

Inclusive Design

Public Realm, Vehicle, Cycle and Pedestrian Access

PUBLIC REALM

The scheme has been designed to create a sequence of attractive spaces - a new square, a neighbourhood garden that connect to the existing town-centre pedestrian network. These spaces accommodate a range of uses, including areas for informal relaxation, opportunities for outdoor working, fixed and flexible seating, and play. Materials and planting will be robust, durable, and easy to maintain.

Paths will provide firm, slip-resistant and reasonably smooth surface treatments. Gentle slopes (shallower than 1:20) are provided within public realm where there is change of levels. Where there are different materials along the access routes these will have level and even surfaces. Seating will be provided within the Public square. (Please refer to the Landscape section).

VEHICLE ACCESS

The site will have one vehicle access point from Ashley Road which connects to the major road Watermead Way (A1055).

CYCLE AND PEDESTRIAN ACCESS

There are three proposed pedestrian and cycle access points to the development site. These are located to the east from Ashley Road, to the west from Down Lane Park, and to the north, beneath Block B, via the Rosa Luxemburg Apartments site. The central cycle stores are located at ground floor within each of the blocks, via a separate and secure entrance.

ACCESS TO SIDE

The main point of access to the site is on east from Ashley Road. The access to the site and the circulation within the public and private external areas present minimal level difference with step-free access. All principal communal entrances will be clearly visible and accessible from the landscaped public space between the block and fronting Ashley Road. These will be step-free and well illuminated.

The landscaping has been developed to avoid significant level changes across the site and provide safe and accessible routes to all parts of the development. Paths are designed to be firm and slip-resistant, where there are different materials along access routes, these will have level and even surfaces, and with similar slip resistance for safe transition.

A range of outdoor seating will provide a choice of seating options.

CAR PARKING + DROP OFFS

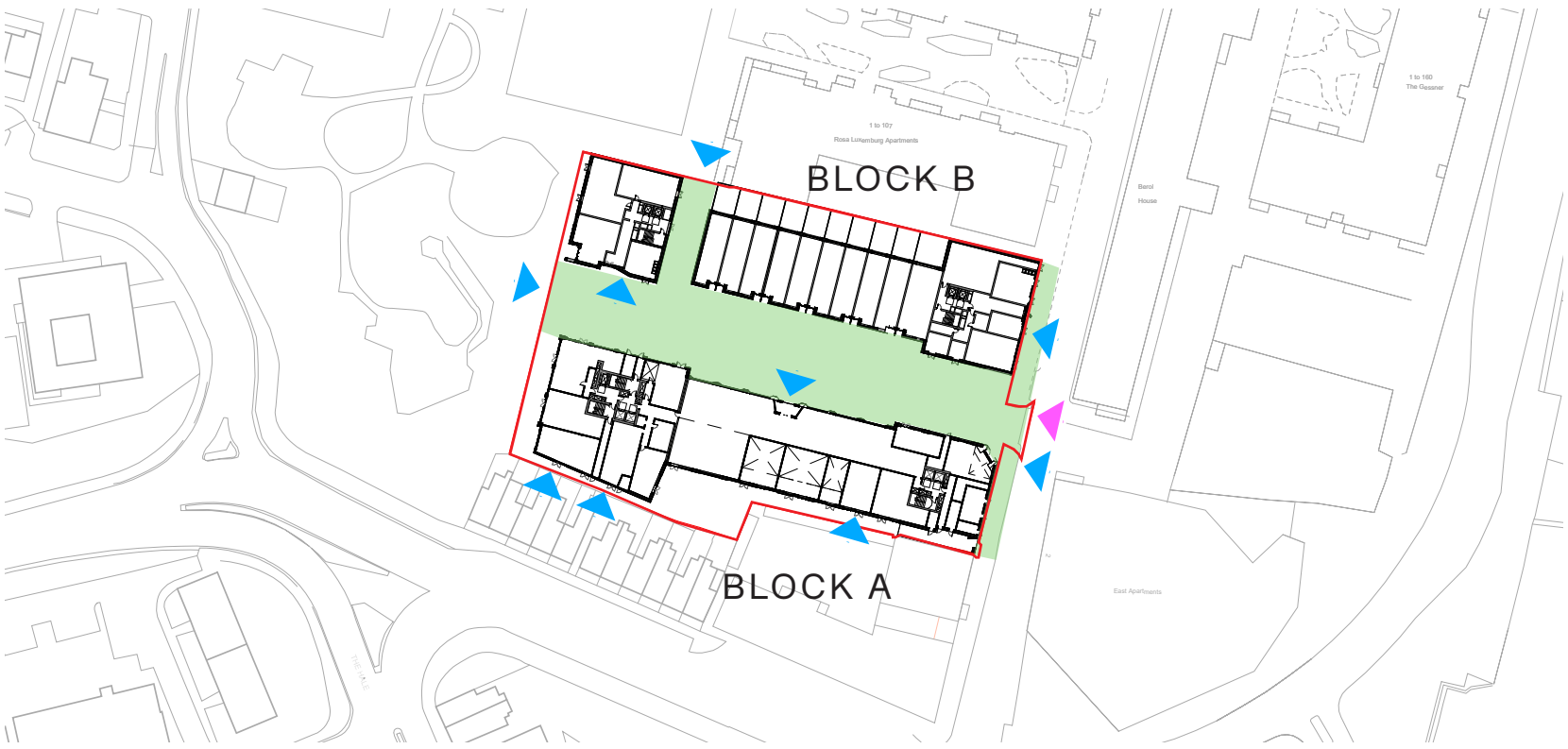
The development is primarily car free in line with London Plan aspirations, and 10no accessible parking spaces are proposed within the site. These are located between two blocks (A & B) in an area that offers controlled access. The parking bays are sized in accordance to Building Regulation Approved Document M.

WORKSPACE/COMMUNITY INCLUSIVE DESIGN PROVISIONS

All retail /community spaces are single storey and will have step-free access from the public realm. Entrances are clearly visible and incorporate suitably sized door leaves to allow for wheelchair access.

The proposal at this stage indicate that all requirements for the commercial and other non-residential elements will be met as set in the statutory requirements for access in Approved Document K and Approved Document M, Vol 2, Buildings Other Than Dwellings.

Retail and workspace units will be provided as shell and core and fitted out by the Tenants.



Key

Application site

Public Realm

Application site

Vehicle Access

Pedestrian / Cycle Access

Inclusive Design

Access to Accommodation

EXTERNAL APPROACHES

The external approaches to the entrance lobbies and all communal and circulation areas are designed to meet Approved Document Part M, Volume 1&2. This also includes all the communal areas accessible by tenants, visitors and management staff.

Blocks A and B are accessed via the main entrance lobby, which can be entered either from Ashley Road to the east or from Down Lane Park and the Rosa Luxemburg Apartments site to the north. Each residential core is accessed from the shared entrance lobby, which provides step-free access to a wide range of communal amenity spaces available for use by residents of all blocks.

COMMUNAL AREAS

Circulation areas will meet the guidance of the Approved Document M Volume 1&2.

Communal stairs are designed to meet the guidance of Approved Document K for a general access stair. This includes risers and landing dimensions, and handrails. Lighting, tonal contrast and handrails are to be detailed to meet Parts M and K of the Building Regulations at the appropriate design stage.

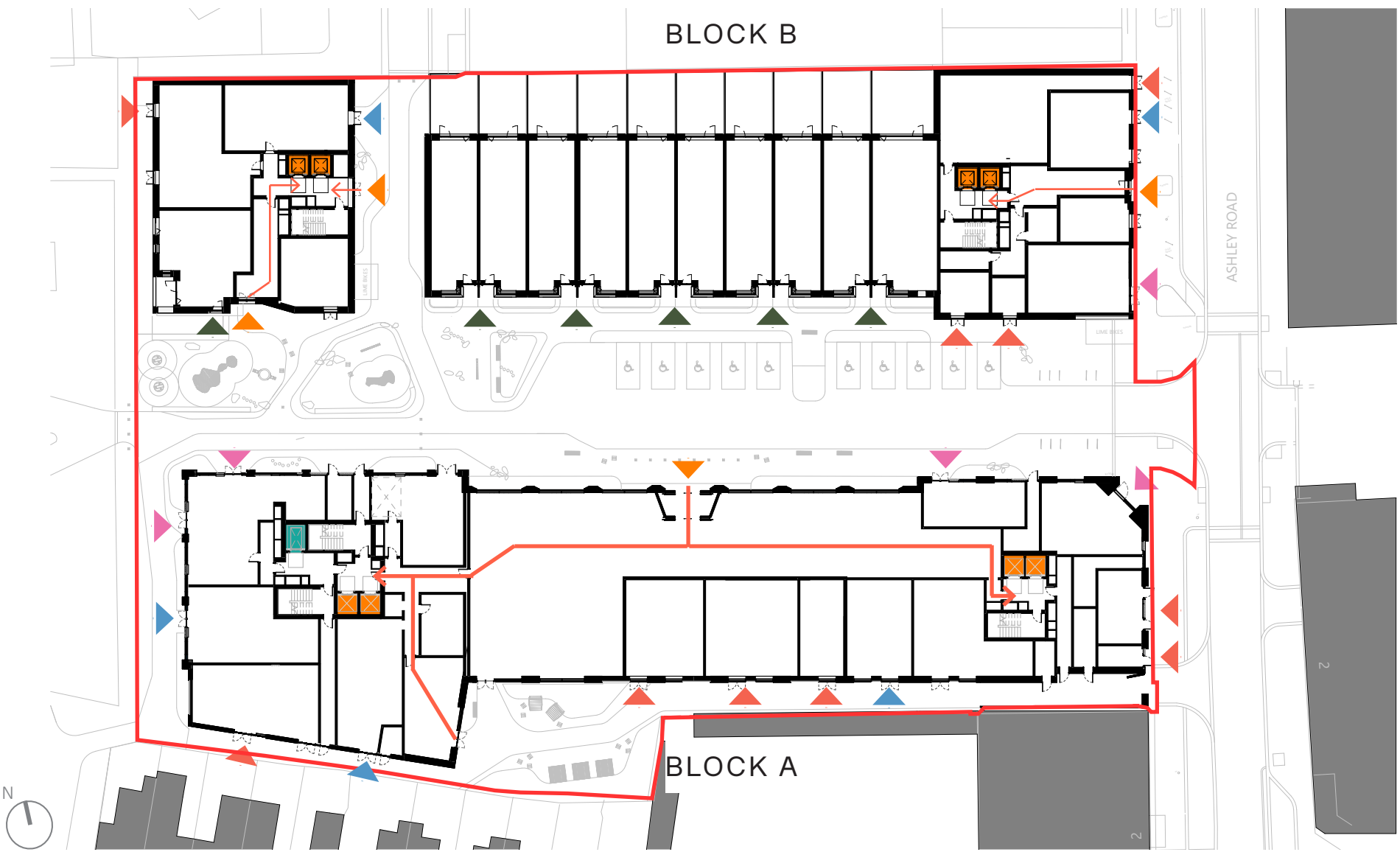
Lifts to BS EN 81-70:2021+A1:2022 with lift cars of minimum of 1100mm wide and 1400 deep.

