

4.0 RMA Phase 1B & 2 Strategies

4.1 Access

London Plans and Policy D5 - Inclusive Design

Policy D5 of the London Plan states that all Design and Access statements should include an inclusive design statement. David Bonnet Associates are appointed as access consultant to ensure that inclusive design is fully embedded within the proposals. Please refer to the separate inclusive design report submitted as part of the planning application.

Access to Dwellings

Dwelling entrances are clearly signified through recesses, entrance canopies, materiality and external lighting. Generous and appropriate hard landscaping runs flush at a gradient gentler than 1:20 from the street to wide front doors with level thresholds. Gates to defensible spaces are generous to benefit ease of movement for all residents.

Access to Apartments

Building entrances are clearly signified through recesses, entrance doors with glazed side panel / fanlight and external lighting. User interfaces will be located at an appropriate height to allow use by all residents and to benefit young and wheelchair users. A Part M and Policy D5 compliant stair and lifts provides vertical circulation within the apartment buildings. Circulation spaces are compliant with planning requirements and will benefit from good levels of internal acoustics. Material choices will be durable and informed by the need to provide clear way finding for building users, using appropriate colour contrast between surfaces and reducing glare.

Dignified emergency evacuation

All cores in apartment buildings benefit from at least one evacuation lift to provide dignified emergency egress. Please refer to the Fire Statement for further information.

- Key**
- Residential Lobby
 - ▶ Residential Communal Entrances
 - ◀ Residential Front Doors



Ground floor showing building entrances

4.2 Inclusive Design

As required by the planning consent, a minimum of 10% of homes per RMA submission must be compliant with M4(3) and adaptable for wheelchair users. This is in accordance with The London Plan and the Building Regulations, Part M.

Phase 1B&2 allocates 47 M4(3) dwellings across blocks F1, F2/3, H3/4, J1/2/3. A balanced approach to housing sizes and tenure mix ensures that all tenures are represented across 1, 2 and 3 bed homes. As such, proposals remain compliant with the conditions and principles set out in the hybrid consent.

- Total number of dwellings: 464
- Total number of M4(3) compliant wheelchair dwellings: 47 (10%)
- Total number of M4(2) compliant dwellings: 417 (90%)

The plan adjacent identifies M4(3) units at typical floor level and highlights the location of wheelchair accessible parking spaces. Refer to the supporting Technical Note prepared by Markides Associates for further details on wheelchair parking.

Wheelchair user dwellings are indicated on general arrangement plans and 1: 50 unit layout drawings which demonstrate these wheelchair user dwellings as fully accessible layouts.

Tenure	Accessibility	1B	2B	3B	4B	Total
Community Land Trust	M4(3)		6			6
London Affordable Rent	M4(3)	6	11	3		20
London Living Rent	M4(3)			4		4
Shared Ownership	M4(3)		12			12
Private Sale	M4(3)		5			5
TOTAL		6	34	7	0	47

Key

M4(3) Home

M4(3) Parking bay

Future M4(3) parking bay provision



Typical floor Wheelchair Unit Plan

4.3 Cycle Parking

Cycle parking spaces are provided in line with The London Plan (March 2021) standards.

	Long Stay Standards	Short Stay Standards
C3 - Residential	1.5 spaces per 1B2P; 2 spaces all other dwellings	5 to 40 dwellings: 2 spaces; thereafter 1 space per 40 dwellings

As agreed during the Hybrid application, long stay cycle parking will be secure, sheltered, accessed externally, and will comprise the following:

- 5% of spaces have been designed specifically to accommodate larger cycles, with these spaces all being large enough to accommodate cargo bikes.
- 20% of cycle parking is Sheffield stands for people with non-standard bicycles and those that struggle to use two tier systems.
- The remainder of the spaces are proposed as gas-assisted two tier racks.

Residential long-stay cycle storage is located at ground floor and divided between secure communal cycle stores within each core. A number of larger bike spaces are located within dedicated courtyard stores. For houses, cycle storage is located within the curtilage of each dwelling.

Refer to the supporting Technical Note prepared by Markides Associates for further details on the cycle strategy and breakdown of parking numbers. For short-stay cycle parking, please refer to 'DAS Volume II Landscape and Public Realm'.

Key

Cycle Store

Communal Cycle Store Access

Domestic Cycle Store Access (Houses)



Ground floor showing cycle store locations

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4.4 Refuse Strategy

The 'Haringey Local Plan - Sustainable Design & Construction Supplementary Planning Document' defines the refuse requirements for developments within LB Haringey.

For apartments, each building core has a dedicated refuse and recycling store at ground floor level. Houses have dedicated domestic refuse storage neatly integrated within the front defensible space. The distribution of these spaces across Phase 1B&2 is illustrated in the diagram shown on the right.

The majority of residential refuse stores are located within 10m drag distance from the highway to facilitate refuse collection. Where this is not possible, an area of hardstanding has been integrated within the landscape proposals adjacent to villas J1/2 and 3 to reduce the drag distance below 10m. A management strategy for these spaces may be required subject to agreement with Local Authority Transport Officers.

Step free access is provided from the street to all refuse stores via flush or dropped kerbs. All refuse stores are accessed externally in line with the agreed fire strategy.

Key

●

Refuse Store

▶

Communal Refuse Store Access

◀

Domestic Refuse Store Access (Houses)



Refuse Strategy

4.5 Secured by Design

The proposed buildings seek to achieve a Secured by Design accreditation. A key part of our approach to security has been to meaningfully consult with the Designing Out Crime Officer North East (DOCO) early in the design process in order that their comments and feedback could be incorporated into the evolving design.

Further to three meetings held at outline masterplan stage, the development of RMA 1 has included two meetings with the DOCO NE to consult with them regarding the Phase 1B&2 building and public realm proposals: Meeting 1 (18.04.23), Meeting 2 (26.06.23). A summary of key items of consultation and design evolution is set out below:

Masterplan security principles

The overarching strategy has been to design and set out a simple, clear and legible neighbourhood and masterplan with clear lines of site and logical desire lines. Building lines are well defined with active frontages and gables to address the public realm and form clear streets.

Building security principles

In line with SBD New Homes 2019 principles and through consultation with the DOCO all apartment buildings benefit from two lines of security upon entry. Vertical security is ensured via access control measures through fobbed doors which control access from lift and stair circulation areas.

Design evolution

Design evolution informed by consultation has included:

- Maximising passive surveillance over the Southwest square and southwest path, with the inclusion of large areas of retail glazing at the ground floor of Plot G1, and balconies and residential windows facing in this direction on the floors above, as well as introducing windows to the southern gable of the terraced house in Plot E.
- Maximising passive surveillance over the SINC, with projecting balconies and residential windows to plots G1/2, J1/2.

- Low level fencing to the SINC, and a 'dark nights policy' with lighting to the Southwest path and streets only, preserving wildlife habitats and discouraging night-time movement through the SINC. Potential to introduce CCTV to SINC end points, but not within the SINC itself. Peabody to manage greenery along SINC path edges to maximise sight lines.
- Following the precedent set by Phase 1A, courtyards to Plots F and H are proposed to be open during the day but secured at night for residents use only.

- 1.8m boundary wall/railing to be introduced to eastern boundary towards St Ann's Hospital.

Envisaged next steps

As per Phase 1A, continued dialogue and engagement is envisaged to be required with the DOCO NE during detailed design and project delivery stages together with the submission of a Secured by Design Application.



Proposed landscape plan as discussed with DOCO NE

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