

REPORT FOR CONSIDERATION AT PLANNING SUB-COMMITTEE

1. APPLICATION DETAILS

Reference No: HGY/2025/3180

Ward: Tottenham Central

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

Proposal: Alterations and 7-storey extension (facing Lawrence Road) to existing building to provide new self-storage facility (Use Class B8), new flexible workspace / incubator units and other works ancillary to the development.

Proposed:

- 4,452 sqm GIA self-storage, and
- 519 sqm of light industrial workspace / incubator 'Fab-Lab' units.
- 4,971 sqm Commercial Floorspace (Existing: 1,834 sqm)

Applicant: South Tottenham PropCo Limited

Ownership: Private

Case Officer Contact: Gareth Prosser

Date received: 13/11/2025

1.1 The application has been referred to the Planning Sub-Committee for decision as it is a major application.

1.2 SUMMARY OF KEY REASONS FOR RECOMMENDATION

- The site is within an established, mixed-use neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing and commercial uses at a greater density than existing. This is subject to a design-led approach to the development of the site, which was carried out here to maximise the opportunities and location of the site to bring forward new commercial space where there is currently a shortfall. In land-use terms, the principle of the proposal is strongly supported.
- The development would partially retain and also expand the existing commercial use (Class E) on site within a site allocation (SA) where the commercial floorspace currently falls below the SA target by 648sqm.
- The development would be of a high-quality design which responds appropriately to the local context.
- The proposed development seeks to deliver a fully commercial development, addressing a shortfall of commercial provision along Lawrence Road.

- The existing London Plane trees along Lawrence Road are to be retained. The existing Silver Birch trees on-site are to be retained, ensuring no loss of trees on or around the site.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, and privacy, and in terms of excessive noise, light and air pollution.
- The proposed development would be car free (except for one wheelchair-accessible space) and high-quality storage for cycles is proposed to be provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would include high fabric energy efficiency, low heating demand, biodiverse roof and a solar photovoltaic system.
- The proposal would cause no heritage harm to the significance of the neighbouring conservation area
- Public benefits of the proposal include additional employment floorspace and associated jobs.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

2. RECOMMENDATION

- 2.1 That the Committee authorise the Head of Development Management & Planning Enforcement or the Director of Planning and Building Standards to **GRANT planning permission** subject to the conditions and informatives set out below and the completion of an agreement satisfactory to the Head of Development Management & Planning Enforcement or the Director of Planning and Building Standards that secures the obligations set out in the Heads of Terms below.
- 2.2 That delegated authority be granted to the Head of Development Management & Planning Enforcement or the Director of Planning and Building Standards to make any alterations, additions or deletions to the recommended measures and/or recommended conditions as set out in this report and to further delegate this power provided this authority shall be exercised in consultation with the Chair (or in their absence the Vice-Chair) of the Sub-Committee.
- 2.3 That the agreement referred to in resolution (2.1) above is to be completed no later than 31st May 2026 within such extended time as the Head of Development Management & Planning Enforcement or the Director of Planning & Building Standards shall in her/his sole discretion allow; and
- 2.4 That, following completion of the agreement(s) referred to in resolution (2.1) within the time period provided for in resolution (2.3) above, planning permission be granted in accordance with the Planning Application subject to the attachment of the conditions.

2.5 Summary of the planning obligations for the development is provided below:

1. Carbon offset contribution:
 - As the proposal is zero-carbon development, there is no carbon offsetting required. However, at later stages if there is 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;
 - 'Be Seen' commitment to upload energy performance data;
 - Energy Plan; and
 - Sustainability Review.
2. Car-Free Agreement including a £4,000 contribution to amend the Traffic Management Order.
3. Commercial Travel Plans including £2,000 per year per Travel Plan for monitoring of the travel plan for a period of 5 years.
4. Highway Improvements – (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).
5. 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 surrounding road for the implementation of parking and loading measures and potential changes to the CPZ operational hours.
6. Employment Initiatives - participation and financial contribution towards Local training and Employment Plan.
 - Apprenticeship support fees of £1,500;
 - Provide a support fee of £1,500 per apprenticeship towards recruitment costs;
 - 5% of the on-site workforce to be Haringey resident trainees;
 - Submission of an employment and skills plan;
 - No less than 20% of local labour. Residents shall be employed for a minimum of 26 weeks; and
 - One full time apprenticeship per £3million of development cost (up to max. 10% of total construction workforce).
7. Monitoring Contribution
 - 5% of total value contribution (not including monitoring);
 - £500 per non-financial contribution; and
 - Total monitoring contribution to not exceed £50,000.
8. Construction Management Travel Plan obligation for £15,000.

2.6 Summary Lists of Conditions and Informatives

Summary of Conditions (the full text of the recommended conditions can be found in Appendix 1 of this report).

Conditions

- 1) Time Limit
- 2) Approved Plans
- 3) Materials and design detail
- 4) Energy Strategy
- 5) Overheating
- 6) BREEAM certificate
- 7) Living roofs
- 8) Servicing and Delivery Plan and Waste Management Plan
- 9) Cycle Parking (Long and short-stay self-storage and Fab Lab)
- 10) Car Parking Management Plan
- 11) Demolition and Construction Management Plan (Transport)
- 12) Blue Badge Parking
- 13) Unexpected Contamination (Pollution)
- 14) NRMM (Pollution)
- 15) Management and Control of Dust
- 16) Considerate Constructors Scheme
- 17) Secured by Design – Accreditation
- 18) Secured by Design – Certification
- 19) Trees
- 20) Landscaping
- 21) Surface Water Drainage
- 22) Gates
- 23) Noise
- 24) Architect Retention

Informatives

- 1) NPPF
- 2) CIL
- 3) Hours of Construction Work
- 4) Party Wall Act
- 5) Street numbering
- 6) Thames Water
- 7) Pollution
- 8) Secured by Design

2.7 In the event that members choose to make a decision contrary to officers' recommendation, members will need to state their reasons.

2.8 In the absence of the agreement referred to in resolution (2.1) above being completed within the agreed time period, set out in (2.3) provided for in resolution (2.1) above, the planning permission be refused for the following reasons:

- i) The proposal, in the absence of a legal agreement securing commercial Travel Plans and financial contributions towards travel plan monitoring, Traffic Management Order (TMO) amendments to change car parking control measures, a contribution to the review of car parking and the CPZ, Car- Free Development and Highway improvements, would have an unacceptable impact on the safe operation of the highway network and give rise to overspill parking impacts and unsustainable modes of travel. As such, the proposal would be contrary to Policies T1, T2, T3, T4, T5 and T6 of the London Plan 2021, Policy SP7 of the Local Plan 2017, Policy DM31 of the Development Management Development Plan Document 2017 and Policy SS2 of the Tottenham Area Action Plan (2017).
 - ii) The proposal, in the absence of an Employment and Skills Plan would fail to ensure that Haringey residents benefit from growth and regeneration. As such, the proposal would be contrary to Policy E11 of the London Plan 2021 and Policy DM 40 of the Development Management Development Plan Document 2017.
 - iii) The proposal, in the absence of a legal agreement securing the implementation of an energy strategy and carbon offset payments (in the event that the zero-carbon target is not met), would fail to mitigate the impacts of climate change. As such, the proposal would be unsustainable and contrary to Policy SI2 of the London Plan 2021, Policy SP4 of the Local Plan 2017 and Policies DM21, DM22 and DM48 of the Development Management Development Plan Document 2017.
- 2.9 In the event that the Planning Application is refused for the reasons set out in resolution (2.11) above, the Head of Development Management (in consultation with the Chair of Planning Sub-Committee) is hereby authorised to approve any further Planning Sub-Committee Report application for planning permission which duplicates the Planning Application, provided that: i. There has not been any material change in circumstances in the relevant planning considerations, and ii. The further application for planning permission is submitted to and approved by the Director of Planning and Building Standards within a period of not more than 12 months from the date of the said refusal, and iii. The relevant parties shall have previously entered into the agreement contemplated in resolution (1) above to secure the obligations specified therein

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Appendix 4	Quality Review Panel Report

3. PROPOSED DEVELOPMENT AND LOCATION DETAILS

3.1 Proposed development

3.1.1. This is an application which seeks planning permission for:

- Alterations and extension to the existing building to provide a new self-storage facility (Use Class B8)
 - New flexible workspace / incubator units
 - other works ancillary to the development
 - 1 accessible car parking bay
- 3.1.2. The proposed self-storage units are to be contained within a 7-storey building forming a linear block of development along Lawrence Road with primary access for both the commercial aspects located within the primary frontage.
- 3.1.3. The proposed 7-storey block is very similar to the size, massing and location of a mixed-use, residential-led scheme for 56 homes previously approved by the Planning Sub-Committee (application HGY/2024/1456). The massing of the current proposal is smaller to the rear than the previous scheme given that no upward extension is proposed to the existing commercial unit.
- 3.1.4. The proposal includes cycle parking 18 long-stay cycle parking spaces and 9 short-stay cycle spaces for employees and patrons. Refuse/recycling storage facilities are also to be provided.
- 3.1.5. Photo-voltaic panels on the roof level of the partially retained commercial unit are proposed. Green roofs are to be included on the roof spaces of the new, linear block.
- 3.1.6. An off-street wheelchair accessible car parking space with an electric charging point would be provided.
- 3.1.7. Existing London Plane trees along Lawrence Road and existing Silver Birch Trees on-site would be retained.

