

WOODBERRY DOWN

PHASE 4: WDCO MOTION PRESENTATION 13.10.22

Lifschutz Davidson Sandilands

1182_Doc140_WDCO motion_13.10.22



INTRODUCTION & SUMMARY

- DESIGN COMMITTEE ROLE
- PROJECT TIMELINE
- PHASE 4 PARAMETERS

Design Committee role

The design committee aims to improve the quality of the design and construction of the built environment on Woodberry Down (**on behalf of Woodberry Down Residents**); this includes new housing, and non-housing uses, open spaces, roads and infrastructure elements of the new Woodberry Down.

Design Committee role

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Design Committee

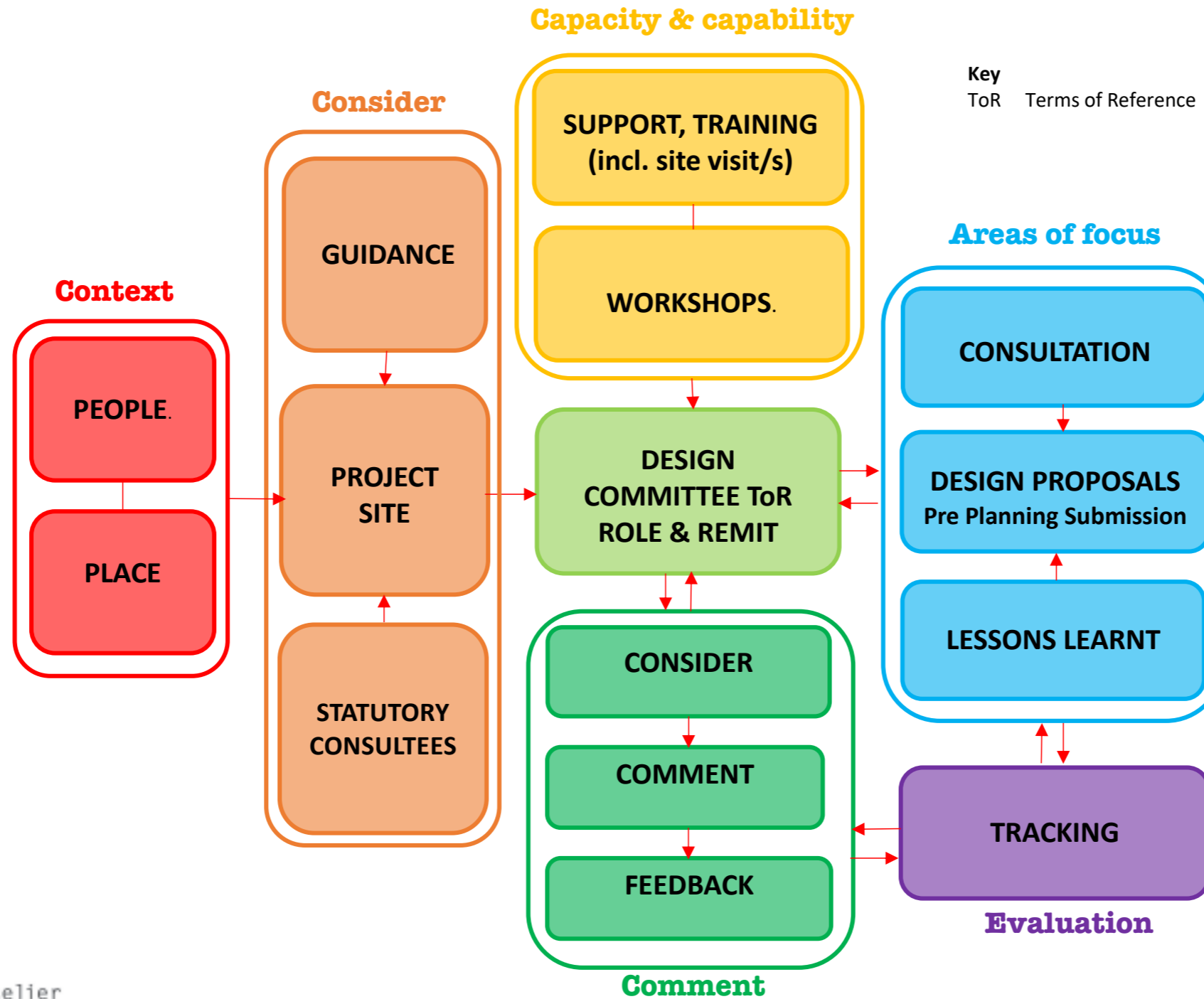
must **consider**

- design quality,
- cost,
- viability and
- timeframes of delivery.

whether private or affordable housing.

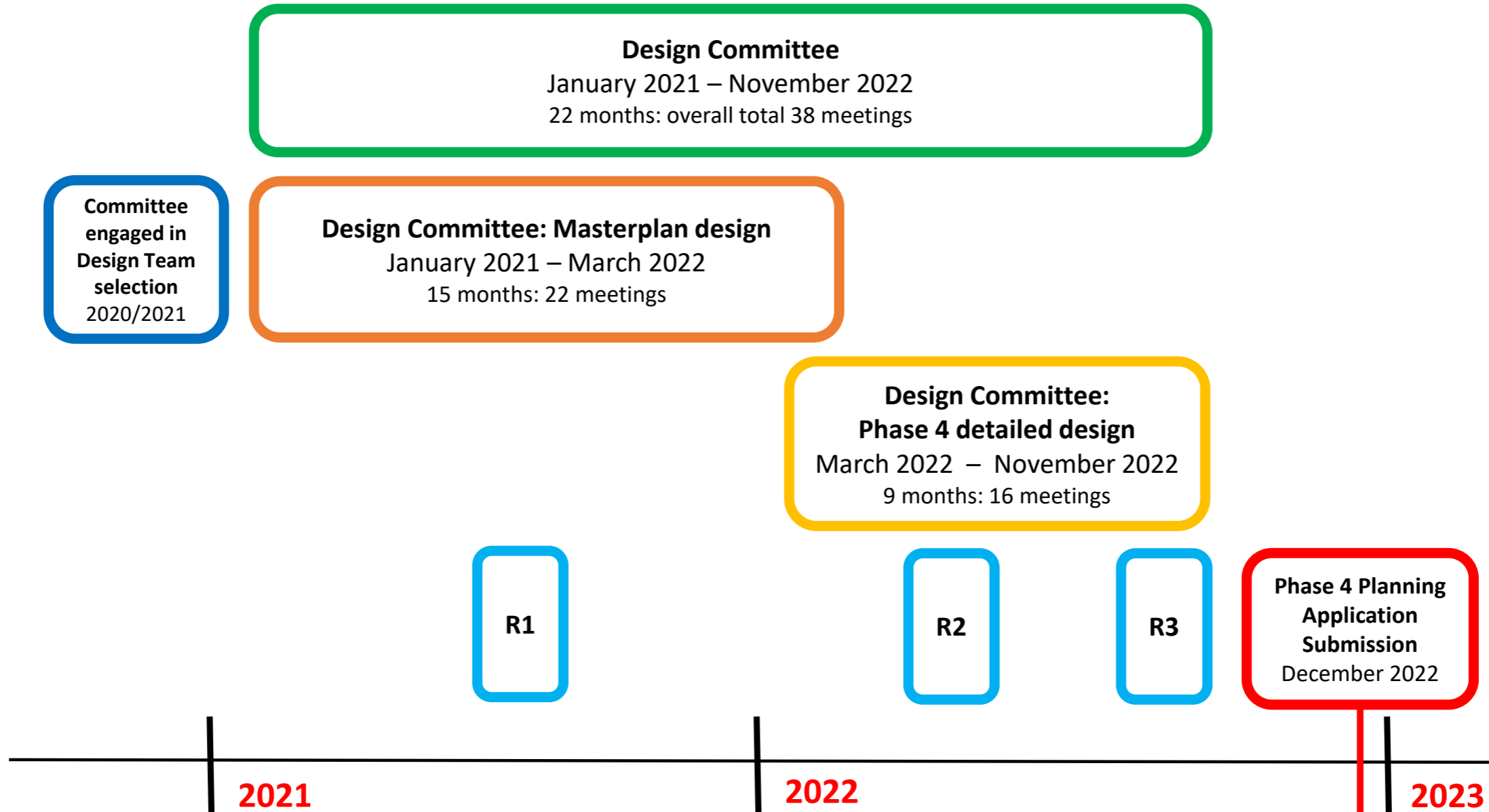
Design Committee

approach



Design Committee

timeline

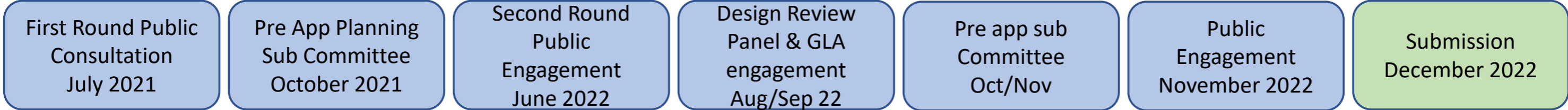


Key

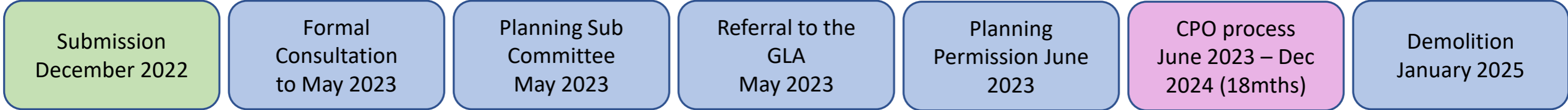
- R1** Round 1 Public Consultation, Summer 2021, reviewed in advance by Design Committee
- R2** Round 2 Public Consultation Summer 2022, reviewed in advance by Consultation Sub Group
- R3** Round 3 Public Engagement Autumn 2022, will be reviewed in advance by Consultation Sub Group

