

505 - 511 Archway Road N6

Design & Access Statement



April
2025

Haringey
LONDON

MEPK
architects

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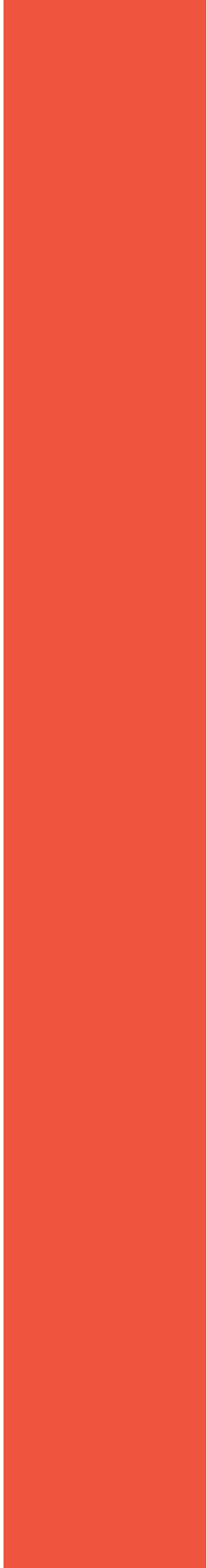
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1.0 Introduction

1.1 Consultant & Planning Team

Applicant	- London Borough of Haringey
Architect	- MEPK Architects
Employer's Agent	- Charles Ramsden Consultancy
M&E Consultant	- Cream Engineering
Structural Engineer	- CRE8 Structures
Landscape and Arboricultural Consultant	- Anna French Associates
Transport Consultant	- Markides Associates
Sunlight/ Daylight Consultant	- Kench
Air Quality & Acoustic Consultant	- Anderson Acoustics
Heritage Consultant	- KM Heritage
Energy & Sustainability Consultant	- JAW Sustainability
Fire Consultant	- Marshall Fire
Principal Designer - CDM	- Simple CDM
Principal Designer - Building Regulations	- Simple CDM

1.2 Proposed Development

This design and Access Statement has been prepared by MEPK Architects for London Borough of Haringey. It supports a planning application to develop an existing council-owned site, measuring 1016 m² and involving the 'Redevelopment of existing car-wash site to provide 16 new council homes comprising a 4-storey apartment building fronting Archway Road, and two 2-storey houses fronting Baker's Lane, with associated refuse stores, cycle stores, service space, amenity space and landscaping.'

All proposed homes are designed to meet current Nationally Described Space Standards as well as GLA London Plan design requirements.

Design development has positively responded to Public, Planning Pre-application and Quality Review Panel Consultations.

This statement is to be read in conjunction with the following drawings and supporting documents:

DRAWINGS

- **Site location plan:** ARC-MEPK-ZZ-XX-D-A-SLP 001_P2
- **GA floor plan Level 0:** ARC-MEPK-ZZ-00-D-A-101_P3
- **GA floor plan Level 1:** ARC-MEPK-ZZ-01-D-A-102_P3
- **GA floor plan Level 2:** ARC-MEPK-ZZ-02-D-A-103_P3
- **GA floor plan Level 3:** ARC-MEPK-ZZ-03-D-A-104_P3
- **GA floor plan roof level:** ARC-MEPK-ZZ-04-D-A-105_P3
- **GA elevation sheet 1:** ARC-MEPK-ZZ-XX-D-A-200_P3
- **GA elevation sheet 2:** ARC-MEPK-ZZ-XX-D-A-201_P3
- **Existing Site Plan:** ARC-MEPK-ZZ-04-D-A-106_P2
- **Proposed Site Plan:** ARC-MEPK-ZZ-04-D-A-107_P2
- **Landscape Proposals:** Ground Floor: AFA-336-P-001-PL3
- **Landscape Proposals Roof:** AFA-336-P-002-PL3
- **Planting Plan Ground Floor:** AFA-336-PP-001-PL3
- **Planting Plan Roof:** AFA-336-PP-002-PL3
- **Urban Greening Factor:** AFA-336-UGF-001-PL3

REPORTS

- **Heritage, Townscape & Visual Impact Assessment** by KM Heritage
- **Air Quality Assessment** by Anderson Acoustics
- **Noise Assessment** by Anderson Acoustics
- **Energy and Sustainability Strategy** by JAW Sustainability
- **Overheating Assessment Report** by JAW Sustainability
- **Life Cycle Carbon Assessment** by JAW Sustainability
- **Passivhaus Energy Assessment and Strategy** by JAW Sustainability
- **Transport Statement** by Markides Associates
- **Fire Statement** by Marshall Fire
- **Archway Road Statutory Metric** by Indigo Surveys
- **Biodiversity Net Gain Summary** by Indigo Surveys
- **Arboricultural Report:** AFA-336-DOC-003-PL2 by Anna French Associates
- **Statement of Community Involvement** by LB Haringey
- **Construction Logistics Plan** by Markides Associates
- **Landscape Report:** AFA-336-DOC-002-PL3 by Anna French Associates
- **Maintenance Plan:** AFA-336-DOC-001-PL1 by Anna French Associates
- **Flood Risk Assessment & Drainage Strategy Report** by CRE8 Structures
- **Daylight and Sunlight Report** by Kench Consultants
- **GLA carbon emission reporting spreadsheet** by JAW Sustainability

1.3 The Applicant

The London Borough of Haringey is undertaking an ambitious new-build development programme with the aim of delivering high-quality homes for council rent.

The Council have committed to providing a target of 3000 new council homes by 2031, the first direct development of council houses in Haringey for more than 40 years.

This Housing Delivery Programme is about transforming the lives of thousands of people in Haringey. It will provide affordable, high-quality and secure homes to those on the Housing Register in the most urgent need.

The council has identified a number of council owned sites across the borough on which to deliver new homes, including the site at 505-511 Archway Road, N6.



Birds Eye Aerial View of Site

1.4 MEPK Architects

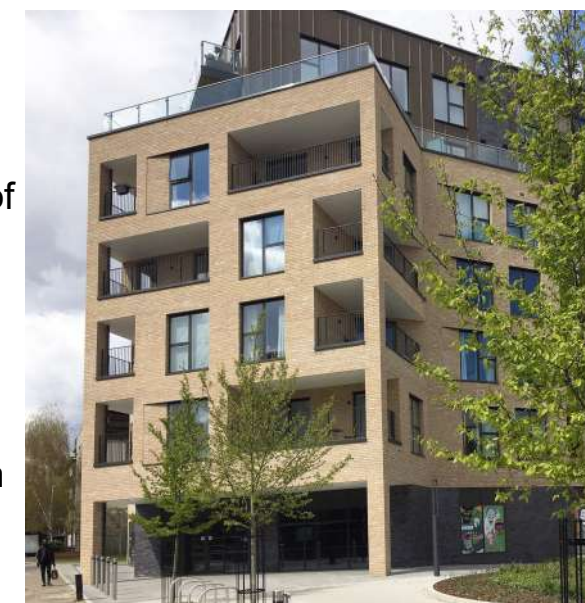
MEPK Architects was founded in 1950's.

Since our formation the majority of our work has been in the social housing sector and the majority of our clients are Housing Associations and Local Authorities.

We are based in Islington and our current projects range from estate regeneration and high density multi-tenure developments to innovative low carbon projects and rural infill housing.

Our Le Bon Court scheme in Harrow was named 'Best Small Project' at the 2019 National Housing Awards and our Walrond House project in Hackney received the 2021 Inside Housing Development Award for Best Urban Regeneration.

In 2021 & 2022 MEPK secured two planning approvals for London Borough of Haringey, one of which was located in the Tower Gardens Conservation Area.



Multi-award winning design in Hackney



Designs for LB of Haringey Tower Gardens Conservation Area development

Following on from initial design proposals by Newground Architects, MEPK have been instructed by LB of Haringey to complete the Stage 3 architectural Information package and submit a Full Planning Application.

2.0 Site & context

2.1 Site Location and Transport Links

The site is located at the northern edge of the Highgate Conservation area and forms part of a large island site, bounded by Archway Road, Baker's Lane and North Hill.

The site is currently surrounded by a busy gyratory road system. However, the increasing adoption of traffic calming measures across London, are likely to result on a more pedestrian-friendly context over time.

The proposal for the 505 - 511 Archway site is intended as a catalyst for the longer-term transformation of the immediate context.

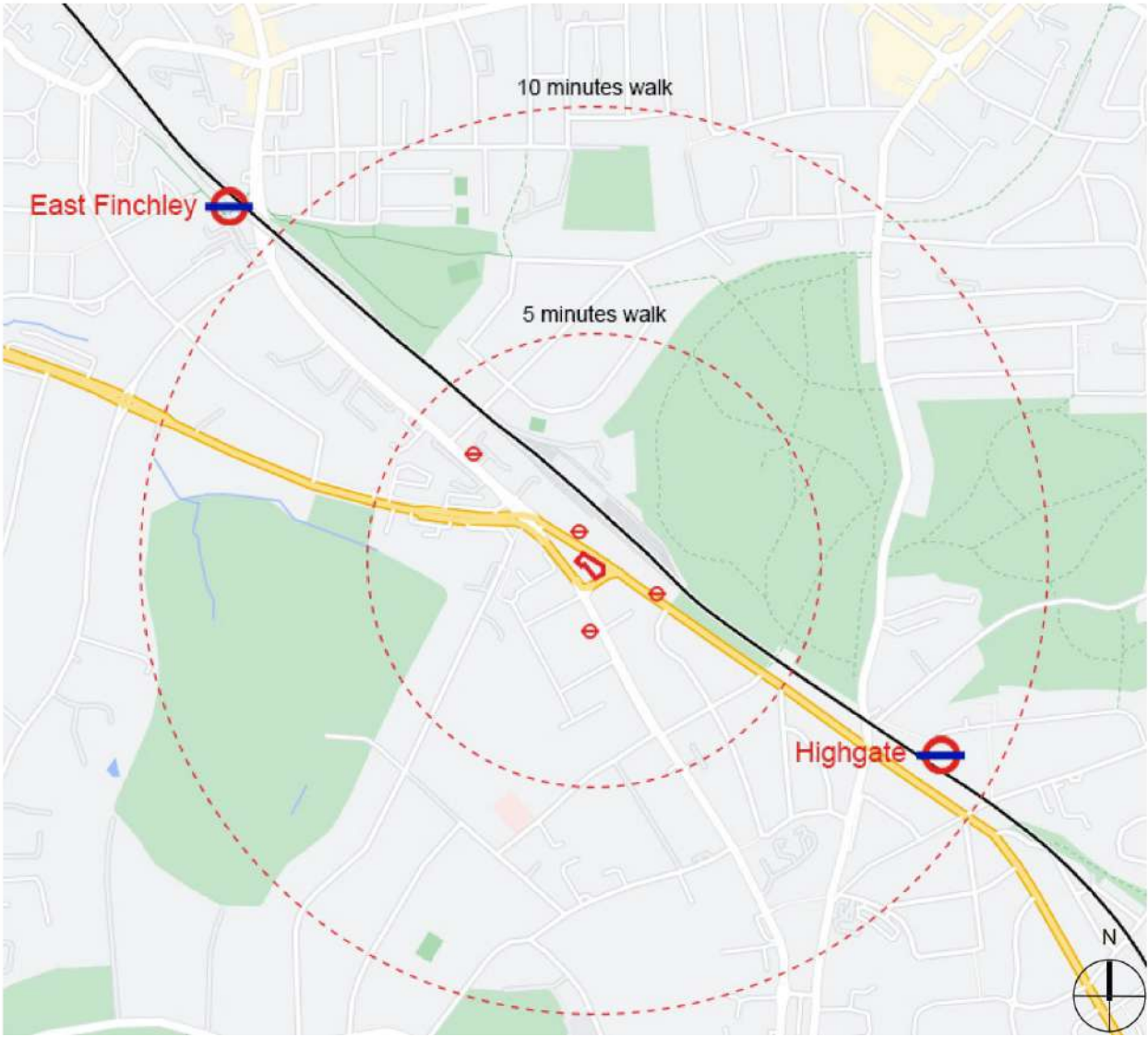
Potential future traffic improvements, together with the redevelopment of the petrol station site to the west and the builder's merchant site to the north, which has specific designation for mixed-used/residential redevelopment, all have potential to contribute to the future transformation of the area.