Site and Surroundings

- 3.1.8. The site at 30-48 Lawrence Road is currently occupied by a large, light-Industrial building, which previously operated as a dry-cleaning business and now stands vacant, with associated car parking that is located behind metal fencing. The site neighbours several, existing mixed-use developments on Lawrence Road, with some sites under construction.
- 3.1.9. The Clyde Circus Conservation Area borders the site to the east, incorporating Collingwood Road to the rear of the site. However, the site is not located within the conservation area and no statutory or locally listed buildings are located on site.
- 3.1.10. The site falls within Site Allocation SS2 'Lawrence Road', as identified in the Tottenham Area Action Plan. The West Green Road / Seven Sisters District Centre is located to the south-east of the site, just outside the site allocation. The surrounding area consists of a range of mixed residential and commercial land uses including Victorian terraced houses, blocks of flats and commercial buildings on Lawrence Road, alongside the recent developments at 50-56 Lawrence Road on the eastern side of the road and the Bellway development at the southern end of the road. Opposite, the sites under construction are 45-63 Lawrence Road and 67 Lawrence Road.

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



Image 1: Location Plan

3.2 Relevant Planning history

The following planning history on neighbouring sites on Lawrence Road are considered relevant to this proposal.

- HGY/2012/1983 - Land at Lawrence Road. Demolition of existing buildings and erection of seven buildings extending up to seven storeys to provide 264 new residential dwellings, 500 sqm of flexible commercial/retail floorspace (A1/ A2/A3/D2 uses) with

associated car parking, landscaping and infrastructure works. **Approved 11.01.2013 Implemented**

- HGY/2016/2824 - 50-56 Lawrence Road (Mono house) Demolition of the existing buildings and redevelopment of the site to provide a 7 storey building fronting Lawrence Road and a part 5, 3 and 2 storey building which forms an intermediate block and mews to the rear comprising 47 residential units (use class C3) and 176sqm of commercial floor space (use class B1) on ground floor, including 8 car parking spaces and associated landscaping and cycle parking. **Approved 26.05.2017 Implemented**
- HGY/2016/1212 - 45-63 Lawrence Road Demolition of the existing buildings and redevelopment of the site to provide a 7-storey building fronting Lawrence Road which includes a recessed top floor and four storey mews block to the rear, comprising 69 residential units (use class C3) and seven live work units on ground and first floor level, including 7 disabled parking spaces and associated works (Revised parking and landscaping arrangement). **Approved 17.01.2018 Implemented**
- HGY/2016/1213 - 45-63 Lawrence Road Demolition of the existing buildings and redevelopment of the site to provide a building ranging from 4 to 7 storeys in height which includes a recessed top floor comprising 80 residential units (use class C3) and 566sqm of commercial floor space (Use class B1/A2) on ground and first floor level, including 8 disabled parking spaces, 1 car club space including associated works.' **Approved 17.01.2018 Implemented**
- HGY/2024/1456 30-48 Lawrence Road, Tottenham, London, N15 4EG Alterations and extension to existing building (Class E) and erection of 7-storey residential building (Class C3) including ground floor commercial (Class E), cycle and car parking, hard and soft landscaping, and all other associated works. Provision of 56 homes (19% affordable housing by habitable room) and a reduction of commercial space (net loss of 784sqm). **Application Withdrawn following re-sale of the site, following PSC resolution to grant and prior to signing of the section 106 agreement.**
- Formal pre-application engagement has been undertaken on this proposal with officers of the Local Planning Authority (LPA).

4. CONSULTATION RESPONSE

4.1 Quality Review Panel

- 4.1.1 The scheme has been presented to Haringey's Quality Review Panel in August 2025, and then returned for a Chair's review in October 2025.
- 4.1.2 At the Chair's Review Panel meeting, the Panel (report in Appendix 4) welcomed the improvements that had been made to the scheme since the last review. While the scheme was considered to have the potential to make a positive contribution to the street, the panel still felt that further development of the façade design was needed to raise the design quality, honestly reflect the building uses and to make it appear less generic. The panel reiterated the need to look at relevant precedents to inform the architectural design. The street elevation could look flat and heavy; further articulation

and detailing would be beneficial, to provide differentiation between the primary and mezzanine floors.

- 4.1.3 The panel recognised the improvements that had been made to the Fab Lab entrances. However, there were concerns that the ground floor units onto the street could be inactive, given that these would likely be workshops and therefore unlikely to have shop fronts or window displays. The elevational treatment of these units, the circulation zones, and the position of the planters should be given further consideration. The panel also felt that the arrangement of the shop and entrance area to the storage units was overcomplicated. It was suggested that a combined entrance hub could be considered to serve the labs and the storage area to improve legibility. As the level changes could be problematic, an external ramp or an alternative split-level arrangement between the Fab Labs and storage area should be considered.
- 4.1.4 The panel recommended that the applicant work with the council to resolve the outstanding issues noted ahead of submission.
- 4.1.5 A table of comments from the Panel and how the Applicant responded through further iterations of their scheme is set out in 'Impact on The Character and Appearance' section of this report.

4.2 Public Consultation

- 4.2.1 Two in-person engagement events were carried out (14th August, 2025 & 18th September 2025). Both events were held at No.67 Lawrence Road, in close proximity to the site. 300 flyers were delivered to local residents regarding the first meeting. An additional flyer was displayed from 8th August 2025 onwards on the site hoardings and in the public consultation venue to the immediate east of the site. A second consultation that was carried out on the 14th September via a consultation specialist (LetterBox) and delivered over 2,000 flyers to the immediate surrounding area. A website was also site up which gained 367 views.

4.4 Application Consultation

- 4.4.1 The following responses were received:

(Comments are in summary - full comments from consultees are included in appendix 3)

INTERNAL:

Carbon Management:

No objection, following clarifications, subject to conditions.

Pollution:

No objection, subject to conditions.

Trees:

No objection, following revisions, subject to conditions.

Transportation:

No objections, subject to conditions, S.106 and S.278 obligations.

LBH Design:

Support, subject to conditions.

LBH Conservation Officer:

No objections raised.

Waste:

No objection raised.

Drainage:

No objection, subject to condition.

Inclusive Economy:

No objections, contributions recommended.

Noise and Nuisance:

No objections

EXTERNAL:

Thames Water:

No objection.

London Fire Brigade:

No comments received.

Metropolitan Police Designing Out Crime Officer:

No objections, subject to condition.

Health and Safety Executive (now Building Safety Regulator (BSR)):

Considers that the proposed development is 'Out of Scope' in terms of Fire Safety Planning Gateway One assessment. The proposed development will not include residential units (dwellings). The proposed development is not located within curtilage of a residential/relevant building.

Transport for London:

No comment.

5. LOCAL REPRESENTATIONS

5.1 The following were consulted:

- 1,229 occupiers of neighbouring properties
- Clyde Circus Residents Association (RA)
- Tottenham Conservation Area Advisory Committee (CAAC)
- In addition, 8 site notices were erected close to the site and the application was also advertised in the local press

5.2 The number of representations received from neighbours, local groups etc in response to notification and publicity of the application were as follows:

No of individual responses: 16

Objecting: 14

Support: 0

Representation: 2

5.3 The issues raised in representations that are material to the determination of the application are set out in Appendix 1 and summarised as follows:

Objections

- Operational hours too long
- Demand - Noting empty commercial units on the High Road and nearby units along Lawrence Road
- Lack of homes
- Inappropriate use in residential context.
- Does not align with Tottenham Area Action Plan Vision
- Impact of construction

5.4 The following issues raised are not material planning considerations:

- Impact on property values (**Officer Comment:** This is not a material planning consideration).
- Inadequate consultation (**Officer Comment:** The LPA undertook extensive consultation sending letters to 1,229 local addresses and displaying 8 site notices in the vicinity of the site; a press notice was also carried out to advertise the application. In addition, the applicant has also undertaken a community engagement workshop. Statutory requirements have been fulfilled).

6. MATERIAL PLANNING CONSIDERATIONS

Statutory Framework

6.1 Section 38(6) of the Planning and Compulsory Purchase Act (2004) requires planning applications to be determined in accordance with the statutory Development Plan unless material considerations indicate otherwise.

6.1.1 The main planning issues raised by the proposed development are:

1. Principle of the development;
2. Design and impact on the character and appearance of the surrounding area;
3. Character and appearance of the conservation area;
4. The impact on the amenity of adjoining occupiers;
5. Landscape and Biodiversity;
6. Trees
7. Parking and highway safety/ waste recycling and servicing;
8. Sustainability, Energy and Climate Change;
9. Crime Prevention;

10. Flood risk & Drainage;
11. Air quality;
12. Land contamination;
13. Employment and Skills;
14. Fire Safety
15. Equalities

6.2 Principle of the development

National Policy

- 6.2.1 The 2024 (amended 2025) National Planning Policy Framework (NPPF) establishes the overarching principles of the planning system, including the requirement of the system to 'drive and support development' through the local development plan process.

Regional Policy - the London Plan

- 6.2.2 The London Plan Policy E7 Industrial intensification, co-location and substitution states that Development Plans and development proposals should be proactive and encourage the intensification of business uses in Use Classes B1c, B2 and B8 occupying all categories of industrial land through the introduction of small units, development of multi-storey schemes, addition of basements, more efficient use of land through higher plot ratios having regard to operational yard space requirements (including servicing) and mitigating impacts on the transport network where necessary.
- 6.2.3 Mixed-use development proposals on Non-Designated Industrial Sites which co-locate industrial, storage or distribution floorspace with residential and/or other uses should also incorporate appropriate design mitigation in any residential element to ensure safety and security, consider the layout, orientation, access, servicing and delivery arrangements of the uses in order to minimise conflict, design quality, public realm, visual impact and amenity for residents, vibration and noise, air quality, including dust, odour and emissions and potential contamination.

