

APPENDIX 2: Internal and External Consultee Response

Stakeholder	Question/Comment	Response
Internal and external		
LBH Transportation	<p>Transportation Planning comments – 29/01/26</p> <p>HGY/2025/3108 – 30-48 Lawrence Road, Tottenham</p> <p>Description This major application, HGY/2025/3108 – 30-48 Lawrence Road, is for alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace/incubator units and other works ancillary to the development.</p> <p>The proposal site has a PTAL rating of 3 indicating that its access to public transport is reasonably good when compared to London as a whole, suggesting that there will be less reliance on the private car. It should be noted that the southern part of Lawrence Road consists of PTAL 4 and 5. The site is located within the Seven Sisters CPZ that restricts parking to permits holders only, Monday to Saturday 08:00 – 18:30. The site will be dedicated as a car free development, the applicant has committed to this in its Transport Assessment.</p> <p>Location and access This site is located to the north of Wood Green Road. To the eastern side of the site is Collingwood Road and Lawrence Road abuts the western side of the plot. There is vehicular accesses off Lawrence Road to the plot.</p> <p>The main building on site is set back from Lawrence Road, with a substantial parking/servicing area provided to the front. Pedestrian and vehicular access is directly from the service yard on to Lawrence Road. A pedestrian access is also located to the south of the site, via a pedestrian gate fronting onto the Lawrence Road pavement.</p> <p>The existing gated access located to the north of the site and currently comprises a vehicular crossover approximately 6.5m wide.</p> <p>The site has a PTAL value of 3. Seven Sisters Underground and London Overground stations are both a 12 minute walk away.</p> <p>The nearest bus stops to the site are Mount Pleasant Road (250m walk / a 3-minute walk) to the north of the site. The 341 service calls at these stops, which operates at a 5-minute frequency in each direction during peak hours and provides access to Tottenham to the north and Woodberry Down, Islington, Angel, Blackfriars and Waterloo to the south. Further stops are located to the south of the site on Bedford Road (270m / a 3-minute walk), served by the 41-bus service, which operates at a 10-minute frequency in each direction during peak hours and provides access to Ducketts Green, Hornsey and Archway to the west and Tottenham Hale to the east.</p> <p>Development proposed</p>	Noted. Conditions added.

The development proposals encompass the following:

- 4,452sqm GIA self-storage, and
- 519sqm of light industrial workspace / incubator 'FabLab' units.

The 'FabLab' workspace units are designed to support start up businesses. The issues considered a part of our review of this planning application included: trip generation, impact of the trips on the public transport network (bus, rail and underground), walking routes (footways widths accessibility and accidents), an increase in cycling numbers an impact on the network, impact upon residential and commercial parking in the site vicinity, impact of the proposal on the highways network and the impact on the network resulting from construction/demolition traffic during the construction phase of the development proposal.

Transport impact - trip generation and the Transport Assessment

The applicant has provided a TRICs trip generation assessment in the Transport Assessment comparing the existing use against the proposed use. The existing use as an industrial dry cleaners occupies 1,834sqm.

Existing vehicular trip generation for the site sees in the AM peak (08:00-09:00) 9 arrivals and 2 departures, in the PM peak (17:00-18:00) 1 arrival and 7 departures and a daily (05:00-21:00) figure of 47 arrivals and 46 departures. This gives an existing site trip generation of 93 vehicular trips.

For the proposed B8 self-storage use of the site (8,017sqm) the majority of peak hour trips are forecast to be vehicular – AM peak (08:00-09:00) 4 arrivals and 5 departures and PM Peak (17:00-18:00) 4 arrivals and 3 departures. The daily trip generation total (05:00-21:00) is forecast to see 36 arrivals and 35 departures with 1 cyclist arrival.

For the proposed Fab Lab element of the proposals (519sqm - use Class E(c)(iii)/E(g)(ii)/E(g)(iii) - light industrial workspaces/incubator units) AM peak hour (08:00-09:00) trips are forecast to be 1 vehicular arrival and in the PM peak (17:00-18:00). Daily totals for this usage (05:00-21:00) forecast 14 vehicular trips, 1 cyclist trip and 3 public transport trips.

Total trip generation associated with the site in the AM peak (08:00-09:00) is forecast to see 5 vehicular arrivals and 5 vehicular departures, in the PM peak (17:00-18:00) 5 vehicular arrivals and 3 vehicular departures, 2 public transport arrivals and 1 public transport departure. Total trip generation for the site sees 85 vehicular trips, 1 cyclist trip and 3 public transport trips. Net trip generation changes of the proposed v existing usage is forecast to see a net decrease of 8 vehicular trips over the existing vehicular trip generation.

The proposed trip generation forecasts, show that with the site being in a moderate PTAL 3, development trip generation associated with the proposed Fab Lab use public transport and cyclist trips to be very low. It recognised that the very nature of the Fab Lab – flexible workspace is still to be determined. Despite this, it would appear that trip generation in the peak is somewhat low and should be re-visited.

Within the Transport Assessment a dedicated analysis of the servicing and delivery trip generation for both site usages should be provided and how this differs from the existing site usage. The applicant states that for the Fab Lab usage 2 servicing and delivery trips per day

are forecast. No indication is given as to the self-storage servicing and delivery trip generation. This should be included in the proposed trips section of the document.

The application form states that there will be 4 full-time and 144 full-time equivalent employees. This is not reflected in the Transport Assessment. Clarity is sought as to the 144 full-time equivalent employees and how this has been factored into the trip generation provided within the Transport Assessment.

Site access points

The proposals will afford an active frontage onto Lawrence Road and both the Fab Labs and self-storage elements of the site will gain pedestrian access directly on to Lawrence Road.

Vehicular access to the site will be via the pre-existing vehicular crossover on to Lawrence Road. Vehicles can comfortably wait in the curtilage of the site, not blocking the footway or carriageway.

Only vehicles permitted to access the site are able to do so, with access restricted to customers who can gain access using their mobile phones and the dedicated Storex App, or via the intercom. The plans show an auto folding gate controlling access to the site with cars having to wait to access and egress. Details of how this will be managed and mechanisms in place in the event of gate failure should be outlined. From the submitted plans it appears that entry and exit will be a single traffic lane.

Cyclist access points are currently unclear, it is currently not covered in s5.8 Access of the Transport Assessment. Confirmation is sought as to the cyclist access points for all uses at the development site. From initial review, it would appear that cyclists would be required to use the controlled vehicular access point from Lawrence Road.

Car parking

The applicant is proposing the Fab Lab element of the development to be car-free. It is unclear if workers associated with the self-storage facility will be expected to adopt a car-free approach. The site is in a PTAL 3 area and located in a CPZ. The only exception to this will be the requirement for a parking zone, to facilitate loading and unloading of users for the self-storage facility.

The applicant will be required to enter into a s.106 agreement prohibiting persons from applying for parking permits. The only exception to this will be for disabled workers.

One accessible parking bay is to be provided on-site for use. It is unclear as to whether or not this is specifically for the Fab Lab or the self-storage use. Of particular concern is the proposed location of the bay in that a wheelchair user/mobility impaired person would be required to cross the path of incoming/exiting traffic from the loading/unloading area. Consideration must be given to the re-location of the bay opposite from its current location to the 2 trolley bays which are adjacent to the self-storage entrance. The 2 trolley bays would then need to be re-located.

The applicant has provided in the Transport Assessment an operational parking demand assessment. It assumes a worst case scenario in that some vehicles may overlap each other in relation to their booked slot. It presents arrivals and departures by hour segment between 06:00 and 21:00. The maximum occupancy of the parking zone of the site is 7 vehicles in one hour.

The capacity of the parking zone should be clearly defined within the Transport Assessment and annotated on relevant plans. It was mentioned in the Transport Assessment that some bays would be wider to facilitate ease of transfer of objects to/from vehicles loading/unloading using the self-storage facility. Dimensions of these bays should be clearly annotated on relevant plans.

The applicant on plans has shown 1 electric vehicle charging point. It is unclear as to who this is intended for. Details of the charging type and specification should be provided within the Transport Assessment. The application form states that there will be 1 active vehicle charging points and 4 passive ones equipped with fast charging (7-22kw).

The applicant needs to clearly show on plans, the loading and unloading bays for the self-storage facility, the presence of a dedicated servicing and delivery bay. At present the parking arrangements are unclear. There is an inconsistency in documentation regarding parking zone, loading zone and an unloading zone.

The applicant should outline how it intends to manage any misuse of the parking loading/unloading zone, e.g. over-staying and potential use by Fab Lab users.

Cycle parking

The applicant is proposing (according to its Transport Assessment – s5.15), 18 long stay and 9 short stay cycle spaces for the self-storage element of the development. Cycle parking for the Fab Lab units will be provided internally as part of the fit out when tenants are identified. 3 of the long stay spaces are provided for cargo bikes to facilitate sustainable transit of larger items. The cycle parking split cited in the Transport Assessment appears to be at odds with the Design and Access Statement which states that for the self-storage facility 15 long-stay and 8 short-stay will be provided. For the Fab Lab use 3 long stay and 1 short stay spaces will be provided. This inconsistency in proposed provision needs to be addressed.

Assuming that, the allocation of the 27 cycle parking spaces across the site, is as follows as documented on cycle shelters as proposed drawing:

Self-storage facility:
14 long-stay spaces (including 3 cargo bike spaces)
7 short-stay spaces.

Fab Lab
4 long-stay spaces
2 short-stay spaces.

The applicant should identify on plans the intended use the provided cycle parking is intended for. A summary table outlining the short, long-stay cycle parking for each use and design specification to be provided should be included.

Long-stay (staff) and short-stay (customer) spaces will be located at the western side of the site just beyond the secure gate within a covered shelter hosting a mixture of tiered spaces and Sheffield stands. To the rear of the undercroft will be a direct access unit which will house 3 cargo bikes and 4 standard bikes utilising Sheffield stands.

The location of the long-stay staff and short-stay customer cycle parking spaces is sub-optimum in that users will have to cross the flow of traffic entering/exiting the site via the auto folding gate. The applicant is requested to seek an alternative location that does not potentially compromise access for cyclists.

The applicant will be required to agree to a condition with regard to cycle parking at the site to ensure commensurate short and long-stay cycle parking is provided for all site uses to 2021 London Plan standards.

Highways works

The applicant will be required to enter into a s278 agreement to facilitate the enhancement of footways abutting the site on Lawrence Road in view of increased footfall associated with the site. The applicant will be required to enter into a s278 agreement to secure this work. This is in addition to s.278 obligations to make good any damage to the highway and footways abounding the site incurred as a result construction and demolition works.

Servicing and Delivery Management Plan

The applicant has provided a detailed Servicing and Delivery Management Plan to mitigate the impact of servicing and delivery associated with the site. This is addressing both the self-storage and Fab Lab uses at the site. This is accompanied by a refuse strategy.

The servicing and delivery strategy for the site encompasses the following:

An envisaged 2 daily vehicular servicing/delivery trips for the Fab Lab use and 15 trips for the self-storage use. For the self-storage use this is accounted for in the Transport Assessment daily trip generation forecast. It is not additional trip generation.

At present, it is unclear if there is an on-site servicing and delivery bay(s) for the self-storage use and the Fab Lab use or if they will be required to use the parking/loading zone for the self-storage use.

The applicant has committed in its Servicing and Delivery Management Plan to wherever possible avoiding deliveries in the traditional peak hours (0730 to 0930, and 1630 to 1830), and the site operational peaks to minimise the impact on the surrounding area. In the unlikely event that large vehicles are required to serve the site, these will be arranged to arrive within 'daytime' hours (1000 to 1600) in order to reduce the noise impact on the site and the surrounding areas.

The applicant states that refuse collection will be undertaken from the internal loading area by a private contractor who will move bins from the bin store on collection days. A low volume of waste will be associated with the self-storage element of the site (only waste from the front of house as customers will be required to take rubbish with them). Clarity is sought as to how this will be enforced. Refuse collections will occur outside times of operation to minimise conflict with any other vehicles. The frequency of collections should be specified.

Refuse collection is also proposed to be undertaken from the internal loading area. Collections will be undertaken by a private contractor who will move bins from the bin The refuse collection will occur outside times of operation to minimise conflict with any other vehicles. Confirmation is sought that the above arrangements apply also to the Fab Lab use of the site.

The proposed arrangements are acceptable, subject to further details specifying how safeguarding vulnerable road users when vehicles are having to operate in reverse gear and the length of envisaged time any temporary measures would be in operation.

