

10. Key Strategies

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Site Access- Private and Public

The proposal consists of a variety of spaces ranging from **private residential** to the **public yards** with landscape features.

A **hierarchy of space** was developed through **iterative testing**, extensive dialogue with **local residents**, as well as consultation with the local **police force**. This ensured a balance was struck to meet the requirements of the key stakeholders.

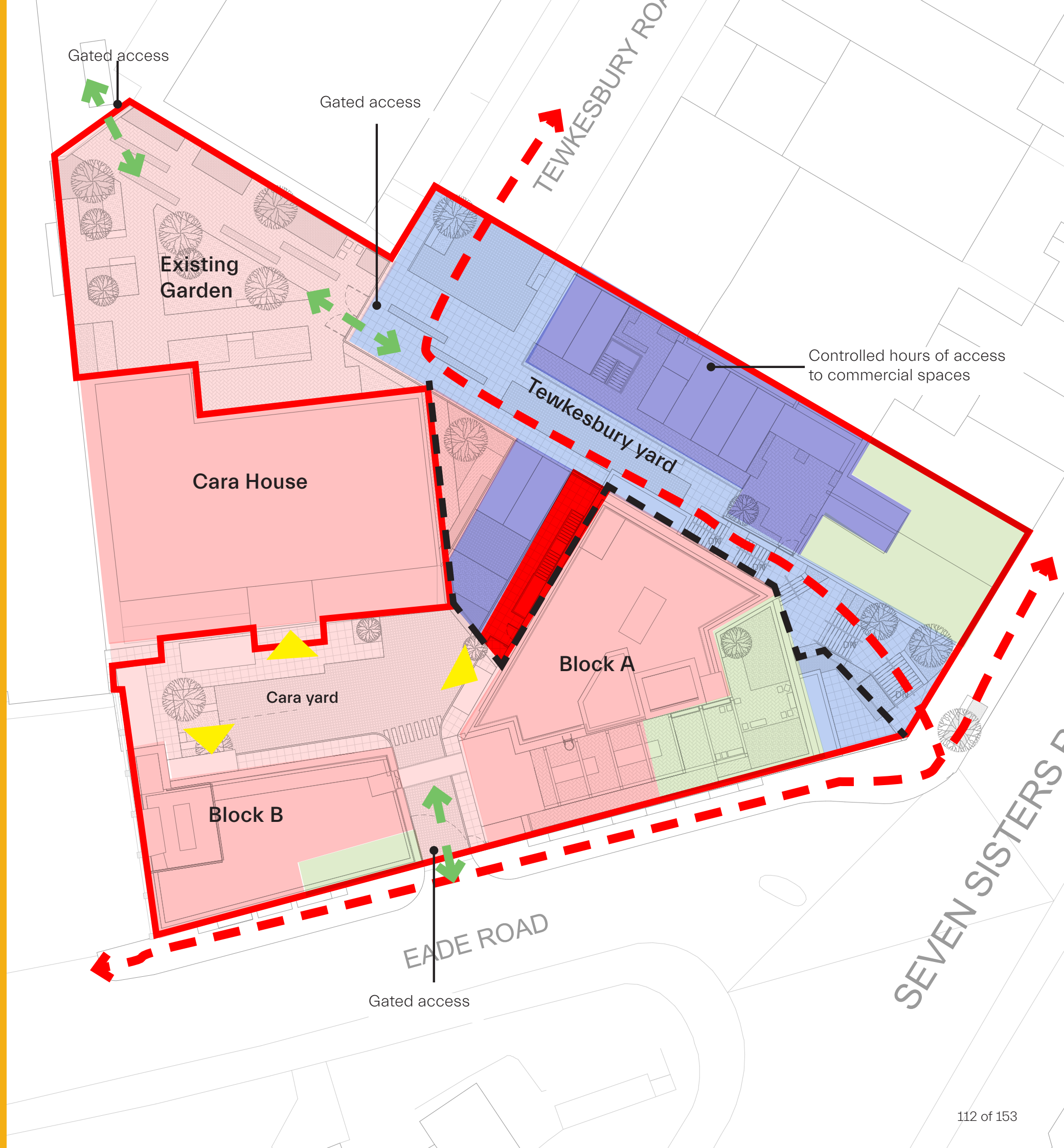
The primary considerations include:

- + Level access
- + Way-finding/Easy navigation
- + Active frontages
- + Variety and scale
- + Private + Public amenity
- + Security

Key

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- Public realm
 - Public access (Opening hours only)
 - Stacked (Public Ground floor only)
 - Private
 - Private shared-Communal
 - Private shared-Communal
 - Private-Services