Local Policy

- 6.2.4 The Haringey Local Plan Strategic Policies DPD (hereafter referred to as Local Plan), 2017, sets out the long-term vision of the development of Haringey by 2026 and sets out the Council's spatial strategy for achieving that vision.
- 6.2.5 As part of preparing a New Local Plan, the Council has recently consulted on a Draft Local Plan under Regulation 18 of the Town and Country Planning (Local Planning) (England) Regulations 2012, with the consultation running from 10 October to 19 December 2025.
- 6.2.6 Paragraph 48 of the National Planning Policy Framework (NPPF) states that decision makers may give weight to relevant policies in emerging plans according to: (1) the stage of preparation of the emerging plan; (2) the extent to which there are unresolved objections to relevant policies in the emerging plan; and (3) the degree of consistency of relevant policies to the policies in the Framework.

- 6.2.7 It is recommend that very limited weight be afforded to the Draft Local Plan's policies as the Draft Local Plan is in the early stages of preparation and has not yet been submitted for examination, the policies in the said Plan may be subject to change as objections to the same can still be made, and the relevant policies in the current Plan are consistent with the relevant policies of the NPPF.
- 6.2.8 Policy DM55 Regeneration and Master planning of the DM DPD 2017 states that, where developments form only a part of allocated sites, a masterplan shall be prepared to demonstrate the delivery of the site allocation, in this case SS2.
- 6.2.9 Policy DM40: Non-Designated Employment Land and Floorspace states that on non-designated employment sites within highly accessible or otherwise sustainable locations, the Council will support proposals for mixed-use, employment-led development where this is necessary to facilitate the renewal and regeneration (including intensification) of existing employment land and floorspace. All proposals for mixed-use development must satisfy the requirements of Policy DM38.
- 6.2.10 Policy DM38 Local Employment Area - Regeneration Areas, states that proposals must maximise the amount of employment floorspace to be provided within a mixed-use scheme, provide demonstrable improvements in the site's suitability for continued employment and business use, as well as ensure an appropriate standard of amenity for the development's users and neighbours, particularly where new residential floorspace is introduced as part of a mixed-use scheme. Any proposal should not conflict with or inhibit the continued employment function of the site and nearby employment sites.
- 6.2.11 The site forms part of Site Allocation SS2: 'Lawrence Road' as designated in the Council's Tottenham Area Action Plan (TAAP). The allocation seeks the redevelopment of the area with a mixed-use development with commercial uses at ground floor level and residential above.
- 6.2.12 The requirements for the site, as set out under SS2 of the TAAP include the following;
- Development proposals will be required to be accompanied by a site-wide masterplan showing how the land included meets this policy and does not compromise coordinated development on the other land parcels within the allocation.
 - Re-provision of employment floorspace at ground floor level along Lawrence Road, with residential development above.
 - Proposals responding to the scale of the terraced housing prevailing in the Clyde Circus Conservation Area to the east and west will be supported.
 - The junction adjacent to the existing linear park to the north of the site should be reconfigured to reflect Clyde Road as part of the Mayor of London's Quietway cycle network.
 - Existing good quality stock, notably 28 Lawrence Road, which can continue to meet the needs of contemporary commercial uses, should be preserved as part of a more comprehensive development.

- The existing street trees are a strong asset to the streetscape and should be preserved.
- This site is identified as being in an area with potential for being part of a Decentralised Energy (DE) network. Development proposals should be designed for connection to a DE network, and seek to prioritise/secure connection to existing or planned future DE networks, in line with Policy DM22.

6.2.13 The 'presumption in favour of sustainable development' and paragraph 11(d) of the NPPF should be treated as a material consideration when determining this application, which for decision-taking means granting permission unless the application of policies in the NPPF that protect areas or assets of particular importance provides a clear reason for refusal or any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the policies in the NPPF taken as a whole. Nevertheless, decisions must still be made in accordance with the development plan (relevant policies summarised in this report) unless material considerations indicate otherwise (of which the NPPF is a significant material consideration).

Assessment

6.2.14 The site is one of the last pieces of land undeveloped within the site allocation, with the redevelopment of the allocated land largely complete or nearing completion. The neighbouring building to the north (No. 28) is to be retained within the site allocation. As such, the wider masterplanning objectives would not be frustrated by the proposal.

6.2.15 The site allocation outlines an indicative development capacity of 442 homes (over 2 phases) within the site allocation, as well as 1,890 sqm of commercial space (located largely on the ground floors of the street frontage) with residential units being located in the storeys above. The successful implementation of planning permissions within the site allocation area has exceeded the indicative development capacity for homes outlined in the site allocation with an 'over-delivery' of housing (by 27 homes). However, the implemented developments have resulted in an 'under-delivery' of commercial floorspace (-648 sqm) against the indicative development capacity. The proposed development would address this imbalance.

6.2.16 Given the existing and long established commercial land use of the site and given the commercial /residential imbalance discussed above, officers consider the expansion of a solely commercial use, within the context of the successful implementation of residential development across the wider site allocation, to be acceptable in principle.

6.2.17 Officers also acknowledge that the planning application for a mixed-use, residential-led development on the site was granted by the planning committee in 2025 (HGY/2024/1456). However, despite the resolution of members to grant planning permission subject to the signing of a 106 legal agreement, the application was subsequently withdrawn (the legal agreement was not signed therefore the planning permission has not been granted) and the site was sold to the current applicant, with the previous owner stating that costs made the granted proposal unviable. As such, the wider economic climate faced by developers is considered relevant in this instance.

6.2.18 The current proposed development has been designed to optimise the delivery of high-quality commercial spaces and to enhance the local environment having regard to

neighbouring residential amenity and the character and appearance of the surrounding area. The site at 30-48 Lawrence Road is located close to sustainable transport connections in an established mixed-use area and the principle of expanding the existing employment use in this location is supported by national, regional and local policy, which identifies employment as a strategic need.

- 6.2.19 The proposed development would retain and upgrade a significant quantum of the existing commercial (Class E) floorspace on site, with the existing unit being reduced and new commercial floorspace created within a new-build section of development. The proposed commercial floorspace would comprise 4,452sqm GIA self-storage and 519sqm of light industrial workspace / incubator 'FabLab' units, resulting in a total of 4,971 Commercial Floorspace. This would be an increase of 3,137 sqm of commercial floorspace above the existing 1,834 sqm.
- 6.2.20 Officers recognise that whilst the proposal is 100% commercial, the type of commercial offers varies, providing a mix of unit types which would focus activity at ground floor level, animating the street frontage where there is currently none and completing the building line established by the implemented developments already in use along Lawrence Road.

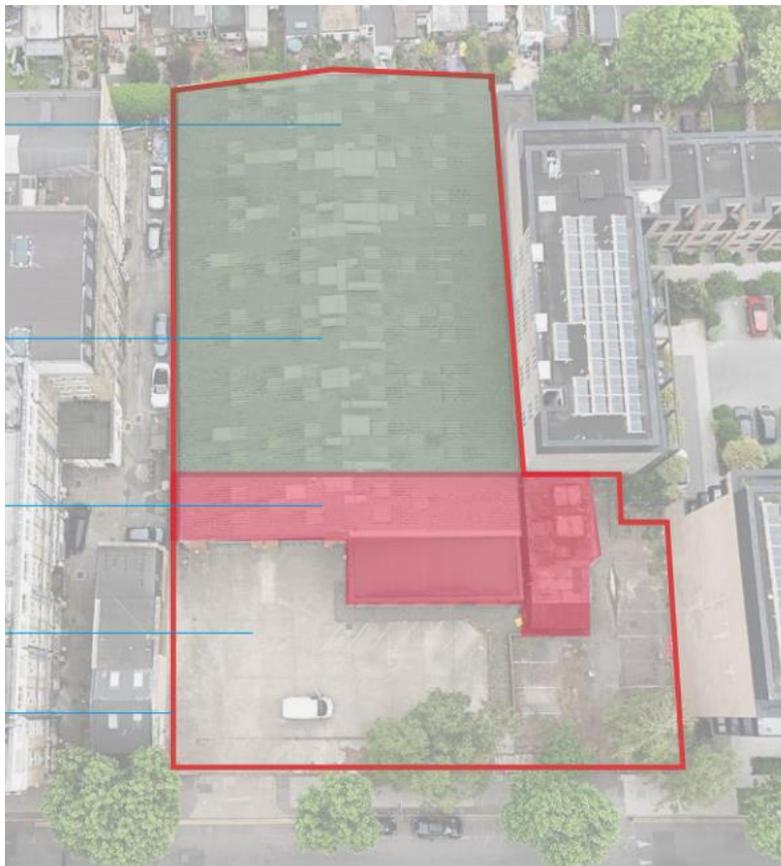


Image 2: Proposed Demolition (Red)

- 6.2.21 The applicant operates similar self-store developments within other urban sites and are expanding on a successful, tried and tested concept. The self storage building would

house the units above an active commercial frontage, with the number of units provided being calculated through the business case for the development, which includes how many units an area can sustain. Key factors are used to assess the number of individual units, with the current provision in the locality (including units offered by competitors) being a consideration. As such the size and scale of the development is assessed to ensure the scale is fit for purpose and tailored to the area.

