

## **Pre-Application Briefing to Committee**

### **1. DETAILS OF THE DEVELOPMENT**

**Reference No:** PPA/2024/0005

**Ward:** Tottenham Central

**Address:** 30-48 Lawrence Road, London, N15 4EG

**Proposal:** Partial demolition and refurbishment of existing light industrial building (Class E) and erection of residential building (Class C3), including ground floor workspace (Class E), cycle parking, hard and soft landscaping, and all other associated works.

**Applicant:** Union Developments

**Agent:** DP9

**Ownership:** Private

**Case Officer Contact:** Gareth Prosser

### **2. BACKGROUND**

- 2.1. The proposed development is being reported to Planning Sub-Committee to enable members to view it in good time ahead of a full planning application submission. Any comments made are of a provisional nature only and will not prejudice the final outcome of any formally submitted planning application.
- 2.2. It is anticipated that the planning application, once received, will be presented to a Planning Sub-Committee in May 2024. The applicant is currently engaged in pre-application discussions with Haringey Officers.

### **3. SITE AND SURROUNDINGS**

- 3.1 The site at 30-48 Lawrence Road is currently occupied by a large, light-Industrial building, which operates as a dry-cleaning business, with associated car parking that is located behind metal fencing. The site neighbours several existing mixed-use developments on Lawrence Road, with some sites under construction.
- 3.2 Clyde Circus Conservation Area borders the site to the east, incorporating Collingwood Road to the rear of the site. However, the site is not located within the conservation area and no statutory or locally listed buildings are located on site.



*Fig 1: site location in context*

3.3 The site falls within Site Allocation SS2 'Lawrence Road', as identified in the Tottenham Area Action Plan. The West Green Road / Seven Sisters District Centre is located to the south-east of the site, just outside the Site Allocation. The surrounding area consists of a range of mixed residential and commercial land uses including, Victorian terraced houses, blocks of flats and commercial buildings on Lawrence Road, alongside the recent developments at 50-56 Lawrence Road on the eastern side of the road and the Bellway's development at the southern end of the road. Opposite, the sites under construction are 45-63 Lawrence Road and 67 Lawrence Road.

3.4 The site is located within the Seven Sisters CPZ, which operates Monday to Saturday from 0800 – 1830. The site has a Public Transport Accessibility Level (PTAL) of 3, which is considered to have 'moderate' access to public transport services. 3 bus services are within 3 to 4 minutes walk of the site, and Seven Sisters Railway station is a 10 minute walk away.

#### **4. PROPOSED DEVELOPMENT**

4.1. The proposal consists of:

- Partial demolition and refurbishment of existing light industrial building (Class E)
- Erection of a 7 storey building consisting of 56 residential units (Class C3), and 1541 square meters of workspace (Class E) on the ground floor.,
- Housing Mix of: 24 x 1 bed, 23 x 2 bed, 9 x 3 bed units
- Cycle parking and refuse storage

- Hard and soft landscaping
- Disabled Parking bays

## **5. PLANNING HISTORY**

5.1 HGY/2020/2022 Full planning permission Approve with Conditions Boiler Room, 30-48, Lawrence Road, London, N15 4EG Relocation of two existing boiler flues used by Jeeves dry cleaning unit away from new development at 50-56 Lawrence Road (Mono House - app reference HGY/2016/2824). Installation of new timber screening for plant

## **6. CONSULTATION**

### **6.1. Public Consultation**

6.2. This scheme is currently at pre-application stage and therefore no formal consultation has been undertaken. A Development Management Forum was held on 26 February 2024 as detailed below. The developer has also undertaken their own public engagement prior to a submission

### **6.3. Quality Review Panel**

6.4. The proposal was presented to Haringey's Quality Review Panel (QRP) on three occasions. A final Chair's Review was undertaken on February 21<sup>st</sup>, 2024. Whilst formal comments are yet to be published, the revised scheme was well received and supported. The QRP's written comments following the Chairs Review are expected to be received before the date of the planning sub-committee and will be reported in an addendum. The panel has expressed that they are confident that the issues outlined in their review can be resolved between the Applicant and Officers and do not wish to see the scheme again. The Comments include:

- Removal of 'link' unit is very positive, simplifying the design and allowing more light to the podium amenity space.
- Residential access from the street welcomed.
- Design of northern 'passage' to be further explored. This will set the tone for people's experience of the site.
- Deck access to units is supported and improves privacy for residents.
- Amenity spaces at podium and roof level welcomed but should be further explored. A management strategy for these spaces should be produced.
- Narrow dimensions of single aspect flats should be reconsidered.
- First floor balconies could be 'pushed out' or extended to reduce impact of ground floor activities to first floor units, especially above service entrance gates.
- Subtle architectural references to No 28 Lawrence Road supported and could be explored further.
- Separation of cycle parking and refuse supported.
- Affordable Homes could be grouped together on first floor.
- Proposed materials appear positive, but should be conditioned as part of any planning permission.

6.4 Following the Quality Review Panel meeting, Officers have met with the Applicant to discuss revisions and the detailed design of the development.

**(The QRP's full written response from meeting two is included under Appendix II)**

## 6.6 Development Management Forum

The pre-application proposal was presented at a Development Management Forum on 26<sup>th</sup> February 2024. The applicant presented their proposal and responded to questions and feedback.

The forum discussion centred around provision of affordable housing and viability. The amount of affordable housing, which is currently proposed as entirely 'shared ownership', is currently ongoing between officers and the applicant.

## 7. MATERIAL PLANNING CONSIDERATIONS

7.1. The Council's initial views on the development proposals are outlined below:

### *Principle of Development*

7.2. Policy H2A of the London Plan outlines a clear presumption in favour of development proposals for small sites such as this site (below 0.25 hectares in size). The Policy states that such sites should play a much greater role in housing delivery and boroughs should pro-actively support well-designed new homes on them to significantly increase the contribution of small sites to meeting London's housing needs. It sets out (in table 4.2) a minimum target to deliver 2,600 homes from small sites in Haringey over a 10-year period. It notes that local character evolves over time and will need to change in appropriate locations to accommodate more housing on small sites.

7.3. Policy DM10 of the Development Management Development Plan Document (DM DPD) states that the Council will support proposals for new housing as part of mixed-use developments. DM40 states that on non-designated employment sites within highly accessible or otherwise sustainable locations, the council will support proposals for mixed-use , employment led development

7.4. Site Allocation SS2: 'Lawrence Road' as designated in the Council's Tottenham Area Action Plan (TAAP) seeks the redevelopment of the site with a mixed use development with commercial uses at ground floor level and residential above.

7.5. The requirements for the site, as set out under SS2 of the TAAP include the following;

- Development proposals will be required to be accompanied by a site-wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the allocation.
- Re-provision of employment floorspace at ground floor level along Lawrence Road, with residential development above.
- Proposals responding to the scale of the terraced housing prevailing in the Clyde Circus Conservation Area to the east and west will be supported.
- The junction adjacent to the existing linear park to the north of the site should be reconfigured to reflect Clyde Road as part of the Mayor of London's Quietway cycle network.

- Development must be designed in a way that responds to the designated open space at the land linking Elizabeth Place and Clyde Circus to the north of the site.
- An assessment of the impact on the existing traveler site on Clyde Road should be undertaken for any adjacent or closely proximate development proposals.
- Existing good quality stock, notably 28 Lawrence Road, which can continue to meet the needs of contemporary commercial uses, should be preserved as part of a more comprehensive development.
- The existing street trees are a strong asset to the streetscape and should be preserved.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.

7.6. Whilst some of the Site Allocation requirements above do not relate specifically to this site, any proposal would need to tie into wider plans for this Site Allocation as a whole.



*Fig 2: Site within the context of surrounding area and the site allocation*

- 7.7. The proposal, would redevelop only a portion of the site (within SS2) with a scheme providing a mixed use development consisting of residential and employment floorspace.
- 7.8. The TAAP references the now implemented permission (HGY/2012/1983) ‘Demolition of existing buildings and erection of seven buildings extending up to seven storeys to provide 264 new residential dwellings, 500 sqm of flexible commercial/ retail floorspace (A1/A2/A3/D2 uses) with associated car parking, landscaping and infrastructure works’

and outlines that the remainder of the site allocation should be developed as 'Mixed use development with commercial uses at ground floor level and residential above'.