PROJECT TIMELINE

TIMELINE TO SUBMISSION



TIMELINE POST SUBMISSION



OVERALL TIMELINE FOR WOODBERRY



TO FACILITATE CONTINUOUS DELIVERY OF HOMES FOR ALL

CENTRAL SQUARE

- OPTIONS REVIEWED AT DESIGN COMMITTEE
- DESIGN PARAMETERS
- ENVIRONMENTAL STUDY
- POTENTIAL USE & CULTURAL STRATEGY

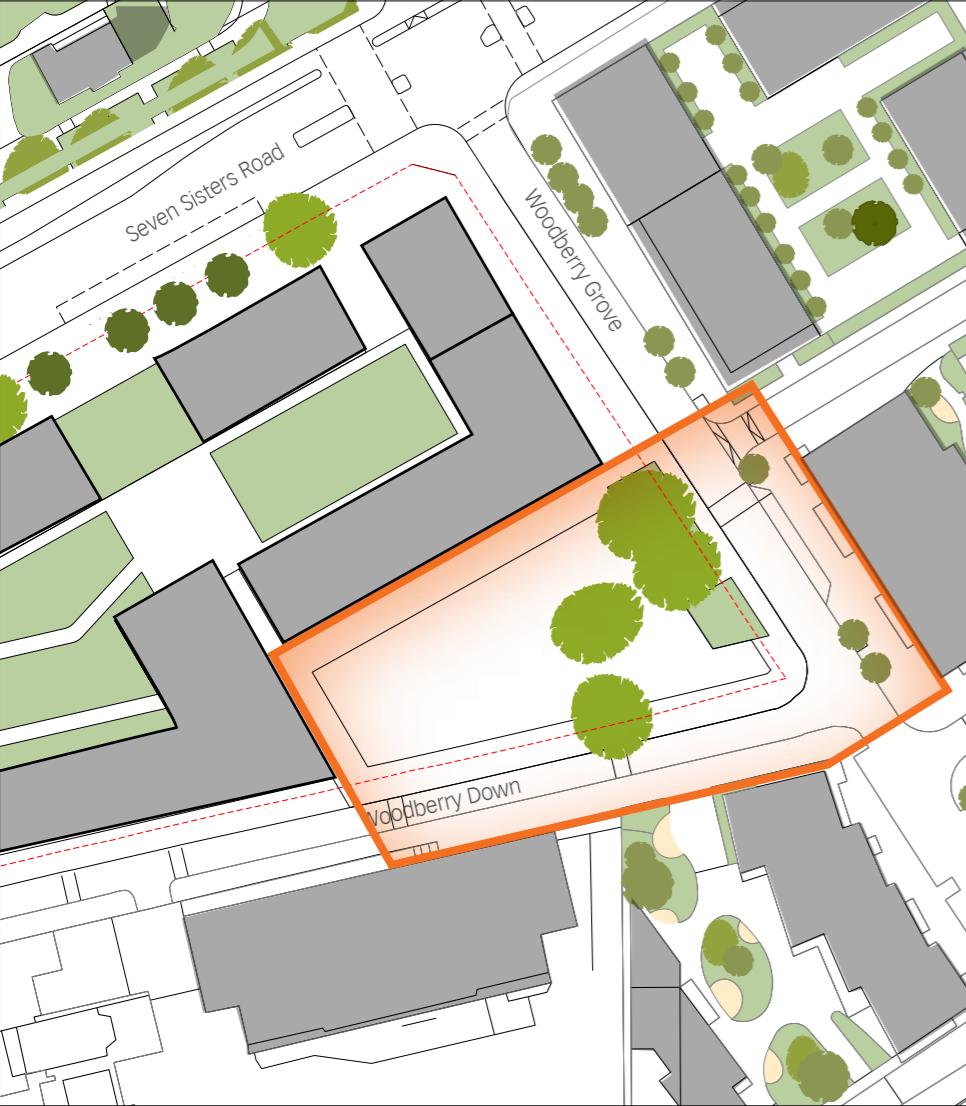
DESIGN AIMS



- MULTIGENERATIONAL SPACE AT THE CENTRE OF THE ESTATE
- MIX OF COMMERCIAL AND CIVIC SPACES - PROVIDING LOW OR ZERO COST ACTIVITY
- FLEXIBILITY, WITH POTENTIAL FOR 'OCCASIONAL' USE
- NATURALISED LANDSCAPE & DRAINAGE STRATEGY
- IMPROVED TREE RETENTION & LANDSCAPE WHICH REFLECTS WOODBERRY DOWN CHARACTER
- PLEASANT ENVIRONMENT - CONSIDERATION OF SUN / WIND / NOISE
- OPPORTUNITIES FOR PLACE-SHAPING & CULTURE

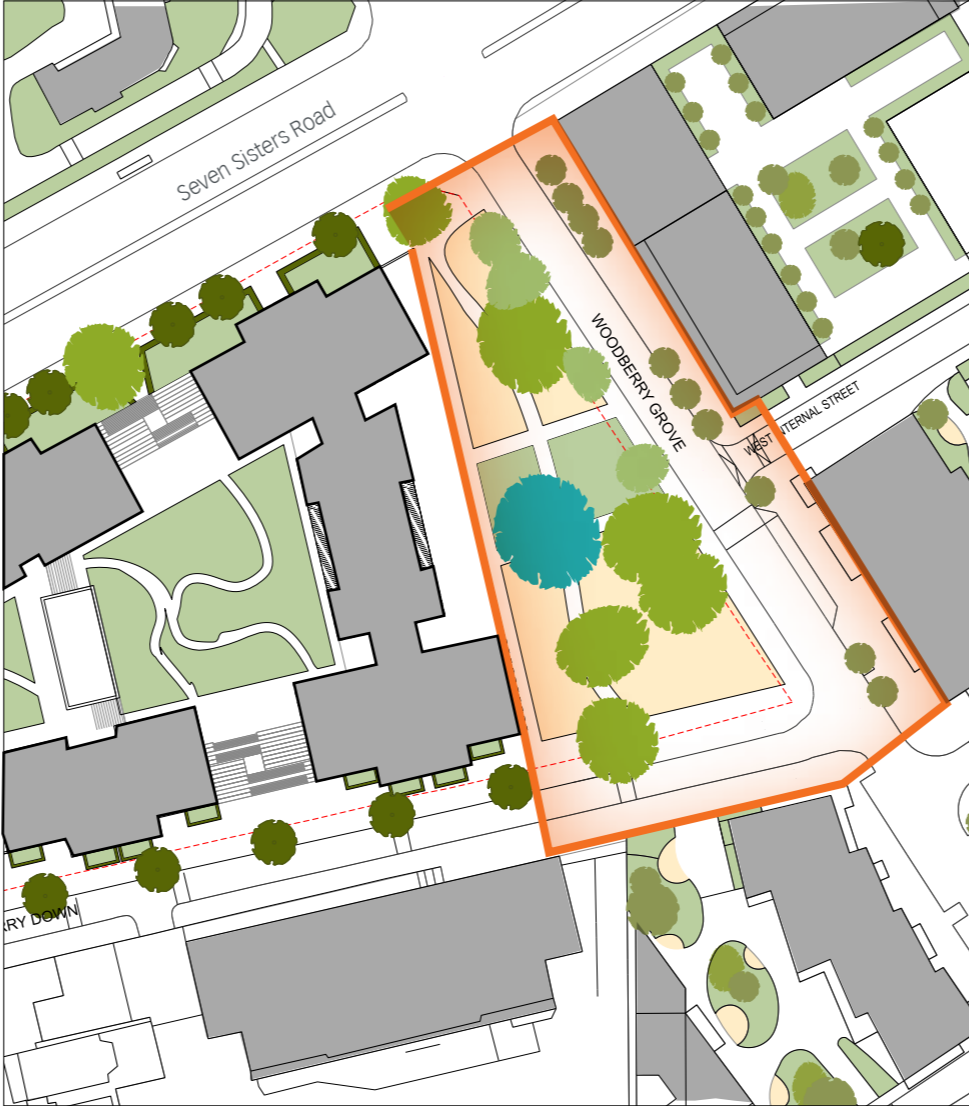
CENTRAL SQUARE STUDIES SUMMARY

• OPTIONS REVIEWED AT DESIGN COMMITTEE;
OPTION 2 PREFERRED FOLLOWING DESIGN COMMITTEE



2014 MASTERPLAN

East-west orientated square



OPTION 1

North-south orientated square



OPTION 2

Enclosed north / south square



Lifschutz Davidson Sandilands
Architects Design consultants Urban planners

GREEN NETWORK



- BUILDS ON THE 2014 MASTERPLAN VISION
- NETWORK OF GREEN FINGERS
- BREAKING DOWN SEVEN SISTERS RD
- TWO PUBLIC SPACES
- ENHANCING NORTH-SOUTH CONNECTION
- '15 MIN CITY' PRINCIPLES (BETTER CONNECTIVITY ACROSS THE ESTATE)

Key:

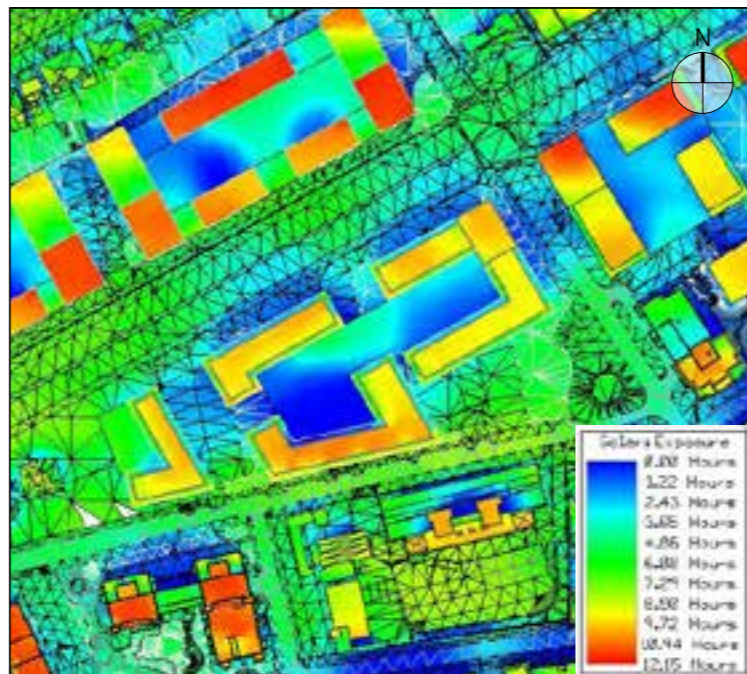
- Connections
- Key locations
- Reservoirs
- New River



