

Proposed roof plan



Proposed roof plan Approx 1:600 @ A3

Building A is accessed from Elmar Road, buildings B and C are accessed via Turner Avenue and buildings D1 and D2 is accessed via Kirkton Road.

There is a clear boundary between the public and private realms with each of the green amenity spaces closed off from the public with fencing. Controlled access points provide access to the communal gardens for maintenance. Please refer to the proposed landscaping proposals earlier in this report.

There are four fully wheelchair accessible dwellings (Part M4(3) compliant) located at ground floor level within each building. The apartment in Building A has its own front door and is accessed via a controlled gate into the communal garden. In Buildings B & C the apartments are accessed through the landscaped estate courtyards then via the main building entrance and an internal protected corridor. Three wheelchair parking spaces are provided within the Turner Avenue estate and are highlighted on the plan showing access and serving on the next page.

The wheelchair accessible dwelling to Building D1 is accessed via the main building entrance off Kirkton Road. It is provided with a dedicated covered wheelchair parking bay

at the top of Braemar Road. In order to overcome the level difference of approximately 1m between Braemar Road and Kirkton Road an access ramp with a gradient of 1 in 20 is provided from the parking area leading up to the pavement adjacent to the building entrance.

This ramp replaces the existing ramp used by cycles and will provide access for bicycles too.

All other ground floor flats and maisonettes are compliant with Part M4 (2) Accessible and adaptable dwellings. It has not been viable to provide lift access to dwellings on first floor and above but otherwise they meet the accessible and adaptable standard.

Refuse collection is carried out from Kirkton Road, Elmar Road and Turner Avenue. The rear mews building D2 has an external communal refuse store due to carry and collection distances. Access is retained to the Moorland Place refuse store.

A communal refuse/recycling store is located within Buildings A & D1 accessed externally. The location of each store is building regulations compliant within the acceptable distance of each flat entrance.

The communal refuse/recycling stores that serve the Turner Avenue Estate are being replaced and combined with the refuse stores for Buildings B and C and integrated within the enhanced landscaped areas. For further details of the refuse strategy see the following pages.

Communal cycle stores are located within each block, with cycle stores for ground floor apartments and the maisonettes located in their private gardens. Space for larger bikes is provided within these stores on accordance with London Plan guidance and in addition space is also provided for pram storage.

External Sheffield type cycle stands are provided, 5 within the estate and 2 on Kirkton Road.

The calculation of the cycle parking requirements for the proposed scheme is set out in the table on this page.

In addition to the secure cycle storage provided for the proposed new dwellings it is proposed to provide two 'Bikehanger' type cycle stores on Turner Avenue for use of the existing estate residents.

The proposed new homes would operate as a car-free

development, owing to the site's high PTAL. 4 and as there are significant opportunities for journeys to be undertaken via active or sustainable modes of transport, owing to the site's good access to local facilities on foot and by cycle as described earlier in this report.