- 6.2.22 The more urban location responds to demand for modest storage space from customers including those who operate small businesses to people who live in smaller homes. The concept generates low level traffic with peak movement calculated by the applicant at only 4 vehicles per hour, usually outside rush hours—minimising congestion, noise, and neighbourhood disruption. The proposed minimal deliveries and generally quiet operations are considered to be compatible with the surrounding residential uses along Lawrence Road. In addition, the proposed facility would generate local employment, including managers, security, maintenance (up to 60 jobs).
- 6.2.23 Overall, given the deficit of commercial uses within the Lawrence Road Site Allocation Area, the overprovision of homes and the improved quality of the commercial floorspace proposed, a redevelopment proposal not including housing on this site is considered justified. The proposal would significantly expand and improve the quality of employment space in relation to the existing building on the site. Officers consider the proposal an effective use of the site in terms of land use and within the context of the surrounding developments.
- 6.2.24 As such, the principle of a fully commercial development, retaining and expanding the existing commercial use on the site is considered acceptable subject to all other material considerations.

6.3 Design and Impact on The Character and Appearance of The Surrounding Area

National Policy

- 6.3.1 Chapter 12 of the NPPF states that good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.
- 6.3.2 It states that, amongst other things, planning decisions should ensure that developments function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development and be visually attractive due to good architecture, layouts, and appropriate and effective landscaping.

Regional Policy - London Plan

- 6.3.3 The London Plan 2021 policies emphasise the importance of high-quality design and seek to optimise site capacity through a design-led approach. Policy D4 of the London Plan 2021 notes the importance of scrutiny of good design by borough planning, urban design, and conservation officers (where relevant). It emphasises the use of the design review process to assess and inform design options early in the planning process (as has taken place here).

Local Policy

- 6.3.4 Policy SP11 of the Local Plan 2017 requires that all new development should enhance and enrich Haringey’s built environment and create places and buildings that are high quality, attractive, sustainable, safe and easy to use.
- 6.3.5 Policy DM1 of the DM DPD 2017 requires development proposals to meet a range of criteria having regard to several considerations including building heights; forms, the scale and massing prevailing around the site; the urban grain; and a sense of enclosure. It requires all new development to achieve a high standard of design and contribute to the distinctive character and amenity of the local area.

Quality Review Panel (QRP)

- 6.3.6 The proposed development has been presented to the QRP twice (the latter being a Chair’s Review) prior to the submission of this application. The Chair’s Review took place on 15 October 2025. The Panel’s summarising comments of this latest review are provided below.
- 6.3.7 ‘The Haringey Quality Review Panel welcomes the improvements that have been made to the scheme since the last review. While the scheme has the potential to make a positive contribution to the street, the panel still feels that further development of the façade design is needed to raise the design quality, honestly reflect the building uses and to make it appear less generic. The panel reiterates the need to look at relevant precedents to inform the architectural design. The street elevation could look flat and heavy; further articulation and detailing would be beneficial, to provide differentiation between the primary and mezzanine floors.’
- 6.3.8 ‘The panel recognises the improvements that have been made to the Fab Lab entrances. However, there are concerns that the ground floor units onto the street could be inactive, given that these are likely to be workshops and therefore unlikely to have shop fronts or window displays. The elevational treatment of these units, the circulation zones, and the position of the planters should be given further consideration. The panel also feels that the arrangement of the shop and entrance area to the storage units is overcomplicated. A combined entrance hub could be considered to serve the labs and the storage area to improve legibility. As the level changes could be problematic, an external ramp or an alternative split-level arrangement between the Fab Labs and storage area should be considered.’
- 6.3.9 ‘The panel is confident that the applicant can address its comments in discussion with Haringey officers’. The table below outlines the response to the Quality Review Panel’s comments.

Panel Comments	Officer Response
Architecture	
The panel welcomes the improvements to the architectural design since the last review. The additional fenestration and reduced areas of black cladding are particularly successful.	Noted

<p>However, the panel's previous comments around whether the building is contemporary or fits in with the surrounding buildings have been misinterpreted. The term 'landmark' feels misused in this context and should be reconsidered.</p>	<p>The applicant has since considered the proposals under a contextual lens (i.e the strong residential precedent of Lawrence Road), and an honest one reflecting the operational use.</p>
<p>The façade still appears generic and could be better articulated and detailed to reflect the internal uses. The panel recommends that the team investigates more precedents to inform how the design can better demonstrate the self-storage uses.</p>	<p>Following the Chair review, the applicant undertook a follow up pre-application meeting with LB Haringey. Responding to the QRP Chair comments, the applicant referenced the attractive design of No.28 Lawrence Road and incorporated similar features into the proposed design including a ground floor plinth and brick detailing.</p>
<p>It would also be positive for the design to reflect the modular, prefabricated construction.</p>	<p>Following public consultation comments, the design was sought to strike a balance between the Lawrence Road design principles of red brick mansion blocks, while also achieving significant sustainability objectives, through design and construction method.</p>
<p>The quality of the brickwork on the adjacent building to the north of the site could be referenced to inform the design of the scheme. In particular, the detailing and articulation around the entrance and windows.</p>	<p>The proposed development design incorporated the addition of a bay feature (similar to 28 Lawrence Road) to highlight the entrance to the Fab-Labs.</p>
<p>Further craftsmanship is encouraged to break up the large areas of brick, particularly on the stair core.</p>	<p>An open stair core was considered not to meet the secure by design objectives self-storage seeks to achieve.</p>
<p>The visualisation does not accurately reflect the current proposal. The second floor is shown as a corridor but at this stage it is not and may never be converted to usable space.</p>	<p>The applicant has since updated the Computer Generated Images to respond to the proposed floorplans.</p>
<p>The elevational treatment should make a distinction between the different uses on each floor and should not be overly driven by a residential aesthetic, as conversion may be</p>	<p>As well as reducing the quantum of black panelling to break up the different levels, the enhancements to the entrance to the Fab-Labs and</p>

unlikely in the future.	Self-Storage have been further articulated. Additionally, recommendations to re-orientate the landscaping along Lawrence Road to improve pedestrian permeability and street activation have been incorporated into the final design – improving the distinction between Fab-Labs and self-storage.
The panel also cautions that the quality of the façade design should not rely upon occupiers and signage, given these can be changeable over time.	Changes to the façade and signage would be subject to planning and advertisement consent.
Internal Layout	
There is a lack of clarity over the function of the ‘shop’. The panel suggests looking at whether this area could act as a combined access hub for the labs and the storage units, providing shared facilities.	The shop acts a first point of access for new customers – whereby a member of staff will guide customers to their self-storage unit or arrange the rental of a Fab-Lab. Following which, separate direct access for Fab-Lab users is obtained.
The panel queries the practicality of the breakout seating areas within the corridor to the rear of the Fab Labs. These would be better placed within the shop area.	This is associated with the tea prep area. The applicant has previously implemented successful, comparable developments and considers this arrangement to operate well. As such, the arrangement is replicated on this site.
The corridor could be omitted entirely, with occupiers using the main shop entrance via the street, to access the storage units. This would help to increase usable floor space and resolve the awkward change in levels.	The corridor allows for Fab-Lab users to access the W/Cs and tea prep area – also a natural opportunity for socialisation between SMEs.
The split-level access to the storage area could be problematic, particularly for bulky items. An external ramp or an alternative split-level arrangement along the party wall between the Fab Labs and storage area could be considered so that the self-storage use is at a consistent datum.	To accommodate the lowered ground floor while maintaining the existing building’s rear level, a split-level arrangement has been introduced. This has required the reorientation of the lifts.
More detail on how the Fab Lab units are accessed would be welcomed. Flexibility could be provided so two units are combined and the	A new feature entrance for the Fab Labs has been introduced directly onto Lawrence Road, celebrating the

<p>space in front of them shared.</p> <p>Door sizes should be considered to accommodate large, bulky items. This should be designed for both the Fab Labs and public access.</p>	<p>arrival sequence and ensuring inclusivity with accessible width doors.</p> <p>Entrances are now clearly legible, with all communal routes wheelchair accessible following the building's lowered profile.</p> <p>The secondary stair has been relocated to the south side, freeing up valuable frontage. This rationalises the Fab Labs layout and increases street-facing activation.</p>
<p>Streetscape and Landscape Design</p>	
<p>The relationship of the building to the street is not quite resolved and the panel recommends it should be further explored in three dimensions.</p>	<p>The proposals have incorporated amendments to the ground floor plinth and brick articulation into the elevations and Computer Generated Images, to address the comments.</p>
<p>The success of the ground floor relationship to the street will depend upon the labs and whether they have an active and interesting street frontage.</p>	<p>As discussed above a feature entrance for the Fab-Labs has been accommodated within the proposed development.</p>
<p>The panel queries the relationship of the planters to the building, noting that the separation from the building varies making circulation zones unclear.</p>	<p>The landscaping has been reoriented by 90 degrees to create a more permeable arrangement. Planting beds are now set perpendicular to the building line, producing a welcoming, porous approach that encourages interaction with the Fab Labs.</p>
<p>The small, landscaped area to the rear of the Fab Labs is not very well overlooked and will likely be very dark. This should be designed carefully to ensure it is additive and contributes to urban greening.</p>	<p>Further details regarding Landscape details and Management are conditioned by officers to ensure control of quality of design.</p>

Existing Commercial Unit

6.3.10 The existing, light industrial building on site is two-storeys in height. The building has no architectural merit and the demolition of the front section of the building is acceptable. The addition of sustainability measures such as PV panels atop the existing (reduced)

roof is considered an efficient use of what would otherwise be an unbroken expanse, improving the visual aesthetic of the unit.