Communal corridors are a minimum of 1500mm wide (exceeding Part M requirements). Doors throughout the communal zones will be provided with vision panels. All communal doors and doors to WCA units have a minimum 850mm clear width.

Communal areas, doors and access strategy to be in line with the Secure By Design principles. Please refer to SBD section for further information.

Key

- Application site
- Residents and visitors Access
- Private Residents Access
- Residents Access to cycle store
- Commercial / community Access
- Management team
- Lift for Residents and Visitors
- Goods Lift



GROUND FLOOR



1ST FLOOR

Inclusive Design

Wheelchair users and PMI accessibility

EXTERNAL APPROACHES

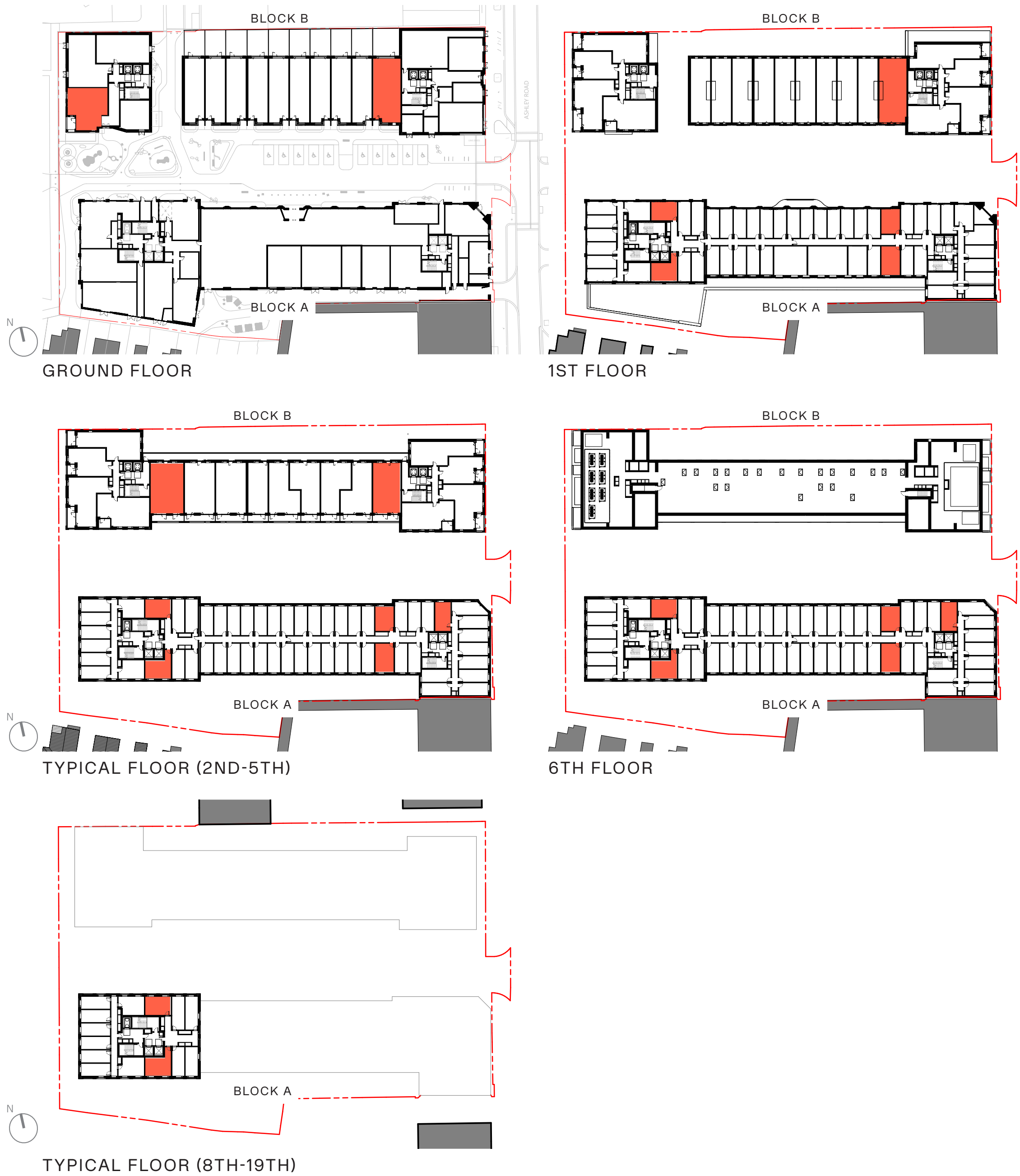
Our approach is to design beyond the minimum standards set out in the building regulations, taking into account good practice guidance. Inclusive design issues have been reviewed in accordance with the objectives of the following:

- London Plan 2021
- Building Regulations 2010 and associated Approved Documents
- Equality Act, 2010
- LB Haringey
- National Planning and Policy Framework, 2026
- Planning and Compulsory Purchase Act, 2004

Reference has been made to the following documents during design development for this project:

- Accessible London, Supplementary Planning Guidance, GLA 2016
- BS 8300-1 : 2018 and BS 8300-2 : 2018 Design of an accessible and inclusive built environment. Buildings - Code of practice, British Standards Institution
- Building Regulation Approved Document K – Protection from falling, collision and impact 2013
- Building Regulation Approved Document M – Access to and use of Buildings Vol 1: Dwellings, 2015 (with 2016 amendments)
- Building Regulation Approved Document M – Access to and use of Buildings Vol 2: Buildings Other Than Dwellings, 2015 (with 2020 amendments)
- Housing, Supplementary Planning Guidance, GLA 2016
- Inclusive Design for Non-Residential Buildings SPD, 2011
- London Cycling Design Standards, TfL, 2014

The drawings on this sheet show the location of accessible and adaptable accommodation units in all blocks.



Inclusive Design

Housing - M4(2) and M4(3) Compliance

INCLUSIVE DESIGN PROVISION

INCLUSIVE DESIGN PROVISION

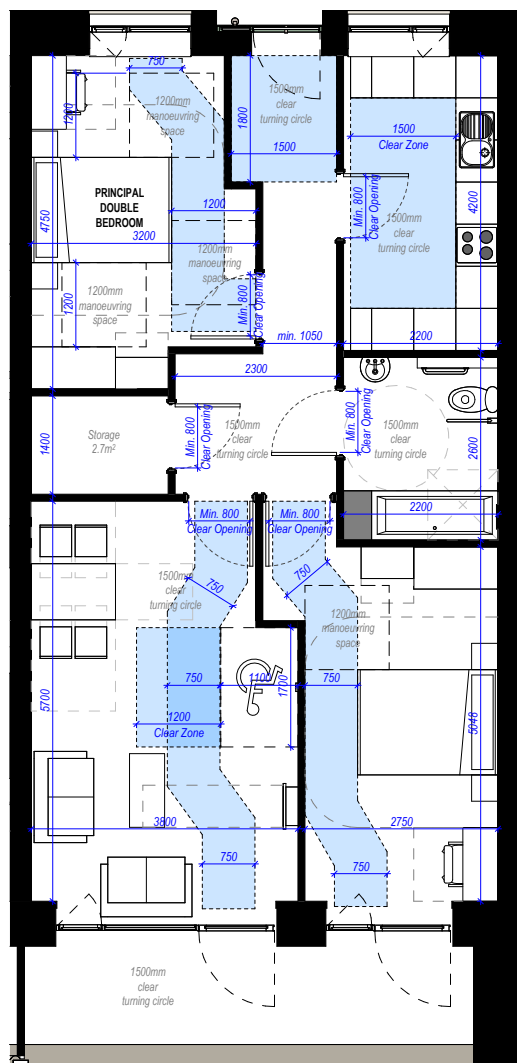
The Application is a residential led mixed use development comprising residential accommodation (Class C3), shared living accommodation (Sui Generis), alongside commercial (Class E), community (Class F) with associated public realm.