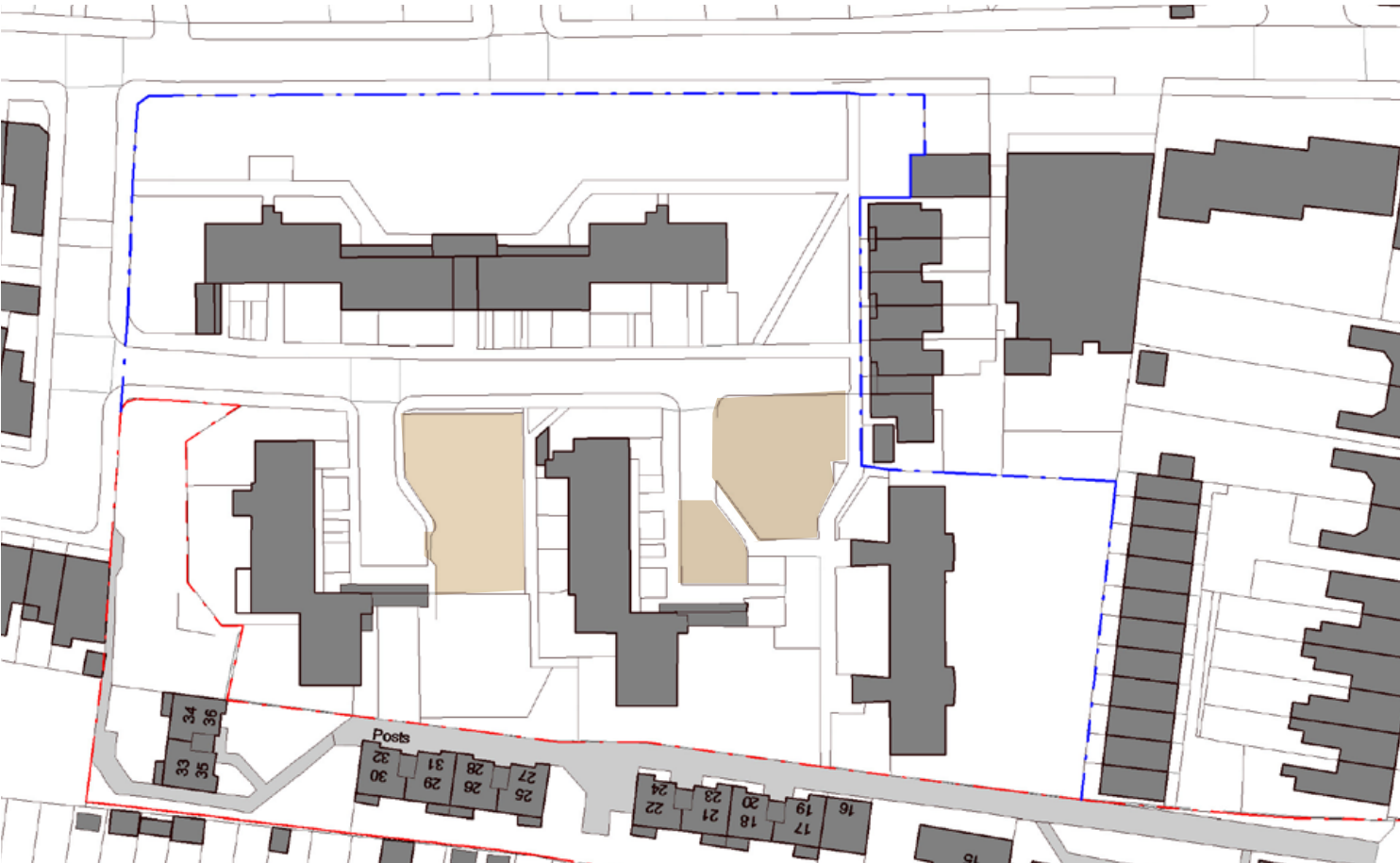
Within Turner Avenue Estate the layout of the existing parking areas (shown below) that provide 29 spaces will be rationalised and the parking integrated into a pedestrian priority areas. However, in total 29 parking spaces including the 3 wheelchair spaces will be re-provided in order to meet existing demand on the estate.

RGP conclude in their Transport Assessment that although the net increase in dwellings from 35 to 45 would generate additional trips the majority of these would comprise public transport users or walking trips, owing to the car-free nature of the proposals and the accessible location of the site, which would be comfortably accommodated by the extensive public transport network.

For further details of the transport and parking impacts please see the Transport Assessment by RGP.