- ■ Level Change
- ■ 24 hour Public route
- ■ Gated route



10. Key Strategies Entrances

Entrances

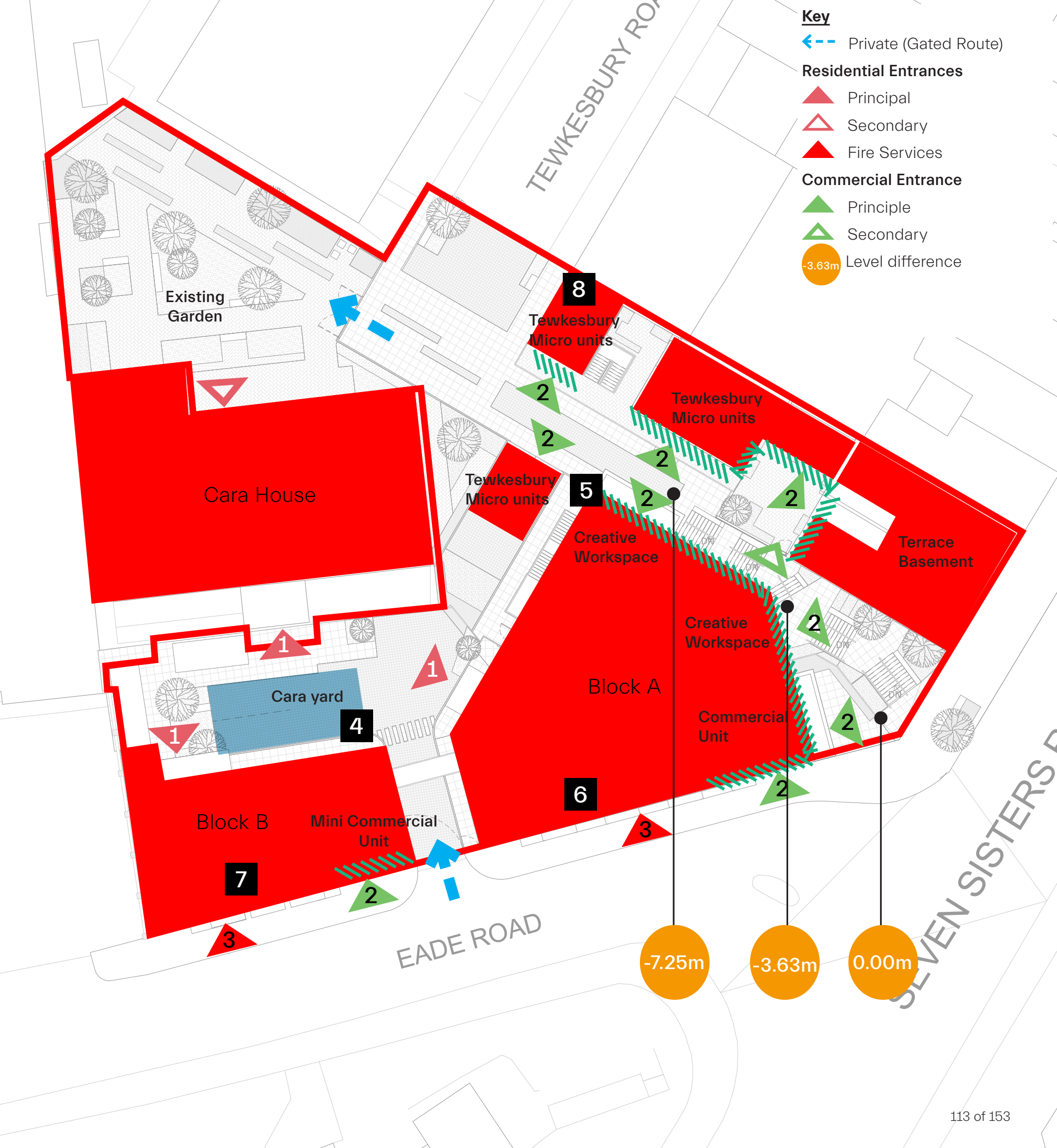
- 1. The main entrances to all Warehouse Living accommodation are located off the yard area. This is in keeping with the wider context of this typology.
- 2. Commercial entrances are located off public access routes to activate the streets.

Goods and Services

- 3. Designated access for fire fighters is located off Eade road. A route to Cara House has been maintained off the yard.
- 4. Day to Day deliveries for residents will be off Cara yard. A secure post room has been provided for residents within the gated area.
- 5. Access to building plant areas

Waste Collection

- 6. Residential refuse collection for Block A and commercial refuse collection will be from Eade Road
- 7. Residential refuse collection for Block B and Cara House will be from the combined store in Block B.
- 8. Tewkesbury Yard commercial waste collection will be from consolidated collection point to the north.



