycle store on the western end appears likely to work well as it is protected by a side gate.
- The panel notes that the overhangs to the ground floor lobby and refuse store entrances create under-croft spaces that may collect rubbish or increase the likelihood of dumping. Although the panel recognises this under-croft is intended to create shelter from the elements, it suggests this is reconsidered.
- The panel encourages the project team to check that fire consultants are completely comfortable with the current arrangement of the open stair, lift and lobby in the core spaces.
- The project team should also consider how deliveries will work, ensuring that the spatial design and collection processes are not overly complicated.

Balcony design

- The project team have investigated screened and open options for the balcony design to test the issue of proximity to existing neighbours.
- Whilst the panel recognises that overlooking can have a significant impact on quality of life, it feels the screened balcony option would be detrimental to the wellbeing of new residents.
- It asks for further work on the balcony design to find a solution that balances the needs of both new and existing residents, for example a combination of railings and screens.
- Designing loggia-like balconies that are closer to a habitable space than projecting balconies could be an approach worth exploring. If these sat within the building line, they may be less of a cause for concern to neighbours.
- A detailed understanding of which existing neighbour's windows are to habitable rooms could allow for refinement of each individual balcony to maximise views whilst minimising overlooking issues.
- For example, the middle and western balconies to the rear of the building, which currently come the closest to neighbouring properties, will be the most problematic. The balconies to the east are unlikely to cause issues as they either have enough separation distance or look onto Baker's Lane.
- The panel encourages the project team to continue their dialogue with existing residents to arrive at a reasonable compromise.



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Architectural language

- The panel feels the architectural expression is evolving well, but there remains scope to strengthen the building's detailing to create more interest in long and short views.
- Options to explore could include refinement of the coping detail, taking inspiration from the richness of the existing surrounding housing stock.
- The panel also notes that the success of these views will depend in large part on the brick specification. It recommends a warm, soft textured brick.
- In terms of how the scheme responds to the corner of Archway Road and Baker's Lane, the panel agrees that the angled (as opposed to the curved) option is more in keeping with the language of the rest of the building.

Next steps

The Quality Review Panel supports the proposed development and is confident that the applicant team can address these final refinements in liaison with Haringey officers. 505-511 Archway Road does not need to return to review again.



3rd Quality Review Panel (Chair's Review) 20/09/2023

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London Borough of Haringey Quality Review Panel

Report of Chair's Review Meeting: 505-511 Archway Road

Wednesday 20 September 2023

Room 5M1, Clockwise Wood Green, Greenside House, 50 Station Road, N22 7DE

Panel

Peter Studdert (chair)

Alan Shingler

Attendees

Mark Chan	London Borough of Haringey
Matt Gunning	London Borough of Haringey
Biplav Pageni	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects
Aretha Ahunanya	Frame Projects (observing)

Apologies / report copied to

Suzanne Kimman	London Borough of Haringey
Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
John McRory	London Borough of Haringey
Tasnima Ahmed	Frame Projects (observing)

Confidentiality

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Report of Chair's Review Meeting
20 September 2023
HGRP127_505-511 Archway Road

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1. Project name and site address

Land adjacent 505-511 Archway Road, London, N6 4HX

2. Presenting team

David Doherty	London Borough of Haringey
Gill Kirby	London Borough of Haringey
Geertje Kreuziger	London Borough of Haringey
Kevin Tohill	London Borough of Haringey
Ziba Adrangi	Newground Architects
Jordan Perlman	Newground Architects

3. Planning authority briefing

505-511 Archway Road 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 part of a red route gyratory system. There are low-lying car wash structures on the application site and a large petrol station on the neighbouring site. These, and the wide traffic routes here, are viewed as detractors to the entrance of Highgate conservation area. The site is within 800m of Highgate Tube Station and has a PTAL rating of 3.

The London Plan 2021 policy on small sites is relevant to this site. It 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 at 460-470 Archway Road is also an important consideration, as the nature, height and scale of development may deviate from the existing pattern of development. This states that the site is potentially suitable for a major mixed-use scheme, including residential and employment use which could be taller than the surrounding three storey buildings. Views of the site from Highgate Woods will also be a key consideration.

