

ACCESS AND WAYFINDING

- Ingress/egress points remain the same
- Visibility of apartment building entrance from Bruce Grove
- Road widened to accommodate emergency and refuse vehicles
- Clear access to pond and shared gardens
- Secure private gardens



PLAN SHOWING ACCESS AND ROUTES AROUND THE SITE

KEY

- • • • • Vehicular circulation
- • • • • Main entry and exit
- • • • • Path
- • • • • Boundary gates and walls
- • • • • View to apartment building entrance

LIGHTING STRATEGY

We recognise the importance that a detailed lighting assessment should be provided for the scheme to ensure that access for occupants is well lit and to assist with wayfinding and security. As part of any detailed lighting assessment, it is envisaged that a review of any existing lighting on site will be undertaken to establish the baseline position.

The surrounding area will be surveyed to establish any light sensitive receptors. This will ensure that a sensitive strategy is formulated to install appropriate light levels to the areas required whilst mitigating any light spill. A detailed Lighting assessment will be provided at a later stage and it is suggested that a planning condition is added accordingly to address this.

TRANSPORT, PARKING AND REFUSE MANAGEMENT

- 30 parking spaces (as opposed to current 40) - 1 space per house plus 2 visitor
- Refuse truck to access as before for houses
- Apartment building to bin store complies with max carry distance 30m
- Apartment building - Collection of wheelie bins by refuse collectors (25m to refuse vehicle)
- New bin stores to replace existing between houses to comply with standards



PLAN SHOWING PARKING, BIN STORES AND CYCLE STORES

KEY

- Bin Stores
- Parking
- Cycle Stores
- ● ● ● Refuse and emergency vehicle route

TRANSPORT & REFUSE MANAGEMENT - (Note; refer to Framework Travel Plan by Motion)

Safety

Road signs will be provided on entry to the quadrangle displaying a children playing in road sign and a 10mph speed limit sign.

Car parking

1 space per house is provided plus 2 visitor spaces, thus 30 spaces in total in designated parking bays related to each house. This is a reduction from about 40 unallocated spaces which are currently available on site.

The London Plan standard of 3% disabled badge spaces has been applied with a further 7% shown to be capable of being provided, if required. All car parking demand is assumed to be provided on-site. EV spaces will be provided according to demand at least at 20% provision.

A parking stress survey has been undertaken and will be provided with the TA. It shows a parking stress level of about 65%. In other words there is a relatively large amount of on-street parking available in the surrounding streets.

It is accepted that the site is likely to be designated as a permit free scheme.

Cycle Parking

Secure cycle sheds will be provided in each of the gardens for the almshouses; 1 space per one bed units and 2 for two bed units. The apartment building has its own secure cycle store for 16 bikes and the new almshouse and pavilions also have a bike store to the rear gardens. Sheffield stands will provide 8 cycle spaces for visitors.

Car club membership will be provided. There is an existing car club space near the site in Lordsmead Road operated by Zipcar.

A DSP (Delivery Service Plan) is provided by Motion.

A CLP (Construction Logistics Plan) is provided by Motion.

Refuse Management - Household Waste (refer also to Sustainability Statement by Hodkinson)

Sufficient storage is to be provided in communal stores for the apartments. For the refurbished houses, dedicated stores will be provided for each house, where both recyclable and non-recyclable waste can be stored in accordance with Haringey Council's waste collection service. In addition, space will be provided for segregated recycling waste bins within the kitchen areas. This will involve the installation of recycling bins, where waste can be segregated into paper, glass, cans, plastic and cardboard, if necessary. Adequate internal and external food and garden waste storage will be provided in accordance with the London Borough of Haringey's collection service.

Collection

Refuse trucks will enter the site where they do currently (gate access to the East) and egress again in the current location (gate to the West).

Almshouses:

The almshouses binstores are currently badly weathered and mostly rotten. They will be replaced with a new timber housing to accommodate 2 x 240L bins per house. The refuse trucks can access the site and collect the bins from the bin stores directly.

