



## SECTION A - INTRODUCTION AND SITE ANALYSIS

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# SECTION A

## INTRODUCTION AND SITE ANALYSIS

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1.1 View of proposed scheme looking north west on Bounds Green Road

In May 2018, Haringey Council committed to delivering a new generation of council home building and the first step towards this, a thousand new council homes at council rents by 2022 – the first in Haringey for more than forty years. This Housing Delivery Programme is about transforming the lives of thousands of Haringey people. It will provide affordable, high quality, and secure homes of the right size to homeless households and to those on the Housing Register in the most urgent need. For this programme to be financially viable, the Council will have to provide cross-subsidy by also building and selling some homes at market value.

In November 2020, the GLA approved grant of £58.2m to 2022 for the revised Haringey delivery programme through the Building Council Homes for Londoners programme.

The Council has identified a number of sites across the Borough to deliver new homes including the site at Partridge Way.

Pinchin Architects have been commissioned by Haringey Council, to look at proposals for a residential development at Partridge Way. This Design and Access Statement details the proposal that Haringey Council are considering for the site, consisting of a nine-storey residential tower comprising of twenty-three one and two bed home. The proposed accommodation provides associated balconies for each of the flats, along with refuse/recycling, and cycle storage.

This Design and Access Statement describes the site and local context, sets out the design rationale for the proposals, and analyses the impact of the scheme on the area.

The following supporting documents should be considered in conjunction with the proposal:

- Acoustic Report
- Air Quality Report
- Arboricultural Survey
- Construction Logistic Plan
- Ecology Report
- Energy Statement
- Fire Statement
- Fire Safety Strategy Report
- Flood Risk and SUDs Assessment
- Landscape Strategy
- Landscape Proposal
- Overheating Assessment
- Planning Statement
- Preliminary Risk Assessment Desk Study
- Preliminary Risk Assessment Desk Study Appendices
- Statement of Community Involvement

- Sunlight and Daylight Assessment (Within)
- Sunlight and Daylight (Neighbouring)
- Sustainability Report
- Transport Statement
- UXO- Unexploded Bomb Report
- Wind Micro Climate Assessment

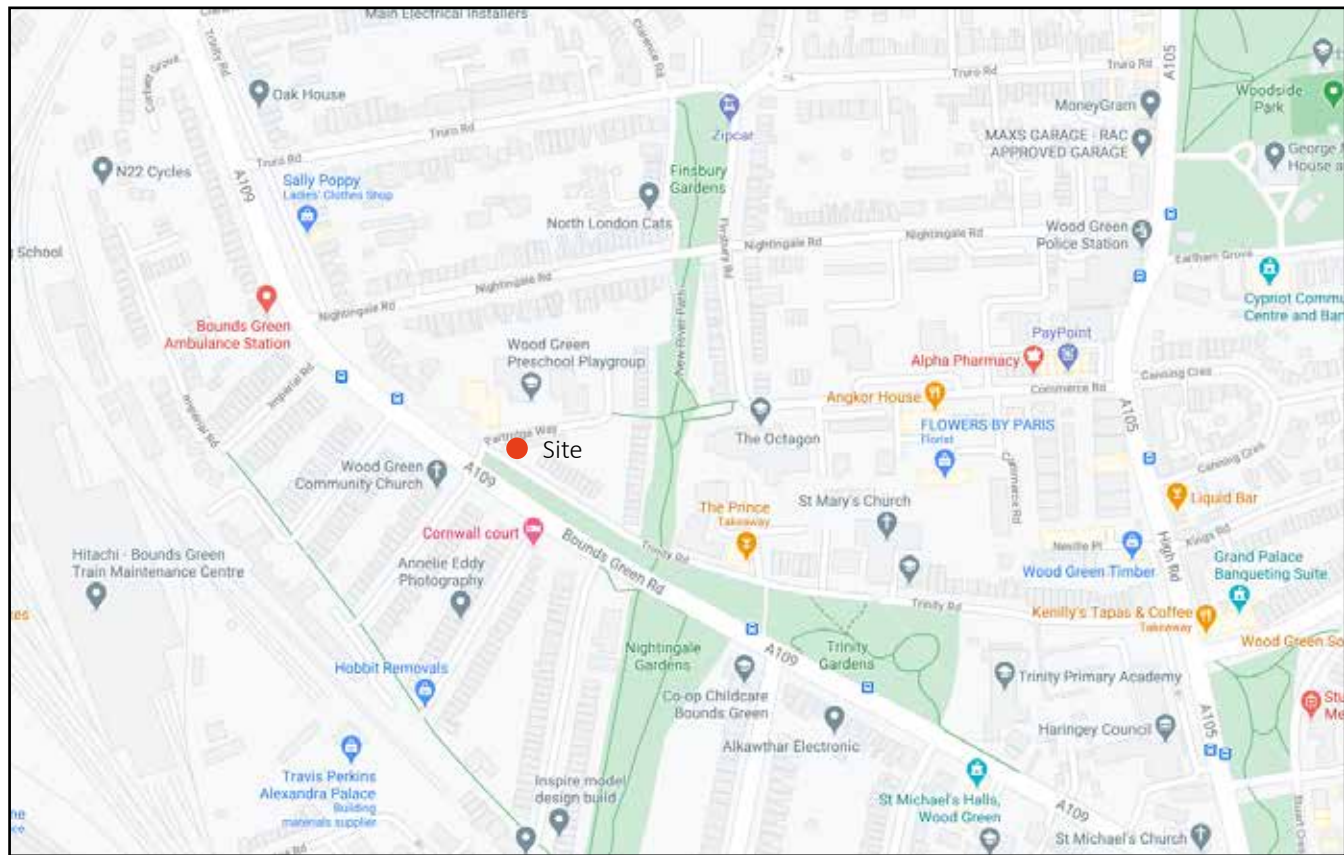
The total site area is: 0.1274ha

The address of the site is:

### **Land at the junction of Partridge Way and Trinity Road, Haringey**

This submission seeks full planning permission for:

***Redevelopment of the site comprising the demolition of existing garages and the erection of a nine-storey building to accommodate 23 residential units for council rent (Class C3), cycle and refuse/recycling storage facilities, car-parking and associated landscaping and public realm improvements including a children's play space. Relocation of existing refuse/recycling facility.***



3.1 Map showing location of the site



3.2 Aerial photograph with the site boundary

The application site sits to the north east of Bounds Green Road, equidistant between Bounds Green and Wood Green tube stations. The site is located at the junction between Trinity Road and Partridge Way which creates an angular area of land currently occupied by a row of garages. There is also an underused public space that sits at the junction of Trinity Road and Partridge Way which is mainly used as a pedestrian access route.

The site for the proposed building is triangular in shape, however the wider site boundary covers areas proposed for landscaping improvements.

The surrounding area is characterised by post-war housing developments, most notably the 15 storey tower blocks of Finsbury House and Newbury House to the north of the site. Adjacent to the east is a long two-storey row of brick housing with timber panelling to the front and rear elevations. To the south of Bounds Green Road, streets of terrace housing run perpendicular to the main road. They are predominantly late Victorian with red brick façades and white stucco detailing.

The site and wider estate are accessed via Bounds Green Road. This point of access is used by both pedestrians and vehicles and is the only vehicular access into the estate. The estate has a number of pedestrian access points, namely footpaths along Trinity Road and New River Path.

The site is currently occupied by 18 underused garages which are proposed to be demolished. There is an existing communal amenity area with grass and planting to the east of the site. There is an existing refuse/recycling facility on the corner of Trinity Road and Partridge Way that is proposed to be moved.

The grass verges along Bounds Green Road contain a mixture of mature and semi-mature trees that add to both the character and environment of the area.



5.1 View of the bin storage area and the level change from Trinity Road to the rear of the site.



5.3 View of the west facing side of the site at the junction of Trinity Road and Partridge Way.



5.2 View of the bricked up garage doors along Trinity Road.



5.4 View of the garage fronts along Partridge Way.



5.5 View of the level change between Trinity Road and Partridge Way.



5.7 View of existing landscaped area to the east of the site.



5.6 View of the entrance to Finsbury House



5.8 View of the green central verge between Bounds Green Road and Trinity Road



6.1 View of residential properties with red brick and stucco detailing on Braemar Avenue



6.3 The Prince pub at the junction between Trinity Way and Finsbury Road



6.2 View of yellow brick residential properties on Trinity Way



6.4 Rear view of St Barnabas church located on Finsbury Road in yellow brick with grey tiled spire



6.5 Front view of St Barnabas church on Finsbury Road in yellow brick and painted white brick



6.7 Obelisk memorial, light coloured stonework opposite The Prince pub



6.6 Braemar Avenue Church with white and grey flint detailing

There is a mixture of building typologies within the area, all featuring a range of different materials. Predominantly, buildings are constructed using traditional methods, and materials. Local buildings and monuments of importance such as the churches and the obelisk feature lighter coloured materials, indicating their significance within the landscape.

Residential accommodation tends to be finished in a red or yellow brick, with brick and stucco detailing to enhance the elevations.

Taller elements such as spires, churches and the obelisk are finished in slate, stone and flint, which generally have a light grey appearance.

Within the immediate local area there are six high-rise and two mid-rise residential buildings. Buildings that have an important civic or community role such as churches, town halls etc. often have taller elements (towers, spires, domes) marking their position in the foreground townscape as landmarks set around background buildings. The scale and precedent of taller buildings is not uncommon within the immediate townscape.

There are two Conservation Areas located in the wider area surrounding the application site. The Bowes Park Conservation Area covers an area to the north and north-east of the application site, and Trinity Gardens Conservation Area which is situated to the east and south-east of the application site.



7.1 Finsbury House and Newbury House



7.2 John Keats House and Thomas Hardy House



7.3 Basil Spenser House and Joyce Butler House



7.4 Elizabeth Blackwell House and George Lansbury House



7.5 Aerial wider site perspective

Proposed site

A number of taller buildings exist in the surrounding area. Finsbury House and Newbury House are both 15 storey post-war Council tower blocks sitting opposite the site.

John Keats House, Thomas Hardy House, Elizabeth Blackwell House and George Lansbury House are also within close proximity and are post-war residential tower blocks. They are all 15 storeys and have a similar aesthetic.

Basil Spenser House and Joyce Butler House are residential blocks and are 7 storeys.

There are also several taller buildings within Wood Green centre. River Park House is an 11 storey office building within 0.5 miles of Partridge Way.

All of the above high-rise buildings are within approximately a one mile radius of the site.

Due to the existing neighbouring development along Partridge Way and its position at the junction of Trinity Road and Bounds Green Road, there are constraints that will affect the design of the proposal. With careful and sensitive design, the constraints can be used as a tool to shape a site-specific response creating a unique building, designed specifically for the site.

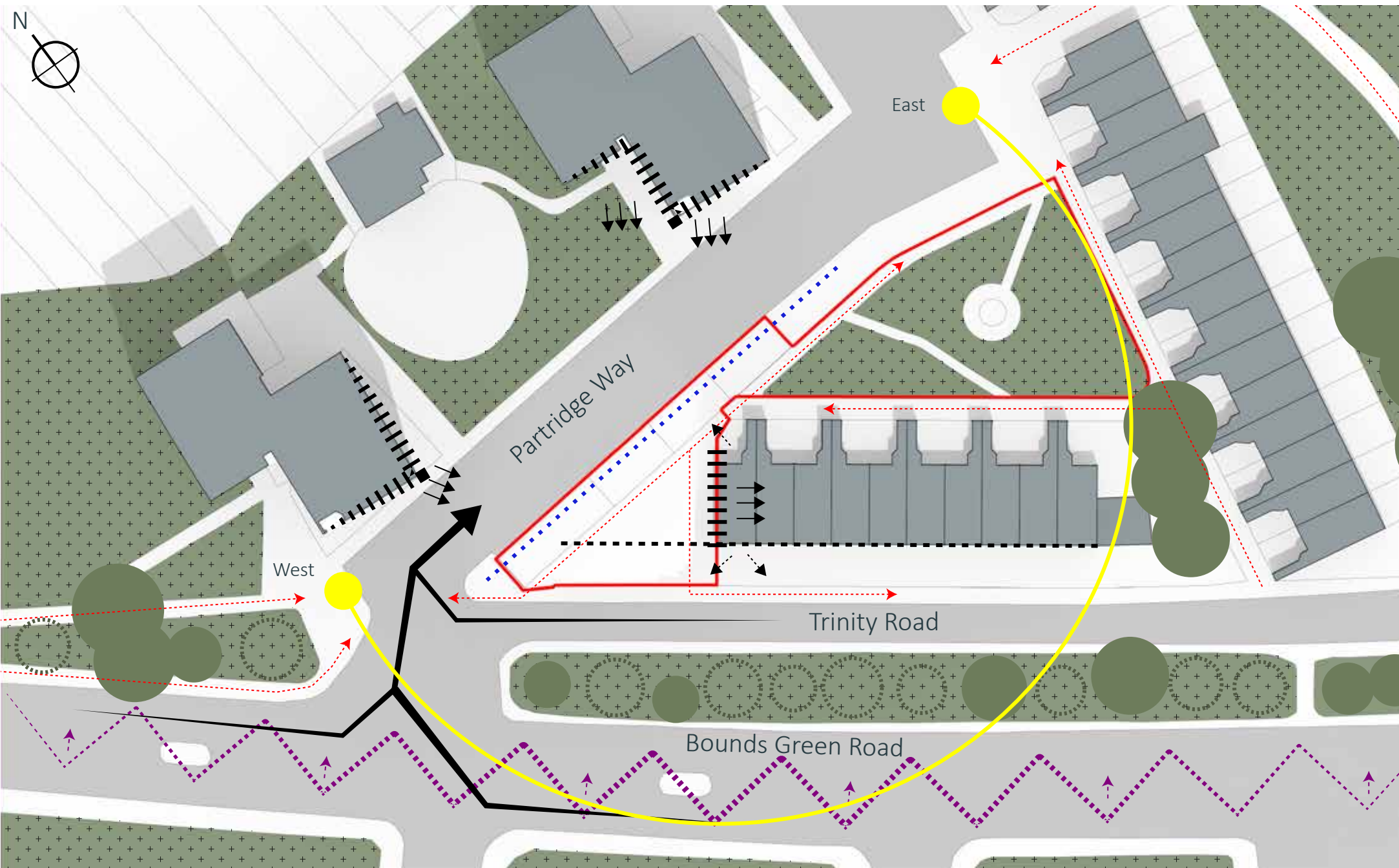
Along with the constraints of a site, there are opportunities that can be realised through site analysis that can be utilised to create high quality proposals. The following adjacent plan sets out the constraints and opportunities for the site and wider area.

Constraints

- Potential overlooking issues from tower blocks
- Size and height of adjoining tower blocks
- Irregular and difficult shape of site
- Proximity of adjoining properties - low rise housing
- Windows and outlook from adjoining properties

Opportunities

- Underutilised brownfield site
- Residential area
- Accessibility and well-connected location
- Enhancing the wider landscaping
- Prominent corner location on the main road



8.1 Site constraints plan

Key

→ Overlooking

● Sunpath

|||| Bulk and mass impacts

~ Noise pollution

→ Vehicle Access to site

→ Pedestrian routes through site

Green areas

Existing trees

Drainage

○ Opportunity for planted screen

Views out of existing which may be affected

Existing building line

## 9.0 PLANNING POLICIES

The proposals have been prepared having considered a range of national, strategic and local planning policy and guidance including:

- The National Planning Policy Framework (2019)
- London Plan (2021)
- Mayor of London Housing SPG (2016)
- Mayor of London Affordable Housing and Viability SPG (2017)
- Mayor of London Accessible London SPG (2004)
- Mayor of London Play and Informal Recreation SPG (2012)
- Mayor of London Sustainable Design and Construction SPG (2011)
- London Borough of Haringey Local Plan and policy guidance:
  - Strategic Policies (adopted 2013, alterations July 2017)
  - Development Management DPD (adopted July 2017)
  - Planning Obligations SPD – (March 2018)
  - Sustainable, Design and Construction SPG

The proposed development makes effective and sustainable use of a brownfield site in a highly accessible location and would deliver high-quality and affordable socially rented homes. The development will also significantly improve the quality of the local environment and respect neighbouring residential amenity.

The proposals are considered to comply with all relevant planning policies and guidance.

## 10.0 ECOLOGY STATEMENT

### PARTRIDGE WAY

An ecology survey was carried out by Indigo Surveys to determine the presence of any important habitats or species which might be impacted by the proposed development. Below is a summary of their findings.

*The site was concluded to be of negligible value to wildlife, as it consisted largely of hardstanding and building, with only a small section of grass in a raised bed. Soft landscaping in the wider area included blocks of mown amenity grass, scattered broadleaved trees, and circular arrangement of trimmed introduced shrubs.*

*No birds were observed on site, nor any old or in-use birds' nests, although common species were observed in the wider area.*

*The garages were not suitable for bat use, and were not identified as a bat roost or hibernation site. None of the trees in the surrounding area contained features such as decay cavities, woodpecker holes, fissures and exfoliating bark, that would be considered suitable for bat roosting and/or hibernation.*

*The site itself was of no value to foraging bats, as it was very small with little vegetation.*

*No evidence of Badgers was found, and the site was unsuitable for Otters and Water Voles.*

*There was no standing water on the site for breeding amphibians, and with very limited foraging opportunities and no suitable refugia or hibernacula, the land was considered unsuitable for them.*

*The site was also considered to be unsuitable for reptiles for the same reason, and they are considered to be absent.*

*It was concluded that there was low potential for significant invertebrate assemblages, in particular those species listed as a priority in the UK Biodiversity Action Plan and/or Local Biodiversity Action Plan.*

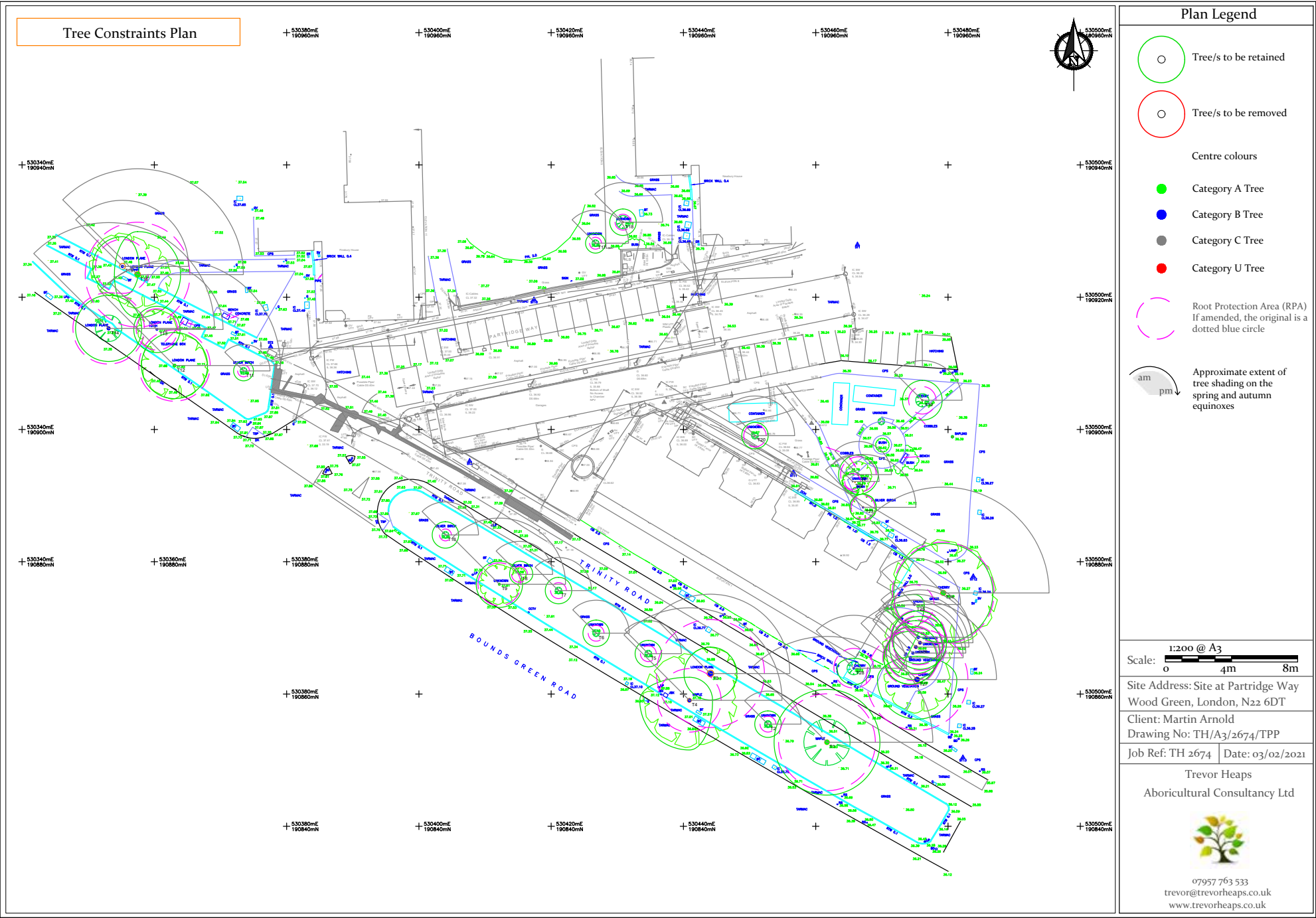
A tree survey assessment was undertaken by Trevor Heaps Arboricultural Consultancy Ltd. Below is a summary of their report:

*Some basic tree protection measures and working methodology (in accordance with BS 5837:2012) will ensure the retained trees are not detrimentally affected during construction.*

*The relationship between the proposal and retained trees is sustainable and will not result in any unreasonable pressure to carry out inappropriate tree works.*

*If the proposal is implemented in accordance with the recommendations laid out in the report, neither the trees or wider landscape will be adversely affected.*

*This is an arboriculturally defensible scheme and there are no (arboricultural) reasons why planning consent should not be granted.*



11.1 Tree constraints plan

## 12.0 TRANSPORT

A Transport Statement was carried out by Paul Mew Associate Traffic Consultants. Below is a summary of their findings:

*The proposals comprise the construction of a residential block of 23 dwellings on a site that currently provides 18 'lock-up' garages. On-site car parking is proposed to be limited to 2 disabled parking spaces, plus on-site cycle parking in excess of London Plan standards.*

*The site is located with easy access to a range of local amenities, has a PTAL of 5 and good pedestrian and cycle links.*

*The site and roads adjoining the site are within the Wood Green (WG) outer controlled parking zone where regulations apply Monday to Saturday 8am to 6.30pm.*

*Trip generation assessment has shown that the proposed development would have a negligible impact on local roads and public transport services.*

*Surveys have revealed that the average overnight parking stress of Controlled Parking Zone WG where permit holding residents can park within the survey area was found to be 69% or 77% when splitting kerb space into increments of 5 metres or 6 metres respectively. Of the 156 total Zone WG Permit Holder kerb side parking opportunities within the study area (5 metre increments), an average of 108 cars have been observed to be parked leaving 48 available spaces.*

*Based on the worst case assessment that 18 cars will be displaced from the current site as a result of the proposals, overnight parking stress on Zone WG Permit holder spaces would increase from the current level of 69% to 81% for the 5m bay length assessment, and from 77% to 90% for the 6m sensitivity test bay length assessment. In reality some of the current 'lock-up' garages may be vacant or used for storage.*

*The London Plan sets out that residential developments in PTAL 5 areas should be car free. It is proposed that the proposed development will be car-free in that no on-site parking is provided (other than 2 disabled bays), and permit-free in that residents would not be permitted to apply for on-street parking permits. Under this car-free / permit-free scenario, the development would not increase overnight parking stress on Zone WG Permit holder spaces above the level described above for the worst-case displacement of 18 cars from the current site.*

*The refuse servicing arrangements and cycle parking arrangements for the proposed development are in accordance with local policy requirements and are considered to be satisfactory.*

*On-site cycle parking will be provided in line with London Plan standards and residents will be encouraged to take up 'free' car club membership.*

*In summary, the proposal is considered to be acceptable in all highways aspects if the scheme is to be assessed on the basis of 5m bay lengths. The scheme will also be car-free / permit-free.*

## 13.0 FLOOD RISK ASSESSMENT AND SUDS

### PARTRIDGE WAY

A Flood Risk Assessment was carried out by Ellis and Moore Consulting Engineers. The FRA includes an assessment of the residual flood risk from the sources listed below that are associated with the construction of a new residential development by the London Borough of Haringey at Partridge Way, Haringey, N22 6DT.

- Rivers
- Sea
- Land (Surface Run-off)
- Groundwater
- Sewers
- Artificial Sources

The flood risk assessment has been prepared in accordance with the NPPF and Local Planning Policy. Any recommendations regarding floor levels are based on the relevant British Standards (BS8533), the standing advice provided by the Environment Agency or based on common practice

The proposed development lies in Flood Zone 1 with less than 0.1% annual probability of river or sea flooding. The proposed development is located on existing brownfield site and does not lie in an area susceptible to inundation from a breach in river flood defences. No Critical Drainage Areas in the SFRA are located within the development site.

The proposed site of redevelopment is underlain by a London Clay bedrock, a sedimentary formation made up of impermeable clays and silts. British Geological Society (BGS) boreholes located around 500m to the north-west of the site identifies that.

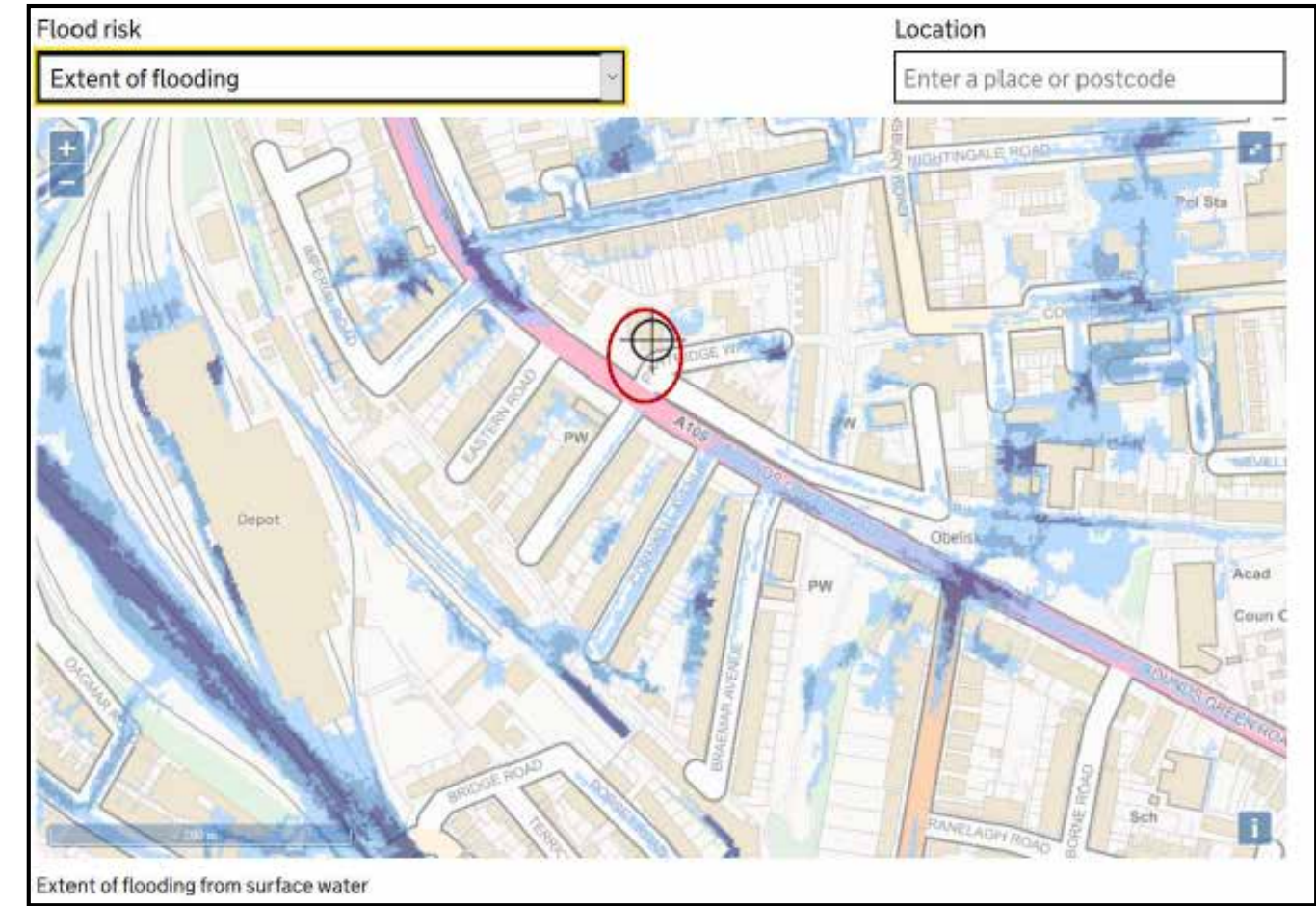
Due to the relatively underlying geology, the site may have a limited potential for infiltration, although this is difficult to quantify without the completion of on-site investigation.

**Rivers (Fluvial) Flooding**

A search of the Environment Agency’s website has established that the site does not fall within the floodplain associated with any designated main river, watercourse or coastal estuary, thus having a probability of flooding less than 1: 1,000. This is confirmed as being entirely within Flood Zone 1.

**Land (Surface water flooding)**

The EA surface water flood risk maps indicates that there is no risk from surface water flooding. The proposal is to use permeable paving for the parking area and also to use threshold drainage installed on entrances to the building.

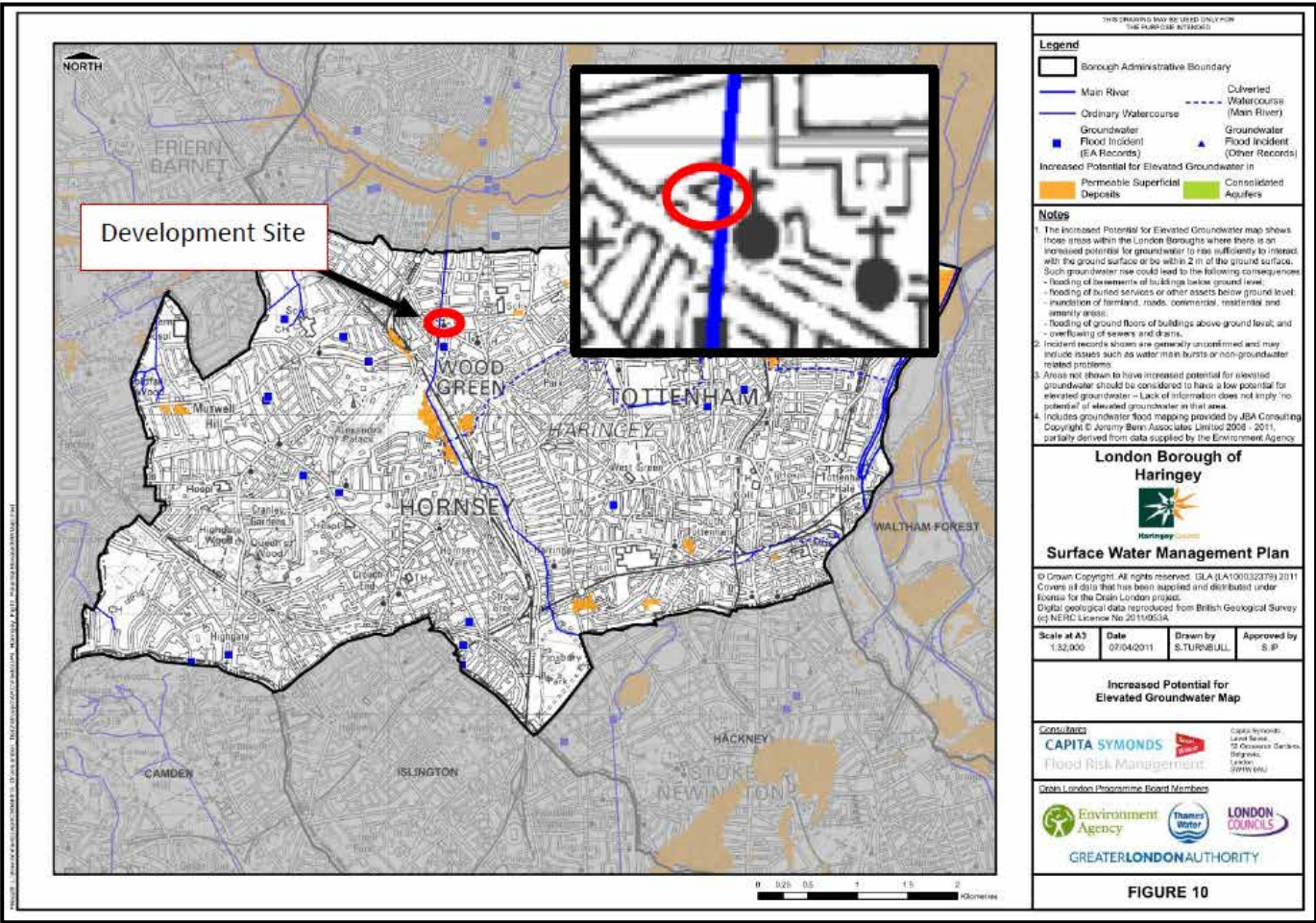


13.1 Flood Zone Mapping

13.2 Surface water flooding

Ground Water

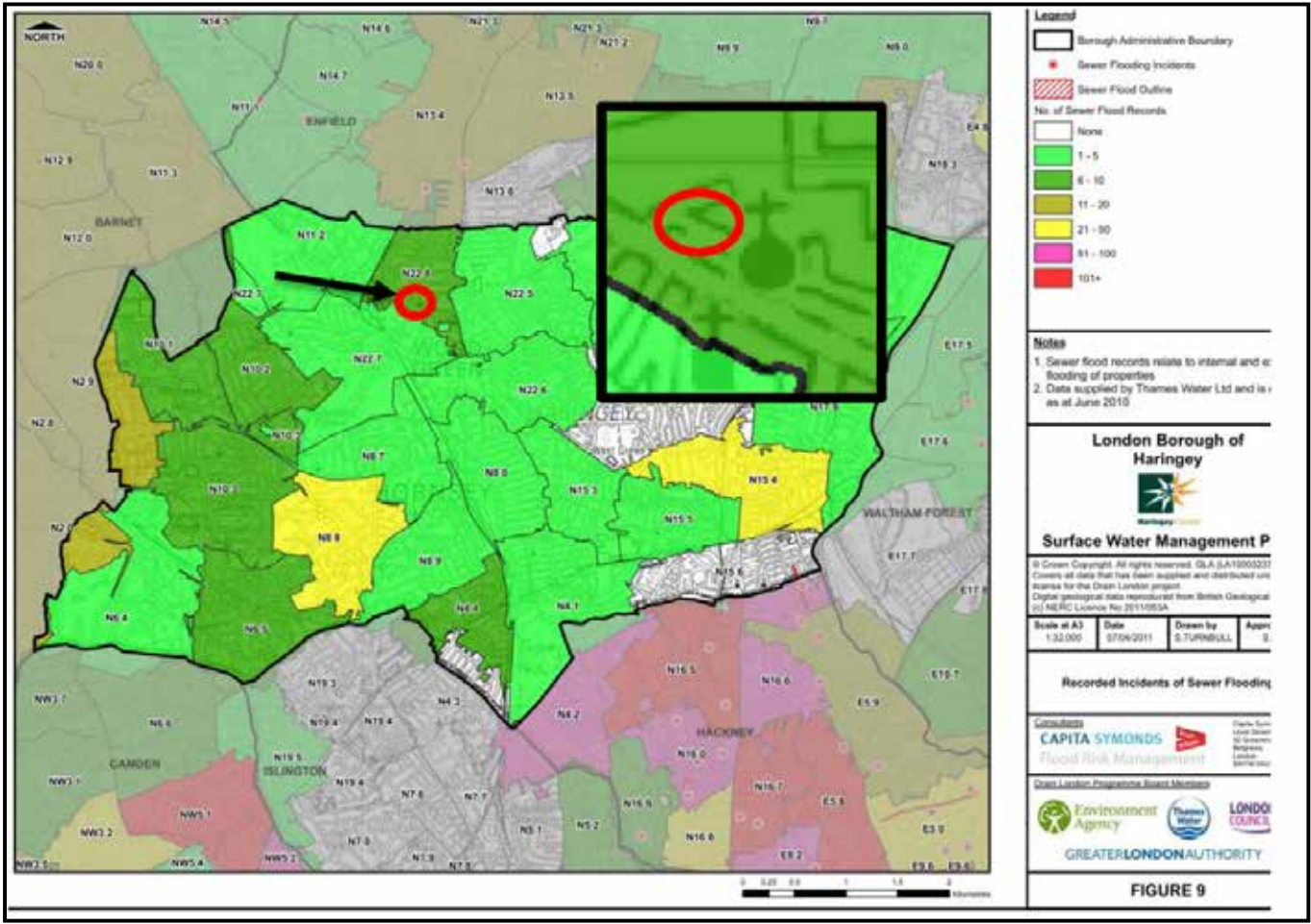
The London Borough of Haringey SFRA shows that there are no historical incidents of flooding near the site.



13.3 Groundwater and sewer flooding record

Sewers

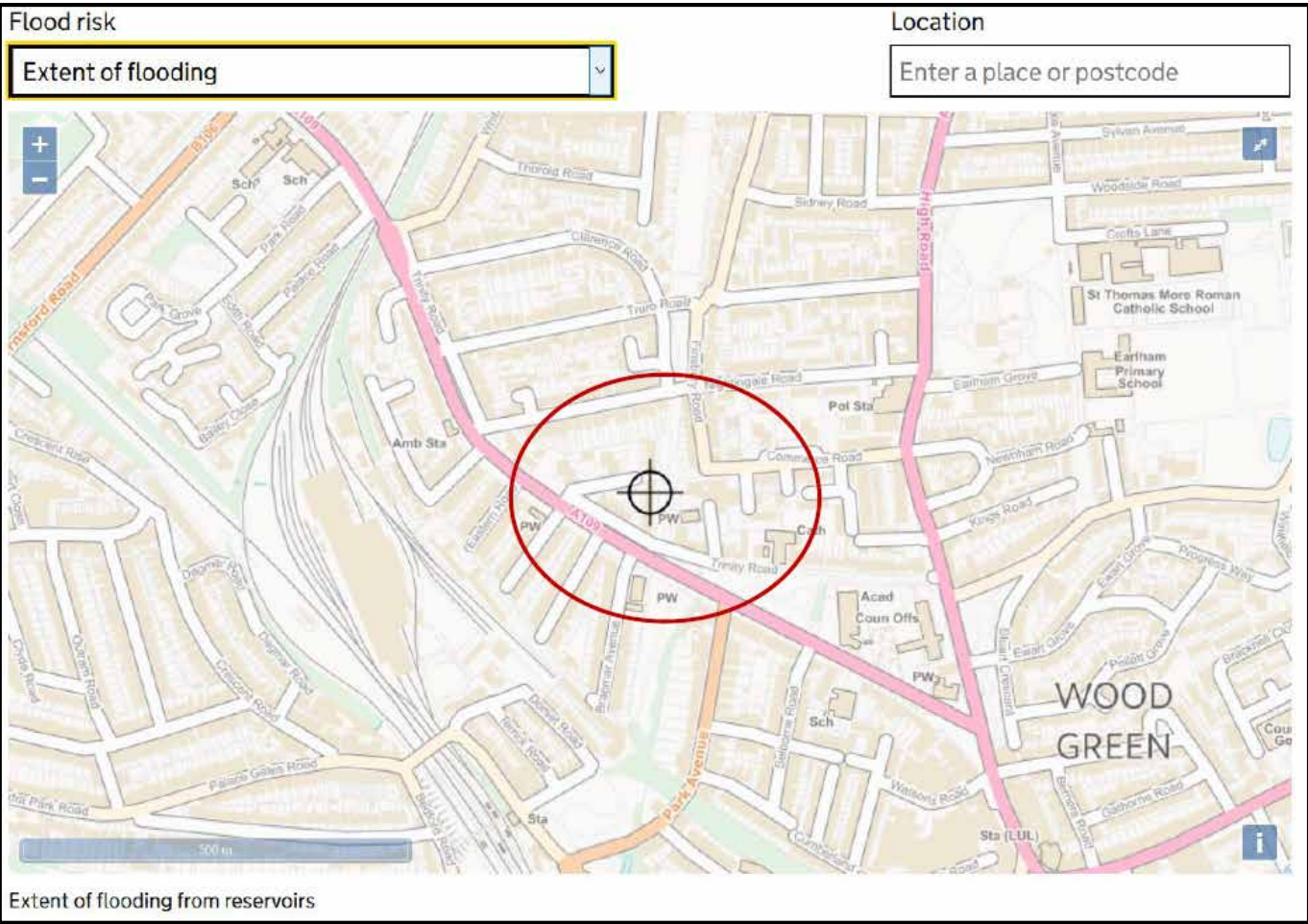
The London Borough of Haringey SFRA includes mapping history of sewer flooding incidents. It indicates that 6-10 sewer flooding incidents were recorded in the catchment area close to the site during this time which is considered low.



13.4 Sewer flooding incidents

Artificial Sources

Environment Agency maps indicate that the site is not at risk of flooding from reservoir failure.



13.5 Groundwater and sewer flooding record

Proposed SuDS

The approach taken for the drainage of all new surfaces is to create a management train from run-off source to site outfall, incorporating attenuation and treatment wherever possible.

Permeable surfacing is proposed to be used over 40 m2 area. All permeable paving will be underlain by 600mm depth of open graded Type 3 sub-base (4/40 nom. size), lined by an impermeable liner, which will drain by gravity via sub-base drains.