The proposal is for the redevelopment of this council-owned site (measuring 914 sqm) to deliver approximately 16 new homes. As most of the new homes would be affordable (council rent or London Affordable Rent), officers consider the scheme to be acceptable in principle and to bring benefit to the borough. The proposed development would deliver a mix of accommodation, predominantly two-bed, four-person flats with some one-bed, two-person flats. There will be direct access at ground floor level for two one-bed, two-person wheelchair accessible homes and two standalone two-bed, four-person houses.

Officers have asked for comments on issues of impact on the conservation area, impact on neighbours, accessibility, landscaping, sustainability, response to microclimate, materiality and detailing.

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4. Quality Review Panel's views

Summary

The panel welcomes the proposals for 505-511 Archway Road, which will provide much-needed affordable housing on a challenging site. It thinks that the project team has responded positively to the panel's previous comments.

The height is appropriate for this context, and the potential impact on neighbouring properties has been resolved by pulling back the massing of the rear top floor. This is a difficult site, with significant air and noise pollution, but this proposal mitigates the microclimate concerns well. The panel recommends ensuring that the air source heat pumps can provide cooling, especially for bedrooms that face south or onto the main roads. Access to the cycle store directly from the street is acceptable provided the project team designs the doors to be discrete and secure. The inset balconies soften the relationship with neighbours as far as possible within the constraints of this site. The panel finds refinements to the façades successful. The proportions and removal of the projecting bays on the north elevation are improvements. The panel encourages materiality and detailing that will deliver on the ambition to achieve a high-quality building: these could be conditioned in the planning consent. The detailing of the western elevation should be further considered to ensure that it works in longer views, and when seen from vehicles on the A1. The window studies are successful. The panel suggests varying this detail to drop the sill height and allow more light and views into rooms that do not have kitchen units beneath windows.

These comments are expanded below.

Massing

- The massing of the rear elevation has been reduced by pulling back the top floor and angling the roof towards the south of the site. In the panel's view, this minimises the impact on neighbours and is an improvement in key views.

Microclimate and sustainability

- The panel understands that there have been concerns around the quality of life that can be achieved for residents on a traffic island. However, it notes that there are already houses here, and that this proposal will be better equipped to deal with the issues of noise and air pollution than the existing houses.
- It is also likely that pollution from the A1 (Archway Road) will decrease with the transition to electric vehicles and potential future traffic calming measures. The panel thinks that this scheme makes good use of a difficult site to provide much-needed affordable housing that can be successful.
- The panel does suggest that it would be prudent to ensure that the air source heat pumps are able to provide cooling as well as ventilation, heating and hot water. This will enable a comfortable temperature without having to open



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windows and let in noise and air pollution, especially for those bedrooms that face south or onto the Archway Road.

- In the panel's experience, this is important for affordable tenures (as in this scheme) where residents tend to occupy their homes for longer hours and therefore the buildings have greater overheating issues to mitigate.
- The project team could take inspiration from Beechwood Mews, by Peter Barber Architects. This scheme is less than four kilometres north of the site and is a strong precedent for social housing in a similarly harsh environment.

Ground floor plan layout

- The panel notes that the cycle store is still accessible directly from the street. While some resident cyclists may feel that this poses a security risk, the panel is convinced that the door can be designed to appear discreet and that the undercroft will provide psychological separation from the public realm.

Balcony design

- The panel welcomes the revised balcony design, which uses loggias within the building line to successfully softens the relationship with neighbours to the south. The panel thinks that the overlooking issues have now been mitigated as far as possible on this site.

Architectural detailing and materials

- Proportionally, the elevations are working well. The removal of the projecting bays on the northern elevation is also a positive amendment.
- The choice of red brick is appropriate to the site's context and the panel is not concerned about any impact on daylight into the building or its neighbours. It would not, therefore, encourage the use of a lighter, more reflective brick as one stakeholder has suggested.
- The panel recommends that high quality materials are a condition of any planning consent. Robust materials that weather well and are properly detailed will be important for this scheme to have longevity, particularly its parapets.
- The panel welcomes the project team's work to ensure that the western gable end of the building does not have windows that would preclude future development to the west of the site, but that there is still some interest in the elevation.
- However, the panel thinks that this is not yet powerful enough. The one-way system on Archway Road means that this elevation will be seen frequently at high speeds by drivers and those on public transport, but the façade detailing appears as horizontal slot windows in longer views.