New Block

- 6.3.11 The siting, height, massing and scale of the proposed block is acceptable within the site's context and surrounding built form, providing a transition between the contemporary new-build block to the south (Vabel development) and the older, Victorian 'Studio 28' building to the north. The proposal matches the height of neighbouring developments, providing consistency along Lawrence Road as expected by Site Allocation SS2. The proposal would continue the established building line and complete the eastern street frontage of Lawrence Road.
- 6.3.12 The set-back, 6th floor would reflect the adjoining properties, tapering the massing and reducing the bulk of the building at the top floor level. The façade would follow the same street lines as the Vabel building to the south, bridging the existing gap in the street scene between Vabel and No28 Lawrence Road to the north.
- 6.3.13 Locating more active commercial (Class E) floorspace at the ground floor level is supported by Officers. The commercial 'Fab-Lab' units are designed to be flexible and attractive to a wide variety of tenants. These proposed units would create an active frontage onto Lawrence Road, which would be further animated by two pedestrian entrances to the storage units above. The proposal makes use of the area in front of the proposed ground floor units, retaining the existing birch trees and expanding the greenery with additional planting, hedges and paving.

Character, Scale and Materiality

- 6.3.14 The overarching character of Lawrence Road is brick with metal work; this is reflected in the proposed design. The proposed brick colour and texture is similar to the Vabel building to the south, reflecting the red tones along Lawrence Road. The choice of red bricks is both consistent with the wider street scene but also allows No.28, the only period property remaining on Lawrence Road (and the only yellow brick building) to retain its individuality and prominence.
- 6.3.15 The proposed development, as a 7—storey, fully commercial development is a distinct departure from the predominantly residential frontages above ground-floor level along Lawrence Road. Pre-application discussions regarding the design approach to the site, focused largely on the architectural expression and elevational composition of this proposal. The options included an 'honest' approach, which celebrated the self-storage use of the site; this option offered a largely blank façade, (given that large areas of fenestration are not required for storage rooms) designed in a contemporary style and being clearly distinct from the surrounding and established residential character along Lawrence Road.
- 6.3.16 The second option was a more 'contextual' approach, designing a structure more closely resembling the existing vernacular, respecting the architectural character of the surrounding brick-clad residential buildings. In this instance, after discussions with the Quality Review Panel and local residents (via a public consultation exercise undertaken by the applicant), the latter approach was chosen and developed into the current proposal.

- 6.3.17 In Lawrence Road, through the current Site Allocation, and through discussions with developers of the other sites, a consistent pattern of development has been achieved, 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-application meetings and at both QRP reviews considered both 'contextual' and 'honest' approaches to the design. The contextual approach produced a design reminiscent of the surrounding residential development with strong fenestration and detailing, whilst the 'honest' approach produced a plainer design with little fenestration and façade activity which is not required given the proposed storage use of the upper floors. The applicant's 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.
- 6.3.18 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 blank cladding in earlier versions of the proposals. These windows would 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 complementary fenestration pattern. The brick-based materials palette is also considered to be robust, durable and attractive, consistent with neighbouring developments.
- 6.3.19 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. To the rear, the materiality is consistent with the front façade but with a simpler design and no fenestration.
- 6.3.20 In conclusion, the contextual approach, continuing the establish character of Lawrence Road is supported by officers. The proposal is considered to be an attractive and contemporary building which responds to the form and function of the proposed uses, whilst having regard to the varied architecture within the surrounding townscape. As such the proposal is considered in accordance with the above policies.

6.4 Character and Appearance of the Conservation Area

- 6.4.1 Policy HC1 of the London Plan 2021 seeks to ensure that development proposals affecting heritage assets and their settings, should conserve their significance. This policy applies to designated and non-designated heritage assets. Policy SP12 of the Local Plan 2017 and Policy DM9 of the DM DPD 2017 sets out the Council's approach to the management, conservation and enhancement of the Borough's historic environment.

- 6.4.2 Policy DM9 of the DM DPD 2017 states that proposals affecting a designated or non-designated heritage asset will be assessed against the significance of the asset and its setting, and the impact of the proposals on that significance; setting out a range of issues which will be taken into account.
- 6.4.3 Statutory tests 6.6.5 Section 72(1) of the Listed Buildings Act 1990 provide: 'In the exercise, with respect to any buildings or other land in a conservation area, of any functions under or by virtue of any of the provisions mentioned in subsection (2), special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.' Among the provisions referred to in subsection (2) are "the planning Acts'.
- 6.4.4 The Barnwell Manor Wind Farm Energy Limited v East Northamptonshire District Council case tells us that "Parliament in enacting section 66(1) did intend that the desirability of preserving listed buildings should not simply be given careful consideration by the decision-maker for the purpose of deciding whether there would be some harm, but should be given "considerable importance and weight" when the decision-maker carries out the balancing exercise."
- 6.4.5 The case of the Queen (on the application of The Forge Field Society) v Sevenoaks District Council sets out that the duties in Sections 66 and 72 of the Listed Buildings Act do not allow a Local Planning Authority to treat the desirability of preserving of listed buildings and the character and appearance of conservation areas as mere material considerations to which it can simply attach such weight as it sees fit. If there was any doubt about this before the decision in Barnwell, it has now been firmly dispelled. When an authority finds that a proposed development would harm the setting of a listed building or the character or appearance of a conservation area or a Historic Park, it must give that harm considerable importance and weight. This does not mean that an authority's assessment of likely harm to the setting of a listed building or to a conservation area is other than a matter for its own planning judgment. It does not mean that the weight the authority should give to harm which it considers would be limited or less than substantial must be the same as the weight it might give to harm which would be substantial. But it is to recognise, as the Court of Appeal emphasized in Barnwell, that a finding of harm to the setting of a listed building or to a conservation area gives rise to a strong presumption against planning permission being granted. The presumption is a statutory one, but it is not irrebuttable. It can be outweighed by material considerations powerful enough to do so. An authority can only properly strike the balance between harm to a heritage asset on the one hand and planning benefits on the other if it is conscious of the statutory presumption in favour of preservation and if it demonstrably applies that presumption to the proposal it is considering.
- 6.4.6 In short, there is a requirement that the impact of the proposal on the heritage assets be very carefully considered, that is to say that any harm or benefit needs to be assessed individually in order to assess and come to a conclusion on the overall heritage position. If the overall heritage assessment concludes that the proposal is harmful then that should be given 'considerable importance and weight' in the final balancing exercise having regard to other material considerations which would need to carry greater weight in order to prevail.

- 6.4.7 The setting of a heritage asset is defined in the glossary to the NPPF as: 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral'. There is also the statutory requirement to ensure that proposals 'preserve or enhance' the conservation area.
- 6.4.8 The development site sits just outside the Clyde Circus Conservation Area boundary and forms part of a central area excluded from the surrounding conservation area designation due to its substantial alteration and markedly contemporary character. The eastern edge of the development site borders the rear gardens of the two storey, late Victorian houses fronting Collingwood Road. These dwellings are included in the Clyde Circus Conservation Area.
- 6.4.9 Officers consider that the residential scale and consistent two storey townscape of the conservation area is intact and fully legible. The application demonstrates the impact of the proposal via two key views across the conservation area (along Collingwood Road, and Nelson Road). The submitted Heritage Statement successfully demonstrates that the proposed development will not disrupt those views and the dynamic experience of the conservation area
- 6.4.10 The proposed view from Nelson Road shows that the proposed development would appear in the background of the original houses, but it would seamlessly sit alongside the existing buildings of similar height which already form the established visual setting of the conservation area, both as experienced along Nelson Road and as seen in views from Clyde Road.
- 6.4.11 The proposed development has been sensitively designed to complement the scale and height of the contemporary buildings within Lawrence Road, which form the existing and emerging context immediately surrounding the conservation area.
- 6.4.12 The Conservation Officer considers the proposed scheme to have a neutral impact on the character and appearance of the conservation area, and that it would cause no harm to its significance, and would have a positive effect on the quality of its immediate surroundings. Accordingly, the proposed scheme is supported from the conservation stance, being in accordance with the above policies.

6.5 Impact on the amenity of adjoining occupiers

- 6.5.1 Policy D6 of the London Plan 2021 outlines that design must not be detrimental to the amenity of surrounding housing, and states that proposals should provide sufficient daylight and sunlight to surrounding housing that is appropriate for its context, while also minimising overshadowing. Policy D14 of the London Plan 2021 requires development proposals to reduce, manage and mitigate noise impacts.
- 6.5.2 Policy DM1 of the DM DPD states that development proposals must ensure a high standard of privacy and amenity for a development's users and neighbours. Specifically, proposals are required to provide appropriate sunlight, daylight and aspects to adjacent buildings and land, and to provide an appropriate amount of privacy to neighbouring properties to avoid material levels of overlooking and loss of privacy and detriment to amenity of neighbouring resident

- 6.5.3 The position and scale of the proposed development in relation to neighbouring buildings ensures that the outlook, privacy and level of sunlight/daylight enjoyed by existing residents will not be significantly affected.
- 6.5.4 The proposed commercial building is located at the west of the site, continuing the established building line along Lawrence Road and filling the existing 'gap' in the street scene between the 'Vabel' development to the south and No 28 Lawrence Road to the north. Given that the proposal would simply continue the established street pattern, there are no concerns regarding the impact on the residential properties on the opposing side of Lawrence Road, to the west.

No. 28 Lawrence Road (North)

- 6.5.5 The proposed commercial block would retain a generous distance from the south façade of the main building which forms No. 28 Lawrence Road. This 5 storey building is currently occupied by workshops, storage space and offices and the well glazed south elevation remains uninterrupted. The proposed commercial block abuts a smaller 2-3 storey structure just south of the main building which also forms part of No 28. The side elevation of this building is blank and as such allows for the proposed block to continue the pattern of development without impacting the amenity of this commercial building.