- 7.9. The proposed development retains the majority of the existing commercial building on the site (1541sqm of 1849sqm) whilst adding additional units, facing the street, diversifying the potential for additional employment uses within use Class E, whilst providing residential units above. Whilst, there is some loss of employment floorspace on the site (308sqm), the proposal retains a significant unit as well as providing smaller units closer to the street, enhancing the street frontage. As such the proposal is considered to provide a more rational, effective and attractive provision of employment on site whilst diversifying the uses. As such the proposal is in accordance with the Tottenham AAP and DMDPD policy DM40.
- 7.10. The residential units forming part of this development would contribute towards the Council's overall housing targets and much needed housing stock and would adhere to the aspirations of Site Allocation SS2 of the TAAP which specifically states that employment led mixed-use developments with residential use above would be acceptable.
- 7.11. Accordingly, given the above policy context, the principle of a mixed-use scheme is supported on this part of the site as is the retention of employment use on the site. The proposal will also provide new homes which will contribute to the Borough's housing stock.
- 7.12. Officers support the redevelopment of the site to align with the principles set out in the Tottenham Area Action Plan Phase 2 of the site allocation.

#### *Design and Residential Quality*

- 7.13. Policy SP11 of the Haringey Local Plan requires that all new development should enhance and enrich Haringey's built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 7.14. Policy DM1 of the DM DPD requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.
- 7.15. Policy DM6 of the DM DPD expects all development proposals to include heights of an appropriate scale, responding positively to local context and achieving a high standard of design in accordance with Policy DM1 of the DM DPD. For buildings projecting above the prevailing height of the surrounding area it will be necessary to justify them in urban design terms, including being of a high design quality.
- 7.16. The existing light industrial building on site is two storeys in height. The building has no particular architectural merit and the demolition of the front section of the building is acceptable.
- 7.17. Officers consider the siting, height, massing and scale of the proposed block is acceptable within the site's context and surrounding built form to provide a transition between the contemporary new build units to the south (Vabel development) and the older, Victorian 'Studio 28' building to the north. The proposal matches the height of

neighbouring developments, providing consistency along Lawrence Road as set out in site allocation SS2.

- 7.18. The proposal would continue the established building line and complete the eastern street frontage.
- 7.19. Locating commercial (Class E) floorspace at the ground floor level is supported by Officers. The applicant, is considering the type of commercial activity this site should accommodate to ensure it can be occupied by a viable business that is compatible with the residential use above and servicing activity in the public realm. Options include a gym. The commercial units are designed to be flexible and attractive to a wide variety of tenants. These proposed units would create an active frontage onto Lawrence Road, which will be further animated by a pedestrian entrance to the residential units above.
- 1.1. The proposed layout and landscaping proposal has evolved to remove the proposed PV panels from the roof of the residential block and relocate them to the roofslope of the remaining commercial unit. As such, the roof of the residential block, along with the first floor, podium space is proposed as outdoor amenity and playspace. This is to be further developed with the podium space preferable for child play areas.
- 1.2. Further discussions around the detailed design, including elevation composition and detailed layout are ongoing as part of the pre-application discussions. The Applicant continues to refine the landscaping and architecture so to ensure these components of the scheme are well integrated. The design takes cues from existing, completed developments on adjacent sites (south) and on the opposing side of Lawrence Road. The overarching character of Lawrence Road is brick with metal work.

#### *Residential Unit Mix and Affordable Housing*

- 1.3. The proposed new homes would provide 24 x 1 bed, 23 x 2 bed, 9 x 3 bed units.  
  
The family housing provision of 16% appears to be appropriate given the site's limited size.
- 1.4. The applicant has shared the initial findings of its viability appraisal with the Council showing that the development could provide 19% on-site affordable housing by habitable room as shared ownership housing. The applicant has explored several options for the housing provision including providing Council housing on site. However given the number of social rent units that can viability provided there is not a sufficient quantum for the Council or a registered provider to manage efficiently.
- 1.5. The applicant has begun early discussions with a registered provider at this pre-application stage to discuss taking on the shared ownership housing.
- 1.6. The applicant has provided a viability report which has been independently assessed by the Council's viability consultant. Discussions between the applicant and officers are ongoing.