The applicant will be required to agree to enhance the existing Servicing and Delivery Management Plan.

Construction Management Plan

The applicant has provided an Outline Construction Logistics Plan. This needs to be progressed further to a full Construction Management Plan to be secured through a s.106 agreement. Specifically, the applicant will be required to ensure that no construction deliveries/waste movements occur at drop-off/pick-up times for Petite Starz Day Nursery that is located directly opposite the site

The need for a full CMP is to ensure that the impact of both the construction and demolition phases is fully mitigated on both the local highway and transport network and the local community.

Recommendation

- a. There are no transport objections to this proposal, subject to the following conditions, S.106 and S.278 obligations being agreed:

Conditions

The following conditions are required to be entered into by the applicant and the council to ensure that the transport impact of the development is mitigated on the highway/transport network and the local community.

1. Servicing and Delivery Management Plan

The applicant is required to provide a Servicing and Delivery Management Plan to ensure that servicing and delivery activity can be undertaken in a safe and effective manner.

No building or use hereby permitted shall be occupied or use commenced until a servicing and delivery management plan has been prepared encompassing all uses at the site. This should be submitted and approved by the Local Planning Authority. The measures shall thereafter be implemented in accordance with the approved servicing and delivery management plan for the lifetime of the development. The servicing and delivery management shall include the following:

- The contact details of a suitably qualified co-ordinator;
- How vehicle arrivals, departures, parking, stopping and waiting will be controlled to minimise any impact on the highway.
- Details of any freight consolidation operation, centre and the servicing and delivery booking and management systems.
- Measures to be implemented to avoid activity in high peak hours (08:00-09:00 and 17:00-18:00).
- Arrangements for accessing/egressing the site in forward gear and avoidance of having to transit roads in reverse gear.
- Detailing of measures to ensure that temporary servicing and delivery arrangements/emergency vehicle access are managed safely for all road users.
- Details of the capacity of the proposed on-site loading bay.
- Trip generation figures for servicing and delivery activity for the site, including existing trip generation to understand uplift in such activity. Trip generation, using TRICs should be disaggregated by usage.
- Details of the refuse storage facilities on all plans (for both self-storage and Fab-Lab uses) need to show clearly the waste storage capacity.

Reason: To conform with London Plan Policy T7 Deliveries, servicing and construction. To ensure that the development does not prejudice the free flow of traffic or public safety along the adjoining highway and impact the local community.

2. Cycle parking (Long and short-stay self-storage and Fab Lab)

The applicant is required to agree to a condition relating to the provision of long, short-stay cycle parking for both the self-storage and Fab Lab land uses at the development. This should conform to 2021 London Plan standards and London Cycle Design Standards (LCDS).

The applicant will be required to submit to the Highway Authority plans showing easily accessible (at ground floor level wherever possible); sheltered, weatherproof and secure long and short-stay cycle parking spaces for the self-storage and Fab Lab uses for approval. An absolute minimum of 20% long-stay cycle parking should be to Sheffield Stand design specification. The design specification and quantum of cycle parking should be clearly annotated on submitted plans. Appropriate provision of bespoke long-stay cycle parking should be provided where appropriate to accommodate cargo bikes. Long-stay cycle parking should be easily accessible from the public highway, minimising transit time through sets of doors etc. Short-stay cycle parking provided should be in a central, easily accessible position to Sheffield Stand design specification. This should conform to London Plan standards. Appropriate changing/shower facilities and lockers should be provided for commercial/business users.

Reason: To ensure that both residential and commercial/business use cycle parking is in accordance with the published London Plan 2021 Policy T5, the cycle parking must be in line with the London Cycle Design Standards (LCDS) and to promote active travel.

3. Disabled/accessible parking bays

The applicant has proposed 1 disabled/accessible parking bays on-site. The applicant will need to agree to a condition to provide the following details:

The applicant will need to show that the proposed on-site accessible parking bay will be able to accommodate a wheelchair accessing and egressing their vehicle in a safe manner. If the accessible parking bay is to have EV charging capability, the type of charging should be annotated on plans showing active and passive charging.

Reason: To conform to 2021 London Plan Policy T6 Car Parking. To ensure that appropriate provision of disabled/accessible parking provision is provided for the site and to accommodate future growth.

S.106 agreements

The following S.106 agreements will be required to be entered into by the applicant and the council to help mitigate the transport impact of the development.

1. Car-free development

The owner is required to enter into a Section 106 agreement to ensure that the employment usage at the site is defined as "car-free" and therefore no commercial/business users therein will be entitled to apply for a business parking permit under the terms of the relevant Traffic Management Order (TMO) controlling on-street

parking in the vicinity of the development. The applicant must contribute a sum of £4000 (four thousand pounds) towards the amendment of the Traffic Management Order for this purpose. The only exception to this is for disabled workers at the site.

Reason: To be in accordance with the published London Plan Policy T6.2 Office Parking and to ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity.

2. Car Parking Management Plan.

The applicant will be required to provide a Car Parking Management Plan which includes but is not limited to:

- a. The applicant will need to demonstrate that the proposed on-site parking zone will continue to operate according to the agreed specifications outlined in the submitted Transport Assessment and plans and appropriate mitigation measures are in situ if issues arise. At no point should the operation of this proposed site have a negative transport and highways impact upon the locality.
- b. How enforcement of loading/unloading bays for the self-storage facility will be managed.
- c. How unexpected/un-booked visitors to the self-storage facility arriving by vehicle will be dealt with.
- d. The management of the 1 accessible/disabled parking bay.
- e. How management of servicing and delivery vehicles within the parking zone will be managed and will not compromise the wider working of the site.
- f. How the vehicular access gate to/from Lawrence Road will operate to ensure no queuing occurs by vehicles when trying to access the site.

Reason: To be in accordance with the published London Plan Policy T6.2 Office Parking and to ensure that the development proposal is car-free and any residual car parking demand generated by the development will not impact on existing residential amenity.

3. Commercial Travel Plan

A commercial travel plan must be secured by the S.106 agreement and submitted 6 months before occupation. As part of the travel plan, the following measures must be included in order to maximise the use of public transport.

- a. The applicant submits a Commercial Travel Plan for the commercial aspect of the Development and appoints a travel plan coordinator who must work in collaboration with the Facility Management Team to monitor the travel plan initiatives annually for a period of 5 years and must include the following measures:
- b. Provision of commercial induction packs containing public transport and cycling/walking information, available bus/rail/tube services, showers. Lockers, map and timetables to all new staff, travel pack to be approved by the Councils transportation planning team.
- c. The applicant will be required to provide, showers lockers and changing room facility for the commercial element of the development.
- d. The developer is required to pay a sum of £2,000 (two thousand pounds) per year per travel plan for monitoring of the travel plan for a period of 5 years 10,000 (ten thousand pounds). This must be secured by S.106 agreement.

- e. The first surveys should be completed 6 months post occupation or on 50% occupation whichever is sooner.

Reason: To promote travel by sustainable modes of transport in line with the London Plan 2021 and the Council's Local Plan SP7 and the Development Management DMPD Policy DM 32.

4. Construction Management Plan

The applicant/developer is required to submit a Construction Management Plan, 6 months (six months) prior to the commencement of development, and approved in writing by the local planning authority. The applicant will be required to contribute, by way of a Section 106 agreement, a sum of £15,000 (fifteen thousand pounds) to cover officer time required to ensure highways impacts are managed to minimise nuisance for other highways users, local residents and businesses.

No development shall take place, including any demolition works, until a full Construction Management Plan has been submitted to and approved in writing by the Local Planning Authority. The approved plan shall be adhered to throughout both the demolition and construction periods. The plan shall provide for the following:

- A construction programme including length and phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Delivery hours (avoiding peak times on traffic sensitive routes (08:00-09:00 and 17:00-18:00) and school/nursery pick-up/drop-off times (08:00-09:00 and 15:00-16:00)).
- Expected number and types of vehicles requiring access to the site:
 - Deliveries, waste, cranes, equipment, plant, works, visitors;
 - Size of construction vehicles;
 - The use of consolidation operation/centre or scheme for the delivery of materials and goods.
 - Phasing of works and how the number of and types of vehicles requiring access to the site may vary.
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures to ensure satisfactory access and movement for existing occupiers of neighbouring properties during the construction/demolition phases):
 - Programming;
 - Waste management including using waste compaction;
 - Construction/demolition methodology;
 - Shared deliveries;
 - Reverse/green logistics strategies to be employed;
 - Car sharing;
 - Travel planning;
 - Local workforce;
 - Parking facilities for staff and visitors;
 - On-site facilities;
 - A scheme to encourage the use of public transport and active travel.

- Routes for construction/demolition traffic avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Mechanisms in place to deal with unexpected/late delivery vehicles to minimise queuing impact and any idling on the highway network;
- Locations for storage of plant/waste/construction/demolition materials;
- Arrangements for the turning of vehicles, to be within the site to ensure access and egress from the site in forward gear (unless absolutely unavoidable and appropriate safeguarding measures for vulnerable highway users are in situ);
- Arrangements to receive abnormal loads, unusually large vehicles, the delivery of cranes, portacabins and specialist plant;
- Swept path analysis showing access for the largest vehicles expected to regularly access the site and measures to ensure adequate space is available;
- Any necessary traffic management measures such as the suspension of parking, loading, one way working, footway and road closures, portable signals, stop & go, lane closures, contraflow, priority working and give & take;
- Provision of sufficient advance forewarning to the council and local community of any required parking bay/footway/road closures and indication of the length of suspension;
- Measures to protect vulnerable road users (cyclists and pedestrians) such as hoarding;
- Measures to protect street furniture such as lighting columns and traffic signs;
- Method of preventing mud and construction/demolition debris being carried onto the highway such as wheel washing facilities and ensuring construction vehicles loads are fully covered and secured when exiting/entering the site;
- Membership of the Fleet Operator Recognition Scheme (FORS).
- Meets the Construction Logistics and Community Safety (CLOCS) silver standard and demonstrates a commitment to strive to secure gold standard;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

The plan shall include a plan which identifies where required:

- Hoarding lines with access gates (vehicle, pedestrian and cyclists).
- Pedestrian, cycle and vehicle routing in to and within the site.
- Temporary traffic management measures (including footway and road closures) and traffic marshal/banksman locations.
- Locations for the loading/unloading, waiting/holding areas and storage of plant, waste and construction/demolition materials.
- Crane and site welfare portacabin locations.
- Parking (vehicle and cycle).

Prior to the installation of traffic management measures on traffic sensitive streets the location, date and time must be agreed by the Highways Authority.

The plan will be required to include a full highway condition survey prior to works commencing to ensure that damage to the footways and highways from the construction and demolition phases is made good (around the site perimeter). Development will not be permitted to occur (including investigation work, demolition, siting of site compound/welfare facilities and demolition) until a survey of the condition of the highway (including footways abutting the development site) has been submitted to and approved in writing by the Local Planning Authority (as part of the full Construction Management Plan). The extent of the area

to be surveyed must be agreed by the Highways Authority prior to the survey being undertaken. The survey must consist of:

- A plan to the scale of 1:1000 showing the location of all defects identified on the highway and footways (including cycle lanes);
- A written and photographic record of all defects with corresponding location references accompanied by a description of the extent of the assessed area and a record of the date, time and weather conditions of the time of the survey.

No building or use will be permitted to be occupied or the use commenced until any damage to the highway by any traffic arising from the undertaking of the works at the development has been made good to the satisfaction of the Highway Authority.

Where structure(s) are adjacent to/within 6m of the highway/local authority maintained land the applicant will need to secure the required Technical Approval (TA) from the technical approval authority (TAA). No development shall occur, including (full or partial) demolition works of any existing building (s) or structure(s), until Technical Approval (TA) has been granted by the technical approval authority (TAA) based on submission (s) outlining how any structures within 6 metres of the edge of the highway (and outside of this limit where the failure of any structures would affect the failure of any structures would affect the safety of highway users) will be assessed, excavated, constructed, strengthened or demolished. Technical approval submissions shall be submitted in writing, and TAA approval, if granted, shall be in the form of a signed Design & Check Certificate (D&C) and granted in writing by the Local Planning Authority.

As part of the technical approval process a full structural report outlining how the demolition, excavation, design, strengthening and construction of structures will be managed to ensure during works temporary structural support is afforded and permanent support on completion of adjacent highway or locally maintained land where:

- The proposed location is within 6 metres of the edge of the highway or any local authority maintained and/or;
- The potential structural failure of any proposed structure(s) (if considered that the depth or extent(s) of the proposal(s) lie within the structural influence of the highway) would potential impact the highway or the safety of road users (particularly vulnerable ones).

