

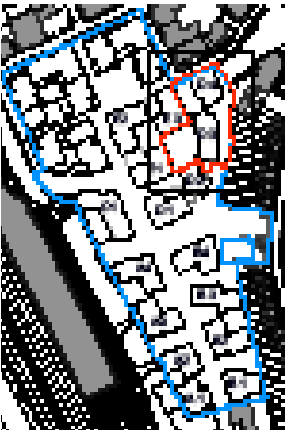
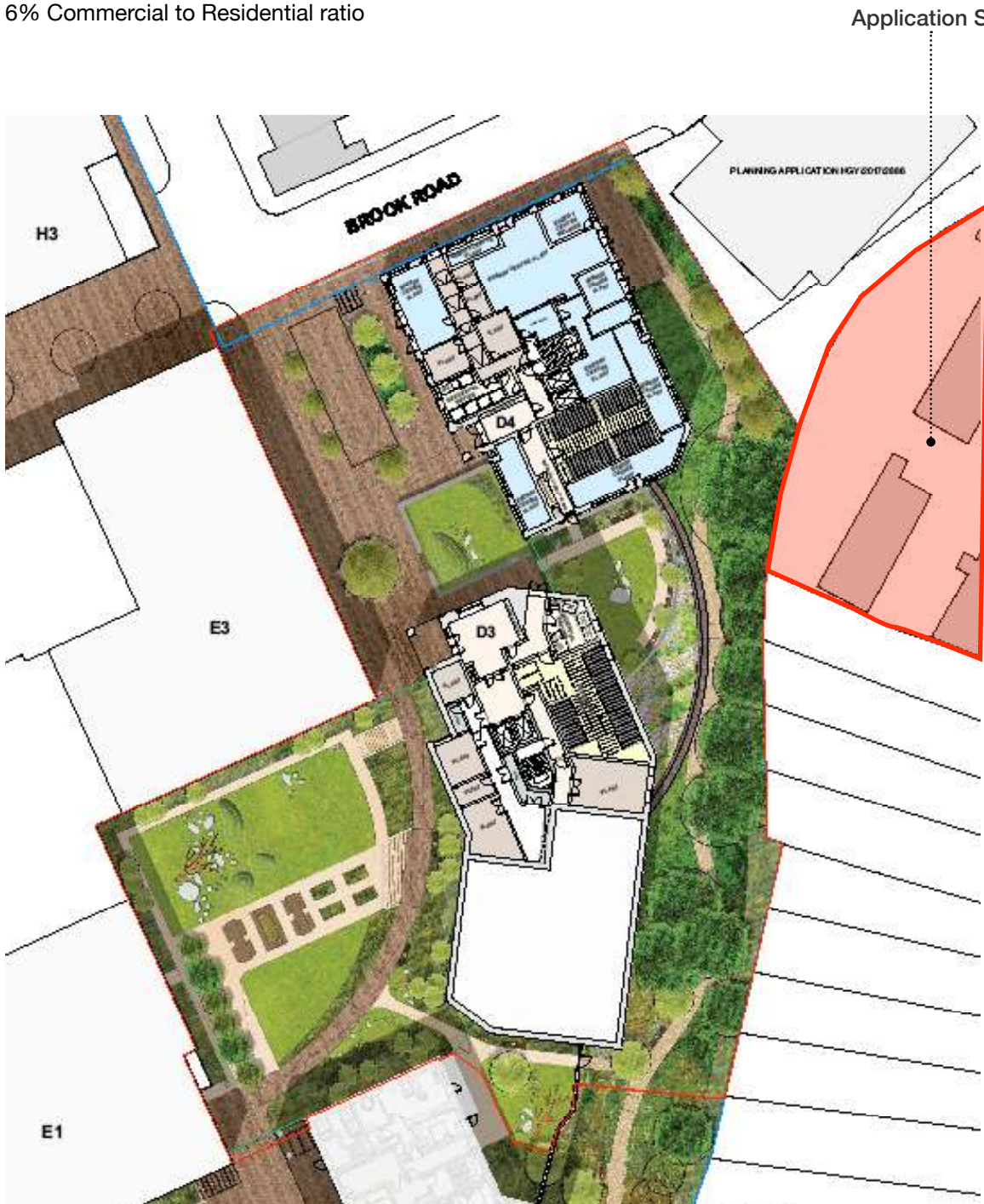
2.4 Adjacent Permitted Schemes