PHASE 4 - BENEFITS OF THE REVISED ORIENTATION OF THE CENTRAL SQUARE



2014 TREE RETENTION



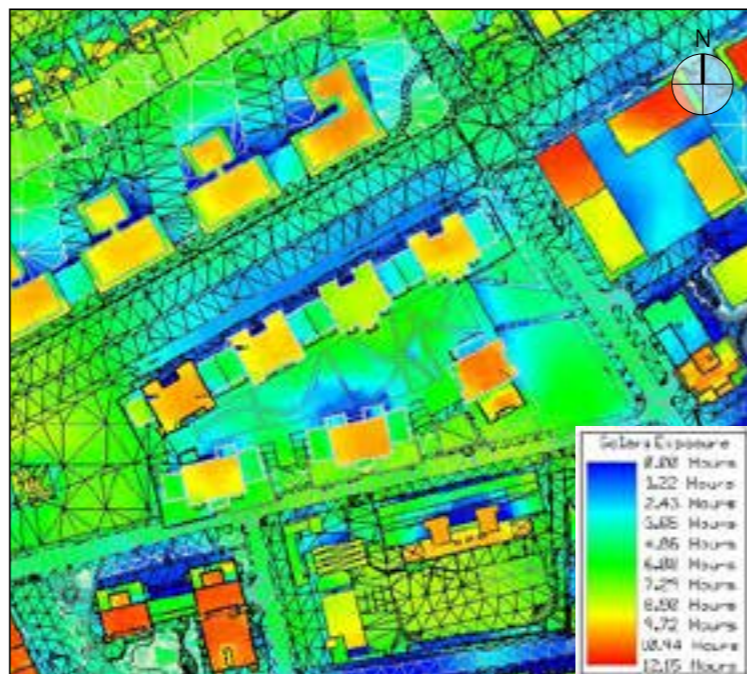
2014 SOLAR



2014 SQUARE: APPROX 2,925 M2



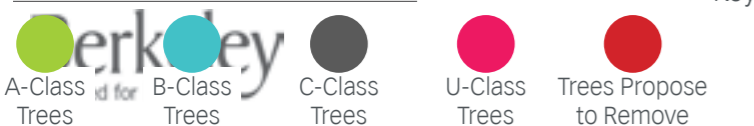
2022 TREE RETENTION



2022 SOLAR



2022 SQUARE: APPROX 3,370 M2

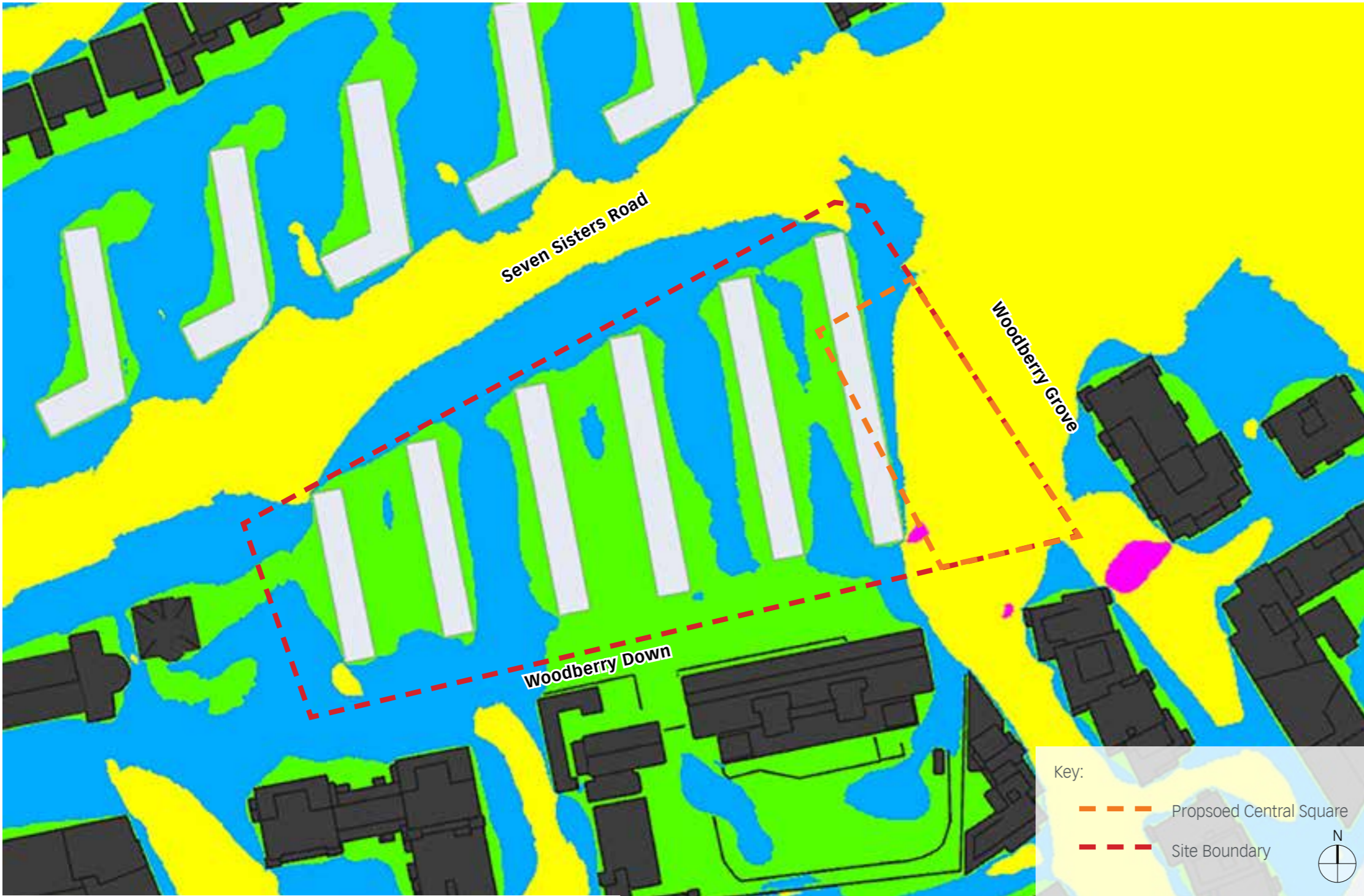


Summary of the benefits of the revised scheme;

- Central Square retains 12no. Existing trees compared to 7 on the 2014 masterplan design, including the 'A' grade tree (shown in light green).
- A successful square is dependant on its edges. The 2014 square was significantly affected by a long, inactive boundary with the school opposite. Current proposals demonstrate stronger, more active edges that interlink with existing retail along Woodberry Grove (both Phase 3 and KSS3)
- The Square is a connective space as well as a destination. The current proposal creates a better north-south connection which links to the vision & identity of the 2014 masterplan and provides greater response to the trends in pedestrian movements
- The proposed square is larger than the 2014 masterplan square. The 2014 masterplan square was 2,925m2 and the proposed square is 3,370m2
- The re-orientation of the central square has also allowed for the planning of the building massing to achieve better Solar Levels across the site as shown in the diagrams.
- The reorientation of the square has been supported by both Hackney Planning officers and Design Review Panel.



PEDESTRIAN WIND COMFORT - EXISTING

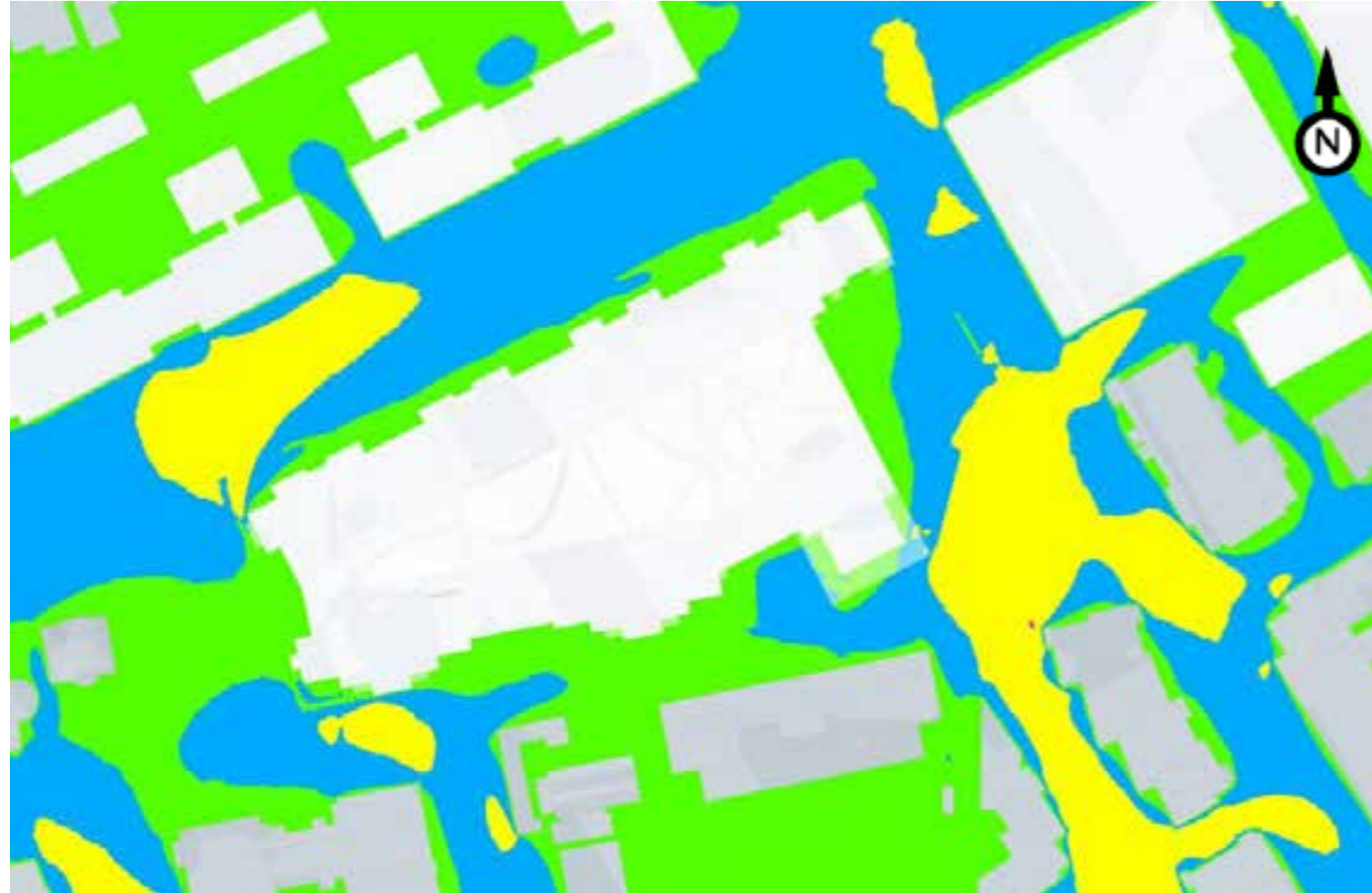


- IMPORTANCE OF WIND CONDITIONS REFLECTED DURING DESIGN COMMITTEES
- ADDITIONAL PROGRESSIVE CFD TESTING UNDERTAKEN TO INFORM DESIGN
- IMPROVEMENTS ON EXISTING CONDITIONS CURRENTLY BEING SHOWN
- FULL WIND TUNNEL TESTING CURRENTLY BEING UNDERTAKEN

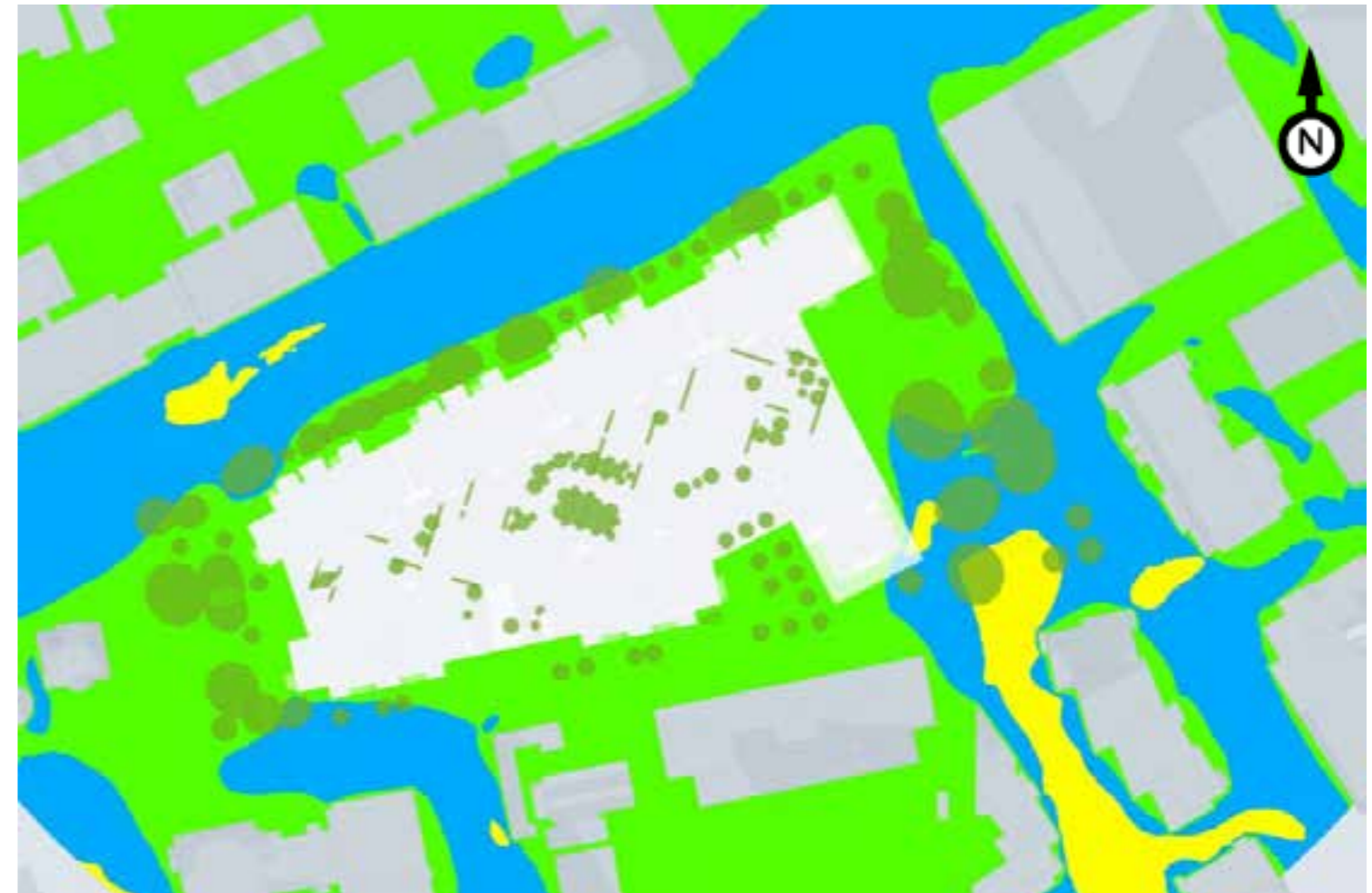
Key	Comfort Category	Threshold	Description
●	Sitting	0-4 m/s	Light breezes desired for outdoor restaurants and seating areas where one can read a paper or comfortably sit for long period
●	Standing	4-6 m/s	Gentle breezes acceptable for main building entrances, pick-up/ drop-off points and bus stops
●	Strolling	6-8 m/s	Moderate breezes that would be appropriate for strolling along a city/ town street, plaza or park
●	Walking	8-10 m/s	Relatively high speeds that can be tolerated if one's objective is to walk, run or cycle without lingering
●	Uncomfortable	>10 m/s	Winds of this magnitude are considered a nuisance for most activities, and wind mitigation is typically recommended.