All of the dwellings are proposed as single-storey units, except for 10 two-storey maisonettes (4B6P).

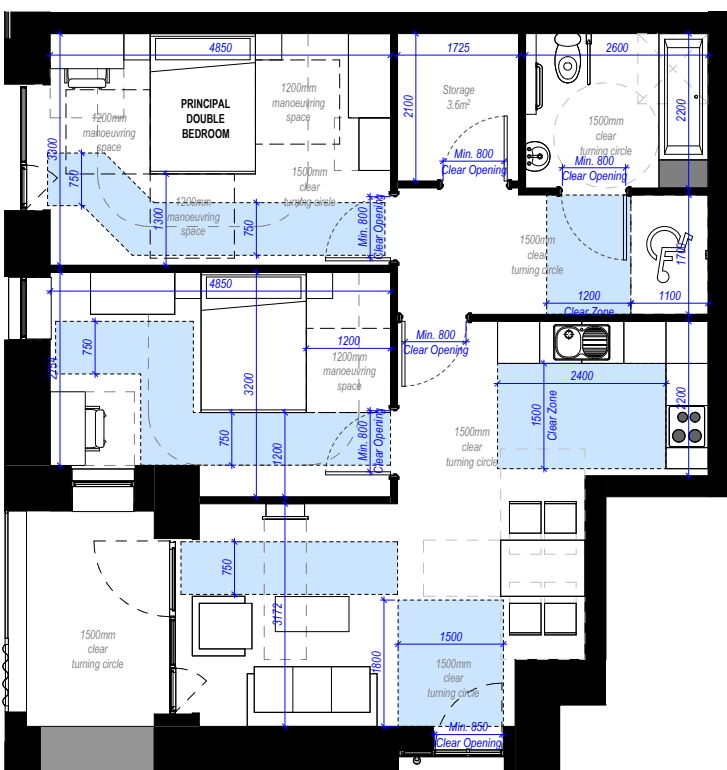
The London Plan requires all residential units to be accessible, with 90% meeting Building Regulations requirement M4(2) ‘accessible and adaptable dwellings’. The remaining 10% to meet Building Regulation requirement M4(3) ‘wheelchair user dwellings’.

The proposed scheme provides the minimum required by the London Plan 2021 meeting M4(3) and the remainder meeting M4(2).

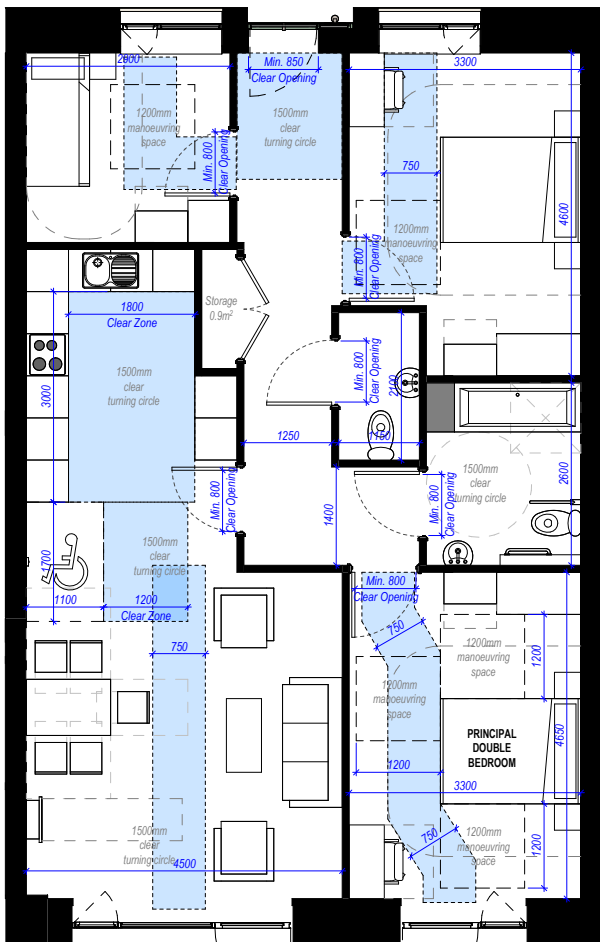
All units proposed as wheelchair user dwellings will be on a single level and distributed across the building, except one single storey flat and one two-storey maisonette at ground floor accessible through their own front doors.



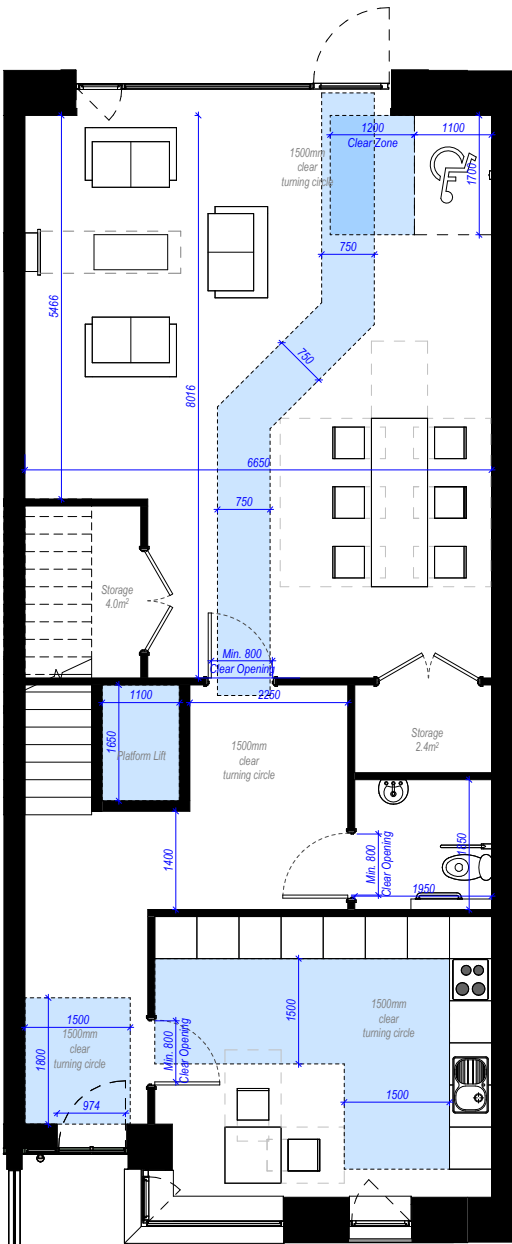
INDICATIVE LAYOUT:
ACCESSIBLE UNIT TYPE 1



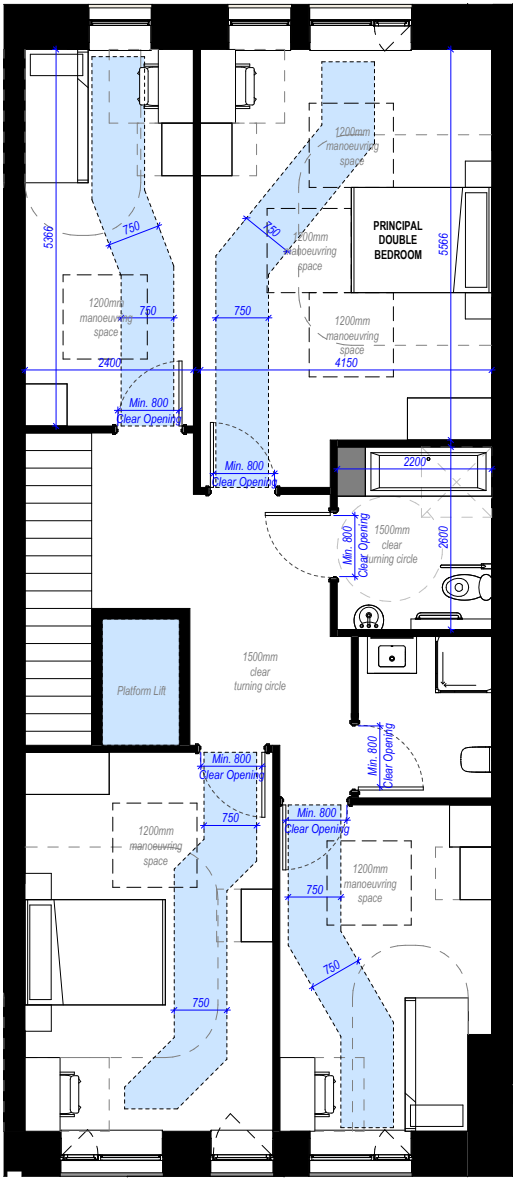
INDICATIVE LAYOUT:
ACCESSIBLE UNIT TYPE 2



INDICATIVE LAYOUT:
ACCESSIBLE UNIT TYPE 3



INDICATIVE LAYOUT:
ACCESSIBLE DUPLEX
GROUND FLOOR



ACCESSIBLE DUPLEX
FIRST FLOOR

Inclusive Design

Shared Living - Part M Compliance

Statutory requirements for access will be met as set out in Approved Documents Parts K and Approved Document M.