Pavilions:

The pavilions will have a bin store in the grounds: 2 x 240L bins for each flat (one for refuse and one for recycling). The residents will be responsible for putting the bins in front of the gate on collection day.

Apartment Building:

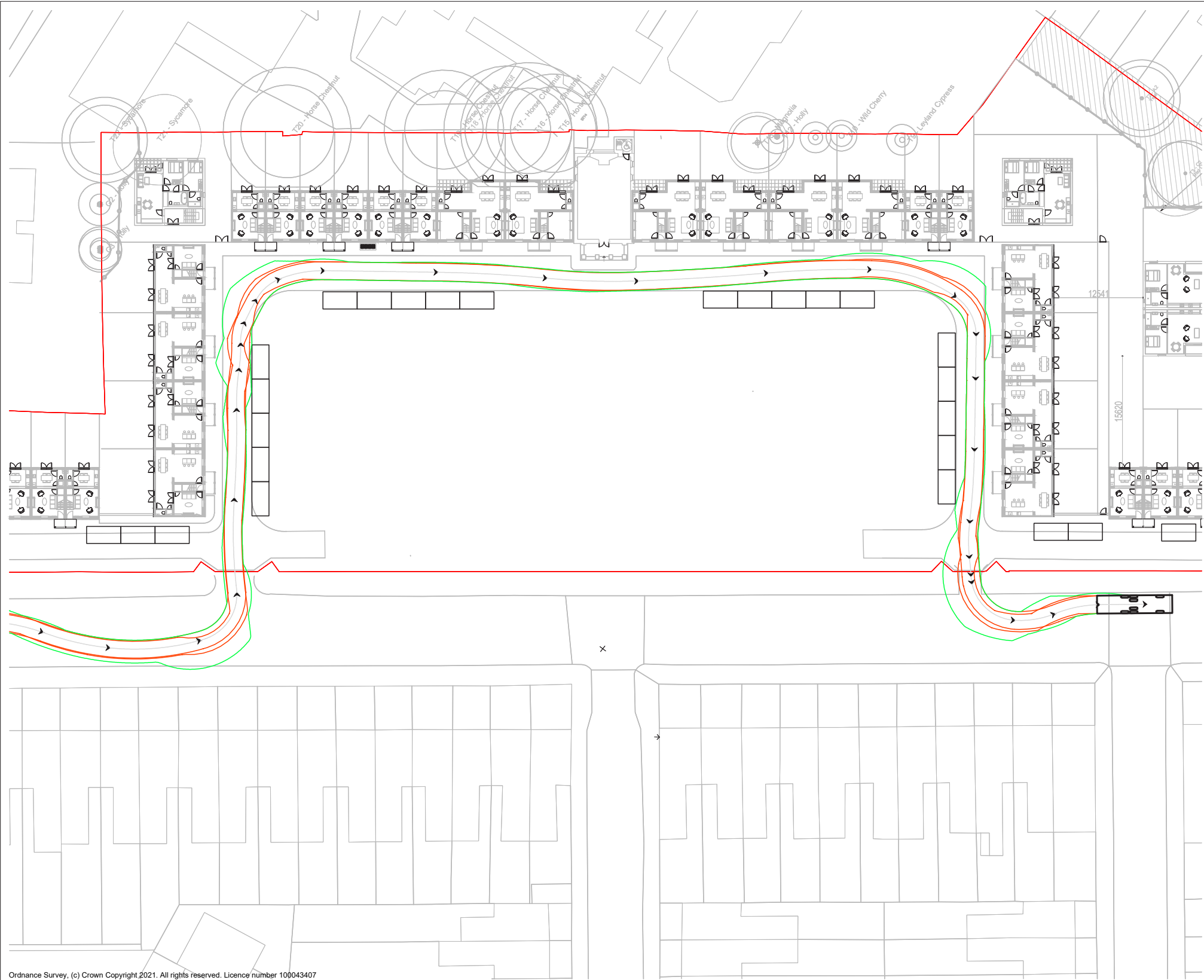
16 x 240L bins (eight for refuse and eight for recycling; one refuse and one recycling bin shared between 2 apartments) situated 25m from refuse truck for collection. Planning Policy states; 'waste collection vehicles should be able to get to within a minimum of 25m of the storage point'.