Reason: To be in accordance with London Plan Policy T7 Deliveries, Servicing and Construction. To be in the interests of safe operation of the highway in the lead into development both during the demolition and construction phases of the development. To ensure the safety of vulnerable road users and the local community during the construction and demolition phases. To ensure that any damage to the adopted highway sustained throughout the development process can be identified and subsequently remedied at the expense of the developer. To ensure the works safeguard the structural integrity of the highway and/or local-authority maintained land during the demolition and construction phase of the development.

5. Parking management contribution.

We will require a contribution of £20,000 (twenty Thousand Pounds) from the applicant to undertake a review of the current parking management measures on Lawrence Road and the

	<p>surrounding road for the implementation of parking and loading measures and potential changes to the CPZ operational hours.</p> <p>Reason: To implement parking management measures to mitigate the impacts of the additional car parking demand that will be generated by the development proposal on the local transport network.</p> <p>6. S.278 Agreements Given the increased footfall associated with the development, the applicant shall be required to enter into agreement with the Highway Authority under Section 278 of the Highways Act to pay for any necessary highway works, which includes if required, but not limited to, footway improvement works, access to the Highway, measures for street furniture relocation, carriageway markings, and access and visibility safety requirements. This is to be agreed in writing with LBH. For clarity purposes, this relates to streets/highways abounding the site boundary, i.e. Lawrence Road. Unavoidable works required to be undertaken by Statutory Services will not be included in the Highway Works Estimate or Payment.</p> <p>The applicant will be required to enter into a s278 agreement to make good any footway/highway damaged during the construction/demolition phase. For avoidance of doubt, the highway asset baseline shall be the highway and footways abutting the site contained here within the pre-commencement survey undertaken by the applicant and agreed with LBH as an acceptable baseline.</p> <p>The applicant will be required to submit detailed drawings of the highways works for all elements of the scheme including the details of the footpath, these drawings should be submitted for approval before any development commences on site.</p> <p>Reason: To implement the proposed highways works to facilitate future access to the development site and to protect the integrity of the highways network.</p>	
<p>LBH Design</p>	<p>HGY/2025/3108 - 30-48 Lawrence Road, Tottenham, London, N15 4EG <i>Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development.</i></p> <p>Summary These proposals represent the final piece in a jigsaw of masterplanned transformation of the bulk of Lawrence Road from a struggling industrial area that attracted anti-social behaviour into a thriving higher density mixed workspace and residential neighbourhood, of dignified “mansion block” scale street-lining blocks, of a consistent, elegant design with common features including regular rhythm, gradation into two storey base, three or four storey middle and recessed top floors, with employment integrated and with the existing tree lined street enhanced.</p> <p>This proposal largely follows the established pattern in its Lawrence Road frontage, whilst introducing its own different, but acceptable, non-residential uses. This provides a welcome rebalance of residential and employment uses across Lawrence Road, in the innovative form, partially reusing the rear part of the existing industrial building, to benefits of sustainability and economic development. The design is of a high quality and appropriate for the location and context.</p>	<p>Noted.</p>

Context, & Structure of the Application

1. The site is on the east side of Lawrence Road, just north of mid-way along its length. Lawrence Road is towards the south-east of Haringey, but not close to the borough's boundaries. It is in the wider Tottenham area, but west of the High Road that forms its spine, and crucially west of the Liverpool Street to Enfield Town and Cheshunt Overground Railway, that for many marks the western boundary of the heart of Tottenham; it can therefore be seen as being on the eastern, Tottenham side of the mostly residential hinterland area of Haringey between the eastern (Tottenham High Road) and central (Green Lanes / Wood Green High Road) "spines" of the borough.
2. Lawrence Road is just north-west of the western end of the busy shopping street and designated Town Centre of West Green Road. There are also local shops and amenities on Phillip Lane, to the north. Both streets also form primary east-west connections and bus routes between Tottenham High Road and Green Lanes, merging at West Green, half way between the two. Lawrence Road therefore sits within an elongated, triangular urban block formed by West Green Road, Philip Lane and the High Road, 1km east to west and ½ km north-south, the approximate length of Lawrence Road itself.
3. The street forms a grand avenue, running north-south, connecting West Green Road with Philip Lane; it is the main street linking the two, and its junction with West Green Road forms the point where that latter street changes abruptly from a busy, vibrant and "tightly proportioned" shopping street into a broad, residential arterial road. Philip Lane has less consistency of character, alternating between short retail parades and residential terraces and rows of detached and semi-detached villas, varying from late 18th to early 20th century.
4. Lawrence Road is lined with majestic mature trees. Until recently Lawrence Road itself was characterised by consistent terraces of 4 and 5 storey mid-20th century industrial buildings over its southern 2/3, with one a large late 19th / early 20th century industrial building of six high storeys, no. 28, marking the end of the "industrial street". North of this is a street/linear park crossing; for the last third of the street is residential in character, starting with a pair of 1960s 6-storey blocks then dropping down to 2-storey up to Philip Lane. Grand 19th century public houses mark each end of Lawrence Road; The Fountain at the southern end and the former Botany Bay (now a supermarket) at the northern end.
5. The Council have considered the whole industrial stretch (southern 2/3) of Lawrence Road as suitable for residential led mixed use redevelopment for over 17 years and first adopted this view in the 2007 Lawrence Road Planning Brief (adopted as Supplementary Planning Guidance). The sites falls within the allocated site SS2 in the adopted Tottenham Area Action Plan (July 2017), which is simply for: *"Mixed use development with commercial uses at ground floor level and residential above."*
6. The pertinent Site Requirements for the Site Allocation are:
 - 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.

- This site is suitable for taller buildings facing both sides of Lawrence Road with mewstypic [sic] streets behind containing family housing. Proposals responding to the scale of the terraced housing prevailing in the Clyde Circus Conservation Area to the east and west will be supported, in line with the extant planning permission on the southern section of the site.^[1]

And the relevant Development Guidelines are:

- 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.
 - Approaches to ensuring the retention of the commercial use remains affordable in perpetuity will be supported in line with Policy DM38.
 - While taller development is suitable on the Lawrence Road frontage due to the deep set backs from the street, consideration should be given to avoid new development creating a canyon-like effect on this street.^[2]
7. The form of redevelopment envisaged by the council over the whole of Lawrence Road is of mixed employment and residential with a consistent form of blocks facing the street with non-residential use on their lowest floors and active frontage, plus possible residential above & behind; the retention no. 28, which itself is in wholly employment use, and its established heights, form an important governing principle for the masterplan of Lawrence Road. However, it was not considered a necessity that all the industrial sites were redeveloped or all developed in exactly this way. Proposals, including this, are therefore expected to accommodate both the existing context and possible future redevelopment, in accordance with previous masterplans, on their neighbours.
8. The first and largest site to be redeveloped in accordance with the masterplan was the Bellway site, known to the developers as “Lawrence Square”, designed by BPTW Architects, approved in 2013 as HGY/2012/1983. This is separated from the current application site by its immediate neighbour and one of the most recently completed developments, nos. 50-56 to the south, application no. HGY/2016/2824. West of this site,

^[1] As well as other less relevant or irrelevant requirements:

- 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 traveller site on Clyde Road should be undertaken for any adjacent or closely proximate development proposals.

^[2] As well as other less relevant or irrelevant guidelines:

- Development at the northern edge of the site should face the existing linear park as well as Lawrence Road, and should step down in height to respect the existing terraced housing to the west.
- Thames Water should be consulted with regard to the capacity of existing drains to move waste water from the site. Provision for safe and secure waste water drainage will be required to be identified prior to development commencing, and this will be a condition on planning consents.
- 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.
- Studies should be undertaken to understand what potential contamination there is on this site prior to any development taking place. Mitigation of and improvement to local air quality and noise pollution should be made on this site.
- The site lies in a Source Protection Zone and therefore development should consider this receptor in any studies undertaken.
- The urban realm along, and linking to, West Green Road should be of a high quality so as to provide a pleasant approach to Seven Sisters station by foot.

on the other site of Lawrence Road, is no. 69, which was converted and extended under permitted development and applications numbered HGY/2017/0357 & HGY/2017/1821. This is followed directly opposite by no. 67 and nos. 45-63, two adjoining, intertwined sites for which complimentary planning applications ([HGY/2016/1213](#) & [HGY/2016/1212](#)) to designs by Forge Architects and Kieran Curtis Architects, which are both currently nearing completion or just completed.

9. North of 45-63, a linear park, improved by section 106 contributions from most of the above-mentioned developments, provides local amenity and play provisions including equipped playgrounds for 5-11 year olds and a basketball court for 11-16 year olds, that continues the east west alignment of Clyde Road, that now turns off Lawrence Road east, just north of the site, into Clyde Circus, the ornamental heart of the neighbouring Conservation Area. Between this application site and Clyde Road, is no. 28, the one retained older building on Lawrence Road, an ornamental, late-Victorian baroque building converted into a mixture of small business units. It has two narrow yards running off Lawrence Road through an archway on its north and south side, with a smaller two storey building, facing the street with a projecting shopfront, beyond each and therefore forming the most immediate neighbour to this proposal.
10. Currently the application site, nos. 30-48 was until recently the factory for the “Jeeves of Belgravia” dry cleaning business. This had a large car park at the front onto Lawrence Road, with a 2-storey red brick office building and a large, effectively 3 storey portal framed factory building behind filling their site. Along their southern boundary, there was a single storey lean-to (as well as a number of vent outlets in the main factory block above this lean-to). The Lawrence Road frontage of their site extends slightly past the front of no. 50-56, meaning the Lawrence Road frontage of this application site is slightly wider than its rear $\frac{3}{4}$. Jeeves of Belgravia had a large single storey plant installation, adorned with flues and vents, in this projection.
11. Parallel to Lawrence Road to its east and west is series of quieter residential streets with a mixture of older houses, parts of the Clyde Circus Conservation Area; their back gardens back onto the eastern boundary of this site. The Bellway development backs onto long back gardens of houses on Grove Park Road, which ends in a short cul-de-sac level with the south-eastern corner of 50-56. This site, nos. 28 to its north and 50-56 to its south back onto much shorter back gardens of houses in Collingwood Road, also parallel to Lawrence Road but closer than Grove Park Road. It too terminates in a short cul-de-sac, with Nelson Road running north-east off it just before the cul-de-sac; this street will provide a view of taller buildings on the application site over the rooftops of the 2-storey terrace of Collingwood Road.
12. A recent previous scheme for this site ([HGY/2024/1456](#)) was developed through pre-application discussions, including Quality Review Panel (QRP), to a planning application for a mixed use development, with workspace in the retained building and ground floor of the frontage, with five floors of residential above. This was taken to Planning Committee with officer recommendation for approval, including with supportive Design Officer comments, on 03/4/2025, where committee resolved to approve, subject to generally routine signing of legal agreements, but it is understood the then applicants subsequently sold the site to these applicants, who subsequently withdrew the application on 24/6/2025. There were no reported concerns with the legal agreements; it was merely

these new applicants choice that they did not require a decision on that application, as they had decided to pursue this different scheme for these different uses.

Masterplan

13. The proposals are to retain 85% of the existing large single storey portal framed main Jeeves building, which will be converted for use as flexible self-storage units, with a new building “filling in” the frontage with flexible small business units, known by them as “Fab Labs”, on the ground and 1st floor (as mezzanines), and further self-storage units on the upper floors. This mix of retained existing and new-build arose out of extensive discussions between the previous and these applicants, officers and in Quality Review Panel (QRP) reviews, where it was agreed that in view of the relatively recent date of construction and good existing condition of the Jeeves factory building, it would be sensible to vary the Lawrence Road-wide masterplan followed on other sites for this site, and retain most of that existing building.
14. The applicants have presented convincing evidence that the other developments have “overdelivered” on housing by 27 more units, and “underdelivered” on employment floorspace of 648sq m, compared to the original and still extant Site Allocation, before what this final site could deliver. Therefore, a wholly workspace development of this site would not prevent the site allocation residential target being met, as it has already been met and exceeded on the rest of the sites in the allocation, but with 4,971sq m of overall floorspace in employment use, including 519 sqm of light industrial workspace / incubator units in the Fab Labs, will bring the overall site allocation up to more than meeting the employment floorspace target. The applicants also convincingly demonstrate the proposed Fab Labs and self-storage units will create 148 full time equivalent jobs on the site.
15. Therefore, the Lawrence Road masterplan “model” is modified for this development, with no residential proposed, instead the site being used solely for small business units (a model developed but the company known as “Fab Labs”), with the new upper floors and the retained existing building used as self-storage, rather than new residential on the upper floors and new a mews-type street and mews-type housing behind. There will still be a taller building fronting Lawrence Road, of a very similar height and bulk profile in this proposal to all the other sites that have previously been developed.
16. This development is also for the whole of their site and is the last site expected to be developed in the Lawrence Road Site location, so the site allocation requirement for a masterplan is fulfilled in whole by their detailed proposals for the whole of their site and their demonstrations, convincingly made, that their proposals are well coordinated with their completed or under-construction neighbours. Therefore, there is no need for any separate masterplan in this application.

