

31st November 2023

Philip Elliott,
Principal Planning Officer,
Haringey Council,
Planning Service, Level 6, River Park House,
225 High Road, Wood Green,
N22 8HQ

Dear Philip,

**Haringey Warehouse District, Seven –
Sisters Road: Wind Microclimate Peer Review**

Architectural Aerodynamics Limited (ArcAero) has been appointed to carry out an independent review of the December 2022 pedestrian level wind microclimate assessment submitted in support of the planning application “HGY/2023/0728” for Haringey Warehouse District, Seven – Sisters Road, in London. The wind microclimate assessment was undertaken by FD Global Limited and is documented in report “Haringey Warehouse District, Seven – Sisters Road, London, United Kingdom Pedestrian Wind Comfort and Safety” for Dakota, dated 15th December 2022. This review is based on the contents of this document.

The current review is intended to advise on the suitability of the method of assessment, the criteria used for the study, the results obtained, and the conclusions derived. Where appropriate, comments and questions are raised within sections 1 and 2 below.

1. Suitability of Methodology Applied

- 1.1. The wind microclimate assessment employs an experience based qualitative study in order to conduct a quantitative assessment of the expected suitability of wind conditions based on the industry standard Lawson criteria for pedestrian comfort and safety. The qualitative methodology employed is considered plausible.
- 1.2. The report states a target of C1 – Pedestrian transit / thoroughfare (A-B) for all thoroughfares within and around the site. More recently this has generally been considered too windy for comfortable pedestrian passage through high quality residential and mixed-use schemes, although it may be considered tolerable in the winter months or within relatively small, isolated areas. The report later confirms the worst conditions are ” C2 - Leisure thoroughfare / strolling” in any case.

- 1.3. It is not explicitly stated if the assessment was conducted with consideration of proposed landscaping. It is assumed that the study has omitted the effect of proposed landscaping and is therefore conservative, although it would be useful to have this clarified.
- 1.4. Two scenarios have been assessed, namely the existing site and the Proposed Development within the context of existing surrounding developments. An assessment of the Proposed Development within the context of cumulative developments would ordinarily be expected as part of a planning application. The reason for omitting this should be clarified, although it is likely that there would be no material impact on the report conclusions.
- 1.5. The study derives the suitability of wind conditions via application of the London Docklands Development Corporation (LDDC) variant of the Lawson criteria for pedestrian comfort and safety. This is the most widely adopted variant of the Lawson criteria and is considered both acceptable and appropriate.
- 1.6. The tall building features which impact wind conditions appear to be plausibly defined.

2. Review of Conditions Predicted

- 2.1. The study has not assessed the small terraces on levels 1-6, or the larger terrace on level 7. These areas should be assessed to provide a full analysis of conditions within the site.
- 2.2. Elsewhere, conditions are described as both safe and comfortable for existing and proposed pedestrian uses. This appears plausible and is in line with expectations of wind conditions around a development of this nature.

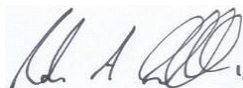
Summary

The assessment represents a plausible appraisal of the wind microclimate upon the introduction of the proposed development. A few minor points of clarification have been raised but the outcome of these are not expected to materially impact the conclusions of the report, or the suitability of wind conditions reported. The findings can be considered to be robust.

Yours Sincerely



Mr Alex Turpitt
Director
Architectural Aerodynamics



Dr Robin Stanfield
Director
Architectural Aerodynamics