#### *Transportation and Parking*

- 1.7. This site is located on the eastern side of Lawrence Road. It is adjacent/close to other redevelopment sites, namely 45 – 63 Lawrence Road, 67 Lawrence Road, and 50 – 56 Lawrence Road. It is located within the Seven Sisters CPZ, which operates Monday to

Saturday from 0800 – 1830. The site has a PTAL of 3, which is considered to have 'moderate' access to public transport services. 3 bus services are within 3 to 4 minutes walk of the site, and Seven Sisters Railway station is a 10 minute walk away.

- 1.8. The proposed scheme would be a car-free development. The developer will likely be required to provide mitigation measures to reduce potential parking impacts and promote the use of sustainable and active modes of travel.
- 1.9. Policy T5 of the London Plan sets out the relevant cycle parking standards, which are reinforced in Policy DM32 of the DM DPD. The proposal would provide two stores for cycle parking within the new block with access from both the residential entrances and the service yard.
- 1.10. There is an existing double width crossover servicing the site, which is toward the northern end of it. This proposal also includes a double width crossover, which is proposed to be located more centrally to the site. Relocation of a crossover to access the site will necessitate highways works to both reinstate the kerbing and footway at the redundant crossover and to create the new crossover. This will also require the arrangement of on street CPZ bays to change to suit, which will necessitate traffic management orders to successfully be implemented and the associated on street lining and signing to suit.
- 1.11. Full details of the proposed servicing/delivery arrangements and trips that will be generated will need to be provided in a Delivery and Servicing Plan as part of the applicant's Transport Assessment and will be closely scrutinised by the Council's Transport Planning team. This will need to include the numbers of trips, types of vehicles, and the associated dwell times plus details of where service vehicles will stop and dwell.
- 1.12. A detailed draft of the Construction Logistics Plan for the site will be required at application stage, outlining the construction period and programme, and the numbers and types of construction vehicles attending the site. All arrangements to minimise the impact on both the Public Highway and adjacent neighbours will need to be included in this document.

#### *Impacts on Amenity of Surrounding Residents*

- 1.13. The proposal completes the developments on the street frontage on the eastern side of Lawrence Road, with windows along the front façade continuing the existing relationship established along the street, with the opposing buildings. The applicant proposes an increase in the height of the existing commercial unit to the rear with the proposed addition set back from the eaves. Officers have advised that a greater set back may be required in order to ensure there is no material level of impact on the amenity of residents of Collingwood Road at the rear (east) of the site. The potential impact of the current proposal would include loss of light and the proposal being overbearing when viewed from the rear gardens of these properties.
- 1.14. A BRE assessment will be provided at application stage in relation to daylight / sunlight impacts to ensure that the amenity of neighbouring residents with regards to daylight / sunlight and overshadowing is not materially affected. A noise assessment and, if necessary, mitigation measures will also be required.

#### *Sustainability*

- 1.15. In accordance with the London Plan Policy SI2 all major development should be 'zero carbon' by minimising operational emissions and energy demand in accordance with the Mayor of London's energy hierarchy and discussions are ongoing on the overall energy strategy for the development. The Site Allocation SS2 of the TAAP states that the site is identified as being in an area with potential for being part of a decentralised energy network. Officers are discussing with the Applicants proposals of how the development could connect to a Decentralised Energy Network (DEN) and the site's potential role in delivering a network within the local area.
- 1.16. A range of sustainability and carbon measures, including Urban Greening proposals will be required and these discussions are ongoing with the Carbon Team.
- 1.17. Biodiversity Net Gain will be required from January 2024 for major developments so the proposal may need to demonstrate a biodiversity net gain.

**Appendix 1**

**PLANS AND IMAGES**

Site location



Site photos – Existing Commercial Unit (laundry)



Opposing side of Lawrence Road (west)



Proposed Plans

Ground floor plan



Site layout



Proposal Photovoltaic panels to be relocated to existing commercial roof to allow communal space to residential roof spaces.