Fig. 1 G/F pedestrian wind comfort conditions - plan - existing

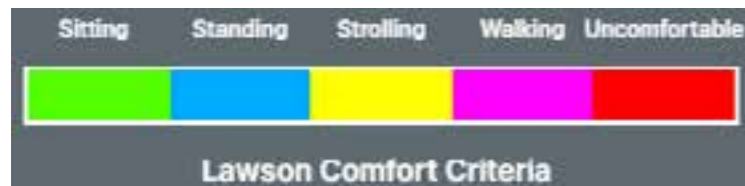
PEDESTRIAN WIND COMFORT: PROPOSED



Phase 4 proposal - previous design (with no landscaping included)
 Test results from February 2022



Phase 4 proposal - updated design and landscaping included
 Updated test results from August 2022



- DIGITAL STUDIES UNDERTAKEN BY SPECIALIST WIND CONSULTANT RWDI
- POTENTIAL IMPROVEMENTS ON EXISTING CONDITIONS CURRENTLY BEING SHOWN
- WIND STUDIES WILL INCLUDE PUBLIC & COMMUNAL SPACE, AS WELL AS BALCONIES & TERRACES
- CENTRAL SQUARE AND SURROUNDS CURRENTLY ACHIEVE 'SITTING' CONDITIONS
- WIND TUNNEL TEST WILL REVIEW OPPORTUNITIES TO IMPROVE SOUTHERN END OF THE SQAURE

IMAGINING CENTRAL SQUARE



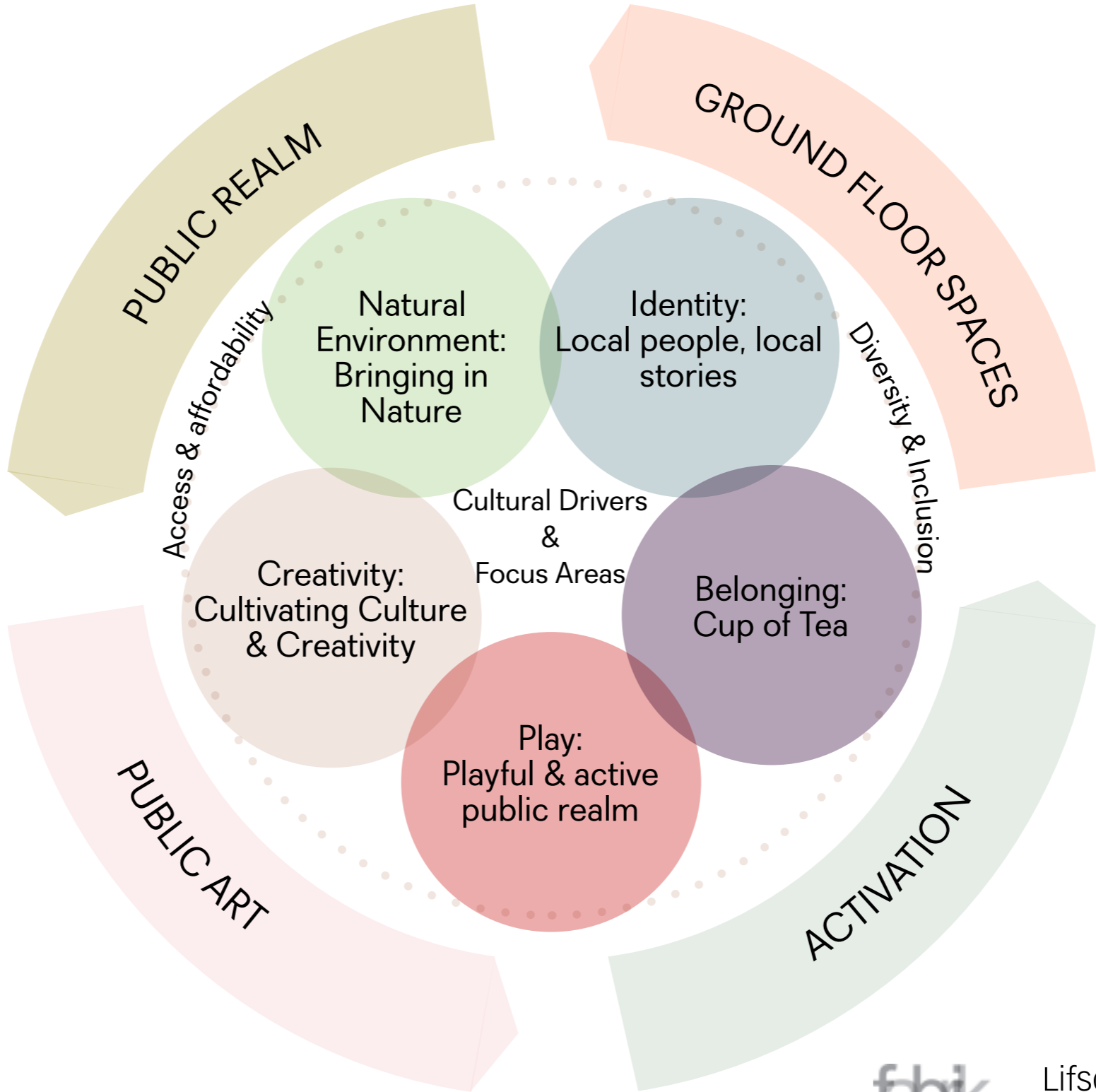
PHASE 4 - ACTIVATION OF THE GROUND FLOOR

A Cultural Plan will form part of the Design & Access Statement for Phase 4. In addition to the focus areas, underpinning principles and drivers behind the approach, this will set out the key opportunities for bringing culture and identity to the central square as a welcoming hub for the local community.

The approach has been shaped through meetings with the Design Committee and other stakeholders and through public consultation and engagement.

The D&AS will outline the creative workshops undertaken with the local community during which feedback was provided that has input to the developing plan.

A cultural strategy will also be submitted as part of the masterplan for Phases 5-8.



PHASE 4 - PRIORITIES FOR PLACE SHAPING, CULTURAL FOCUS AREAS

The Cultural Focus Areas and Principles were developed in conjunction with local stakeholders during a number of Design Committee meetings that created a set of objectives as a cultural and place-shaping manifesto for Phase 4.



PUBLIC REALM
Accommodating varied uses

- Public realm shall encourage people to come together
- Public realm shall offer something for all generations
- Public realm shall play a key part of people's lives
- Public realm shall actively seek to bring in nature



GROUND FLOOR SPACE
Vibrant Civic Hub, retail

- Amongst other offers, ie commercial, ground floor uses shall provide a cultural/community offer that is friendly, welcoming & active
- This will offer spaces to enjoy without the need to spend money
- This will be open and accessible to all people
- This will offer opportunities to participate in cultural, creative and educational activities



PUBLIC ART
Reflecting WD Identity, Uplifting, with Community

- Public art shall respond to the place, community & build local identity
- Public art shall perform a civic role & can be functional
- Public art shall invite participation
- Public art shall be commissioned through a best practice approach, with community involvement

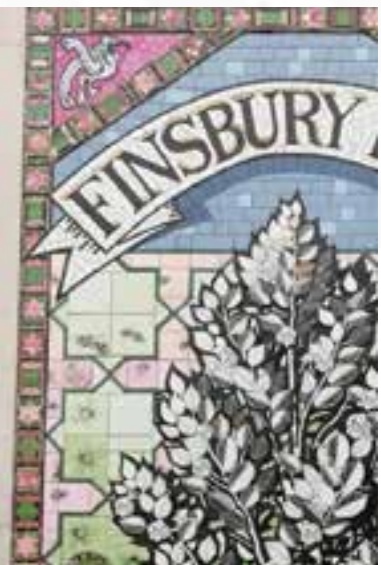


ACTIVATION
Events, programming, partnership

- The design of public realm and community spaces shall accommodate community activity and gatherings
- Programming opportunities shall include events, performances & temporary installations
- The design of public realm and community spaces shall include elements that provide shelter, a platform or play

PHASE 4 - PHASE 4 OPPORTUNITIES

The opportunities outlined for culture have been discussed with the Design Committee. The approach to the delivery of specific projects will be set out in a Phase 4 Delivery Plan to include how the local community can be engaged.



PODIUM & GARDEN

- PARAMETERS & PROJECT REQUIREMENTS
- TENURE & ACCESS
- PARKING ALTERNATIVES
- SERVICING & COST
- POTENTIAL PODIUM ACCESS

PHASE 4 - 2014 MASTERPLAN PRINCIPLES

PRINCIPLES IN 2014

The two pages included in this slide are extract from the 2014 'Woodberry Down Masterplan - Design Principles Document', which shows the approved planning position which establishes the design principles for the regeneration of Woodberry Down

The principles set out in the 2014 masterplan anticipated both podium parking and amenity space for Phase 4 design as delivered across WD.

PARKING

- The 2014 Masterplan envisaged that there will be a mix of podium and basement parking across the site
- Phase 4 parking in 2014 included a central garden space with potential for parking. On street parking was not indicated.

TYPOLOGIES IN 2014

- Phase 4 was defined mainly as a plot with street defining blocks and a central courtyard closed off from the streets.
- The 2014 Masterplan defined street defining blocks as: 'Urban blocks generally forming continuous street edges on all sides. Internal areas of the block to form amenity space for immediate occupants only.'

On-plot parking principles (basement and podium)

The plots in the masterplan are in most cases large enough to allow for podium parking. The planning application does not determine which blocks will have podium parking - these details will be brought forward at a reserved matters stage - but it is envisaged that there will be a mix of basement and podium parking across the site.

For the blocks with podium parking to make a successful contribution to the urban realm it is important that the edge is given an appropriate treatment to minimise blank elevations, provide glimpses through to courtyards and activate street edges.

Guidance

Ventilation to podium car parking should be carefully integrated into building edges and courtyard landscaping to minimise impacts

Instructions

- Parking podiums should be single levels only
- Points of access to car parks must be located to minimise through traffic on predominantly residential street and to minimise interference with public open spaces
- Podium parking is only permissible in situations where commercial ground floor uses or two-level residential dwellings predominantly line the building edge, to minimise single-aspect homes and blind frontage
- Treatment of building edge and car parking entrances must be in keeping with the Building Typology guidelines in Section 7.4






Podium Parking

(above) Podium parking to be lined with ground floor residential units (right and below) Example of open block with podium facing public open space

WOODBERRY DOWN MASTERPLAN - DESIGN PRINCIPLES DOCUMENT 113

The following block typologies are proposed:

Street defining blocks (open)

Urban blocks generally forming continuous street edges or defining public open spaces on three sides, with one edge open towards elements of landscape. Internal areas of the block to form amenity space for immediate occupants only. On open edge, clarity of public and private realm is essential. Where possible, topography and/or artificial level differences used to define boundaries.