Clarendon Gas Works

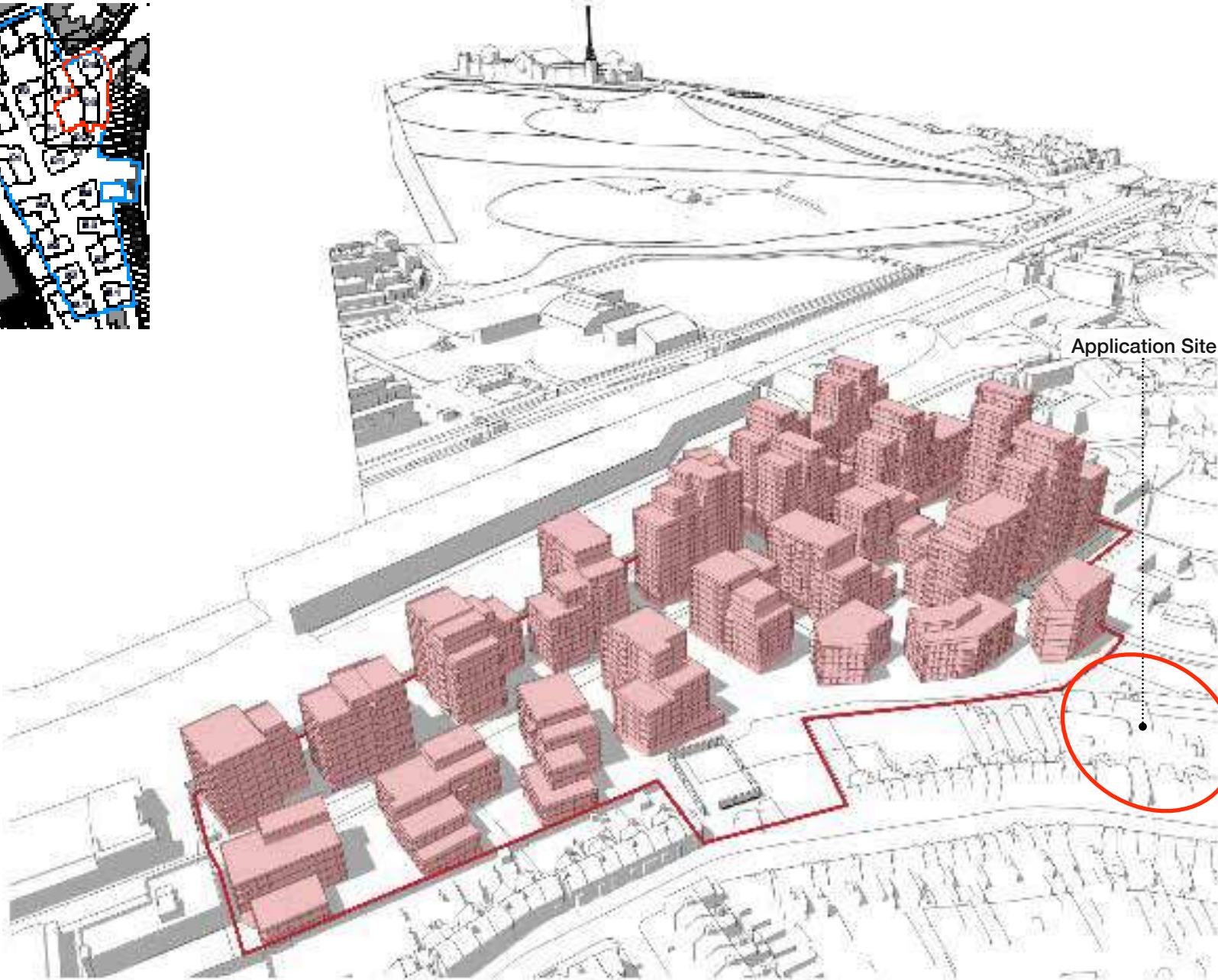
Masterplan total number of homes- 1,697 (143,252 sqm GIA)
2 to 19 storeys

- 8% Family housing
- 29% Affordable housing
- 10% Wheelchair Accessible Units

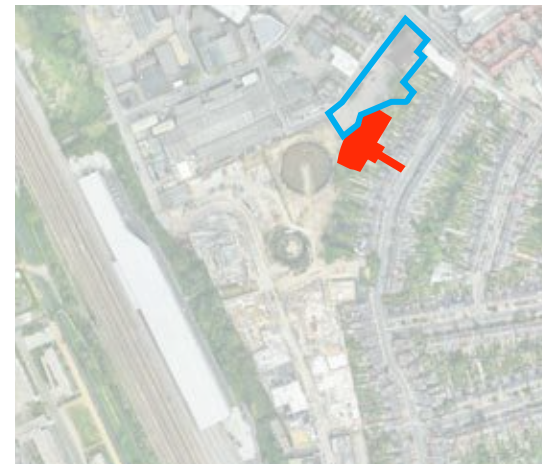
Commercial and Community Use- 9,442 sqm GIA
6% Commercial to Residential ratio