Proposed Cycle Parking		
Block	Required (London Plan)	Proposed
Block A – 5x1 beds, 1x2 bed & 3x3 beds	16 long stay	16 spaces in Sheffield stands (including 1 for large bike)
Block B – 1x1 bed, 5x2 beds & 5x3 beds	22 long stay	20 spaces in Sheffield stands / Vertical stands (including 1 for large bike), plus standalone bike store for at least 2 bikes at rear of Block B
Block C - 1x1 bed, 5x2 beds & 5x3 beds	22 long stay	20 spaces in Sheffield stands / Vertical stands (including 1 for large bike), plus standalone bike store for at least 2 bikes at rear of Block C within garden of the rear ground floor flat.
Block D (Flats) – 3x2 beds & 2x3 beds	10 long stay	11 spaces in Sheffield stands (including 1 for large bike) & 4 Vertical stands, plus standalone bike store at rear of Block D
Block D (Mews) – 1x1 bed, 2x2 beds & 6x3 beds	18 long stay	Secure bike storage within curtilage of each property

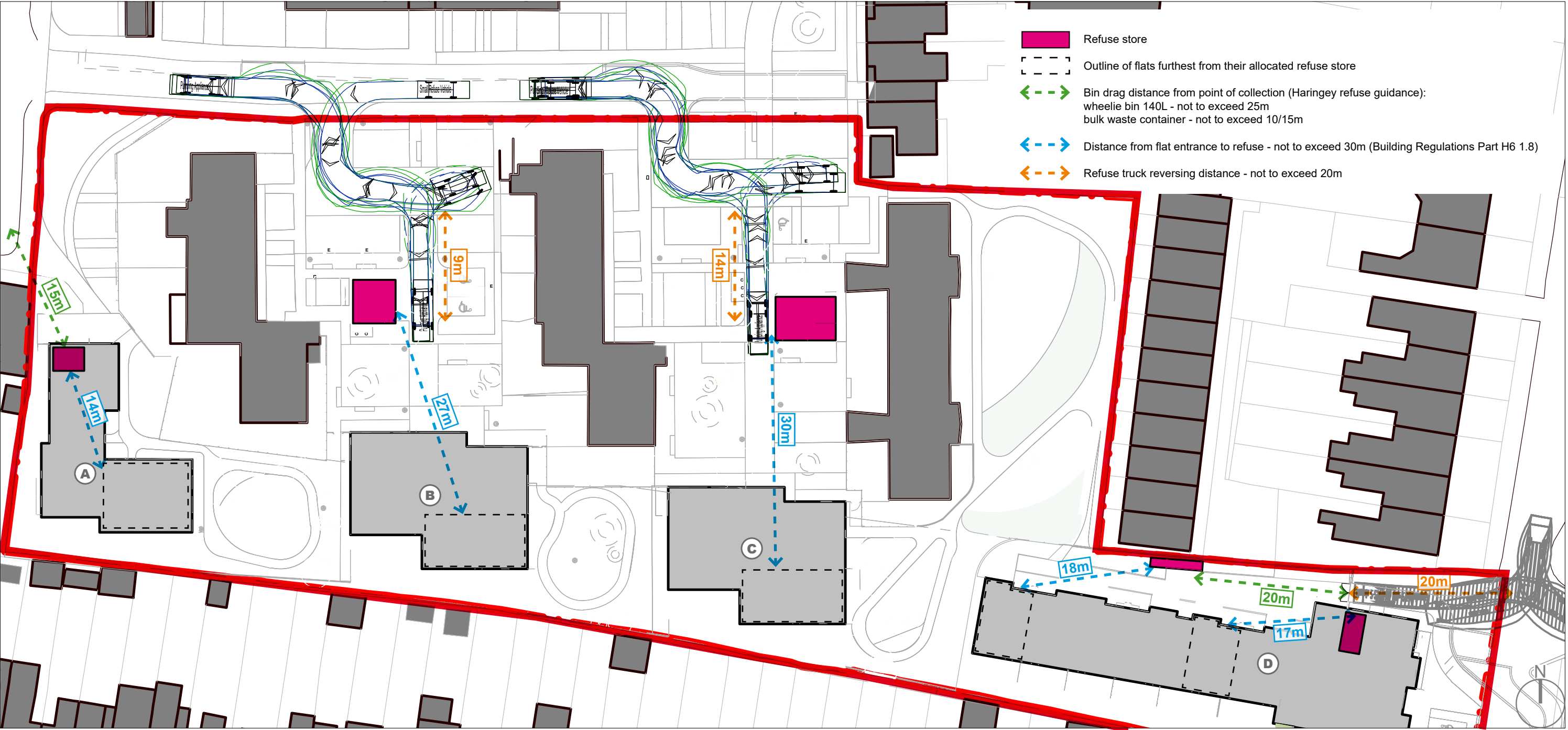
Secure cycle storage calculation - by RGP



