

Haringey Development Vehicle

Cranwood

Place Strategy

3 July 2017

Haringey
LONDON

lendlease



CONTENTS

Place Making	3
1 The Case For Change.....	3
2 Development Context	4
2.1 Demographic Context	4
2.2 Site Context	4
2.3 Site Constraints.....	5
2.3.1 Public Transport.....	5
2.4 Planning Context.....	6
3 Strategic Approach	7
3.1 Design Strategy	7
3.1.1 Indicative Masterplan Approach.....	7
3.1.2 Site Specific Design.....	9
3.1.3 Public Realm.....	13
3.2 Residential Use Strategy.....	13
3.2.1 Key Objective.....	13
3.2.2 Market Analysis	14
3.2.3 Housing Offer.....	16
3.3 Social and Physical Infrastructure Strategy	17
3.4 Sustainability and Energy Strategy	17
3.4.1 Key Objectives.....	17
3.4.2 Energy Strategy	17
3.4.3 Sustainability.....	19
3.5 Estate and Housing Management and Ownership Strategy	20
3.5.1 Housing Management.....	20
3.5.2 Meeting the needs of Haringey residents: An Integrated approach to provide exemplary customer service.....	20
3.5.3 Delivering continuity of service for local residents	21
3.5.4 Ownership Strategy	21
3.6 Transportation strategy	21
3.6.1 Green Transport Solutions.....	21
3.6.2 Transport Assessment.....	21
3.6.3 Travel Plan	21

PLACE MAKING

1 THE CASE FOR CHANGE

A key ambition of the Council is to:

"MAKE BETTER PLACES THAT COMPRISE MIXED AND INCLUSIVE NEIGHBOURHOODS, AND THAT HELP MEET PEOPLE'S WIDER NEEDS AND ASPIRATIONS: FOR ECONOMIC SECURITY, FOR HEALTH AND WELL-BEING, FOR SAFETY AND SECURITY, AND FOR LINKS TO FAMILY AND COMMUNITY."

The HDV will respond to the Council's ambition and transform the existing Cranwood site into a vibrant new community. It is currently underutilised with only eight residences and a care home that was closed in 2013. The streetscape is unappealing, unkempt and lifeless, with a cycle path to the south of the site that is hidden between old wooden fences, making it dark, isolated and uninviting.

The indicative masterplan that forms part of the Business Plan provides a more balanced distribution of affordable housing and improves the local environment. As the HDV'S first proposed housing project to be delivered in the HDV programme, Cranwood will establish the benchmark for the entire portfolio and reputation of the HDV. It is therefore crucial that it exceeds expectations, i.e. establishing the right tone, pace and levels of quality from the outset, setting new standards in sustainable design and energy performance.

2 DEVELOPMENT CONTEXT

Cranwood is located on Woodside Avenue, at the junction with Muswell Hill Road. The site is earmarked within the Council's draft Site Allocations Development Plan Document for residential development, and has great potential for an exciting scheme that connects the physical environment and local people.



Figure 2.1 Existing context - the corner of Muswell Hill Rd and Woodside Avenue

2.1 Demographic Context

Muswell Hill has a high proportion of owner-occupied and private-rented households that are under-occupied – indicating a level of affluence in the area. Overcrowding is also less of an issue across all tenures in Muswell Hill in comparison to other suburbs in Haringey, including existing social rented homes. This may reflect the low proportion of socially rented homes available and the high proportion of social residents who are older and not living with their families.

Responding to the Council's ambitions to reduce the east/west divide in the borough, Cranwood will increase the proportion of low cost affordable homes to rent in the west, providing much needed affordable housing for families.

2.2 Site Context

Three main buildings currently exist on site: a 38-bed care-home, which will be offered with vacant possession, and two low-rise residential buildings split into eight residences – six Council tenancies and two privately held which were acquired through Right to Buy.

Other physical features include a car park, a small electricity substation just outside the southern boundary, a vent shaft, and mature trees – none of which have Tree Preservation Orders. Site conditions which affect design outcomes have been listed in 2.3 Site Constraints.



Figure 2.2 Vent shaft, car park and foliage on the existing site

The Cranwood site sits within the suburb of Muswell Hill and is bordered by:

- North – Woodside Square Development, previously the Grade II listed St Luke's Hospital with first homes available from 2017, and 75 Muswell Hill Road;
- South – Highgate Wood and Cranley Gate;
- East – Muswell Hill Road and access to Parkland Walk
- West - St James C of E Primary School, rated 'outstanding' by Ofsted.

Muswell Hill is characterised by tree-lined Edwardian streets and is known for its safe, community atmosphere and open spaces including Highgate Wood, Queen's Wood and Coldfall Wood. Most of the schools in the area have an Ofsted rating of 'outstanding' or 'good' and the area is well connected with London. The Parkland Walk is a four-and-a-half-mile route that runs through Muswell Hill and connects to The Better Haringey Trail, a borough-wide circular walk which links places of interest and environmental importance. The site itself is a short walk from restaurants, cafés, shops, supermarkets and other amenities at Muswell Hill Broadway, and only a mile from Alexandra Palace.

2.3 Site Constraints

Key site constraints that have impacted on the design at this stage include:

- Thames Water ventilation shaft to the east edge of the site
- Thames Water trunk mains running from Cranley Gardens to the west of the site, including exclusion zone
- A level difference of 1.5m across the site from north to south
- The Council's requirement to provide a new north-south route connecting the Parkland Walk to Woodside Avenue
- The Muswell Conservation Area to the north
- The existing trees on site (though no TPOs exist)

2.3.1 Public Transport

Cranwood benefits from two bus stops within 100m of the site, servicing routes 43 and 134. These routes facilitate access to nearby tube stations, and provide excellent connectivity into London, including Old Street and Oxford Circus. The closest underground stations are Highgate and East Finchley which are both on the Northern Line in Zone 3 and reach central London in 15 minutes. These stations are approximately 15 minutes away on foot, or a seven-minute bus trip.

