

3.5 End users and Access to Amenity Space

The Common provides a welcome amenity space in a neighbourhood with a high proportion of young people and children living in accommodation with limited access to domestic open space and with limited neighbourhood open green space, play and sports provision.

Access and Active Travel

Wood Green Common has a PTAL rating of 6b which is the most accessible by public transport.

Wood Green Station, on the Piccadilly Line, is within 5 minutes walk and Alexandra Palace Station on the Great Northern Line with train running between Moorgate and Stevenage and Welwyn Garden City is 3 minutes to the north.

The Common is on bus routes 184, which runs from Barnet in the north to Turnpike Lane Station in the south of Wood Green and the W3 which runs from Northumberland Park in Tottenham to the north to Finsbury Park to the south.

The proposed cycle Quiet way 10 runs along side the Common. Dedicated cycle lanes are proposed for Station and Mayes Road. There is cycle parking on the south side of the Common. The proposal offers a widened cycle/pedestrian path through the common allowing for easier access for cyclists.

The proposal offers a new path through the park to the MUGA which allows for accessible entry to the centre of the green space. The proposal also offers more options for entry onto the Common.

Blue Badge Parking is available on Parkland Road and Bradley Road.



The existing playground

Existing playground.



Heartlands School children walking home through Barratt Gardens

3.6 Sustainable Urban Drainage System (SuDS)

The Common is designed to mitigate local flooding and prevent polluted rain water run off discharging through the combined sewer into water courses.

Highway runoff from Station Road is channelled beneath the pavement, between trees onto the common where it is managed in a sequence of primary treatment rain gardens and planted swales that form SuDS ‘management trains’.

The muga has a permeable surface with coarse graded aggregate (CGA) sub-base and low-flow flow control allowing it to attenuate in excess of a 1 in 100 (+ Climate Change Allowance of 40%) rainfall event that is incidental upon it, to its Qbar greenfield runoff rate (approx. 5 L/sec/ha). Controlled discharge will flow into the west swale.

Both the west swale with pitch run off and the east swale meet at the lowest south-eastern corner.

Local subsoils are predominantly clay-based and the system is not designed as an infiltration system but is able to fully drain down over time through various flow controls, if it is not possible to infiltrate all runoff within acceptable time frames, to ensure there is capacity for subsequent rainfall events and to prevent water logging of the landscape, water will drain back to the sewer at the Qbar greenfield runoff rate (approx. 5 L/sec/ha) however, it is important to note that the majority of rainfall events will be lost within the rainscape and will generate no discharge to the sewer.

Hydraulic performance

The performance of each SuDS train can be summarised as follows:

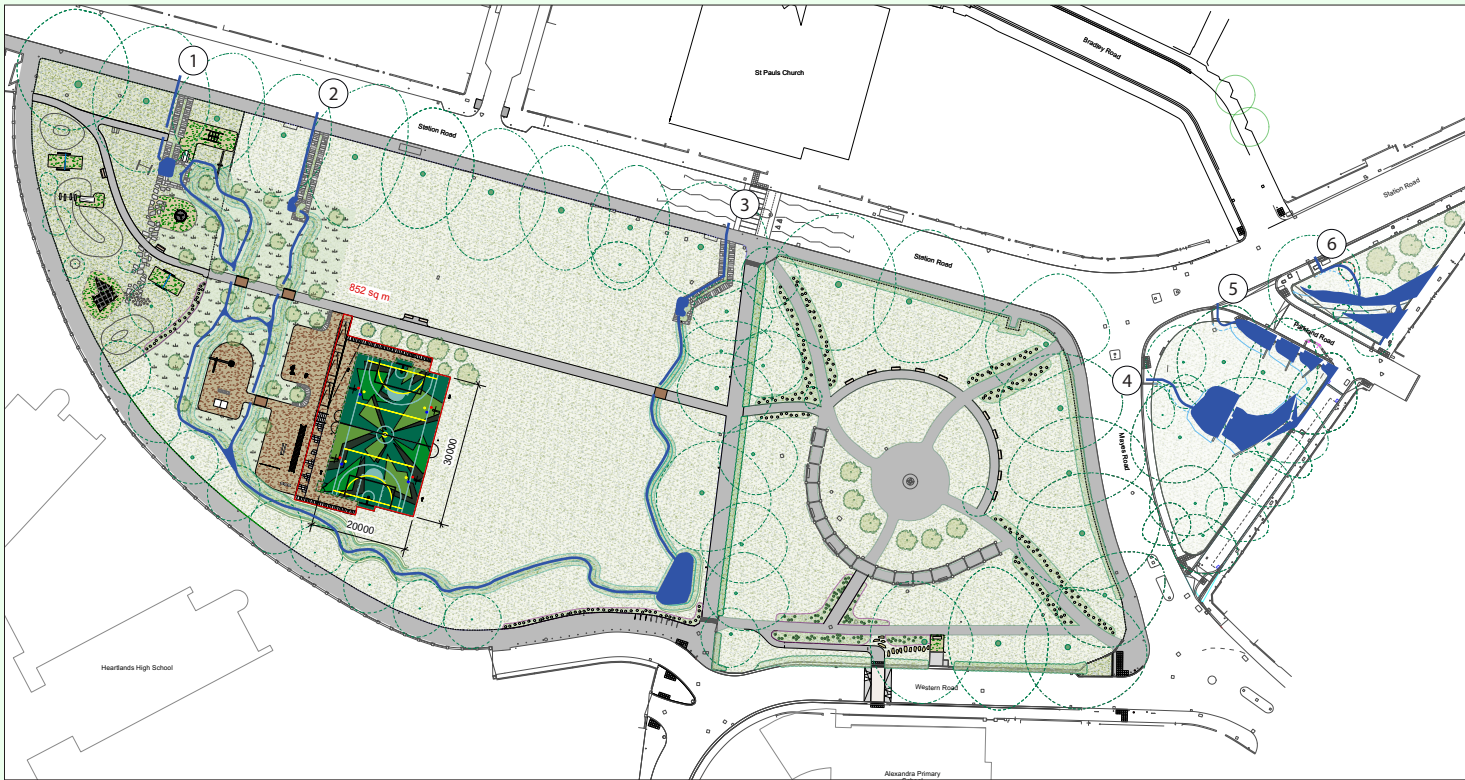
- Wood Green Common Western train
- 42m3 SuDS attenuation volume within the train (excluding the sports pitch).
 - In excess of 1 in 30 rainfall event from highway catchment attenuated.