Existing site plan showing existing parking areas



Note: All areas and dimensions are approximate and subject to confirmation by measured survey and further design development. Kiran Curtis Ltd accept no responsibility whatsoever for their accuracy. Design, Visualisation, artwork and Graphics Copyright © 2022 Kiran Curtis Ltd



Building A is provided with a refuse and recycling store adjacent to the main entrance. The store is less than 30m from the furthest flat entrance and 15 m from the refuse vehicle stopping on Elmar Road. The 9 apartments are provided with 2 no. 1100 litre general refuse bins, 1no. 1100 litre recycling bin and 1 no. 140 litre food waste bin. The calculation is summarised in the table on the next page.

Buildings B & C share new communal refuse and recycling stores with the existing Turner Avenue buildings from 1-23,

35-51, 53,83. These refuse stores re-provide the existing refuse and recycling bins for these Turner Avenue buildings the number and type of existing bins are summarised in the table on the next page. Bulk stores are also provided.

The new bin stores have been sized to incorporate sufficient bin capacity for the 11 apartments in each building. The calculation for this is summarised on the next page. The bin stores have been positioned so that the distance to the store from the furthest proposed flat entrance door is no more than

30m and so that the distance which a refuse vehicle needs to reverse to access the store is less than 20m.

The access and turning swept paths illustrated here are based upon a large 10.23m refuse vehicle

Building D1 and D2 are provided with two bin stores. The first is located within the ground floor of D1. It is sized so that the first two maisonettes within D2, H01 and H02 can also use it and they are both well within 30m of the store. The

other maisonettes and the flats on the top floor of D2 will use an external refuse store located to the north of the mews. Refuse vehicles will reverse 20m up to the gateway to the mews and the bin drag distance to this bin store will be less than 25m. The bins within this store will be restricted to 140 litres as a result of the longer drag distance.

The calculation is summarised in the table on the next page. For further details of the transport and access strategy please see the Transport Assessment by RGP.

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Summary of refuse and recycling calculation for new buildings			
Bin provision	General waste	Recycling	Food waste
Building/No.of dwelling	1100 litres	1100 litres	140 litres
Haringey guidance	1 per 6 units	1 per 10 units	1 per 40 units
Building A	1 per 6 units	1 per 10 units	1 per 40 units
9	1.50	0.90	0.23
Building B			
11	1.83	1.10	0.28
Building C			
11	1.83	1.10	0.28
Building D1 + HO1-HO2			
7	1.17	0.70	0.18
Building D2 (excl HO1 -2)			
7	1.17	0.70	0.18
or 3 no @ 140 l or 2 no @ 140			
	5.35	3.21	1.38
	5	3	1
Total required bins	7.50	4.50	1.13
Total dwellings	45		

Summary of existing bins for existing buildings			
(to be replaced as per existing)			
Bin provision	Refuse chute	Euro bin	Wheelie bin
Block/No.of dwelling	940 litres	1100 litres	360 litres
Existing block 1: 1-23			
23	3	1	
Existing block 2: 25-51			
27	3		
Existing block 3: 53-83			
31	1		
Courtyard between 2&3			
		5	2
Total bin	7	6	2
Total dwellings	81		