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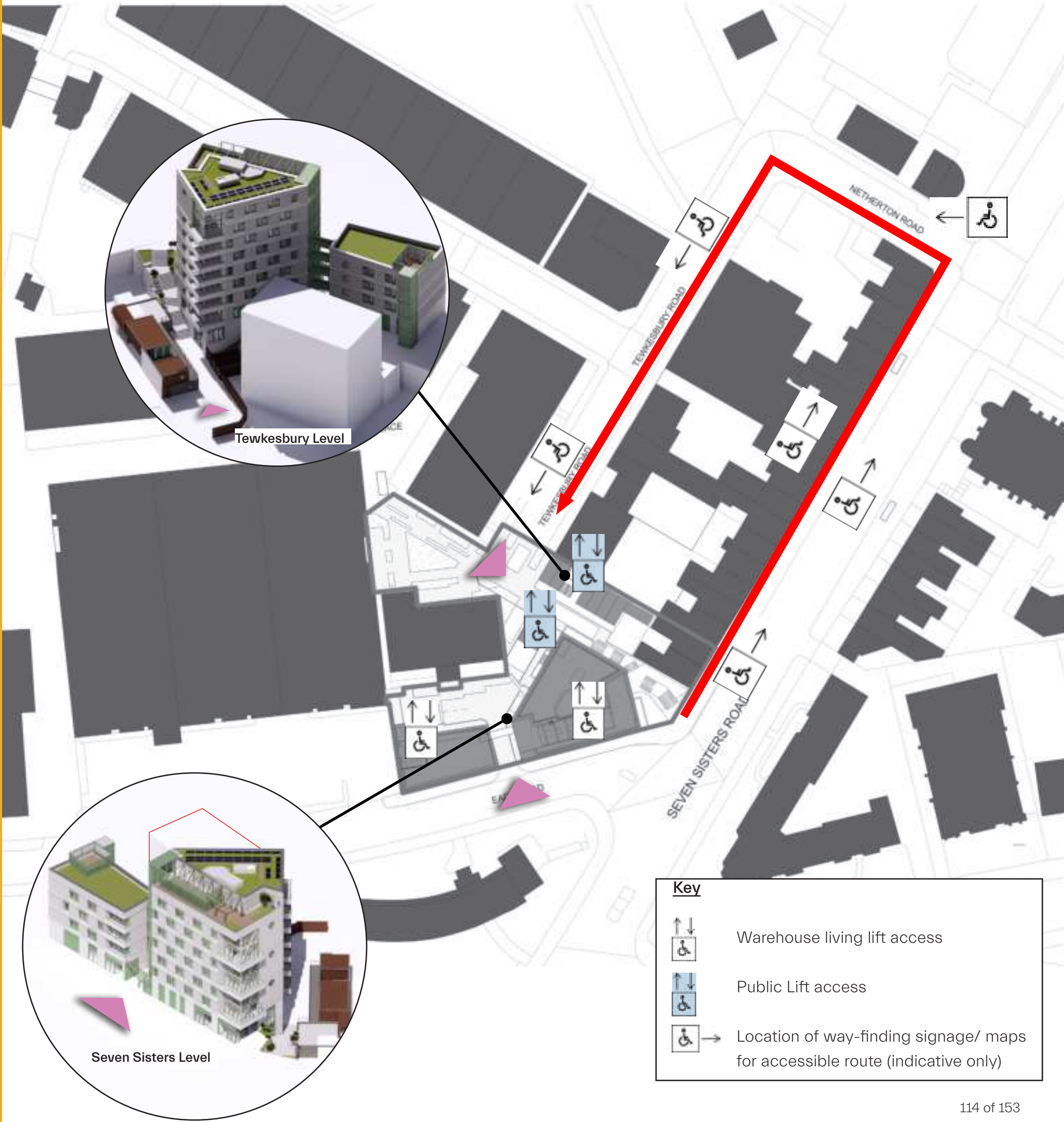
Level Access

One of the most notable challenges on the site is the significant level difference between Tewkesbury Road and Seven Sisters Road. Various options were explored to create a new step free route connecting the north and south of the site. However, in order to deliver the highest social value the retention of the existing routes was deemed the most practical solution.

The upgrade of the existing route will be transformational. This will feature an **ambulant staircase with landscaped features**, two **new lift services**, and a **robust way-finding** scheme. This will provide users level access to all relevant areas on the site.

Continuous lift access

The option of installing a single public lift connecting Seven Sisters Road and Tewkesbury Road was explored during the design development. This option was **discounted** due to the associated increase in **security** and **management risks** and **conflicting adjacency** at the optimal positions. It should be noted that the area suffers from a history of antisocial behaviour, therefore particular emphasis has been placed to ensure all interventions are **appropriately tailored**.



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Level Access - Continued

Public Access Ramp

The provision of an accessible ramp was **tested extensively** early on in the design process but could not be incorporated into the final proposal due to the length of ramp required **(165.5m)**. The utilisation of the existing public route with enhancements to way-finding was deemed an acceptable approach when balanced with the wider public benefits provided by the overall development.