Vabel Building (South)

- 6.5.6 The neighbouring building to the south is the 7 storey, 'Vabel Lawrence' residential block. This was designed anticipating development on the application site. This is a contemporary development which significantly informs the character, design, scale and massing of the proposal at 30-48 Lawrence Road. The proposed, whilst differing in use, follows the established street pattern, reflecting the strong street frontage and 7-storey massing of its neighbour. The commercial use with its lack of balconies, spaces where people linger and glazing (for corridors) orientated towards Lawrence Road is not considered to have a significant impact on the amenity of the Vabel property. Indeed, this proposal and its lack of residential units further reduces any impacts in comparison to a residential scheme which had previously been considered acceptable on this site.
- 6.5.7 In addition, given the urban setting of the proposal, a degree of inter-visibility is inevitable and considered acceptable. The Vabel development itself is constructed with inter-visibility between its varying blocks.
- 6.5.8 As such, the orientation of the commercial units to Lawrence Road, the lack of balconies and the use of the upper floors for storage as opposed to more active uses, such as residential would result in minimal impact to the amenity of occupiers of the Vabel residential units.

Collingwood Road

- 6.5.9 The rear of the proposed commercial block is over 50m away from the rear gardens to the terraced houses facing Collingwood Road. As stated above, the proposed new block would be orientated towards Lawrence Road with the corridor and glazing overlooking the main street. The rear elevation facing the rear of properties along

Collingwood Road does not include any fenestration given that the storage use within does not require dual aspect glazing. As such, no significant overlooking is envisaged.

- 6.5.10 The most significant potential impact to the residents of Collingwood Road would be any changes to the retained commercial unit, previously occupied by a laundry. Unlike the previous recent application on the site, no changes to the bulk and massing of the retained unit are proposed, with the only significant change being photo-voltaic panels located on the roof. As such there is no significant change over and above the existing relationship between the Collingwood Road properties and the existing unit.

Daylight to neighbouring properties

- 6.5.11 A Daylight and Sunlight report has been submitted with the planning application; which was also submitted to support the previous scheme. The study assessed the potential effects of the proposed development on daylight and sunlight to surrounding residential properties using methodologies recommended in the Building Research Establishment (BRE) guide.
- 6.5.12 The advice contained in the BRE guide is not mandatory and its numerical guidelines should be interpreted flexibly, with daylight and sunlight only one of many factors to consider when evaluating the acceptability of a scheme. This flexible approach is also echoed in the national and regional planning policy which state that a flexible approach should be adopted so long as a scheme does not cause material harm on existing and future residents.
- 6.5.13 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".
- 6.5.14 This notes that the proposals will have no different building massing to the main 7-storey building and therefore no different day and sunlight impact to that scheme, which was deemed acceptable. The partially retained commercial unit to the rear of the site will also not be extended upwards in this new proposal and as such has a reduced impact from that of the previously acceptable scheme. 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, or required, to receive any daylight.
- 6.5.15 As such, with both the previous and proposed schemes, in terms of daylight; the results indicate that 80% of neighbouring windows and 86% of neighbouring rooms satisfy the BRE guidelines in daylight terms. These present a good level of adherence to the BRE guidelines and indicate that all neighbouring properties will remain with acceptable levels of daylight in the post development condition. Of those windows which do not satisfy guidelines, the majority will experience a low or medium reduction beyond the BRE recommendations, which is considered acceptable in an urban context.
- 6.5.16 As in the case of other higher density developments, it can be noted that the BRE Guide itself states that it is written with low density, suburban patterns of development in mind and should not be slavishly applied to more urban locations; as in London, the Mayor of London's Housing SPG acknowledges. Therefore, full or near full compliance with the

BRE Guide is not to be expected, albeit that a high level of day and sunlight performance, reasonably close to the full BRE Guide recommendations, is convincingly predicted to be achieved.

- 6.5.17 The sunlight results indicate that all neighbouring rooms considered will satisfy the BRE guidelines. The overshadowing results indicate that all neighbouring Collingwood Road gardens will satisfy the BRE guidelines.
- 6.5.18 Overall, the daylight and sunlight results show an acceptable adherence with the BRE guidelines indicating that the majority of neighbouring residential properties will benefit from acceptable levels of daylight and sunlight. The report states that, on balance, the proposed development is not out of context for the immediate surrounding area and will not cause unacceptable harm to existing and future residents.
- 6.5.19 In conclusion, the proposed development is consistent with the Council's local planning policy on daylight and sunlight, particularly having regard to paragraph 129 of the NPPF and Policy DM1 of the DM DPD 2017.
- 6.5.20 As such the proposal is not considered to have a any material detrimental impact on the amenity of the existing properties in accordance with the above policies.

Noise

- 6.5.21 The NPPF states, in paragraph 180, that new development should mitigate and reduce to minimum potential adverse impacts resulting from noise and avoid noise giving rise to significant adverse impacts on health and the quality of life. Policy D14 of the London Plan 2021 specifically concerns noise and requires development proposals to reduce, manage and mitigate noise impacts. Proposals for potentially noisy development must suitably demonstrate that measures will be implemented to mitigate its impact.
- 6.5.22 A Noise Impact Assessment has been submitted with this planning application. This assessment considers noise associated with self-storage activity, and the flexible work units, and sets appropriate noise limits for any fixed plant equipment.
- 6.5.23 The assessment concludes that noise associated with activity from the proposed self-storage facility and flexible work units would be 'low impact'. The assessment has been reviewed by LBH Noise and Nuisance Officer who raised no objections. As such, Officers conclude that the impact to the amenity of existing residents would not be significant. As such, the proposed development therefore complies with LBH Development Management Policy DM23.

6.6 Landscaping & Biodiversity

- 6.6.1 In addition to the general design-led policies in the previous section, Policy G5 of the London Plan 2021 requires major development proposals to contribute to the greening of London by including urban greening as a fundamental element of site and building design.
- 6.6.2 Policy G6 of the London Plan 2021 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.

- 6.6.3 Policy SP11 of the Local Plan 2017 promotes high quality landscaping on and off-site and Policy SP13 seeks of the Local Plan 2017 to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.6.4 Policy DM1 of the DM DPD 2017 requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD 2017 expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.6.5 The application proposes partial redevelopment of the site, providing a new, high-quality commercial building whilst partially retaining some of the existing commercial structure on the site. This offers the opportunity to significantly improve the site, with high-quality landscaping as well as enhancing the visual and residential amenity of the immediate area.
- 6.6.6 The existing site offers very little greenery with some modest trees located within the site and more mature street trees located on street at the front of the site
- 6.6.7 Aside from the aforementioned trees, the site is void of any vegetation or green spaces. The applicant proposes to improve the biodiversity present at the site by building behind the existing street trees, retaining the existing groups of Silver Birch trees on site, providing a biodiverse green roof, and providing additional native tree planting (including Rowan, Oak and Hawthorn), native hedges and wild flowers (Hornbeam, Hawthorn, Holly, Dog Rose, Guelder Rose and Honeysuckle etc.). In addition, brush piles are to be created in shady areas to encourage hedgehogs, bird boxes would be installed on the site including swift boxes, with sparrow terrace boxes integrated into the building walls. Bird boxes would also be installed on the existing trees and bat boxes would be integrated into the building walls. Smaller areas of landscaping are also proposed at the ground floor level facing the street.
- 6.6.8 The landscape proposals are considered to sufficiently increase biodiversity through planting and species to the site and retaining existing tree. A condition requiring the submission of a detailed landscaping scheme has been recommended for any grant of planning permission.

The Urban Greening Factor (UGF)

- 6.6.9 Policy G5 'Urban greening' of the London Plan 2021 states that major development proposals should contribute to the greening of London by including urban greening as a fundamental element of site and building design, and by incorporating measures such as high-quality landscaping (including trees), green roofs and nature-based sustainable drainage.
- 6.6.10 An assessment of the Urban Greening Factor (UGF) has been undertaken, based on the surface cover types and areas within the application boundary. The proposal has an Urban Greening Factor of 0.308 which meets, and marginally exceeds, the London Plan target factor of 0.3 for commercial developments.
- 6.6.11 The proposed development presents an indicative landscaping scheme to cater for the future patrons and employees, ensuring the setting of the structure is attractive, green,

and safe and complements and enhances the character and appearance of the surrounding area.

- 6.6.12 The proposal represents marked improvements to the hard and soft landscaping on-site and in its immediate environs and would result in a greener open space provision which is considered acceptable for this location and typology. Subject to receipt of an acceptable detailed landscaping strategy which would be required by condition, the proposal satisfies the above planning policies in this regard.

Ecology - Biodiversity Net Gain

- 6.6.13 Policy G6 of the London Plan 2021 seeks to manage impacts on biodiversity and aims to secure biodiversity net gain.
- 6.6.14 Policy SP11 of the Local Plan 2017 promotes high quality landscaping on and off-site and Policy SP13 of the Local Plan 2017 seeks to protect and improve open space and providing opportunities for biodiversity and nature conservation.
- 6.6.15 Policy DM1 of the DM DPD 2017 requires proposals to demonstrate how landscape and planting are integrated into the development and expects development proposals to respond to trees on or close to a site. Policy DM21 of the DM DPD 2017 expects proposals to maximise opportunities to enhance biodiversity on-site.
- 6.6.16 Biodiversity Net Gain (BNG) is an approach to development which makes sure that habitats for wildlife are left in a measurably better state than they were before the development.
- 6.6.17 The Environment Act 2021 introduced a statutory requirement to deliver a BNG of 10%. This means a development will result in more or better-quality natural habitat than there was before development.
- 6.6.18 The applicant's Biodiversity Net Gain Assessment sets that the site has a Habitat Baseline value of 0.10 habitat units. This is due to the developed nature of the site which is mostly hardstanding or other built surfaces. The proposal includes a green roof, hedging, wild planting, ground level planters and landscaping which results in a 69.93% net gain of area-based habitat units. This is significantly above the mandatory 10% net gain required.