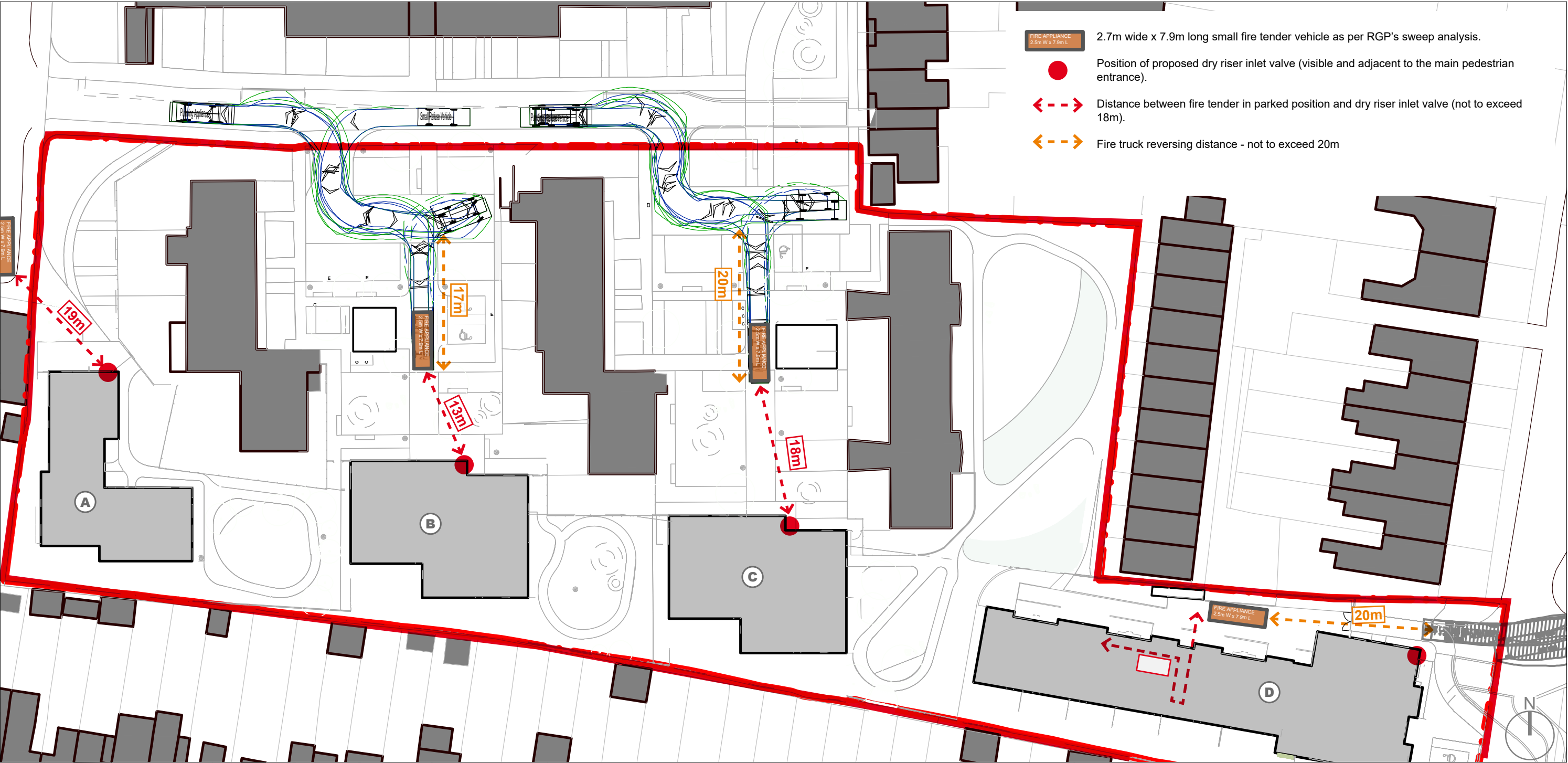
Design strategy notes:

Maisonettes H03 to H06 and partments in Building D2
Provide shared bin store using 140 l bins within a 25m drag distance of gate to street

Building D1 and maisonettes H01 and H02
Share recycling and facility located in Building D1