Key Plan- Site relationship with the application site



Planning application drawings above by Panter Hudspith Architects



Key Plan- Site relationship with the application site

2.4 Adjacent Permitted Schemes

Land off Brook Rd Mayes Rd

Total number of homes- 169

6 to 9 storeys

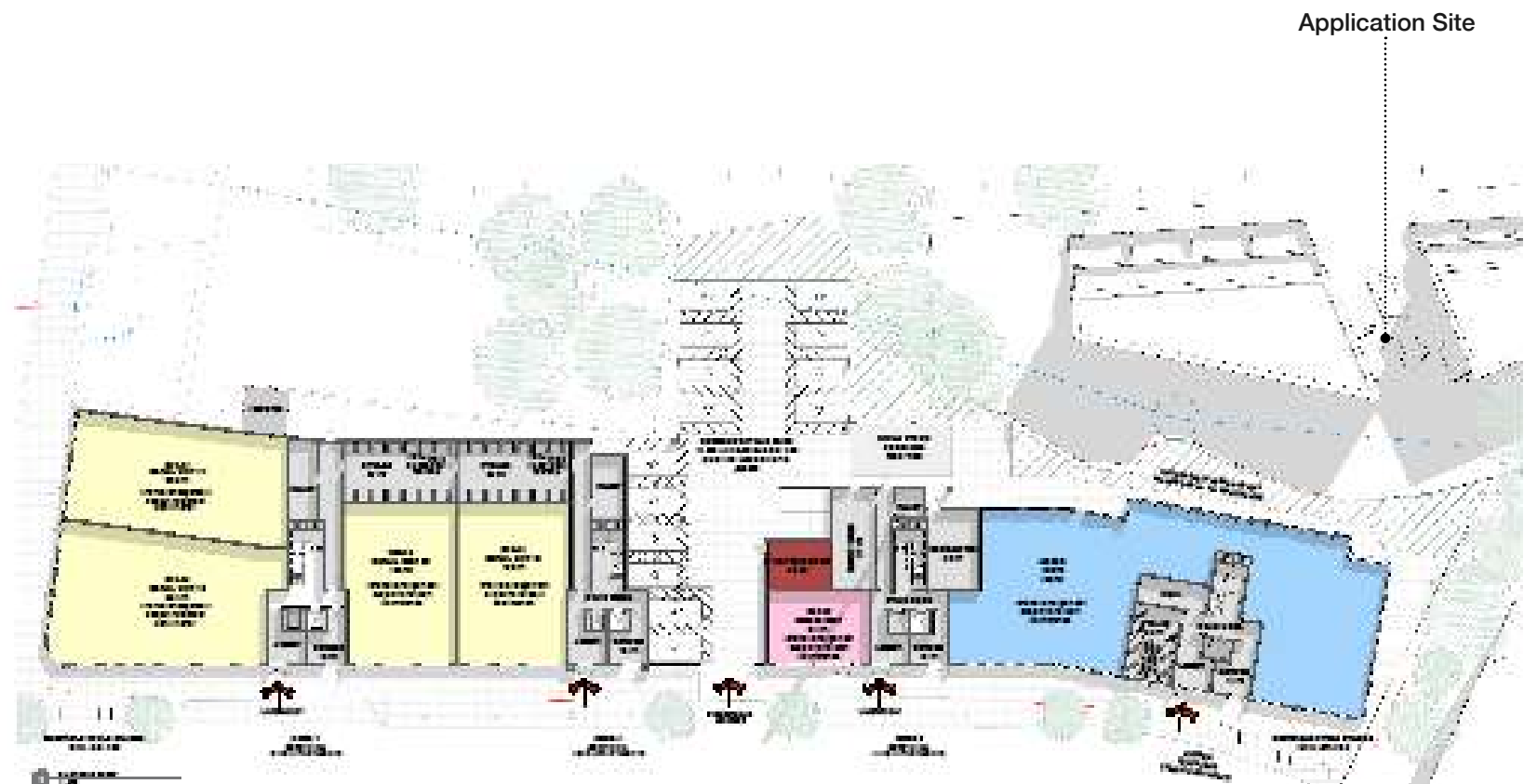
0% Family housing

10% Wheelchair Accessible Units

Non-residential use- 2,207 sqm GIA (includes 1,027 sqm Medical Centre)



Planning application drawings above by Cassidy+Ashton



2.5 Environmental & Policy Context

Public Transport Accessibility Level (PTAL)

The Site has a PTAL rating of 4 indicating a good level of accessibility.

Road and Rail Noise

Road and rail noise do not affect the Site negatively according to the Extrium Noise Map.

Flood Risk Zone

The Site does not fall within a flood risk zone. There is an existing culverted watercourse running through the Site.