- Key**
- One-way traffic
 - Two-way traffic
 - A1 dual carriageway
 - Site boundary
 - Bus stop
 - Underground station

PTAL Zone 3
(Public transport zone accessibility level)



Location plan



Transport links

2.2 Existing Street Views



1 Terrace of houses adjacent to the site from the junction of Bakers Lane and North Hill



2 Rear elevation of adjacent houses and gardens from Bakers Lane



3 Site corner from the junction of Bakers Lane with Archway Road



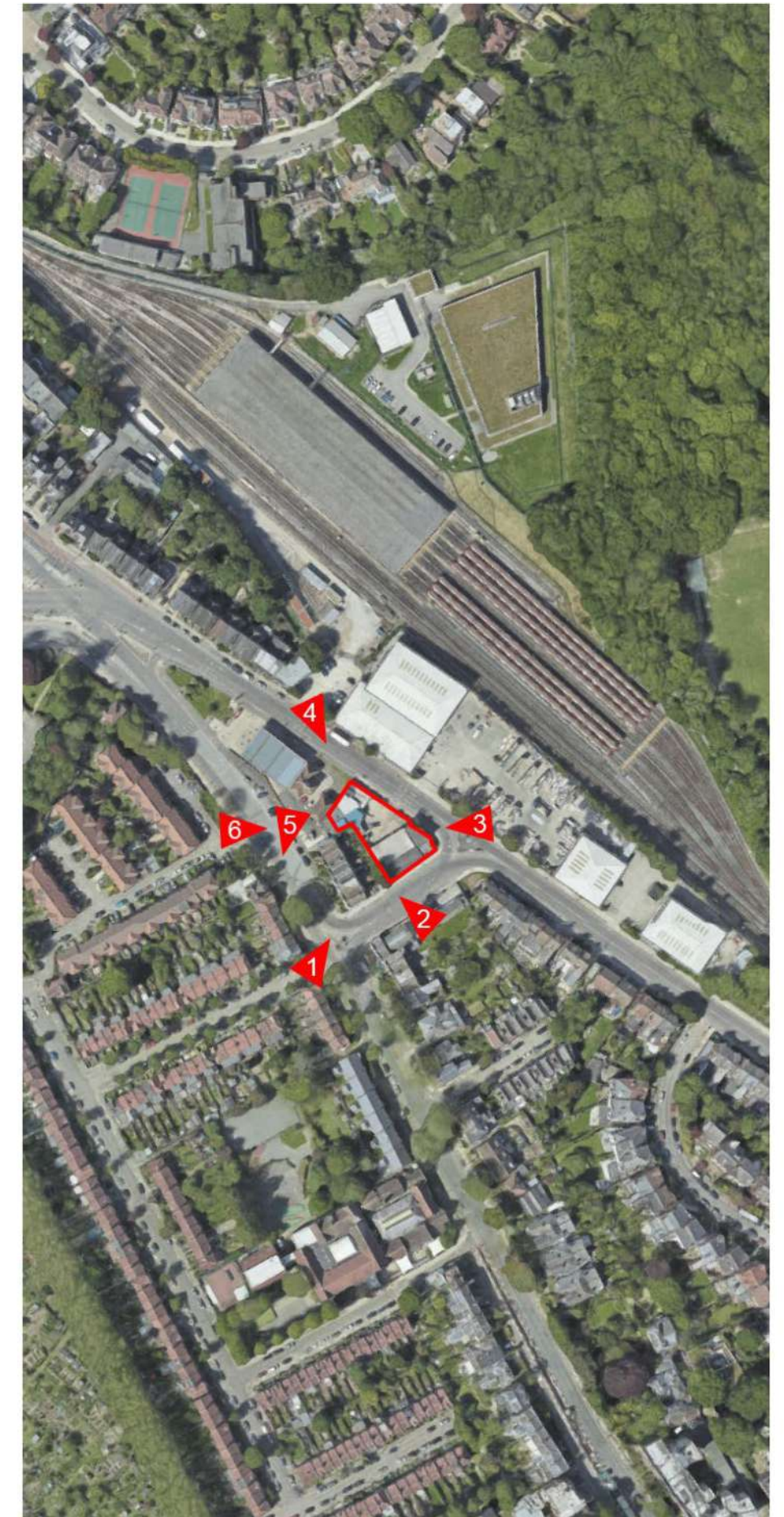
4 Archway looking south, with the existing petrol station to the right



5 Terrace of houses on North Hill

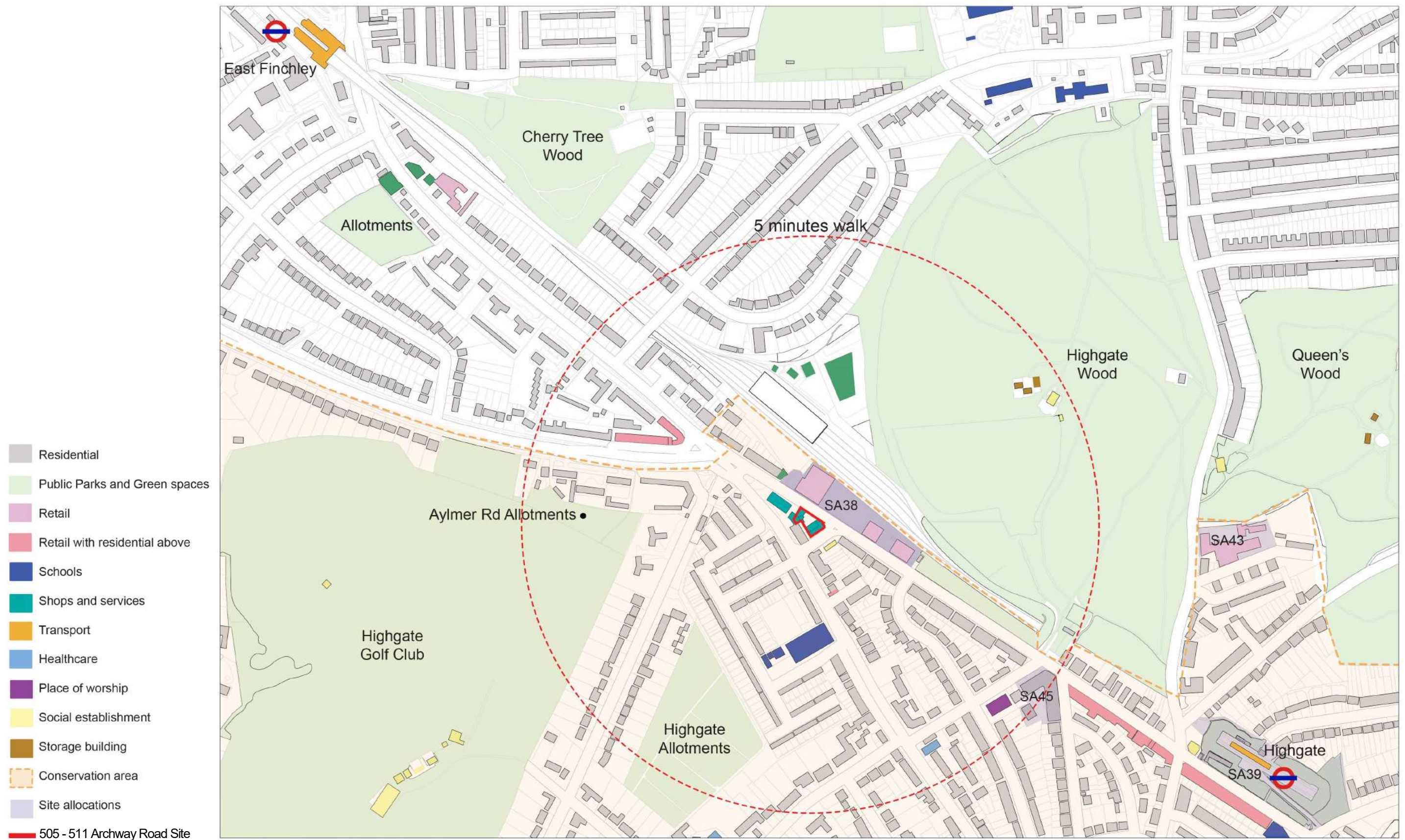


6 Terrace of houses backing onto the site from North Hill, looking south



Site including key to views

2.3 Local Context - Uses and Designations



2.4 Local Context - Heritage and Site Allocations

The site, which is owned by Haringey Council, is located within the Highgate Conservation Area, at its northern edge (Sub-area 3). It lies at the junction of Archway Road and Bakers Lane and makes up the south eastern portion of a large, triangular shaped island block bounded by Archway Road, Bakers Lane and North Hill.

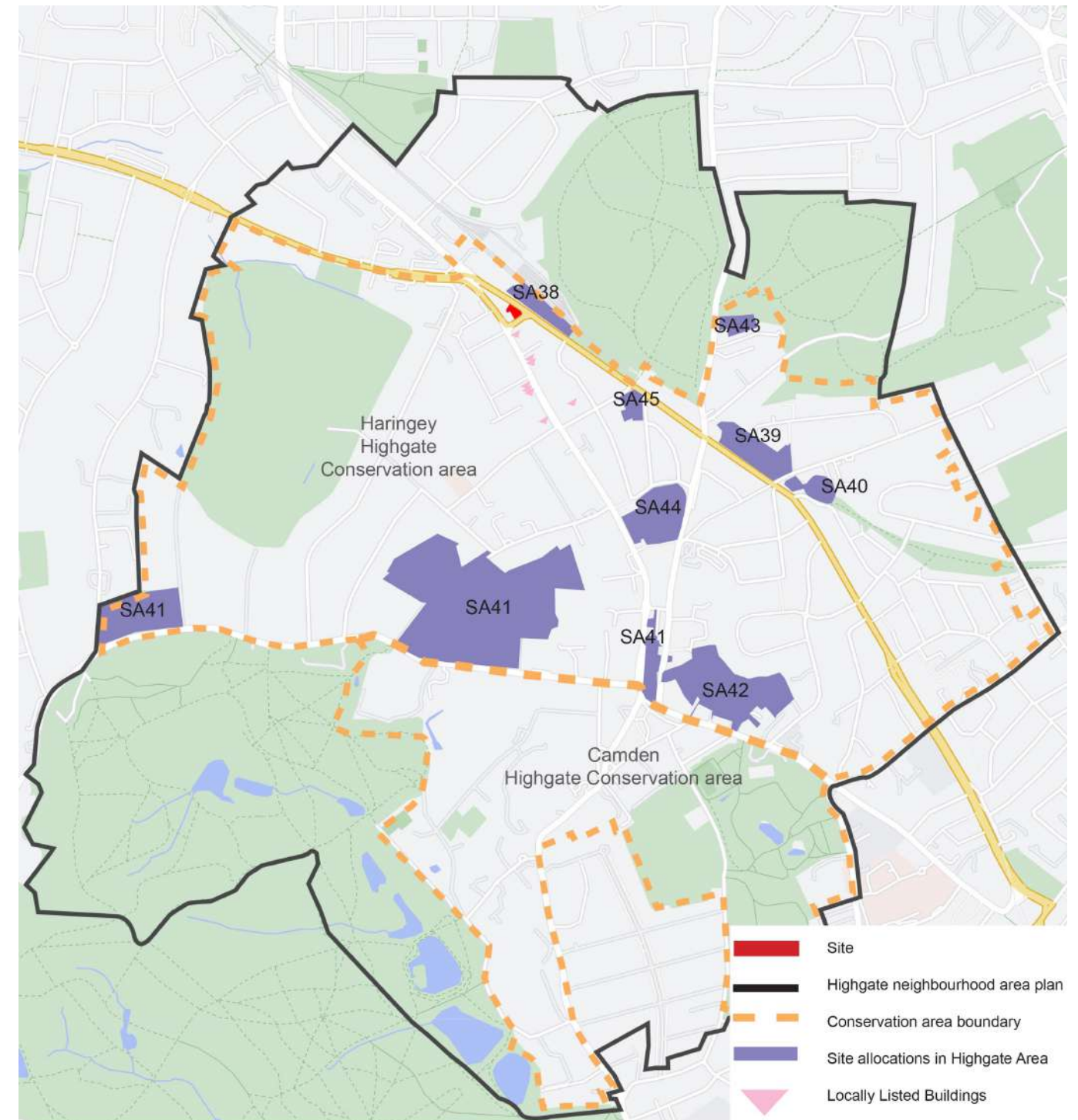
The site is currently in use as a car wash. It consists of a collection of non-descript buildings and sheds and a yard and holds no heritage significance in itself. Nearby, Nos. 82-86 North Hill are Grade II listed and Nos. 88-90 North Hill, on the corner of Baker's Lane, along with Nos 76, 76A and 78 North Hill are Locally Listed.