MUGA

- Able to attenuate in excess of the 1 in 100 (+CCA) event in situ.

Wood Green Common Eastern train

- 23m3 SuDS attenuation volume within the train.
- 1 in 30 rainfall event from highway catchment attenuated.



Interception points and swale infrastructure for Wood Green Common and Caxton Gardens

Summary

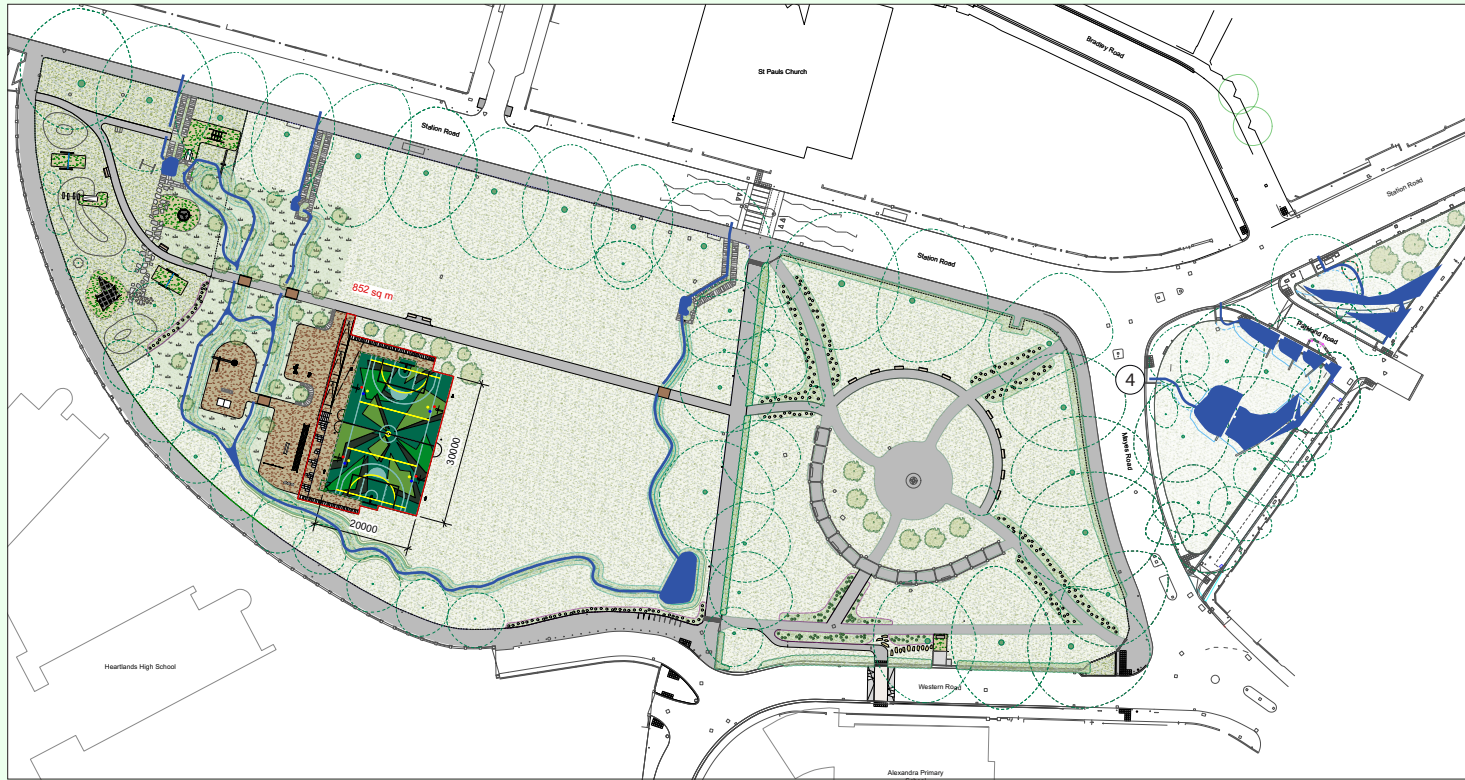
The SuDS proposals are integrated into the landscape as a characterful thematic component. Volumetric performance targets an ambitious rainfall event, for a retrofit SuDS scenario, with the first flush event (approximately the 1 in 5 event) being a rational starting point.