The Type C permeable paving construction is lined to prevent percolation of water to ground, in accordance with CIRIA SuDS manual C753. The system is wrapped in an impermeable, flexible membrane placed above the subgrade and once the water has filtered through the sub-base, it is conveyed to the attenuation storage.

The greenfield runoff rate from the site would be extremely low and produce a very small diameter flow control. It is therefore proposed to apply 50% minimum reduction of post development rates . It is proposed to use a Hydro-brake flow control (2.5 l/s) in the surface water manhole upstream the existing demarcation manhole. The surface water then discharges to the surface water public sewer.

Summary

A summary of the Flood Risk Assessment as detailed in the report by Ellis and Moore is shown below.

- It has been demonstrated by this Flood Risk Assessment that the flood risk to the proposed development, from all sources, has been managed by design to a low level.
- It has been demonstrated that the effect of the proposed development on off-site flood risk is low.
- It has been demonstrated that there is decrease of surface water run-off rates and run-off volume as a result of the development.
- The development is located in Flood Zone 1.
- Threshold drainage will be provided for all entrances.
- The property is not within an Environment Agency Flood Warning Zone.
- The proposed development will reduce the risk of surface water flooding to a low risk level.
- Exceedance flows do not increase flood risk within the site, or off-site.
- Risk of flooding from sewers has been demonstrated to be low.
- Risk of flooding from groundwater has been demonstrated to be low.
- The risk of flooding from canals is considered to be low.
- Risk of flooding from reservoirs is considered to be low.
- Climate change has been accounted for in all flood modelling.

Jomas Associates were commissioned to undertake a desk study and preliminary risk assessment at Partridge Way, Wood Green, N22 8DT. The principal objectives of the study were as follows:

- To determine the nature and where possible the extent of contaminants potentially present at the site
- To establish the presence of significant contaminant linkages, in accordance with the procedures set out within the Environment Agency (EA) report R&D CLR11 and relevant guidance within the National Planning Policy Framework (NPPF);
- To assess whether the site is safe and suitable for the purpose for which it is intended, or can be made so by remedial action.

Below is a summary of their findings:

| Desk Study               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
|--------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Current Site Use</b>  | 18No single-storey domestic lock-up garages of concrete construction.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| <b>Proposed Site Use</b> | Residential development consisting of 15no. residential units in a 7-storey block which may increase to 17 units in an 8-storey block. No private gardens or extensive areas of soft landscaping are anticipated.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| <b>Site History</b>      | <p>A review of earliest available (1864) historical maps indicates the majority of the site forms part of a roadway identified as Commerce Road at that time. The southern corner of the site was undeveloped and formed part of an agricultural field. By the map dated 1896, the southern corner of the site had been developed and formed a verge way for the adjacent Bounds Green Lane. By 1935 a building identified as a Club encroaches in to the southern corner of site from the southeast. By 1952 this building is no longer identified as a Club. By the map dated 1971, the site had been redeveloped and is shown to be occupied by a row of domestic lock-up garages along the northern site boundary. The site appears to have remained in this configuration until present.</p> <p>The surrounding area has been predominantly residential use with occasional industrial features. The industrial features identified are considered to be sufficient distance that the potential impact to site is negligible.</p> |
| <b>Site Setting</b>      | <p>The British Geological Survey indicates that the site is directly underlain by solid deposits of the London Clay Formation. No artificial deposits are reported within the site. The solid deposits directly underlying the site are identified as Unproductive.</p> <p>A review of the Enviro+Geosight Report indicates that the site is located within an EA Source Protection Zone 1 (SPZ1).</p> <p>20No groundwater abstractions are reported within 2km of the site, 18No of which are for potable use. The closest is identified as an active potable water abstraction 478m</p>                                                                                                                                                                                                                                                                                                                                                                                                                                              |

|                                     |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
|-------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                                     | <p>south of the site.</p> <p>1No detailed river entry and surface water feature is reported within 250m of the site, identified as an inland river 68m east of the site.</p> <p>There are no Environment Agency Zone 2 or 3 floodplains reported within 50m of the site.</p>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                          |
| <b>Potential Sources</b>            | <ul style="list-style-type: none"> <li>• Potential for contaminated ground associated with previous site use (roadway / verge, lock-up garages) – on site (S1)</li> <li>• Potential for Made Ground associated with previous development operations – on site (S2)</li> <li>• Potential asbestos containing materials within existing buildings – on site (S3)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |
| <b>Potential Receptors</b>          | <ul style="list-style-type: none"> <li>• Construction workers (R1)</li> <li>• Maintenance workers (R2)</li> <li>• Neighbouring site users (R3)</li> <li>• Future site users (R4)</li> <li>• Building foundations and on site buried services (water mains, electricity and sewer) (R5)</li> </ul>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                     |
| <b>Preliminary Risk Assessment</b>  | <p>The risk estimation matrix indicates a moderate to low risk.</p> <p>Due to the potential presence of asbestos containing materials, an asbestos survey should be undertaken, with any asbestos containing materials found, removed under suitably controlled conditions.</p> <p>There should be no risk to end users from asbestos if the potential asbestos containing materials are removed by suitably qualified and experienced specialists under controlled conditions.</p> <p>It is recommended that an intrusive investigation is undertaken to clarify potential risks to the identified receptors, and assess the extent of made ground soils present at the site. A preliminary investigation may comprise a series of window sampler holes or trial pits.</p>                                                                                                                                                                                                                                                                           |
| <b>Potential Geological Hazards</b> | <p>Existing hardstanding and foundations will need to be removed and grubbed out ahead of the development. This may require the use of hydraulic breaking.</p> <p>The clearance of the site, including removal of foundations and services is likely to increase the depth of Made Ground on the site.</p> <p>Foundations should not be formed within Made Ground or organic rich material (e.g. Topsoil) due to the unacceptable risk of total and differential settlement.</p> <p>Foundations must be designed so as not to load nor undermine adjacent boundary walls and buildings.</p> <p>The presence of Made Ground derived from demolition material may be a source of elevated sulphate, associated with plaster from the previous structures. If such levels are noted then sulphate resistant concrete may be required.</p> <p>The BGS notes disseminated pyrite within the London Clay Formation and as such may be a source of elevated sulphate results. If such levels are noted then sulphate resistant concrete may be required.</p> |

|                          |                                                                                                                                                                                                                                       |
|--------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|                          | The resultant thickness of Made Ground and the potential for clays beneath the proposed footprint may mean that a suspended floor slab would be required.<br>A geotechnical investigation is recommended to inform foundation design. |
| UXO                      | Publicly available information has been assessed regarding the risk of Unexploded Ordnance affecting the site. The data indicates there is a moderate risk.                                                                           |
| Recommended Further Work | An intrusive investigation is recommended to confirm the preliminary geo-environmental risks identified and to provide geotechnical information for use in design.<br>A UXO Risk Assessment is recommended.                           |

EOD Contracts Ltd, have been commissioned by JOMAS to undertake a desktop study for potential historic Unexploded Ordnance (UXO) contamination for the future works at Partridge Way, Wood Green, Haringey, London (The Site).

The scope of the EO Risk Assessment/Desk Study is to assess the likelihood of buried EO/UXO within the environs of The Site, in view of further development. A further aim was to evaluate the implication from UXO contamination during any future intrusive land use.

The main sources of UXO contamination that have been researched for the site are:

- Air delivered ordnance bombs and sub-munitions/incendiaries
- Anti Aircraft Ammunition (AA)
- Explosive or Munition Factories
- Military Usage

Based on the information researched by EOD Contracts Ltd for the proposed scope of works being carried out within the given site area, the following conclusions have been reached:

Historical UXO Contamination

The indicators for UXO contamination are:

|                             |                                                                                                                         |
|-----------------------------|-------------------------------------------------------------------------------------------------------------------------|
| Bomb Strikes                | The nearest recorded bomb strike is over 140m from the site and therefore outside the expected offset (j curve) of 5.3m |
| Bomb Damage                 | No bomb damage was recorded                                                                                             |
| Reconstruction              | Minor reconstruction was noted, the construction of domestic garages                                                    |
| Military Usage              | No military usage was noted                                                                                             |
| Explosive/ Munition Factory | The site was not used in the production of explosives or munitions                                                      |

Risk Level

The overall risk has been determined to apply to all ground works within the site footprint.

|            |                                                                                              |
|------------|----------------------------------------------------------------------------------------------|
| Risk Level | Therefore, so far as reasonably practicable the risk level on site is deemed as <b>LOW</b> . |
| Risk Depth | The expected bomb depth is not applicable.                                                   |

RECOMMENDATIONS

It is recommended that no further risk mitigation strategy is required.

## 16.0 AIR QUALITY ASSESSMENT

MLM Consulting Engineers Ltd (MLM) was commissioned to undertake an Air Quality Assessment ('AQA') to support the planning application for a residential development at the Trinity Road/Partridge Way junction, Wood Green, London. Below is a summary of their findings:

*The site lies within the administrative area of London Borough of Haringey (LBH). The proposal is for a 23-unit residential development in a 9-storey block ('Proposed Development').*

*Regarding the impact of the proposals on the surrounding area, a screening assessment of the operational phase was undertaken in line with the applicable guidance. The Proposed Development is 'car free', except for two disabled car parking spaces. The Site has good access to public transport. As such, the proposed development is not anticipated to generate significant additional vehicle trips on the surrounding road network. Regarding heating and hot water provision, air source heat pumps are to be installed rather than centralised combustion plant. The overall impact on the surrounding area is therefore considered to be 'Not Significant' in accordance with the applicable guidance. In addition, the Proposed Development is considered to be Air Quality Neutral for traffic related emissions and building related emissions. No additional mitigation measures are therefore considered necessary.*

*To determine the suitability of air quality at the Site for its intended use, detailed dispersion modelling has been undertaken. Concentrations of NO<sub>2</sub>, PM<sub>10</sub> and PM<sub>2.5</sub> at the Proposed Development are predicted to be below the relevant health-based air quality objectives at all modelled receptors. The future occupants of the Proposed Development would not be exposed to unacceptable air quality and the Site is deemed suitable for its proposed future use in this respect.*

*In regards to impacts during construction, a qualitative assessment on the construction phase activities has been carried out following the relevant GLA & IAQM guidance. This identified that there is a 'Low to Medium Risk' of dust soiling impacts and 'Low to Negligible Risk' of increases in particulate matter concentrations that could affect human health due to construction activities. However, through good site practice and the implementation of suitable mitigation measures, the effect of dust and particulate matter releases would be significantly reduced. These measures are expected to form part of a construction management plan. The residual effects of the construction phase on air quality are considered to be 'Negligible'. The air quality impacts from the Proposed Development during the construction phase would be 'Not Significant'. Construction related transport, NRMM and construction plant have the potential to increase pollutant concentrations over the duration of the construction works at nearby sensitive receptors. NRMM and construction plant should meet the relevant emissions standards and a travel plan should be implanted for all construction workers accessing the Site. The air quality impacts from the Proposed Development during the construction phase would be 'Not Significant'.*

*The air quality effect of the Proposed Development is considered to be 'Not Significant'. The Proposed Development does not, in air quality terms, conflict with national or local policies. There are no constraints to the Proposed Development in the context of air quality.*

## 17.0 NOISE IMPACT ASSESSMENT

MLM Consulting Engineers Limited were commissioned to assess the impact of noise at the proposed residential development site at Partridge Way, Wood Green, London N22 6DT in respect of the site's suitability for residential development, in support of a planning application. Below is a summary of their findings:

*The report presents an Acoustic Design Statement for the above site, including a 'Stage 1: Initial Site Noise Risk Assessment' and a 'Stage 2: Full Assessment', in line with advice on Professional Practice Guidance (ProPG) – Planning & Noise.*

*The assessment in Stage 1 is based on a detailed environmental noise survey undertaken at the Site and the surrounding area. A noise model validated at the monitoring positions has been used to predict the noise levels across the site and to inform the subsequent assessment in accordance with ProPG Stage 2. The report also includes an Initial Site Noise Risk Assessment during Overheating Condition, identifying the risk category due to break-in noise if windows need to be open to mitigate overheating. The report also assesses the predicted noise levels across the site and provides outline advice on good acoustic design options to achieve suitable ambient noise levels within habitable rooms and within external amenity areas.*

*The report also provides noise emission limits for any services associated with the development in line with the standard requirements of the London Borough of Haringey.*

*The prevailing noise conditions affecting the proposed development site have been determined by a detailed environmental sound survey. The survey was conducted during both the daytime and night-time periods between Monday 19th and Tuesday 20th October 2020.*

*As a result of the open and unsecure nature of the proposed development site, it was not appropriate to undertake unattended continuous 24-hour noise monitoring.*

*Similarly, it was not appropriate to undertake unattended ground-borne vibration monitoring due to site security issues and inappropriate ground conditions. With regards to ground-borne vibration from the passage of London Underground trains, it should be noted that subjectively it is not perceptible at ground level; however, once a foundation/pile cap is in place vibration should be measured to check whether there is a ground-borne noise and/or vibration issue.*

*A series of short-form attended noise measurements were undertaken at a single ground level measurement position, close to the major road noise sources affecting the site. The short-form measurements were undertaken over a continuous three-hour period during the daytime and a continuous three-hour period during the night-time period, as follows:*

- Daytime – 11:00 – 14:00 hours on 20th October 2020;
- Night-time – 23:00 – 02:00 hours on 19th/20th October 2020.

*The results of the short-form daytime measurements can be used to undertake a CRTN assessment of noise levels. The three-hour daytime period was chosen to represent the typical, worst case noise levels that the site is likely to be exposed to during the daytime period. Based upon our previous experience the*

above is considered sufficient for the analysis.

The results of the short night-time measurements can be considered to represent a worst-case night-time noise climate, therefore allowing for the assessment of the worst-case maximum and period averaged noise levels encountered over this critical period. The three-hour night-time period was chosen to represent the typical worst-case noise levels that the site is likely to be exposed to during the night-time period. Based upon our previous experience the above is considered sufficient for analysis. As a result of the short-form nature of the survey, in terms of background noise levels the lowest measured levels were used. Similar sites in similar locations, this method is considered to be sufficiently robust.

All noise measurements were undertaken by a consultant certified as competent in environmental noise monitoring, and, in accordance with the principles of BS 74451.

Predicted Façade Noise Conditions

It is predicted night-time maximum noise levels of circa 66 dB (LAmax) at façades overlooking Bounds Green Road and Trinity Road.

As a worst case, the noise modelling exercise has predicted a façade incident level of 63 dB (LAeq,16 hour) during the day and 57 dB (LAeq,8 hour) during the night. These levels are predicted on the southern façade, with the remaining façades expected to experience marginally lower noise exposure levels as a result of the screening provided by the built form of the development. As a worst case, maximum levels of 66 dB (LAmax) are predicted during the night-time period at the worst-case southern façade location.

Predicted Noise Risk

A worst case, the southern, western and eastern façades of the proposed development which face onto Trinity Road and Bounds Green Road are expected to be subject to a Medium risk during the daytime period and a Medium/High risk during the night-time period as a worst-case. The northern façade is expected to be subject to a Low/Negligible risk during the daytime and a Low/Medium risk during the night-time period.

Internal Noise Level Guidelines

The majority of the development site will require double glazed window units and an alternative form of (background) ventilation (i.e. as opposed to opening windows) to ensure the appropriate internal ambient noise levels can be achieved.

Façade Requirements

| Table 5: Required Sound Reduction Performance |                          |                                           |       |                                  |       |                                      |
|-----------------------------------------------|--------------------------|-------------------------------------------|-------|----------------------------------|-------|--------------------------------------|
| Location                                      | Room                     | Predicted Façade Incident Noise Level, dB |       | Target Internal Noise Level - dB |       | Required Sound Reduction Performance |
|                                               |                          | Day                                       | Night | Day                              | Night |                                      |
| Worst-Case Dwelling (Southern Façade)         | Bedroom/Living Room LAeq | 63                                        | -     | 35                               | -     | 28                                   |
|                                               | Bedroom LAeq             | -                                         | 57    | -                                | 30    | 27                                   |
|                                               | Bedroom LAmax            | -                                         | 66    | -                                | 45    | 21                                   |

Subject to the recommendations of the report and further investigation relating to ground-borne vibration, it is considered that planning permission should not be refused on noise grounds, and should therefore, be granted with appropriate conditions.

# SECTION B

## DESIGN DEVELOPMENT

The constraints and opportunities presented by the site informed an initial assessment of the potential development options as set out below.. Focusing on the constraints and opportunities of the site, a series of diagrams were used to define the footprint, mass and form of the proposed development. This early analysis also gave insight to the residential units internal layout by indicating potential balcony positions. From these initial studies, 3D massing models were developed which helped further understand how the bulk and massing would work in relation to the context and adjoining buildings.



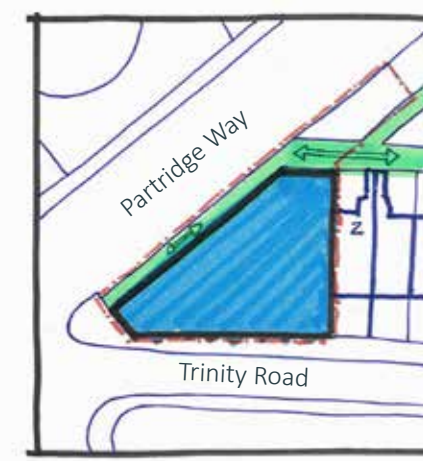
1. Existing site

The existing site is irregular in shape and adjoins a row of two-storey terrace housing. Its location forms a prominent corner which is to be used to create a site specific response.



2. Improved outlook for existing residents

Providing a scheme that would benefit the existing residents was important. The outlook for some of the properties along Trinity Way were impacted by the existing garages. Refraining from any development within this area would allow the existing dwellings to have an improved outlook.



3. Provide a safe walking route

With the existing site being used as short-cut walk through, off-setting the boundary edge along Partridge Way will allow a safe footpath for residents. It will also allow a connected footpath to the area of green to the east of the site.



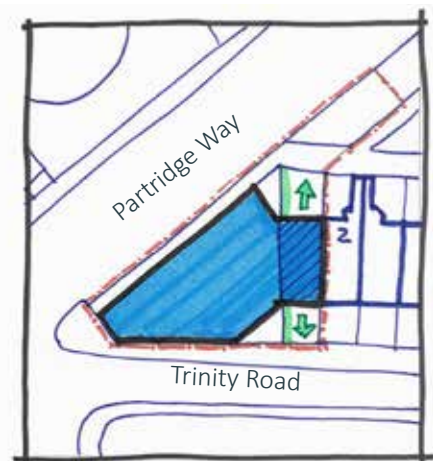
4. Respecting existing context

Stepping away from No. 2 Partridge Way the same width as the existing dwellings will provide a scheme that respects the existing context, and safeguards sunlight, daylight, and rights of light to existing properties.



5. Allowing light into accommodation

Chamfering the scheme by 45 degree will allow daylight into the new units and will improve daylight into the adjoining dwellings. The chamfer will also help reduce effects of bulk and mass on the existing properties.



6. Two-storey block defined

Two-storey element defined by neighbouring property, accessed by footpath along Partridge Way, similar to the other neighbouring properties.



7. Entrance to be on Trinity Road to allow for street presence

To create a prominent street presence for the main entrance, Trinity Road has been chosen as an entrance point. The building line is stepped back to provide areas for planting to soften the edge of the footpath.



8. Potential of the developable area

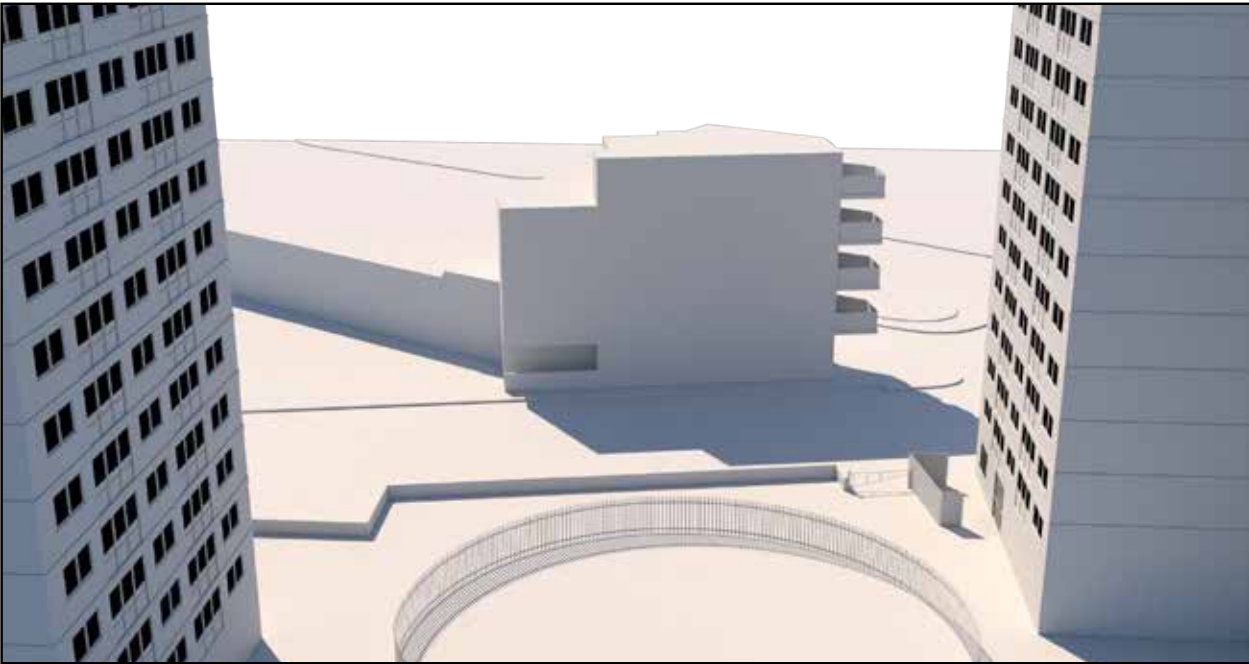
Viewing directions and potential amenity areas identified.