The Archway Road is an important arterial route that bifurcates at the Wellington Roundabout into the Great Northern Road and Falloden Way meaning that the site is located at a key junction on a historically significant route into London. The whole island site is, therefore, significant in townscape terms and, with the exception of the houses facing North Hill, is identified by Haringey as an 'enhancement opportunity'.

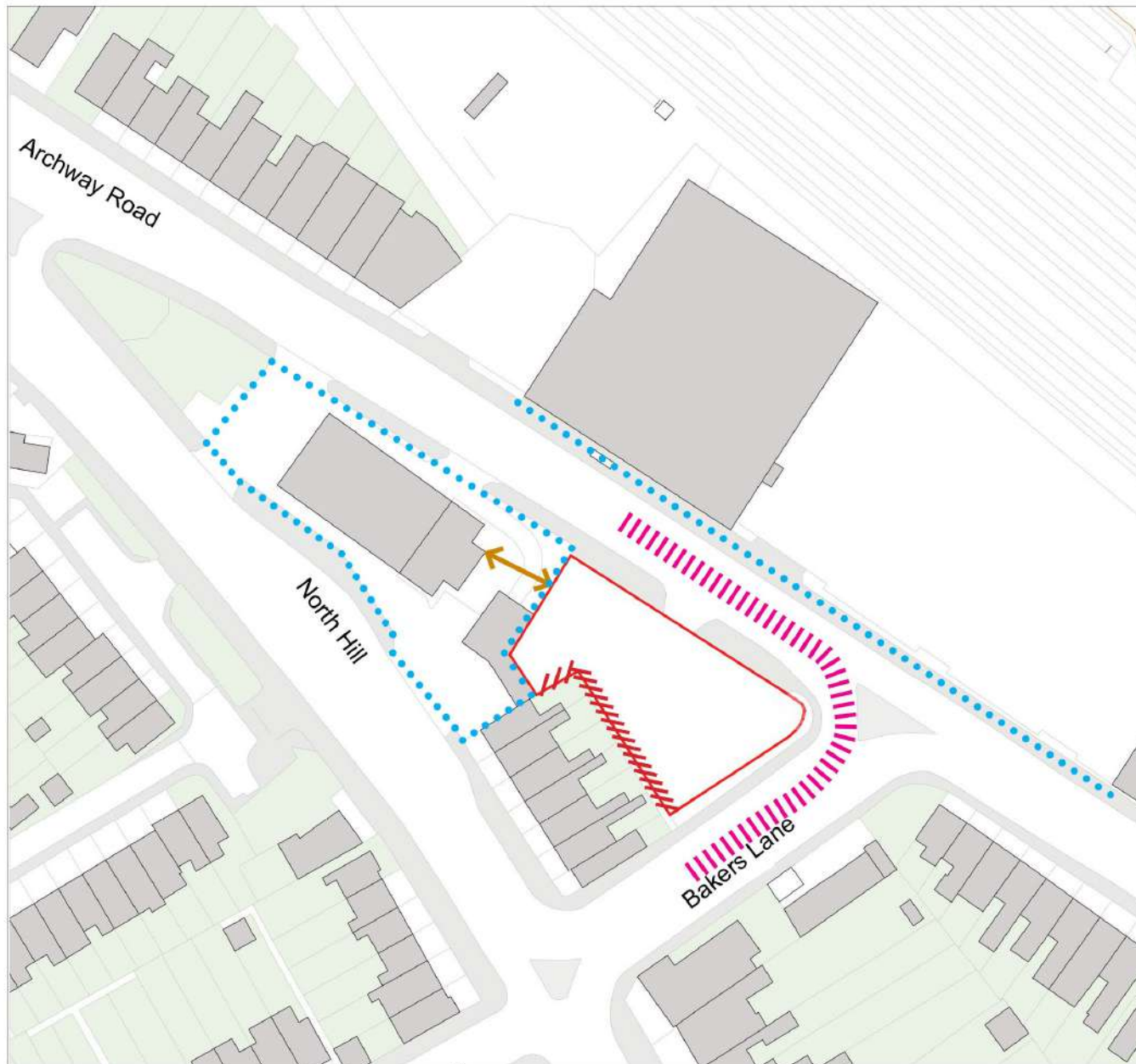
The site is also located in proximity to land with specific site allocations in the Highgate Area, notably Site Allocation SA38 at 460-470 Archway Road, which sits directly across the road from the site. Currently occupied by a builders merchant and DIY yard, this site has been identified as comprising a significant parcel of land suitable for a major mixed-use development, including residential and employment use.

Potential infrastructure improvements and future site allocations in the local area are currently being reviewed holistically by the LBH Planning Policy Team.

For more information of Heritage and Site Allocations please refer to Heritage, Townscape and Visual Impact Assessment.



2.5 Constraints and Opportunities



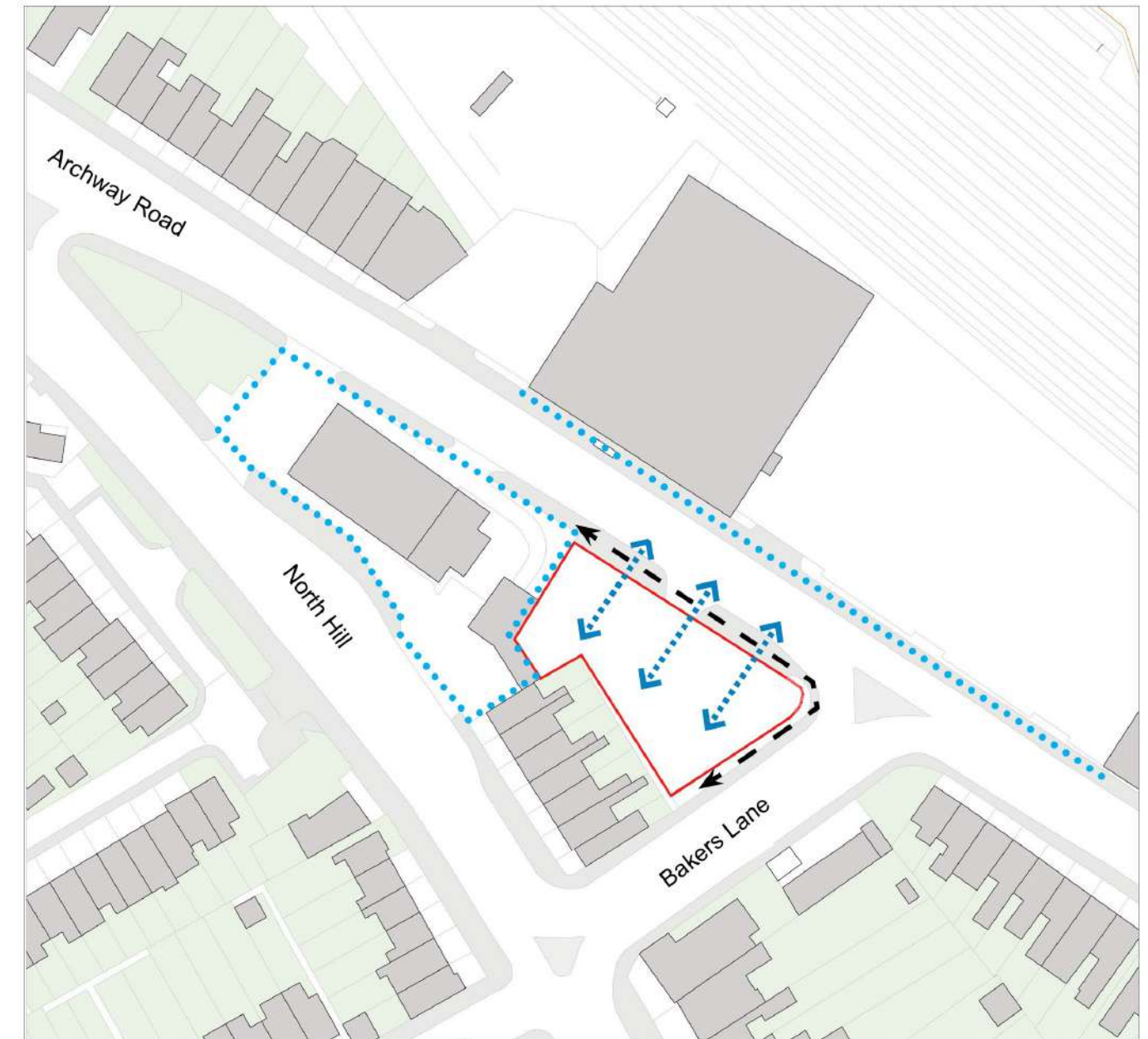
Constraints

- Conservation area - Massing, materiality and appearance considerations
- Adjacent terraced houses - overlooking, overshadowing considerations
- Limited access to site for servicing and parking
- Limited pedestrian access
- Noise/air pollution to existing island site
- Potentially affected by future developments on adjacent sites

 Proximity considerations to existing neighbours

 Traffic, noise and pollution to street frontages

 Interface with future development sites



Opportunities

- Prominent corner site
- Extensive frontage and aspect
- Potential for height to prow of site
- Potential to animate existing blank street frontages
- Potential relationships to future developments on adjacent sites
- Potential to enhance character and appearance of Conservation Area

 Activated street frontage

 Dual aspect with private and public frontages

 Future development sites



3.0 Design Principles and Concepts

3.1 Building Layout and Massing



The overall design approach has been largely shaped by response to a number of site constraints.

The prominent location of the site along a major road, calls for a building of an appropriate scale, but that also responds the Conservation area context and to the smaller scale buildings to the rear of the site. Extensive design input through Pre-app and QRP processes, resulted in support for the principle of a four-storey massing to Archway Road, stepping down to a two-storey volume along Bakers Lane in proximity to the neighbouring cottages.