Other relevant documents have been also considered and informed the design of the Shared Living units and are the following:

- Part M Volume 1&2
- London Plan 2021 (Policy H16 Large-scale purpose-built shared living)

SHARED LIVING ACCOMMODATION

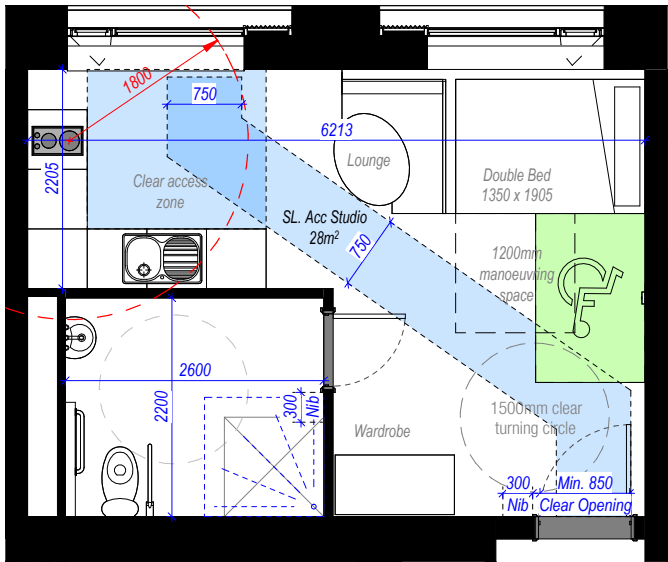
The Shared Living accommodation scheme has been designed using the relevant parts of Part M Volume 2 (Buildings other than dwellings). However, the studios and living spaces have been designed using the principles shown in M4(2) and M4(3) of Part M Volume 1 (dwellings) Category 2.

ACCESSIBLE STUDIOS

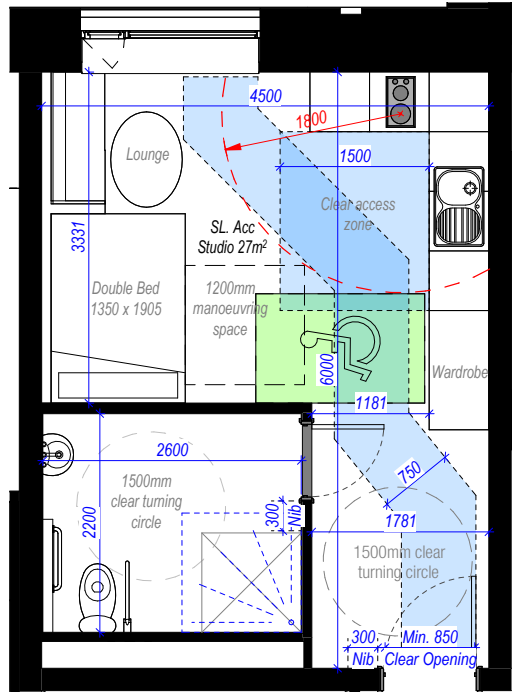
Relevant requirements from Part M Volume 1 Category 3 have been considered for the accessible units, and communal areas within the scheme, and to allow MIP visitors.

The accessible studios have been designed to meet Part M Volume 1 Category 2. Relevant sections of Part M Volume 1 Category 3 have been considered when making enhancements to accessible studio layouts.

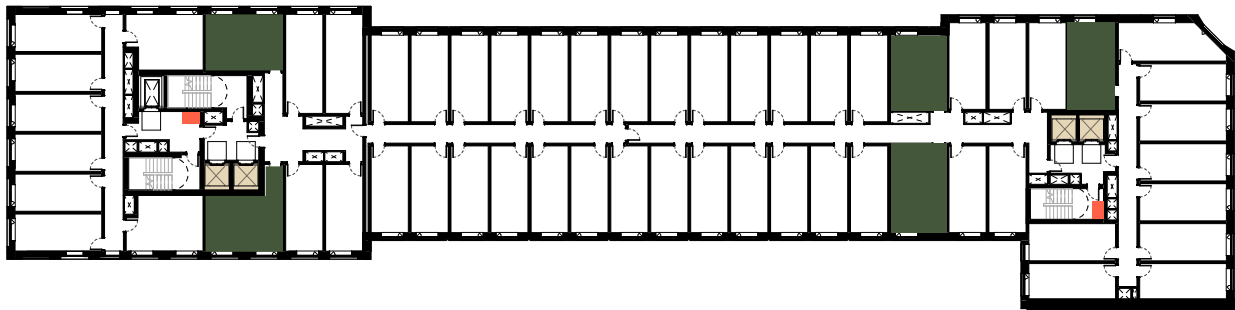
The accessible units have been located in close proximity to lift cores. Refuge areas have been provided in the main lift lobbies.



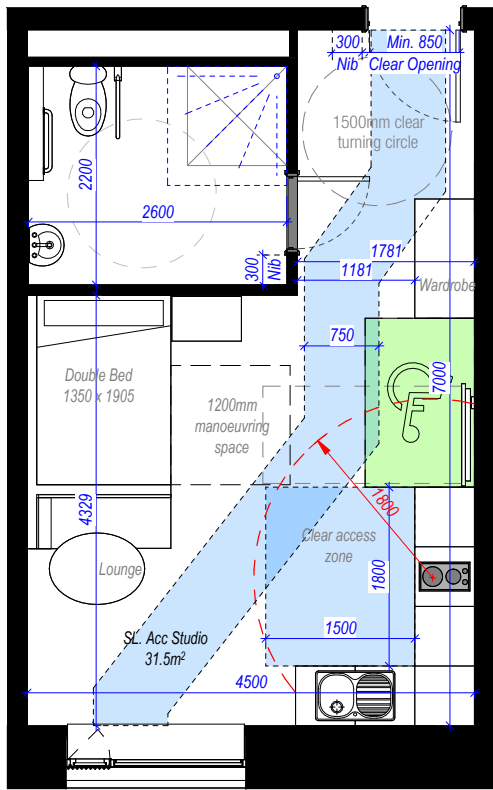
INDICATIVE LAYOUT:
ACCESSIBLE STUDIO TYPE 1



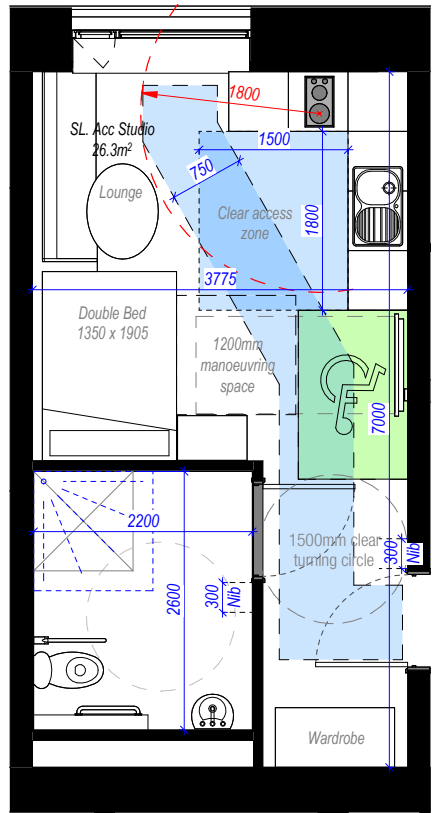
INDICATIVE LAYOUT:
ACCESSIBLE STUDIO TYPE 2



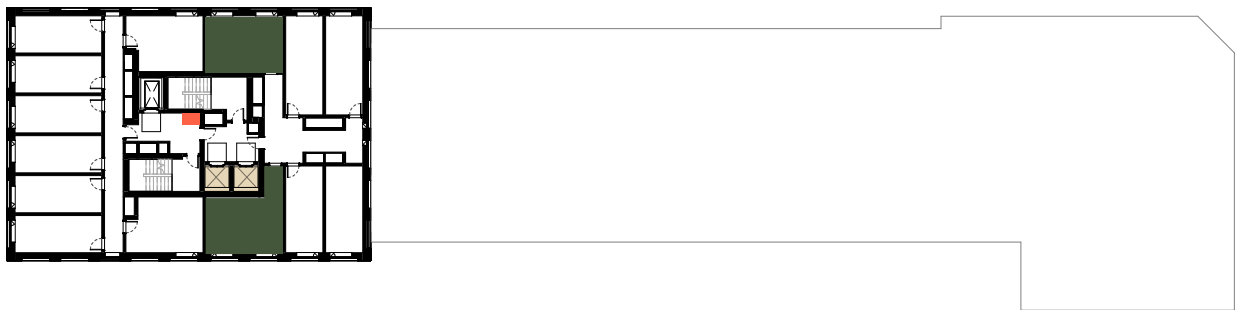
TYPICAL FLOOR PLAN (1-6)



INDICATIVE LAYOUT:
ACCESSIBLE STUDIO TYPE 3



INDICATIVE LAYOUT:
ACCESSIBLE STUDIO TYPE 4



TYPICAL FLOOR PLAN (8-19)

Key

1. Sufficient Maneuvering Space required (1500mm)
2. Wheelchair transfer area
3. Storage/Wardrobe swing doors open to 180 degrees
4. Electrically Openable windows (at least one)
5. Door clear width 850mm + 300 nib
6. 1000mm maneuver space next to side of bed
7. Wheelchair shows bathrooms to meet Part M (diag. 5.15 - 5.21)

- Accessible Studio
- Lifts, including evacuation
- Wheelchair Refuge Area

Technical Strategies

10

Technical Strategies

Delivery & Servicing Strategy

DELIVERY & SERVICING VEHICLE REQUIREMENTS

Delivery, servicing, and refuse collection for adjacent sites are conducted directly from Ashley Road, which is primarily a one-way route.