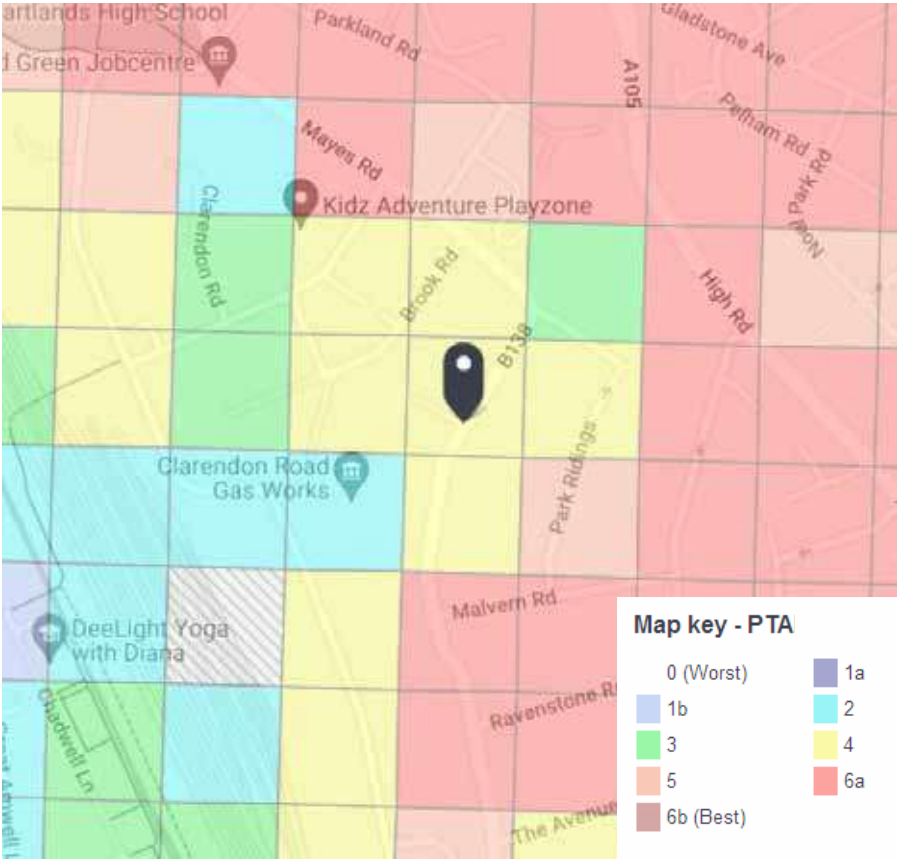
Local Plan

Planning Designations:

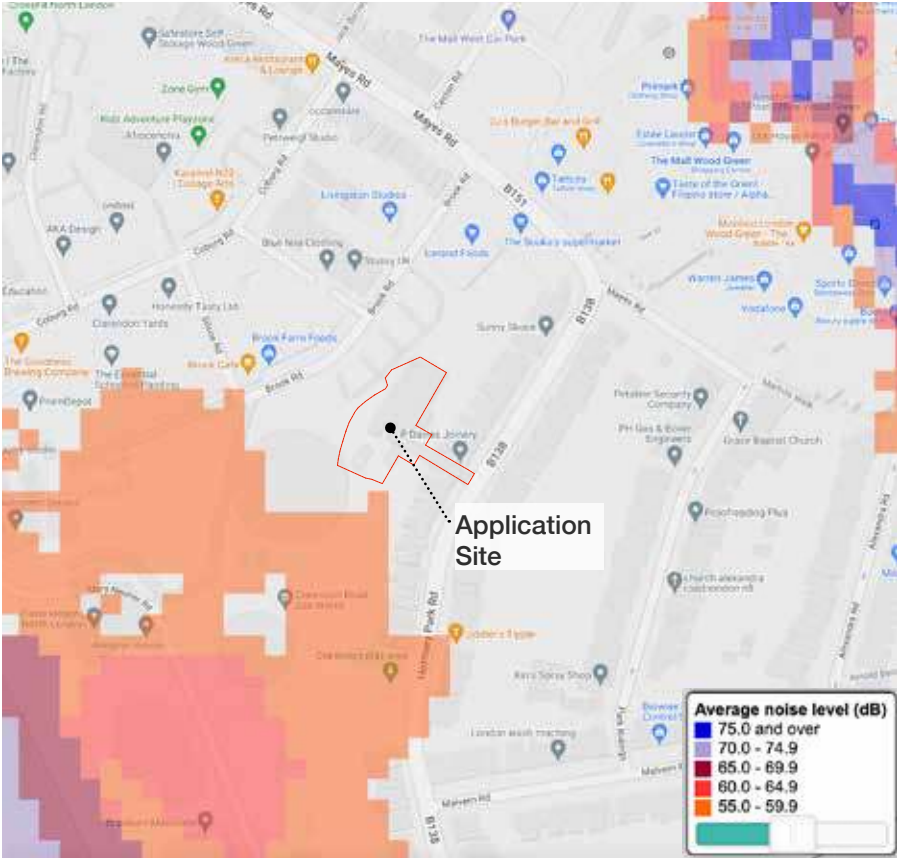
- Wood Green Metropolitan Centre
- Wood Green Growth Area
- Local Employment Area: Wood Green regeneration area
- Blue ribbon network