Street defining blocks (enclosed)

Urban blocks generally forming continuous street edges on all sides. Internal areas of the block to form amenity space for immediate occupants only.


Low-rise housing (as part of a street defining block)

Continuous terraces of individual dwelling houses. Potentially engaged with street-defining blocks to form broader perimeter block with hybrid of houses and apartment buildings.

Freestanding buildings

Includes vertical tall buildings and street-defining linear buildings. Key issues relate to ground plane activities and front-back relationships. If tall buildings, issues of impact and appropriateness of location to be carefully considered.

Phase 4



Low-rise housing (up to 5 storeys)

Freestanding buildings

Street-defining blocks (open)

Street-defining blocks (enclosed)

Areas beyond masterplan scope

Private amenity space

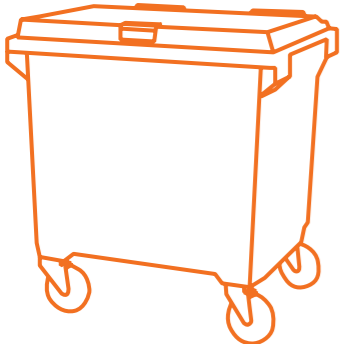
Phase 4

WOODBERRY DOWN MASTERPLAN - DESIGN PRINCIPLES DOCUMENT 121

PHASE 4 - AMENITIES - GUIDANCE AND REGULATION PARAMETERS

The information below sets out the practical requirements for the ground floor, to serve the residents in Phase 4.

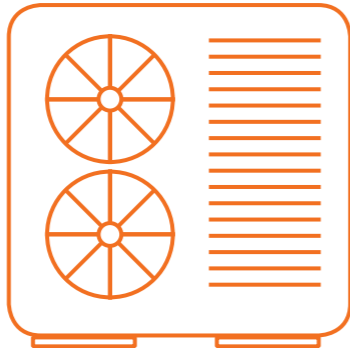
BIN STORES:



- Requirements set out in Hackney planning policy (ref: Hackney Refuse and Recycling storage guidance)
- Provision to meet policy requirements covering waste & recycling
- Bin stores are located at ground floor within 10m access of collection point
- Bins will be euro-bin type
- Requires approx. 5.5m² per bin

Area requirement for Phase 4:
c. 310 sqm.

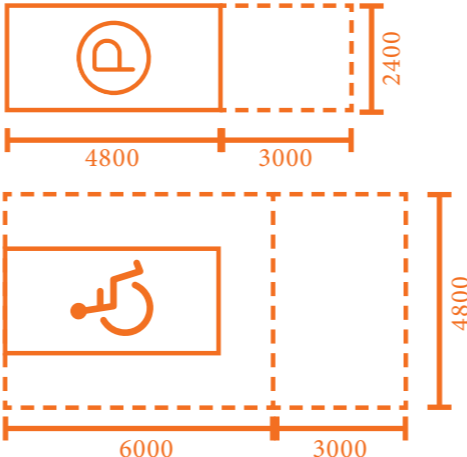
PLANT AREAS



- Anticipated ground floor plant areas based on advice from services consultant

Area requirement for Phase 4:
c. 1125 sqm.

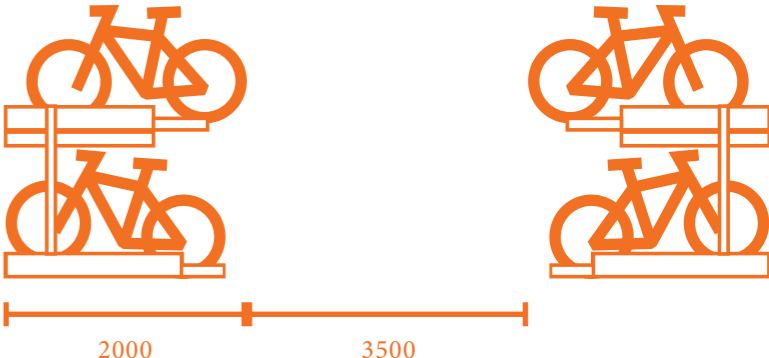
CAR PARKING



- London Plan 2021 policy is for 'car free development'
- Hackney planning policy does not accept on-street parking
- 'Car-free' development requires provision for accessible parking at c.3%
- The development agreement for Woodberry Down includes reprovision of existing parking for secure residents as a commitment made to residents as part of the regeneration
- Sizes of parking spaces are in accordance with Building regulations & British standards
- Data received from the Housing Needs Survey shows requirement for 53 spaces for existing secure residents
- Further 11 spaces required for accessible parking / dwellings
- Accessible parking spaces are required to be within 50m of building entrance (ref: BS8300 2018)
- Typical requirement 30m² per parking space

Area requirement for Phase 4:
c. 1900 sqm.

CYCLE PARKING SPACE



- Cycle parking requirements set out in London Plan 2021
- Area requirements are set out in London Cycling Design Standards
- In line with TFL requirements, mixed storage strategy will be required:
 1. 5% accessible / family cycle parking (cargo bikes etc)
 2. 95% cycle racks (mix of Sheffield stands and two-tier racks)
- Proposal to meet the anticipated requirement of c.830 residential cycle parking spaces (excl. visitors space that will be located externally)

Area requirement for Phase 4:
c. 1185 sqm.

DESIGN PARAMETERS FOR PHASE 4



PLANT & SERVICE

parameter:

Meet the requirements of the site in terms of refuse and cycles storage - as established in local planning policy - as well as providing space for site specific plant such as water tanks / sprinkler tanks & heating equipment.



ACTIVATION

parameter:

The activity provided by the building is an important design aspect to ensure safe and pleasant streets, unaffected by 'dead' areas of facade used for plant access or bin stores etc.

Both LBH design officers and Secured by design officers have prioritised this issue. The provision of a podium allows more service elements to be located internally, with the facade used for apartments, entrances and shops or community uses.



PARKING

parameter:

Provide parking spaces for returning secure social rented tenants with protected permits & for residents requiring accessible parking spaces.

As part of the regeneration, there is a commitment to reprovide car parking for existing secure social rent residents who currently benefit from a car parking space. For example, Phase 4 will accommodate the secure social rent tenants from Phases 6 & 7. Any existing secure social rent tenant who has a car / parking permit in Phases 6 & 7 will be provided a space in Phase 4.



OPEN SPACE

parameter:

Open space covers both communal space - i.e. that shared by the residents of phase 4, and public space - i.e. that shared by all.

This is separate to private amenity space which is provided through balconies / terraces.

Phase 4 needs to provide sufficient open space for the to meet planning requirements for aspects such as play space, urban greening and biodiversity, which are met through the current proposal.



URBAN GREENING

parameter:

'Urban Greening' is a new policy from the GLA aiming to increase landscape quantity in new schemes, and contribute to increased biodiversity and design quality for both shared and public areas..

The GLA target for 'urban greening' of 0.4 - approximately the equivalent of 40% of the site being natural landscape. This is achieved through gardens / public and shared landscape / green and brown roofs.

PHASE 4 - GROUND LEVEL AMENITIES AREA REQUIREMENT

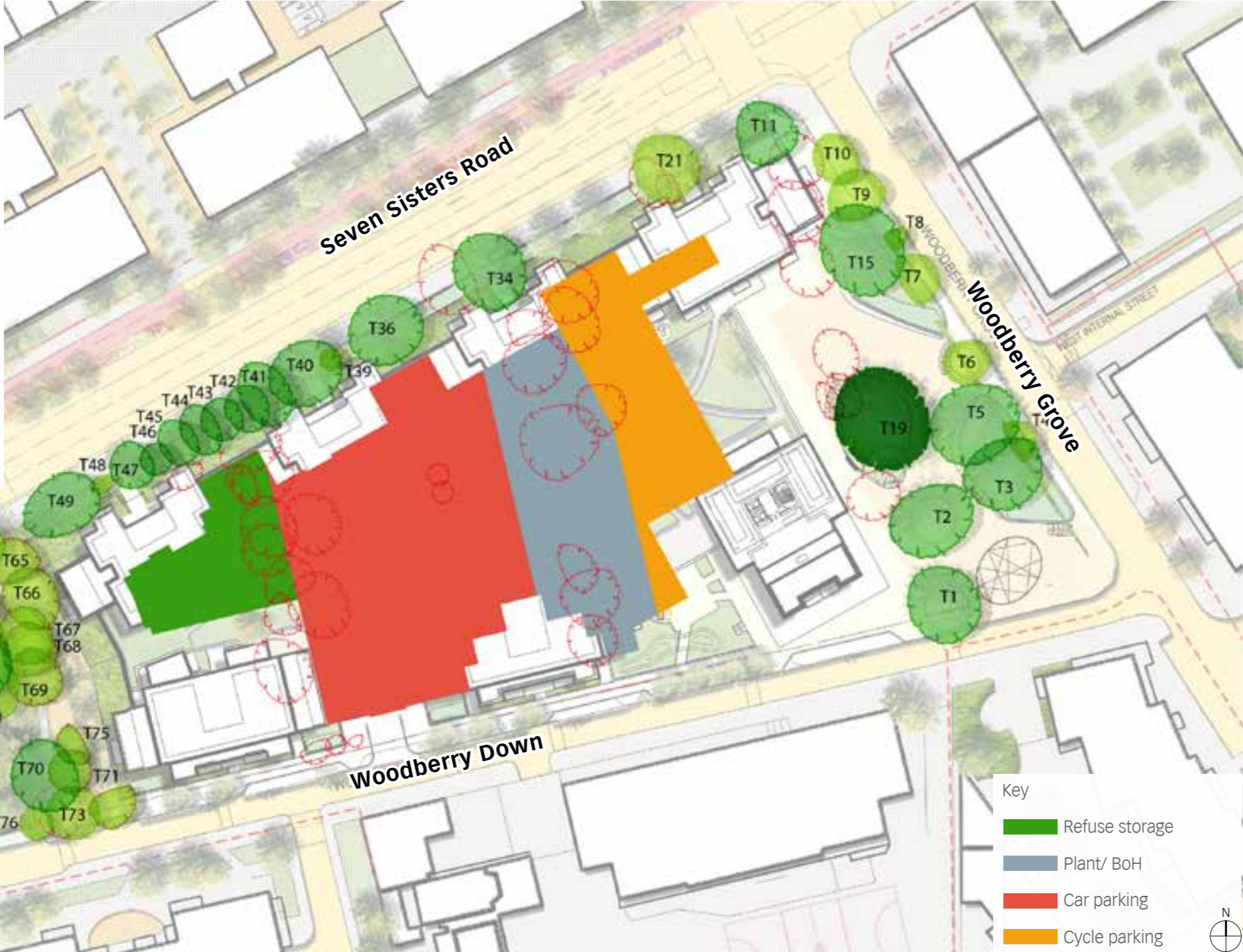
Car parking area:
2,029 sqm.

Cycle parking area:
905 sqm.

Refuse storage area:
559 sqm.

Plant/ BoH area:
1,038 sqm.

Total ground level amenities area:
4531 sqm.



The proposed scheme seeks to balance varying and often competing requirements:

- The local need for parking for relocating residents - a commitment established as part of the Estate regeneration
- Planning requirements for accessible parking
- Local planning policy requiring parking to be provided off street
- Extensive provision of cycle parking required by Hackney and the GLA
- Creation of active frontages around the buildings
- Distance criteria for aspects such as parking and refuse collection
- Concealed service and plant spaces away from residential windows
- A secure and safe environment
- Open space, amenity and green space provision
- Scheme viability

Achieving all of the above, while also creating a well designed building frontage and streetscape has lead to the proposal for a parking and service podium.