Summary of refuse and recycling provision for combined existing & new buildings based upon like for like provision						
Building/No.of dwelling	General waste	Recycling	Food waste	Food waste	Refuse chute	Location
Bin type	1100 litres	1100 litres	140 litres	existing 360 litres	existing 940 litres	
Building A						Internal bin store in Building A
9	1.50	0.90	0.23			
Provide	2	1	1			
Building B						Communal bin store 01
11	1.83	1.10	0.28			
Existing building 1: 1-23						
23		1.00			3	
Total dwellings						
34	1.83	2.10	0.28		3.00	
Provide	2	2	1		3	Communal bin store 02
Building C						
11	1.83	1.10	0.28			
Existing building 2: 25-51						
27					3	
Existing building 3: 53-83						
31					1	
Courtyard between 2&3						
	3.00	2.00		2.00		
Total dwellings						Internal bin store in Building D1
69	4.83	3.10	0.28		4.00	
Provide	5	3	1	2	4	
Building D1 + HO1-HO2						External bin store mews
7	1.17	0.70	0.18			
Provide	2	1	1			
Building D2 (excl HO1 -2)						
Bin type	140 litres	140 litres	140 litres			
7	1.17	0.70	0.18			
Provide	5	3	1			

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It is proposed that all blocks and houses are to have an automatic water fire suppression system (sprinklers) along with automatic fire detection systems due to the constraints and nature of the site as a back-land location.

The main blocks of flats A, B, C & D1 incorporate a dry riser within the protected stair compartment (or agreed with the fire consultant and fire officer). The inlet valve is located in a

visible position, adjacent to each of the communal entrance doors.

Elmar Road provides access to building A for a fire tender within 18m to the entrance and dry riser inlet.

In a similar way Kirkton Road provides access to building D1 for a fire tender within 20m to the entrance and dry riser inlet.

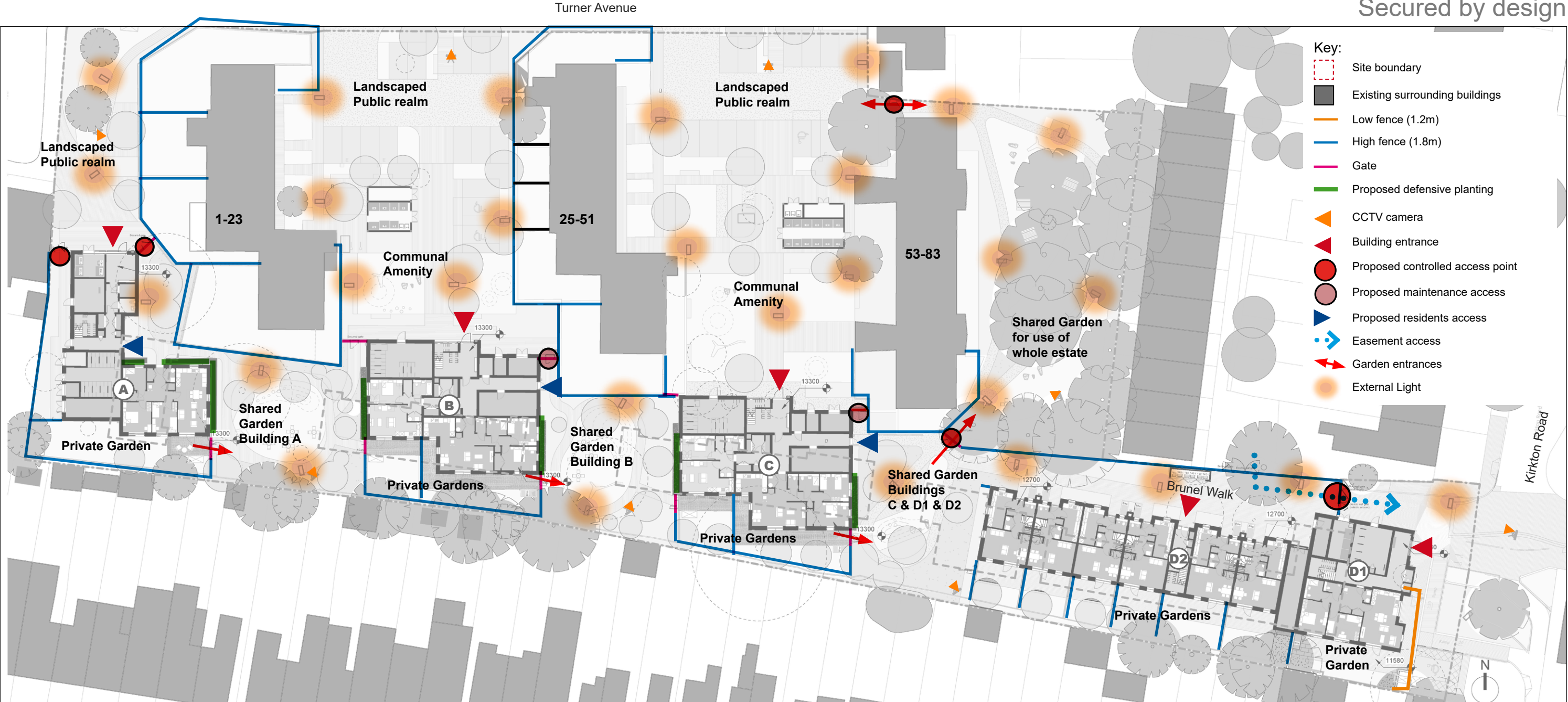
The landscape has been designed to allow a fire tender to reverse no more than 20m to provide access to the entrance and dry riser inlet again within 20m from the appliance.