The building layout has been designed to address a number of environmental challenges at source, with noise and air quality mitigation addressed by orientating the principal windows of habitable rooms away from the Archway Road frontage.

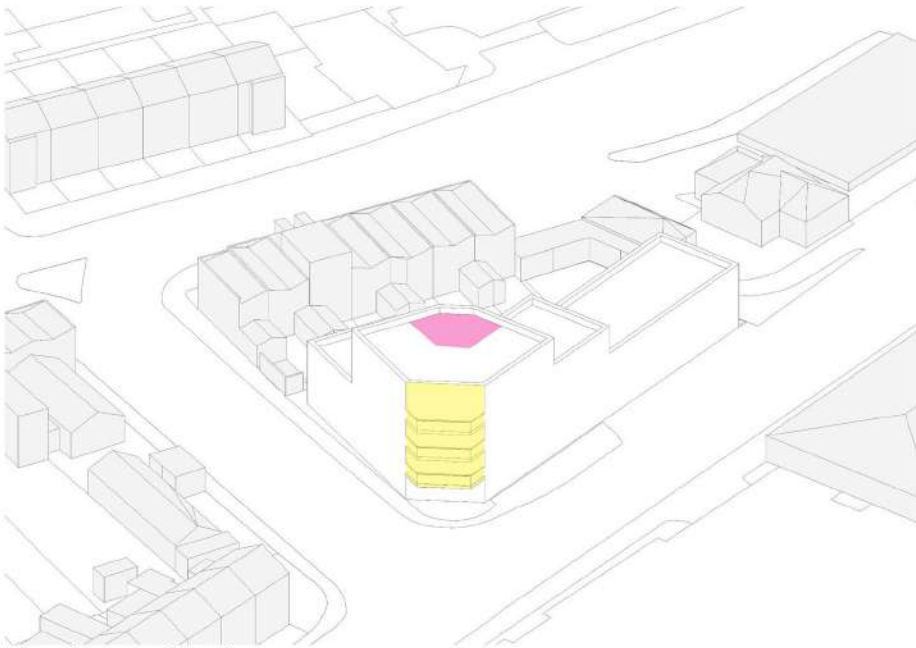
A number of typology and massing options were explored as part of the design development process, with input from design experts through the QRP process helping to shape the final proposals. Design options and development are summarised on the following pages:

Study 01 - Corner block of flats + family houses

- Flat block typology with terrace houses
Individual entrances from main road
Dual aspect to all homes - with street and rear facing habitable rooms
3 storeys
Total number of units: 14
- Family homes typology considered inappropriate along busy road.
 - 3 storey height considered too modest along major public frontage - future adjacent developments likely to be taller.
 - Street facing habitable rooms result in challenges in terms noise and air quality



Typical floor plan



View from northeast

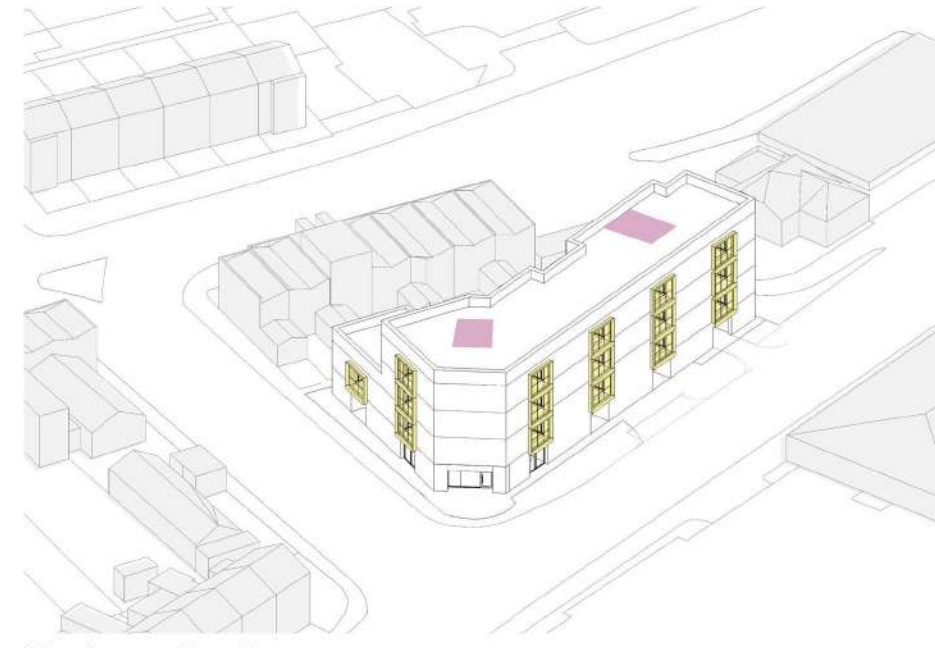
Flats Houses Duplex flats

Study 02 - Corner block of flats

- Flat block typology
Two access cores with cluster arrangement
Dual aspect to all homes - with street facing habitable rooms and wintergardens
2-4 storeys
Total number of units: 18
- Flat typology and scale considered appropriate but difficult to reconcile with the very busy junction
 - Street facing habitable rooms result in challenges in terms noise and air quality
 - Wintergardens introduced as buffer but insufficient to mitigate significant environmental impacts



Typical floor plan



View from northeast

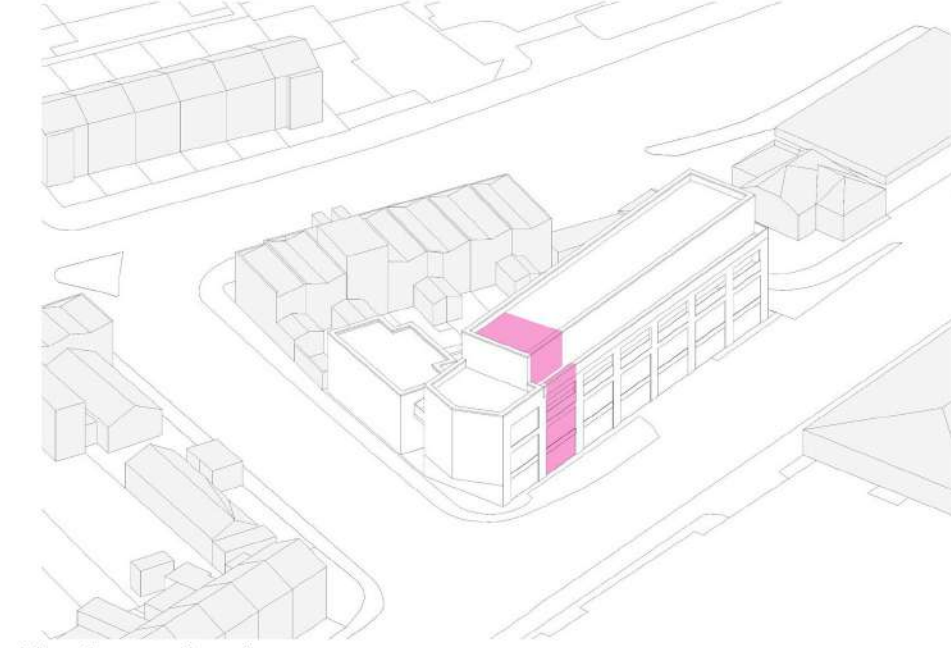
Cores Balconies

Study 03 - Linear block of flats + two houses

- Duplex on duplex flat typology
Single core to corner and deck access to upper floor duplex flats
Dual aspect to all homes - with street and rear facing habitable rooms
4 storey (flat block) and 2 storey (houses)
Total number of units: 14
- Deck access typology in this location considered inappropriate given the very long north facing deck facing towards busy public frontage
 - Street facing habitable rooms result in challenges in terms noise and air quality
 - Scale to main road considered appropriate - but scale and typology to side street adjusted to address relationships to adjacent cottages



Typical floor plan

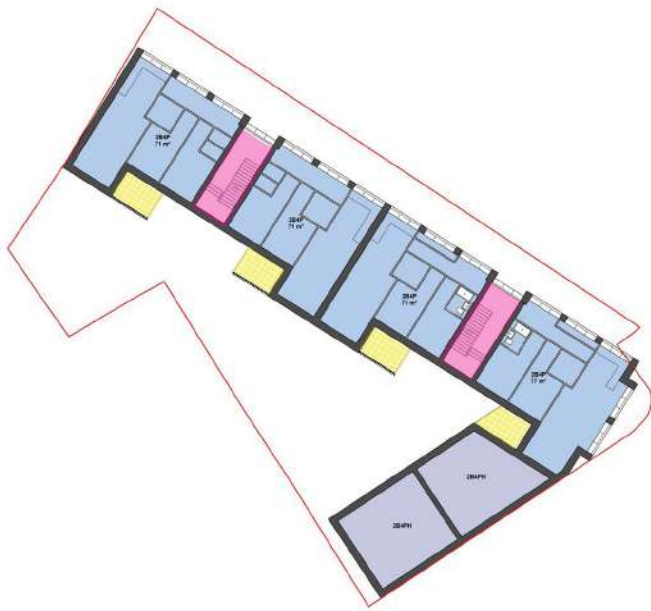


View from northeast

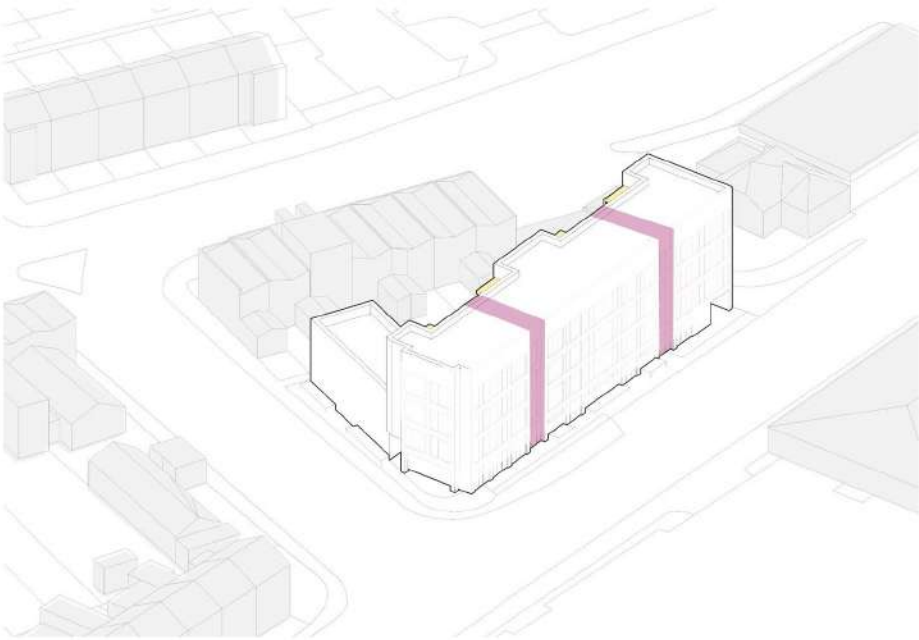
Study 04 - Linear block of flats + two houses

Flat block typology
Two access cores - through core arrangement with flats either side
Dual aspect to all homes - with all habitable rooms and balconies facing rear
4 storey (flat block) and 2 storey (houses)
Total number of units: 16

- Flat typology and scale considered appropriate but through cores limit frontage available to rear restricting options for internal layouts
- Rear facing habitable rooms address noise and air quality