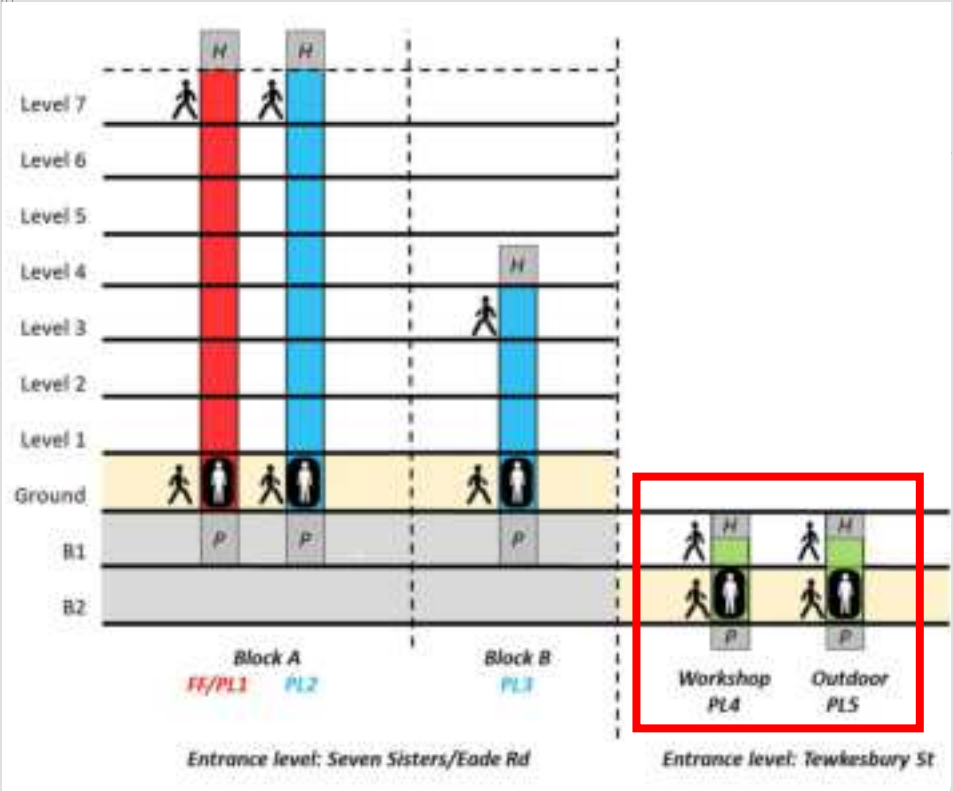
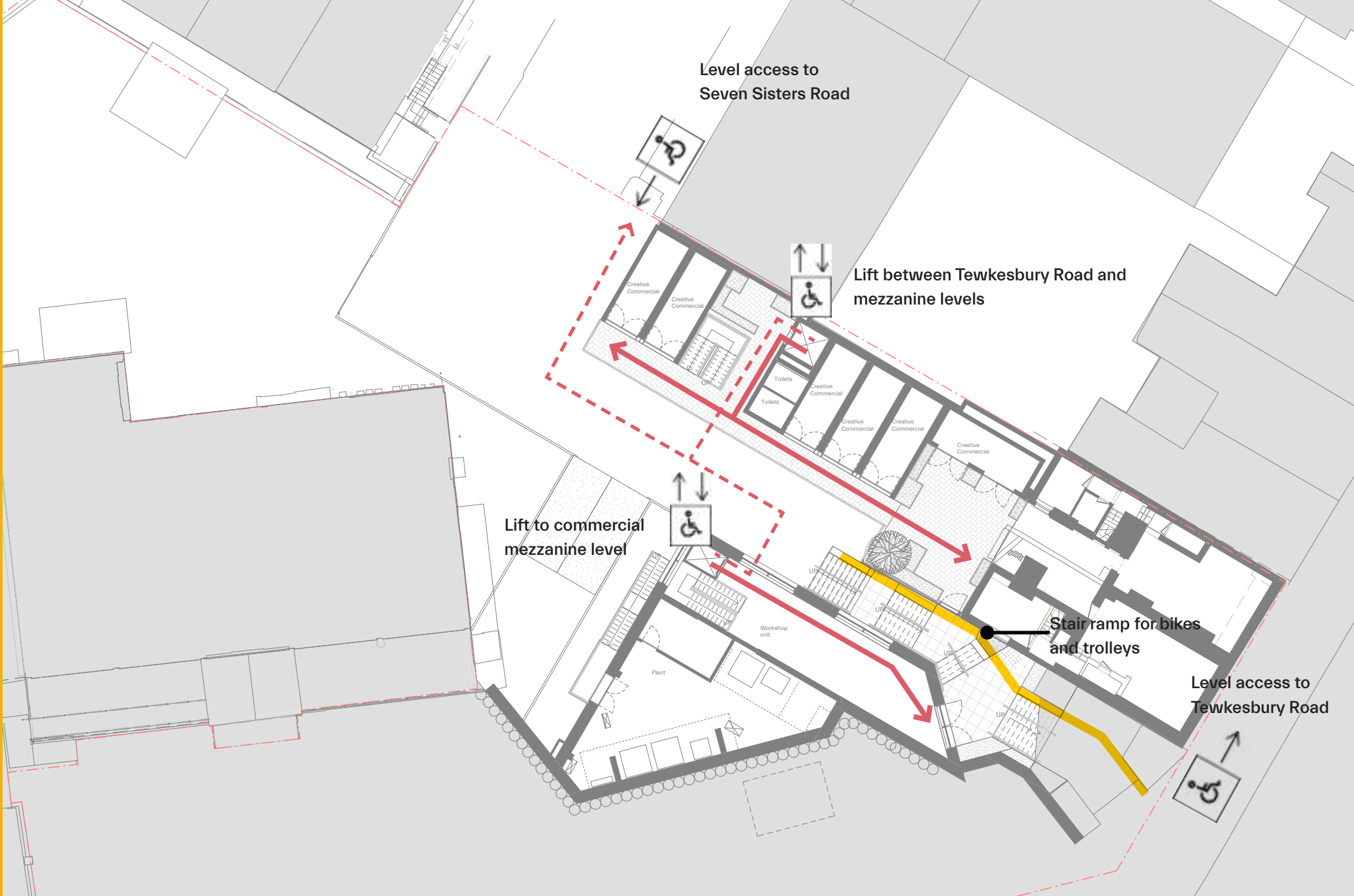
Proposed Public Lifts

The location of all public lifts to the new commercial spaces have been carefully considered to ensure they can be adequately managed and secured during the intended periods of operation.