'Podium' amenity space

Front Façade (West facing)



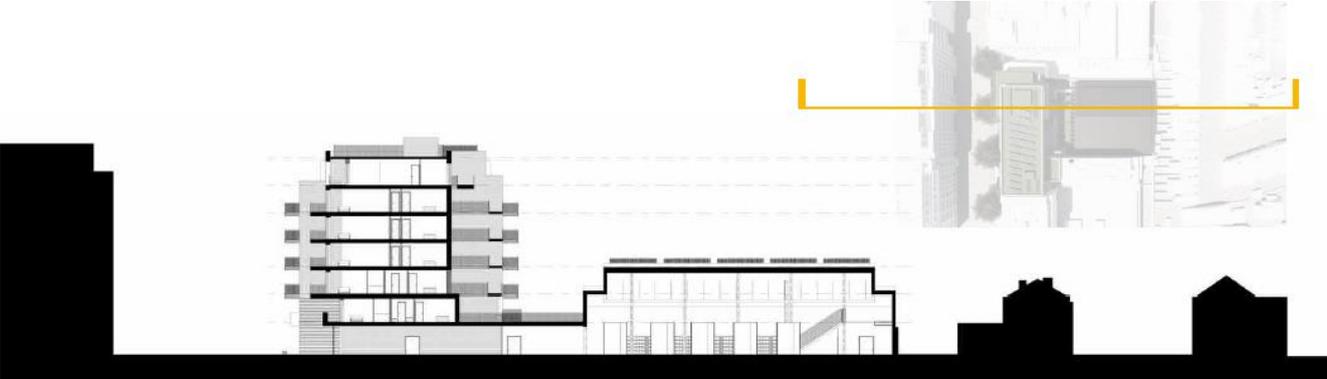
View looking south



Ground Floor, Service Entrance and Façade treatment.



Contextual Study



Appendix II – QRP response

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FRAME PROJECTS

**London Borough of Haringey Quality Review Panel**

Report of Formal Review Meeting: 30-48 Lawrence Road

Wednesday 6 December 2023

Room 0M5, Clockwise Wood Green, 50 Station Road, London N22 7DE

**Panel**

Andrew Beharrell (chair)

Rosie Bard

Gavin Finnan

Andrew Tam

Neha Tayal

**Attendees**

Suzanne Kimman	London Borough of Haringey
John McRory	London Borough of Haringey
Gareth Prosser	London Borough of Haringey
Richard Truscott	London Borough of Haringey
Kirsty McMullan	Frame Projects
Bonnie Russell	Frame Projects

**Apologies / copied to**

Rob Krzyszowski	London Borough of Haringey
Robbie McNaugher	London Borough of Haringey
Tania Skell	London Borough of Haringey
Elizabetta Tonazzi	London Borough of Haringey
Bryce Tudball	London Borough of Haringey

**Confidentiality**

This is a pre-application review, and therefore confidential. As a public organisation Haringey Council is subject to the Freedom of Information Act (FOI), and in the case of an FOI request may be obliged to release project information submitted for review.

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### 1. Project name and site address

30-48 Lawrence Road, London N15 4EG

### 2. Presenting team

Assaf Laznik	CNF London Properties Limited
Nick Bond	Caneparo Associates
Michael Lynas	Boehm-Lynas
Chris Harris	Delva Patman Redler
Sam Hine	DP9 Limited
Jodane Walters	DP9 Limited
Bob Bashford	FHP Engineering Services Solutions

### 3. Planning authority briefing

The site at 30-48 Lawrence Road currently accommodates a large light industrial building, home to a dry-cleaning business and associated car parking, behind metal fencing. The site neighbours several mixed-use developments on Lawrence Road, with some under construction. The Clyde Circus Conservation Area surrounds the Lawrence Road site allocation.

The applicant has engaged in several pre-application meetings with Haringey Council to date and proposals for this site have been reviewed by the Quality Review Panel once before in June 2023. However, this proposal is a new scheme, the former being abandoned for viability reasons.

The scheme will maintain the existing levels of employment on site. The existing commercial building is to be part-retained, removing the front ancillary office space and a full bay from the main warehouse. This allows a new residential, mixed-use block on the Lawrence Road frontage. Potential commercial uses include a gym or occupation by multiple smaller businesses. The revised proposal would create 57 residential units, 90 per cent dual aspect, providing both private and affordable housing. Unlike the previous design, this new proposal is car-free.