The advantages of the podium are:

- aligns with principles set out in 2014 masterplan
- conceals parking and plant areas away from view
- creates amenity space above to help meet green space criteria
- achieves all distance criteria for proximity for residents

GROUND FLOOR PLAN

The proposed ground floor will house:

	GEA		GIA	
	sqm	sq ft	sqm	sq ft
Residential	45,379	488,455	40,748	438,608
Community/ Commercial	1,270	13,670	1,173	12,626
Car Park / BoH	5,125	55,165	4,872	52,442



• TFL WILL NOT ALLOW SERVICING VIA SEVEN SISTERS ROAD

• LBH WILL NOT ALLOW SERVICING OFF WOODBERRY GROVE

• WOODBERRY DOWN PROVIDES ONLY SERVICING ROUTE

• AFFORDABLE RENTED APARTMENTS LOCATED ADJACENT TO WOODBERRY DOWN TO MINIMISE SERVICE COSTS

• PODIUM WILL PROVIDE MIX OF PARKING & SERVICE ACCESS

• SERVICING STRATEGY DEVELOPED REVIEWED BY SPECIALISTS @ ARUP WHO REPORTED FINDINGS AT DESIGN COMMITTEE

Car parking area: 64 spaces
Car free development parking provision is for decanted resident parking & 3% blue badge.

Cycle parking area*: c.830 spaces
*In accordance with the London Plan.

- key:
- Site Boundary
 - ▶ Residential Entrance
 - Plant/ Parking
 - Community/ commercial
 - 🔒 Secure access point with intercom
 - ▶ Community/ Commercial Access
 - Residential Units
 - Residential Lobby
 - Concierge
 - ▶ Residential Entrance
 - 🔔 Secure line - intercom to concierge
 - 👤 Concierge

PODIUM GARDEN

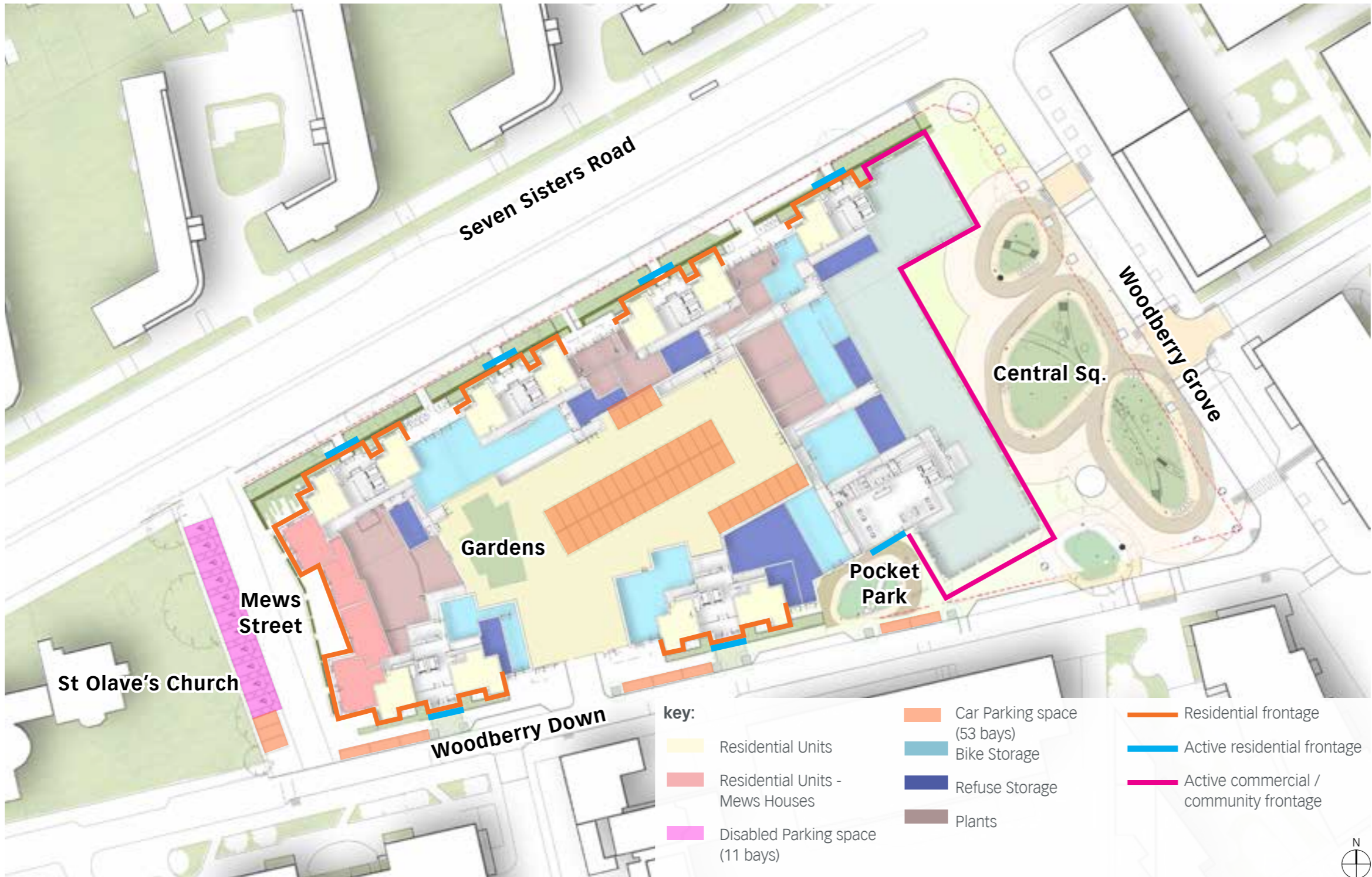


- PODIUM HIDES AWAY SERVICING AND PARKING FROM STREETS
- PODIUM IS TENURE BLIND AND ACCESSED BY ALL RESIDENTS OF PHASE 4
- SECURE ENVIRONMENT WITH GOOD ENVIRONMENTAL CONDITIONS - ACHIEVED THROUGH TESTING AND DEVELOPMENT
- PERIMETER OF THE BUILDING AT GROUND FLOOR IS C. 75% 'ACTIVE'
- GARDENS ABOVE SERVICE SPACES INCREASES LANDSCAPED SPACE & ASSISTS ACHIEVING GREENING, BIODIVERSITY AND PLAYSPACE TARGETS
- POTENTIAL FOR PUBLIC ACCESS LINKED TO LIBRARY OR CIVIC USE WITHIN THE SQAURE

Key :

Site Boundary	3b5/6p unit
1b2p unit	4b6p unit
2b3p unit	Residential lobby
2b4p unit	

PARKING ALTERNATIVES



• ACCESSIBLE PARKING MUST MEET DISTANCE CRITERIA FROM HOUSING (50M)

• ALTERNATIVE LOCATIONS FOR NON-ACCESSIBLE PARKING NOT CURRENTLY POSSIBLE WITHIN ESTATE

• HACKNEY CHILD FRIENDLY STREETS POLICY ADVISES AGAINST ON STREET PARKING

• ON SITE ALTERNATIVES CONSIDERED:

- PARKING WITHIN MEWS STREET
- PARKING WITHIN CENTRAL COURTYARD
- PARKING ALONG WOODBERRY DOWN

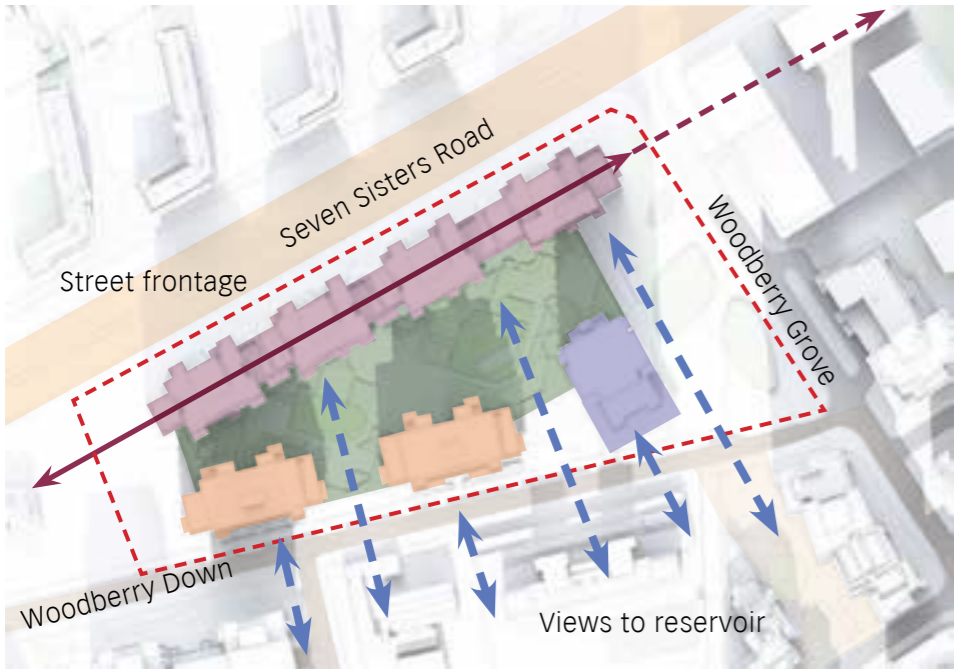
• ALTERNATIVES DO NOT OFFER IMPROVEMENTS OVER THE PODIUM WHILE MEETING PROJECT BRIEF

BUILDING HEIGHTS & TOWER POSITION

- TALL BUILDINGS
- 2014 ILLUSTRATIVE MASTERPLAN
- EVOLUTION OF THE SCHEME MASSING
- ENVIRONMENTAL DESIGN
- APPEARANCE

PHASE 4 - MASSING - BENEFITS OF HEIGHT TO OPEN SPACE

Freeing up ground floor space for amenity space, providing gaps between buildings for sunlight and view, is achieved through taller building forms. The areas below look at the benefits achieved in these areas by proposing taller buildings:



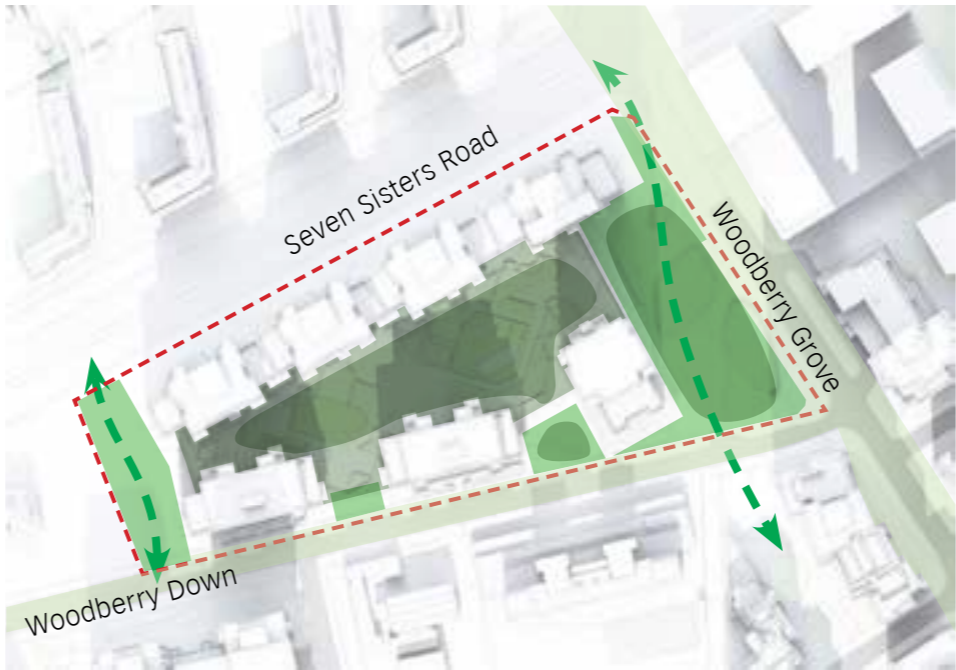
BUILDING TYPES



The use of taller buildings create opportunities for gaps between buildings, which would otherwise be filled to achieve housing numbers.

