

LANDSCAPING - Site Sections AA (Existing & Proposed)



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

- Car free development with the exception of 5 disabled badge spaces
- 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
- Disabled bays
- Cycle Stores
- 4 visitor stands for 8 cycles
- 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

The site is set to be a car free development with the exception of 5 disabled badge spaces. This is a significant reduction from around 40 unallocated spaces currently on site. This accords with The London Plan where, for 3% of dwellings, one space is provided as a blue-badge bay.

A parking stress survey has been undertaken and will be provided within the TS. 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.

Car club membership will be provided. There is an existing car club space near the site south of Lordship lane operated by Zipcar.

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.

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 Stetement by Hodkinson)

Sufficient storage is to be provided in communal stores for the apartments. Collection will be undertaken on site, as is done currently. Vehicles will enter via the western access, drive around the green and exit via the eastern gate. Refuse collection of the apartments will be undertaken via Bruce Grove, bins will be moved to the required location on collection day.

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.

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

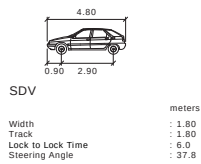
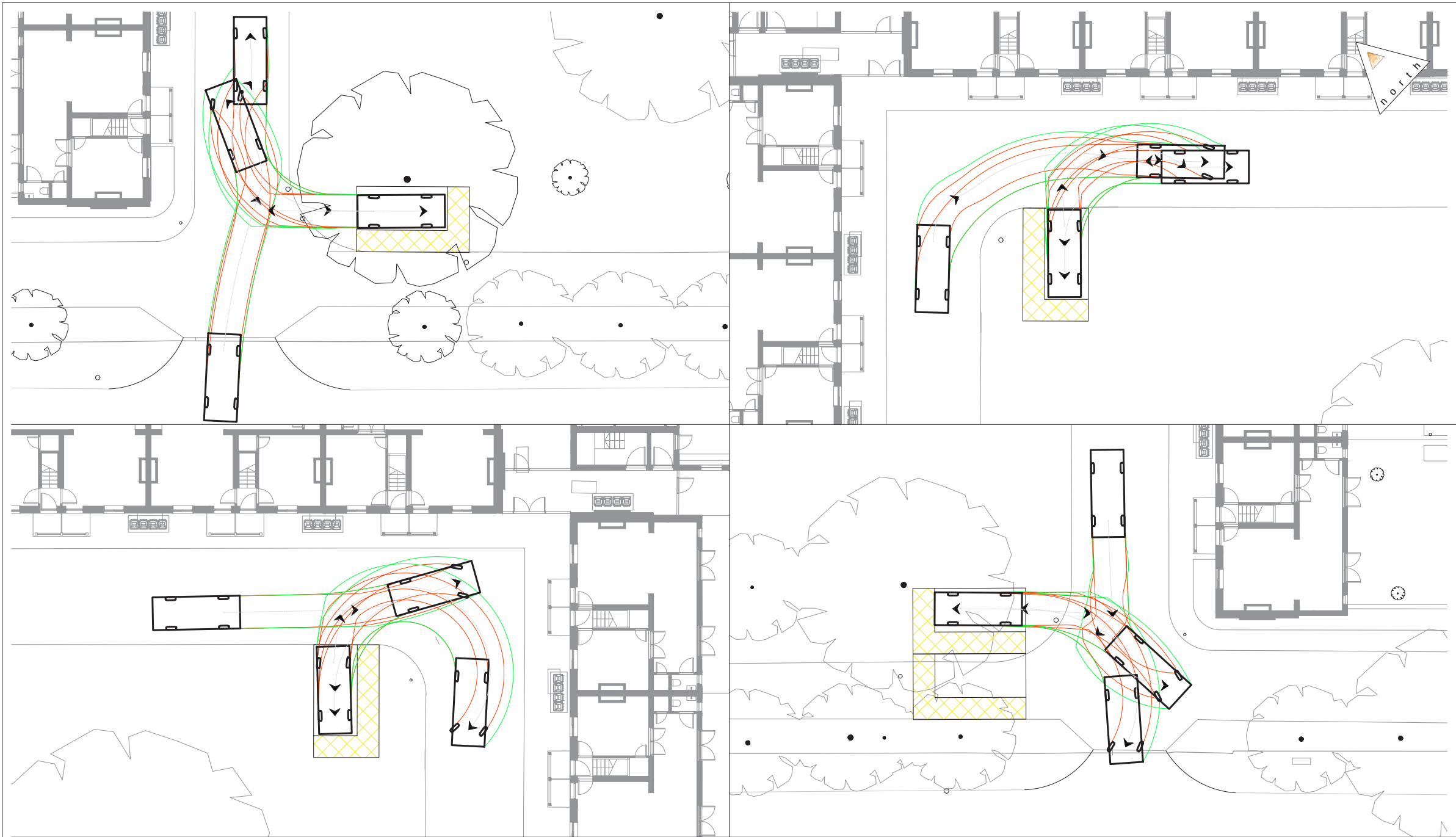
The pavilions will have a bin store in the grounds: 2 x 240L bins for each flat (one for refuse and one for recycling). The residents will be responsible for putting the bins in front of the gate on collection day.