# 19.0 INITIAL MASSING MODELS

Initial massing block models were carried out to determine whether the proposal would be overbearing on the site and to the neighbouring buildings. A basic form was explored and developed, introducing balconies to help articulate the form. A two-storey element adjoining the row of terrace housing was introduced to reduce the impact to the existing properties. The scheme was tiered, providing additional height and prominence on the corner.



19.1 Initial massing model looking at the front elevation



19.2 Initial massing model looking at the rear elevation

# 20.0 DESIGN DEVELOPMENT FOR PRE-APPLICATION 1 PARTRIDGE WAY

A five-storey scheme was developed following the initial massing models, and it was considered appropriate that a three-storey element would suit next to the row of terraces.

Nine residential units were proposed with the following mix:

- Unit 1 - Three-bed five person town-house - 99m2.
- Unit 2 - Wheelchair accessible one-bed two-person flat - 75m2.
- Units 3 - 9 - Two-bed four- person flats, either 76m2 or 77m2.

The elevations were articulated to have horizontal stacked brick banding and projecting balconies at the junction between Partridge Way and Trinity Road. A light grey brick was proposed with contrasting black framed windows and balustrades. The top storey was proposed in a black zinc cladding to reduce the perceived height when compared to the row of terrace housing.



20.1 Modelled view of front of proposed building



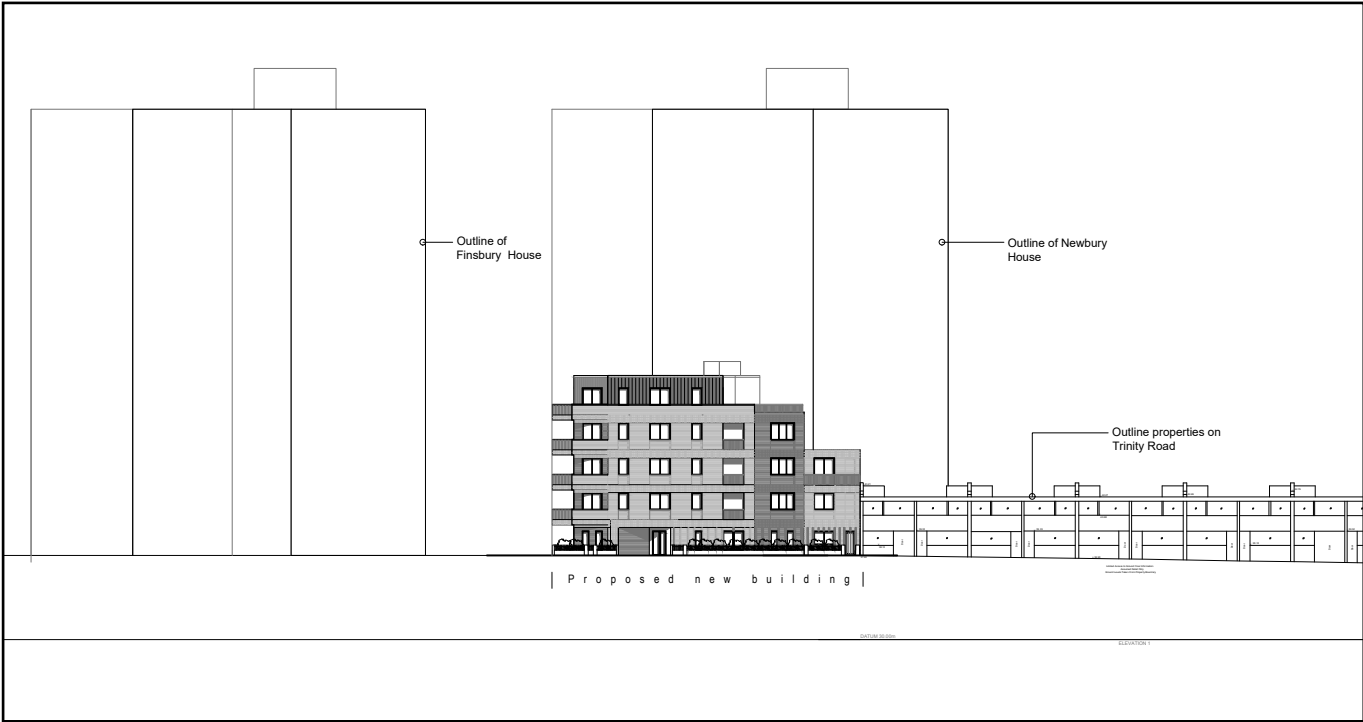
20.2 Modelled view of rear of the scheme



20.4 Proposed South-West Elevation facing Bounds Green Road



20.3 Modelled view of front of proposed building



20.5 Proposed South-West long elevation

A Pre-application was carried out and the scheme was well received. The Local Planning Authority supported development on the site and supported the general approach. Following the Pre-application meeting, a number of comments and suggestions were made to further develop and improve on the existing design.

The comments received were as follows:

- Explore additional storeys to the building as it currently looks dwarfed by the towers on the site.
- Introduce some verticality to the elevations to allow accentuate the height.
- A grey brick facade was supported along with high-quality materials.
- The principle of the town house was acceptable however the scheme should be reduced from 3 storeys to 2 so that it doesn't create a 'layer cake' effect.
- The setback on the roof and change of materials may not be needed, however this is to be explored.
- The prominent corner with the location of the balconies was welcomed, however the balustrade treatment is to be explored with lighter materials.
- Any balcony should restrict views in from the surrounding areas to improve privacy, as well as to conceal or screen items left out by residents.
- The north elevation articulation was welcomed, especially with the core, and similar articulation was encouraged on the front elevation.

## 22.0 DESIGN DEVELOPMENT WITH ADDITIONAL STOREYS

Following the Pre-application meeting, a seven-storey scheme was explored to assess the impact on the surrounding area. The proposal was tested in terms of the amount of sunlight and daylight received to the neighbouring properties. The bulk and mass was deemed acceptable and the planning team suggested there was scope to increase the bulk and height further.



22.1 Seven-storey model



22.2 Ariel view of seven-storey model

Design options with additional storeys, massing and elevation changes were explored to refine the scheme.



22.3 Eight-storey scheme with vertical articulation on the elevation



22.4 Eight-storey scheme with single storey plinth

Informal comments back from the Local Planning Authority suggested that the area underneath the balconies should be inhabited, providing a larger area on the ground floor. The enclosure of the balconies was also raised in terms of improving privacy. Potential winter gardens or additional screening was suggested.



22.5 Eight-storey scheme with inhabited area under balconies at ground floor



22.7 Eight-storey scheme with alternative screening around balcony



22.6 Eight-storey scheme with screening around balconies



22.8 Eight-storey scheme with inhabited ground floor and winter gardens

As part of the Pre-application process the scheme was considered by Haringey's Quality Review Panel, a group of independent planning and design experts which reviews emerging development proposals and provide design advice to inform design development. Two options were presented for review. Both options were proposed as nine-storey towers containing 17 units as it was deemed that this was achievable

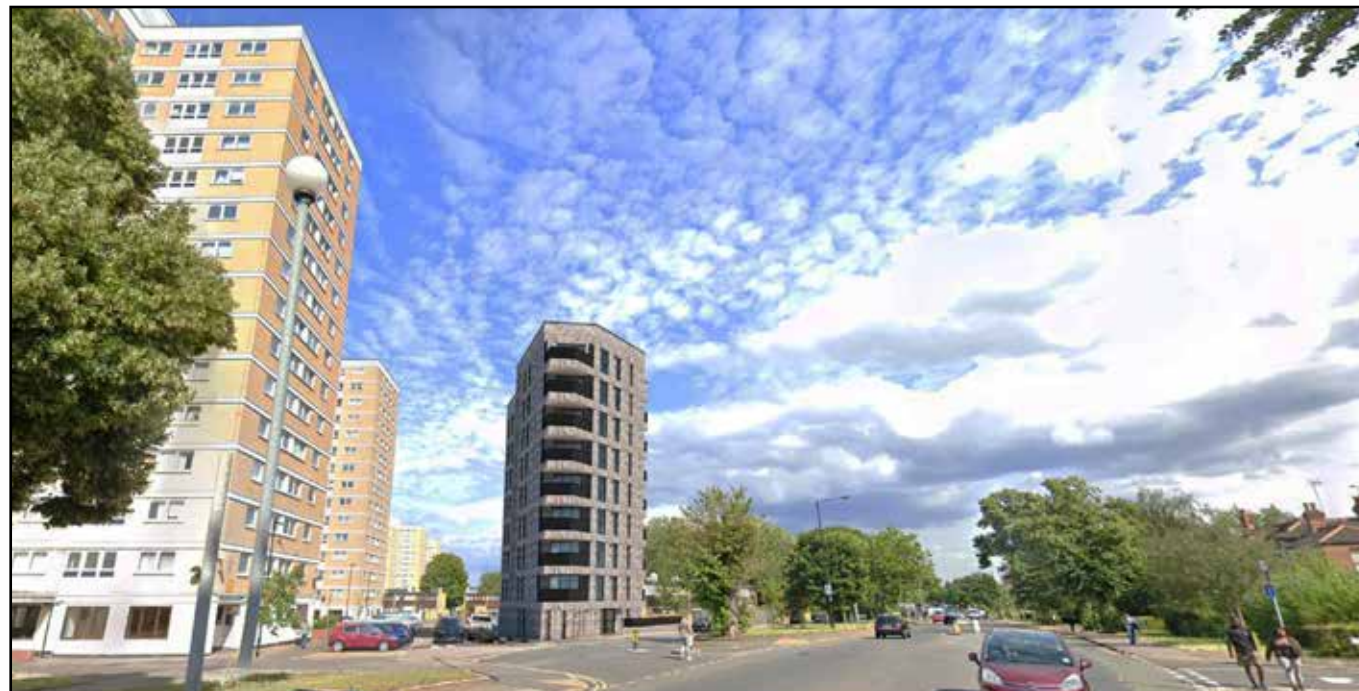
without adversely affecting the surrounding context, whilst optimising the site for much needed affordable housing. The main difference between the two options related to the design of the balconies on the corner of Partridge Way and Trinity Road. One had columns on the corners which creates a more closed space and the other had cantilevered balconies reducing the bulk.



23.1 Nine-storey tower with single-storey plinth and open cantilevered balcony



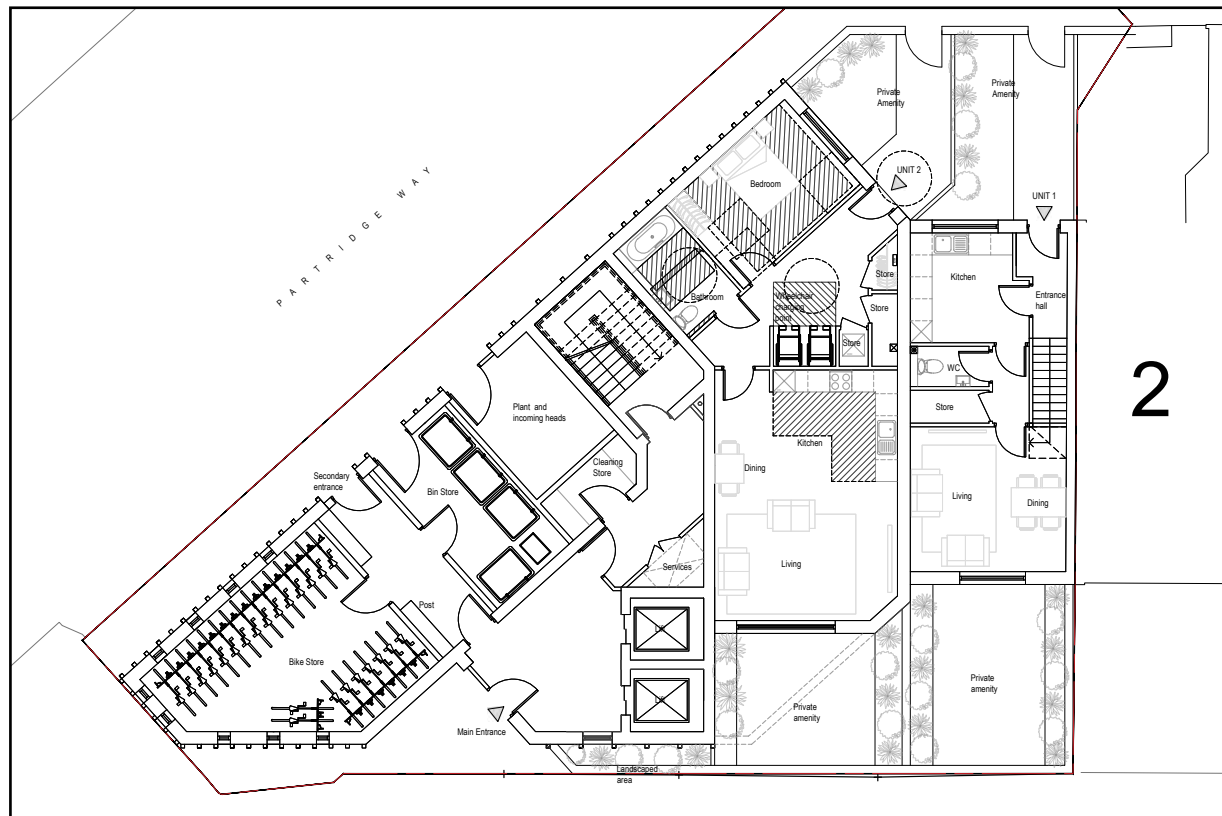
23.3 Nine-storey tower with single-storey plinth and enclosed balcony



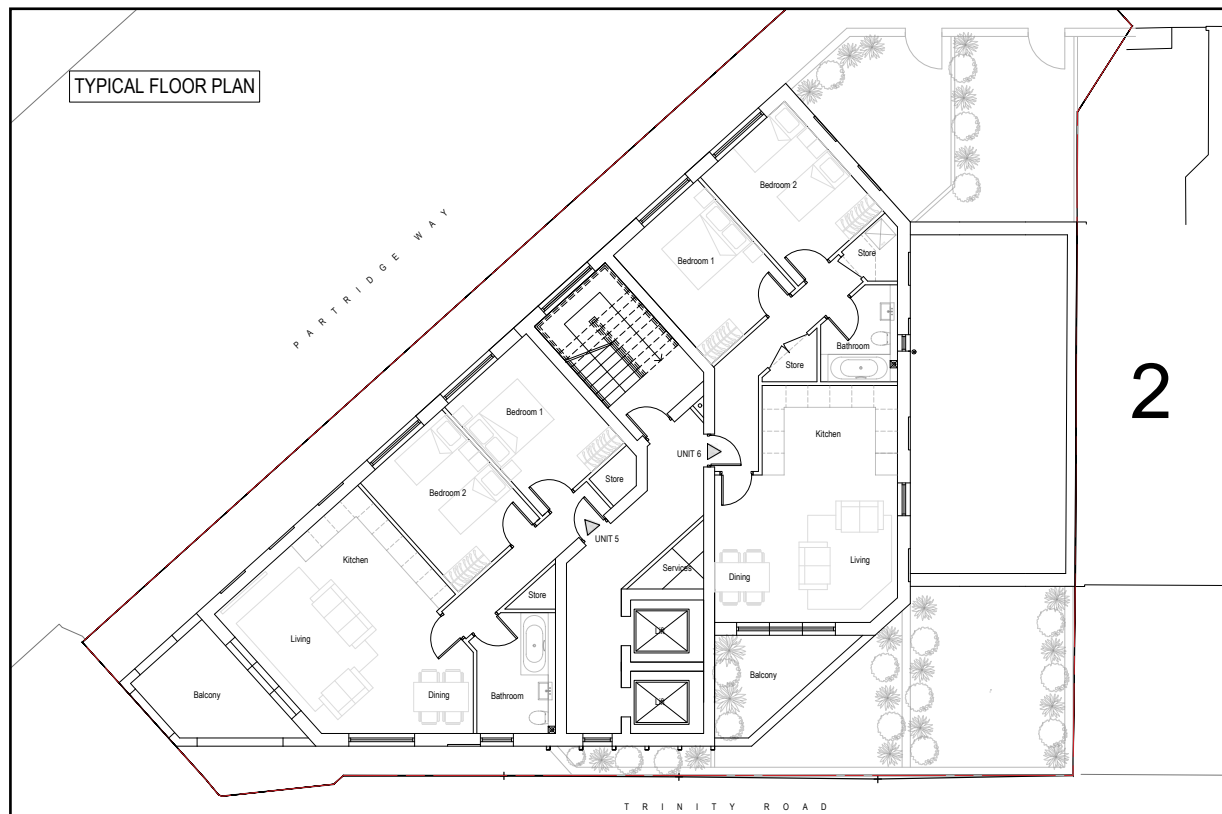
23.2 Nine-storey tower with single-storey plinth and open balcony corner view



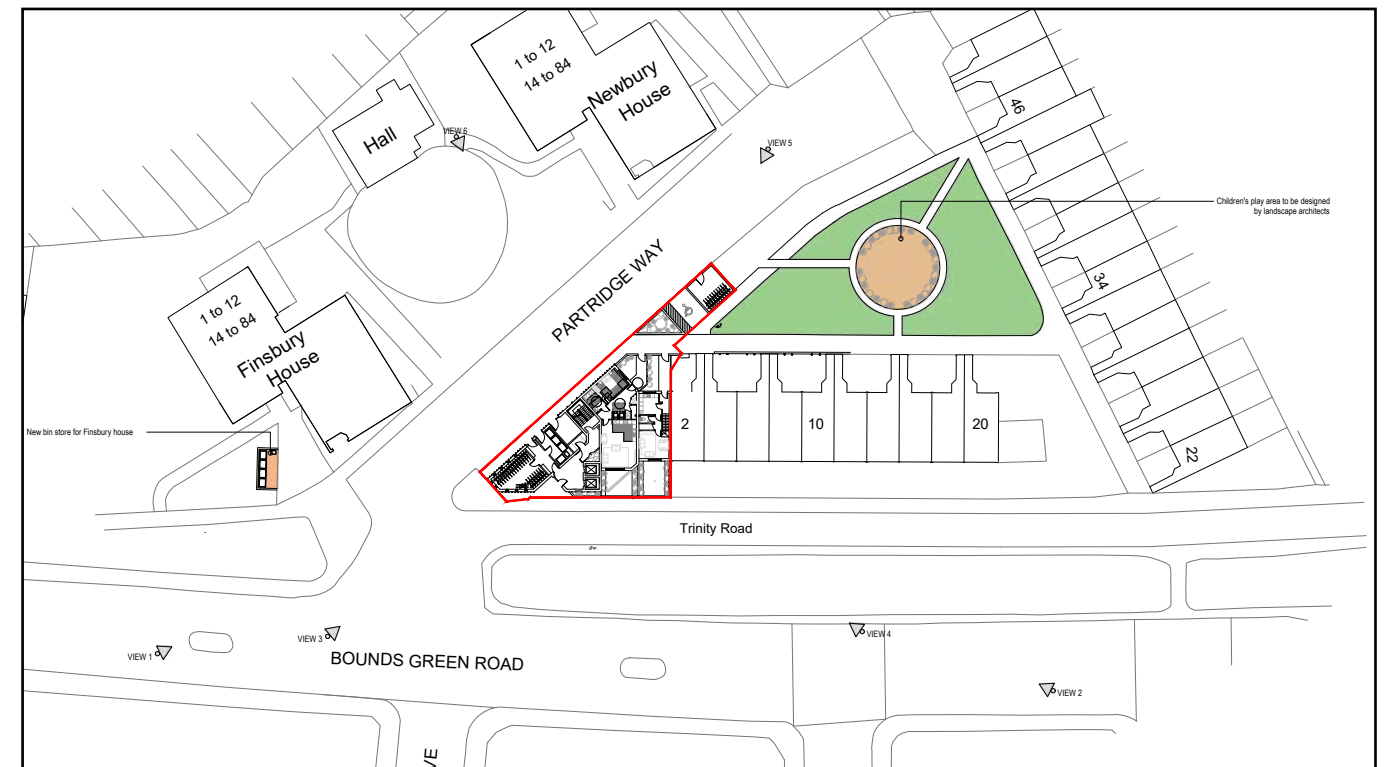
23.4 Nine-storey tower with single-storey plinth and enclosed balcony corner view