Gaps created along Woodberry Down do not only allow light onto the podium and create more dual aspect flats, but also helps articulate and breakdown the massing along the smaller scale local street.

These gaps help make the experience of Woodberry Down different to Seven Sisters Road - one of the key recommendations of the first design review panel.



PUBLIC OPEN SPACES AND PERMEABILITY



By increasing the height of buildings the scheme can increase the area of open space to both the public (at Central Square and the Mews Area) and to the residents on the podium.

As set out in the design objectives, the open space creates improved connections and retains more trees than the 2014 proposal.

The space also creates space for meeting planning requirements such as urban greening factor, play space requirements and biodiversity gains.



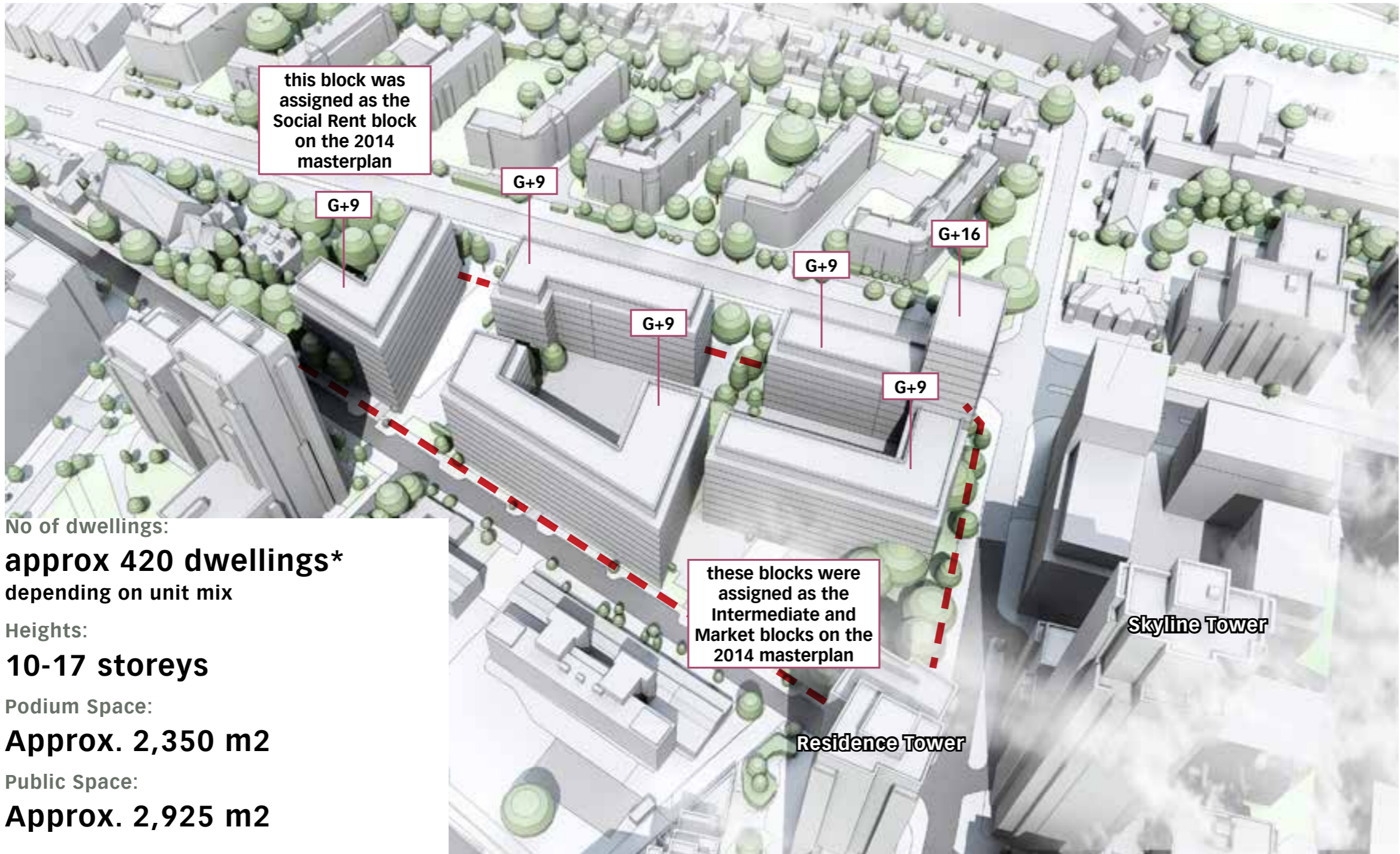
OPEN SPACES AND SUNLIGHT AND DUAL ASPECT



By increasing the height of buildings the scheme can open up 'gaps' between the buildings to maximise sunlight into the Residents Podium and Central Square.

The separation of the building also increases potential for dual aspect homes.

PHASE 4 - MASSING - 2014 ILLUSTRATIVE DESIGN



No of dwellings:
approx 420 dwellings*
 depending on unit mix

Heights:
10-17 storeys

Podium Space:
Approx. 2,350 m2

Public Space:
Approx. 2,925 m2

01 aerial view - South-East - 2014 Illustrative Masterplan massing amended

key points to consider:

- Buildings forms do not allow for corners to achieve dual aspect. This is a GLA policy requirement that has evolved since the 2014 masterplan was approved.
- To achieve dual aspect, the building form would need large apartments to create 'through apartments'. This is expensive due to the number of stairs & lifts required, reducing the no. of flats per core & making it inefficient and expensive to maintain.
- As explained in the earlier section, the central square position did not help north-south connections, as per the original masterplan design.
- Results in a lower number of retained trees - including loss of the existing 'A' class tree
- Low levels of sunlight within the communal gardens - the space is heavily overshadowed and will not meet design criteria due to the proximity and form of the buildings
- Greater impact on the church (listed building) as the buildings are closer and have a rear elevation facing towards the church.
- Central block would require a podium to meet parking requirements
- Would provide less affordable housing

PHASE 4 - MASSING DEVELOPMENT

The page below summarises the development of the scheme massing from the illustrative 2014 scheme, through the process with Hackney Council, Design review panel and Design Committee discussions.



01 aerial view - south-east - 2014 illustrative massing amended



02 aerial view - south-east - reviewed at Design Committee workshop in December 2021



03 aerial view - south-east - reviewed at Design Committee in December 2021 and developed to Building Design - August 2022



04 aerial view - south-east - current massing (reduction in height for block A4 and increase in height for the taller building)

PHASE 4 - MASSING - PROPOSAL & BENEFITS



No of dwellings:
470 dwellings

Heights:
9-24 storeys

Podium Space:
Approx. 3,850 m²

Public Space:
Approx. 3,370 m²

01 aerial view - South-East - current massing (Roof plant location to be finalised)

key points:

- Tall building relocated to sit as part of the 'cluster' of tall buildings - see next page
- Increase in height to the tower frees up ground floor space for public realm and gaps between the buildings - see earlier section on benefits
- Central Square rotated - as discussed at Design Committee in November 2021, and supported by Hackney Planning officers and Design Review Panel
- variety of building forms creates different environments. The buildings are also better integrated into the rest of the estate
- Increased tree retention in comparison with 2014 scheme - include all A and B class trees within public space
- Higher levels of sunlight throughout - exceeding the design criteria in all public and amenity spaces
- Building forms achieve 80-85% dual aspect
- Efficient building forms - (average 7 flats per core)
- The increased set back from the Church allows more retained trees and new public space
- Generous central gardens with views linking to adjacent public spaces
- Higher housing provision also achieves more affordable housing

PHASE 4 - AERIAL VIEW



East Reservoir

West Reservoir

Seven Sisters Road

PHASE 4 - MASSING - PROPOSED MASSING & ENVIRONMENTAL CONDITIONS

The studies on this page illustrate existing & proposed environment conditions for Phase 4, which have informed the development of the massing to achieve good daylight levels, wind comfort and acoustic levels.

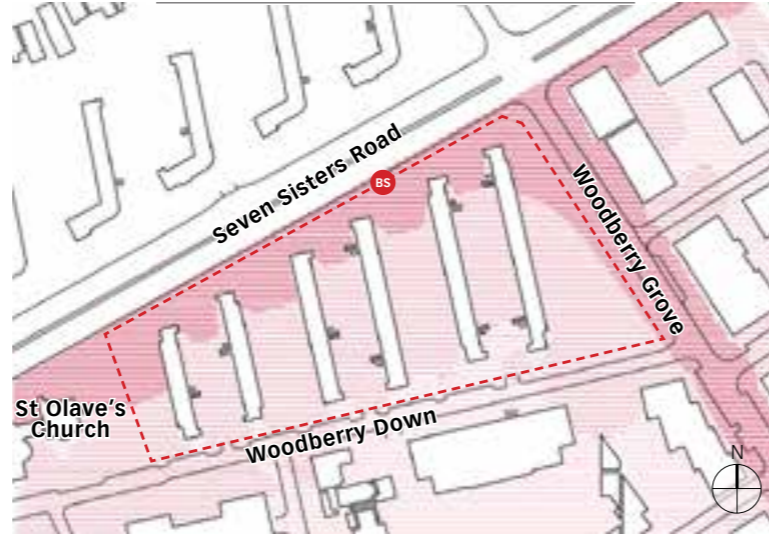
The environmental simulations are done on the 21st March as a key established testing time to ensure comparable results.

SOLAR EXPOSURE - 21ST MARCH



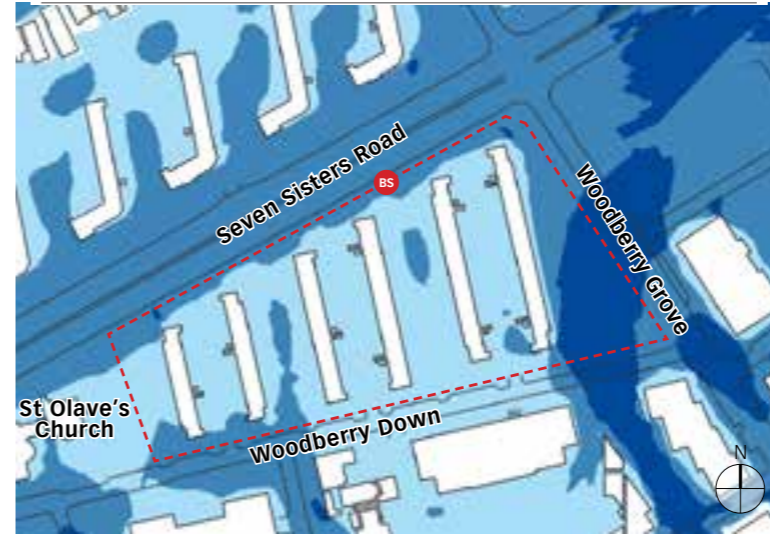
01a Solar exposure - existing conditions

NOISE CONTOUR - DAYTIME



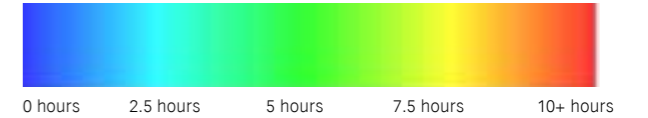
02a Noise levels - existing conditions

WIND COMFORT LEVEL - SPRING SEASON



03a Comfort levels - existing conditions

Solar exposure key



Daytime noise contour key

Colour	dB level	Description
	<55.0	Acceptable (desirable up to 50 dB)
	55.0 - 65.0	Unacceptable
	65.0 - 75.0	Unacceptable
	>=75.0	Unacceptable

BS8233:1999 Noise Criteria for New Residential Development

Lawson Comfort Criteria key

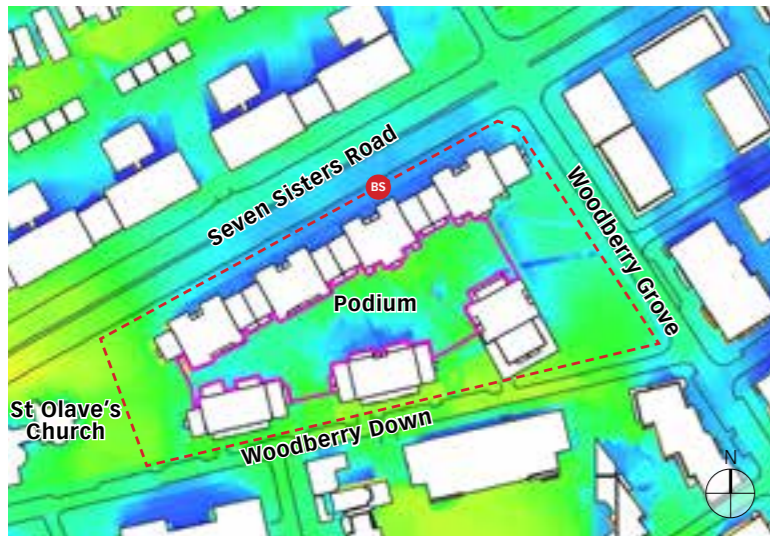
Colour	Comfort Category	Wind speed
	Sitting	0-4 m/s
	Standing	4-6 m/s
	Strolling	6-8 m/s
	Walking	8-10 m/s
	Uncomfortable	>10 m/s

The study has been conducted using the Lawson Comfort Criteria.