Typical floor plan



View from northeast

Flats Houses Duplex flats

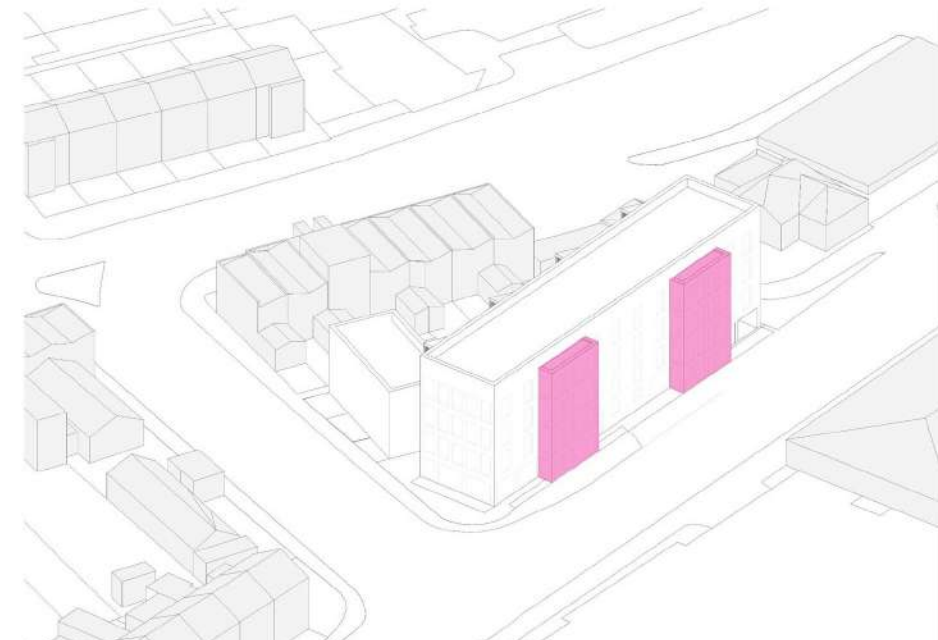
Study 05 - Linear block of flats + two houses

Flat block typology
Two access cores - cores moved to street frontage
Dual aspect to all homes - with all habitable rooms and balconies facing rear
4 storey (flat block) and 2 storey (houses)
Total number of units: 16

- Flat typology and scale considered appropriate but projecting cores and access arrangement difficult to reconcile on the main street elevation
- Rear facing habitable rooms address noise and air quality



Typical floor plan



View from northeast

Cores Balconies

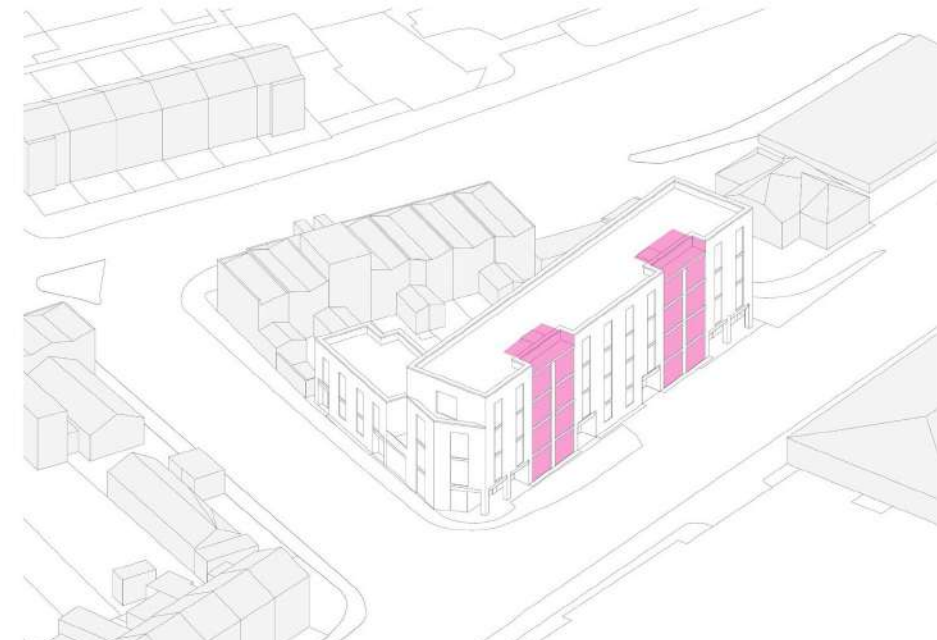
Study 06 - Linear block of flats + two houses

Flat block typology
Two access cores - cores and access refined and projections removed
Dual aspect to all homes - with all habitable rooms and balconies facing rear
4 storey (flat block) and 2 storey (houses)
Total number of units: 16

- Flat typology and scale considered appropriate but projecting cores and access adjusted allowing for more elegant form along main street elevation
- Removal of projections along street edge allows building to be moved closer to public footway - adding distance between new buildings and neighbours to rear
- Rear facing habitable rooms address noise and air quality



Typical floor plan



View from northeast

3.2 Heritage and Townscape Summary

A specialist consultant has advised the design team on heritage and townscape impacts throughout the design development process.

Principles of height, massing and architectural treatment have been reviewed relative to each design iteration, using three key townscape views that were identified at the beginning of the process by the consultant team in conjunction with Local Authority Conservation and Urban Design officers.

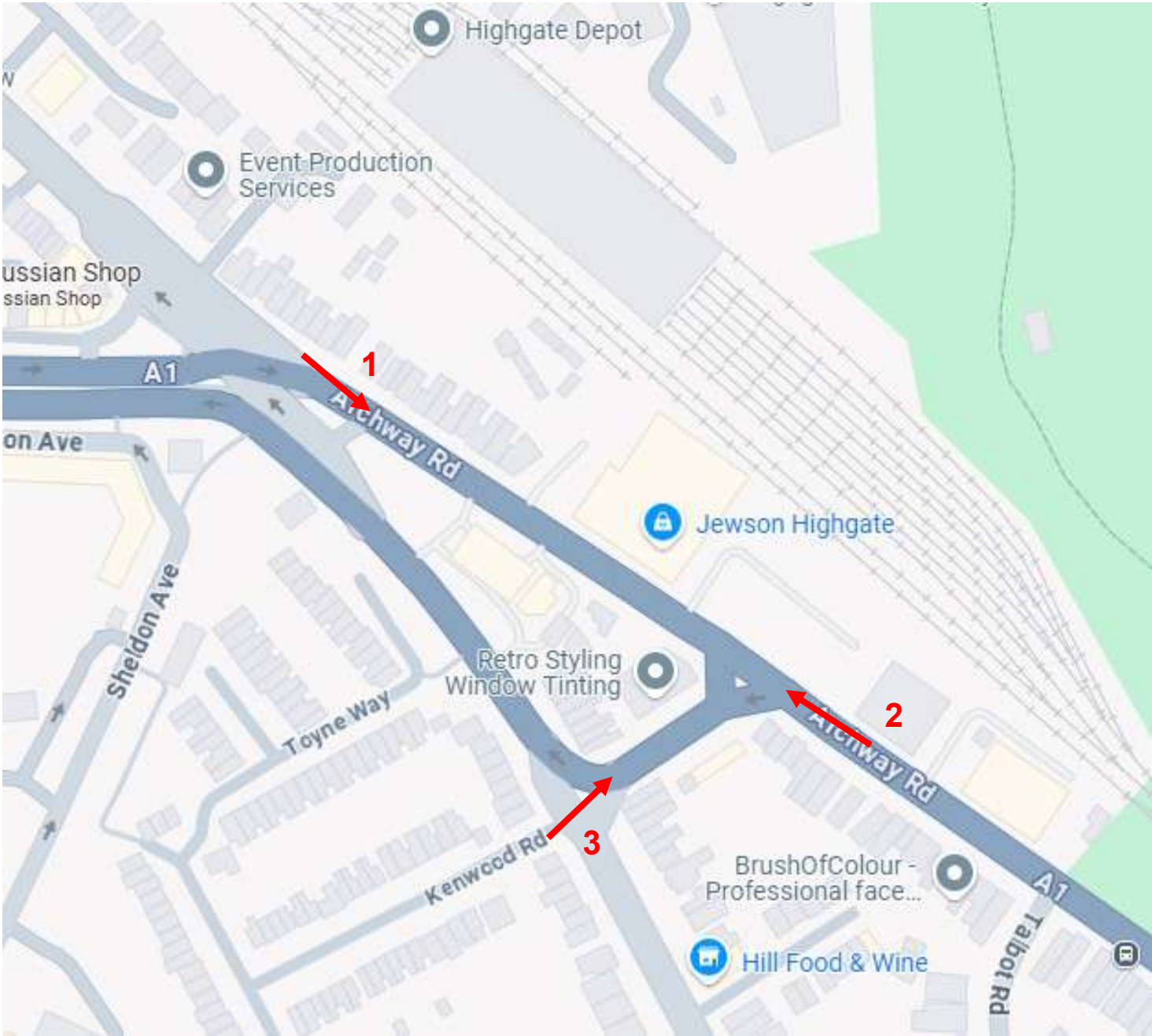
The purpose of the Heritage Consultant report that forms part of the planning application, is to assess the proposals against national and local policies and guidance relating to the historic built environment and architectural and urban design.

The report concludes that:

"The Proposed Development would affect the setting of heritage assets in different ways and with different impacts however we conclude that these impacts will be positive. The character and appearance of the Highgate Conservation Area and the setting of nearby heritage assets will be safeguarded, sustained and enhanced.

The Proposed Development will have a positive effect upon townscape significance and quality, adding visual interest and reinforcing the area’s historical grain. There will be a clear enhancement in the quality of the local townscape via the introduction of a high-quality piece of architectural design that carefully responds to its context, and which is imaginative in its massing, elevational design and use of materials. The new building will reinforce a sense of place in this part of Archway Road by virtue of its distinctive and contextually sensitive design".

For further information refer to Heritage, Townscape & Visual Impact Assessment by KM Heritage.



Key Townscape Views

3.3 Appearance and Materiality

Appearance

The local area displays a mix of styles and characteristics. Period terraces of houses are a prevalent feature of the adjacent Highgate Conservation area, while a variety of mixed-use buildings, larger flat blocks, and some houses form the frontages to Archway Road.

The building is intended to be a contemporary addition to this prominent site, that respects the scale, character and materiality of its context while clearly being a product of its time.

The main street frontage forms a continuous edge along Archway Road, with individual bays expressed and reinforced through the subtle articulation of a limited palette of attractive and resilient materials. Expressed circulation cores further break up the mass along the street and animate the public frontage.

Fenestration takes the form of repeated window types, carefully proportioned, spaced and detailed to meet performance requirements while also creating an attractive facade. Windows and associated panels, are designed to give a vertical expression and impression of generosity, while full depth window reveals give a sense of permanence and solidity.

The two communal entrances are expressed through recessed bays at ground level, which provide protection from the elements and convenient access to adjacent service rooms. Both entrances address the street in a consistent way, with prominent glazed frontages, giving visibility to the internal entrance lobbies beyond which connect directly to the communal garden to the rear.

Materiality

For the main facade material, a red stock brick has been selected, picking up on the extensive use of a similar brick in the local area.

Contrasting precast concrete detailing provides additional depth and interest to the facade. The continuous horizontal banding between ground floor and upper levels, helps define the building base and also helps to offset the verticality of window openings above.

Profiled reconstituted stone panels below half height windows, are designed to complement the Juliet railings to full height windows, helping to maintain a consistent vertical expression and generosity to the window openings on all frontages.

Contrasting panels with vertical soldier brick coursing are introduced in recessed panels to create areas of interest at street level and to gable end walls.

Recessed balconies to the rear elevation feature simple powder colour coated metal railings made up of repeated full depth vertical balusters which create impression of solidity when viewed obliquely.