The Site is part of proposed Site Allocation SA21- Clarendon Square Gateway, in the Site Allocations DPD, adopted July 2017. The policy states:

“Creation of a new link between Wood Green and Clarendon Square. Mixed use redevelopment of existing buildings to create a legible streetscape along this link with employment-led mixed use development with residential. This site plays an important role in linking the Haringey Heartlands area to Wood Green High Rd. The future development will make viable a safe pedestrian and cycling link from Wood Green to Alexandra Palace Park via the Heartlands area, and Cultural Quarter. New commercial and residential development will be permitted along this route.”



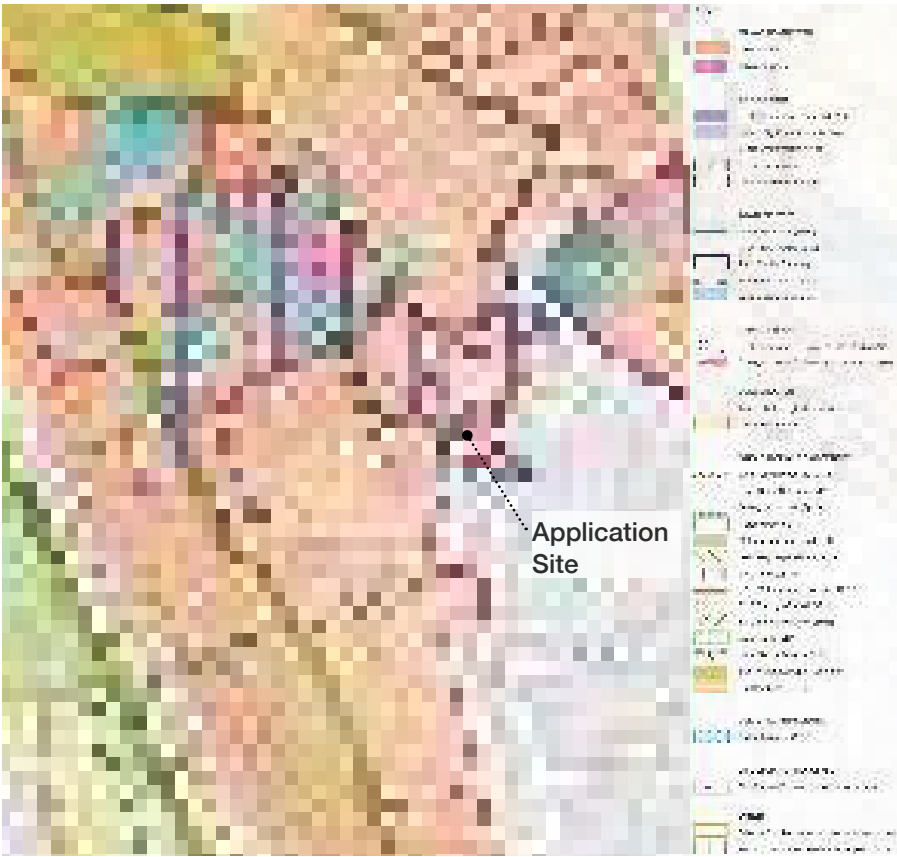
PTAL map



Extrium Noise Map- Road and Rail



Environment Agency Flood Risk Map



Haringey Local Plan

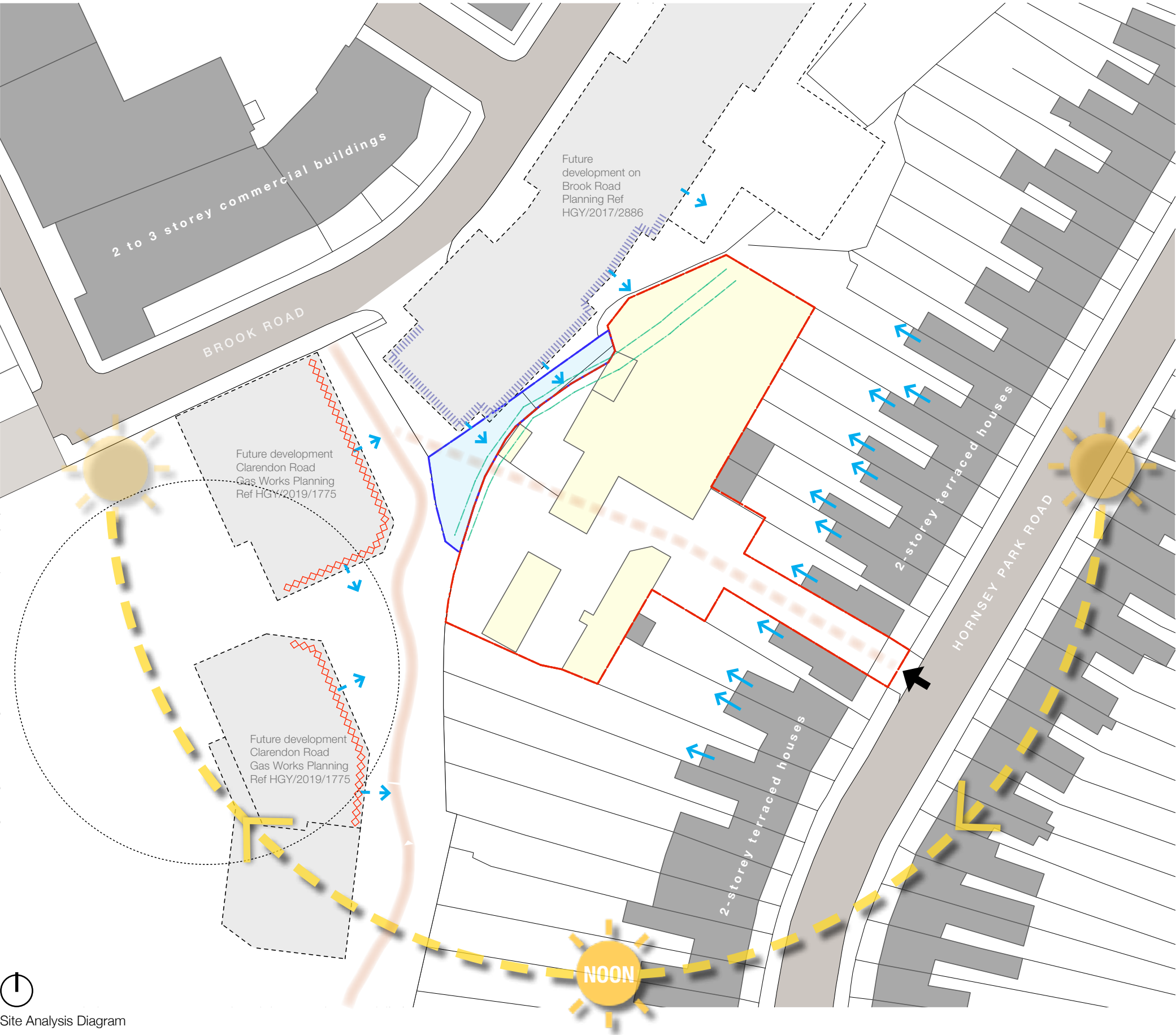
2.6 Site Constraints & Opportunities

Site Opportunities

- Efficient redevelopment of a currently under-developed and unattractive site.
- Provision of new housing and employment space.
- Deliver a new pedestrian link identified in the Wood Green Area Action Plan.
- Provide active frontages along the new route, both commercial and residential, ensuring evening and night-time surveillance.

Site Constraints

- Existing culvert running through the Site, potentially affecting the ability to build above the zone
- Proximity to existing and future habitable room windows, particularly the ones in the future development to the north of the Site on Brook Road.
- Transitional site between the low terraced houses and the emerging taller buildings to the north and west.



Site Analysis Diagram

PROPOSED DESIGN



3.1 Proposed Site Strategy

Key Design Strategies

- Increased permeability through the Site.
- The buildings are “tailored” for the Site and organised around the open space/ route through.
- Mix of uses at ground floor level to allow for natural surveillance not only during the day but also night time.
- The buildings are shaped to avoid direct overlooking on to existing and future neighbouring properties.
- The buildings define a central “plaza” which is the heart of the Site. Promotes community closeness/ interaction.
- The windows are strategically placed to allow for long views and activate the route through and Site entrances.
- Car-free development.



Site Strategy Diagram

3.2 Scale and Massing

- The proposed development drops in height towards the terraced houses. The maximum height (6 storeys) is located on the southwest corner of the Site close to the future neighbouring blocks up to 8 and 11 storeys.





Application proposed buildings Buildings with planning consent Buildings under construction

3.2 Scale and Massing

- The proposed development is not seen from Hornsey Park Road north and south and it has no impact on the skyline from these viewpoints.