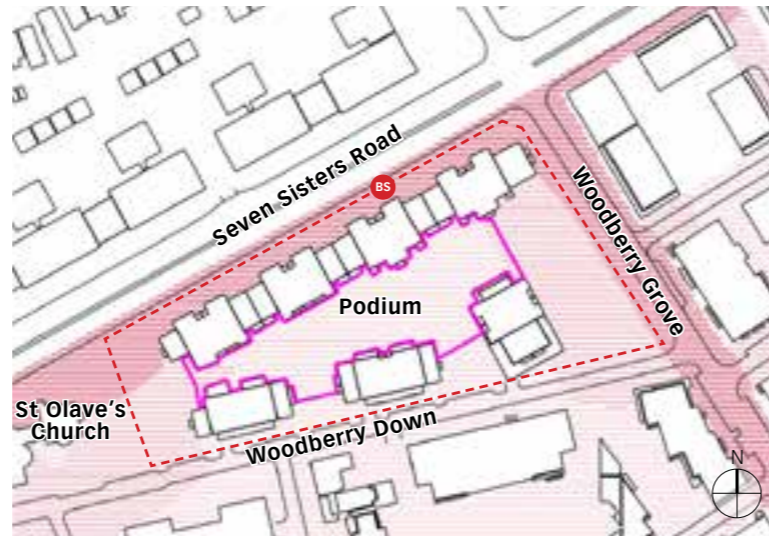
key:

- Phase 4 Boundary
- Podium Extent
- Buildings
- Existing bus stop

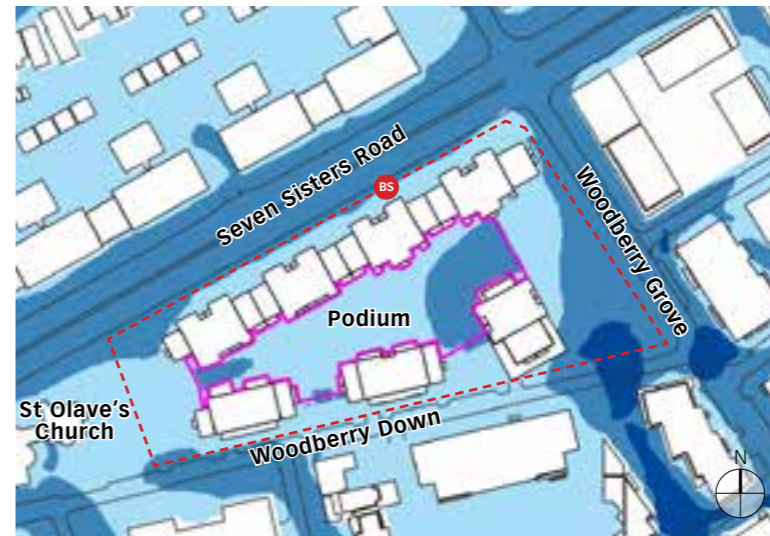
Note: Comfort levels are measured without existing planting and proposed landscaping which will help mitigate effects



01b Solar exposure - proposed conditions



02b Noise levels -proposed conditions



03b Comfort levels - proposed conditions

SEVEN SISTERS ROAD



WOODBERRY DOWN



View of pocket park from Woodberry Down looking west

DWELLING NUMBERS & AFFORDABLE HOUSING

- AFFORDABLE HOUSING PRINCIPLES
- PROPOSED DWELLING NUMBERS & MIX

AFFORDABLE HOUSING PRINCIPLES



Key :

Site Boundary	3b5/6p unit
1b2p unit	4b6p unit
2b3p unit	Residential lobby
2b4p unit	

- THE PRINCIPAL DEVELOPMENT AGREEMENT REQUIRES A MINIMUM 41% AFFORDABLE HOUSING BY UNIT
- CROSS SUBSIDY APPROACH
- PHASE 4 IS DELIVERING 43% AFFORDABLE BY NUMBER OF HOMES (49% BY HAB ROOM)
- SOCIAL RENT TENURE IS DELIVERING 90 HOMES OF WHICH 30% ARE 3+ BEDROOM
- FINANCIAL VIABILITY ASSESSMENT WILL BE SCRUTINISED THROUGH INDEPENDENT REVIEW, AND THROUGH THE PLANNING PROCESS (LBH AND GLA)
- SURPLUS PROFIT - "OVERAGE" IS SPLIT BETWEEN LBH AND BERKELEY HOMES, AND IS RING-FENCED TO WOODBERRY DOWN
- AMBITION TO MAXIMISE AFFORDABLE HOUSING
- AMBITION TO LOOK AT SCOPE OF INTERMEDIATE HOUSING THROUGH LIVING IN HACKNEY SCRUTINY COMMISSION AS PART OF THE MASTERPLAN - THIS WILL INCLUDE CONSIDERATION OF 'KEY WORKER HOUSING'
- DESIGN COMMITTEE STRONGLY ADVOCATED TENURE BLIND DESIGN AND PRINCIPLE OF 'SHARED EQUITY OF VIEW'



DWELLING NUMBERS AND MIX

Ph4 total units:

470

	Studio/1b2p	2b3/4p	3b5p/6p	4b	5b
PH4 Total	227	193	41	7	2
Mix %	48%	41%	9%	1.5%	0.5%

Ph4 market units:

264 (56.2%)

●	Studio/1b2p	2b3/4p	3b5p/6p	4b	5b
PH4 market	144	97	23	0	0
Mix %	55%	37%	8%	0%	0%
Target	57%	34%	9%	0%	0%

note: 1no. studio flat at Level 1 included in 1b2p totals

Ph4 shared ownership units:

116 (24.7%)

●	1b2p	2b3/4p	3b5p/6p	4b	5b
PH4 S/O	62	54	0	0	0
Mix %	53%	47%	0%	0%	0%
Target	55%	45%	0%	0%	0%

(56.31% of Affordable Housing)

Ph4 social rent units:

90 (19.1%)

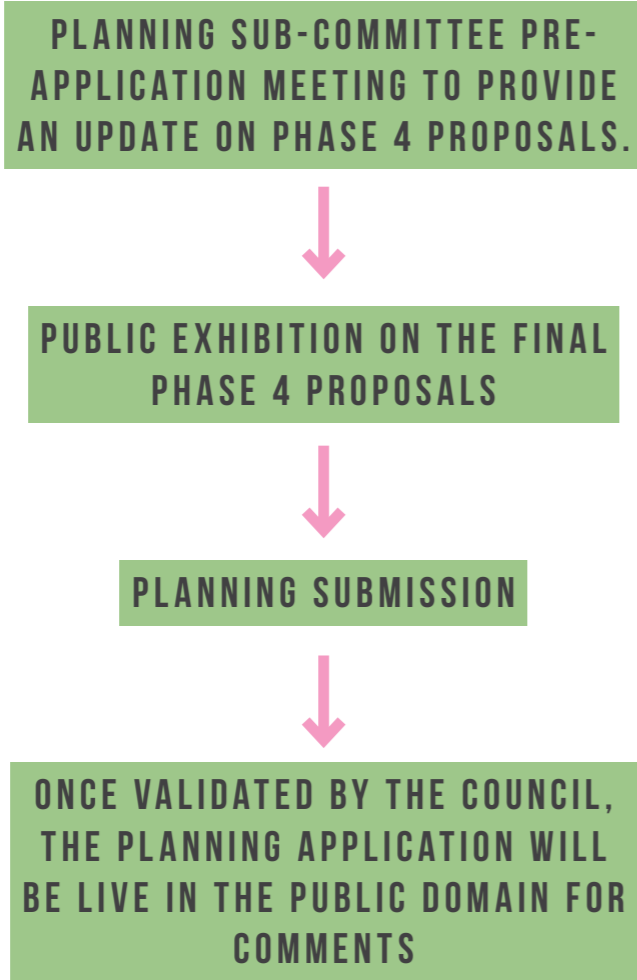
●	1b2p	2b3/4p	3b5p/6p	4b	5b
PH4 S/R	21	42	18	7	2
Mix %	23%	47%	20%	10%	
Target	32%	41%	20%	7%	

(43.69% of Affordable Housing)

CONSULTATION PROCESS

- CONSULTATION NEXT STEPS
- DESIGN COMMITTEE CONSULTATION SUB-GROUP

CONSULTATION NEXT STEPS



DESIGN COMMITTEE CONSULTATION SUB-GROUP

- The consultation sub-group is formed of Design Committee members from NHG, LBH, BH & WDCO.
- The consultation sub-group will consider and discuss draft proposals for public engagement for Phase 4.
- Prior to the Public Exhibition, the proposed exhibition boards and flyers will be presented to the consultation sub-group.
- The Consultation Group will undertake the role of considering and commenting on the engagement approach and materials on behalf of the Design Committee.

PHASE 4 TIMELINE & NEXT STEPS FOR MASTERPLAN ENGAGEMENT

PHASE 4 TIMELINE

- Engagement on Phase 4 has been ongoing for 2 years and we are targeting submission in December 2022 to maintain the overall programme for delivery.
- The application will be lodged with the Local Planning Authority in December 2022, and they will have a statutory period of 16 weeks to determine the application.
- Following submission, statutory consultation will commence, giving local people & organisations the opportunity to provide comments on the proposals to the Planning Officer.
- A Planning Sub committee will be targeted for April/ May 2023. There the application will be considered and determined by elected members.
- The application is then referred to the GLA who have 21 days to consider the application.
- The permission will hopefully be granted in June 2023, allowing the Council to commence the formal CPO process which is estimated to take 18 months.
- Residents in Phase 4 will start moving into the new homes in Phase 3 from Spring 2024, allowing demolition of Phase 4 to commence in January 2025.
- This programme provides a continuous development programme which facilitates the ongoing provision of new houses for all.

NEXT STEPS FOR ENGAGEMENT ON THE MASTERPLAN

- In response to comments raised by WDCO the Partners will reframe the working practices of the Design Committee to facilitate wider engagement with WDCO and the estate more generally.
- Additionally, the masterplan will include a comprehensive engagement process to ensure the views of a broad range of residents across the estate are able to feed into the development of the masterplan.
- The Partners would like more input from WDCO on the Cultural and Ground Floor Strategies. This would sit outside the design Committee and be a wider steering group(s)
- A number of points raised by the motion are areas that will be considered in the development of the revised Masterplan, ie:
 - affordable housing; public realm; car parking;

Ground floor & cultural strategies

approach