2.4 Planning Context

Documents influencing planning decision-making comprise of the National Planning Policy Framework, the London Plan and the Haringey Local Plan, along with relevant guidance.

The Site Allocations Development Planning Document (DPD) sets out sites where the Council expects significant developments to occur through to 2026 and broadly indicates potential uses. It identifies several 'site requirements' and 'development guidelines' for Cranwood, including support for residential development on the site which reinstates the street frontage, the provision of north-south connections linking through the St Luke's redevelopment (Woodside Square) and a new piece of public realm space to the south-east corner of the site. Policy indicates that development should consider massing that is sensitive to the heritage context; and the opportunity to reinstate building lines.

Cranwood has a PTAL rating of 2, with a predicted rise to 3 in 2021 in accordance with the Transport for London (TfL) website. As a result, the scheme must have parking available for residents, along with access to cycling facilities.

Other Local Plan designations on the 'Proposals Map'; which will impact the proposed solution include the southern boundary of the site, which forms part of an 'ecological corridor', and its adjacency to designated Metropolitan Open Land; a Site of Importance for Nature Conservation (Highgate Wood), which is an Area of Archaeological Importance; and the Muswell Hill Conservation Area.



Figure 2.3 Architecture from the Muswell Hill Conservation Area.

3 STRATEGIC APPROACH

Cranwood is crucial to the HDV's vision as it will provide the first opportunity to deliver a mixed and inclusive neighbourhood, and will help establish a benchmark for future HDV sites. The strategic initiatives set out in this section will form an integral part of the Cranwood Business Plan and will be continually reviewed and reassessed, to ensure they meet the demands of the market and the targets set by the partnership.

The initiatives will evolve to take account of the views of stakeholders from across the community, seeking to establish the needs of the wider area, and place these issues at the forefront of the partnership's aspirations alongside the HDV partners' objectives.

Nothing in this plan is to be seen as replacing the Council's own engagement strategy, which is ongoing and pursuant to its statutory obligations.

3.1 Design Strategy

HDV WILL DESIGN HIGH-QUALITY, TENURE-BLIND HOMES AT CRANWOOD, OPTIMISING ENERGY EFFICIENCY AND DELIVER 50% AFFORDABLE HOUSING. INSPIRED BY LOCAL HERITAGE BUILDINGS, THE SCHEME WILL REINVIGORATE THE STREETScape AND ENHANCE THE ADJACENT PUBLIC REALM

Cranwood is a compelling design opportunity that delivers a balanced tenure mix and enhances adjacent public realm. The HDV will deliver well-designed, energy-efficient homes that keep residents' bills low through reduced energy usage and carbon neutral outcomes. Improved walking and cycling paths will increase connectivity to Muswell Hill and the wider borough, encouraging locals to be more active, while Grow Gardens will provide a catalyst for residents to engage with St James C of E Primary School and the wider community.

3.1.1 Indicative Masterplan Approach



As part of the HDV bid process an indicative masterplan has been developed for Cranwood that is intended to meet the needs of the local community, existing residents and future occupiers. However, the bid process has not allowed for any stakeholder engagement to inform this indicative masterplan to date. Therefore on formation of the HDV, the indicative masterplan will be tested, adapted, and developed, through engagement with local stakeholders to create the best possible regeneration solution.

The proposal for Cranwood will be carefully developed on behalf of the HDV, with a contextual design that responds to the distinctive character of the area, maximising the project's overall potential. The HDV's overall approach will be to:

1. Ensure accessibility and integration; providing tenure-blind homes that will deliver 50% affordable housing;
2. Provide outdoor space. All apartments will have either balconies, terraces, or gardens and there will be thoughtfully designed, shared amenity space including seating and play areas. Visitors bike racks and a Grow Garden will be incorporated into the public realm so that they are communally accessible. These Grow Gardens facilitate social interaction, community integration and give residents a sense of

personal pride and ownership, which can encourage active engagement in community stewardship and estate management; and

3. Deliver a connected scheme, building a high-quality public realm that enhances local connections to Highgate Wood and the Parkland Walk. The existing route at the southern end of the site will be made to feel safer using 'Secured by Design' principles and natural surveillance, with residential front doors and front gardens facing the pathway. On the west side of the site a new north-south pedestrian and cycle way will lead from Woodside Avenue to Highgate Wood, continuing the link from Grand Avenue across the new Woodside Square development through to the Parkland Walk.

3.1.1.1 Indicative Masterplan Principles

Cranwood comprises of two distinct blocks separated by an archway, one to the north adjacent to Woodside Avenue, the other to the south alongside Highgate Wood. These blocks will provide new homes set in a verdant environment, in a scheme that simultaneously opens up views and connections to Highgate Wood while maintaining a clear link with its urban neighbours to the north. The design has been developed in consideration of key constraints, including the Thames Water tunnel and vent shaft, and existing Rights of Way.

The archway through the centre of the scheme helps to activate the eastern frontage, with front doors providing access and activity on the north streetscape. Both frontages are set back from the pavement, with front gardens and shared entrances to the north and mature trees retained to the east. The western boundary is set back by at least 10m to ensure a suitable buffer from the school, while providing sufficient space for the north-south pathway. Appropriate boundary solutions will need to be explored further with the school.

Semi private courtyard space has been designed to maximise daylight into apartments and gardens and provide areas to gather or play. Permeability through the site has also been optimised both physically and visually, with a generous entrance to Highgate Wood and connection to the Parkland Walk. Individual apartments will be designed to Planning, London Housing Design Guide, and Building Regulations - Part M (previously Lifetime Homes) standards and are larger in size, appealing to young families and reflecting comparable homes on the market.