Please refer to **Accessibility Statement** for further detail.



Level access route between Tewkesbury and Seven Sisters Road (taken from accessibility statement)



Key

Level access (mezz level)

Level access (Tewkesbury level)

Wheeling ramp (Bikes/trolleys)

Lift access

Wheelchair route

10. Key Strategies

Way-finding and Place-making

Way-finding

Public way-finding forms a central part of the development which aims to function as a new gateway into the Warehouse District. Formal way-finding markers will be strategically placed to ensure residents and visitors of different abilities are able to navigate the site independently.

Location markers and signage clarifying the existing and new accessible routes will be developed as part of the detailed design. All public way finding will be designed to adhere with the guidance set out in British Standard 8300.

Place-making

The scheme aims to create opportunities for local businesses and residents to actively engage in shaping the area’s identity. These could include opportunities for street art, sculptural installations, unique metal work and signage.

Signage

The locations of business signage has been considered and identified in order to ensure a clear hierarchy of the formal and informal installations.



Private working yard with prominent way-finding for easy identification



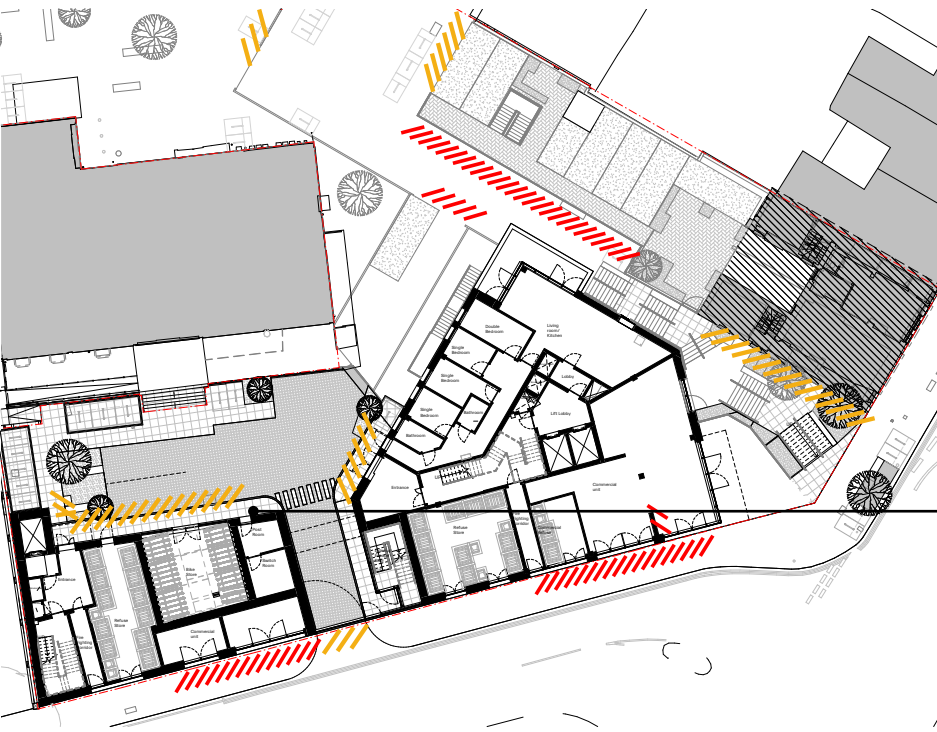
Public area with similar way-finding approach for consistency and place-making



Clear hierarchy of for commercial signage business branding



Potential for local mural at end of existing terraces



Opportunity of bold signage or artwork within yard area

Key

Opportunities for place-making signage.