To access the dwellings within building D2, which is not fitted with a dry riser but has sprinklers, it is necessary for the fire tender to reverse into the mews through the gate in order to reach the top floor flats within a maximum hose distance

of 75m. The gate entry system will provide for emergency access.

For further detail please refer to the Fire Strategy by Jule Group.

For further details of the transport and access strategy please see the Transport Assessment by RGP.



Proposed Ground Floor Site Plan - Approx 1:500 @ A3

The proposed master plan for the development has been designed with the aim of reducing anti-social behaviour by seeking to integrate the new development with the existing estate, eliminate short cut access routes through the site, increase natural surveillance, provide CCTV and improved lighting and use and management of existing and proposed private and communal/amenity space. The Project Team has liaised with the Metropolitan Police Designing Out Crime Officer in designing the scheme appropriately with these issues in mind.

Pedestrian routes have been design ensuring that they are visually open, direct, well used and well lit. The site layout creates new lines of enclosure with building frontage and

boundary fences on Elmar Road and Kirkton Road. Within the estate Buildings B & C form a building line to the south of new courtyards. The public realm is separated from private shared gardens and additional passive surveillance created over the adjacent streets and Turner Avenue. In this way short cut routes over fences and into Brunel walk from Turner Avenue to Kirkton Road will be prevented.

Defensible space has been located to create a clear boundary between public and private space. The planting will allow a clear line of sight to the pavement and open spaces.

Clear physical barriers have been integrated in the design to separate private shared gardens.

spaces and to discourage access to specific areas with different degrees of privacy.

The dwellings have been orientated to create better surveillance opportunities and amenity areas within the Turner Avenue estate have been re-provided in overlooked and well-lit spaces in order to discourage crime and antisocial behaviour.

Main access doors are visible from the public realm for good surveillance, well-lit and away from any potential hiding places.

The buildings will have a visitor door entry system and an

access control system.

Communal mail delivery facility will be located within the building entrance and built following the criteria of the Secured by Design guide.

External lighting will be provided throughout the estate and to all the elevations containing a door set.

A CCTV camera system is proposed to improve security and deter crime it is shown indicatively here and on the drawing 0552_PL_1001

We are seeking to gain an SBD Gold accreditation.