Grow Gardens have been designed next to the north-south pathway and inside the private courtyard, and are therefore accessible by both residents and the public. Locally maintained Grow Gardens are important as they help to foster community integration between existing and new residents, and between different generations and tenures. These landscaped areas also enable residents to grow fresh vegetables and support healthy lives initiatives. This proposal commits to undertaking a 'bio blitz' survey, to establish a biodiversity baseline and ensure the development delivers a net biodiversity gain.

Massing has been carefully considered to respect the wider context of adjacent property heights and the woods. The key parapet line of four storeys reflects the height of terraces on Muswell Hill Road, with a setback allowing for linear terraces with views across London and the woodlands. Responding to feedback received in dialogue from the Council's planners, massing has been reduced at both the north and south end of the scheme. The southern edge has been lowered to three storeys to introduce more light, reduce visual impact on Highgate Wood and enable the maximum amount of homes to enjoy the extensive views. The northern edge adjacent to Woodside Avenue does not have the linear terraces, so that

the building is four storeys and congruent to the wider context of the Woodside Square development and the terraced houses along Muswell Hill Rd. The delivery of new homes has been prioritised in line with the Council's policy, providing a total of 92 apartments.



Figure 3.1 Cranwood's massing is contextual in relation to other buildings in the area (numbers represent building heights)

These proposals include a semi basement with car parking, plant rooms and back-of-house facilities. It takes advantage of the site's sloped terrain and is accessed from Woodside Avenue.

A full parking assessment will be undertaken to determine the parking need, however in the interim a parking ratio of 40% is targeted which provides spaces for almost all of the 2, 3 and 4 bedroom properties in the

development and 11 accessible car parking spaces. Electrical vehicle charging points will be provided to support more sustainable vehicles. Car parking on adjacent streets will be prevented because residents will be unable to apply for parking permits.

The proposed material is brick, which draws on the surrounding context, visually linking Cranwood to the Conservation Area to the north and providing a gentle contrast to the woods. Features and entrances could be articulated with an accent colour for the metalwork to pay homage to the Cranley Gardens Railway Station, which once occupied the Cranwood site.

All of above will be supported by a proactive ongoing estate management strategy, that will ensure residents feel safe and that spaces around them are maintained to a high standard.

3.1.2 Site Specific Design

The following pages set out the indicative masterplan prepared during the bid process and that will be tested through stakeholder engagement following formation of the HDV.