 Elevation to feature business signage

10. Key Strategies Security and Crime

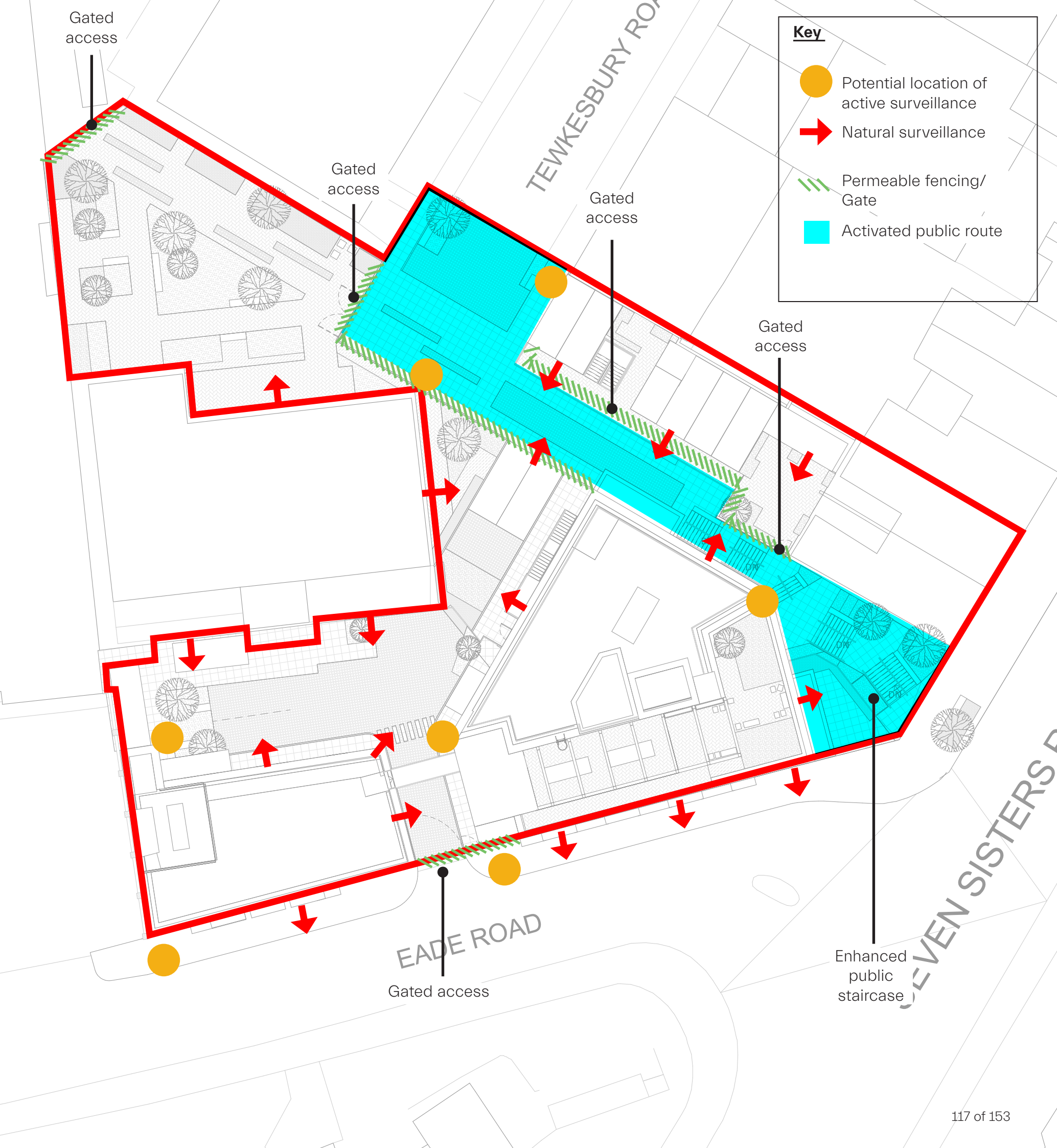
The **safety and security** of resident and members of the public have been **paramount** throughout the design process. Pre-application advice has been sought with the MPS **Designing out Crime Unit** to assist in the target hardening of the physical environment of the development.

Continual engagement with the MPS will be sought to achieve SBD accreditation taking into account the following requirements

- + Layouts are designed to ensure a safe environment for **all stakeholders**
- + Relevant security hardware certifications used to achieve **Secure by design** accreditation(doors, windows, gates, lighting, access control etc..)
- + Application of **active security measures**, cameras, recorded CCTV data, voice and video call systems to relevant entrances to support physical target hardening measures.
- + Further development of security-management brief for residents and visitors.
- + Emphasis on **natural surveillance** to reduce crime opportunities. (Permeable roller shutters to commercial spaces)



VU city reported incidents map heat map data overlay
Office National of Statistics. 2018



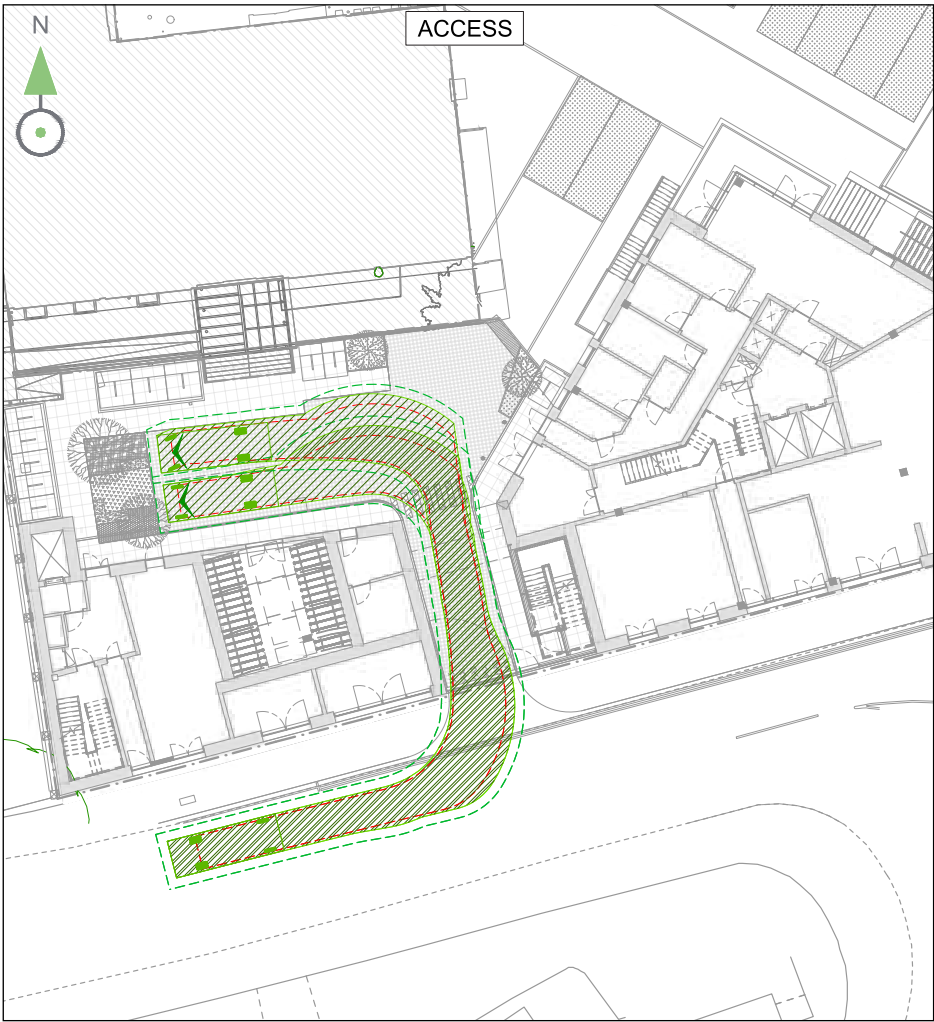
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Deliveries