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- The panel suggests thinking about how this building will be seen from all sides and working more contrast and relief into the façade design for these longer distance views. The project team could also try wrapping part of the front elevation around to embrace the 360-degree nature of this site.
- The elevation studies of the windows are attractive. These work well proportionally, and the sill details are convincing. The panel thinks that the textured area beneath windows should match the scheme's colour palette.
- The panel understands that these studies were explored looking at the sill height for kitchens. In other room types, such as living rooms that will not have kitchen units beneath windows, the project team could drop the sill line to allow more light and provide better views, rather than repeating the same detail in all conditions.

Next steps

The panel wishes the project team every success with their planning application. 505-511 Archway Road does not need to return to review again.



Appendix 5 PSC Briefing Minutes

PPA/2020/0002 - 505-511 ARCHWAY ROAD, LONDON, N6

The Committee considered the pre-application briefing for the 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. The applicant team and officers responded to questions from the Committee:

- Some members asked about accessibility; it was noted that the site was located on the gyratory, that there would only be one blue badge parking space, and that the nearby crossing points were not zebra crossings or traffic lights. The applicant team noted that an accessibility consultant had been involved in the scheme and it was considered to be fully accessible. It was added that a detailed report would be available in the application documentation.
- It was explained that an existing layby on the road would be a dedicated blue badge parking space. Transport for London (TfL) did not generally permit dedicated spaces in these situations but had acknowledged the importance in this case.
- Some members suggested that the bicycle lane on the gyratory should be protected and it was enquired whether the applicant or officers could further discuss this with TfL. The applicant team explained that this would be pursued but was unlikely to be successful. It was noted that the proposals for the site should not prevent future changes if they were agreed by TfL.
- Some members noted that the proposal would be for 16 new homes at council rent and it was enquired what this meant in planning terms and what sort of weight the Committee should give to this. The applicant team noted that the financial appraisals had been undertaken for social rent, also known as target rent, and that no other form of rent was being considered; the Head of Development Management explained that the Section 106 legal agreement would be drawn up on this basis. In terms of the weight in decision making, the Head of Development Management noted that this was a matter of discretion but that council rent was classified as a type of affordable rent and that it would be reasonable for the Committee to take affordability into account as part of its decision making. It was noted that there was no specific guidance that this should be given more or less weight. It was confirmed that council rent meant formula rent in this case.
- It was clarified that there would be no change to the adjacent red route and that the loading bay and parking bay would be monitored by TfL Closed Circuit Television (CCTV).
- The applicant team clarified that a landscape architect was designing a play area for under fives on the site. The amenity space was being designed to comply with the required standards and would be provided at ground floor level; full details would be included as part of the application.
- Some members drew attention to the other buildings that had been used as inspiration and queried whether the proposal should include some more detail, such as pitched or mansard roofing. It was suggested that it would be beneficial for the design of the proposal to be more distinct to reflect its context as a prominent entrance point to Haringey. The applicant team

explained that they had undertaken a lot of design and conservation work in designing the scheme. Further work would continue before the application was submitted and it was hoped that the Committee would find the design acceptable. It was highlighted that flat roofs were sometimes required in order to meet Passivhaus low energy design standards.

- Some members provided comments that the units would benefit from avoiding letterboxes on external walls, good design of the lobbies which allowed easier maintenance, and reversible windows that could be cleaned from the inside. It was also requested that the application set out whether the units would have open plan kitchens or separate kitchens and how many units would be single aspect.
- The applicant team commented that they would be securing a minimum of 'Good' for designing out crime and would be aiming for 'Outstanding'.
- In relation to the impact of noise and pollution for residents of the site, the applicant team noted that detailed scientific research had been undertaken and that the results would be included with the application. It was explained that there would be mechanical ventilation on site and the levels of pollution were predicted to be similar to other, urban schemes. It was added that the principal rooms for the units would face inwards, to the garden area, rather than to the road.