Cranwood responds to local context



- A** Developing the roofline to reflect the local architecture

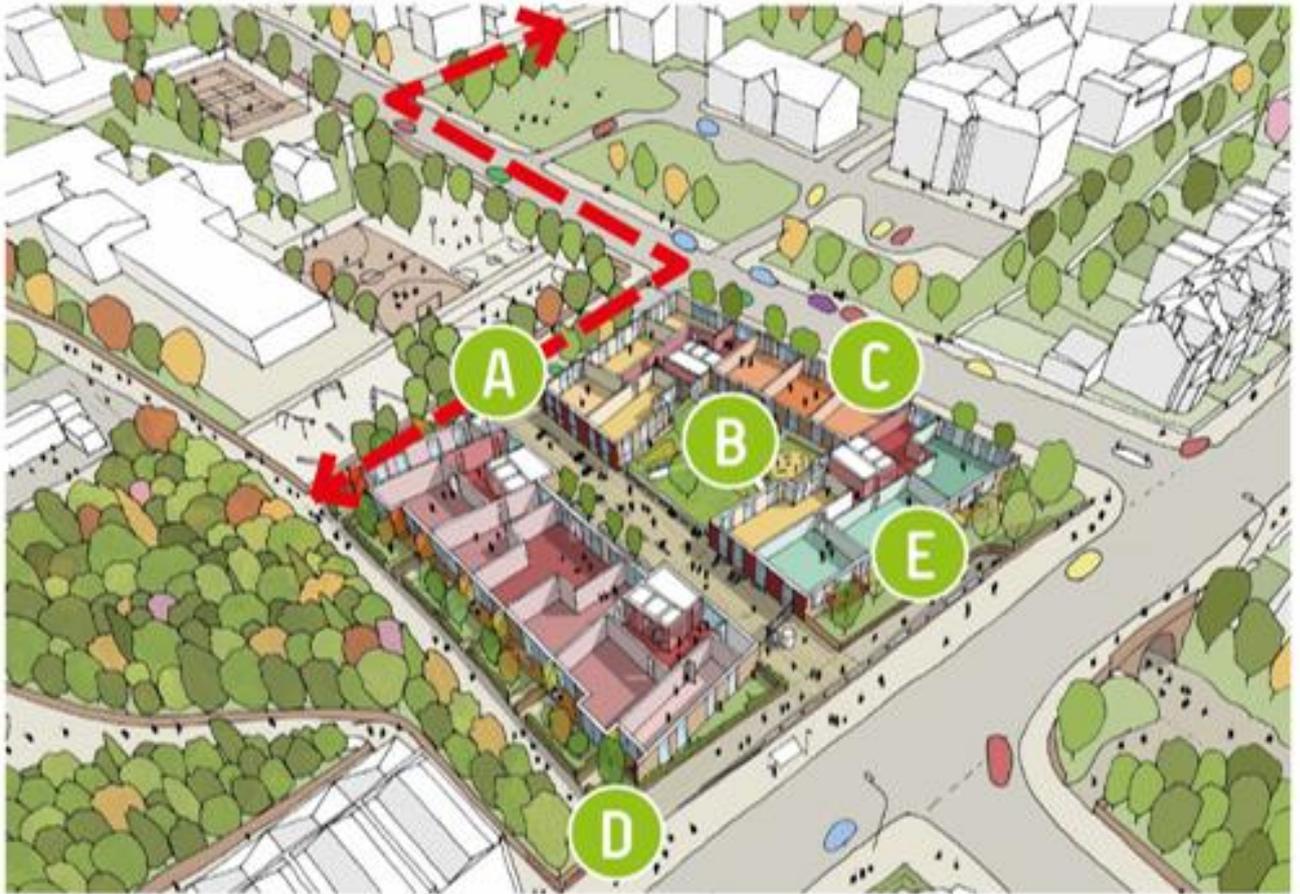


- B** Decreasing the massing on the southern edge, bringing light into the centre of the scheme and decreasing the visual impact from Highgate Woods
- C** Proposed semi-basement with parking ratio that minimises on-street parking congestion on neighbourhood roads, and responds to the PTAL rating; electric vehicle charging points will be provided
- D** Stepping the scheme down towards the woods, allowing more residents to enjoy the views



- E** Folding the urban street elevation responding to Muswell Hill Road, which bends as it passes the site. This kink is also picked up on the west side of the scheme, again opening up the building to the woods and daylight.
- F** Enhanced access to Woodland Walk. Safer 24 hours a day with lighting and wayfinding

Cranwood's design responds to the Authority's objectives



- A** Improving the local environment, creating a north-south access between Woodside Avenue and the public pathway south of the site/Parkland Walks.
- B** Delivering 50% affordable housing.
- C** Activating the streetscape, designing entryways which face the street and an 'archway' to deliver an interesting portal perspective from Cranley Gardens. Along Woodside Avenue the flats will have front gardens to provide both external amenity space and a green buffer to the street.
- D** Improving the public realm, Opening up the Cranley Gate entrance and making the southern pathway feel more safe.
- E** Fabric efficiency design measures that will be incorporated into building design to maximise energy and carbon reduction.

High-quality housing design



- A** The key material envisaged for the scheme is a **contextual brick** which relates to the wider context and the conservation area to the North.
- B** **Two main entrances** to the block from Woodside Avenue with generous lobby spaces and efficient cores
- C** The courtyard has been designed to **maximise daylight** into units and garden spaces
- D** Courtyard and garden with play areas, seating, Grow Gardens ornamental plants, mature trees and grassy areas for informal use.

- E** The upper pitched storeys, balcony soffit and archway will be clad in metal with a burgundy accent, similar to the brick of the North Eastern Railways Cranley Garden Station which once occupied the site.



3.1.3 Public Realm

In addition to providing much-needed homes, Cranwood is an opportunity to revitalise this corner of Muswell Hill and enhance existing connections to the local community. By creating new routes and improving existing ones, local residents will have increased accessibility with cleaner and safer options.



The Parkland Walk - part of the 12-mile walk around the Better Haringey Trail, will be directly accessible to Cranwood residents. This walk tracks into Highgate Wood through Cranley Gate; an entrance which will be enhanced so that it is safer and more inviting.

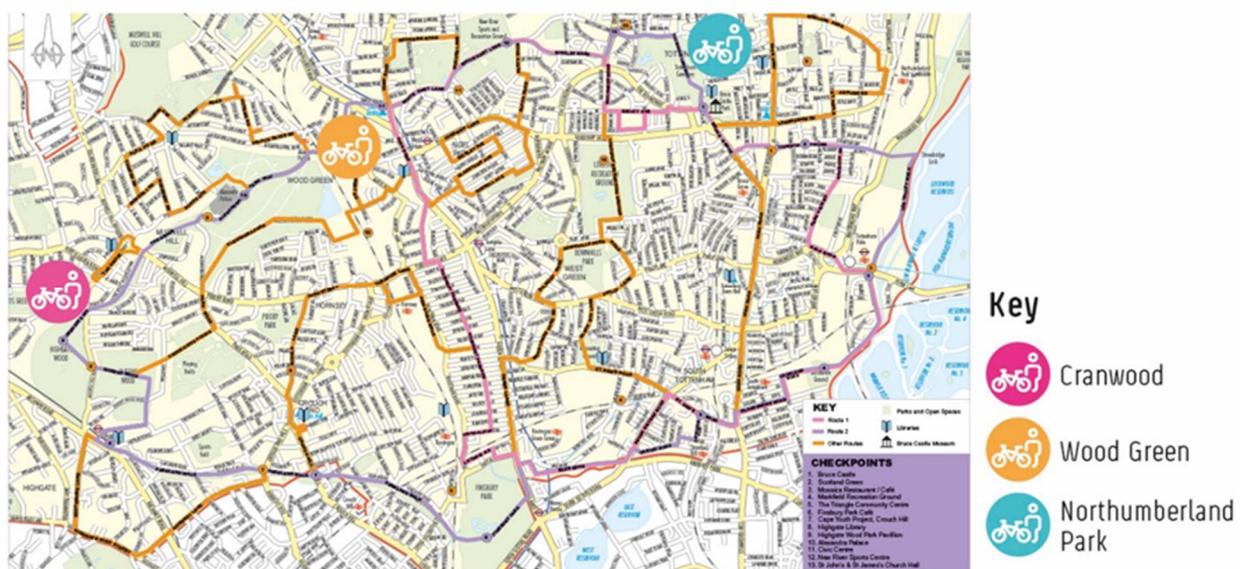


Figure 3.2 Cranwood is connected to the rest of Haringey by the Parkland Walk, part of the Better Haringey Trail

An existing cycle path along the Southern border of Cranwood will be improved by activating the ground floor, with entrances to flats and lobby areas using principles of Secure by Design.