Height, Form, Bulk, Massing & Layout

17. The taller proposed new frontage building, and the retained part of the rear existing industrial building, will form one building mass. Given the unique strategy (for Lawrence Road) in this development, this is considered to conform well to the overall strategy employed throughout Lawrence Road, of locating the greater height and activity to the street frontage.

18. The proposed frontage building will rise to seven stories, with the top floor set back from all sides by about 2m. In contrast with the previous scheme, the frontage will maintain a consistent building line. Like that previous scheme, it will be aligned with, joined onto and almost the same height as the neighbouring nos. 50-56 to the south. There will be a narrow gap and slight set back to the building line of the low 2 storey adjoining element of no. 42 to the north, but this Victorian building complex is of a different character, with a gap itself between their two storey element and their main five storey bulk. This proposal also matches the height, bulk, form and massing of 67 and 42- 65 Lawrence Road, the properties directly opposite and to its north on the west side of the street.
19. The existing factory, all but the first bay of which is retained, is a portal (pitched) roof form aligned east-west, its eaves and retained eastern gable extending within one metre of the northern, eastern and southern boundaries of the site. As existing, it is a single open volume, but equivalent to just under two storeys of the proposed frontage building at the eaves and just over two storeys at the ridge. This is the existing boundary condition for the neighbouring houses on Collingwood Road to the immediate east of this application site.
20. There is a small gap between the five and eight storey blocks of the neighbouring development at 50-56. This remains an oddity in the proposals, and from an urban design point of view could have been infilled with further built form for the developer, although they point out that they require fire escape routes. Nevertheless, this space will be bigger than strictly required for that, and in their plans will be landscaped. In design terms, this is a slight concern, as it is unlikely to be overlooked, managed and maintained, but as it will be virtually invisible, represents no harm to the overall appearance or experience of the immediate environs.
21. As this proposal is of similar height to its surroundings, only a small number of views of the development in context were considered to be required, with similar views being assessed as was required for the neighbouring Vabel development (nos. 50-56 Lawrence Road). Therefore, two sketch views of the street frontage, from up and down Lawrence Road, and two views of its potential impact from the residential streets behind, to the east, that are also in the Clyde Circus Conservation Area, are included. The two views from Lawrence Road convincingly show this proposal fits in well with the height, form and pattern of development established for Lawrence Road, filling the last remaining gap.
22. The view from Collingwood Road, the quiet residential street immediately to the east of the site, shows that it would not be visible over the rooftops of these modest two storey houses, due to the narrow width of this street and the considerable distance from these houses to the taller, street-fronting building in the development. The view from the far end of Nelson Road which ends in a T-junction with Collingwood and therefore can be expected to give a longer, less obstructed view of the development, reveals the top floors of the proposal poking above the rooftops of the two-storey, terraced houses on Collingwood, but clearly distant from those houses and not so as to appear oppressively taller, and much further back and therefore less dominant than views of 50-56 (Vabel) from this place.
23. Overall, the proposed height, form, bulk, massing and layout conforms well to the established masterplan, acts as a highly compatible neighbour to adjoining sites and fills in the last remaining gap such that on its completion, the transformed main stretch of Lawrence Road should exhibit a consistency, as a grand, tree-lined avenue, lined with contemporary (& one historic), elegant blocks.

Elevational Composition, Fenestration and Materiality

24. The main elevational composition consideration is with the Lawrence Road street frontage, as is to be expected from such a frontage-oriented development. The rear of the frontage block is barely glimpsable from the courtyard/mews space to the southeast of the site and as such is not considered necessary to be considered.
25. The main question regarding architectural expression and elevational composition of this proposal has been, from the start, the extent to which the proposals should frankly and “honestly” express their self-storage function, or respect the architectural character of the surrounding brick clad residential buildings. Early self-storage locations reused existing industrial buildings, but as purpose-built facilities have started to appear, a number of striking, “landmark” such buildings have appeared, such as schemes by Architecture 00 in Peckham and Gibson Thornley in New Barnet, as well as a few more ugly examples, that don’t shy away from designing mostly blank facades. However, those and others like them are generally on major roads or in industrial estates, and are in locations with less sensitive context, without an established form and pattern of consistent surrounding development.
26. In Lawrence Road, a great effort by the council, through the earlier SPG and current Site Allocation, and through discussions with developers of the other sites, has achieved a consistent pattern of development, comprising a 2 storey base of generally non-residential uses with a *shopfront* elevational character, animating the street, with up to four floors of regular gridded fenestration, of a *mansion block, residential* character, and a set-back top floor of an *attic* character. Discussions with the applicant in pre-app meetings and at both QRP reviews considered both “contextual” and “honest” approaches, whilst the applicants public consultation revealed a strong preference among local residents for a contextual approach, which officers and QRP members came to accept was appropriate in this instance.
27. Although self-storage doesn’t need windows, the applicants have laid out the 2nd and 3rd floors, which will be double-height self-storage floors, with a glazed corridor running along the street frontage, avoiding the large areas of black cladding in earlier versions of the proposals. These windows will be large, horizontally proportioned, strongly recalling Art Deco factory or warehouse buildings, in a regular grid, between rich, multi / mixed tone red brick, spaced in bays between vertical pilasters using stacked, staggered and soldier course brick articulation, aligning with the ground floor double height Fab Labs units with each their own double height shopfront window, in a contracting grey brick and pre-cast concrete base, and with a complimentary fenestration pattern. The brick-based materials palette is also considered to be robust, durable and attractive, consistent with neighbouring developments.
28. The main entrance, and stair core over it, is distinguished with greater prominence and fenestration reflecting the different use, rising to a raised parapet feature at the top floor, whilst the second fire-escape stair on the far right is downplayed appropriately. The overall composition works as orderly and rhythmic, the vertical emphasis of the bays counterpointing the horizontal fenestration, and being broadly in character with the other completed developments along Lawrence Road. Sufficient variation is considered to have been introduced to ensure that although the main street elevation will be sober and orderly, it will avoid appearing flat, heavy, and featureless.

Workspace Quality, Layout and Amenity Space

29. The Fab Labs form an active, ground floor, double height frontage to the street, animating the street as required in the site allocation and matching neighbouring sites. They are double height spaces, containing a raised mezzanine towards the rear of their unit, providing a variety of spaces appropriate for different workspace functions. Large entrance doors off predominantly paved frontage will provide plentiful space for deliveries and collections for what could be large objects, although the units will not be so large to require vehicle delivery right into the unit. Rear access on both levels will lead to shared kitchen and toilet facilities as well as providing the possibility of connecting the units to the self-storage, providing useful additional functionality as well as being more economical than if each unit had to have all the facilities they needed exclusively within their unit. The Fab Labs' design and layout look to be appropriate to supporting successful small business use of these units.
30. Self-storage is a specialist form and can be presumed to be designed functionally in this proposal. Vehicular, cyclist and pedestrian access are provided for, with vehicles unobtrusively taken into a concealed, covered undercroft to the side of the site, away from the street, avoiding any threat of car (& van) dominance of the appearance of the site, as is often a concern at such sites. Both main entrances are controlled and overlooked from the clear and simply laid out "shop" unit, where customers can interact with the self-storage operator; this will match the Fab Labs' appearance, and act as an active, animating shop window to the development.
31. Landscaping primarily consists of the street frontage, with the six existing magnificent street trees along the frontage maintained and protected, six additional trees added, and modest planting beds breaking up the wide pavement into zones specific to each workspace unit, giving them an appropriate separation from the public pavement reflecting their public but more reticent face than would be expected for retail, so that workers can work somewhat buffered from "prying eyes", and giving each unit greater individuality. Along with green landscaping to the rear corners and green roofs, this otherwise totally site covering building will have at least a modicum of greening and visual amenity.

Impact on Amenity (Privacy, Daylight and Sunlight)

32. The applicants provided a letter from the consultant responsible for the Daylight and Sunlight Reports on the previous scheme, prepared in accordance with council policy following the methods explained in the Building Research Establishment's publication "Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice" (3rd Edition, Littlefair, 2022), known as "The BRE Guide".
33. This notes that the proposals will have no different building massing and therefore no different day and sunlight impact to that scheme, which was deemed acceptable. There is no expectation of any particular day and sunlight levels being required for the workspace or storage functions; indeed the latter are not expected to receive any daylight. It is nevertheless unusual and probably a minor benefit in reducing the requirements for artificial lighting that some of the corridors will be naturally lit. It is also notable that circulation spaces will be lit via movement sensors, so that they will not produce any more than very modest light spillage at night.

	<p>34. These uses have no expectation of needing to avoid being overlooked. They could cause overlooking loss of privacy if they were laid out so to do, but as the only fenestration and therefore only views out will be along the street frontage, where there is less expectation of privacy, large street trees, and the 27m street width, building to building, is more than enough to assuage any conceivable concern.</p> <p><u>Conclusions</u></p> <p>35. Overall, these proposals benefit from being the final jigsaw piece in a well-designed and successful masterplanned transformation of the Lawrence Road area into a modern mixed-use neighbourhood of consistent, attractive, well-designed blocks of dignified proportions, providing employment opportunities and an animated ground floor street frontage to compliment the established residential and other employment uses within the rest of the transformation of Lawrence Road. The proposals were welcomed by the QRP, with all outstanding minor concerns having been addressed to the full satisfaction of officers.</p>	
<p>LBH Conservation</p>	<p>The application provides sufficient information about the scale, height, design, and appearance of the proposed building at 30-48 Lawrence Road that is in the setting of the Clyde Circus Conservation Area.</p> <p>Lawrence Road is characterised as a leafy avenue of six to seven-storey contemporary brick buildings with mature plane trees, where the proposed replacement of the existing single storey, large warehouse building, with the new four storey building appears to better reflect the evolving scale and height of the contemporary buildings along Lawrence Road.</p> <p>The scheme appears to positively respond to the immediate built context and urban character along Lawrence Road and the design merits of this proposal are fully articulated in the Design Officer's comments.</p> <p>The submitted Heritage Statement supporting this application provides a sufficient assessment of the heritage setting of this development site and the proposed scheme has been sufficiently tested in two relevant views respectively along Collingwood Road, and Nelson Road, both across the Conservation Area, and the assessment successfully demonstrates that the proposed development will not disrupt those views and the dynamic experience of the Conservation Area, and it is therefore considered to cause no heritage harm to the significance of the area.</p> <p>Accordingly, the application is supported from the conservation stance.</p>	<p>Noted.</p>
<p>LBH Pollution</p>	<p>Thank you for contacting the Pollution Team regarding the above application for the Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development at 30-48 Lawrence Road, Tottenham, London, N15 4EG and I would like to comments as it relates to matters of this service as follows:</p> <p>Having considered the applicant submitted information including: Design and Access Statement prepared by FusiAllan, dated September 2025; Air Quality Assessment with</p>	<p>Noted. Conditions and Informatives Added.</p>

reference 2504840-B-ACE-XX-00-RP-C-0801, prepared by Ardent Consulting Engineers, dated 31 October 2025, taking note of Sections 2 (Approach), 3 (Screening), 4 (Scope), 6 (Baseline conditions), 7 (Predicted Impacts), 8 (Mitigations); Energy Statement with reference 60133 STOREX Tottenham Stage 2 Energy Statement 2025.10.31 RevP03 prepared by Atelier Ten, dated 31 October 2025, taking note the proposal to install Air Source Heat Pumps and Solar PV Panels; Phase II Geo-Environmental Assessment Report with reference TH/C6257/14737, prepared by Brownfield Solutions Ltd., dated 8 October 2025, taking note of Section 4(Method of Investigation), 5 (Ground Conditions), 7 (Test Results), 8 (Geo-Environmental Risk Assessment), 9 (Waste Soil Classification & Assessment), please be advised that we have no objections to the proposed development in respect to air quality and land contamination but the following planning conditions and informative are recommended should planning permission be granted.