The vehicle route and servicing bays provided within the site have been designed to accommodate the size of a standard panel van. The vehicle route will also accommodate refuse vehicle movements within the site.

The local road network on Ashley Road and Burdock Road already provides on-street Blue Badge parking, loading bays, and car club spaces. A car club space is located to the south of the site, while a loading bay of approximately 40m in length is situated to the north. The existing infrastructure is well-equipped to accommodate the proposed development.

CAR PARKING

The development is primarily car-free, in line with the aspirations of the London Plan. Only 10 accessible parking spaces for Blue Badge holders are proposed within the site to serve the residential dwellings. These spaces are located between Blocks A and B in an area with controlled access.

DELIVERIES

Delivery and servicing vehicles will be required to enter the site via Ashley Road before using the provided servicing bays or before reversing into either of the two provided loading areas. This will allow delivery and servicing vehicles to egress the site safely in forward gear.

The site falls within a Controlled Parking Zone (CPZ) Exception Zone, where the standard London Borough of Haringey parking permit restrictions do not apply. This supports the site's sustainable location adjacent to Tottenham Hale Station and helps manage parking demand in the surrounding area.

Due to the nature of the proposed development and its location, it is expected that all delivery and servicing movements – apart from refuse collection – will come from panel vans, with no need for the use of larger goods vehicles.

Key

Site Application Boundary

Service & Delivery vehicle access

No vehicle access

Loading Bay

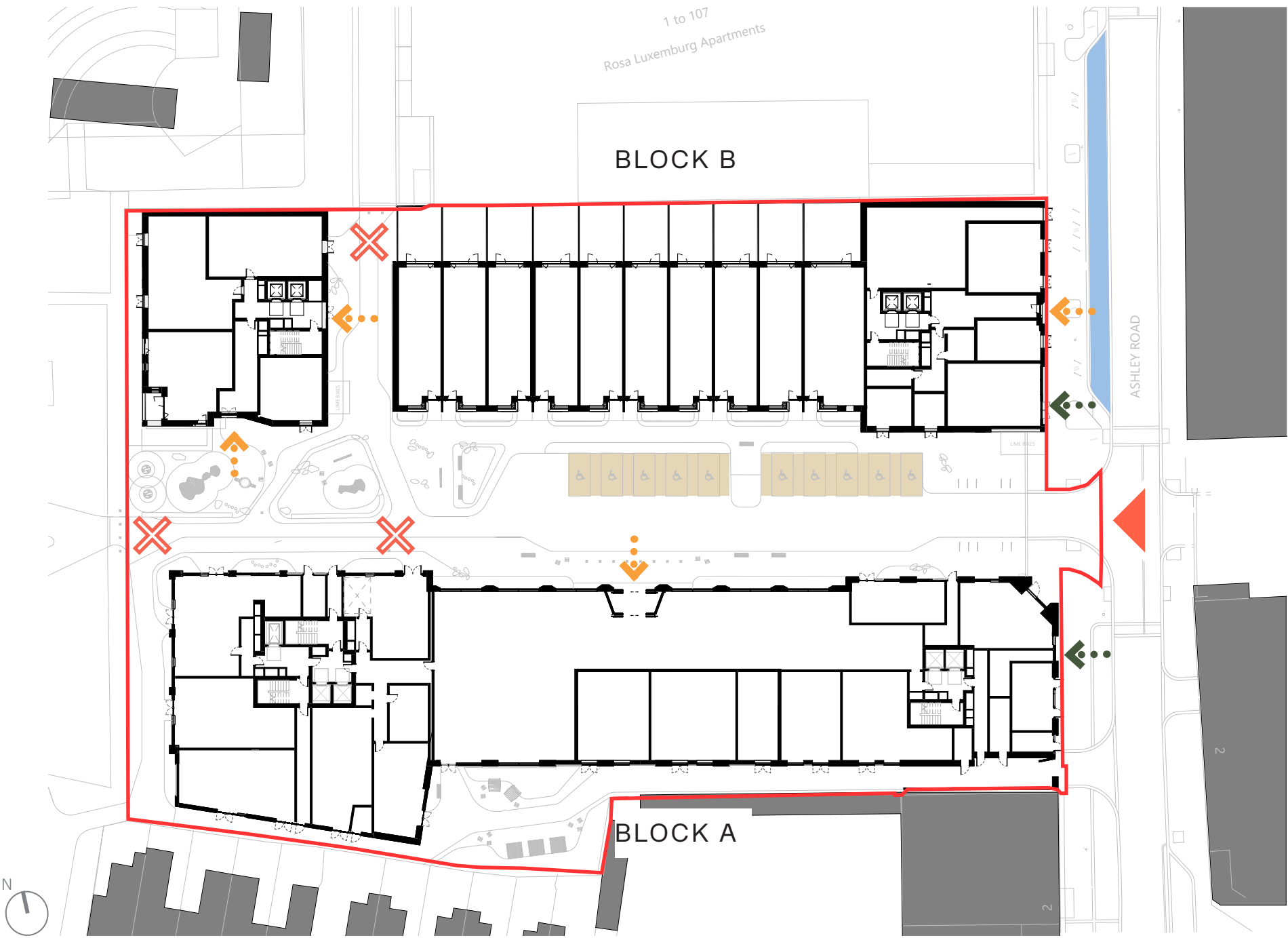
Wheelchair accessible parking spaces

Residential small servicing access and delivery

Residential servicing access and delivery

Commercial servicing access and delivery

Commercial small servicing access and delivery



Technical Strategies

Waste Strategy

WASTE STRATEGY

The waste and refuse collection strategy consists of the following:

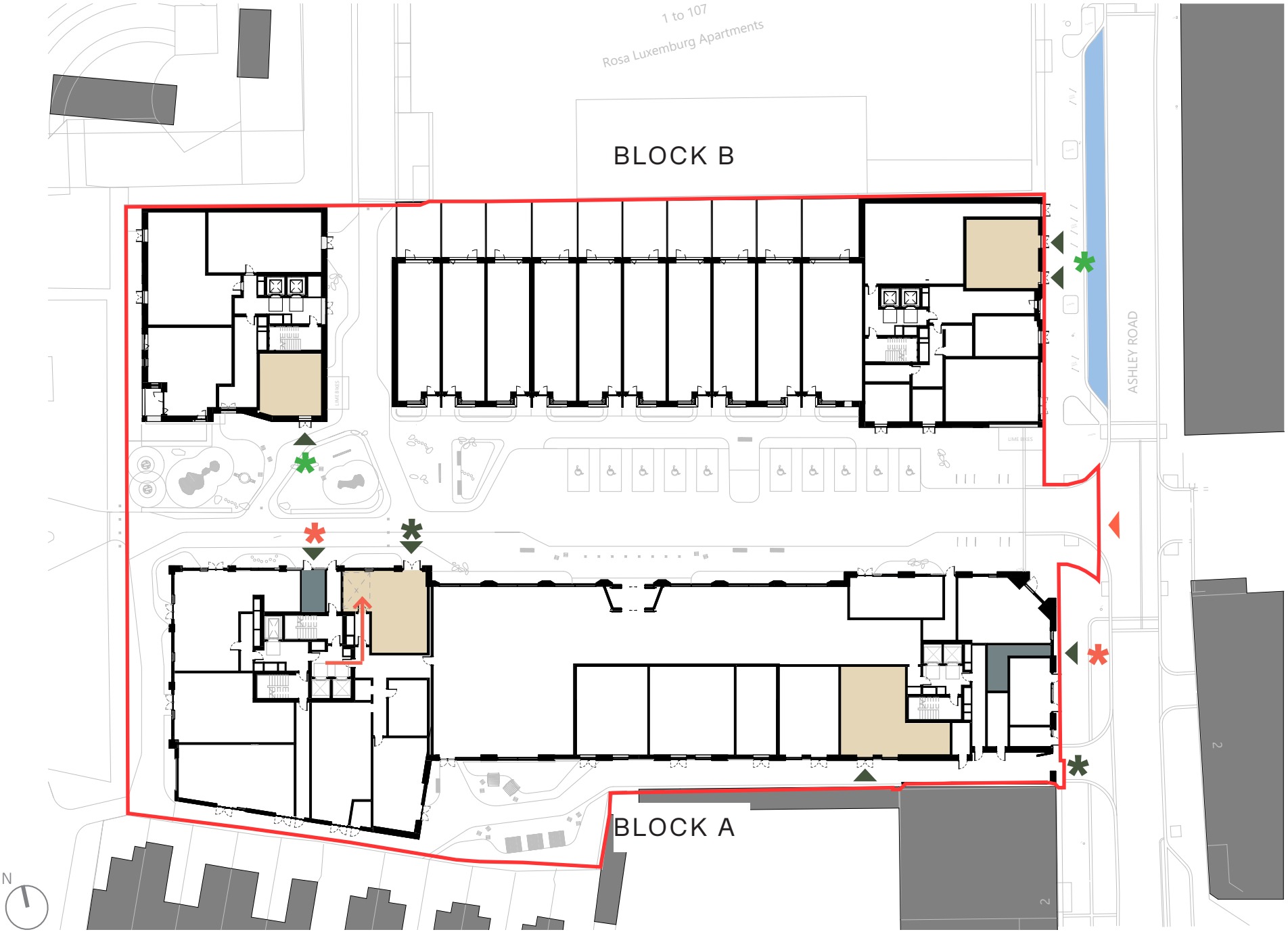
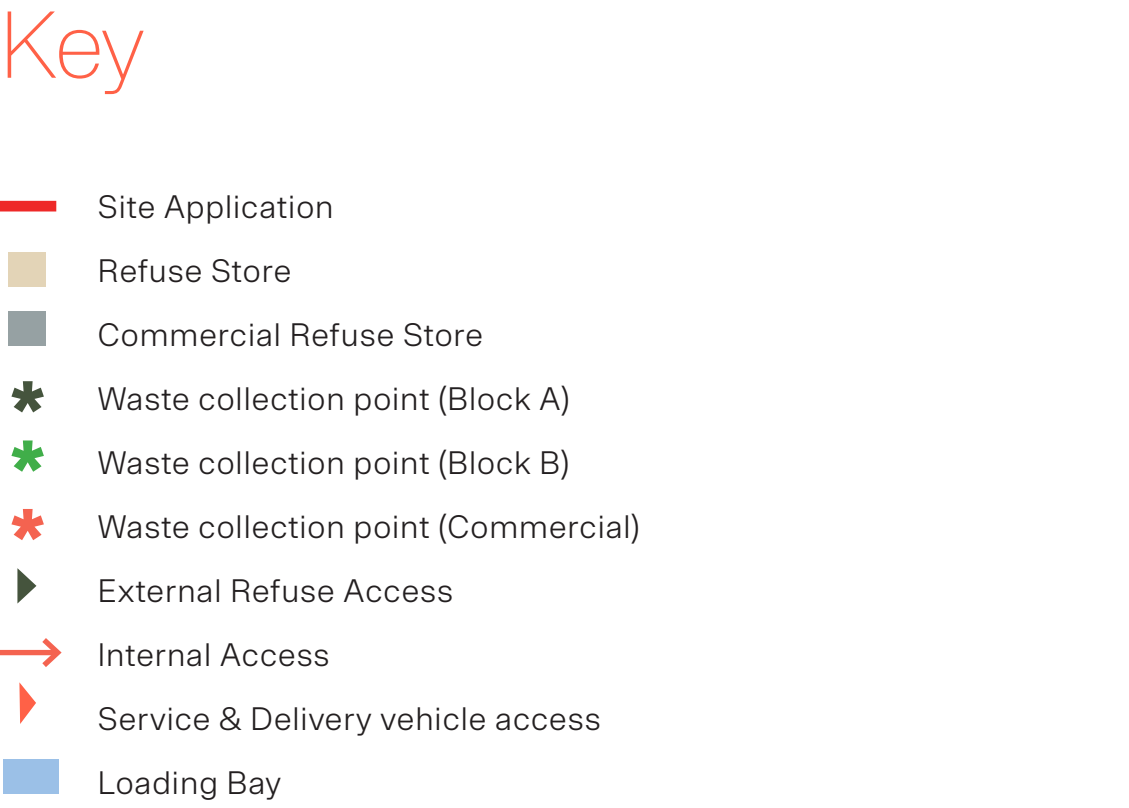
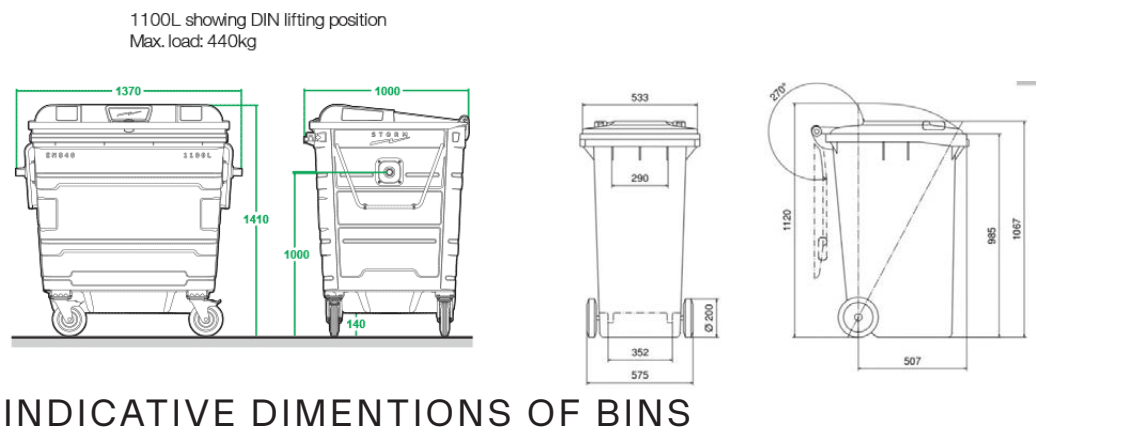
The development of 2 Blocks (Blocks A & B) which include 522 Shared living units, 87 Social Rented Residential units provides sufficient refuse storage for recyclables, food waste, WEEE, textiles and residual waste.

Residents of all blocks will be able to transport their waste from their own individual accommodation directly to the refuse store of their block, where they will segregate their waste into appropriately labelled bins.

With regard to the shared living accommodation (Block A), waste from the communal kitchen areas, shared amenity spaces and wheelchair-accessible accommodation will be collected daily under arrangements made by the Building Management and disposed of appropriately. Tenants in studios with private cooking facilities will be responsible for taking their own waste to the refuse store on the ground floor.

All refuse stores (Ground Floor) included in the proposal will be accessible by passenger lifts running from all floors. Building management will make arrangement for Eurobins to be taken to the servicing and deliveries bay no sooner than on the evening before LBH's scheduled refuse collection day. LBH waste collection team are not required to enter any of the blocks associated with the proposal.

For further information, please refer to the Delivery and Servicing Plan.



Technical Strategies

Cycle Parking Strategy

LONDON CYCLING DESIGN STANDARDS

- 5% of residential stands to be Sheffield with standard spacing (1.0-1.2m between stands)
- 5% wider spaced Sheffield stands (1.8m between stands)
- Remainder to be tiered.
- Short Stay 17no.
- Lime Bikes 24no.

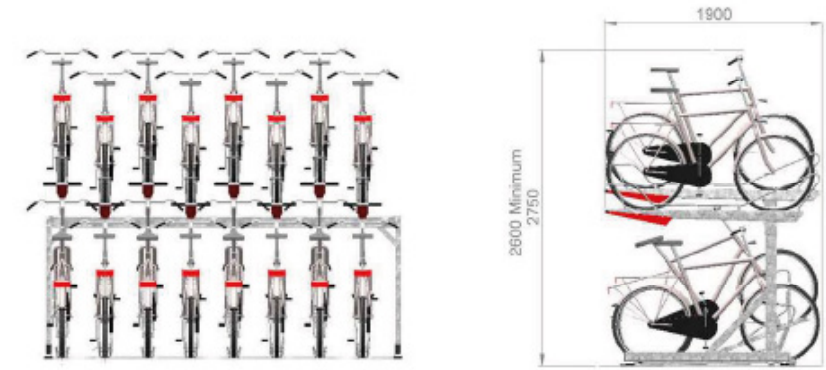
LONG-STAYRESIDENTIAL CYCLE INTERNAL PARKING PROVISION				
Blocks	Two-tier racks	Sheffield Stands	Acc. Shef Stands	Total
A	224	14	14	252
B	104	6	6	116
Total	328	20	20	368
TOTAL		368 Cycle Spaces		

SHORT-STAY CYCLE PARKING PROVISION WITHIN PUBLIC REALM	
	Total
A	12
B	3
Lime Bikes	14
TOTAL	
29 Cycle Spaces	