Finally, an additional north-south access way across Cranwood's western boundary will connect Grand Avenue and the Parkland Walk. Grow Gardens will be planted adjacent to this path, allowing communal access and the opportunity to expand the gardens and associated programmes proposed for the courtyard and the school.

3.2 Residential Use Strategy

HDV WILL CREATE A BALANCED COMMUNITY WITH A MIX OF AFFORDABLE TENURES, THAT INCREASES THE PROPORTION OF AFFORDABLE HOUSING IN THE WEST OF THE BOROUGH

3.2.1 Key Objective

HDV's key objective for the homes in Cranwood is to deliver a solution that increases the availability of low cost rented homes and intermediate housing in the west of the borough and provides a rehousing option for residents of Northumberland Park in order to drive momentum of regeneration of the Northumberland Park Estate. The viability of this goal will be supported by the inclusion of a number of high-quality Open Market Sale (OMS) homes that benefit from some of Cranwood's site-specific advantages, for example views and

proximity to Highgate Wood. This will enable 50% affordable homes to be delivered in a tenure-blind scheme.

3.2.2 Market Analysis

The number of homes in Cranwood, along with their mix and tenure, has been designed in consideration of the broader Muswell Hill, Haringey and London markets. Below is a brief summary of these findings.

3.2.2.1 Open Market Sale (OMS)

Muswell Hill is a prime location where many buyers aspire to live, especially in the catchment areas of some of London's best schools. A wide range of local amenities such as independent shops, cafes and bistros, has resulted in Muswell Hill pricing remaining particularly strong. This is reflected in the annual growth of N10/Muswell Hill of 8.5%. Although N10 has seen lower growth than the rest of Haringey, it has outperformed neighbouring postcodes at a similar price point.

Although it is not yet possible to predict the true impact of the Referendum result on the market, the desirability of the established community and short supply of new build properties indicates that Muswell Hill will continue to see a sustained demand.

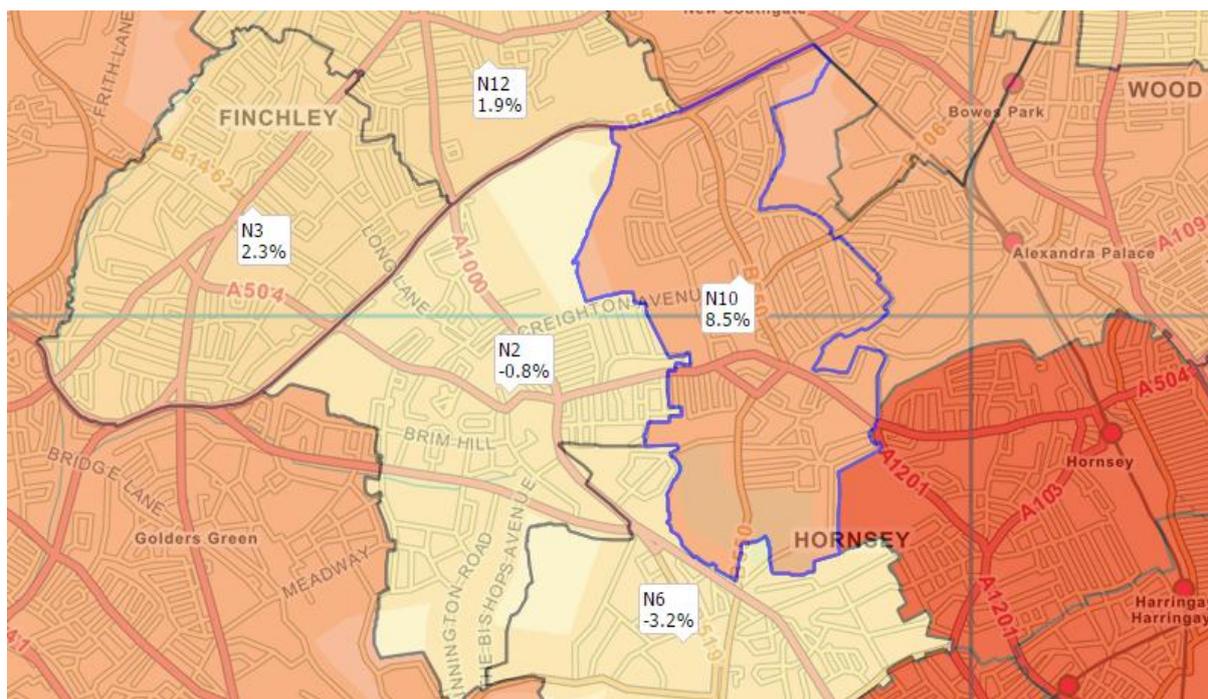


Figure 3.3 Muswell Hill (N10) is a strong growing market, despite negative growth in nearby areas, Source: Hometrack Q4 2016

3.2.2.2 Comparable Developments

There is currently a good supply of high-quality new homes within close proximity of Cranwood, including Woodside Square, 77 Muswell Hill and Pinnacle N10. The neighbouring Woodside Square development's target is predominantly the 55+ market. These comparable developments are on the market for approximately £900psf, with local agents providing general values of circa £915psf for 1, 2 and 3 bedrooms locally.

3.2.2.3 Affordable Housing

The site is located on the edge of the Muswell Hill ward, which is characterised by higher proportions of owner-occupiers (58% compared to 39% in Haringey), and a very low proportion of social households (just 9% of total households).

This proportion of social rent tenure in Muswell Hill is a marked difference to the borough generally (27%) and areas such as Northumberland Park, where at ward level the proportion of social rent is between 50% and 70%.