Pollution management is through the primary treatment features effectively managing the first flush event and ensuring adequately clear rainwater passes through the wider landscape to support biodiversity and amenity use of the rainscape.

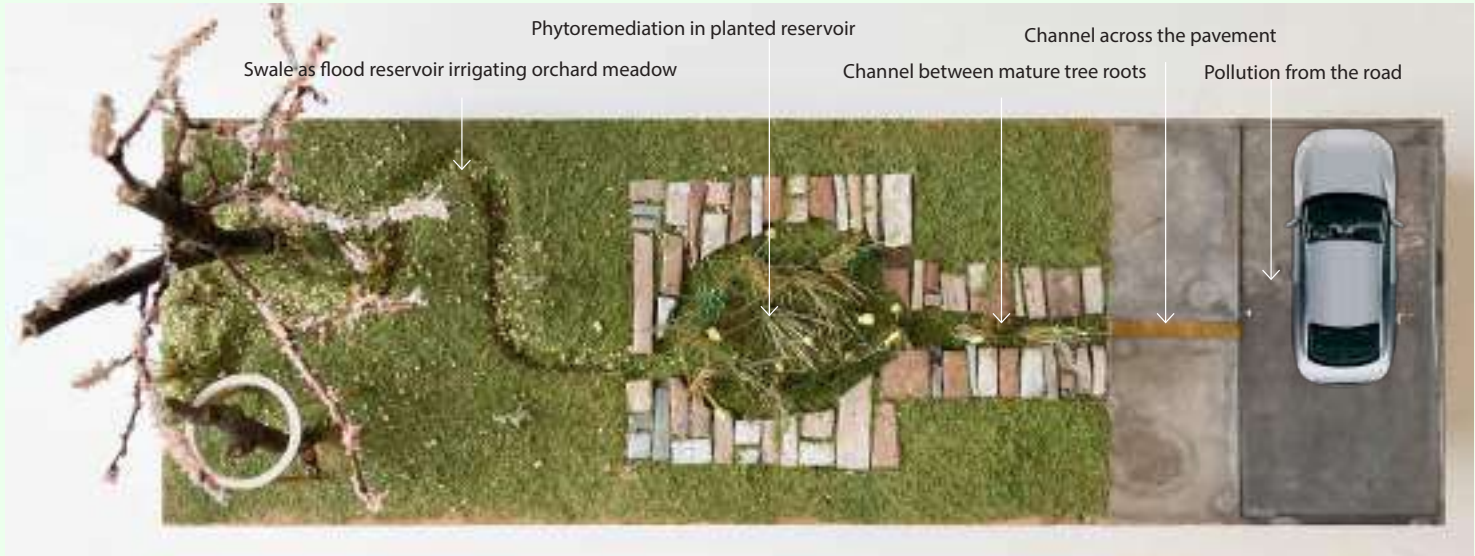
This integrated and robust approach is an exemplar of retrofit SuDS within existing green spaces demonstrating how SuDS delivers enhanced amenity and wildlife value as part of a wider regeneration project.



EA Surface Water Flood Map



Plan highlighting the swale and reservoir design embedded into Wood Green Common



Plan model of the Wood Green Common system, showing how the channel carries rain from the road to irrigate green spaces, making them more resilient to periods of drought, help mitigate flooding and enable the process of phytoremediation.



Elevation model of the Wood Green Common system, showing how the channel carries rain from the road to irrigate green spaces.