Tops of all parapets to the building are terminated with double brick soldier coursing and pre-cast copings.

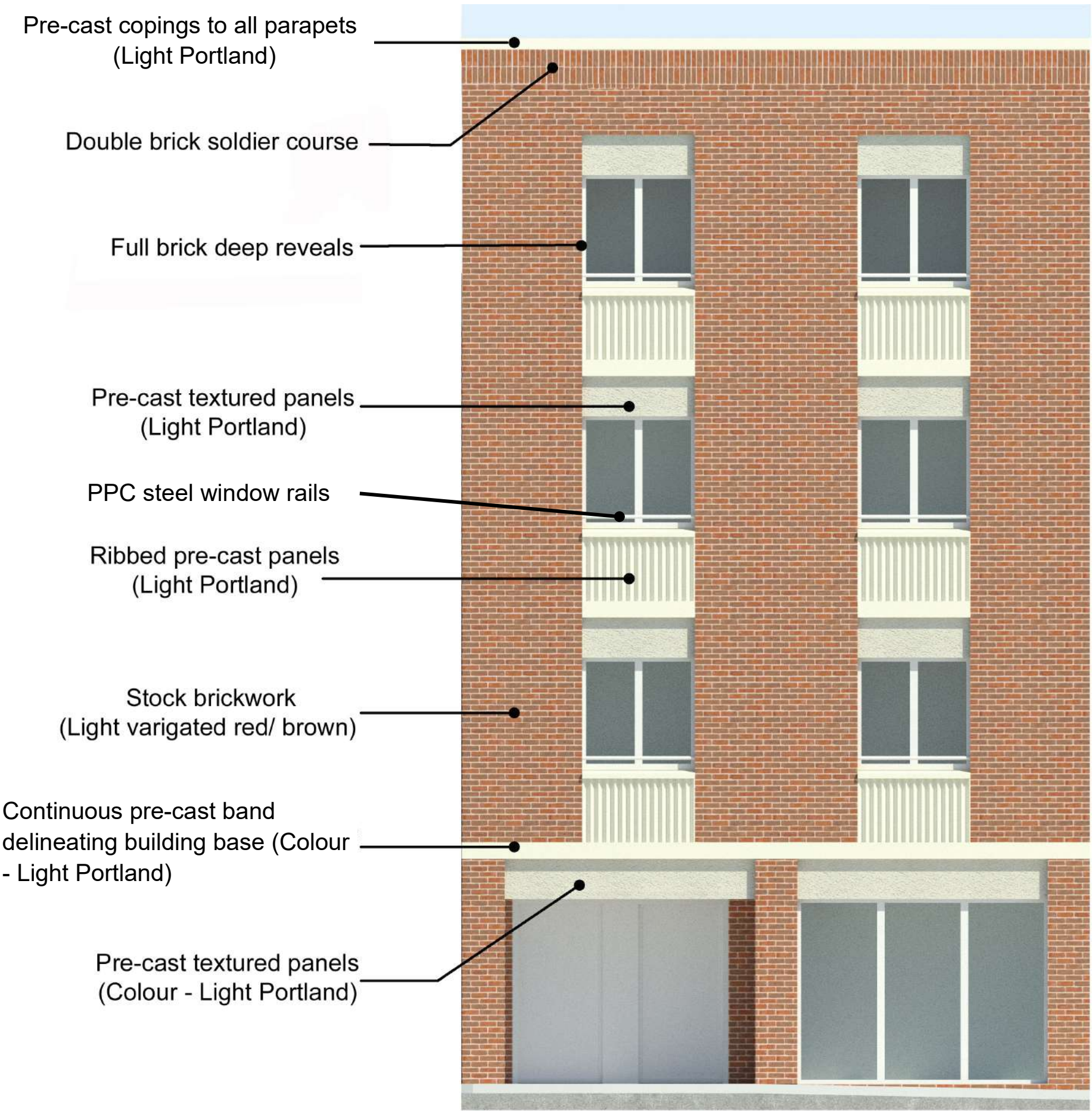


Archway Road



Baker's Lane

Bay Study



Ribbed pre-cast panels



Rectangular metal vent
grills powder colour
coated to match brick



Pre-cast band courses
and textured pre-cast
panels



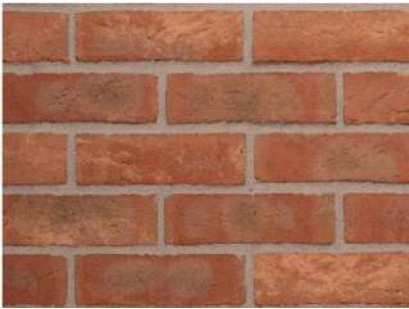
Solid flush external
private entrance doors
with glazed sidelights



Composite aluminium
windows



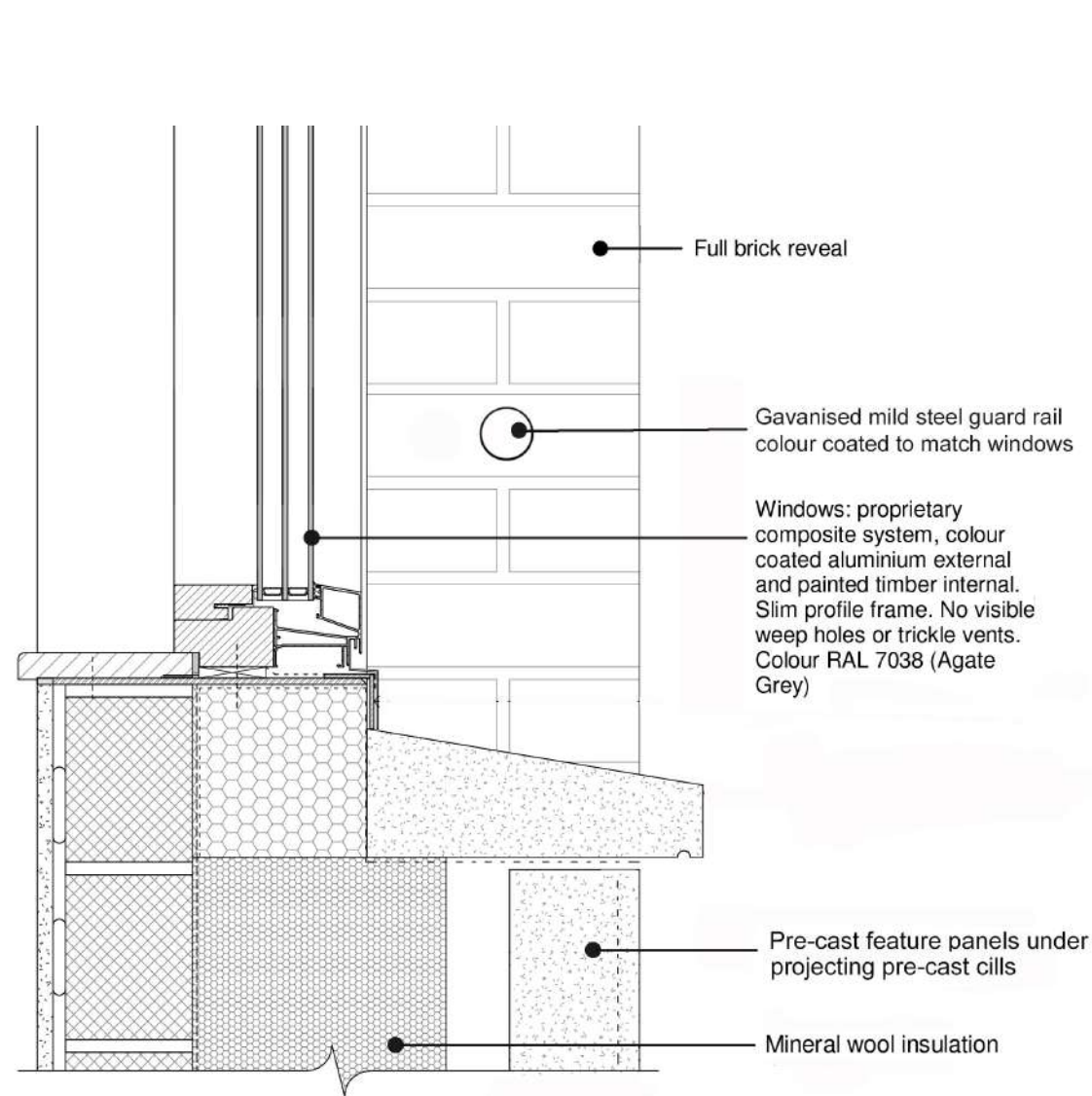
Rectangular metal
rainwater goods
Powder colour coated



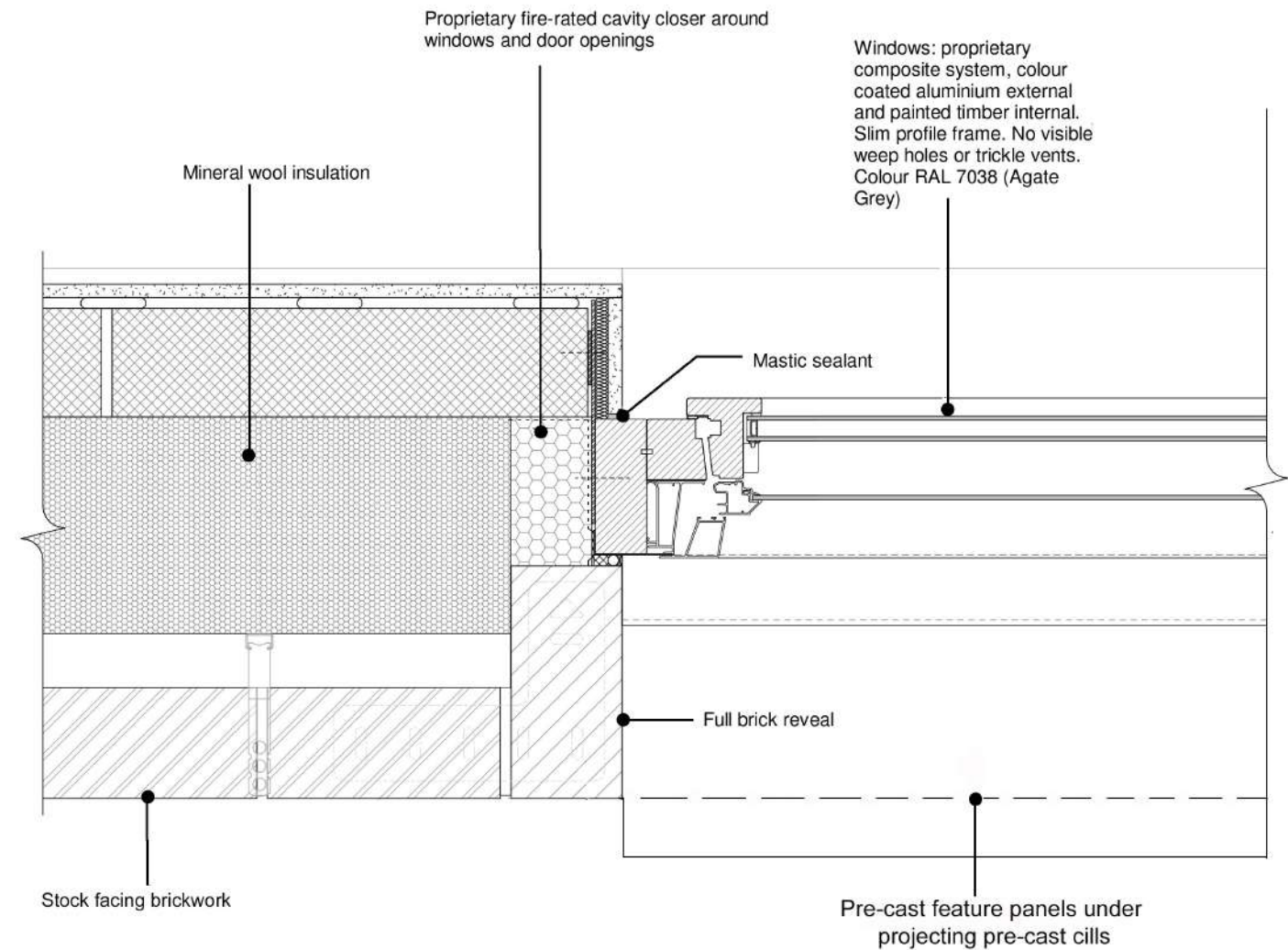
Light variegated warm
red stock brickwork to
all facades