Tenure Change 2001-2011

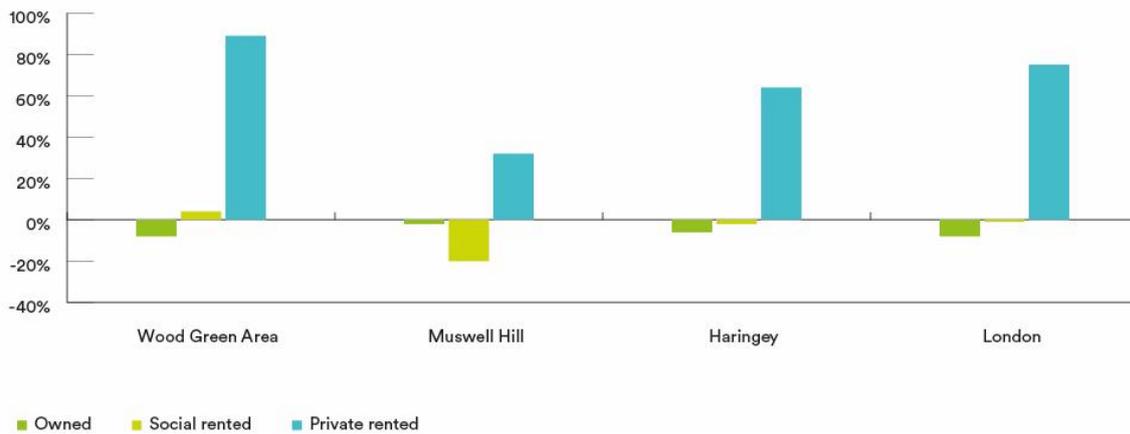


Figure 3.4 The net loss of social rent housing in Muswell Hill, which reduced 20% in 2011, can be attributed to Right to Buy and indicates an under-provision of social rented housing.

The graph below demonstrates the high proportion of households with one-person aged 65 or over, living in social rented housing stock. This is important when considering the distribution of tenures, particularly given Woodside Square's focus on over 55s. The emerging design will take into consideration current housing provision to avoid saturating the market with any one type of tenure.

Social Housing Composition

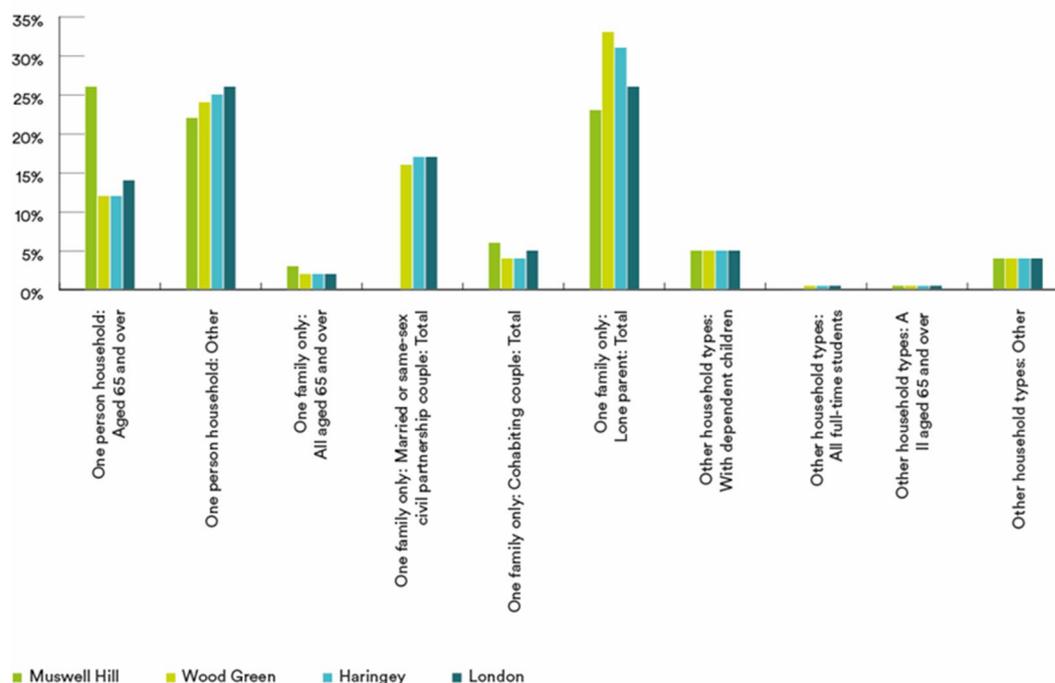


Figure 3.9 Cranwood will increase the amount of affordable housing available for families in Muswell Hill by providing predominantly 2–4-bedroom homes

3.2.3 Housing Offer

Cranwood will deliver 92 homes, comprising both affordable housing and market tenure. Each high-quality home will have between one and four bedrooms.

Affordable housing has been carefully allocated to provide larger homes that are more appropriate for families, and will comply with the Council’s Housing Strategy 2017–22. This mix will be further tested with the Council against affordability thresholds.

The Business Plan for Cranwood assumes that affordable homes will be predominantly social rent to allow for the rehousing (sometimes referred to as decanting) of residents from Northumberland Park and accelerate delivery of Phase One in Northumberland Park. This rehousing strategy is described in more detail in the Northumberland Park Business Plan.

This Business Plan supports the Council’s ambition to deliver higher levels of affordable housing where appropriate, and for this to assist in re-balancing communities by addressing the undersupply of low cost affordable rented homes in the West of the borough. For planning purposes, this Business Plan assumes 50% affordable housing. This will be managed in line with the process set out in the HDV Finance and Commercial Business Plan.