Trees

- 6.6.19 Policy DM1 'Delivering High Quality Design' of the DM DPD 2017 states that the Council will expect development proposals to respond to trees on and close to the site.
- 6.6.20 The proposal affects trees both within and outside the site boundary. Most significant are the four London Plane trees located on the street to the front of site. These mature plane trees are street trees which form part of the avenue of trees which line Lawrence Road on both sides and are a significant contributor to the character and appearance of street. As such, their retention is considered essential. These are classed as Category A (Highest quality) and are to be retained.

- 6.6.21 Within the site boundary, two existing tree groups (G1, G2) of Silver Birch trees have been classed as Category B (Moderate Quality). These trees are generally in good condition and will also be retained. As such, all trees on or near the site are to be retained.
- 6.6.22 The LBH Arboricultural Officer agrees with the allocated tree classification categories and supports the retention of the trees subject to conditions to protect them during development works.
- 6.6.23 Any trees that are retained will be provided with their proper protection according to BS5837:2012 regardless of which category they have been placed in.
- 6.6.24 A root investigation has shown that roots from the retained trees are largely contained to areas outside of the footprint of the proposed development. However, as a precaution, pre-emptive root pruning will be carried out to minimise the risk of impact to the trees.
- 6.6.25 Pruning would also be required, either prior to construction to allow enough space between the trees and the buildings, or in the future after construction, to maintain adequate clearance.
- 6.6.26 All retained trees would be protected in accordance with BS 5837:2012 specifications throughout the development. This report includes guidance on tree protection measures and providing these are adhered to, there will be no adverse impact on the long-term potential on the retained trees.
- 6.6.27 Notwithstanding the above assurances, the report sets out a series of recommendations prior and during construction that would ensure impacts to trees are minimised. Tree protection methods are proposed to be secured via condition.
- 6.6.28 The Arboricultural Officer raises no objections, subject to conditions. In conclusion, the proposal ensures no loss of trees and the protection of existing species, and is considered acceptable, subject to conditions.

6.7 Parking and highway safety/ waste recycling and servicing

- 6.7.1 Paragraph 110 of the NPPF states that in assessing development proposals, decision makers should ensure that appropriate opportunities to promote sustainable transport modes have been taken up, given the type of development and its location. It prioritises pedestrian and cycle movements, followed by access to public transport, including facilities to encourage this.
- 6.7.2 Policy T1 of the London Plan 2021 sets out the Mayor's strategic target for 80% of all trips in London to be made by foot, cycle or public transport by 2041. This policy also promotes development that makes the most effective use of land, reflecting its connectivity and accessibility by existing and future public transport. Policy T6 of the London Plan 2021 sets out cycle parking requirements for developments, including minimum standards. Policy T7 of the London Plan 2021 concerns car parking and sets out that 'car-free' development should be the starting point for all development proposals in places that are well-connected by public transport. Policy T6.1 of the London Plan 2021 sets out requirements for car parking spaces that are proposed.

- 6.7.3 Policy SP7 of the Local Plan 2017 states that the Council aims to tackle climate change, improve local place shaping and public realm, and environmental and transport quality and safety by promoting public transport, walking and cycling and seeking to locate major trip generating developments in locations with good access to public transport. This approach is continued in Policies DM31, DM32 and DM33 of the DM DPD 2017.
- 6.7.4 Policy DM32 of the DM DPD 2017 is particularly relevant and states that the Council will support proposals for new development with limited or no on-site parking where there are alternative and accessible means of transport available, public transport accessibility is level 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be extended prior to the occupation of the development, parking is provided for disabled people; and parking is designated for occupiers of developments specified as car capped.

Car Free Development

- 6.7.5 A 'car-free' development is proposed meaning only wheelchair accessible parking (one space) would be provided on site. 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 workers with accessibility needs.
- 6.7.6 The site has a PTAL rating of 3 (denoting Moderate Public Transport Access when compared to London as a whole). The southern part of Lawrence Road (just outside of the site) consists of PTAL 4 and 5 (denoting good access to public transport). The site is located within the Seven Sisters CPZ that restricts parking to permits holder Monday to Saturday 08:00 – 18:30.
- 6.7.7 Given the site's location within a CPZ and the on-site provision of accessible parking in line with London Plan (2021) standards, the proposed development would qualify for a car-free status, in accordance with Policy DM32 of the DM DPD 2017.
- 6.7.8 Given the PTAL of the Lawrence Road (a mix of level 3 'moderate' to 5 'very good') denoting its close proximity to public transport links, the lack of parking for a commercial element of the development is considered acceptable and in accordance with Policy DM32 of the DM DPD 2017 which states the council will support proposals for new developments with limited or no on-site parking, where there are alternative and accessible means of transport available, public transport accessibility is at least 4 as defined in the Public Transport Accessibility Index, a Controlled Parking Zone (CPZ) exists or will be provided prior to the occupation of the development and where parking is provided for wheelchair users.
- 6.7.9 Accordingly, the LPA would restrict future occupiers from receiving on-street resident parking permits. A legal agreement would secure this and require the applicant to advise all occupiers of the car-capped status of the proposed development.

Accessible Parking

- 6.7.10 One accessible parking bay is to be provided on-site. LBH Transportation raise no objection to the quantity proposed although additional details regarding the most appropriate location of the bay are required. As such a condition has been added accordingly

Highway Works

6.7.11 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 proposed development. 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.

Trips Forecast & Future Parking Demands

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

6.7.13 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) and 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.

6.7.14 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/departure.

6.7.15 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 0 departures and in the PM peak (17:00-18:00) 1 vehicular arrival and 1 vehicular departure. Daily totals for this usage (05:00-21:00) forecast 14 vehicular trips, 1 cyclist trip and 3 public transport trips.

6.7.16 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.

6.7.17 As such, the trip generation changes of the proposed versus existing usage is forecast to see a net decrease of 8 vehicular trips over the existing vehicular trip generation. As such the impact of the proposal will be less than the existing scenario.

Cycle Parking

6.7.18 The applicant is proposing, 14 long stay and 7 short stay cycle spaces for the self-storage element of the development. Cycle parking for the Fab Lab units would be provided internally as part of the fit out when tenants are identified, final details are to be provided via condition. Three of the long stay spaces are to be provided for cargo bikes to facilitate sustainable transit of larger items.

6.7.19 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

6.7.20 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 would be a direct access unit which would house 3 cargo bikes and 4 standard bikes utilising Sheffield stands.

6.7.21 A condition has been imposed with regard to cycle parking at the site to ensure commensurate short and long-stay cycle parking is provided for all site uses to comply with London Plan 2021 standards.

6.7.22 Subject to the imposition of appropriate conditions requiring additional details there is no objection from LBH Transportation.

Waste and recycling

6.7.23 Policy D6 of the London Plan 2021 requires suitable waste and recycling storage facilities in all new developments, Policy SP6 Waste and Recycling of the Local Plan 2017 and Policy DM4 of the DM DPD 2017 require development proposals to make adequate provision for waste and recycling storage and collection.

6.7.24 The applicant has provided a clear assessment of weekly waste arisings for both the office/front-of-house functions and the Fab Lab/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.

6.7.25 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.

6.7.26 Operationally, the bin store would be 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.

6.7.27 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.

6.7.28 LBH Waste raises no objection, 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.

6.7.29 As such, the proposal is considered acceptable in this regard.

6.8 Sustainable Energy and Climate Change

6.8.1 The NPPF requires development to contribute to the transition to a low carbon future, reduce energy consumption and contribute to and conserve the natural environment. The proposed development has sought to adopt a progressive approach in relation to sustainability and energy to ensure that the most viable and effective solution is delivered to reduce carbon emissions.

6.8.2 Policy SI 2 - Minimising greenhouse gas emissions of the London Plan 2021, states that major developments should be zero carbon, and in meeting the zero-carbon target a minimum on-site reduction of at least 35 per cent beyond Building Regulations is expected. Policy SP4 of the Local Plan 2017 requires all new developments to introduce measures that reduce energy use and carbon emissions. Policy SP11 of the Local Plan 2017 requires all development to adopt sustainable design and construction techniques to minimise impacts on climate change and natural resources.

6.8.3 Policy DM1 of the DM DPD 2017 states that the Council will support design-led proposals that incorporate sustainable design and construction principles and Policy DM21 of the DM DPD 2017 expects new development to consider and implement sustainable design, layout and construction techniques.

6.8.4 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 a 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.

6.8.5 Green roofs and new tree, hedge and wild flower planting would further contribute to the sustainable nature and biodiversity of the site.

6.8.6 An Energy and Sustainability Statement was submitted with the application, which demonstrates that consideration has been given to sustainable design principles throughout the design of the proposed scheme. The report has been revised in consultation with Carbon Management Officers.