23.5 Proposed ground floor plan



23.6 Proposed typical floor plan



23.7 Proposed site plan

The following comments were received after the QRP:

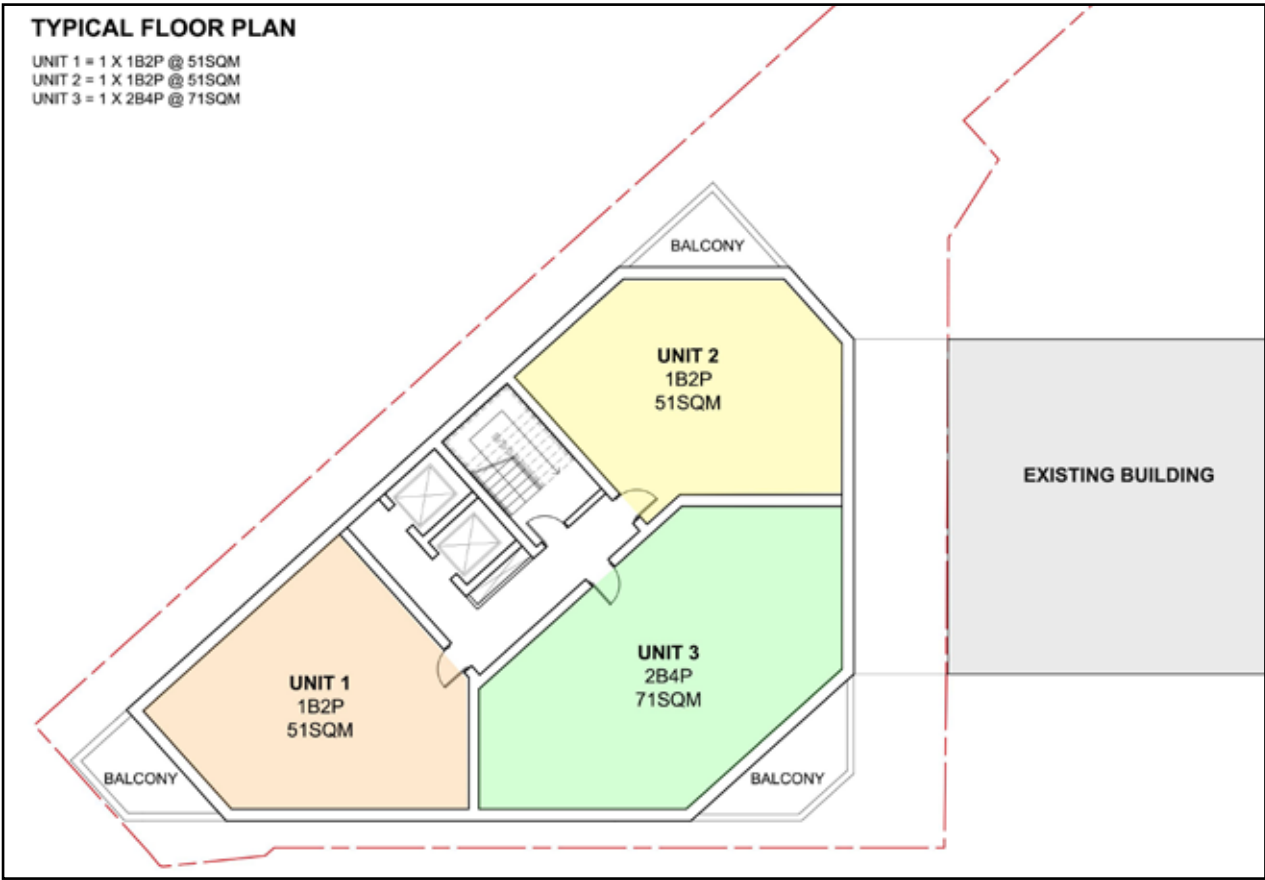
- The nine-storey scheme was welcomed and the additional height was acceptable.
- Improvements to the efficiency of the floor plan could be made, mainly the core and circulation space.
- 2 units per floor plate was resource intensive, exploring 3 units per floor would improve efficiency.
- The panel requested consideration to the wider landscape and how this could be improved, without precluding any future redevelopment options.
- The panel encouraged removal of the free-standing cycle store to the north. An alternative location within the footprint in the main building was encouraged, with any cycle overspill also encouraged.
- The scheme should be designed so that it is a catalyst for redevelopment in the area.
- Reducing the core size to allow more habitable rooms on the south side was to be explored.
- The second entrance on the ground floor was encouraged to be removed.
- The panel supported the use of a brick facade and high-quality materials but would like further justification on contextual references for the palette chosen.
- The panel would encourage the design team to reinforce the concept of a strong two-storey plinth within the overall architectural expression of the development.

**Floor Plan and Massing**

Following the QRP, the proposal was redesigned to accommodate three units per floor plate and removing all habitable accommodation on the ground floor. A nine-storey tower with twenty-four units (sixteen x one-bed two-person units, and eight x two-bed, four-person units) was proposed.

Architecturally, the scheme still read in a similar way to the previous schemes as the elevational approach was generally well received, however the two-storey town house would be removed, allowing the building to stand independently of the neighbouring houses.

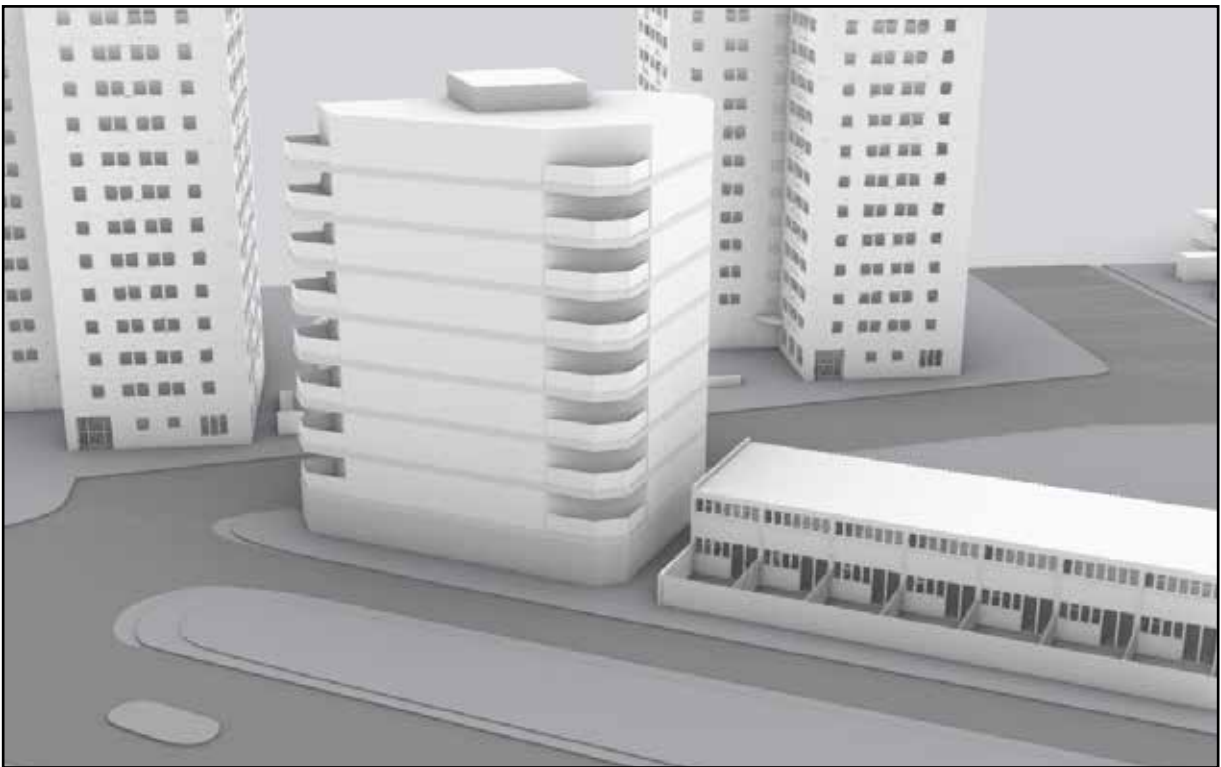
With the additional unit per floor, the footprint of the scheme was enlarged, taking up more of the available site area than initially proposed. Balconies were proposed on each of the corners, which helped articulate the form of the building and elevations.



24.1 Schematic plan showing three units per floor.



24.2 3D massing model of 24 unit scheme- aerial view 1



24.3 3D massing model of 24 unit scheme- aerial view 2

## Elevation and Plan development

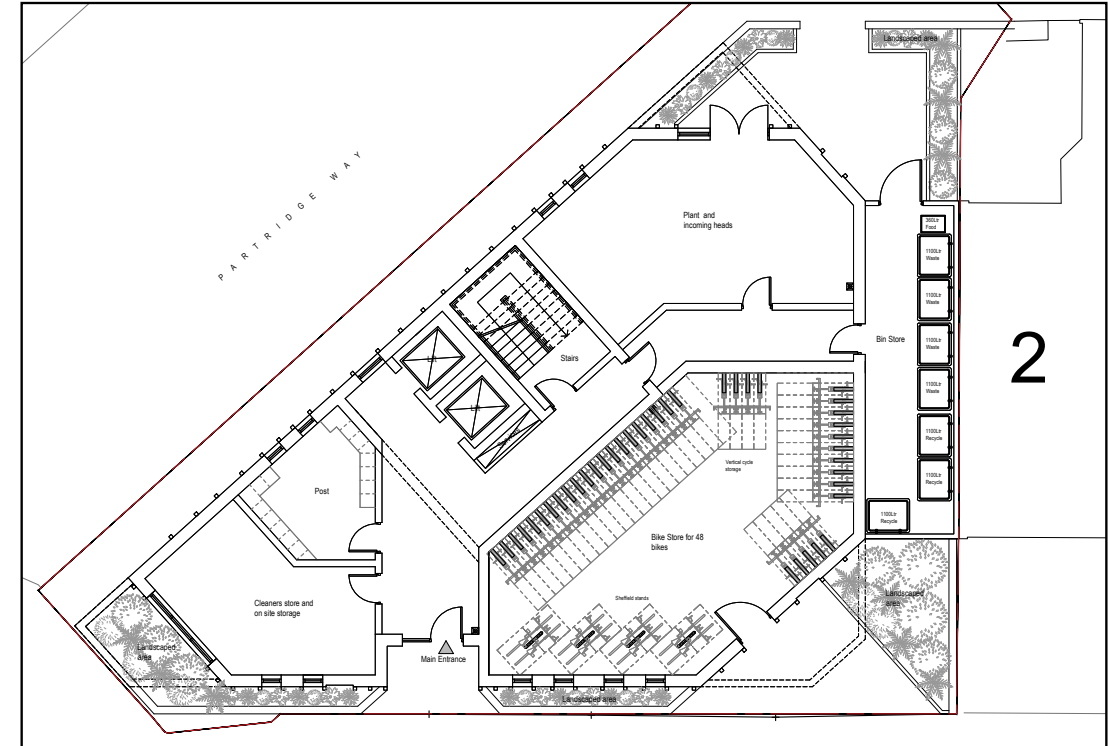
The massing models were shared with external consultants to assess the wider impact on the neighbouring properties in relation to sunlight and daylight, traffic, and micro-climate. No concerns were raised and so the scheme was developed further, following the comments raised at the QRP.

Brick detailing was used to add variation and interest to the elevations rather than introducing additional materials. This approach was chosen for the site as properties within the immediate context are articulated with masonry detailing.

The bike store, bin store, post room, and plant area were all proposed on the ground floor of the scheme.



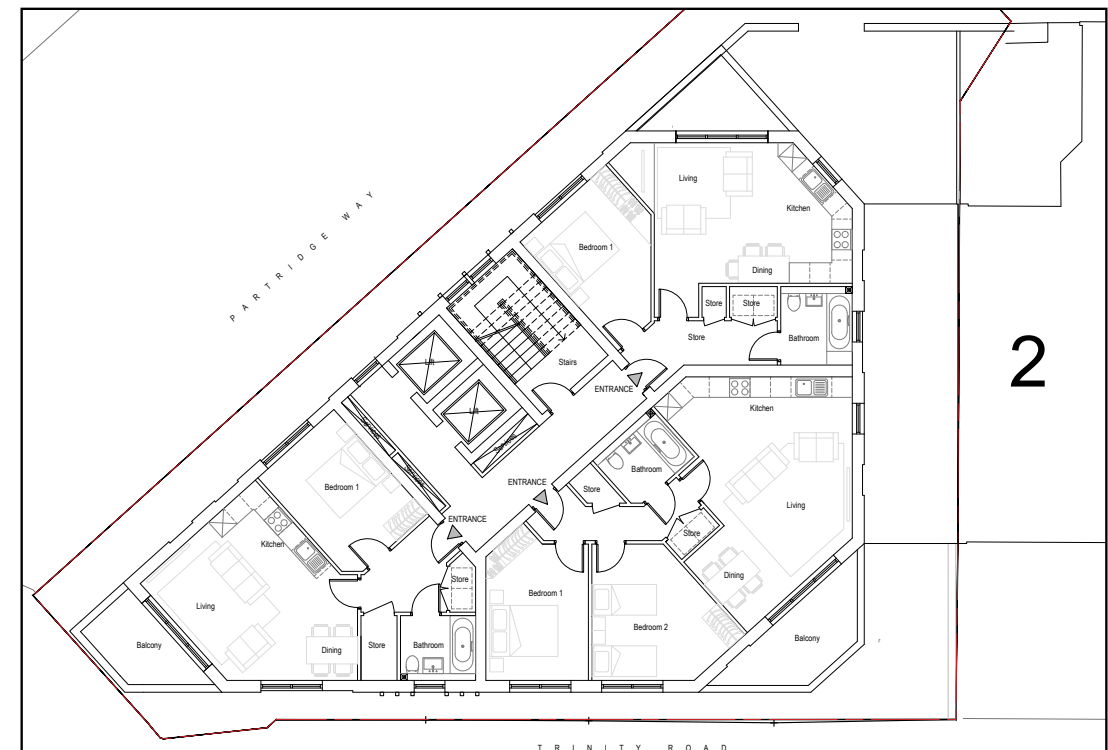
24.4 Developed model of 24 unit scheme, corner view



24.6 Proposed ground floor plan



24.5 Developed model of 24 unit scheme, front elevation



24.7 Proposed typical floor plan

Plinth detailing and window alignment

The elevation design was further investigated following the comments received from the QRP to introduce a two-storey plinth that was cohesive with the rest of the building. The two-storey elements also make reference to the two-storey housing block to the south east. The capping of the plinth aligning with the roofs of the adjacent terrace housing creates a visual link to the existing context. The accommodation at ground and first floor differ from the units stacked above and so a linked response here gave solidity to the base and allowed for non residential windows to be linked to the windows at first floor, creating height and importance to the main entrance.

With concerns relating to a lack of privacy for the first floor units, the slot windows on the ground floor were introduced to the first floor, allowing the ground and first-floor to read as one. The two-storey plinth was further developed to have linking projecting brickwork which added verticality at eye level when viewed from the street. This verticality was explored further by introducing spandrel panels between the vertical windows to allow both windows over the floors to read as one opening however a masonry infill between the windows was the preferred option.



24.8 Plinth alignment schematic diagram



24.9 Vertical alignment schematic diagram

KEY

Plinth alignment with neighbouring row of terraces

Window alignment to elevation

Subdivision of windows with masonry column on ground and first floor

Alignment of recessed brick panel

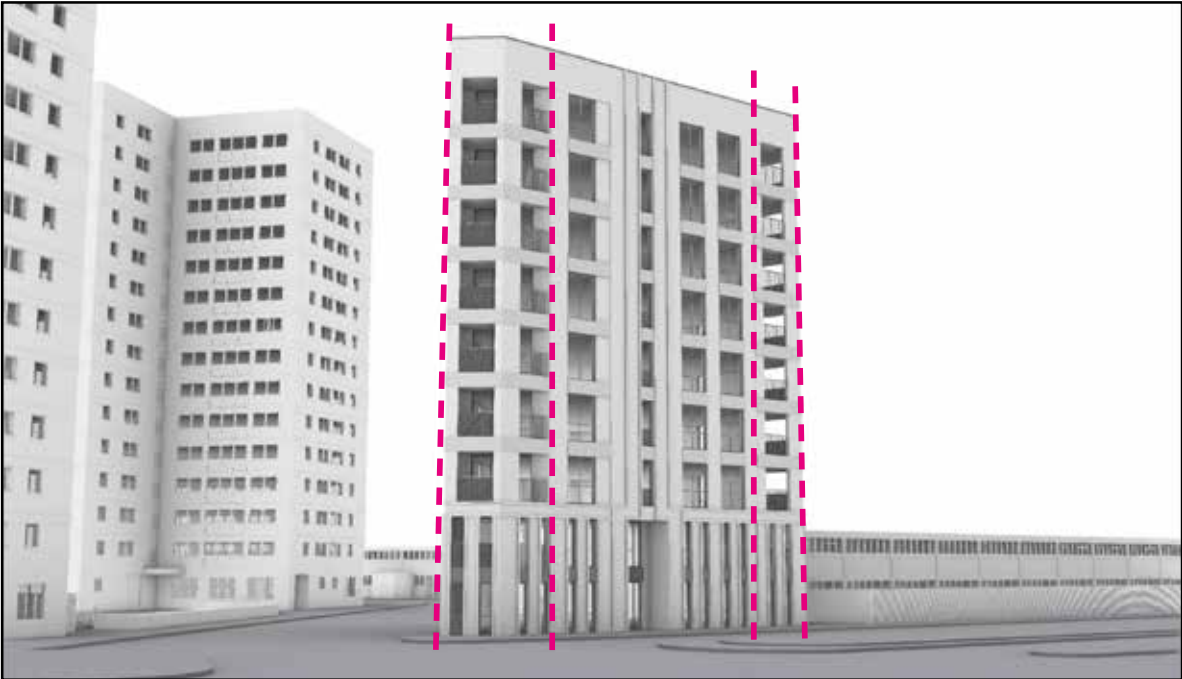
Masonry infill between the long slot windows was preferred over spandrel panels as the masonry soldier courses followed the logic of the upper floors -where soldier courses are used under windows.

The two-storey plinth and slot windows were generally accepted as a sensible solution to improve privacy and to link the two floors together. With the area underneath the balcony being built out, architecturally,

the cantilevered balconies felt exposed and slightly disjointed with the plinth. With the location of the balconies being in exposed areas both in terms of privacy and visually to the public on the street, the idea to introduce enclosed balconies was explored to provide an improved quality of amenity area. These could be used as winter gardens if the openings were glazed, however open balconies were deemed more suitable and desirable as they would provide private outdoor amenity.



24.10 Masonry infill between slot windows at ground and first-floor level



24.12 Built in balconies to the corners of the proposed building



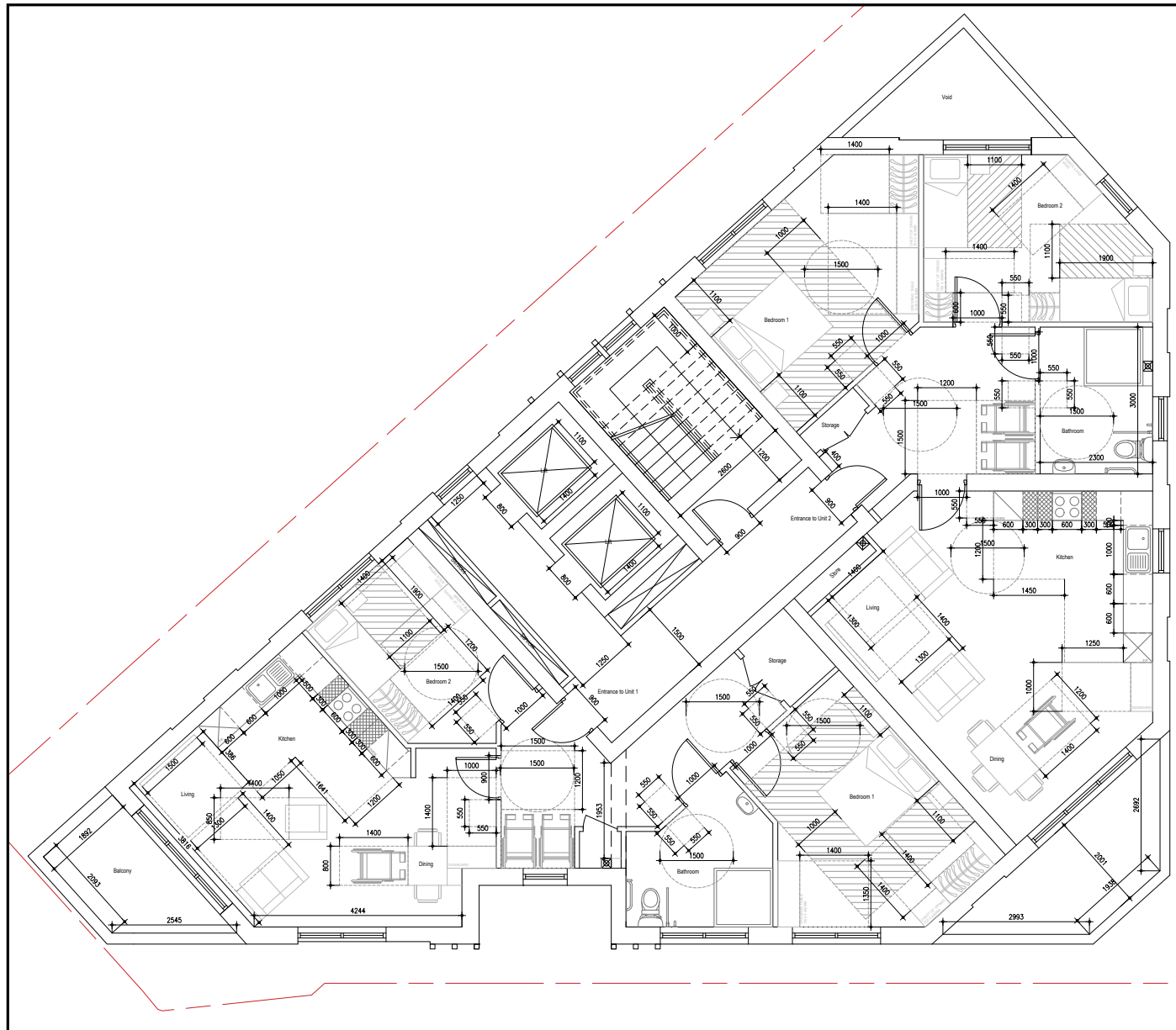
24.11 Spandrels infill between slot windows at ground and first-floor level



24.13 Built in balconies to the corners of the proposed building

### Wheelchair complaint units

Two wheelchair accessible homes were required to meet the standards required set by Haringey. In earlier iterations of the scheme, wheelchair accessible homes were provided on the ground floor, however, with the ground floor area being inhabited by ancillary uses, the first floor was used to provide two wheelchair accessible units. The layouts are Part M4(3) compliant as a minimum standard. SELHP guidance was used and practised in the design and layout of the wheelchair units. The plans were reviewed by Haringey's Occupational Therapist team and were deemed acceptable.