3.3 Social and Physical Infrastructure Strategy

The HDV will improve the local physical infrastructure around the Cranwood site by enhancing and increasing the existing wayfinding signage for pedestrians and cyclists. Part of the strategy to encourage activity in the community is to improve awareness of, and access to, local outdoor facilities. Highgate Wood, Queens Wood, Alexandra Palace and Crouch End Playing Fields, along with schools, libraries and other facilities, are all within a mile of Cranwood. A more comprehensive wayfinding strategy will significantly improve the permeability of the neighbourhood, linking residents with local destinations and the Parkland Walk. We have identified potential locations and destinations such as Alexandra Park and Palace, Capital Ring cycle path and Crouch End Playing Fields, however actual locations will be determined as part of the community consultation. This will support our social impact themes of Healthy Lives and Community Pride.



3.4 Sustainability and Energy Strategy

3.4.1 Key Objectives

CRANWOOD WILL BE THE FIRST PHASE OF HDV DELIVERY TO TARGET A ZERO CARBON OUTCOME, SETTING A DESIGN BENCHMARK FOR THE HDV. THIS WILL RESULT IN SIGNIFICANT REDUCTIONS IN OPERATIONAL ENERGY CONSUMPTION LEADING TO LOWER ENERGY BILLS FOR OCCUPANTS.

This aspiration will be supported by a range of sustainable measures that will reduce the development's wider environmental impact, including:

- Modern, off-site methods of construction to minimise waste, and use of sustainable materials such as Cross Laminated Timber (CLT);
- Robust strategies for natural ventilation to improve indoor air quality for occupants;
- Integrated technology to monitor and encourage efficient use of resources;
- Highly insulated building fabric to provide passive warmth and cooling; and
- Energy and water efficient fittings for lighting and sanitary-ware.

At Cranwood, the ambition is to deliver the HDV's strategic sustainability goals within the local context. More detail on our holistic approach to embedding sustainability across all sites can be found within the HDV Strategic Business Plan.

3.4.2 Energy Strategy



THE HDV WILL...
MEET HARINGEY'S 40:20 TARGETS AND DELIVER ZERO CARBON DEVELOPMENT BY 2050, MAKING HARINGEY LONDON'S MOST SUSTAINABLE BOROUGH

The HDV is committed to delivering zero carbon homes at Cranwood in line with Haringey's 40:20 and Zero Carbon targets. A comprehensive energy strategy for Cranwood sets a benchmark for all HDV sites.

3.4.2.1 Zero Carbon Energy Strategy

HDV will adopt the GLA's energy hierarchy of 'Lean, Clean and Green' in delivery of zero carbon homes at Cranwood, while at the same time ensuring the optimal balance of cost and carbon reduction.

The proposed scheme details one energy option at this stage, however further reviews are anticipated with the aspiration of achieving 100% carbon reduction onsite.

*Table 3-1 Cranwood Energy Strategy – Option. *Based on Haringey's confirmed price of £90 / tCO2. Currently modelled with a carbon offset contribution of £0, subject to design and development confirmation.*

Hierarchy	Strategy	Measure
Be Lean	U-values	Indicative values: Walls – 0.15 Roof – 0.1 Floor – 0.1 Windows – 1.2 (g-value 0.5) – double glazed Doors – 1 Air Permeability 3 m3/h/m2@50Pa
Be Clean	Heat Delivery	Heat Pumps
	Carbon Reduction (%)	70%
Be Green	Renewables	Solar PV – 30kWp
	Carbon Reduction (%)	100%
Offset Cash-in-lieu Contribution	Offset Payment (£) *	£0
	Final Carbon Reduction (%)	100%

The main assumptions in line with the energy hierarchy are detailed below.

3.4.2.1.1 'Be Lean'

HDV will focus on designing and delivering homes with fabric efficiency design measures that maximise energy and carbon reduction. These passive measures include cross ventilation, glazing ratios, glazing specifications, improved daylighting, high levels of air tightness and good U values.

Fabric energy efficiency can be implemented at performance levels that make the requirement for space heating in homes technically minimal, typically resulting in heating not being switched on for the majority of the year. This delivers a net result of significantly reduced heating bills.

3.4.2.1.2 'Be Clean'

The GLA energy hierarchy encourages schemes to connect to district heating - if available - and otherwise provide a centralised heat network, or futureproof for connection to a district heat network. This also reflects the Council's Local Plan.

At Cranwood our aspiration is to achieve 100% carbon reduction through fabric efficiencies and the use of modern energy technologies, rather than connecting to a district energy network. However, the design will also futureproof the potential for the site to be connected to any district energy network in future.

3.4.2.1.3 'Be Green'

'Be Green' refers to renewable energy technologies that assist in offsetting carbon dioxide and producing energy on-site. We will review the ongoing applicability of all renewable and emerging technologies, throughout the lifetime of the HDV.

Cranwood's sustainable design proposal includes heat pumps, one of the most optimal renewable technologies, and Photovoltaic (PV) panels. This combination will be reviewed at detailed design stage, with the objective of reducing the residual carbon use by 100%, without the need for an 'offset cash-in-lieu contribution' payment. Initial analysis for the proposal indicates that these initiatives are the most appropriate for Cranwood.

3.4.3 Sustainability

3.4.3.1 Adaptability and Accessibility



THE HDV WILL...
SUPPORT AND EMPOWER A COMMUNITY TO BE RESILIENT TO FUTURE
ENVIRONMENTAL, SOCIAL AND ECONOMIC CHANGES

HDV aspires to ensure that all Cranwood residents can live comfortably throughout their lifetime. This means ensuring focus on designing homes which can adapt with residents' needs. The HDV will deliver all apartments to meet the revised Part M (previously Lifetime Homes) standards and the building will be designed in line with Lendlease's Design for Dignity principles.

3.4.3.2 Other Aspects of Sustainability

As part of the holistic approach to embedding sustainability and achieving the HDV goals across all sites, we will apply strategies for water, waste and materials described in detail in the overarching HDV Strategic Business Plan.