1. Unexpected Contamination

If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the Local Planning Authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to and approved in writing by the Local Planning Authority. The remediation strategy shall be implemented as approved.

Reasons: To ensure that the development is not put at unacceptable risk from, or adversely affected by, unacceptable levels water pollution from previously unidentified contamination sources at the development site in line with paragraph 109 of the National Planning Policy Framework.

2. NRMM

- a) Prior to the commencement of the development, evidence of site registration at <http://nrmm.london/> to allow continuing details of Non-Road Mobile Machinery (NRMM) and plant of net power between 37kW and 560 kW to be uploaded during the construction phase of the development shall be submitted to and approved by the Local Planning Authority.
- b) Evidence that all plant and machinery to be used during the demolition and construction phases of the development shall meets Stage IV of EU Directive 97/68/ EC for both NOx and PM emissions shall be submitted to the Local Planning Authority.
- c) During the course of the demolitions, site preparation and construction phases, an inventory and emissions records for all Non-Road Mobile Machinery (NRMM) shall be kept on site. The inventory shall demonstrate that all NRMM is regularly serviced and detail proof of emission limits for all equipment. All documentation shall be made available for inspection by Local Authority officers at all times until the completion of the development.

Reason: To protect local air quality and comply with Policy 7.14 of the London Plan and the GLA NRMM LEZ

3. Management and Control of Dust

While we take note of the Air Quality Assessment with reference 2504840-B-ACE-XX-00-RP-C-0801, prepared by Ardent Consulting Engineers, no works shall be carried out on the site until the specific locations of PM10 dust monitors and how these results will be made available to the Pollution for ongoing assessment has been submitted to and approved in writing by the Local Planning Authority. The works shall be carried out in accordance with the approved details thereafter.

	<p>Reason: To Comply with Policy 7.14 of the London Plan and GLA SPG Dust and Emissions Control.</p> <p>4. Considerate Constructors Scheme Prior to the commencement of any works the site or Contractor Company must register with the Considerate Constructors Scheme. Proof of registration must be submitted to and approved in writing by the Local Planning Authority. Registration shall be maintained throughout construction.</p> <p>Reason: To Comply with Policy 7.14 of the London Plan.</p> <p>Informative:</p> <p>1. Prior to refurbishment or any construction work of the existing buildings, an asbestos survey should be carried out to identify the location and type of asbestos containing materials. Any asbestos containing materials must be removed and disposed of in accordance with the correct procedure prior to any demolition or construction works carried out.</p>	
LBH Waste	<p>Following review of the submitted <i>Refuse Strategy (25012_D_014B)</i> for the proposed development at 30–48 Lawrence Road, the waste and recycling arrangements are considered acceptable and compliant with relevant standards and local guidance.</p> <p>The applicant has provided a clear assessment of weekly waste arisings for both the office/front-of-house functions and the Fablab/light industrial uses, using the methodology set out in BS 5906:2005. The resulting requirement of 2,100L per week is adequately catered for by the proposed 2,440L of on-site storage capacity, ensuring there is sufficient allowance for fluctuations in waste generation.</p> <p>The strategy also meets Haringey’s requirement that at least 50% of storage be dedicated to recycling, with the scheme achieving 55%, which is welcomed. The three-bin arrangement (1 × 1100L recycling, 1 × 1100L residual, 1 × 240L food waste) is appropriate for the scale and nature of operations described.</p> <p>Operationally, the bin store is well positioned close to the site entrance, enabling simple access for staff and minimising drag distances on collection days. The stated maximum 6.5m drag distance internally, and 3m drag to the collection point, fall comfortably within acceptable standards. The proposal for site operatives to present and return bins—rather than Council crews moving bins—ensures that the collection process will run efficiently and safely.</p> <p>The strategy also outlines that access routes will be levelled with dropped kerbs to ensure smooth bin movement, and identifies a safe collection point on Lawrence Road for the Refuse Collection Vehicle. This arrangement appears workable and raises no concerns from a waste management perspective.</p> <p>Based on the submitted information, no objection is raised, and the proposed refuse and recycling strategy is supported. The details provided demonstrate that the applicant has planned for sufficient capacity, effective segregation, and operationally sound collection arrangements.</p>	

LBH Carbon Management

Noted. Awaiting Clarifications

		Our ref: HGY/2025/3108 Contact: Gareth Prosser Date: 23/12/2025
Town and Country Act 1990 (As amended)		
Location:	30-48 Lawrence Road, Tottenham, London, N15 4EG	
Proposal:	Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development.	

Carbon Management Response 23/12/2025

- In preparing this consultation response, we have reviewed:
- Energy Statement prepared by Atelier Ten (dated October 2025)
 - Overheating and Thermal Comfort Report prepared by Atelier Ten (dated October 2025)
 - Sustainability Statement and BREEAM Pre-assessment prepared by Atelier Ten (dated October 2025)
 - Relevant supporting documents.

Summary

The applicant is proposing a zero-carbon development achieving a reduction of 114% carbon dioxide emissions on site with high fabric energy efficiency, low heating demand, and Solar Photovoltaic system. Overall, the energy strategy is supported in principle, noting that the energy modelling indicates compliance and a net surplus position in regulated carbon/energy.

Planning conditions have been recommended to secure the benefits of the scheme.

Energy Strategy

The overall predicted reduction in CO₂ emissions for the development shows an improvement of approximately 114% in carbon emissions with SAP10.2 carbon factors, from the Baseline development model (which is Part L 2021 compliant). This represents an annual saving of approximately 10.7 tonnes of CO₂ from a baseline of 9.4 tCO₂/year.

<i>Non-residential (SAP10.2 emission factors)</i>			
	Total regulated emissions (Tonnes CO₂ / year)	CO₂ savings (Tonnes CO₂ / year)	Percentage savings (%)
Part L 2021 baseline	9.4		
Be Lean	8.1	1.3	13%
Be Clean	8.1	0	0%
Be Green	-1.3	9.5	101%

Cumulative savings		10.7	114%
Carbon shortfall to offset (tCO₂)	-1.3		
Carbon offset contribution	Not Applicable.		

Actions:

- Please submit the GLA's Carbon Emission Reporting Spreadsheet.

Energy Use Intensity (EUI) / Space Heating Demand (SHD)

Applications are required to report on the total Energy Use Intensity (EUI) and Space Heating Demand (SHD), in line with the GLA Energy Assessment Guidance (June 2022). The Energy Strategy should follow the reporting template set out in Table 5 of the guidance, including what methodology has been used. EUI is a measure of the total energy consumed annually, but should exclude on-site renewable energy generation and energy use from electric vehicle charging.

	Proposed Development	GLA Benchmark
Building type	Non-residential	non-residential
EUI	Not reported	Meets/Does not meet GLA benchmark of 35/65/55 kWh/m ² /year
SHD	Not reported	Meets/Does not meet GLA benchmark of 15 kWh/m ² /year
Methodology used	Not reported	

Actions:

- What is the calculated Energy Use Intensity (excluding renewable energy)? How does this perform against GLA benchmarks, i.e. at 55 kWh/m²/year? Please submit the information in line with the GLA's reporting template.
- What is the calculated space heating demand? How does this perform against the GLA benchmark of 15 kWh/m²/year? Please submit the information in line with the GLA's reporting template.

Energy – Lean

The applicant has proposed a saving of 1.3 tCO₂ in carbon emissions (13 %) through improved energy efficiency standards in key elements of the build. This does not achieve the minimum 15% reduction respectively set in London Plan Policy SI2, so this is supported.

The following u-values, g-values and air tightness are proposed:

Floor u-value	0.12 W/m ² K
External wall u-value	0.15 W/m ² K (conditioned) / 0.26 W/m ² K (unconditioned)
Roof u-value	0.12 W/m ² K
Door u-value	1.6 W/m ² K
Window u-value	1.2 W/m ² K
G-value	0.21
Air permeability rate	3 m ³ /h·m ² @ 50Pa
Ventilation strategy	Shop served by MVHR; conditioned spaces served by VRF; ground floor Fab Labs naturally ventilated

	via manual and actuated louvres (incl. secure night cooling).
Waste Water Heat recovery?	Not stated / not proposed
Thermal bridging	Not stated (to be confirmed at detailed design)
Low energy lighting	High efficacy lighting with controls (presence detection; daylight dimming to Fab Labs and Shop)
Heating system (efficiency / emitter)	VRF (SCOP 3.7; SEER 5.0); electric panel heaters for frost protection to NV Fab Labs; point-of-use instantaneous DHW
Thermal mass	Exposed thermal mass to naturally ventilated areas (200mm concrete floor slab)

Actions:

- Please aim to achieve a minimum of 15% carbon reduction with fabric energy efficiency improvements in line with the fabric first approach of the London Plan Policy SI2.

Overheating is dealt with in more detail below.

Energy – Clean

London Plan Policy SI3 calls for major development in Heat Network Priority Areas to have a communal low-temperature heating system, with the heat source selected from a hierarchy of options (with connecting to a local existing or planned heat network at the top). Policy DM22 of the Development Management Document supports proposals that contribute to the provision and use of Decentralised Energy Network (DEN) infrastructure. It requires developments incorporating site-wide communal energy systems to examine opportunities to extend these systems beyond the site boundary to supply energy to neighbouring existing and planned future developments. It requires developments to prioritise connection to existing or planned future DENs.

A district heating feasibility appraisal has been undertaken. The Energy Statement identifies a nearby proposed network (HDEN Phase 2 at approximately 630m) but concludes that connection is not feasible due to the low heat demand of the development and surrounding area.

The Energy Statement also confirms that no provision has been made in the design for the installation of a district heat network heat exchanger for future connection.

Energy – Green

As part of the Be Green carbon reductions, all new developments must achieve a minimum reduction of 20% from on-site renewable energy generation to comply with Policy SP4.

Proposed Renewable technologies	Type	Specification
Domestic hot water (DHW)	VRF	SCOP 3.7; SEER 5.0; heat recovery 85% (as modelled)
	Point-of-use instantaneous electric	Minimises distribution losses; low demand (as modelled)
Solar PV	PV array	420 m ² total area (circa 180 panels); 22.6% efficiency (as stated)

Actions:

- Confirm the PV installed capacity (kWp), predicted annual generation (kWh/year), and how on-site demand is prioritised before export to grid.

Energy – Be Seen

London Plan Policy S12 requests all developments to 'be seen', to monitor, verify and report on energy performance. The GLA requires all major development proposals to report on their modelled and measured operational energy performance. This will improve transparency on energy usage on sites, reduce the performance gap between modelled and measured energy use, and provide the applicant, building managers and occupants clarity on the performance of the building, equipment and renewable energy technologies.

The applicant should install metering equipment on site, with sub-metering by non-residential unit. A public display of energy usage and generation should also be provided in the main entrance area to raise awareness of businesses.

- Please confirm that sub-metering will be implemented for residential and commercial units.
- Demonstrate that the planning stage energy performance data has been submitted to the GLA webform for this development: (<https://www.london.gov.uk/what-we-do/planning/implementing-london-plan/london-plan-guidance/be-seen-energy-monitoring-guidance/be-seen-planning-stage-webform>)

Carbon Offset Contribution

No carbon offset remains at this stage. However, in the next stages if there are any carbon shortfall, the remaining carbon emissions will need to be offset at £95/tCO₂ over 30 years.

Overheating

London Plan Policy S14 requires developments to minimise adverse impacts on the urban heat island, reduce the potential for overheating and reduce reliance on air conditioning systems. Through careful design, layout, orientation, materials and incorporation of green infrastructure, designs must reduce overheating in line with the Cooling Hierarchy.

In accordance with the Energy Assessment Guidance, the applicant has undertaken a dynamic thermal modelling assessment in line with CIBSE TM59 with TM49 weather files. The assessment covers naturally ventilated ground floor Fab Labs assessed against CIBSE TM52, and mechanically cooled spaces (shop and first-floor Fab Labs) assessed using PMV/PPD.

The cooling hierarchy is reported to have been followed, including low g-value glazing, high standards of insulation and airtightness, exposed thermal mass to naturally ventilated areas, and passive / secure night ventilation using actuated and manual louvre panels.

Results are listed in the table below.