New almshouse:

The new almshouse will have a new timber housing to accommodate 2 x 240L bins to match those of the almshouses.

TRANSPORT - SWEPT PATH ANALYSIS

A swept path analysis has been undertaken as part of the Transport Assessment by Motion using Mercedes 2629LL standard vehicles to ensure refuse vehicles can safely enter and exit the site.



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84 North Street
Guildford
Surrey
GU1 4AU
T: 01483 531 300

Golden Cross House
8 Duncannon Street
London
WC2N 4JF
T: 020 8065 5208

www.motion.co.uk

Project:
Edmansons CClose, Tottenham

Title:
Swept Path Analysis
Refuse Vehicle

Scale: 1:500 (@ A3)

Drawing: 1906030-TK10
Revision: E

SUSTAINABILITY & ENERGY - Extract taken from the Energy Statement by Hodkinson

SUSTAINABLE MEASURES SUMMARY

- Future proofing the buildings
- Draught proofing and insulating
- Low energy lighting and appliances
- Secondary glazing to almshouses
- Air source heat pumps to all new buildings
- Bio-diverse roofs to all new flat roof spaces
- Electric car charge points

PROPOSED DEVELOPMENT

The proposed development will apply appropriate treatment to 44 existing almshouses and convert them to provide 26 houses. These are listed buildings and there are sensitive heritage conditions to consider. In addition the development will include a new apartment building comprising of 16 flats, two corner pavilion buildings with an additional four apartments, and one new build house.

BUILDING REGS

The proposed development will be built to the updated Part L 2021 Building Regulations. The new Part O of building regulations will also influence the energy strategy. Updated assessment software does not yet provide reliable results to assess new development against the updated requirements in Part L. Therefore, energy demand and CO2 emissions have been estimated against the Part L 2013 baseline within this report. The calculations have been adjusted to use SAP 10.2 carbon emission factors to estimate CO2 performance, which are more up to date than factors used in SAP 2012 methodology.

REFURBISHED DWELLINGS

For the refurbished dwellings there are limitations to the improvements that can be made due to the listed status of the buildings. A baseline assessment has been undertaken based on the expected construction of the existing building. Improvements are then proposed where possible to estimate the CO2 reduction achieved over the existing building. The proposed improvements include draught proofing, insulating the roof and upgrading the performance of the glazing, as well as installing new gas boilers to each dwelling. A 25.2% reduction in CO2 emissions is estimated over the baseline.

NEW BUILD DWELLINGS

For the new build development, a range of Be Lean energy efficiency measures are proposed. They allow the new build part of the development to achieve a 21% reduction in site wide regulated CO2 emissions, over a Part L 2013 baseline.

LONDON PLAN

In line with the London Plan, the feasibility of decentralised energy production has been considered at the Be Clean stage. There are no existing heat networks in close proximity to the development. Due to the small scale of the development it is not proposed to install a site wide heat network as it would result in high running costs to the residents. An individual heating system for each dwelling is proposed.

RENEWABLES

A range of Be Green renewable energy technologies has been considered.

Air Source Heat Pumps

It is proposed that the heating and hot water demand of the new build development is supplied by individual air source heat pumps to each dwelling. For the apartments, it is likely that the heat pump units will be located on the roof of the buildings, so that outdoor amenity space for each apartment is not compromised. Each apartment will be connected to one of the heat pump units. For the new build house, the external unit will be located outside the dwelling. Space will be reserved within each dwelling for hot water cylinders.