24.14 Introduction of wheelchair units on the first-floor

### Scheme presented for Pre Application 2

The proposal presented for the second Pre Application was as follows:

#### Ground floor Plan

The ground floor consists of a main entrance hall, bin store, cycle store, plant-room, cleaner's store, post room, lift and staircase to the upper floors and an open yard for servicing the building. There is a separate entrance for waste removal which is locked and accessed by a waste removal company.

#### First Floor Plan

This will contain two units per floor. These will consist of two x wheelchair adaptable units.

#### Second to eighth-floor

These will contain three units per floor. These consist of two x one-bed two-person units and one x two-bed four-person unit.

#### Mix of units

The proposal comprises of a new nine storey building containing twenty-three flats.

Fourteen x one-bed two-person units

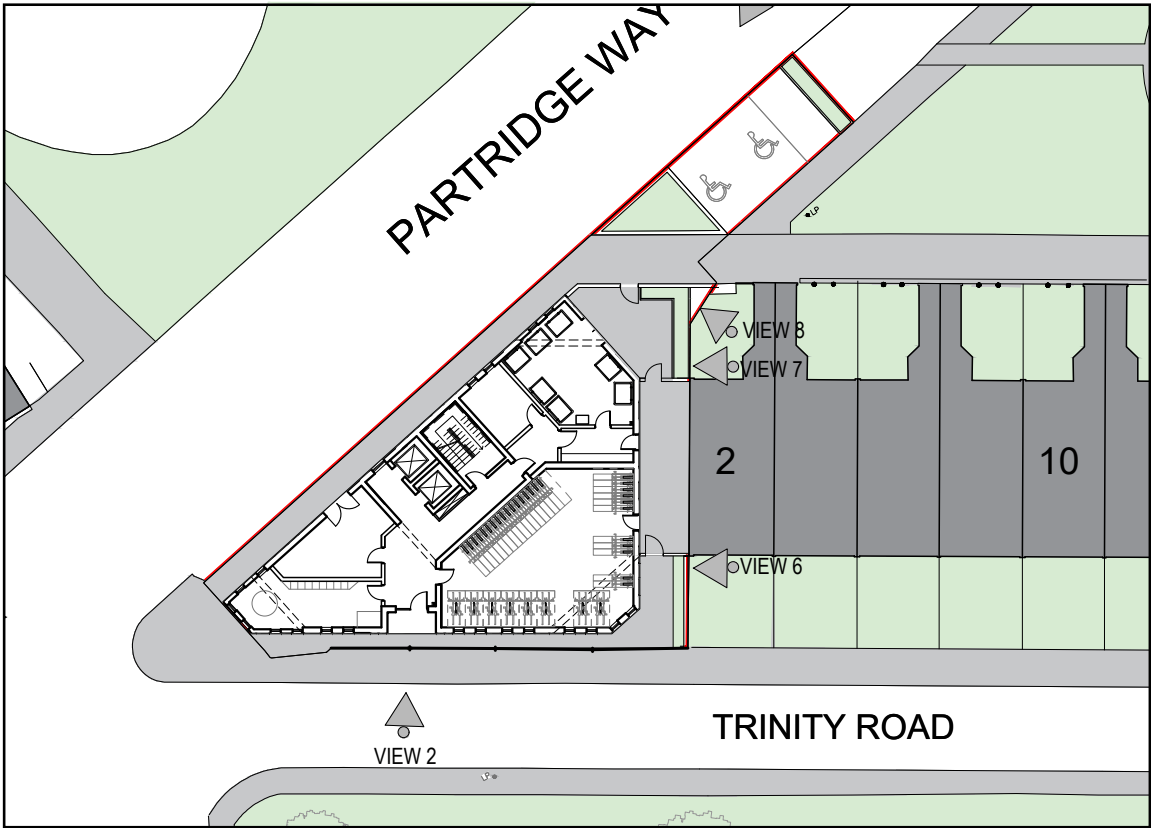
Seven x two-bed four-person units

One x two-bed three-person wheelchair unit

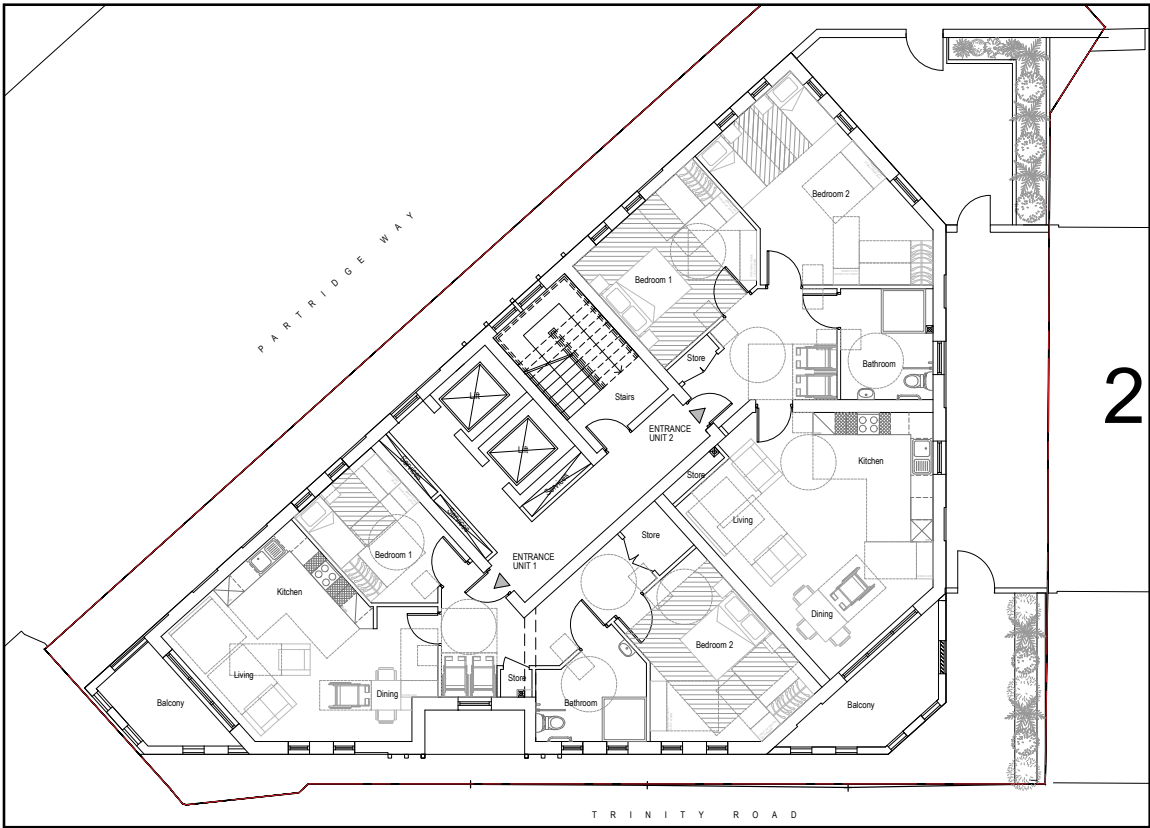
One x two-bed four-person wheelchair unit

Total = fourteen x one-bed units, and nine x two-bed units

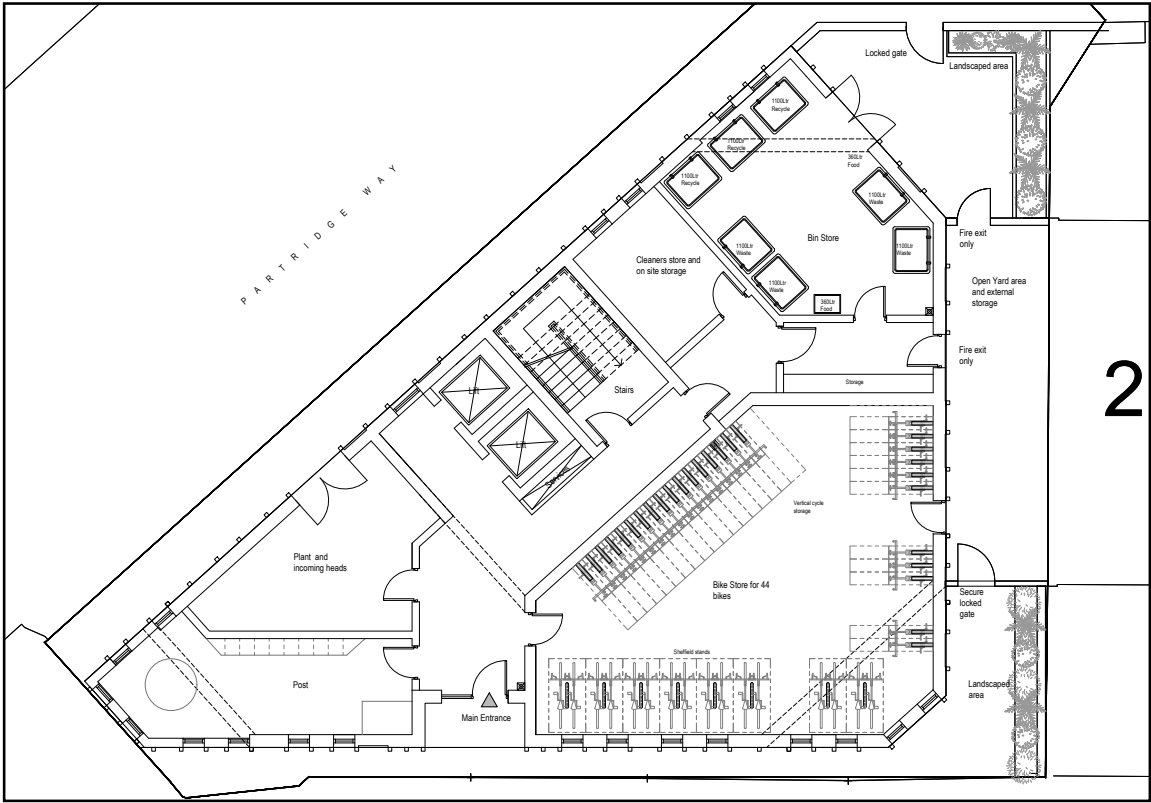
Floor Plans



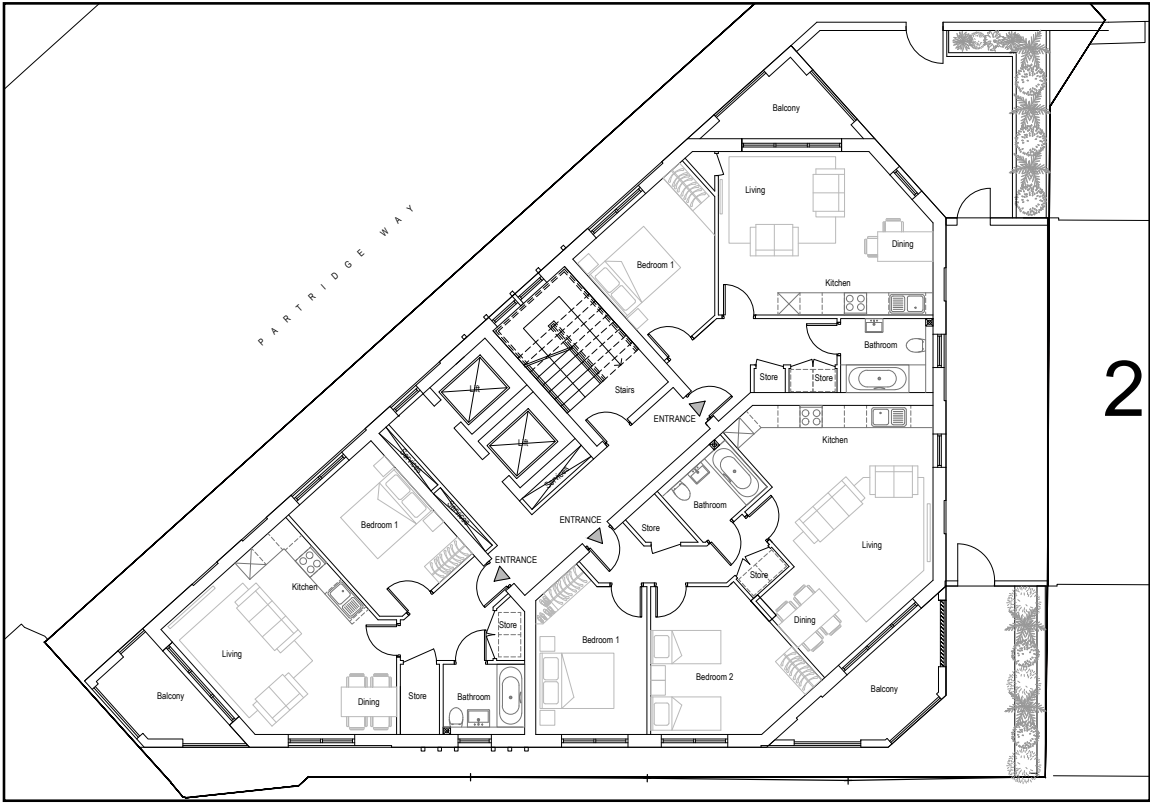
24.15 Proposed site plan for Pre-Application 2



24.17 Proposed first floor plan for Pre-Application 2



24.16 Proposed ground floor plan for Pre-Application 2



24.18 Proposed typical floor plan for Pre-Application 2



24.19 View of proposed development from the south

### **Final comments from Pre-application 2**

The following comments were received after the second Pre-application;

- The nine-storey scheme was welcomed and the additional height was considered acceptable
- Wheelchair units on first floor were acceptable.
- Bin store location and bike store location were acceptable. However can the bin store be located on the route out of building?
- Questioned whether the lift and stair should flip around and move the plant room.
- Entrance to bike store to be moved around the corner so not directly on the corner
- To explore different coloured brick options and provide justification for choice of brick
- Two-storey plinth welcomed.
- Wider landscaping to be explored and improved.

## **25.0 QUALITY REVIEW PANEL 2**

A second QRP was carried out on the 26th August 2020 to review the proposal. The comments raised in the second Pre-application were echoed in the review.

Exploring alternative brick options to understand what they may look like in the context of the surroundings was encouraged.

## **26.0 PRE-PLANNING COMMITTEE PRESENTATION**

A Pre-Planning Committee presentation was carried out on the 8th September 2020 to present the proposal.

Similar comments to those received at Pre-application 2 were raised

Brick options were presented to allow for discussions on a preferred colour option.

Brick colour options



26.1 Brick option 1 - buff stock brick



26.3 Brick option 3 - red multi brick



26.2 Brick option 2 - grey stock brick



26.4 Brick option 4 - yellow stock brick

The objectives of the consultation and engagement activities were to ensure that local residents, key stakeholders and elected representatives were made fully aware of the proposals and had an opportunity to participate in shaping the plans, along with providing their feedback to the Applicant.

The engagement has consisted of a pre-application community engagement exercise including online events, contact with ward Councillors, local organisations and the Local Planning Authority.

Prior to the community engagement exercise, letters were distributed to 794 local addresses around the site. The engagement events were attended by 9 people and 90 individual representations in total were submitted in response to the engagement exercise. Residents were generally very supportive of the need to build more affordable homes in the borough but raised concerns in relation to the suitability of the site for redevelopment; the scale, height and design of the proposed building; its impact on neighbouring amenity; parking and traffic; and construction impacts.

Residents were generally very supportive of the need to build more affordable homes in the borough but raised concerns in relation to the suitability of the site for redevelopment; the scale, height and design of the proposed building; its impact on neighbouring amenity; parking and traffic; and construction impacts.

Feedback received during the engagement process, from the scheme's inception through to the detailed design state, has been considered carefully and several changes to the scheme have been made to reflect the comments received.

Community and stakeholder engagement has been a critical part of the Partridge Way project. The applicant has engaged in extensive pre-application engagement with a wide variety of local residents and representatives and organisations during the development of the scheme. This process of prior engagement, alongside the extensive pre-application discussions with officers and the QRP has constructively informed the nature and design of the proposed development.

The consultation process has been proportionate to the scale of the development proposed undertaken in accordance with the advice set out in national and local planning guidance. The requirements of the NPPF and the Council's own SCI have therefore been met.

Feedback received during the engagement process, from the scheme's inception through to the detailed design state, has been taken on board and a number of changes to the scheme have been made to reflect the comments received.

The Applicant recognises the value of effective consultation prior to submission and engagement with residents, local interest group and other interested parties will continue in the post-submission phase as the project progresses through the application determination process and during the scheme's construction.

The boards used during the community engagement presentation are shown below.

Partridge Way  
Community engagement

Haringey  
LONDON



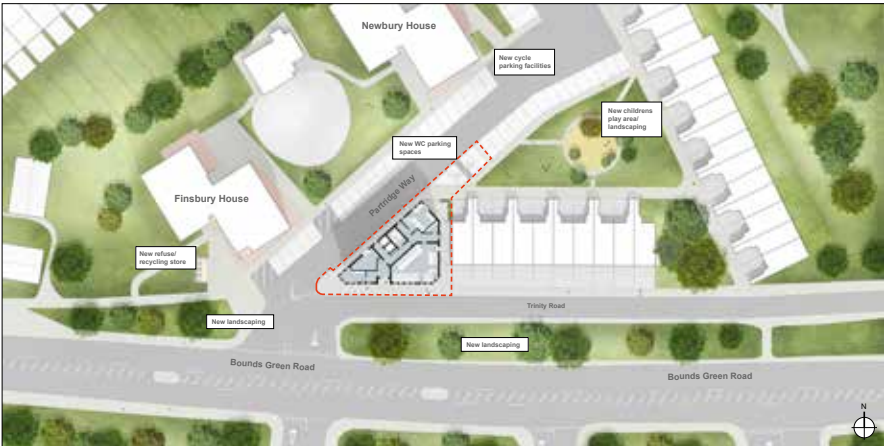
Street view of the proposal from Bounds Green Road

### The proposals

We propose to redevelop the site to provide 23 new homes in a nine-storey residential building. The properties will be let at council rents.

The proposed new building makes effective use of this prominent site adjacent to Bounds Green Road and is designed to respect the scale and character of the surrounding urban area.

Proposed site plan



UNIT

28.1 Public Engagement board 1

Partridge Way  
Community engagement

Haringey  
LONDON



View of the site from Trinity Road

### Delivering a new generation of Council Homes for local people

Housing is one of Haringey Council's top priorities. We want Haringey to be a place that is fair and offers opportunities for all. For many of those in greatest need, a council home offers the only real chance of putting down roots here. Haringey Council is committed to delivering new council homes for our residents.

Our ambition is to deliver 1,000 new council homes at council rents by 2022. The council is acquiring and building a range of affordable high quality and sustainable homes. We are asking for your views on the proposed scheme to ensure it meets the needs of the local community and reflects the local environment.