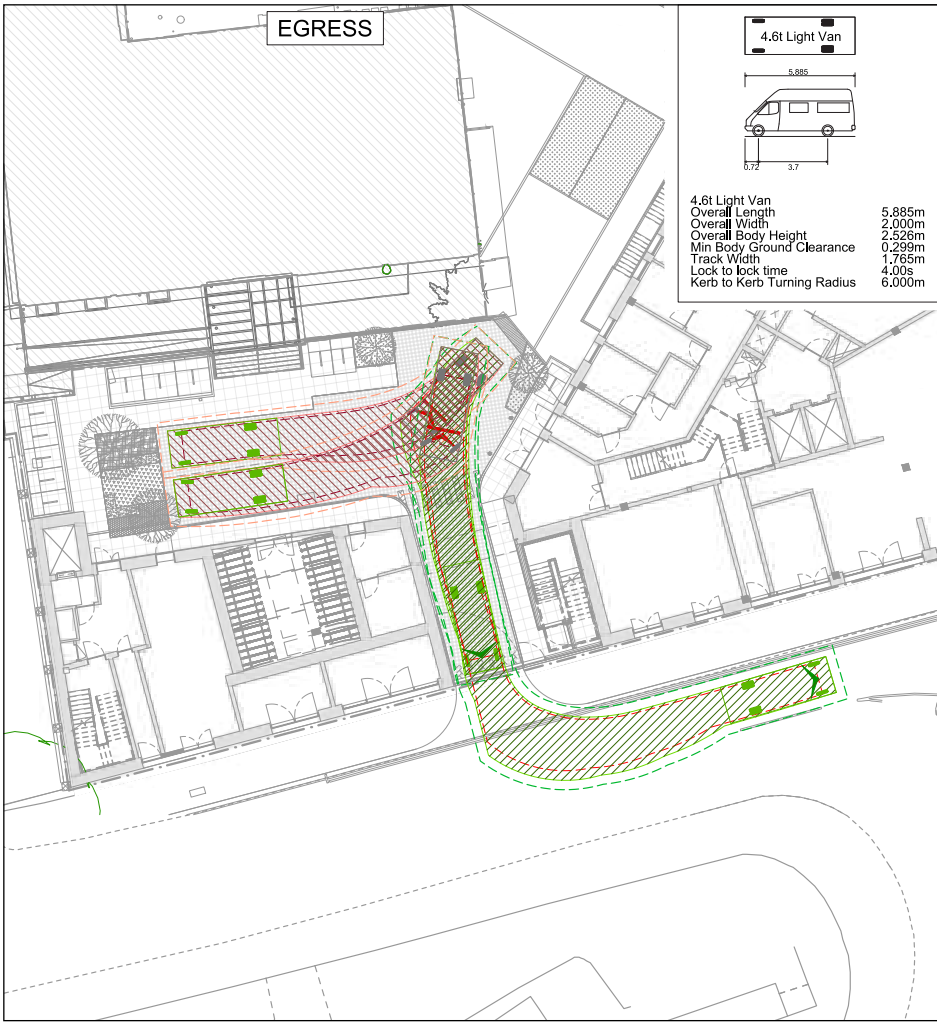
Day to Day deliveries for the Residents will be from Cara Yard. Each unit will be provided with a **secure post-box** located within the reception area with bulkier items diverted to the **on-site post room** located on the ground floor of Block B.

Deliveries for commercial demises will be off the street and occur during regulated hours.

Please refer to Transport report for further detail.



Ground Level - Deliveries Access



Ground Level - Deliveries Egress

10. Key Strategies

Waste Disposal

New commercial and residential bin stores will be provided as part of the development.