Officers support the redevelopment of the site to align with the principles set out in the Tottenham Area Action Plan Phase 2 of the site allocation. In line with Local Plan Policy DM38, the council will require applicants to ensure that the retention of the commercial units remains affordable in perpetuity.

London Borough of Haringey are generally supportive of the substantial changes made to the scheme since the previous design review. Officers would welcome the panel's views on the ground floor layout (including vehicular access, entrances and servicing), the residential layouts, privacy, daylight, architecture and sustainability.

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## 4. Quality Review Panel's views

### *Summary*

The Quality Review Panel welcomes the proposals for housing and workspace on this site and supports the substantial changes made to the scheme since the previous review. It appreciates that the proposals are still in development but has some suggestions for improvement.

The panel recognises the constraints of this infill site, but the layout does not yet work well enough for servicing or user experience. It has concerns around resident safety crossing the vehicular service yard, the combined bin and bike stores, and the visual prominence of the yard. Further iterations are required. These should also enhance the arrival experience for different user groups and activate the building frontages. The panel asks that opportunities to increase both the quantity and quality of the residential external amenity space are explored. More rooftop space would be available if the photovoltaic panels were consolidated or located on the retained warehouse roof; and the podium garden would be more usable if the massing was reduced to allow light through from the south. This would remove some units but have multiple benefits for the quality of accommodation. Further work is needed to resolve some of the privacy and light issues in the deck access housing layout. It is positive to see the sustainability strategy integrated into the design. The panel encourages the project team to think about whole life carbon, the balance between overheating and daylight, and design for the circular economy. The architectural language of the façades has greatly improved since the previous scheme, but needs some further refinement. Further studies are needed to avoid overlooking the neighbouring flats to the southeast.

### *Changes since the previous review*

- The panel welcomes the changes made since the previous design review. It thanks the project team for taking a step back and substantially rethinking the scheme to address the issues raised.
- The panel supports each of the main moves made, including retaining the existing warehouse, eliminating the large basement, removing the top floor, and reconfiguring the layout to create deck access housing. The massing is now more successful, and it is positive to see sustainability integrated.

### *Ground floor uses*

- It is not yet known what type of tenant will occupy the commercial unit (or subdivided units). The panel recommends that the ground floor is designed to work for the most challenging of cases, such as light industrial or logistics uses. Flexibility for alternative uses can still be maintained with this approach.

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## *Servicing*

- As flawless management of servicing cannot be guaranteed, the panel thinks it likely that the ground floor yard will look and feel more like a back-of-house servicing space than an artists' working yard. This will have an impact on the employees and residents, who will need to traverse the yard to access the entrance to their workplace or bin and bike store.
- The panel is concerned about the ambiguity between pedestrian and vehicular ownership of the yard. Residents, including children, will be coming through this space with their bikes and could clash with servicing and delivery vehicles, creating safety issues.
- Extraction of bins and access to plant rooms through the service yard is acceptable, but the ground floor plan should be reworked to ensure that residents do not also have to use this space.
- The panel is not convinced that bins and bikes can be stored in the same space, or that the commercial servicing can feasibly be shared with the residential. It suggests separating these into different rooms.
- It is also concerned that the visual dominance of the yard will detract from the building frontage. These kinds of servicing spaces are often brightly lit at night and full of clutter. The panel suggests that further thought is given to screening or improving this aspect.

## *Entrances and frontages*

- The entrance sequences would benefit from refinement to improve the functioning and feel for different users, and activation of the building frontage.
- The ground floor layout could be reconfigured to create a more generous arrival space for the workspace to the north, with all servicing spaces to the south of this, and the residential entrance from the southern end of the building frontage only. This would offer a more pleasant entrance experience for residents and employees, avoiding conflicts with vehicles.
- The yard servicing space would then occupy less of the frontage. However, this option must be checked to work with the servicing management plan (looking at bin drag distances, for example) so that it does not result in an eyesore in the public realm on collection days.
- The commercial unit would be more attractive to tenants if it had the opportunity to address the street through a presence on the front elevation. This may mean removing one of the small street-facing workspace units.
- The panel suggests that the plant room could be located deeper into the site so that it does not take up valuable frontage space. If possible, the same approach should be taken for the electricity substation.