Non-domestic: CIBSE TM52	Number of habitable spaces that pass at least 2 out of 3 criteria 1: hours of exceedance 2: daily weighted exceedance 3: upper limit temperature
DSY1 2020s	100% (all assessed Fab Lab spaces pass)
DSY2 2020s	100% (all assessed Fab Lab spaces pass)
DSY3 2020s	100% (all assessed Fab Lab spaces pass)

DSY1 2050s	100% (all assessed Fab Lab spaces pass)
DSY2 2050s	100% (all assessed Fab Lab spaces pass)
DSY3 2050s	100% (all assessed Fab Lab spaces pass)

All spaces pass the overheating requirements for 2020s DSY1. In order to pass this, the following measures will be built:

- Natural ventilation – ground floor Fab Labs via manually openable louvred purge panels and actuated high/low level louvres.
- Solar control glazing of 0.21.
- MVHR with summer bypass (10 l/s per person)
- No active cooling at ground floor for Fab Labs; active cooling is provided where necessary to the shop and first-floor Fab Labs via high efficiency VRF

The submitted overheating strategy is considered acceptable.

Non-Domestic BREEAM Requirement

The submitted BREEAM Pre-Assessment indicates that the development is capable of achieving BREEAM “Excellent” under BREEAM 2018 New Construction (Shell & Core – Industrial), with a forecast score of 75.77%. This is supported in principle and aligns with the Local Plan aspiration to achieve a minimum of Very Good and to aim for Excellent.

Given that the project is currently at an early design stage and several credits are identified as time-critical, it is recommended that a planning condition is imposed to secure delivery of the targeted rating and associated minimum standards.

Living roofs

All development sites must incorporate urban greening within their fundamental design, in line with London Plan Policy G5.

The development is proposing living roofs in the development. All landscaping proposals and living roofs should stimulate a variety of planting species. Mat-based, sedum systems are discouraged as they retain less rainfall and deliver limited biodiversity advantages. The growing medium for extensive roofs must be 120-150mm deep, and at least 250mm deep for intensive roofs (these are often roof-level amenity spaces) to ensure most plant species can establish and thrive and can withstand periods of drought. Living walls should be rooted in the ground with sufficient substrate depth.

Living roofs are supported in principle, subject to detailed design. Details for living roofs will need to be submitted as part of a planning condition.

Planning Obligations Heads of Terms

- Be Seen commitment to uploading energy data
- Energy Plan
- Sustainability Review
- Carbon Offset Contribution; as the proposal is zero-carbon development, there is no carbon offsetting required. However, at later stages if there remaining carbon to be offset, it shall be re-calculated at £2,850 per tCO2 at the Energy Plan and Sustainability stages plus a 10% management fee.

Planning Conditions

Energy strategy

The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Atelier Ten (**dated January 2026**) delivering a minimum 100% and aiming for 114% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and solar photovoltaic (PV) array covering a minimum of 420m² of roof

(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;
- Improvement and confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction;
- Details to reduce thermal bridging;
- Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;
- Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;
- Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and annual energy generation (kWh/year); inverter capacity; and how the energy will be used on-site before exporting to the grid;
- Specification of any additional equipment installed to reduce carbon emissions, if relevant;
- A metering strategy

The development shall be carried out strictly in accordance with the details so approved prior to first operation and shall be maintained and retained for the lifetime of the development.

If the design of development is amended, and the redesign or Change of Use, will result in creation of new heated spaces, a revised Energy Strategy must be submitted as part of the amendment application.

(b) The solar PV arrays and air source heat pump must be installed and brought into use prior to first occupation of the relevant block. Six months following the first occupation of that block, evidence that the solar PV arrays have been installed correctly and are operational shall be submitted to and approved by the Local Planning Authority, including photographs of the solar array, installer confirmation, an energy generation statement for the period that the solar PV array has been installed, and a Microgeneration Certification Scheme certificate. The solar PV array shall be installed with monitoring equipment prior to completion and shall be maintained at least annually thereafter.

(c) Within six months of first occupation, evidence shall be submitted to the Local Planning Authority that the development has been registered on the GLA's Be Seen energy monitoring platform.

Reason: To ensure the development reduces its impact on climate change by reducing carbon emissions on site in compliance with the Energy Hierarchy, and in line with London Plan (2021) Policy SI2, and Local Plan (2017) Policies SP4 and DM22.

Overheating

Prior to occupation of the development, openable louvred panels and opaque louvres must be submitted for approval by the local planning authority. This should include the fixing mechanism, specification of the louvres. Occupiers must retain the louvres for the lifetime of the development, or replace with equivalent or better shading devices.

The following overheating measures must be installed prior to occupation and be retained for the lifetime of the development to reduce the risk of overheating in habitable rooms in line with the Overheating and Thermal Comfort Report prepared by Atelier Ten (dated October 2025):

- Natural ventilation – ground floor Fab Labs via manually openable louvred purge panels and actuated high/low level louvres.
- Solar control glazing of 0.21.
- MVHR with summer bypass (10 l/s per person)
- No active cooling at ground floor for Fab Labs; active cooling is provided where necessary to the shop and first-floor Fab Labs via high efficiency VRF (low GWP refrigerant)

Reason: In the interest of reducing the impacts of climate change and mitigation of overheating risk, in accordance with London Plan (2021) Policy SI4, and Local Plan (2017) Policies SP4 and DM21.

BREEAM Certificate

- a) Prior to commencement on site for the relevant non-residential unit, a Design Stage Assessment and evidence that the relevant information has been submitted to the BRE for a design stage accreditation certificate must be submitted to the Local Planning Authority confirming that the development will achieve a BREEAM “Very Good” outcome (or equivalent), aiming for “Excellent”. This should be accompanied by a tracker demonstrating which credits are being targeted, and why other credits cannot be met on site.
- b) Within 6 months of commencement on site, the Design Stage Accreditation Certificate must be submitted. The development shall then be constructed in strict accordance with the details so approved, shall achieve the agreed rating and shall be maintained as such thereafter for the lifetime of the development.
- c) Within 6 months of occupation, a Post-Construction certificate issued by the Building Research Establishment must be submitted to the local authority for approval, confirming this standard has been achieved.

In the event that the development fails to achieve the agreed rating for the development, a full schedule and costings of remedial works required to achieve this rating shall be submitted for our written approval with 2 months of the submission of the post construction certificate. Thereafter the schedule of remedial works must be implemented on site within 3 months of the Local Authority’s approval of the schedule, or the full costs and management fees given to the Council for offsite remedial actions.

Reason: In the interest of addressing climate change and securing sustainable development in accordance with London Plan (2021) Policies SI2, SI3 and SI4, and Local Plan (2017) Policies SP4 and DM21.

Living roof

(a) Prior to the above ground commencement of development, details of the living roof must be submitted to and approved in writing by the Local Planning Authority. Living roof must be planted with flowering species that provide amenity and biodiversity value at different times of year. Plants must be grown and sourced from the UK and all soils and compost used must be peat-free, to reduce the impact on climate change. The submission shall include:

- i) A roof plan identifying where the living roofs will be located;

- ii) A section demonstrating settled substrate levels of no less than 120mm for extensive living roofs (varying depths of 120-180mm), and no less than 250mm for intensive living roofs (including planters on amenity roof terraces);
- iii) Roof plans annotating details of the substrate: showing at least two substrate types across the roof, annotating contours of the varying depths of substrate
- iv) Details of the proposed type of invertebrate habitat structures with a minimum of one feature per 30m² of living roof: substrate mounds and 0.5m high sandy piles in areas with the greatest structural support to provide a variation in habitat; semi-buried log piles / flat stones for invertebrates with a minimum footprint of 1m², rope coils, pebble mounds of water trays;
- v) Details on the range and seed spread of native species of (wild)flowers and herbs (minimum 10g/m²) and density of plug plants planted (minimum 20/m² with root ball of plugs 25cm³) to benefit native wildlife, suitable for the amount of direct sunshine/shading of the different living roof spaces. The living roof will not rely on one species of plant life such as Sedum (which are not native);
- vi) Roof plans and sections showing the relationship between the living roof areas and photovoltaic array; and
- vii) Management and maintenance plan, including frequency of watering arrangements.
- viii) A section showing the build-up of the blue roof and confirmation of the water attenuation properties, and feasibility of collecting the rainwater and using this on site;

(b) Prior to the occupation of the development, evidence must be submitted to and approved by the Local Planning Authority that the living roof has been delivered in line with the details set out in point (a). This evidence shall include photographs demonstrating the measured depth of substrate, planting and biodiversity measures. If the Local Planning Authority finds that the living roofs has/have not been delivered to the approved standards, the applicant shall rectify this to ensure it complies with the condition. The living roofs shall be retained thereafter for the lifetime of the development in accordance with the approved management arrangements.

Reason: To ensure that the development provides the maximum provision towards the creation of habitats for biodiversity and supports the water retention on site during rainfall. In accordance with London Plan (2021) Policies G1, G5, G6, SI1 and SI2 and Local Plan (2017) Policies SP4, SP5, SP11 and SP13.

Additional Comments:

*The development hereby approved shall be constructed in accordance with the Energy Statement prepared by Atelier Ten **dated January 2026** delivering a minimum 100% and aiming for 114% improvement on carbon emissions over 2021 Building Regulations Part L, with high fabric efficiencies, air source heat pumps (ASHPs) and solar photovoltaic (PV) array covering a minimum of 420m² of roof space.*

(a) Prior to above ground construction, details of the Energy Strategy shall be submitted to and approved by the Local Planning Authority. This must include:

- *Confirmation of how this development will meet the zero-carbon policy requirement in line with the Energy Hierarchy;*
- *Improvement and confirmation of the necessary fabric efficiencies to achieve a minimum 15% reduction;*
- *Details to reduce thermal bridging;*
- *Location, specification and efficiency of the proposed ASHPs (Coefficient of Performance, Seasonal Coefficient of Performance, and the Seasonal Performance Factor), with plans showing the ASHP pipework and noise and visual mitigation measures;*
- *Specification and efficiency of the proposed Mechanical Ventilation and Heat Recovery (MVHR), with plans showing the rigid MVHR ducting and location of the unit;*

	<ul style="list-style-type: none"> · <i>Details of the PV, demonstrating the roof area has been maximised, with the following details: a roof plan; the number, angle, orientation, type, and efficiency level of the PVs; how overheating of the panels will be minimised; their peak output (kWp) and annual energy generation (kWh/year); inverter capacity; and how the energy will be used on-site before exporting to the grid;</i> · <i>Specification of any additional equipment installed to reduce carbon emissions, if relevant.</i> · <i>A metering strategy"</i> 	
Thames Water	<p>Dear Sir/Madam,</p> <p>Re: 30-48 , LAWRENCE ROAD, TOTTENHAM, LONDON, -, N15 4EG</p> <p>Waste Comments: Waste Comments:Public sewers are crossing or close to your development. Build over agreements are required for any building works within 3 metres of a public sewer and, or within 1 metre of a public lateral drain. This is to prevent damage to the sewer network and ensures we have suitable and safe access to carry out maintenance and repairs. Please refer to our guide on working near or diverting our pipes:https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes Please ensure to apply to determine if a build over agreement will be granted.</p> <p>We would expect the developer to demonstrate what measures will be undertaken to minimise groundwater discharges into the public sewer. Groundwater discharges typically result from construction site dewatering, deep excavations, basement infiltration, borehole installation, testing and site remediation. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. Should the Local Planning Authority be minded to approve the planning application, Thames Water would like the following informative attached to the planning permission: "A Groundwater Risk Management Permit from Thames Water will be required for discharging groundwater into a public sewer. Any discharge made without a permit is deemed illegal and may result in prosecution under the provisions of the Water Industry Act 1991. We would expect the developer to demonstrate what measures he will undertake to minimise groundwater discharges into the public sewer. Permit enquiries should be directed to Thames Water's Risk Management Team by telephoning 020 3577 9483 or by emailing trade.effluent@thameswater.co.uk . Application forms should be completed on line via www.thameswater.co.uk. Please refer to the Wholesale; Business customers; Groundwater discharges section.</p> <p>With regard to SURFACE WATER drainage, Thames Water would advise that if the developer follows the sequential approach to the disposal of surface water we would have no objection. Management of surface water from new developments should follow guidance under sections 167, 168 & 169 in the National Planning Policy Framework. Where the developer proposes to discharge to a public sewer, prior approval from Thames Water Developer Services will be required. Should you require further information please refer to our website. https://www.thameswater.co.uk/help/home-improvements/how-to-connect-to-a-</p>	