3.5 Estate and Housing Management and Ownership Strategy

HDV will facilitate effective and transparent estate and housing management of Cranwood, providing relevant, affordable services that foster community spirit and a sense of belonging. The long-term management and ownership options are set out in more detail in the HDV Strategic Business Plan. Affordable Housing management and ownership strategy

The Housing Strategy identifies the need to improve Council-owned housing, reducing the maintenance backlog and addressing concerns regarding the quality of private rented and affordable housing. It also improves the quality and management of homes owned by Housing Associations (Registered Providers (RPs)) and multiple landlords.

The HDV presents the opportunity to work closely with the Council and Homes for Haringey (HfH) to address these issues and deliver the ambitions of the Housing Strategy with high-quality housing and a high-quality management regime..

“WHEN PEOPLE FEEL THEY ‘BELONG’ TO A NEIGHBOURHOOD WHICH IS THEIRS THROUGH THEIR OWN EFFORTS, THEN IT WILL BECOME A PLACE WORTH STRUGGLING TO RETAIN AND DEVELOP. PEOPLE WILL SAFEGUARD WHAT THEY HELPED TO CREATE.”

LORD SCARMAN 1991

3.5.1 Housing Management

Residents of the new homes at Cranwood will have a high-quality management offer and cost-effective services that result in high levels of resident satisfaction, tenant retention and resale demand. Housing management services must recognise the local diversity of the portfolio, bring specialist skills into service delivery, where required, and respond flexibly to changing requirements and resident demand.

All residents, regardless of tenure, benefit from the management services offered. HDV will deliver a tenure-blind approach to housing management, where both the private residential and affordable buildings are managed by the same building management company, with the same level and quality of service.

3.5.2 Meeting the needs of Haringey residents: An Integrated approach to provide exemplary customer service

HDV will deliver a tailored service on Cranwood, designed to meet the needs of residents, building relationships between the management team and their customers, so that the service responds to the resident’s aspirations, within a clear management framework.

Residents will have direct contact with management, who can assist them with every aspect of their new home, including a local community liaison officer to help with tenancy management. The local team will take time to recognise and engage with residents to understand their requirements, and will be responsible for the ongoing delivery of the management services. HDV will embrace technology, enabling innovative communication tools and allowing the community to connect with each other. This will be delivered through a community portal that will provide interactive information and a range of communication platforms such as film, animations and interactive learning. More traditional forms of

communication will also be utilised to ensure those less comfortable with technology are included.

3.5.3 Delivering continuity of service for local residents

Managing the smooth transition of the existing residents into their new homes, will be key to the success of Cranwood. HDV will support the Council as appropriate in this process. This strategic HDV approach to continuity of service is detailed in the delivery section of the HDV Strategic Business Plan.

Taking a collaborative approach to services will enhance the residents' experience and will create opportunities to build community resilience and capacity, whilst supporting the objectives of the HDV.

3.5.4 Ownership Strategy

The HDV strategy for ownership of the affordable housing is set out in the HDV Strategic Business Plan.

3.6 Transportation strategy

3.6.1 Green Transport Solutions

HDV will prioritise low carbon transport solutions with specific focus on cycling and pedestrian infrastructure including new connections and enhancements of existing routes, cycling proficiency courses, and free cycles for residents.

3.6.2 Transport Assessment

In parallel with the design development and approval process a full transport assessment will be required to accompany any planning application. The initial focus of the transport assessment will be to provide information on trip generation/mode share/distribution and assignment of vehicular trips in support of the highway modelling process. The transport assessment will include a full access and movement strategy for the development proposals encompassing pedestrians, cyclists, public transport users and vehicular traffic. Comparison of before and after journey times for all the above modes will be required with attention paid to quantifying impacts and improvements in public transport access/journey times/capacity.

3.6.3 Travel Plan

A combination of travel measures aimed at promoting and facilitating the use of alternative modes of transport and reducing the emphasis on car use will be developed through an overarching travel plan. It is proposed that the travel plan is devised so that it deals with the implementation of the development, and the longer-term management of the site. It is important that the travel plan is flexible enough to deal with changing conditions, and that it seeks to involve local and transport stakeholders to develop and deliver a strategy that encourages movement by means other than the car. The travel plan will also tie in with the sustainability strategy, and seek to support objectives to reduce the emission of greenhouse gases from transport.

The detailed measures to be taken forward by the Travel Plan and methods of funding will be decided prior to commencement of the development, and by the requirements of the

Section 106 agreement and planning conditions. However, it is envisaged that the Travel Plan will cover the following issues:

- Monitoring travel conditions during the implementation of the development, and provide a forum for considering ways of ensuring traffic and pedestrian conditions remain acceptable;
- Monitoring the implementation of transport improvements associated with the development;
- Consultation with local and transport stakeholders to identify future opportunities for improvement (other than those associated with the development itself) that relate to the development;
- Identification of potential ways to implement complementary transport improvements
- Work with stakeholders to identify ways of improving fuel efficiency and reducing greenhouse gases from transport associated with the development;
- Transport management, information and awareness;
- Ensure that occupiers and residents have clear and accurate information about travel options;
- Monitor travel patterns and perceptions to derive awareness strategies;
- Monitor the potential for cycle clubs, car clubs, user groups, travel incentives etc;
- Develop a way-finding and pedestrian movement strategy for the development in conjunction with TfL, Network Rail, and other stakeholders;
- Develop and implement (or cause to be implemented) a parking, access and servicing strategy; and
- Develop and implement a cycle strategy for parking, repair and access.

The vast improvements proposed by the Cranwood scheme for pedestrian, cycle and public transport facilities, combined with a well-managed Travel Plan and restrictive parking strategy will minimise the need to travel by car and optimise public transport and pedestrian and cyclist movement.