The project team:  
London Borough of Haringey - Site owner  
Unit One Architects - Architects  
Martin Arnold - Employer's Agent

UNIT

28.2 Public Engagement board 2

Partridge Way  
Community engagement

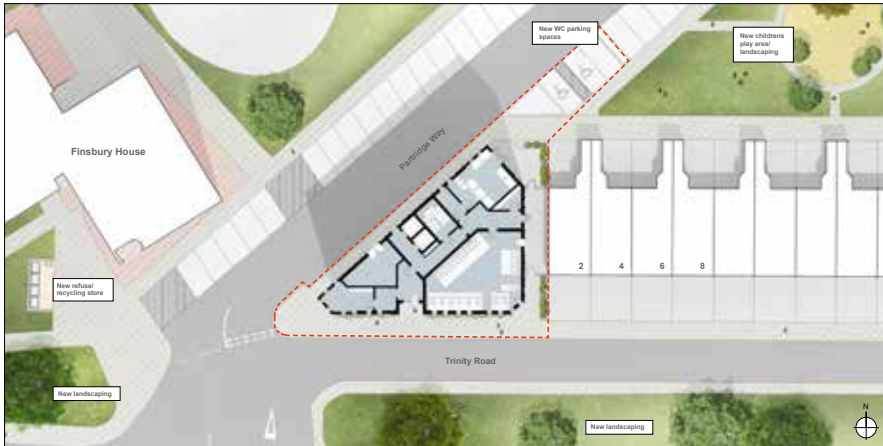
Haringey  
LONDON



Street View of the proposal from Bounds Green Road

All residential accommodation sits above the ground floor which consists of a main entrance lobby, refuse/recycle store, cycle store, plant-room, cleaner's store, post room, two lifts and staircase to the upper floors. The proposals include a new children's play area, enhanced landscaping, a new refuse/recycling store and new cycle parking facilities for existing residents.

Proposed site and ground floor plan



UNIT

28.3 Public Engagement board 3

Partridge Way

Community engagement

Haringey

LONDON



Street view of the proposed building looking down Bounds Green Road

Proposed layout

The proposed new building will comprise of one and two-bedroom apartments including two fully accessible wheelchair homes on the first floor.

The main entrance will be accessed via Trinity Road. Each of the homes will provide generous, usable living spaces and will include private balconies.

Ground Floor Plan

Second - Eighth Floor Plan

First Floor Plan

KEY

Bin store

Cycle store

Plant / equipment

Post room

Circulation space

Two-bed four person wheelchair flat

Two-bed three person wheelchair flat

One-bed two person flat

Two-bed four person flat

UNIT

28.4 Public Engagement board 4

Partridge Way

Community engagement

Haringey

LONDON



Close-up view of entrance from Trinity Road

Proposed design

The scale and form of the building reflects the neighbouring townscape and triangular shape of the site. The proposal sits on a two-storey plinth, which grounds the building and marks the main entrance. The architectural treatment of the building compliments its form and respects the surrounding

Rear Elevation (Partridge Way)

Front Elevation (Bounds Green Road)

Finsbury House

Newbury House

Houses along Trinity Road

Partridge Way

Bounds Green Road

Houses along Trinity Road

UNIT

28.5 Public Engagement board 5

Partridge Way

Community engagement

Haringey

LONDON

Appearance

We are considering a number of brick types for the building, including a buff brick which presents a more traditional appearance and a grey brick which is more contemporary. The proposed windows, balconies and panelling will be darker in colour, providing contrast and visual interest to the building facades.

Indicative buff brickwork type 1

Indicative grey brickwork type 2

Indicative window frame colour

Indicative railings

UNIT

28.6 Public Engagement board 6

Partridge Way

Community engagement

Haringey

LONDON

Sustainability

Haringey Council is committed to ensuring that new homes will be environmentally sustainable, with a target of achieving zero carbon where possible.

The proposed building will have high levels of insulation and other features such as energy efficient heating and solar panels, that will keep running costs low. It will be constructed with responsibly sourced and environmentally friendly materials.

Next Steps

We want to hear your views and will consider all comments and feedback that we receive, prior to submitting a planning application to the Local Planning Authority at the London Borough of Haringey early next year.

The approximate project timeline is shown below:

Public Consultation  
November 2020

Refine Proposals  
Planning Application  
Winter 2020-21

Planning Decision  
Spring 2021

Start on Site  
Summer 2021

Deliver New House  
by Summer 2023

Parking

The existing garages on the site will be removed. The new homes will not have private parking given the size of the site and the availability of public transport locally.

The scheme will however provide two new wheelchair parking spaces to the rear of the proposed building to serve the new wheelchair apartments.

A parking survey is being undertaken to ensure the impact on parking in the local area is fully considered.

Share your views

You can also find this information and provide your feedback at:

[haringey.gov.uk/haringey-homes](https://haringey.gov.uk/haringey-homes).

If you require further information or support to share your feedback, please contact our team using the details below:

020 8489 1443 | [engagement@haringey.gov.uk](mailto:engagement@haringey.gov.uk)

UNIT

28.7 Public Engagement board 7

A number of comments and concerns were raised during the Community Engagement exercise. Taking on-board these comments, additional reports and surveys were carried out to assess the impact of the scheme on the wider community. Engaging with specialist consultants, the design was evolved to ensure relevant compliance in particular areas of concern. A summary of the comments and how the concerns were addressed are shown below:

| Topic                                       | Comments Raised                                                                                                                                                                                   | How the concern has been address                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
|---------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Overlooking                                 | The new apartments would overlook, and look into existing houses and apartments. The balconies proposed would overlook neighbouring properties amenity.                                           | The scheme has been designed to reduce windows on the south-east elevation, reducing any overlooking towards the terraced properties along Trinity Way. Where windows are present, these serve non-habitable rooms, or are smaller secondary windows to habitable rooms. The balconies which overlooked the terraced properties have been treated with additional measures to restrict views out and overlooking. Louvered fins have been added, and will be installed at an angle to control views. This will stop overlooking into garden areas to the terraced properties.                                                                                                                                                                                                                                                            |
| Parking                                     | Parking in the area is currently difficult and over cramped. No parking is proposed for the flats and it is likely residents will park in neighbouring streets.                                   | Car-free schemes are encouraged within London to promote the use of public transport. A Transport Statement was carried out to assess the parking impact of the new development. Other than the on-site disabled car parking, the scheme is to be 'car-free' such that future residents would not be eligible to apply for estate or local CPZ parking permits. Surveys have revealed the proposal is considered to be acceptable in all highways aspects if the scheme is to be assessed on the basis of 5m parking bay lengths. Parking in neighbouring streets will be discouraged, and sustainable methods such as cycling has been encouraged. A secure, locked, internal cycle store is provided for residents within the building and will be monitored by CCTV. A bike maintenance area is also provided to encourage cycle use. |
| Garages                                     | The removal of the garages will result in increased parking demand                                                                                                                                | On inspection of the garages, some of the garages were not being used for vehicle parking. The assumption of all garages being used for vehicular parking was used in the Transport Statement as a worst case scenario and it was revealed that the scheme was acceptable in all highways aspects. It was concluded that the parking demand would not unacceptable with the removal of the garages.                                                                                                                                                                                                                                                                                                                                                                                                                                      |
| Traffic                                     | Traffic along Bounds Green Road has worsened over the years and any development with a significant number of new homes would worsen the scenario.                                                 | A Transport Statement was carried out to assess the impact of the proposal on the wider area. The site is located with easy access to a range of local amenities, has a PTAL of 5 and good pedestrian and cycle links. Trip generation assessment has shown that the proposed development would have a negligible impact on local roads and public transport services.                                                                                                                                                                                                                                                                                                                                                                                                                                                                   |
| Other locations to develop                  | The site is small and constrained, and is not suitable for the number of units proposed. There are other site within the borough that would be more suitable for developing a high-rise building. | Although the site is small and restrictive, through careful analysis of the constraints and opportunities available on the site, a suitable, site specific scheme has be developed to address the constraints. Pinchin Architects are an award winning practise that specialise in developing infill site in a sensitive and respectable way. Within a 1mile radius, there are a number of medium / high-rise buildings which present the precedent of taller building being acceptable. The council are reviewing and developing a number of sites across the borough and each will be designed specifically for the site.                                                                                                                                                                                                              |
| Trees to be retained and additional planted | Clarification that existing trees would not be cut down to aid way for the development. New trees to be added to improve the outlook and area                                                     | No trees are proposed to be removed to accommodate for the proposed development and landscaping strategy, however 24 new trees are proposed to be instated. New trees and planting will occur along the green verge on Bounds Green Road and landscaped amenity area to the rear of the site                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                             |

|                                  |                                                                                                                                                                          |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|----------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Improving wildlife               | How will the development protect the wildlife in the area and what is being done to improve on the existing scenario                                                     | <p>Proposed are a number of enhancements to the wildlife value of the site.</p> <p>The key enhancements are:</p> <ol style="list-style-type: none"> <li>1. Inclusion of a range of native trees, shrubs, groundcover and climbers, many as sources of nectar for butterflies and other insects - the final species list will incorporate species from the RHS guidance on Plants for Pollinators</li> <li>2. Inclusion of fruit and berry-bearing trees and shrubs as a food source for wildlife</li> <li>3. Provision of extensive green roofs to roof areas of the new Finsbury House bin store, including wildflower plug plants, providing habitat</li> <li>4. Incorporation of bird and bat boxes across the site (integrated on existing and proposed trees within the site)</li> <li>5. Inclusion of bug hotels, mason bee and lacewing boxes as habitat for insects.</li> </ol>                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |
| Strong winds                     | Will the new development increase strong winds along Trinity Road and will residents be affected at the foot of the building                                             | A Wind Microclimate Assessment was undertaken to assess the pedestrian level wind effects around the proposed development. The wind conditions around the proposed new building are expected to be suitable for the pedestrian activities of strolling or standing in all public realm areas around the development. The proposed development is not expected to generate any adverse wind conditions in the wider existing area or around existing buildings.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                  |
| Improving green space            | The significant enhancements to the green space are to be commended                                                                                                      | We have worked hard to ensure that the wider landscape is improved and more attractive for use. Further enhancements to the green spaces have been proposed to enhance the ecology of the area.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Blocking light and overshadowing | Due to the scale and mass of the proposal, it is assumed that the building will overshadow the neighbouring properties and will reduce the amount of light they receive. | The proposal has been designed to follow good practise in terms of respecting sunlight and daylight to neighbouring properties. This was carried out by introducing 45 degree chamfered walls near the row of terraces along Trinity Road. To fully assess the impact to neighbouring properties, a daylight and sunlight study was carried out to assess the impact of the development on the light receivable by the neighbouring properties at 1 Northcott Avenue, 1 to 84 Finsbury House, 1 to 84 Newbury House, 2, 4, 6, 8, 10, 12 & 14 Partridge Way, 2 Cornwall Avenue, Seventh Day Adventist Church and Wood Green Pre School Playgroup. The scheme was developed alongside Right of Light Consulting to ensure that all neighbouring windows (that have a requirement for daylight or sunlight) pass the relevant BRE diffuse daylight and direct sunlight tests. The proposal was developed and refined to ensure that it also passed the BRE overshadowing to gardens and open spaces test. The test results demonstrate that the proposed development will have a relatively low impact on the light receivable by its neighbouring properties. Non-compliance with the BRE recommendations is limited to the VSC test in respect to only 4 windows at 1 to 84 Finsbury House. It is of the opinion of Right of Light Consulting, taking into account the overall very high level of compliance with the BRE recommendations, and the mitigating factors, the proposed development is acceptable in terms of daylight and sunlight. |
| Scale                            | The scale of the building is too big for the area and is not suitable for the site                                                                                       | The high level of compliance in term of sunlight and daylight being received to neighbouring properties argues that the scale and massing have been carefully considered to reduce any overbearing affect to neighbouring properties. The precedent of taller building is established within a 1 mile radius, having 9 buildings over 7 storeys. The site has been carefully analysed to ensure that the scale and bulk are appropriate.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                        |
| Devalue of property              | Concerns that a large scale development on the site would devalue the properties within the area as it would become unattractive for buyers.                             | The proposed development is envisaged to be a catalyst for improvements within the local area and will help in enhancing the immediate context. Improvement to the wider site are proposed, with increased security, enhanced ecology and landscaping. These factors would be attractive to new buyers.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                         |

|                              |                                                                                                                                                                                                |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                               |
|------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| Façade design not attractive | The façade design lacks interest and is unattractive. The grey brick proposed is out of character                                                                                              | A buff brick with yellow tones is proposed rather than a grey brick so that it is more in keeping with the area. Both red brick and buff brick options were explored for suitability. The buff brick was considered more appropriate as it echoed references of taller structures within the wider context such as St Barnabas Church, the Obelisk memorial opposite The Prince pub, and the post-war residential tower blocks. Brick detailing has been used to add interest to the elevations in a subtle yet elegant way. Brick banding, soldier courses, and stepped brick have been used to add relief. The use of multiple colours and materials was avoided as these can age poorly and look unattractive in the future. The elevations have been designed to age well and maintain a high-quality appearance.                                                                                                                                                         |
| New housing                  | It is important the new homes are built within Haringey to tackle the huge waiting list as well as stimulating the market for new buyers, however it is essential green areas are protected    | The modest sized site is unique as it provide an opportunity to provide a significant number of new homes, helping reduce the waiting list for the Haringey community. The proposal has been carefully and sensitively developed to ensure that the proposed built form is on brownfield land rather than important green areas. This was done so that the green areas could be protected. To further help protect the green areas, improvement to the wider site, are proposed such as the planting of new trees and a natural play space area.                                                                                                                                                                                                                                                                                                                                                                                                                              |
| Density of community         | The density of the community will further increase in an area which is already very dense. This will cause a hostile community where residents will struggling to book healthcare appointments | It is likely that residents being homed within the new development are local to the area and already reside within the community. The site at Partridge Way has been identified as a suitable location for new homes and is deemed appropriate for new homes.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
| Provision of social housing  | Provision of additional social housing within the borough is welcomed                                                                                                                          | Social housing registers and waiting lists are full and so the proposed scheme will provide welcome relief to many on the waiting list.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                       |
| Number of entrances          | Concerns that the number of entrances will allow non residents to enter the building                                                                                                           | One main entrance is proposed that will have key-fob access and CCTV cameras. A secondary entrance is proposed to the cycle store. This will have a locked gate to enter the cycle maintenance area, prior to a locked and secure entrance door which will also have CCTV cameras. A fire exit is proposed which will also be continuously locked except in the case of an emergency. There is an external door into the plant room area however this will have no access into the residential part of the building. The scheme was shared and consulted with the Metropolitan Police to seek advice for improving the security. The scheme is to achieve a Secured By Design Silver Award with the aspiration to achieve a Gold Award. It was noted by Metropolitan Police that the scheme could become a Secure By Design, Gold Award flagship building in terms of security. Through the technical stages of the project, the aspiration is to ensure a gold award status. |
| Bulk waste                   | With the garages being removed, where will bulk waste now be collected                                                                                                                         | Haringey and Homes for Haringey are currently in discussions on how this matter can be resolved.                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                              |

# SECTION C

## SUPPORTING CONSULTANTS' REPORTS

## 30.0 SECURED BY DESIGN

The Metropolitan Police have assisted the proposed scheme in relation to seeking to create a safer environment for the future residents of the development and wider community. A Metropolitan Police Constable and Design Out Crime Officer was consulted, and comments received have been adhered to.

The comments received on the 1st March 2021 were as follows:

- Outer layer doors (Communal entrance, cycle and refuse store) to comply with LPS1175 SR2 or equivalent, self closing, self locking access controlled for both visitors and residents.
- Gates to be self closing, self locking and access controlled.
- All inner communal doors to be self closing, self locking and access controlled.
- Second lobby door to be of the same standard as the main entrance communal door.
- No trade buttons.
- Not meet and greet system for visitors.
- No drop key fire switch on external walls.
- Break green buttons (or boxes) to be self-resetting and not require a capable guardian to reset after activation.
- Mail to be collected in lobby via accredited mail boxes.

The Metropolitan Police were happy the proposal and concluded the scheme would achieve a Secured by Design Silver award accreditation. With additional detail provided at the technical stage, a Gold awards accreditation could be achieved.

The proposal therefore will achieve a minimum standard of a SBD Silver Award, with the aspiration to achieve a SBD Gold Award.

## 31.0 SUNLIGHT AND DAYLIGHT (WITHIN FLATS)

PARTRIDGE WAY

Right of Light Consulting has been commissioned by Martin Arnold Ltd to undertake a daylight and sunlight study in connection with the proposed development. The aim of the study is to check whether or not the proposed First Floor to Eighth Floor receive satisfactory levels of daylight and sunlight.

The study is based on the numerical tests laid down in the Building Research Establishment (BRE) guide 'Site Layout Planning for Daylight and Sunlight: a good practice guide, 2nd Edition' by P J Littlefair 2011.

Appendix 1 of their report identifies the windows analysed in this study. The numerical test results (including all calculation workings) are provided in Appendix 2.

Right of Light Consulting confirms that the proposed design satisfies all of the requirements set out in the BRE guide 'Site Layout Planning for Daylight and Sunlight. All habitable rooms receive adequate sunlight and daylight.

In relation to natural daylight to external amenity space, the testing of direct sunlight to balconies was not intended to be undertaken within the interpretation of the guide. In section 3.3.3, the guide implies that the availability of sunlight for open spaces would primarily be required for gardens (usually the main back garden of a house) and larger open community spaces. However, in Rights of Light Consulting's opinion, the balconies will receive sufficient light within the interpretation of the guide.



31.1 Snapshot of windows being tested

32.0 SUNLIGHT AND DAYLIGHT (NEIGHBOURING PROPERTIES)

An assessment was also undertaken by Right of Light Consulting in respect to the potential impact of the proposed development on sunlight and daylight on neighbouring property. The following is a summary of their report:

*The study is based on the various numerical tests laid down in the Building Research Establishment (BRE) guide ‘Site Layout Planning for Daylight and Sunlight: a guide to good practice, 2nd Edition’ by P J Littlefair 2011.*

*The aim of the study is to assess the impact of the development on the light receivable by the neighbouring properties at 1 Northcott Avenue, 1 to 84 Finsbury House, 1 to 84 Newbury House, 2, 4, 6, 8, 10, 12 & 14 Partridge Way, 2 Cornwall Avenue, Seventh Day Adventist Church and Wood Green Pre School Playgroup.*

*The window key in Appendix 1 of their report identifies the windows analysed in this study. Appendix 2 of their report gives the numerical results of the various daylight and sunlight tests. Where room layouts were not known the daylight distribution test have not been undertaken.*

*All neighbouring windows (that have a requirement for daylight or sunlight) pass the relevant BRE diffuse daylight and direct sunlight tests. The development also passes the BRE overshadowing to gardens and open spaces test.*

*The results demonstrate that the proposed development will have a relatively low impact on the light receivable by its neighbouring properties. Non-compliance with the BRE recommendations is limited to the VSC test in respect of windows 102, 103, 113 & 124 at 1 to 84 Finsbury House. In Right of Light Consulting opinion, taking into account the overall very high level of compliance with the BRE recommendations, and the mitigating factors set out in section 4, the proposed development is acceptable in terms of daylight and sunlight.*



32.1 Overshadowing to neighbouring gardens and open spaces

The following extract has been taken from the London Plan Fire Statement produced by Socotec for the proposal at Partridge Way.

*Statement of compliance*

*As part of the planning submission, the London Plan also request that a ‘Fire Statement’ be provided for the building. It is intended that this fire strategy report will also serve as the Fire Strategy for the scheme.*

*It is the intent of the London Plan that buildings should achieves the highest standards of fire safety, reducing risk to life, minimising the risk of fire spread, and providing suitable and convenient means of escape which all building users can have confidence in. In addition to the expectations of the Building Regulations, this design has been developed to meet the life safety requirements with respect to fire safety under the London Plan D5 and D12 policies.*

*The building will feature construction materials that for which detailed specification will occur during detailed and technical design at RIBA Stages 3 & 4, with the selection of manufacturer’s products anticipated to be by the contractor during construction at RIBA Stages 5 & 6. At the current design stage, being RIBA Stage 2, the outline specification of materials is provided as follows, with further detail provided within the body of this report:*

- Primary structure: Non-combustible steel-reinforced concrete structural elements (walls, columns and slabs).*
- External wall: Materials which meet the requirements of Building Regulation 7(2), 7(3) and 7(4).*
- Internal linings: Materials which comply with the expectations of BS 9991, depending on situation of use.*
- Firefighting stairs: Non-combustible materials will be used for the firefighting stairs.*

34.0 FIRE SAFETY STRATEGY REPORT

The following extract has been taken from the Fire Safety Strategy Report produced by Socotec UK Ltd for the proposal at Partridge Way.