	<p>sewer/sewer-connection-design</p> <p>Thames Water would advise that with regard to WASTE WATER NETWORK and SEWAGE TREATMENT WORKS infrastructure capacity, we would not have any objection to the above planning application, based on the information provided.</p> <p>Water Comments: Water Comments: There are water mains crossing or close to your development. Thames Water do NOT permit the building over or construction within 3m of water mains. If you're planning significant works near our mains (within 3m) we'll need to check that your development doesn't reduce capacity, limit repair or maintenance activities during and after construction, or inhibit the services we provide in any other way. The applicant is advised to read our guide working near or diverting our pipes. https://www.thameswater.co.uk/developers/larger-scale-developments/planning-your-development/working-near-our-pipes</p> <p>If you are planning on using mains water for construction purposes, it's important you let Thames Water know before you start using it, to avoid potential fines for improper usage. More information and how to apply can be found online at thameswater.co.uk/buildingwater.</p> <p>On the basis of information provided, Thames Water would advise that with regard to water network and water treatment infrastructure capacity, we would not have any objection to the above planning application. Thames Water recommends the following informative be attached to this planning permission. Thames Water will aim to provide customers with a minimum pressure of 10m head (approx 1 bar) and a flow rate of 9 litres/minute at the point where it leaves Thames Waters pipes. The developer should take account of this minimum pressure in the design of the proposed development.</p>	
Noise and Nuisance Officer	I have read the NIA, to me it looks agreeable with the data provided. Impact to residents looks minimal in line with the report.	Noted.
Health & Safety Executive	<p>Good afternoon,</p> <p>Regarding the planning application ref. HGY/2025/3108 (30-48 Lawrence Road, Tottenham N15 4EG) (our ref. 25-1009), I can confirm that is 'Out of Scope'.</p> <p>The information provided within the planning application, confirms that the proposed development is a 4-storey building (ground plus L1 to L3) with no basement provided, and the topmost storey has a height of 17.9m (under 18m). According to Approved Document B (ADB), this building fall under <i>Purpose Group 4</i>, which is defined as 'shop – rental of storage place to the public.' The proposed development will not include residential units (dwellings). The use of proposed development will be: Self-Storage and Fab Labs Workshops (light Industrial workspace / incubator units).</p> <p>It is noted that the planning application ref: HGY/2024/1456 (validated on 21/05/2024) which included a residential element (dwellings), has been withdrawn on 24/06/2025.</p>	

	<p>Given the site boundaries, the proposed development is not located within curtilage of a residential/relevant building. Therefore, HSE considers that the proposed development is 'Out of Scop' in terms of Planning Gateway One (PGO) assessment.</p> <p>If you require further advice with regard to this application, please do not hesitate to contact our planning gateway one team on the mailbox planninggatewayone@hse.gov.uk quoting the reference number 25-1009.</p>	
<p>London Underground/DLR Infrastructure Protection</p>	<p>I can confirm that London Underground/DLR Infrastructure Protection has no comment to make on this planning application.</p> <p>This response is made as Railway Infrastructure Manager under the "Town and Country Planning (Development Management Procedure) Order 2015". It therefore relates only to railway engineering and safety matters. Other parts of TfL may have other comments in line with their own statutory responsibilities.</p>	
<p>Metropolitan Police Designing out Crime Officer</p>	<p><u>Re: Planning Application at:</u></p> <p>30-48 Lawrence Road, Tottenham, London, N15 4EG</p> <p><u>Proposal:</u></p> <p>Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development.</p> <p>Dear Haringey Planning,</p> <p><u>Section 1 - Introduction:</u></p> <p>Thank you for allowing us to comment on the above planning proposal.</p> <p>With reference to the above application we have had an opportunity to examine the details submitted and would like to offer the following comments, observations and recommendations. These are based on relevant information to this site (Please see Appendices), including my knowledge and experience as a Designing Out Crime Officer and as a Police Officer.</p> <p>It is in our professional opinion that crime prevention and community safety are material considerations because of the mixed use, complex design, layout and the sensitive location of the development. To ensure the delivery of a safer development in line with L.B. Haringey DMM4 and DMM5 (See Appendix), we have highlighted some of the main comments we have in relation to Crime Prevention (Appendices 1).</p> <p>We have not met with the original project Architects but it has been demonstrated within the Design and Access statement that they intend to follow Secured by Design Guidelines. We request that the developer contacts us at the earliest convenience to ensure that the development is designed to reduce crime at an early stage.</p>	<p>Noted. Conditions and Informative Added.</p>

Metropolitan Police Service Designing out Crime Group do not provide a consultation service solely for the purposes of meeting the BREEAM Security Needs Assessment. However, the Metropolitan Police Service Designing out Crime Group can assist the developer to achieve the relevant BREEAM credit for Safety and Security via an application for Secured by Design accreditation (SBD). A signed and dated SBD Commercial application form should be emailed to the above email address. Please note full submissions should be accompanied with full product details – to include all door and window specifications etc.

At this point it can be difficult to design out fully any issues identified, at best crime can only be mitigated against, as it does not fully reduce the opportunity of offences.

To ensure that Secured by Design can be achieved, we have recommended the attaching of suitably worded conditions and an informative. The comments made can easily be mitigated early if the Architects and developer ensure that the ongoing dialogue with our department continues throughout the design and build process. This can be achieved by the below Secured by Design conditions being applied (Section 2). If the Conditions are applied, we request the completion of the relevant SBD application forms at the earliest opportunity.

The project has the potential to achieve a Secured by Design Accreditation if advice given is adhered to.

Section 2 - Secured by Design Conditions and Informative:

In light of the information provided, we request the following Conditions and Informative:

Conditions:

- A. Prior to the commencement of above ground works of each building or part of a building, details shall be submitted to and approved, in writing, by the Local Planning Authority to demonstrate that such building or such part of a building can achieve '**Secured by Design**' Accreditation. Accreditation must be achievable according to current and relevant **Secured by Design** guidelines at the time of above grade works of each building or phase of said development.
The development shall only be carried out in accordance with the approved details.
- B. Prior to the first occupation of each building, or part of a building or its use, '**Secured by Design**' certification shall be obtained for such building or part of such building or its use and thereafter all features are to be retained.

Reason: In the interest of creating safer, sustainable communities.

Informative:

The applicant must seek the continual advice of the Metropolitan Police Service Designing Out Crime Officers (DOCOs) to achieve accreditation. The services of MPS DOCOs are available **free of charge** and can be contacted via docomailbox.ne@met.police.uk or 0208 217 3813.

Section 3 - Conclusion:

We would ask that our department's interest in this planning application is noted and that we are advised of the final **Decision Notice**, with attention drawn to any changes within the

	<p>development and any subsequent condition that has been implemented with crime prevention, security and community safety in mind.</p> <p>Should the Planning Authority require clarification of any of the recommendations/comments given in the appendices please do not hesitate to contact us at the above office.</p>	
<p>Inclusive Economy</p>	<p><u>Employment, skills and business initiatives</u></p> <p>ESP Submission</p> <ul style="list-style-type: none"> • No later than twenty-eight (28) days prior to Implementation to submit to the Council an Employment and Skills Plan (ESP) <p>Local Labour</p> <ul style="list-style-type: none"> • No less than 20% of local labour during the Construction phase of the development. Residents shall be: <ul style="list-style-type: none"> ○ Employed for a minimum of 26 weeks ○ Paid at London Living Wage <p>Apprenticeship</p> <ul style="list-style-type: none"> • The employment of full time Apprenticeships to at least one Apprentice per £3 million development cost, up to maximum of 10% of the construction workforce at its anticipated maximum provision on site. Apprentices shall be: <ul style="list-style-type: none"> ○ Employed for a minimum of 26 weeks (if recruited through Apprenticeship Training Agencies) or minimum of 18 months (if recruited directly) ○ Paid at London Living Wage ○ Supported in their training and qualification to a minimum NVQ Level 2 ○ Nominated by the Haringey Works Team • A financial contribution to support recruitment of Apprenticeships calculated on basis of £1,500 per apprentice hired during the construction phase <p>Skills-Based Training</p> <ul style="list-style-type: none"> • The provision of Skills-Based Training to the twenty percent (20%) local labour <p>Skills Contribution</p> <ul style="list-style-type: none"> • A financial contribution payable by the Owner to the Council towards the support of local people who have been out of work and/or do not have the skills set required for the jobs created to be calculated in accordance with the Council's Planning Obligations Supplementary Planning Document March 2018 paragraphs 7.29 - 7.30 <p>Work Experience and Work Placements</p> <ul style="list-style-type: none"> • The provision of Work Experience and Work Placements, the exact number to be agreed with the Council (an assigned officer) <p>STEM and Career Educational Sessions</p> <ul style="list-style-type: none"> • The provision of no fewer than five (5) STEM and Career Education Sessions <p>Local Business Support</p> <ul style="list-style-type: none"> • The provision of an event(s) focused on supporting local suppliers and businesses to tender for works appropriate for them to undertake (e.g. Meet the Buyer event) 	

	<p>Local Procurement</p> <ul style="list-style-type: none"> • A percentage of local spend by the owner during the construction phase may be required <p>Monitoring and Compliance</p> <ul style="list-style-type: none"> • The provision of such information as is reasonably required to ensure compliance with the approved Employment and Skills Plans, submitted to an assigned officer within timeframes so that the Council may organise quarterly and final performance reviews <p>End-use Employment and Skills Plan</p> <ul style="list-style-type: none"> • No later than twenty-eight (28) days prior to Occupation to submit to the Council an End Use Employment and Skills Plan, with targets matching those of the Construction phase ESP <p>Fees for non-compliance</p> <ul style="list-style-type: none"> • In the case of non-delivery, a fee of £13,000 per apprentice not employed to be paid by owner • In the case of non-delivery, a fee per person not employed as local labour to be paid by owner 	
<p>Lbh Arboriculture</p>	<p>Further to my correspondences (see attached email), I can now confirm that from an arboricultural point of view, I have no concerns regarding the above proposal.</p> <p>An Arboricultural report has been submitted by Tree Surveys dated 22nd October 2025. The survey has been carried out to British Standard 5837: 2012 Trees in relation to design, demolition and construction- Recommendations.</p> <p>I concur with much of the document including the tree quality classification.</p> <p>An additional Tree Radar root survey by TRA Consultancy dated 15/09/2025 has also been submitted. I am satisfied with the mitigating precautions that have been carried out showing the low root concentration adjacent to the proposal and at the limits of the root protection areas (RPAs).</p> <p>Incursion into the RPAs is minimum with London Plane T4 at 0% and London Plane T3 at 6%. This is acceptable as there is existing hardstand, unfavourable conditions with offset, and Plane trees can tolerate a certain amount of disturbance.</p> <p>All trees are to be retained safely, and there is a landscape plan.</p> <p>Providing all the tree survey is conditioned, I have no further concerns regarding the proposal.</p>	<p>Noted.</p>

<p>LBH Drainage</p>	<p>Thank you for re-consulting us on the above planning application reference number HGY/2025/3108 for Alterations and extension to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development at 30-48 Lawrence Road, Tottenham, London, N15 4EG.</p> <p>Having reviewed the applicant's submitted Drainage Strategy Report reference number G9000- 24 – WRD – EX – XX – RP – C – 50103 Revision 03 dated 17th February 2026 as prepared by Will Rudd Davidson (Glassgow) limited Consultant, we are generally content with the discharge rate of 2.8 l/s and overall methodology as used within the above report, subject to following planning conditions to be implemented regarding the Surface water Drainage Strategy :</p> <p><u>Surface Water Drainage condition</u></p> <p>No development shall take place until a detailed Surface Water Drainage scheme for site has been submitted and approved in writing by the Local Planning Authority. The detailed drainage scheme shall demonstrate:</p> <p>a) A comprehensive hydraulic calculations, including a full network diagram clearly cross-referencing all drainage elements. These calculations must demonstrate the simulation of a full range of rainfall events for each return period, assessed over both 7-day and 24-hour durations, using Micro Drainage or equivalent industry-standard software. The hydraulic modelling results must confirm that there is No surcharging within the drainage system during the 1-in-1-year storm event, No flooding during the 1-in-30-year storm event. Any flooding associated with the 1-in-100-year storm event (including the required climate change allowance) must be fully contained and safely managed within designated areas, ensuring that floodwater does not pose a risk to buildings, sensitive infrastructure, or other vulnerable receptors.</p> <p>b) For the calculations above, we request that the applicant utilises more up to date FEH rainfall datasets rather than usage of FSR rainfall method.</p> <p>c) An evidence from the Thames Water confirming that the site has an agreed rate and point of discharge.</p> <p>Reason : To endure that the principles of Sustainable Drainage are incorporated into this proposal and maintained thereafter.</p> <p>I hope the above is helpful. Please do not hesitate to contact me should you require any further information.</p>	<p>Noted. Condition added.</p>
<p>Local resident's objections</p> <p>No of individual responses: 16</p> <ul style="list-style-type: none"> - Objecting: 14 - Support: 0 - Representation: 2 	<p>The proposed use of Self-Storage and Fab-Labs, while supported by some in terms of the benefits Fab-Labs provide for small local businesses the following concerns have been raised:</p> <ul style="list-style-type: none"> • Operational hours 	<p>It is important to note self-storage is considered an employment generating use. In this instance, the facility will also bring back into active use a currently vacant site which fails to produce any direct or indirect economic or community benefits to Lawrence Road / South Tottenham area. The lawful use of the site comprises an</p>