View 1- View at the junction of Mayes Road with Hornsey Park Road



View 2- View from Hornsey Park Road (South)

3.2 Scale and Massing

- The proposed buildings are shaped to allow for a route through the Site as wide as possible, with the walls setting back at ground floor level. Windows and balconies are strategically located to activate the Site entrance from Hornsey Road and the route through.
- A strong residential character will make this space inviting and safe at all times for the pedestrian experience.

View 3- View from Hornsey Park Road looking into the Site entrance



View 4- View along the access route from Hornsey Park Road on to the Site



Application proposed buildings Buildings with planning consent Buildings under construction



3.2 Scale and Massing

- The proposed buildings activate the public route as accessed from Brook Road. The residential use promotes natural surveillance at all times. The buildings are carefully shaped to be inviting to the pedestrian, with soft curved walls at ground floor level revealing the way through.

View 5- View from Brook Road looking in to the Site



View 6- View from the route formed by Clarendon Road Gas Works and the new scheme on Brook Road

Application proposed buildings Buildings with planning consent Buildings under construction

3.2 Scale and Massing

- The scale of the proposed development is appropriate to the transitional character of the Site, reconciling the heights between the emerging tall buildings to the west and southwest and existing terraces to the east.



Overview from the south Application proposed buildings Buildings with planning consent Buildings under construction