*Trenton Fire have been appointed by Martin Arnold Associates to provide fire safety consultancy services for the design of the Partridge Way development, in Wood Green, London.*

*It is intended that this report will inform discussions with the overall design team and may, after design team coordination, be issued to the approving authorities (including their statutory consultation with the local fire and rescue service) in support of the Building Regulations submissions for the project.*

*This fire safety strategy has been developed to satisfy the life safety requirements with respect to fire under the Building Regulations 2010 (including amendments). This has been achieved through compliance with the prescriptive recommendations for life safety of BS 9991 in the first instance. In line with the objectives set by the client, the strategy has not been developed to include any additional specific measures for the*

*protection of property. However, features that are included for life safety will contribute to some extent to property protection and business continuity.*

*Apart from where noted in this report, the design will be in accordance with the recommendations of BS 9991. To facilitate ease of review by the building control body, the items departing from BS 9991 guidelines or posing unusual fire safety challenges and variations from the prescriptive guidance documents are identified in Table 1, along with the respective proposed alternative solutions.*

*This development comprises the construction of a new residential building, featuring 23 residential units located in a nine-storey block adjacent to the Trinity Road/Partridge Way junction. The height of the top-most storey is 23.8 m above ground whilst the total height of the building is 30m. The building will comprise of a single stair core designed as a firefighting shaft, provided with a firefighting lift and a dry rising main.*

*A ‘stay-put’ evacuation regime will be adopted within the residential areas, whereby only the occupants within the apartment of fire origin will be signalled to escape upon detection of a fire. Occupants elsewhere in the building may escape of their own accord, on becoming aware of a fire, or under the direction of the fire and rescue service if deemed necessary.*

*Common means of escape will be via a protected stair lobby provided with natural smoke ventilation achieved via external AOVs on the building façade for all storeys. Escape from each group of flats will be via a single centrally located stair serving all residential areas of each floor. All flats in this residential building will be provided with a Category 2 automatic water fire suppression system (AWFSS) designed and commissioned in accordance with BS 9251 [1] whilst ancillary areas on the ground floor will be fitted with quick response type sprinkler in accordance with BS EN 12259-1.*

*The structural elements of the building should achieve a 60-minute fire resistance. The buildings are provided with a high degree of compartmentation, separating all apartments and giving protection to the means of escape. All floors will be designed as compartment floors.*

*Fire-fighting operations will be carried out through a combination of vehicle perimeter access and fire-fighter access internally via the firefighting shaft. Suitable water supplies will be provided to the site via the public fire hydrant network. Once inside the building, fire-fighters would benefit from the firefighting stair, firefighting lift, dry rising main and the automatic natural smoke venting system.*

*Non-exhaustive guidance has been provided within the appendices of this report relating to management issues. Under CDM legislation and Regulation 38 of the Building Regulations, this report should be provided to tendering contractors and building management to assist with the ongoing provision of fire safety within the development.*

The following extract has been taken from the ‘Energy Statement for Planning’ produced by MLM Consulting Engineers Ltd for the proposal at Partridge Way.

*The scheme is due to complete post 2021, as such it is envisaged that future Building Regulations will be applicable. This proposal has undertaken SAP modelling in compliance with Building Regulations Part L1A 2013 Software. The regulated CO2 emissions results have been generated using SAP2012 and then converted using the GLA’s Carbon Emission Reporting Spreadsheet (v1.1 2018) to estimate emissions under SAP10.0.*

*Please be aware that once the new Building Regulations are adopted and if applicable to the scheme, remodelling under the compliant SAP10 software should be undertaken. This is to ensure all new Building Regulations criteria has been reviewed and achieved.*

*The development will implement significant energy efficiency measures, to achieve the required carbon emission reductions by the Local Authority. The strategy detailed within this report follows London Borough of Haringey’s policies. The scheme achieves a 64% improvement in CO2 emissions over the baseline requirements within Building Regulations Approved Document Part L1A.*

*The following strategy will be implemented for the proposed development:*

- ‘Be Lean’: Energy efficiency measures to improve the building fabric and services includes: High performance U-Values (0.18 for external walls, 0.12 for roof, 0.13 for the exposed floor, 1.0 for flat entrance doors and 0.9 for the glazing and a good air tightness (maximum of 3m3/m2/hr at 50Pa)) and bespoke Psi-values for thermal bridging.
- ‘Be Clean’: A CHP or a Heat Network has not currently been deemed feasible for the scheme.
- ‘Be Green’: Air Source Heat Pump and Photovoltaic panels have been deemed the most feasible technology.

*The energy efficiency measures included within the report represent current best practice and the use of a low and zero carbon technology.*

*The conclusions of the assessment are summarised in the following table:*

| Residential              | Carbon Dioxide Emissions (Tonnes/Annum) | CO <sub>2</sub> Savings (Tonnes CO <sub>2</sub> / year) | CO <sub>2</sub> Emissions Reduction at each stage (%) |
|--------------------------|-----------------------------------------|---------------------------------------------------------|-------------------------------------------------------|
| Step 1 –Baseline         | 23                                      | -                                                       | -                                                     |
| Step 2 – ‘Be Lean’       | 20                                      | 3                                                       | 13%                                                   |
| Step 3 – ‘Be Clean’      | 20                                      | -                                                       | -                                                     |
| Step 4 – ‘Be Green’      | 8.3                                     | 11.7                                                    | 51%                                                   |
| Total Cumulative Savings | -                                       | 14.7                                                    | 64%                                                   |

The following extract has been taken from the ‘Overheating Assessment CIBSE TM59’ carried out by MLM Consulting Engineers Ltd for the proposal at Partridge Way.

*The following report assesses the summertime overheating performance (CIBSE TM 59) of the proposed residential development. The simulation has been completed using the recommended internal gains by the TM59 methodology and using the following weather scenarios for London Central (LWC):*

- DSY1 2020 High 50%, DSY2 and DSY3 weather files as defined by CIBSE TM49;
- Future compliance with DSY1 with 2050s and 2080s future weather patterns (high emission, 50% percentile);
- Good practice future compliance with DSY 2 and 3 with the 2050s and 2080s future weather patterns (high emissions, 50% percentile) that will help inform the retrofit plan.

*After reviewing the initial design and carrying out necessary optimisations, all weather files for London Weather Central have been run to check every space complies. Due to the noise risk, mechanical purge ventilation with tempered air has been used in order to mitigate overheating and optimise all the spaces. The results depict the following observations:*

- Under LWC DSY 01 2020 High 50%, all rooms comply with thermal comfort criteria of CIBSE TM59;
- Under LWC DSY 02 2020 High 50% all rooms comply with thermal comfort criteria of CIBSE TM59,
- Under LWC DSY 03 2020 High 50% all rooms comply with thermal comfort criteria of CIBSE TM59;
- Additional optimisations have been carried out for future weather files. With the additional tempered air ventilation under 2050 and 2080 weather conditions, all rooms are seen to provide a good level of thermal comfort for the dwellers complying with the overheating thresholds.
- None of the communal corridors are predicted to exceed temperatures above 28°C, therefore as defined by CIBSE TM 59 methodology there is no risk of overheating;

*This document demonstrates that best endeavours within the constraints of the project have been undertaken to achieve full compliance with the above design guidance. This is demonstrated via adherence to the steps defined within Policy 5.9 (overheating and cooling) from The London Plan Chapter Five London’s Response to Climate change and in particular the steps defined within the Cooling Hierarchy and Haringey’s Summary key overheating planning application requirements.*

## 37.0 WIND ANALYSIS

BRE were appointed by Haringey Council to undertake a desk study to consider the pedestrian level wind effects around the proposed development.

The conclusions of this desk study are as follows:

- *The wind conditions around the proposed new building on Partridge Way are expected to be suitable for the pedestrian activities of Strolling or Standing in all public realm areas around the development.*
- *The wind conditions at the main building entrance and at the fire exit and secondary entrances are expected to be suitable for Entrance/Exit use at these locations.*
- *The proposed development is not expected to generate any adverse wind conditions in the wider existing area or around existing buildings.*

*In summary: It is expected that the wind micro-climate around the proposed Partridge Way development will be suitable for the intended pedestrian activities at all ground level locations on footpaths, public realm areas and adjoining areas. There are not expected to be any adverse impacts on the wind micro-climate.*

## 38.0 CONSTRUCTION LOGISTICS PLAN

An Outline Construction Logistics Plan was carried out by Martin Arnold Ltd to support the proposal at Partridge Way.

The overall objectives of the Outline Construction Logistics Plan are to:

- Encourage construction workers to travel to the site by non-car modes e.g. using bus stops near the site or Bounds Green or Alexandra Palace stations;
- Promote smarter operations that reduce the need for construction travel or that reduce or eliminate trips in peak periods;
- Encouraging greater use of sustainable freight modes;
- Encouraging the use of greener vehicles;
- Managing the on-going development and delivery of the CLP with construction contractors;
- Ensure that pedestrian access to the neighbouring properties on Partridge Way / Trinity Road is not compromised during the construction works;
- Communicate site delivery and servicing facilities to workers and suppliers; and,
- Encourage the most efficient use of construction freight vehicles.

The report sets out appropriate means to satisfy the objectives.

## 39.0 PARKING ASSESSMENT

### PARTRIDGE WAY

The proposals comprise the construction of a residential block of 23 dwellings on a site that currently provides 18 'lock-up' garages. On-site car parking is proposed to be limited to 2 disabled parking spaces, plus on-site cycle parking in accordance to the London Plan standards.

The site is located with easy access to a range of local amenities, has a PTAL of 5 and good pedestrian and cycle links.

The site and roads adjoining the site are within the Wood Green (WG) Outer controlled parking zone where regulations apply Monday to Saturday 8am to 6.30pm.

Trip generation assessment has shown that the proposed development would have a negligible impact on local roads and public transport services.

Surveys have revealed that the average overnight parking stress of Controlled Parking Zone WG where permit holding residents can park within the survey area was found to be 69% or 77% when splitting kerb space into increments of 5 metres or 6 metres respectively. Of the 156 total Zone WG Permit Holder kerb side parking opportunities within the study area (5 metre increments), an average of 108 cars have been observed to be parked leaving 48 available spaces.

Based on the worst case assessment that 18 cars will be displaced from the current site as a result of the proposals, overnight parking stress on Zone WG Permit holder spaces would increase from the current level of 69% to 81% for the 5m bay length assessment, and from 77% to 90% for the 6m sensitivity test bay length assessment. In reality some of the current 'lock-up' garages may be vacant or used for storage.

The London Plan sets out that residential developments in PTAL 5 areas should be car free. It is proposed that the proposed development will be car-free in that no on-site parking is provided (other than 2 disabled bays), and permit-free in that residents would not be permitted to apply for on-street parking permits. Under this car-free / permit-free scenario, the development would not increase overnight parking stress on Zone WG Permit holder spaces above the level described above for the worst-case displacement of 18 cars from the current site.

The refuse servicing arrangements and cycle parking arrangements for the proposed development are in accordance with local policy requirements and are considered to be satisfactory.

On-site cycle parking will be provided in line with London Plan standards and residents will be encouraged to take up 'free' car club membership.

In summary, the proposal is considered to be acceptable in all highways aspects if the scheme is to be assessed on the basis of 5m bay lengths. The scheme will also be car-free / permit-free.

ME Landscape Studio were appointed by Haringey Council to carry out a landscaping proposal and play space strategy for the scheme at Partridge Way. The information below provides a brief summary of their proposals:

*In order to be policy compliant and provide suitable facilities for the residents, the brief has included considering the context of the site and to develop a play strategy both for residents and the wider community and to resolve bin storage issues for Finsbury House, opposite the site.*

*Our approach has been to consider the wider context and the relationship the site has to this. The main points are the play and sports facilities, but also access to open space and green networks.*

*We have then considered the development site, in terms of it's opportunities and constraints. Also, the locality including the triangular green space to the east, the green verge along Bounds Green Road and the space in front of Finsbury House.*

*We have also considered the existing trees, in terms of their retention and impacts on the root protection areas. This has also been expanded to consider new tree planting in suitable locations.*

#### **Landscape Overall Plan Key Proposals**

1. Proposals to the base of the new building to reinforce the quality of the building and improve the setting
2. Creation of a new play space within the existing triangular open space, with associated tree, shrub and groundcover planting;
3. A new bin store adjacent to Finsbury House; to have visually permeable walls and a green roof with surrounding tree and shrub planting;
4. Additional tree planting along the verge to Bounds Green Road, to complement the existing trees.



40.1 Overall landscape plan

Landscape Ground Floor Plan Key Proposals

- 1. A consistent treatment to the footpaths around the new building;
- 2. Raised planters along the Trinity Road frontage with Mediterranean and drought-tolerant grasses; Dutch brick paving to the main building entrance;
- 3. Vertical freestanding planting to the boundary with No.2 Partridge Way. The species to be a combination of ornamental ivy (e.g. Hedera helix ‘Ivalace’ and Hedera helix ‘Green Ripple’) and Pyracantha (evergreen; thorns; berries in Autumn).



40.2 Ground floor plan landscape proposal

Play Space Strategy

New development shall provide opportunities for Children’s Play Space by:

- Protecting and enhancing existing play spaces;
- Making provision for children’s informal or formal play space in addition to amenity space provision as set out above;
- Provide children’s informal or formal play space to meet minimum of 3m2 as set out in the Council’s Open Space Standards SPD and an aspirational target of 10m2 as set out in the Mayor’s SPG Providing for Children’s and Young People’s Play and Informal recreation;
- Ensuring easy access to a range of quality and safe play opportunities for all children and within a practical journey from their home without the need to use public or private transport;
- Provide play spaces that are attractive, welcoming and engaging for all children and young people,

- children of both gender, disabled children and children from minority groups in the community.
- Using the latest GLA Population Yield Calculator, we find that there is a requirement of 114.4m2 based on 11.4 children with 10m2 per child. This is for all age groups; however, it would be expected that older children (12-15) and young adults would use surrounding play and sports facilities targeted at these age groups.
  - For Ages 0-4 and 5-11 there is a requirement of 97m2, based on a child yield of 9.7 children. Given that the site is restrictive in terms of available area to provide facilities, we are proposing to provide suitable play equipment and natural play elements (play boulders, logs and possibly a mound) within the adjacent triangular Communal Space to the east. This provides a centrally-located ‘door step’-type space with a travel distance of approximately 50 metres from the dwellings, and is a facility that surrounding children can also use.

|                               | 1 bed | 2 bed |
|-------------------------------|-------|-------|
| Market and Intermediate Units |       |       |
| Social Units                  | 14    | 9     |

|             |    |
|-------------|----|
| Total Units | 23 |
|-------------|----|

|                        |        |
|------------------------|--------|
| Geographic Aggregation | London |
|------------------------|--------|

|      |          |
|------|----------|
| PTAL | PTAL 3-4 |
|------|----------|

|                                  |                       |        |       |
|----------------------------------|-----------------------|--------|-------|
| Yield from Development (persons) |                       |        |       |
|                                  | Market & Intermediate | Social | Total |
| Ages 0, 1, 2, 3 & 4              | 0.0                   | 5.8    | 5.8   |
| Ages 5, 6, 7, 8, 9, 10 & 11      | 0.0                   | 3.9    | 3.9   |
| Ages 12, 13, 14 & 15             | 0.0                   | 1.1    | 1.1   |
| Ages 16 & 17                     | 0.0                   | 0.6    | 0.6   |
| 18-64                            | 0.0                   | 32.5   | 32.5  |
| 65+                              | 0.0                   | 0.8    | 0.8   |
| Total Yield                      | 0.0                   | 44.8   | 44.8  |

Play Space Calculator

|                |      |
|----------------|------|
| Total Children | 11.4 |
|----------------|------|

|                        |                             |                                    |
|------------------------|-----------------------------|------------------------------------|
|                        | Benchmark (m <sup>2</sup> ) | Total play space (m <sup>2</sup> ) |
| Play space requirement | 10                          | 114.4                              |

40.3 GLA Play-space calculator

**Proposed trees**

The proposed development does not remove any existing trees. We are proposing to incorporate additional tree planting to surrounding open space areas, including the triangular open space to the east, the verge along Bounds Green Road to the south, and the area close to the proposed bin store adjacent to Finsbury House.

The number of proposed trees indicated is 24, divided as follows:

- Within the development site - 9;
- Bounds Green Road verge - 9;
- Close to Finsbury House - 6.

The final choice of species will be agreed with LB Haringey tree officer.



40.4 Proposed trees

**Planting Ideas**

The key characteristics of the plant species are:

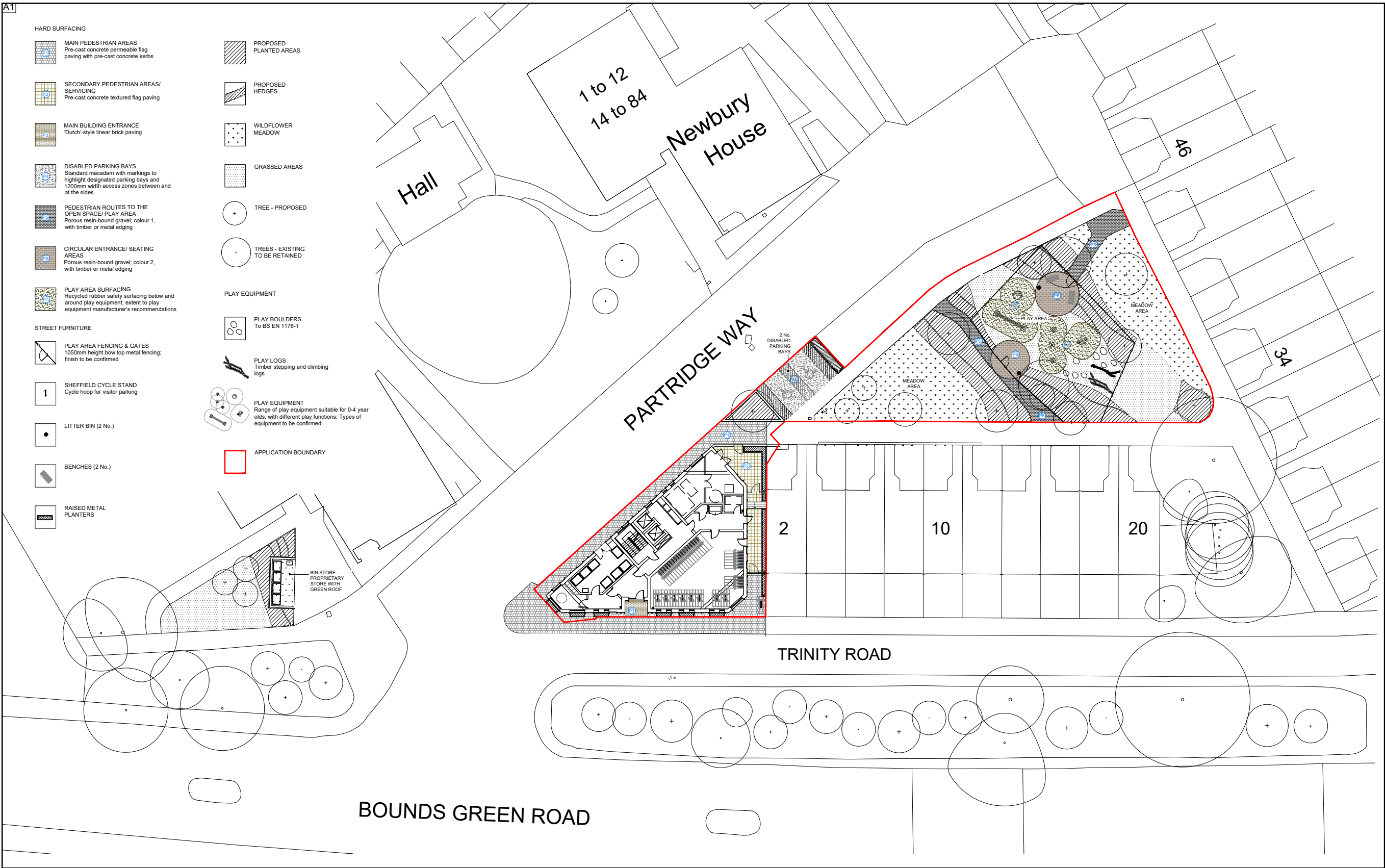
- Low-maintenance requirements;
- Shade-tolerant species, particularly important underneath the tree canopies of the existing trees;
- Evergreens/perennials - providing screening and 'greening' throughout the year;
- Interest at different times of the year (flower colour in Spring/Summer; Autumn leaf colour; stem colour in Winter; scent);
- Native species where appropriate, to increase the nature conservation value of the landscape spaces and tie the site in to it's wider context;
- Species to be wildlife-friendly, following guidance from the Royal Horticultural Society.



40.5 Proposed planting ideas

**Ecological Enhancements**

- There are a number of proposed enhancements to the wildlife value of the site. The key enhancements are:
1. Inclusion of a range of native trees, shrubs, groundcovers and climbers, many as sources of nectar for butterflies and other insects - the final species list will incorporate species from the RHS guidance on Plants for Pollinators;
  2. Inclusion of fruit and berry-bearing trees and shrubs as a food source for wildlife;
  3. Provision of green roofs to roof areas of new Finsbury House bin store, including wildflower plug plants, providing habitat;
  4. Incorporation of bird and bat boxes across the site (integrated on existing and proposed trees within the site);
  5. Inclusion of bug hotels, mason bee and lacewing boxes as habitat for insects.



40.6 Proposed landscape strategy