Photovoltaic Panels (PV)

PV panels generate electricity from solar radiation. The generating potential of PV panels is dependent on the availability of roof space and ensuring they are not overshadowed. A large portion of the available roof space will be required for the proposed air source heat pump units. However, available roof space on the apartment building will be used to supply solar PV. It is estimated that approximately 5 kWp of solar PV will be provided.

SUMMARY

The combination of the Be Lean and Be Green measures as outlined above result in an overall 71% reduction over the Part L 2013 baseline for the new build development. A 25.2% reduction is expected over the baseline for the refurbished development.

In line with the GLA guidance, the new build development will commit to offset the remaining CO2 emissions through a payment to the London Borough of Haringey. The remaining CO2 emissions to be offset are estimated as 6.1 Tonnes CO2 per annum, resulting in an offset payment.

CRIME PREVENTION STRATEGY

Crime and Safety Reduction Strategy

The main points from the strategy that deal with Crime Prevention are: High quality and inclusive design required for all new developments as part of a strategy to achieve an attractive, safe, healthy, accessible and sustainable environment throughout Haringey.

Vulnerability to crime and the fear of crime should be addressed in the design, location and layout of all new development. The distinction between any public and private spaces should be clearly defined; There should be good connections with the wider area and a clear network of legible routes through the site for pedestrians and cyclists, supported by a network of open space and green corridors, where justified by the scale of the development;

Since the Adopted Core Strategy 2011, The Local Plan 2016-2036 has been introduced and in particular Policy LP16: Design and the Public Realm which states all development proposals are to be; 'safe and designed to minimise crime and antisocial behaviour, taking into account secure by design principles'

In addition, Haringey has developed The Community Safety Partnership with the theme 'Working together, keeping Haringey safe'.

The following safety and security subjects have been considered in forming the proposal for the site:

Layout of buildings

All spaces are designed to be visually open and served by overlooked routes to communal gardens. The buildings sit with a presence onto Bruce Grove which defines the edge of the development. Buildings will be designed with robust exteriors in masonry to discourage and protect against vandalism and graffiti.

Mix of dwelling types and functions

Overlooking (natural surveillance) and self policing are key deterrents to crime. The mix of uses proposed means that there will be a presence on the site at all times of the day and into the evening. The residents utilise the communal open spaces which provide surveillance to the dwellings on site.

Connection of movement networks

Desire lines of movement have informed the design of pedestrian routes through the scheme. Much care has been taken to keep the routes free of obstructions, with particular focus on allowing clear views between buildings, introducing an effective lighting strategy, to allow for ease of orientation and way finding on entering the site. This will allow pedestrians to see their destination from an early point.

Importance of natural surveillance

The accommodation has been arranged to allow for the occupants to be actively engaged in the surveillance of the public environment and therefore form a responsibility for their local public realm. Balconies, rear gardens and living spaces are arranged to allow continued and varied surveillance of open space.

Secure vehicle and cycle parking

Controlling access to the car parking and cycle storage via gates and defined ingress/egress points is crucial to minimising crime. Internal access doors to the residential accommodation will have access control whilst the lighting levels will ensure a well-lit environment is provided. The layout and landscaping has been designed to avoid the creation of left-over space with the addition of the corner pavilions and new apartment building.

Defensible space

The development encourages movement through its spaces and pedestrian routes. However, the design is careful to ensure that pedestrian movements around the buildings are actively managed in a way that respects the privacy of the private occupants of the residential units. The scheme has introduced windows on all key sides of the buildings to provide protection and natural surveillance to the adjacent landscaped areas. The landscape has been developed to provide integrated buffer zones at the bases of all buildings. This is achieved by continuing the hard landscape and planting zones to the edge of the buildings and locating communal pathways away from the facades in the open space.

Secure By Design

The team has developed the scheme to incorporate Secure By Design principles of designing out crime and crime prevention. The proposal intends to create a safe and inclusive environment for residential use. As part of this, the design has been prepared with security, safety and the avoidance of public nuisance in mind.