For the apartment building, 16 x 240L bins (eight for refuse and eight for recycling; one refuse and one recycling bin shared between 2 apartments) is situated south of the access to the building. This is located within 25 metres of the carriageway.

Adequate internal and external food and garden waste storage will be provided in accordance with the London Borough of Haringey's collection service.

TRANSPORT - SWEEP PATH ANALYSIS - CARS

A swept path analysis has been undertaken as part of the Transport Assessment by Motion for the 5 proposed disabled bays.



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Project:
Edmanson's Close, Tottenham

Title:
Parking Management Plan
Swept Path Analysis - Car

Scale: 1:200 (@ A3)

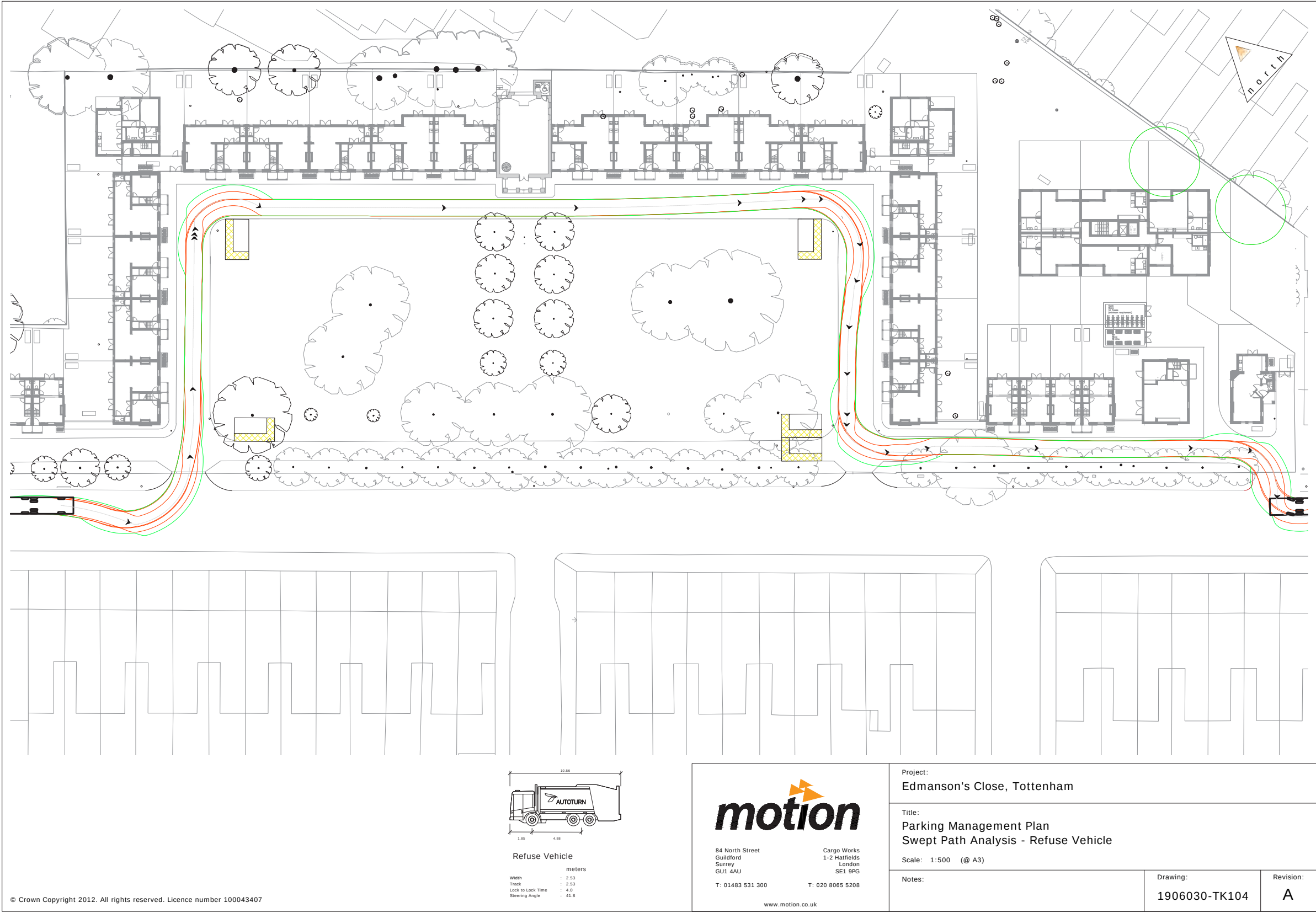
Notes:

Drawing:
1906030-TK105

Revision:
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TRANSPORT - SWEPT PATH ANALYSIS - REFUSE VEHICLES

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.



SUSTAINABILITY & ENERGY

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.

KEY SUSTAINABILITY FEATURES
(refer to full Sustainability Statement by Hodkinson)

The sustainability-related aspects of the proposed development have been given equal consideration for both the refurbished and new dwellings, ensuring that upgrades to the former have been made where required. Through the incorporation of sustainable design and construction methods, energy and water saving measures, sustainable transport methods, waste reduction techniques and measures to enhance the ecological value of the site, a good quality and sustainable development is proposed.

The key sustainability features outlined in this Sustainability Statement are listed below:

- **Energy strategy:** The development will target a 75% reduction in Regulated CO2 emissions over Part L 2021 baseline for the new build development through energy efficiency measures, air source heat pumps, and PV panels. A 62% reduction is expected over the baseline for the refurbished development.
- **Overheating:** The scheme has been designed to ensure overheating risk is reduced to acceptable levels in accordance with CIBSE TM59:2017 requirements based on tailored mitigation measures for the new and refurbished dwellings.
- **Water efficiency:** Flow control devices and water efficient fixtures and fittings will be installed in all dwellings to target a maximum internal daily water consumption of 105 litres/person/day. Fittings within the refurbished dwellings will be upgraded to achieve this requirement. Rainwater butts will be installed for the houses to reduce the demand on potable water and promote effective use of water supplies.
- **Waste and recycling:** Adequate facilities will be provided for domestic and construction related waste, including segregated bins for refuse and recycling.
- **Circular Economy:** The principles of a circular economy shall be incorporated into the development, where possible.
- **Materials:** Where practical, new building materials will be sourced locally to reduce transportation pollution and support the local economy. The proposed refurbishment of the dwellings significantly reduces material use. New materials will be selected based on their environmental impact and responsible suppliers will be used where possible.
- **Flood Risk and SUDs:** The proposed development site lies in a low flood risk zone and will benefit from SUDs such as permeable paving, green roofs, detention basins and rainwater harvesting butts.

- **Security:** The proposed development will be aiming to incorporate the principles of Secured by Design where appropriate to ensure the safety and security of its residents.
- **Sound insulation:** The dwellings are to target an improvement on Building Regulations Part E through party walls and floors.
- **Inclusive access:** 90% of the new dwellings will be designed to meet Building Regulations Approved Document M4(2) and 10% will meet Part M4(3).
- **Sustainable transport:** The site will benefit from a good existing public transport network and sustainable modes will be encouraged through the provision of 83 cycle storage spaces and electric vehicle charging points in accordance with Building Regulations Part S.
- **Biodiversity and ecology:** Enhancements will be implemented through the provision of landscaped areas, play space and additional planting across the site.
- **Sustainable construction:** The site will aim to achieve a Very Good score with the Considerate Constructors Scheme and will closely monitor construction site impacts.

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.