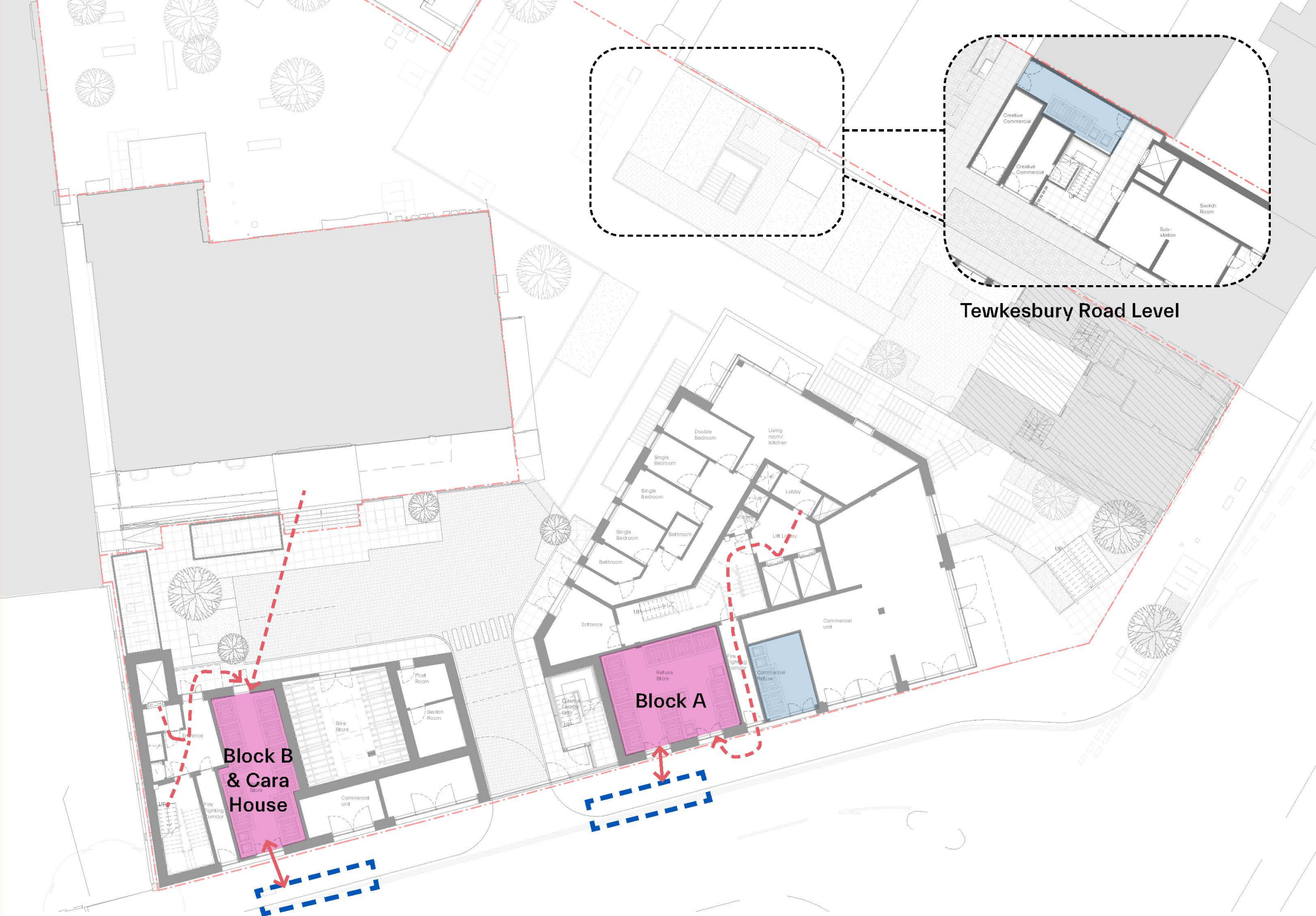
The **combined bin store** facility for Cara House and Block B provides a sheltered, secure and manageable refuse area , replacing the current open-air provision.

This move was welcomed during the residents’ consultations as current resident cited there is a prevalent issue of fly-tipping in the area and existing bin store.

Please refer to Operational Waste Management Strategy report for further detail.



Existing Cara House bin store location



Ground Level

Waste Disposal Quanta

Waste	Container Size	Metric	Assumptions
Residual Waste	1100l	One per 6 dwellings	2.5 bedrooms = equivalent to 1no. dwelling
Dry-Mixed Recycling (DMR)		One per 4 dwellings	
Food Waste	240l	One per 14 dwellings	

Building	Equivalent no. Dwellings	1100l Eurobins		240l Wheeled Bins	Total
		Residual Waste	DMR	Food Waste	
Block A	34	7	4	3	14
Block B and Cara House	36	7	4	3	14

Key

Drag distance (Max 10m)

Travel route from unit

Residential bin store

Commercial bin store

Bin collection pickup point

10. Key Strategies

Accessible Parking

The site is well connected with a variety of bus and tube stations within 10–15 minutes walk. The development will be a car-free scheme with the exception of blue-badge parking. Current on street parking is underutilised. A capacity study was carried out during the design process demonstrating the feasibility of accommodating new residential blue-badge parking within the existing bays.

Opportunities for co-sharing schemes will be explored at the next design stage, along with emerging trends that promote active modes of transport.

Please refer to Transport report for further detail.

33228 Cara House, N15 6RD
Street Inventory
Wednesday 21st September 2022