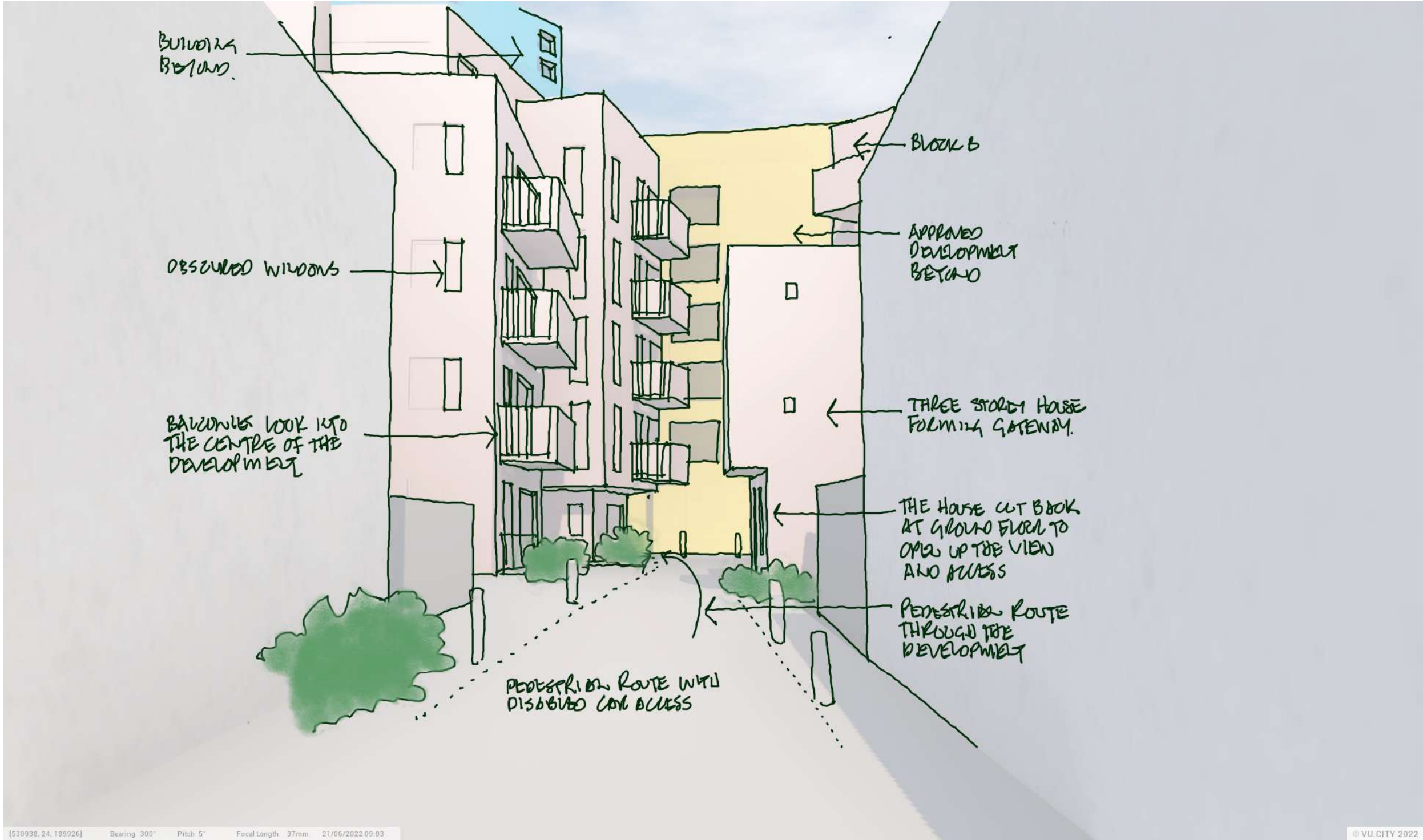
3.3 Proposed Ground Floor Plan



Proposed Ground Floor Plan

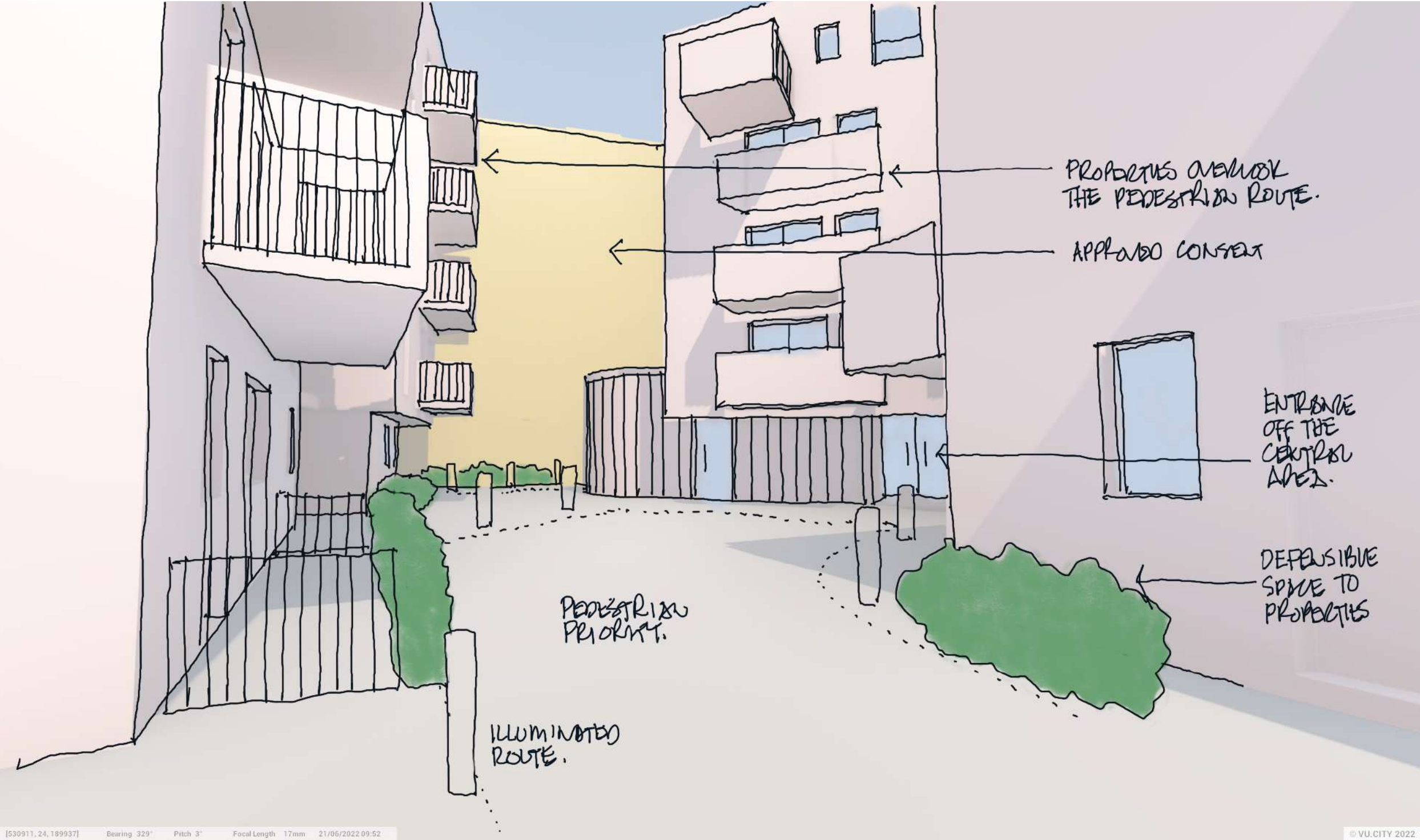
- Site Boundary
 - Additional Land
 - Underground Culvert
 - Commercial Space
- Residential
- | | |
|------------|------------|
| 1B/1P Unit | 2B/4P Unit |
| 1B/2P Unit | 3B/4P Unit |
| 2B/3P Unit | 3B/5P Unit |

3.4 Illustrative Sketches



Arrival from Hornsey Park Road

3.4 Illustrative Sketches



Illustrative Sketch from the Site entrance coming from Hornsey Park Road

3.4 Illustrative Sketches



Illustrative Sketch from the Site entrance coming from Brook Road