The team has incorporated essential components in the design to ensure a safe and secure development for residents, workers and visitors. The landscape design reinforces the sense of security with a strategy of planting and hard landscaping.

The site will also benefit from a central security regime co-ordinated by building management.



CONCLUSION

The proposals have been developed to positively address the feedback previously received and produce a high quality set of proposals. A more sensitive approach is taken to the almshouses with fewer interventions and the new build elements have been carefully designed to be subservient to the Listed buildings but picking up architectural details to complement the almshouses.

The new build elements are designed to the latest sustainability standards and improvements will also be made to the almshouses to make them attractive and ensure their long term protection.

The introduction of the new build elements is necessary to make the proposals viable and together with the reconfiguration of the almshouses will produce an attractive range of new housing appealing to individuals, couples and families to create a strong community.

Overall, therefore, the enclosed application presents a scheme that is appropriate to the setting of the site, with the intention to provide a proposal with a sympathetic scale, form and massing and the use of appropriate materials.

There are many benefits associated with the proposals. In brief, the key benefits include:

- Boosting housing supply (new units, improved mix, family housing and bringing units unfit for purpose to meet modern day standards;
- Provide high quality contemporary architecture with a holistic redevelopment of the site;
- Sensitive restoration of listed buildings, securing long term use and maintenance;
- Provide significant improvements in quality and use of the landscape;
- A significant positive enhancement to the ecology and biodiversity of the site as part of a holistic approach to the landscaping, creating new habitats to support local wildlife;
- Removal of unattractive laundry building and 1970s infill; and
- All existing residents will be offered the opportunity to be re-homed on site.



AREA SCHEDULE EXISTING

BUILDING TYPE	Unit No.	GIA sqm	saft
STUDIOS, ONE AND TWO BEDS			
	1	29.2	314
	2	29.3	315
	3	57.3	617
	4	35.5	382
	5	28.7	309
	6	29.2	314
	7	29.3	315
	8	57.5	619
	9	35.5	382
	10	28.8	310
	11	29.2	314
	12	29.3	315
	13	57.3	617
	14	35.5	382
	15	29	312
	16	29.3	315
	17	29.3	315
	18	57.7	621
	19	35.7	384
	20	28.8	310
	21	29.3	315
	22	29.3	315
	23	50.3	541
	24	33.3	358
	25	57.7	621
	26	29.3	315
	CHAPEL APARTMENT	53	570
	27	33.5	361
	28	29	312
	29	35.4	381
	30	57.7	621
	31	29.3	315
	32	29.3	315
	33	29.2	314
	34	29.4	316
	35	57.7	621
	36	35.3	380
	37	28.8	310
	38	29.2	314
	39	35.3	380
	40	57.9	623
	41	29.3	315
	42	29.2	314
	43	29	312
	44	35.3	380
	45	57.6	620
	46	29.3	315
	47	29.2	314
	48	57.5	619
	GUEST	16	172
	49	52.7	567
	50	29.3	315
	51	29.2	314
	52	29.3	315
	53	29.1	313
	54	25.7	277
	55	25.5	274
	56	29.2	314
	57	29	312
	58	25.7	277
	59	25.4	273
	60	42.8	461
	61	32.4	349
Sub-Total	61	2238.3	24093

OFFICE			
		28.6	308
STUDY/CHAPEL			
		88.8	956
VESTRY			
		5.6	60
BOILER/WC			
		31.4	338
ORATORY/CHAPEL			
		43	463
WCS			
		15.3	165
LAUNDRY			
		45	484
TOTAL	61	2496	26867