Powder colour coated
metal railings made up
of repeated full depth
vertical balusters



Window cill



Window jamb

3.4 Accommodation

Summary

The development provides:

- A total of 16 dwellings.
- Two communal entrances and circulation cores, giving access to upper level flats with refuse, cycle and service space adjacent to each entrance at street level.
- 2no ground level wheelchair accessible flats with direct street access
- 2no family houses with direct street access

Accommodation schedule

Unit Count	Level	Unit ID	1B2P flat	1B2P flat WCH	2B4P flat	3B4P house	Tenure		Area NIA (sqm)
							Market sale	Affordable	
1	G/1	Unit 1				x		x	87
2	G/1	Unit 2				x		x	87
3	G	Unit 3		x				x	63
4	G	Unit 4		x				x	63
5	1	Unit 5			x			x	70
6	1	Unit 6			x			x	70
7	1	Unit 7			x			x	70
8	1	Unit 8			x			x	75
9	2	Unit 9			x			x	70
10	2	Unit 10			x			x	70
11	2	Unit 11			x			x	70
12	2	Unit 12			x			x	75
13	3	Unit 13	x					x	55
14	3	Unit 14	x					x	55
15	3	Unit 15	x					x	55
16	3	Unit 16	x					x	55
Total Units			4	2	8	2	0	16	1090
			16						

Tenure

To meet the considerable need for affordable homes in the borough, the scheme proposes all homes for Affordable Rent.

Core 1: upper level M4(2) flats with lift access

- 2no 1B2P flats
- 4no 2B4P flats

Core 2: upper level M4(2) flats with lift access

- 2no 1B2P flats
- 4no 2B4P flats

Ground level homes - with direct access:

- 2no 1B2P wheelchair accessible flats M4(3)
- 2no 3B4P family houses M4(2)

3.5 Designing out Crime

The scheme has been designed to facilitate the requirements of National Secured by Design (SbD) standards.

Security features will include, good natural surveillance and suitable specifications for doors, windows and external enclosures.

Secured by Design Silver Award accreditation is a minimum requirement for the applicant, however Gold Award accreditation will be targeted.

A meeting was held with Hackney Designing Out Crime Officer, Adam Taylor on 18 September 2024. The following are notes from the meeting :

General

- LW said he considered the general layout & design could achieve Gold Accreditation subject to detailed matters, such as door specifications, being SbD compliant.
- LW pointed out SbD measures for local authority social housing need to be particularly robust.

Flat Block

- Main external entrance doors to be LPS 1173 or equivalent.
- LW said compartmentation internally and above ground floor is important. The creation of controlled ‘neighbourly spaces’ within the block was discussed.
- The second door through the lobby and the door into lift lobby can be PAS 24.
- Lift controls should also provide compartmentation/ limit access.
- LW said, from experience, inside blocks of social flats most crime & anti-social behaviour issues occur in communal stairs. Doors into stairway at each level to be PAS 24.
- Stair core doors to be fobbed into the stairs with push to exit at ground floor, which reverses to fob into the residential corridor and push to exit into the stair core

- Visual access control required to main doors and audio access control should be provided between entrance and lift lobby. Call points to be provided to both main & lift lobby doors.
- Refuse and cycle stores should have LPS1175 SR2 or equivalent (this is normally STS202 BR3) doors. If electrical charging is provided in cycle stores, then sprinkler systems are recommended.
- All external access doors to be single leaf, self-closing and self-locking.
- LW said Haringey have had problems with Strike Locks. Doors should have Dual Maglocks.
- No Green Break Glasses at exit points – dual button with emergency to be timed to lock after set period

External areas & landscaping

- Gates off the street should have access control for use by residents only. Non LPS 115 standard gates can be acceptable if suitably designed. Gates and railings to be min. 2.1m high.
- 1.5m enclosure (400mm dwarf wall with 1100mm railings on top) was discussed for the enclosure to the rear private patios. Gates to these patios to be self-closing.

CCTV requirements

- Cameras to be provided in the flat entrance lobbies facing the mail area and doors. Cameras to face access control points.
- Cameras to be provided to lift lobbies and in stairs at each floor, and also in refuse and cycle stores.
- Externally camera only needed to face the gate off the street.

Further consultations will be held with the Designing out Crime Officer at the Technical Design Stage to agree final detailed specifications prior to the Construction Phase.

3.6 Energy and Sustainability

Net zero carbon:

As required by the London Plan, the development follows the energy hierarchy, incorporating passive design measures, energy efficient equipment and renewable energy. Carbon emissions have been calculated over a baseline scenario. The baseline is based on the 2021 building regulations notional building. The development achieves an 77% improvement over the baseline

Passive principles:

The scheme will be designed with a fabric first approach and a fossil fuel free strategy with maximum use of renewable energy.

Be Lean:

The first step addresses reduction in energy demand, through the adoption of passive and active design measures. The buildings will be thoughtfully designed to reduce energy demand through improved U-values and air permeability, in line with the Passivhaus standard guidance in line with Haringey's ERs. The specification will include a super-insulated and airtight building envelope, and triple-glazed windows.

Carefully designed glazing areas to maximise daylight and utilisation of low energy lighting will reduce reliance on artificial lighting. Adequate levels of ventilation will be ensured through the specification of Mechanical Ventilation that will include Heat Recovery (MVHR) for improved energy efficiency.

Be Clean:

The second step addresses the efficient supply of energy, by prioritising decentralised energy generation.

As part of this approach, the use of energy efficient equipment, heat networks and community heating have been considered.

In the case of this project, the application site is located within an area where a district heat network (DHN) is not available.

Be Green:

The development has a strong sustainable ethos and the energy strategy relies on substantial amount of renewable energy through Exhaust Air Heat Pumps and Photovoltaic Panels which will be maximised on site.

Natural ventilation and overheating:

Overheating is typically addressed at source with appropriately sized windows to

exposed elevations along with deep window reveals and juliet balcony balustrading providing passive shading. The proposed homes are dual or multiple aspect. This enables all the dwellings to benefit from openable windows and aspect away from the busy road frontages. Passive shading is provided to larger windows to the south elevation by recessed balconies.

EAHP System

The scheme proposes a highly efficient packaged Exhaust Air Heat Pump (EAHP) solution.

An EAHP is like a conventional mechanical ventilation heat recovery unit (MVHR) with integral air source heat pump (ASHP). This all-in-one system provides balanced ventilation, heating and hot water.

EAHP units are located in service cupboards internal to each flat, with no requirement for external plant. The unit takes air from outside (from the garden side) providing tempered fresh air to the living spaces. Extract air is taken from the bathrooms and kitchen, and exhaust air is rejected to outside. Heat is recovered from the exhaust airstream very efficiently with an integral ASHP, and this heat energy is used to both heat the apartment (via an underfloor heating system) and a hot water cylinder, integral to the EAHP unit.

Other sustainability features

- Super-insulated facades
- Airtight homes with integral Whole House Ventilation systems
- High specification windows and glazing
- Biodiversity roofs to houses
- Sustainable drainage
- Low energy appliances & water conserving sanitaryware
- Refuse and recycling storage
- Car-free development – limited blue badge spaces serving WCH flats
- Secure cycle storage rooms
- Compliance with latest Urban Greening Factor (UGF) and Biodiversity Net Gain (BNG) requirements

Refer to Energy & Sustainability Statement by JAW Sustainability for full details of Energy and Sustainability proposals.

3.7 Landscape

Landscape

Soft landscaping and planting to communal garden and street frontages aims to balance biodiversity enhancements and maintenance considerations, while meeting the GLA Urban Greening Factor (UGF) target of 0.4. as well as the latest requirements on Biodiversity Net Gain (BNG).

Extensive new planting will be provided to shared rear garden, biodiversity roof is to be incorporated to the flat roofs of the houses and street edge planting will provide some greening to the road frontages.

Amenity

Boundary treatments with planting and railings are included to the street edge to provide buffer to the ground floor flats

Private patio gardens are included to rear of block serving ground floor flats and houses, while private recessed balconies are provided to each upper floor flat with terrace spaces to set-back top floor flats.

Children's playspace will be provided in the form of incidental play equipment incorporated within hard and soft landscaping and in a small dedicated play space to the rear garden.

Trees

A small cluster of hedge trees to the rear boundary of the site (Lawsons Cypress - *Chamaecyparis* sp.) and two self set trees to the front boundary (Ash - *Flaxinus excelsior* sp and Cherry - *Prunus* sp.) have been assessed as low quality. These trees will be replaced by a number of new appropriate tree species and multi-stem tree/ shrubs, increasing the overall number of trees and biodiversity on the site.



Refer to Landscape Plan Report by Anna French Associates for full details of proposed Hard & Soft Landscaping. Also refer to Urban Greening Factor drawing AFA-336-UGF-001 and Arboricultural report



4.0 Design Evolution and Consultation

4.1 Pre-application and QRP Consultation

The design development has been informed through a rigorous design review process. This included three consultations with the Quality Review Panel with further input throughout the process from LB Haringey Officers, specifically the Principal Urban Design Officer and the Principal Conservation Officer, both of whom were in attendance at QRP sessions along with selected industry specialists, and gave advice and guidance on the points raised throughout the process.

The three QRP review consultations were held as follows:

- First Quality Review Panel Consultation – 29 June 2022.
- Second Quality Review Panel (Chairs Review) Consultation – 19 October 2022.
- Third Quality Review Panel (Chairs Review) Consultation – 20 September 2023

Rigorous review and detailed commentary from the QRP, allowed the design team to respond to a number of design points raised and refine the design at each iteration.

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

Summaries and responses to points raised in the first and second QRP consultations can be found on the following two pages.

Full reports from the three QRP sessions can be found as part of the planning application pack.