LONDON CYCLING DESIGN STANDARDS

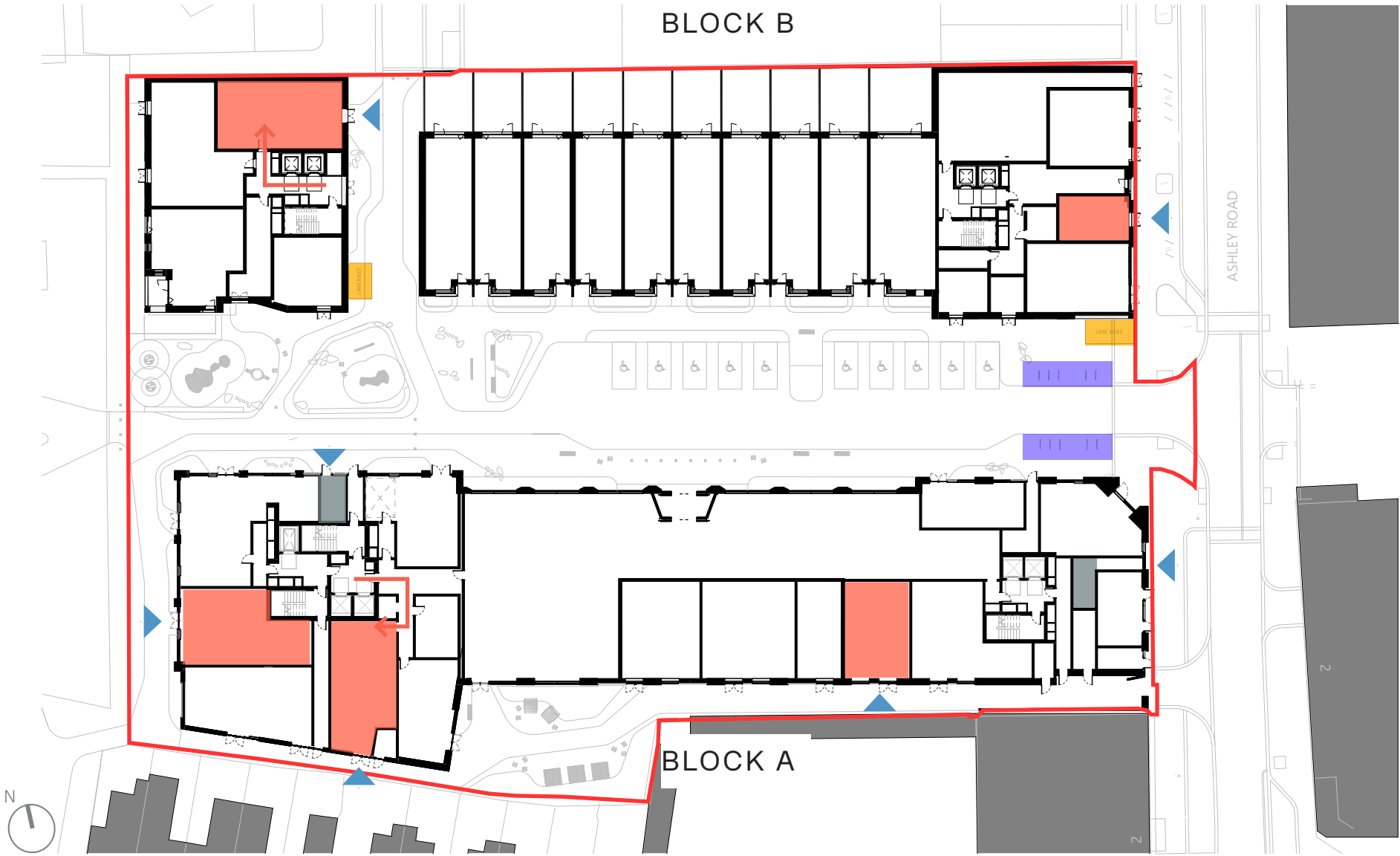
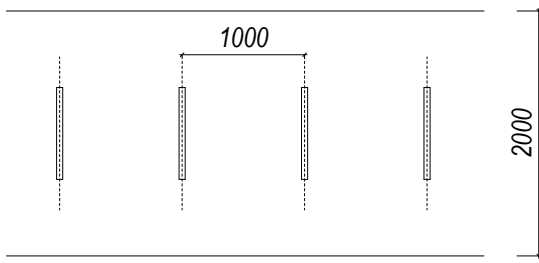
The proposed ground floor is considerably generous which allows the provision of double tier stands. These will be 400mm centres between bicycles to ensure all handlebar widths are accommodated and some larger bicycles can be housed within the double tier stands.

The aisles between bicycles will be at 2000mm, based on the angle at which our upper tray lowers to the ground allowing sufficient space to load, unload and manoeuvre bicycles.



SHEFFIELD STANDS STANDS

Sheffield stands are at 1000mm centres as required by the London Plan. The scheme will also provide 20 No.'larger' bike spaces suitable for cargo or recumbent bikes at 1000mm x 2000mm per bike, and a number of non-standard bicycles accommodated in the generous standard Sheffield spacing of 500mm x 2000mm per bike (1000mm centres).



Key

- Site Application
- Cycle Store
- Commercial & Community Cycle
- Store
- External Cycle Parking
- Lime Cycle Parking
- External Access
- Internal Access

Technical Strategies

Secure by Design, Anti-Crime & Anti-terrorism Strategies

A workshop was carried out with the Secure By Design officer on 11 July 2026 to discuss the proposed scheme. This was followed by further discussions and correspondence via email later that month.

The officer was supportive of the proposed design in principle subject to design development and planning conditions at later stages.

The following is the list of the items discussed and how they were addressed or mitigated. Some of the listed items will require further development at a later stage:

- Provide compartmentalisation to restrict residents to access only the floor they live on.
- Provide three lines of defence/ security (Main door, secure lobby and lift lobby)
- Revolving doors were not recommended as they are non-compliant with PAS24.
- ‘Meet and Greet’ strategy for visitors to be adopted for shared living due to the 24/7 on-site management team / concierge.
- Individual shared living studios to be provided with PAS 24 doors.
- Provide CCTV coverage to all communal spaces.
- Avoid low tree canopies to improve visibility at all time
- Entrance doors to lobbies with video intercom + fobs for residents.
- Provide lifts with destination control. Access control floor by floor strategy / Fob access to staircases.
- Provide compartmentalisation within cycle stores to mitigate theft risks.
- Consider parcel, post and delivery strategy to mitigate loitering risks.

PUBLIC REALM

- Supportive of trees with high canopies in public realm to allow for unblocked eyesight lines. Design out blind spots/ corners across all communal areas.
- No raised planters, no shrubs/bushes.
- Keep seating benches away from residential and commercial entrances to avoid potential tailgating.
- All benches and seating areas, children play areas to be located far from residential windows.
- Allow for adequate lighting strategy across the public realm through engagement with specialist post planning submission.
- Provide CCTV coverage and adequate lighting to the undercroft and make seating unattractive within the undercroft to avoid anti-social behaviour.
- Use M-shaped bike racks (not Sheffield racks) in public realm away from entrances to avoid tailgating
- Defensible spaces to maisonettes are supported

Furthermore, we have also been engaging with a specialist consultant to produce the BREEAM HEA 06 Security Needs Assessment & Crime Impact Statement.

Key

- Site Application
- Passive Surveillance to Ashley Road by active frontage
- Passive Surveillance to Ashley Park public realm by active frontage
- Passive Surveillance to Down Lane Park by active frontage
- Passive Surveillance to back courtyard by active frontage
- ↔ Improve Permeability through Site
- - - Private Garden Fence



Technical Strategies

Access and Cleaning Maintenance

Block B has been designed to allow access from the ground floor to all upper levels for external window cleaning using a water-fed telescopic pole system. Private balconies will not be accessed as part of the building management's window cleaning strategy, and the cleaning of glazing associated with private balconies will be the responsibility of the individual occupiers/residents.

All façades of Block A at ground floor and first floor, can be externally accessed directly from ground level using extended cleaning poles or water fed poles, or mobile elevating work platform (MEWP). All floors above the second floor will be cleaned by professional operatives via rope access. The rope access system will be designed in accordance with specialist advice. Rope access for routine cleaning and maintenance will be from the roof terrace of the following floors:

Block A: 7th and 22nd floor

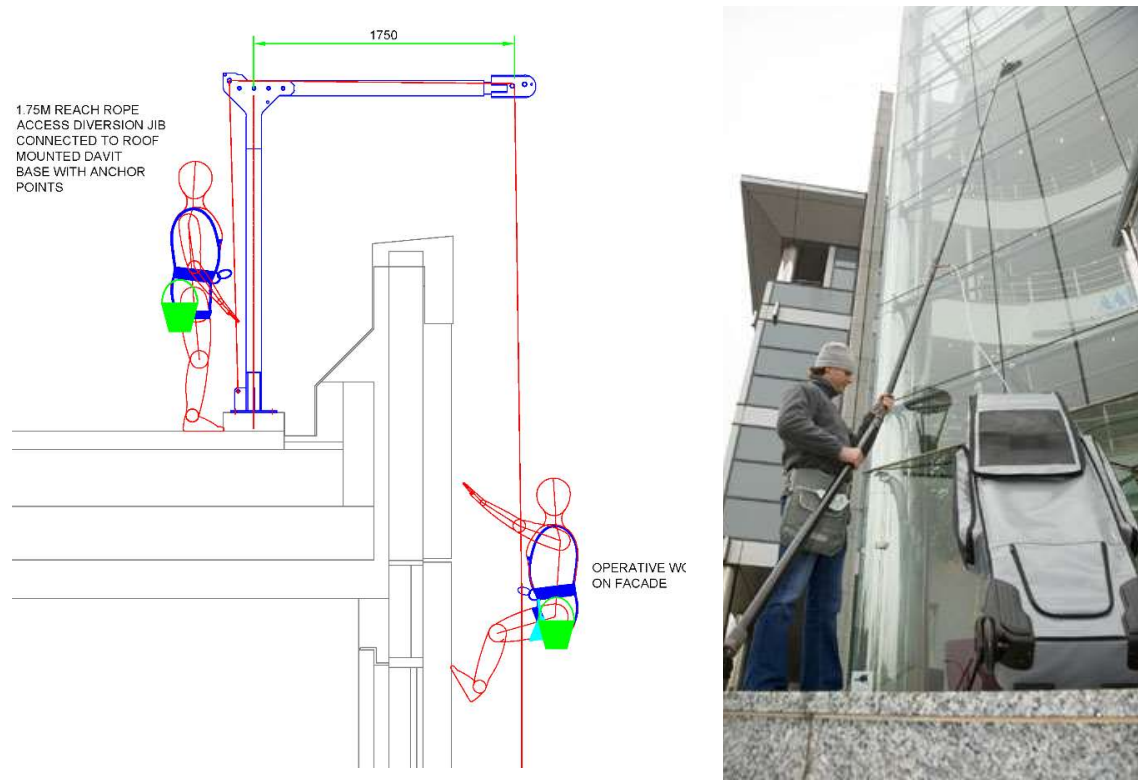
The rope diverter arms shall be transferred between the davit bases and shall allow the operatives to position themselves on the façades without the ropes coming into contact with the roof parapets.