6.8.7 In 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 a 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.

6.9 Crime Prevention

6.9.1 Policy D3 of the London Plan 2021 states that development proposals should achieve safe, secure and inclusive environments. Local Plan Policy requires all development to incorporate solutions to reduce crime and the fear of crime by promoting social inclusion, creating well-connected and high-quality public realm that is easy and safe to use and apply 'Secured by Design' and Safer Places principles. Policy DM2 of the DM DPD 2017 seeks to ensure that new developments have regard to the principles set out in 'Secured by Design'.

6.9.2 The proposal has been assessed by The Metropolitan Police, Designing Out Crime Officer. The Officer states that the project has the potential to achieve a Secured by Design Accreditation and as such has no objections to the proposal subject to conditions. Suggested conditions and an informative have been attached accordingly.

6.9.3 **Flood Risk and Drainage**

6.9.4 Policy SP5 of the Local Plan 2017 and Policy DM24 of the DM DPD 2017 seek to ensure that new development reduces the risk of flooding and provides suitable measures for drainage.

6.9.5 The applicant has submitted a Flood Risk Assessment and Sustainable Drainage Statement with amendments. These have been reviewed by LBH Flood & Water Management who are content with the discharge rate of 2.8 l/s and overall methodology used within the above report. As such, the assessment is considered acceptable subject to a condition (added accordingly).

6.10 **Air Quality**

6.10.1 Policy DM23 of the DM DPD 2017 requires all development to consider air quality and improve or mitigate the impact on air quality in the borough and users of the development. An Air Quality Assessment ('AQA') was prepared to support the planning application which concluded that the proposed development would not expose existing residents or future occupants to unacceptable air quality. It also highlighted that the air quality impacts from the proposed development during its construction phase would not be significant and that in air quality terms it would not conflict with national or local planning policies.

6.10.2 Officers have reviewed the submitted Air Quality Assessment (AQA). The AQA confirms that the proposed development will be 'better than air quality neutral' in terms of both building emissions and of transport emissions. The proposed development will therefore be at least air quality neutral overall. It can therefore be concluded that the proposed development is not considered to conflict with national, regional and local planning guidance.

6.10.3 Officers acknowledge that while concerns raised about construction works are noted, these are temporary and can be mitigated through the requirements of the construction management plan to include air quality control measures such as dust suppression. Appropriate measures have been recommended and, with these measures in place, it is expected that any residual effects will be not significant.

6.10.4 The proposal is not considered an air quality risk or harm to nearby residents, or future patrons, subject to mitigation measures. The proposal is therefore acceptable in this regard.

6.11 Land Contamination and Pollution

6.11.1 Policy DM23 (Part G) of the DM DPD 2017 requires proposals to demonstrate that any risks associated with land contamination can be adequately addressed to make the development safe.

6.11.2 The Council's Pollution service has reviewed the scheme in detail and advise that there are no objections to the proposed development in respect to air quality and land contamination subject to planning conditions and informative being included should planning permission be granted.

6.13.3 Subject to appropriate conditions to deal with land-contamination risk, the proposal would satisfy the above planning policy requirements and is acceptable in this regard.

6.12 Employment and Skills

6.12.1 Policies SP8 and SP9 of the Local Plan 2017 aim to support local employment, improve skills and training, and support access to jobs. The Council's Planning Obligations Supplementary Planning Document (SPD) requires all major developments to contribute towards local employment and training.

6.12.2 There would be opportunities for borough residents to be trained and employed as part of the development's construction process. The Council requires the developer (and its contractors and sub-contractors) to notify it of job vacancies, to employ a minimum of 20% of the on-site workforce from local residents (including trainees nominated by the Council). These requirements would be secured by legal agreement.

6.12.3 An employment skills and training plan, which is recommended to be secured by a s106 planning obligation, would ensure a target percentage of local labour is utilised during construction and a financial contribution towards apprenticeships. This would benefit priority groups that have trouble in accessing employment. As such, the development is acceptable in terms of employment provision.

6.12.4 As such, the development would have a positive impact in terms of employment provision.

6.13 Fire Safety

6.13.1 Policy D12 of the London Plan 2021 states that: In the interests of fire safety and to ensure the safety of all building users, all development proposals must achieve the highest standards of fire safety and ensure that they:

- 1) identify suitably positioned unobstructed outside space
- 2) are designed to incorporate appropriate features which reduce the risk to life and the risk of serious injury in the event of a fire; including appropriate fire alarm systems and passive and active fire safety measures
- 3) are constructed in an appropriate way to minimise the risk of fire spread

- 4) provide suitable and convenient means of escape, and associated evacuation strategy for all building users
- 5) develop a robust strategy for evacuation which can be periodically updated and published, and which all building users can have confidence in
- 6) provide suitable access and equipment for firefighting which is appropriate for the size and use of the development.

B All major development proposals should be submitted with a Fire Statement, which is an independent fire strategy, produced by a third party, suitably qualified assessor.

6.13.2 The applicant has submitted a fire statement to meet the national and London Plan requirements which sets out how the development would respond to the requirements set out in Policy D12 of the London Plan 2021, resulting in a building which has been designed to ensure compliance with the fire safety guidelines.

6.13.3 The proposed scheme has been assessed by Marshall Fire Ltd who agree with the overall design proposals and conclusion presented in the drawings that the proposed works can be developed in order to satisfy the functional requirements of the Building Regulations.

6.13.4 The Health and Safety Executive (HSE) (functions since transferred to the new Building Safety Regulator (BSR)) has responded to the application stating that 'HSE considers that the proposed development is 'Out of Scope' in terms of Fire Safety Planning Gateway One (PGO) assessment. This is due to the proposal being 17.9m (just under the threshold of 18m) and will not include residential accommodation and is not located within the curtilage of a residential/relevant building

6.13.5 A such, the proposal is considered acceptable.

6.14 Equalities

6.14.1 In determining this application, the Council is required to have regard to its obligations under Section 149 of the Equality Act 2010. Under the Act, a public authority must, in the exercise of its functions, have due regard to the need to:

- eliminate discrimination, harassment and victimisation and any other conduct that is prohibited by or under this Act
- advance equality of opportunity between persons who share a relevant protected characteristic and persons who do not share it
- foster good relations between persons who share a relevant protected characteristic and persons who do not share it

6.14.2 The three parts of the duty apply to the following protected characteristics: age, disability, gender reassignment, pregnancy/maternity, race, religion/faith, sex and sexual orientation. Marriage and civil partnership status applies to the first part of the duty. Members must have regard to these duties in taking a decision on this application. In addition, the Council treats socioeconomic status as a local protected characteristic, although this is not enforced in legislation. Due regard must be had to these duties in the taking of a decision on this application.

6.14.3 The scheme would provide new employment opportunities, which can significantly advance equality under the UK Equality Act 2010 by addressing the needs of individuals across all protected characteristics. Furthermore, by applying inclusive design, the scheme would be able to support equality for all sexes and sexual orientations, ensuring that no group is disadvantaged. Overall, the scheme is expected to contribute to eliminating discrimination and advancing opportunity.

6.16.4 The overall equalities impact of the proposal would be positive, and any limited potential negative impact on people with protected characteristics would be both adequately mitigated by conditions and would be significantly offset by the wider benefits of the development proposal overall. It is therefore considered that the development can be supported from an equalities standpoint.

6.15 Conclusion

- The site is within an established, mixed-use neighbourhood with good access to public transport and existing neighbourhood facilities, where planning policy expects additional housing and commercial uses at a greater density than existing. This is subject to a design-led approach to the development of the site, which was carried out here to maximise the opportunities and location of the site to bring forward new commercial space where there is currently a shortfall. In land-use terms, the principle of the proposal is strongly supported.
- The development would partially retain and also expand the existing commercial use (Class E) on site within a site allocation (SA) where the commercial floorspace currently falls below the SA target by 648sqm.
- The development would be of a high-quality design which responds appropriately to the local context.
- The proposed development seeks to deliver a fully commercial development, addressing a shortfall of commercial provision along Lawrence Road.
- The existing London Plane trees along Lawrence Road are to be retained. The existing Silver Birch trees on-site are to be retained, ensuring no loss of trees on or around the site.
- The proposal has been designed to avoid any material harm to neighbouring amenity in terms of a loss of sunlight and daylight, outlook, and privacy, and in terms of excessive noise, light and air pollution.
- The proposed development would be car free (except for one wheelchair-accessible space) and high-quality storage for cycles is proposed to be provided. The site's location is accessible in terms of public transport routes and the scheme is also supported by sustainable transport initiatives.
- High performance energy saving measures form part of the proposal, which would include high fabric energy efficiency, low heating demand, biodiverse roof and a solar photovoltaic system.

- The proposal would cause no heritage harm to the significance of the neighbouring conservation area
- Public benefits of the proposal include additional employment floorspace and associated jobs.
- The proposed development will secure several planning obligations including financial contributions to mitigate the residual impacts of the development.

All other relevant policies and considerations, including equalities, have been taken into account. Planning permission should be granted for the reasons set out above.

The details of the decision are set out in the RECOMMENDATION.

7.0 COMMUNITY INFRASTRUCTURE LEVY (CIL)

7.1 Based on the information given on the plans, the Mayoral CIL charge will be £305,829.65 (72.73 x 4205sq). Haringey CIL charge will be zero (no charge for employment use) This will be collected by Haringey after/should the scheme is/be implemented and could be subject to surcharges for failure to assume liability, for failure to submit a commencement notice and/or for late payment, and subject to indexation in line with the RICS CIL Index. An informative will be attached advising the applicant of this charge.

8.0 RECOMMENDATION

GRANT PERMISSION subject to conditions as set out in Appendix 1, and subject to a Section 106 legal agreement being secured.