4.2 First QRP Consultation Summary & Responses

QRP 1 Summary and responses

29 June 2022

SITE LAYOUT

Four storey walk-ups

- Precedents have been reviewed - including 4-storey walkup typologies, however lifts to each block are now proposed
- Core arrangements have been refined to allow the option of including lift access either at the outset or in future

Stair core arrangement

- Cores have been reviewed – with the projection removed and landings expressed along the street edge, allowing a more simple glazed frontage to the circulation cores which acts as a break between the more solid masonry residential bays

Plan typology

- Various strategic options previously tested are to be included in the DAS

Building position

- Building has been moved to the boundary along Archway Road, increasing garden space and distance to neighbours to rear by 2m

HEIGHT

More distinctive corner

- The southern gable end has been refined to pick up on geometry of the site and to provide interest to the prominent corner

Possible increase in height - from 4 to 5 storeys on parts of the site furthest from neighbours

- Increased height to the corner has been reviewed and four storeys concluded as more suitable, given the sensitivities raised by conservation officers as well as local community groups

A five-storey building could be tested, with a single core, which would automatically require the provision of lifts

- Dual aspect to all flats is essential on this site to address the multiple environmental constraints
- A single core building would require a deck access arrangement, to enable dual aspect to all flats
- The site dimensions and particular environmental constraints make a deck arrangement very difficult to achieve
- Deck access to the rear would mean that communal access sits adjacent to neighbours gardens and severely limits how the flats can be planned and orientated
- Deck access to the busy road, it was concluded would not provide an appropriate public frontage
- An arrangement with two cluster cores provides numerous advantages, by freeing up frontage, reducing circulation and limiting the number of households off each core
- The cores have been reconfigured to allow provision of lift either now or in the future
- After reviewing multiple strategies, we believe it offers an appropriate strategic response both in terms of the particular site constraints and the high street context

ARCHITECTURE

Architectural options appear too bland – building could offer more of a landmark presence

- The refinement of southern gable end allows the prominent corner to be more directly and deliberately addressed. Stair cores have also been reviewed to read more like breaks in the main building mass, allowing the building to be broken down into a number of simple bays, with the circulation cores providing interest and variety along the public frontage

More bespoke approach to gable ends - could include angling the southern gable end

- The southern corner has been refined to pick up on geometry of the site and to provide interest to the prominent junction
- The northern gable end, which is less prominent in long views, has been pared back, bearing in mind likely future development of the adjacent petrol station site

Expressed stair core

- The circulation core has been expressed more explicitly with the stair moved away from the façade to free up the fenestration
- Glazed landings leading to adjacent flats, break up the main mass of the building

Clearer design approach to fenestration

- Fenestration has been reviewed in more detail. A limited range of half height and full height windows are repeated across the building, with panel and railings designed to offer a consistent vertical expression to all windows across the scheme

Red brick is preferable as it is better suited to the context

- A red brick with accents of light precast detailing has been selected to reflect the local context in a contemporary way

Flat roofs

- Flat roofs have been retained and will accommodate PVs as well as green roofs for biodiversity. There is precedent in the immediate vicinity of the building for flat roofs and parapets, with the proposals picking up on the gable line of the adjacent cottages along Bakers Lane and the flat parapets of the cottages on West Hill

Wheelchair housing and parking

- The blue badge parking space to rear and associated access has been removed allowing space for a dedicated kids play area to be included
- Parking space for wheelchair users, care givers and for deliveries generally is proposed in a dedicated lay-by along Archway Road which will operate at controlled hours tbc

More seating in the shared amenity space

- The garden has been increased in size and includes play space, planting and seating

LANDSCAPING

The panel supports the planting strategy - more modest planting strategy could reflect the level of maintenance the client can provide

- The planting will be revised for planning to balance biodiversity enhancements and maintenance

Greenery and planting - maximise to street frontage

- Bearing in mind that the building has been moved closer to the road to maximise the garden space to the rear, low level planting has been included along the street frontage adjacent to residential windows to provide a buffer along the public frontage.

INTERNAL LAYOUT

Poor air quality to bedrooms facing Bakers Lane

- A full strategy is detailed as part of the planning application - outlining mitigation against air quality as well as noise. This includes provision of Whole house ventilation to all flats to supplement openable windows to all habitable rooms for purge venting.

Cycle store - access from the entrance lobby

- Client briefing and SBD preferences, require that stores to be accessed externally. We have located stores conveniently in close proximity to entrances for easy access

Cycle storage ideally split between two cores

- Separate stores to each block have been proposed in revised proposals allowing easier access

Individual, lockable storage to ground floor if walk up arrangement progressed

- Appropriate storage has been provided at ground floor for cycles, buggies, prams - and for cleaners, refuse and bulk storage

SUSTAINABILITY

Passivhaus approach - could provide various benefits

- The scheme has been designed in such a way that there is a number of repeated flat types allowing for a consistent approach to addressing environmental constraints and energy strategy
- The project has been designed to Haringeys latest energy standards as outlined in current ER's, which means all homes are designed to Passivhaus principles. The decision on whether to proceed with full Passivhaus accreditation will be taken by the client team in due course

Passivhaus approach - further thinking

- Windows have been sensibly sized to balance requirements for overheating and daylight
- The majority of south facing windows are shaded by balconies.
- A detailed overheating report is included as part of the planning

4.3 Second QRP Consultation Summary & Responses

QRP Chairs Review - Summary and responses

19 October 2022

SUMMARY

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

HEIGHT AND MASSING

- The panel supports the proposed height and massing, which seem appropriate for the site.
- 505-511 Archway Road responds well to its context by dropping down from four storeys to three on the corner of Archway Road and Baker's Lane.
- It is positive that lifts to the upper-level homes have been included. This may render the site particularly attractive for future densification. The panel suggests considering how the design could be futureproofed to ensure that it still works well if there are building height increases.
- While massing principles were supported by the QRP, the massing to the rear elevation has been reduced further, to minimise impact on neighbours to the rear.
- Lifts have been included to meet the latest requirements. Extensive discussions through QRP and planning reviews have

possibility.

GROUND FLOOR PLAN LAYOUT

- The panel suggests some potential refinements to the ground floor plan. Access from the entrance lobby to the stair or lift requires residents to turn back on themselves. Making the wall between the circulation core and the lobby glazed, could make the route to upper levels more instinctive.
- The lobbies and entrance sequence have been reviewed and redesigned to provide a more direct and intuitive approach.

- The door of the cycle store on the eastern end of the building is straight onto the street on Baker's Lane. The panel thinks that this store may not be well used if residents feel that direct access from the street poses a security risk.
- There appears to be room in the ground floor plan to explore alternative configurations, such as rotating this cycle store 90 degrees to allow an entrance through a 'wet' lobby or through the shared garden. The cycle store on the western end appears likely to work well as it is protected by a side gate.
- Doors to refuse stores in both blocks have been placed close to the main entrances for ease of access and surveillance.
- The panel notes that the overhangs to the ground floor lobby and refuse store entrances create under-croft spaces that may collect rubbish or increase the likelihood of dumping. Although the panel recognises this under-croft is intended to create shelter from the elements, it suggests this is reconsidered.
- The scale of the entrance recess to both blocks has been reduced and now takes up one bay only, which sits directly adjacent to entrances meaning that there would be regular pedestrian traffic across the space and natural surveillance.
- The panel encourages the project team to check that fire consultants are completely comfortable with the current arrangement of the open stair, lift and lobby in the core spaces.
- Lift provision, access and lobbying have been reviewed and adjusted in line with advice from specialist fire consultant.
- The project team should also consider how deliveries will work, ensuring that the spatial design and collection processes are not overly complicated.
- Lockers will be provided adjacent to the main entrance lobby for safe storage of deliveries.

BALCONY DESIGN

- The project team have investigated screened and open options for the balcony design to test the issue of proximity to existing neighbours. Whilst the panel recognises that overlooking can have a significant impact on quality of life, it feels the screened balcony option would be detrimental to the wellbeing of new residents. It asks for further work on the balcony design to find a solution that balances the needs of both new and existing residents, for example a combination of railings and screens.
- Designing loggia-like balconies that are closer to a habitable space than projecting balconies could be an approach worth exploring. If these sat within the building line, they may be less of a cause for concern to neighbours.
- A detailed understanding of which existing neighbour's windows are to habitable rooms could allow for refinement of each individual balcony to maximise views whilst minimising overlooking issues.
- For example, the middle and western balconies to the

rear of the building, which currently come the closest to neighbouring properties, will be the most problematic. The balconies to the east are unlikely to cause issues as they either have enough separation distance or look onto Baker's Lane.

- The panel encourages the project team to continue their dialogue with existing residents to arrive at a reasonable compromise.
- Balconies have been recessed entirely within the main volume of the building as suggested by the QRP, with no projections.
- Internal layouts and balcony positions have been adjusted to allow the central balconies in closest proximity to neighbours, to be positioned further away in plan.
- Top floor flats have been set back from the building edge to reduce the visual impact on neighbours to the rear and to minimise the impact on existing daylight and sunlight.
- Cycle store doors have been relocated to the rear, with easy access via the communal garden to a secure gated entrance to the street.

ARCHITECTURAL LANGUAGE

- The panel feels the architectural expression is evolving well, but there remain scope to strengthen the building's detailing to create more interest in long and short views.
- Options to explore could include refinement of the coping detail, taking inspiration from the richness of the existing surrounding housing stock.
- Pronounced masonry coping detail with soldier brick detailing has been incorporated.
- Expressed precast components to window cills, lintels and spandrel panels are being developed in detail to contrast with and offset the simple brick detailing.
- The panel also notes that the success of these views will depend in large part on the brick specification. It recommends a warm, soft textured brick.
- A warm variegated red brick has been selected. This is attractive brick that has been used on a recent built project.
- To ensure that quality is maintained beyond the planning process and that the brick is not simply substituted without proper consultation, we would anticipate that appropriate provisions are made in the planning conditions asking for brick and bay samples for sign-off of the selected brick (or any substitute brick proposed) as well as the proposed mortar and pointing.
- In terms of how the scheme responds to the corner of Archway Road and Baker's Lane, the panel agrees that the angled (as opposed to the curved) option is more in keeping with the language of the rest of the building.
- The angled bay has been retained as part of the corner treatment, with additional detail refinements incorporated to further enhance the prominent building corner.

4.4 Design Evolution - Junction of Archway Road and Bakers Lane



As presented at QRP - June 2022



As presented at QRP - Chairs Review - October 2022



Design Development - July 2023



As presented at QRP - Chairs Review - September 2023

4.5 Design Evolution - Bakers Lane looking towards Archway Road



As presented at QRP - June 2022



As presented at QRP - Chairs Review - October 2022



Design Development - July 2023



As presented at QRP - Chairs Review - September 2023

4.6 Design Evolution - Archway Road looking North West



As presented at QRP - June 2022



As presented at QRP - Chairs Review - October 2022



Design Development - July 2023



As presented at QRP - Chairs Review - September 2023

5.1 Public Transport

The site has a Public Transport Accessibility Level (PTAL) of 3.

Bus stops within close proximity on Archway Road and North Hill provide regular services south towards Archway and Central London and north towards Barnet and Finchley.

East Finchley and Highgate Northern Line tube stations are within walking distance from the site.

5.2 Pedestrian Site and Building Access

Two entrances off Archway Road serve two stair cores & lifts. There is direct access from both cores to shared amenity space to rear. External controlled access into the communal garden is also provided off Bakers Lane.

Direct access with private front doors is provided to ground floor wheelchair user flats and the two family houses which face Bakers Lane.

5.3 Car Parking

The scheme is car free with the exception of two wheelchair blue badge spaces serving the ground floor M4(3) units.

5.4 Cycle Parking

Shared secure cycle stores are provided to each core. They contain a mix of two tier cycle racks, Sheffield Stands and space for larger cycles and mobility scooters. Stores are easily accessed from the street via the communal garden.

5.5 Servicing

A lay-by on the Archway Road provides a drop-off area for vehicular deliveries.

5.6 Waste Management

Bin stores are discreetly located within the building footprint close to building entrances and within permitted travel distances to refuse vehicle lay-by on Archway Road.

5.7 Inclusive Access

2no M4(3) Wheelchair User Dwellings are provided with level access to both the street and the communal facilities.

All other homes proposed meet M4(2) Accessible and Adaptable Dwelling requirements. Lift and stair access is provided to all homes.

Level access is provided to all private balconies and top floor terraces as well as to the communal garden space and all service rooms.



6.0 3D impressions



Junction of Archway Road and Bakers Lane



Archway Road looking South-East



Archway Road looking North West



Bakers Lane looking towards Archway Road