The davit arm sockets shall be fixed directly to reinforced concrete upstands using cast-in stainless steel holding down bolts. The rope access strategy, systems and equipment shall be fully developed, designed and specified to ensure the finalised installation will be robust and safe.

Block A has 1,800mm high barrier at level 7 and 1,500mm

high balustrade at level 21.

Parapets of 1,100mm height are provided to all roofs on all blocks where possible. The top green roofs and roof-lights on block B are not for public access and only routine maintenance by the management team and will therefore be provided with a fall restraint system instead of tall parapets.

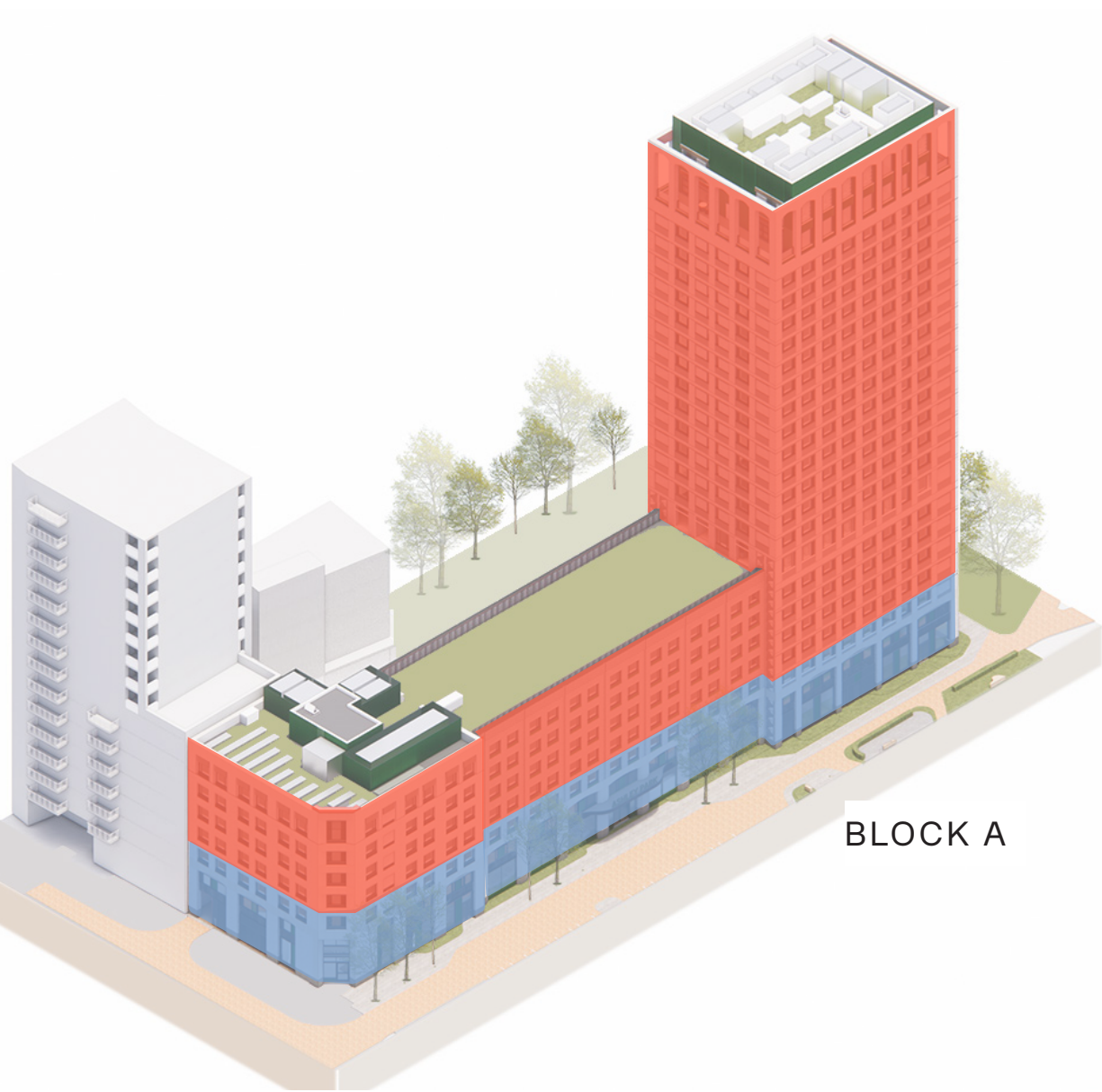


ROPE ACCESS SYSTEM

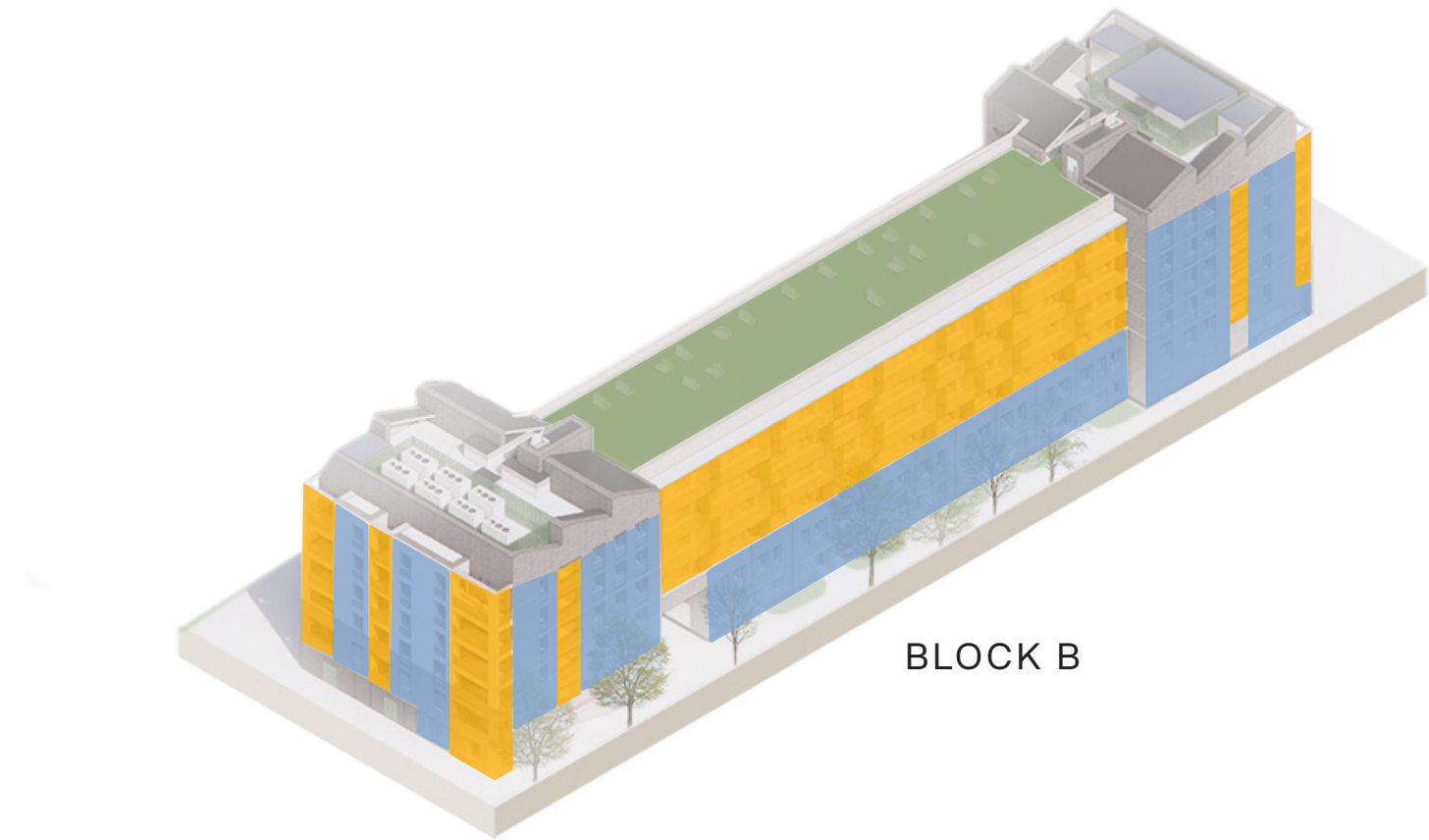
REACH & WASH POLE

Key

- Rope access / abseil cleaning from outside
- Replacement from inside
- Water-fed short and long pole cleaning or MEWP access or Scaffold tower
- Private Balconies
- Green Roof



BLOCK A



BLOCK B

Conclusion

11