AREA SCHEDULE PROPOSED

BUILDING TYPE	Unit No.	Floor	Unit Type	NIA sqm	saft	GIA sqm	saft	GEA sqm	saft
HOUSE TYPE 1		Ground & First	1 bed houses						
	1			44.8	482	47.7	513	56.4	607
	2			44.8	482	47.7	513	56.4	607
	3			44.8	482	47.7	513	56.4	607
	4			44.8	482	47.7	513	56.4	607
	5			44.8	482	47.7	513	56.4	607
	6			44.8	482	47.7	513	56.4	607
	7			44.8	482	47.7	513	56.4	607
	8			44.8	482	47.7	513	56.4	607
Sub-Total	8			358.4	3858	381.6	4108	451.2	4857
HOUSE TYPE 2		Ground & First	2 bed houses						
	1			94	1012	97.4	1048	112.7	1213
	2			94	1012	97.4	1048	112.7	1213
	3			94	1012	97.4	1048	112.7	1213
	4			94	1012	97.4	1048	112.7	1213
	5			94	1012	97.4	1048	112.7	1213
	6			94	1012	97.4	1048	112.7	1213
	7			94	1012	97.4	1048	112.7	1213
	8			94	1012	97.4	1048	112.7	1213
	9			94	1012	97.4	1048	112.7	1213
	10			94	1012	97.4	1048	112.7	1213
	11			94	1012	97.4	1048	112.7	1213
	12			94	1012	97.4	1048	112.7	1213
Sub-Total	12			1128	12142	1168.8	12581	1352.4	14557
HOUSE TYPE 3		Ground & First	3 bed houses						
	1			119.7	1288	123.3	1327	141.5	1523
	2			119.7	1288	123.3	1327	141.5	1523
	3			119.7	1288	123.3	1327	141.5	1523
	4			119.7	1288	123.3	1327	141.5	1523
	5			119.7	1288	123.3	1327	141.5	1523
	6			119.7	1288	123.3	1327	141.5	1523
Sub-Total	6			718.2	7731	739.8	7963	849	9139
HOUSE TYPE 4 - GATEHOUSE		Ground & First	2 bed house						
	1			81.9	882	84.8	913	108.5	1168
Sub-Total	1			81.9	882	84.8	913	108.5	1168
HOUSE TYPE 5 - NEW ALMSHOUSE		Ground & First	2 bed house						
	1			94	1012	97.4	1048	112.7	1213
Sub-Total	1			94	1012	97.4	1048	112.7	1213
CORNER PAVILIONS			2 bed flats						
	1	Ground		61	657	66.7	718	78.2	842
	2	First		61	657	69	743	80	861
	3	Ground		61	657	66.7	718	78.2	842
	4	First		61	657	69	743	80	861
Sub-Total	4			244	2626	271.4	2921	316.4	3406
APARTMENTS			1 beds and studios	NIA/GIA PER APARTMENT	NIA/GIA PER APARTMENT	OVERALL GIA	OVERALL GIA		
	1	Ground	1 Bed	50	538				
	2	Ground	1 Bed	50	538				
	3	Ground	1 Bed	50	538				
	4	Ground	Studio	37.2	400				
	5	Ground	Studio	37.2	400				
	6	Ground	1 Bed	54.7	589				
	7	First	1 Bed	50	538				
	8	First	1 Bed	50	538				
	9	First	1 Bed	50	538				
	10	First	Studio	37.2	400				
	11	First	Studio	37.2	400				
	12	First	1 Bed	54.7	589				
	13	Second	1 Bed	50	538				
	14	Second	1 Bed	50	538				
	15	Second	Studio	37.2	400				
	16	Second	Studio	37.2	400				
Sub-Total	16			732.6	7886	905	9741	965	10387
CHAPEL		Ground & First (Mezzanine)							
	1			135	1453	135	1453	225.4	2426
Sub-Total	1			135	1453	135	1453	225.4	2426
TOTAL	49			#NAME?	#NAME?	3783.8	40728	4380.6	47152



PREPARED BY

Polly Damen | Director
d+b studios | London

07810 481 900
polly.damen@dplusbstudios.com

D P L U S B S T U D I O S . C O M