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### *External amenity space*

- The project team should investigate whether the rooftop of the new building could be used as amenity space by consolidating or relocating many of the photovoltaic panels. The circulation space on the sixth floor could also be reconfigured to make the L-shaped roof on the northwest corner accessible.
- These external amenity spaces would need to be accessible to all units, including the affordable homes.
- If it is not possible to increase the quantity of amenity space through these suggestions, then it is even more crucial that the quality of the first floor podium garden is improved.
- The panel is uncomfortable with the southern section of the building which currently connects this scheme to its neighbour and overshadows the amenity space. The panel finds this part of the building too tall and advises removing the massing here to allow light through from the south.
- While this would mean a reduction in the number of homes, in the panel's view this would be justified by the significant improvement to the usability of the podium garden, and the value that this will bring to the development. Some floorspace could potentially be won back by extending the set-back sixth floor.
- This reduction in massing would help the units to comply with natural light requirements and with providing usable outdoor amenity space. If the southern core moved slightly eastwards, more floor space could be given back to the adjacent flats, and lightwells could be added to bring light down to the commercial unit below. The core could be translucent to avoid blocking light.

### *Deck access housing*

- In principle, deck access is a positive housing typology for this site. It allows for true dual aspect, with benefits for daylight and cross ventilation. However, it also comes with challenges for privacy, and for light (as a result of the deep overhangs). These issues can be resolved, but the panel recommends that the project team prioritises testing all units to ensure that they comply.
- The privacy of rooms looking onto decks should be a key focus, considering how many people will regularly walk past. The flat on the inside southern deck corner of the typical upper floor plans is particularly vulnerable in this regard.
- The panel suggests avoiding principal bedrooms in these more overlooked locations. Secondary bedrooms are acceptable here but would need defensible space, such as a deck void or more substantial planting for privacy.

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## Sustainability

- The panel commends the work completed to integrate the sustainability ambitions into the design. It advocates for a whole life carbon study to be carried out as soon as possible so that any findings can be implemented before the design is too fixed.
- It is challenging to strike a balance between overheating and daylight with solid brick balconies. This should be explored in further detail to find the appropriate solution.
- The panel thinks that the roof of the retained warehouse should be maximised as a space for solar panels. The proposed photovoltaic panels on the rooftop of the new building could then be moved here and consolidated along the southern edges, freeing up the roof space for resident amenity.
- Circular design could be more deeply integrated. Even if there are no materials on site that could reasonably be reused, other circular principles could be employed, such as designing for future deconstruction and reuse.
- The scheme could also be improved by achieving an air permeability target of below 3 m<sup>3</sup>/h.m<sup>2</sup>.

## Architecture

- The horizontal bands of brick balconies are overly dominant, particularly in views from Lawrence Road. While the benefits of solid balconies for overheating mitigation are understood, the proposals feel out of keeping with the language of their context.
- The panel suggests further iterations exploring alternative materials and balcony treatments where the massing is broken up, and a more subtle approach is taken to horizontals and verticals. No. 28 Lawrence Road, immediately north of the site, is a helpful reference as it is simultaneously robust and playful in terms of horizontal and vertical elements.
- The panel is concerned that this scheme will create overlooking issues for the neighbouring building to the southeast. An existing apartment and balcony are immediately adjacent on this corner.
- It therefore asks for design studies to consider how best to finish the courtyard and avoid conflicts. Regardless of the sunlight and daylight issue discussed above, the south-eastern link block should be no higher than the adjoining neighbour.
- The colonnade on the elevation fronting Lawrence Road should relate only to the workspace uses. Extending this into the residential floors above confuses the clarity of uses that could be read in the façade design.

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## *Parking*

- Given the challenging constraints of this site, the panel encourages Haringey's highways and planning officers to allow Blue Badge parking to be located on the street immediately outside the site.
- Any requirement for off-street parking bays could be for future use, subject to demand, with the space providing greenery in the meantime.

## *Next steps*

The Quality Review Panel is available to review the proposals again in a Chair's Review, once the applicant has had the opportunity to respond to its comments.