	<ul style="list-style-type: none"> • Demand - Noting empty commercial units on the High Road and nearby units along Lawrence Road. • Employment generation. • Inappropriate use in residential context. 	<p>employment / commercial use and this can endure, meaning this is material in considering the appropriateness of the proposed use.</p> <p>The <i>London Industrial Land Supply Study (2023)</i> was commissioned by the GLA and notes that London's industrial land supply has shrunk significantly over the last 20 years, with the loss of land having occurred at the most significant rate in the last five years with the planning pipeline signifying that this trend is set to persist at an unprecedented rate. LB Haringey Strategic Policies local plan (2017) Strategic policy SP8 identifies a forecast B Use Class demand for an additional 23,800sqm by to 2026. This forecast demand is to be met through the intensification of the use of existing employment sites.</p> <p>A new self-storage facility will employ around 3-4 direct full-time employees and provide significant further 97 indirect employment generation through the provision of space for SMEs and start-up businesses using self-storage units as part of their business model</p> <p>The Proposed Development would also provide light industrial incubator units in the form of 'Fab-Labs' (Use Class E(c)(iii) / E(g)(ii) / E(g)(iii)). The units will primarily be targeted at individuals seeking small, affordable, flexible light industrial style space. Principally, interest for this type of accommodation is generated from:</p> <ul style="list-style-type: none"> • Creatives such as artists, painters, and potters; • Light manufacturers such as carpenters, technicians and framers; • Start-up businesses including in the IT/ Design / Marketing sectors. <p>Importantly, these units are designed to suit a range of businesses and are considered more flexible for the operator compared to the higher costs associated with the high street. Demand for light industrial use in central locations for co-location is recognised within the London Plan and Haringey Local Plan to protect the existing employment stock and strongly resist proposals involving the loss of employment land and floorspace. Furthermore, demand for the Fab-lab units has already been noted during the public consultation events held – whereby local residents were interested in renting a Fab-Lab unit as soon as forecasted to be built.</p> <p>As set out in the Design and Access Statement enclosed within this application, self-storage facilities are 'good neighbours' which provide additional benefits to their surrounding communities. STOREX facilities include 24-hour 'intelligent detection' CCTV</p>
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surveillance, PIR motion sensors, and other security features in line with Metropolitan Police Secure-by-Design standards, meaning that they enhance the security of the surrounding streetscape. They also produce minimal traffic flow, operate within non-intrusive business hours, and have a low environmental impact, and involve minimal visual clutter, ensuring that no disruption to the current function of the local area will occur as a result of the Proposed Development.

Furthermore, a Noise Impact Assessment, Daylight and Sunlight Analysis and Waste management strategy have been prepared as part of this submission to ensure residential amenity is protected.

Land Use – Site Allocation and Emerging Plan

The site is allocated as Site Allocation SS2 of the Tottenham Area Action Plan (TAAP) (2017), whereby residential development is the defining component.

The employment uses envisaged by the TAAP, while not being specified, has been raised to be typical Use Class E uses. Stating Use Class B8 does not fit these criteria.

The emerging Local Plan allocation (SS SA11: 30–48 Lawrence Road) reinforces the expectation that redevelopment of the site should deliver approximately 30 homes alongside 2,000 sqm of employment floorspace, with employment at ground floor and residential uses above. Noting a predominantly B8 use does not align with this vision.

The Tottenham Area Action Plan allocation covers multiple plots that has been broken down into 2no. phases:

- Phase 1: 264 residential units and 500sqm of commercial floorspace.
- Phase 2: 178 residential units and **1,390sqm of commercial floorspace.**

Since the AAP was adopted in 2017 most of the Site Allocation SS2 has been built out, with the proposal Site being the last remaining site to be delivered.

The site allocation is practically complete, whereby there is presently an “over-delivery” of housing (27 Units) and an “under-delivery” of commercial floorspace (-648sqm) against this original Site allocation.

The proposed development would seek to resolve this imbalance. The commercial floorspace is not specified to a Use Class, and as mentioned above the existing use class is an industrial dry cleaners (Use Class E) – with scope to be any Use Class development without the need for planning permission.

The proposed development has undergone extensive pre-application process with the council and design team to propose a development that meets the needs of Lawrence Road.

As the applicant is owner-occupier, STOREX Self Storage seeks to become a community asset to Lawrence Road.

The emerging local plan consultation has taken place and the LB Haringey is currently reviewing consultation responses. However, the local plan is yet to materially progress, as such the Draft Regulation 18 Local Plan is afforded limited weight.

		<p>The draft local plan includes the Site under site allocation “SS SA11”. Whereby proposals should re-provide 2000sqm of existing employment floorspace. An additional indicative capacity for 30 homes is also stated. This is based on the (now) withdrawn application HGY/2024/1456 proposal whereby the applicant failed to complete resolution to grant given deliverability issues associated with a residential scheme on this site. As such, the indicative capacity for 30 homes holds materially limited weight in determination of this planning application.</p> <p>Furthermore, the emerging plan considers “SS.SA12” North of 30-48 Lawrence Road as an additional site allocation for development of an existing carpark for housing on Lawrence Road. This suggests pressure for housing on the proposed Site is reduced as SS.SA12 to the north is to be considered for housing.</p>
<p>Transport, traffic and air quality</p>		
	<p>Comments comprise concern that industrial uses – typically seen in an industrial locations result in a high level of traffic generation. Which would be out of context for Lawrence Road.</p> <p>Therefore, the proposed use will have an adverse effect on the already congested High Road and Seven Sisters Junction, just south of Site.</p> <p>Noting an increase pressure on parking and concern that that increase in vehicle movements will result in traffic and air quality to decline.</p>	<p>While Self-Storage is an industrial use, it is not those typically associated with large vehicles associated with trip-intensive forecasts seen in warehousing storage use. The majority of vehicle movements associated with Self-Storage is domestic and of low frequency – whereby once a customer has dropped of their items, trips and visits are minimal and often only once collection is arranged.</p> <p>This submission was prepared alongside a Transport Assessment and Air Quality Assessment in support of the proposals. Assessing the existing use and proposed use in the context of Lawrence Road.</p> <p>The proposals forecast result in a negligible change in the number of vehicular movements on the local highway network, with a reduction of one movement in the AM peak hour and an increase of one movement in the PM peak hour. Overall, a decrease of 8 trips is predicted daily. As such, no further assessment on the impact of the development on the highway network will be undertaken as there would not be a severe impact on the highway network in either highway safety, operation or capacity terms. This is supported by NPPF paragraph 115, whereby “development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe”. As the proposed development has a decrease in vehicle movements from existing use, the impact on highways would be unnoticeable and not seen as severe.</p>

		<p>Furthermore, only registered customers can use / access the site. These customers are strictly controlled. The traffic movement generated for STOREX Self Storage is customer driven. This means the stores operated collate specific site usage data, whereby each individual customer has a unique profile which provides access and based on biometric data. This means, only the registered customer can access the store (between permitted hours of operation). As such this approach informs the wider transport strategy in achieving Healthy Streets, which is an evidence-based approach to creating a cleaner, fairer and attractive urban spaces.</p> <p>As part of this approach, all vehicular parking / loading requirements for the Proposed Development will be accommodated on Site. Proposed vehicular access to the Site will be via the existing site access off Lawrence Road, where visibility splays are to be provided to increase safety.</p> <p>A swept path test has been undertaken to ensure that the servicing bay layout is able to accommodate operationally necessary servicing, delivery and refuse collection. An operational loading area for the self-storage aspect of the proposals will be provided. This operational parking/servicing area is designed to allow a flexible space to accommodate various numbers and combinations of vehicles ranging from cars to light vans, in line with established demand from other operational stores. Therefore, there is no forecasted impact on the parking along Lawrence Road as it can all be contained on Site.</p> <p>Servicing for the Fab-Lab part of the development can also easily be accommodated on site using the operational loading area, while also utilising the on-site cycle storage provision.</p>
	<p>Consultation</p> <p>Overall 3no. objections were raised concerning the public consultation procedure.</p> <p>Noting the first public meeting was held in peak summer holiday season in August, with insufficient advance notice.</p> <p>Leaflet coverage was limited and materials were provided in English only in a linguistically diverse area, undermining inclusivity and representativeness.</p> <p>A September meeting functioned as an update rather than corrective re-consultation and did not address earlier deficiencies.</p>	<p>As one of the main elements of the Applicant's public engagement process two in-person engagement events were carried out. The first event was held from 6pm to 9pm on Thursday 14th August, and the second ran from 5pm to 8pm on 18th September.</p> <p>The second consultation event was designed to ensure that the amended design following the Quality Review Panel and Pre-application meetings could be considered by the local community. The second consultation also included a wider catchment area of local residents and businesses consulted. The time and date held was considered to ensure a broad range of locals as possible would be able to attend, in order to account for varying work schedules and other responsibilities.</p>

As a starting point, flyers were delivered to all properties within a 100m locus of the Site. In total, 300 flyers were delivered to local residents. An additional flyer was displayed from 8th August 2025 onwards on the Site hoardings and in the public consultation venue of WithMilk Café, to the immediate east of the Site.

However, it was noted at the time that the flyer drop had missed certain residents and businesses. Therefore, the second flyer drop that was carried out on the 14th September via a consultation specialist (LetterBox) and delivered over 2,000 flyers to the immediate surrounding area. Full details of the area and proof of delivery is show in Appendix 10 of the Statement Community involvement (SCI) prepared within this application. The flyer detailed site location, key proposal details and highlighted the update in design following the first public consultation event, which could be viewed on the website or at the public consultation event.

A quarter-page advertisement was also placed in two local newspapers from 6th to 15th August 2025. These dates were chosen to ensure that awareness of the Proposed Development was raised in advance of the first in-person consultation events discussed above. The estimated number of times the advert was delivered was 9,943, meaning that the advertisements reached a wide cross-section of the community beyond those in immediate proximity to the Site. However, only nineteen delivered clicks on the digital advertisement were recorded during the press release, suggesting the proposals generated limited wider community engagement. As a result, the second consultation course focused largely on the immediate community of Lawrence Road.

The total number of attendees reached to forty-nine attendees from the first event to twenty-one at the second event – many of which were at the first event. Whilst the notice period of the flyer drop to the consultation event was shorter for the second event, the number of residents and businesses consulted was seven times greater than before. It is also noted the two flyers and previous consultation event may have provided sufficient information for residents to stay up to date with the scheme's changes via the website.

The Applicant considers that these events were a valuable opportunity to gain detailed public feedback, which allowed for considered discussion of the Proposed Development's design and benefits, and provided a greater understanding of local sentiments.

The feedback gained was highly valuable in guiding updates to the design in August and early September, including the reduction in black panelling, and the events deepened public understanding of the function of the Proposed Development and its Fab Lab units.

The Applicant agrees that websites are an effective means of engaging with the wider community, and considers that the 367 page views recorded between the 7th August 2025, when the website went live, and 24th September 2025 demonstrate the success of this website in doing so and remained live throughout the pre-application process, offering the chance to review the proposals via language translation platforms. The website was also a useful opportunity to receive more feedback via the questionnaire. A valuable mixture of quantitative and qualitative feedback was therefore gathered, with thirteen responses provided as of 24th September 2025. A copy of this questionnaire is included in Appendix 2 of the SCI.

Of the 20 responses collected in person or online, 7 indicated that they would definitely or possibly be interested in renting a Self-Storage unit, whilst 8 said they would definitely or possibly be interested in renting Fab-Lab space. Given that only 4% of the UK public currently use Self-Storage floorspace (SSA, 2025), 7/20 (approximately 35%) is a highly positive response, and demonstrates the high level of demand which exists locally. Similarly, the fact that 40% of respondents expressed interest in renting a Fab-Lab unit shows that workspace of this type would be a substantial benefit to the local community.